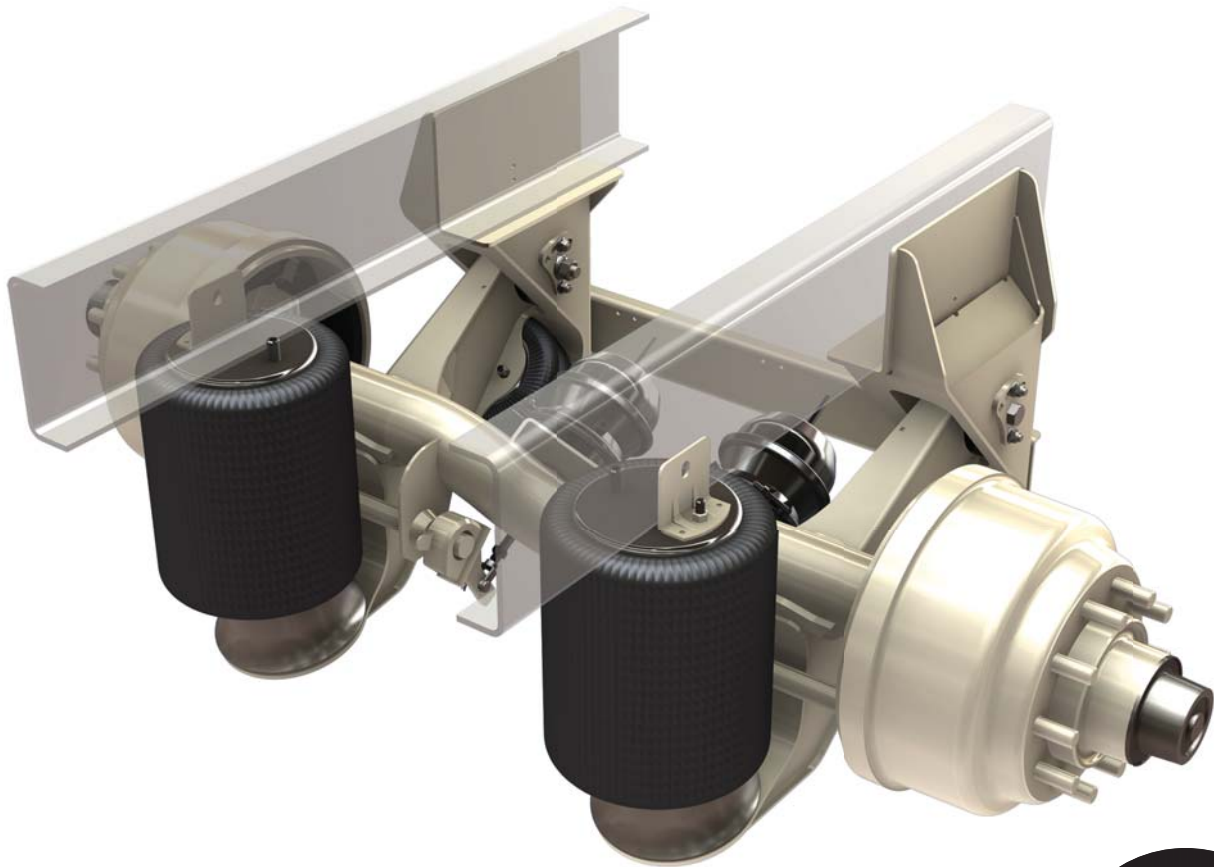


RIDEWELL SUSPENSIONS

The Engineered Suspension Company

RCA-215 Flex-Mount™

**Auxiliary Axle Suspension
Owner's Manual**



www.ridewellcorp.com

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Suspension Identification:

Ridewell Suspensions are identified by a metal tag attached to the left-hand hanger that indicates part number, revision level, and serial number. Consult your vehicle manufacturer for your correct mounting height.

Parts:

For optimum suspension performance, order only Ridewell parts. Replacement parts for Model RCA-215 are shown on page 15 of this manual.

Sales, Service & Warranty:

If you need assistance regarding this product, please contact us and we will be glad to help you.

Mailing Address

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Pre-Installation Notes

1. Suspensions are designed to operate within specific parameters. Operating the suspension outside the design parameters may result in improper performance, damaged equipment, and void of warranty.
2. The total operating capacity of a suspension is determined by the component with the lowest load rating. Please consult with the manufacturers of tires, wheels, axles, and brakes to determine the maximum suspension system capacity. The RCA-215 suspension is rated for 22,500 lbs.
3. Improperly locating an auxiliary suspension on a vehicle can unload or overload the vehicle's primary suspensions. The installer is responsible for ensuring the auxiliary suspension is properly located for correct load distribution.
4. The installer is responsible for ensuring that all local, state, and federal bridge laws are satisfied regarding axle spacing and capacity in the location where the vehicle is to be used before installing an auxiliary suspension.
5. The installer is responsible for ensuring that air reservoir volume requirements are met. Consult the vehicle manufacturer or Federal Motor Vehicle Safety Standards (FMVSS) 121 for more information.
6. If vehicle chassis modifications are required, consult with the vehicle manufacturer to ensure that such changes are permitted.
7. Welding or altering suspension components is not permitted except where explicitly stated by Ridewell Corporation.
8. The installer is responsible for ensuring that there is sufficient clearance to the auxiliary suspension, tires, air springs, and axle (including axle to driveline).
9. When lowering an auxiliary axle on an unloaded vehicle, pressure to the load air springs must be reduced to below 10 psi. Failure to do so could cause the vehicle's drive axles to rise from the ground causing the vehicle to roll away.



Configuration

The Ridewell model RCA-215 suspension is designed with flexibility in mind so that one suspension fits as many vehicle configurations as possible while maximizing suspension performance. Each suspension must be configured to meet the following parameters before installation:

1. **Frame width** - All model RCA-215 suspensions can be configured to accommodate frame widths from 33.5 to 35.0 inches. Frame widths are set by the location to which the beam is welded to the axle. See **Figure 1**.

