

### AIRLIGHT II – TIGHTENING TORQUES

### 70mm WIDE TRAILING ARM

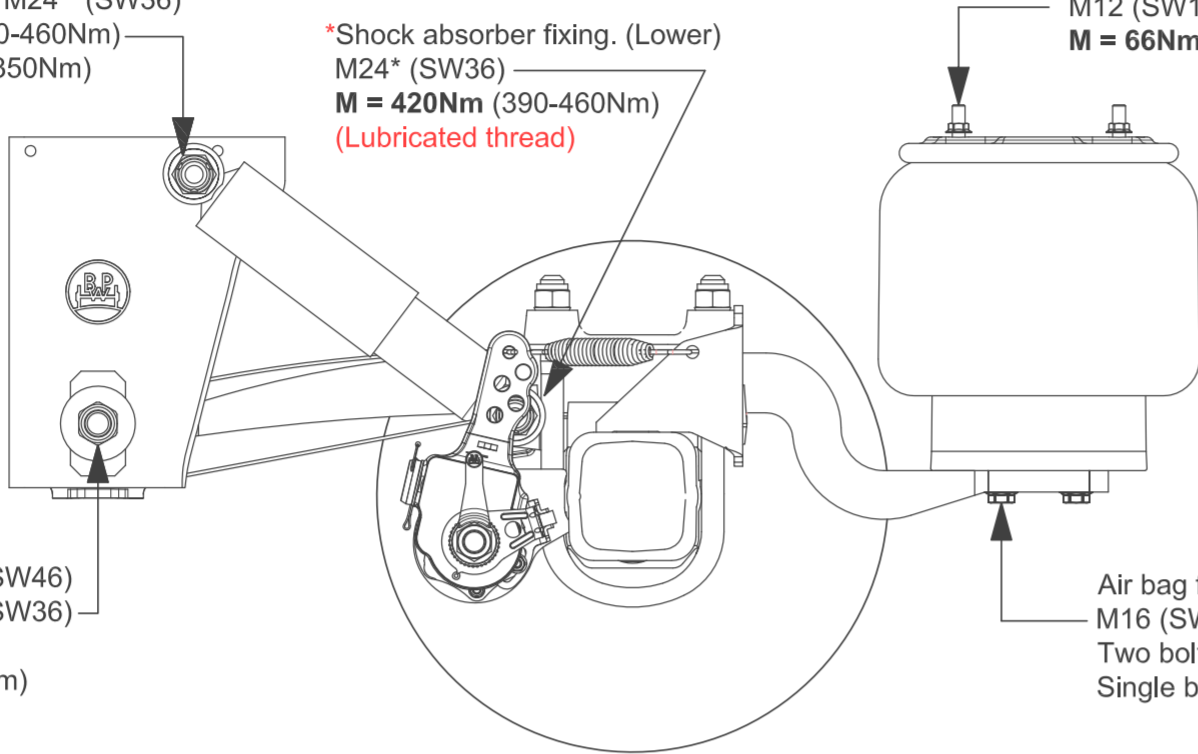
\*Shock absorber fixing. (Upper) M24\* (SW36)  
Steel hanger. M = 420Nm (390-460Nm)  
Alu hanger. M=320 Nm (300-350Nm)  
(Lubricated thread)

**Note:**  
Positions marked \* must be tightened with the suspension set at nominal ride height.

\*Shock absorber fixing. (Lower) M24\* (SW36)  
M = 420Nm (390-460Nm)  
(Lubricated thread)

Air bag fixing. (Upper) M12 (SW17).  
M = 66Nm

\*Pivot bolt assy. M30\* (SW46)  
Pivot bolt assy. M24\* (SW36)  
"GEOMET" coated.  
M = 650Nm (605-715Nm)



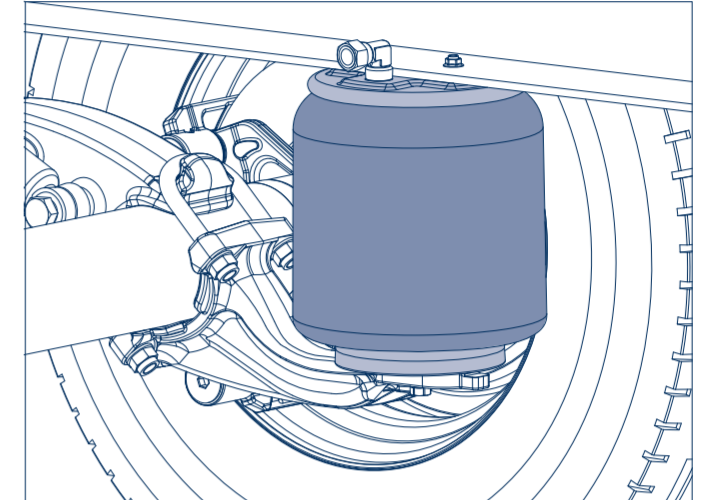
Air bag fixing. (Lower) M16 (SW22)  
Two bolt M = 230-300Nm  
Single bolt M = 300Nm

**Note:** M22 "U" Bolt. (SW 32)  
Axle "U" bolts are factory assembled & tightened. No further torque checking during installation. If replacing parts use NEW "U" bolts and tighten uniformly to 550Nm + 90°. (Lubricated thread)  
For maintenance requirements see service manual. Make all tracking adjustments at the pivot bolt assy.

