COMPANY PROFILE

Reyco Granning Suspensions was formed by the merger and acquisition of two well-known names in the heavy duty vehicle suspension industry—Reyco and Granning.

Reyco grew out of the Reynolds Mfg. Co and was first known as a major supplier of brake drums for heavy duty vehicles and later developed a full line of air and steel-spring suspensions for trucks, buses, trailers and motorhomes.

Granning Air Suspensions was founded in 1949 in Detroit, Michigan as a manufacturer of auxiliary lift axle suspensions. Granning later became an innovator of independent front air suspensions for the motorhome industry.

Reyco Granning manufacturing facilities are certified to the ISO 9001:2008 standards, a globally-recognized assurance that quality standards have been established and are maintained by regular rigorous audits.

Reyco Granning LLC was formed in early 2011 through a partnering of senior managers and MAT Capital, a private investment group headquartered in Long Grove, Illinois.
Installation Instructions Model 21B

SAFETY PROCEDURES & INFORMATION

SAFETY FIRST

OPERATOR SAFETY

Lifting

Parts Handling

SUSPENSION SAFETY

Overloading the Suspension

Torque

HANGER INFORMATION

Hanger Installation

Welding Instructions Fab Hangers

AXLE SEAT INSTALLATION

TORQUE ARM BUSHING ASSEMBLY INSTALLATION

AXLE TO HANGER ASSEMBLY INSTALLATION

SUSPENSION ALIGNMENT INSTRUCTIONS

SUSPENSION MOUNTING HEIGHT CHART
SAFETY FIRST
Be sure to read and follow all installation and maintenance procedures.

LIFTING
Practice safe lifting procedures. Consider size, shape and weight of assemblies. Obtain help or the assistance of a crane when lifting heavy assemblies. Make sure the path of travel is clear.

PARTS HANDLING
When handling parts, wear appropriate gloves, eyeglasses and other safety equipment to prevent serious injury.

WELDING
When welding, be sure to wear all personal protective equipment for face and eyes, and have adequate ventilation. When welding, protect spring beams and air springs from weld spatter and grinder sparks. Do not attach “ground” connection to springs.

Under normal use, steel presents few health hazards. Prolonged or repeated breathing of iron oxide fumes produced during welding may cause siderosis.

NOTE: DO NOT WELD ADI Components.
OVERLOADING
Overloading is the practice of transporting cargos that surpass the specified vehicle’s ratings. Overloading can cause component failure, resulting in accidents and injuries.

This symbol indicates to the reader to use caution when seen and to follow specific requirements or warnings stated.

CAUTION: Specific torque requirements are recommended.

TORQUE
Proper tightening of the U-bolt nuts and alignment bolts are high priority items. A fastener system is considered “loose” any time the torque is found below required values. Failure to maintain the specified torque and to replace worn parts can cause component failure resulting in accident with consequent injury.

NOTE: It is extremely important after the first 1,000 to 3,000 loaded miles (1,600 - 4,800 kms) of operation, and with each annual inspection thereafter, that all of the bolt and nut tightening recommendations be followed. Any loose fasteners must be retorqued to comply with warranty requirements and to ensure long, trouble-free performance.
Hanger Installation
Based on your axle spread requirement, determine the hanger center to center dimension, from drawings on pages m.7 to m.16. Then, on the subframe, mark the centerline of the equalizer hanger (item 6) from the king pin. Typical axle spacing shown at right.

Cast hanger drawings (i-5) and Fab hanger drawings (i-6) provide typical detailed requirements for hanger installations. Before proceeding, please refer to these drawings for trouble-free maintenance.

From the equalizer locate the center line of the front (item 1, 2) and rear hangers (item 14, 15). Clamp the hangers in position. If bolt-on design is used, match-drill hole pattern of hangers and install fasteners. If weld-on design is used, tack weld hangers to sub-frame. Be sure the brackets are secure in both the horizontal and vertical planes and that the hangers are square in the frame. Hanger centers should be in line within 1/16". See pages m.7 to m.16 for proper spacing.

When bolting hangers to frame, use grade 8 hardware. When welding hangers to frame use AWS 70S wire or AWS E7018 electrode specifications for proper results see page 6. Add 1.5" schedule 80 pipe cross tube steel pipe braces to front and center hangers.

CAUTION: Specific welding procedures are required for installation.
INSTRUCTIONS FOR WELDING SUSPENSION HARDWARE TO FRAMES AND AXLES

Four methods may be used to weld components per American Welding Society (AWS) specifications.

NOTE: DO NOT WELD ADI Components.

The weld strength must be at 70,000 psi. Higher or lower strengths are not acceptable. The best fusion and strengths will be obtained using the voltage, current, and shielding medium recommended by the electrode manufacturer. If stick methods are used, electrodes must be clean and dry, and stored per AWS Section 4.5.2.

AWS Electrode Specification

1. Shielded Metal Arc (stick electrodes) .......... E7018
2. Gas Metal Arc (MIG, solid wire) ............. ER70S-X
3. Gas Tungsten Arc (TIG) ..................... ER70S-X
4. Flux Cored Arc (tubular wire) ............... E70T-X

OPTIONAL UNDERFRAME BUMP STOP

An underframe bump stop is available to be welded to the frame. The part number is 24695-01 or as a kit, K700073 for one equalizer and TK4722 for 2 equalizers.

NOTE: DO NOT WELD ADI Components.
WELDING INSTRUCTIONS
FABRICATED HANGERS

1. Use AWS E7018 rod or equal for all welds.

2. Bracing shown is the minimum requirement. Heavy duty use may require additional bracing. Contact Reyco Granning for more information.

3. Pipe bracing shown is 1 1/2" (nom.) schedule 80 pipe.

4. Use 1/4" material for all gussets

5. If spring center line does not line up with center line of frame I-beam, adjust gussetting so that gussets extend to edges of top plate on all hangers.