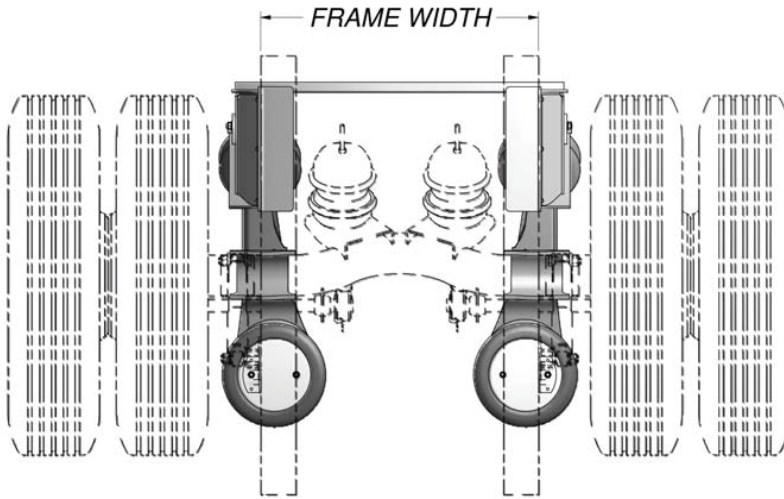


FIGURE 1

2. **Ride height** - Measured from the center of the wheel to the bottom of frame, ride height is related to frame height, which is ground to bottom of frame, by the following formula:

$$\text{Ride Height} = \text{Frame Height} - \text{Loaded Tire Radius}$$

The typical loaded radius for a given tire size can be found in **Chart 1**.

The frame height must be measured at the location that the auxiliary suspension is to be installed and when the vehicle is on level ground and loaded. If it is not possible to load the vehicle, the loaded frame deflection must be approximated to ensure that the auxiliary suspension operates within its designed ride height range. Consult the vehicle manufacturer or body builder's guide for further information.

CHART 1
TIRE LOADED RADIUS

Tubeless	Metric	Static Loaded Radius
	215/75R17.5	14
	235/75R17.5	14.5
9R17.5	225/70R19.5	15
10R17.5	245/70R19.5	15.5
	265/70R19.5	16
	285/70R19.5	16
	305/70R19.5	16.5
8R22.5	255/70R22.5	17
	245/75R22.5	17
	235/80R22.5	17
	275/70R22.5	17.5
9R22.5	265/75R22.5	18
	255/80R22.5	18
	305/70R22.5	18.5
10R22.5	295/75R22.5	19
	275/80R22.5	19
11R22.5	295/80R22.5	19.5
	315/80R22.5	19.5
	285/75R24.5	19.5
	275/80R24.5	19.5
	385/65R22.5	19.5
12R22.5	365/80R20	20
13R22.5	425/65R22.5	20.5
11R24.5		20.5
12R24.5	445/65R22.5	21
13R24.5		21.5



Chart 2 shows the relationship between frame height and ride height and the models that will accommodate each. Suspensions must operate within their designed range of ride heights.

CHART 2 - SUSPENSION RIDE HEIGHT

Suspension Model	RIDE HEIGHT														
	7.5	8.0	8.5	9.0	9.5	10.0	10.5	11.0	11.5	12.0	12.5	13.0	13.5	14.0	
RCA-215LM	UP TRAVEL	4.5	5.0	5.5	6.0	6.5	7.0	6.5 ^a	7.0 ^a	6.5 ^b	7.0 ^b				
RCA-215MM	UP TRAVEL					4.5	5.0	5.5	6.0	6.5	7.0	6.5 ^a	7.0 ^a	6.5 ^b	7.0 ^b

Footnotes: ^a Achieved with 1" spacers
^b Achieved with 2" spacers

FRAME HEIGHT	LOADED TIRE RADIUS	RIDE HEIGHT														WHEEL SIZE
		7.5	8.0	8.5	9.0	9.5	10.0	10.5	11.0	11.5	12.0	12.5	13.0	13.5	14.0	
25.0	17.5 ³	17.5	17.0	16.5	16.0	15.5	15.0	14.5	14.0							
25.5		18.0	17.5	17.0	16.5	16.0	15.5	15.0	14.5	14.0						
26.0		18.5	18.0	17.5	17.0	16.5	16.0	15.5	15.0	14.5	14.0					
26.5		19.0	18.5	18.0	17.5	17.0	16.5	16.0	15.5	15.0	14.5	14.0				
27.0		19.5	19.0	18.5	18.0	17.5	17.0	16.5	16.0	15.5	15.0	14.5	14.0			
27.5		20.0	19.5	19.0	18.5	18.0	17.5	17.0	16.5	16.0	15.5	15.0	14.5	14.0		
28.0		20.5	20.0	19.5	19.0	18.5	18.0	17.5	17.0	16.5	16.0	15.5	15.0	14.5	14.0	
28.5		21.0	20.5	20.0	19.5	19.0	18.5	18.0	17.5	17.0	16.5	16.0	15.5	15.0	14.5	
29.0			21.0	20.5	20.0	19.5	19.0	18.5	18.0	17.5	17.0	16.5	16.0	15.5	15.0	
29.5				21.0	20.5	20.0	19.5	19.0	18.5	18.0	17.5	17.0	16.5	16.0	15.5	
30.0	19.5 ²				21.0	20.5	20.0	19.5	19.0	18.5	18.0	17.5	17.0	16.5	16.0	
30.5						21.0	20.5	20.0	19.5	19.0	18.5	18.0	17.5	17.0	16.5	
31.0							21.0	20.5	20.0	19.5	19.0	18.5	18.0	17.5	17.0	
31.5								21.0	20.5	20.0	19.5	19.0	18.5	18.0	17.5	
32.0									21.0	20.5	20.0	19.5	19.0	18.5	18.0	
32.5	22.5 & 24.5 ¹								21.0	20.5	20.0	19.5	19.0	18.5	18.0	
33.0										21.0	20.5	20.0	19.5	19.0	18.5	
33.5											21.0	20.5	20.0	19.5	19.0	
34.0												21.0	20.5	20.0	20.0	
34.5													21.0	20.5	20.5	
35.0														21.0	20.5	21.0

Footnotes: ¹ Standard 16.5" diameter brake
² Requires a 15.0" or 12.25" diameter brake
³ Requires a 12.25" diameter brake

Spacing - All RCA-215 truck suspensions can be spaced down 1 or 2 inches for maximum versatility and performance with spacer kits available through Ridewell. The hangers and air springs must be spaced equal amounts. Air spring brackets must be removed and discarded. The new air spring plates with spacer must be fastened using the 1/2" nut from the discarded bracket and the 3/4" nut in the spacer kit. The hanger spacers are located by a pilot hole in each hanger and are welded into place. See **Figures 2** and **3** for more details.

