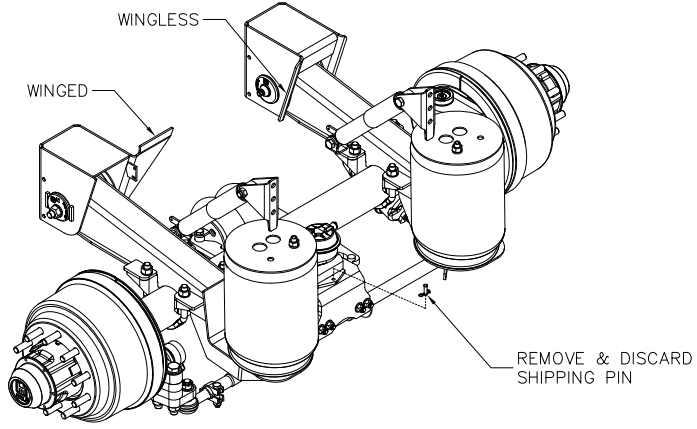
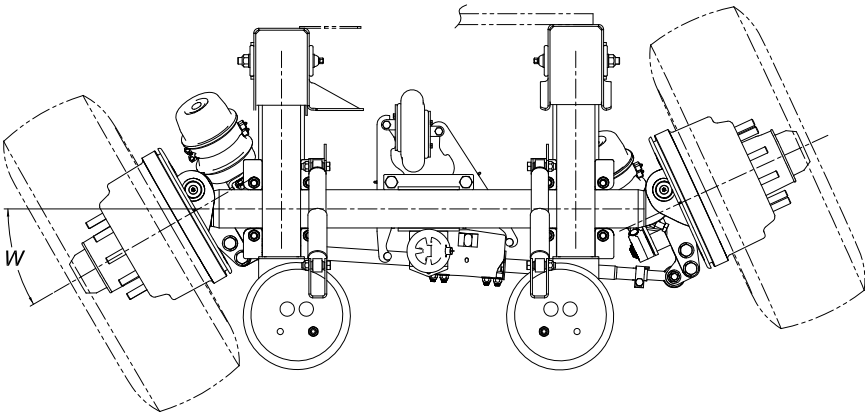


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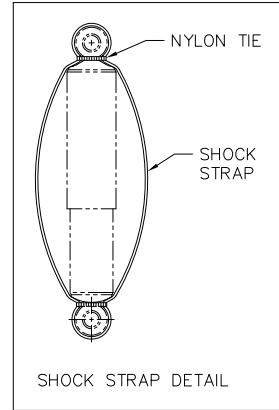


SCALE: 1:12



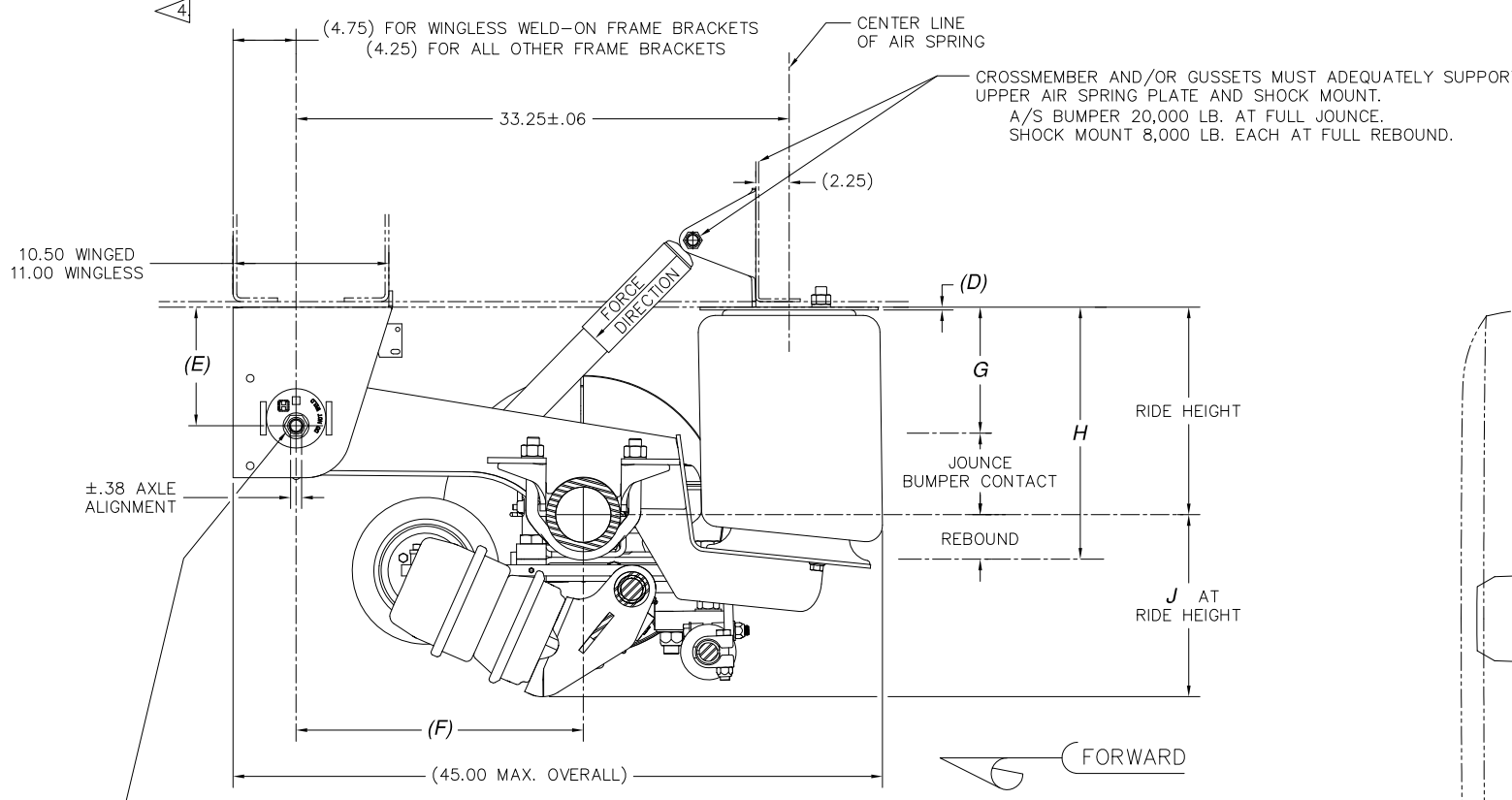
SCALE: 1:12

- NOTES:**
- SEE L577 HT INSTALLATION INSTRUCTIONS FOR INFORMATION ON ASSEMBLY AND WELDING PROCEDURE.
  - SEE L579 FOR ALIGNMENT PROCEDURE.
  - SEE PAGE 6 FOR C-CHANNEL AND FRAME BRACKET BRACE MOUNTING REQUIREMENTS.
  - SEE PAGE 4 FOR TRAILER FRAME CROSSMEMBER LOCATIONS AND MOUNTING DETAILS. ACTUAL SIZE AND SHAPE MAY VARY WITH TRAILER DESIGN. IT IS THE RESPONSIBILITY OF THE INSTALLER TO ENSURE PROPER STRUCTURAL ADEQUACY OF TRAILER FRAME AND CROSSMEMBERS.
  - SEE PAGE 5 FOR BOLT-ON SUSPENSION MOUNTING REQUIREMENTS.
  - SUSPENSION & AXLE CAPACITY: 25,000 LBS. AT GROUND. SUSPENSION CAPACITY ONLY INCLUDES THE SUSPENSION & AXLE AS SUPPLIED BY HENDRICKSON. CAPACITY RATINGS OF BRAKES, TIRES, WHEELS, ETC. MAY LIMIT THE OVERALL CAPACITY OF THE SYSTEM.
  - WHEEL CUT IS PRESET BY [H] PER CUSTOMERS REQUEST. IT IS THE INSTALLERS RESPONSIBILITY TO MAINTAIN NECESSARY CLEARANCES WITH SUSPENSION COMPONENTS AND TRAILER FRAME. THIS RESPONSIBILITY INCLUDES IF WHEEL CUT STOP BOLT SETTING IS CHANGED FROM PRESET VALUE.
  - SEE PAGE 3 FOR TABULATED DIMENSIONS.