6. Pipe brace between rear hangers is not necessary unless suspension is subjected to heavy-duty use.
**Installation Instructions Model 21B**

**BRAKE CAM LOCATION REQUIREMENTS**
Brake camshafts are located to the rear of the axle within 20° of centerline. If camshafts are located differently, assembler must check for adequate clearances. Be sure that the axle seats which are selected provide brake chamber and brake camshaft assembly clearances. Location recommended is on center to 20° below center line.

**AXLE ASSEMBLY INSTALLATION**
Position the axle seats (item 20) on the top side of axle at the correct spring center spacing (same as the transverse distance between hanger centerlines as mounted to the sub-frame). The spring surface of the seats must be parallel to the ground. Clamp the seats in position securely and tack weld front and rear (not on the axle camber line).

Axle Seat will be mounted on bottom side of axle for Underslung applications.

Weld the axle seat to the axle. Electrode must meet or exceed the requirements of AWS E7018. Do not weld 1 1/16” (38.1 mm) each side of the axle center line. At this point, the spring beams and u-bolts should not be attached to the seat.

**NOTE:** Refer to diagrams on page i.7 for welding detail.

**CAUTION:** Specific torque requirements are recommended.

Position spring (item 13) on axle seat. See installation drawings (at end of book) for proper location of spring hook ends. Secure the spring in place with the top plate, u-bolts and nuts (items 5, 29 & 3) provided. Recheck springs for proper spring spacing and alignment. Tighten 3/4” or 7/8” u-bolts to 300-325 FP (410-440 NM) torque.

**NOTE:** Spring liners (additional) needed on the top side only on all 1-, 2- & 3-leaf springs. If axle seat spacers are used they must be welded to axle seat, front and rear.

**CAUTION:** Specific torque requirements are recommended.
Axle Seat Installation

On/Off Highway Suspension System
TWO-PIECE TORQUE ARM BUSHING ASSEMBLY PROCEDURE

Place Compression Washer and Rubber Bushing on head of Torque Arm bolt, and insert through openings in Hanger and through Torque Arm end opening. Lubricants ARE NOT recommended, but if absolutely necessary, use soap and water, or just plain water.

Do not use any Petroleum-Based Lubricants.

Place second Bushing, and second Compression Washer on other end of Torque Arm Bolt. Start Nut on Bolt by hand.
Tighten nut, partially, until all air gaps are removed between the two Compression Washers. Roughly center and hold the Torque Arm in the middle of the Hanger gap.

Slowly bring up the torque on the locknut to 140 - 160 ft lb (190 - 220 Nm) until the gap between the compression washer and the hanger or seat casting is 1/16” to 1/8”. There should be an even buildup of rubber beads on each side of the torque arm, and on each side of the compression washers. If the rubber is not built up, or if the torque arm is not centered, it is recommended to re-do the above steps.

Do not keep tightening the nut, once the assembly is completed.

A subsequent check of the torque on the nut will be lower than 140 ft. lbs. (190 Nm), because of rubber settling. Make sure the assembly is snug and that there are no air gaps between washer, hangers and rubber bushings.

Do not retorque the 1” bolts after initial installation.
Axle To Hanger Assembly Installation

Position the axle and spring assembly between the hangers. Secure the torque arms (adjustable on road, left side, item 30 or 31) and rigid on curb, right side, item 26 or 27 to the front (item 1 or 2) and center hangers (item 6). Install the spring rollers (item 19) and 1/2" bolts in the equalizer and where required in the rear hanger (item 14, 15).

Check to see that springs are seated, interference-free, on all bearing surfaces. Install bolts to hold torque arms. DO NOT TORQUE at this time.

Install and tighten the 5/8" adjustable torque arm clamp nuts finger tight.

NOTE: Refer to appropriate drawing for axle number and type to identify proper item numbers.

CAUTION: Specific torque requirements are recommended.

Position the frame at the desired mounting height and perform preliminary rough alignment by centering axle laterally, and aligning axles squarely with respect to frame to within 1/4" (6.4 mm) (right and left compared). Torque arm attaching 1" bolts and nuts (supplied with the torque arms item 22 & 23) can now be torqued per instructions on pg. i.10. Do not tighten the adjustable eye end clamp bolts at this time. See next page.
The following steps are recommended and necessary for proper suspension alignment.

Release the brake system and pull the trailer forward while keeping to a straight line to free the suspension from binding. The ground must be level and smooth. The trailer brakes must remain released during alignment.

For best results the use of axle extensions and a “BAZOOKA” type king pin post, or a suitable optical alignment device are recommended. Align the front axle by lengthening or shortening adjustable torque arm (located on left side of trailer) with the king pin as shown in the sketch.

When the front axle is aligned to the kingpin to +/- 1/8" tighten the 5/8" torque arm clamp nuts on the front axle to 125-150 FP (170-205 Nm).

**CAUTION:** Specific torque requirements are recommended.

Align the rear axle to the front axle to +/- 1/16".

**NOTE:** Left side and right side axle measurements should be equal to within +/- 1/16". When the axles are aligned, tighten the adjustable torque arm clamp nuts on the rear axle to 125-150 FP (170-205 Nm).

**CAUTION:** Specific torque requirements are recommended.

After an initial loaded run-in period of approximately 1,000 miles, (1600 km) the alignment should be rechecked and corrected if necessary.

