



STANDARD & HIGH CONTROL TRAVEL DIMENSIONS FROM PAGE 1 FOR AAL 23K AND 25K

RISE HEIGHT	JOUNCE	REBOUND W/FRONT SHOCKS	REBOUND W/REAR SHOCKS	BUMPER CONTACT	D	E	F	G	H W/FRONT SHOCKS	H W/REAR SHOCKS
6.5	2.3	4.5	3.9	1.9	.38	4.5	19.4	4.2	11.0	10.4
7.5	3.3	3.5	2.9	19.3						
8.0	3.8	5.2	4.7	3.4	.38	4.5	19.2	4.2	13.2	12.7
9.0	4.8	4.2	3.7	4.4	.38	4.5	19.0	4.2	13.2	12.7
12.0	5.3	4.8	3.4	4.9	.19	8.0	19.1	6.7	16.8	15.4
14.0	5.9	4.4	4.2	5.5	1.13	10.0	19.1	8.1	18.4	18.2
15.0	5.6	3.4	3.2	5.2	3.50	10.0	18.8	9.4	18.4	18.2
16.0	5.7	4.3	4.3	5.3	3.50	12.0	19.1	10.3	20.3	20.3
17.0	6.0	3.3	3.3	5.6	4.81	12.0	18.8	11.0	20.3	20.3
19.0	5.7	3.5	-	5.3	7.31	14.0	18.8	13.3	22.5	-



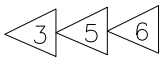



NOTES:

- SEE L729 FOR SUSPENSION WEIGHT.
- SEE L1073 FOR ALLOWABLE RISE HEIGHT RANGES.





- 3 JOUNCE AND REBOUND DIMENSIONS CHANGE AS THE RISE HEIGHT CHANGES FROM THE NOMINAL POSITION.
- 4 DIMENSIONS "G" & "H" WILL REMAIN CONSTANT REGARDLESS OF RISE HEIGHT VARIATION FROM NOMINAL POSITION.
- 5 WHEN THE OPTION FOR FRONT AND REAR SHOCKS IS SELECTED, DIMENSIONS FROM "REBOUND WITH REAR SHOCKS" AND "H WITH REAR SHOCKS" SHOULD BE USED
- 6 TWO UPPER AIR SPRING PLATES ARE PROVIDED FOR 6.5", 7.5", 8.0", AND 9.0" RISE HEIGHTS. SEE VIEW XX ON PAGE 1 FOR INSTALLATION.
- 7 AIR DISC ONLY AVAILABLE WITH REAR SHOCKS

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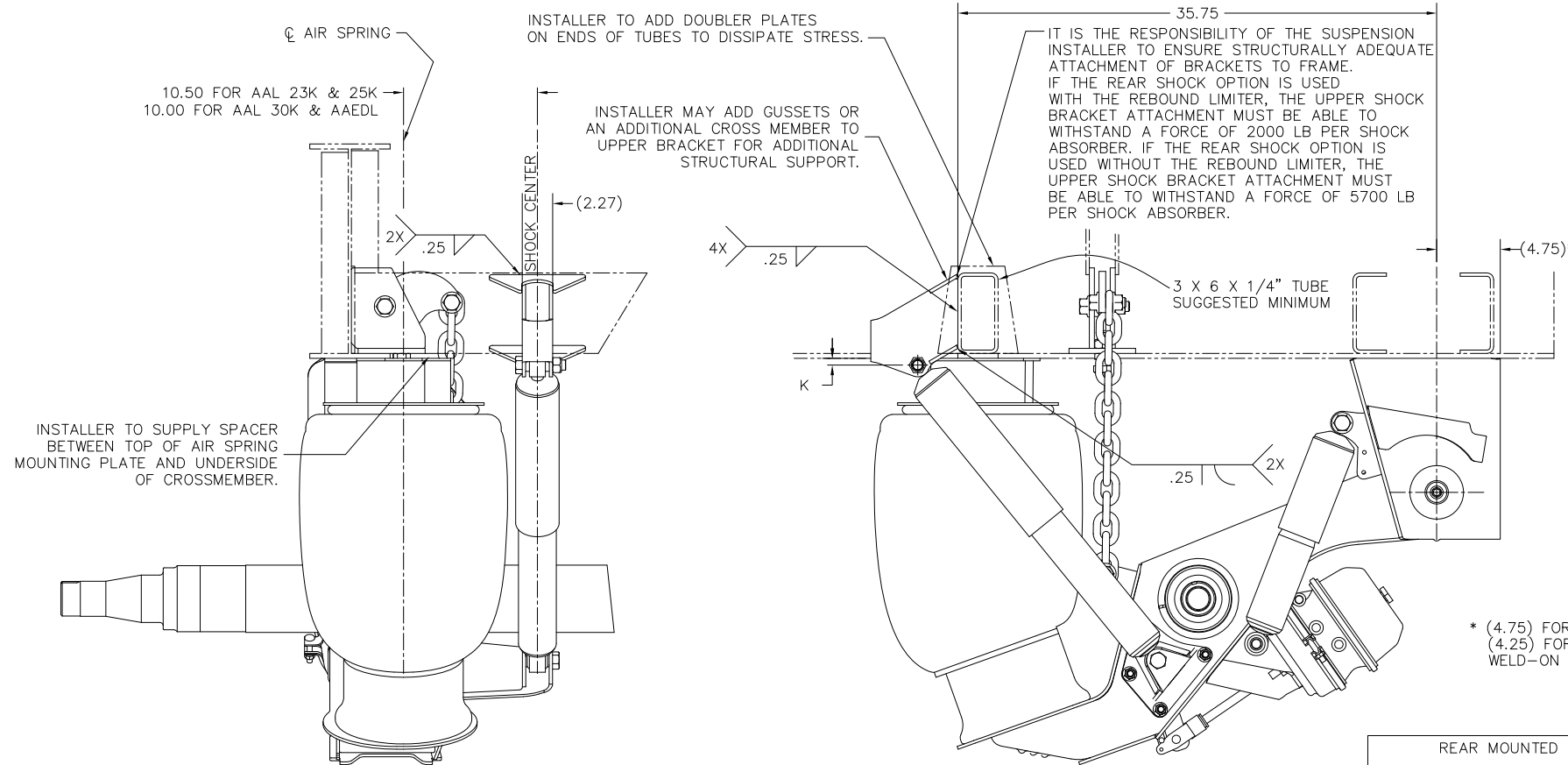
STANDARD & HIGH CONTROL TRAVEL DIMENSIONS FROM PAGE 1 FOR AAEDL

