



## AIRLIGHT 2 - TIGHTENING TORQUES

### M24 pivot assembly & M30 pivot assembly 70MM WIDE SPRING

Shock absorber fixing (Upper) M24\*  
Steel hanger M = 420 Nm  
Alu hanger M = 320 Nm  
(Lubricated thread)  
Torque tighten initially after first 2 weeks of operation and then annually.

Shock absorber fixing (Lower) M24\*  
M = 420 Nm  
(Lubricated thread)  
Torque tighten initially after first 2 weeks of operation and then annually.

Air bag fixing M12 (Upper) M = 66 Nm  
Torque tighten initially after first 2 weeks of operation and then annually.

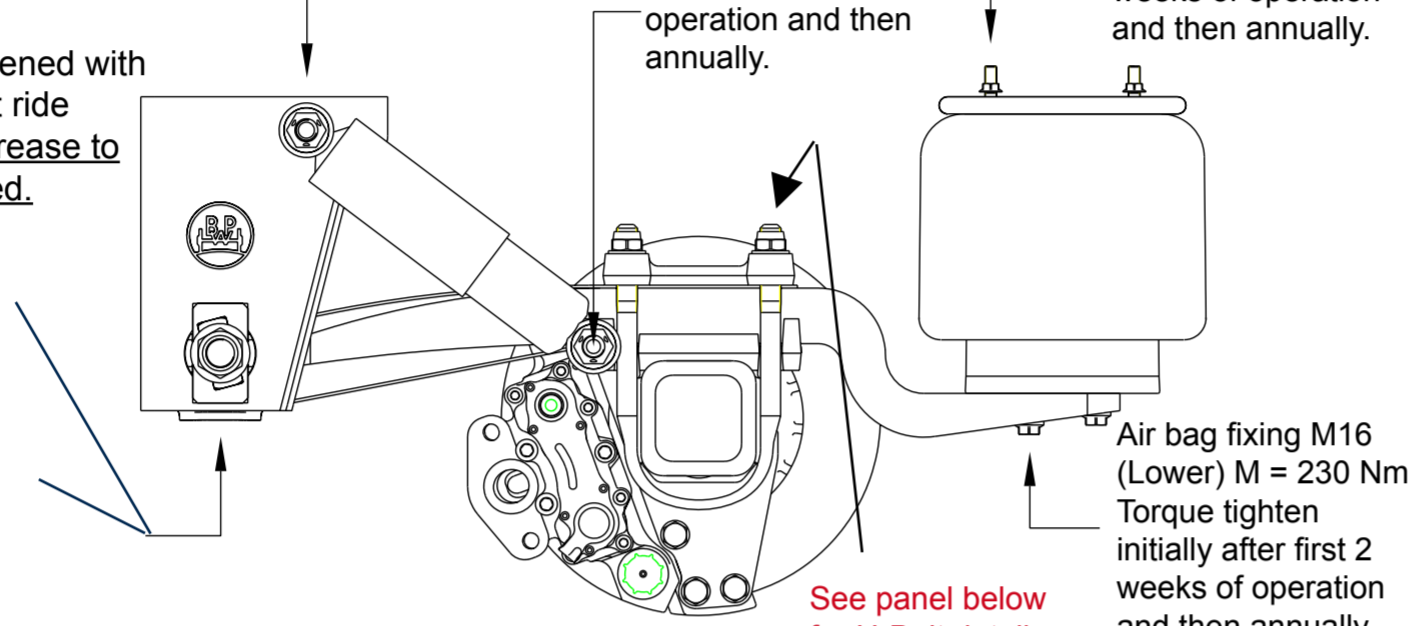
**NOTE:**

Positions marked \* must be tightened with the suspension set at the correct ride height. Use a general purpose grease to lubricate the threads where stated.

