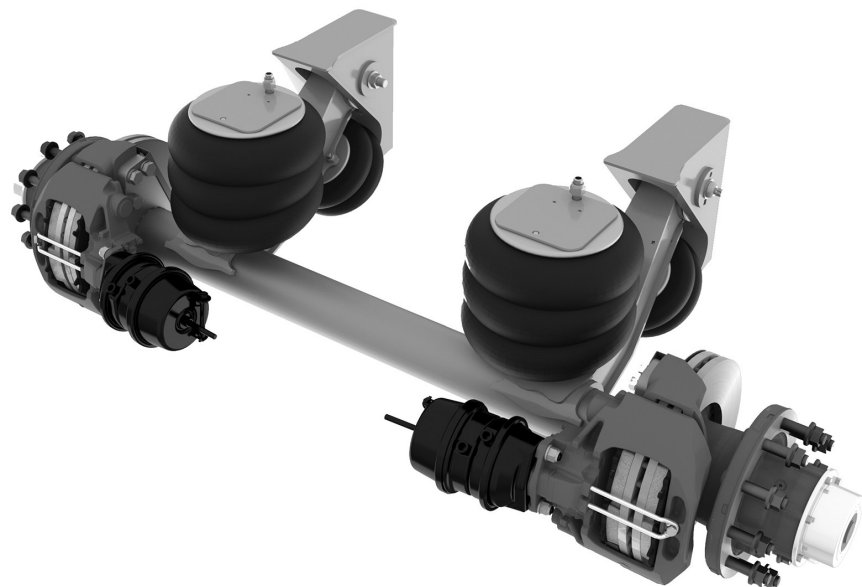


RUL-245T - Trailer

NonSteerable - Auxiliary Axle Suspension



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Part No.: 9710110

Doc: 245T-Trailer-RevF-12-11-19

SUSPENSION IDENTIFICATION

Introduction

The Ridewell Universal Lift (RUL) - 245T Trailer Suspension is available for use in a 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.


 RIDEWELL SUSPENSIONS The Engineered Suspension Company	
PART NO:	
SUSP. NO:	
SERIAL NO:	
GROSS AXLE WEIGHT RATING CERTIFICATION IS PER THE FINAL STAGE MANUFACTURER OR ALTERER.	
THIS PRODUCT MAY BE COVERED UNDER ONE OR MORE PATENTS, ADDITIONAL PATENTS MAY BE PENDING.	
www.ridewellcorp.com	(800) 641-4122

Figure 1.

The Suspension Model (Suspension Number) and date of manufacture (Serial Number) are listed on the Suspension Identification Tag.

 RIDEWELL SUSPENSIONS			
MODEL:		PART NO.	
SERIAL NO.		CAPACITY	TON

Figure 2.

The Base-Axle Part Number (165-) and the Serial Number assigned to the axle tube are listed on the Axle-Body Serial Identification Tag.

Prior to Installation

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

The suspension is designed to fit up onto standard I-beam trailer frames at beam centers that correspond to standard axle track widths (Figure 3).

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

NOTE: 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.

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.

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 auxiliary suspension, air springs, brake chambers, steering components, axle (including axle to driveline clearance) and tires.

Figure 3. Standard Trailer Dimensions

Trailer Width	Axle Track Width	Frame Center	Beam Center	Air Spring Center
96"	71.5"	38"	35"	31"
102"	77.5"	44"	41"	37"

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 to the axle seats.

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 beam centers (Figure 4).
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 5). 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).

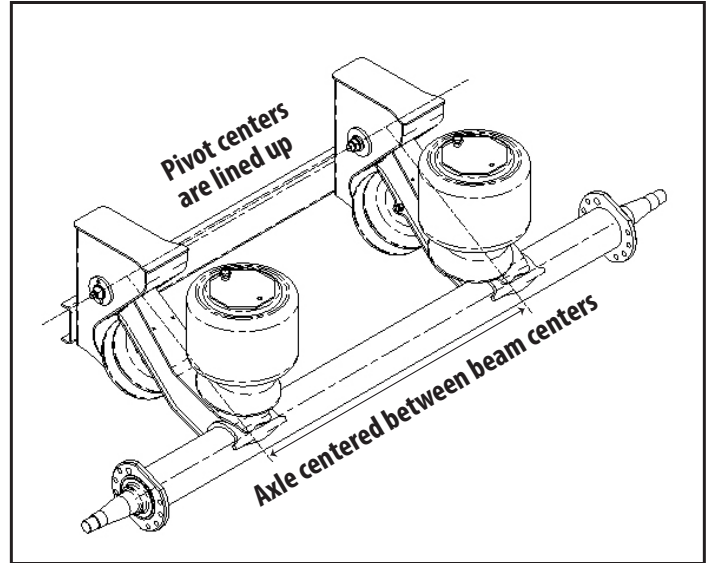


Figure 4.
Axle should be centered between the beams with beams and axle perpendicular to each other. Refer to the engineering drawing for measurements.

