ASSEMBLY INSTRUCTIONS

HAULMAAX® Tie-bar Bolster Spring

SUBJECT: Kit No. 64179-037
LIT NO: 59310-029
DATE: June 2006 **REVISION:** A

INTRODUCTION

Tie-bar Bolster Spring Kit No. 64179-037

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Bolster Spring Spacer	1
½"-13 UNC Flange 10" Bolt	1
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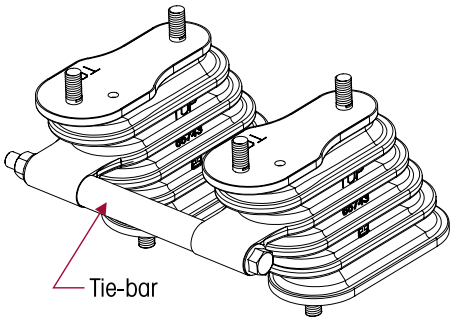
TIE-BAR BOLSTER SPRINGS

Effective in June of 2006, a new enhanced bolster spring package will be phased into production for the HAULMAAX® 46K suspension system. The new design features a tie-bar, which connects the bolster springs using a bolt, spacer, and nut. This newly enhanced bolster spring package is intended for all HAULMAAX 46K applications.

FIGURE 1



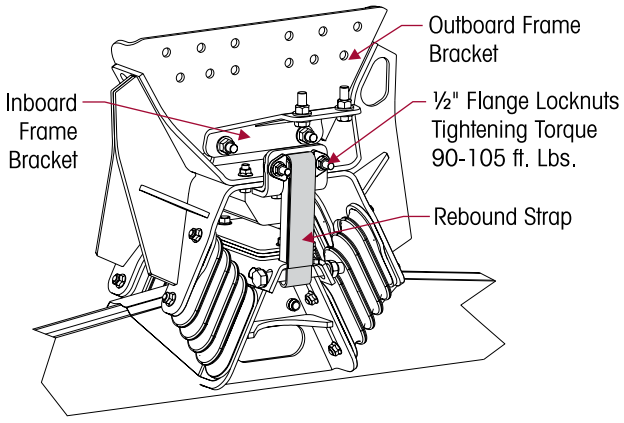
Effective in June of 2006, Hendrickson will only offer a new tie-bar bolster spring (Kit No. 64179-037) for HAULMAAX 46K suspension service purposes. Installation of the tie-bar bolster spring (as detailed in the disassembly and assembly instructions in this publication) is similar to the existing bolster springs, with the addition of the tie-bar spacer, bolt and locknut, see Figure 1.

The bolster spring design for the HAULMAAX 40K system will remain the same, although the new tie-bar bolster spring (Kit No. 64179-037), in addition to the current bolster spring (Kit No. 64179-002), will be available in the aftermarket for HAULMAAX 40K component replacement.

Refer to Hendrickson Publication No. 17730-244 for complete service and safety instructions for the HAULMAAX suspension available online at www.hendrickson-intl.com.

