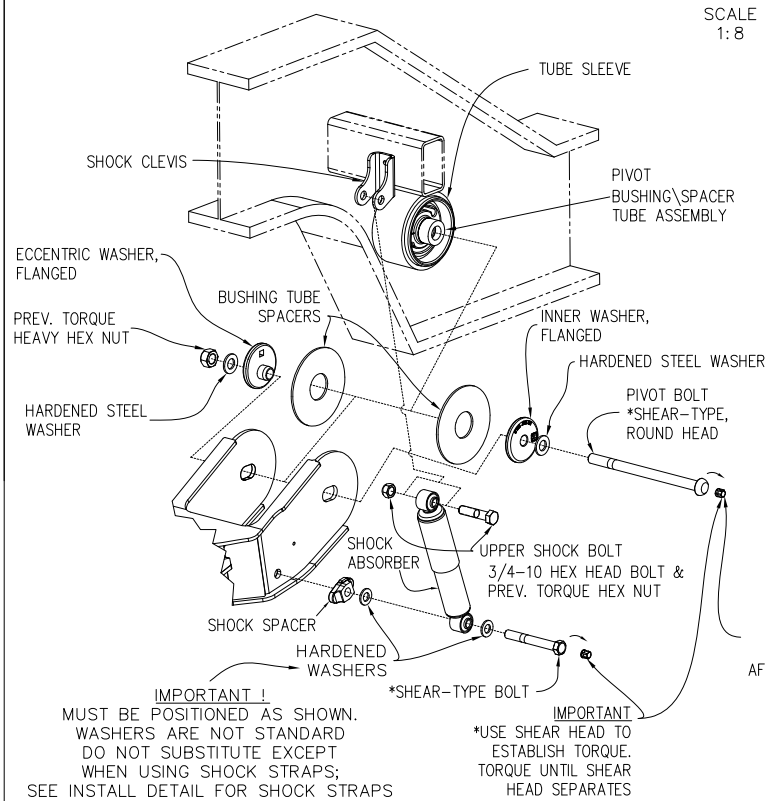


HARDWARE INSTALL DETAIL FOR UNASSEMBLED SUSPENSIONS



SCALE 1:8

IMPORTANT!
MUST BE POSITIONED AS SHOWN. WASHERS ARE NOT STANDARD DO NOT SUBSTITUTE EXCEPT WHEN USING SHOCK STRAPS; SEE INSTALL DETAIL FOR SHOCK STRAPS

IMPORTANT!
*SHEAR-TYPE BOLT *USE SHEAR HEAD TO ESTABLISH TORQUE. TORQUE UNTIL SHEAR HEAD SEPARATES

IMPORTANT!
*SHEAR HEAD AFTER FINAL AXLE ALIGNMENT

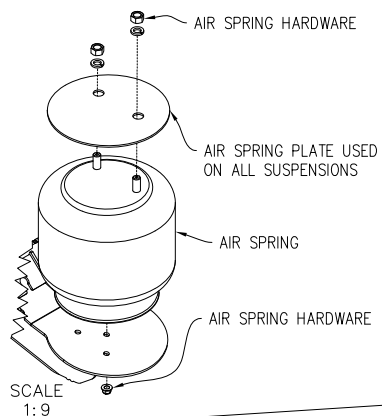
TORQUE SPECIFICATIONS

DESCRIPTION	SIZE	TORQUE (FT LB)
SHOCK BOLTS, UPPER	3/4-10	210-235
AIR SPRING NUTS, UPPER	3/4-16	80-100
AIR SPRING NUTS, LOWER	1/2-13	25-35
***AIR SPRING BOLTS, LOWER	1/2-13	40-50

***SINGLE COMBO STUD ROTATED AIR SPRING ONLY

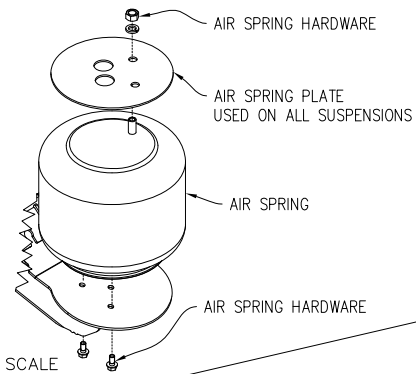
AIR SPRING INSTALLATION DETAIL

DUAL COMBO STUD AIR SPRINGS (STD.)



