

ASSEMBLY GUIDELINES



AIR SUSPENSIONS

**with Weld-on Axle Seats
Series O/OM/OT**



BPW Air Suspensions are available for installation in either single or multi-axle configurations.

The axles are connected to the vehicle's chassis frame via the hangers, trailing arm springs and airbags. The U-shape formed by the axle and the trailing arm springs acts as an effective stabilizer to counteract trailer roll while cornering. All vertical loads are transmitted to the vehicle frame via the hanger brackets and airbags.

The trailing arm springs counteract the side and braking forces, which are transferred to the trailer frame through the hangers

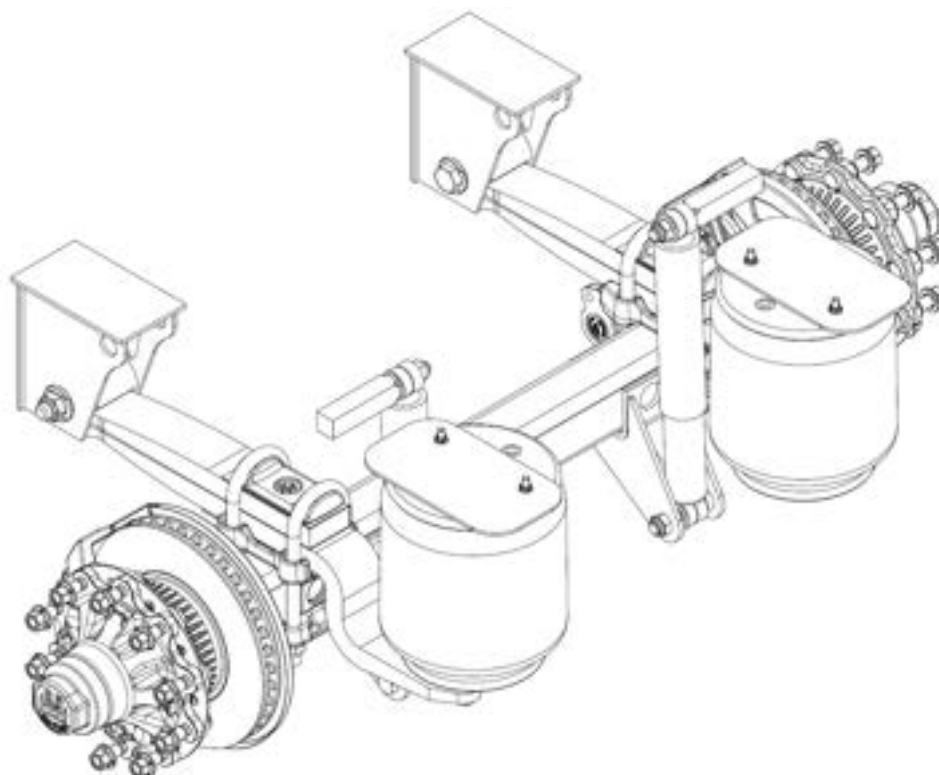
only. The hangers therefore need to be gusseted accordingly.

With trailer frames that are prone to twisting, an elastic and torsionable reinforcement of the air suspension hangers should be fitted.

Depending on the design of the trailer, and the type of suspension fitted, an airbag top plate, a top plate with a spacer, or a spacer alone will need to be welded to the frame for the mounting of the airbag.

Important – Read First

- It is the trailer manufacturer's responsibility to correctly design and install all allied and required components such as gusseting and support brackets.
- All the notes, diagrams and illustrations in this document are designed to illustrate technical design and installation requirements.
- We explicitly state that these instructions are solely to be understood as examples for easier installation. These instructions are to be read in conjunction with the Suspension Assembly Drawings supplied with the Suspension Kit
- Please observe all tolerances as reflected on both the Assembly Drawings and the diagrams in these Assembly Guidelines.
- Always ensure that there is at least 25 mm clearance between the inflated airbag and the tyres once the airbags are installed and inflated to the maximum operating pressure of the suspension. If this is not the case please contact BPW Transpec Pty Ltd immediately.
- In all cases refer to the Suspension Assembly Drawings and Piping Drawings as included with your Suspension Kit. Should such Suspension Assembly Drawings and Piping Drawings not be included please contact BPW Transpec Pty Ltd immediately.
- The maximum installed suspension slope is ± 1 degree, measured when the suspension is set to its design ride height and the trailer is sitting on level ground.



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Suspension Identification

BPW Air Suspensions are available in two different series in either **overslung** (spring above axle) or **underslung** (spring below axle) configuration and with **fixed hanger brackets (alignment plates)** to facilitate wheel alignment.

Series O/OM/OT

- **100 mm** wide dual leaf spring trailing arms.
- O/OM - **overslung** configuration with u-bolts facing downwards.
- OT - **underslung** configuration with u-bolts facing downwards.

Fixed Hanger Brackets (Please see **Step 5** on **Page 11** for complete wheel alignment details):

Series **O/OM/OT** air suspensions are supplied with alignment

plate style mechanisms for axle alignment. Alignment plates are flat plates of steel, with a locating pin welded in one side, which fit between the trailing arm spring and the spring pad. Loosen u-bolts to shift axle and re-torque u-bolts. **Once alignment is correct weld alignment plates to spring pads only.**

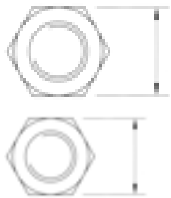
Axle Lifts

BPW Air Suspensions are also available with various axle lift mechanisms to suit the suspension series or trailer configuration. Please refer to the **Suspension Assembly Drawing** as supplied with your **Suspension Kit**. Should there be any queries please contact **BPW Transpec Pty Ltd** for assistance.

Spring Eye Pivot Bolts

The O/OM/OT (Heavy Duty) Series of Air Suspensions continue to use the M30 Spring Eye Bolt and need to be torqued to **1000 Nm (740 ft/lbs)**.

For a complete list of all Torque Settings please see the Torque Table on **Page 14**.



← **46 mm (SW46) M30 Spring Eye Bolt - Torque Setting 1000 Nm (740 ft/lbs)**

← **36 mm (SW36) M24 Spring Eye Bolt - Torque Setting 650 Nm (480 ft/lbs)**

Axle Orientation

Refer to **Figure 1**

To determine the orientation of the axle, refer to the **Suspension Assembly Drawing** supplied with the kit, and note that BPW axles must be fitted such that, when the brakes are applied, the camshafts rotate in the same direction as the wheels do in forward motion.

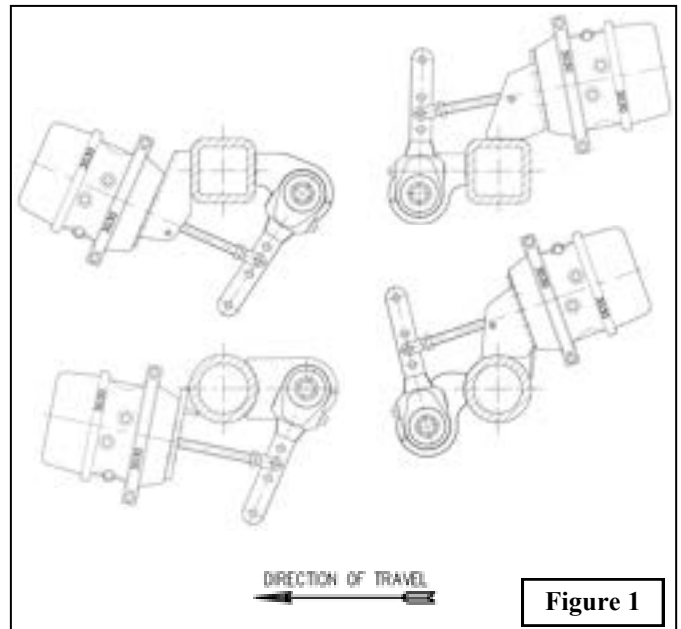


Figure 1

Step 1 Attachment of Hanger and Airbag Mounts

Refer Figures 2 and 3

Please refer to the **Suspension Assembly Drawing** supplied with your suspension kit for the hanger and airbag mounting dimensions and, if applicable, the position of the remote shocker mount and the catchstrap mounting bolts.

