

SERVICE BULLETIN



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BULLETIN NO.:	SB06-001
DATE:	March 20, 2006
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TITLE: REPLACING THE CST (Round Housing) SERVICEABLE LUNETTE EYE

VMRS: 077-012
Cross Member, Rear

CAUSE FOR ACTION: Standard Procedure, worn eye/bushings

SAFETY: Wear adequate protective gear, including eye protection

TOOLS REQUIRED: Drill, 9/32" bit, pry bars, small sockets/wrenches, 3" wrench, wood blocks

MATERIALS REQUIRED:

- Shank Nut, Hex Silver Eagle Part#15315
- Drawbar Eye Washer, Hex PN15660
- Capscrew, PN4164
- Washer, 1/4" SAE Plated PN1374
- Fender Washer PN1564
- Safety Wire Nut PN1401
- Loctite 565
- (2) Bushings, Round, rubber PN1157
- (Optional) Eye/Shank PN1171
- Soap solution

PROCESS:

Remove the existing eye/shank assembly by removing the safety wire assembly, then the shank nut at the rear of the shock housing. A large pry bar may be needed to secure the eye while backing the nut off. Heat and/or lubrication may be necessary to break the nut loose. If the nut is seized, its removal may require a cutting torch.

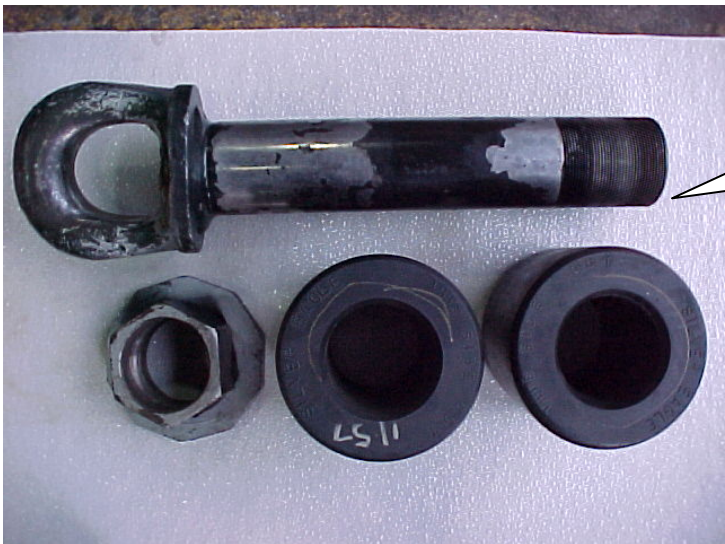


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Clean each end of the shock housing, removing any burrs and irregularities from the installation surfaces. Proper eye protection is to be used during the grinding operation.

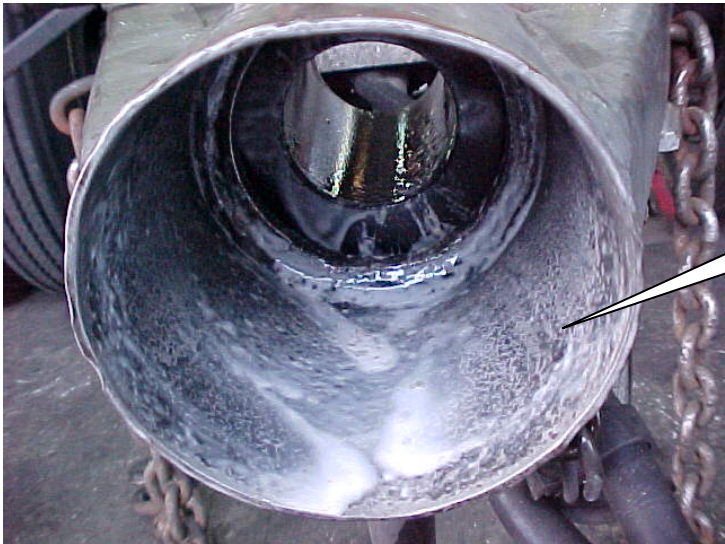


Clean the drawbar eye and nut, removing any burrs and irregularities from the threaded areas.