RISE HEIGHT	 JOUNCE	 REBOUND W/FRONT SHOCKS	 REBOUND W/REAR SHOCKS	BUMPER CONTACT	D	E	F	 G	 H W/FRONT SHOCKS	 H W/REAR SHOCKS
9.0	4.6	4.0	3.7	4.0	.19	4.5	19.0	4.4	13.0	12.7
12.0	5.3	4.6	3.4	4.8	.19	8.0	19.1	6.7	16.6	15.4
14.0	5.9	4.3	4.2	5.4	1.13	10.0	19.1	8.1	18.3	18.2
15.0	5.6	3.3	3.2	5.0	3.50	10.0	18.8	9.4	18.3	18.2
16.0	5.7	4.2	4.3	5.2	3.50	12.0	19.1	10.3	20.2	20.3
17.0	6.0	3.2	3.3	5.4	4.81	12.0	18.8	11.0	20.2	20.3
19.0	5.7	3.4	—	5.1	7.31	14.0	18.8	13.3	22.4	—

NOTES:

- SEE L729 FOR SUSPENSION WEIGHT.
  - SEE L1073 FOR ALLOWABLE RIDE HEIGHT RANGES.
-  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.
  -  WHEN THE OPTION FOR FRONT AND REAR SHOCKS IS SELECTED, DIMENSIONS FROM "REBOUND WITH REAR SHOCKS" AND "H WITH REAR SHOCKS" SHOULD BE USED
  -  AIR DISC ONLY AVAILABLE WITH REAR SHOCKS

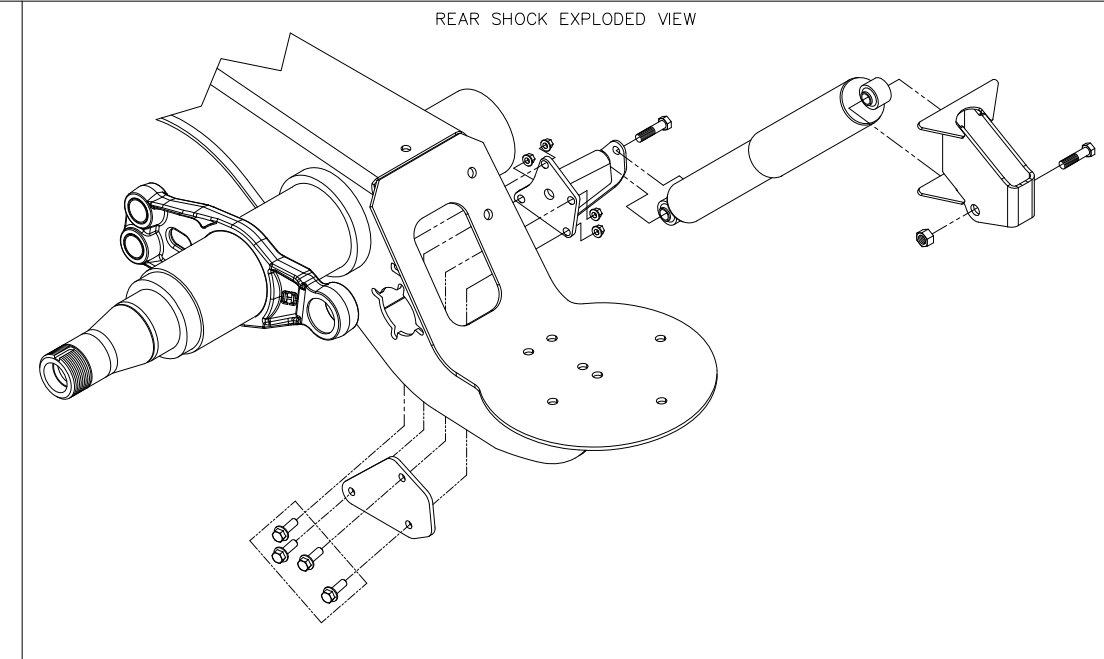
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- ASSEMBLY PROCEDURE FOR REAR MOUNTED SHOCK**
1. SET SUSPENSION TO RIDE HEIGHT.
  2. LOCATE UPPER SHOCK BRACKET ACCORDING TO SHOWN DIMENSIONS AND WELD INTO PLACE. CROSSMEMBER MUST BE 6 X 3 X 1/4" MINIMUM TO WITHSTAND TORSION.
  3. BOLT LOWER SHOCK TOWER BRACKET TO BEAM USING 1/2-13 FLANGE BOLTS AND LOCKING FLANGE NUTS.
  4. BOLT TOP OF SHOCK TO UPPER BRACKET USING THE CLEVIS INDICATED FOR THE APPLICATION'S RIDE HEIGHT (SEE "REAR MOUNTED SHOCK" CHART). BOLT BOTTOM OF SHOCK TO LOWER SHOCK TOWER BRACKET. TIGHTEN ALL FASTENERS TO SPECIFIED TORQUE.