FP = Foot-Pounds; Nm = Newton-Meters
# Reyco Granning 21B "W" Suspension Mounting Height Chart

**NOTE 42" AND 44" AXLE SPACINGS USE ONLY 21729 SPRING. T729 SPRING NOT STANDARD FOR OTHER AXLE SPACINGS**

<table>
<thead>
<tr>
<th>SPRING ID LETTER</th>
<th>SPRING NUMBER</th>
<th>LEAFS</th>
<th>CAPACITY (LBS.)</th>
<th>MOUNTING HEIGHT (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>12500</td>
<td>10</td>
<td>14.00</td>
<td>01 00 10 10 10 10 10 10 10 10</td>
</tr>
<tr>
<td>B</td>
<td>11000</td>
<td>9</td>
<td>13.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>C</td>
<td>11000</td>
<td>8</td>
<td>14.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>D</td>
<td>11000</td>
<td>7</td>
<td>15.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>E</td>
<td>11000</td>
<td>6</td>
<td>15.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>F</td>
<td>11000</td>
<td>5</td>
<td>16.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>G</td>
<td>11000</td>
<td>4</td>
<td>16.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>H</td>
<td>11000</td>
<td>3</td>
<td>17.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>I</td>
<td>11000</td>
<td>2</td>
<td>17.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>J</td>
<td>11000</td>
<td>1</td>
<td>18.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>K</td>
<td>11000</td>
<td>0</td>
<td>18.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SPRING ID LETTER</th>
<th>SPRING NUMBER</th>
<th>LEAFS</th>
<th>CAPACITY (LBS.)</th>
<th>MOUNTING HEIGHT (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>12500</td>
<td>10</td>
<td>14.00</td>
<td>01 00 10 10 10 10 10 10 10 10</td>
</tr>
<tr>
<td>B</td>
<td>11000</td>
<td>9</td>
<td>13.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>C</td>
<td>11000</td>
<td>8</td>
<td>14.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>D</td>
<td>11000</td>
<td>7</td>
<td>15.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>E</td>
<td>11000</td>
<td>6</td>
<td>15.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>F</td>
<td>11000</td>
<td>5</td>
<td>16.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>G</td>
<td>11000</td>
<td>4</td>
<td>16.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>H</td>
<td>11000</td>
<td>3</td>
<td>17.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>I</td>
<td>11000</td>
<td>2</td>
<td>17.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>J</td>
<td>11000</td>
<td>1</td>
<td>18.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>K</td>
<td>11000</td>
<td>0</td>
<td>18.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
</tbody>
</table>

**Under-Slung (Springs Mounted Below Axle)**

<table>
<thead>
<tr>
<th>Part #</th>
<th>PRICE OPTIONS</th>
<th>DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>0837601</td>
<td>S</td>
<td>5</td>
</tr>
<tr>
<td>0837601</td>
<td>F</td>
<td>3</td>
</tr>
<tr>
<td>115931</td>
<td>C</td>
<td>1</td>
</tr>
<tr>
<td>115931</td>
<td>E</td>
<td>1</td>
</tr>
<tr>
<td>115931</td>
<td>A</td>
<td>1</td>
</tr>
<tr>
<td>115931</td>
<td>B</td>
<td>1</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>1</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>2</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>3</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>4</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>5</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>6</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>7</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>8</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>9</td>
</tr>
<tr>
<td>115931</td>
<td>T</td>
<td>10</td>
</tr>
</tbody>
</table>

**Control Position 15**

<table>
<thead>
<tr>
<th>SPRING ID LETTER</th>
<th>SPRING NUMBER</th>
<th>LEAFS</th>
<th>CAPACITY (LBS.)</th>
<th>MOUNTING HEIGHT (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>12500</td>
<td>10</td>
<td>14.00</td>
<td>01 00 10 10 10 10 10 10 10 10</td>
</tr>
<tr>
<td>B</td>
<td>11000</td>
<td>9</td>
<td>13.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>C</td>
<td>11000</td>
<td>8</td>
<td>14.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>D</td>
<td>11000</td>
<td>7</td>
<td>15.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>E</td>
<td>11000</td>
<td>6</td>
<td>15.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>F</td>
<td>11000</td>
<td>5</td>
<td>16.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>G</td>
<td>11000</td>
<td>4</td>
<td>16.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>H</td>
<td>11000</td>
<td>3</td>
<td>17.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>I</td>
<td>11000</td>
<td>2</td>
<td>17.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>J</td>
<td>11000</td>
<td>1</td>
<td>18.00</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
<tr>
<td>K</td>
<td>11000</td>
<td>0</td>
<td>18.50</td>
<td>00 00 3 6 7 6 5 4 2 1 0</td>
</tr>
</tbody>
</table>
CAST HANGERS MAINTENANCE SCHEDULE
- Maintenance Schedule
- Torque Requirements
- Visual Inspection

FAB HANGERS MAINTENANCE SCHEDULE
- Maintenance Schedule
- Torque Requirements
- Visual Inspection

TROUBLE SHOOTING GUIDE
- Fasteners
- Spring Alignment
- Bushings

NOTES

BILL OF MATERIAL
- 63159-2
- Bill of Material

SUSPENSION DRAWINGS
- 98034-2 & 3
- 63296-2 & 66128-2
- 63159-2 & 3
- 98033-2 & 63159-1
- 74117-2 & 70100-2
- 87188-2 & 83006
- 84164 & 87187-2
- 73129-2 & 74021
- 84101 & 83005 & 84166
MODEL 21B MAINTENANCE
INSTRUCTIONS (CAST HANGERS)
The ReycoGranning Model 21B Leaf Spring Suspension, by design requires minimum maintenance. Suspensions require periodic checks to assure continued trouble-free performance.

21B RECOMMENDED MAINTENANCE SCHEDULES
1. Pre-service inspection.
2. First service inspection, after 1,000-3,000 miles, (1600-4800 KM).
3. PM Inspections, coincidental with DOT "C" Inspections-Anually.
4. During replacement of any service parts.
5. Upon discovery of any loose components.