When BPW Airbag Suspensions are supplied in conjunction with BPW Axles, the weld-on seats are supplied fitted to the axles. If the BPW Airbag suspension is supplied for use in conjunction with non-BPW axles, **BPW Transpec Pty Ltd** will not weld the axle seats to the axles, and will not cover any faults or failures with the axle and/or the axle/suspension connection.

Refer to **Figures 2** and **3** for examples of the minimum requirements for the hanger and airbag attachments.

- Neither the hanger gussets nor the airbag support gussets are supplied with the suspension kit. They are to be manufactured by the trailer builder to suit the trailer design.
- Weld the hanger and airbag mounts to the trailer frame. **Observe the welding tolerances as shown in Figures 2 and 3.**
- The cross bracing, chassis and gusset component dimensions depend upon the respective trailer type and its intended field of application. The examples shown in **Figure 2** and **3** are for illustrative purposes only. It is the trailer manufacturer's responsibility to correctly design and install all allied and required componentry such as gusseting and support brackets.
- If the trailer manufacturer should prefer to attach the hanger

and airbag mounts via a bolted connection, please consult **BPW Transpec Pty Ltd**.

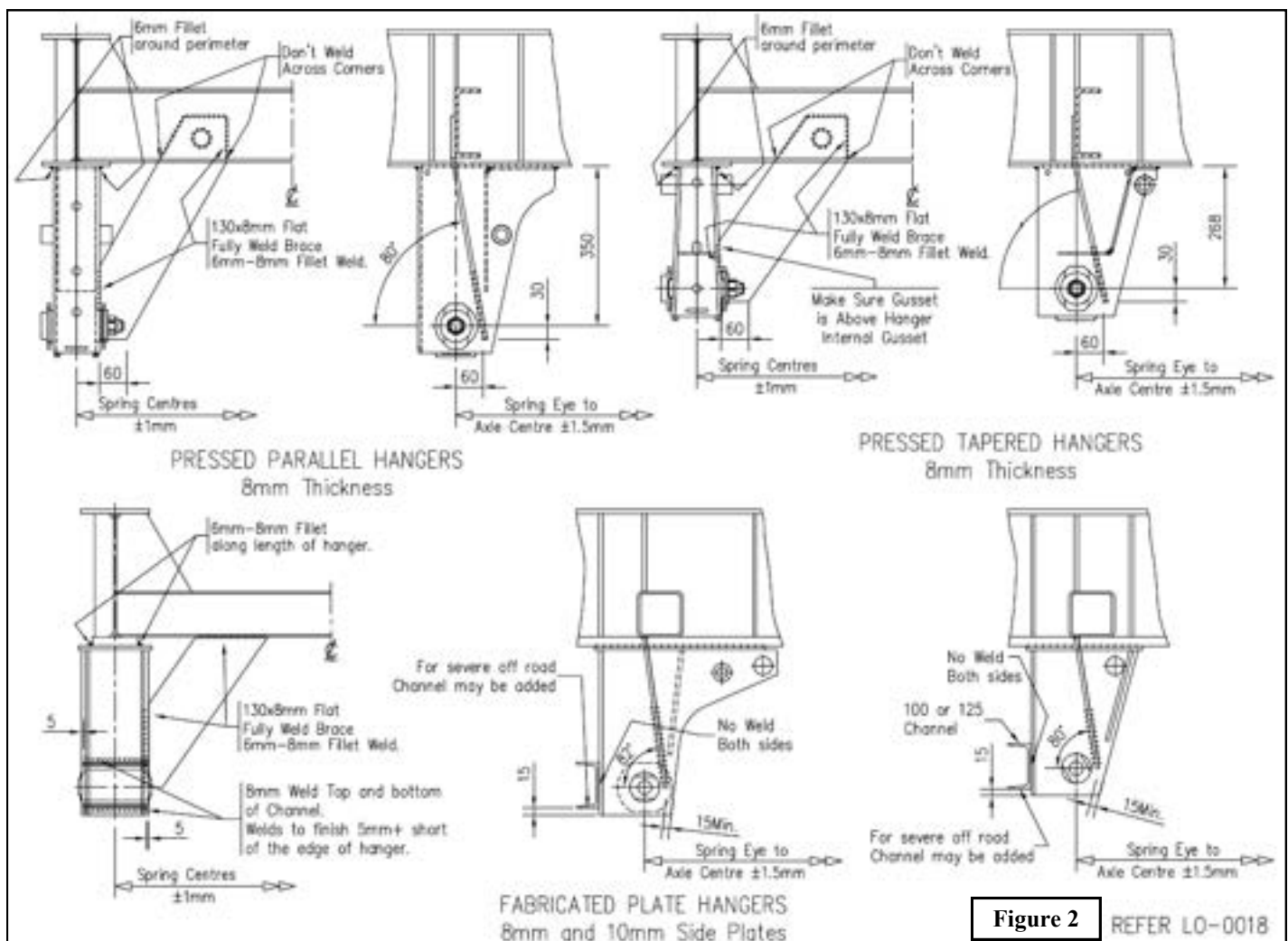
- Square hollow tube frames can also be used to mount BPW airbag suspensions. The tube dimensions are to be determined by the trailer manufacturer to ensure that the frame is of sufficient strength when mounted to the trailer.

Hanger Bracket Gusseting

In order for the hanger brackets to receive the correct support the gusseting should comply with the minimum requirements (please refer to **Figure 2** for examples).

Important considerations when welding mild steel hanger brackets.

- The trailing arm springs, air bags and pneumatic piping should be protected against sparks and weld spatter during all welding work. **The earth terminal must under no circumstances be attached to the trailing arm or hub.**
- BPW Air Suspension hanger brackets are made of weldable grade mild steel.
- The minimum welding requirements are – M.I.G. process, low Carbon (0.1%) wire, with CO₂ or CO₂-Argon shielding gas, to suit mild steel.



Airbag Gusseting

Refer **Figure 3**

In most cases airbag top mounting plates need to be mounted offset with regards to the chassis rail beam in order to obtain the required clearance for the airbag, refer to the **Suspension Assembly Drawing** supplied with the **Suspension Kit**. With offset airbags, bending forces become significant which have to be reacted by gusset plates welded into the main beam.

After welding ensure that the top plate is still flat as the welding process may bend the mounting plate. It is advisable to tack the gusset into position before welding the airbag mounting plate to the chassis, to prevent the mounting plate from deforming due to the welding process. It is important that the mounting plate present a flat surface for the airbag to mount to.

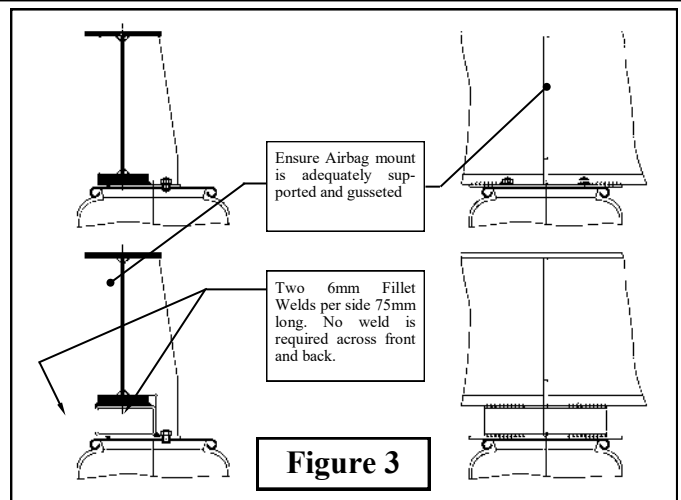


Figure 3

Step 2

Air Suspension Catchstraps (Axle Restraints)

- **BPW Transpec Pty Ltd** recommends that all BPW Air Suspensions are fitted with axle restraints.
- Cable catchstrap axle restraints are supplied with the BPW Heavy Duty Series Air Suspensions Series O/OM/OT.

Installing Cable Catchstrap Axle Restraint Mounts

Refer **Figure 4**

The cable catchstrap mounting bolt 03.084.47.11.0 is supplied as standard. Other lengths and styles of mounting bolts are available, refer to **Figure 4**.

Please refer to the **Suspension Assembly Drawing** for the recommended catchstrap mounting location.

Adequate gusset plates are to be fitted by the trailer manufacturer when installing the catchstrap mounting bolts (see **Figure 4** for examples) as the catchstraps will be required to resist significant forces. All catchstrap mounting bolts are made of weldable grade mild steel. The catchstrap mounting bolts should be installed in conjunction with the hanger brackets and airbag mounts.