**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.



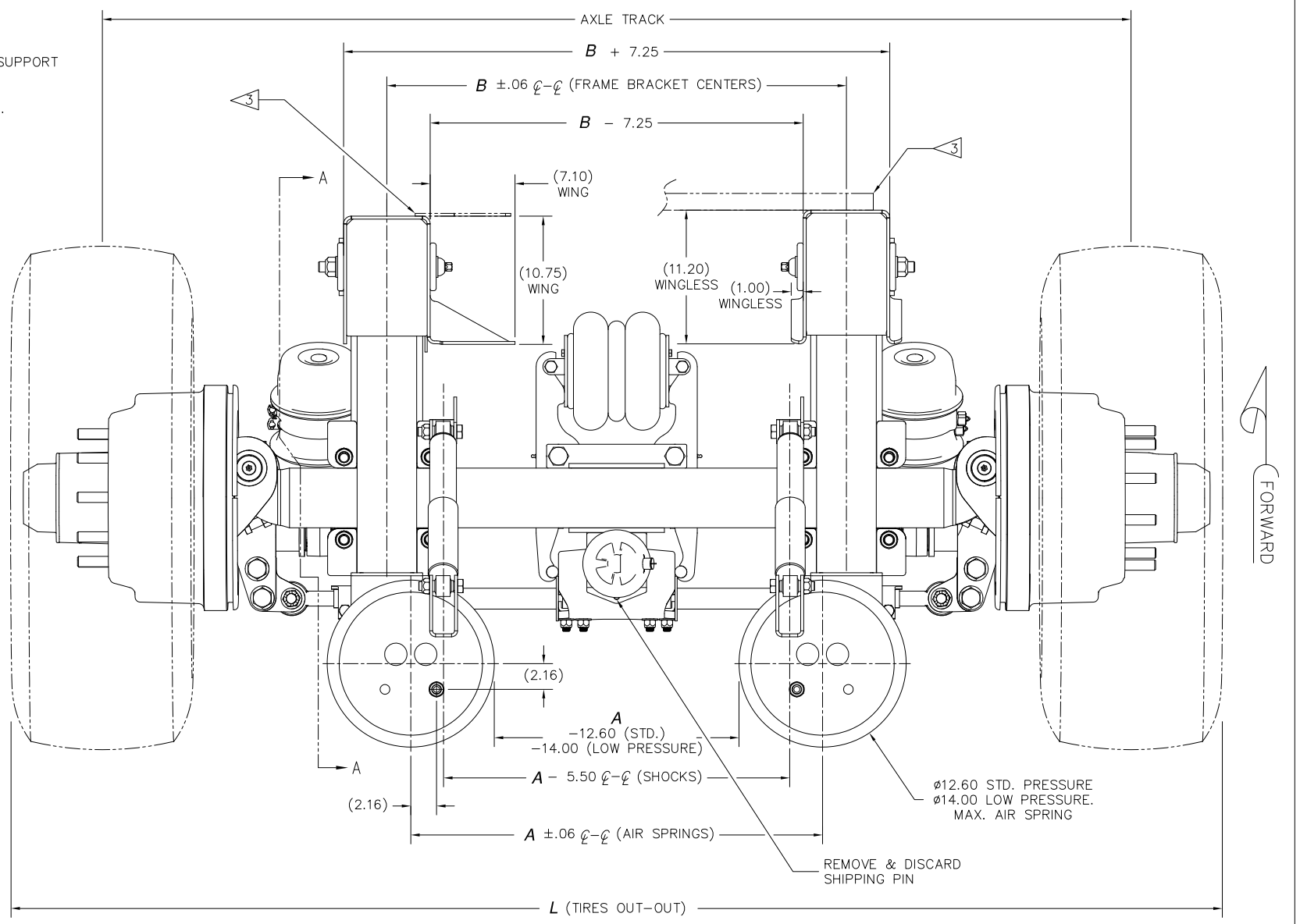
SECTION A-A

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

TORQUE SPECIFICATIONS		
DESCRIPTION	SIZE	TORQUE (FT LB)
SHOCK BOLTS	3/4-10	210-235
AIR SPRING NUTS, UPPER	3/4-16	80-100
AIR SPRING BOLTS, LOWER	1/2-13	40-50
WHEEL CUT STOP BOLT, JAM NUT	3/4-10	125-150
TIE ROD END CLAMPS	5/8-11	40-60
LS ADJUSTER JAM NUT	5/8-11	125-150
LS CENTER PLATE CLAMP BOLTS	5/8-11	125-150
TIE ROD CASTLE NUT	7/8-14	170±7*

\* INDICATES ONLY ADVANCING TO NEAREST COTTER PIN HOLE

GROUND CLEARANCE	
TO CALCULATE GROUND CLEARANCE, SUBTRACT J FROM LOADED TIRE RADIUS.	
RIDE HEIGHT	J
13.0-19.0	12.22

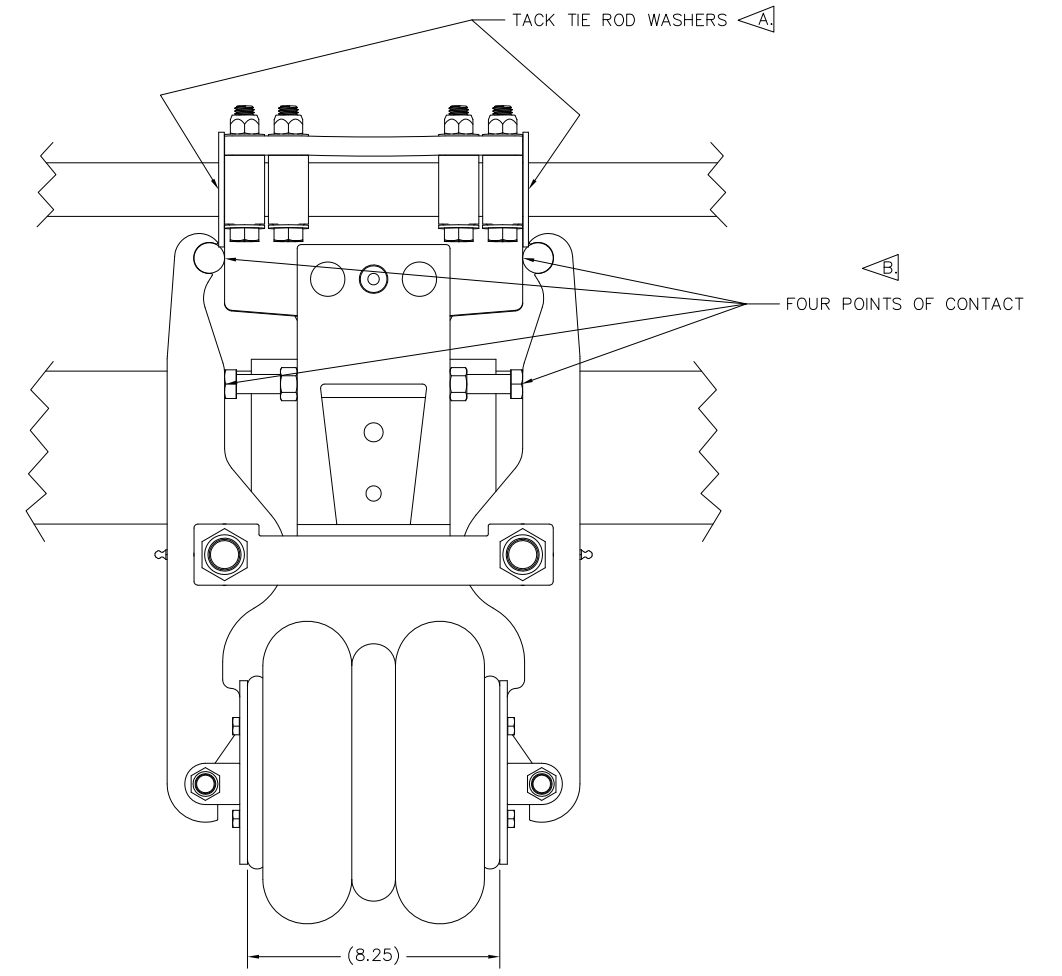
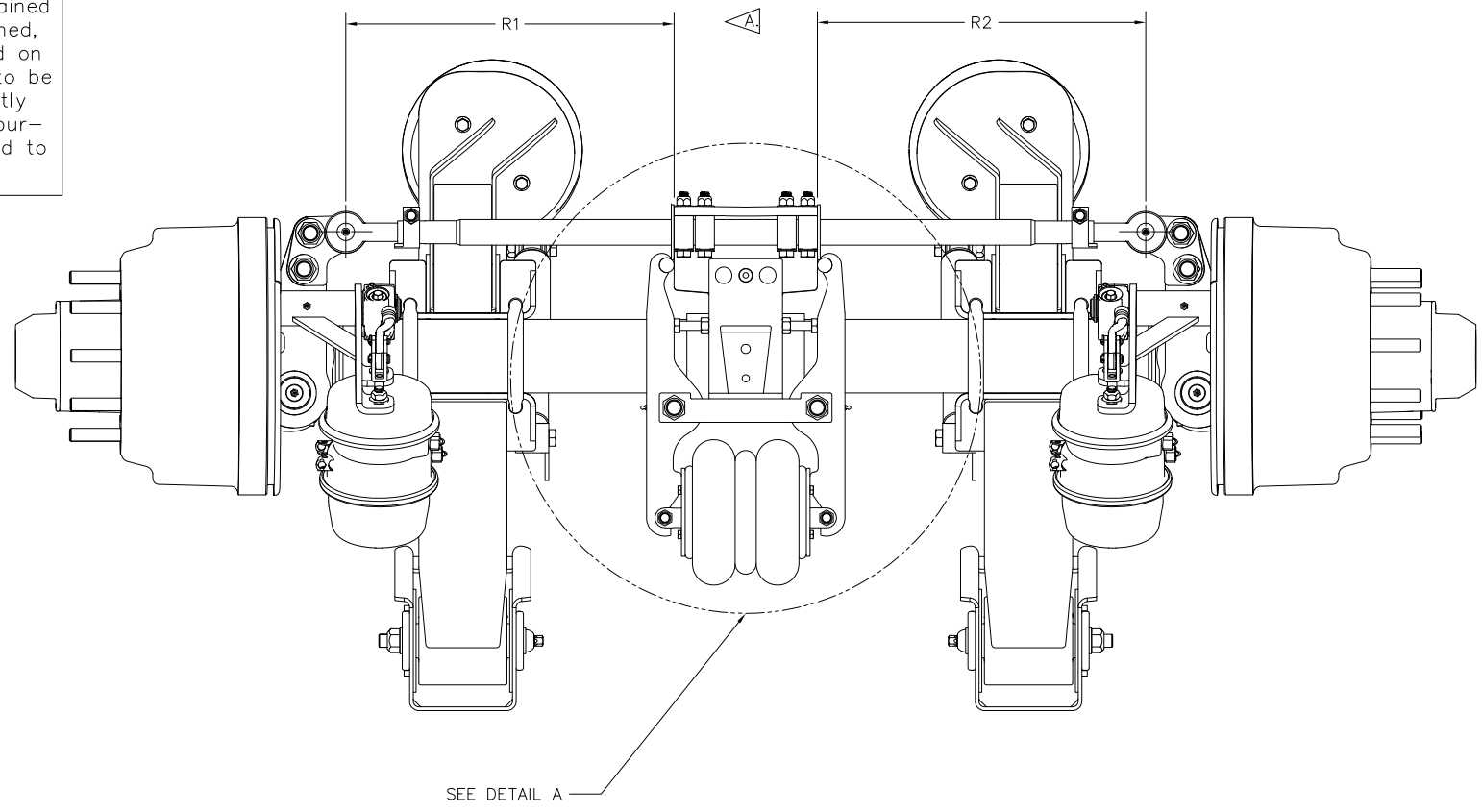


