NOTES:

1. SEE T44004 FOR INFORMATION ON ASSEMBLY, WELDING PROCEDURE, AND ALIGNMENT.
2. LOAD CAPACITY: 25,000 LB @ GROUND.
3. SEE PAGE 6 FOR REQUIRED CROSSMEMBER 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 L1182 FOR HEIGHT CONTROL KIT OPTIONS.
5. SEE PAGE 2 FOR ALLOWABLE RIDE HEIGHT RANGES.
6. SEE PAGE 6 FOR FRAME BRACKET BRACING REQUIREMENTS.
7. SEE PAGE 2 FOR TABULATED DIMENSIONS.
8. GRAPHICS SHOWN ARE REFERENCE OF A HT250US AT 9.0" RH 16.50" BRAKES S-CAMS REAR.
9. DO NOT ROUTE ITEMS THROUGH THIS AREA DUE TO MINIMAL BEAM TO FRAME CLEARANCE.
10. SEE PAGE 7 FOR BOLT-ON MOUNTING PATTERN & INSTALLATION DETAILS.
11. NOTICE: U-BOLT KIT VARIES DEPENDING ON TIRE SIZE AND S-CAM TUBES. SEE PAGE 3 FOR U-BOLT KIT DETAILS.
12. WHEN PAIRING WITH A HTZUS SLIDER SEE D-28439 HTZUS INSTALLATION DRAWING.
13. SEE PAGE 3 FOR S-CAM POSITION MOUNTING DETAILS.
14. S-CAMS FORWARD ARE REQUIRED FOR SBL AND CL LIFT KITS. SEE PAGE 3 FOR S-CAMS FORWARD MOUNTING DETAILS.

⚠CAUTION

CLEARANCE SPECIFICATIONS:

A. 1.0 INCH MINIMUM REQUIRED BETWEEN TOP OF 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.

CHART BB
TORQUE SPECIFICATIONS

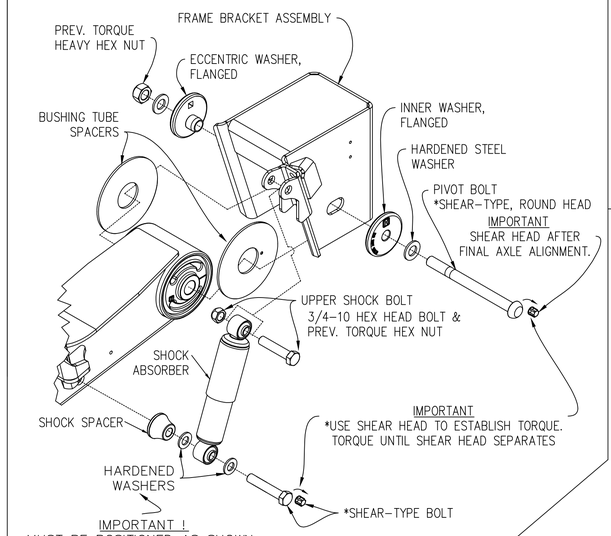
DESCRIPTION	*SIZE*	*TORQUE (FT LB)*
SHOCK BOLTS, UPPER	3/4–10	210–235
*SHOCK BOLTS, LOWER	3/4–10	210–235
AIR SPRING NUTS, UPPER	3/4–16	80–100
AIR SPRING BOLTS, LOWER	1/2–13	40–50
U-BOLTS	7/8–14	475–525

*USE SHEAR HEAD BOLT TO ESTABLISH TORQUE.

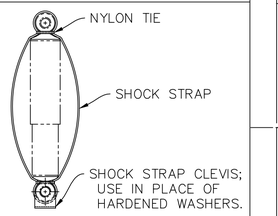
CHART EE - SFK

TRAVEL	*STANDARD*	*LIMITED JOUNCE*
RIDE HEIGHT		
3.5	N/A	N/A
4.0		
5.5	SFK–091	
6.5		
7.5	SFK–092	SFK–095
9.0		
12.0	SFK–093	SFK–094
14.0	SFK–094	N/A

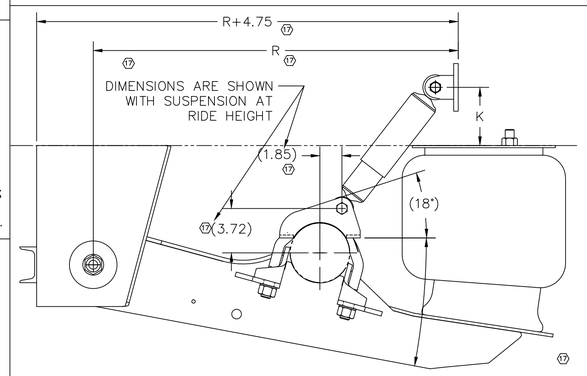
⑰ HARDWARE INSTALL DETAILS

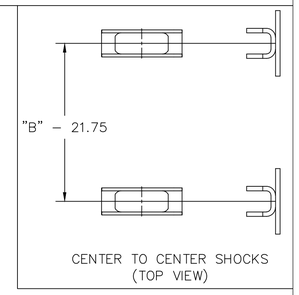


INSTALL DETAIL FOR SHOCK STRAPS

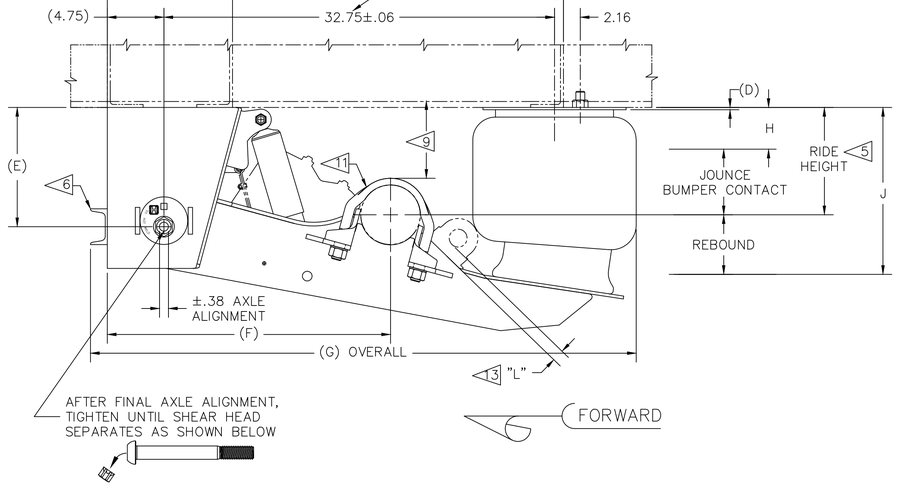


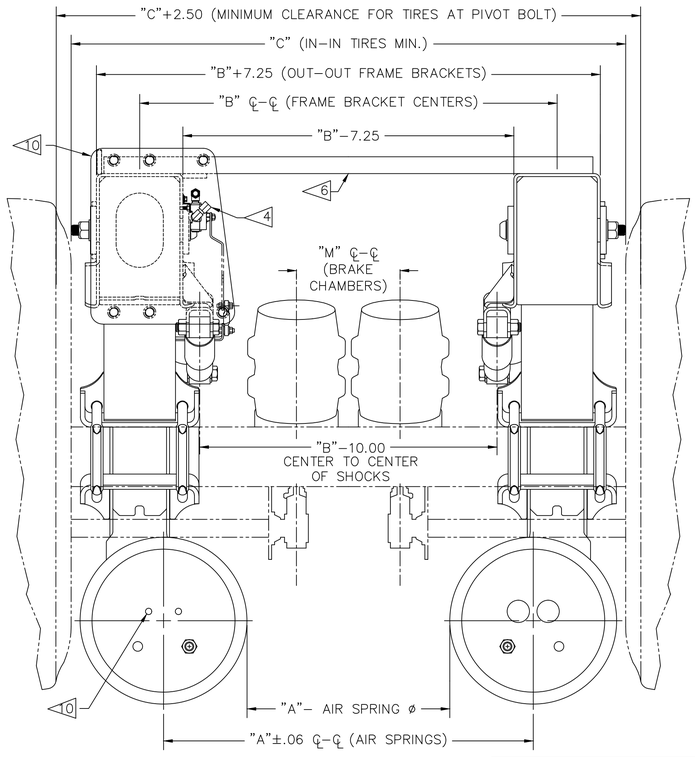
REMOTE SHOCK MOUNT INSTALL DETAILS



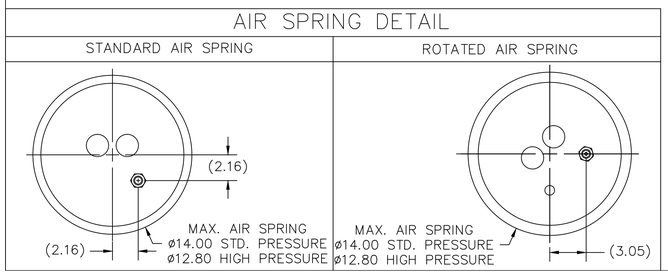


⑰ NOTES:
1. SEE CHART DD ON PAGE 2 FOR TABLED DIMENSIONS.
2. SEE PAGE 6 FOR WELD DETAILS.





