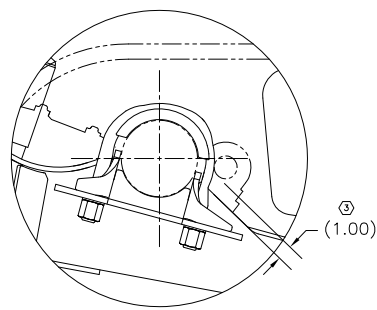
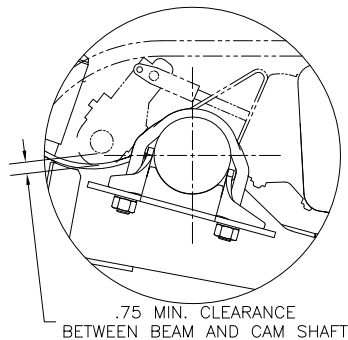


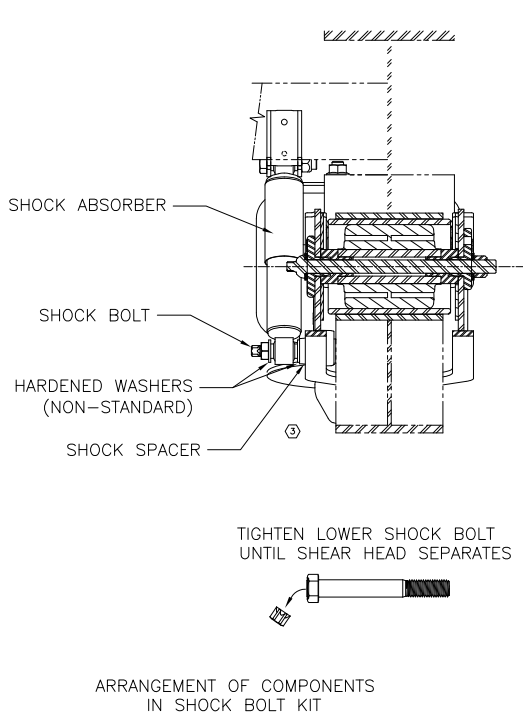
12.25" BRAKE SIZE ASSEMBLY
(17.5" TIRE SIZE)



