RCA-215T - Trailer
Nonsteerable – Auxiliary Axle Suspension

Installation and Service Manual

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**Introduction**

The Ridewell Compact Air Ride (RCA) 215T Trailer Suspension is available for a wide range of applications. The suspension can be purchased with or without an integrated axle.

Refer to the engineering drawing for detailed information on the suspension system components and operating parameters.

**Suspension Identification Tag**

A (606-) Installation/Assembly Number will be listed as the Part Number when other system components are factory installed with the suspension (Figure 1).

The Suspension Number and Serial Number on the Suspension ID Tag refer to the model and the date of manufacture of an individual suspension system.

Please refer to the suspension number/part number and serial number on the Suspension Identification Tag when contacting Ridewell for customer service, replacement parts and warranty information.

**Axle-Body Identification Tag**

The Base-Axle Part Number (165-) and the Serial Number of the axle tube are listed on the Axle-Body ID Tag of Ridewell-branded round axles (Figure 2).

The Base-Axle Part Number refers to Ridewell-branded round axles manufactured in various axle wall thicknesses and widths.

More information on Ridewell-branded axles can be found in the “Trailer Axle Parts Guide” (9710029).

**Notes and Cautions**

All work should be completed by a properly trained technician using the proper/special tools and safe work procedures.

Read through the entire Installation and Service Manual (ISM) before performing any installation or maintenance procedures.

The ISM uses two types of service notes to provide important safety guidelines, prevent equipment damage and make sure that the suspension system operates correctly. The service notes are defined as:

“NOTE:” Provides additional instructions or procedures to complete tasks and make sure that the suspension functions properly.

⚠️ **CAUTION** Indicates a hazardous situation or unsafe practice that, if not avoided, could result in equipment damage and serious injury.
**INSTALLATION**

**Installer Responsibilities**

The installer of the suspension has the sole responsibility for proper attachment of the suspension system to the vehicle chassis.

- The installer is responsible for locating the suspension system on the vehicle to provide the proper load distribution.
- The installer must verify that vehicle crossmembers are positioned to support the suspension at the installing location.
- It is the installer’s responsibility to determine that axle spacing conforms to any applicable federal and local bridge laws.
- The installer must verify that air reservoir volume requirements are met after suspension installation. Consult the vehicle manufacturer or Federal Motor Vehicle Safety Standards (FMVSS) 121 for more information.
- The installer must verify there is sufficient clearance for proper functioning of the suspension, air springs, brake chambers, axle and tires.

Prior to Installation

The suspension is designed to fit up onto standard I-beam trailer frames at beam centers that correspond to standard axle track widths (Chart).

Installation at wider beam centers will reduce suspension clearances. Installation at narrower beam centers will de-rate the axle beam capacity.

For non-standard beam centers, frames, frame centers, axle track widths and wheel-end equipment, the installer is responsible for verifying clearances, axle capacity, proper fit-up, and any additional required support structure.

Refer to the engineering drawing to confirm dimensional requirements and the range of ride heights available.

Installations can vary and procedures should be adapted for different vehicles as needed.

- The Gross Axle Weight Rating (GAWR) is determined by the system component with the lowest load rating. Please consult with tire, wheel, axle and brake manufacturers before installation to determine the GAWR.

- If vehicle chassis modifications are required, consult with the vehicle manufacturer to ensure that such changes are permitted.

- Welding or altering suspension components is not permitted without the express written permission of Ridewell Suspensions.

<table>
<thead>
<tr>
<th>Trailer</th>
<th>Track Width</th>
<th>Frame Center</th>
<th>Beam Center</th>
<th>Air Spring Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>96”</td>
<td>71.5”</td>
<td>38”</td>
<td>35”</td>
<td>31”</td>
</tr>
<tr>
<td>102”</td>
<td>77.5”</td>
<td>44”</td>
<td>41”</td>
<td>37”</td>
</tr>
</tbody>
</table>
Axle Integration

Suspension systems are available with and without a factory integrated axle. Customer-supplied axle assemblies must be positioned and oriented (rotated) properly before welding the axle.

