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-Making tractors parts our business

1320 series M16



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.

⚠ Important If you have a Mid Mount Mower, the wheel will be push out & may contact.

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

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.



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3. Tools/torque/Parts required:

- A. Socket $\frac{3}{4}$ & 15/16"
- B. Torque wrench (capacity rating range 0-180 Lb-Ft).
- C. Floor Jack & Jack stands (proper rating).
- D. 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 bolts are the same tread type (16mm) as the one supplied with the spacers, but they 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 factory nuts/lock washer. Disregard the 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 New Gold taper lug Bolts.

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



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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 the new gold lug bolts Supplied (cone seat) ⚠

G.To install the spacers, you will need a long bar (if hand brake is not strong enough), to hold the axle from turning (add Blue Thread locker to the bolts).

Get your $\frac{3}{4}$ "socket & make sure to use the supplied gold lug bolt & 2 gold nuts (15/16 "socket) that came with the spacer. ⚠ (cone seat) the nut has a tapered end, make sure only these nuts tapered nuts are used to install the spacers to the axle.

⚠ Taper ends must make contact with the spacers.



⚠ Please take the time to make the install in 3 steps.

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 150 lb-ft for the rear's wheels.





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H. Get your Tire/Rim & add Loctite to the 6 studs on the spacer. You will need to use the supplied nuts & reuse the 2 factory nuts & all the Washer/lock washer to install the rim/wheel. Torque the nuts to 160 lb-ft for the rear wheels in the same 3 steps as above.

⚠ This time the flat end of the nut must make contact with the lock washer/washer/rim. The Gold Nut Taper end will stick out. See pic.



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.

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



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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.



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.