

INSTALLATION, MAINTENANCE & SERVICE BULLETIN

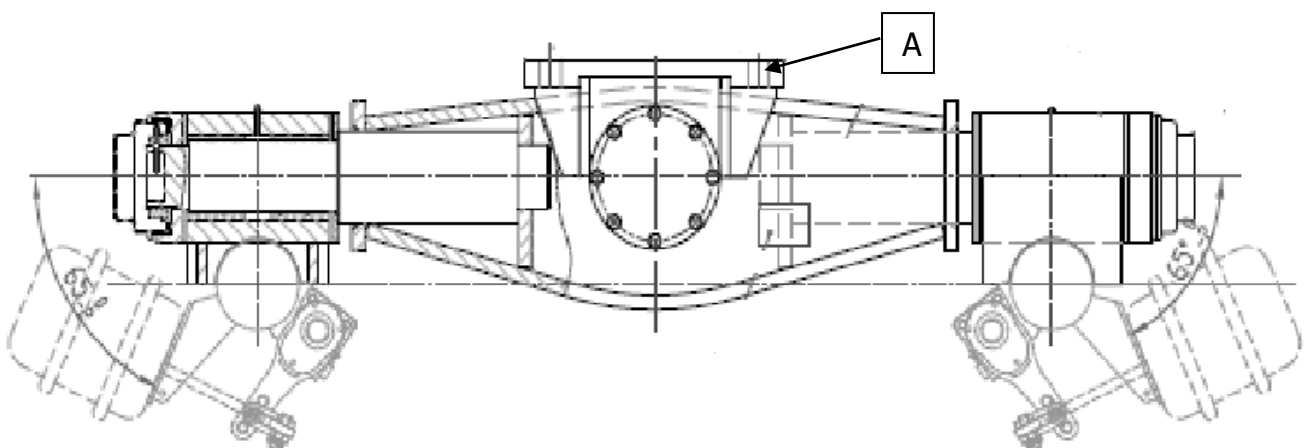
ARGO BOGIE



Installation Recommendations

The following instructions are to assist installing the FKH Argo Bogie in the correct way.

1. Attach the main mounting bracket (A) with M30 bolts (length as required by the chassis dimensions). Tighten the Bolts to approx 150-200Nm. The Bolts and Nuts are not supplied by FKH.
2. Align the Argo Bogie in the chassis as per acceptable wheel alignment recommendations.
3. Tack weld the mounting bracket to the chassis.
4. Check wheel alignment and now fully tighten the M30 Bolts (900-1000Nm)
5. Weld some square bars along the mounting bracket to the chassis for added support to the alignment.



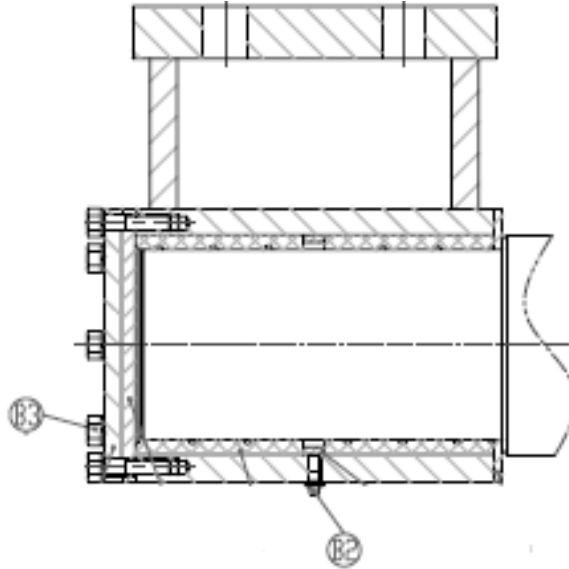
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Pivot Installations

Beam to Mounting Bracket

B3: 8 off M12x50 bolts on each side
 Torque: 25 Nm

B2: Grease Point



Axle Bracket to Beam

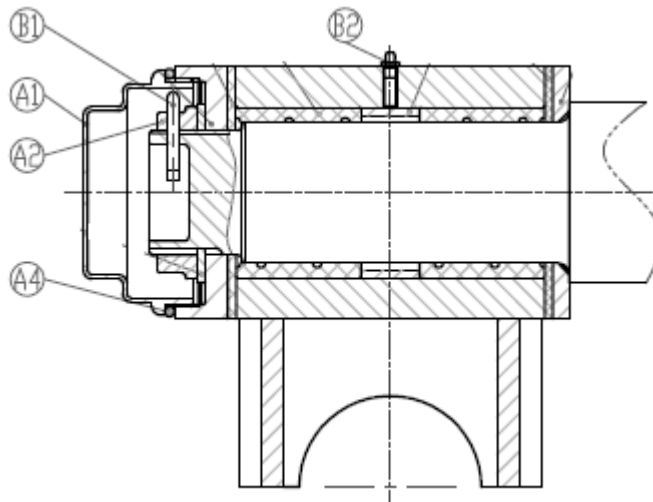
B2 : Grease point

A2: Castellated Nut
 Torque: 150-200Nm

B1: Install Split Pin

A4: Lube o-ring with a rubber
 grease.

