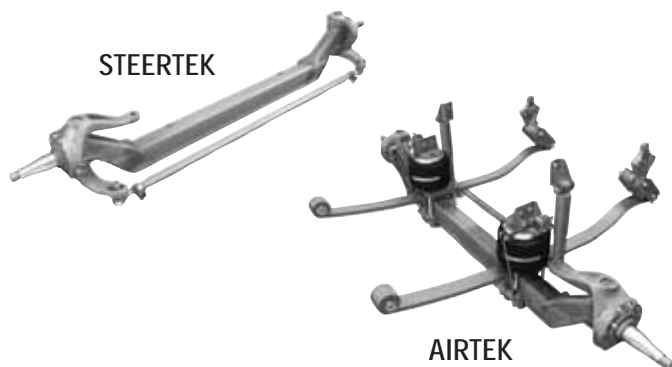




TECHNICAL PROCEDURE



AIRTEK® / STEERTEK for Freightliner • Western Star (Sterling Vehicles built prior to 04/2009)

SUBJECT: Service Instructions

LIT NO: 17730-243

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REVISION: D

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SECTION 1

Introduction

This publication is intended to acquaint and assist maintenance personnel in the preventive maintenance, service, repair, and rebuild of the following suspension systems as installed on applicable Freightliner, Western Star, and Sterling Vehicles:

- **AIRTEK®** (Referred to by Freightliner Trucks as Front AirLiner) — An integrated front air suspension and steer axle system that utilizes the STEERTEK fabricated axle assembly.
See Parts List Section in this publication to determine the components that are manufactured by Hendrickson. For components not manufactured or supplied by Hendrickson contact the vehicle manufacturer for proper preventive maintenance and rebuild instructions.
- **STEERTEK** — A durable, lightweight, fabricated steer axle assembly.
 - STEERTEK is also available with mechanical suspensions.

NOTE

Use only  Hendrickson Genuine parts for servicing this suspension system.

It is important to read and understand the entire Technical Procedure publication prior to performing any maintenance, service, repair, or rebuild of the product. The information in this publication contains parts lists, safety information, product specifications, features, proper maintenance and rebuild instructions for the AIRTEK Suspension and the STEERTEK axle.

Hendrickson reserves the right to make changes and improvements to its products and publications at any time. Contact Hendrickson Tech Services toll-free at 866.755.5968 or e-mail techservices@hendrickson-intl.com for information on the latest version of this manual.

The latest revision of this publication is also available online at www.hendrickson-intl.com.



