



HENDRICKSON TECHNICAL PROCEDURE

AIRTEK® for Volvo Vehicles

SUBJECT: Service Instructions

LIT NO: 17730-247

DATE: February 2012

REVISION: F

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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 for the following Hendrickson equipment as installed on applicable Volvo Trucks North America vehicles:

- **AIRTEK®** — An Integrated front air suspension with the STEERTEK NXT axle.
- **STEERTEK NXT** — A durable, lightweight, fabricated steer axle assembly.

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 this product. The information in this publication contains parts lists, safety information, product specifications, features, proper maintenance, service, repair and rebuild instructions for the AIRTEK Suspension and the STEERTEK NXT axle.

Hendrickson reserves the right to make changes and improvements to its products and publications at any time. Contact Hendrickson Tech Services for information on the latest version of this manual at 1-866-755-5968 (toll-free U.S. and Canada), 630-910-2800 (outside U.S. and Canada) or email: techservices@hendrickson-intl.com.

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

SECTION 2

Product Description

FIGURE 2-1

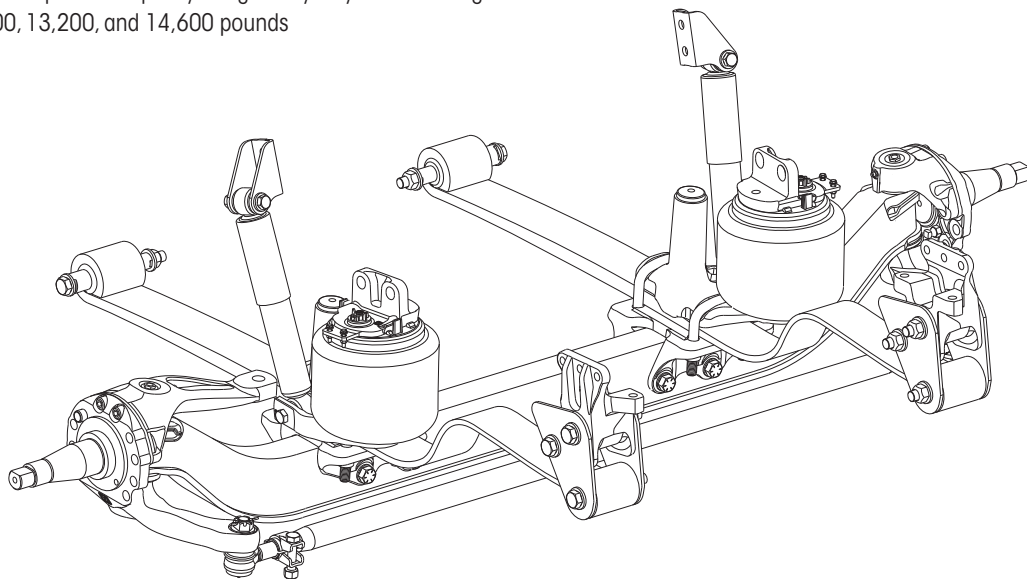
AIRTEK SUSPENSION — Capacity: 12,000, 12,500, 13,200, and 14,600 pounds

Suspension Weight: 238 lbs. for 12,000/12,500 pounds capacity and 246 pounds for 13,200/14,600 pounds capacity. Not including the axle, weight may vary with ride height or with frame height.

STEERTEK NXT — Axle Weight: 328 pounds for 12,000/12,500 pounds capacity and 357 pounds for 13,200/14,600 pounds capacity. Weight may vary with ride height.

Axle Rating: 12,000, 12,500, 13,200, and 14,600 pounds

Axle Drop: 4.25"





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 enhanced 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 superior 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 80% of the vertical load while providing a very low spring rate. The quick “snap” design (12,000 and 12,500 pound capacity), bolt on design (13,200 & 14,600 pound capacity) and “push-to-connect” air supply design (all models) also provide fast and easy removal and installation.

Leaf Spring Assembly — With its innovative design, the leaf spring provides superior stability, performance and a soft ride. The patented leaf spring shares loads with the air spring. Durable rubber front and 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.

Shackle Brackets — Optimized design delivers weight reduction and proven durability.

STERTEK NXT — 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 clamp group consists of the top pad, M20 bolts, washers and locknuts.