TORQUE REQUIREMENTS
Verify with each scheduled inspection.
1. Tighten 3/4" or 7/8" U-bolt nuts—300-325 FP, (410-440 Nm).
2. There is no need to retorque the Torque Arm 1" bolts after correct initial installation.
3. Tighten 5/8" torque arm clamp nuts—125-150 FP, (170-205 Nm).
4. Tighten 1" equalizer capscrews—400-450 FP, (540-610 Nm).
5. Tighten 1/2" spring retainer nuts—75-80 FP, (105-110 Nm).

VISUAL INSPECTION
1. Loose or missing fasteners.
2. Cracks in hangers or axle connection brackets.
3. Springs, centered in hangers and equalizers.
4. Inspect torque arm bushings for wear.

If any of the above defects are noted, have vehicle checked by a qualified mechanic. Torque values are specified with clean, lightly oiled fasteners, and should only be verified with a calibrated torque wrench. Failure to follow these instructions could void the warranty and could result in subsequent injury.

FP = Foot-Pounds; Nm = Newton-Meters
MODEL 21B MAINTENANCE INSTRUCTIONS (FAB HANGERS)
The ReycoGranning Model 21B Leaf Spring Suspension, by design requires minimum maintenance. Suspensions require periodic checks to assure continued trouble-free performance.

21B RECOMMENDED MAINTENANCE SCHEDULES
1. Pre-service inspection.
2. First service inspection, after 1,000-3,000 miles, (1600-4800 KM).
3. PM Inspections, coincidental with DOT “C” Inspections—Annually.
4. During replacement of any service parts.
5. Upon discovery of any loose components.

TORQUE REQUIREMENTS
Verify with each scheduled inspection.
1. Tighten 3/4” or 7/8” U-bolt nuts—steel springs—300-325 FP, (410-440 Nm).
2. Tighten 3/4” or 7/8” U-bolt nuts—composite springs—250 FP, (340 Nm).
3. Tighten 11/4” equalizer shaft fastener nuts—575-625 FP, (780-850 Nm).
4. Tighten 21/2” equalizer shaft fastener nuts—FW WB 54”-65 1/2” —300-325 FP, (410-440 Nm).
5. Tighten 11/2” equalizer shaft fastener nuts—FW WB 72”-109” —200-225 FP, (270-305 Nm).
6. **There is no need to retorque the Torque Arm 1” bolts after correct initial installation.**
7. Tighten 5/8” torque arm clamp nuts—125-150 FP, (170-200 Nm).
8. Tighten 3/4” torque arm clamp nuts—175-200 FP, (236-270 Nm).
9. Tighten 1/2” spring retainer nuts—60-80 FP, (80-110 Nm).

VISUAL INSPECTION
1. Loose or missing fasteners.
2. Cracks in hangers or axle connection brackets.
3. Springs, centered in hangers and equalizers.

If any of the above defects are noted, have vehicle checked by a qualified mechanic. Torque values are specified with clean, lightly oiled fasteners, and should only be verified with a calibrated torque wrench. Failure to follow these instructions could void the warranty and could result in subsequent injury.

FP = Foot Pounds, Nm=Newton/Meters
FASTENERS
Loose fasteners need immediate attention. Check components for wear and be sure holes are not worn or egg shaped. When replacing, be sure threads are clean, lightly oiled and not deformed. Consult the maintenance section for the correct torque specification. To insure an accurate torque reading, the torque tool used for checking torque, must provide a correct measurement.

BUSHINGS
Inspect rubber bushings for large slits, tears and major wear. Rubber is attacked by sun, oils and greases. Replace any bushings which have noted damage.

When replacing bushings, lubricants are not recommended. If absolutely necessary use soap and water, or just plain water.

Do not use petroleum-based lubricants

MAINTENANCE KIT
The following item numbers will help when maintaining parts for the model 21B suspension.

TK18997 - Torque Arm Rebush Kit - 21B (1) End
TK78998 - Equalizer Rebush Kit - 21B (1) Equalizer
TK24125 - Two Wear Pad Kit (wm hm) - 21B (1) Hanger
Maintenance Instructions Model 21B

Equalizer Bushing Assembly

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PART NO.</th>
<th>DWG_NO.</th>
<th>DESCRIPTION</th>
<th>QTY.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>T5426</td>
<td>63119-1</td>
<td>CENTER HANGER-FLANGE MOUNT</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>21725-01</td>
<td>05018-1</td>
<td>EQUALIZER</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>T5524</td>
<td>63201</td>
<td>BUSHING-EQUALIZER</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>14247-01</td>
<td>81212</td>
<td>SHAFT-EQUALIZER</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>T1724</td>
<td>701785</td>
<td>WASHER (1 ID)</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>14250-01</td>
<td>21815</td>
<td>1 ID LOCK WASHER</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>A2248-01</td>
<td>3404</td>
<td>HEX 1/4 SCREW K.Z. 1/4</td>
<td>5</td>
</tr>
</tbody>
</table>
**SPRING SELECTION TABLE**