SECTION 2

Product Description

FIGURE 2-1 AIRTEK – Freightliner Vehicles
• Built after May 2010

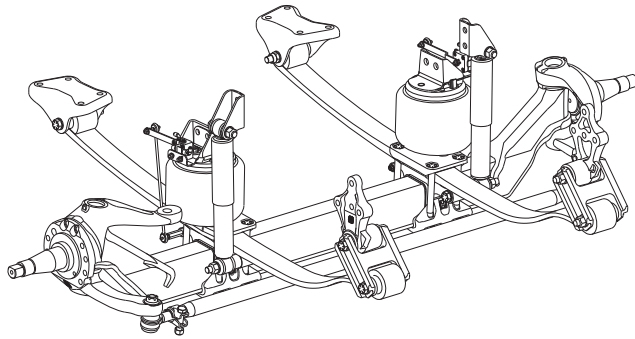


FIGURE 2-2 AIRTEK – Western Star Vehicles
• Built after June 2010

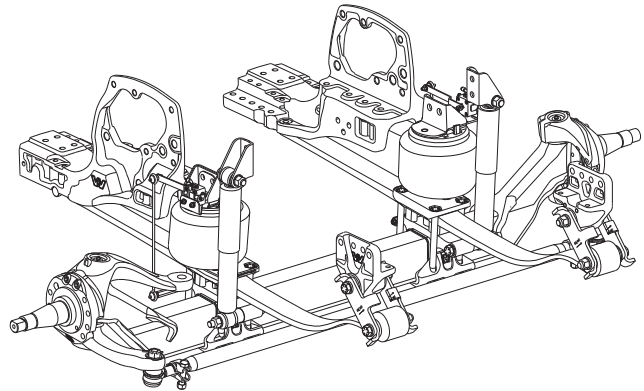
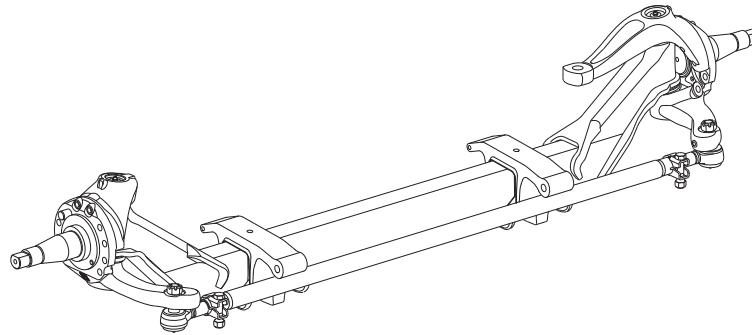


FIGURE 2-3 STEERTEK



AIRTEK — Winner of the 2001 Automotive News and Cap Gemini Ernst & Young PACE Award for Product Innovation. AIRTEK is an integrated front air suspension and fabricated steer axle that work together to form an integrated torsion system. This lightweight system provides driver comfort and is ideal for a variety of applications including on-highway line and bulk haul operations. Utilizing a system approach, Hendrickson has engineered and optimized the following components to form a system delivering unmatched ride, stability and handling characteristics with reduced weight and maintenance.

Air Springs — Exclusive to Hendrickson, the lightweight air springs deliver an extremely soft ride. The air springs are engineered to support 50% of the vertical load while providing very low spring rate. The quick “snap” design and “push-to-connect” air supply design also provide fast and easy installation and removal.

Leaf Spring Assembly — With its innovative design, the leaf spring provides superior stability, performance and a soft ride. The patented leaf spring shares loads equally with the air spring. Durable rubber front and patented rear bushings are greaseless and only require periodic inspections.

Shock Absorbers — AIRTEK utilizes premium shocks that have been tested and tuned specifically for the AIRTEK system.

Front and Rear Frame Brackets — Optimized designs deliver weight reduction and proven durability.

STEERTEK — Integrated into the AIRTEK system, the box-shaped design provides a stiffer axle and resists torsional, longitudinal and vertical loads more effectively than traditional I-Beam axles. Together with the front limbs of the leaf springs, the fabricated axle beam forms a torsion system, enhancing roll stability characteristics and improving handling.

Axle Clamp Group — The axle-friendly clamp group provides four-sided clamping pressure. The Clamp Group consists of the following:

- Top Axle Wrap
- Top Axle Wrap Liner
- Top pad
- Bottom Axle Wrap
- Bottom Axle Wrap Liner
- ¾" Bolts, Washers and Nylon Locknuts

Adjustable Tie Rod — To help maximize tire life, the tie rod easily adjusts toe-in/out.

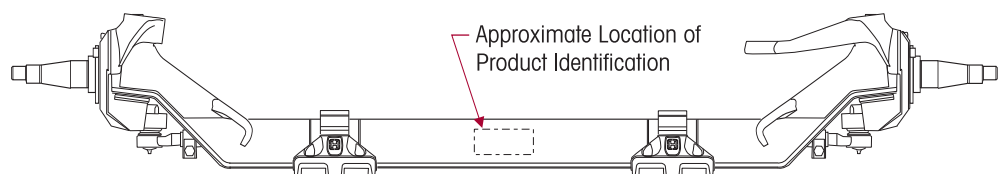
Steering Knuckles — The steering and tie rod arms are integrated for increased strength and reduced weight. The unique steering knuckle packaging delivers a maximum of 50° wheel cut. The two piece knuckle design makes replacing the kingpin bushings easier by eliminating the need to remove the kingpins.