REAR MOUNTED SHOCK		
RIDE HEIGHT	CLEVIS P/N	DIM "K"
6.5	C-29967	.50
7.5		
8		
9	C-25420	3.59
12		
14		
15	C-29967	.50
16		
17	C-25420	3.59

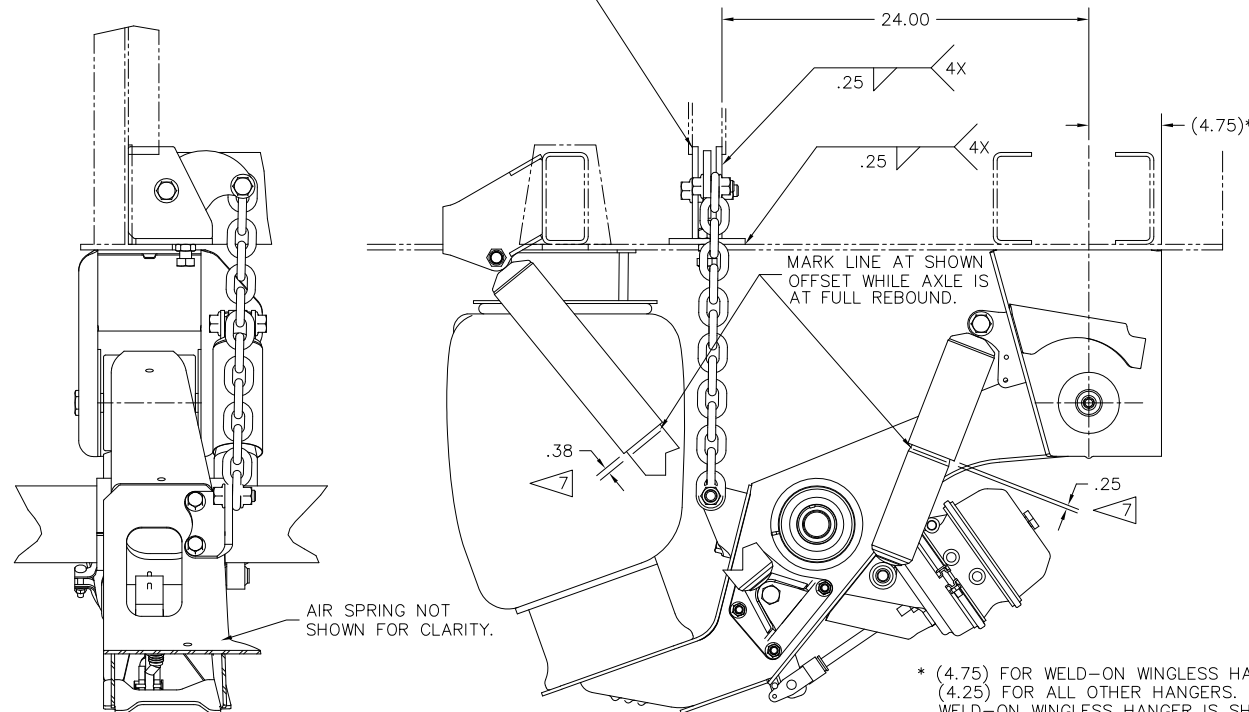
\* (4.75) FOR WELD-ON WINGLESS HANGERS ONLY.  
(4.25) FOR ALL OTHER HANGERS.  
WELD-ON WINGLESS HANGER IS SHOWN.



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TORQUE SPECIFICATIONS		
DESCRIPTION	SIZE	TORQUE (FT-LB)
SHOCK ABSORBER BOLTS	3/4-10	210-235
LOWER SHOCK TOWER BOLTS	1/2-13	100-110
LOWER CHAIN BRACKET BOLTS	5/8-11	200-220
UPPER CHAIN BRACKET BOLTS	3/4-10	240-260
CHAIN ATTACHMENT BOLTS	3/4-10	240-260
JAM NUT	3/4-10	240-260

IT IS THE RESPONSIBILITY OF THE SUSPENSION INSTALLER TO ENSURE STRUCTURALLY ADEQUATE ATTACHMENT OF BRACKETS TO FRAME. REBOUND LIMITER UPPER BRACKET ATTACHMENT MUST WITHSTAND 7600 LB FORCE EXERTED BY EACH CHAIN.



**VIEW B**  
SCALE: 1.00=8.00  
OPTION 1  
REINFORCEMENT GUSSETS

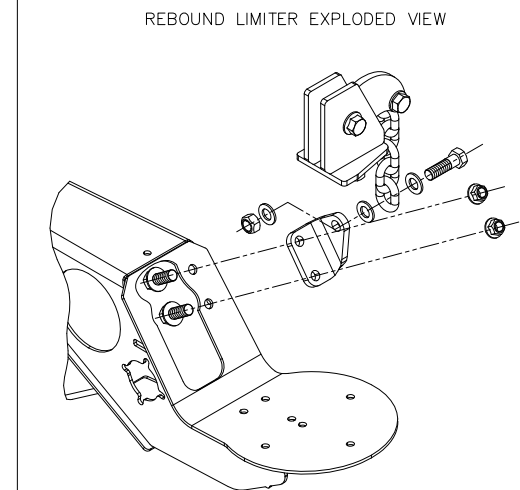
**VIEW C**  
SCALE: 1.00=8.00  
OPTION 2  
WEB STIFFENERS

CHAIN LENGTH	
RIDE HEIGHT	# OF LINKS
8	10
9	10
12	12
14	14
15	14
16	14
17	14
19	16







\* (4.75) FOR WELD-ON WINGLESS HANGERS ONLY.  
(4.25) FOR ALL OTHER HANGERS.  
WELD-ON WINGLESS HANGER IS SHOWN.