Use the top-center mark on the axle, if available, to identify the center of the axle and orient the axle assembly on the suspension. The axle assembly should be installed so that the camshafts, when activated, rotate in the same direction as the wheels.

**CAUTION** Failure to follow procedures and design specifications could result in injury, damage to the axle or suspension and void the warranty.

Weld Preparation

The joint to be welded should be positioned in the flat or horizontal position. All grease, dirt, paint, slag or other contaminants must be removed from the weld joint.

The axle and suspension components should be at a minimum temperature of 60°F (15.5°C). Pre-heat the weld zone to the axle manufacturer’s recommended pre-heat temperature, if required.

Weld Procedure

1. Center the axle assembly on the beams (Figure 3).
2. Check the engineering drawing for the brake component orientation (rotation) before clamping into place and making the final welds.
   2.1. Drum brake camshafts are spaced off the tail of the trailing arm beam. Make sure the brake chamber brackets are oriented properly and clamp the axle assembly into place.
   2.2. Disc brake assemblies have a right- and left-hand caliper assembly. Make sure the callipers are located on the correct side and rotated to the proper position before clamping the axle assembly into place.
3. Check the gap between the axle and the axle seats before welding (Figure 4). Side gaps should be no greater than 1/8”. The gap at the bottom of the axle seat should be no greater than 1/16”.
4. Weld the axle to the seat according to Ridewell Weld Process #1 (Page 5).
   NOTE: Mounted air springs should be covered to protect them from welding spatter.

![Figure 3. Axle should be centered between beams.](image)

![Figure 4. Correct axle seating for welding.](image)
1 - CAUTION: All welds must be kept away from the top and bottom of the axle where maximum stresses occur (see “NO WELDING ZONE” illustration above). Do not test-weld the arc on any part of the axle tube.

2 - All welders and welding operators should be certified as per the requirements of the American Welding Society (AWS) or equivalent. All electrodes used should meet the AWS specifications and classifications for welding carbon and low-alloy steels.

3 - Recommended Welding Methods: Shielded Metal Arc Welding (SMAW), Gas Metal Arc Welding (GMAW) or Flux Cored Arc Welding (FCAW). The welding method used and the electrode selected must develop a minimum weld tensile strength of 70,000 psi per AWS specifications. The best fusion and mechanical properties will be obtained by using the voltage, current, and shielding medium recommended by the electrode manufacturer. If the SMAW method is used, the stick electrodes must be new, dry, free of contaminants and stored per AWS specifications.

4 - Weld Joint Preparation: The joint to be welded should be positioned in the flat or horizontal position. All grease, dirt, paint, slag or other contaminants must be removed from the weld joint without gouging the axle tube. CAUTION: Never weld when the axle is cold. The axle and beam assemblies to be welded should be at a temperature of at least 60°F (15°C). Pre-heat the weld zone to the axle manufacturer's recommended pre-heat temperature, if required. This will reduce the chance of an area of brittle material forming adjacent to the weld.

5 - The axle should fit into the beam assembly with a maximum root gap of 1/8-inch between the axle and the beam axle seat (see “WELD JOINT PREPARATION” illustration above).

6 - NOTE: Clamp the axle to the beam axle seat with a C-clamp prior to welding to make sure that proper contact occurs (see “CORRECT” illustration below).

7 - Ground the axle to one of the attached axle parts such as the brake chamber brackets, cam brackets or brake spider. Never ground the axle to a wheel or a hub as the spindle bearing may sustain damage.

8 - Multiple pass welding should be used on the beam/axle connection using the following guidelines: 8.1-Total fillet weld size should be 1/2-inch. 8.2-Weld pass starts and stops should be performed as illustrated above. 8.3-Ne ver start or stop welds at the end of the weld joint. 8.4-Each pass must be accomplished in one or two segments. 8.5-Start welds at least 1-inch from the end and back weld over the start. Backstep fill all craters. 8.6-If process is not GMAW all slag must be removed between passes.

8.7-Welds must go to within 1/8-inch +/- 1/16-inch of the ends of the axle seat and must not go beyond or around the ends of the axle seat. 8.8-Post-weld peening is 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.
Suspension Mounting

Refer to the engineering drawing for the range of ride heights available and clearance requirements. The suspension installer has the final responsibility of attaching the suspension to the vehicle frame.

