



TECHNICAL BULLETIN

HT LOWER SHOCK BRACKET REPAIR

LIT NO: 97117-177

DATE: September 2022

REVISION: E



Figure 1: Lower Shock Support & Clevis

This restoration procedure is to repair instances of a cracked weld around the trailing arm shock absorber bracket of HT Top Mount suspensions. The clevis can be effectively replaced if the lower shock absorber clevis becomes detached or a crack is detected at the connection to the trailing arm. Refer [Figure 1](#).

The Hendrickson repair kit contains a replacement clevis, shock absorber bolt and reinforcement gusset block. Where the weld retaining the original clevis has cracked, or the clevis has become detached, grind off the remaining weld. It is essential that cracks or damage to the trailing arm plate are ground, repair welded, and the area is smooth and flat prior to the new clevis being fitted.

PREPARATION

1. Grind off any remaining weld and remove existing shock clevis and spacer. However, do not remove any of the U-bolt bracket weld. Refer [Figure 2](#).
2. Any beam cracks must be repaired first to restore trailing arm close to original condition. Drill stress relieving holes at the end of the crack, grind a bevel and fill with weld bead.
3. Grind any weld repairs back until flush with surface.
4. Prepare surface by removing rust, paint and loose material.

WELDS

All bevel or fillet welds to meet the Australian Standard AS1554.1 for Structural Steel Welding.

ASSEMBLY PROCEDURE

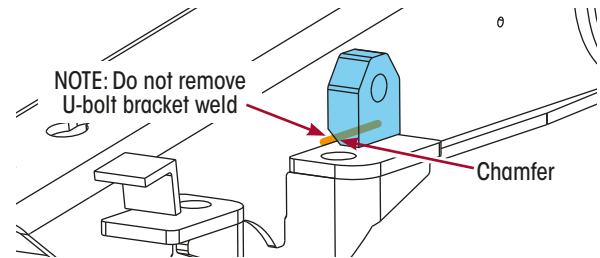


Figure 2: Reinforcement Block Chamfer

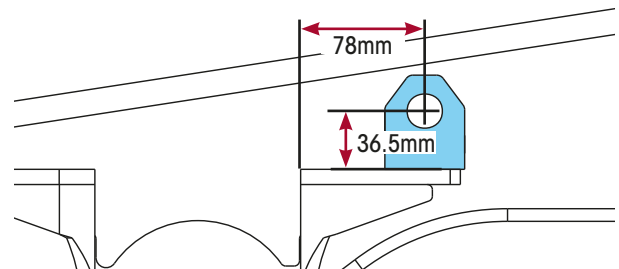


Figure 3: Reinforcement Block Placement

1. Position and clamp the reinforcement block with the chamfered edge toward the trailing arm and with the hole in the position shown. Refer [Figure 2](#) and [Figure 3](#).

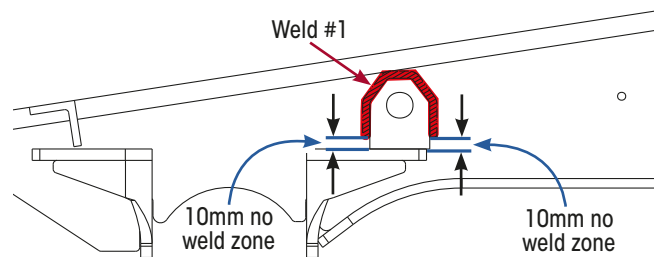


Figure 4: Weld #1 - Side View

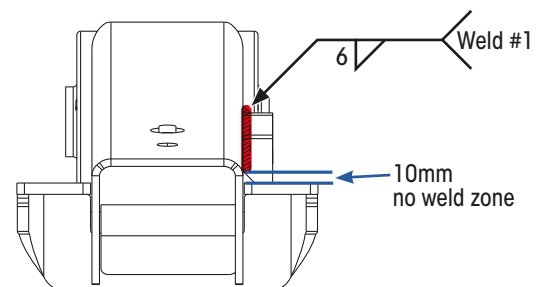


Figure 5: Weld #1 - Rear View

2. **WELD #1.** Apply a weld around the block in one continuous bead commencing and terminating ten millimetres from the existing trailing arm weld. Do not weld in the 10mm no weld zone, which is at the U-bolt bracket weld. Refer Figure 4 and Figure 5.
3. Remove reinforcement block clamp.
4. Hold clevis in position on the reinforcement block using the bolt provided.