<table>
<thead>
<tr>
<th>PART NO.</th>
<th># LEAF</th>
<th>ARCH</th>
<th>CAPACITY</th>
<th>LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>08376-01</td>
<td>3</td>
<td>Med.</td>
<td>11,000</td>
<td>42</td>
</tr>
<tr>
<td>12609-01</td>
<td>7</td>
<td>Med.</td>
<td>9,000</td>
<td>42 1/2</td>
</tr>
<tr>
<td>15636-01</td>
<td>1</td>
<td>Med.</td>
<td>12,500</td>
<td>42</td>
</tr>
<tr>
<td>18906-01</td>
<td>9</td>
<td>Med.</td>
<td>9,000</td>
<td>55</td>
</tr>
<tr>
<td>21511-01</td>
<td>3</td>
<td>Med.</td>
<td>12,500</td>
<td>42</td>
</tr>
<tr>
<td>T3086</td>
<td>7</td>
<td>Med.</td>
<td>9,000</td>
<td>42 1/2</td>
</tr>
<tr>
<td>T3564</td>
<td>8</td>
<td>Med.</td>
<td>11,000</td>
<td>42 1/2</td>
</tr>
<tr>
<td>T5547</td>
<td>7</td>
<td>High</td>
<td>9,000</td>
<td>42 1/2</td>
</tr>
<tr>
<td>T5555</td>
<td>1</td>
<td>Med.</td>
<td>11,000</td>
<td>42 3/4</td>
</tr>
<tr>
<td>T5592</td>
<td>8</td>
<td>Low</td>
<td>11,000</td>
<td>42 1/2</td>
</tr>
<tr>
<td>T5597</td>
<td>8</td>
<td>High</td>
<td>11,000</td>
<td>42 1/2</td>
</tr>
<tr>
<td>T7297</td>
<td>1</td>
<td>Med.</td>
<td>11,000</td>
<td>36 1/2</td>
</tr>
<tr>
<td>T7321</td>
<td>1</td>
<td>High</td>
<td>11,000</td>
<td>42 18</td>
</tr>
<tr>
<td>T7452</td>
<td>9</td>
<td>Med.</td>
<td>13,000</td>
<td>41 1/2</td>
</tr>
</tbody>
</table>

*NOTE: Variables are listed on tables-on page 18.
**Maintenance Instructions Model 21B**

**Highway Suspension System**

---

1. **Mounting Height Dimension** "A" is from top surface of hanger to axle with spring unloaded.
2. Mount hangers parallel to ground for equal load distribution.
3. Hanger spacing should be held to tolerance of +/-1/16".
4. Tighten U-bolt nuts to torque of 300 ft-lbs.
5. Tighten torque arm bolt nuts to torque of 140-160 ft-lbs.
6. Tighten 3/8" torque arm tube clamp nuts to torque of 12-15 ft-lbs.
7. Tighten equalizer bolts to torque of 400-450 ft-lbs.
8. Estimated weight 730 lbs, as shown with T 3086 springs, 7/8" U-bolts, 5" round axles and 3/4" seats.
9. See drawing 63200 for axle seat weld specifications.
10. See bill of material 63159 for parts list.
11. Install springs with hook end to rear.

---

**Diagram Notes:**
- Do not attach welding ground to spring.
- Protect from weld spatter.
- Spring should be kept painted.
- Does not attach welding ground to spring.
- Use size SAE 1035 H.T. capscrews, hook bolts or Dardolet bolts.

---

**Drawing - 63159-2**
**Bill of Material**

**Maintenance Instructions Model 21B**

**U-BOLT SELECTION TABLE**

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>PART NO.</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 ½&quot;</td>
<td>24213-115</td>
</tr>
<tr>
<td>12 ½&quot;</td>
<td>24213-125</td>
</tr>
<tr>
<td>13&quot;</td>
<td>24213-130</td>
</tr>
</tbody>
</table>

**ALL OTHER PARTS**

Due to the large number of options and variety of specifications, all other parts are itemized in the Reyco Granning Price List. If there are any more questions, refer to Reyco Granning Customer Service 1-800-753-0050.

**TYPICAL CLAMP GROUP PARTS TABLE (PARTS MOST USED)**

<table>
<thead>
<tr>
<th>U-BOLT CLAMP STYLE</th>
<th>AXLE SIZE</th>
<th>TOP PLATE PART #</th>
<th>AXLE SEAT PART #</th>
<th>SEAT HEIGHT</th>
<th>BOTTOM PLATE PART #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional</td>
<td>5&quot;RD</td>
<td>T7175</td>
<td>0973001</td>
<td>3/4&quot;</td>
<td>N.N.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>T7175</td>
<td>0875701</td>
<td>3 1/4&quot;</td>
<td>N.N.</td>
</tr>
<tr>
<td>Inverted</td>
<td>5&quot;RD</td>
<td>23334-01</td>
<td>0973001</td>
<td>3/4&quot;</td>
<td>T5514</td>
</tr>
<tr>
<td></td>
<td>5&quot;SQ</td>
<td>23334-01</td>
<td>0875701</td>
<td>3 1/4&quot;</td>
<td>053800</td>
</tr>
<tr>
<td></td>
<td></td>
<td>23334-01</td>
<td>0798001</td>
<td>3/4&quot;</td>
<td>0922901</td>
</tr>
<tr>
<td></td>
<td></td>
<td>23334-01</td>
<td>0806001</td>
<td>3 1/4&quot;</td>
<td>0922901</td>
</tr>
<tr>
<td>Inverted No Hop</td>
<td>5&quot;RD</td>
<td>23334-01</td>
<td>10114-01</td>
<td>3/4&quot;</td>
<td>T5481</td>
</tr>
<tr>
<td></td>
<td></td>
<td>23334-01</td>
<td>10114-01</td>
<td>3/4&quot;</td>
<td>0848001</td>
</tr>
<tr>
<td>Underslung</td>
<td>5&quot;RD</td>
<td>NA</td>
<td>10114-01</td>
<td>3/4&quot;</td>
<td>T5727</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NA</td>
<td>10114-01</td>
<td>3/4&quot;</td>
<td>T5727</td>
</tr>
</tbody>
</table>

NOTES: Consult Reyco Granning Customer Service for current options. Spacers are used with above parts to get the various Mounting Heights.