Weld-On Installation Procedure

Recommended locations of customer-furnished filler plates and supporting crossmembers for the hangers and air spring mounting plates are shown on the engineering drawing.

WELDING METHOD MUST USE A MINIMUM WELD TENSILE STRENGTH OF 70,000 PSI, PER AWS SPECIFICATIONS.

1. Mark desired location of the hangers and filler plates on the frame. Hangers must be installed parallel to each other for proper axle alignment.

2. Mark the desired location of the air spring mounting plates and filler plates on the frame. NOTE: Protect other chassis components from weld spatter during installation, if necessary.

3. Install filler plates for the hangers and air spring mounting plates on the frame. Weld filler plates to crossmembers with ¼” fillet welds down the length of the crossmember.

4. Weld the hangers to the frame/filler plates with 1/4” fillet welds completely around the hangers. Stop the welds 1/2” from the corners and edges.

5. Weld the air spring mounting plates to the frame/filler plates with 3/16” fillet welds.

6. Attach a crossmember or diagonal brace to the front of the hangers with 1/4” fillet welds.

Bolt-On Installation

Before installation, check to make sure that wires, hoses or other components will not be affected by drilling into the frame rail.

- Bolts/nuts for attaching the suspension to the vehicle are supplied by the installer. Grade 8 bolts and flanged locknuts or locknuts with hardened washers are recommended.
- Bolt holes are not provided in the air spring mounting plates. Clamp mounting plates and filler plates, if used, in place and drill (minimum) two bolt holes in each mounting plate for installation onto the chassis.

Final Assembly and Inspection

1. Verify welds of frame hangers and air spring mounting plates.

2. Inspect for loose/missing fasteners on the suspension assembly. Verify suspension component bolts/nuts are torqued to proper values (Pg 12).

3. Install wheels and tires. CAUTION When lowering an auxiliary axle on an unloaded vehicle, pressure to the load air springs must be reduced to below 10 psi. Failure to reduce the air pressure could cause the vehicle’s drive axles to rise from the ground and the vehicle could roll in an unsafe manner.

4. Check that tires are inflated to recommended pressure. Check wheel hubs for proper level of lubricant recommended by the manufacturer.

5. Lift the axle to the raised position. Check the air system tubing and connections for leaks.

6. Check that wheels can rotate freely and that brakes and slack adjusters are properly adjusted.

7. Raise and lower the suspension assembly (wheels and tires installed) through the entire range of travel. Make sure that sufficient clearances for air springs, brake chambers and other components has been provided. CAUTION Do not lower the auxiliary axle while the vehicle is moving above 10 mph.

Shock Absorber Kit (Optional)

The shock absorber can be installed after the suspension has been assembled and mounted on the vehicle.

Installation Procedure

Refer to the shock kit engineering drawing for the correct mounting locations and installation angles for the upper and lower mounting brackets on individual RCA-215 suspension models.

WELDING METHOD FOR LOWER MOUNTING BRACKET MUST USE A MINIMUM WELD TENSILE STRENGTH OF 70,000 PSI, PER AWS SPECIFICATIONS.

1. Disconnect and remove the load springs from the suspension assembly. Protect the lift springs from welding spatter.

2. Remove the upper air spring mounting brackets...

continued on next page
3. **Regulate load with air spring pressure**

   The load capacity of the auxiliary axle is adjusted by increasing or decreasing the pressure to the air springs. By applying more air, the lift axle takes on a greater percentage of the load’s weight. The load capacity is decreased as the air pressure decreases. Accurate readings of the load capacity can be obtained by parking a loaded vehicle over a calibrated scale and lowering the axle onto the scale. The air pressure to the air springs is manually adjusted up or down to obtain the axle load weight at various air pressures.

   **CAUTION** Do not exceed the rated load capacity of the suspension system or other components. Exceeding the capacity can cause component failure and void the warranty.

4. Measure the shock absorber to axle (lower) mounting bracket location from the edge of the axle seat, not from the axle weld. Clamp the bracket into place. Use a 5/16” fillet weld to weld the lower mounting bracket to the axle at the forward and rear edge only. Do not weld perpendicular to the axle centerline.

