



Advanced Wheelend Technologies

Service bulletin

Heavy-Duty installation for BBOC-15150 bushing

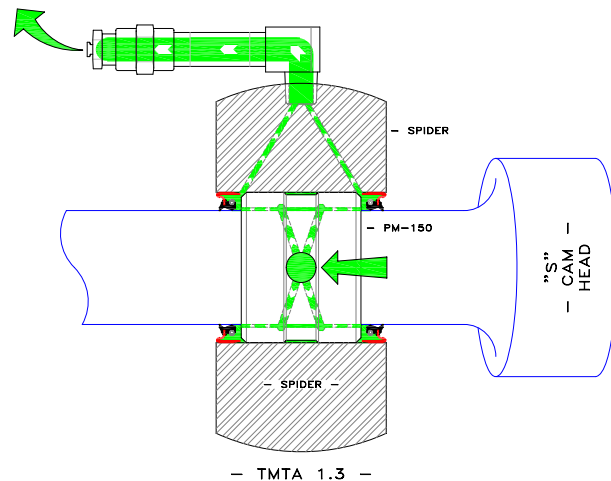
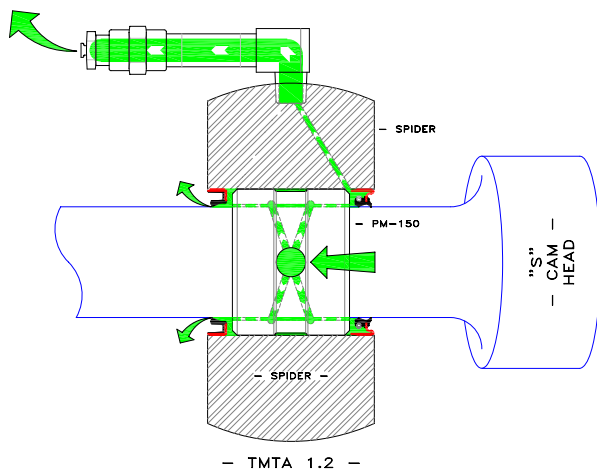
(also included; BBSP-15150-01 and BBSP-15150-02 oversized bushings)

Regular "OPTIMUM-CONTACT" installation is very efficient for street use, highway use and all paved road applications. However, experience has shown us that off-road applications like excavation, forestry and mining equipments require special attention.






This service bulletin explains the improvements made to satisfy the special needs of these applications.

The main difference between the conventional system and the "heavy-duty" system is that the conventional systems uses regular grease seals, while the "heavy-duty" system uses double lipped oil seals featuring a spring-loaded oil lip and a dust lip to prevent contamination. These seals are also made of a special elastomer, highly resistant to heat, solvents, acids, and numerous chemicals.

The bushings are installed in the same way as usual, only that they are drilled after installation to make a vent to purge the grease during the lubrication.



Installation procedure

	<p>Step 1; Using a 3/16" size drill, make a hole through the spider and the cam bushing at the top of the spider (or as close to it as possible) and toward the exterior (outward) portion of the bushing, i.e. 5/8" distance from the external edge of the spider (where the seal is installed). DO NOT DRILL THE SEAL</p>
	<p>Step 2; With a 11/32" size drill, oversize the hole you just made by about 3/4" of an inch depth to allow threading the hole.</p>
	<p>Step 3; Using a 1/8" NPT tap, make the necessary threads in the hole to receive the 90 degrees elbow of the breather assembly.</p>
	<p>Step 4; Cut the bushing to size according to STEP 5 (aligned-boring the spider bushing on a trailer axle) of your TRAINING AND PROCEDURE MANUAL. Clean all parts from metal debris, including the hole you just made to vent the assembly, and proceed to next step.</p>
	<p>Step 5; Drill a 1/2" hole in the dust shield (back plate) to allow passage of the breather assembly.</p>
	<p>Step 6; Install the breather assembly, making sure that it is well positioned and tight enough. We recommend the use of Teflon coating on the threads of all these components to prevent leaks and rust formation.</p>

	Step 7; Using the RJ-1500 seal installation tool, install the "Heavy-Duty" seals on each side of the spider bushing making sure that their spring-loaded oil lips are facing the bushing, (both spring-loaded oil lips toward the inside) and that the dust lips are pointing outward.
	Step 8; Using a good silicone based lubricant, lubricate the inner space between the seals' two lips (the cavity between the oil lip and the dust lip) to prevent early wear of the seals. IMPORTANT
	Step 9; Refer to STEP 8 (reassembling the camshaft and the slack adjusters) of your TRAINING AND PROCEDURE MANUAL to assemble the camshaft and its interacting components.

The part numbers for the Heavy-duty oil seals and the breathers are;

Double lipped oil seals for - BBOC-15150 bushing = SL-1500-HD
BBSP-15150-01 bushing = SL-1500-01-HD
BBSP-15150-02 bushing = SL-1500-02-HD

Lubricant Purge Tube assembly



Part #	Ext. tube length	External connector	Breather relief pressure
LPT-110	1-1/2"	Straight	25 PSI
LPT-120	2-1/2"	Straight	25 PSI
LPT-210	1-1/2"	90 degrees	25 PSI
LPT-220	2-1/2"	90 degrees	25 PSI

For any questions regarding this service bulletin please use our toll free tech support line;

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