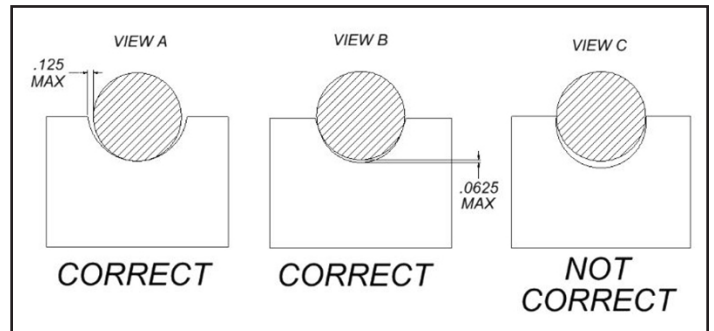
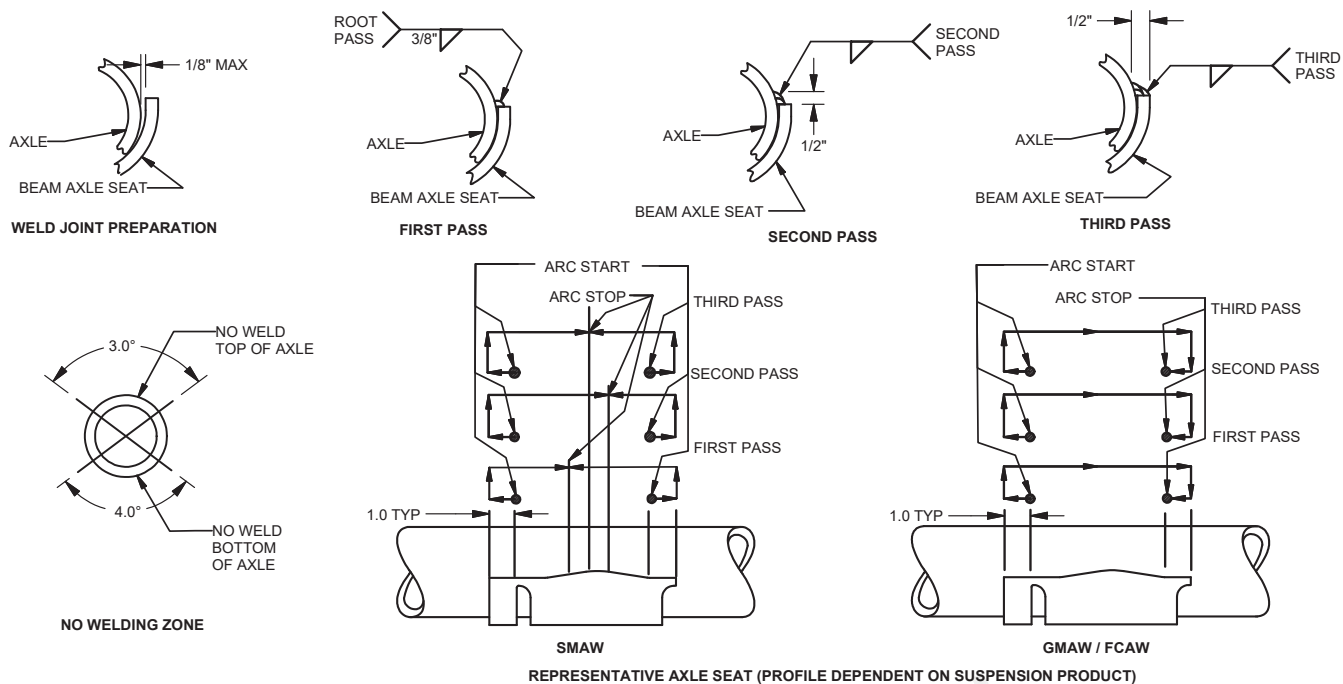
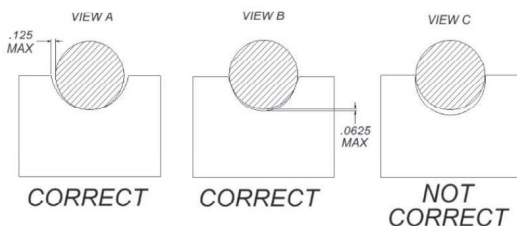



Figure 5.
Correct axle tube seating for welding.



- 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-Never 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 backweld 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.



F	16101	ADDED MAXIMUM TO 5, ADDED GMAW NOTE TO 8.6 UPDATED CORRECT VIEWS	2/10/2016	G.H.	B.B.	CJB
E	15101	REVISED TEXT. REMOVED LIST OF MODELS.	6/30/15	G.H.	MDJ	CJB
REV	PROJECT	DESCRIPTION	DATE	BY	CHK	APPD
	DRAWN BY: CBC	2/1/2016				
	CHECKED: MDJ	2/21/2003				
	APPROVED: CJB	2/21/2003				
	PROJECT NO: 03103	SCALE: A-SIZE: NTS	 RIDEWELL CORPORATION PO BOX 4586 SPRINGFIELD, MISSOURI 65808			
	MATERIAL: -	WEIGHT: -				
TITLE: RIDEWELL WELD PROCESS #1, 5" DIA. AXLE, 3 PASS WELD						
SHEET 1 OF 1			PART NO: WELD PROCESS #1		REV: F	

Mounting the suspension to the frame

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

Refer to engineering drawing for customer-furnished filler plate and supporting crossmember locations for the hangers and air spring mounting plates.