5. Attach the shock absorbers to the mounting brackets with supplied HHCS and locknut. Torque locknut to 160-200 ft-lb (217-271 N-m).

6. Install load springs. Torque to spec. (Pg 12). Connect load springs to air system.

7. Raise and lower suspension to make sure that shock absorbers clear the air spring mounting plates and do not overextend.

   **CAUTION** Failure to torque bolts/nuts of suspension components to specifications can result in failure of the suspension and void the warranty.
Connect the load and lift air springs and an air control kit to the air system (Figure 5).

The air control kit (ACK) consists of a pressure regulator with a gauge connected to an air valve controlled by an electric switch or manual knob. The ACK allows the operator to control the air spring pressure so that the auxiliary axle can support different loads.

Ridewell has a number of manual/electric ACK configurations available. Installation will vary by the type of configuration.

**CAUTION** The installer is responsible for making sure that air system requirements comply with the appropriate Federal Motor Vehicle Safety Standards.

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Cause</th>
<th>Solution</th>
</tr>
</thead>
</table>
| Air springs fill but do not exhaust. | — Obstructed air line.  
— Faulty controls wiring.  
— Manual override pushed in | — Check for pinched/blocking lines.  
— Check wiring with voltmeter and correct wiring/installation.  
— Release manual override. |
| Air system leaks down after a short period of time. | — Leak in air system beyond accepted standards. | — Pressurize system and spray soap water solution onto the tubing, valves and fittings. Check for bubbles (leaks).  
Note: Some valves leak at acceptable rate.  
— Check that tubing cuts are straight and smooth. Re-cut and reassemble fitting joints, if necessary. |
| Auxiliary unit will not stay up | — Loose Air Fittings or Damaged Air Lines.  
— Air lines to lift and load air springs are reversed.  
— Damaged or Worn Air Springs. | — Check and retighten fittings. Repair or replace component, as necessary.  
— Check installation. Air line from regulator goes to (load) air springs.  
— Replace if worn or damaged. |
| Auxiliary unit not getting the correct lift | — Air lines to lift and load air springs are reversed.  
— Lift air springs do not have proper air pressure.  
— Interference with driveline or other chassis components.  
— Air control system not installed correctly. | — Check installation. Air line from regulator goes to (load) air springs.  
— Check for loose fittings or worn/damaged lines. Verify air tank pressure with gauge.  
— Visually inspect unit operation for the proper clearance. Check for loose fasteners and retighten.  
— Check air control system installation; refer to OEM installation procedures. |

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**Figure 5. Example of Air Control Kit (ACK) installation**
**Recommended Service Intervals**

Ridwell Suspensions recommends these minimum service intervals for standard duty, on-highway usage applications. More frequent intervals are recommended for heavier duty applications.

### Daily/Pre-Trip Inspections

- Check tires for proper inflation, damage or excessive wear.
- Check wheel-ends for obvious signs of lubricant leakage. Check for missing components.
- Check axle assemblies for damage/loose components.
- Visually inspect suspension structure for signs of damage or excessive wear.
- Check for loose or missing bolts/nuts. Check for irregular movement in suspension components.
- Make sure air controls are operating properly. Drain all moisture from air reservoirs.

### First 6,000 miles of use

- Torque suspension components to specifications (Pg 12/Engineering Drawing).
  - NOTE: Do not re-torque shear-type pivot bolt.
- Verify the suspension is operating at the designed ride height.

### First 12,000 miles of use

- Inspect air springs for damage/excessive wear. Torque bolts/nuts to spec (Pg 12/ENG Drawing).
- Check air lines and connections for leaks.
- Lubricate Brake Cams and Slack Adjusters.

### First 50,000 miles of use

- Torque suspension components to specifications (Pg 12/Engineering Drawing).
  - NOTE: Do not re-torque shear-type pivot bolt.
- Check wheel ends for excessive play.

### Annually/100,000 miles of use

- Inspect pivot connections for worn pivot bushings and replace, if necessary.
  - Torque pivot hardware and component bolts/nuts to specifications (Pg 12/ENG Drawing).
- Check suspension hanger and air spring mounting plate connections to frame.