### AIR BAGS

#### CHECK AIR BAGS EVERY 6 MONTHS

Every 6 months check air bags for: external damage, 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. Danger of injury!

### AIRLIGHT II

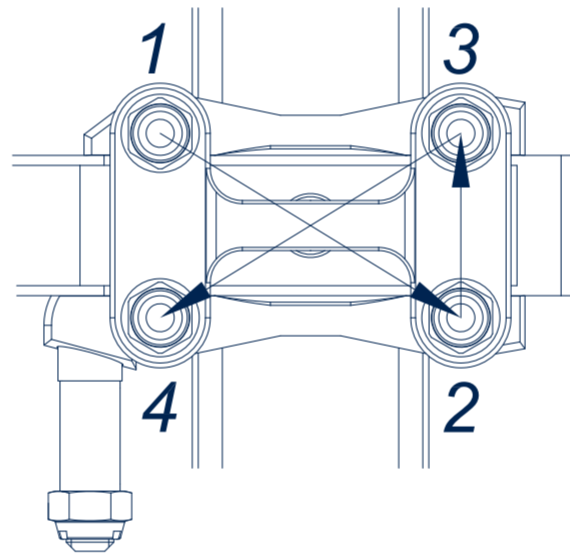
### M22 U-BOLTS

#### ASSEMBLY INSTRUCTIONS

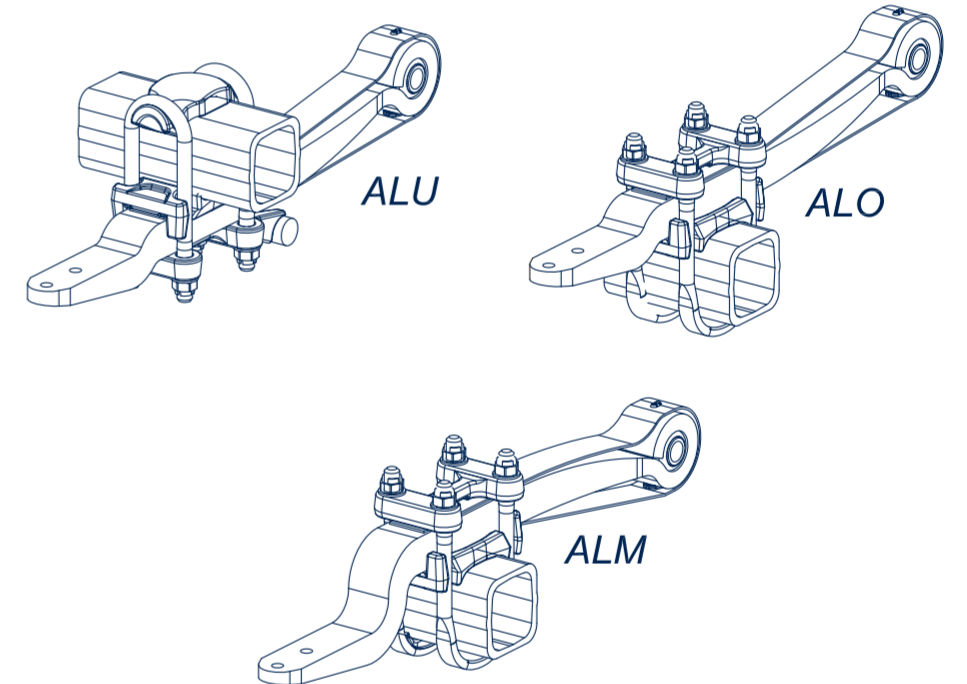
- Grease U-bolt thread and the contact surfaces of the lock nuts.
- Spring seats and trailing arm are to be aligned parallel to the axle beam and self locking nuts are to be equally tightened diagonally - 1, 2, 3 and 4 - until all have achieved a tightening torque of 200 Nm, then 300 Nm, then 450 Nm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

#### NOTE:

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



Use a general purpose grease to lubricate the threads where stated.