The catchstraps themselves are fitted after the axles are installed. For the required catchstrap length please refer to the **Suspension Assembly Drawing** as supplied with the **Suspension Kit**.

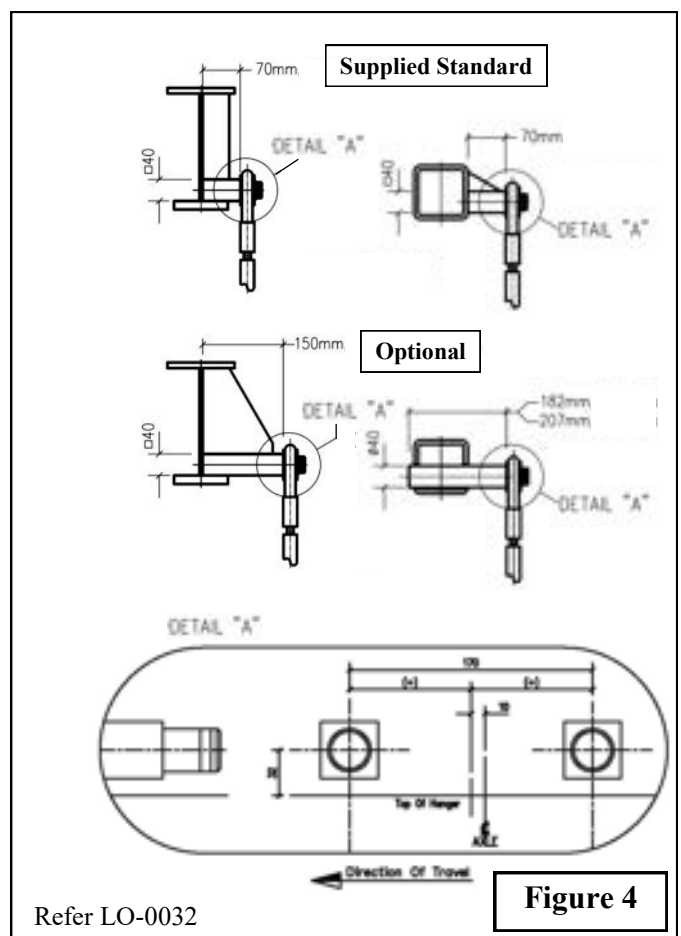


Figure 4

Refer LO-0032

Remote Shock Absorber Mounts

Refer **Figure 5**

Some air suspension designs call for a remotely mounted top bolt for the shock absorber. Ensure that the remote shock absorber mount is sufficiently gusseted.

Please note that the diagram is for illustrative purposes only.

The bolt supplied has a 40 mm x 40 mm square shank and in most cases must be cut to length and installed as required; refer to the **Suspension Assembly Drawing** as supplied with the **Suspension Kit**. Different lengths of bolts are available, and a bolt with a 40 mm round shank is also available.

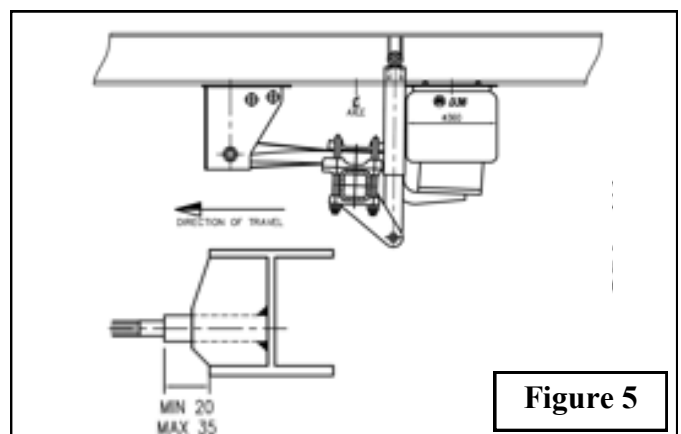


Figure 5

Step 3

Suspension Assembly and Brake Chamber Installation

All fastener threads should be coated with anti-seize paste prior to assembly

Step 3.1

Axle Sub-assembly

Should your axle and suspension be supplied unassembled then you will need to fit the trailing arm springs to the axles via the

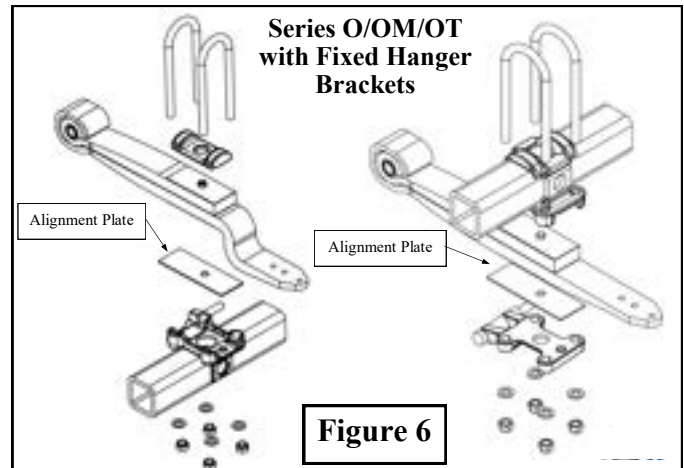
Suspensions with Fixed Hanger Brackets (Alignment Plates)

Refer Figure 6

- Align the spring centre bolt with the middle of the axle and through the hole in the alignment plate (heavy duty dual leaf trailing arm spring).
- Tighten up the U-bolts to hold the assembly in place.
- There is no need to torque the U-bolts at this stage, as they should be torqued after the axles are aligned on the trailer (see Notes Page 14).

spring seats and u-bolts. Always refer to the **Suspension Assembly Drawing** as supplied with the **Suspension Kit**.

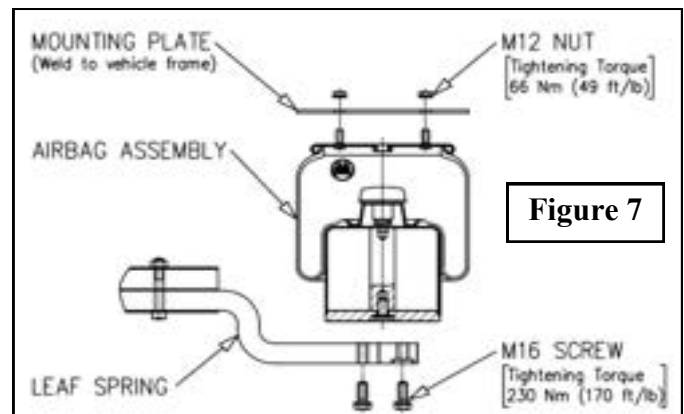
The Series O/OM/OT Air Suspensions are supplied with Fixed Hanger Brackets. The Sub-assembly contains Alignment Plates to align the Axle (Alignment Procedure see Step 5 on Page 11).



Step 3.2

Refer Figure 7

- Please refer to the **Suspension Assembly Drawing** as supplied with your **Suspension Kit** for the required **Airbag Offset**, prior to fitting the Airbag onto the trailing arm spring.
- Fit the Airbag as per **Figure 9**, and tighten fasteners to the required torque – M16 airbag lower screws to **230 Nm (170 ft/lbs)** and the M12 airbag upper mounting nuts to **66 Nm (49 ft/lbs)**.