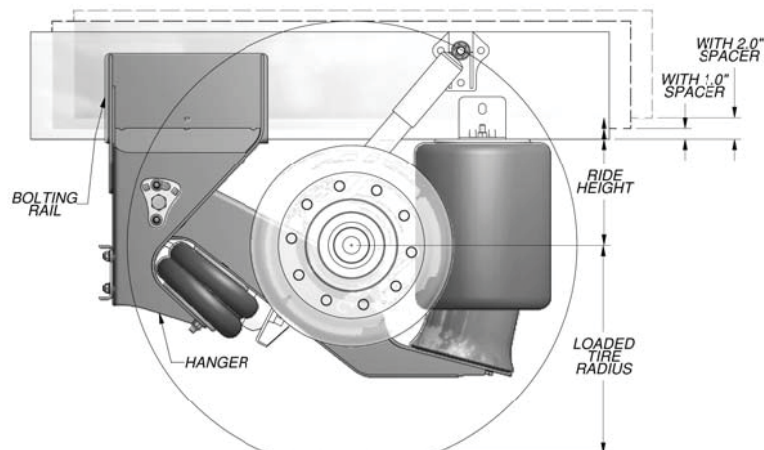


FIGURE 2



3. **Axle to driveline clearance** - Measured from the top of the axle at the center of the drop section to the bottom of the driveline when the axle is in the lifted position. It is recommended that clearance be maintained between the axle and the driveline at all times during vehicle operation. Additional driveline clearance of 1 to 2 inches can be gained by spacers installed during suspension installation. See Section 2, *Ride Height*, for more information.

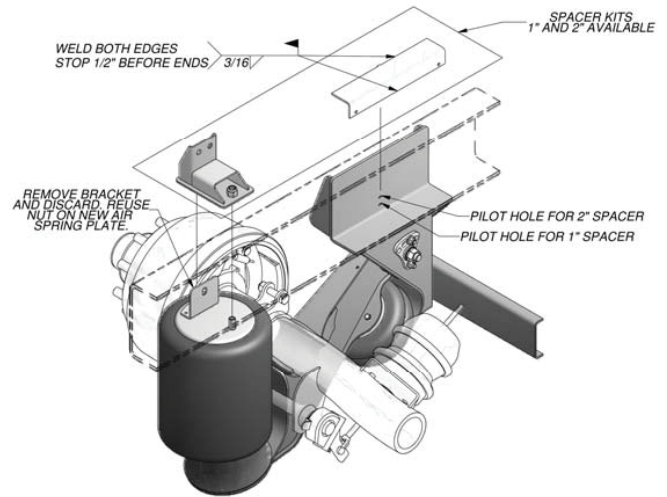
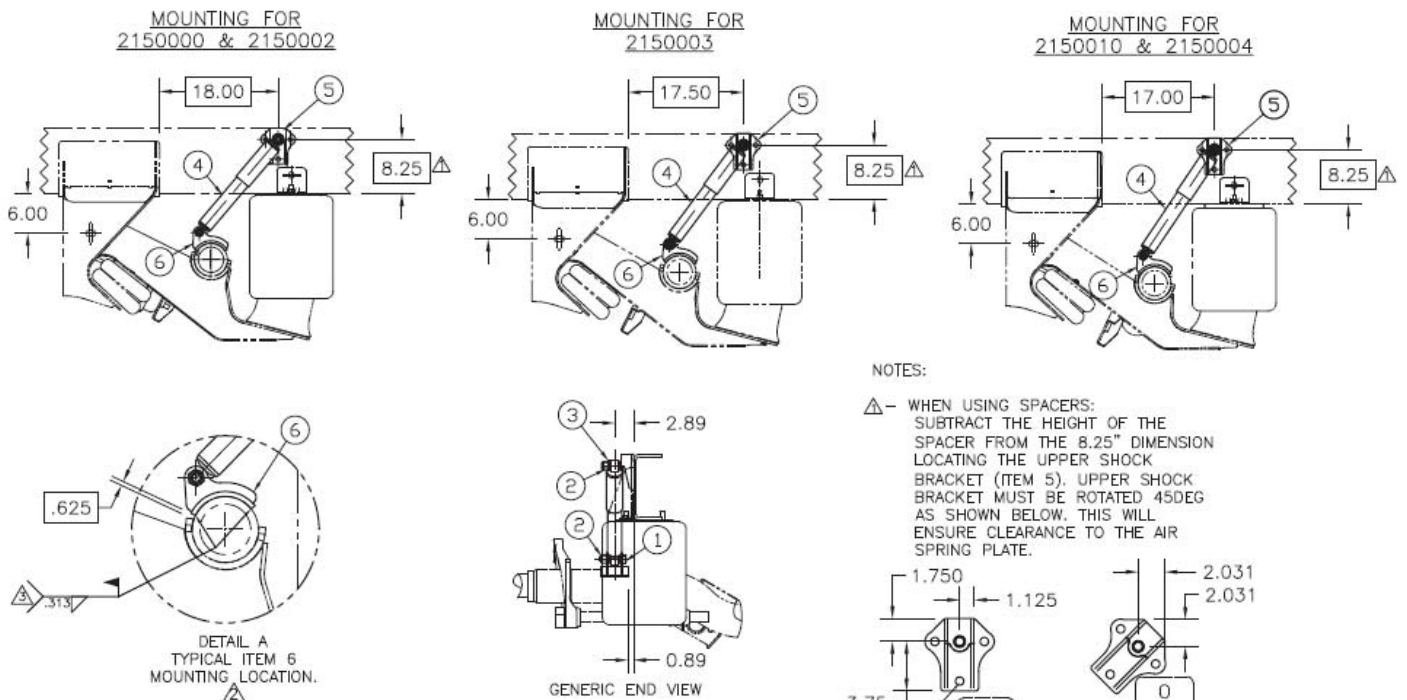


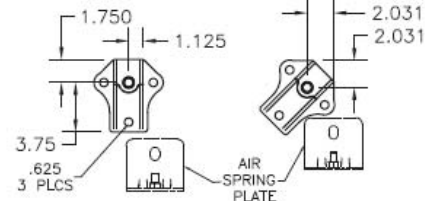
FIGURE 3:
OPTIONAL SPACER KIT INSTALLATION

4. **Shocks** - Optional shock kits are available through Ridewell. The upper shock brackets bolt to the frame and the lower brackets are welded to the axle at the forward and rear edge with a 5/16" weld. Do not weld perpendicular to the axle centerline. See Figure 4 for installation details.

FIGURE 4
SHOCK KIT 6030105



NOTES:
 ▲ - WHEN USING SPACERS: SUBTRACT THE HEIGHT OF THE SPACER FROM THE 8.25" DIMENSION LOCATING THE UPPER SHOCK BRACKET (ITEM 5). UPPER SHOCK BRACKET MUST BE ROTATED 45DEG AS SHOWN BELOW. THIS WILL ENSURE CLEARANCE TO THE AIR SPRING PLATE.