### ECO AIR COMPACT – TIGHTENING TORQUES

### TWO-PIECE TRAILING ARM

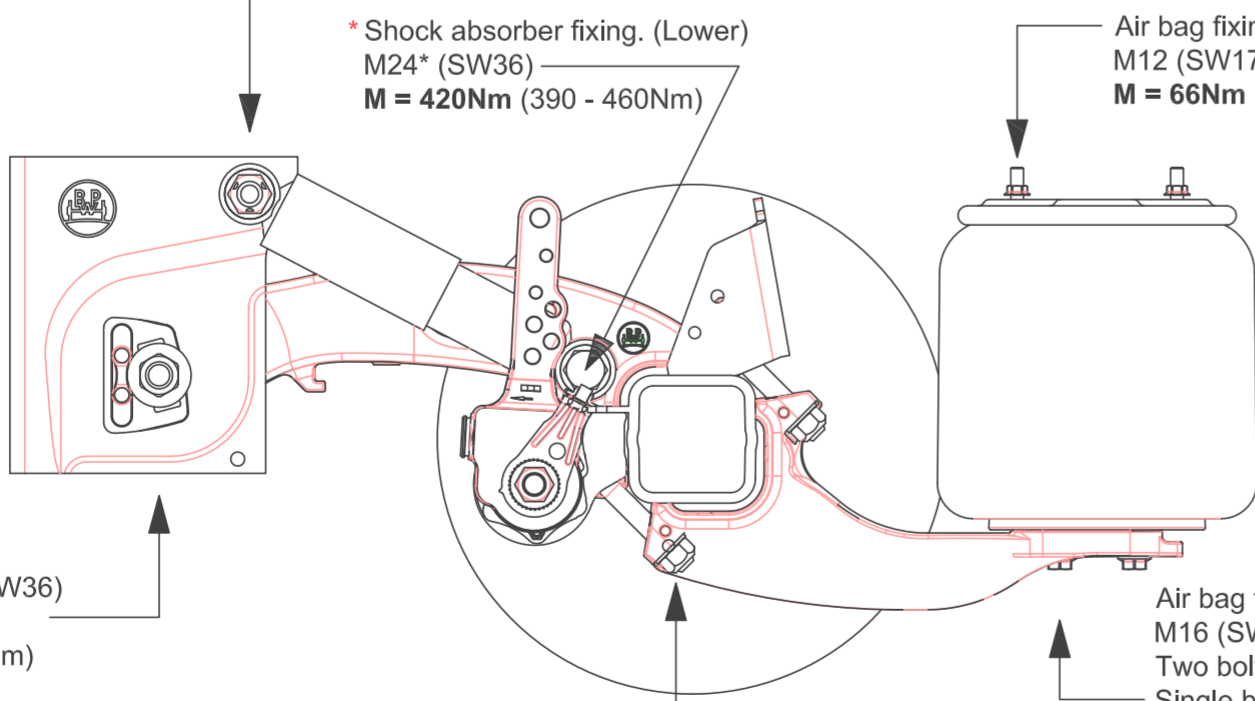
\*Shock absorber fixing. (Upper) M24\* (SW36)  
M = 420Nm (390 - 460Nm)  
(Lubricated thread)

**Note:**  
Positions marked \* must be tightened with the suspension set at nominal ride height.

\*Shock absorber fixing. (Lower) M24\* (SW36)  
M = 420Nm (390 - 460Nm)

Air bag fixing. (Upper) M12 (SW17)  
M = 66Nm

\*Pivot bolt assy. M24\* (SW36)  
"GEOMET" coated.  
M = 650Nm (605 - 715Nm)



Air bag fixing. (Lower) M16 (SW22)  
Two bolt M = 230-300Nm  
Single bolt M = 300Nm

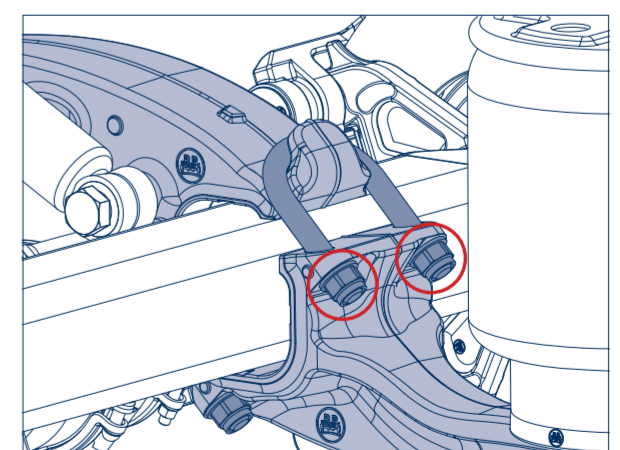
**Note:** M20 "U" Bolt. (SW30)  
Axle "U" bolts are factory assembled & tightened. No further torque checking during installation. If replacing parts use NEW "U" bolts and tighten uniformly to 420Nm + 90°. For maintenance requirements see service manual. Make all tracking adjustments at the pivot bolt assy.

### ECO AIR COMPACT

### M20 U-BOLTS

#### ASSEMBLY INSTRUCTIONS

- Grease U-bolt thread and the contact surfaces of the lock nuts.
- Self locking nuts are to be equally tightened diagonally until all have achieved a tightening torque of 200 Nm, then 300 Nm, then 420 Nm.
- Finally, tighten all the nuts in sequence by a further 90° angle.



#### NOTE:

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



FOR MORE INFORMATION ON THE MAINTENANCE OF BPW RUNNING GEAR, PLEASE REFER TO THE MAINTENANCE INSTRUCTIONS VIA THE QR CODE.