
Challenger

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BRO-TEK

-Making tractors parts our business

MT255B

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Bro-Tek@hotmail.com



1. **Introduction:**

A. Proud Owner:

. You are now the proud owner of a Bro-Tek Wheel Spacers. These Wheel Spacers are made for your tractor rear axle. With proper care, the spacers should outlast your original tractor & be ready for your next one. Please read these instructions, before installing the Wheel Spacers. The Wheel Spacers have been designed for easy installation on your tractor. Wheel Spacers are a bolt-on item. Unit will be shipped complete in a box, all hardware included. Designed to be very easy to install.

B. Feedback:

. We would love any feedback that you could give us (Positive/Negative), to improve our product line.

Please email us your comments/pictures too:

bro-tek@hotmail.com or you can reach us at www.bro-tek.com

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2. **Safety Precautions:**  **Important Safety**
- A. Park on a firm level area.
 - B. Stop engine, set brake, remove key and wait for all moving parts to stop before servicing, adjusting or unplugging.
 - C. Block up before working beneath unit.
3. **Tools/torque/Parts required:**
- A. Socket 21mm, 24mm, 3/4", 7/8" & 15/16"
 - B. Torque wrench (150 Lb-Ft).
 - C. Floor Jack & Jack stands (proper rating).
 - D. Pry-bar or round pipe.
 - A. Loctite, Medium Strength Thread locker (Blue)
4. **Assembly Instructions:**
- A. Once you have followed the safety precautions & have removed the Wheel Spacers from its packaging, please take notes of all the parts (see main photo on first page) & follow the assembly instruction.
 - B. Free up work place of all disturbances & clutter. Take your time installing it (This can be easily being done by one person in 20 to 25 minutes).
 - C. Before lifting, with the jack, the tractor, break lose the nuts on the rear wheels, this will help out.
 - D. If you have the backhoe on, you can save yourself some time & use the stabilizer of the backhoe to lift the rear. For those without a backhoe, jack up & place the jack stand on the tractor. Jack stands must be stable/secure place on the tractor/ground.
 - E. It's now the time to remove the tire.
-  **Caution** if you have loaded tires and haven't taken them off before then beware, they can be **VERY heavy**. Make sure that the jack stands are stable before removing the wheel.

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F. The factory lugbolts are the same tread type (16mm) as the one supplied with the spacers, but do not have the taper/cone seat. If you have Factory 2 Stud, to remain on the axle, do not remove them!



⚠ do not mix these up. You should now have 2 factory nuts/lock washer. Disregard the 4 factory bolts/lock washer. We supplied new Lock Washer for the install of the wheel. In Step "H" to install the rim

⚠ Do not use the OEM factory bolts or nuts to install the spacer to the axle. We supplied 4 New Gold taper lug Bolts per side & take from the spacer 2 of the 6 new gold Nuts from the spacer.

Now is a good time to test fit the spacer to the Axle & then to the wheel rim. The spacer should make full contact to the axle, the rim hole may have to be file a very small amount to clear the spacer lug. It's much easier to sort any problems without having anything bolted down. If everything looks good add some

Loctite to 2 studs & 4 new gold lug bolt Supplied (cone seat) **⚠**

Save these **⚠** Instructions/Safety Manual **⚠** owner/operator/installer

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G. To install the spacers, you will need a long bar to hold the axle from turning (leave in gear & hand brakes on), add Thread locker to the Studs. Get your socket for the OEM lug nut & make sure to use the original OEM Lug Nuts which must have cone shape toward the spacers.

 (cone seat)

 Please take the time to make the install in 3 steps. (24mm Socket) First hand tightens the bolts; Second torque the bolts to half the torque in a crisscross pattern & finally torque the bolt to their final value of 140 ft. lbs for the rear's wheels.

H. Get your Tire/Rim & add Loctite to the 8 studs on the spacer. You will need to use the new gold nuts to install the rim/wheel. Torque the nuts to 140 ft. lbs for the rear wheels in the same 3 steps as above.

We have found that having a metal shovel and rolling the tire onto it, makes the job of lining up everything must easier. One can slide the tire around, pry & lever the tire into place.

I. Check clearances around the Wheel, no point of contact should be noticed.

J. Check everything out for clearances & binding. Recheck nuts & bolts after the first 2 hours of travel & at your regular oil change.

A low speed test drive on a bumpy terrain with steering fully rotated should reveal any problem area. Make sure to **correct the problem before any other driving.**

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Our recommendations would be to make witness marks after installed, using a paint pen on the back side of the axle lug bolts & also on the stud's /lug nut of the wheel side. Make for an easy inspection of the tractor.



J. Check everything out for clearances & binding. Recheck nuts & bolts after the first 20 minutes' travel & at your regular oil change.

5. **Congratulations:**

You have successfully installed your Bro-Tek Wheel Spacers. I hope this was a pleasant experience & that you would recommend this product to all of your tractor friends. The Wheel Spacers can remain on the tractor, for all the preventative maintenances & everyday use.

6. **Thank you:**

We would like to thank you for supporting us & hope to do future business with you with our new upcoming line of products.