AIR SPRING DETAIL



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

UNLESS OTHERWISE NOTED: TOLERANCES ARE X: ± – .XX: ± – .XXX: ± – ANGULAR: ± – DIMENSIONS ARE: INCHES 3RD ANGLE PROJECTION DIMENSIONS ADHERE TO ANSI Y14.5M–1982

REV.	ECN NO.	BY	DATE
17	34966	KJE	06-08-21
16	33172	KJE	10-28-19
15	21618	KJR	08-10-12
14	19734	CRG	05/25/11

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CHK'D BY 3-15-01 G. SHENKLE
APP'D BY: J.RUSHE
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HT250US
INSTALLATION DRAWING

SCALE 1:6 | SIZE D | PAGE 1 OF 8
DRAWING No. ⑰ D–25773

STANDARD TRAVEL HT250US ◁4

	RIDE HEIGHT	◁2 JOUNCE	◁2 REBOUND	BUMPER CONTACT	D	E	F	G	H ◁3	J ◁3	RIDE HEIGHT TOLERANCE LIMITS MIN.	RIDE HEIGHT TOLERANCE LIMITS MAX.	SUSP. WEIGHT (LB)
WELD-ON STANDARD SHOCK MT.	3.5	2.6	3.0	2.2	.19	4.5	23.74	45.18	.9	6.5	3.50	3.75 ⑰	337
	4.0	3.1	3.2	2.5	.19	4.5	23.76	45.68	.9	7.2	4.00	4.25	346
	5.5	2.1	4.7	1.6	.19	8.0	23.60	45.76	3.4	10.2	5.50	7.25	363
	6.5	3.1	3.7	2.6	.19	8.0	23.71	45.76	3.4	10.2	5.50	7.25	363
	7.5	3.2	6.3	2.7	.19	10.0	23.61	45.76	4.3	13.8	7.50	10.75	380
	9.0	4.7	4.8	4.2	.19	10.0	23.75	45.76	4.3	13.8	7.50	10.75	380
	12.0	5.3	4.3	4.8	3.00	12.0	23.78	45.76	6.7	16.3	10.25	13.25	396
	14.0	5.3	4.3	4.7	5.00	14.0	23.78	45.76	8.7	18.3	12.25	15.25	410
WELD-ON REMOTE SHOCK MT.	5.5	2.1	4.2	1.6	.19	8.0	23.60	45.76	3.4	9.7	5.50	6.75	371
	6.5	3.1	3.3	2.6	.19	8.0	23.71	45.76	3.4	9.8	5.50	6.75	371
	7.5	3.2	5.3	2.7	.19	10.0	23.61	45.76	4.3	12.8	7.50	9.75	387
	9.0	4.7	3.8	4.2	.19	10.0	23.75	45.76	4.3	12.8	7.50	9.75	387
	12.0	5.3	5.2	4.7	3.00	12.0	23.78	45.76	6.7	17.2	10.25	14.25	406
	14.0	5.3	3.5	4.7	5.00	14.0	23.78	45.76	8.7	17.5	12.25	14.50	413
BOLT-ON STANDARD SHOCK MT.	5.5	1.9	5.2	1.4	.25	8.38	23.55	45.99	3.6	10.7	5.50	7.75	379
	6.5	2.9	4.2	2.4	.25	8.38	23.68	45.99	3.6	10.7	5.50	7.75	379
	7.5	3.0	6.8	2.5	.25	10.38	23.56	45.99	4.5	14.3	7.50	11.25	396
	9.0	4.5	5.3	4.0	.25	10.38	23.73	45.99	4.5	14.3	7.50 ⑰	11.25	396
	12.0	4.9	4.6	4.4	3.19	12.5	23.77	45.99	7.1	16.6	10.50	13.50	424
	14.0	4.9	4.6	4.4	5.19	14.5	23.77	45.99	9.1	18.6	12.50	15.50	438
SHORT BELLOWS	6.5	3.1	3.7	2.6	.19	8.0	23.71	45.79	3.4	10.2	5.50	7.25	351
FRAME CLEARANCE	14.0	5.3	4.1	4.7	5.00	14.0	23.77	45.75	8.7	18.1	12.25	15.00	410
WELD-ON ⑰ 12.9° ANGLED, STD. SHOCK MT.	6.5	3.1	5.2	2.6	.19	8.0	23.71	45.79	3.4	11.7	6.50	8.75	357
WELD-ON ⑰ 12.9° ANGLED, REMOTE SHOCK MT.	7.5	3.2	4.1	2.7	.19	8.0	23.61	45.98	4.3	11.6	7.50	8.50	359
WELD-ON ⑰ 6.0° ROTATED, STD. SHOCK MT.	7.5	3.2	5.3	2.7	.19	8.0	23.22	45.99	4.3	12.8	7.50	9.75	363
BOLT-ON 13.0° ROTATED, REMOTE SHOCK MT.	⑰ 5.5	2.2	4.9	1.7	.25	4.88	22.74	46.09	3.0	10.4	5.50	7.50	377
	⑰ 6.5	3.2	4.0	2.7	.25	4.88	22.74	46.09	3.3	10.5	5.50	7.50	377

LIMITED JOUNCE TRAVEL HT250US ◁4

	RIDE HEIGHT	◁2 JOUNCE	◁2 REBOUND	BUMPER CONTACT	D	E	F	G	H ◁3	J ◁3	RIDE HEIGHT TOLERANCE LIMITS MIN.	RIDE HEIGHT TOLERANCE LIMITS MAX.	SUSP. WEIGHT (LB)
WELD-ON STANDARD SHOCK MT.	3.5	2.2	3.0	1.7	1.00	4.50	23.75	45.18	1.3	6.5	3.50	3.75 ⑰	340
	6.5	1.8	7.3	1.2	1.00	10.0	23.45	45.76	4.7	13.8	6.50	10.75	382
	7.5	2.8	6.3	2.2	1.00	10.0	23.61	45.76	4.7	13.8	7.50	10.75	382
	9.0	3.1	4.8	2.6	3.00	10.0	23.75	45.76	5.9	13.8	9.00	10.75	389
	12.0	3.3	6.3	2.7	5.00	14.0	23.67	45.76	8.7	18.3	12.00	15.50 ⑰	410
BOLT-ON STANDARD SHOCK MT.	6.5	1.5	7.8	1.0	1.19	10.38	23.38	45.99	5.0	14.3	6.50	11.25	399
	7.5	2.5	6.8	2.0	1.19	10.38	23.56	45.99	5.0	14.3	7.50	11.25	399
	9.0	2.9	5.3	2.3	3.19	10.38	23.73	45.99	6.1	14.3	9.00	11.25	406
	12.0	2.9	6.6	2.4	5.19	14.5	23.63	45.99	9.1	18.6	12.00	15.50	438

EXTENDED REBOUND TRAVEL HT250US ◁4

	RIDE HEIGHT	◁2 JOUNCE	◁2 REBOUND	BUMPER CONTACT	D	E	F	G	H ◁3	J ◁3	RIDE HEIGHT TOLERANCE LIMITS MIN.	RIDE HEIGHT TOLERANCE LIMITS MAX.	SUSP. WEIGHT (LB)
WELD-ON STANDARD SHOCK MT.	6.5	3.1	5.2	2.6	.19	8.0	23.71	45.79	3.4	11.7	6.50	8.75	364
WELD-ON REMOTE SHOCK MT.	6.5	3.1	5.2	2.6	.19	8.0	23.71	45.76	3.4	11.7	6.50	8.75	370
	7.5	3.2	5.5	2.7	.19	10.0	23.61	45.76	4.3	13.0	7.50	10.00	389
	9.0	4.7	4.3	4.2	.19	10.0	23.75	45.76	4.3	13.3	7.50	10.25	389
BOLT-ON REMOTE SHOCK MT.	5.5	1.9	6.2	1.4	.25	8.38	23.71	45.99	3.6	11.7	5.50	8.75	403
	6.5	2.9	5.3	2.4	.25	8.38	23.61	45.99	3.6	11.8	5.50	8.75	403