ALTERNATE S-CAM LOCATION



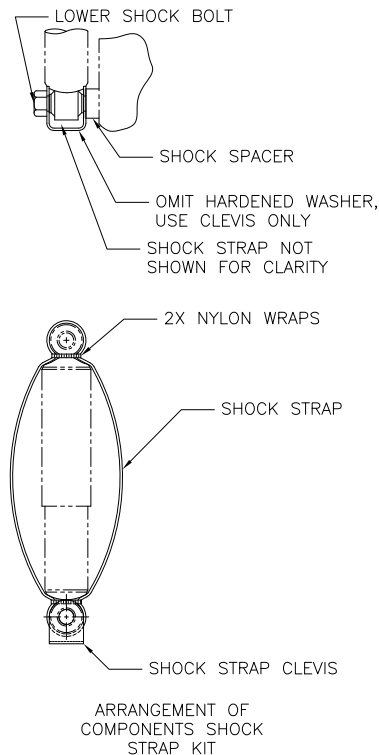
LOWER SHOCK MOUNTING
ILLUSTRATION



TIGHTEN LOWER SHOCK BOLT
UNTIL SHEAR HEAD SEPARATES

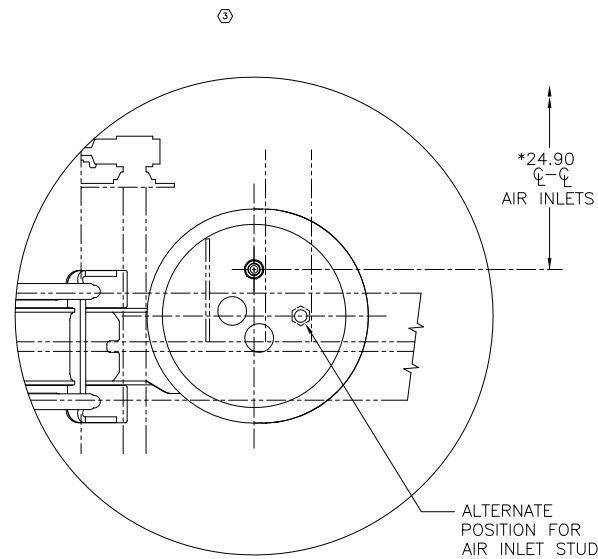
ARRANGEMENT OF COMPONENTS
IN SHOCK BOLT KIT

SHOCK STRAP
DETAIL



ARRANGEMENT OF
COMPONENTS SHOCK
STRAP KIT

ROTATED STUD AIR SPRING



DESCRIPTION	TORQUE SPECIFICATIONS	
	SIZE	TORQUE (FT-LB)
SHOCK BOLTS, UPPER	3/4-10	210-235
***SHOCK BOLTS, LOWER	3/4-16	210-235
AIR SPRING NUTS, UPPER	3/4-16	80-100
AIR SPRING BOLTS, LOWER	1/2-13	40-50
U-BOLTS	7/8-14	475-525

*** USE SHEAR BOLT TO ESTABLISH TORQUE

CAUTION

CLEARANCE SPECIFICATIONS:

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

③

STANDARD TRAVEL

	RIDE HEIGHT	JOUNCE		BUMPER CONTACT	D	E	G	H	RIDE HEIGHT TOLERANCE LIMITS	
		②	③						③ MIN.	③ MAX.
WELD-ON	6.5	③ 3.3	③ 3.8	2.8	.188	5.5	③ 3.2	③ 10.3	③ MIN.	③ MAX.
	7.5	3.9	③ 3.8	3.4	.188	6.5	3.6	③ 11.3	7.0	8.25
	9.0	③ 4.7	③ 3.8	4.2	.188	8.0	③ 4.3	③ 12.8	7.75	10.0

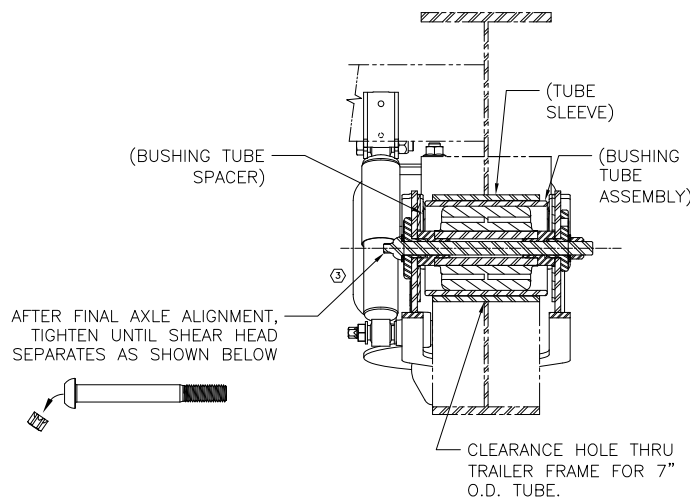
NOTES:

- ①. SEE T44004 FOR INFORMATION ON ASSEMBLY, WELDING PROCEDURE, AND ALIGNMENT.
- ②. SEE SERVICE MANUAL FOR INFORMATION CONCERNING MAINTENANCE PROCEDURE.
- ③. SEE PAGE 2 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.
- ④. SEE STANDARD TRAVEL TABLE FOR ALLOWABLE RIDE HEIGHT RANGES.
- ⑤. CONTACT HENDRICKSON TRAILER COMMERCIAL VEHICLE SYSTEMS FOR SUSPENSION WEIGHT.
- ⑥. GRAPHICS SHOWN ARE REFERENCE OF A HT250YS AT 6.5" RH.
- 7. * SYMBOL DENOTES TO ADD 6.0 INCHES FOR 102.0 INCH WIDE TRAILERS.
- 8. LOAD CAPACITY: 25,000 LB AT GROUND.
- 9. RECOMMENDED BRAKE CAMSHAFT AND BRAKE CHAMBER LOCATIONS MAY VARY SLIGHTLY BASED ON AXLE MANUFACTURERS RECOMMENDATIONS.
- 10. IF SHOCK STRAP REQUIRED, ORDER C-23086-4 SEPARATELY
- 11. NOTE: U-BOLT KIT VARIES DEPENDING ON RIDE HEIGHT AND/OR TIRE SIZE. STANDARD U-BOLT SHOWN IN MAIN VIEWS. FLATTENED U-BOLT SHOWN IN DETAIL VIEW ABOVE. FLATTENED SIDE OF U-BOLT IN KIT (A-22237) MUST BE INSTALLED ON THE SAME SIDE OF THE AXLE AS THE S-CAM, ESPECIALLY ON 12.25" X 7.00" BRAKES.

- ② JOUNCE AND REBOUND DIMENSIONS CHANGE AS THE RIDE HEIGHT CHANGES FROM THE NOMINAL POSITION.
- ③ DIMENSIONS "G" & "H" WILL REMAIN CONSTANT REGARDLESS OF RIDE HEIGHT VARIATION FROM NOMINAL POSITION.
RIDE HEIGHT - JOUNCE = "G"
RIDE HEIGHT + REBOUND = "H"
- ④ 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.

- ⑤ 15. VARIATION IN RIDE HEIGHT BETWEEN LIKE SUSPENSIONS MAY RESULT IN UNEQUAL LOADING OF THE AXLES.

