Wide Bushing Replacement (Glue-In/Clamped Bushing) – 245 Truck Suspension Manufactured Before 2009						
Part Number (Component)	Item Description		Size		Torque Values foot-pound Newton-meter	
6040192-Bushing Kit Wide Bushing (6 3/4")	Suspension Model: 2457666D001	2457615D000 2457666D002	245761 245766	16D000 56D101	2457666D 2457666D	000 011
1135873B105	Hex Head Cap Screw (HHCS) 8.5" LG 1-1/2"-6NC			1000 ft-lb	1356 N-m	
1151065B002	Nut			1-1/2"-6NC	7	
1160673B000	Lock Washer					
1117625C060	Monopivot Bushing 70DURO					
1987625B000	Epoxy Adhesive FUSOR-320 50ML					
6040193-Bushing Kit Wide Bushing (6 3/4")	Suspension Model:	2450000-to-2450 2457666D005	0021	24510700 2457666D007	2457666D 2457666D	003 008
1137694B000	Eccentric Bolt - 9.5" LG			1 1/4"-7 UNC-2A	1000 ft-lb	1356 N-m
1155648B108	Locknut			1 1/4"-7UNC-2B	1	
9003092B000	Anti-Turn Washer					
1117625C060	Monopivot Bushing 70DURO				1	
1987625B000	Epoxy Adhesive FUSOR-320 50ML					
Clamped Bushing	Refer to Engineering Drawing:2457572xxxx2457661xx			xx 2457718xxxx		
FastenersLocknut (Air Spring, Upper)			3/4"-16NF	50 ft-lb	68 N-m	
	1" Hex-Head Cap Screw (Air Spring, Lower) 3/8"-16NC			3/8"-16NC	25 ft-lb	34 N-m
	5-3/4" Hex-Head Cap Screw (Air Spring, Lower) 3/8"-16NC			25 ft-lb	34 N-m	
	Locknut (Lift Spring) 1/2"-13NC			25 ft-lb	34 N-m	
	Locknut (Lift Spring)			3/8"-16NC	25 ft-lb	34 N-m

Torque values reflect a lubricated thread condition (Nuts are pre-lubed). Do not overtorque. **CAUTION** Suspension is shipped with minimal torque applied to fasteners. All fasteners must be re-torqued after first 6,000 miles of operation. Failure to install and maintain fasteners at torque specifications could result in suspension failure and void the warranty.

Vehicle Preparation

Park the vehicle on a level surface. Chock wheels to keep vehicle from moving.

Raise vehicle to a height that removes the load from the suspension. Support with jack stands.

Disconnect the linkage from the height control valve(s), if equipped. Exhaust all air from the system.

Disassemble suspension to reach pivot connection.

CAUTION Failure to properly chock wheels, exhaust the air system and safely support the vehicle could allow vehicle movement that could result in serious injury.



Bushing Replacement Procedure

- 1. Remove bushing from load beam/sleeve (Fig 1). NOTE: Apply heat to the outside of the sleeve with oxyacetylene torch to destroy any remaining bonding element and make removal easier.
- 2. Use a wire brush to remove any remaining bonding residue rubber, dirt, rust, etc. from sleeve bore.
- Thoroughly wash the inner bore of bushing sleeve with paint thinner. Thoroughly wash the surface of the replacement bushing with paint thinner.
 CAUTION Epoxy adhesive and paint thinner are flammable materials that irritate the eyes, respiratory system and skin. Read all label instructions before use.
- 4. Remove cap from Epoxy Adhesive 50ml tube. Squeeze out entire contents. Thoroughly mix adhesive NOTE: Mixed adhesive must be used within 20 minutes.
- 5. Spread mixed adhesive on entire surface of bushing. Apply adhesive to the inside of sleeve bore.
- 6. Press replacement bushing into the bore of the sleeve until bushing is centered.
- 7. Wipe excess adhesive from the ends of installed bushing with paint thinner.
- Adhesive can be handled after four hours and will totally cure after 24 hours.
 CAUTION Adhesive must be totally cured before returning vehicle to service.

Reassemble the suspension. Perform axle alignment if necessary. Torque to specifications (Chart/ENG DWG).

9710022-RevC-10-24-23 (ENG) RUL245(Pre-2009)-Pivot Bushing Replacement

Axle Alignment

Alignment should be performed on a level surface with the suspension at the desired ride height. Align the suspension per TMC- or SAE-recommended standards.

On a multiple-axle vehicle, the forward axle is moved into proper alignment, then the remaining axles are positioned so that they are parallel to the forward axle. A maximum tolerance of 1/8-inch difference from side-to-side of the forward axle and 1/16-inch difference from side-to-side for the aft axles is acceptable (Figure 2).

The RUL 245 suspension is equipped with the Ridewell Speed Set® alignment feature for manual alignment.

Figure 2.

Kingpin measurement for axle alignment.

Check forward axle alignment by measuring from the kingpin to both ends of axle centers.

If the difference between the "A" measurement and the "B" measurement is greater than 1/8-inch, the forward axle needs to be aligned.

Adjust the aft axle if the difference between the "C" measurement and the "D" measurement is greater than 1/16-inch.

Axle alignment procedure

- 1. Loosen the pivot nut enough for the beam to move within the hanger (Figure 3).
- 2. Locate the adjuster plate at the pivot connection. Insert a 1/2"-shank breaker bar into the square hole of the adjuster plate.

Push on the breaker bar to move the beam forward or backward until the axle reaches alignment measurements (Figure 3).

NOTE: Verify that the pivot bushing is not wedged sideways during beam movement. The adjuster plate and alignment washer should move in unison with beam movement.

3. Tighten the pivot nut so that the beam can no longer move. Re-check alignment measurements and adjust if necessary.

NOTE: Check to make sure both the adjuster plate and alignment washer are flat against the hanger before final torque is applied.

4. Torque to specifications (Chart/ENG DWG).

CAUTION Failure to properly torque pivot hardware could result in suspension failure/void the warranty.





Figure 3.

Move beam back-and-forth using breaker bar until axle reaches the desired position.