STANDARD TRAVEL SELF-STEER HT250US ◁4

	RIDE HEIGHT	◁2 JOUNCE	◁2 REBOUND	BUMPER CONTACT	D	E	F	G	H ◁3	J ◁3	RIDE HEIGHT TOLERANCE LIMITS MIN.	RIDE HEIGHT TOLERANCE LIMITS MAX.	SUSP. WEIGHT (LB)
WELD-ON STANDARD SHOCK MT.	⑰ 6.5	3.1	3.8	2.5	.19	8.0	23.71	48.26	3.4	10.3	6.50	7.25	365
	7.5	2.9	6.4 ⑰	2.3	.69	10.0	23.61	48.26	4.6	13.9 ⑰	7.50	10.50 ⑰	388
	9.0	4.4	4.9 ⑰	3.8	.69	10.0	23.75	48.26	4.6	13.9 ⑰	7.50	10.50 ⑰	388
	12.0	4.9	4.3	4.4	3.50	12.0	23.78	48.26	7.1	16.3	10.50	13.25	405
	14.0	4.9	4.3	4.4	5.50	14.0	23.78	48.26	9.1	18.3	12.50	15.25	418
BOLT-ON STANDARD SHOCK MT.	⑰ 6.5	2.9	4.1	2.3	.25	8.38	23.68	48.49	3.6	10.6	6.50	7.50	396
	⑰ 7.5	2.9	3.8	2.4	.25	10.38	23.56	48.49	4.6	11.3	7.50	8.25	412
	9.0	3.9	5.2 ⑰	3.4	1.19	10.38	23.73	48.49	5.1	14.2 ⑰	8.50 ⑰	10.50 ⑰	406
	12.0	4.3	4.6	3.8	4.19	12.5	23.77	48.49	7.7	16.6	11.25	13.50	435
	14.0	4.3	4.6	3.8	6.19	14.5	23.77	48.49	9.7	18.6	13.25	15.50	448

CHART CC

TRAILER WIDTH (IN)	96.0	102.0
DIMENSION "A" (IN)	31.00	37.00
DIMENSION "B" (IN)	35.00	41.00
DIMENSION "C" (IN)	46.50	52.50
DIMENSION "M" (IN)	9.5 MAX.	15.5 MAX.

⑰

⑰

CHART DD

FRAME BRACKET MOUNTING	TRAVEL	RIDE HEIGHT	DIMENSION K	DIMENSION R	DIMENSION T
WELD-ON	STANDARD	5.5	4.88	30.60	6.0°
		6.5			9.0°
		7.5			6.0°
		9.0			10.6°
		12.0			13.6°
		14.0			13.6°
	EXT. REBOUND	6.5	10.50		9.0°
		7.5	9.25		6.0°
		9.0	9.00		10.6°
BOLT-ON	EXT. REBOUND	5.5	10.50		4.9°
		6.5			7.9°
13.0° ROTATED, BOLT-ON	STANDARD	5.5	4.72	31.98	7.0°
		6.5			10.0°
12.9° ANGLED, WELD-ON	STANDARD	7.5	4.50	30.60	6.0°

NOTES:

1. SUSPENSION WEIGHT INCLUDES SUSPENSION COMPONENTS ONLY. WEIGHT REFLECTS STANDARD AIR SPRING, FRAME BRACKETS WITH STANDARD SHOCKS. ADD 3.00 LB. FOR HIGH DAMPING SHOCK.

◁2 JOUNCE AND REBOUND DIMENSIONS CHANGE AS THE RIDE HEIGHT CHANGES FROM THE NOMINAL POSITION.

◁3 DIMENSIONS "H" & "J" WILL REMAIN CONSTANT REGARDLESS OF RIDE HEIGHT VARIATION FROM NOMINAL POSITION.

RIDE HEIGHT − JOUNCE = "H"
RIDE HEIGHT + REBOUND = "J"

◁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. VARIATION IN RIDE HEIGHT BETWEEN LIKE SUSPENSIONS MAY RESULT IN UNEQUAL LOADING OF THE AXLES.

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UNLESS OTHERWISE NOTED:
TOLERANCES ARE: DIMENSIONS ARE: INCHES
X: ± −
XX: ± −
XXX: ± −
ANGULAR: ± −
3RD ANGLE PROJECTION
DIMENSIONS ADHERE TO ANSI Y14.5M−1982

REV.	ECN NO.	BY	DATE
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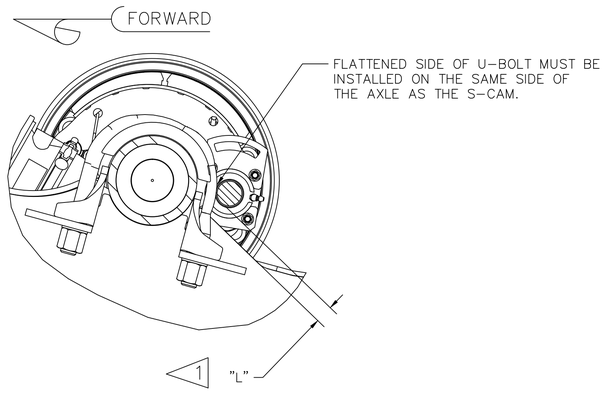
HT250US
INSTALLATION DRAWING

SCALE 1:6 | SIZE D | PAGE 2 OF 8
DRAWING No. ⑰ D-25773

12.25" BRAKE / 17.5" WHEEL, S-CAMS REAR, WITHOUT S-CAM TUBES



12.25" BRAKE / 17.5" WHEEL, S-CAMS FORWARD, WITHOUT S-CAM TUBES

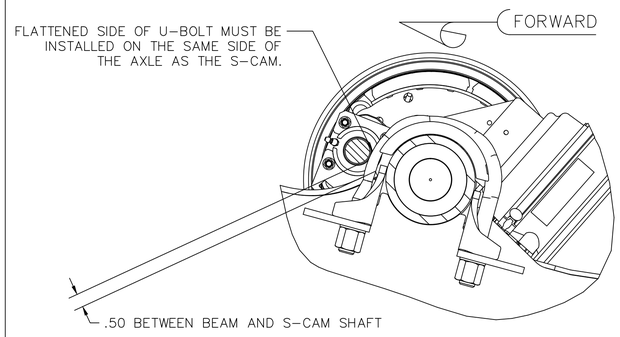


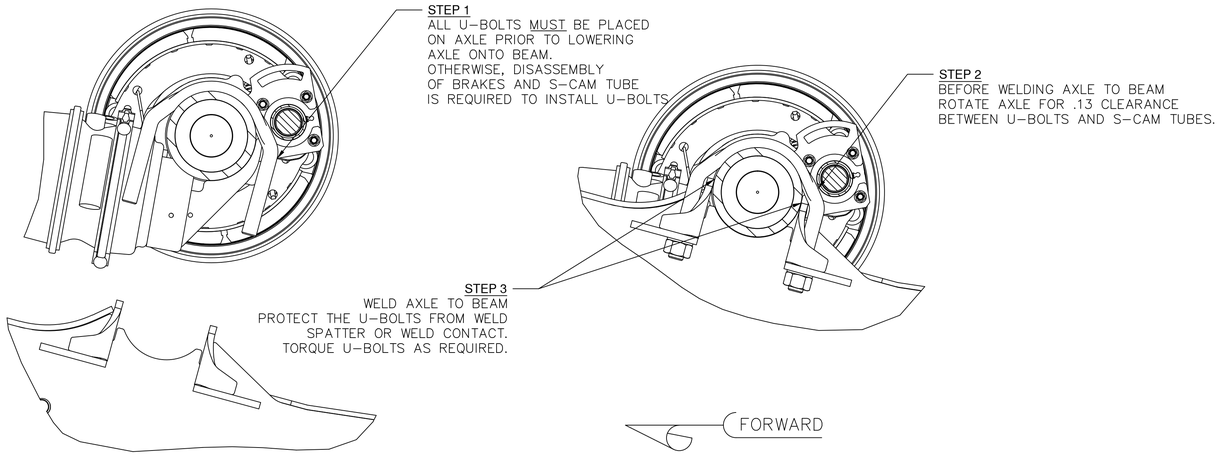
CHART AA

		16.5 BRAKES \ 22.5 & 24.5 WHEELS	15.0 BRAKES \ 19.5 WHEELS	12.25 BRAKES \ 17.5 WHEELS
	RIDE HEIGHT	DIM "L"	DIM "L"	DIM "L"
3.50–4.00 RIDE HEIGHT WELD–ON	3.50	(2.60)	(2.27)	(1.48)
	4.00	(2.71)	(2.37)	(1.56)
5.50–14.00 RIDE HEIGHT	5.50	(1.00)	(1.00)	(1.00)
	6.50	(1.00)	(1.00)	(1.00)
	7.50	(1.00)	(1.00)	(1.00)
	9.00	(1.00)	(1.00)	(1.00)
	12.00	(1.00)	(1.00)	(1.00)
	14.00	(1.00)	(1.00)	(1.00)
REMOTE SHOCK WELD–ON	5.50	(2.25)	(1.94)	(1.22)
	6.50	(2.49)	(2.16)	(1.39)
	7.50	(2.28)	(1.97)	(1.25)
	9.00	(2.63)	(2.30)	(1.51)
	12.00	(2.85)	(2.50)	(1.67)
	14.00	(2.85)	(2.50)	(1.67)