Mechanical Spring Options — The STEERTEK axle is also available with existing Freightliner mechanical suspensions, see vehicle manufacturer for details.

TECHNICAL NOTES

1. AIRTEK is approved for 100% on-highway use with up to 10% off-highway uses; other applications that exceeds 10% off-highway use must be pre-approved by Hendrickson. This system has a 12,000/12,500 pound capacity. System capacity represents maximum loads on tires at ground level.
2. The STEERTEK axle is available with 69.0" or 70.97" kingpin intersections (KPI).
3. The STEERTEK axle offers 4.25" and 5.36" axle beam drop heights. Axle beam drop is measured from the kingpin intersection to the top of the axle.
4. AIRTEK is integral to and available exclusively with the STEERTEK axle. This system is anti-lock braking system (ABS) ready. STEERTEK is compatible with most industry standard wheel ends and brakes, contact OEM for more information.

FIGURE 2-4 Front view of the STEERTEK axle showing approximate location of product identification.





SECTION 3

Important Safety Notice

Proper maintenance, service and repair are important to the reliable operation of the suspension. The procedures recommended by Hendrickson and described in this technical publication are methods of performing such maintenance, service and repair.

The warnings and cautions should be read carefully to help prevent personal injury and to assure that proper methods are used. Improper maintenance, service or repair may damage the vehicle, cause personal injury, render the vehicle unsafe in operation, or void the manufacturer's warranty.

Failure to follow the safety precautions in this manual can result in personal injury and/or property damage. Carefully read and understand all safety related information within this publication, on all decals and in all such materials provided by the vehicle manufacturer before conducting any maintenance, service or repair.

EXPLANATION OF SIGNAL WORDS

Hazard "Signal Words" (Danger • Warning • Caution) appear in various locations throughout this publication. Information accented by one of these signal words must be observed to help minimize the risk of personal injury to service personnel, or possibility of improper service methods which may damage the vehicle or render it unsafe.



This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.

The following definitions indicate the use of these signal words as they appear throughout the publication.



INDICATES AN IMMINENTLY HAZARDOUS SITUATION, WHICH IF NOT AVOIDED, WILL RESULT IN SERIOUS INJURY OR DEATH.



INDICATES A POTENTIAL HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, CAN RESULT IN SERIOUS INJURY OR DEATH.



INDICATES A POTENTIAL HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, MAY RESULT IN MINOR OR MODERATE INJURY.

NOTE

An operating procedure, practice condition, etc. which is essential to emphasize.

SERVICE HINT

A helpful suggestion that will make the servicing being performed a little easier and/or faster.

Also note that particular service operations may require the use of special tools designed for specific purposes. These special tools can be found in the "Special Tools" Section of this publication.



The torque symbol alerts you to tighten fasteners to a specified torque value. Refer to Torque Specifications Section of this publication.



SAFETY PRECAUTIONS

WARNING

MODIFYING COMPONENTS

DO NOT MODIFY OR REWORK PARTS WITHOUT AUTHORIZATION FROM HENDRICKSON. DO NOT SUBSTITUTE OR REPLACEMENT COMPONENTS NOT AUTHORIZED BY HENDRICKSON. USE OF MODIFIED, REWORKED, SUBSTITUTE OR REPLACEMENT PARTS NOT AUTHORIZED BY HENDRICKSON MAY NOT MEET HENDRICKSON'S SPECIFICATIONS, AND CAN RESULT IN FAILURE OF THE PART, LOSS OF VEHICLE CONTROL, AND POSSIBLE PERSONAL INJURY OR PROPERTY DAMAGE. USE ONLY HENDRICKSON AUTHORIZED REPLACEMENT PARTS.