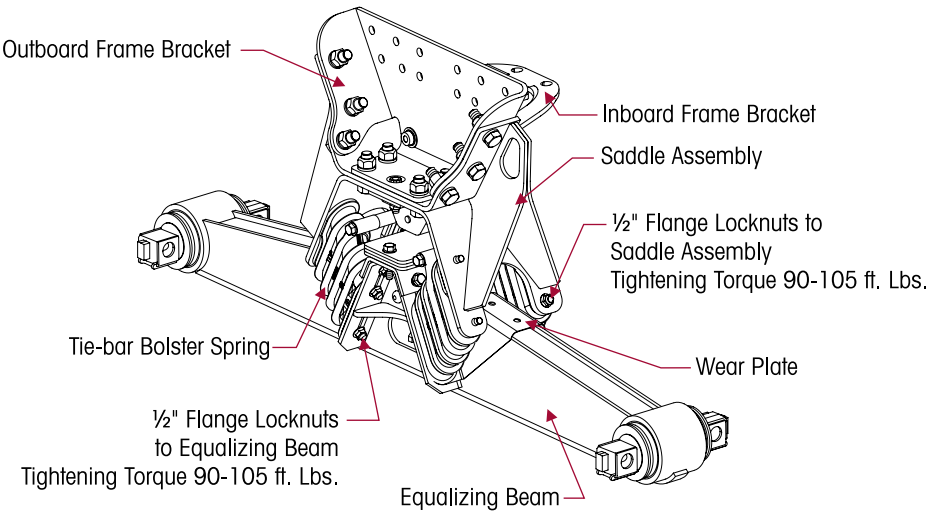
DISASSEMBLY

FIGURE 2



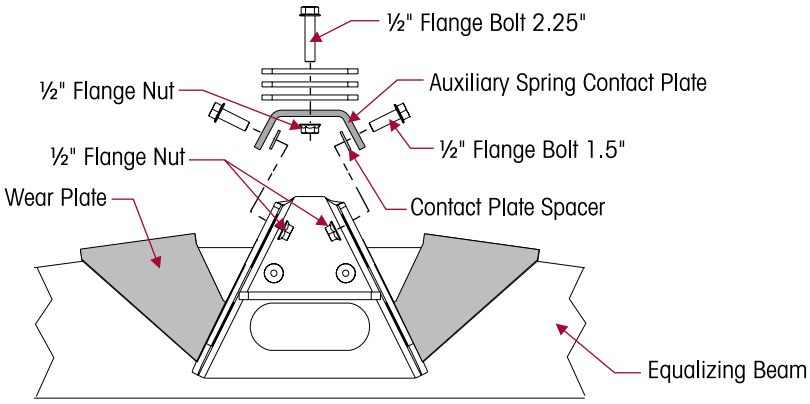
1. Chock the front wheels of the vehicle to prevent movement during the removal and installation procedures.
2. From the inside (inboard) of the saddle remove the two ½" flange head bolts and flange head locknuts from the rebound strap clip, see Figure 2.

FIGURE 3 Outboard Side



3. Remove the eight ½" flange head locknuts connecting the bolster springs to the beam, see Figure 3.
4. Loosen (**DO NOT** remove) the eight ½" flange head locknuts connecting the bolster springs to the saddle, see Figure 3.
5. Remove the four ½" flange head bolts and flange head locknuts from the auxiliary spring contact plate and equalizing beam. Remove the auxiliary spring contact plate, see Figure 4.

FIGURE 4



6. Remove the ⅝" bolts, washers and locknuts from the shock absorber (if equipped) and frame bracket. Push shock absorber down and clear of frame bracket.
7. Slightly raise the rear of the vehicle to allow the bolster springs to clear the equalizing beam. Support the vehicle in this position.
8. Remove the four ½" flange head locknuts connecting the bolster springs to the saddle,and remove the **PAIR** of bolster springs to be replaced, see Figure 3.

ASSEMBLY

1. Mount the bolster spring **PAIR** to the saddle by loosely installing the four ½" flange head locknuts.

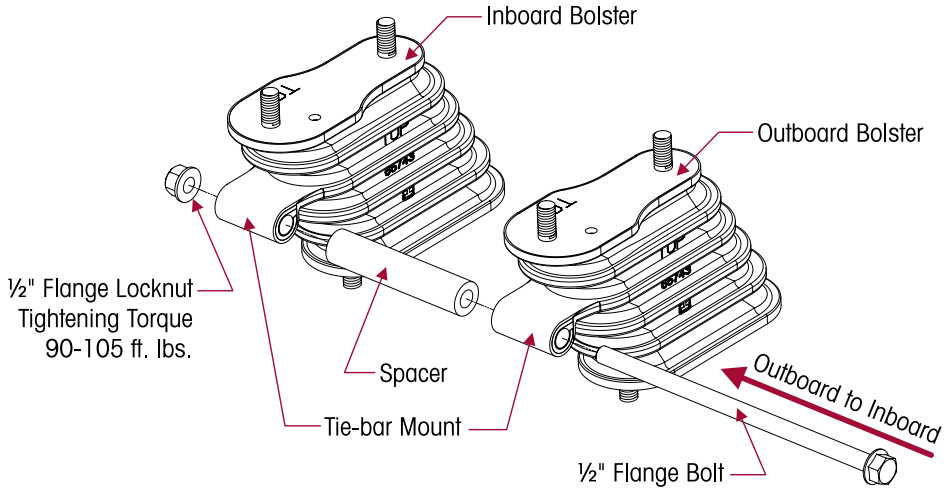
NOTE If the wear plates located between the equalizing beam and the bolster springs are cracked or worn through, they **MUST** be replaced.

2. Lower the vehicle and guide the eight lower bolster spring studs into the wear plates and equalizing beam mounting slots, see Figure 4.
3. Install the tie-bar bolt from the outboard side. Install the bolt through the outboard bolster mount, the tie-bar sleeve and the inboard bolster mount. Install the tie-bar locknut and tighten to 90-105 foot pounds torque, see Figure 5.
4. Install the eight (8) lower ½" flange head locknuts and tighten all sixteen locknuts to 90-105 foot pounds torque.
5. Mount the auxiliary spring contact plate on the equalizing beam by installing the four (4) ½" flange head bolts, contact plate spacer, if equipped, and flange head locknuts. Tighten to 90-105 foot pounds torque.

NOTE Auxiliary spring contact plates manufactured after 11/03 require the installation of contact plate spacers between the contact plate and equalizing beam.

6. Locate the shock absorbers (if equipped) in the frame bracket and install the ⅝" bolts, washers and locknuts, tighten to 150-170 foot pounds torque.
7. From the inside of the saddle mount install the rebound clip by installing the two ½" flange head bolts and flange head locknuts and tighten to 90-105 foot pounds torque.
8. Remove the wheel chocks.

FIGURE 5



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59310-029 Rev A 06-06

Printed in United States of America