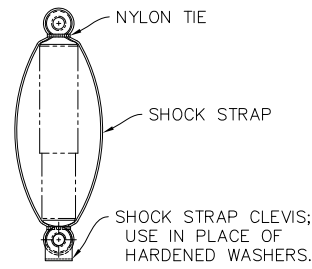
SCALE 1:9

SINGLE COMBO STUD ROTATED AIR SPRING (OPTIONAL)



SCALE 1:9

INSTALL DETAIL FOR SHOCK STRAPS



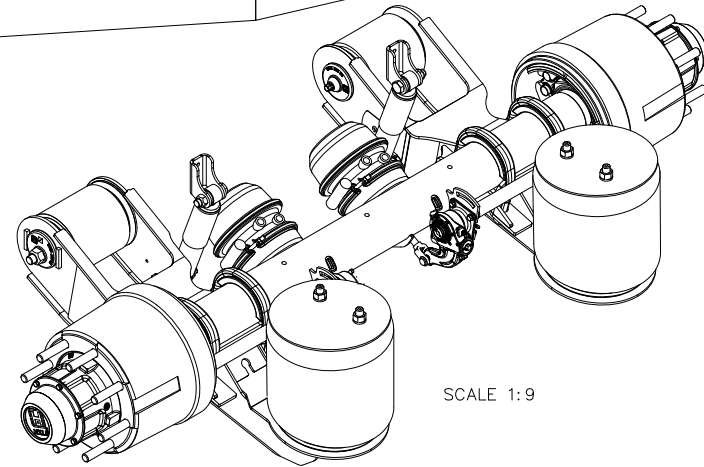
NOTES:

- SEE L1073 FOR INFORMATION ON ASSEMBLY, WELDING PROCEDURE, AND ALIGNMENT.
- SEE SERVICE MANUAL FOR INFORMATION CONCERNING MAINTENANCE PROCEDURE.
- SEE PAGES 3 FOR REQUIRED CROSSMEMBER LOCATIONS, FRAME CLEARANCE AND MOUNTING DETAILS. ACTUAL SIZE AND SHAPE MAY VARY WITH TRAILER DESIGN. IT IS THE RESPONSIBILITY OF THE INSTALLER TO ENSURE STRUCTURAL ADEQUACY OF TRAILER FRAME AND CROSSMEMBERS.
- SEE PAGE 2 FOR ALLOWABLE RIDE HEIGHT RANGES.
- CONTACT HENDRICKSON TRAILER COMMERCIAL VEHICLE SYSTEMS FOR SUSPENSION WEIGHT.
- SEE PAGE 2 FOR TABULATED DIMENSIONS.
- GRAPHICS SHOWN ARE REFERENCE OF A CXY AT 6.5" RH 12.25" BRAKES S-CAMS REAR WITH 245/70R17.5 TIRES. SEE PAGE 2 FOR GRAPHIC REFERENCE OF S-CAMS FORWARD.
- DO NOT ROUTE ITEMS THROUGH THIS AREA DUE TO MINIMAL BEAM TO FRAME CLEARANCE.