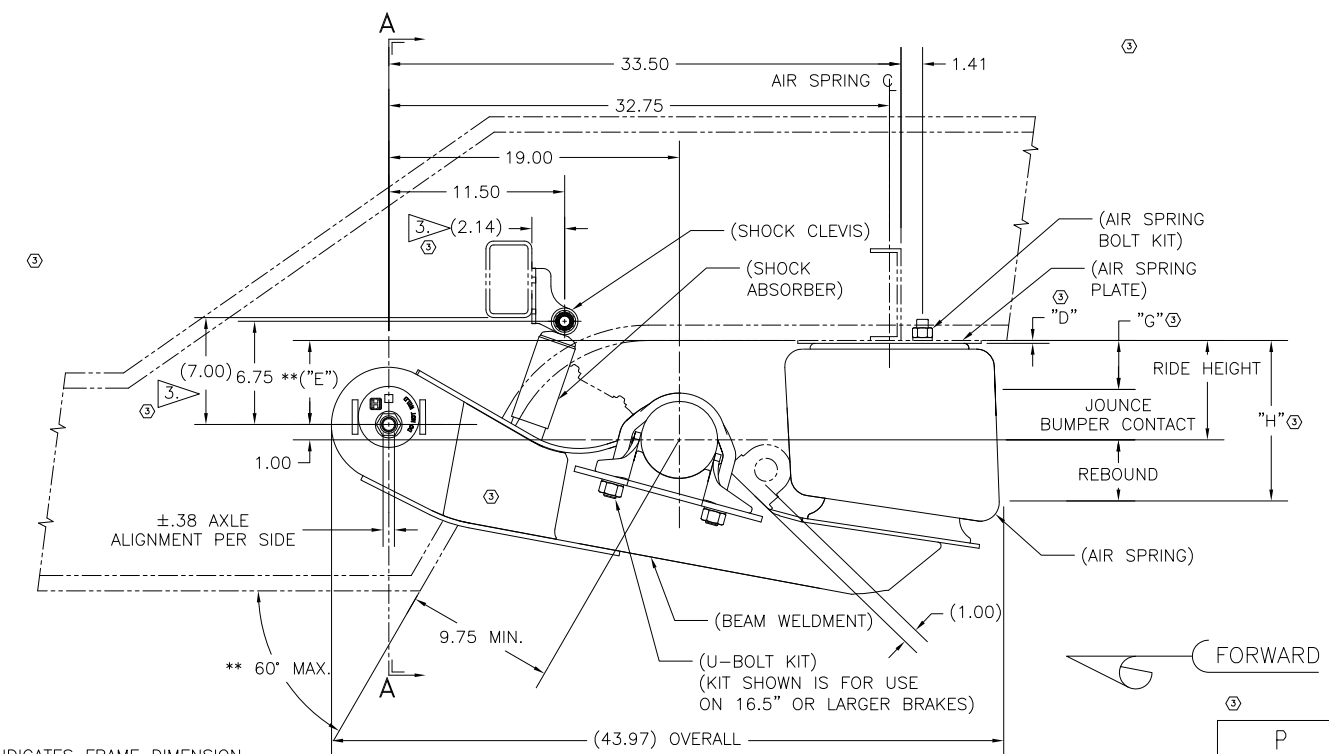
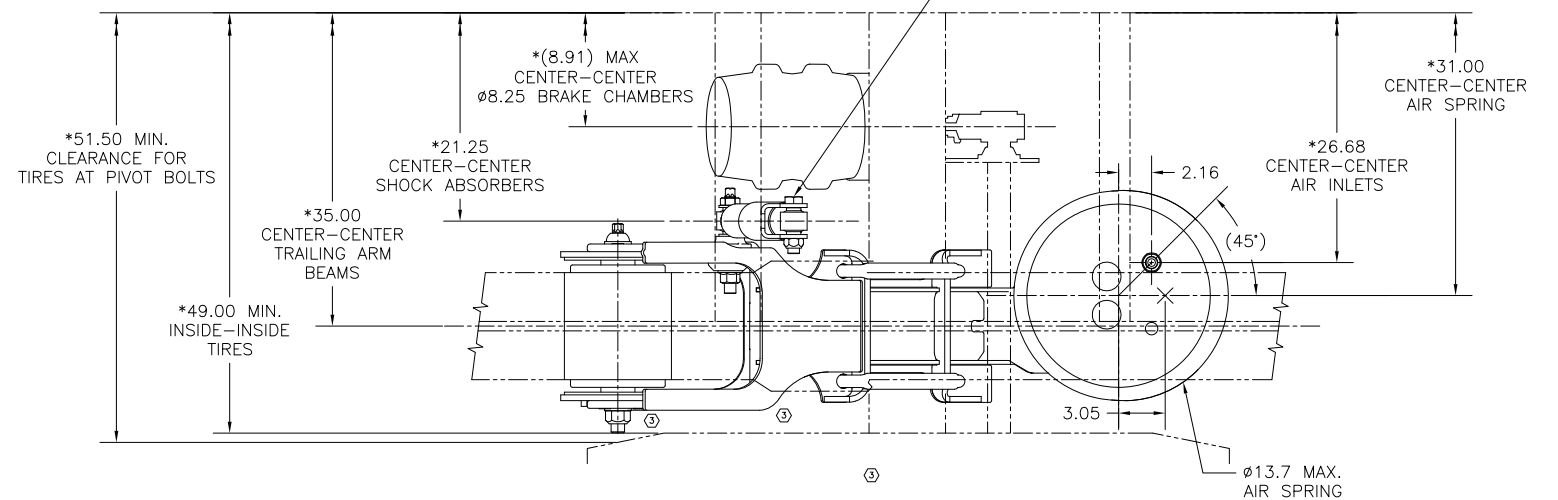
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SECTION AA

AFTER FINAL AXLE ALIGNMENT,
TIGHTEN UNTIL SHEAR HEAD
SEPARATES AS SHOWN BELOW

CLEARANCE HOLE THRU
TRAILER FRAME FOR 7"
O.D. TUBE.