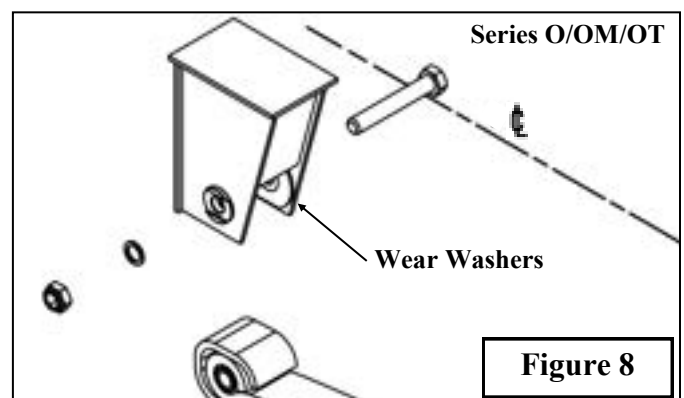


Step 3.3

Fixed Hanger Brackets (Alignment Plates)

Refer Figure 8

- Introduce the eye of the spring trailing arm into the hanger bracket (in the case of single leaf spring – include the catch plate)
- Cover the shank and thread of the spring eye bolt with grease and insert the spring eye bolt into the hole from the inside of the trailer.
- Fit the washer and apply grease or anti-seize paste to both the exposed thread of the spring eye bolt and the outer surface of the washer where it mates with the locknut.
- Fit the M30 locknut. The spring eye bolts are generally installed with the nuts to the outside. This makes the spring eye bolt nuts easily accessible for ongoing maintenance. Should the end user prefer to service from a pit the spring eye bolt can be installed with the nut on the inside of the trailer.
- Tighten all nuts, except U-bolt nuts, to the specified torques as per **Page 14**.
- The spring eye bolt must only be tightened to the required torque (1000 Nm) after the suspension has been set to the **correct ride height**. Refer to information on ride height as reflected



on the **Suspension Assembly Drawing** supplied with the **Suspension Kit**. The suspension is now ready for alignment, please refer to **Step 5 on Page 11** for more details.

- Fit the shock absorbers to the assembly.

Warning

The maximum permissible paint thickness on the bearing surfaces between the bosses in the hanger bracket (Item N° 1540) and the wear plates (Item N° 1525) is 30µ (30 microns). The same specification applies to the spring eye bolt (Item N° 1155), spring eye bolt nut (Item N° 1168) spring eye bolt washer (Item N° 1165) and the slotted washers (Item N° 1161). If the hanger

brackets and components are to be installed and painted before the spring trailing arms are fitted then all these surfaces need to be masked off. If the paint thickness in these areas is too thick there is a danger of the spring eye bolt loosening. This warning also applies should the hanger bracket and components be galvanised.

Step 3.4 Installing Cable Catchstrap Axle Restraints

Refer Figure 9

- Cable catchstraps are fitted around the axle beam and are held in place on the catchstrap mounting bolts via a washer (part number 02.5401.31.01) and a split pin (part number

02.6201.61.01).

- Please refer to the **Suspension Assembly Drawing** for the correct Cable Catchstrap Length.

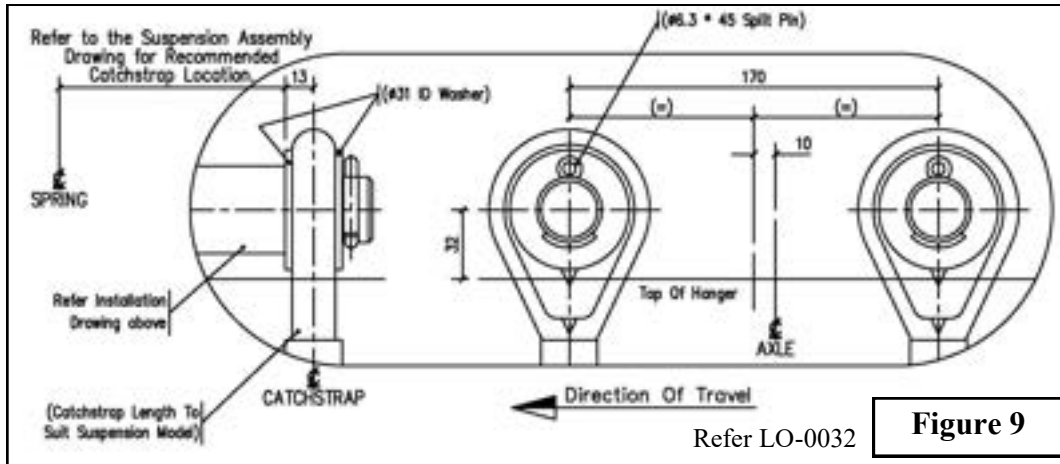


Figure 9

Step 3.5

Brake Chamber Installation - Drum Brakes

Refer to Figure 10

When installing Brake Chambers onto BPW Air Suspension Axles, it may be necessary to rotate the booster clamps to maximise clearance to the airbags (and in some cases the shock absorbers) - (refer to **Figure 10**). If in doubt please contact **BPW Transpec**

Pty Ltd.

Note that the airbag diameter increases considerably when fully inflated (as compared with the deflated diameter). Please refer to the **Suspension Assembly Drawing** supplied with the **Suspension Kit** for the maximum inflated airbag diameter.

Important

Remove the vent plug at the lowest point of the brake cylinder prior to the vehicle entering service.

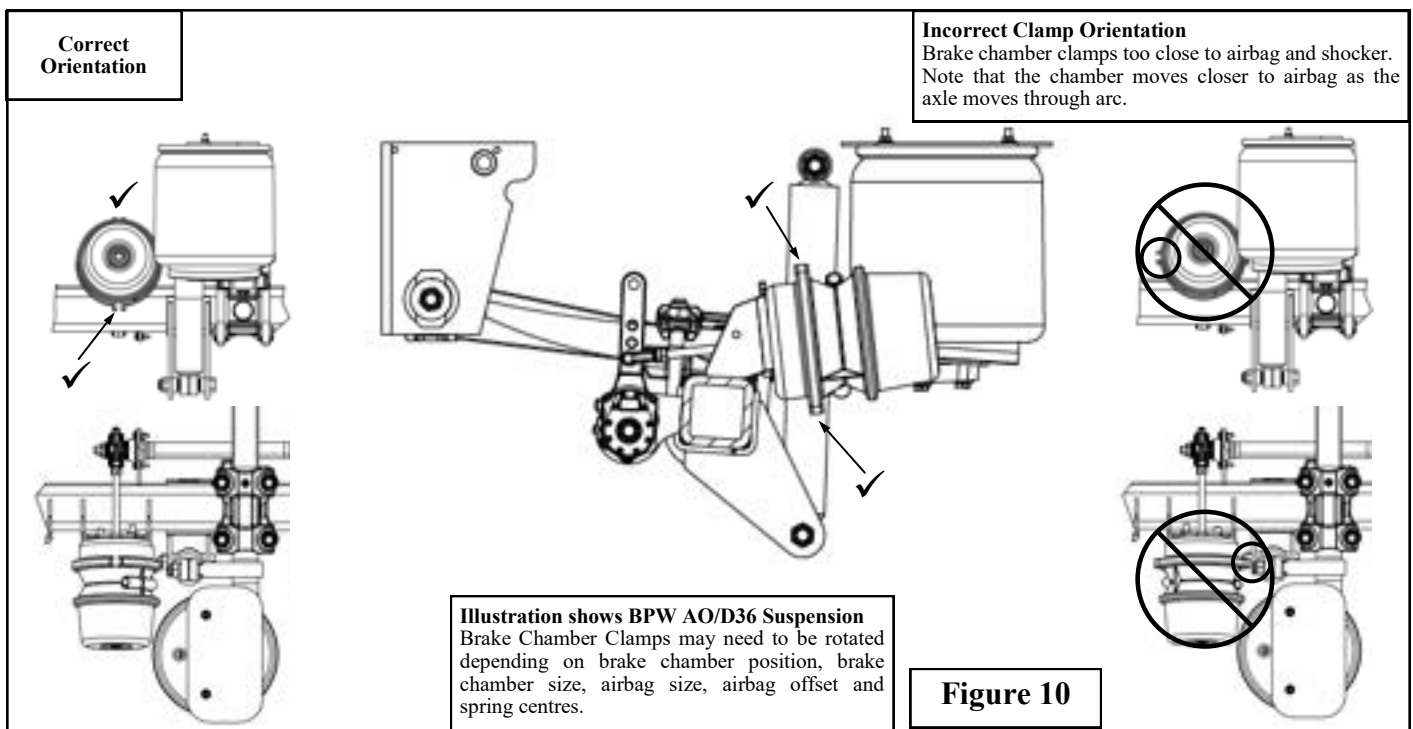
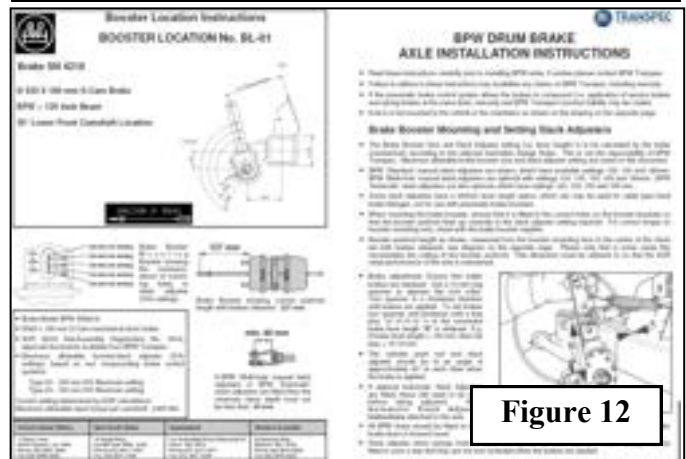
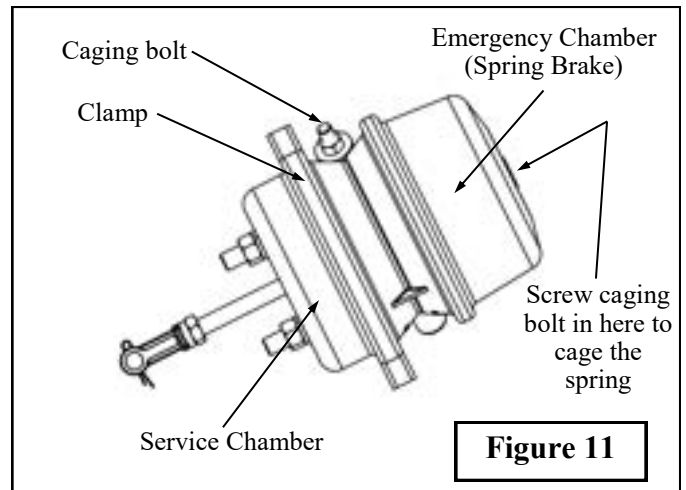


