

## AXLES AND SUSPENSION

**NOTE:** See LIP Sheet 0115 for proper axle orientation.

1. Safely jack up the trailer using a lift for the entire coach or follow the frame jacking procedure found in LIP Sheet 0134.
2. Remove lug nuts from wheels on the axle receiving the new beam.
3. Remove the spindle nuts and other hardware on the spindle holding the hub on the spindle.
4. Remove hub from spindle.
5. Remove backing plate with brake assembly from spindle.
6. Remove nuts from u-bolts and remove u-bolts from axle beam.
7. Remove axle beam from under the coach.
8. Install new axle beam under the coach.

**NOTE:** Be sure axle info tag and brake wires are facing the rear of the coach.

9. Install new u-bolts (mandatory) and tie plates (if necessary).

**NOTE:** Be sure springs are centered on spring perches on the new axle beam. Spring clips on front of spring unless 2 clips are used.

10. Torque u-bolt nuts per guide below:

Torque Guide	
2K Axle	25 ft.lb.
3.5K Axle with 1/2" U-Bolt	50 ft.lb.
5.2K Axle	65 ft.lb.
6-8K Axle	90 ft.lb.

11. Install backing plate with brake assembly on spindle. Torque specs: 35-55 ft.lb.
12. Install hub on spindle.
13. Install hardware and spindle nut in the proper sequence on the spindle.
14. Spindle nut should be torqued to 50 ft.-lb. Hub will rotate during this process.
15. Loosen castle nut to back off the torque.
16. Tighten castle nut finger tight until snug.
17. Insert cotter pin. If cotter pin does not line up with hole, back castle nut up slightly until pin can be inserted.
18. Bend cotter pin over to lock nut in place. Nut should be free to move with only the cotter pin keeping it in place.
19. Mount Wheel and lug nuts and tighten to proper torque guidelines. Check with coach manufacturer for lug nut torque specs.