** SYMBOL INDICATES FRAME DIMENSION

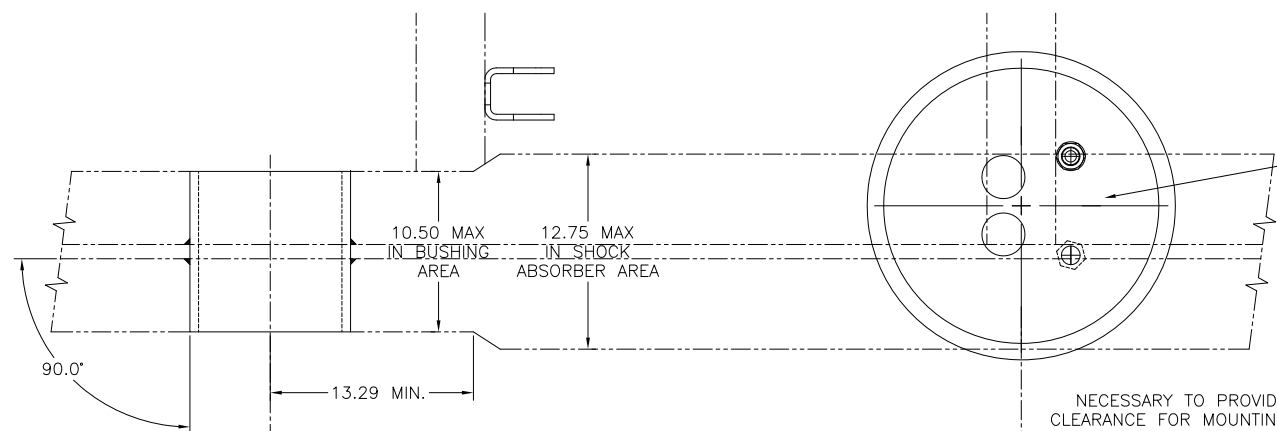
SUGGESTED ATTACHMENT DETAIL

CAUTION
FRAME CLEARANCE DETAIL

**AIR SPRING PLATE
SINGLE STUD (STD.)**

NOTES:

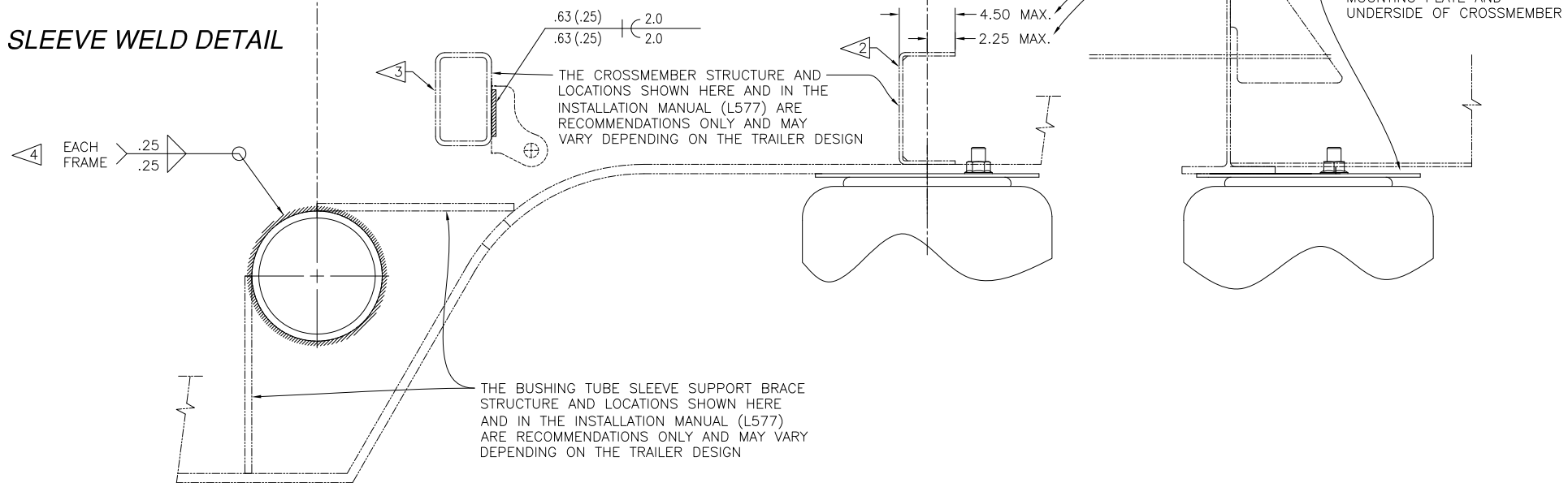
1. PATTERN DENOTES WELD PLACEMENT
2. CROSSMEMBER AND/OR GUSSETS MUST ADEQUATELY SUPPORT UPPER AIR SPRING PLATE. 20,000 LBS. CAN BE EXERTED THROUGH AIR SPRING BUMPER
3. CROSSMEMBERS AND/OR GUSSET MUST ADEQUATELY SUPPORT SHOCK ABSORBER BRACKETS. LOADS OF UP TO 8,000 LB CAN BE EXERTED THROUGH EACH SHOCK 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.



