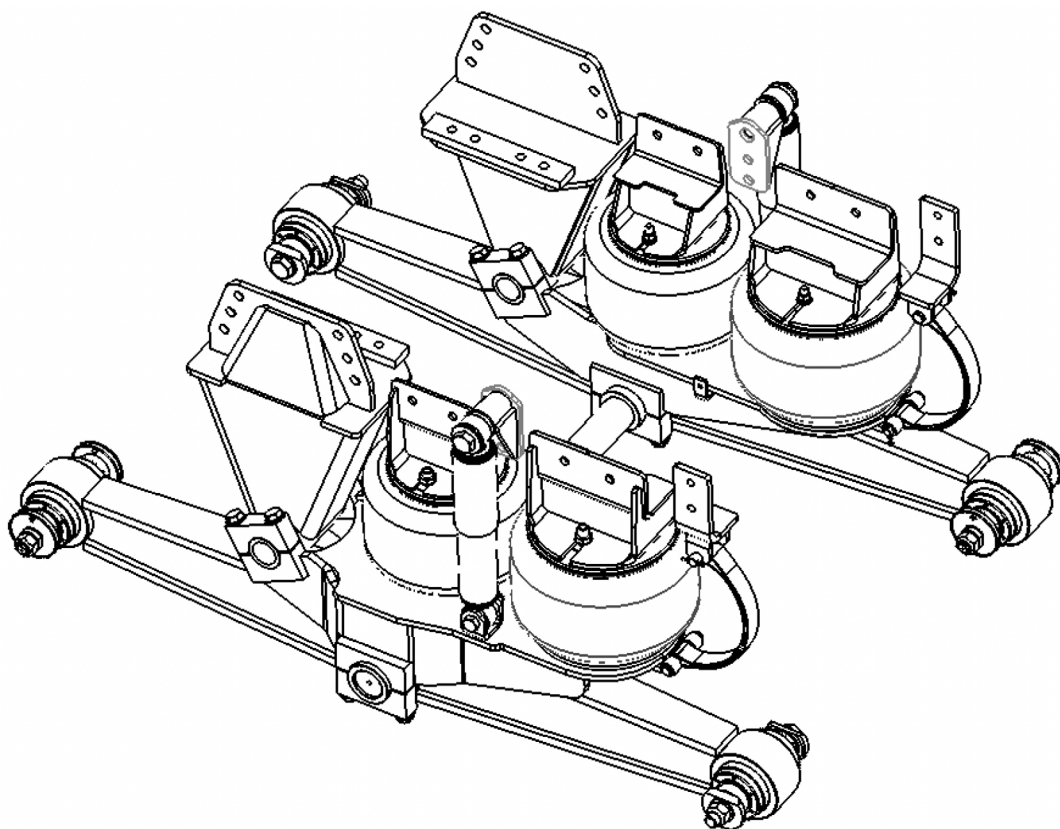


INSTALLATION INSTRUCTIONS

60K AIR LINK® TANDEM DRIVE SUSPENSION



Link Suspensions of Canada
601 18th Ave
Nisku, AB T9E 7T7 Canada
www.linkmfg.com

**QUESTIONS?
CALL CUSTOMER
SERVICE
1-888-472-9326**



Link Suspensions of Canada

601 – 18th Avenue

Nisku, Alberta

Ph: 888-472-9326

Fax: 780-955-2386

Email: lsc@linkmfg.com

Link Manufacturing Ltd.

223 – 15th Street NE

Sioux Center, Iowa

51250

Ph: 800-222-6283

Fax: 712-722-4876

Email: info@linkmfg.com



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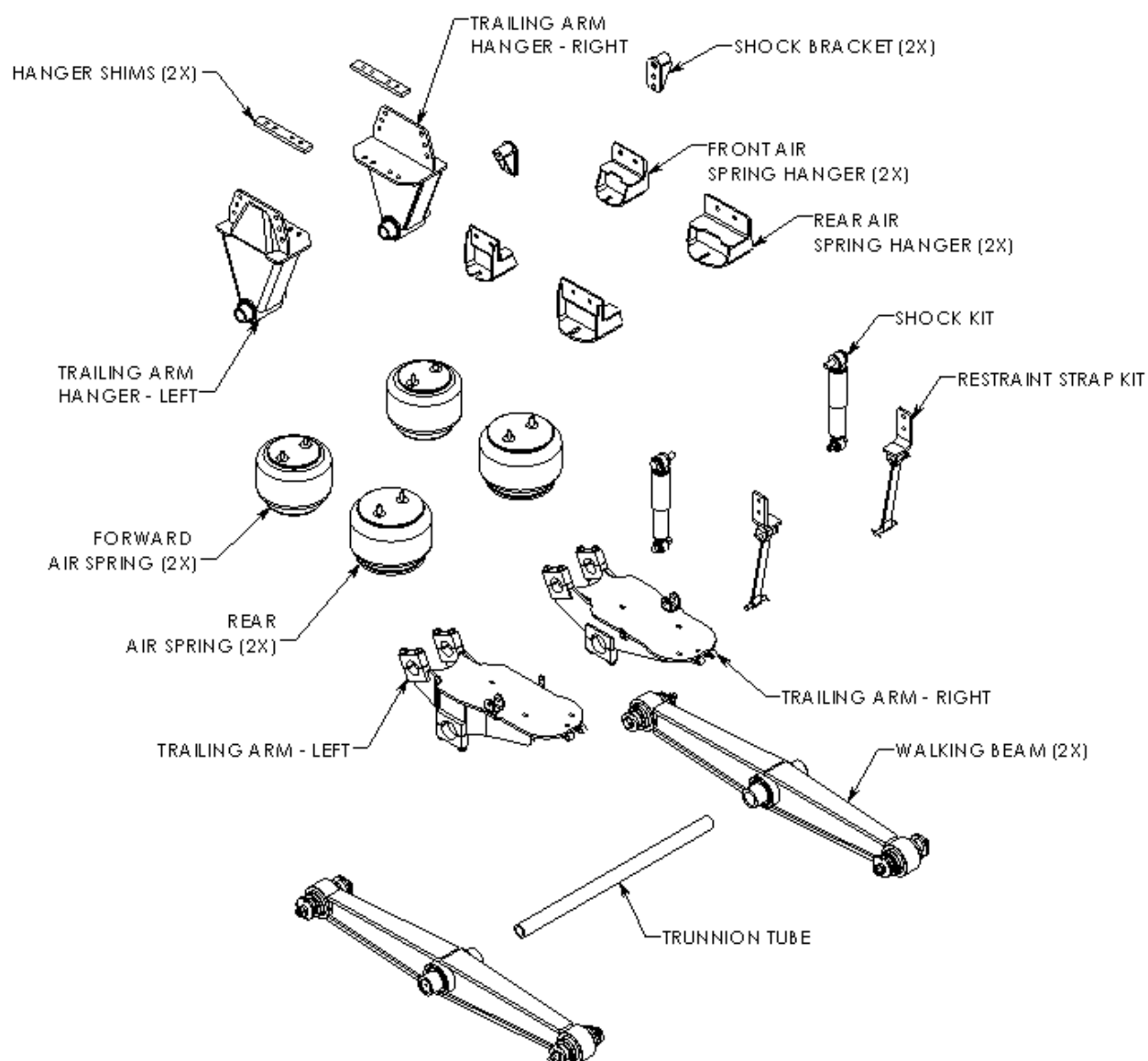
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SECTION 1: COMPONENT TERMINOLOGY





SECTION 2: INTRODUCTION

Description

This document is intended to provide general guidelines for the installation of the Air Link™ system in a new chassis at the OEM level.

In this case, the design has been worked into the chassis based on requirements outlined by the OEM (capacity, ride height, spread, etc.).

This manual is to cover the general assembly of a 60,000 lbs capacity Air Link™ suspension with adapter end bushings. Each kit is specific to the requirements of each customer and therefore not all sections may specifically apply to each customer specific application. In such cases, refer to the OEM information for proper installation details.

Some part numbers have been supplied for generic parts however, the suspension layout drawing should be used in conjunction with this manual to provide specific details of the suspension component part numbers and configuration.

The proper assembly and setup of the Air Link™ suspension has been proven to provide customers with years of trouble free, service, which is our goal for all our users.

Safety Notice

These processes are provided with the understanding that the work will be performed by qualified personnel, using appropriate industry safety standards. In all cases, safety and common sense must be at the forefront when working with heavy equipment. Carefully read and understand the work instructions prior to commencing work, and all appropriate safety precautions are the responsibility of the technicians performing this work.

In this document, notes, cautions and warnings are placed at critical steps that should be read carefully.

- **Notes** will provide any tips and tricks to make the work as efficient as possible.
- **Cautions** are to warn of key features that need to be safeguarded or measurements that need to be maintained.
- **Warnings** are outlined where the danger of personal injury is most likely.



SECTION 3: ASSEMBLY

Assemble the Axle to the Walking Beams (2-1/2"Ø Adapter Bushing)

Required Components

Description	Quantity	Image
Assembled rear axle (Customer Supplied)	2	
Sleeve Bushing (2-1/2" ID) (Link P/N: 206-00-006)	4	
Bolt, Hex, Gr.8, 1"Ø-14UNF x 11" (Link P/N: 201-00-612)	2	
Washer, Flat, SAE, 1"Ø (Link P/N: 201-01-075)	4	
Nut, Hex, Cone Lock, 1"Ø (Link P/N: 201-02-315)	2	
Inner Sleeve (Link P/N: 206-00-012)	2	
End Cap (Link P/N: 206-00-013)	4	
Adapter Shaft, Alignment (Link P/N: 322-80-135)	2	
Adapter End Cap, Alignment (Link P/N: 322-80-140)	4	
Nut, Hex, Stover, 1"Ø-14NUF (Link P/N: 201-02-275)	4	
Set Screw, UNC 3/8"Ø X 3/4" (Link P/N: 201-00-606)	8	
Walking beam [1][2] (Link Supplied)	2	

[1] The walking beam is not available without bushings.

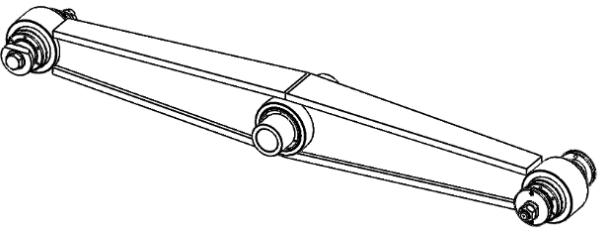
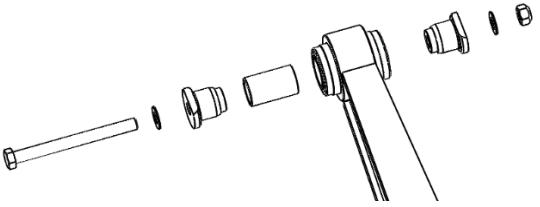
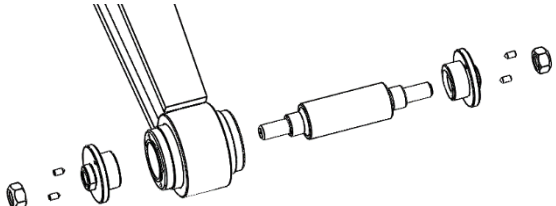
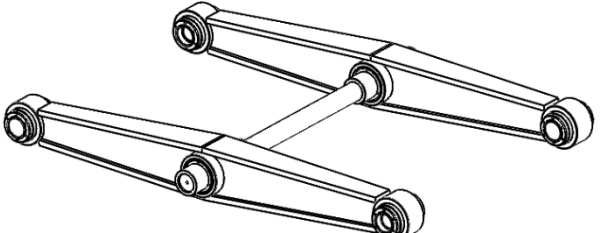
[2] Walking beam supplied assembled with bushings in kit. Breakdown above provided for replacement detail.



