

## Products & Fitting Noticeboard



March 21<sup>ST</sup> 2007

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Dear Old Man Emu Distributors & Fitters,

Over the years there have been valuable Fitting Hints and OME Product information passed around by word of mouth, but never put to print for the benefit of all members of the OME Network.

It is our intention to use the Old Man Emu Products & Fitting Noticeboard as the means by which this will be addressed.

### For our first Fitting Hints Notices

Are you aware that;

**Removing the interleaf liners from OME springs** in heavily laden vehicles increases the friction between the leaves and reduces body roll.

In applications such as mining, the gap created between the leaves by the interleaf liners can allow mud and small stones to get lodged between the leaves which can result in accelerated wear and tear on the spring. Under these conditions it is also advisable to remove the interleaf liners.

**Castor Kits; CALR1, CALR2 & OMECA77B should not be fitted to a vehicle with more than 50 mm Lift.**

The polyurethane material used in these kits have a limited amount of material rotation that allows the bushes to handle up to a 50 mm ride height increase, over OE.

If installed into a vehicle with more than 50 mm of lift and longer shock absorbers, the polyurethane will go through more material rotation, during full suspension articulation and this can cause the material to tear. It is therefore strongly recommended that these kits should not be installed into vehicles with more than 50 mm of lift.

We are also aware of other cases, even with the standard OME 50 mm lift, that when re-fitting the arms after the OME cater kits have been pressed in. The Installer will, if the bolts will not slide through the bush & arm, lever the bush until they can tap the bolt into place.

This technique will damage the product as it will pre-load the bushes when the vehicle is lowered to the ground.

**Rubber Bonded Shock Absorber Mounts.**

We occasionally receive warranty claims for torn lower mounts on part numbers such as, N91S, N140S & N167S however this is typically proven not to be as a result of a product defect, because the lower mounts were tightened up while the vehicle was still on the hoist.

These part numbers and others in the OME Shock Absorber range that have a rubber-bonded bush in the lower mount are designed to operate on the 1/3 torsional movement property of the rubber material.

If this lower mount is fully tightened up while still on the hoist the bush is locked into a position that will pre-load it when the vehicle is placed on the ground.

This pre-loading of the rubber material reduces the amount of torsional movement it would normally use to cope with the forces being applied to it during normal suspension movement, the end result is the rubber will tear and fail.

To prevent this problem from happening all rubber-bonded bushings, including spring bushes, must only be tightened up to the desired torque setting once the vehicle is on the ground and has been bounced a few times to ensure the bushes are not bound up.

In the case of rubber spring bushes there is another side effect of them being fully tightened up while on the hoist. It will cause the bushes to not just bind up but will also lock up the shackles and give a false ride height measurement.

### **Over Packing of Coil Springs.**

All coil springs are designed to operate within a designated working range that ensures the spring will not be over stressed and sag.

It must be kept in mind that Coil packers should only be used to help bring a vehicle into the OME allowable trim tolerance of 10 mm and no more than 10 mm of packing of any one spring should be done, unless other wise noted in the OME Catalogue.

By packing a coil spring you change the designed working range and over packing can cause the spring to sag.

At no time should multiple stacking, in excess of 10 mm, be undertaken as a mean to increase the ride height of a vehicle, unless other wise noted in the OME Catalogue

In some case no packing is allowed and these are also noted in the selection part of the OME Catalogue.

There is a vast pool of experience and knowledge out there amongst the OME network and I encourage anyone who has relevant information that can be shared with us all to send it to either [exports@arb.com.au](mailto:exports@arb.com.au) or [sgroves@arb.com.au](mailto:sgroves@arb.com.au) with the details of the information.

We will then detail it on the next electronic Noticeboard so we all can share and benefit from it.

Kind Regards  
ARB EXPORT DEPARTMENT