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Bro-Tek
-Making tractors parts our business

ZD**11 7/16 Lug Bolt



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. It will 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. Wheel Spacers are a bolt-on item. Unit will be shipped complete in a box, all hardware included.

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** 24mm, 17mm, 3/4" & 11/16"
- B. **Torque wrench** (capacity rating range 0-130 Lb-Ft).
- C. **Floor Jack & Jack stands.**
- D. **Pry-bar or round pipe** (see pic below).
- E. **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 & follow the assembly instruction.

B. Free up work place of all disturbances & clutter. Take your time installing it (This can normally be done by one person in 20 to 35 minutes).

C. Before lifting with the jack, break loose the nuts on the rear wheels, this will help out.

D. Jackup & place the jack stand (Ref to owners manual)

⚠ 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.

F. The factory bolts treads are 7/16 inch tread, Please check your factory bolts, if they have a taper nut/end & are long enough, they can be reuse to install the spacers to the axle.





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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, it's much easier to sort any problems without having anything bolted down.

G.To install the spacers, you will need a long bar to hold the axle from turning (see photo), add Thread locker to the bolts.

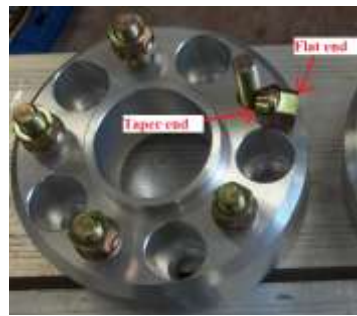
Get your socket & the OEM original Lug bolt. ⚠️ Make sure only tapered bolts are used to install the spacers to the axle.

⚠️ Please take the time to make the install/Torque bolt in a 3 steps. First hand tighten the bolts; Second torque the bolts to half the torque in a crisscross/Star pattern & Finally torque the bolt to their final value of 65 ft. lbs for the spacers to the axle.



⚠️ Please check your factory bolts (as in step F), if they had a taper nut/end which tell us the factory rims are made to accept the taper end of our supplies golden nuts that came with the spacers.

⚠️ If the factory rim was installed with bolts & lock washers, You will need to get 10 new $\frac{1}{2}$ " lock washer & flip your supply nuts to the flat end. Normally that is not the case, you use the Tapered cone nut from the Spacer which will fit/sit in the wheel indent face.



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



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H. Get your socket & add Loctite to the 5 studs on the spacer. Install the rim/wheel & now use the new nuts, making sure they are flip to the proper end, as describe (above pic). Torque the nuts to 65 ft. lbs for the rim 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. Make sure to fully turn the steering left/right.

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.**

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



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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 & the every day 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.