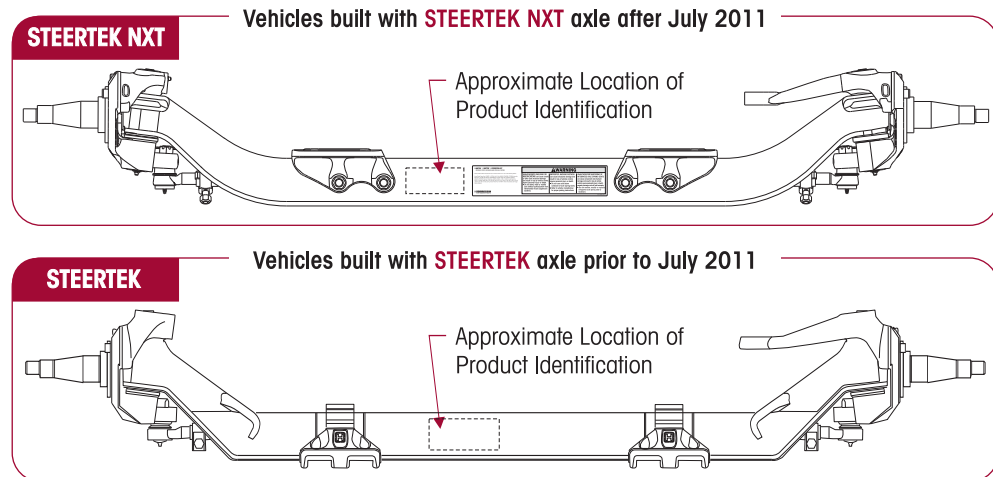
Adjustable tie rod — To help maximize tire life, the tie rod easily adjusts toe-in/out.

Steering knuckles — The steering and tie rod arms are integrated for increased strength and reduced weight. The unique steering knuckle packaging delivers up to 55° wheel cut. The two piece knuckle design makes servicing the kingpin bushings easier by eliminating the need to remove the kingpins.

TECHNICAL NOTES

1. AIRTEK is approved for 100% on-highway usage with up to 15% operation on unpaved secondary roads. All applications must comply with applicable Hendrickson specifications and must also be approved by the respective vehicle manufacturer with the vehicle in its original, as-built configuration. Contact Hendrickson and the respective vehicle manufacturer for approval of additional applications. This system has 12,000, 12,500, 13,200, and 14,600 pound capacities. System capacity represents maximum loads on tires at ground level.
2. The STEERTEK NXT axle is available with 70.87" Kingpin Intersections (KPI).
3. The STEERTEK NXT axle offers 4.25" axle beam drop height. Axle beam drop is measured from the kingpin intersection to the top of the axle beam.
4. AIRTEK suspension weight includes shackle bracket assemblies, main springs, bushings, air springs and air spring bracket, shocks, upper shock brackets and axle clamp group.
5. STEERTEK NXT axle weight is based on a 4.25" drop height and a 70.87" KPI. Axle weight includes, axle beam with axle spring seats, knuckle/steering arm assemblies and tie rod assemblies.
6. AIRTEK is integral to and available exclusively with the STEERTEK NXT axle. This system is anti-lock braking system (ABS) ready. STEERTEK NXT is compatible with most industry standard wheel ends and brakes; contact OEM for more information.
7. Suspension capacity can be determined two different ways.
 - a. Approximate suspension capacity is indicated by the third digit in the axle part number, which can be found on the product identification tag located on the center front side of the axle. The axle part number is an eight-digit number in the form of ABCDE-XYZ. If the third digit (position C) is a "2", the suspension is rated at 12,000 or 12,500 pounds. A "4" indicates a rating of 13,200 or 14,600 pounds, see Figure 2-2.
 - b. Approximate suspension capacity can also be determined by the original air spring part number, which is molded into the flexible rubber member of the air spring. 66349-002L indicates a 12,000 or 12,500 pounds rating, and 60716-002 indicates a 13,200 or 14,600 pounds rating.

FIGURE 2-2 Front view of the axle showing approximate location of Product Identification.



8. **Frame Rail Height** — The AIRTEK suspension is available with two different frame rail heights, 266 mm and 300 mm. To determine the vehicle frame rail height, measure the bottom to the top of the frame rail flange.

SECTION 3

Important Safety Notice

Proper maintenance, service, and repair is important for 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 it unsafe in operation, or void 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.

Additional Notes or Service Hints are utilized to emphasize areas of procedural importance and provide suggestions for ease of repair. 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, COULD RESULT IN SERIOUS INJURY OR DEATH.