▲ - MEASURE AXLE BRACKET DIMENSION FROM AXLE SEAT EDGE - NOT AXLE WELD.
 ▲ - WELD FORWARD AND REAR EDGES ONLY. DO NOT WELD PERPENDICULAR TO AXLE CENTERLINE.
 ▲ - NOT RECOMMENDED FOR USE WITH 2150005

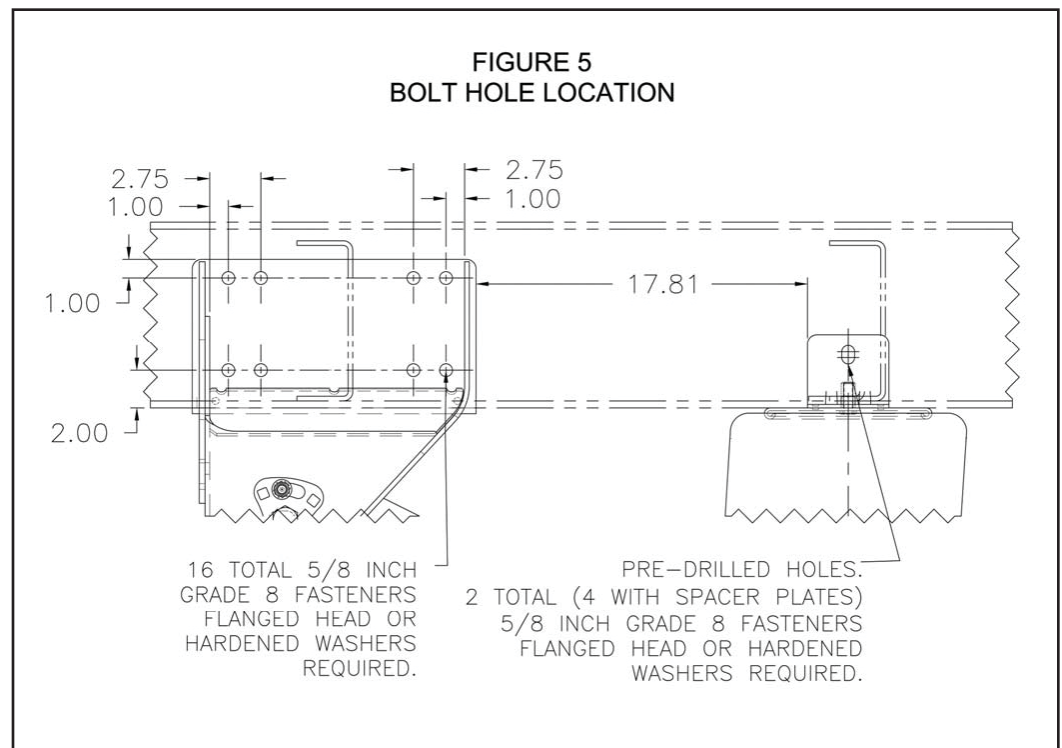
ITEM No.	PART No.	PART DESCRIPTION	No. REQD.
1	1143077B105	HHCS 3/4"-10NC 3-1/2"LG.	2
2	1151384B102	L'NUT 3/4"-10NC NYL INSERT-WAX	4
3	1160576B100	WASHER 3/4 SAE FLAT, ZINC PLATE	2
4	1250789B000	SHOCK ASSY. 8.01	2
5	3500026	UPPER SHOCK MT @ FRAME, (215)	2
6	4670013	LOWER SHOCK TO AXLE BRACKET	2



Installation Procedures

1. After reading the *Pre-Installation Notes* and *Configuration* sections of this manual, determine and mark the proper location of the suspension. The frame must be clear in this location for proper suspension fit-up. A cross member must be located within 6" of the leading or trailing edge of the hanger. It is also recommended that a cross member be located above the main air spring.
2. If the suspension has not been welded or bolted to the axle, see the "Axle Integration" section of this manual.
3. Locate the hangers on the frame and clamp them firmly into place. The hanger or hanger spacer must contact the bottom of the frame at the leading and trailing edge. Ensure that the hangers are evenly located for proper axle alignment (fore and aft) and square to the frame. Care should be taken to ensure that the hangers are precisely located and clamped tightly into place before drilling holes.
4. Center punch and drill 16 total 21/32 inch holes, 8 in each hanger, in the locations shown in **Figure 5**. Always maintain hole centers at 2" above the bottom of the frame and 1" below the top of the bolting rail whether spacers are used or not. Use caution when drilling near wires, hoses or other components located within the frame rail. Bolt the hangers to the frame with 16 total 5/8 inch grade 8 bolts and

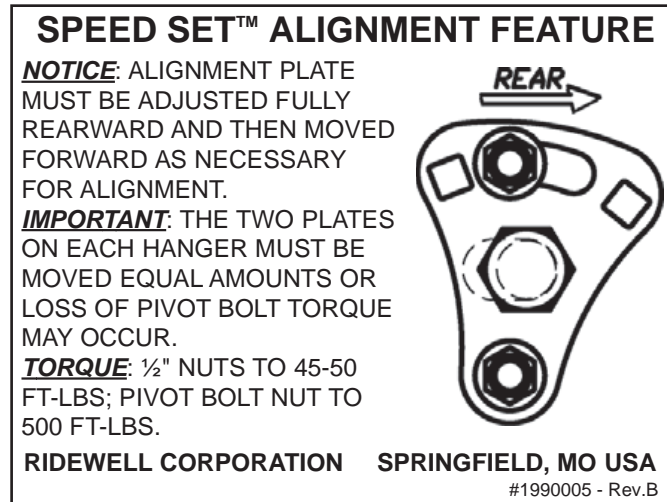
8 bolts and prevailing torque lock nuts. Hardened washers or flanged fasteners are required.



5. Locate the air spring plate at the dimension shown in **Figure 5** and clamp them firmly into place. The air spring or spacer must have full contact to the bottom of the frame. If spacers are required, hangers and air springs must be spaced equal amounts. Center punch and drill 2 or 4 total 21/32 inch holes in the frame. Install 5/8 inch grade 8 bolts and prevailing torque lock nuts. Hardened washers or flanged fasteners are required.



FIGURE 6



6. Assemble the load air springs to the air bracket or air spring plates.
7. Ensure that the hangers have remained parallel during installation. Bolt the hanger cross-channels using the 1/2" fasteners provided.
8. Align the suspension per TMC or SAE recommended standards. Alignment should be done with the suspension at the required ride height. Ensure the alignment plates are adjusted rearward fully at both hangers and moved forward as necessary. The two adjustment plates on each hanger must be moved equal amounts or loss of pivot bolt torque may occur. Torque all alignment fasteners to the values shown on the alignment label. See **Figure 6**.

Note: It is imperative that the pivot nuts be fully tightened prior to placing the suspension into service to avoid damage to the suspension. Failure to torque the pivot nuts will void warranty.