**HENDRICKSON**  
TRAILER COMMERCIAL VEHICLE SYSTEMS  
2070 INDUSTRIAL PLACE S.E., CANTON, OH 44707-2600 U.S.A.

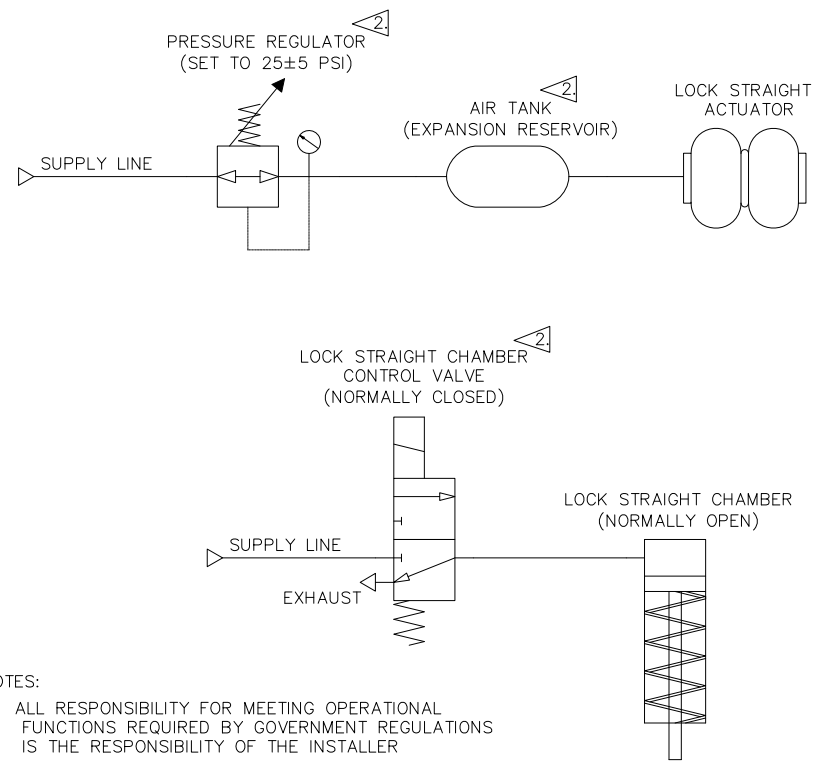
UNLESS OTHERWISE NOTED, TOLERANCES ARE:	1 26298 SLE 02-07-17	DRAWN BY J. HOEPER	7-9-15
INCHES ARE:	2 25803 SLE 9-15-16	CHKD BY C. RADCLIFF	
.XX: ±	1 25237 SLE 03-31-16	APPD BY K. ERMANN	
.XXX: ±	0 24447 JRH 07-09-15		
ANGULAR: ±			
DIMENSIONS ADHERE TO ANSI Y14.5M-1982	REV. ECN NO.	DATE	

CONNEX™-ST  
INSTALLATION DRAWING  
SCALE 1:6 SIZE D PAGE 1 OF 8  
DRAWING NO. D-36237

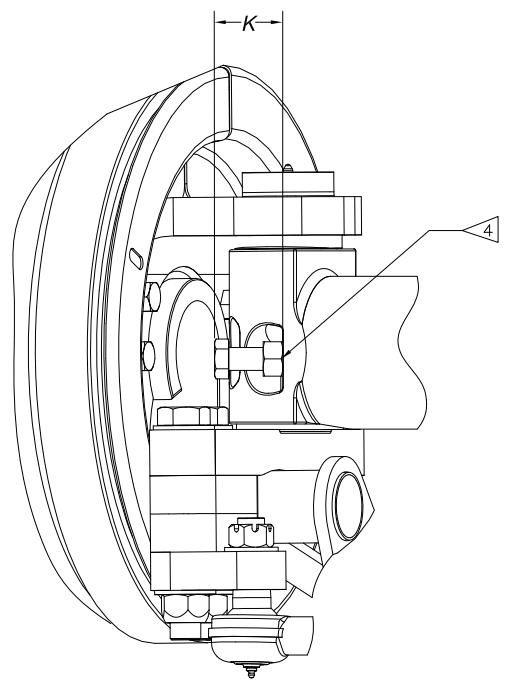
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### RECOMMENDED PLUMBING FOR LOCK STRAIGHT MECHANISM



- NOTES:
- ALL RESPONSIBILITY FOR MEETING OPERATIONAL FUNCTIONS REQUIRED BY GOVERNMENT REGULATIONS IS THE RESPONSIBILITY OF THE INSTALLER
- 2 COMPONENTS NOT PROVIDED BY HENDRICKSON.



WHEEL CUT STOP BOLT SETTING DETAIL  
SCALE: 1:3

WHEEL CUT STOP BOLT SETTING	
WHEEL CUT	DIM K
30.00 <sup>+</sup> .50 <sup>-</sup> -.00 <sup>-</sup>	1.434 <sup>+</sup> .000 -.040
28.00 <sup>+</sup> .50 <sup>-</sup> -.00 <sup>-</sup>	1.599 <sup>+</sup> .000 -.045
25.00 <sup>+</sup> .50 <sup>-</sup> -.00 <sup>-</sup>	1.859 <sup>+</sup> .000 -.040
20.00 <sup>+</sup> .50 <sup>-</sup> -.00 <sup>-</sup>	2.229 <sup>+</sup> .000 -.045

- NOTES:
- SEE L577 HT INSTALLATION INSTRUCTIONS FOR INFORMATION ON ASSEMBLY AND WELDING PROCEDURES.
  - SEE L579 FOR ALIGNMENT PROCEDURE.
  - SEE PAGE 1 FOR TORQUE SPECIFICATIONS OF FASTENERS.
  - WHEEL CUT IS PRESET BY [H] PER CUSTOMERS REQUEST. IT IS THE INSTALLERS RESPONSIBILITY TO MAINTAIN NECESSARY CLEARANCES WITH SUSPENSION COMPONENTS AND TRAILER FRAME. THE RESPONSIBILITY INCLUDES IF WHEEL CUT STOP BOLT SETTING IS CHANGED FROM PRESET VALUE.
- SELF STEER AXLE VERIFICATION CHECKLIST:
- VERIFY TIE ROD CENTER BRACKET LOCATION R1=R2 WITHIN ±.09. IF ADJUSTMENT IS NOT REQUIRED THEN TACK TIE ROD WASHERS IN PLACE. IF ADJUSTMENT IS NEEDED LOOSEN CENTER PLATE CLAMP BOLTS SO ADJUSTMENT CAN BE MADE. WHEN R1=R2 WITHIN ±.09 TORQUE CLAMP BOLTS PER CHART BB ON PG. 1 AND TACK TIE ROD WASHERS IN PLACE.
  - VERIFY 4 POINTS OF CONTACT ON LOCK STRAIGHT MECHANISM. TO VERIFY AND ADJUST REFER TO L579.
  - TOE IS PRESET BY [H]. DURING FINAL ALIGNMENT TOE SHOULD BE VERIFIED. REFER TO L579 TO TOE SETTINGS AND ADJUSTMENTS.

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CONNEX-ST AXLE ASSEMBLY (HP)														
WHEEL CONFIGURATION		SINGLE										DUAL		
WHEEL MATERIAL		ALUMINUM										STEEL		
WHEEL OFFSET		.56 (OUTSET)					0.00 (OUTSET)*					0.00 (EFFECTIVE)		
WHEEL SIZE		12.25X22.5					14.00X22.5					8.25X22.5	8.25X24.5	
TIRE SIZE		385/65R22.5			425/65R22.5			455/55R22.5**				11R22.5	11R24.5	
AXLE TRACK		80.0	85.0	86.0	77.5	83.5	84.0	85.0	77.5	83.5	84.0	85.0	77.5	77.5
<b>L</b>		95.6	100.5	101.5	94.5	100.6	101.1	102.1	94.6	100.6	101.1	102.1	102.2	102.0
<b>A</b>	<b>B</b>	<b>W°(MAX WHEELCUT)</b>												
24.5	28.5				-				-				20.0	20.0
26.0	30.0				30.0				28.0				20.0	20.0
28.5	32.5	30.0												
32.0	36.0					30.0				28.0				
32.5	36.5						30.0				28.0			
33.5	37.5		30.0					30.0				28.0		
34.5	38.5			30.0										
35.5	39.5			28.0										
AXLE WEIGHT (LB)		725	740	743	716	735	736	740	716	735	736	740	716	716