Figure 10

Warning

Refer to **Figures 11 and 12**

- The caging bolt supplied with the brake chamber **must** be used to cage the spring in the emergency chamber - (refer to **Figure 11**)
- Before loosening brake chamber clamps, ensure** that there is no air pressure in the service and emergency chambers and that the spring in the emergency chamber is caged i.e. **no air in brake chambers and the brakes must be released.**
- Always ensure that there is at least 25 mm clearance between the inflated airbag and the tyres once the airbags are installed. (Note tyres are assumed to be 11R22.5 size)
- After rotating the clamps ensure they are properly re-seated.
- After re-tightening the clamps, check for air leaks. The emergency chamber spring can now be uncaged.
- Tightening torque for booster nuts: 180^{+30} Nm**
- Refer also to the setting procedure for the brake booster slack adjuster positioning and brake adjustment (Figure 12). The applicable BL Drawing is supplied with the axles/ suspension kit.
- The brake booster/ slack adjuster position must be determined as part of the trailer builders brake variant.



Disc Brakes

Refer to **Figures 13 and 14**

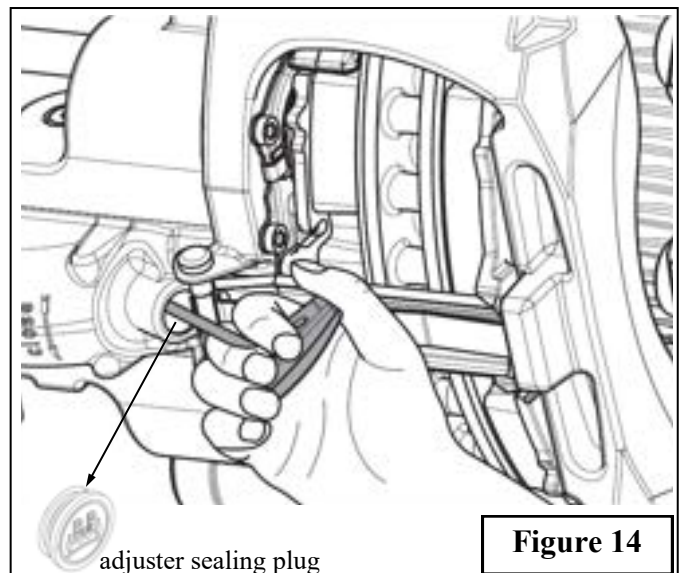
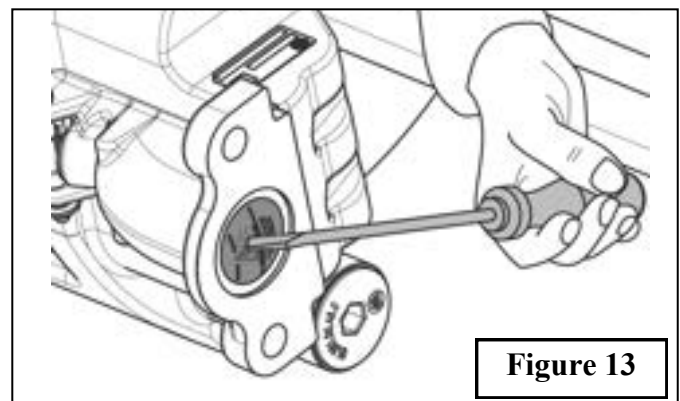
Warning

- Only use brake cylinders suitable for disc brakes (with inner sealing)!
- Do not pressurise the brake cylinder unless it is mounted to the brake!
- Do not use grease containing molybdenum disulphate!

Installation and Setting

- Remove the sealing plug (Figure 13).
- Make sure the caging bolt is mounted to the brake cylinder so that the push rod is pulled inside the cylinder.
- Position the brake cylinder and install it using new mounting nuts. **Tightening torque: 180^{+30} Nm.**
- Remove the caging bolt.
- Determine the calliper is sliding freely on the seat.
- Using a torx wrench (T25), depress the return spring and turn clockwise until it clicks 3 to 4 times. (Figure 14)
- Actuate the brake 5 to 10 times with a force of approximately 2 bar.
- Push the sliding calliper in the axle direction. The play exhibited at this time must be between 0.5 and 1 mm. Adjustment is correct if play is within this tolerance.
- Reinsert the adjuster sealing plug.
- The brake booster size must be determined as part of the trailer builders brake variant.

Note: The installer of the brake booster must make sure the hose/airline are of suitable length.



Step 4

Levelling Valve Installation and Air Suspension Piping

Please refer to the **Air Suspension Piping Schematic Drawing** as supplied with the **Suspension Kit** prior to installing the Levelling Valve.

Step 4.1

Levelling Valve Installation

Refer **Figure 15** and **16**

BPW Air Suspensions are equipped with a single levelling valve (height control valve) which regulates the airbag pressure according to the respective load, thereby holding the trailer at a constant height. The levelling valve is bolted to the trailer frame and connected to the axle via push rods.

The trailer manufacturer is required to fabricate and install an appropriate mounting bracket for the levelling valve. **The push rods are attached to the centre of the axle along the trailer centre line**, via a bracket which is supplied with the **Suspension Kit** and is to be welded to the axle by the trailer manufacturer to coincide with the levelling valve installation. The levelling valve is normally installed on the centre axle of a tri-axle group and on the rear axle of tandem axle groups. Under special circumstances the levelling valve may be fitted to either the front or rear axles, e.g. if an axle lift is fitted or in the case of extreme vehicle inclinations.

Operation of the levelling valve showing air flow in different modes (Figure 16).

Note: Valve lever / pushrod angle requirements: If the angle between the valve lever and pushrod is 170 degrees or more at

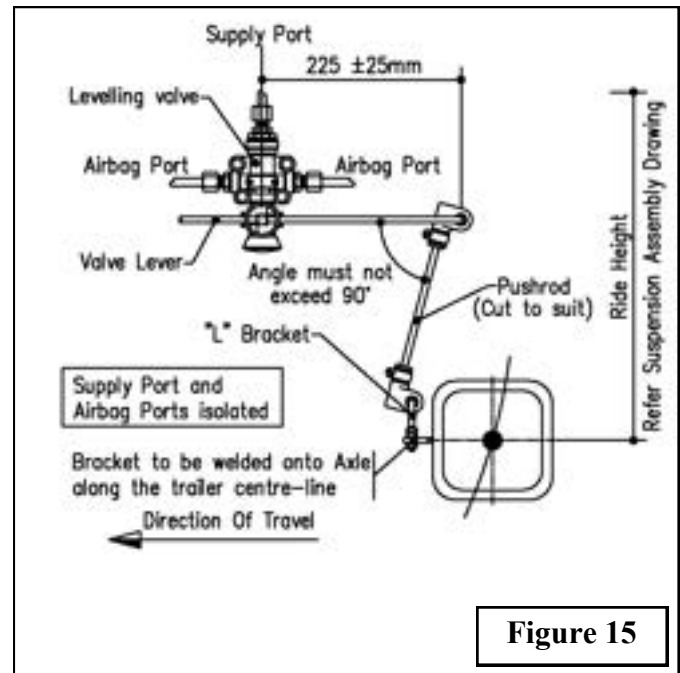


Figure 15

the extreme downward travel, the assembly may reverse, causing the air suspension to deflate.