9. Ensure that all fasteners are tightened to the specified torque in **Chart 3**.
10. Install the air controls as required. Refer to the installation drawing or air control manual for more information.

CHART 3 - TORQUE SPECIFICATIONS

FASTENER SIZE	LOCATION	TORQUE	
		FT-LBS	N-M
3/8"-16NC	LOAD AIR SPRING	25	34
1/2"-13NC	LIFT AIR SPRING	25	34
1/2"-13NC	ALIGNMENT PLATE	50	68
3/4"-16NF	LOAD AND LIFT AIR SPRING	50	68
7/8"-14NF	PIVOT BOLT	500	678



Axle Integration

1. Locate the suspension beams on the axle with the correct frame width between hangers. The beams must be parallel and the axle centered between the beams. For drop center axles, locate the brake cam rearward and 1/4" off the rear plate of the beam; straight axles require that the cam be located forward and 1/4" off the top of the beam.
2. All axles should be clamped to the beam prior to integration. Check the gap between the axle and axle seat. The gap at the welded edge should be no greater than 1/8" wide. The gap at the bottom of the seat, both inboard and outboard, should be zero (see the illustration at the bottom of **Weld Process #1**).
3. Weld the axle to the beams per Ridewell **Weld Process #1** which is included in this manual. If the lift air springs are assembled to the suspension, they should be covered to protect them from weld spatter.

Installation Check

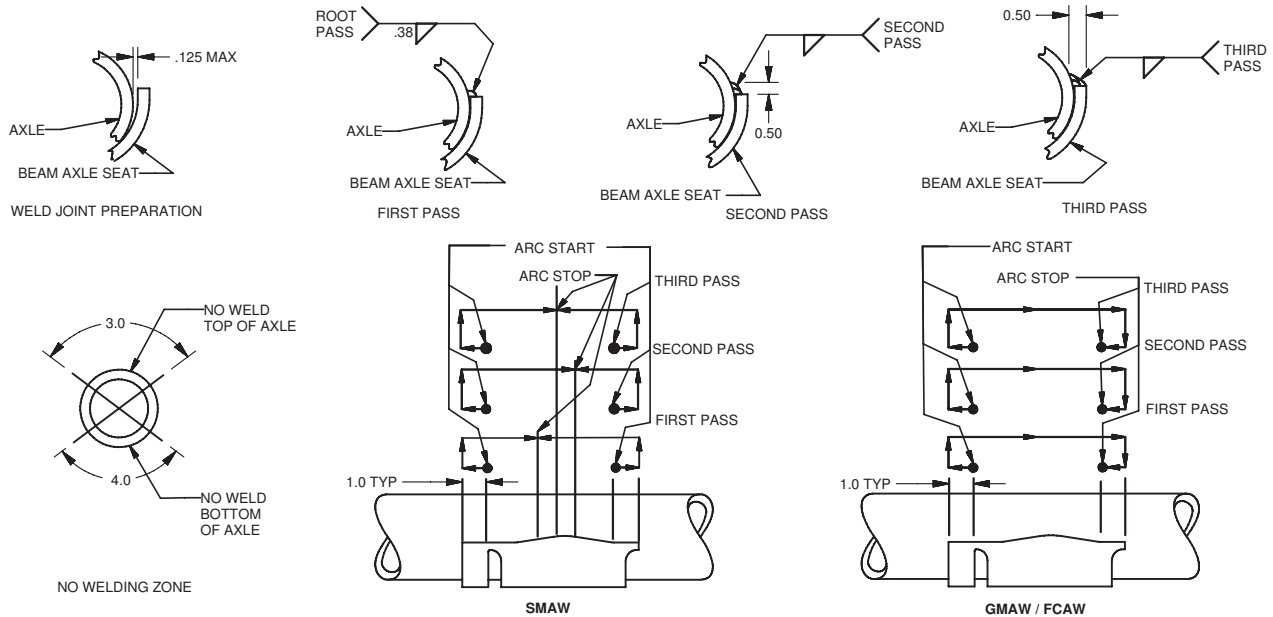
1. Reduce the air pressure to the load springs to below 10 psi. Cycle the suspension up and down to ensure proper operation and suspension clearance to other components. Check that the driveline has adequate clearance when the suspension is lifted.
2. Check that all fasteners, including wheel nuts, are tightened to the proper torque values.
3. Check that brakes and slack adjusters are properly adjusted and that wheels rotate freely.
4. Check hubs for proper oil levels.

Suspension Operation

The controls of the RCA-215 should include a switch or push/pull knob to raise or lower the suspension and a pressure regulator with gage to control the load. The operator must be aware of the amount of pressure required to support a given load. **Chart 4** shows the approximate air pressure, as shown on the gage, required to support a given load. To obtain a more accurate correlation, place scales under the lowered auxiliary axle and, while adjusting the gage pressure, read and make note of the load on the scales.

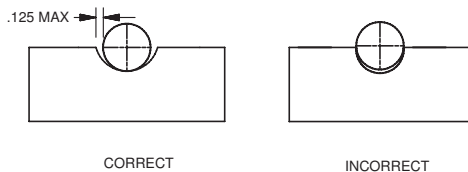


RCA-215 Auxiliary Axle Owner's Manual



REPRESENTATIVE AXLE SEAT (PROFILE DEPENDENT ON SUSPENSION PRODUCT)