STANDARD TRAVEL DIMENSIONS FROM PAGE 1												
	RIDE HEIGHT	JOUNCE	REBOUND	BUMPER CONTACT	D	E	F	G	H	RIDE HEIGHT TOLERANCE LIMITS		SUSP. WEIGHT (LB)
										MIN.	MAX.	
WELD-ON REAR UPPER SHOCK MOUNT	13.0	5.0	4.2	4.4	.19	8.0	19.36	8.0	17.2	12.5	13.5	338
	14.0	6.0	3.2	5.4	.19	8.0	19.36	8.0	17.2	13.5	14.5	338
	15.0	6.5	3.1	5.9	1.00	8.0	19.02	8.5	18.1	14.5	15.5	341
	16.0	6.1	3.0	5.5	2.00	10.0	19.36	9.9	19.0	15.5	16.5	352
	17.0	6.5	3.1	5.9	3.00	10.0	19.02	10.5	20.1	16.5	17.5	356
	18.0	6.1	3.0	5.5	4.00	12.0	19.36	11.9	21.0	17.5	18.5	367
19.0	6.5	3.1	5.9	5.00	12.0	19.02	12.5	22.1	18.5	19.5	370	
BOLT-ON REAR UPPER SHOCK MOUNT	13.0	4.9	4.2	4.4	.25	8.00	19.36	8.1	17.2	12.5	13.5	365
	14.0	5.9	3.2	5.4	.25	8.00	19.36	8.1	17.2	13.5	14.5	365
	15.0	6.4	3.3	5.8	1.19	8.00	19.02	8.6	18.3	14.5	15.5	367
	16.0	6.0	3.2	5.4	2.19	10.00	19.36	10.0	19.2	15.5	16.5	379
	17.0	6.4	3.3	5.8	3.19	10.00	19.02	10.6	20.3	16.5	17.5	382
	18.0	6.0	3.2	5.4	4.19	12.00	19.36	12.0	21.2	17.5	18.5	404
19.0	6.4	3.3	5.8	5.19	12.00	19.02	12.6	22.3	18.5	19.5	407	

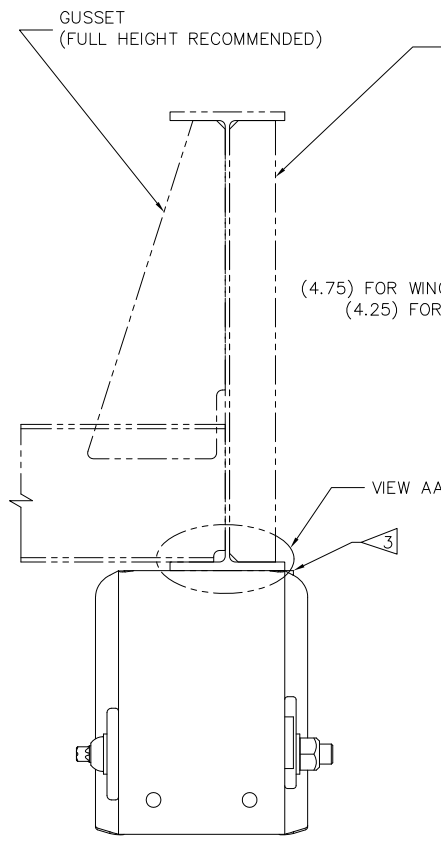
\* FOR 1.00 WHEEL OFFSET MOUNTING ADD 2.0 TO DIM. L  
 \*\* FOR 445/50R22.5 SUBTRACT .7 FROM DIM. L

NOTES:

- SUSPENSION WEIGHT INCLUDES SUSPENSION COMPONENTS ONLY. WEIGHT REFLECTS: CXSL STD BEAMS, STD A/S SHOCK MOUNT/SPACER, WINGED FRAME BRACKETS, STD SHOCKS W/OUT SHOCK STRAP KIT, AND STD HARDWARE.
- FOR AXLE WEIGHTS SEE TABLE "CONNEX-ST AXLE ASSEMBLY (HP)" ON THIS DRAWING. AXLE WEIGHTS INCLUDES BRAKE COMPONENTS LESS BRAKE CHAMBERS AND SLACK ADJUSTERS.
- TOTAL WEIGHT = SUSP. WEIGHT + AXLE WEIGHT + FR BKT BRACING WEIGHT\*\*  
 \*\*IF WINGLESS FR BKT SEE ADDITIONAL WEIGHT FOR WINGLESS FR BKT TABLE  
 \*\*IF UBL OPTION IS INCLUDED ADD 70.98 LB TO TOTAL WEIGHT
- 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.

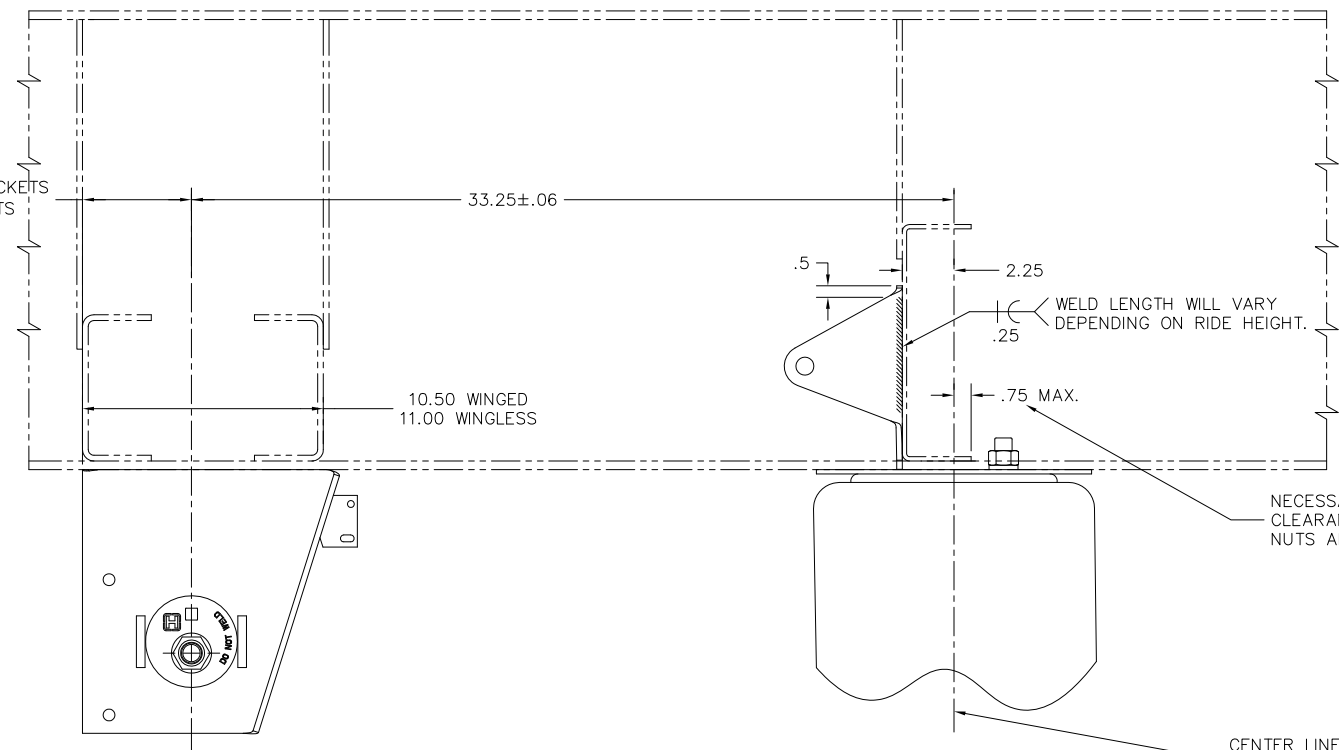
WEIGHT FOR FRAME BRACKET BRACING												
C-CHANNEL	STANDARD C-CHANNEL	BOLT-ON C-CHANNEL W/STRUTS										FR BKT GUSSET (WINGED WELD-ON ONLY)
BEAM CENTER	28.5-32.5	36.0-39.5	28.5	30.0	32.5	36.0	36.5	37.5	38.5	39.5		ALL
FR BKT BRACING WEIGHT (LB)	11.80	14.00	12.62	13.07	13.81	15.30	15.45	15.75	16.04	16.34		6.32

