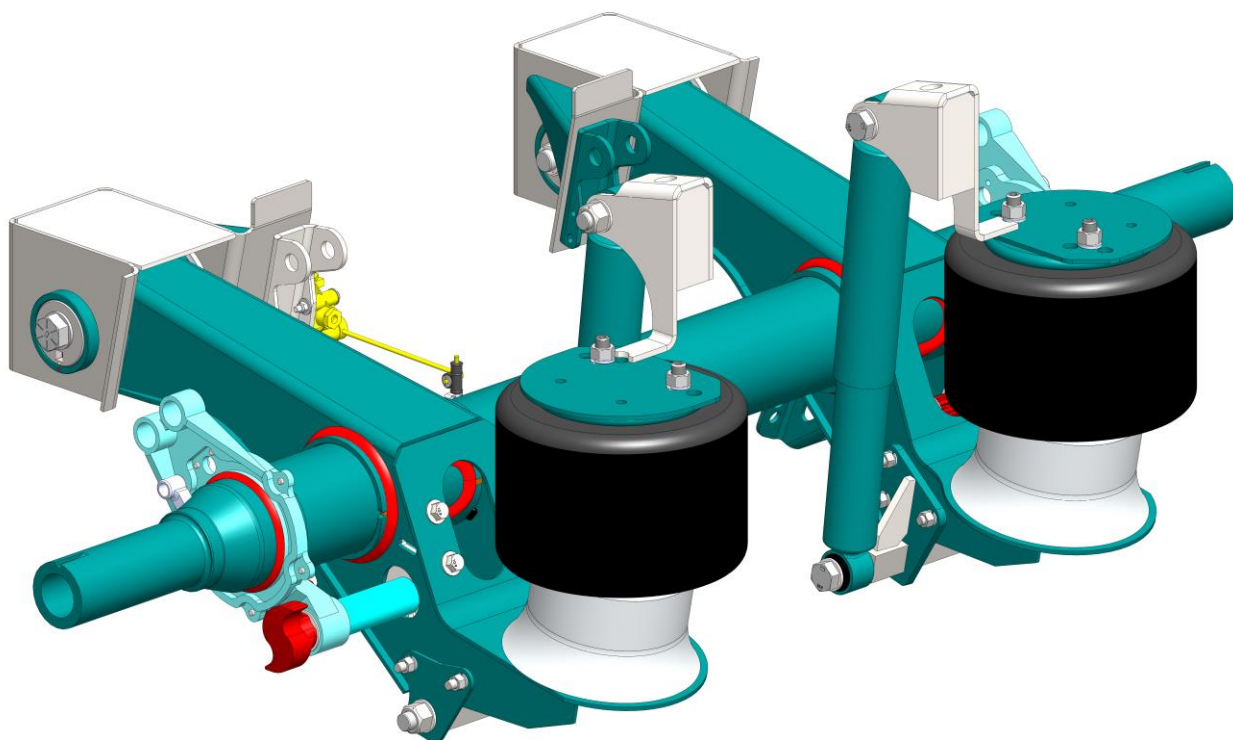


KIS252U AIR SUSPENSION (Underslung wide Pivot Bush)