NOTES:

1. RECOMMENDED BRAKE S–CAMSHAFT AND BRAKE CHAMBER LOCATIONS LISTED IN CHART AA ARE FOR REFERENCE ONLY AND MAY VARY SLIGHTLY BASED ON AXLE MANUFACTURERS RECOMMENDATIONS. S–CAM "L" POSITION OF 1.00" IS SHOWN TO PROVIDE CLEARANCE AROUND THE BRAKE CHAMBER FOR ACCESS TO THE LOWER SHOCK BOLT WITH AN IMPACT WRENCH. THE S–CAM CANNOT BE POSITIONED FOR SHOCK BOLT CLEARANCE ON 3.5", 4", 5.5" AND 6.5" RIDE HEIGHTS DUE TO INTERFERENCE BETWEEN THE BRAKE CHAMBER AND THE TRAILER FRAME AT FULL JOUNCE.

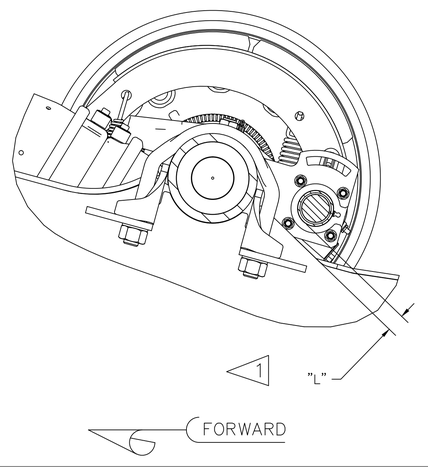
12.25" BRAKE / 17.5" WHEEL, S-CAMS REAR, WITH S-CAM TUBES



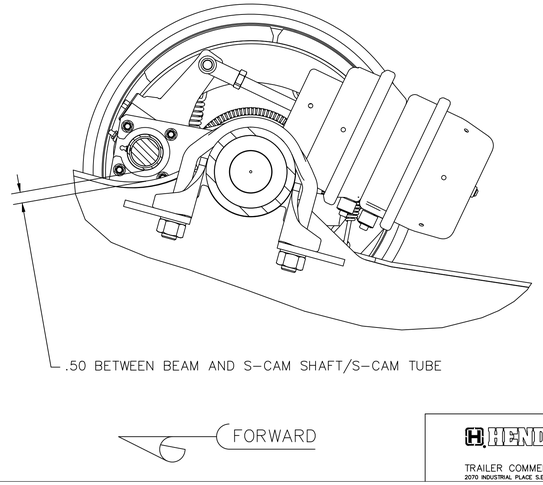
12.25" BRAKE / 17.5" WHEEL, S-CAMS FORWARD, WITH S-CAM TUBES

THIS CONFIGURATION IS NOT RECOMMENDED DUE TO BRAKE CHAMBER ROTATION PLACEMENT

15.0" BRAKE / 19.5" WHEEL OR LARGER, S-CAMS REAR, WITH OR WITHOUT S-CAM TUBES



15.0" BRAKE / 19.5" WHEEL OR LARGER, S-CAMS FORWARD, WITH OR WITHOUT S-CAM TUBES



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UNLESS OTHERWISE NOTED: TOLERANCES ARE — DIMENSIONS ARE: INCHES
X: ± –
.XX: ± –
.XXX: ± –
ANGULAR: ± –
3RD ANGLE PROJECTION
DIMENSIONS ADHERE TO ANSI Y14.5M–1982

REV.	ECN NO.	BY	DATE
17	34966	KJE	06–08–21

DRAWN BY K. ERDMANN 06/14/2021
CH'D BY J. HOFER
APP'D BY: S. BIRKEY
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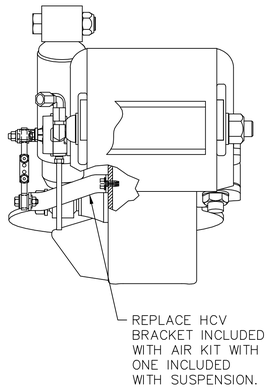
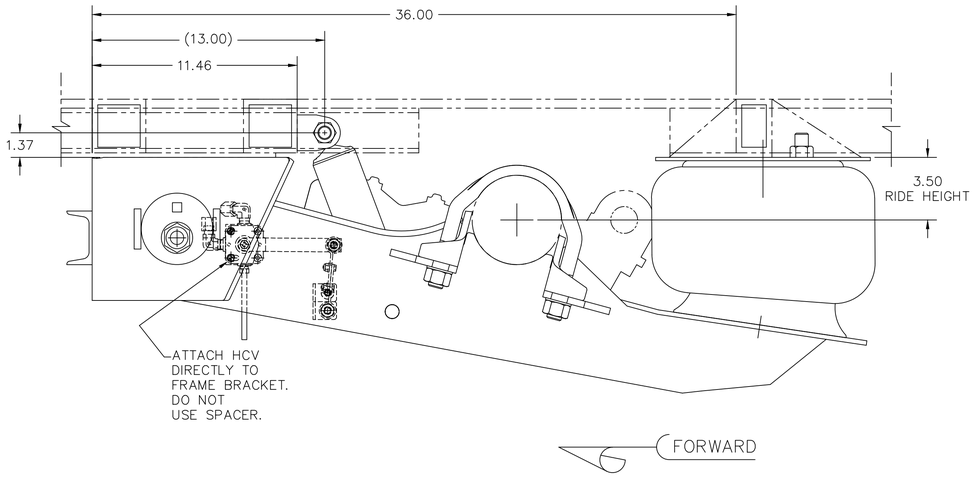
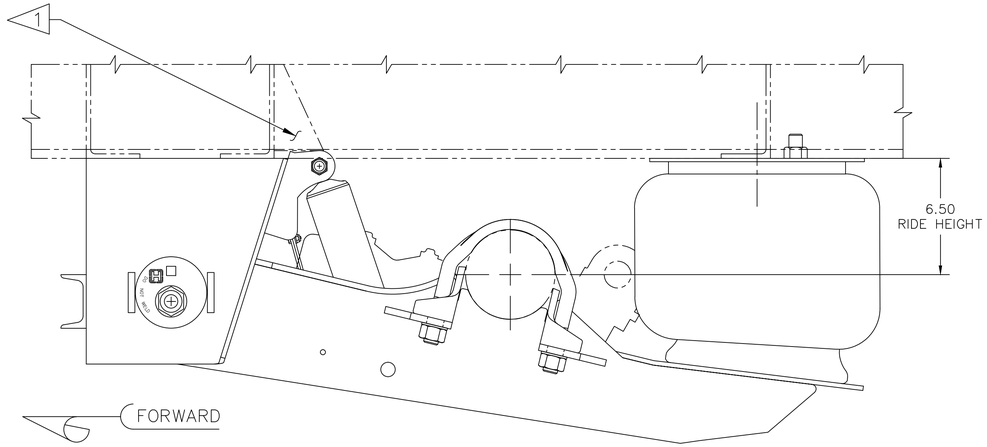
INSTALLATION DRAWING

SCALE 1:4 | SIZE D | PAGE 3 OF 8
DRAWING No. D–25773 (17)