CAUTION 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 1/4" 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

- Verify hanger and A/S mounting plate welds.
- Check the location for sufficient clearances of suspension components.
- Attach beam and axle assemblies to hangers. Note: Do not fully torque pivot hardware until axle alignment is completed (Appendix).
- Complete assembly and installation of air springs as shown on the engineering drawing. Torque to specifications (Appendix).
- Install/connect the air control kit (ACK) to the suspension (Page 8). Check the air system after installation for leaks and proper operation of controls.
- Perform final assembly and inspection and align the suspension per TMC or SAE recommended standards (Appendix). Alignment should be performed with suspension at installed ride height.

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

Installation and Operation Check

1. Check attachment of frame hangers and air spring mounting plates.
2. Inspect for any loose or missing fasteners on the suspension assembly. Verify that all suspension component bolts/nuts are torqued to proper values (Appendix).
3. Lift the axle to the raised position. Check the air system tubing and connections for leaks.
4. Check that tires are inflated to recommended pressure. Check wheel hubs for proper level of lubricant recommended by the manufacturer.
5. Verify that wheel lug nuts are tightened and that wheels can rotate freely.
6. Check 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 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 and the vehicle could roll in an unsafe manner.

⚠CAUTION Do not lower lift-axle while vehicle is moving in forward or reverse travel above 10 mph. Lowering the axle above the recommended speed can cause component damage and premature wear.

Air springs pressure regulates axle load

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.

Install air system components

Connect the load and lift air springs and an air control kit to the air system (Figure 6).

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.

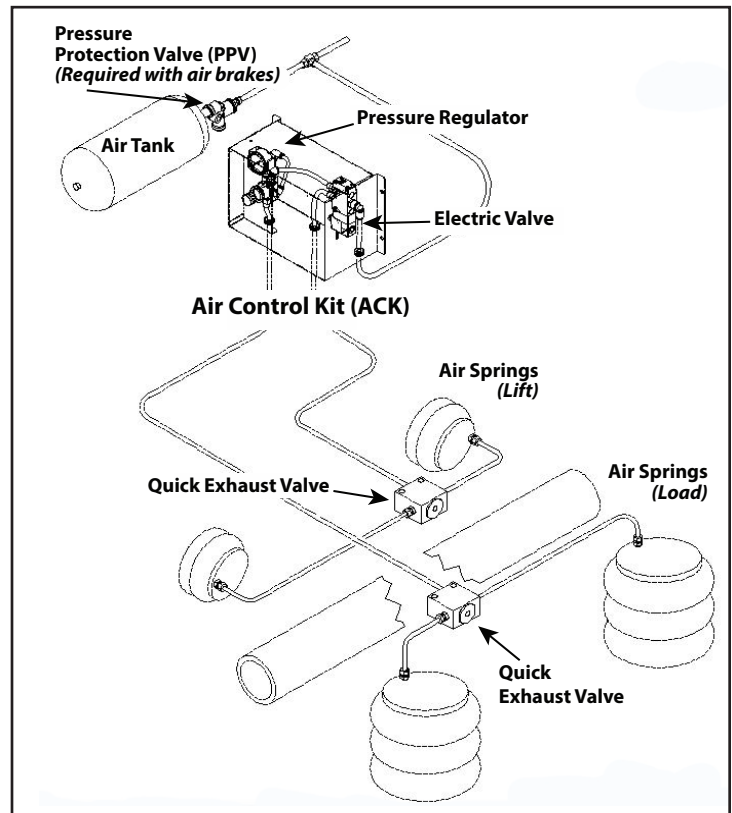


Figure 6.
Example of Air Control Kit (ACK) installation

Troubleshooting – Air System Installation

Problem	Possible Cause	Solution
Air springs fill but do not exhaust.	<ul style="list-style-type: none"> Obstructed air line. Faulty controls wiring. Manual override pushed in 	<ul style="list-style-type: none"> Check for pinched/blocked lines. Check wiring with voltmeter and correct wiring/installation. Release manual override.
Air system leaks down after a short period of time.	<ul style="list-style-type: none"> Leak in air system beyond accepted standards. 	<ul style="list-style-type: none"> Pressurize system and spray soap water solution onto the tubing, valves and fittings. Check for bubbles (leaks). Note: Some valves will leak at an acceptable rate. Check that tubing cuts are straight and smooth. Re-cut and reassemble fitting joints, if necessary.
Auxiliary unit will not stay up	<ul style="list-style-type: none"> Loose Air Fittings. Damaged Air Lines. Air lines to lift and load air springs are reversed. Damaged or Worn Air Springs. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 proper clearance. Check for loose fasteners and retighten. Check installation; refer to OEM installation procedures.