It is recommended that the levelling valve be positioned along the centre line of the vehicle in front of the axle (refer **Figure 15**), and with the exhaust port facing downwards. The valve lever needs to be adjusted to a length of 225mm +/- 25mm. If there is insufficient space to mount the levelling valve in front

of the axle, it may be mounted behind the axle. However, extreme care should be taken to ensure that the angles between the valve lever and the push rod are within those listed in **Figure 16**.

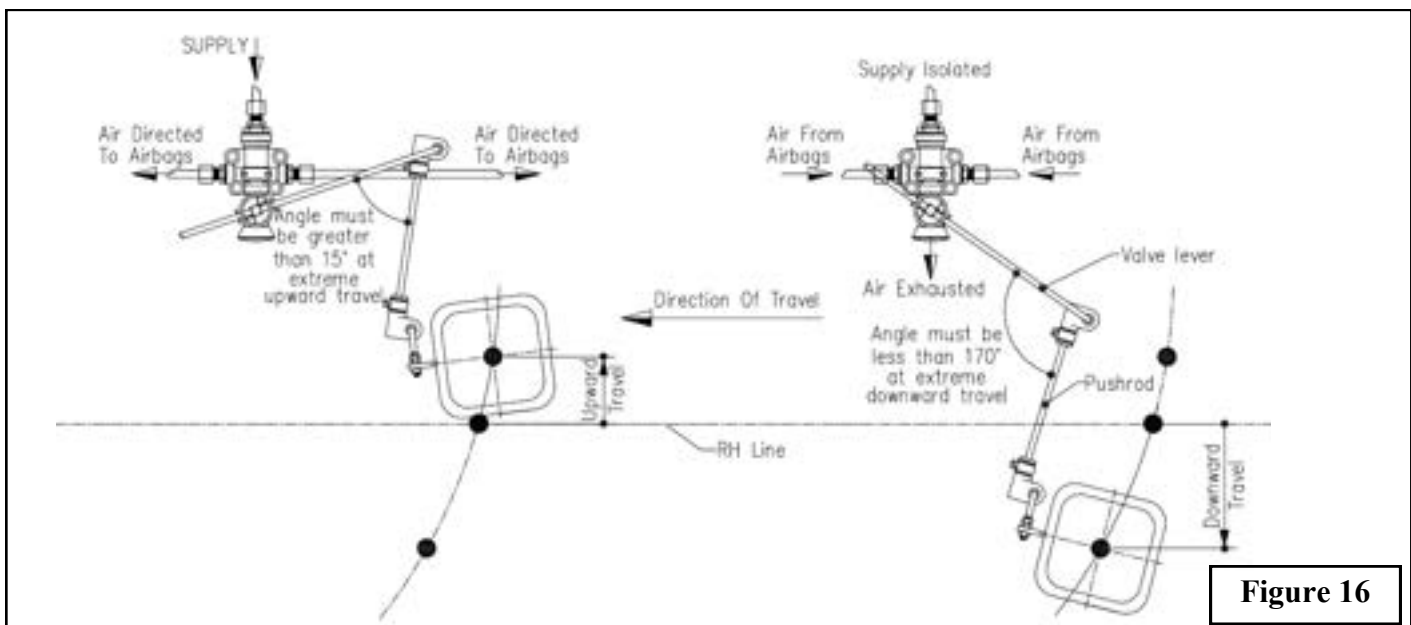


Figure 16

Step 4.2 Piping

Refer **Figure 17**

It is recommended that the brake control system be installed prior to piping the suspension. Take care when installing the brake boosters – referring to the installation instructions on **Page 9**. Please refer to the **Airbag Piping Schematic Drawing** supplied with the **Suspension Kit** for the piping layout. Complete the piping, drawing supply air from one of the brake system air tanks via a pressure protection valve (NB this is a legal requirement) supplied with the airbag suspension piping kit. **Take care that the pressure protection valve is installed correctly, with the arrow pointing in the direction of flow, i.e. from the brake system air tank to the suspension air tank.** Also ensure that the filter is installed, with the removable cap facing downwards. Thoroughly check the suspension for air leaks.

Step 4.3 Levelling Valve Orientation

Charge up the trailer's brake control system with air, ensuring the air suspension air tank is charged up (i.e. by depressing the drain cock in the tank). Ensure correct operation of the levelling valve lever, i.e. when you manually move the valve lever upwards, the airbags should inflate and, when manually moving the valve lever downwards, the airbags should exhaust through the levelling valve. (Refer **Figure 16**).

If the levelling valve is operating in reverse, remove the valve lever, rotate the valve shaft by 180 degrees, then re-install the valve lever and re-check.

Step 4.4 Set-up of Ride Height

Refer to the **Suspension Assembly Drawing** supplied with the kit for the correct ride height setting. Set the axle to the correct ride height and set the valve lever in the neutral position, as shown in **Figure 15**.

Install the "L" bracket onto the axle and measure the required push rod length, cut to suit if necessary. Install the push rod, ensuring that it is seated firmly home into the rubber boots. Fine adjustments to the ride height can be carried out using the fastening nuts attached to the "L" bracket.

Step 4.5 Levelling Valve Operation

The angles between the levelling valve lever and push rod must be as specified in **Figure 15**. Check angles in the extreme positions as shown in **Figure 16** by disconnecting the push rod boot from the "L" bracket and manually raising and lowering the suspension via the levelling valve. At the extreme upward and downward positions reconnect the push rod boot through the "L" bracket while simultaneously checking the angles. Ensure that the airbags are correctly formed over the housing (piston). **If the airbags are pinched or creased between the piston and top plate, inflate the airbags manually until they are correctly formed.**

Typical Air Suspension Piping Layout.

For more information please refer to the **Piping Schematic Drawing** as supplied with the **Suspension Kit**.