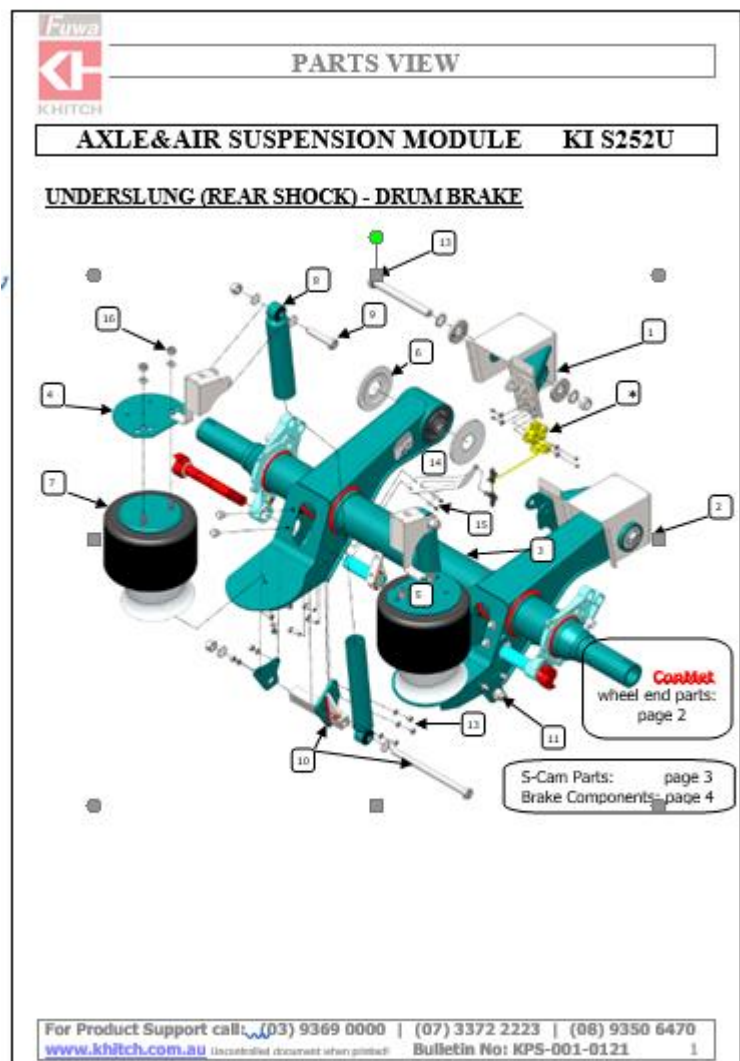
Contents

1. Pre-assembly Considerations
2. Welding Instructions – Chassis Connection
3. Tightening Instruction
4. Axle Alignment
5. Maintenance

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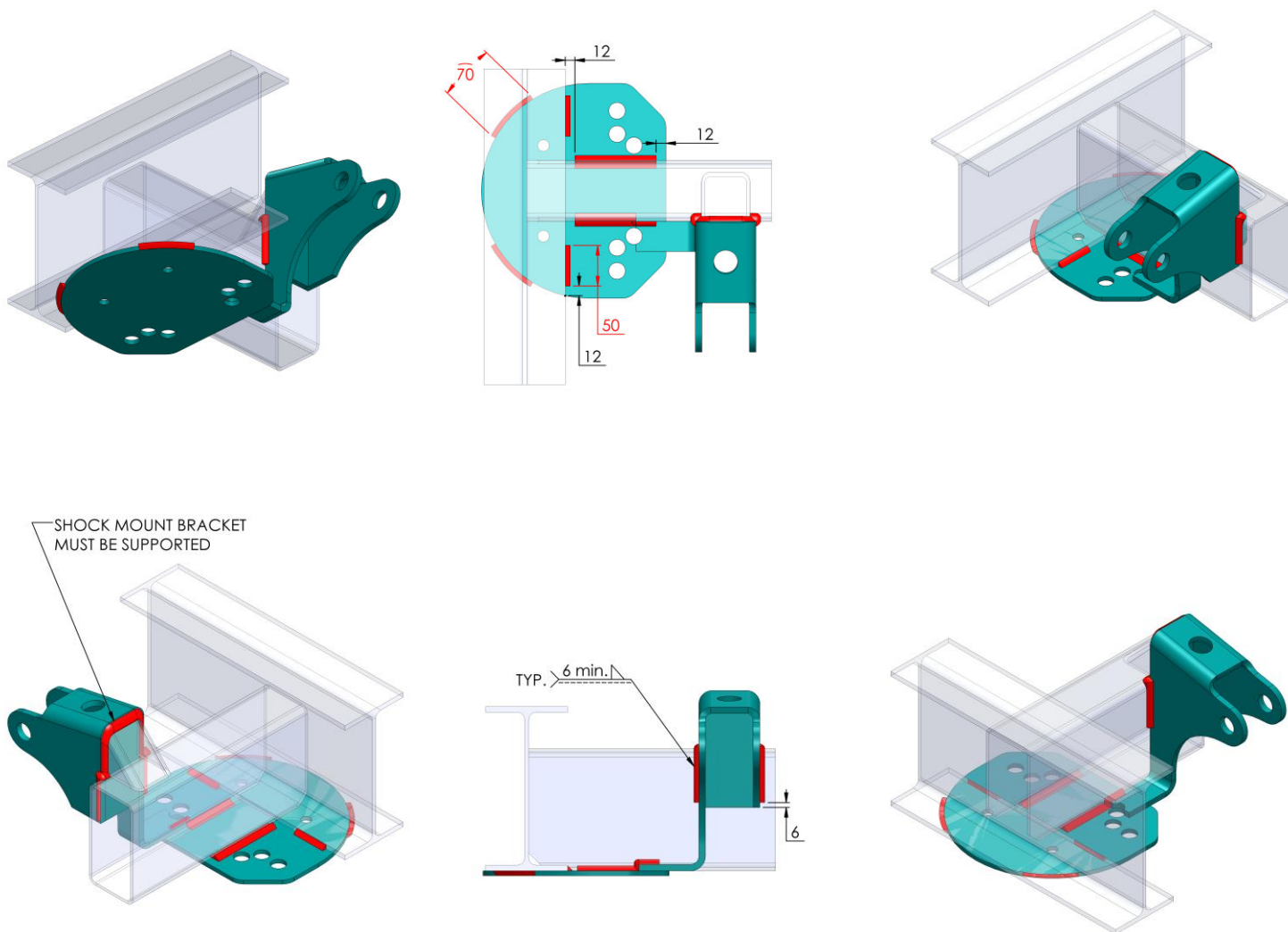
1. Pre-assembly Considerations

- Check if the correct parts have been supplied
- Check the installation drawings match the parts supplied
- The brake chambers should have the air connection ports at 90° (out the side, not on top).
 When installing the brake chambers (boosters), check the bulletin KPM-001-1016 for the correct booster rod length.
- Ride height, hubs, wheel and tyre size need to suite the application
- Check that the correct tools and equipment are available to do the installation.
- For any parts identification and requirement, refer to the FKH PV: KPS-001-0121
- Only qualified personnel should be in charge of the installation.