A visual inspection of the suspension structure should be performed during each pre-trip/safety inspection. Ridewell Suspensions recommends the following minimum service intervals for standard duty, on-highway usage applications. More frequent intervals are recommended for heavier duty applications.

Daily/Pre-Trip Inspections
<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> Torque all suspension bolts/nuts to specifications (see torque values chart in Appendix). Verify that the suspension is operating at the designed ride height.

Refer to the following Technology & Maintenance Council (TMC) publications for additional maintenance information:	
TMC RP 609	Self-Adjusting and Manual Brake Adjuster Removal, Installation and Maintenance
TMC RP 618	Wheel Bearing Adjustment Procedure
TMC RP 619	Air System Inspection Procedure
TMC RP 622	Wheel Seal and Bearing Removal, Installation, and Maintenance
TMC RP 631	Recommendations for Wheel End Lubrication
TMC RP 643	Air Ride Suspension Maintenance Guidelines
TMC RP 728	Trailer Axle Maintenance

Every 12,000 miles of use
<ul style="list-style-type: none"> Inspect air springs for any damage or excessive wear. Torque air spring bolts/nuts to specifications (see torque values chart in Appendix). Check air lines and connections for leaks. Lubricate Brake Cams and Slack Adjusters.
First 50,000 miles of use
<ul style="list-style-type: none"> Torque all suspension component bolts/nuts to specifications (see Appendix). Check wheel ends for excessive play.

Annually/100,000 miles of use
<ul style="list-style-type: none"> Inspect pivot connections for worn pivot bushings and replace, if necessary. Torque pivot hardware and component bolts/nuts to specifications (Appendix). Check suspension hanger and air spring mounting plate connections to frame. Check lubrication level in wheel ends: <ul style="list-style-type: none"> 1) Oil-Filled Wheel Ends: Refill/Replace lubricant as needed (Refer to TMC RP 631 "100K/Annual Inspection"). 2) Semi-Fluid Grease: Pull outer bearing and visually inspect lubrication level. Refill/Replace as needed (Refer to TMC RP 631 "Level 3 Lubrication Level Inspection" and TMC RP 618 "Wheel Bearing Adjustment Procedure"). 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

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.