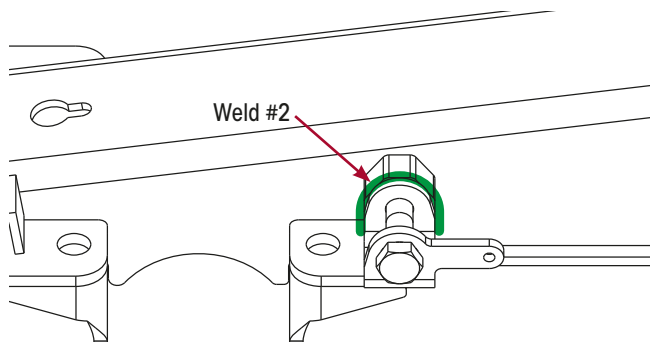


Figure 6: Weld #2 – Side View

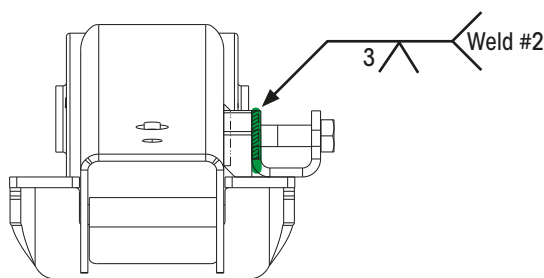


Figure 7: Weld #2 – Rear View

5. **WELD #2.** Weld clevis to the reinforcement block in one continuous bead. Refer Figure 6 and Figure 7.

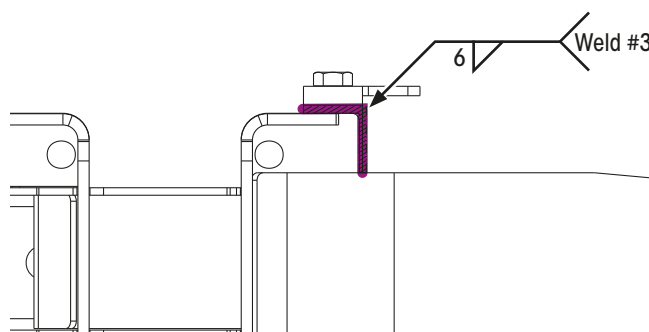


Figure 8: Weld #3 Underneath View

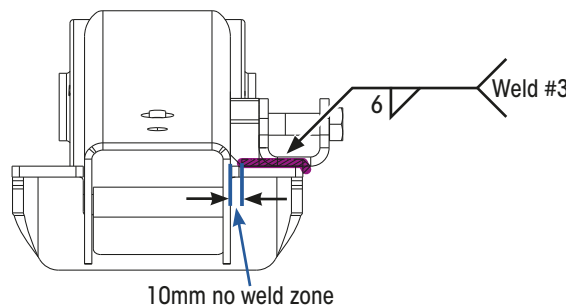


Figure 9: Weld #3 Rear View

6. **WELD 3.** Weld lower part of clevis and reinforcement block to trailing arm bracket, including underneath. Do not weld in the 10mm no weld zone, which is at the U-bolt bracket weld. Refer Figure 8 and Figure 9.
7. Remove bolt, clean and paint the repaired area.
8. Install shock absorber, set suspension to trailer ride height and torque shock bolts to 320Nm.

REVISIONS TABLE

DATE	REV	PAGE	DESCRIPTION
Sep-2022	E	All	Complete revision in line with ECN 12016.



Access 97117-177 Online

Actual product performance may vary depending upon vehicle configuration, operation, service and other factors.

All applications must comply with applicable Hendrickson specifications and must be approved by the respective vehicle manufacturer with the vehicle in its original, as-built configuration.
Contact Hendrickson for additional details regarding specifications, applications, capacities, and operation, service and maintenance instructions.

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