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

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

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.

WARNING

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 AND THE VEHICLE IS ON THE GROUND, PRIOR TO AIRING THE SUSPENSION SYSTEM MAKE CERTAIN THE AIR SPRING LOCATOR IS INDEXED INTO THE UPPER AIR SPRING BRACKET PROPERLY, AND THE AIR SPRING IS FULLY SEATED ON THE TOP PAD. FAILURE TO FOLLOW THESE INSTRUCTIONS CAN RESULT IN PREMATURE AIR SPRING FAILURE, CAUSE PERSONAL INJURY, OR PROPERTY DAMAGE.

WARNING

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

LOAD CAPACITY

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

WARNING

SHOCK ABSORBERS

THE SHOCK ABSORBERS ARE THE REBOUND TRAVEL STOPS FOR THE AIR SPRINGS. ANYTIME THE FRONT AXLE ON AN AIRTEK SUSPENSION IS SUSPENDED IT IS MANDATORY THAT THE SHOCK ABSORBERS REMAIN CONNECTED. FAILURE TO DO SO CAN 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

REPAIR OR RECONDITIONING

THE REPAIR OR RECONDITIONING OF SUSPENSION OR AXLE COMPONENTS IS NOT ALLOWED AS SHOWN ON LABEL IN FIGURE 3-1. ANY SUSPENSION OR 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

AXLE CAMBER

UNAUTHORIZED WELDING OR MODIFICATIONS CAN CAUSE CRACKS OR OTHER AXLE STRUCTURAL DAMAGE AND RESULT IN LOSS OF VEHICLE CONTROL, SEVERE PERSONAL INJURY OR DEATH. DO NOT BEND, WELD OR MODIFY AXLE WITHOUT AUTHORIZATION FROM HENDRICKSON TRUCK SUSPENSION SYSTEMS.

AXLE CAMBER IS NOT ADJUSTABLE. DO NOT CHANGE THE AXLE CAMBER ANGLE OR BEND THE AXLE BEAM, SEE FIGURE 3-1. BENDING THE AXLE BEAM TO CHANGE THE CAMBER ANGLE CAN DAMAGE THE AXLE AND REDUCE AXLE STRENGTH, WILL VOID HENDRICKSON'S WARRANTY AND CAN CAUSE LOSS OF VEHICLE CONTROL, POSSIBLY CAUSING PERSONAL INJURY OR PROPERTY DAMAGE.

FIGURE 3-1 REPLACE ANY SAFETY DECALS THAT ARE FADED, TORN, MISSING, ILLEGIBLE, OR OTHERWISE DAMAGED. CONTACT HENDRICKSON TO ORDER REPLACEMENT LABELS.

Vehicles built with STEERTEK NXT axle after July 2011

STEERTEK NXT

AIRTEK® SOPTEK® STEERTEK NXT
INTEGRATED FRONT SUSPENSION AND STEER AXLE SYSTEMS

Product and/or related components may be covered under one or more of the following patents:
United States Patent Nos. 5938221, 6129369, 4416154, 6485040, 7862058, 7229088; Australian Patent Nos. 239728, 200125760, 200202922; Canadian Patent Nos. 2407033, 2323214, 2282375, 2505552; Mexican Patent Nos. 234599, 223041, 218317, 240294; India Patent Nos. 232011; European Patent Nos. 1037756 (DE, GB, FR, ES, IT, SE), 1044161 (DE, GB, FR, ES, IT, SE) and 1583672 (DE, GB, FR, IT, SE, NL); Korean Patent No. 10-079897; Other United States and Foreign Patents Pending.

HENDRICKSON
Truck Suspension Systems

WARNING

UNAUTHORIZED WELDING OR MODIFICATIONS can cause cracks or other axle structural damage and result in loss of vehicle control, severe personal injury or death.

- Do not bend, weld or modify axle without authorization from Hendrickson Truck Suspension Systems.

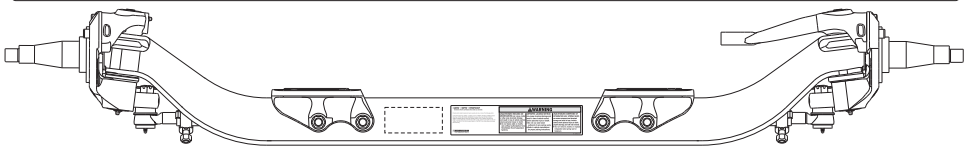
IMPROPER JACKING METHOD can cause structural damage and result in loss of vehicle control, severe personal injury or death.