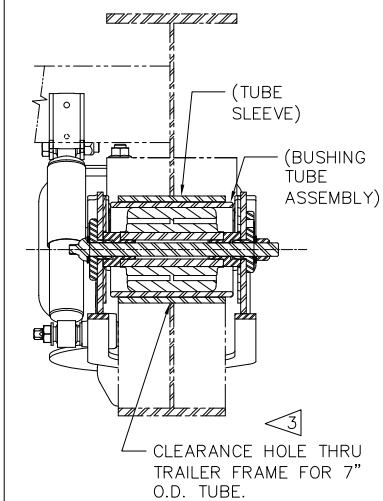
CAUTION

CLEARANCE SPECIFICATIONS:

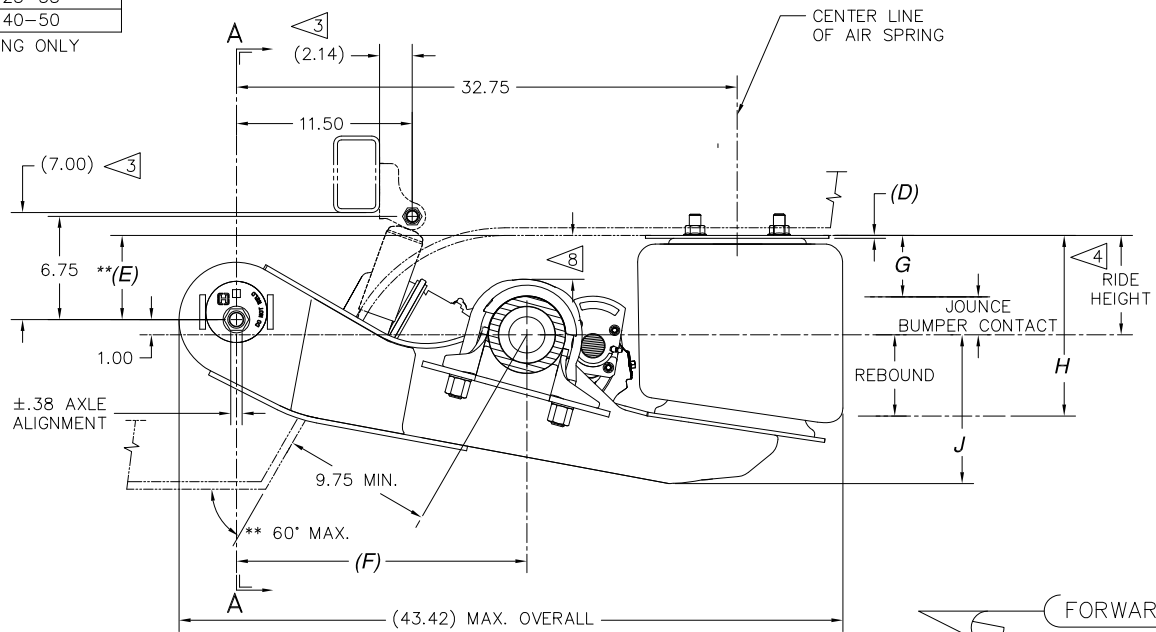
- 1.0 INCH MINIMUM REQUIRED BETWEEN TOP OF TIRE AND BOTTOM OF TRAILER STRUCTURE WHEN AXLE IS AT FULL JOUNCE.
- 2.0 INCHES MINIMUM REQUIRED BETWEEN INSIDE OF TIRE AND TRAILER STRUCTURE FOR LATERAL MOVEMENT.
- 1.0 INCH MINIMUM CLEARANCE MUST BE MAINTAINED AROUND AIR SPRING WHEN IT IS AT MAXIMUM DIAMETER.
- ALLOW 1.5 INCHES AROUND FORWARD SECTION OF BEAM ASSEMBLY FOR SUSPENSION MOVEMENT.



SCALE 1:9



SECTION AA

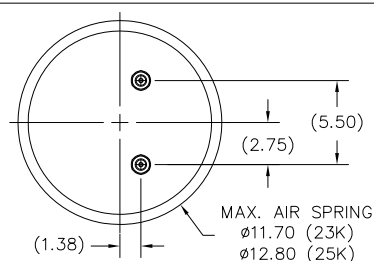


SEE PAGE 2 FOR TABULATED DIMENSIONS SHOWN ABOVE.