2. Welding Instruction – Chassis Connection

AIR SPRING MOUNTING

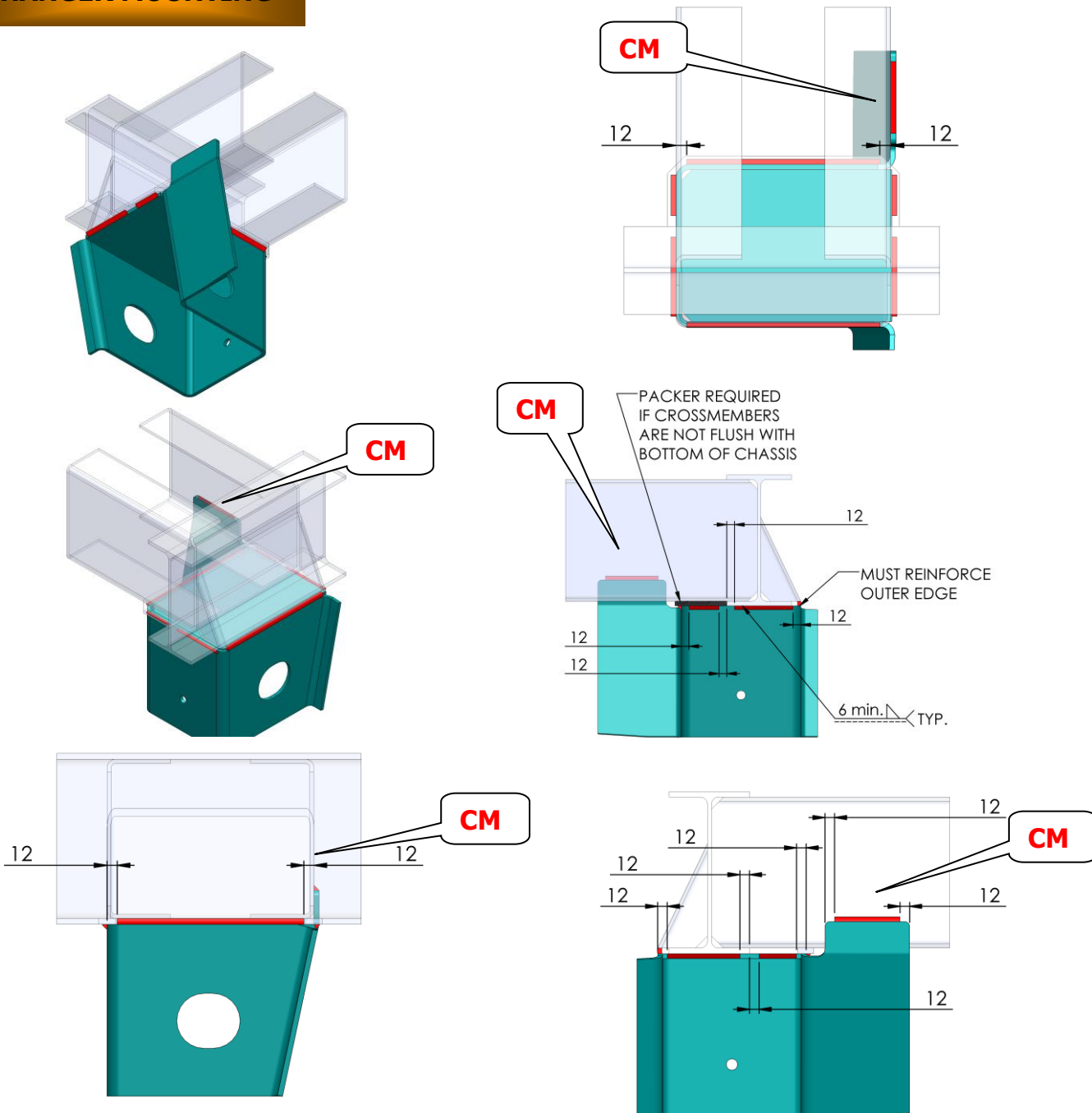


! IMPORTANT:

- Minimum 6mm fillet weld.
- Do not weld within 12mm between mating edge of the suspension component and trailer frame U.O.N.
- It is the responsibility of the suspension installer to provide both proper welding parameters and adequate attachment for the suspension.
- Do not attach air spring direct to trailer frame.