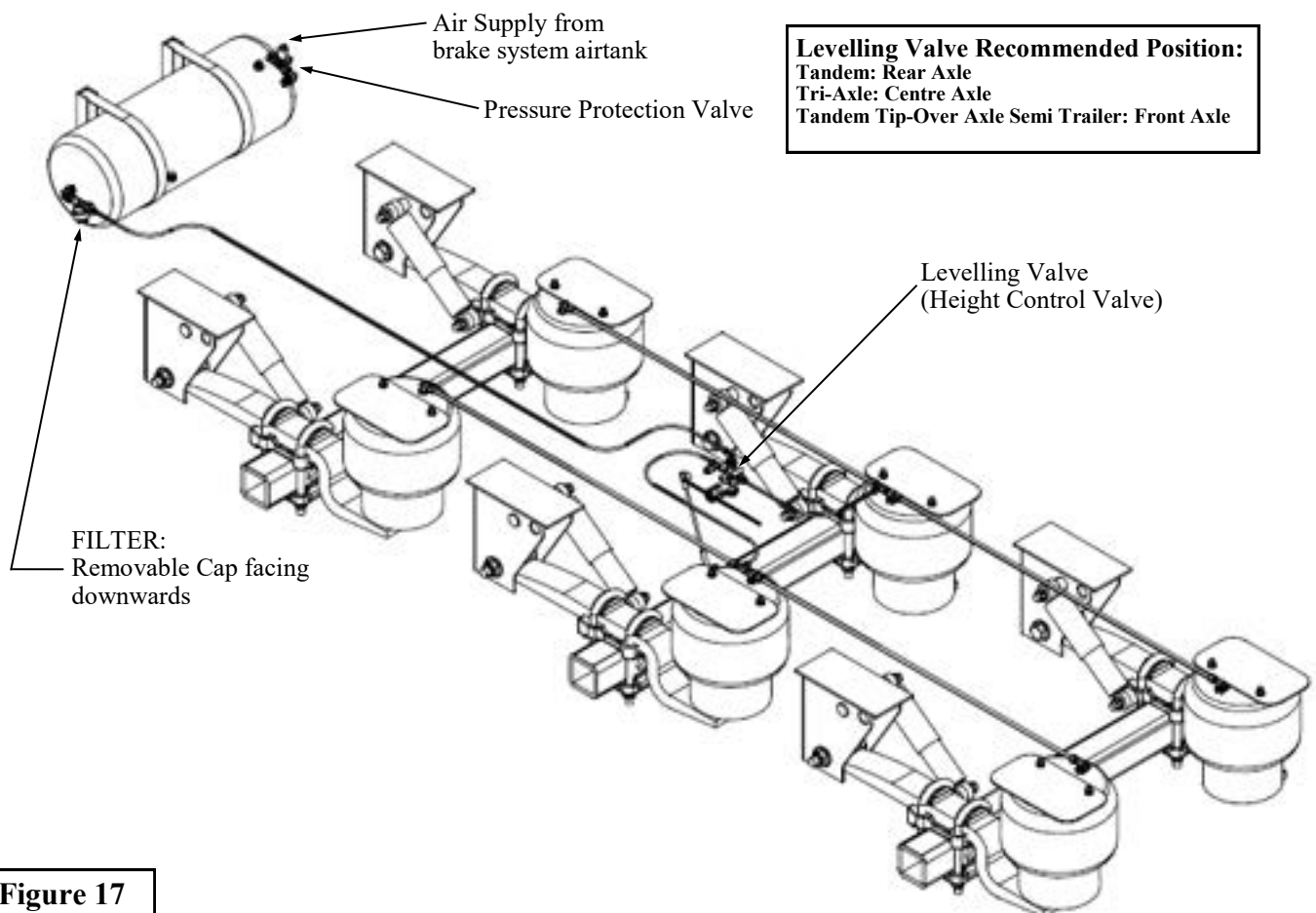


Figure 17

Step 5 Axle Alignment

If the suspension is supplied with fixed hanger brackets (non-alignable) then the alignment of the axles is performed via the Alignment Plates (tracking plates).

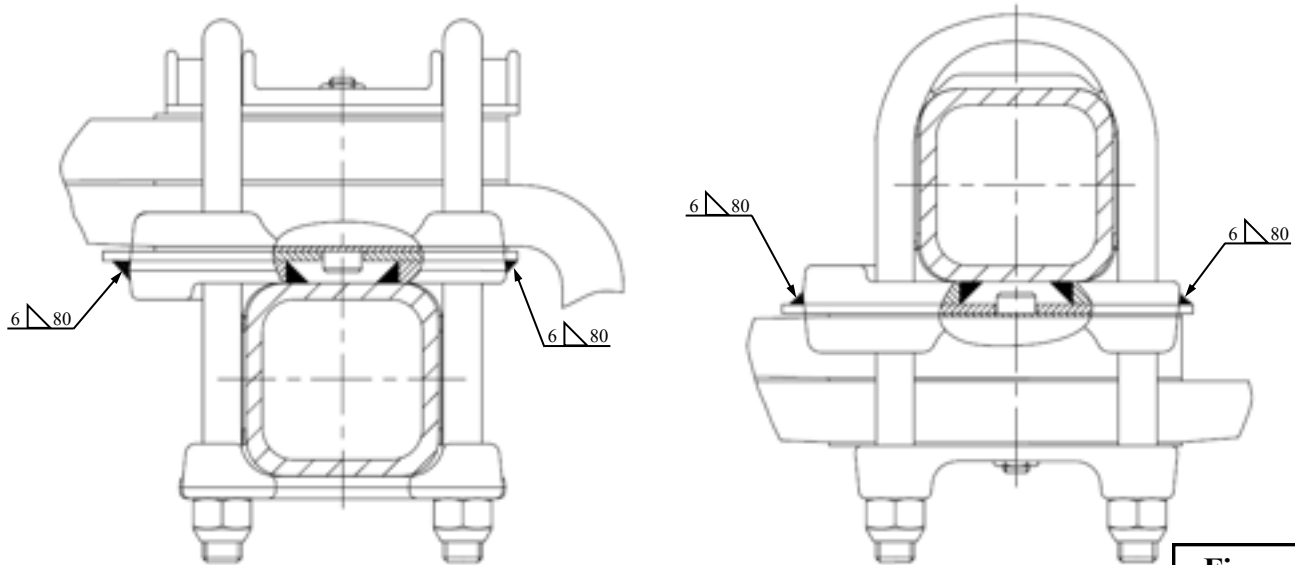
Alignment Procedure: Fixed Hangers

Refer **Figure 18**

- Before starting with wheel alignment ensure that the suspension is set to the correct ride height. Please refer to the **Suspension Assembly Drawing** supplied with your **Suspension Kit** for ride height specifications.
- Align the axles using your preferred technique. Should the axles need adjustment, loosen the U-bolts and move the axle backwards or forwards to obtain the correct alignment.
- Tighten the U-bolts as follows: Nip up all of the U-bolt nuts, ensuring that the nuts are sitting flush on the bottom plate. Then tighten the nuts to the prescribed torque in several stages on alternate sides. (i.e. one U-bolt at a time). Ensure that the U-bolt threads and the bearing face of the nuts are lubricated with anti-seize.
- Re-check the alignment after torquing the U-bolts and, if the alignment is acceptable, weld the alignment plates to the axle seat as shown in **Figure 18**.

Series OM/OT with Fixed Hangers

After alignment weld alignment plate to spring seat with 6mm fillet weld (length 80 mm).



Weld one side only (ie: front or rear)

Installing and Setting BPW Eco-Master Automatic Slack Adjusters

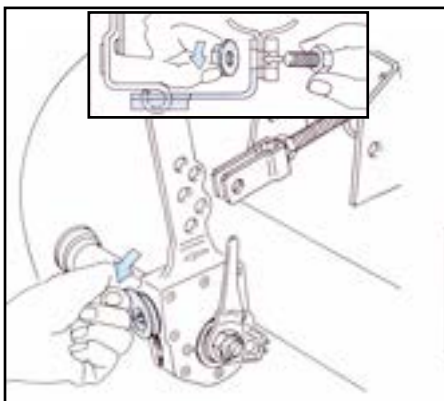
BPW Eco Master automatic slack adjusters are designed to give the end user the very best in both braking performance and lining life. They constantly maintain the ideal gap between the drum and the brake lining

to ensure safe and reliable brake application.

The automatic slack adjusters are self regulating rather than self adjusting. To this end the automatic slack adjusters need to be correctly set initially and after each change of linings or brake drum.

2

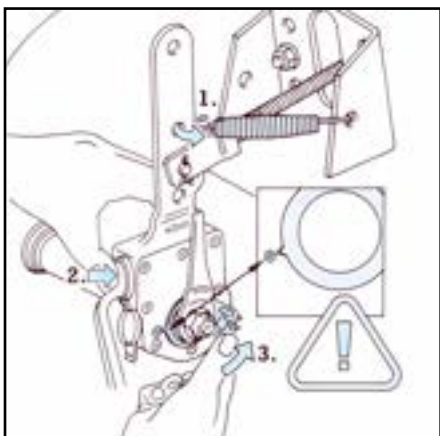
If the BPW Eco Master automatic slack adjusters are not already fitted to the axle, fit the anchor brackets and leave the nuts loose at this stage. If already fitted, **loosen these mounting nuts**. Also open the sealing cap



INSTALLING / SETTING

4

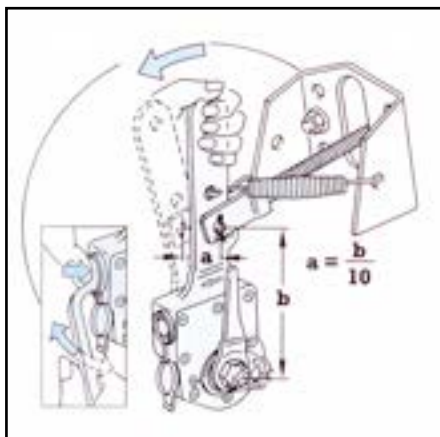
Important - Fit return spring to the slack adjuster (1), then while depressing the adjusting nut collar (2) rotate the location bracket (3) until the pointer aligns with the dowel on the slack adjuster. The booster must be in the “brakes released” position. If the anchor bracket does not allow the alignment of the location bracket as shown, then the anchor bracket will need to be repositioned.