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Lubricate the bushings and the shock housing with rubber lubricant or soapy water.



Install the new front and rear bushings into the shock housing. On both bushings, orient the chamfered-inside edge toward the front of the dolly. This is the surface marked "This side out".

"THIS SIDE OUT" faces forward

Chamfer

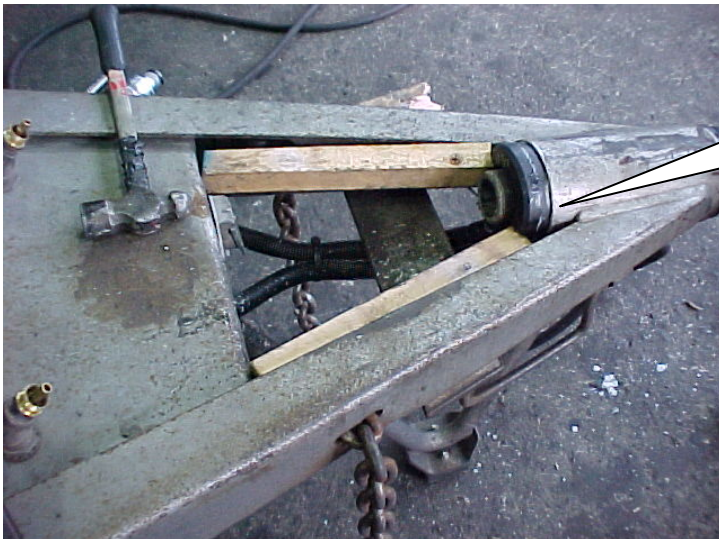


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Install the draw bar eye into the shock housing, seating the eye against the forward bushing.



It may be necessary to support the rear of the rearward bushing as the drawbar eye is installed into the shock housing.

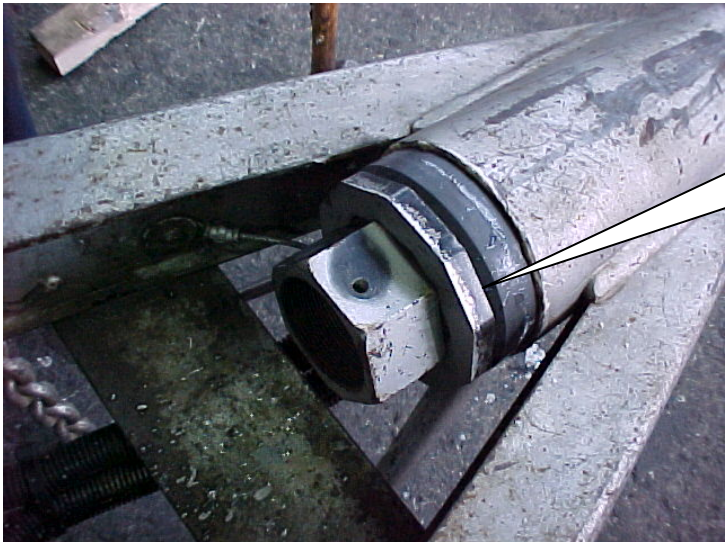


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Thoroughly clean the exposed threads and apply **Loctite 565** (not shown) thread sealant to the threaded area to be engaged by the shank nut. Follow all manufacturers' directions for applying the Loctite product.