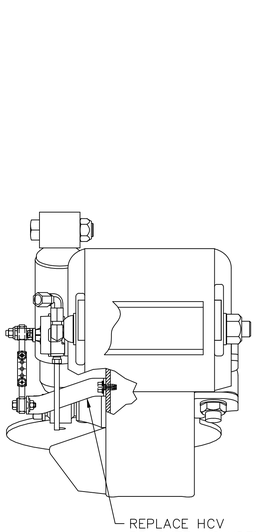


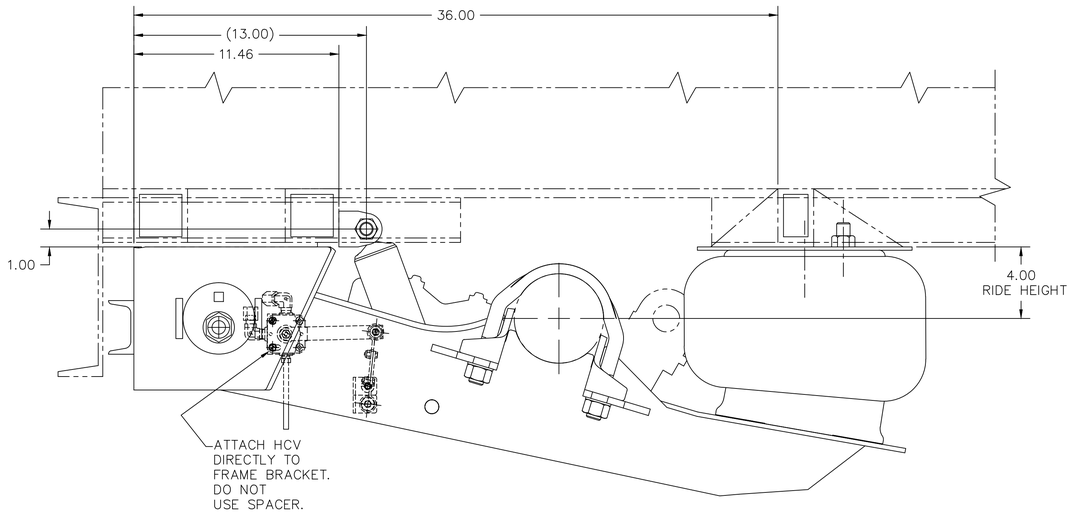


3.5 RIDE HEIGHT STANDARD WELD–ON

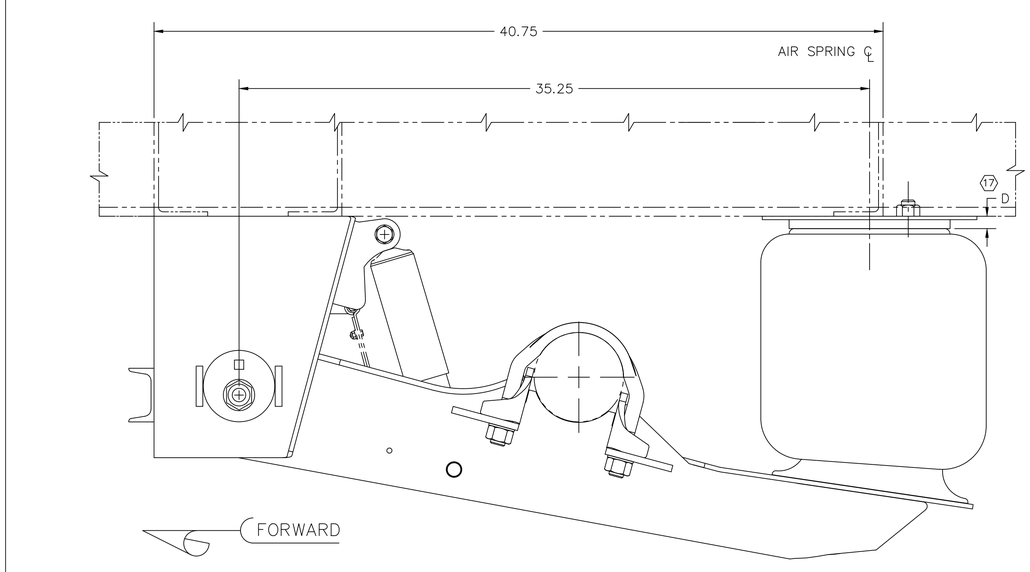


6.5 RIDE HEIGHT EXTENDED REBOUND WELD–ON





4.0 RIDE HEIGHT STANDARD WELD–ON



SELF–STEER AXLE SUSPENSION

NOTES:
1. BECAUSE THE SHOCK IS NOT FULLY SUPPORTED BY THE FRAME BRACKET ASSEMBLY, THE INSTALLER MUST REINFORCE THE CLEVIS TO THE TRAILER STRUCTURE. 8,000 LB. IS NORMALLY THE MAXIMUM LOAD AT THE SHOCK.
2. ALL DIMENSIONS NOT SHOWN ON THIS PAGE MATCH PAGE 1 GRAPHICS AND TABLES ON PAGE 2

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2070 INDUSTRIAL PLACE S.E., CANTON, OH 44707–2600 U.S.A.

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3RD ANGLE PROJECTION
DIMENSIONS ADHERE TO ANSI Y14.5M–1982

REV.	ECN NO.	BY	DATE
17	34966	KJE	06–08–21
16	33172	KJE	10–28–19
15	21618	KJR	08–10–12
14	19734	CRC	05/25/11

DRAWN BY P.BILLMAN 3–14–01
CHK'D BY G. SHENKLE 3/15/01
APP'D BY: J.RUSHE

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INSTALLATION DRAWING

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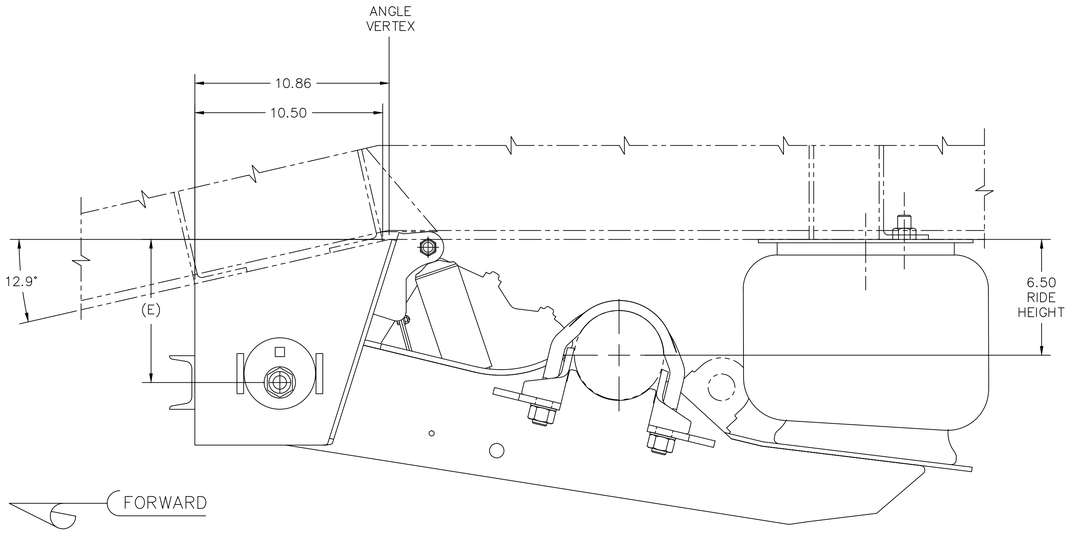
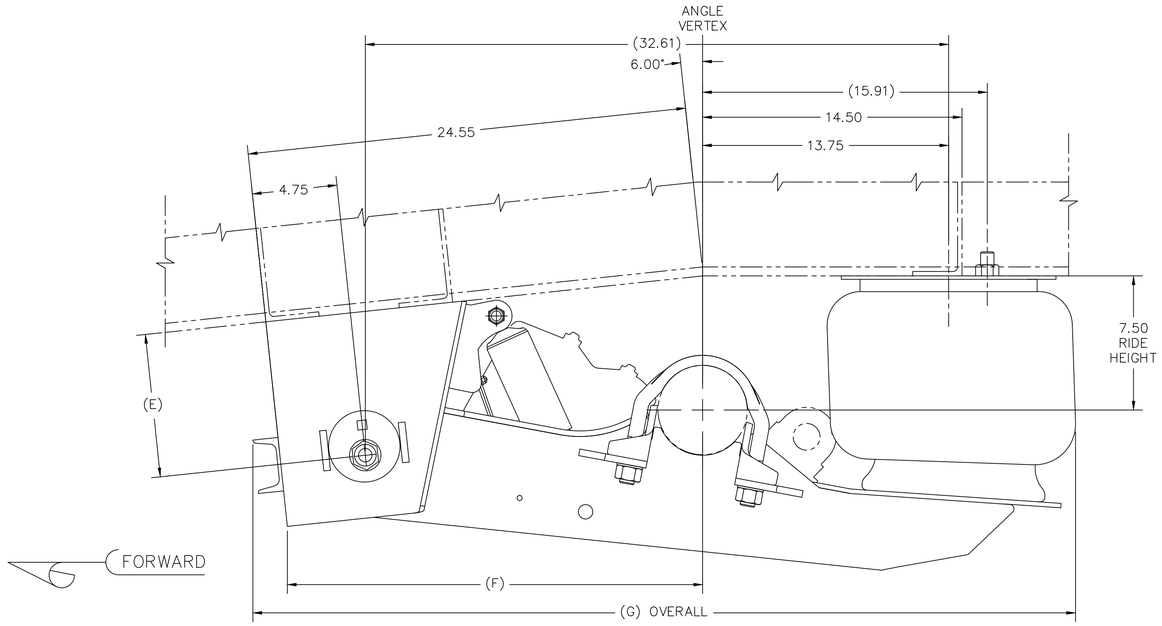
DRAWING No. D–25773 17