ADDITIONAL WEIGHT FOR WINGLESS FR BKT			
RIDE HEIGHT	13.0-15.0	16.0-17.0	18.0-19.0
WEIGHT (LB)	1.67	9.33	8.46



(4.75) FOR WINGLESS WELD-ON FRAME BRACKETS  
(4.25) FOR ALL OTHER FRAME BRACKETS

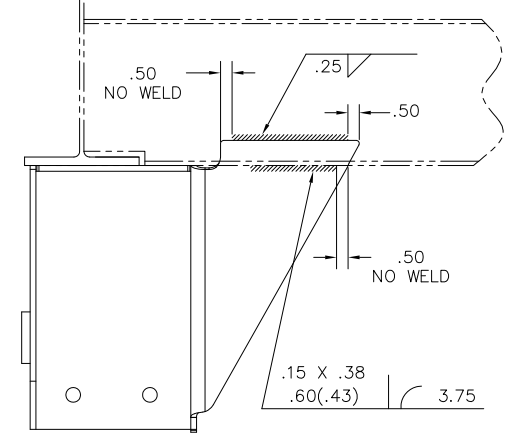
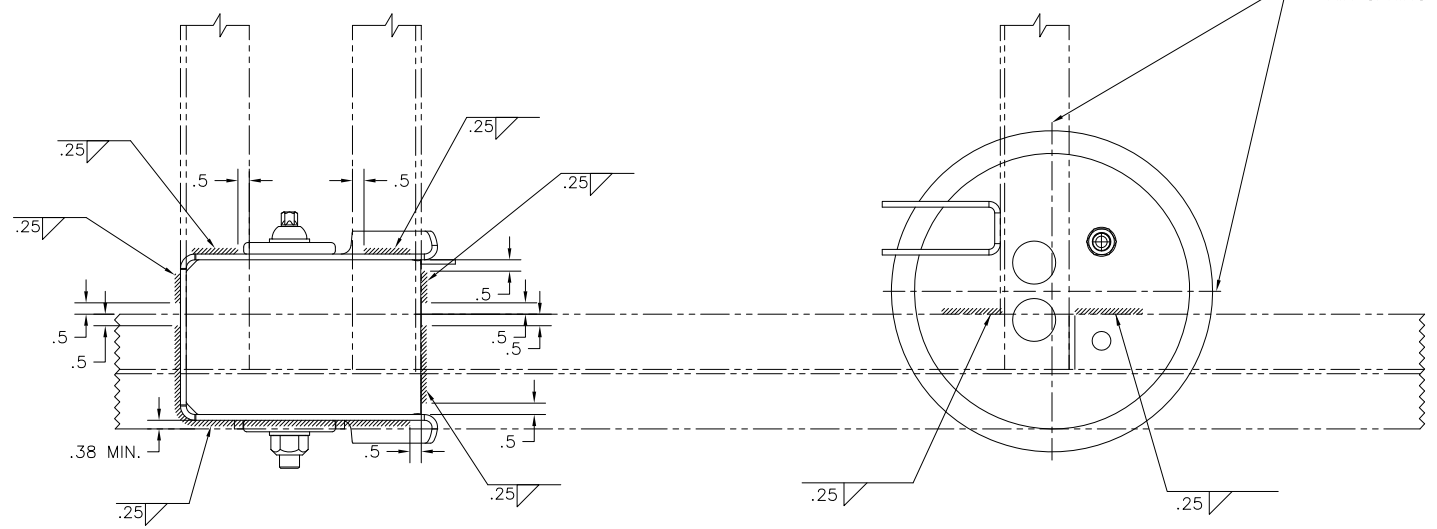
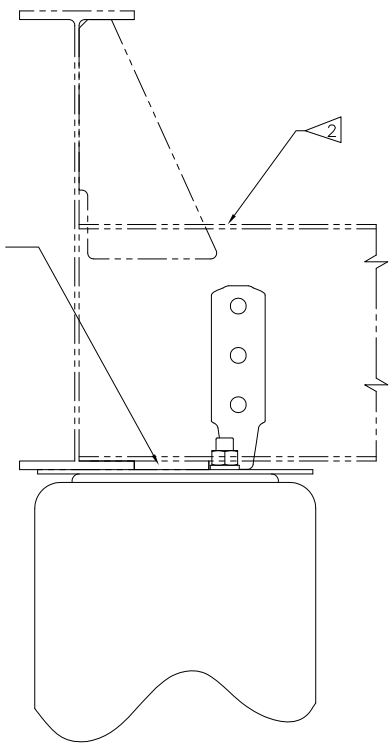
VIEW AA



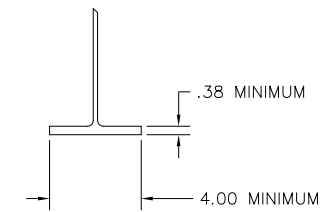
INSTALLER TO SUPPLY SPACER BETWEEN TOP OF AIR SPRING MOUNTING PLATE AND UNDERSIDE OF CROSSMEMBER

NECESSARY TO PROVIDE CLEARANCE FOR MOUNTING NUTS AND SOCKET WRENCH

CENTER LINES OF AIR SPRING



WINGED WELD-ON FRAME BRACKET  
ADDITIONAL WELDS

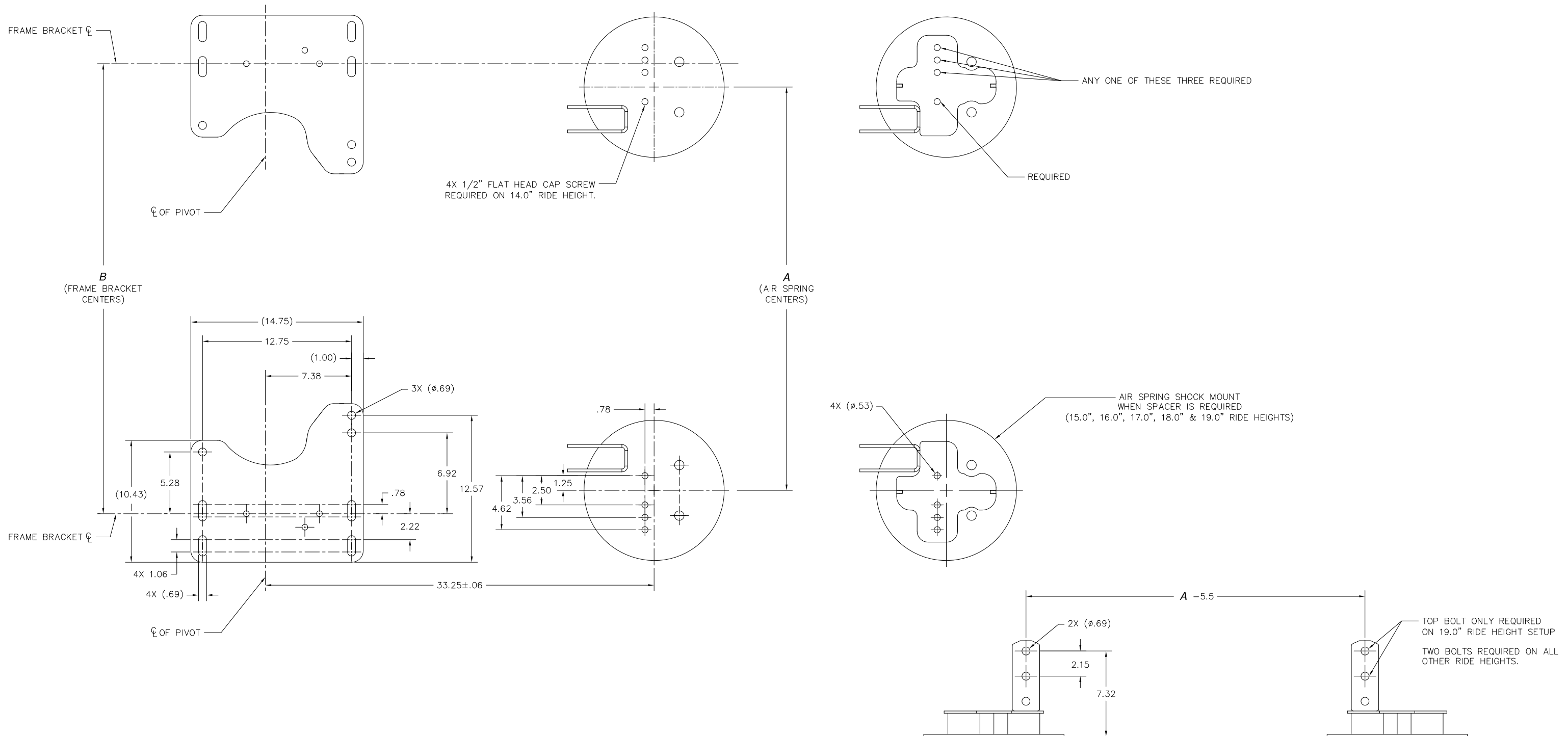


VIEW AA  
SCALE: .25=1.00  
MAIN BEAM BOTTOM FLANGE  
DIMENSIONAL REQUIREMENTS

NOTES:

1. // PATTERN DENOTES WELD PLACEMENT
2. CROSSMEMBER AND/OR GUSSETS MUST ADEQUATELY SUPPORT UPPER AIR SPRING PLATE AND SHOCK MOUNT.  
A/S BUMPER 20,000 LB. AT FULL JOUNCE.  
SHOCK MOUNT 8,000 LB. EACH AT FULL REBOUND.  
THROUGH AIR SPRING BUMPER.
3. FOR FRAME BRACKET OVERHANG CONDITION SEE PAGE 6 FOR SUGGESTED METHOD OF SUPPORTING FRAME BRACKET OVERHANG.
4. SEE L577 HT INSTALLATION INSTRUCTIONS FOR ADDITIONAL INFORMATION ON FRAME BRACKET, CROSS MEMBER, UPPER SHOCK BRACKET AND AIR SPRING MOUNTING WELDING PROCEDURES.