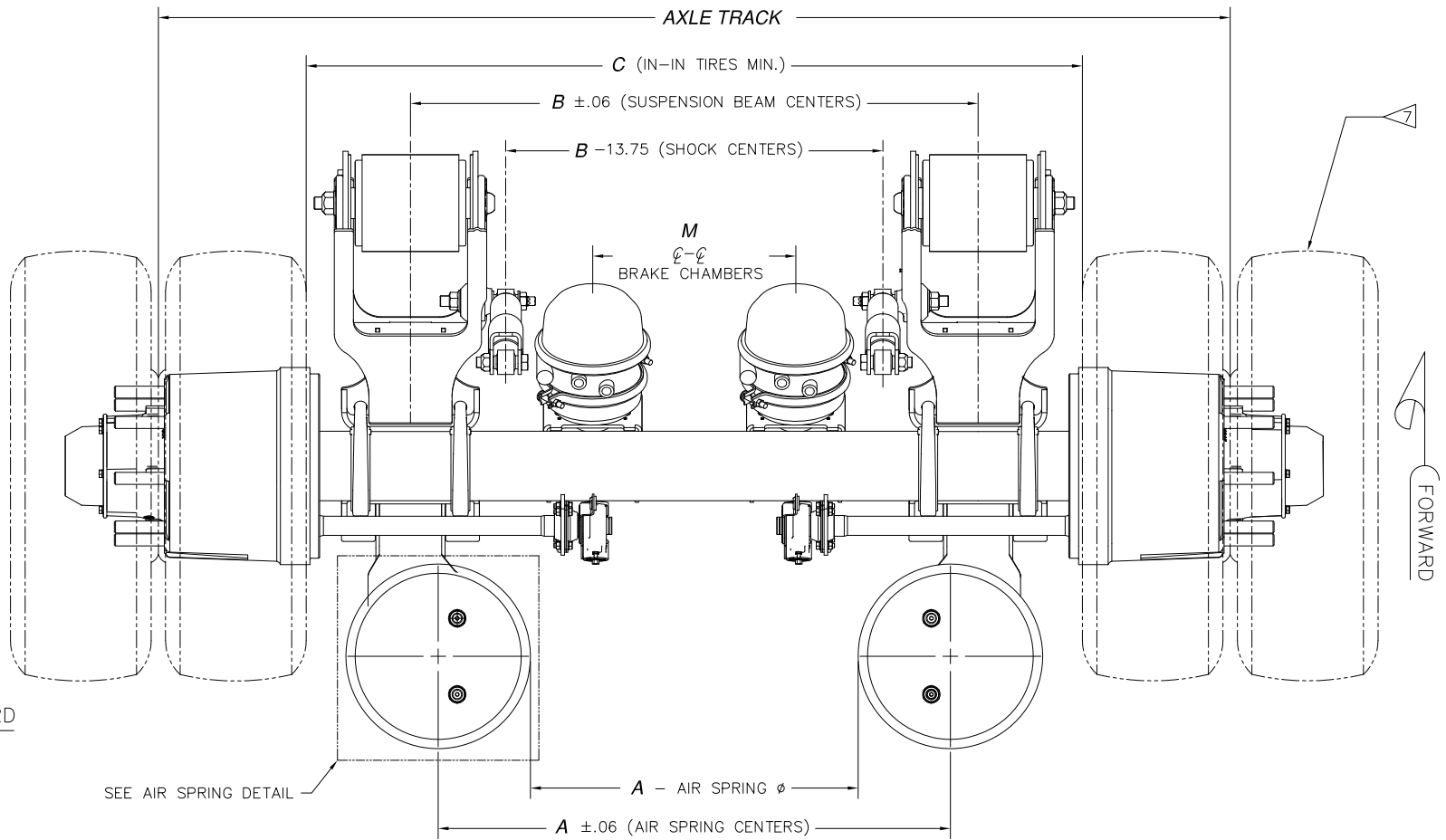
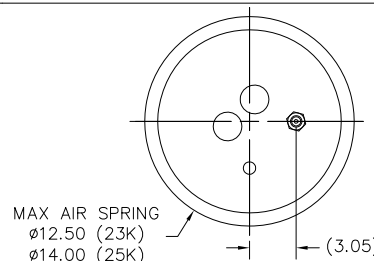
** SYMBOL INDICATES FRAME DIMENSION

AIR SPRING DETAIL

DUAL COMBO STUD (STD.)