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HANGER MOUNTING

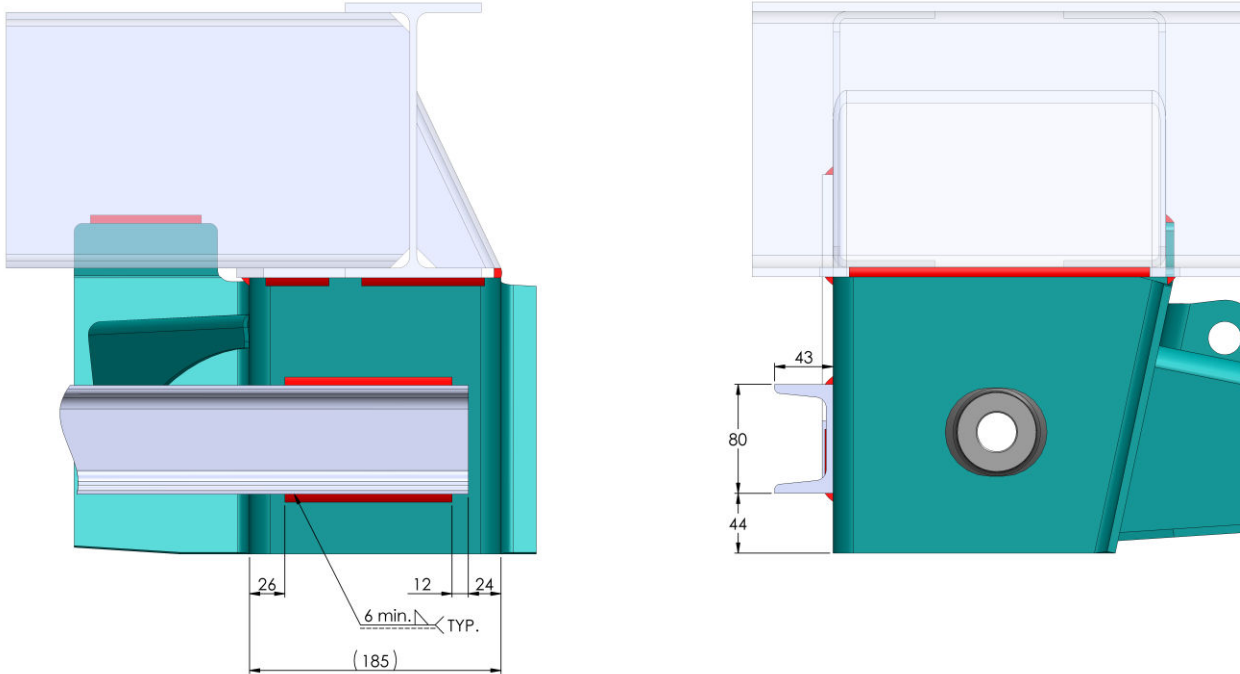


IMPORTANT:

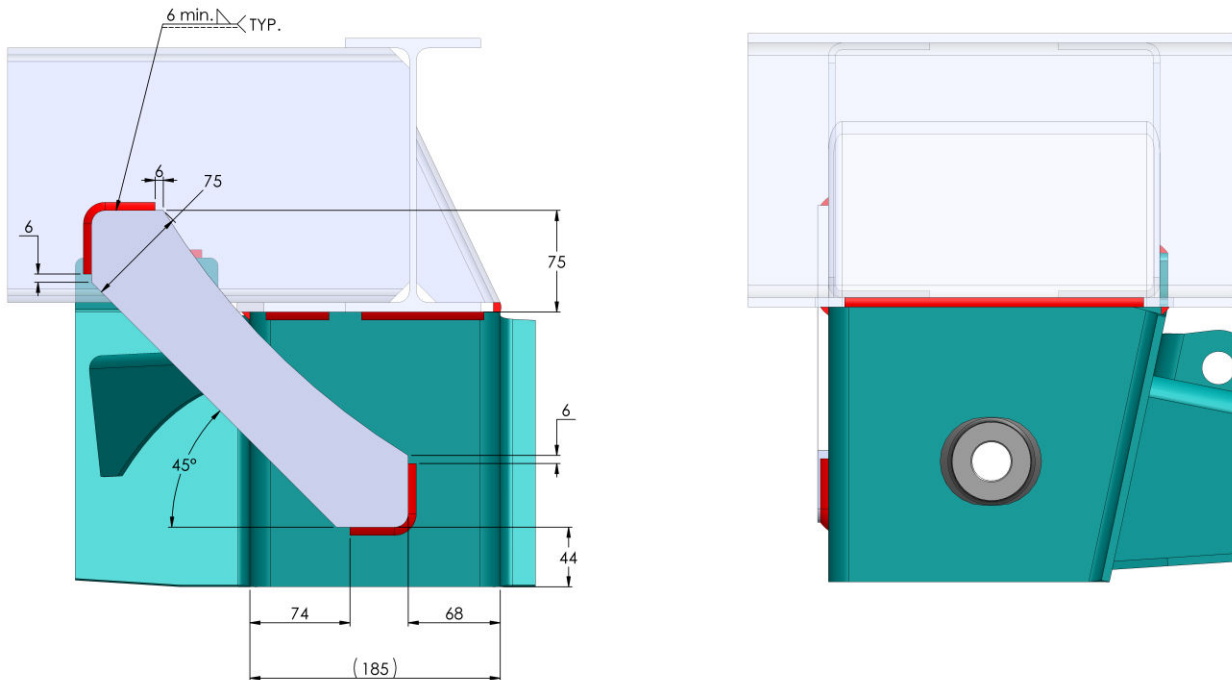
- Minimum 6mm weld & do not weld within 12mm between mating edge of the suspension component and trailer frame U.O.N.
- Insure that the left and the right hangers are welded on the same perpendicular line to the chassis. (Axle alignment)
- Insure the shocker bracket tab is welded and supported against a cross member. (**CM**)