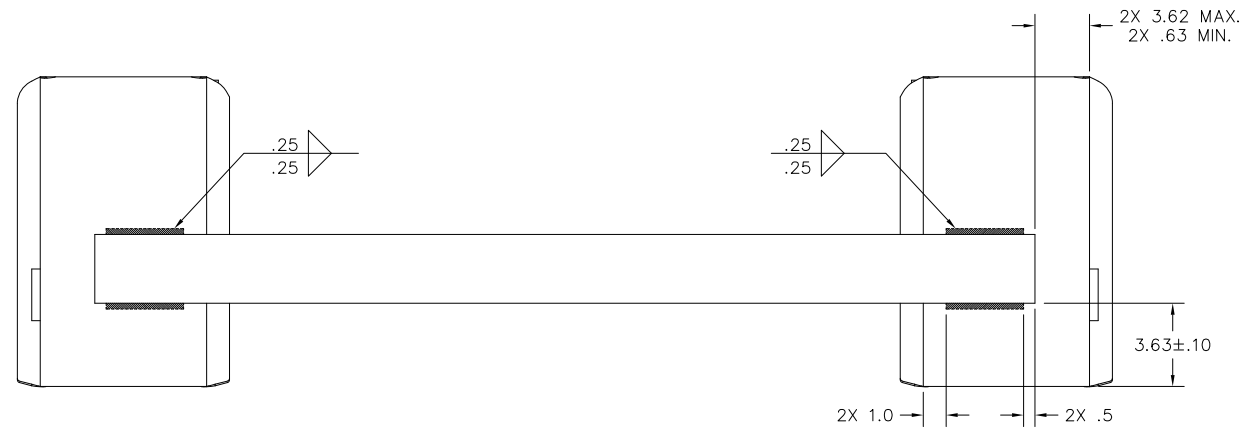
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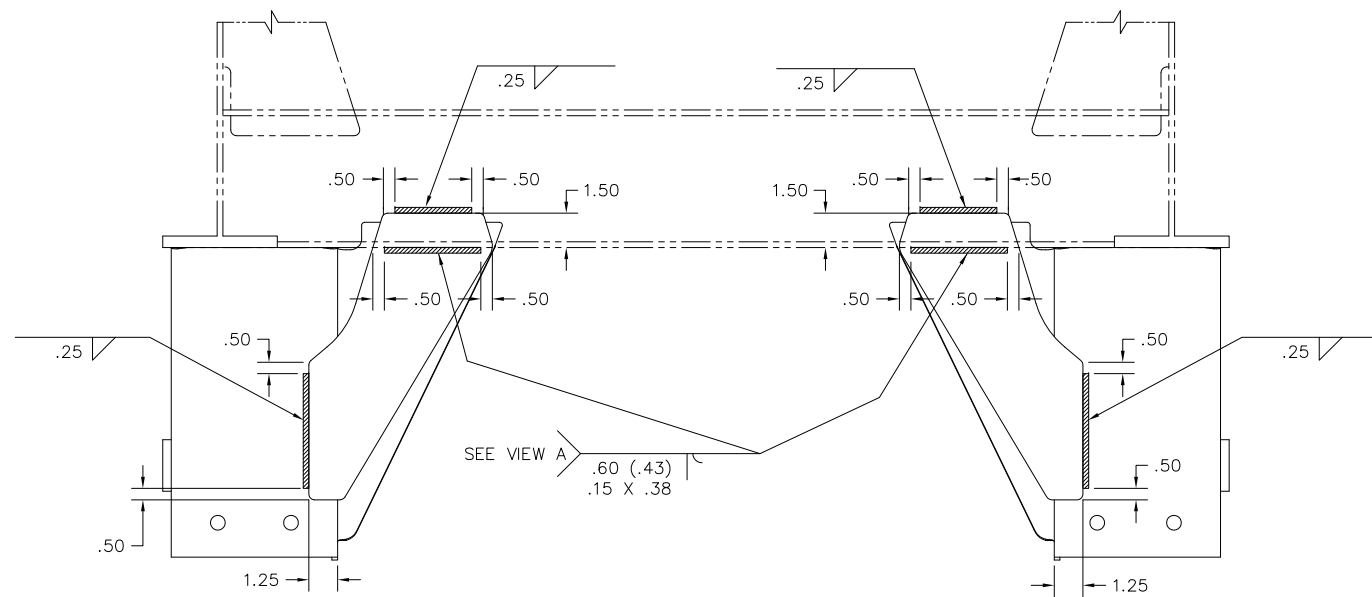
**NOTES:**

1. HENDRICKSON STANDARD UBO BOLT PATTERN SHOWN.
2. FRAME BRACKET SLOT MOUNTING BOLTS REQUIRES 5/8" FASTENERS WITH HARDENED WASHERS.
3. FR BKT MOUNTING BOLTS CAN BE PLACED IN ANY POSITION IN THE FOUR SLOTS.
4. SEE PAGE 3 FOR TABULATED DIMENSIONS.

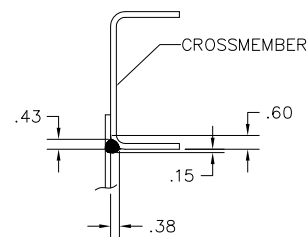
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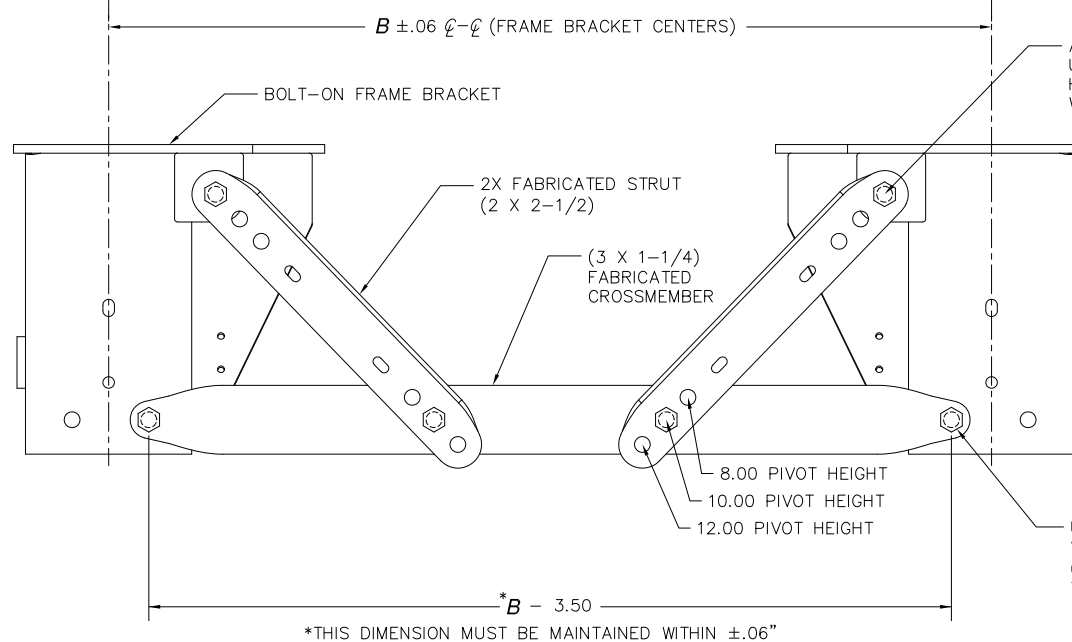
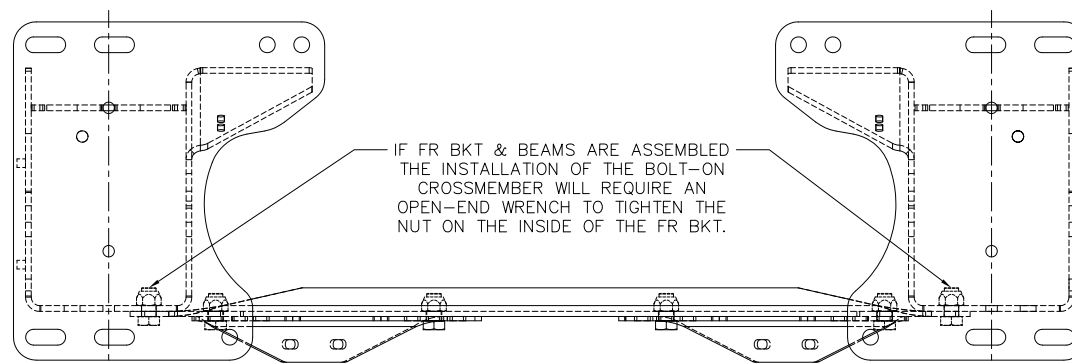
C-CHANNEL WELD DETAIL  
FRAME ATTACHMENT: WINGLESS WELD-ON



FRAME BRACKET GUSSET WELD DETAIL  
FRAME ATTACHMENT: WINGED WELD-ON



VIEW A  
SCALE: .25=1.00



BOLT-ON C-CHANNEL WITH STRUTS

INSTALLATION SEQUENCE:

1. LOCATE FRAME BRACKETS ONTO TRAILER FRAME, AND LOOSELY INSTALL MOUNTING BOLTS.
2. INSTALL CROSSMEMBER, USING 3/8" MOUNTING HOLES ON FRONT OF FRAME BRACKETS.
3. INSTALL STRUTS, USING 5/8" MOUNTING HOLES IN FRAME BRACKET GUSSET AND CROSSMEMBER.
4. TIGHTEN CROSSMEMBER MOUNTING BOLTS AND STRUT MOUNTING BOLTS, IF PRESENT.
5. TIGHTEN FRAME BRACKET MOUNTING BOLTS.

ATTACH STRUT TO FRAME BRACKET GUSSET USING THIS HOLE IN STRUT ONLY. HOLES USED FOR CROSSMEMBER WILL VARY WITH PIVOT HEIGHT.

USE 5/8 HEX HEAD CAP SCREW WITH PREVAILING TORQUE NUT. (SEE KIT A-30720)[CROSSMEMBER & STRUTS] TORQUE TO 190±20 FT-LB.

