

TECHNICAL PUBLICATION

HA/HAS Air Suspension

NO: 17730-220

SUBJECT: U Bolt Locknut Tightening Torques

DATE: November, 1998 REVISION: E

INTRODUCTION

The following procedure is required when servicing a vehicle with a Hendrickson Truck Suspension Systems model HA or HAS air suspension.

Preventative Maintenance

U bolt locknuts must be torqued as specified in Hendrickson Technical Publication 17730-197 (HA Series) or 17730-212 (HAS Series).

NOTE

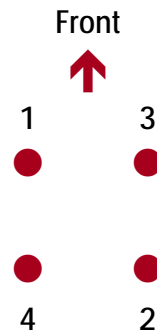
Check for proper seating of components, i.e. no gaps, etc.

1. U Bolt Locknuts **MUST** be torqued at preparation for delivery.
2. U Bolt Locknuts **MUST** be retorqued at 1,000 miles.
3. U Bolt Locknuts **MUST** be checked and retorqued at 20,000 miles.
4. Thereafter, follow 20,000 mile inspection and retorque interval.

Current Hendrickson Truck Suspension Systems locknuts are $\frac{7}{8}$ "-14 Grade C, and are phosphate and oil coated, black in color, and require a torque of 400-450 ft.lbs. All threads should be lubricated with SAE 20 oil before assembly to obtain the correct relationship of torque and fastener tension.

When replacement of U Bolts or other components is required, the following procedure is recommended.

1. Evenly torque U Bolt Locknuts. Use 50 ft.lb. increments to achieve uniform bolt tension and correct (level) position of Main Support Member, Spring Seat, and Axle Bottom Cap at final torque. Use the torque pattern shown here.



2. Road test chassis to seat components.
3. Retorque U Bolt Locknuts after road test to specified torque.
4. U Bolt Locknuts MUST be retorqued at 1,000 miles following service.
5. U Bolt Locknuts MUST be checked and retorqued at 20,000 miles following service.
6. Thereafter, follow 20,000 mile inspection and retorque interval.

 **WARNING**

IF THE TIGHTENING TORQUES RECOMMENDED ABOVE ARE NOT ACHIEVED AND MAINTAINED, METAL SURFACES CAN WORK AND WEAR THE SPRING SEATS, AXLE BOTTOM CAPS AND POSSIBLY OTHER COMPONENTS RELATED IN THE TOTAL ASSEMBLY. PROPERLY TIGHTENED U BOLT LOCKNUTS WILL ELIMINATE COSTLY REPAIR, DOWNTIME AND POSSIBLE SEPARATION OF COMPONENTS AND LOSS OF VEHICLE CONTROL, PROPERTY DAMAGE OR PERSONAL INJURY.

