

Correct installation of catch straps

Catch straps (see Figure 1) fit around single leaf suspension systems (AL II and SL). The catch strap is a safety critical item as it prevents the axle's backward movement if the leaf spring (trailing arm) were to break. As the name suggests, it "catches" the broken leaf spring. In addition, it protects the trailing arm from debris that gets flung up from the road. **Therefore, the catch strap must be fitted at all time.**

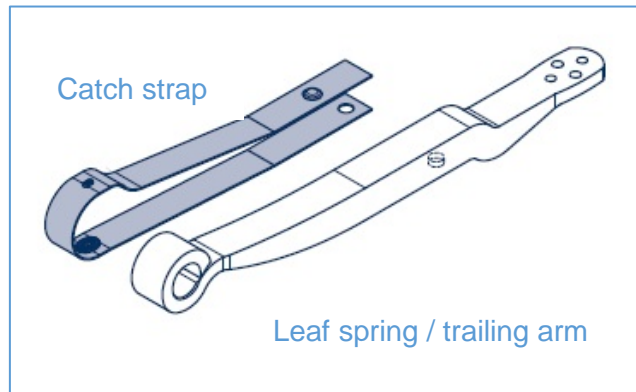


Figure 1: Catch strap together with leaf spring

Installation of catch straps

When fitting the catch strap around the leaf spring, ensure that there is an air gap present of 8mm between the end of the catch strap and the leaf spring, as shown in Figure 2.

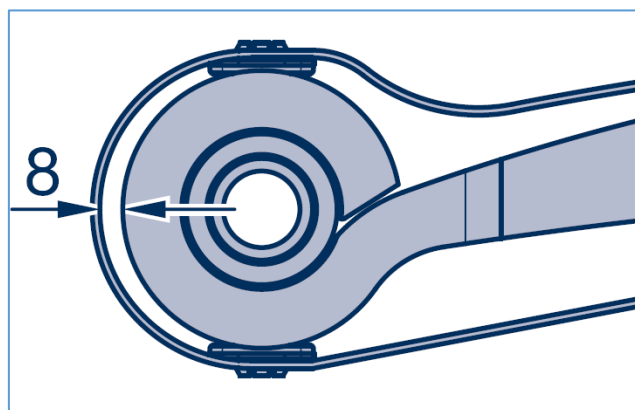


Figure 2: Air gap around leaf spring

In addition, always ensure that the centring bolt / locating pin always pass through the catch strap and into the leaf spring (see Figure 3). This will ensure a safe assembly.

Note: Catch straps are a wearing part and need to be replaced if damaged or broken. When running with clamped air suspension, once the U-bolts (M22) are loosened, they need to be replaced together with the lock nuts and spring seats as the original ones will be stretched and will not provide adequate torque to maintain correct clamping.

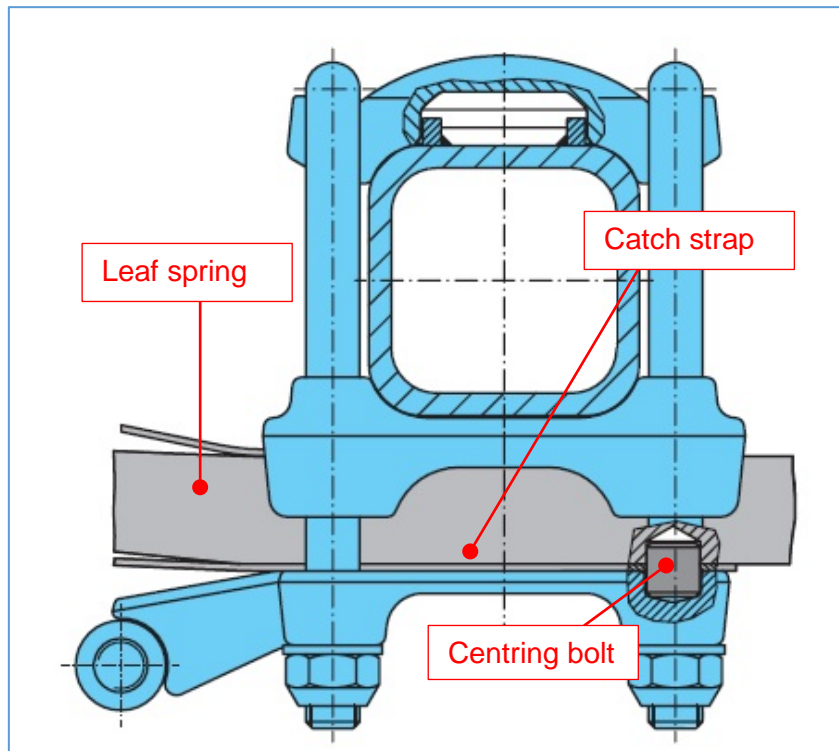
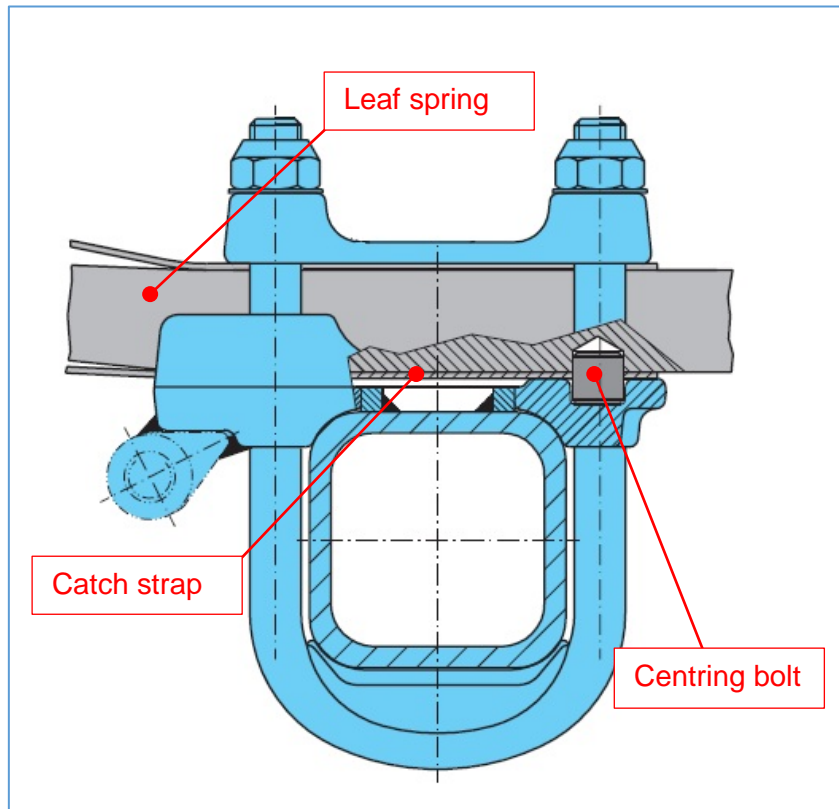


Figure 3: Catch strap installation on overslung and underslung suspension