A1: Hub cap
 Torque: 100-130Nm



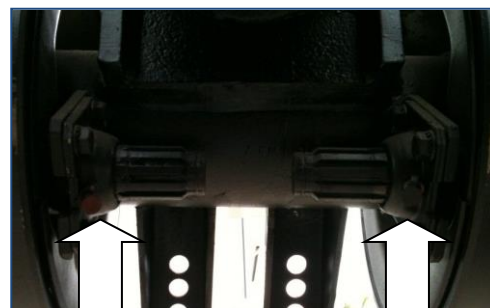
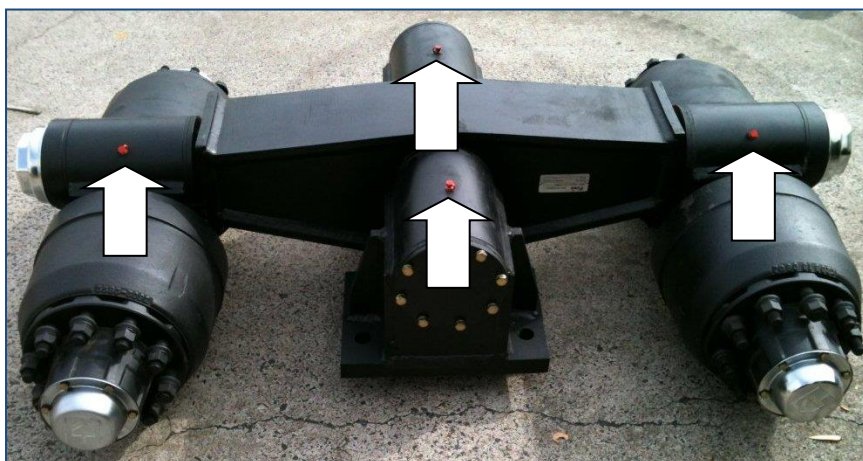
Wheel Bearing adjustment for:

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TN - Tapered Bearing Axle with Double Nut:

1. Install inner nut with dowel facing outwards, torque nut to 270Nm (200 lb/ft) while rotating the hub in both directions.
2. Back off nut one full turn.
3. Re-torque to 68Nm (50 lb/ft) while rotating the hub in both directions.
4. Back off the nut 1/4-1/3 turn. Do not include the socket back lash.
5. Install the lock washer ensuring the inner tab is aligned with the key way in the axle spindle. If the holes in the lock washer do not align with the dowel, remove the lock washer, reverse and re-install. The lock washer should now align with the key and the dowel. If not, select the side of the washer that requires the least amount of movement and adjust the inner nut to suit.
6. Install the lock tab and the outer jam nut and torque to 405-540Nm (300-400 lb/ft) and fold 2 opposite tabs over the jam nut.
7. Check that the hub rotates freely.
8. Bearing end float should be 0.025 – 0.127mm (0.001 – 0.005"). For longer bearing life, keep it to the lower end of the tolerance – 0.001".
9. The above procedures are recommended installation procedures however it is paramount that point 8 is the final outcome.

Lube Points:



Lube:

A Castrol LMX (or equivalent) should be used for the grease able wheel bearings and enclosed bushes.

For s-cam and open bushes use a Castrol Ultratak (or equivalent).

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Service Checks

At PD and after one week in service (500km): Check all fasteners and grease all lube points.

After and every 10,000 km (6 month):

- Check all fasteners
- Grease all Lube points
- Check pivot nut and bush condition.
- Check brake adjustment and lining wear
- Rotate axle wheels and check wheel bearings to be with the tolerances outlined above.

After and every 40,000 km (24 month)

- Remove all pivot connections and check for bush wear and R&R as required.
- Remove the hub caps and check bearing end float and lube condition, R&R as required.
- Check brake wear.

After and every 100,000 km:

1. Check & adjust wheel bearings, repack or replace lubricant.
2. Check all axle and brake components and repair or replace as required. Ensure braking system is functional with all plumbing and valving operating correctly.

Note: The above intervals may have to be increased depending on the severity of the application the trailer operates in.

Note: For Parts information (FW41-1220-315/335) go to PV **KPS-001-0812**