WARNING

FASTENERS

DISCARD USED FASTENERS. ALWAYS USE NEW FASTENERS TO COMPLETE A REPAIR. FAILURE TO DO SO COULD RESULT IN FAILURE OF THE PART, OR MATING COMPONENTS, LOSS OF VEHICLE CONTROL, PERSONAL INJURY, OR PROPERTY DAMAGE.

LOOSE OR OVER TORQUED FASTENERS CAN CAUSE COMPONENT DAMAGE, LOSS OF VEHICLE CONTROL, PROPERTY DAMAGE, OR SEVERE PERSONAL INJURY. MAINTAIN CORRECT TORQUE VALUE AT ALL TIMES. CHECK TORQUE VALUES ON A REGULAR BASIS AS SPECIFIED, USING A REGULARLY CALIBRATED TORQUE WRENCH. TORQUE VALUES SPECIFIED IN THIS TECHNICAL PUBLICATION ARE FOR HENDRICKSON SUPPLIED FASTENERS ONLY. IF NON HENDRICKSON FASTENERS ARE USED, FOLLOW TORQUE SPECIFICATION LISTED IN THE VEHICLE MANUFACTURER'S SERVICE MANUAL.

DANGER

AIR SPRINGS

AIR SPRING ASSEMBLIES MUST BE DEFLATED PRIOR TO LOOSENING ANY CLAMP GROUP HARDWARE. UNRESTRICTED AIR SPRING ASSEMBLIES CAN VIOLENTLY SHIFT. DO NOT INFLATE AIR SPRING ASSEMBLIES WHEN THEY ARE UNRESTRICTED. AIR SPRING ASSEMBLIES MUST BE RESTRICTED BY SUSPENSION OR OTHER ADEQUATE STRUCTURE. DO NOT INFLATE BEYOND PRESSURES RECOMMENDED BY AIR SPRING MANUFACTURER, CONTACT HENDRICKSON TECHNICAL SERVICES FOR DETAILS. IMPROPER USE OR OVER INFLATION MAY CAUSE AIR SPRING ASSEMBLIES TO BURST, CAUSING PROPERTY DAMAGE AND/OR SEVERE PERSONAL INJURY.

WARNING

WHEN SERVICING THE VEHICLE OR ATTACHING AN AIR SPRING, PRIOR TO AIRING UP THE SUSPENSION SYSTEM, MAKE CERTAIN THE AIR SPRING LOCATOR IS INDEXED INTO THE UPPER AIR SPRING BRACKET PROPERLY, THE LOCK TABS ARE SNAPPED INTO PLACE, AND THE AIR SPRING IS FULLY SEATED ON THE AIR SPRING BRACKET. FAILURE TO FOLLOW THESE INSTRUCTIONS CAN RESULT IN PREMATURE AIR SPRING FAILURE AND CAUSE PERSONAL INJURY, OR PROPERTY DAMAGE.

PRIOR TO AND DURING DEFLATION AND INFLATION OF THE FRONT AIR SUSPENSION SYSTEM, ENSURE THAT ALL PERSONNEL AND EQUIPMENT ARE CLEAR FROM UNDER THE VEHICLE AND AROUND THE SERVICE AREA, FAILURE TO DO SO CAN CAUSE SERIOUS PERSONAL INJURY, DEATH, OR PROPERTY DAMAGE.

WARNING

TORCH/WELDING

DO NOT USE A CUTTING TORCH TO REMOVE ANY ATTACHING FASTENERS. THE USE OF HEAT ON SUSPENSION COMPONENTS WILL ADVERSELY AFFECT THE STRENGTH OF THESE PARTS. A COMPONENT DAMAGED IN THIS MANNER CAN RESULT IN THE LOSS OF VEHICLE CONTROL AND POSSIBLE PERSONAL INJURY OR PROPERTY DAMAGE.