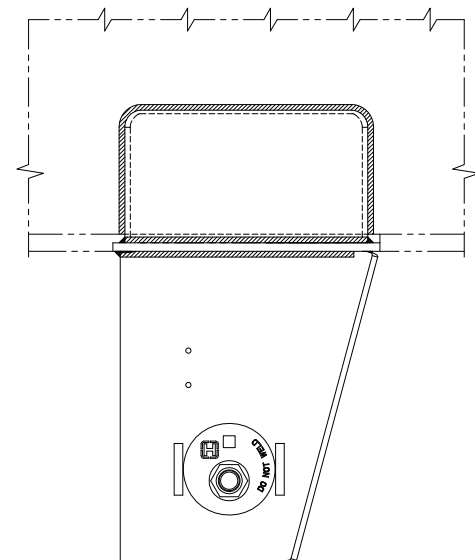
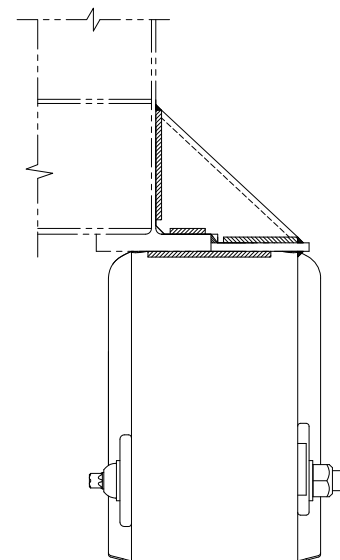
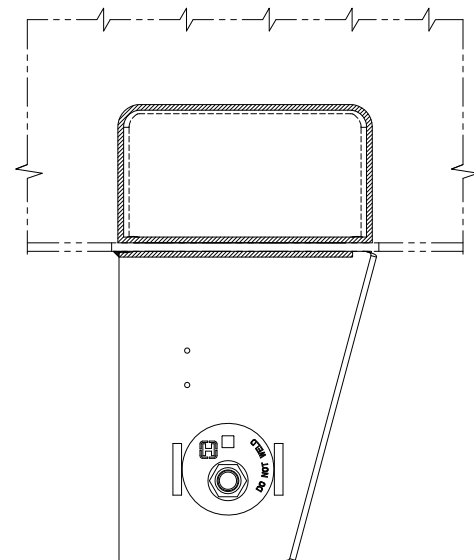
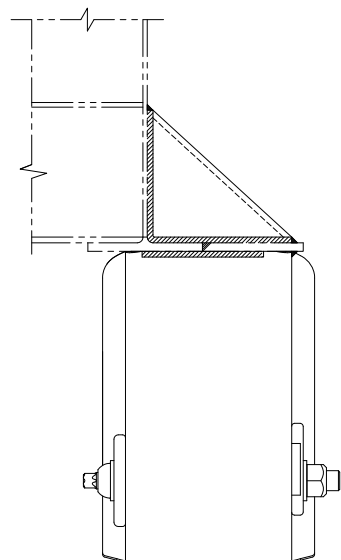
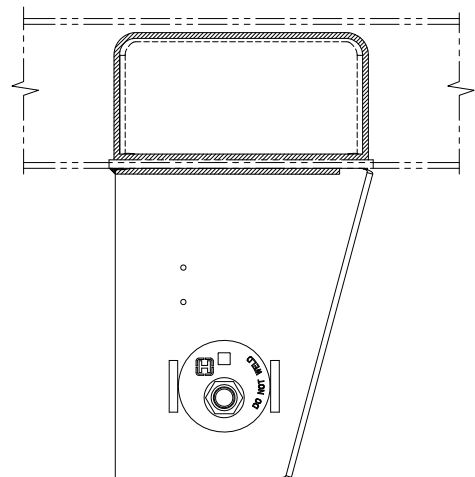
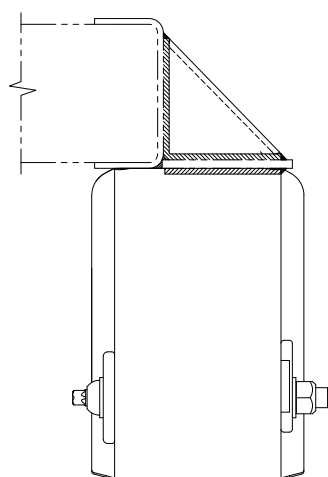
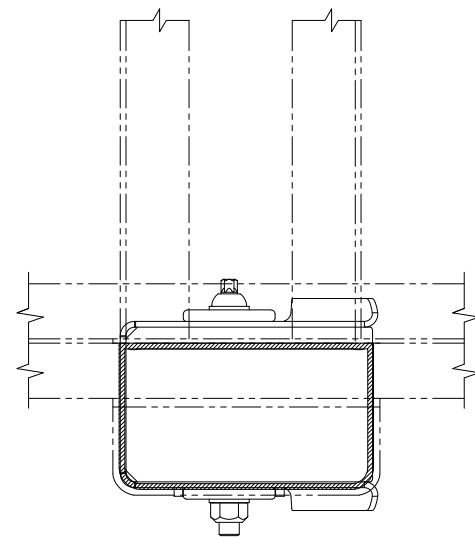
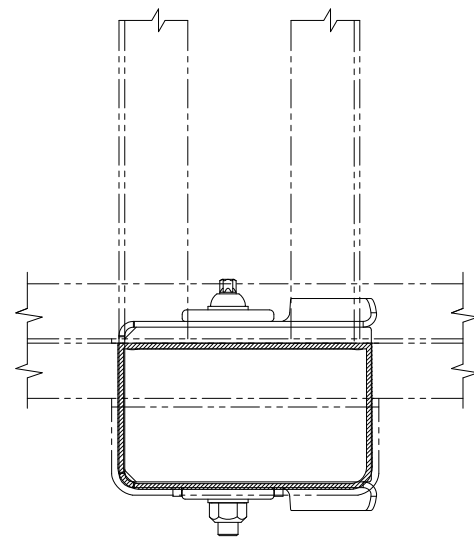
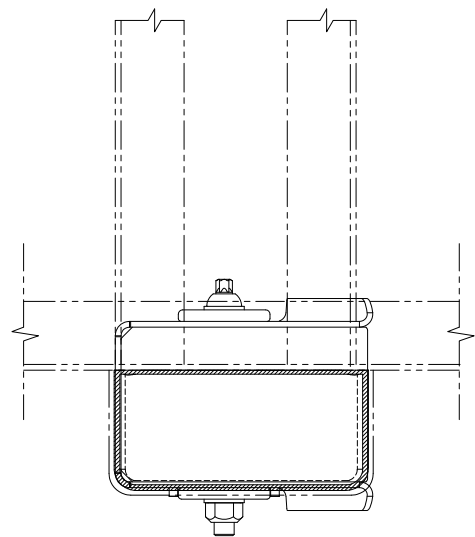
FRAME ATTACHMENT	FRAME BRACKET BRACING	
	WINGED	WINGLESS
FRAME BRACKET STYLE	WINGED	WINGLESS
RIDE HEIGHT		
13.0	FRAME BRACKET GUSSET REQUIRED	C-CHANNEL REQUIRED
14.0		
15.0		
16.0		
17.0		
18.0		
19.0	C-CHANNEL REQUIRED	C-CHANNEL REQUIRED

IT IS THE RESPONSIBILITY OF THE SUSPENSION INSTALLER TO PROVIDE AN EQUIVALENT FRAME BRACKET SUPPORT IF THE FRAME BRACKET BRACING IS NOT PURCHASED FROM HENDRICKSON.

NOTES:

1. Hatched PATTERN DENOTES WELD PLACEMENT
2. SEE L577 HT INSTALLATION INSTRUCTIONS FOR ADDITIONAL INFORMATION ON FRAME BRACKET AND CROSSMEMBER WELDING PROCEDURES.
3. SEE PAGE 3 FOR TABULATED DIMENSIONS.

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CHANNEL

THIN FLANGE I-BEAM

THICK FLANGE I-BEAM

SUGGESTED METHOD OF SUPPORTING  
FRAME BRACKET OVERHANG

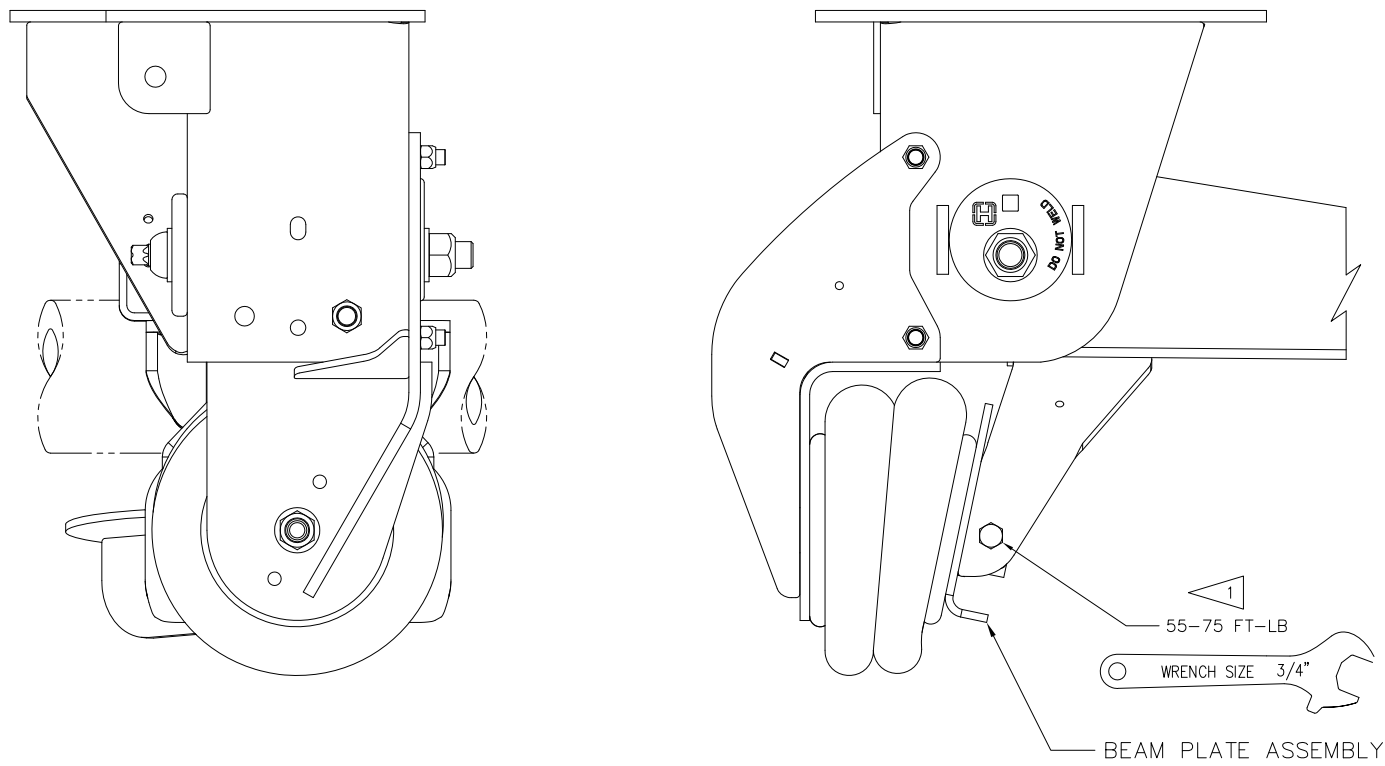
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NOTES:

1. // PATTERN DENOTES WELD PLACEMENT
2. SEE L577 HT INSTALLATION INSTRUCTIONS FOR ADDITIONAL INFORMATION ON FRAME BRACKET WELDING PROCEDURES.

<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: ± XX: ± XXX: ± ANGULAR: ±</p>	<p>DIMENSIONS ARE: INCHES 1/2 1 0</p>	<p>1 26298 2 25803 1 25237 0 24447</p>	<p>SLB 02-07-17 SLB 9-15-16 SLB 3-31-16 JRH 07-09-15</p>	<p>DRWN BY: J. HOFER CHKD BY: C. RADCLIFF APPD BY: K. ERDMANN</p>	<p>7-9-15</p>	<p>SCALE: 1:4 SIZE: D PAGE: 7 OF 8</p>
	<p>CONNEX™-ST INSTALLATION DRAWING</p>						<p>D-36237</p>

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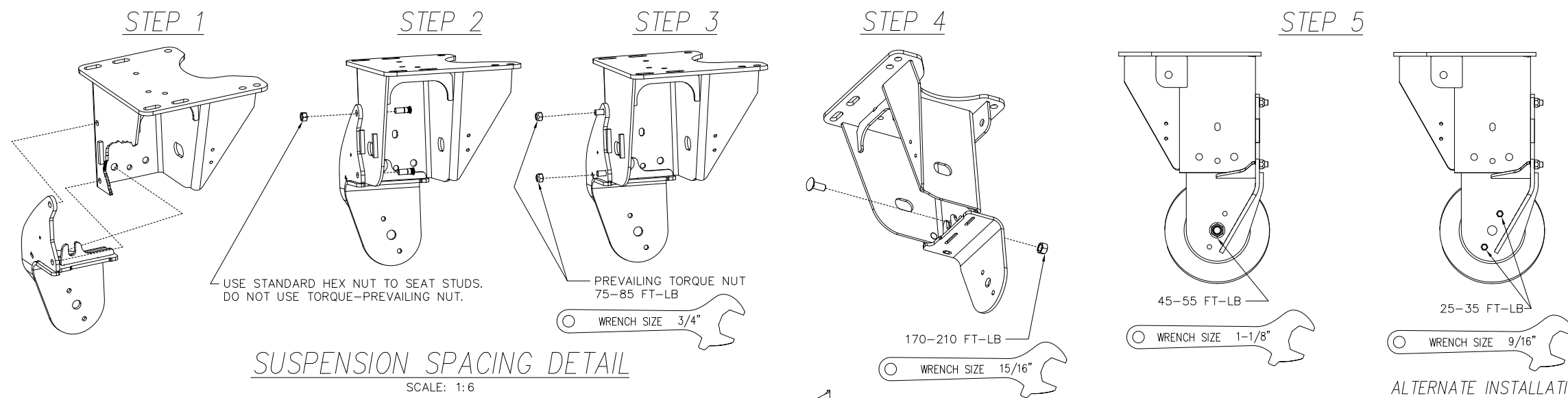


**BEAM BRACKET ASSEMBLY PROCEDURE**

- 1 ASSEMBLING AIR SPRING MOUNTING PLATE  
INSTALL BEAM PLATE ASSEMBLY USING (4) 1/2-13 X 1.25 HEX CAP SCREW AND (4) 1/2-13 NUTS AND TIGHTEN TO SPECIFIED TORQUE.

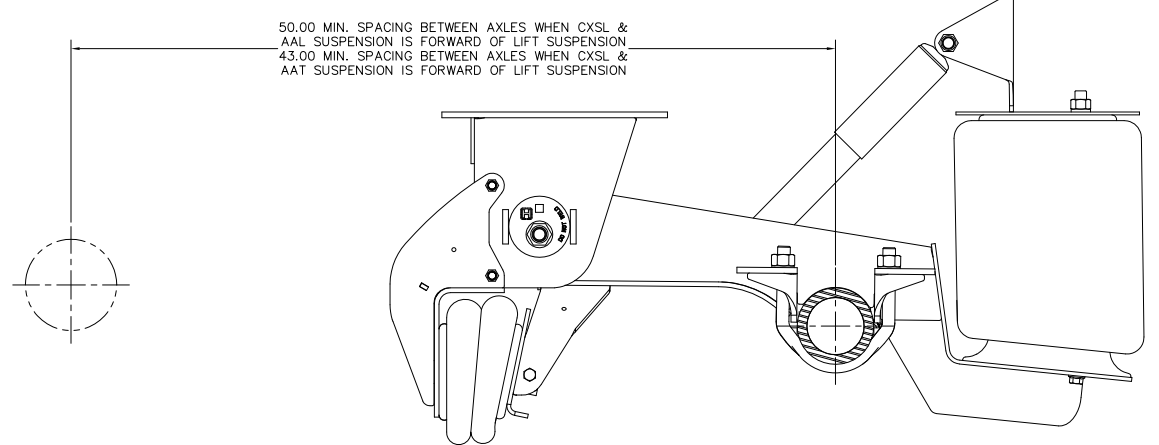
**FRONT BRACKET ASSEMBLY PROCEDURE**

SCALE: 1:6



**SUSPENSION SPACING DETAIL**

SCALE: 1:6



**FRONT BRACKET ASSEMBLY PROCEDURE**

- \*\* FRONT BRACKET MUST BE IN PLACE BEFORE SEATING THE RIBBED-NECK BOLTS. BRACKET CANNOT BE INSTALLED IF BOLTS ARE INSTALLED PRIOR TO POSITIONING OF THE BRACKET.
- FITTING BRACKET INTO PLACE.**  
SLIDE FRONT BRACKET INTO PLACE, MAKING SURE THAT ALL MOUNTING HOLES IN UBL BRACKET ALIGN WITH HOLES IN FRAME BRACKET.
  - INSERTING SIDE MOUNTING BOLTS.**  
HOLDING THE FRONT BRACKET IN PLACE, PUSH RIBBED NECK FASTENERS INTO MOUNTING HOLES FROM INSIDE OF FRAME BRACKET. INSERT AND TIGHTEN THE PROVIDED 1/2-13 STANDARD (NON-LOCKING) HEX NUT ON EACH RIBBED-NECK FASTENER. AS THE NUT IS TIGHTENED, THE FASTENER WILL BE DRAWN INTO THE FRAME BRACKET MOUNTING HOLES. TIGHTEN THE NUT UNTIL THE HEAD OF THE FASTENER IS FLUSH WITH THE INSIDE OF THE HANGER.  
(HEX NUT CAN BE REUSED TO SEAT ALL FOUR RIBBED-NECK FASTENERS. DO NOT USE PREVAILING TORQUE NUTS TO SEAT RIBBED-NECK BOLTS)
  - TIGHTENING SIDE MOUNTING BOLTS.**  
PLACE 1/2-13 PREVAILING TORQUE NUTS ONTO RIBBED-NECK FASTENERS AND TORQUE TO SPECIFIED VALUE.
  - INSTALLING FRONT MOUNTING BOLT.**  
PLACE 5/8-11 X 1.50 CARRIAGE BOLT THROUGH FRONT MOUNTING HOLE WITH THE BOLT HEAD ON THE INSIDE OF THE FRAME BRACKET (NEAREST THE PIVOT BUSHING). HOLD CARRIAGE BOLT IN HOLE AND PLACE 5/8-11 TORQUE PREVAILING HEX NUT ONTO BOLT AND TORQUE TO SPECIFIED VALUE.
  - AIR SPRING ASSEMBLY.**  
ASSEMBLE THE AIR SPRING WITH THE AIR INLET FACING TO THE FRONT OR REAR, DEPENDING ON AIR LINE ORIENTATION PREFERENCE. TIGHTEN THE 3/4-16 FLANGE NUT AND 3/8-16 X .88 BOLTS TO SPECIFIED TORQUES.

- NOTES:  
1. 14" RIDE HEIGHT SHOWN, INSTALLATION IS THE SAME FOR ALL RIDE HEIGHTS  
2. SEE L1182 CONTROLS PARTS CATALOG FOR LIFT AXLE CONTROL KITS