SETTING

6

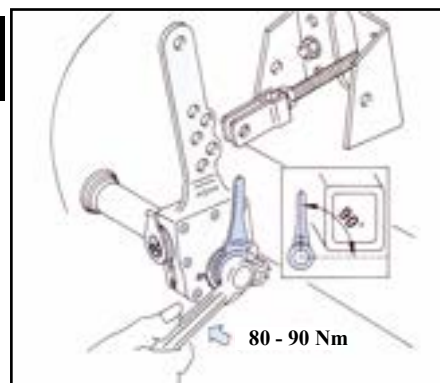
Adjust the brakes as per normal practice, ensuring free play, “a” of 10% to 12% of the slack adjuster lever length, “b”. The booster must be in the “brakes released” position.



ADJUSTING

1

If the BPW Eco Master automatic slack adjusters are not already fitted to the axle, tighten the slack adjuster retaining nut to **80-90 Nm**, ensuring that the **brake wear indicator is pointing vertically upward**.

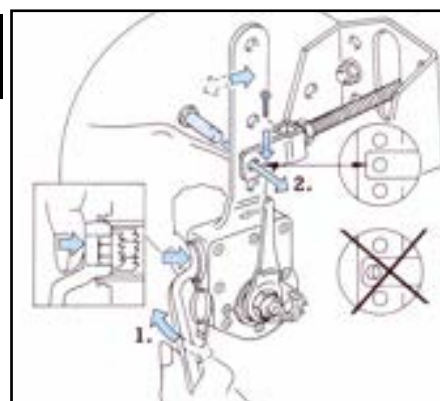


80 - 90 Nm

INSTALLING

3

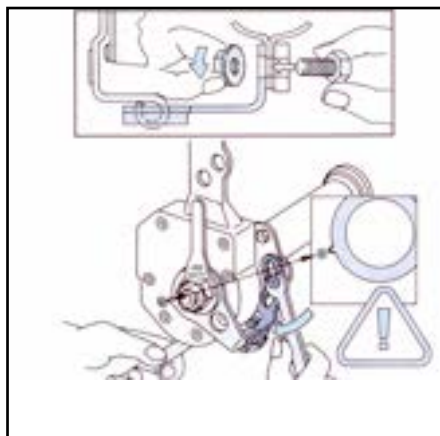
Turn the adjusting nut to line up the clevis pin to the relevant slack adjuster hole. Ensure that the pushrod has been cut to the correct length. The booster pushrod must be in the “**brakes released**” position. The pushrod and the slack adjuster must not be pulled or pushed to line up the clevis pin hole to the slack adjuster hole.



SETTING

5

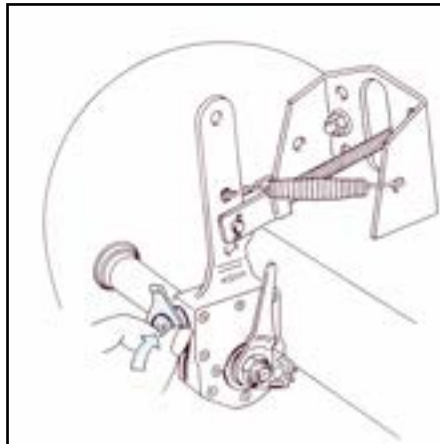
Tighten the anchor bracket fixing bolts to **25 Nm**, ensuring that the pointer remains aligned with the dowel on the slack adjuster. The booster must be in the “**brakes released**” position.



SETTING

7

Refit the sealing cap



FINISHED

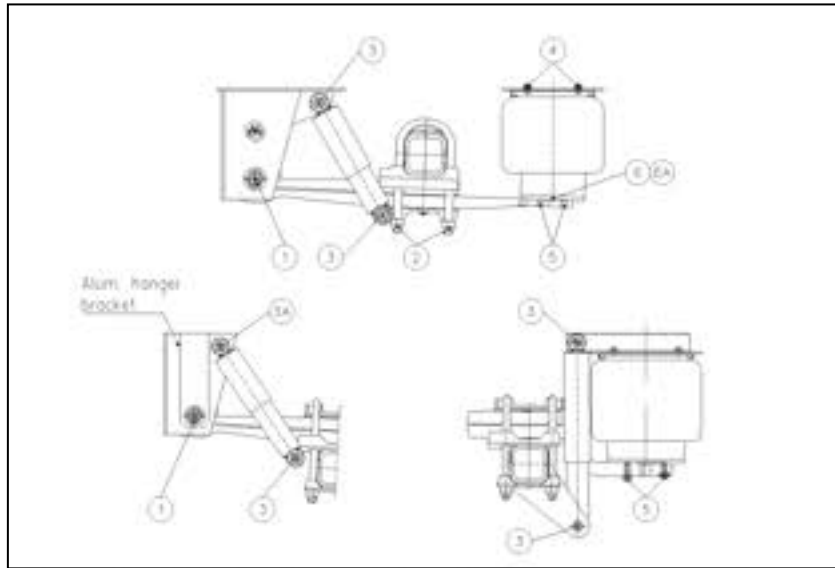
Step 6

Completion Checklist

Please refer to the **Suspension Assembly Drawings** as supplied with the **Suspension Kit**.

Section	Checks to be done	Tick
Attachment of hangers and airbag mounts	Welds	
	Hanger cross bracing / gussets	
	Airbag gussets	
Spring Eye Assembly	Torque at correct ride height	
	Inner wear washers fitted correctly	
Catchstrap installation	Welds	
	Gusseting (if required)	
	Fitment	
Axle installation	Axle orientation	
	Alignment plates (if fitted)	
	U-bolts torqued once axle aligned	
Brake chamber	Airbag / shock absorber clearance	
Levelling valve	Correct orientation	
	Correct lever / pushrod angles	
	Correct ride height settings	
Airbag piping (please refer to the Piping Schematic Drawing supplied with Suspension Kit)	Pressure protection valve fitment	
	Air filter fitment	
	Air leaks	
	Airbag pinching or creasing	
Alignment	Alignment plates welded	
	Spring eye bolt torque	
Correct fastener torque settings	Refer Page 14 for torque settings	

Tightening Torques



Number	Attachment	Thread Type	Tightening Torque
1	Spring eye pivot bolt (Series O/OM/OT)	M30	1000Nm (740ft/lb)
1	Spring eye pivot bolt (Series AL II)	M24	650Nm (480ft/lb)
2	Spring U-bolt	M24	650Nm (480ft/lb)
3	Shock Absorber	M24	400-450Nm (295-335ft/lb)
3A	Shock absorber on aluminium hanger	M24	300-350Nm (225-260ft/lb)
4	Airbag – top plate nuts	M12	66Nm (49ft/lb)
5	Airbag – bottom plate screws	M16	230Nm (170ft/lb)
6	Airbag – bottom centre bolt	M16	230Nm (170ft/lb)
7	Diaphragm cylinder, two sided lift device	M16	180-210Nm (133-155ft/lb)

Please note that BPW Airlight II (AL II) Series Air Suspensions changed from an M30 Spring Eye Bolt to an M24 Spring Eye Bolt in September 2008. They can be differentiated by the M30 bolt requiring a 46mm spanner (SW46) and the M24 bolt requiring a 36mm spanner (SW36). Be aware that the AL II air suspension

with the M24 Spring Eye Bolt requires a reduced Torque Setting of **650 Nm (480 ft/lbs)**.

The O/OM/OT (Heavy Duty) Series of Air Suspensions continue to use the M30 Spring Eye Bolt and need to be torqued to **1000 Nm (740 ft/lbs)**.



← **46mm (SW46) M30 Spring Eye Bolt - Torque Setting 1000 Nm (740 ft/lbs)**



← **36mm (SW36) M24 Spring Eye Bolt - Torque Setting 650 Nm (480 ft/lbs)**

Notes

All thread and nut / washer interfaces (where applicable) need to be lubricated with anti-seize paste prior to assembly. The spring eye bolt and shock absorber bolts must only be tightened when the suspension is set at the correct ride height.

U-bolt tightening procedure: - nip up all the U-bolt nuts, then fully tighten the nuts to the prescribed torque in several stages on alternate sides (i.e. one U-bolt at a time).