- Do not use axle beam outboard of axle spring seats.
- Refer to vehicle manufacturer for proper jacking instructions.

UNAUTHORIZED TAMPERING OF INTEGRATED AXLE SPRING SEATS can cause component and structural damage and result in loss of vehicle control, severe personal injury or death, property damage, and will void warranty.

- Do not remove, modify or replace integrated axle spring seat or fasteners

NO. 60905-021A



Vehicles built with STEERTEK axle prior to July 2011

STEERTEK

AIRTEK® SOPTEK® COMTEK® STEERTEK
INTEGRATED FRONT SUSPENSION AND STEER AXLE SYSTEMS

THIS PRODUCT IS COVERED UNDER ONE OR MORE OF THE FOLLOWING PATENTS:
US 5938221, US 6129369, US 6485040, US 6618158, US 6609764, US 6485040, AU 739738, OTHER U.S. AND FOREIGN PATENTS PENDING.

HENDRICKSON
Truck Suspension Systems

WARNING

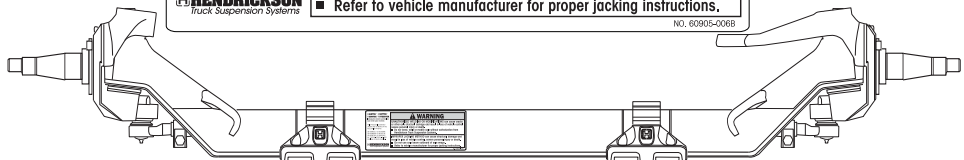
UNAUTHORIZED WELDING OR MODIFICATIONS can cause cracks or other axle structural damage and result in loss of vehicle control, severe personal injury or death.

- Do not bend, weld or modify axle without authorization from Hendrickson Truck Suspension Systems.

IMPROPER JACKING METHOD can cause structural damage and result in loss of vehicle control, severe personal injury or death.

- Do not use axle beam outboard of axle wraps.
- Refer to vehicle manufacturer for proper jacking instructions.

NO. 60905-006B



WARNING

AXLE KINGPINS

STEERTEK NXT / 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 OR ADJACENT MATING SURFACE SHOW SIGNS OF DAMAGE OR MOVEMENT, DO NOT OPERATE THE VEHICLE AND IMMEDIATELY CONTACT THE HENDRICKSON TECH SERVICES DEPARTMENT.

WARNING

STEERTEK NXT AXLE SPRING SEATS

THE INTEGRATED AXLE SPRING SEATS ON THE STEERTEK NXT AXLE ARE NON-SERVICEABLE. UNAUTHORIZED TAMPERING OF INTEGRATED AXLE SPRING SEATS CAN CAUSE COMPONENT AND STRUCTURAL DAMAGE AND RESULT IN LOSS OF VEHICLE CONTROL, SEVERE PERSONAL INJURY OR DEATH, PROPERTY DAMAGE, AND WILL VOID ANY APPLICABLE WARRANTY. DO NOT REMOVE, MODIFY OR REPLACE INTEGRATED AXLE SPRING SEAT OR FASTENERS., SEE FIGURE 3-1.

 **WARNING**
IMPROPER JACKING METHOD

IMPROPER JACKING METHOD CAN CAUSE STRUCTURAL DAMAGE AND RESULT IN LOSS OF VEHICLE CONTROL, SEVERE PERSONAL INJURY OR DEATH. DO NOT USE AXLE BEAM OUTBOARD OF AXLE SPRING SEATS. REFER TO VEHICLE MANUFACTURER FOR PROPER JACKING INSTRUCTIONS.

 **WARNING**
DAMAGED AXLE COMPONENTS

IF A VEHICLE EQUIPPED WITH A STEERTEK NXT / STEERTEK AXLE IS INVOLVED IN A CRASH, THE AXLE STEER KNUCKLES MUST BE DISASSEMBLED AND A THOROUGH INSPECTION OF THE AXLE MUST BE PERFORMED NOTING THE CONDITION OF THE AXLE BEAM, KINGPINS, AND KNUCKLE ASSEMBLIES, INCLUDING THE AREAS OF AXLE TO KINGPIN INTERFACE, FOR ANY DAMAGE, GAPS, KINGPIN MOVEMENT OR PLAY. IF ANY COMPONENT APPEARS DAMAGED, OR THE KINGPINS APPEAR TO CONTAIN ANY DAMAGE, GAPS, MOVEMENT OR PLAY, THE COMPLETE AXLE ASSEMBLY MUST BE REPLACED.