SINGLE COMBO STUD ROTATED (OPTIONAL)



SEE PAGE 2 FOR TABULATED DIMENSIONS SHOWN ABOVE.

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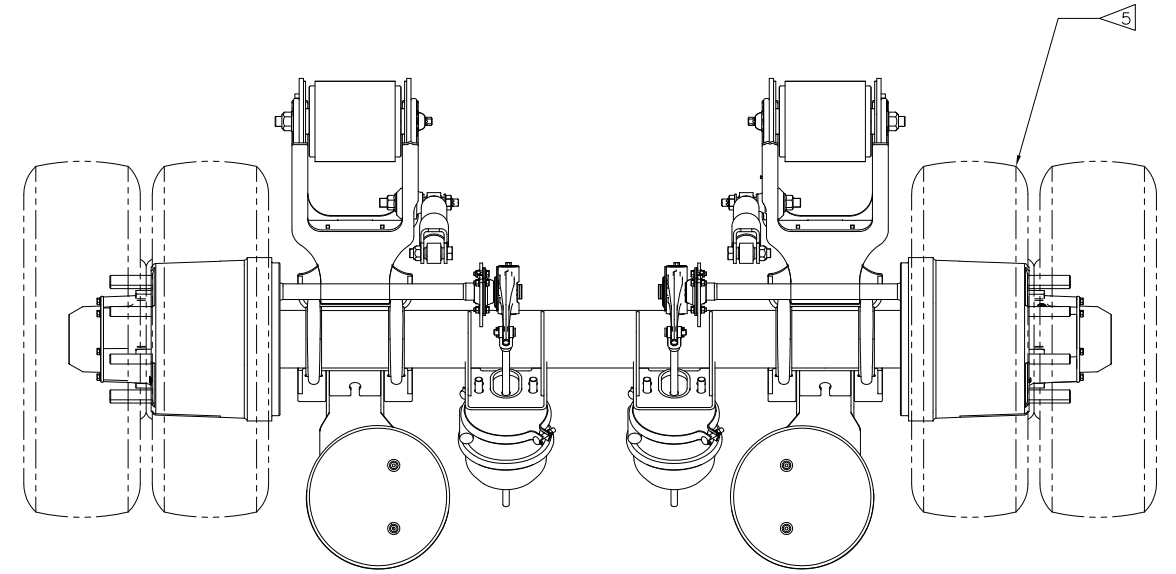
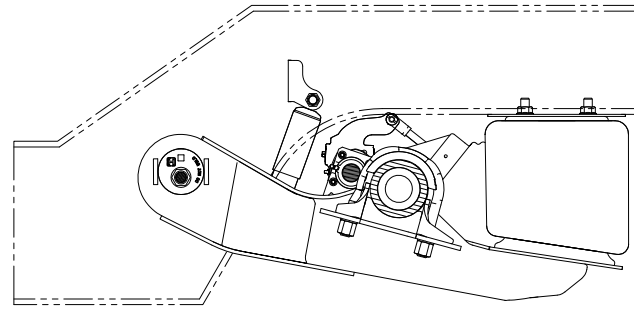
STANDARD TRAVEL

	RIDE HEIGHT	JOUNCE	REBOUND	BUMPER CONTACT	D	E	F	G	H	RIDE HEIGHT TOLERANCE LIMITS	
										MIN.	MAX.
WELD-ON	6.5	3.3	3.8	2.8	.188	5.5	19.0	3.2	10.3	6.5	7.25
	7.5	3.9	3.8	3.4	.188	6.5	19.0	3.6	11.3	7.0	8.25
	9.0	4.7	3.8	4.2	.188	8.0	19.0	4.3	12.8	7.75	10.0