**SKETCHES OF U-BOLT CLAMP GROUP STYLES**

Conventional U-Bolts

Inverted U-Bolts

Square and Rectangle

NO HOP Stabilized Axle

Underslung

All u-bolts on this table are 3⁄4"-14 x Length, with a 5" diameter bend.
1. Mounting height "H" is from top of hangers to c.l. of axle with no load on unit.
2. Mount hangers parallel to ground for equal load distribution.
3. Tolerance on hanger spacing ± 1/16".
4. Install springs with hook end to rear.
5. See drawings 98034 for parts list.
6. See drawing 63200 for axle seat weld specs.
7. See data sheet for parts list.
8. See view for parts list.
9. See view 98034 for parts list.
10. Install springs with hooks to rear.

Notes:
- Spring should be kept painted.
- Protect spring from weld spatter.
- Do not attach welding ground to spring.
- Of single leaf spring as shown.
- Spring liner to be installed top & bottom.
On/Off Highway Suspension System

Notes:
1. Mounting height dimension "A" is from top surface of hanger to axis of spring.
2. Mount hangers parallel to ground for equal load distribution.
3. Hanger spacing should be held to tolerance of ±1/16".
4. Tighten U-bolt nuts to torque of 300 ft-lbs.
5. Tighten torque arm bolts to torque of 140-160 ft-lbs.
6. Tighten torque arm bolt nuts to torque of 140-160 ft-lbs.
7. Tighten equalizer bolts to torque of 400-450 ft-lbs.
8. Estimating weight 703.4 lbs. as shown with T 3086 springs. 3/4" medium 3/4" seats.
9. See drawing for design details of equalizer dimensions.
10. See bill of materials for parts list.
11. Install springs with hook end to rear.

Installation:
Typical single leaf spring installation

<table>
<thead>
<tr>
<th>Nom. No.</th>
<th>Seat Ht.</th>
<th>SPRING CAMBER</th>
<th>SPRING NO.</th>
<th>&quot;A&quot;</th>
<th>&quot;B&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>34</td>
<td>LOW</td>
<td>T 0922</td>
<td>4 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>15</td>
<td>24</td>
<td>MEDIUM</td>
<td>T 0962</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>16</td>
<td>24</td>
<td>HIGH</td>
<td>T 0967</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>3</td>
<td>24</td>
<td>LOW</td>
<td>T 0962</td>
<td>4 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>4</td>
<td>24</td>
<td>MEDIUM</td>
<td>T 0964</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>5</td>
<td>24</td>
<td>HIGH</td>
<td>T 0967</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>1/2</td>
<td>24</td>
<td>LOW</td>
<td>T 0962</td>
<td>4 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>4 1/2</td>
<td>24</td>
<td>MEDIUM</td>
<td>T 1402</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>6</td>
<td>24</td>
<td>HIGH</td>
<td>T 186501</td>
<td>4 1/2</td>
<td>11 1/8</td>
</tr>
</tbody>
</table>

TYP. SINGLE LEAF SPRING INSTALLATION

<table>
<thead>
<tr>
<th>Nom. No.</th>
<th>Seat Ht.</th>
<th>SPRING CAMBER</th>
<th>SPRING NO.</th>
<th>&quot;A&quot;</th>
<th>&quot;B&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>34</td>
<td>LOW</td>
<td>T 0922</td>
<td>4 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>15</td>
<td>24</td>
<td>MEDIUM</td>
<td>T 0962</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>16</td>
<td>24</td>
<td>HIGH</td>
<td>T 0967</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>3</td>
<td>24</td>
<td>LOW</td>
<td>T 0962</td>
<td>4 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>4</td>
<td>24</td>
<td>MEDIUM</td>
<td>T 0964</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>5</td>
<td>24</td>
<td>HIGH</td>
<td>T 0967</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>1/2</td>
<td>24</td>
<td>LOW</td>
<td>T 0962</td>
<td>4 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>4 1/2</td>
<td>24</td>
<td>MEDIUM</td>
<td>T 1402</td>
<td>3 1/2</td>
<td>11 1/8</td>
</tr>
<tr>
<td>6</td>
<td>24</td>
<td>HIGH</td>
<td>T 186501</td>
<td>4 1/2</td>
<td>11 1/8</td>
</tr>
</tbody>
</table>
On/Off Highway Suspension System

Assistance - 63159-2 & 3

Notes:
1. Mounting Height Dimension 'A' is from Top Surface of Hanger to Axle with Spring laden.
3. Hanger Spacing should be held to Tolerance of ±1/16”.
4. Tighten U-Bolt Nuts to Torque of 300 FT.LBS.
5. Tighten Torque Arm Bolt Nuts to Torque of 140-160 FT.LBS.
6. Tighten 5/8” Torque Arm Tube Clamp Nuts to Torque of 125-150 FT.LBS.
7. Tighten Equalizer Bolts to Torque of 400-450 FT.LBS.
9. SEE DRAWING 63200 FOR AXLE SEAT WELD SPECIFICATIONS.
10. SEE BILL OF MATERIAL 63159 FOR PARTS LIST.
11. INSTALL SPRINGS WITH HOOK END TO REAR.
12. MOUNT HANGERS PARALLEL TO GROUND FOR EQUAL SURFACE OF HANGER TO AXLE WITH SPRING UNLADEN.
13. INSTALL SPRINGS WITH HOOK END TO REAR.
14. MOUNTING HEIGHT DIMENSION "A" IS FROM TOP SURFACE OF HANGER TO AXLE WITH SPRING UNLADEN.
15. INSTALL SPRINGS WITH HOOK END TO REAR.
1. Mounting height dimension "A" is from top surface of hanger to ~ axle with spring unloaded.
2. Mount hangers parallel to ground for equal load distribution.
3. Hangs spacing should be held to tolerance of ±1/16”.
4. Tighten U-bolt nuts to torque of 300 ft-lbs.
5. Tighten Torque Arm Bolts nuts to torque of 125-150 ft-lbs.
6. Tighten 5/8” torque arm tube clamp nuts to torque of 125-150 ft-lbs.
7. Estimated weight 345 lbs. as shown with T 3086 springs.
8. See Bill of Materials 63159 for parts list.
9. See drawings 63200 for axle seat weld specifications.
10. Install springs with hook end to rear.