### Check lubrication level in wheel ends:

- 1) Oil-Filled Wheel Ends:
  - Refill/Replace lubricant as needed (TMC RP 631 “100K/Annual Inspection”).
- 2) Semi-Fluid Grease:
  - Pull outer bearing and visually inspect lubrication level. Refill/Replace as needed (TMC RP 631 “Level 3 Lubrication Level Inspection” (TMC RP 618 “Wheel Bearing Adjustment”).
- Check air system for leaks.
- Test air system pressure protection valve (if equipped).
- Check brake chambers and brakes for damage and proper function.

> **CAUTION** Failure to torque bolts/nuts of suspension components to specifications can result in failure of the suspension and void the warranty.

### Pivot Bushing Inspection Procedure

The pivot bushing can be checked without disassembling the suspension. Park the unloaded trailer on a level surface. Set the brakes and chock the tires so vehicle cannot move during inspection.

Insert the flat end of a pry-bar between one side of the hanger sidewall and the wear washers. Move the pry-bar back-and-forth and look for excessive movement of the beam (NOTE: A small amount of beam movement because of the rubber flexing is normal). Inspect the wear washers for excessive wear/damage.

Repeat the pry-bar process and wear washer inspection on the other side of the hanger. If any large/easy movement or damaged wear washers is observed, drop the beams for further inspection. Replace components as necessary.
Figure 6.
RCA-215T Trailer Suspension – Drum Brakes
Refer to the suspension model engineering drawing for the individual component part number.

*Bushing Replacement Kit w/ traditional pivot hardware instead of shear-type bolt is available.
Figure 7.
RCA-215T Trailer Suspension – Disc Brakes
Refer to the suspension model engineering drawing for the individual component part number.
## RCA 215T Trailer Suspension — Bushing Replacement/Torque Specifications

| Part Number (Component) | Item Description | Size | Torque Values
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>6040128-Bushing Kit 6100044-Narrow Tool</td>
<td>Pivot Bolt/Nut - (Shear-Type Bolt/Locknut) Requires E-20 Torx® socket (RW #6100054)</td>
<td>7/8”-9NC</td>
<td>Do not lubricate bolt/nut threads. Use 1”-drive impact wrench to tighten until Torx® head shears.</td>
</tr>
<tr>
<td>6040078-Bushing Kit 6100044-Narrow Tool</td>
<td>Pivot Bolt - Hex Head Cap Screw (HHCS) Pivot Nut - (Locknut)</td>
<td>7/8”-9NC</td>
<td>500 ft-lb 678 N-m</td>
</tr>
</tbody>
</table>

### Fasteners

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Locknut - (Air Spring)</td>
<td>1/2”-13NC</td>
</tr>
<tr>
<td>Locknut - (Air Spring)</td>
<td>3/4”-16NF</td>
</tr>
<tr>
<td>Locknut - (Crosschannel)</td>
<td>1/2”-13NC</td>
</tr>
<tr>
<td>HHCS/Locknut - (Optional Shock Absorber)</td>
<td>3/4”-10NC</td>
</tr>
</tbody>
</table>

Torque values reflect a lubricated thread condition (Nuts are pre-lubed). Do not overtorque.

### Vehicle Preparation

Park vehicle on a level surface. Chock wheels to keep vehicle from moving.

Raise vehicle to a height that removes the load on the suspension. Support with jack stands.

Disconnect the linkage from the height control valve(s), if equipped. Exhaust all air from the system.

Failure to properly chock wheels, exhaust the air system and safely support the vehicle could allow vehicle/suspension movement that could result in serious injury.

### Disassemble the suspension

Remove wheels and tires, if necessary. Remove the shock absorbers (if equipped).

Take the pivot connections apart. Remove and discard pivot bolt, flat washer and pivot nut. Inspect adjuster plate and alignment washer for wear/damage. Replace if necessary.

Do not reuse pivot hardware.

Rotate beams down and away from frame. Inspect pivot-bolt holes and wear washers for unusual wear/damage. Repair or replace components as needed.