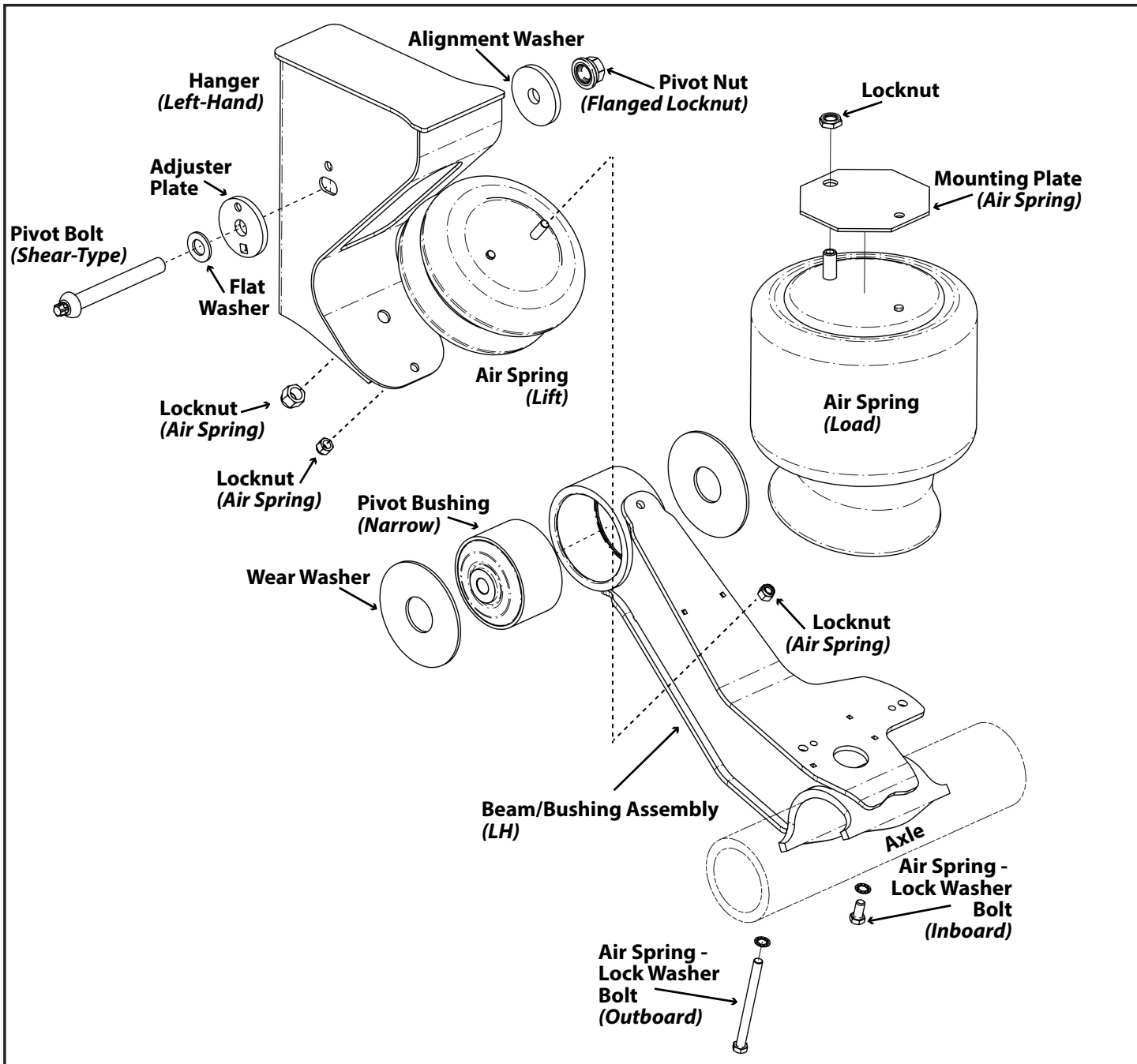


Figure 7.
RUL-245T Trailer Suspension for drum brakes
 Refer to the engineering drawing for the individual component part number.

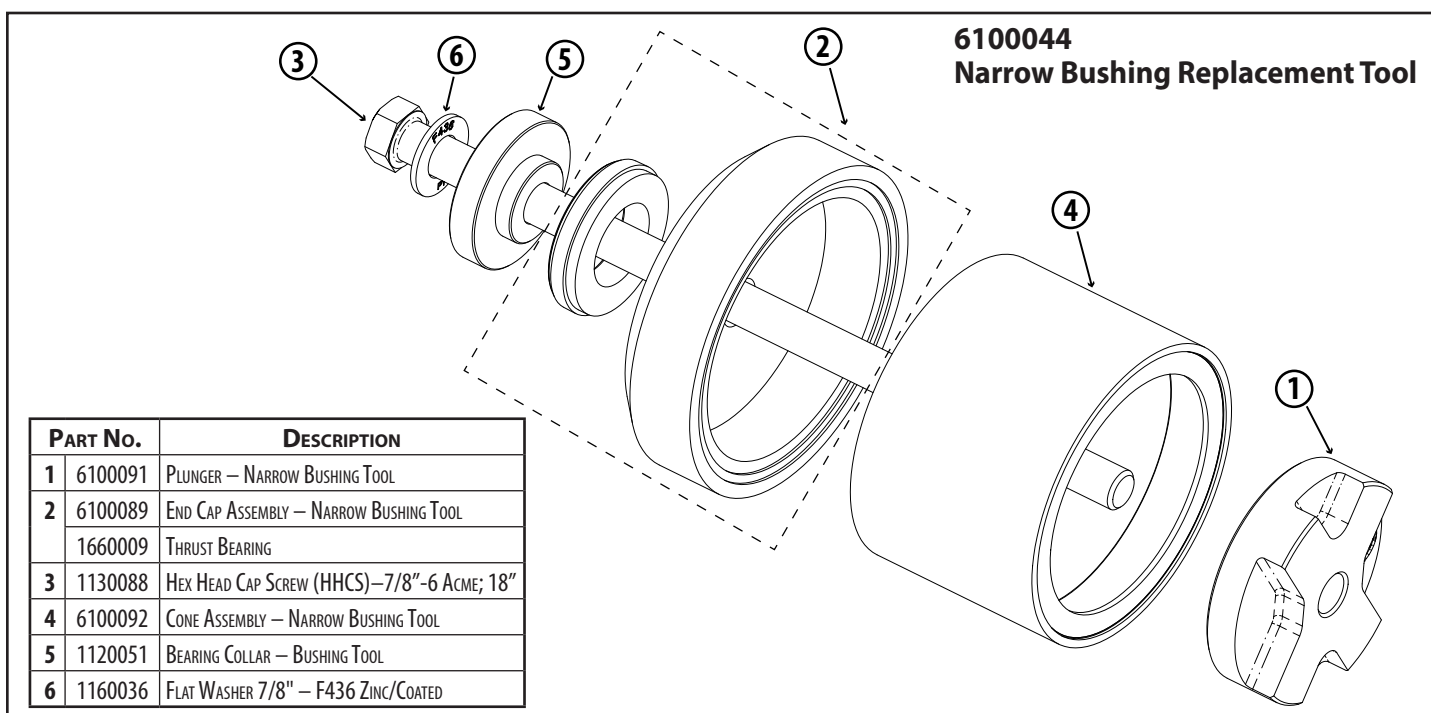
RUL-245 - Trailer Suspension – Torque Specifications