IN ADDITION, IN THE EVENT A CRASH RESULTS IN EXCESSIVE SIDE LOAD DAMAGE TO ADJACENT PARTS, SUCH AS A BENT WHEEL, HUB, OR SPINDLE, IT IS STRONGLY RECOMMENDED TO REPLACE SUCH ADJACENT PARTS AND THE COMPLETE AXLE ASSEMBLY.

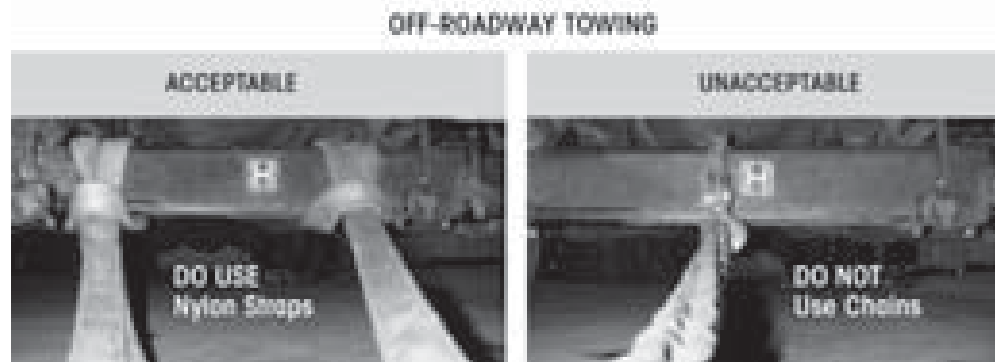
CONTACT HENDRICKSON TECHNICAL SERVICES WITH ANY QUESTIONS. FAILURE TO REPLACE ANY DAMAGED COMPONENTS CAN CAUSE LOSS OF VEHICLE CONTROL, POSSIBLE PERSONAL INJURY, DEATH, OR PROPERTY DAMAGE AND WILL VOID ANY APPLICABLE WARRANTIES.

 **WARNING**
MODIFYING COMPONENTS

DO NOT MODIFY OR REWORK PARTS WITHOUT AUTHORIZATION FROM HENDRICKSON. DO NOT SUBSTITUTE 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, POSSIBLE PERSONAL INJURY OR PROPERTY DAMAGE, AND WILL VOID ANY APPLICABLE WARRANTIES. USE ONLY HENDRICKSON AUTHORIZED REPLACEMENT PARTS.

 **WARNING**
OFF ROADWAY TOWING

WHEN A VEHICLE IS DISABLED AND EQUIPPED WITH A STEERTEK NXT / 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 STEERTEK NXT / STEERTEK AXLE, SEE FIGURE 3-2, 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 STEERTEK NXT / STEERTEK AXLE TO TOW THE VEHICLE, DOING SO WILL DAMAGE THE AXLE AND VOID ANY APPLICABLE WARRANTY, SEE FIGURE 3-2. FOR DETAILED INSTRUCTIONS FOR ON-HIGHWAY TOWING, SEE TOWING PROCEDURE SECTION OF THIS PUBLICATION.

FIGURE 3-2



WARNING

PERSONAL PROTECTIVE EQUIPMENT

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



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 POTENTIAL PERSONAL INJURY OR DAMAGE TO EQUIPMENT INVOLVED.



WARNING

TORCH/WELDING

DO NOT USE A CUTTING TORCH TO REMOVE ANY 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 DAMAGE THE SPRING ASSEMBLY OR THE AXLE, AND CAN CAUSE LOSS OF VEHICLE CONTROL AND POSSIBLE PERSONAL INJURY OR PROPERTY DAMAGE.



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. NEVER WORK UNDER A RAISED VEHICLE SUPPORTED BY ONLY A FLOOR JACK. ALWAYS SUPPORT A RAISED VEHICLE WITH SAFETY STANDS. BLOCK THE WHEELS AND MAKE SURE THE UNIT WILL NOT ROLL BEFORE RELEASING BRAKES. 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 ANY APPLICABLE WARRANTY.

SECTION 4

Parts Lists

■ Vehicles built with STEERTEK NXT axle after July, 2011