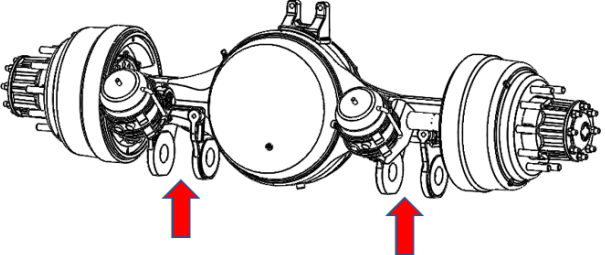
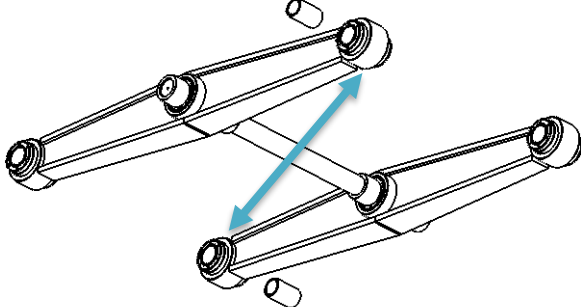
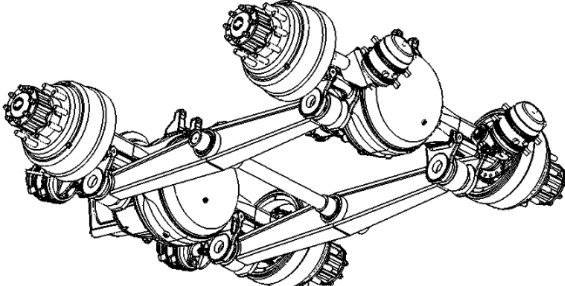
Required Tools

- Hammer (Mallet)
- Wrench (1 1/2")
- Socket (1 1/2")
- Torque wrench 500 ft-lb minimum
- Digital Level
- Pliers
- Alignment punch

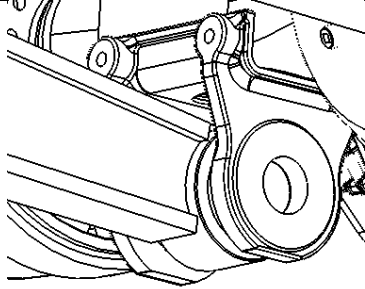
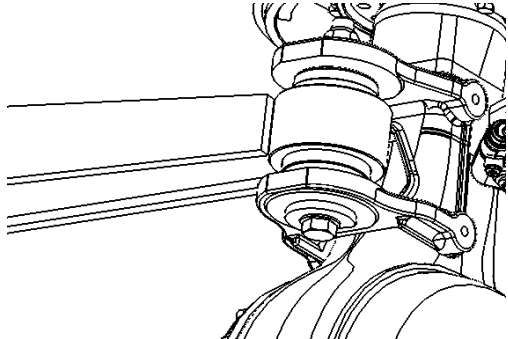
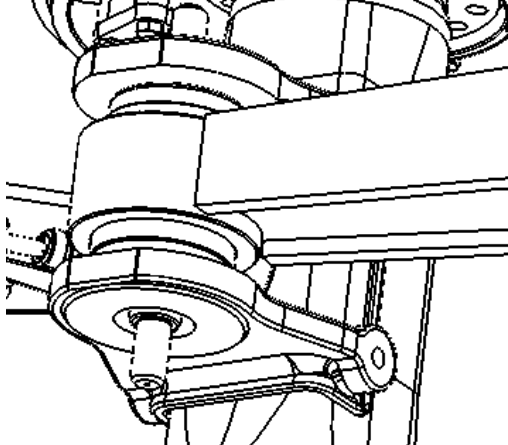
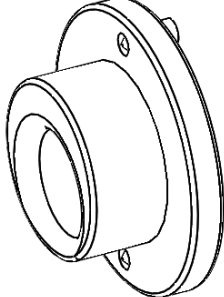
Procedure

<p>1. Each walking beam has a center bushing, a straight adapter bushing in one end and an eccentric adapter bushing in the other end.</p> <p>Note: Typical set-up expected. Eccentric adapter bushing will be at diagonally opposite corners of the suspension.</p>	
<p>2. Disassemble the straight adapter bushing bolt, washers, nut, end caps and inner sleeve from one end and keep them at hand for assembly.</p>	
<p>3. Disassemble the eccentric adapter bushing nuts, end caps w/ set screws and shaft from the other end and keep them at hand for assembly.</p>	
<p>4. Insert the trunnion tube into the center bushing of each walking beam.</p> <p>Note: Trunnion tube must be installed before the walking beams are installed to the axles.</p>	

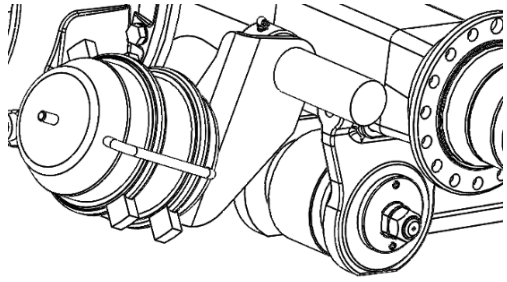
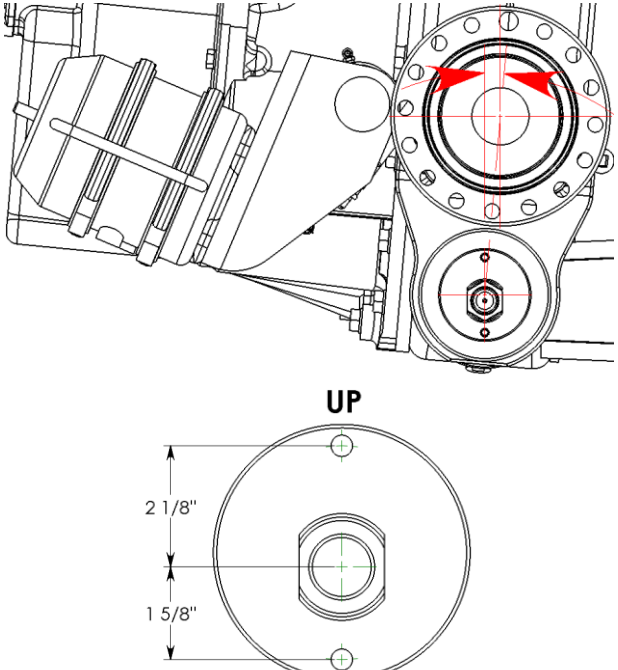
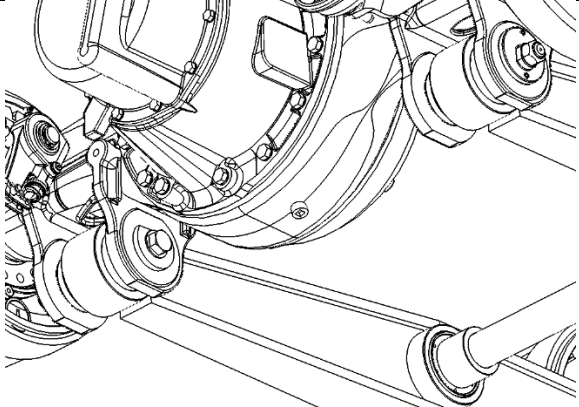


<p>Note: Trunnion tube is intended to be loose in the center bushing. (Freely rotate and some end to end play).</p>	
<p>5. Position both drive axles to allow access to the axle hangers to install the walking beams.</p> <p>Note: The orientation of the axles is dependent on each OEM assembly process.</p> <p>Caution: Some walking beams are orientation dependant. Be sure to position beams correctly.</p>	
<p>6. Position the inner sleeve from each adapter bushing into the outer bushing sleeve in the walking beam.</p> <p>Note: The position of each straight adapter bushing must be at the diagonal ends of each walking beam.</p>	
<p>7. Align the axle hangers with the walking beam assembly.</p> <p>Note: One axle can be done at a time if the process requires it.</p> <p>Warning: Axles and suspension components are heavy. Avoid pinch points during assembly.</p>	
<p>8. Align each bushing inner sleeve to the axle hanger bore holes.</p>	



	
<p>9. Install the end caps, adapter bushing bolts, washers and nuts.</p>	
<p>10. Next slide the eccentric adapter shaft through the bushing and the axle connector bore.</p> <p>Caution: Removing the tires, drum and disconnecting the shoes may be needed to install the bushing shaft and get access to the bushing nut on the outside. Follow axle manufacturer's recommended procedures for completing this step.</p>	
<p>11. Back off set screws off enough so that the point does not protrude past the inside of the cap.</p>	

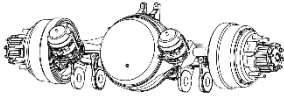
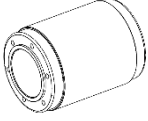
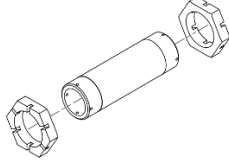

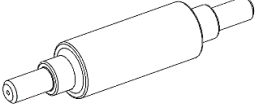
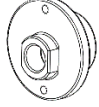


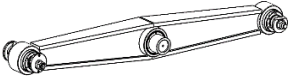


<p>12. Install the eccentric adapter bushing nuts, end caps w/ set screws onto each side of each shaft.</p>	
<p>13. Set the pinion angle of each axle then torque the bushing nuts of each bushing.</p> <p>Note: Keep the orientation of the end caps straight up and down as shown. This is the neutral position for the eccentric bushing.</p> <p>Caution: Ensure offset of the end cap is oriented in the up position as shown.</p> <p><i>Torque specification: 490 ft-lb. [665 Nm]</i></p>	 <p style="text-align: center;">UP</p> <p style="text-align: center;">2 1/8"</p> <p style="text-align: center;">1 5/8"</p>
<p>14. Check completed assembly to make sure all components have been installed. Check that each axle has an adapter bushing and an eccentric adapter bushing connected to it.</p> <p>Note: Tighten the hardware to secure the connection with no play. Final torque done at alignment stage. See Appendix B.</p>	



Assemble the Axle to the Walking Beams (3"Ø Adapter Bushing)

Required Components

Description	Quantity	Image
Assembled rear axle (Customer Supplied)	2	
Sleeve Bushing (3" ID) (Link P/N: 206-00-007)	4	
Bushing Adapter Kit Nut Type (Link P/N: 206-00-008)	2	
Cotter Pin 3/16"Ø (Link P/N: 201-01-075)	4	
Adapter Shaft, Alignment 3"Ø (Link P/N: 346-50-010)	2	
Adapter End Cap, Alignment 3"Ø (Link P/N: 346-50-011)	4	
Nut, Hex, Stover, 1"Ø-14NUF (Link P/N: 201-02-275)	4	
Set Screw, UNC 3/8"Ø X 3/4" (Link P/N: 201-00-606)	8	
Walking beam [1][2] (Link Supplied)	2	

[1] The walking beam is not available without bushings.

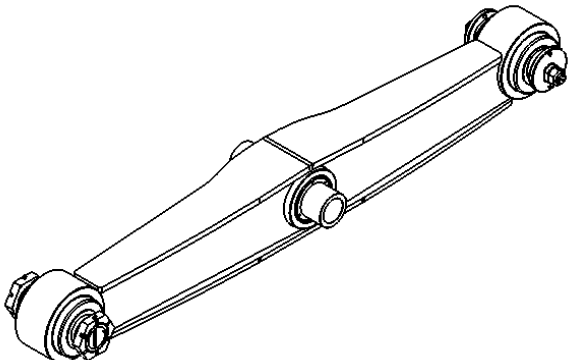
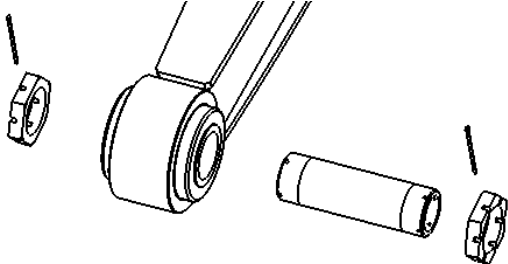
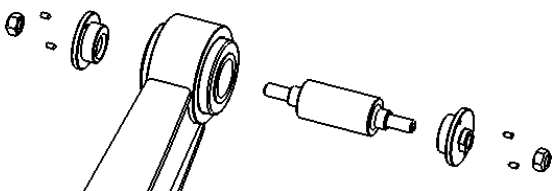
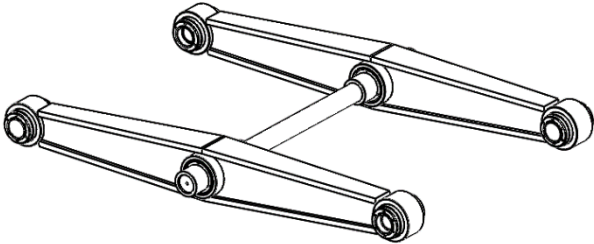
[2] Walking beam supplied assembled with bushings in kit. Breakdown above provided for replacement detail.

