



### AIRLIGHT II U BOLT REPLACEMENT

**ISSUE 13/05**

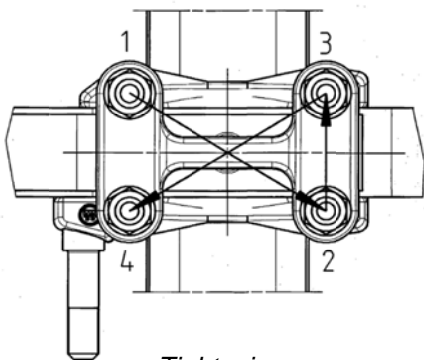
Replaces Issue 08/02

Whenever a BPW axle is assembled with **M22mm U bolts**

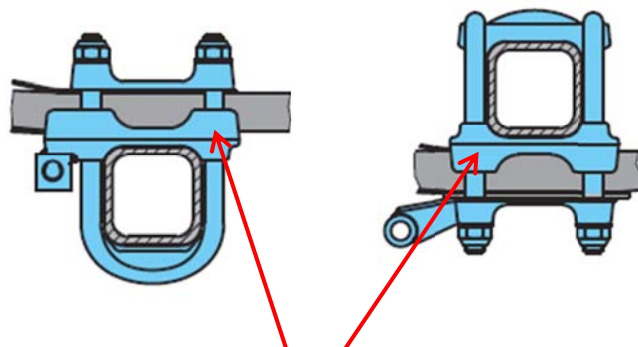
- U Bolts must be replaced in Pairs.
- All threads and nut/washer interfaces must be lubricated with grease.
- U Bolts must be tightened to 550 Nm + 90° tightening angle as per sequence below
- U Bolts must be retightened to 550 Nm before completing 2500Kms, and a First Service Inspection form returned to BPW Transport Efficiency
- U Bolts must have torque checked (550 Nm) during service inspections (annually)

Whenever a BPW axle is assembled with **M24mm U bolts**

- U Bolts must be replaced in Pairs.
- All threads and nut/washer interfaces must be lubricated with grease.
- U Bolts must be tightened to 650 Nm as per sequence below
- U Bolts must be retightened to 650 Nm before completing 2500Kms, and a First Service Inspection form returned to BPW Transport Efficiency (Fax 09 2738086)
- U Bolts must have torque checked (650 Nm) during service inspections (annually)



*Tightening sequence*



*Spring seat*

With all clamped suspensions, the **spring seat** that sits between the axle and trailing arm should be replaced as it has serrations where it sits around the axle which contribute to the clamping force