EXERCISE EXTREME CARE WHEN HANDLING OR PERFORMING MAINTENANCE IN THE AREA OF THE SPRING ASSEMBLY AND AXLE. DO NOT CONNECT ARC WELDING GROUND LINE TO THE SPRING ASSEMBLY OR AXLE. DO NOT STRIKE AN ARC WITH THE ELECTRODE ON THE SPRING ASSEMBLY OR AXLE. DO NOT USE HEAT NEAR THE SPRING ASSEMBLY OR AXLE. DO NOT NICK OR GOUGE THE SPRING ASSEMBLY OR AXLE. SUCH IMPROPER ACTIONS CAN CAUSE DAMAGE TO THE SPRING ASSEMBLY OR THE AXLE COULD FAIL, AND CAN CAUSE LOSS OF VEHICLE CONTROL AND POSSIBLE PERSONAL INJURY OR PROPERTY DAMAGE.



WARNING

SHOCK ABSORBERS

THE SHOCK ABSORBERS ARE THE REBOUND TRAVEL STOPS FOR THE SPRINGS. ANYTIME THE FRONT AXLE ON AN AIRTEK SUSPENSION IS SUSPENDED IT IS MANDATORY THAT THE SHOCK ABSORBERS REMAIN CONNECTED. FAILURE TO DO SO COULD CAUSE THE AIR SPRINGS TO EXCEED THEIR MAXIMUM LENGTH, POSSIBLY CAUSING THE AIR SPRINGS TO SEPARATE FROM THE PISTON, OR CAUSE A REVERSE ARCH IN THE STEEL LEAF SPRINGS, POSSIBLY RESULTING IN PREMATURE STEEL LEAF SPRING FAILURE.



WARNING

LOAD CAPACITY

ADHERE TO THE PUBLISHED CAPACITY RATINGS FOR THE SUSPENSIONS. ADD-ON AXLE ATTACHMENTS (I.E. SLIDING FIFTH WHEELS) AND OTHER LOAD TRANSFERRING DEVICES CAN INCREASE THE SUSPENSION LOAD ABOVE THE RATED AND APPROVED CAPACITIES WHICH COULD RESULT IN FAILURE AND LOSS OF VEHICLE CONTROL, POSSIBLY CAUSING PERSONAL INJURY OR PROPERTY DAMAGE.



CAUTION

PROCEDURES AND TOOLS

A MECHANIC USING A SERVICE PROCEDURE OR TOOL WHICH HAS NOT BEEN RECOMMENDED BY HENDRICKSON MUST FIRST SATISFY HIMSELF THAT NEITHER HIS SAFETY NOR THE VEHICLE'S SAFETY WILL BE JEOPARDIZED BY THE METHOD OR TOOL SELECTED. INDIVIDUALS DEVIATING IN ANY MANNER FROM THE INSTRUCTIONS PROVIDED ASSUME ALL RISKS OF CONSEQUENTIAL PERSONAL INJURY OR DAMAGE TO EQUIPMENT INVOLVED.



WARNING

OFF ROADWAY TOWING

WHEN A VEHICLE IS DISABLED AND EQUIPPED WITH A STEERTEK AXLE, CARE MUST BE TAKEN TO ENSURE THERE IS NO DAMAGE TO THE SUSPENSION OR AXLE WHEN TOWING THE VEHICLE. THE USE OF TOW STRAPS ARE NECESSARY TO TOW A DISABLED VEHICLE INTO A REPAIR FACILITY PARKING LOT INTO THE SHOP BAY. THE TOW STRAPS SHOULD BE CONNECTED TO THE TOW HOOKS PROVIDED BY THE VEHICLE MANUFACTURER AT THE FRONT OF THE BUMPER. IF THE USE OF TOW HOOKS IS NOT AN OPTION, THEN TOW STRAPS MAY BE WRAPPED AROUND THE FRONT, (SEE FIGURE 3-1) IN A MANNER THAT IS ACCEPTABLE FOR TOWING THE VEHICLE FROM A REPAIR FACILITY PARKING LOT INTO THE SHOP BAY. DO NOT USE A TOW CHAIN AROUND THE FRONT AXLE TO TOW THE VEHICLE, DOING SO WILL DAMAGE THE AXLE AND VOID WARRANTY, (SEE FIGURE 3-2). FOR DETAILED INSTRUCTIONS FOR ON-HIGHWAY TOWING, SEE TOWING PROCEDURE SECTION IN THIS PUBLICATION.