Required Tools

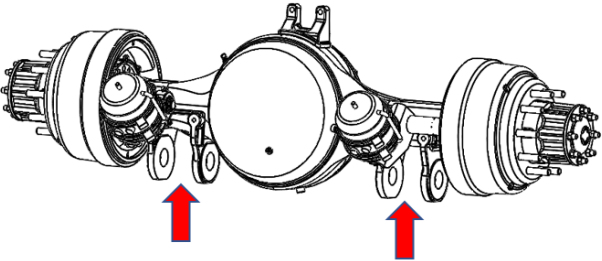
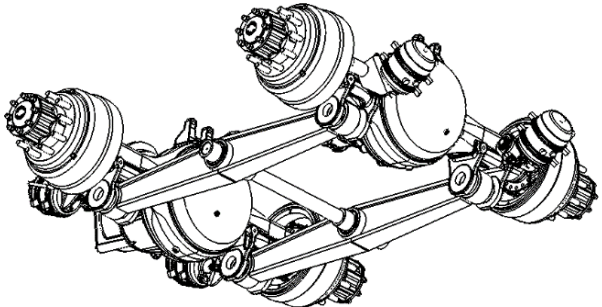
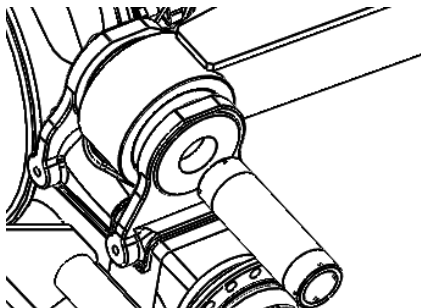
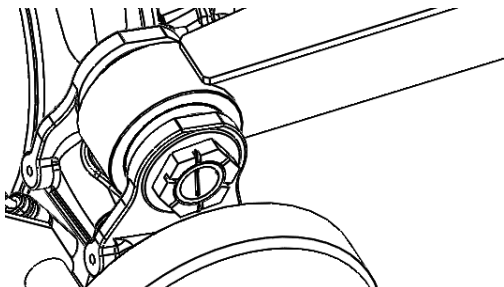
- Hammer (Mallet)
- Wrench (1 1/2")
- Socket (1 1/2")
- Torque wrench 500 ft-lb minimum
- Digital Level
- Pliers
- Alignment punch



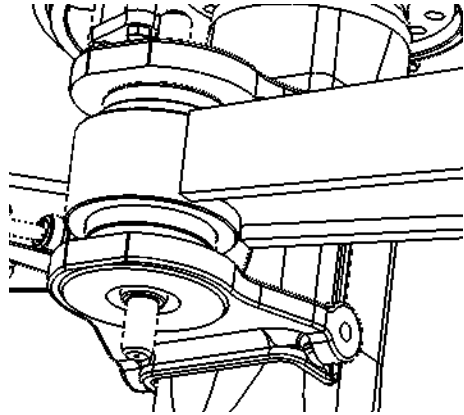
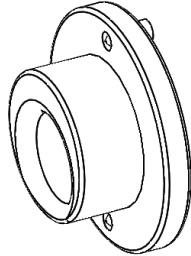
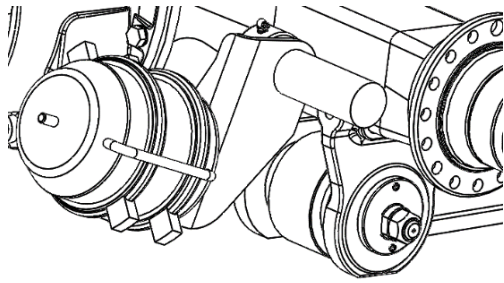
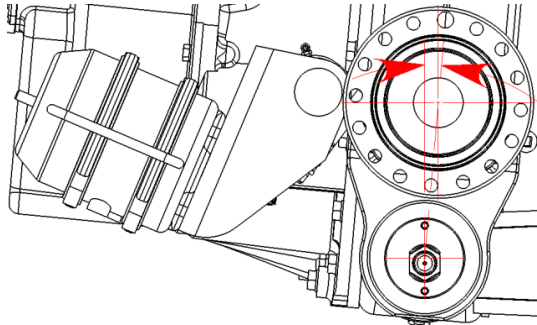
Procedure

<p>1. Each walking beam has a center bushing, a straight adapter bushing in one end and an eccentric adapter bushing in the other end.</p> <p>Note: Typical set-up expected. Eccentric adapter bushing will be at diagonally opposite corners of the suspension.</p>	
<p>2. Disassemble the straight adapter sleeve, slotted nuts and cotter pins from both ends and keep them at hand for assembly.</p>	
<p>3. Disassemble the eccentric adapter bushing nuts, end caps w/ set screws and shaft from the other end and keep them at hand for assembly.</p>	
<p>4. Insert the trunnion tube into the center bushing of each walking beam.</p> <p>Note: Trunnion tube must be installed before the walking beams are installed to the axles.</p> <p>Note: Trunnion tube is intended to be loose in the center bushing. (Freely rotate and some end to end play).</p>	



<p>5. Position both drive axles to allow access to the axle hangers to install the walking beams.</p> <p>Note: The orientation of the axles is dependent on each OEM assembly process.</p> <p>Caution: Some walking beams are orientation dependant. Be sure to position beams correctly.</p>	
<p>6. Align the axle hangers with the walking beam assembly.</p> <p>Note: One axle can be done at a time if the process requires it.</p> <p>Warning: Axles and suspension components are heavy. Avoid pinch points during assembly.</p>	
<p>7. Slide each straight adapter sleeve through the axle hanger bore holes.</p>	
<p>8. Install the slotted nuts and cotter pins.</p> <p>Torque specification: 1200-1250 ft-lb. [1627-1695 Nm]</p>	

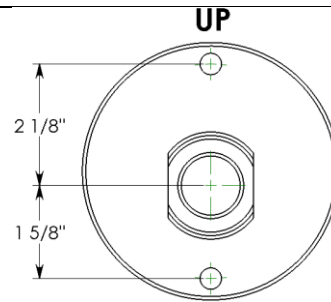


<p>9. Next slide the adapter alignment shaft through the bushing and the axle hanger bore.</p> <p>Caution: Removing the tires, drum and disconnecting the shoes may be needed to install the bushing shaft and get access to the bushing nut on the outside. Follow axle manufacturer's recommended procedures for completing this step.</p>	
<p>10. Back off set screws off enough so that the point does not protrude past the inside of the cap.</p>	
<p>11. Install the eccentric adapter bushing nuts, end caps w/ set screws onto each side of each shaft.</p>	
<p>12. Set the pinion angle of each axle then torque the bushing nuts of each bushing.</p> <p>Note: Keep the orientation of the end caps straight up and down as shown. This is the neutral position for the eccentric bushing.</p>	



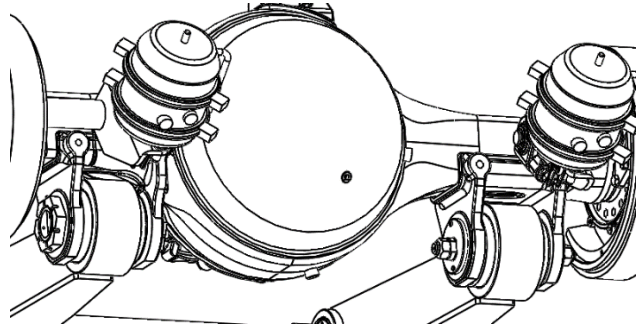
Caution: Ensure offset of the end cap is oriented in the up position as shown.

Torque specification: 490 ft-lb. [665 Nm]



13. Check completed assembly to make sure all components have been installed. Check that each axle has an adapter bushing and an eccentric adapter bushing connected to it.

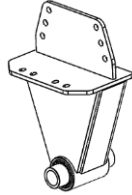
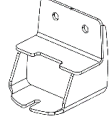
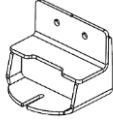

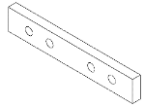
Note: Tighten the hardware to secure the connection with no play. Final torque done at alignment stage.





Install Frame Mounted Components

Required Components

Description	Quantity	
Trailing Arm Hanger – Left [1] Trailing Arm Hanger – Right [1]	2	
Air Spring Hanger [2] Forward Air Spring	2	
Air Spring Hanger [2] Rear Air Spring	2	
Shock Bracket – Upper	2	
Spacer – Trailing Arm Hanger	2	

[1] Trailing Arm Hangers will be directional (left/right) if a Height Control Valve mounting bracket is present. Otherwise they are universal. For reference, consult the suspension layout drawing to confirm orientation on the frame.

[2] Air Spring Hangers, for the capacity, are typically two sizes. Refer to layout drawing to ensure correct orientation.

Required Tools

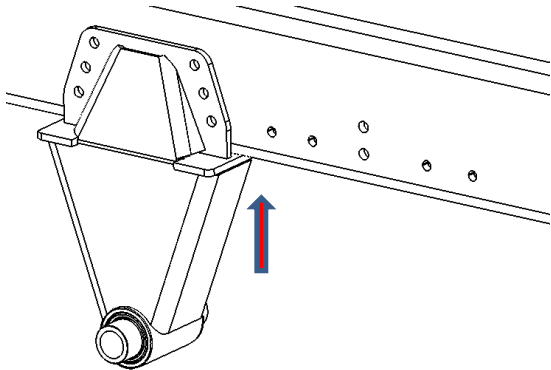
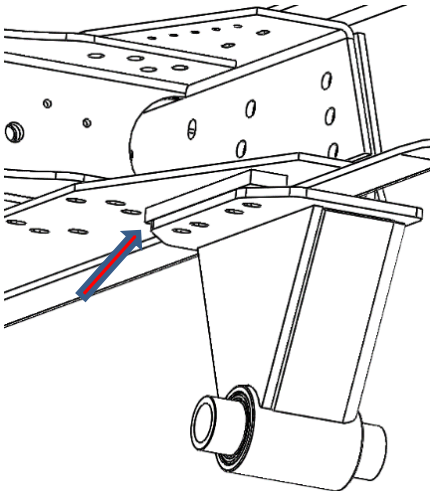
- Socket
- Wrench
- Ratchet wrench or Air impact tool.



Procedure

In this application where the Air Link™ has been designed into the chassis. It is expected that the frame is pierced appropriately to allow for the direct connection of the Air Link™ components.

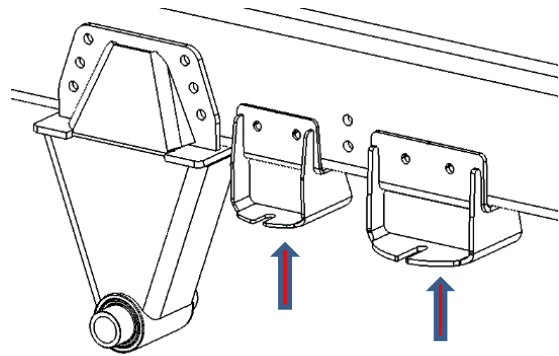
Note: The suspension is designed to use axle stops at each wheel end to control jounce travel of the walking beam. Link does not typically supply these parts, but they are very important for a functional suspension.

<p>1. Mount the trailing arm hanger to the frame.</p> <p>Note: Use 6 – 3/4"Ø bolts – Gr.8 (or equivalent) to secure the hanger to the web of the frame rail (Hardware not supplied).</p> <p>Caution: Press hanger tight to the bottom flange of the frame rail to ensure it is fully seated before the bolts are tightened.</p>	
<p>2. Position the spacer(s) between the hanger and the cross-member to create a proper clamping joint without pulling the plates. Attach the hanger using 4 - 5/8"Ø bolts Gr.8 (or equivalent) vertically through the spacer to the cross member.</p> <p>Note: Use the correct spacer(s) to fill the gap without wedging it open.</p>	



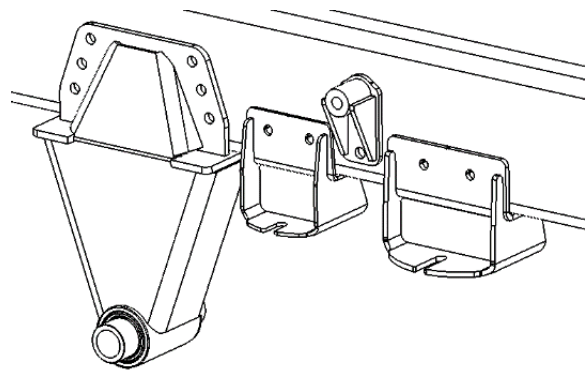
3. Mount the air spring hangers to the frame rail using 2 - 5/8"Ø bolts Gr.8 (or equivalent).

Note: Ensure air spring hangers are pressed tight to bottom flange of the frame rail before tightening.



4. Install the upper shock bracket to the frame rail using 2 - 3/4"Ø bolts Gr.8 (or equivalent)

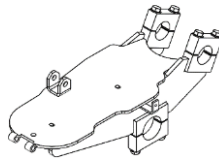
Note: The design of the bracket may vary; refer to suspension kit drawing for clarifying details.





Install the Trailing Arm

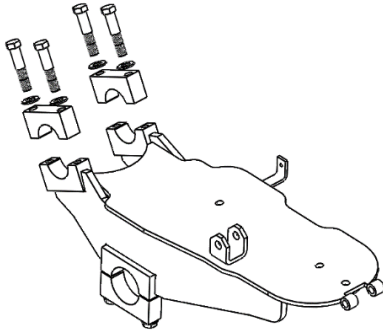
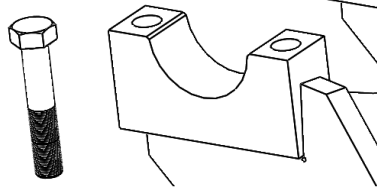
Required Components

Description	Quantity	Image
Trailing Arm – Left	2	
Trailing Arm - Right		

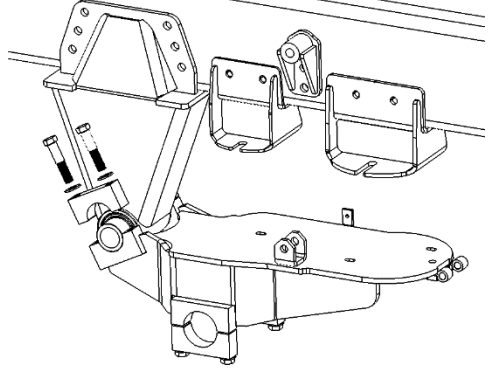
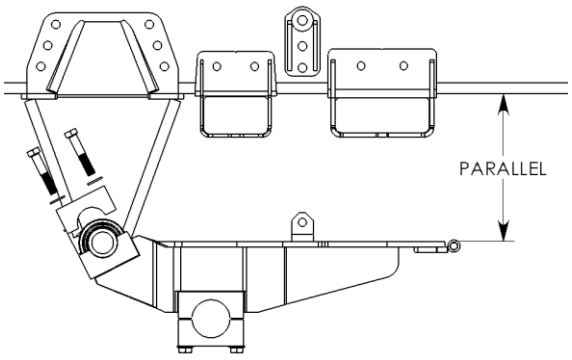
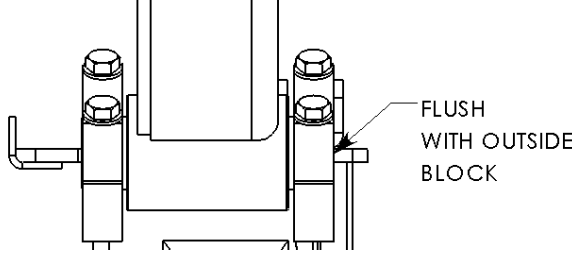
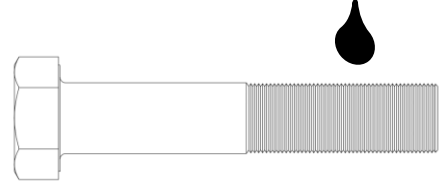
Required Tools

- Torque wrench 250 ft-lb minimum
- Socket (1 1/8")
- Wrench (1 1/8")
- Tape measure
- Loctite 242 (Blue)

Procedure

1. Dis-assemble the upper block set on each trailing arm.	
2. Use solvent to flush the threaded holes and bolts to remove any remaining anti-seize compound from the manufacturing process.	