AXLE TRACK		77.5	
DIMENSION A	35.00	37.00	
DIMENSION B	39.00	41.00	
DIMENSION C	53.00	55.00	

GROUND CLEARANCE	
TO CALCULATE GROUND CLEARANCE, SUBTRACT "J" FROM LOADED TIRE RADIUS.	
RIDE HEIGHT	J
6.5-9.0	9.73

BRAKE CHAMBER CENTERS					
AXLE TRACK		77.5			
DIMENSION B		39.00		41.00	
SPINDLE TYPE		HP	HN	HP	HN
DIMENSION M PER BRAKE SIZE	12.25" X 7.5"	N/A	N/A	14.67	14.89
	16.5" X 7"	10.50	10.25	15.00	14.75
	16.5" X 8.63				



S-CAMS FORWARD VIEWS
SCALE 1:12

- NOTES:
- JOUNCE AND REBOUND DIMENSIONS CHANGE AS THE RIDE HEIGHT CHANGES FROM THE NOMINAL POSITION.
 - DIMENSIONS "G" & "H" WILL REMAIN CONSTANT REGARDLESS OF RIDE HEIGHT VARIATION FROM NOMINAL POSITION.
RIDE HEIGHT - JOUNCE = "G"
RIDE HEIGHT + REBOUND = "H"
 - FOR OPTIMUM SUSPENSION PERFORMANCE ALL SUSPENSIONS ON A TRAILER SHOULD BE AT DESIGNED RIDE HEIGHT WHEN THE TRAILER IS LOADED. TRAILERS WITH FLEXIBLE FRAMES REQUIRE SPECIAL ATTENTION TO MAKE SURE THEY OPERATE WITHIN THE RIDE HEIGHT TOLERANCE LIMITS, BOTH EMPTY AND LOADED. OPERATION OUTSIDE OF THE MAXIMUM AND/OR MINIMUM RIDE HEIGHT TOLERANCE LIMITS CAN REDUCE RIDE QUALITY AND SHORTEN SUSPENSION LIFE.
 - VARIATION IN RIDE HEIGHT BETWEEN LIKE SUSPENSIONS MAY RESULT IN UNEQUAL LOADING OF THE AXLES.
 - GRAPHICS SHOWN ARE REFERENCE OF A CXY AT 6.5" RH 12.25" BRAKES S-CAMS FORWARD WITH 245/70R17.5 TIRES. SEE PAGE 1 FOR GRAPHIC REFERENCE OF S-CAMS REAR.

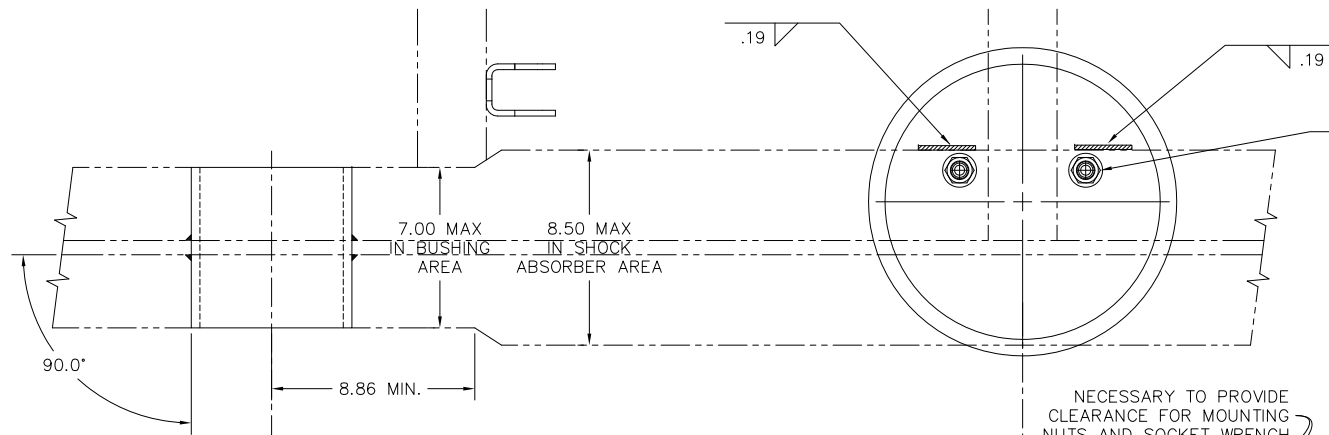
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SUGGESTED ATTACHMENT DETAIL