FIGURE 3-1 ACCEPTABLE



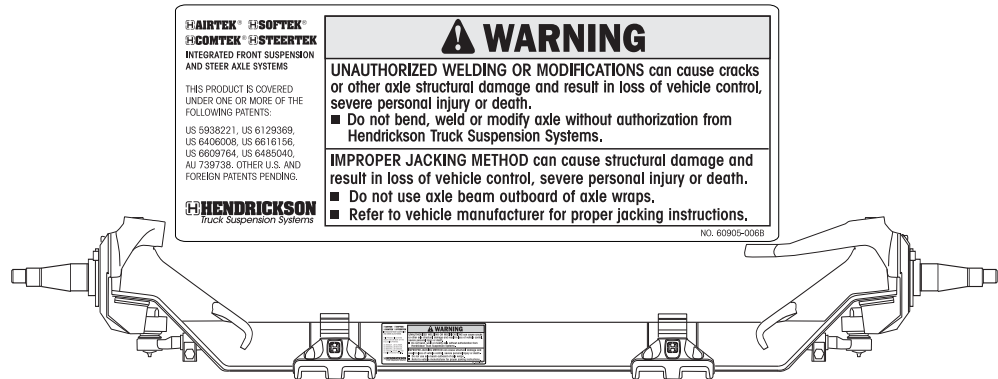
FIGURE 3-2 NOT ACCEPTABLE



WARNING**AXLE CAMBER**

AXLE CAMBER IS NOT ADJUSTABLE. DO NOT CHANGE THE AXLE CAMBER ANGLE OR BEND THE AXLE BEAM. BENDING THE AXLE BEAM (SEE FIGURE 3-3) TO CHANGE THE CAMBER ANGLE WILL DAMAGE THE AXLE AND REDUCE AXLE STRENGTH, AND WILL VOID HENDRICKSON'S WARRANTY. A BENT AXLE BEAM CAN CAUSE LOSS OF VEHICLE CONTROL, POSSIBLY CAUSING PERSONAL INJURY OR PROPERTY DAMAGE.

FIGURE 3-3 REPLACE ANY SAFETY DECALS THAT ARE FADED, TORN, MISSING, ILLEGIBLE, OR OTHERWISE DAMAGED. CONTACT HENDRICKSON TO ORDER REPLACEMENT LABELS.

**WARNING****KINGPINS**

STEERTEK IS A UNIQUE AXLE, IN THAT THE KINGPIN IS CRYOGENICALLY INSTALLED IN THE AXLE. THE KINGPIN IS A NON-REPLACEABLE COMPONENT OF THE AXLE ASSEMBLY. DO NOT TRY TO REMOVE THE KINGPIN. IF THE KINGPIN SHOWS SIGNS OF MOVEMENT, CONTACT THE HENDRICKSON TECH SERVICES DEPARTMENT.

WARNING**REPAIR AND RECONDITIONING**

THE REPAIR OR RECONDITIONING OF SUSPENSION OR AXLE COMPONENTS IS NOT ALLOWED, SEE LABEL IN FIGURE 3-3. ANY AXLE COMPONENTS FOUND TO BE DAMAGED OR OUT OF SPECIFICATIONS MUST BE REPLACED. ALL MAJOR HENDRICKSON COMPONENTS ARE HEAT TREATED AND TEMPERED. AIRTEK COMPONENTS CANNOT BE BENT, WELDED, HEATED, OR REPAIRED WITHOUT REDUCING THE STRENGTH OR LIFE OF THE COMPONENT. FAILURE TO FOLLOW THESE GUIDELINES CAN CAUSE LOSS OF VEHICLE CONTROL, POSSIBLE PERSONAL INJURY, DEATH, OR PROPERTY DAMAGE AND WILL VOID APPLICABLE WARRANTIES.