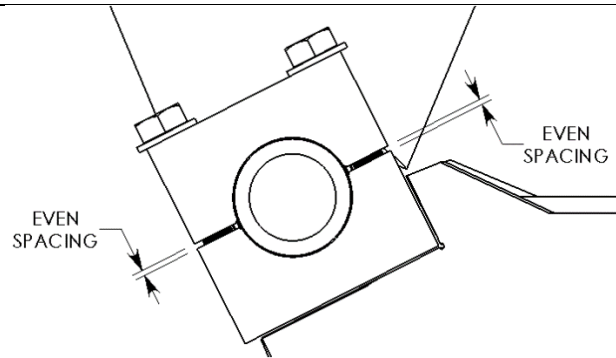
<p>3. Position each trailing arm by seating the upper block set onto the trailing arm hanger bushing.</p> <p>Note: Shock U-bracket on trailing arm should be to the outside of the frame rail.</p>	
<p>4. Set the top surface of the trailing arm to be parallel with the bottom flange of the frame.</p> <p>Note: This can be verified by measuring to the frame in two places or simply using a spacer (of correct height) to set the trailing arm to parallel (place between air spring hangers).</p>	
<p>5. To ensure the trailing arm spacing is centered on the hanger bushing, the bushing should be flush on the outside trailing arm block.</p>	
<p>6. Apply thread locking compound (Loctite 242) on bolts.</p>	



7. Reinstall cap and bolt hardware to secure the trailing arm to the hanger.

Caution: Ensure caps are tightened square so that the gaps are even across the bushing.

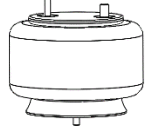
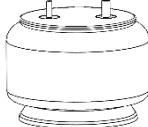





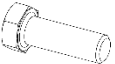
Torque specification: 250 ft-lb [339 Nm]





Install Air Spring

Required Components

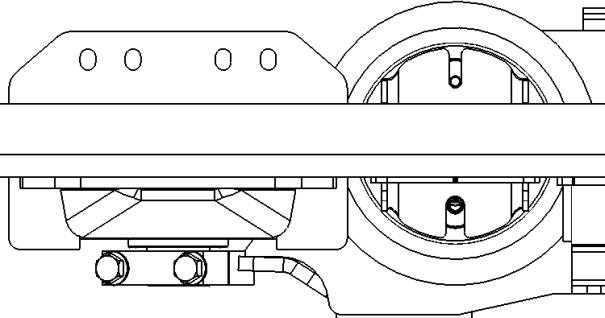
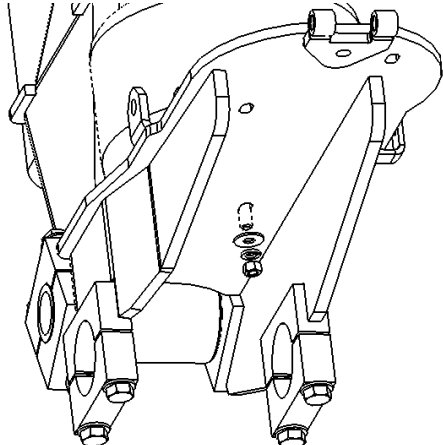
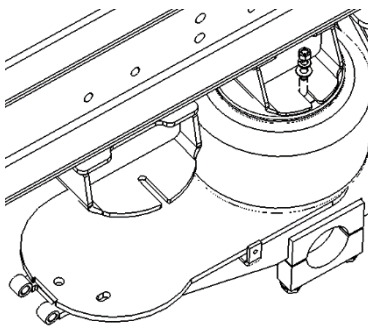
Description	Quantity	Image
Air Spring - Forward (Link P/N: 211-00-030)	2	
Air Spring - Rear (Link P/N: 211-00-025)	2	
Internal Tooth Washer $\varnothing 3/4"$ (Link P/N: 201-01-160)	4	
Jam Nut $\varnothing 3/4"$ UNF (Link P/N: 201-02-185)	4	
Lock Washer $\varnothing 1/2"$ (Link P/N: 201-01-100)	10	
Flat Washer $\varnothing 1/2"$ SAE (Link P/N: 201-01-020)	10	
Hex Nut $\varnothing 1/2"$ UNC (Link P/N: 201-02-110)	6	
Bolt, Hex, Gr.5, $\varnothing 1/2"$ UNC x 1-1/2" (Link P/N: 201-00-045)	4	

Required Tools

- Torque wrench 30lb-ft minimum
- Socket (3/4")
- Socket (1 1/8")
- Ratchet wrench



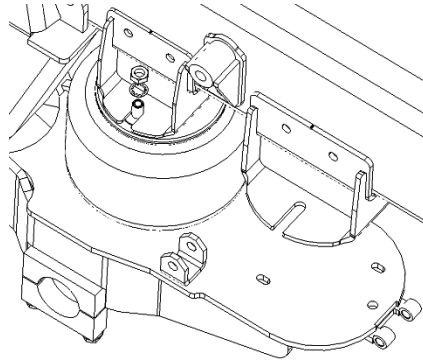
Procedure

<p>1. Place an air spring (Link P/N: 211-00-030) into the forward air spring hanger. Line up the air spring studs with the openings on the air hanger. Compress the air spring to fit between the trailing arm and air spring hanger.</p> <p>Note: Ensure alignment of the stud and combo air/stud to the appropriate slot in the air spring hanger. Refer to suspension drawing for details.</p>	
<p>2. Line up the stud on the base of the air bag with the corresponding opening on the trailing arm. Secure the bottom of the air spring to the trailing arm using the 1/2"Ø flat washer, lock washer and standard hex nut.</p> <p>Torque specification: 30 ft-lb [41 Nm]</p>	
<p>3. Secure the air spring top stud to the air spring hangers, using the 1/2"Ø flat washer, lock washer and a standard hex nut.</p> <p>Torque specification: 30 ft-lb [41 Nm]</p>	



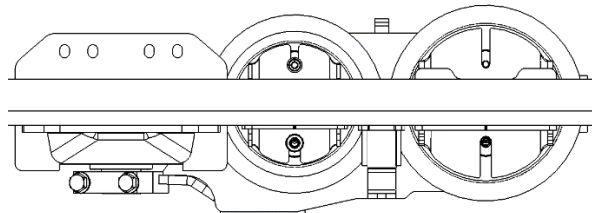
4. Secure the combo fitting to the air spring hangers with the internal tooth washer and the $\text{Ø}3/4"$ jam nut.

Torque specification: 30 ft-lb [41 Nm]



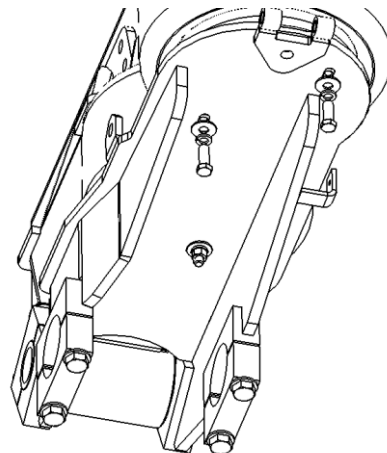
5. Place an air spring (Link P/N: 211-00-025) into the rear air spring hanger. Line up the air spring studs with the openings on the air hanger. Compress the air spring to fit between the trailing arm and air spring hanger.

Note: Ensure alignment of the stud and combo air/stud to the appropriate slot in the air spring hanger. Refer to suspension drawing for details.



6. Line up the two threaded holes on the base of the air bag with the corresponding openings on the trailing arm. Secure the bottom of the air spring to the trailing arm using the $1/2"$ Ø flat washers, lock washers and bolts.

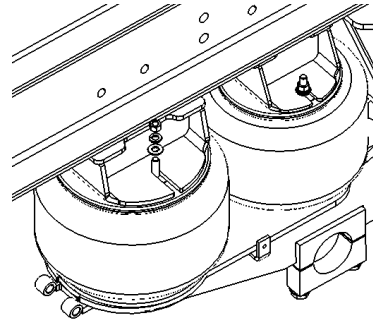
Torque specification: 30 ft-lb [41 Nm]





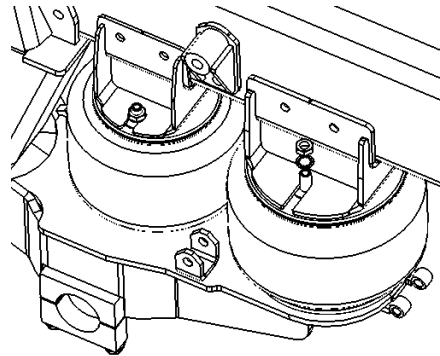
7. Secure the air spring top stud to the air spring hangers, using the 1/2"Ø flat washer, lock washer and a standard hex nut.

Torque specification: 30 ft-lb [41 Nm]



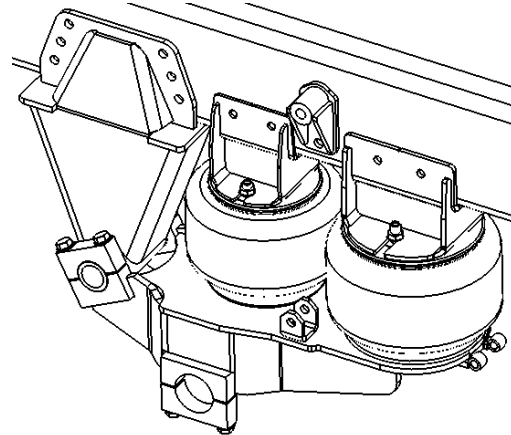
8. Secure the combo fitting to the air spring hangers with the internal tooth washer and the Ø3/4" jam nut.

Torque specification: 30 ft-lb [41 Nm]



9. Repeat steps 1 through 8 for the opposing air springs.







Note: It is easiest to install the forward air springs first, then the rear based on the room in the suspension.





Install the Shock

Required Components

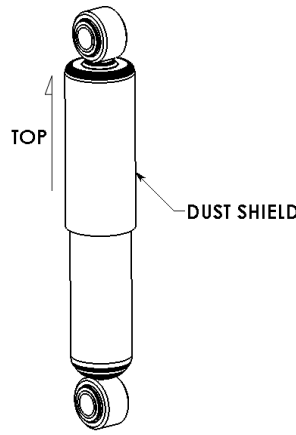
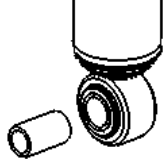
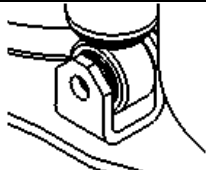
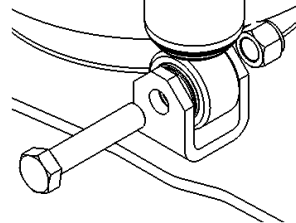
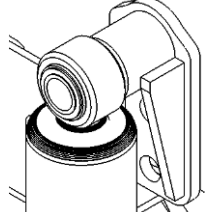
Description	Quantity	Image
Shock (Link P/N: 446-51-211)	2	
Shock Mount Bolt, Ø1" UNC X 3 ½" (Link P/N: 201-00-095)	2	
Shock Mount Washer, Ø1" USS flat (Link P/N: 201-01-015)	4	
Shock Mount Nut, Ø3/4" UNF Nylock (Link P/N: 201-02-250)	2	
Shock Mount Bolt, Ø3/4" UNF X 3 ½" (Link P/N: 201-00-230)	2	
Shock Spacer (Link P/N: 311-80-136)	2	