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<table>
<thead>
<tr>
<th>No.</th>
<th>Part No.</th>
<th>Item Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1130088</td>
<td>Hex Head Cap Screw (HHCS) 7/8”-6; 18” GR5</td>
</tr>
<tr>
<td>2</td>
<td>1160036</td>
<td>Flat Washer – 7/8” F436 Zinc Coated</td>
</tr>
<tr>
<td>3</td>
<td>1120051</td>
<td>Bearing Collar</td>
</tr>
<tr>
<td>4</td>
<td>1660009</td>
<td>Thrust Bearing</td>
</tr>
<tr>
<td>5</td>
<td>6100089</td>
<td>End Cap – Narrow Bushing Tool</td>
</tr>
<tr>
<td>6</td>
<td>6100092</td>
<td>Cone Assembly – Narrow Bushing Tool</td>
</tr>
<tr>
<td>7</td>
<td>6100091</td>
<td>Plunger – Narrow Bushing Tool</td>
</tr>
<tr>
<td>—</td>
<td>1980014</td>
<td>Extreme Pressure Lubricant</td>
</tr>
</tbody>
</table>

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Tapered end of tool cone (Cone Insert)
Replacement Procedure with Narrow Bushing Tool #6100044 (continued)

Tool Assembly
Check that thrust bearing is installed in the flat, outside edge of endcap. Inspect tapered insert and endcap for damage. Repair or replace as needed.

Lubricate Hex-Head Cap Screw and thrust bearing threads with Extreme Pressure Lubricant (#1980014).

Thread the flat washer, the bearing collar and the endcap onto the HHCS until the bearing collar and endcap rest against the head of the HHCS. Place tool cone onto endcap (Figure 8).

NOTE: Failure to apply lubricant to the threads could result in decreased tool performance and reduce the life of the bushing tool.

Bushing Removal
1. Push the HHCS through the inner sleeve until the tool cone is against the beam eye. Thread the plunger onto the HHCS until the tool cone is held firmly against the beam (Figure 8).

NOTE: Tapered end of cone is placed against the beam eye for both removal and installation.

2. Check that tool cone is centered on the beam eye. Use a 1 1/4” socket on a 3/4”-drive impact wrench (1”-drive impact wrench recommended) to rotate HHCS and pull the bushing into cone.

NOTE: In some cases, a small amount of heat may be needed to break the bond between the bushing and beam eye. Do not overheat. Allow the beam to cool before installing replacement bushing.

3. Remove bushing tool from the beam. Detach tool cone from endcap, remove bushing and discard.

Figure 8.
Place tapered end of cone against beam eye for bushing installation and removal.
Replacement Procedure with Narrow Bushing Tool #6100044 (continued)

Tool Assembly
Thread the flat washer, the bearing collar and the endcap onto the hex-head cap screw until the bearing collar and endcap rest against the head of the HHCS.

Bushing Installation
1. Use wire brush to clean debris/corrosion from eye.
2. Liberally apply P80® lubricant or a soap solution to the inside of the beam eye, the outside of the new bushing and inside the tool cone. Insert replacement bushing into the larger opening of the tool cone (Figure 9).
3. Center the smaller opening of the tool cone against beam eye. Push the hex-head cap screw through the bushing inner sleeve from the opposite side of the beam until the endcap rests against the beam eye.
4. Thread the plunger onto the hex-head cap screw until tool cone is held firmly against the beam. NOTE: The smaller opening of the tool cone is placed against the beam eye for both removal and installation of the bushing.
5. Verify that bushing tool cone is centered on the beam eye. Use a 1 1/4” socket and 3/4”-drive impact wrench (1”-drive impact wrench recommended) to rotate the hex-head cap screw and press the bushing into the beam eye.
6. Disassemble and remove bushing tool from the beam. Verify bushing is centered inside the beam. Realign bushing if necessary.

