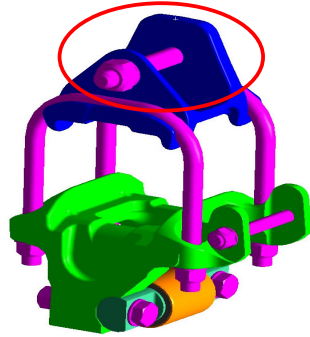




No: 97117-157
Subject: Top Pad Bolt Maintenance
Date: March 2007 Revision: D



Primaax Longitudinal Torque Rod to Top Pad Bolt Maintenance

As part of Hendrickson Asia Pacific continuous product improvement program, Hendrickson has reviewed the maintenance requirements for the torque rod to top pad bolt. The information in this bulletin ensures that the torque settings on this bolt remains constant from new and is checked during normal maintenance schedules.

Failure to ensure that the top pad bolt tension is maintained may cause the top pad and through bush holes to elongate. Once wear occurs, it will not be possible to maintain the top pad bolt torque settings as they will continually come loose during operation.

The initial torque is set by the truck OEM during assembly. The torque setting for the 7/8" – 14 UNF bolt must be maintained at **525-575ft/lb (712 – 780Nm)**. In the initial shake down, the suspension will move and adjust to its normal operating position and this movement may cause the bolt to lose tension slightly.

Information contained in this literature was accurate at the time of publication. Product changes may have been made after the publication date that are not reflected here



RECOMMENDATION

It is recommended that the top pad bolt torque is checked at pre-delivery, first service and must be checked as per the maintenance schedule. This will ensure the top bolt remains at the correct tension at all times.

TOP PAD BOLT CONTINUALLY COMING LOOSE

Customers who experience the top pad bolt coming loose continually are able to repair rather than replace in most cases. This will depend on the amount of wear sustained in the top pad bolt holes.

(Due to the clearance around the top pad on some vehicles, it may be necessary to remove the torque rod and top pad and pre assemble on a bench to enable correct torque setting of the bolt).

1. Fit the M24 bolt, nut & washers as needed. Refer to the parts list on page 3.
2. Using an angle gauge, measure each torque rod angle from the top pad to the hanger prior to disassembly and note the angles. *(For pre-assembly on bench).*
3. Remove the torque rod from the top pad (fit a new through bush if required).
4. Replace the existing 7/8 top pad bolt with the M24 bolt. The M24 bolt should fit straight into the top pad bolt holes. If the bolt does not fit, it will be necessary to ream out the top pad bolt holes to accept the M24 bolt.
Note: do not use a drill to increase the hole diameter! If the M24 bolt is not a snug fit in the top pad bolt holes, then a replacement top pad must be fitted.
5. Assemble the new top pad/torque rod on a bench with the M24 bolt and washers each side. Lightly tighten the M24 bolt and use the angle gauge to set the correct angle of the torque rod.
6. When the torque rod angles are set to each measurement as taken prior to removal from the vehicle, tension the M24 bolt to **700-750ft/lb**.
7. Install the top pad/rod and tighten the top pad U bolts as per P14/P38 of the Primaax service manual. **Note:** There should be minimal movement of the rod required to fit the straddle through bolts to the hanger (any tension on the bushes preloads the rubber, which could cause early failure).
8. Re-check the torque setting after 1500kms.
9. Follow standard maintenance schedules.

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PARTS REQUIRED 2 X AXLE

PAX 460 MODEL

- 4 x M24 Bolt – p/n 97070-004 - 10.9, 140mm long, 80mm shank, M3 pitch
- 8 x M24 Washer – p/n 97072-001 - H/T zinc, Grade 8, 24mm (2 X washers per bolt)
- 4 x M24 Nut - p/n 97071-001 - hex steel zinc, 24mm
- 1 x U bolt hardware kit - p/n 48718-106.

PAX 520 MODEL

- 4 x M24 Bolt – p/n 97070-004 - 10.9, 140mm long, 80mm shank, M3 pitch
- 8 x M24 Washer – p/n 97072-001 - H/T zinc, Grade 8, 24mm (2 X washers per bolt)
- 4 x M24 Nut - p/n 97071-001 - hex steel zinc, 24mm
- 1 x U bolt hardware kit - p/n 97134-001

The following parts may need to be changed during this repair:

- 4 x top pads, p/n 60877-000
- 1 x torque rod hardware kit, p/n 49176-009. (Discard the imperial-sized top pad bolt kit during the repair).
- 4 x eye bushes, p/n 47692-000-L

WARRANTY

It must be stressed that the torque maintenance on this bolt is part of the documented maintenance schedule and the responsibility of the servicing agent or owner (*where maintained by owner*).

Customers experiencing continual loose bolts from the time of manufacture and where the vehicle is still within the warranty period of 2 years/Unlimited kms from date of delivery, and have documented maintenance schedules, can submit a warranty claim for this repair using normal OEM warranty procedures.

All parts claimed under warranty will be recalled for inspection to ensure that wear exists prior to a claim being accepted. Individual parts found replaced unnecessarily will be denied back to the dealer.

Standard Repair Time

The Standard Repair Time for this operation:

Top pad change	= 2.25hrs per axle(4.0hrs for 2 axles).
Torque rod R&R	= 0.5hrs(per rod)
Torque rod bush	= 0.25hrs (per bush)

This does not include time for reaming the top pads or bushes which the dealer can claim for.

Should the SRT be exceeded, we invite the dealer to provide a breakdown of the time so that we can assess the additional time.

For additional information please contact Hendrickson on 03 9767 3400

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