Required Tools

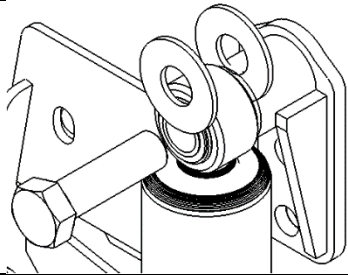
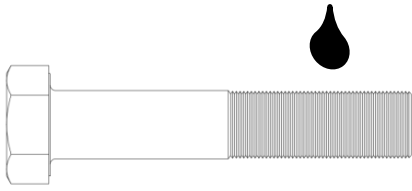
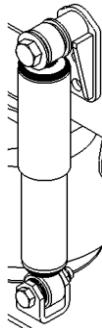
- Torque wrench 250 ft-lb minimum
- Socket (1 1/2")
- Socket (1 1/8")
- Wrench (1 1/8")
- Ratchet wrench or Air impact gun
- Loctite 242 (Blue)



Procedure

<p>1. Orient the shock so that the dust shield is on the top and open downwards.</p>	
<p>2. Press in the shock spacer into the lower shock eye.</p> <p>Note: This allows the lower eye to adapt to 3/4" hardware.</p>	
<p>3. Install the lower shock eye in between the plates of the trailing arm shock mount bracket and line up the bores.</p>	
<p>4. Insert the 3/4"Ø bolt through the shock bracket and install the 3/4"Ø Nylock nut. Do not tighten at this point.</p> <p>Caution: Make sure bolt head is orientated to the outside of the suspension.</p>	
<p>5. Align the upper shock eye until it lines up with the threaded hole in the frame mounted shock bracket.</p>	



<p>6. Install a 1"Ø flat washer on outside of the upper shock eye (or both side: See suspension layout).</p>	
<p>7. Apply thread locking compound (Loctite 242) on the bolt threads. Install the 1"Ø bolt through the flat washers and shock eye into the upper shock mount bracket on the frame.</p>	
<p>8. Install bolt until it is fully seated. Torque all hardware.</p> <p><i>1"Ø Torque specification: 200-250 ft-lb [271-339 Nm]</i></p> <p><i>3/4"Ø Torque specification: 180-200 ft-lb [244-271 Nm]</i></p>	
<p>9. Repeat steps 1 thru 8 for the opposite side of the suspension.</p>	

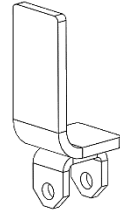
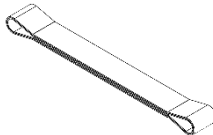

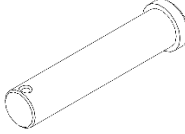
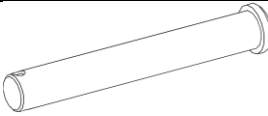


Install Restraint Strap

Introduction

Restraint strap kits are offered for customers who are operating units which can raise the chassis off the ground using outriggers. In these cases, Link offers these straps to provide additional control of the jounce travel of the suspension. For all Air Link™ suspensions, the shock is designed specifically to control the jounce travel. Refer to the suspension layout drawing and if a restraint strap is expected, please install as follows, otherwise proceed to the next section.

Required Components

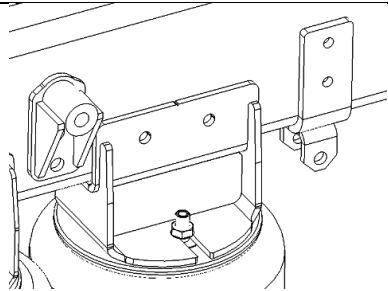
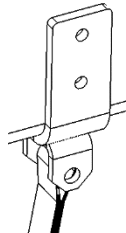
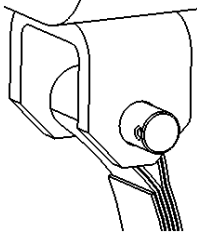
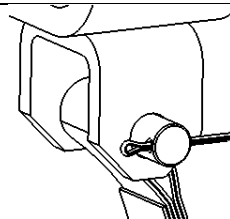
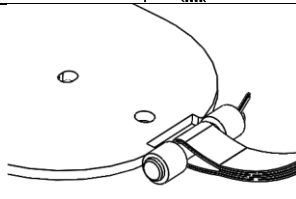
Description	Quantity	
Restraint Strap Frame Bracket (Link Supplied)	2	
Restraint Strap (Link Supplied)	2	
Pin, Cotter (Ø1/8" X 1 3/4") (Link P/N: 201-04-020)	4	
Pin, Clevis, (Ø3/4" X 3 1/2") (Link P/N: 201-04-010)	2	
Pin, Clevis, (Ø5/8" X 4 1/2") (Link P/N: 201-04-012)	2	

Required Tools

- Pliers



Procedure

<p>1. Mount the upper bracket to the frame in its designated hole position</p> <p>Note: The hole pattern varies depending on the customer.</p>	
<p>2. Position one eye of the restraint strap in between the “U” portion of the frame bracket. Line up the eye with the holes in the plate.</p>	
<p>3. Slide the $\varnothing 3/4"$ x 3-1/2" clevis pin through the bracket and restraint strap.</p> <p>Note: Install the clevis pin from the inside of the frame to the outside to allow ease of inspection of the cotter pin.</p>	
<p>4. Insert the cotter through the hole in the clevis pin and then use the pliers to bend the tail end of the cotter pin.</p>	
<p>5. Position the other eye of the restraint strap in between the bosses on the trailing arm. Line up the eye with the holes in the bosses.</p>	
<p>6. Slide the $\varnothing 5/8"$ x 4-1/2" clevis pin through the bore and restraint strap.</p>	
<p>7. Secure the lower cotter pin as in Step 4.</p>	
<p>8. Repeat steps 1 – 7 for the restraint strap on the other side of the chassis.</p>	



Install the Height Control Valve Linkage Rod

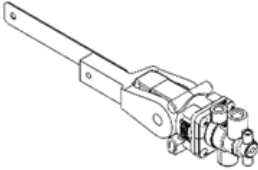



Introduction

The Air Link™ suspension is a height control system. It uses dual height control valves to manage the suspension height for the left and right sides of the vehicle. Depending on the configuration of the chassis, the valves may be mounted from customer supplied brackets in the frame or mounted to integrated brackets on the Trailing Arm Hangers.

The installation below is for Link's standard valve kit. There are two options for securement hardware (pin connection or bolt connection). Both are shown below for reference. Both are acceptable methods and it will be customer preference and based on the suspension layout.

If the Air Link™ suspension kit is not provided with a height control valve kit, then please refer to OEM literature for assembly and connection details.

Required Components (Height Control Valve)

Description	Quantity	Image
Height Control Valve (Link P/N: 203-02-025)	2	
Washer, Flat, SAE, Narrow, GR8 (Ø1/4") (Link P/N: 201-01-030)	8	
Nut, Hex, UNC, Nylock (Ø1/4") (Link P/N: 201-02-195)	4	
Bolt, Hex Head, GR5, UNC (Ø1/4" X 3") (Link P/N: 201-00-040)	4	

Required Tools

- Torque wrench 10 in-lb. minimum
- Socket (7/16")
- Wrench (7/16")
- Ratchet wrench
- Screwdriver - Flathead

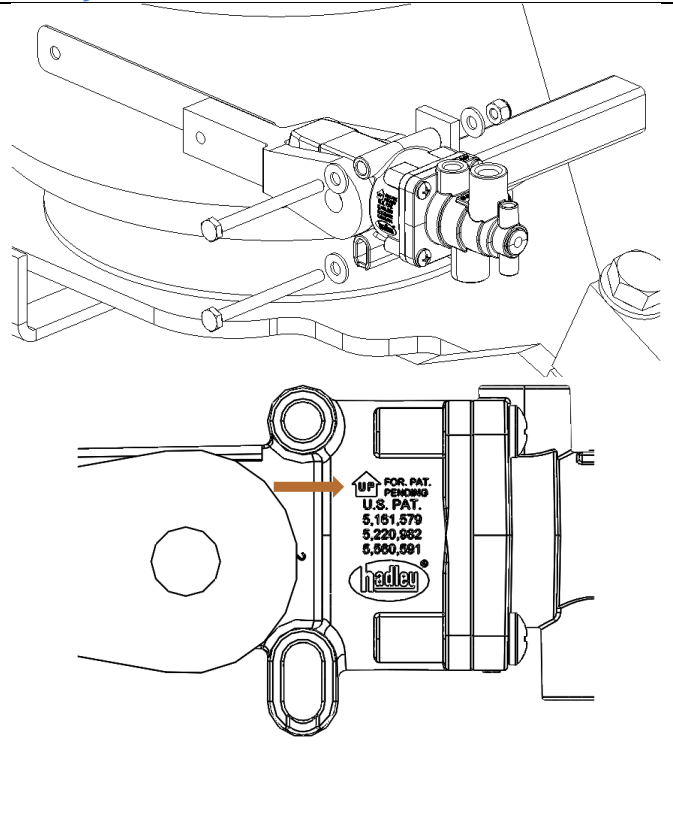


Procedure (Height Control Valve Installation)

1. Install the height control valve (HCV) onto each trailing arm hanger using the 1/4"Ø bolt, flat washer (2X) and the Nylock nut.

**Torque specification: 80-100 in-lb
[9-11 Nm]**

Caution: Pay attention to the "UP" direction on the HCV and the orientation to the suspension.

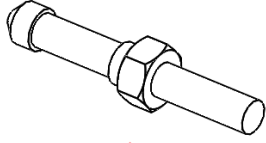
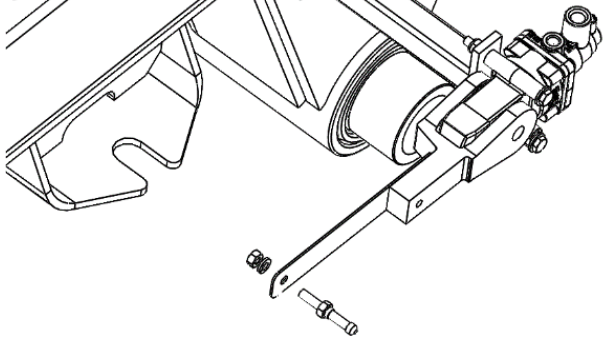
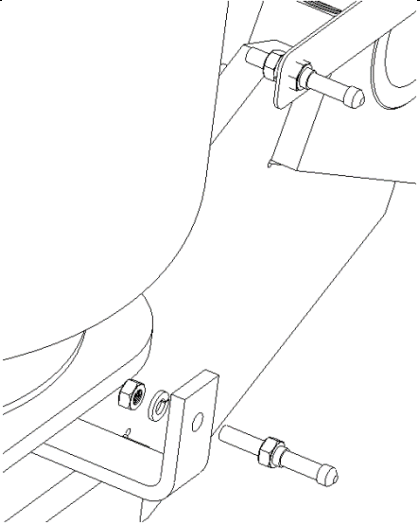
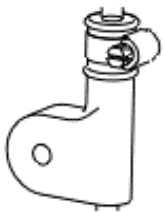


Required Components (Pin Connection)

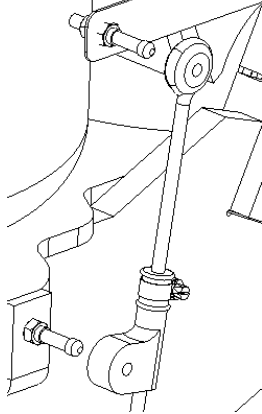
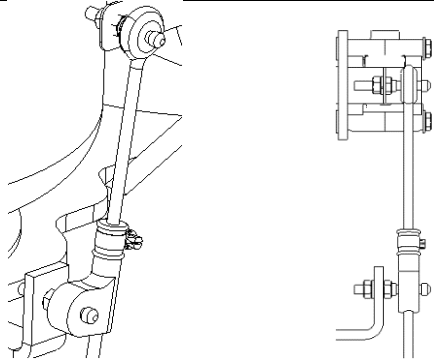
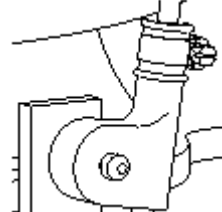
Description	Quantity	Image
HCV Linkage Rod	2	
Stud, Straight (1/4-20 UNC-2A)	4	
Nut, Hex, Gr8 (1/4-20 UNC-2A)	8	
Washer, Lock, SAE (Ø1/4")	4	



Procedure (Pin Connection)

<p>1. Install a 1/4"Ø nut onto the pin. Fully seat the nut against the shoulder of the pin.</p>	
<p>2. Install the pin through the HCV arm. Install a lock washer and nut to retain the pin on the HCV arm.</p> <p>Note: Orientation of the pin may vary. Check the suspension layout drawing to verify orientation. The pin orientation should allow the linkage rod to be vertical.</p> <p>Torque specification: 80-100 in-lb [9-11 Nm]</p>	
<p>3. Install the pin through the trailing arm bracket. Install a lock washer and nut to retain the pin on the trailing beam.</p> <p>Note: Orientation of the pin may vary. Check the suspension layout drawing to verify orientation. The pin orientation should allow the linkage rod to be vertical.</p> <p>Torque specification: 80-100 in-lb [9-11 Nm]</p>	
<p>4. Loosen the clamp on the p-boot which secures it to the HCV linkage rod.</p>	



<p>5. Set height of rod so upper and lower holes align with the pins.</p> <p>Note: The linkage rod length should be set when the trailing arm and the HCV arm are parallel to the frame rail bottom flange. This will be a close initial setting for the HCV to maintain the design ride height.</p>	
<p>6. Press the linkage grommets onto the pins until fully seated past the end knob.</p>	
<p>7. Tighten the clamp on the p-boot.</p> <p>Note: This connection can be readjusted during final ride height setting once the chassis has load on it.</p>	
<p>8. Repeat step 1-7 for the opposite side of the suspension.</p>	