Reassemble suspension
Rotate the beams into the hangers.
Assemble the pivot connection – alignment washer, adjuster plate, wear washers, shear-type pivot bolt, flat washer and flanged locknut.
NOTE: Do not lubricate pivot bolt/nut.
Tighten locknut until adjuster plate pin is engaged and pivot connection hardware is snug against the hanger. Do not apply final torque until the axle alignment has been checked.
Install the shock absorbers (if equipped).
Connect the height control valve linkage (if linkage has been disconnected). Inflate air springs.
Install wheels and tires (if removed). Raise the vehicle and remove support stands. Lower vehicle to ground.
Verify the suspension ride height. Check axle alignment. Realign if necessary (Pg 15).
Tighten pivot bolt with a 1” drive impact wrench and E-20 Torx® socket (Ridewell tool #6100054) until Torx® head is sheared off.

**CAUTION** Failure to torque hardware to specifications can result in suspension failure/void the warranty.
Alignment should be performed on a level surface with the suspension at the desired ride height. Align the suspension per TMC- or SAE-recommended standards.

On a multiple-axle vehicle, the forward axle is moved into proper alignment, then the remaining axles are positioned so that they are parallel to the forward axle. A maximum tolerance of 1/8-inch difference from side-to-side of the forward axle and 1/16-inch difference from side-to-side for the aft axles is acceptable (Figure 11).

The RCA 215 Suspension is equipped with the Ridewell Speed Set® alignment feature for manual alignment.

**Axle alignment procedure**

1. Loosen the pivot nut enough for the beam to move within the hanger (Figure 10).
   
   **Caution** Do not reuse pivot hardware if Torx® head is damaged or missing. A new shear-type pivot bolt, flat washer and locknut must be installed and the Torx head sheared off to complete the alignment.

2. Locate the adjuster plate at the pivot connection. Insert a 1/2”-shank breaker bar into the square hole of the adjuster plate. Push on the breaker bar to move the beam forward or backward until the axle reaches alignment measurements (Figure 11). 
   
   **Note:** Verify that the pivot bushing is not wedged sideways during beam movement. The adjuster plate and alignment washer should move in unison with beam movement.

3. Tighten the pivot nut so that the beam can no longer move. Re-check alignment measurements and adjust if necessary.
   
   **Note:** Check to make sure both the adjuster plate and alignment washer are flat against the hanger before final torque is applied.

4. Tighten pivot bolt with a 1”-drive impact wrench and E-20 Torx® socket (Ridewell tool #6100054) until the Torx® head is sheared off.

   **Caution** Failure to properly torque pivot hardware could result in suspension failure/void the warranty.

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**Figure 10.**

Move beam back-and-forth using breaker bar until the axle reaches the desired position.

**Figure 11.**

Kingpin measurement for axle alignment.

Check the forward axle alignment by measuring from the kingpin to both ends of the axle centers.

If the difference between the “A” measurement and the “B” measurement is greater than 1/8-inch, the forward axle needs to be aligned.

Adjust the aft axle if the difference between the “C” measurement and the “D” measurement is greater than 1/16-inch.
WARRANTY

Terms and coverage in this warranty apply only to the United States and Canada.

Ridewell Suspensions warrants the suspension systems manufactured by it to be free of defects in material and workmanship. Warranty coverage applies only to suspensions that have been properly installed, maintained and operated within the rated capacity and recommended application of the suspension. The responsibility for warranty coverage is limited to the repair/replacement of suspension parts. The liability for coverage of purchased components is limited to the original warranty coverage extended by the manufacturer of the purchased part.

All work under warranty must have prior written approval from the Ridewell warranty department. Ridewell has the sole discretion and authority to approve or deny a claim and authorize the repair or replacement of suspension parts. All parts must be held until the warranty claim is closed.

Parts that need to be returned for warranty evaluation will be issued a Returned Materials Authorization (RMA). Parts must be returned to Ridewell with the transportation charges prepaid. The transportation charges will be reimbursed if the warranty claim is approved.

This non-transferable warranty is in lieu of all other expressed or implied warranties or representations, including any implied warranties of merchantability or fitness or any obligations on the part of Ridewell. Ridewell will not be liable for any business interruptions, loss of profits, personal injury, any costs of travel delays or for any other special, indirect, incidental or consequential losses, costs or damages.

Contact the Ridewell Warranty Dept. at 417.833.4565 - Ext. 135, for complete warranty information.