Fastener Type	Size	Torque Specifications	
		foot-pound	Newton-meter
Pivot Bolt - (Shear-Type) Pivot Nut - (Flanged Locknut) <i>Requires E-20 Torx® socket (RW #6100054)</i>	7/8" - 9NC	Do not lubricate bolt/nut threads. Use a 1" drive impact wrench to tighten pivot bolt until Torx head is sheared off.	
Pivot Bolt - (Hex Head Cap Screw (HHCS)) Pivot Nut - (Locknut)	7/8" - 9NC	500 ft-lb	678 N-m
(Wide Bushing - Pre-2009) Pivot Bolt - (Eccentric Bolt) Pivot Nut - (Top Lock Locknut)	1 1/4" - 7NC	1000 ft-lb	1356 N-m
(Wide Bushing - Pre-2009) Pivot Bolt - (HHCS) Pivot Nut - (Locknut)	1 1/4" - 6NC	1000 ft-lb	1356 N-m
Locknut - (Air Spring)	1/2" - 13NC	25 ft-lb	35 N-m
Locknut - (Air Spring)	3/8" - 16NC	25 ft-lb	35 N-m
Combo Port - (Air Spring Fastener)	3/4" - 16NF	45-50 ft-lb	45-50 ft-lb
Bolt - (Air Spring)	3/8" - 16NC	25 ft-lb	35 N-m
<i>Torque values reflect a lubricated thread condition (Nuts are pre-lubed). Do not overtorque.</i>			
⚠ CAUTION Suspension is shipped with minimal torque applied to fasteners. It is the installer's responsibility to apply the proper torque values. All fasteners, except shear-type pivot bolt, MUST be re-torqued after the first 6,000 miles of operation. Failure to install and maintain suspension component fasteners at torque specifications could result in suspension failure and void the warranty.			

RUL-245T - Trailer Suspension – Bushing Replacement Kits

Suspension Type	Bushing Replacement Kit	Bushing Replacement Tool	Pivot Hardware	Torque Specification	
				ft-pound	Newton-meter
Narrow Bushing – 2010-Present	6040078	6100044	Traditional - HHCS/Locknut	500 ft-lb	678 N-m
Narrow Bushing – 2010-Present	6040128	6100044	Shear-Type – Do not lubricate bolt/nut threads. Use a 1" drive impact wrench to tighten pivot bolt until Torx® head is sheared off.		
Pre-2009 MFG		Pivot Hardware – Wide (6 ¾") Glue-in Bushing			
2450000-2450021 24510700 2457666D003 2457666D005 2457666D007 2457666D008	6040193	Traditional - Eccentric Bolt/Top Lock Locknut		1000 ft-lb	1356 N-m
2457616D000 2457615D000 2457666D000 2457666D001 2457666D002 2457666D011 2457666D101	6040192	Traditional - HHCS/Locknut		750 ft-lb	1017 N-m
2457572xxxx 2457661xxxx 2457718xxxx	Clamped Bushing – Refer to Engineering Drawing				

CAUTION Failure to install and maintain suspension component fasteners at torque specifications could result in suspension failure and void the warranty. Refer to the engineering drawing for torque values.



Bushing Replacement Procedure – Narrow Bushing Replacement Tool #6100044

Park the vehicle on a level surface. Chock wheels to keep vehicle from moving. Raise vehicle to height that removes load from suspension and support with jack stands. Disconnect the linkage from the height control valve(s), if equipped. Exhaust all air from the air system.

CAUTION 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 suspension

Remove wheels and tires, if necessary. Disassemble the pivot connections. Remove and inspect adjuster plate and alignment washer(s). Replace, if necessary.

Discard pivot hardware (new pivot hardware and wear washers included in bushing replacement kit).

Rotate trailing arm beams down and out of the hangers. Inspect the pivot bolt holes and the hanger surfaces for unusual wear or damage. Repair or replace components, as needed.

Bushing Replacement Tool Assembly

Make sure that the thrust washer is firmly seated in the flat (outside) edge of end cap. Examine both the tool cone tapered insert and larger open end for any damage/out-of-round. Repair or replace if necessary.

Bushing Removal

1. Lubricate hex-head bolt threads and thrust bearing with Extreme Pressure Lube (#1980014).
NOTE: Failure to apply lubricant could result in decreased performance and reduced tool life.

2. Place flat washer onto hex-head bolt, followed by the bearing collar, then the end cap. The bushing tool cone tapers to a smaller opening on one end. Place larger opening of the cone onto the end cap. NOTE: Always place the tapered end of the cone against the eye of the beam (Figure 9).
3. Insert the end of the hex bolt through the bushing sleeve into the center opening of the plunger. Make sure the cone is centered on the beam eye and tighten the hex bolt until the plunger is firmly against the bushing.
4. Use a 1 1/4" socket on a 3/4" drive impact wrench (1" recommended) to rotate hex bolt and press bushing out of the beam eye into the cone. NOTE: It may require a small amount of heat to break the bond between the bushing and the beam eye. Do not overheat. Allow beam to cool before installing the new bushing.
5. Disassemble the bushing replacement tool. Remove old bushing from cone and discard.