**ASSEMBLY PROCEDURE FOR REBOUND LIMITER**

1. RAISE REAR OF TRAILER AND SUPPORT SECURELY. TRAILER MUST BE HIGH ENOUGH FOR THE SUSPENSION TO BE AT FULL REBOUND WITHOUT TIRES TOUCHING GROUND.
2. POSITION UPPER BRACKET ASSEMBLIES ON FRAME RAILS TO INDICATED DIMENSION AND CLAMP INTO PLACE.
3. ATTACH LOWER BRACKETS TO TRAILING ARMS USING THE FOUR 5/8" FLANGE BOLTS AND NUTS.
4. VERIFY THAT THE CHAINS HAVE THE CORRECT NUMBER OF LINKS INDICATED FOR THE APPLICATION'S RIDE HEIGHT (SEE "CHAIN LENGTH" CHART). ATTACH CHAINS TO LOWER AND UPPER BRACKETS USING THE 3/4" BOLTS, NUTS, AND WASHERS AS SHOWN IN EXPLODED VIEW.
5. ROTATE THE ADJUSTMENT BOLT UNTIL THE SLACK IS TAKEN OUT OF THE CHAINS.
6. WELD THE UPPER BRACKETS TO THE FRAME AS SHOWN. BRACKETS MUST BE ADEQUATELY ATTACHED TO FRAME USING ONE OF TWO METHODS: WEB STIFFENER PLATES OR SUPPLEMENTARY GUSSETS. (SEE VIEW "B" AND "C").
7. ON REAR MOUNTED SHOCK ABSORBERS, MEASURE 3/8" OFFSET FROM THE BOTTOM EDGE OF THE SHOCK ABSORBER DUST TUBE AND MARK WITH A PAINT PEN OR FELT TIP MARKER. IF THE SUSPENSION IS NOT EQUIPPED WITH REAR SHOCKS, OFFSET 1/4" ON THE FRONT SHOCK AND MARK. (SEE FRONT VIEW).
8. ROTATING THE ADJUSTMENT BOLTS ON EACH SIDE, RAISE THE AXLE UNTIL THE BOTTOM EDGES OF THE SHOCK DUST TUBES ARE ALIGNED WITH THE MARKS.
9. TIGHTEN ALL FASTENERS, INCLUDING JAM NUT, TO SPECIFIED TORQUE. (SEE "TORQUE SPECIFICATIONS" CHART).







LIMITED JOUNCE & HIGH CONTROL TRAVEL DIMENSIONS FROM PAGE 1 FOR AAL 23K & 25K

RISE HEIGHT	 JOUNCE	 REBOUND W/FRONT SHOCKS	 REBOUND W/REAR SHOCKS	BUMPER CONTACT	D	E	F	 G	 H W/FRONT SHOCKS	 H W/REAR SHOCKS
8.0	3.2	5.2	4.7	2.8	1.50	4.5	19.2	4.8	13.2	12.7
9.0	3.7	4.2	3.7	3.3	2.25	4.5	19.0	5.3	13.2	12.7
12.0	4.2	4.8	3.4	3.8	2.25	8.0	19.1	7.8	16.8	15.4
14.0	4.6	4.4	4.2	4.2	3.50	10.0	19.1	9.4	18.4	18.2
15.0	4.6	3.4	3.2	4.2	5.31	10.0	18.8	10.4	18.4	18.2
16.0	4.7	4.3	4.3	4.3	5.31	12.0	19.1	11.3	20.3	20.3
17.0	4.6	3.3	3.3	4.2	7.31	12.0	18.8	12.4	20.3	20.3
19.0	4.6	3.5	—	4.2	9.25	14.0	18.8	14.4	22.5	—

NOTES:

- SEE L729 FOR SUSPENSION WEIGHT.
- SEE L1073 FOR ALLOWABLE RIDE HEIGHT RANGES.

-  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.
-  WHEN THE OPTION FOR FRONT AND REAR SHOCKS IS SELECTED, DIMENSIONS FROM "REBOUND WITH REAR SHOCKS" AND "H WITH REAR SHOCKS" SHOULD BE USED
-  AIR DISC ONLY AVAILABLE WITH REAR SHOCKS

