

STANDARD INSTALLATION INSTRUCTIONS FOR CPS PIVOT SPACERS

Provided in the kit:

- 2 wheel spacers
- 33 lug nuts (1 spare)
- 17 longer lug bolts (1 spare)
- 5 washers

Tools necessary:

- Jack (manual or air over hydraulic)
- Baseplate for jack
- Hammer to drive out original lug bolts
- 1/2" Impact wrench (air or electric/battery)
- 1/2" Torque wrench
- 1/2" Deep-well impact sockets (13/16", 7/8", 15/16" and 1")
- 6", 8" and 10" 1/2" impact extensions
- Grinder with medium coarse grinding wheel (air or electric / battery)
- Vise or vise grips sizable to hold lug bolts
- Penetrating oil
- Medium strength thread locker (Loctite 242)

****This is a patented universal spacer kit for all 8 hole bolt patterned gearboxes. Different pivot manufacturers have sourced their components from different places around the world and their lug nut and lug bolt knurl dimensions can vary. The grinder may be used, if necessary, to thin the knurl on the provided lug bolts to have the ability to pull them in efficiently but still tight.**

If your original gear drive is older and has lived a hard life, now would be the time to change it out. This would greatly minimize the chance of breaking the axle shaft due to the added leverage from the outside tires.

TO INSTALL:

- 1) Securely and safely jack one half of the pivot tower up as if in need to change a tire.
- 2) Remove the lug nuts and tire, rolling the tire safely to the side.
- 3) Hammer the existing lug bolts out of the gearbox hub.
- 4) Align the new longer Grade 8 lug bolts with the existing gearbox hub splines from the original lug bolts and apply penetrating oil throughout the lug bolt holes.
- 5) Placing the provided 5 washers over the threads of the lug bolt, with an impact wrench, pull each of the new lug bolts securely into the hub with the FLAT SIDE of the nut toward the washers and hub plate.

**If the lug bolts seem to pull to hard, prepare to modify the knurl on each new lug bolt. The washers and nuts will be hot when moving from one to the next.

- 6) Install the original wheel and tire onto the gearbox hub.
- 7) Install the CPS Pivot Spacer and new lug nuts, adding a drop of thread locker to each lug bolt, with the flat side impacted to the flange, torquing lug nuts to 120#s.

Important: For towable pivots, align the “U Shaped Cutout” with the tow pin hole in the pivot wheel. Before torquing, reinstall the tow pin through the CPS Pivot Spacer, wheel and gearbox to insure centering and alignment.

- 8) Install second wheel and tire with the tapered side of the nuts toward the wheel, torquing to 120#s.
- 9) Lower the pivot tower section back to the ground.
- 10) Check air pressures on each tire. (Inner tire should be inflated 8#s higher than outer to tire to reduce leverage on the gearbox-approximately 30#s on inner and 22#s on outer)
- 11) To adjust the tires and base beam to perpendicular to the ground in order to lessen the force on the outside tire, **AFTER PIVOT SPACER INSTALLATION**, slightly loosen the hardware on the bottom of vertical angles attached to the base beam. This will allow the tires to be as vertical as possible to create as even of ground contact as possible on all tires.

**Directional nozzles fore and aft of each pivot tower may help in certain situations, especially with an overhead nozzle system.