Pivot Bolt assembly - **M24\***  
Geomet coated  
Steel/Alu hanger M = 650 Nm  
'C' Channel M = 650 Nm

Pivot Bolt assembly - **M30\***  
Steel/Alu hanger M = 900 Nm  
'C' channel M = 900 Nm  
Lubricated thread.

Torque tighten initially after first 2 weeks of operation and then annually.



See panel below for U-Bolt details (no initial tightening required).

## AIRLIGHT 2 U-BOLT 70MM WIDE SPRING

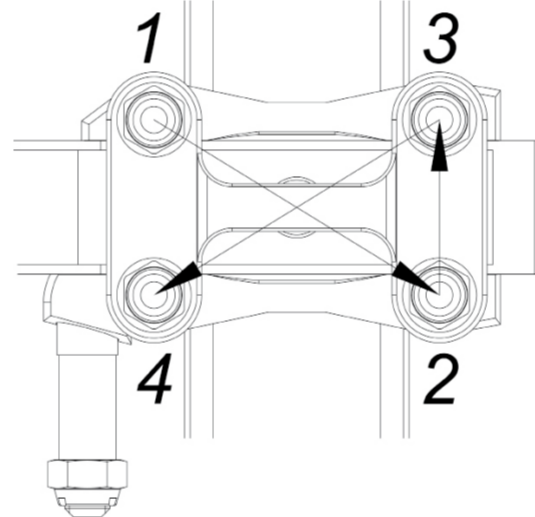
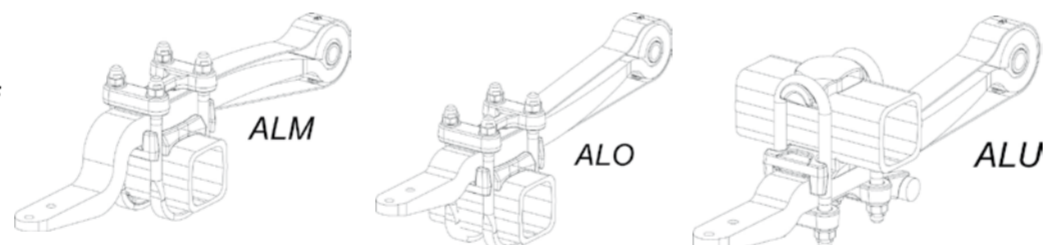
### ASSEMBLY INSTRUCTIONS

Grease U-bolt thread and the contact surfaces of the lock nuts.

Spring seats and trailing arm are to be aligned parallel to the axle beam and self locking nuts are to be equally tightened diagonally - 1, 2, 3 and 4 - until all have achieved a tightening torque of 200 Nm, then 300 Nm, then 450 Nm and then all to 550 Nm. Finally, further tighten all the nuts in sequence by a further 90° angle.

**NOTE:**

- 1) Replace U-Bolts in pairs and do not re-use U-bolts that have been previously fitted.
- 2) Always fit new nuts and washers.
- 3) Wear to the clamping parts or axle beam due to loss of clamping force must be fully investigated and any worn items replaced.



## SL - TIGHTENING TORQUES

### M30 pivot assembly 100MM WIDE SPRING

\*\*Shock absorber fixing (Upper) M 24\*  
Steel hanger M = 420 Nm  
Alu hanger M = 320 Nm  
(Lubricated thread)

\*\*Shock absorber fixing (Lower) M24\*  
M = 420 Nm  
(Lubricated thread)