- 1 - WELD JOINT PREPARATION: ALL GREASE, DIRT, PAINT, SLAG OR OTHER CONTAMINANTS MUST BE REMOVED FROM THE WELD JOINT WITHOUT GOUGING THE AXLE TUBE. INSURE THE LOWER BEAM ASSEMBLY FITS THE AXLE WITH A ROOT GAP OF 0.125 INCH MAXIMUM BETWEEN THE AXLE AND THE BEAM AXLE SEAT AS ILLUSTRATED ABOVE. IT IS RECOMMENDED TO C-CLAMP THE AXLE TO AXLE BEAM SEAT PRIOR TO WELDING TO INSURE THAT PROPER CONTACT OCCURS BETWEEN THE AXLE AND THE BEAM SEAT. SEE ILLUSTRATION BELOW.
- 2 - WELDING PRECAUTIONS: ALL WELDS MUST BE KEPT AWAY FROM THE TOP AND BOTTOM OF THE AXLE WHERE MAXIMUM STRESSES OCCUR. THE "NO WELD" ZONES ARE ILLUSTRATED ABOVE. DO NOT TEST WELD THE ARC ON ANY PART OF THE AXLE TUBE. THIS CAN LEAD TO A SMALL CRACK THAT MAY EVENTUALLY GROW AND AFFECT THE FATIGUE LIFE OF THE AXLE.
- 3 - ALL WELDERS AND WELDING OPERATORS SHOULD BE CERTIFIED PER AMERICAN WELDING SOCIETY (AWS) D1.1 SECTION 5 PROCEDURES OR EQUAL.
- 4 - RECOMMENDED WELDING METHODS ARE SHIELDED METAL ARC (SMAW (STICK)), GAS METAL ARC (GMAW (SOLID WIRE)), OR FLUX CORED ARC (FCAW (FLUX WIRE)) WELDING. WHATEVER ELECTRODE AND METHOD USED MUST DEVELOP A MINIMUM WELD TENSILE STRENGTH OF 70,000 P.S.I. REFER TO THE ELECTRODE MANUFACTURER'S RECOMMENDATION FOR VOLTAGE, CURRENT AND SHIELDING MEDIUM FOR THE DIAMETER ELECTRODE TO BE USED SO THE BEST FUSION AND MECHANICAL PROPERTIES CAN BE OBTAINED. RECOMMENDED ELECTRODE IS E7018 IF SMAW IS USED. RECOMMENDED ELECTRODE IS E70S-1 OR E70T-1 IF GMAW OR FCAW WELDING IS USED.
- 5 - ALL ELECTRODES USED SHOULD MEET AWS SECTION 5 SPECIFICATIONS AND CLASSIFICATIONS FOR WELDING CARBON AND LOW ALLOY STEELS.
- 6 - IF SMAW ELECTRODES (STICK) ARE USED, THEY MUST BE NEW, DRY, FREE OF CONTAMINANTS AND COME FROM A STOCK THAT HAS BEEN PURCHASED AND STORED PER AWS SECTION 4.5.2, LOW HYDROGEN ELECTRODE STORAGE SPECIFICATIONS.
- 7 - GROUND THE AXLE TO ONE OF THE ATTACHED AXLE PARTS SUCH AS THE AIR CHAMBER BRACKETS, CAM BRACKETS OR BRAKE SPIDER. NEVER GROUND THE AXLE TO A WHEEL OR HUB AS THE SPINDLE BEARING MAY SUSTAIN DAMAGE.
- 8 - THE AXLE ASSEMBLY SHOULD BE AT A MINIMUM TEMPERATURE OF 60 DEGREES F (15 DEGREES C) PRIOR TO WELDING. PRE-HEATING THE WELD ZONE TO THE AXLE MANUFACTURER'S PRE-HEAT TEMPERATURE IS RECOMMENDED. THIS WILL MINIMIZE THE FORMATION OF MARTENSITIC OR BRITTLE METAL STRUCTURES IN THE FUSION LINE OR THE HEAT AFFECTED ZONE WHICH MAY CONTRIBUTE TO A PREMATURE FATIGUE FAILURE IN SERVICE.
- 9 - THE JOINT TO BE WELDED SHOULD BE POSITIONED IN THE FLAT OR HORIZONTAL POSITION.
- 10 - MULTIPLE PASS WELDING SHOULD BE USED ON THE BEAM/AXLE CONNECTION USING THE FOLLOWING GUIDELINES. TOTAL FILLET WELD SIZE SHOULD BE 0.5 INCH.
- 11 - MULTIPLE PASS WELD INITIATION AND TERMINATION SHOULD BE PERFORMED AS SHOWN ABOVE. ALL SLAG MUST BE REMOVED BETWEEN PASSES. BACKSTEP FILL ALL CRATERS. EACH PASS MUST BE ACCOMPLISHED IN ONE OR TWO SEGMENTS. NEVER START OR STOP WELDS AT THE END OF THE WELD JOINT. START WELDS AT LEAST 1" FROM END AND BACKWELD OVER THE START. WELDS MUST GO TO WITHIN 1/8" +/- 1/16" OF THE ENDS OF THE AXLE SEAT AND MUST NOT GO BEYOND OR AROUND THE ENDS.
- 12 - POST-WELD PEENING (RECOMMENDED, BUT NOT REQUIRED): NEEDLE PEEN THE ENTIRE TOE OF THE SECOND PASS, INCLUDING AROUND THE ENDS OF THE AXLE SEAT. HOLD THE NEEDLES PERPENDICULAR TO THE AXLE. A UNIFORM DIMPLED PATTERN WILL APPEAR WHEN PROPERLY PEENED.



APPLICABLE SUSPENSION MODELS: 200, 225, 240, 245R, 215, 243, 260.

C	10102	REVISED WELD DIMENSIONS.	6/25/10	G.H.	MDJ	CJB
B	10102	REVISED NOTES 11 AND 12.	2/3/10	G.H.	MDJ	CJB
A	07100	ADDED 215 TO LIST OF SUSPENSION MODELS COVERED	2/26/07	G.H.	MDJ	DK
REV	PROJECT	DESCRIPTION	DATE	BY	CHK	APPD
DRAWN BY: CBC		6/23/2010	RIDEWELL CORPORATION PO BOX 4586 SPRINGFIELD, MISSOURI 65808			
CHECKED: MDJ		2/21/2003				
APPROVED: CJB		2/21/2003				
PROJECT NO: 03103		SCALE: A-SIZE: NTS	TITLE: RIDEWELL WELD PROCESS #1, 5" DIA. AXLE, 3 PASS WELD			
MATERIAL: -		WEIGHT: -	PART NO: WELD PROCESS #1		REV: C	
SHEET 1 OF 1						



CHART 4 - LOAD AT GROUND¹ VERSUS AIR PRESSURE

Air Pressure (PSI)	Load Estimate ¹ (LB)
20	6100
30	8500
40	10800
50	13500
60	16200
70	18700
80	21200
90 ²	23800
100 ²	26500

NOTES:

¹ The above chart shows estimated values only. To determine an accurate suspension weight, calibration with a scale is recommended.

² Load values shaded gray exceed suspension rating. Do not operate at these pressures/loads.

Bushing Check Procedure

The bushings in the RCA-215 suspension should be checked during any scheduled maintenance or if there is a suspected problem. The bushings should be checked if any of the following conditions are observed:

1. Uneven tire wear.
2. Any abnormal fwd-aft or lateral movement of the axle during operation.
3. Rapid degradation of the wear washers.
4. Any abnormal noises coming from the suspension.