WARNING**DAMAGED COMPONENTS**

IF A VEHICLE EQUIPPED WITH A STEERTEK AXLE IS INVOLVED IN A CRASH, A THOROUGH INSPECTION OF THE AXLE MUST BE PERFORMED NOTING THE CONDITION OF THE AXLE BEAM, KINGPINS, AND KNUCKLE ASSEMBLIES. IF ANY COMPONENT APPEARS DAMAGED, THE AXLE MUST BE REPLACED. IN THE EVENT THE CRASH RESULTED IN EXCESSIVE SIDE LOAD, SUCH AS A BENT WHEEL, HUB, OR SPINDLE, IT IS STRONGLY RECOMMENDED TO REPLACE THE COMPLETE AXLE ASSEMBLY, CONTACT HENDRICKSON TECHNICAL SERVICES WITH ANY QUESTIONS. FAILURE TO REPLACE ANY DAMAGED COMPONENTS CAN CAUSE LOSS OF VEHICLE CONTROL, POSSIBLE PERSONAL INJURY, DEATH, OR PROPERTY DAMAGE AND WILL VOID APPLICABLE WARRANTIES.

WARNING**PERSONNEL PROTECTIVE EQUIPMENT**

ALWAYS WEAR PROPER EYE PROTECTION AND OTHER REQUIRED PERSONAL PROTECTIVE EQUIPMENT TO HELP PREVENT PERSONAL INJURY WHEN YOU PERFORM VEHICLE MAINTENANCE, REPAIR OR SERVICE.



WARNING

SUPPORT THE VEHICLE PRIOR TO SERVICING

PLACE THE VEHICLE ON A LEVEL FLOOR AND CHOCK THE WHEELS TO HELP PREVENT THE VEHICLE FROM MOVING. SUPPORT A RAISED VEHICLE WITH SAFETY STANDS. DO NOT WORK UNDER A RAISED VEHICLE SUPPORTED ONLY BY A FLOOR JACK. A JACK CAN SLIP OR FALL OVER. SERIOUS PERSONAL INJURY CAN RESULT.



WARNING

PARTS CLEANING

SOLVENT CLEANERS CAN BE FLAMMABLE, POISONOUS AND CAUSE BURNS. TO HELP AVOID SERIOUS PERSONAL INJURY, CAREFULLY FOLLOW THE MANUFACTURER'S PRODUCT INSTRUCTIONS AND GUIDELINES AND THE FOLLOWING PROCEDURES:

1. WEAR PROPER EYE PROTECTION.
2. WEAR CLOTHING THAT PROTECTS YOUR SKIN.
3. WORK IN A WELL VENTILATED AREA.
4. DO NOT USE GASOLINE, OR SOLVENTS THAT CONTAIN GASOLINE. GASOLINE CAN EXPLODE.
5. HOT SOLUTION TANKS OR ALKALINE SOLUTIONS MUST BE USED CORRECTLY. FOLLOW THE MANUFACTURER'S RECOMMENDED INSTRUCTIONS AND GUIDELINES CAREFULLY TO HELP PREVENT PERSONAL ACCIDENT OR INJURY.

DO NOT USE HOT SOLUTION TANKS OR WATER AND ALKALINE SOLUTIONS TO CLEAN GROUND OR POLISHED PARTS. DOING SO WILL CAUSE DAMAGE TO THE PARTS AND VOID WARRANTY.

SECTION 4

Parts Lists

AIRTEK for Freightliner – Vehicles built after May 2010