\*\*Air bag fixing M12 (Upper) M = 66 Nm

**NOTE:**

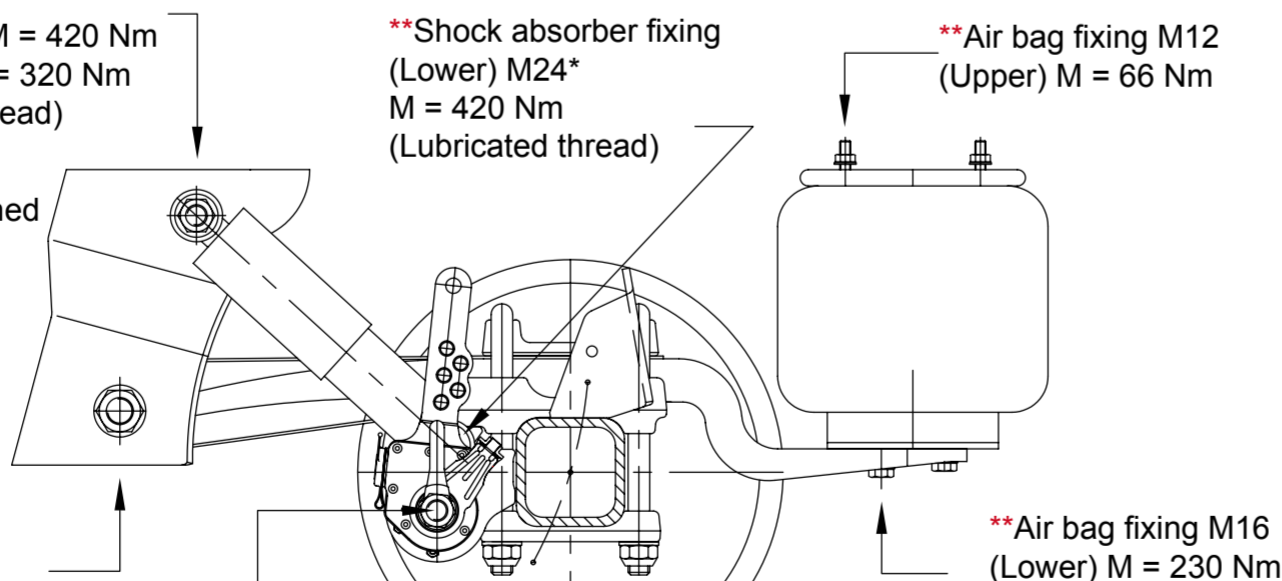
Positions marked \* must be tightened with the suspension set at the correct ride height. Use a general purpose grease to lubricate the threads where stated.

\*\* Pivot Bolt assembly - **M30\***  
Steel/Alu hanger M = 900 Nm  
'C' channel M = 900 Nm  
(Lubricated thread)

\*\* IN ALL CASES TORQUE TIGHTEN INITIALLY AFTER FIRST 2 WEEKS OF OPERATION AND THEN ANNUALLY.

Camshaft nut M22 (Upper) M = 65 Nm

\*\*U-Bolt M24 M = 650 Nm (Lubricated thread)



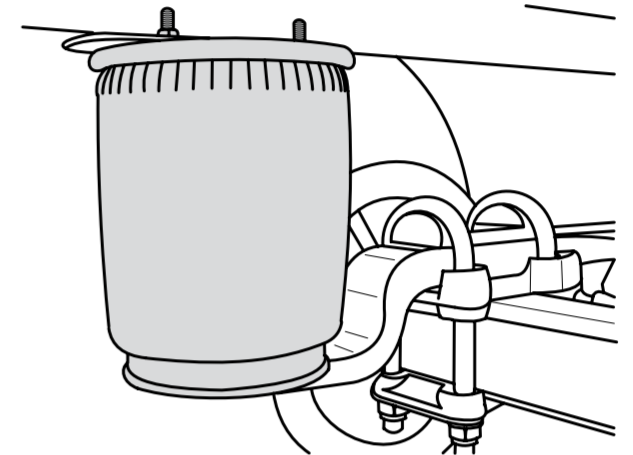
## AIR BAGS

### CHECK AIR BAGS EVERY 6 MONTHS

Check air bags for external damage every 6 months for surface cracking, abrasion, crease formation, trapped foreign bodies etc. Replace air bags in the event of damage.