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IMPORTANT  **HANGER CROSS BRACING**  **IMPORTANT**



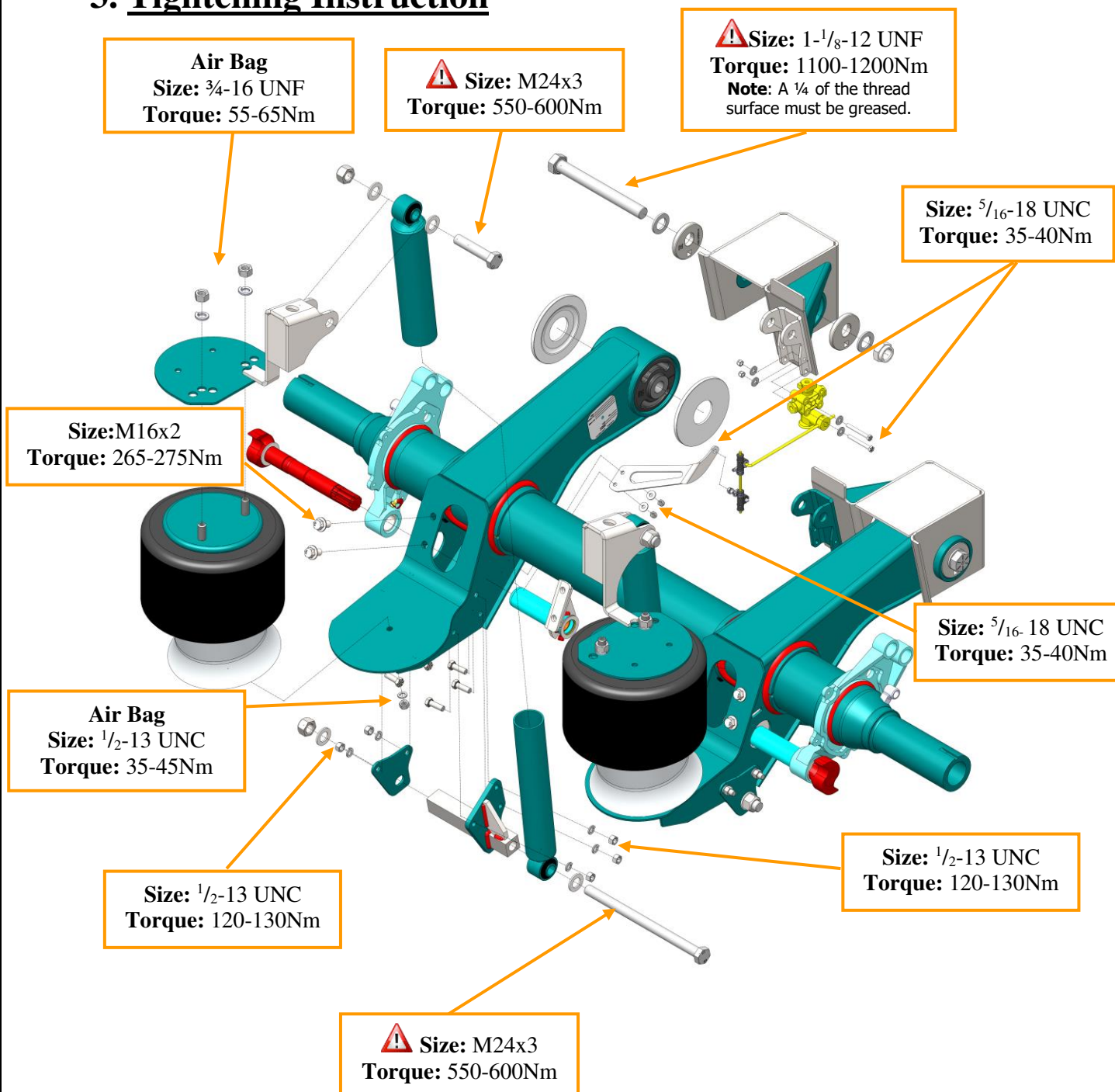
C-Channel from Hanger to Hanger



Knee Bracket from Hanger to Cross Member

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3. Tightening Instruction



⚠ IMPORTANT:

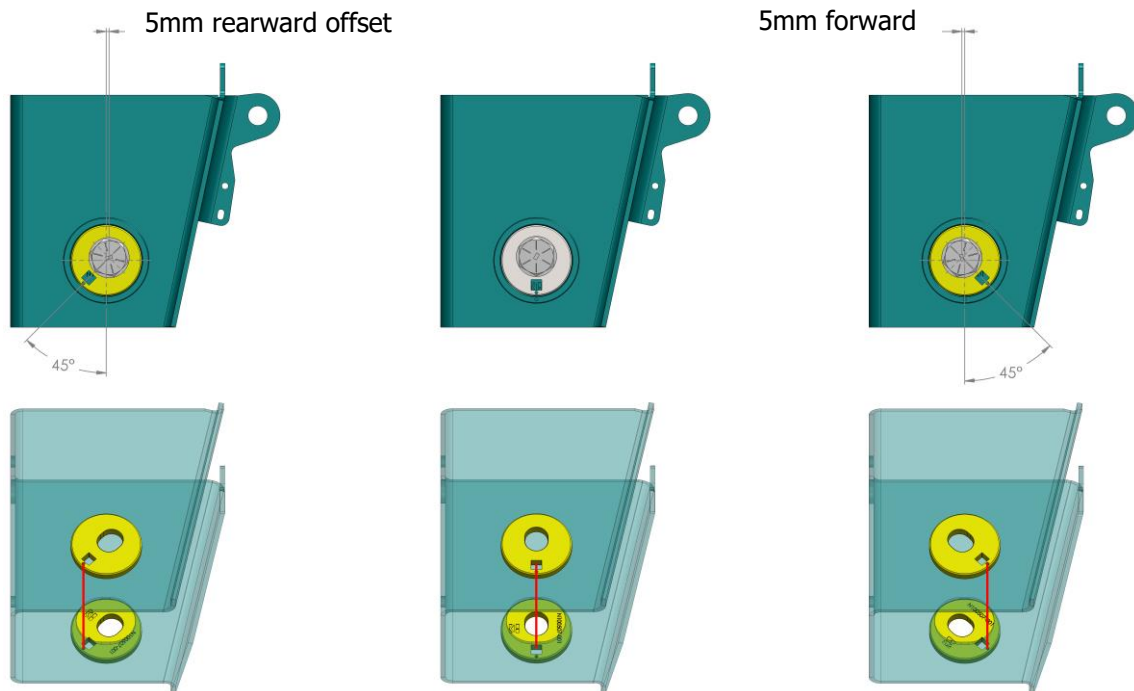
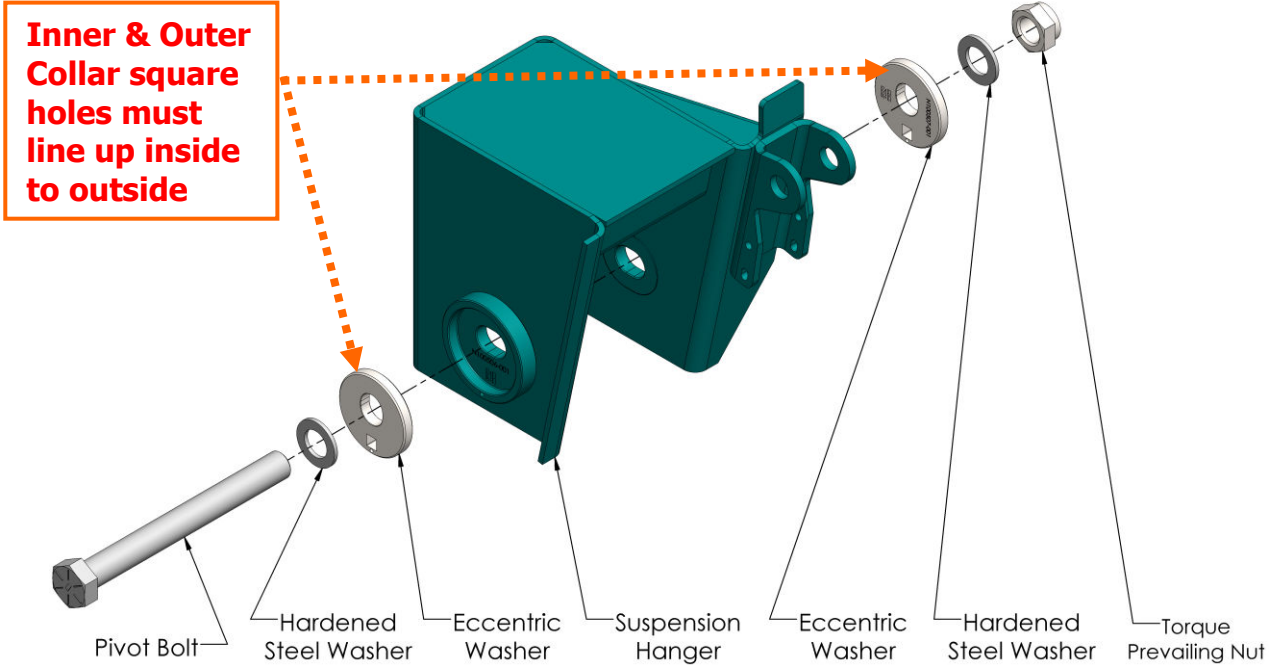
- Shock absorber & hanger pivot bolts must be tightened at ride height.

⚠ CAUTION:

- Over torque could result in fastener failure.
- Failure to follow properly torque can result in loss warranty coverage.