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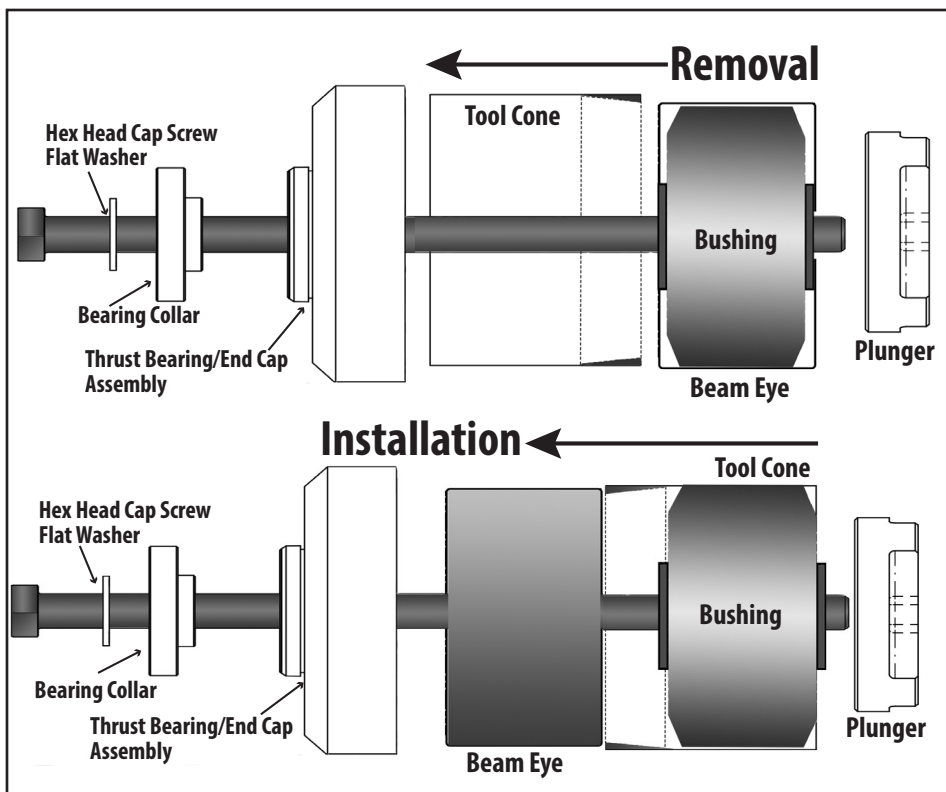


Figure 8.
The tapered end of the tool cone is placed against the beam eye for removal/installation.

Continued on next page

Replacement w/ 6100044 (continued)

Bushing Tool Assembly – Installation

Place the flat washer, the bearing collar, and the end-cap assembly on the hex-head bolt.

1. Use a wire brush to clean debris and corrosion out of the beam eye.
2. Liberally apply P80® lubricant or soap solution to the inside of the beam eye, the outside of the bushing and inside the tool cone.
3. Insert the new bushing into the large end of the tool cone.
4. Place the plunger/cone/bushing assembly on the beam eye (Figure 9).
5. Insert the hex-head bolt assembly through the beam eye. Thread the hex bolt into the plunger until the end-cap rests against the beam.
6. Center the bushing tool cone on the beam eye. Use a 1 1/4" socket on a 3/4" drive impact wrench (a 1" impact wrench is recommended) to rotate the hex bolt and press the bushing into the beam eye.

Disassemble and remove the bushing replacement tool. Check placement to make sure the bushing is centered in beam.

Reassemble suspension

Rotate trailing arm beams into hangers. Install pivot connection hardware – alignment washers, adjuster plates, wear washers, shear-type pivot bolt, flat washer and flanged locknut.

NOTE: Do not lubricate pivot bolt/nut.

Tighten flanged locknut until adjuster plate pin is engaged and pivot hardware is snug against hanger. Do not apply final torque until axle alignment has been checked.

Connect air system (if disconnected). Install wheels and tires (if removed). Inflate air springs. Raise vehicle and remove support stands. Lower vehicle to ground.

Check axle alignment and realign (Appendix). 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 can result in suspension failure and void warranty.

Wide Bushing Replacement Procedure: RUL-245 Suspensions Manufactured Before 2009 – Factory Bonded Wide Bushing (6 3/4")

Park the vehicle on a level surface. Chock wheels to keep vehicle from moving. Exhaust all air from the air system. Disassemble suspension, if necessary, to reach pivot connections.

Bushing Replacement Procedure

Refer to the engineering drawing for additional component part numbers and torque values.