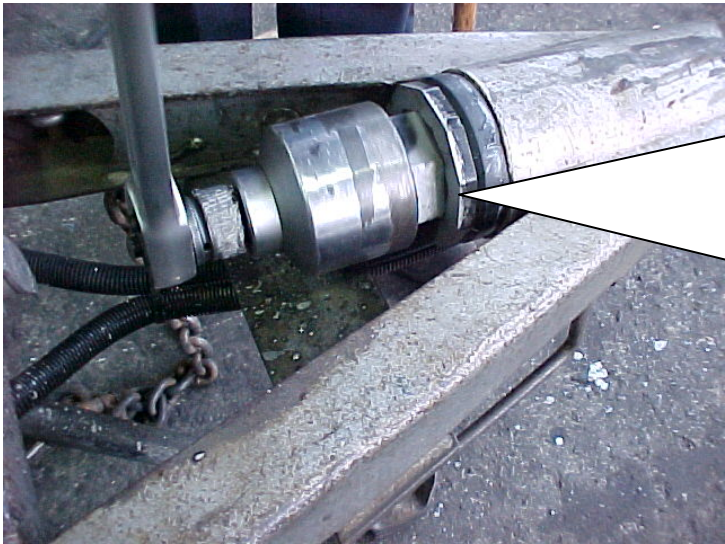


Install the nut and the washer. The lip on the nut should face inward (toward the front), with the washer seating on it.



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Tighten the nut until the rubber shock absorber bushings bulge toward the outer edge of the shock housing. Once tightened properly it is acceptable to have up to four (4) inside threads remaining on the nut. **Caution: Excessive torque on the nut will cause the bushing to split** – the torque required will be between 100 and 500 ft lbs, depending upon the housing style, condition of threads and bushing material. Do not use torque as the guide -- the tightness is to be judged on bushing bulge only, as in the photograph.

Proper installation tightness





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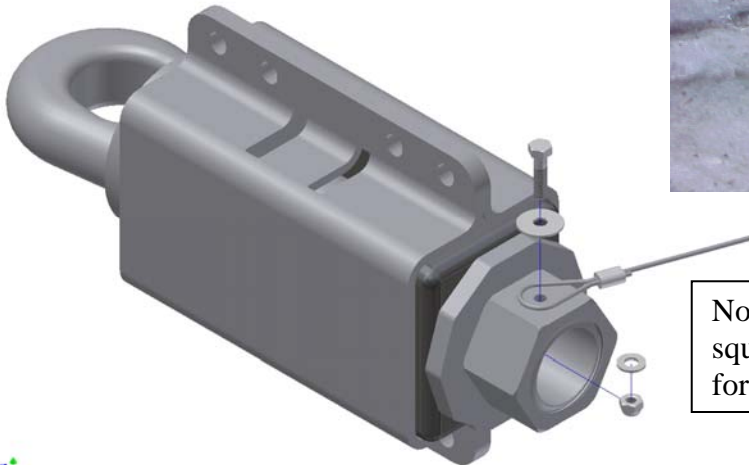
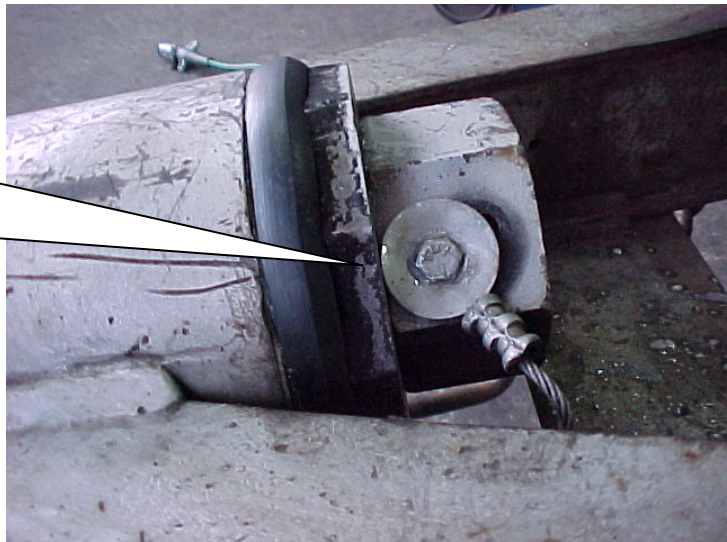
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If necessary and wearing proper eye protection, drill a 9/32" hole through one side of the hex nut and shank.

Install safety wire with capscrew, fender washer, SAE washer and lock nut. See schematic below for proper orientation.

End of procedure.



Note: the schematic shows a square housing – the configuration for round housings is identical.

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