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STANDARD & HIGH CONTROL TRAVEL DIMENSIONS FROM PAGE 1 FOR AAL 30K

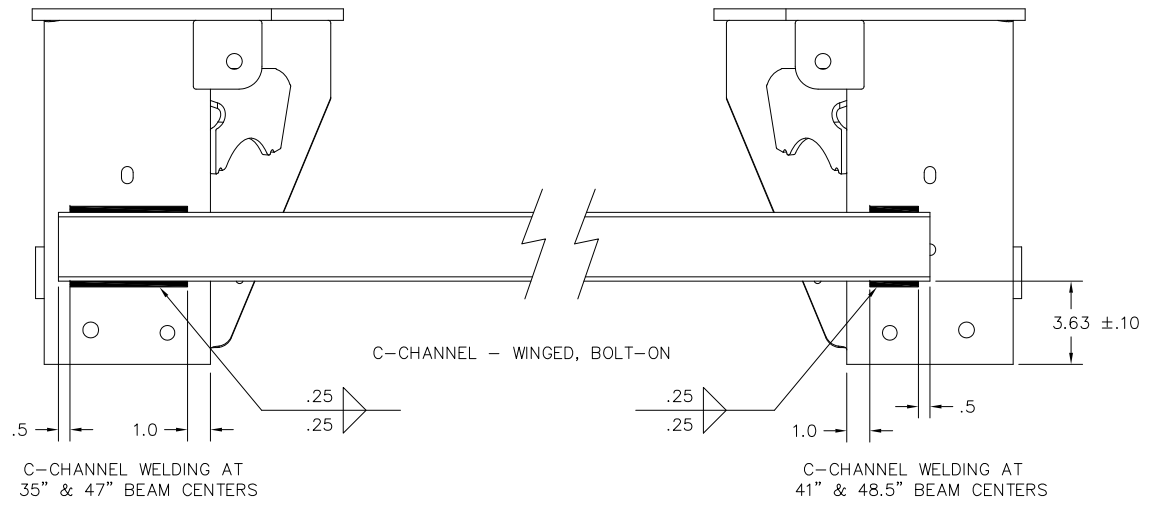
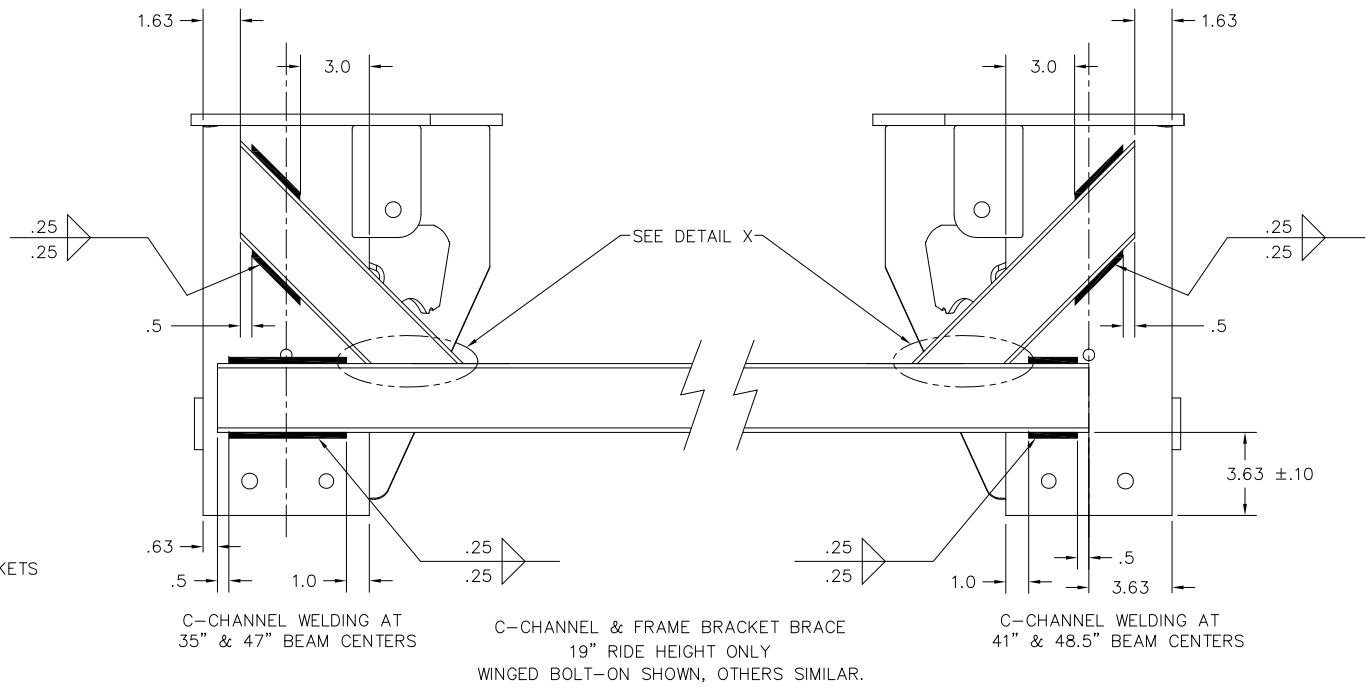
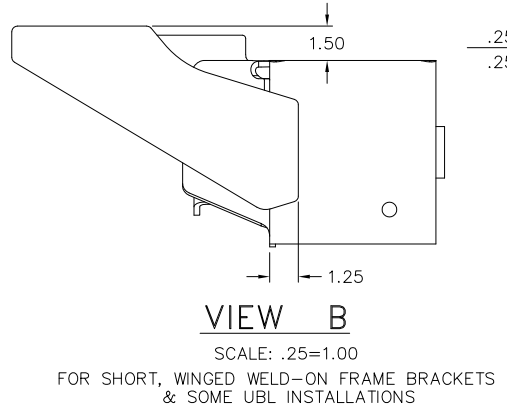
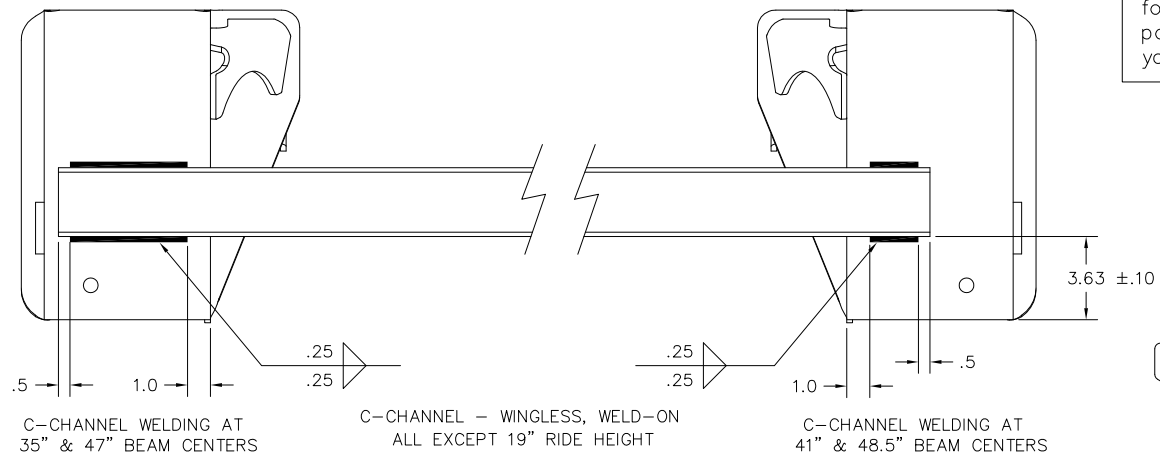
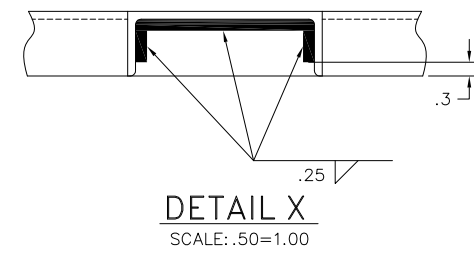
RIDE HEIGHT	JOUNCE	REBOUND W/FRONT SHOCKS	REBOUND W/REAR SHOCKS	BUMPER CONTACT	D	E	F	G	H W/FRONT SHOCKS	H W/REAR SHOCKS
9.0	4.5	4.2	3.7	3.9	.38	4.5	19.0	4.5	13.2	12.7
12.0	5.3	4.8	3.4	4.8	.19	8.0	19.1	6.7	16.8	15.4
14.0	5.9	4.4	4.2	5.4	1.13	10.0	19.1	8.1	18.4	18.2
15.0	5.6	3.4	3.2	5.0	3.50	10.0	18.8	9.4	18.4	18.2
16.0	5.7	4.3	4.3	5.2	3.50	12.0	19.1	10.3	20.3	20.3
17.0	6.0	3.3	3.3	5.4	4.81	12.0	18.8	11.0	20.3	20.3
19.0	5.7	3.5	-	5.1	7.31	14.0	18.8	13.3	22.5	-