Service Parts Needed:

1987625B000 - Epoxy - Fusor320 50ML (tube)

1117625C060 - Bushing - Monopivot 62Duro

1. Remove the old bushing from load beam or sleeve. NOTE: Apply heat to the outside of the sleeve with an oxyacetylene torch to destroy any remaining bonding element and make bushing removal easier.
2. Use a wire brush to remove any remaining bonding residue, rubber, dirt, rust, etc, from the sleeve bore.
3. Wash the bore of the bushing sleeve with paint thinner. Wash the surface of the replacement bushing with paint thinner.
⚠CAUTION Epoxy adhesive and paint thinner are flammable materials that are irritating to the eyes, respiratory system and skin. Thoroughly read all label instructions before use.
4. Remove cap from Epoxy Adhesive 50ml tube kit. Squeeze out entire contents of adhesive. Thoroughly mix the two-parts of the adhesive
NOTE: Adhesive must be used within 20 minutes after mixing.
5. Spread mixed adhesive on the entire surface of the replacement bushing. Apply adhesive to the inside of the sleeve bore.
6. Press replacement bushing into the bore of the sleeve until bushing is centered.
7. Wipe the excess adhesive from the ends of installed bushing with paint thinner.
8. Adhesive can be handled after four hours and will totally cure after 24 hours.

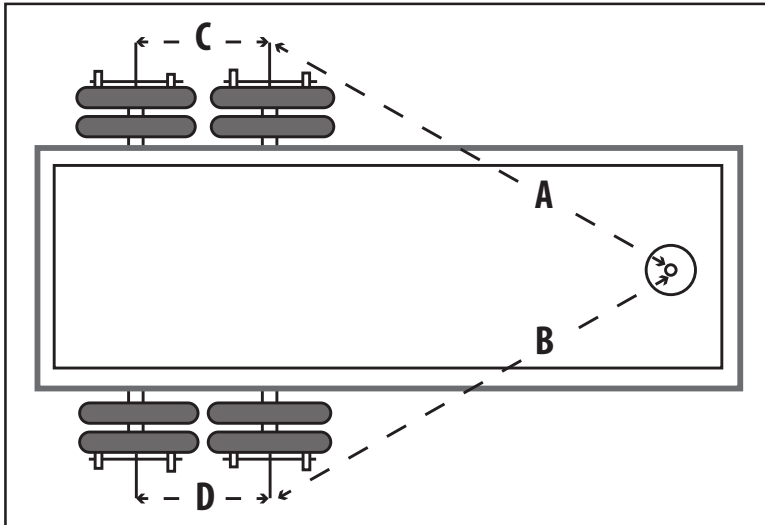
⚠CAUTION Adhesive must be totally cured before returning vehicle to service.

Reassemble the suspension, if necessary. Torque to specifications.

Axle Alignment

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 the 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 9).



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.

If the difference between the “C” measurement and the “D” measurement is greater than 1/16-inch, the aft axle needs adjustment.

Figure 9.
Kingpin measurement for axle alignment.

Speed Set™ Alignment

The RUL-245T Auxiliary Axle Trailer Suspension is equipped with the Ridewell Speed Set® alignment feature for simple, manual alignment of the axles.

Axle alignment procedure

1. Loosen the pivot nut enough for beam to move.
2. Locate the adjuster plate at the pivot connection.
Insert a 1/2"-shank breaker bar into the square

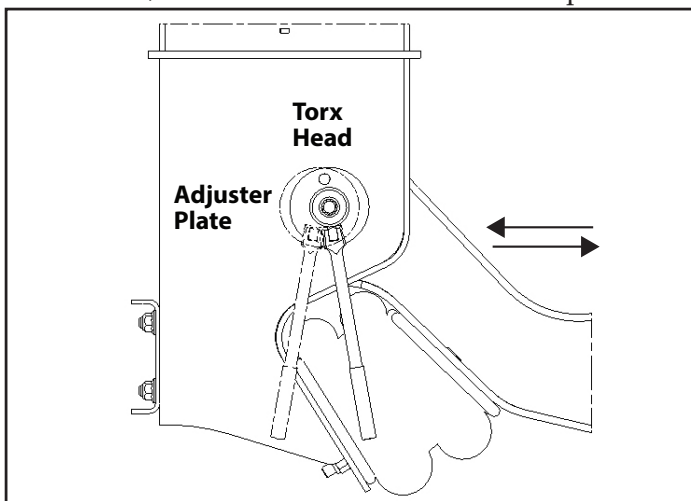


Figure 10.
Move beam back-and-forth with adjuster plate until axle is aligned.

hole of the adjuster plate. Move the arm beam forward or backward until the axle reaches alignment (Figure 10).

NOTE: Check to make sure that the pivot bushing is not wedged sideways during beam movement. The adjuster plate and alignment washer on the two sides of the hanger should move in unison with the beam.

3. Tighten the pivot nut so that beam can no longer move. Re-check alignment measurements and adjust, if necessary.
NOTE: Check to make sure that both the adjuster plate and alignment washer are flat against the hanger before final torque is applied.
4. Use a 1" drive impact wrench with an E-20 Torx® socket to tighten the pivot bolt until the Torx head is sheared off.

CAUTION Failure to properly torque pivot hardware could result in catastrophic suspension failure and void the warranty (Appendix).

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.