NOTES:

1. Do not attach welding ground to spring. Protect from weld spatter. Spring should be kept painted. Spring liner package to be installed top of single leaf spring.

<table>
<thead>
<tr>
<th>NO.</th>
<th>WELD HT &quot;A&quot;</th>
<th>SEAT HT</th>
<th>SPRING CAMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>2/4</td>
<td>LOW</td>
<td>LOW</td>
</tr>
<tr>
<td>14</td>
<td>2/4</td>
<td>MEDIUM</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>16</td>
<td>2/4</td>
<td>HIGH</td>
<td>HIGH</td>
</tr>
<tr>
<td>17</td>
<td>3 1/4</td>
<td>MEDIUM</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>18</td>
<td>3 1/4</td>
<td>HIGH</td>
<td>HIGH</td>
</tr>
<tr>
<td>18a</td>
<td>2 3/4</td>
<td>SINGLE LEAF</td>
<td>SINGLE LEAF SPRING</td>
</tr>
</tbody>
</table>

HIGH
MEDIUM
LOW

SINGLE LEAF SPRING
**NOTES:**

1. MOUNTING HEIGHT "A" IS FROM BOTTOM OF FRAME TO CENTER OF 5" ROUND AXLE WITH NO LOAD ON TANDEM.
2. TIGHTEN U-BOLT NUTS TO TORQUE OF 300 FT/LBS.
3. TIGHTEN TORQUE ARM BOLT NUTS TO 140-160 FT/LBS. (190-220Nm) UNTIL THE GAP BETWEEN THE
4. TIGHTEN 5/8" TORQUE TUBE CLAMP NUTS TO TORQUE OF 125-150 FT/LBS.
5. TIGHTEN EQUALIZER BOLTS TO 450-500 FT/LBS.
6. INSTALL SPRINGS WITH HOOKS TO REAR.
TIGHTEN NUTS ON CAST ADJUSTABLE TORQUE ARM ENDS TO 125-150 LB.-FT.
DIM. D IS 25 1/2; DIM. E IS 50 1/2.

FOR 50" AX. SPCG. WITH T-7452 SPRING USING T-7633 RIGID FRONT TORQUE ARM:
DIMENSIONS ARE IN INCHES & MILLIMETERS.
INSTALL SPRINGS WITH HOOKS TO REAR.
TIGHTEN EQUALIZER SHAFT NUT TO 575-625 LB.-FT. (780-850 N-m)
TIGHTEN TORQUE ARM CLAMP NUTS TO 80 LB.-FT. (110 N-m)
TIGHTEN TORQUE ARM BOLT NUTS TO 140-160 LB.-FT.
TIGHTEN U-BOLT NUTS TO 300-325 LB.-FT (410-440 Nm) TORQUE.
TIGHTEN TORQUE ARM BOLT NUTS TO 140-160 LB.-FT.
TIGHTEN EQUALIZER SHAFT NUT TO 575-625 LB.-FT. (780-850 N-m).
INSTALL SPRING LINER ON TOP & BOTTOM OF SINGLE-LEAF SPRING, INVERTED U-BOLTS
CLAMP GROUP-SINGLE LEAF SPRING
CONVENTIONAL U-BOLTS
INSTALL REYCO SPRINGS WITH HOOKS TO REAR.
TIGHTEN 5/8" TORQUE ARM CLAMP NUTS TO 125-150 LB.-FT. (170-200 Nm).
TIGHTEN TORQUE ARM BOLT NUTS TO 140-200 LB.-FT (215-270 Nm).
TIGHTEN U-BOLT NUTS TO 300-325 LB.-FT (410-440 Nm) TORQUE.
NOTES:
1. MOUNTING HEIGHT DIMENSION IS FOR MEDIUM ARCH SPRINGS.
5" ROUND AXLE 3/4" HIGH SEAT, & UNLADEN TANDEM.
2. MOUNT HANGERS PARALLEL TO GROUND FOR EQUAL WEIGHT DISTRIBUTION.
3. TIGHTEN U-BOLT NUTS TO 300 LB.-FT. (410 N-m) TORQUE.
4. TIGHTEN TORQUE ARM BOLT NUTS TO 140-160 LB.-FT.
5. TIGHTEN TORQUE ARM CLAMP NUTS TO 80 LB.-FT. (110 N-m)
   (FOR FABRICATED TORQUE ARM ENDS)
6. TIGHTEN EQUALIZER SHAFT NUT TO 575-625 LB.-FT. (780-850 N-m)
7. INSTALL SPRINGS WITH HOOKS TO REAR.
8. DIMENSIONS ARE IN INCHES & MILLIMETERS.
9. FOR 50" AX. SPCC. WITH T-7452 SPRING USING T-7633 RIGID FRONT TORQUE ARM:
   DIM. D IS 25 1/2; DIM. E IS 50 1/2.
10. TIGHTEN NUTS ON CAST ADJUSTABLE TORQUE ARM ENDS TO 125-150 LB.-FT.