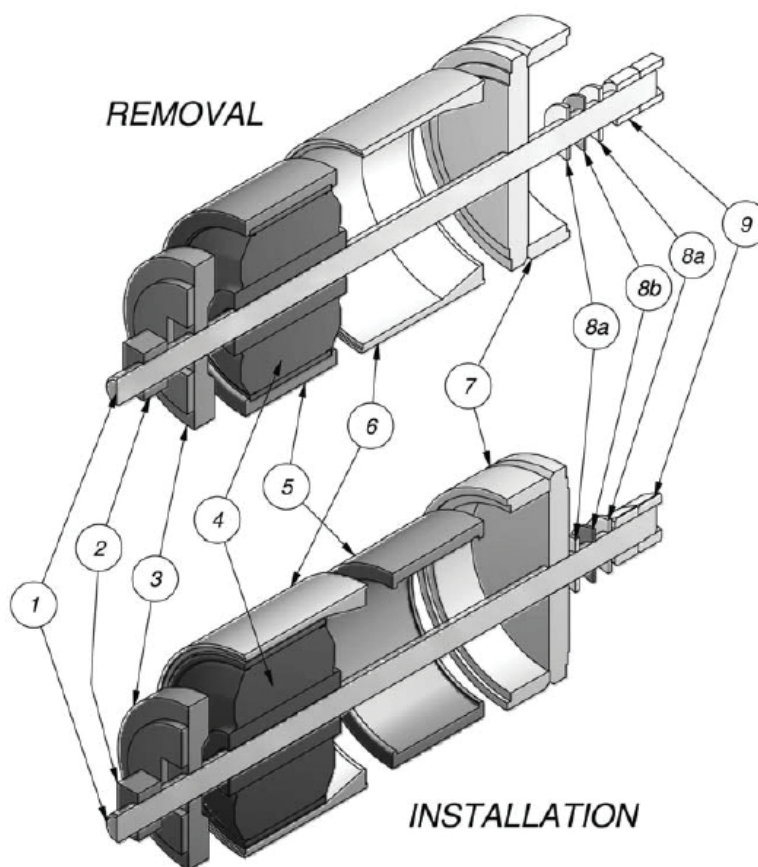
To check, insert the flat end of a pry-bar between the sidewall of the hanger and the eye of the beam. Applying moderate side load to the pry-bar, look for any relatively large or easy movement of the beam in relation to the hanger. Note that a small amount of movement under load due to deflection of the rubber is normal and acceptable. Repeat the process on the other side of the hanger. If large or easy movement is noted, drop the beams down per the bushing replacement procedure for further inspection of the bushing and replace if necessary.



Bushing Replacement Procedure

Order Ridewell part number 6040078 for RCA-215 bushing replacement kit. Bushing removal and installation requires FiberTech™ bushing press tool 6100044. Contact Ridewell for more information on obtaining these items.

1. Chock the wheels and secure the vehicle. Lift the auxiliary axle, remove the wheels, block up the axle and deflate the air springs. Remove the lift air spring, shock absorbers (if installed), and disassemble the load air spring top plate.
2. Remove pivot nuts and bolts and rotate trailing arm beams down and out of hangers. It is not necessary to remove the alignment plates.
3. Inspect pivot holes and hanger surfaces for unusual wear or damage. Repair or replace components as required.
4. Lubricate the threads and bearings of the FiberTech™ bushing press tool, part number 6100044. Lubricate liberally inside the cylinder of the press tool with P80 lubricant or a soap solution. **Petroleum lubricants must not come in contact with the bushing.**
5. Assemble the bushing press tool to the bushing and beams as shown in the “Removal” portion of **Figure 7** and ensure it is centered in the beam eye. Rotate the hex head of the threaded shaft with an impact wrench to press out the old FiberTech™ bushing.
6. Disassemble the bushing press tool.
7. Clean the bushing eye of corrosion and debris.
8. Apply P80 rubber lubricant or a soap solution to the new bushing outer diameter, inside the beam eye and the tool cylinder to ease installation.
9. Reassemble the bushing press tool as shown in the “Installation” portion of **Figure 7** and ensure it is centered in the eye. Rotate the hex head of the threaded shaft with an impact wrench to install a new FiberTech™ bushing.
10. Remove the bushing press tool and ensure the bushing is centered between the ridges of the beam eye.
11. Install new thrust washers on both sides of the new bushing and rotate the beams into the hangers.
12. Install new pivot bolts and nuts and tighten to the torque shown in **Chart 3**.
13. Reassemble the suspension in reverse order from above.



**FIGURE 7:
BUSHING TOOL ASSEMBLY**

6100044: BUSHING INSTALLATION TOOL PARTS LIST

ITEM No.	PART No.	PART DESCRIPTION	No. REQ'D
1	9240003	THREADED ROD, 7/8-6ACME	1
2	1130023	NUT, 7/8"-6 ACME SQR BRONZE	1
3	5340022	PLUNGER	1
4	1110083*	BUSHING, FIBERTECH, NARROW*	—*
5	-----*	BEAM EYE REFERENCE*	—*
6	9090047	CONE	1
7	7400007	END CAP	1
8a	1120026	THRUST BEARING WASHER	2
8b	1120025	THRUST BEARING CAGE	1
9	1230024	NUT, 7/8" ACME	2

* ITEM SHOWN FOR REFERENCE AND NOT INCLUDED WITH BUSHING INSTALLATION TOOL 6100044.



Maintenance Schedule

Recommended Service Intervals

	Every 1,000 miles	First 6,000 miles of operation	Every 12,000 miles	Every 36,000 miles	Every 50,000 miles	Every 100,000 miles
Wheels & Brakes						
Wheel Lubricant	I					R
Wheel Endplay				I		
Brake Cam			L			
Slack Adjuster			L			
Brake Lining				I		
Brake Drum				I		
Brake Function				I		
Wheel Nuts				T		
Suspension						
Bushings				I		
Air springs	I					
Structure	I					
Fastener Torque		T			T	