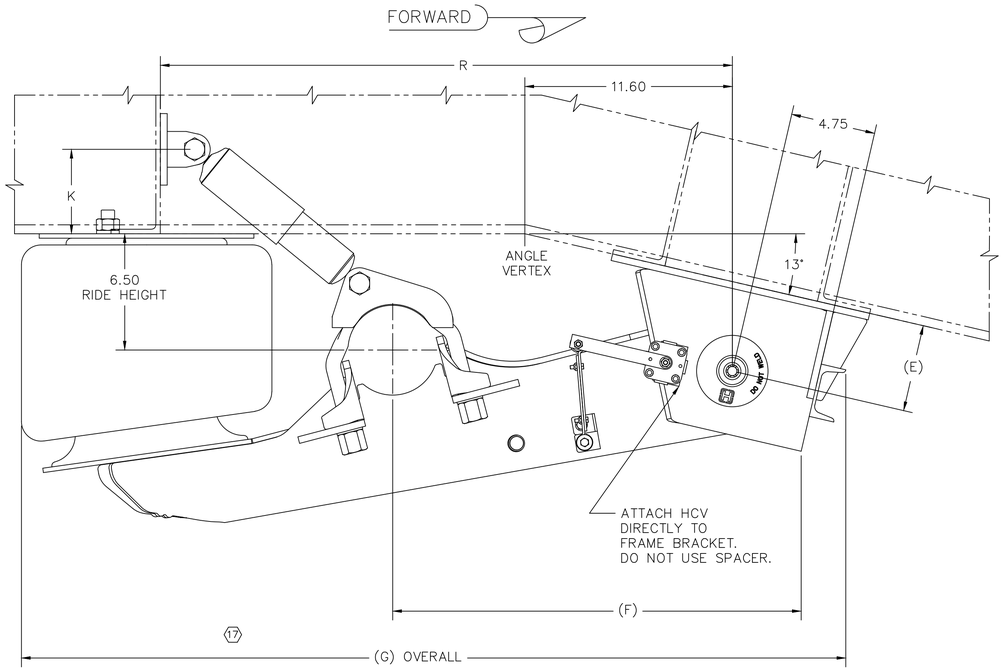
⑰ 12.9° ANGLED WELD–ON, STD. SHOCK MT.

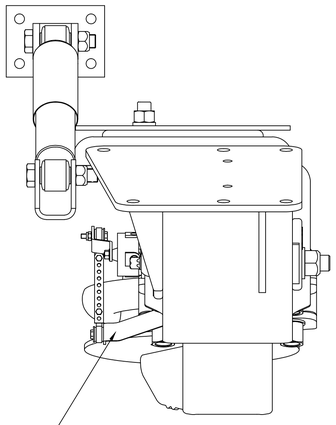
⑰



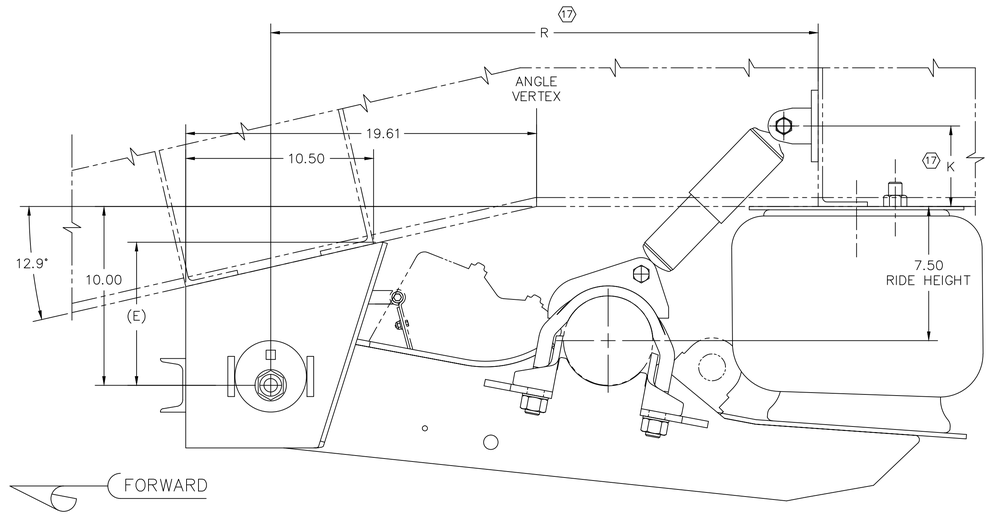
6.0° ROTATED WELD–ON, STD. SHOCK MT.

⑰





13.0° ROTATED BOLT–ON, REMOTE SHOCK MT.



⑰ 12.9° ANGLED WELD–ON, REMOTE SHOCK MT.

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NOTES:
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15	21618	KJR	08–10–12
14	19734	CRG	05/25/11

DRAWN BY C.RADCLIFF 8/25/05
CH'D BY P. BILLMAN 8/26/05
APP'D BY: R.GORE

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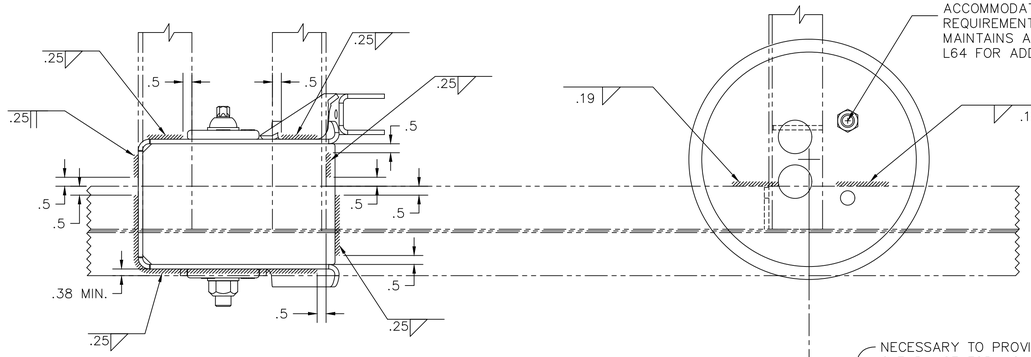
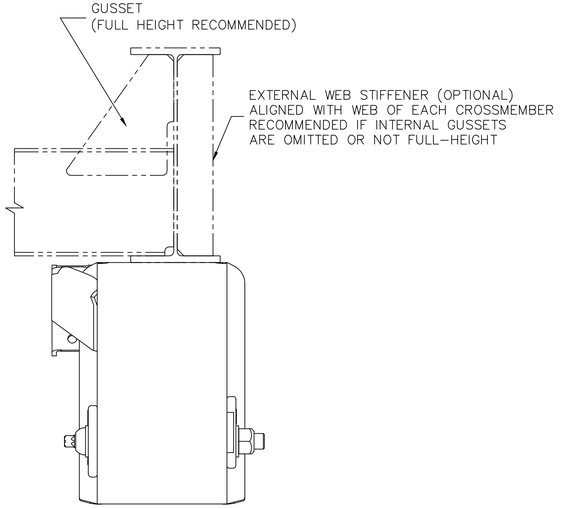
DRAWING No. D–25773 ⑰