NOTES:

- SEE L729 FOR SUSPENSION WEIGHT.
  - SEE L1073 FOR ALLOWABLE RIDE HEIGHT RANGES.
- 3 JOUNCE AND REBOUND DIMENSIONS CHANGE AS THE RIDE HEIGHT CHANGES FROM THE NOMINAL POSITION.
- 4 DIMENSIONS "G" & "H" WILL REMAIN CONSTANT REGARDLESS OF RIDE HEIGHT VARIATION FROM NOMINAL POSITION.
- 5 WHEN THE OPTION FOR FRONT AND REAR SHOCKS IS SELECTED, DIMENSIONS FROM "REBOUND WITH REAR SHOCKS" AND "H WITH REAR SHOCKS" SHOULD BE USED
- 6 TWO UPPER AIR SPRING PLATES ARE PROVIDED FOR 9.0" RIDE HEIGHT. SEE VIEW XX ON PAGE 1 FOR INSTALLATION.
- 7 AIR DISC ONLY AVAILABLE WITH REAR SHOCKS

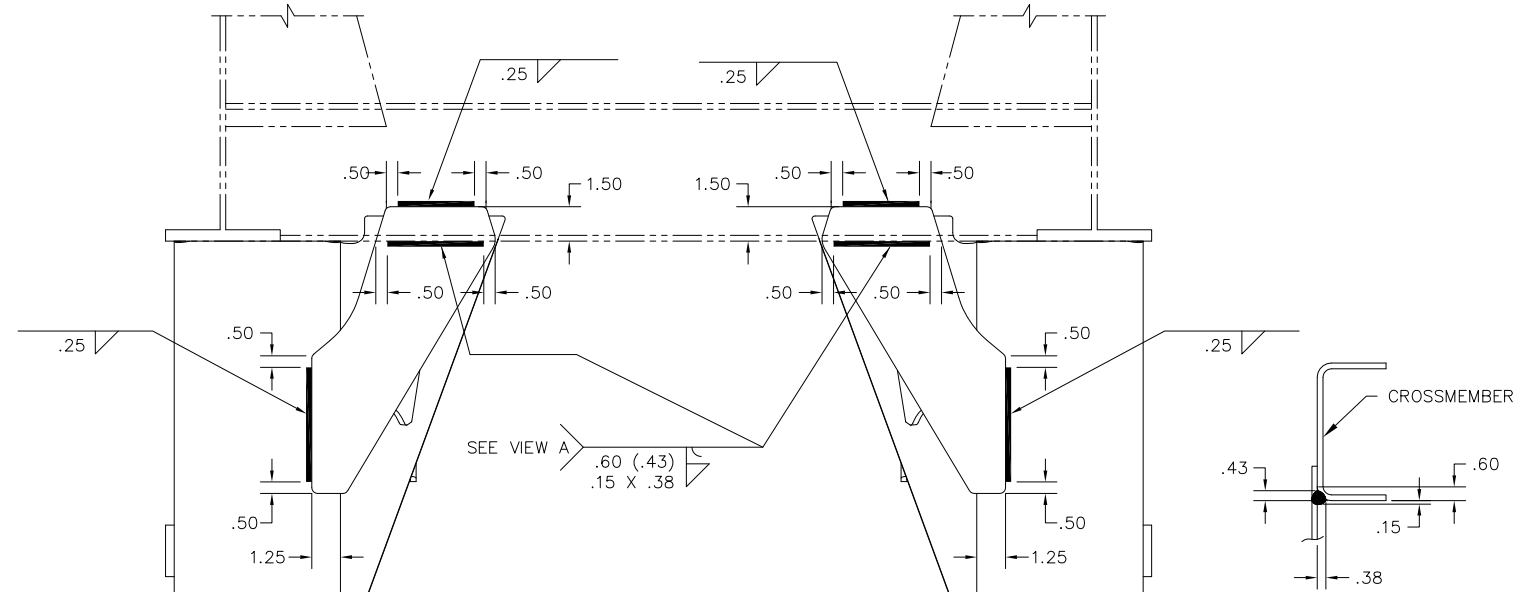
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FRAME BRACKET BRACING								
FRAME ATTACHMENT--	WELD-ON		BOLT-ON					
SUSPENSION CAPACITY--	AAL 23K, 25K, AND 30K		AAEDL 30K		AAL 23K, 25K, AND 30K			
HIGH CONTROL--	YES -OR- NO		YES -OR- NO		YES -OR- NO			
FRAME BRACKET STYLE--	WINGED	WINGLESS	WINGED	WINGLESS	WINGED			
RIDE HEIGHT								
6.5	FRAME BRACKET GUSSET REQUIRED	C-CHANNEL REQUIRED			NONE			
7.5						NONE		
8.0					C-CHANNEL REQUIRED	C-CHANNEL REQUIRED		
9.0								
12.0								
14.0			C-CHANNEL & FRAME BRACKET BRACE REQUIRED	C-CHANNEL & FRAME BRACKET BRACE REQUIRED	C-CHANNEL & FRAME BRACKET BRACE REQUIRED	C-CHANNEL & FRAME BRACKET BRACE REQUIRED		
15.0								
16.0								
17.0								
19.0								

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.