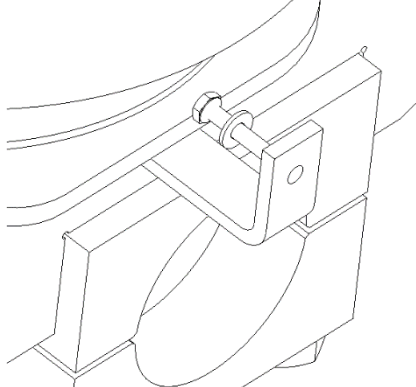
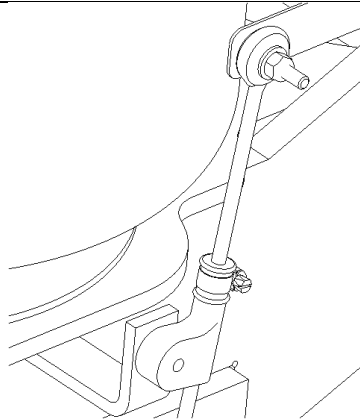
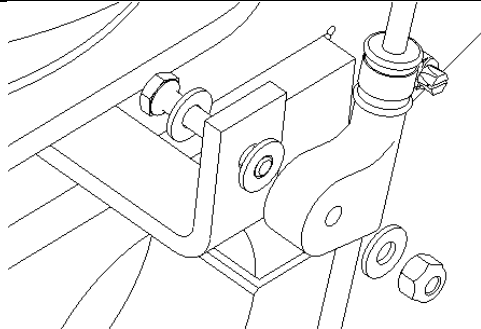
Required Components (Bolt Connection)

Description	Quantity	Image
HCV Linkage Rod	2	
Bolt 1/4" Ø UNC X 1-1/2"	4	
Nut, Hex, Nylock, 1/4" Ø UNC	4	
Washer, Flat, SAE, Narrow, GR8 (Ø1/4") (Link P/N: 201-01-030)	8	

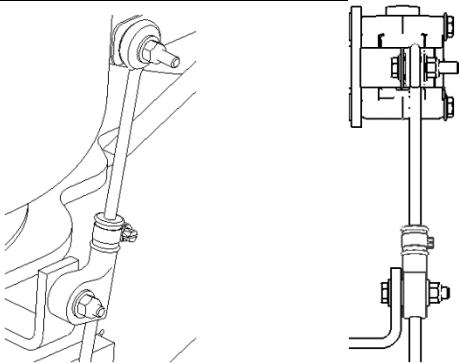
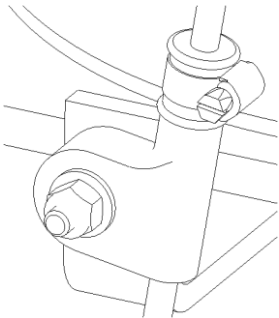
Procedure (Bolt Connection)

<p>1. Install a 1/4" Ø bolt and washer through the HCV arm.</p> <p>Note: Orientation of the bolt may vary. Check the suspension layout drawing to verify orientation. The connection should make the rod vertical.</p>	
<p>2. Install one washer on the opposite side of the HCV arm onto the bolt. Slide the rubber eyelet end of the linkage rod onto the bolt. Install a washer and the Nylock nut.</p> <p>Torque specification: 5-10 in-lb [1-2 Nm]</p> <p>Caution: The bolt should only be tightened to remove the play in the connection while still allowing the grommet to rotate on the bolt.</p>	



<p>3. Loosen the clamp on the P-boot on the HCV linkage rod.</p>	
<p>4. Install a 1/4"Ø bolt and washer through the trailing arm bracket.</p> <p>Note: Orientation of the bolt may vary. Check the suspension layout drawing to verify orientation.</p>	
<p>5. Align the P-boot up or down the linkage rod until it lines up with the bolt in the trailing arm bracket.</p> <p>Note: The linkage rod length should be set when the trailing arm and the HCV arm are parallel to the frame rail bottom flange. This will be a close initial setting for the HCV to maintain the design ride height.</p>	
<p>6. Install the bolt with one washer, then the bracket, a second washer, the P-boot, a third washer and finally the Nylok nut to secure this connection.</p> <p>Torque specification: 5-10 in-lb [1-2 Nm]</p> <p>Caution: The bolt should only be tightened to remove the play in the connection while still allowing the grommet to rotate on the bolt.</p>	



<p>7. Ensure linkage rod, rubber grommet and the rubber boot are free to rotate and move.</p> <p>Warning: Over tightening of this hardware will cause the HCV grommets and P-boots to wear prematurely.</p>	
<p>8. Tighten the clamp on the P-boot</p> <p>Note: This connection can be readjusted during final ride height setting once the chassis has load on it.</p>	
<p>9. Repeat steps 1-8 for the opposite side of the suspension.</p>	



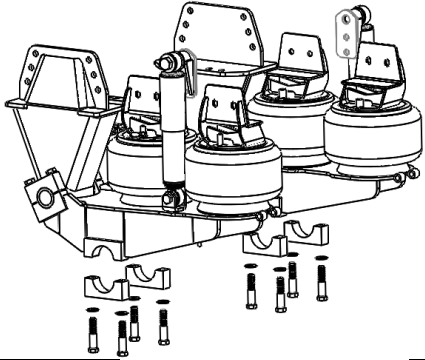
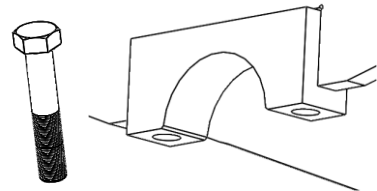
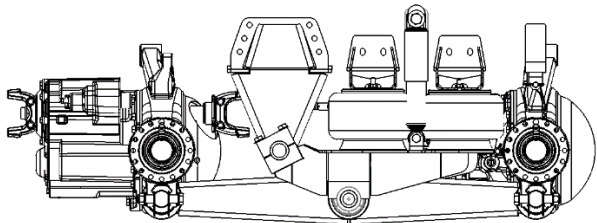
Install the Walking Beam/Axle Assembly to the Trailing Arms

The overall assembly of the suspension to the chassis will be OEM dependent based on systems used at each facility. We have found that the walking beam and axles are a convenient sub-assembly module that needs to be mated properly to the upper portion of the suspension assembly and these details are outlined below.

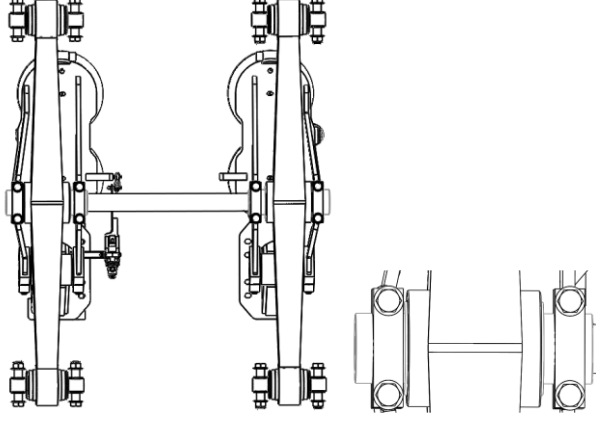
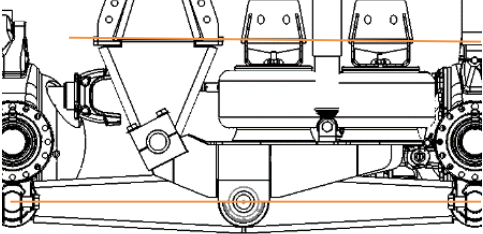
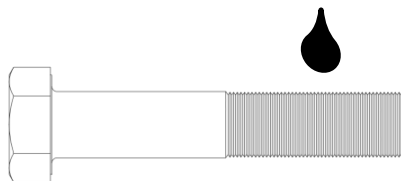
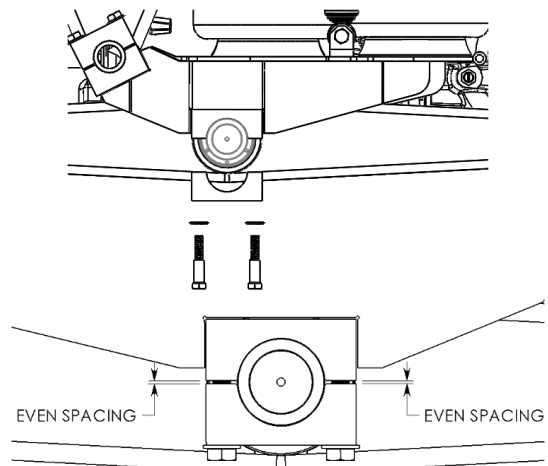
Required Tools

- Torque wrench 250 ft-lb minimum
- Socket (15/16")
- Tape measure
- Hammer (Mallet)
- Loctite 242 (Blue)

Procedure

<p>1. Remove the lower block set caps and hardware on each trailing arm (4 caps and 8 bolts total).</p>	
<p>2. Use solvent to flush the threaded holes and bolts to remove any remaining anti-seize compound from the component manufacturing process.</p>	
<p>3. Position the walking beam/axle assembly underneath the trailing arms. Line up the walking beam center bushings into the lower block set of the trailing arms.</p> <p>Warning: Be careful of pinch/crush points that can damage components and injure technicians.</p>	

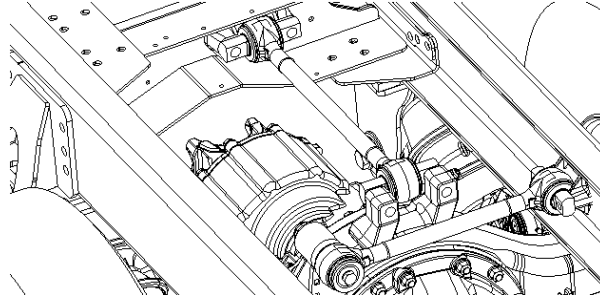


<p>4. Verify that the axles are centered to the frame.</p> <p>Caution: The walking beams should have gaps that are symmetrical about the centerline of the chassis to center the axles. (Gap on outside of right trailing arm should equal gap on outside of left trailing arm and gap for inside left will equal gap on inside right)</p> <p>Note: It is acceptable for the walking beam center bushings to be off centered between the trailing arm lower blocks.</p>	
<p>5. Ensure the walking beams are parallel to the frame (with the trailing arms parallel) before securing the caps on the center bushing.</p>	
<p>6. Apply thread locking compound (Loctite 242 blue) on cap bolt threads.</p>	
<p>7. Reinstall the lower block set cap and hardware on each trailing arm. Torque the hardware. (4 caps, 8 bolts)</p> <p>Note: Ensure caps are tightened square so that the gaps are even across the bushing. Tighten the bolts back and forth until full torque to keep the gap even.</p> <p>Torque specification: 250 ft-lb [271 Nm]</p>	



Install Control Rod Components

The Air Link™ suspension system requires control rods to secure the axles in position to the frame. Each axle must have a lateral and longitudinal control rod. The longitudinal control rods will control the pinion angle of each axle. Both longitudinal control rods are mounted to the center cross member of the suspension (part of the OEM frame).

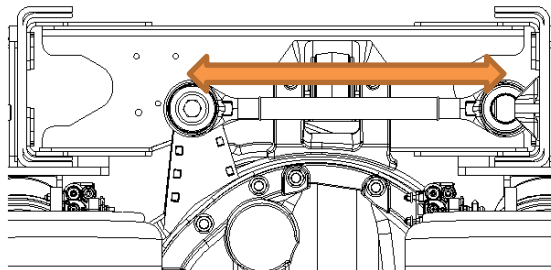


The lateral control rods maintain the position of the axle in the frame and contribute to the roll stability of the Air Link™ suspension system. The control rods from the axles extend from the tower on the axle to the frame rail and will be the same size for both axles.

Link does offer control rods for customers and some OEMs have organized their own solution. In all cases, Link is willing to work with each OEM to ensure that these control rods are configured to provide an optimum configuration for the Air Link™ suspension. When these rods are OEM designed and supplied, Link strongly recommends following the design guidelines below:

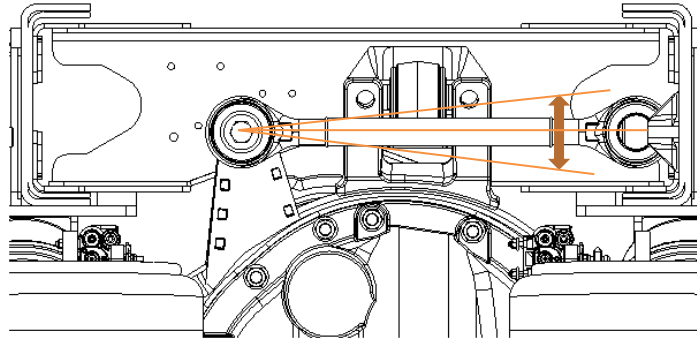
1. The length of the control rods must allow for some adjustment shims in order to fine tune the position of the axle in the frame (lateral) and the pinion angle (longitudinal).
2. The lateral control rod should be made as long as possible within the constraints of the frame and axle tower but should be a minimum of 20" from center to center.