CAUTION
FRAME CLEARANCE DETAIL

AIR SPRING PLATE
DUAL COMBO STUD (STD.)

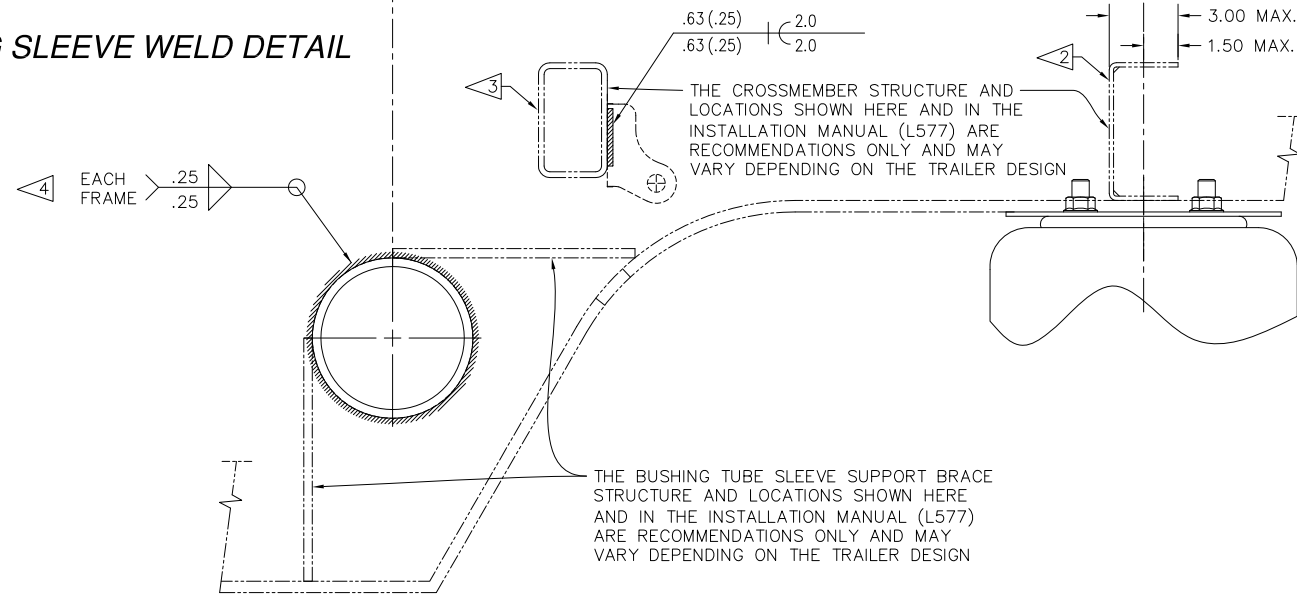
AIR SPRING STUDS MAY BE ROTATED ABOUT AIR SPRING CENTER TO ACCOMMODATE INDIVIDUAL FRAME REQUIREMENTS, PROVIDED CUSTOMER MAINTAINS ADEQUATE SUPPORT. SEE L64 FOR ADDITIONAL INFORMATION.