AXLE SPACING

NOTES:
A +/- 1/16
B +/- 1/16
C +/-1/16
D
E
NOTES:
1. SEE BILL OF MATERIAL FOR MOUNTING HEIGHT "F".
2. TIGHTEN U-BOLT NUTS TO 300-325 FT-LB (410-440 Nm) TORQUE.
3. TIGHTEN TORQUE ARM BOLT NUTS TO 140 - 160 FT-LB (190 - 220 Nm).
4. "TIGHTEN 5/8" TORQUE ARM CLAMP NUTS TO 125-150 FT-LB (170-200 Nm).
5. TIGHTEN EQUALIZER SHAFT NUT TO 575-625 FT-LB (780-850 Nm).
6. INSTALL REYCO SPRINGS WITH HOOKS TO REAR.
7. INSTALL SPRING LINER ON TOP & BOTTOM OF SINGLE-LEAF SPRING, ON TOP ONLY OF THREE-LEAF SPRING.
8. INSTALL RIGID TORQUE ARMS ON CURB SIDE OF SUSPENSION.
9. INSTALL HANGERS PARALLEL TO GROUND FOR EQUAL WEIGHT DISTRIBUTION.
10. TIGHTEN SPRING RETAINER BOLT NUTS TO 60-80 FT-LB (80-110 Nm).
A. Springs should be installed with hooks to rear.

B. Mounting height (A dim.) is unladen.

C. Dimensions are shown in inches and millimeters. Crossmembers recommended.

D. Tighten equalizer shaft nuts to 200 ft.lbs.

E. Reinforcement bridging between hanger brace pipes and frame crossmembers recommended.

F. Dimensions are shown in inches and millimeters.

G. Springs should be installed with hooks to rear.

Notes:

1. Mounting height (A dim.) is unladen.
2. Install hangers to tolerance of +/- 1/16".
3. Mount hangers parallel to ground for equal load distribution.
4. Tighten torque arm bolts to 140-160 ft.lbs.
5. Tighten 5/8" torque arm tube clamp nuts to 125-150 ft.lbs.
6. Tighten U-bolt nuts to 300 ft.lbs.
7. Tighten equalizer shaft nuts to 200 ft.lbs.
8. Reinforcement bridging between hanger brace pipes and frame crossmembers recommended.
9. Dimensions are shown in inches and millimeters.
10. Make equalizer brace items 65-85 from channel.
11. Springs should be installed with hooks to rear.

AXLE SPACING

<table>
<thead>
<tr>
<th>DIMENSION TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>---</td>
</tr>
<tr>
<td>115 1/2</td>
</tr>
<tr>
<td>146 1/2</td>
</tr>
<tr>
<td>153 1/2</td>
</tr>
<tr>
<td>156 1/2</td>
</tr>
<tr>
<td>177 1/2</td>
</tr>
<tr>
<td>177 1/2</td>
</tr>
<tr>
<td>177 1/2</td>
</tr>
</tbody>
</table>

Notes:

- Dimensions are shown in inches and millimeters.
- Springs should be installed with hooks to rear.
- Make equalizer brace items 65-85 from channel.
- Tighten equalizer shaft nuts to 200 ft.lbs.
- Reinforcement bridging between hanger brace pipes and frame crossmembers recommended.
- Dimensions are shown in inches and millimeters.
- Springs should be installed with hooks to rear.
Table:

<table>
<thead>
<tr>
<th>AXLE SPACING</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
</tr>
</thead>
<tbody>
<tr>
<td>109&quot; (2769mm)</td>
<td>112 1/4&quot; (2845mm)</td>
<td>112 1/2&quot; (2850mm)</td>
<td>112 1/4&quot; (2845mm)</td>
<td>112 3/4&quot; (2875mm)</td>
<td>5&quot; (127mm)</td>
<td>184 1/2&quot; (4685mm)</td>
<td>184 3/4&quot; (4690mm)</td>
</tr>
<tr>
<td>12&quot; (304mm)</td>
<td>112 1/4&quot; (2845mm)</td>
<td>112 1/2&quot; (2850mm)</td>
<td>112 1/4&quot; (2845mm)</td>
<td>112 3/4&quot; (2875mm)</td>
<td>5&quot; (127mm)</td>
<td>184 1/2&quot; (4685mm)</td>
<td>184 3/4&quot; (4690mm)</td>
</tr>
<tr>
<td>72&quot; (1829mm)</td>
<td>112 1/4&quot; (2845mm)</td>
<td>112 1/2&quot; (2850mm)</td>
<td>112 1/4&quot; (2845mm)</td>
<td>112 3/4&quot; (2875mm)</td>
<td>5&quot; (127mm)</td>
<td>184 1/2&quot; (4685mm)</td>
<td>184 3/4&quot; (4690mm)</td>
</tr>
</tbody>
</table>

NOTES:
1. MOUNTING HEIGHT, 15 1/2" DIM. IS WITH 5" RD. AXLE, MEDIUM ARCH SPRINGS AND NO LOAD ON TANDEM.
2. MOUNT HANGERS PARALLEL TO GROUND FOR EQUAL LOAD DISTRIBUTION. HOLD SPACING TO TOLERANCE OF +/-1/16".
3. TIGHTEN TORQUE ARM BOLT NUTS TO TORQUE OF 140-160 FT-LBS.
4. TIGHTEN U-BOLT NUTS TO TORQUE OF 300-325 FT-LBS.
5. TIGHTEN TORSION BAR CLAMP NUTS TO TORQUE OF 125-150 FT-LBS.
6. TIGHTEN EXHAUST CLAMP NUTS TO TORQUE OF 575-625 FT-LBS.
7. REINFORCEMENT BRIDGING BETWEEN HANGER CROSS-BRACES AND FRAME IS RECOMMENDED.
8. USE THIS SET OF EQUALIZER BOLT HOLES 4A FOR 72" AXLE SPACING ONLY.
9. MAKE EQUALIZER SPACER (ITEM 6) FROM 5" CHANNEL. MAKE CENTER HANGER BRACE (ITEM 23) FROM 5" CHANNEL.
10. DIMENSIONS SHOWN IN INCHES AND MILLIMETERS.
Reyco Granning is committed to practicing environmentally friendly and sustainable procedures. We encourage you to do your part for our environment by properly disposing of or recycling any Reyco Granning materials that may be at the end of their service life while in your possession.