Note: The longer that the lateral control rod can be made, the less lateral forces will be exerted on the suspension during the articulation of the axles.





3. The lateral control rod must be configured to be horizontal when the suspension is at ride height ($\pm 5^\circ$). This will also minimize the lateral forces induced into the suspension by the lateral control rod during full articulation.



4. In the case of rubber bushed control rods, the installation of the rods should be done to avoid any preload on those end bushings. The hole pattern for mounting the straddle end to the frame should match the expected pinion angle on the axle.
5. The lateral control rods are expected to mount from the axles to opposite frame rails from the tandem group. (ex. the forward drive axle lateral control rod will mount to the driver side frame rail, and the rear drive axle lateral control rod will mount to the passenger side frame rail). The configuration of the drive axles will typically force this design setup with the mounting of the towers, and this is the preferred configuration of the towers.

The Air Link™ suspension system can also be configured with V-Rod control rod designs. Please contact Link to review and provide design feedback for any special OEM configuration request.

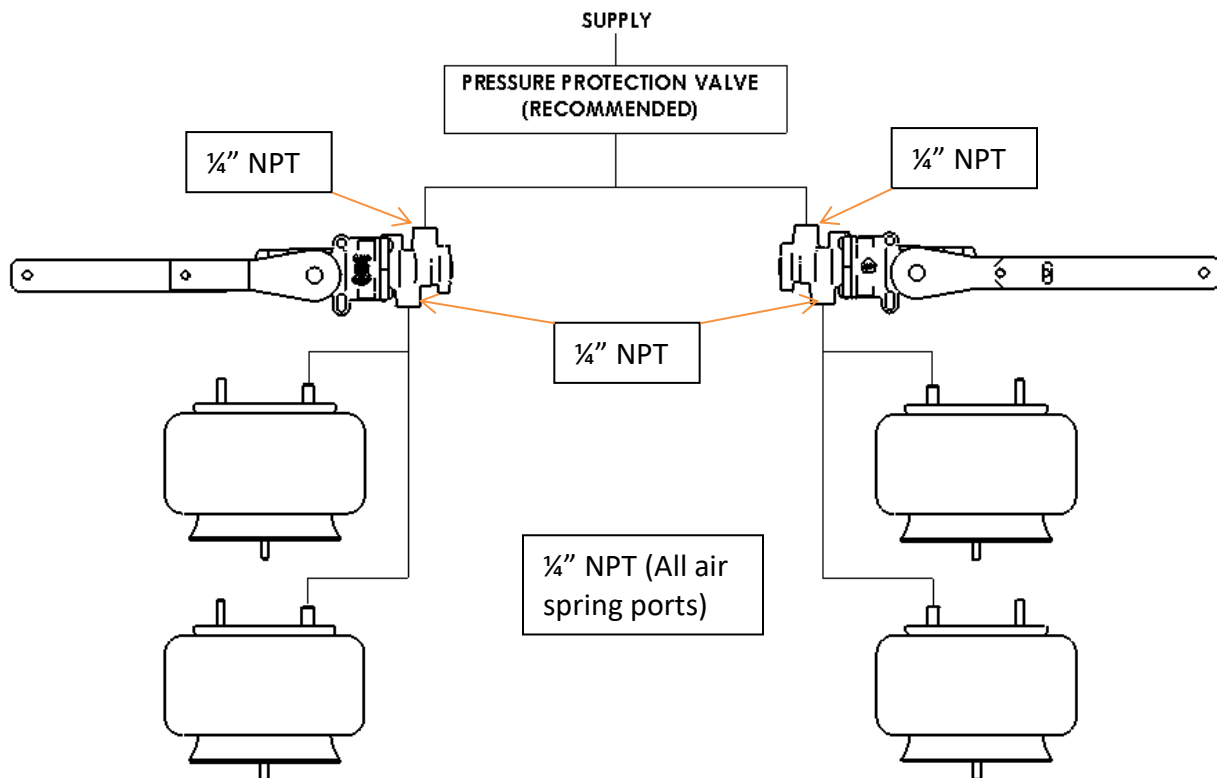


Plumbing the Air System

The Suspension air system is relatively simple in application. The Air Link™ suspension system is a height controlled suspension and will adjust the air pressure in the air springs to maintain the design ride height based on the load applied.

The Air Link™ suspension must be plumbed with DUAL height control valves and each valve controls one side of the suspension (the side on which the valve is mounted). Therefore, the valve on the one side of the chassis will only control the air springs on that side.

The fittings and air line selection will depend on the preferred plumbing technologies used by each OEM. The general schematic with port sizing is below:





SECTION 4: SUSPENSION FINAL SETUP

With the suspension fully assembled to the chassis, the vehicle will need to be completed with a body to then finalize the suspension setup prior to being released into the field.

For optimum performance, the suspension needs to operate at the design ride height that was requested and approved.

Warning: Changes to the ride height of the suspension cannot be done through simply adjusting the air spring ride height. This will put the Air Link™ outside of its optimum parameters and may result in a poor handling or premature wear of components. Please contact Link if a ride height change is needed on any chassis after the suspension is installed so that we can assist in finding the best resolution.

The suspension ride height sets the position for the control rods and the alignment therefore it must be set first before any other adjustments are made. See Appendix B for a work instruction to complete a ride height adjustment for the Air Link™ suspension system.

Once the ride height has been properly set, the alignment will need to be checked and if found that it needs to be adjusted, Appendix C includes a work instruction for completing this final step of the suspension setup.

With the suspension correctly installed using the steps above and then properly setup as the vehicle is put into service by following the two additional work instructions provided in the appendices, the Air Link™ will be configured in a way to offer the customer the best possible experience.

If there are any questions with any of these instructions, Link is prepared to assist in answering questions and offering additional training to further support our product. Please reach out to us for any help if needed.



APPENDIX A: TORQUE SUMMARY TABLE

Location Description	Size	Torque, ft-lb. [Nm] DRY
Trailing arm blocks	Ø3/4" UNF Hex head bolt (Loctite coated)	250 [339]
Walking beam Eccentric adapter bushing	Ø 1" UNF Adapter shaft	490 [665]
Walking beam Straight adapter bushing	Ø 1" UNF Hex head bolt	490 [665]
Walking beam Straight adapter Ø 3" shaft	Ø 3" Slotted hex nut	1200-1250 [1630-1650]
Eccentric bushing end cap	Ø3/8" UNC set screw	20 [27]
Shock upper bolt	Ø 1" UNC Hex head bolt (Loctite coated)	200-250 [271-339]
Shock lower mount	Ø3/4" UNF Hex head bolt	180-200 [244-271]
Air spring lower bolts	Ø1/2" UNC Hex head bolt	30 [41]
Air spring top stud mount nut	Ø1/2" UNC Hex nut	30 [41]
Air spring top combo stud jam nut	Ø3/4" UNF Jam nut	30 [41]

Location Description	Size	Torque, in-lb. [Nm]
HCV mounting bolts	Ø1/4" UNC bolt	80-100 [9-11]
HCV arm to linkage rod	Ø1/4" UNC bolt	5-10 [1-2]
Linkage rod boot to L-bracket	Ø1/4" UNC bolt	5-10 [1-2]



APPENDIX B:

**AIR LINK RIDE HEIGHT ADJUSTMENT
WORK INSTRUCTION**



Work Instruction

LWI 055

REAR SUSPENSION RIDE HEIGHT ADJUSTMENT

Issued by: **Engineering**

Date: 06/25/2018

Rev.: 1

Pg. 1 of 6

I. PURPOSE

The purpose of this document is to provide a detailed work instruction on setting or adjusting the ride height of the Air Link rear suspension.

II. SCOPE

This work instruction is provided for information only. It is expected that all work will be performed by qualified technicians, using appropriate industry safety standards. In all cases, safety must be at the fore front when working through this installation process.

The information hereon in, refers to Link supplied height control valves. Set-up and adjustment will vary from different height control valve manufacturers. Please refer to the instructions specific to your height control valve.

The Technician is responsible for all necessary safety precautions:

- Always wear proper personal protective equipment.
- Never work alone.
- Carefully read and understand the work instructions prior to commencing work.

III. TOOLS REQUIRED

The following tools are required:

- Flathead screwdriver socket
- 7/16" socket
- 7/16" open end wrench
- Torque wrench 5 in-lbs. minimum

IV. ADJUSTMENT/SETTING RIDE HEIGHT INSTRUCTIONS

1. Park the vehicle on a flat and level ground.

Note: Chassis needs to be brought in to the measuring area with a soft stop to avoid winding up the suspension and changing the ride height.

Note: Place additional weight on the chassis to overcome the torsional resistance in the bushing. (Especially when new).

2. Ensure the suspension air system will dump and inflate the air bags.



Work Instruction

LWI 055

REAR SUSPENSION RIDE HEIGHT ADJUSTMENT

Issued by: **Engineering**

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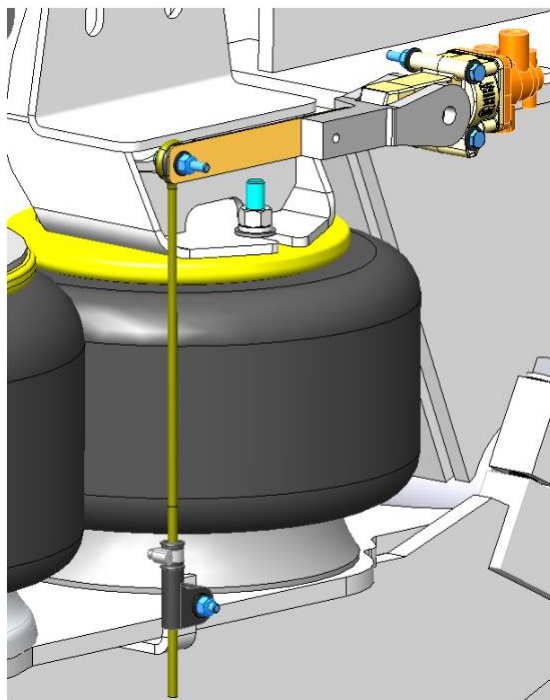
3. Ensure all $\frac{1}{4}$ " hardware for the height control valves mounting and rod linkages are torqued to specification before starting.

Torque specification: 5-10 in-lb [1 Nm] – Rod linkage hardware. (Bolt style).

Torque specification: 5-10 in-lb [1 Nm] – Rod linkage hardware. (Stud style).

Torque specification: 80-100 in-lb [9-11 Nm] – HCV mounting hardware.

Note: Initial HCV setting is typically done during assembly while putting a block of correct length to square the trailing arm to the frame and give an initial length to the rod based on the position of the HCV.



4. Measure both trailing arms to determine the current ride height setting for both sides of the suspension.

Note: The trailing arms should be parallel to the bottom flange of the frame rail. This is the ideal position and defines the design ride height of the suspension. There are two typical methods for measuring this setting.



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REAR SUSPENSION RIDE HEIGHT ADJUSTMENT

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Date: 06/25/2018

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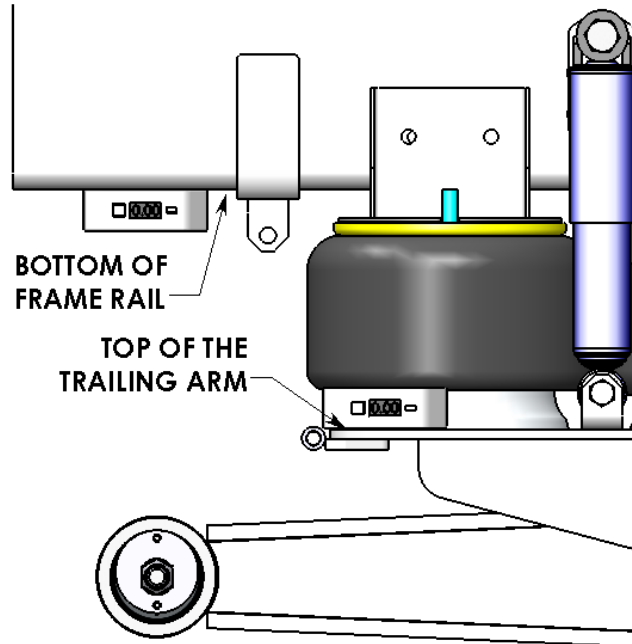
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Option 1 - Digital Level

- (a) Place a digital level on a clean section of the bottom flange of the chassis frame rail near the suspension.
- (b) Record this angle or zero out the angle finder.
- (c) Place the digital level on the trailing arm in a location while keeping the level in line with the rail.

Compare bottom flange of frame to trailing arm surfaces.

The **maximum** difference between the two surfaces should be $\pm 0.75^\circ$.



Option 2 – Tape Measure

- (a) Use a straight edge (if needed) and a tape measure to measure the height from the bottom flange of the frame rail to the top surface of the trailing arm near the front hanger (ahead of the air springs).
- (b) Record this measurement.