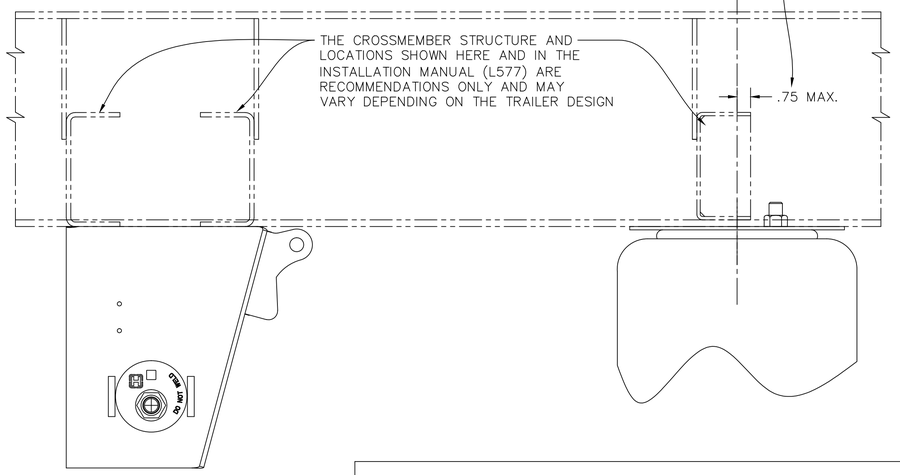
SUGGESTED WELD-ON ATTACHMENT DETAIL

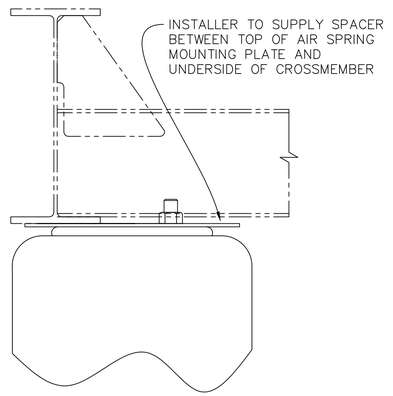
FRAME BRACKET WELD-ON WINGLESS

STANDARD AIR SPRING MOUNTING DETAILS (17)









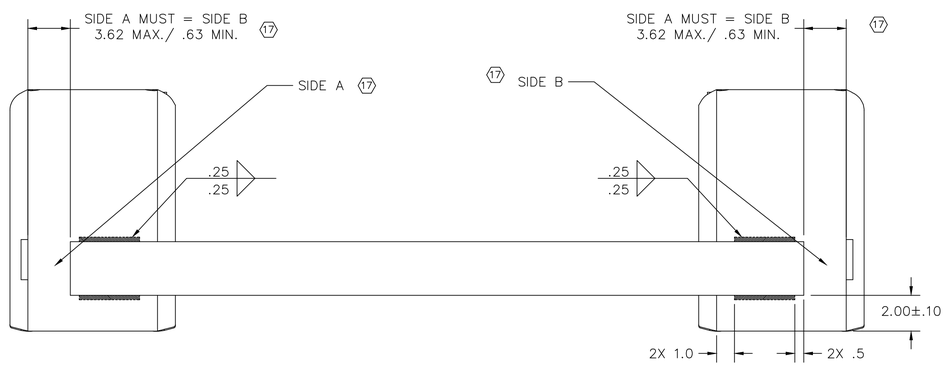
NOTES:

1. ▨ PATTERN DENOTES WELD PLACEMENT.
2. SEE L577 INSTALLATION INSTRUCTIONS FOR ADDITIONAL INFORMATION ON FRAME BRACKET AND CROSSMEMBER WELDING PROCEDURES.
3. (17) FOR FRAME BRACKET OVERHANG SEE PAGE 8 FOR SUGGESTED METHOD OF SUPPORT.
4. (17) SEE L64 WELDING PROCEDURES FOR ADDITIONAL INFORMATION ON FRAME BRACKET, CROSS MEMBER, UPPER SHOCK BRACKET AND AIR SPRING MOUNT WELDING PROCEDURES.

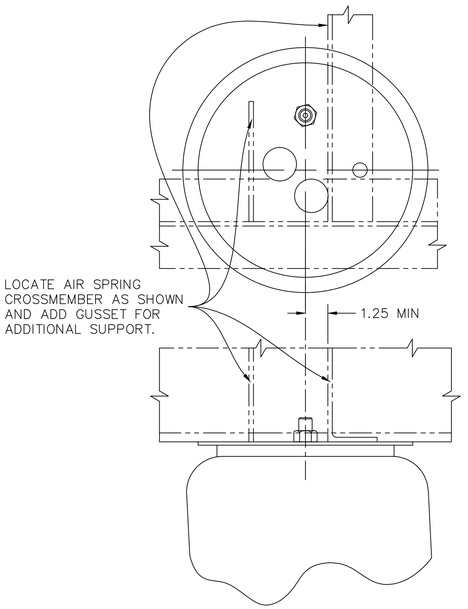
⚠CAUTION

1. (17) CROSSMEMBER AND/OR GUSSETS MUST ADEQUATELY SUPPORT UPPER AIR SPRING PLATE. 20,000 LBS. CAN BE EXERTED THROUGH EACH AIR SPRING BUMPER
2. (17) ALL SUSPENSIONS REQUIRE FRAME BRACKET LATERAL SUPPORT. IF FRAME BRACKET SUPPORT IS NOT PURCHASED FROM HENDRICKSON THEN IT IS THE RESPONSIBILITY OF THE SUSPENSION INSTALLER TO PROVIDE AN EQUIVALENT LATERAL SUPPORT.

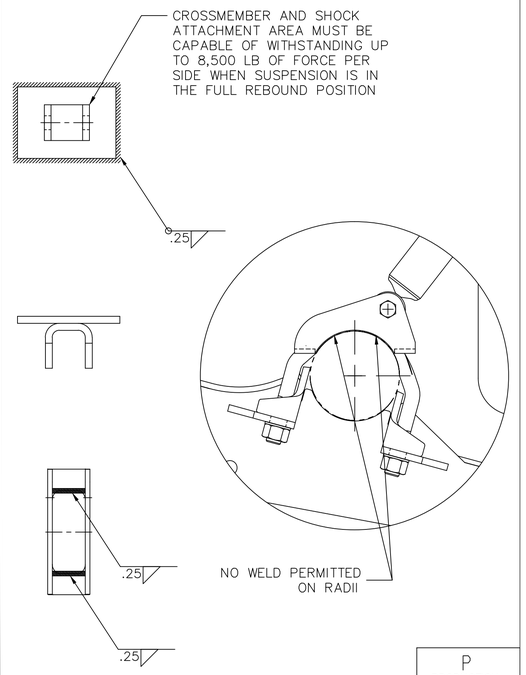
(17) LATERAL FRAME BRACKET SUPPORT INSTALL DETAIL



ROTATED AIR SPRING MOUNTING DETAILS (17)



(17) REMOTE SHOCK MOUNT WELDING DETAIL



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17	34966	KJE	06-08-21
16	33172	KJE	10-28-19