**SAFETY NOTICE**

No welding should be carried out on steel parts of air bags and pressure vessel. The air suspension should only be filled with compressed air when mounted or when the mechanical height limit has been reached.



## AXLE LIFT

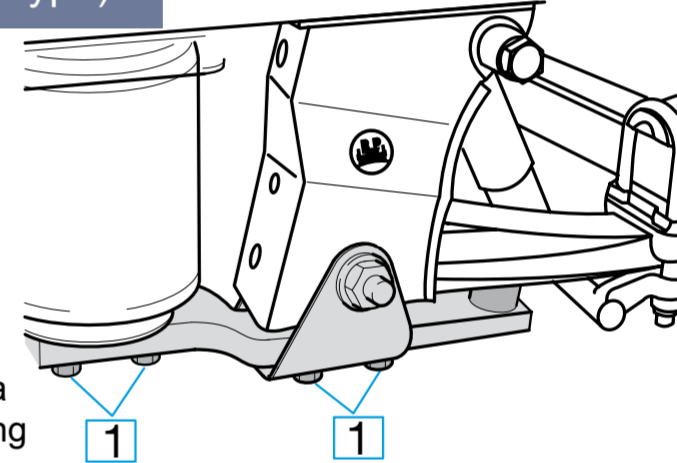
### MAINTENANCE AND VISUAL INSPECTION

#### AXLE LIFT (Lever Type)

CHECK INITIALLY AFTER 2 WEEKS AND THEN ANNUALLY.

Check M16 bolts **1** on the lever arm to make sure they are tight. If necessary, tighten with a torque wrench. Tightening torques - M16 = 230 Nm.

Check for wear on the bump stop of the lever arm and make sure it is secure - M12.

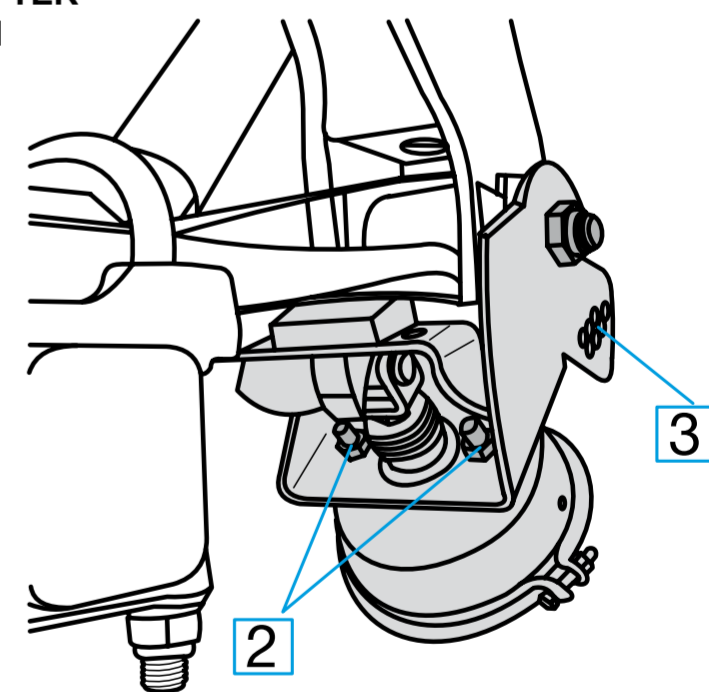


#### AXLE LIFT (Diaphragm Type)

CHECK INITIALLY AFTER 2 WEEKS AND THEN ANNUALLY.

Check M16 Cylinder bolts **2** to make sure they are tight. Tighten with a torque wrench if necessary. Tightening torque M16 = 180 - 210 Nm.

Check M12 stop bolts **3** to make sure they are tight.



FOR MORE DETAILED INFORMATION PLEASE REFER TO THE BPW MAINTENANCE INSTRUCTION BOOK WHICH IS AVAILABLE FOR DOWNLOAD: <http://www.bpw.co.uk/technical.htm>

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