



Service bulletin

Lubrication requirements for "Optimum-Contact" and SPIDER + cam-bushings

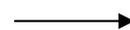
Our cam-bushings outperform any other type on the aftermarket as long as they are installed in accordance with the service application, properly maintained and periodically lubricated.

It is very important, when lubricating the bushing, to prevent introduction of dirt and other contaminants into the bushing. The bushings should be lubricated regularly, and as frequently as the service application requires.

Here are some recommended practices for maintaining and lubricating our cam-bushings:

1. Bushings and seals should be regularly inspected as part of normal periodical maintenance of the vehicle.
2. Seals and other contaminant infiltration prevention components, depending on service application, should be inspected for damage and proper position. The dust proofing cap plug (CP-5) should be inserted onto the grease fittings at all times. If any of these items are damaged, missing or misplaced, presence and positioning should be rectified immediately and in case of damage, replaced accordingly.
3. Before lubricating the bushing, wipe or blow compressed air around the grease fitting to remove all dirt and other contaminants before removing the dirt protection cap plug from the fitting. Always work in accordance with the safety rules of your environment.
4. One must also ensure that the quick coupler of the grease gun is free of dirt and contaminants.
5. Remove the cap plug from the grease fitting and connect the quick coupler of the grease gun onto it.
6. Pump a sufficient amount of grease to purge the old grease from the bushing and ensure that the bushing has plenty of new lubricant.
7. Disconnect coupler and insert the cap plug onto the grease fitting and make sure it fits snugly to prevent it from falling off.
8. Repeat procedure for all bushings.

continued on flip side



Lubrication intervals

Lubrication intervals may vary in accordance with different service applications. It is better to lubricate the bushings more often than needed to prevent under lubrication. Service application experience is the best way to determine lubrication intervals.

Signs of under lubrication are:

- Dried up grease inside the bushing and lubrication pathways
- Dirty and / or contaminated grease purging from the bushing during lubrication
- Difficult or seized movement of the cam inside the cam-bushing
- Premature wear of the cam and / or cam-bushing

Recommended lubrication intervals

1. Every 90 days or less for highway truck and trailer service applications.
2. A maximum of 120 days for low mileage and long yard sitting periods trailer service applications.
3. Every 30 days or less for heavy-duty, mixed dry road / off road truck and trailer service applications.
4. Weekly lubrication is recommended for off road truck and trailer service applications.
5. Every 15 days or less for refuse disposal truck and trailer service applications.

The above recommended lubrication intervals are only a starting point to correctly evaluate the real needs for lubrication of our cam-bushings. It is essential for every fleet maintenance manager to evaluate the lubrication needs individually for each of the specific service applications within the fleet.

We strongly encourage the use of "top of the line" lubricants for our cam-bushings.

For summer conditions - a #2 grade grease is very appropriate although grade #0 works fine as well.

For winter conditions - a grade #0 is more appropriate.

Automatic Greasing Systems work very well with our cam-bushings providing they are regularly inspected for proper lubricant delivery to all automatically lubricated components and we encourage the use of such systems to all of our customers.

For any questions regarding this service bulletin
please use our toll free tech support line:
1-877-765-9629