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CH'D BY J. HOFER
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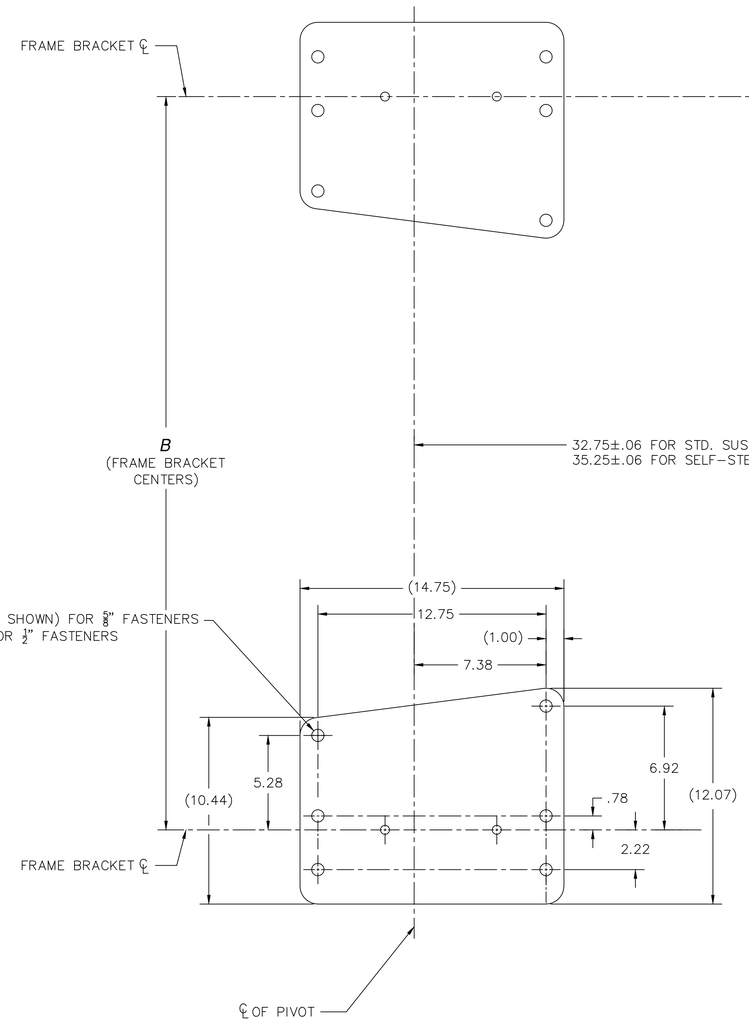
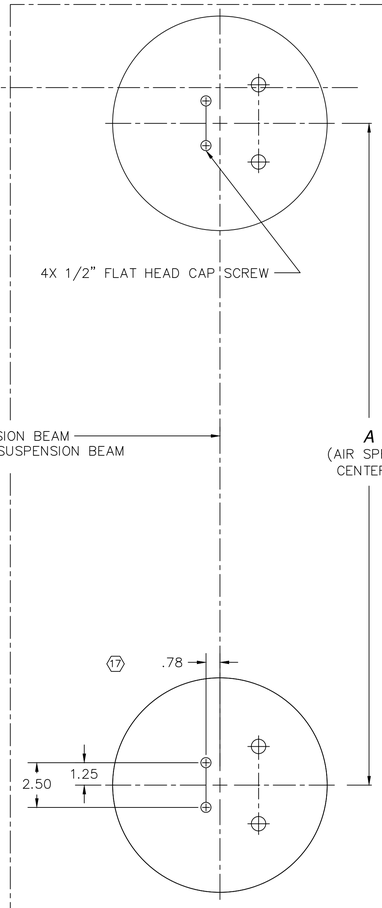
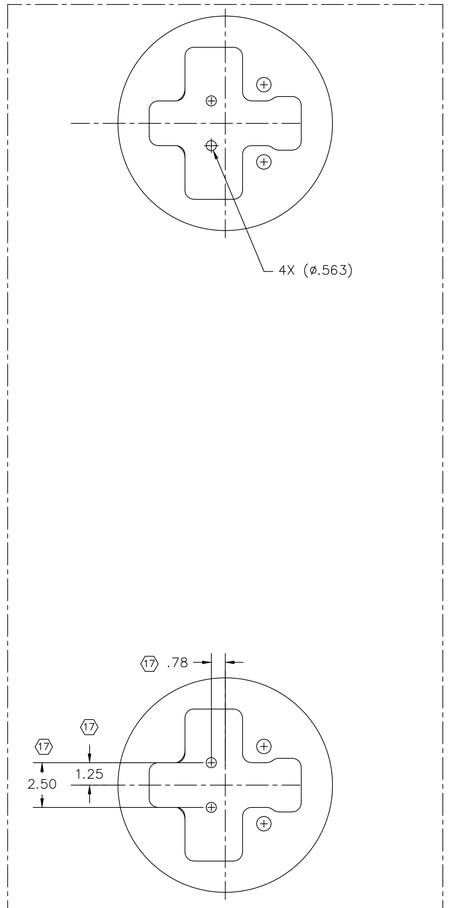
BOLT-ON MOUNTING PATTERN & INSTALLATION DETAIL





FOR SUSPENSIONS WITH DIM. D = .25



FOR SUSPENSIONS WITH DIM. D > .25

UPPER REMOTE SHOCK CLEVIS MOUNTING

NOTES:

17 1. STANDARD BOLT PATTERN SHOWN.

17 2. SEE PAGE 2 FOR TABULATED DIMENSIONS.

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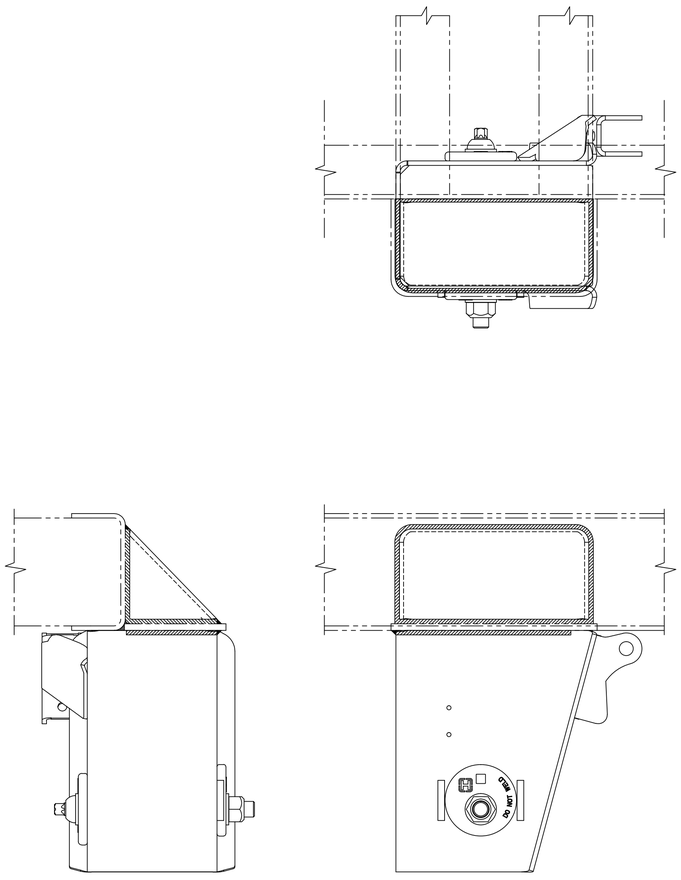
DRAWING No. 17 D-25773

SUGGESTED METHOD OF SUPPORTING FRAME BRACKET OVERHANG



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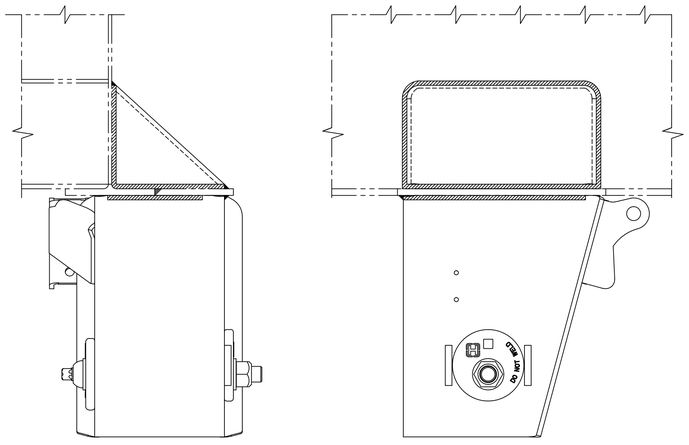
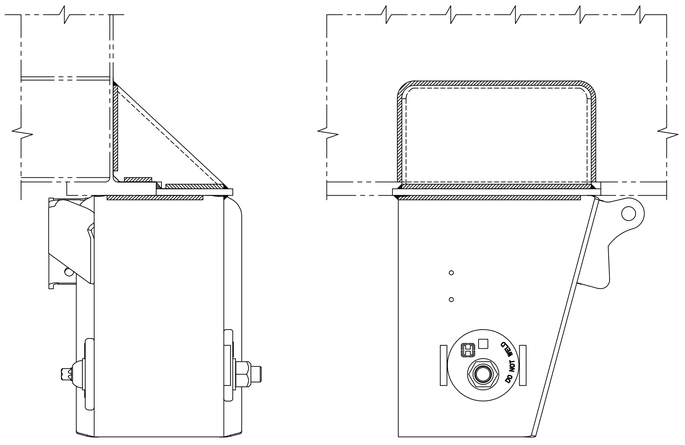


THIN FLANGE I-BEAM



THICK FLANGE I-BEAM

NOTES:

1. ▨ PATTERN DENOTES WELD PLACEMENT.

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