BOLT-ON C-CHANNEL WITH STRUTS OPTION		
FRAME ATTACHMENT--	BOLT-ON	
SUSPENSION CAPACITY--	AAL 23K, 25K, AND 30K	
HIGH CONTROL--	YES -OR- NO	
FRAME BRACKET STYLE--	WINGED	
RIDE HEIGHT		
6.5	WITHOUT STRUTS	
7.5		
8.0		
9.0		
12.0	WITH STRUTS	
14.0		
15.0		
16.0		
17.0		
19.0		

LIMITED JOUNCE & HIGH CONTROL TRAVEL DIMENSIONS FROM PAGE 1 FOR AAL 30K

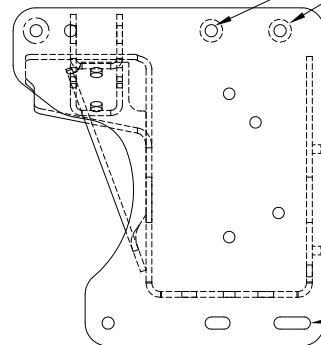
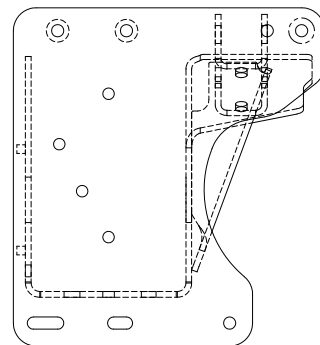
RISE HEIGHT	JOUNCE	REBOUND W/FRONT SHOCKS	REBOUND W/REAR SHOCKS	BUMPER CONTACT	D	E	F	G	H W/FRONT SHOCKS	H W/REAR SHOCKS
9.0	3.4	4.2	3.7	2.9	2.25	4.5	19.0	5.6	13.2	12.7
12.0	4.2	4.8	3.4	3.6	2.25	8.0	19.1	7.8	16.8	15.4
14.0	4.6	4.4	4.2	4.0	3.50	10.0	19.1	9.4	18.4	18.2
15.0	4.6	3.4	3.2	4.0	5.31	10.0	18.8	10.4	18.4	18.2
16.0	4.7	4.3	4.3	4.1	5.31	12.0	19.1	11.3	20.3	20.3
17.0	4.6	3.3	3.3	4.0	7.31	12.0	18.8	12.4	20.3	20.3
19.0	4.6	3.5	—	4.1	9.25	14.0	18.8	14.4	22.5	—

NOTES:

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  - SEE L1073 FOR ALLOWABLE RIDE HEIGHT RANGES.
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- 5 WHEN THE OPTION FOR FRONT AND REAR SHOCKS IS SELECTED, DIMENSIONS FROM "REBOUND WITH REAR SHOCKS" AND "H WITH REAR SHOCKS" SHOULD BE USED
- 6 AIR DISC ONLY AVAILABLE WITH REAR SHOCKS

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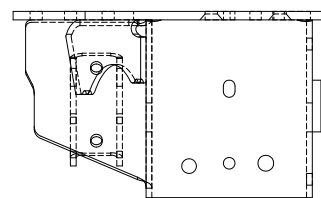
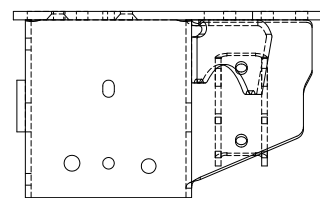




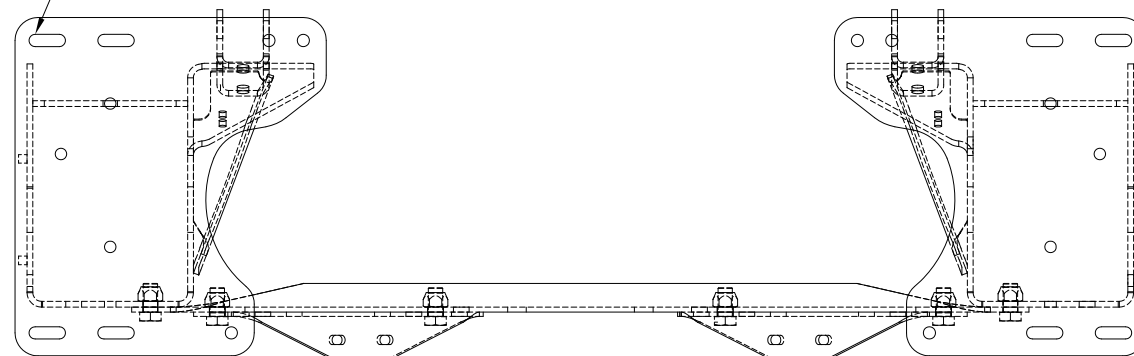
USE 82° FLAT HEAD SOCKET CAP SCREW WITH FLANGED PREVAILING TORQUE NUT IN THESE TWO HOLES ON EACH SIDE OF SUSPENSION. SEE KIT A-30476-1 (5/8") OR A-30476-2 (1/2"). TORQUE 1/2" FASTENERS TO 100±20 FT-LB. TORQUE 5/8" FASTENERS TO 190±20 FT-LB. THIS APPLIES TO 6.5 THROUGH 9.0 RIDE HEIGHTS FOR BOLT ON UNITS ONLY.