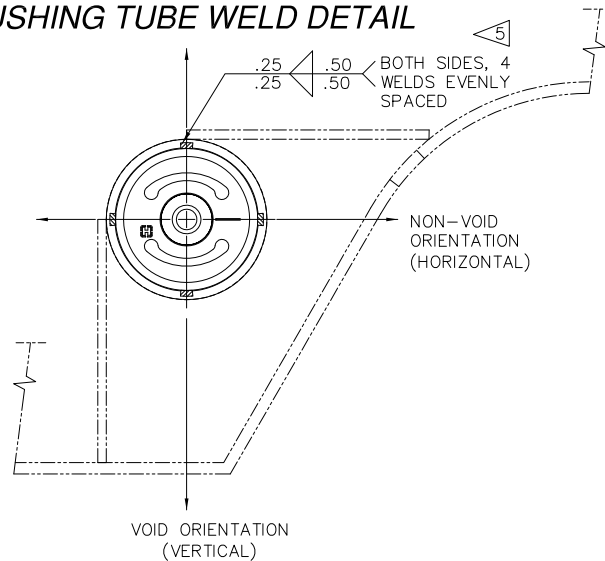
NECESSARY TO PROVIDE CLEARANCE FOR MOUNTING NUTS AND SOCKET WRENCH

INSTALLER TO SUPPLY SPACER BETWEEN TOP OF AIR SPRING MOUNTING PLATE AND UNDERSIDE OF CROSSMEMBER

BUSHING SLEEVE WELD DETAIL

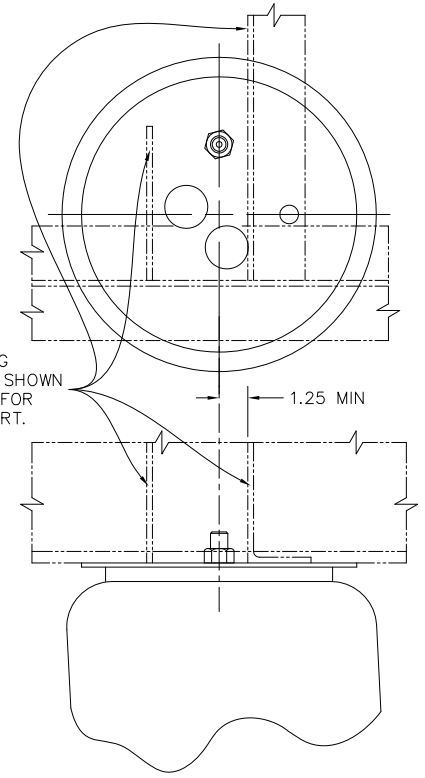


BUSHING TUBE WELD DETAIL



OPTIONAL
SINGLE COMBO STUD ROTATED
DETAIL

LOCATE AIR SPRING CROSSMEMBER AS SHOWN AND ADD GUSSET FOR ADDITIONAL SUPPORT.



NOTES:

1. // PATTERN DENOTES WELD PLACEMENT
2. CROSSMEMBER AND/OR GUSSETS MUST ADEQUATELY SUPPORT UPPER AIR SPRING PLATE. 20,000 LBS. CAN BE EXERTED THROUGH AIR SPRING BUMPER
3. CROSSMEMBERS AND/OR GUSSET MUST ADEQUATELY SUPPORT SHOCK ABSORBER BRACKETS. LOADS OF UP TO 8,000 LB CAN BE EXERTED THROUGH EACH SHOCK ABSORBER.
4. NOTICE: THE BUSHING TUBE SLEEVE MUST NOT CONTAIN A TRI-FUNCTIONAL* BUSHING AT THIS TIME.
5. CAUTION: ALLOW ADEQUATE COOLING BETWEEN WELDS TO PREVENT EXCESSIVE HEATING OF THE TRI-FUNCTIONAL* BUSHING.
6. SEE L64 TRAILER SUSPENSION SYSTEMS WELDING PROCEDURES FOR ADDITIONAL INFORMATION ON BUSHING TUBE ASSEMBLY, CROSS MEMBER, UPPER SHOCK BRACKET AND AIR SPRING MOUNT WELDING PROCEDURES.

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