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REAR SUSPENSION RIDE HEIGHT ADJUSTMENT

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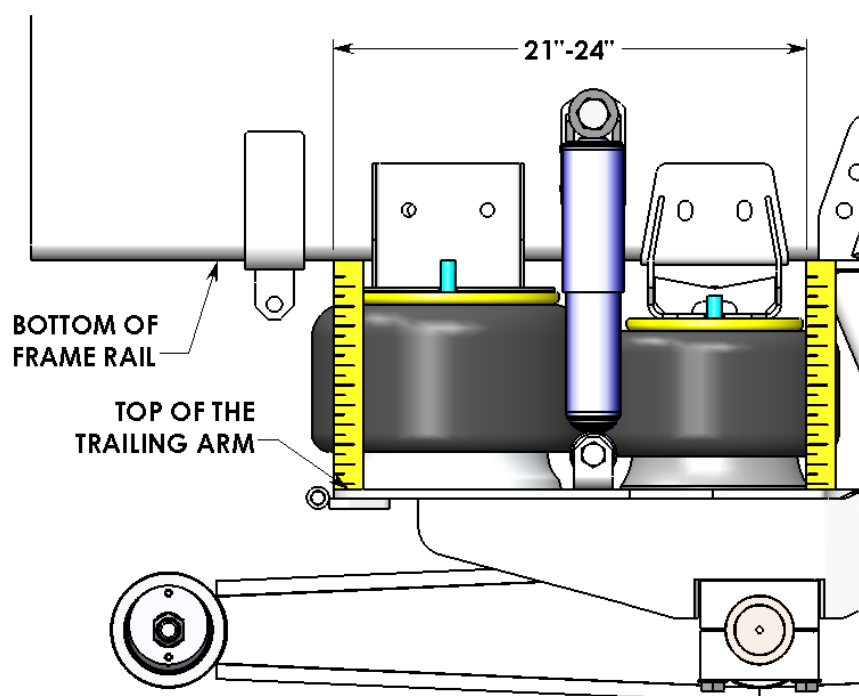
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- (c) Measure from the frame of the top surface of the trailing arm at the back, behind the second air spring.
- (d) Subtract the two measurements from one another.

Measure ahead of air springs and behind air springs.

The distance between measurements should be 21-24" apart.

The **maximum** difference between the two measurements should be $\pm 5/32$ ".



5. Start on the side with the largest variance that is out of specification. If the angle or measurement is greater than the tolerance in step 4. If within tolerance, proceed to step 10.

Note: If the measurements are within the allowable tolerance the ride height is correctly set.



Work Instruction

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REAR SUSPENSION RIDE HEIGHT ADJUSTMENT

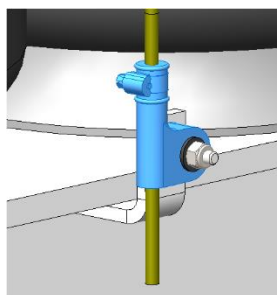
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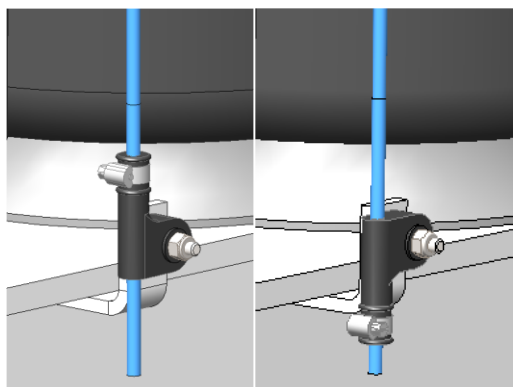
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6. Use screwdriver to loosen clamp on P-bolt.



7. Adjust the rod through the P-boot.

Note: Orientation of the P-boot is not critical (can be upside down). The key is to ensure that there is rod sticking through the entire length.



Note: Shorten the effective length to lower the ride height.
Increase the effective length to raise the ride height.



Work Instruction

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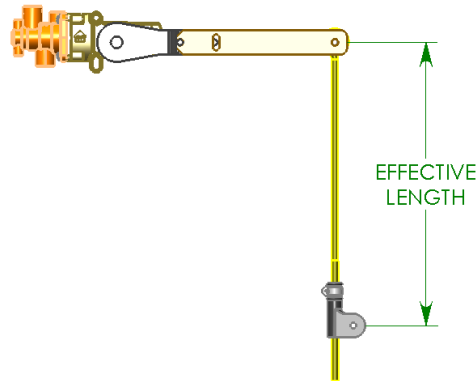
REAR SUSPENSION RIDE HEIGHT ADJUSTMENT

Issued by: **Engineering**

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8. Retighten clamp.

Torque specification: 5-10 in-lb [1 Nm]

Note: Only minor adjustments are needed, no air has to hiss out (or in) to make a change.

9. Dump the suspension air system, then re-inflate to have the suspension reset to the new HCV rod length setting.

Note: Alternatively drive the chassis over some bumps to articulate the HCV and suspension to reset it to the new setting.

10. Remeasure and confirm this side is within tolerance.
 - If within tolerance, proceed to step 11.
 - If out of tolerance, readjust using step 6 – 10 adjusting and resetting the suspension to achieve the correct ride height.
11. Measure the second side of the Air Link® suspension.
12. Repeat steps 6 - 10 for the second side of the Air Link® suspension, then proceed to step 13.
13. Recheck the first side of the Air Link suspension.
 - The HCV's are affecting two halves of the same system, so will be affected by one another.
14. Adjust the first side again as necessary.

**Work Instruction****LWI 055****REAR SUSPENSION RIDE HEIGHT ADJUSTMENT**Issued by: **Engineering**

Date: 06/25/2018

Rev.: 1

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V. REVISION HISTORY

Revision	Date	Details
0	10/05/2017	Initial release.
1	11/26/2018	Revise entire document



APPENDIX C:

AIR LINK ALIGNMENT WORK INSTRUCTION



Work Instruction

LWI 056

THROUGH PIN ALIGNMENT

Issued by: **Engineering**

Date: 06/25/2019

Rev.: 1

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I. PURPOSE

This publication is intended for vehicles equipped with Air Link® suspension that have walking beams with a through pin end connection. Proper axle and wheel alignment will provide prolonged tire life, decreased maintenance on the suspension and driveline components and improved fuel economy. This document is to be used in conjunction with OEM guidelines for preferred thrust angles.

II. SCOPE

This work instruction is provided for guidance only. It is expected that all work will be performed by qualified technicians, using appropriate industry safety standards. In all cases, safety must be at the forefront when working through this installation process.

The assembler is responsible for all necessary safety precautions:

- Always wear proper personal protective equipment
- Never work alone
- Carefully read and understand the work instructions prior to commencing work
- Do not modify or substitute components. Failure may occur and cause personal injury and/or property damage

III. TOOLS REQUIRED

The following tools are required:

- Measuring tape
- 1 ½" Socket
- Ratchet
- Torque wrench 500 ft-lbs. minimum
- Pliers
- Mallet
- Wrench (1 ½")
- Extensions and swivel connections to access walking beam end connections
- Air impact
- ¼" Allen key
- All additional tools required by the axle manufacturer to properly remove the brakes



Work Instruction

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THROUGH PIN ALIGNMENT

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IV. ALIGNMENT PROCEDURE

1. Prior to any alignment measurements and adjustments, park the chassis on level ground.
2. Ensure that the ride height is set correctly.

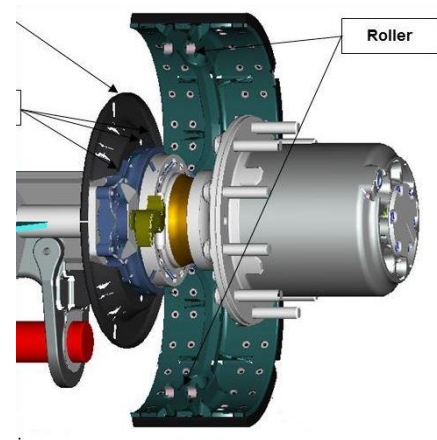
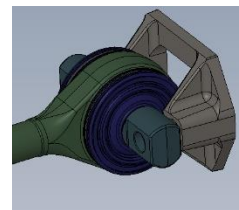
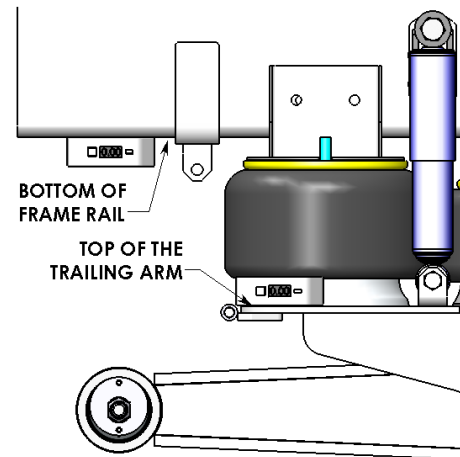
Note: At design ride height, the top surface of the trailing arm must be parallel to the bottom flange of the frame rail. (See LSC Work Instruction LWI 055 to adjust ride height).

3. Measure to confirm that the axles are centered on the frame.
4. If the axles are not centered on the frame, adjust the lateral control rods to center the axles on the frame rail.

Note: This is typically done at the frame rail by adding or removing washers on the straddle mount.

5. Once the axles are centered on the frame the alignment should be measured to determine if any additional adjustments are required.
6. After it has been determined that additional alignment is required, support the truck and the walking beam at the corner where the eccentric is deemed to require adjustment.

Note: Removing the tires, drum and disconnecting the shoes may be needed to get access to the eccentric bushing nut on the outside. This may be needed due to the proximity to the wheelend and the lack of clearances for tools.





Work Instruction

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THROUGH PIN ALIGNMENT

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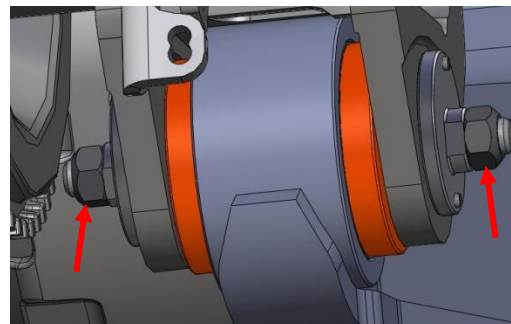
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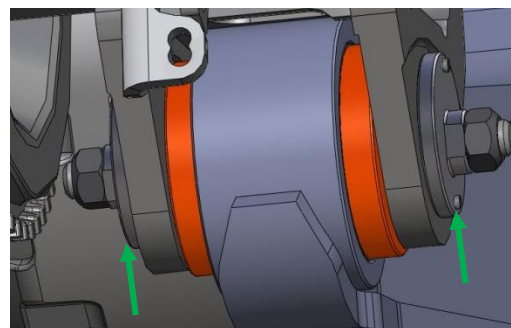
7. Loosen the two stover nuts just enough to rotate the end caps.

Note: Some friction is desired to keep everything in place during alignment.

Note: If the truck has been in service, the hardware or end caps may have become siezed and additional effort may be required to loosen the end caps.



8. Loosen the four set screws just enough to rotate the end caps.
9. Using the wrench on the caps, rotate them both (both caps on the same bushing) to the same angle as required to achieve proper alignment.
10. See Section V Alignment Table for cap rotation, axle hanger movement and thrust angle.



11. Re-tighten the stover nut while holding the end cap in place with the box wrench.

Torque specification: 490 lb. ft. [665 Nm]

12. Once the stover nuts are tight, tighten the set screws using the Allen key.

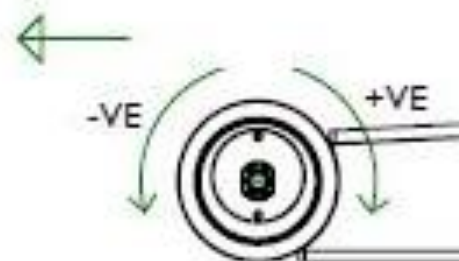
Torque specification: 20 lb. ft. [27 Nm]

13. Repeat the process on all other eccentric bushings to complete the adjustment.
14. Move the chassis and allow for everything to settle into the new position, then measure the alignment again.
15. Readjust as necessary.

V. ALIGNMENT TABLE

The following table is to be used as a reference during the alignment process to enable effective adjustment to the final thrust angle with the minimum number of tries. The front of the vehicle is to the left in the diagrams.

FRONT OF TRUCK



UNCONTROLLED IF PRINTED



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ECCENTRIC END CAP ANGLE		CORNER MOVEMENT	THRUST ANGLE X (DEG)	THRUST ANGLE X (IN)*
VERTICAL	(0°)	0 NEUTRAL	0°	0"
ANGLED	(-22.5°)	1/16 FORWARD	0.1°	0.436"
ANGLED	(-45°)	1/8 FORWARD	0.2°	0.873"
ANGLED	(-67.5°)	3/16 FORWARD	0.3°	1.309"
ANGLED	(-90°)	1/4 FORWARD	0.4°	1.745"



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ANGLED		(22.5°)	1/16 REARWARD	0.1°	0.436"
ANGLED		(45°)	1/8 REARWARD	0.2°	0.873"
ANGLED		(67.5°)	3/16 REARWARD	0.3°	1.309"
ANGLED		(90°)	1/4 REARWARD	0.4°	1.745"

*The thrust angle measurement is based on a wheel base of 250".

VII. REVISION HISTORY

Revision	Date	Details
0	06/25/2019	Initial release.