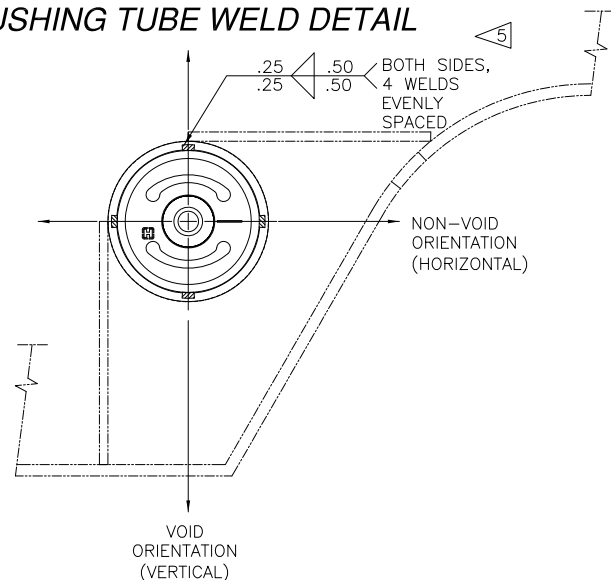
AIR SPRING STUDS MAY BE ROTATED ABOUT AIR SPRING CENTER TO ACCOMMODATE INDIVIDUAL FRAME REQUIREMENTS, PROVIDED CUSTOMER MAINTAINS ADEQUATE SUPPORT. SEE L64 FOR ADDITIONAL INFORMATION.

NECESSARY TO PROVIDE CLEARANCE FOR MOUNTING NUTS AND SOCKET WRENCH

BUSHING SLEEVE WELD DETAIL



BUSHING TUBE WELD DETAIL



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P
PRODUCTION

<p>TRAILER COMMERCIAL VEHICLE SYSTEMS 2070 INDUSTRIAL PLACE S.E., CANTON, OH 44707-2600 U.S.A.</p>	<p>UNLESS OTHERWISE NOTED: TOLERANCES ARE: X: ± .1 XX: ± .06 XXX: ± .030 ANGULAR: ± 0.5</p>	<p>DIMENSIONS ARE: INCHES 2 1 0</p>	<p>3RD ANGLE PROJECTION</p>	<p>J 32721 BMT 06-03-19 2 20113 KJE 09-08-11 1 19082 KJE 06-14-11 0 19510 CRG 02-08-11</p>	<p>DRWN BY: K. ERDMANN CHK'D BY: C. RADCLIFF APP'D BY: S. BATES</p>	<p>2-3-11 THIS DRAWING IS THE CONFIDENTIAL PROPERTY OF HENDRICKSON</p>	<p>SCALE: .250=1.00 SIZE: D PAGE: 2 OF 2</p>	<p>HT250YS SUSPENSION INSTALLATION</p>	<p>D-31943</p>
	<p>SCALE: .250=1.00 SIZE: D PAGE: 2 OF 2</p>								