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HARDENED WASHERS (PER ASTM F436) ARE RECOMMENDED FOR ALL SLOTTED HOLE LOCATIONS.

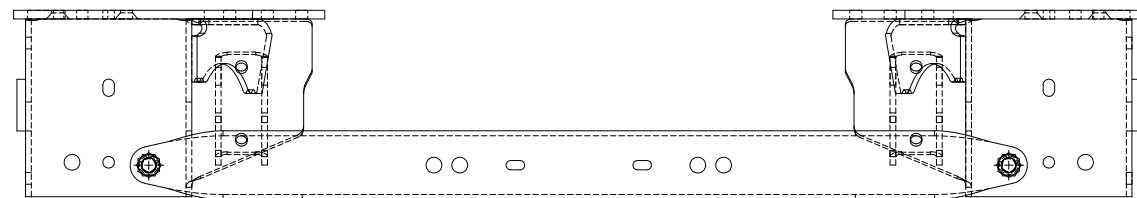


6.5 THROUGH 9.0 RIDE HEIGHTS FOR BOLT ON UNITS ONLY. STANDARD C-CHANNEL

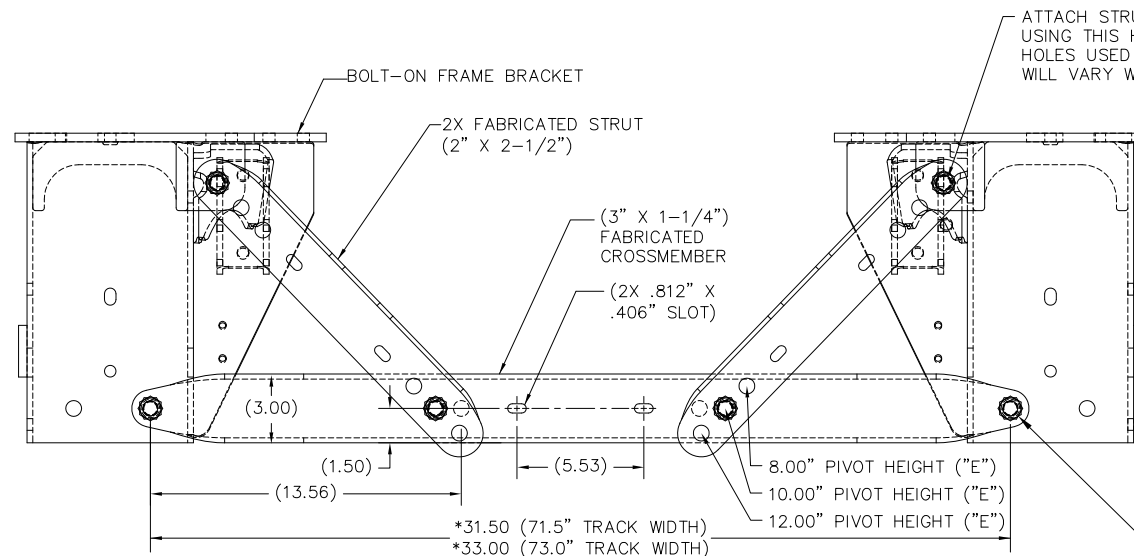


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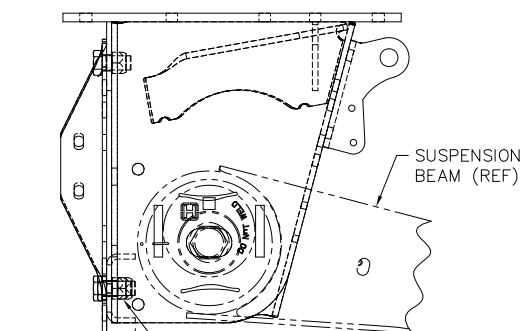
1. LOCATE FRAME BRACKETS ONTO TRAILER FRAME AND LOOSELY INSTALL MOUNTING BOLTS USING HARDENED WASHERS AT ALL SLOTTED HOLE LOCATIONS.
2. INSTALL CROSSMEMBER, USING 5/8" MOUNTING HOLES ON FRONT OF FRAME BRACKETS.
3. INSTALL STRUTS, USING 5/8" MOUNTING HOLES IN FRAME BRACKET GUSSET AND CROSSMEMBER.
4. TIGHTEN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



6.5 THROUGH 9.0 RIDE HEIGHTS FOR BOLT ON UNITS ONLY. BOLT-ON C-CHANNEL (SEE 12.0 THROUGH 17.0 RIDE HEIGHT VIEW FOR DIMENSIONS AND NOTES)



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



IF SUSPENSION IS PRE-INSTALLED IN FRAME BRACKETS, INSTALLATION OF CROSSMEMBER WILL REQUIRE HOLDING THIS NUT WITH AN OPEN-END WRENCH, WHILE TURNING THE BOLT HEAD TO TIGHTEN. (THERE IS NOT ENOUGH ROOM AHEAD OF THE BUSHING TUBE TO USE A BOX-END OR SOCKET WRENCH, NOR TO INSERT THE BOLT FROM INSIDE THE FRAME BRACKET).

USE 5/8" HEX HEAD CAP SCREW WITH PREVAILING TORQUE NUT. (SEE KIT A-29822)[CROSSMEMBER ONLY] (SEE KIT A-30720)[CROSSMEMBER & STRUTS] TORQUE TO 190±20 FT-LB.

12.0 THROUGH 19.0 RIDE HEIGHTS FOR BOLT ON UNITS ONLY. BOLT-ON C-CHANNEL WITH STRUTS

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