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Pivot Alignment

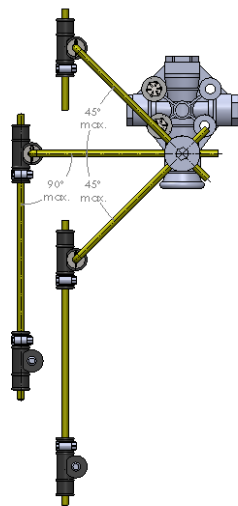
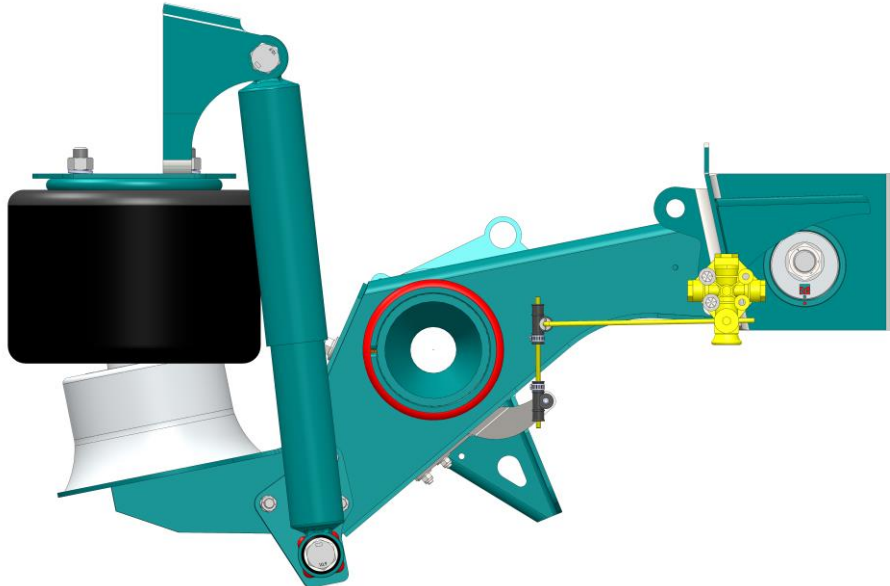


! IMPORTANT:

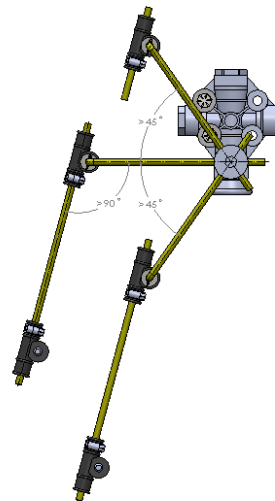
- Do not fully torque up pivot bolt until suspension is fully aligned. Before alignment, tighten up pivot bolt to a point where hardened washers can still rotate freely.
- Adjust all four eccentric collars to achieve suspension alignment

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HCV Setting & location



CORRECT SETUP



INCORRECT SETUP

! IMPORTANT:

- HCV can be used in right-hand or left-hand.
- Unless approved by Fuwa K Hitch, DO NOT use more than one HCV per trailer.
- DO NOT use a pipe compound or teflon tape. They may contaminate the air system.

4. Axle Alignment

The following steps are to ensure that proper axle and suspension alignment is achieved.

- The trailer must be in straight line and on smooth level surface.
- Release the brakes.
- Check that the tyres are the same size and have equal inflation pressure.
- Set the suspension to the correct ride height.
- Align all axles within the tolerances shown in Fig. A.
- Torque the hanger pivot bolt to 1100-1200Nm.
 Note: A ¼ of the thread surface must be greased.
- Re-check the alignment at the 1st Service (5000-10000Km or 2-4 weeks)