I=Inspect, L=Lubricate, T=Tighten, R=Replace

Lubricant Recommendations

Wheel Lubricant	API-GL-5
Brake Cam, Slack Adjuster	NLGI 1 or 2

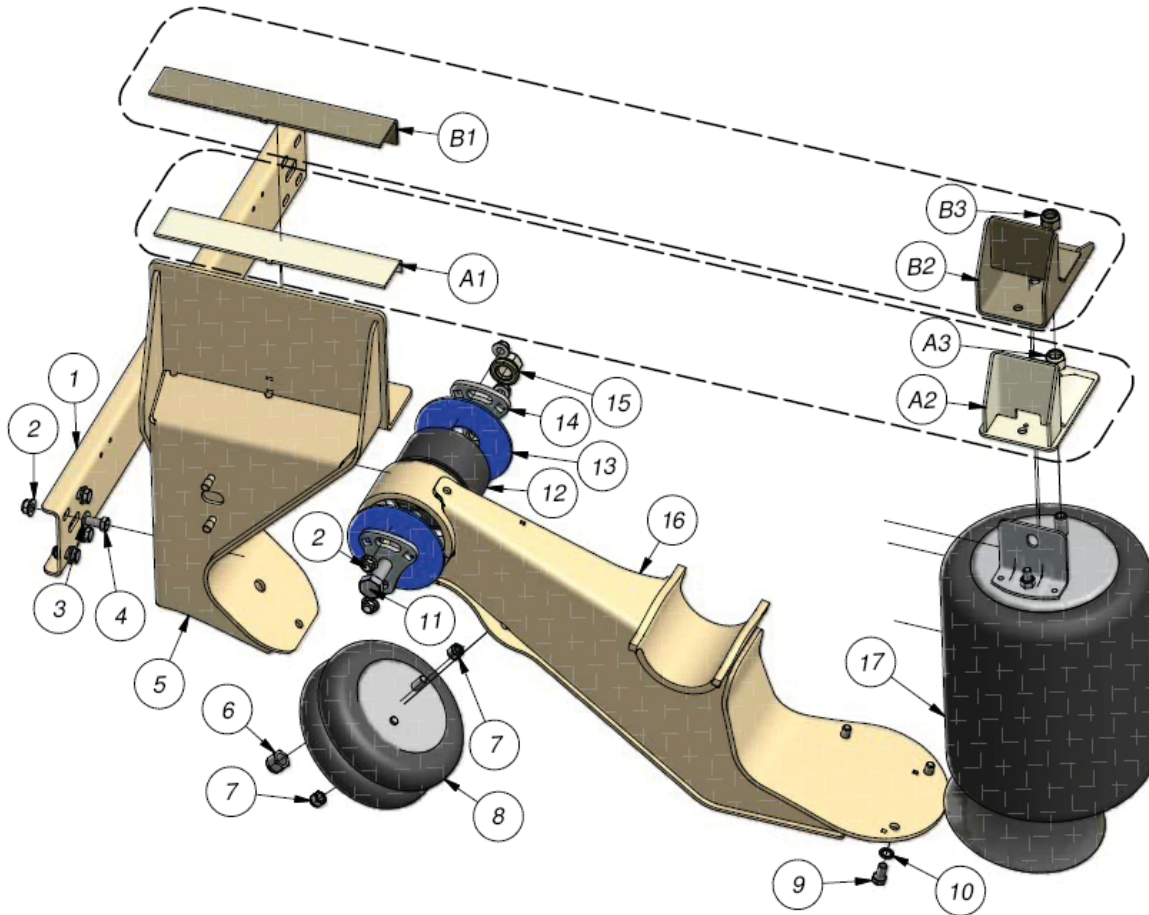
Warranty

The Ridewell Corporation warrants the suspension systems manufactured by it to be free from defects in material and workmanship, under proper use, installation, application, and maintenance for a period of 3 years after delivery to the original purchaser. The responsibility of the Ridewell Corporation under this warranty is limited to making good at the company factory by repair or replacement of any part or parts which it manufactures.

Written permission for any claim return must be first obtained from authorized Ridewell personnel. All returns must have transportation charges prepaid by the customer and accompanied with a complete written explanation of claimed defects and the circumstances of operational failure. On all component parts not manufactured by Ridewell their warranty is to the extent that the manufacturer of such parts warrant them to Ridewell Corporation. This is the only authorized Ridewell warranty and is in lieu of all other expressed or implied warranties or representations, including any implied warranties of merchantability or fitness, or of any obligations on the part of Ridewell Corporation. In no event will Ridewell be liable for business interruptions, loss of profits, personal injury, cost of delay, or for any other special, indirect, incidental or consequential losses, costs or damages.

Subject to all of the above conditions, if repair or replacement of any defective part is made by Ridewell Corporation, Ridewell will return the repaired or replaced part to the original purchaser with transportation charges prepaid.

- 1 – 12 months 100% parts & labor
- 13 – 36 month 100% parts only



RCA-215 PARTS LIST

ITEM No.	PART No.	PART DESCRIPTION					
			2150000	2150010	2150002	2150003	2150004
			No. REQ'D	No. REQ'D	No. REQ'D	No. REQ'D	No. REQ'D
1	8001809	CROSSMEMBER CHANNEL	1	1	1	1	1
2	1150012	L'NUT 1/2" 13NC FLANGED GR 8 (G)	16	16	16	16	16
3	1167053B100	WASHER 1/2" A-325 FLAT	8	8	8	8	8
4	1145383B105	HHCS 1/2" 13NC 1-1/4"L, GRADE 5, ZINC	8	8	8	8	8
5	3360046	HANGER ASSEMBLY, LH			1	1	1
	3360047	HANGER ASSEMBLY, RH			1	1	1
	3360064	HANGER ASSEMBLY, LH	1	1			
	3360065	HANGER ASSEMBLY, RH	1	1			
6	1150011	L'NUT 3/4"-16NF NYL	2	2	2	2	2
7	1150555B112	L'NUT 1/2" 13NC NYL	4	4	4	4	4
	1002B09611G	LIFT AIR SPRING	2	2	1	1	1
8	1002B09614G	LIFT AIR SPRING (RH)			1	1	1
	9	1140554B105	HHCS 1/2" 13NC 1"L, GR5, ZINC	6	6	6	6
10	1167482B000	L'WASHER 1/2 INTERNAL TOOTH	6	6	6	6	6
11	1140056	HHCS 7/8-14NF 7"L GR8 P&O	2	2	2	2	2
12	1110083	BUSHING, FIBERTECH, NARROW	2	2	2	2	2
13	1167680B000	WASHER, 6.25X2.125X.188	4	4	4	4	4
14	7001634	ADJUSTMENT PLATE	4	4	4	4	4
15	1150028	L'NUT 7/8" 14NF GR8 SECURELOK	2	2	2	2	2
	5970352	BUSHING/BEAM LH (LM)	1		1		
	5970353	BUSHING/BEAM RH (LM)	1		1		
	5970354	BUSHING/BEAM LH (MM)		1			1
	5970355	BUSHING/BEAM RH (MM)		1			1
	5970400	BUSHING/BEAM LH (LM+1)				1	
	5970401	BUSHING/BEAM RH (LM+1)				1	
17	1001R12444G	AIR SPRING 1R12-444	2	2	2	2	2

OPTIONAL KITS

ITEM No.	PART No.	PART DESCRIPTION	No. REQ'D
SPACER KIT, 1"			
A1	8001811	SPACER, HANGER, 1"	2
A2	3450126	A.S. PLATE/SPACER, 1"	2
A3	1150011	L'NUT 3/4 16NF NYL	2
SPACER KIT, 2"			
B1	8001812	SPACER, HANGER, 2"	2
B2	3450127	A.S. PLATE/SPACER, 2"	2
B3	1150011	L'NUT 3/4 16NF NYL	2