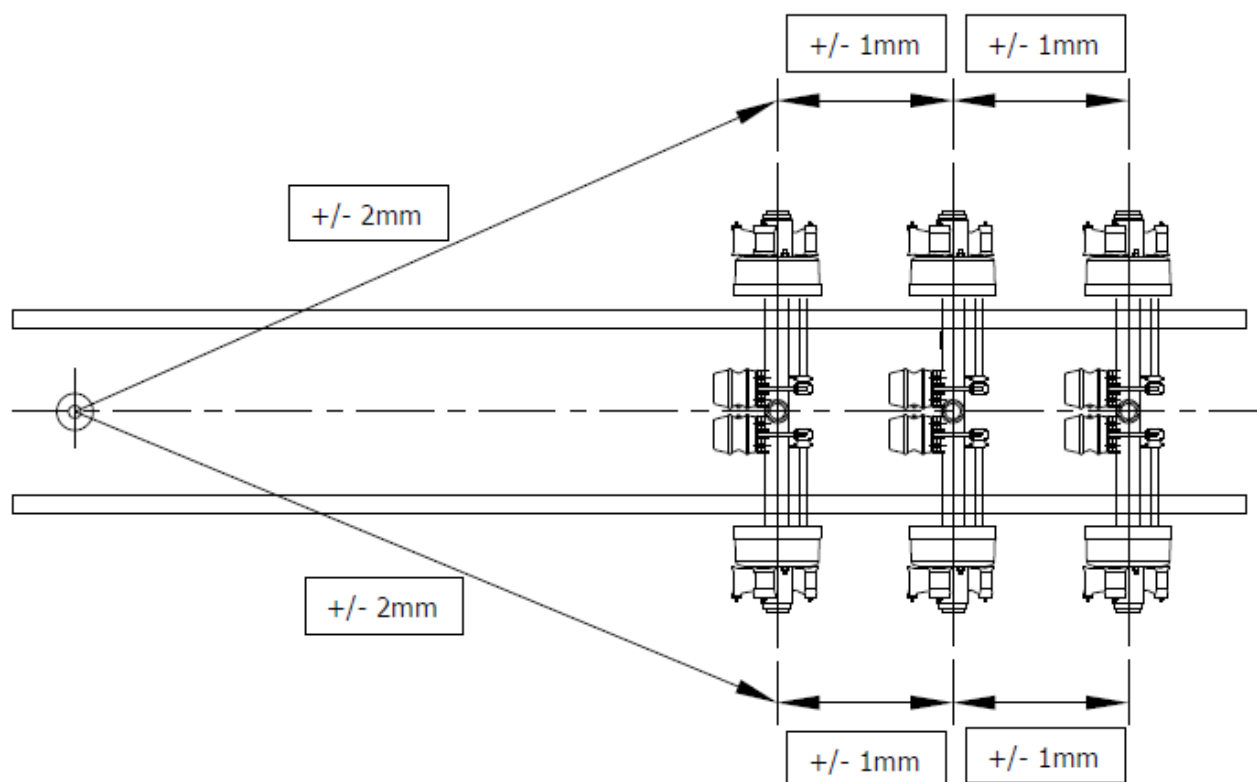


Fig A

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5. Maintenance

The maintenance frequency may need to be changed subject to the application and vehicle operating conditions.

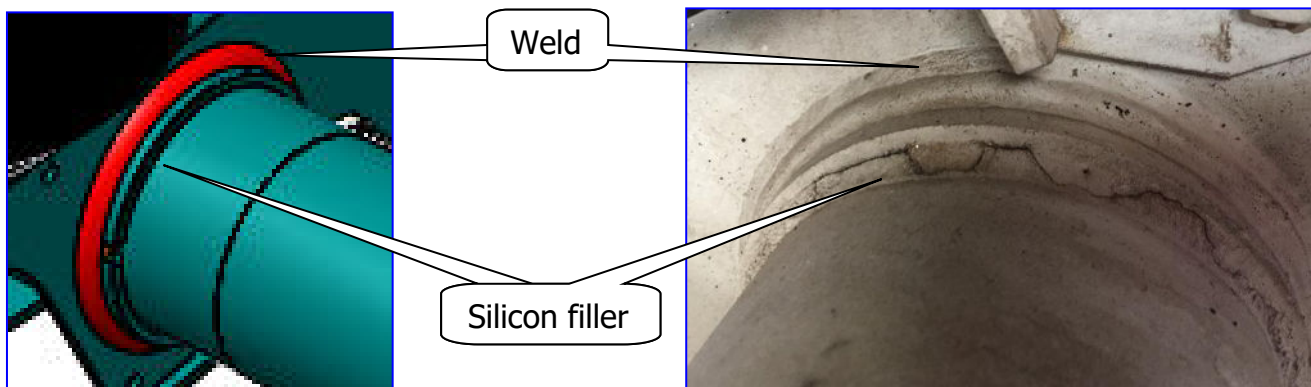
Any instructions from the vehicle OEM must be considered first.

For the suspension part of the module:

1. Check all the fasteners	PD	1 st Service	½ yearly
2. Check shock absorbers* and shocker bushes		1 st Service	Annually
3. Check HCV for leaks and correct adjustment		1 st Service	Annually
4. Check hanger pivot bolt, pivot bush and hanger wear pads for wear and excess movement.			Annually
5. Check air springs for leaks or damage.		1 st Service	Annually

Note: The above recommendations are for “On HWY only” applications.

Note: Weld vs Silicon filler



Do not confuse the silicon filler on the edge of the axle sleeve with an actual weld on the trailing arm to the sleeve.

That silicon filler may dry out over time and cracks may appear. There is need for concern.


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Note: * In regards to shock absorbers “leaking”. Do not confuse “misting” and “sweating” with leaking. Only a leaking shock absorber (oil running down the length of the shocker body) needs to be replaced.
 If in doubt, clean the shock absorber and check it again after a few days.
 Shock absorbers are a wearing item and they will need replacing eventually.




For the axle part of the module:

Follow the information contained in Bulletin: **KPM-004-0310**

Fuwa

KHITCH

**INSTALLATION, MAINTENANCE
& SERVICE BULLETIN**

AXLE MAINTENANCE



This bulletin covers the standard adjustable TP and TN bearing styles.

For ConMet Preset bearing-hub information, please use also Bulletin: ConMet SERVICE MANUAL 10084476REV10

For SKF Unitised bearing-hub information, please use also Bulletin: KPM-005-0310

For Product Support call: 03 9369 0000 | 07 3372 2223 | 08 9350 6470
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