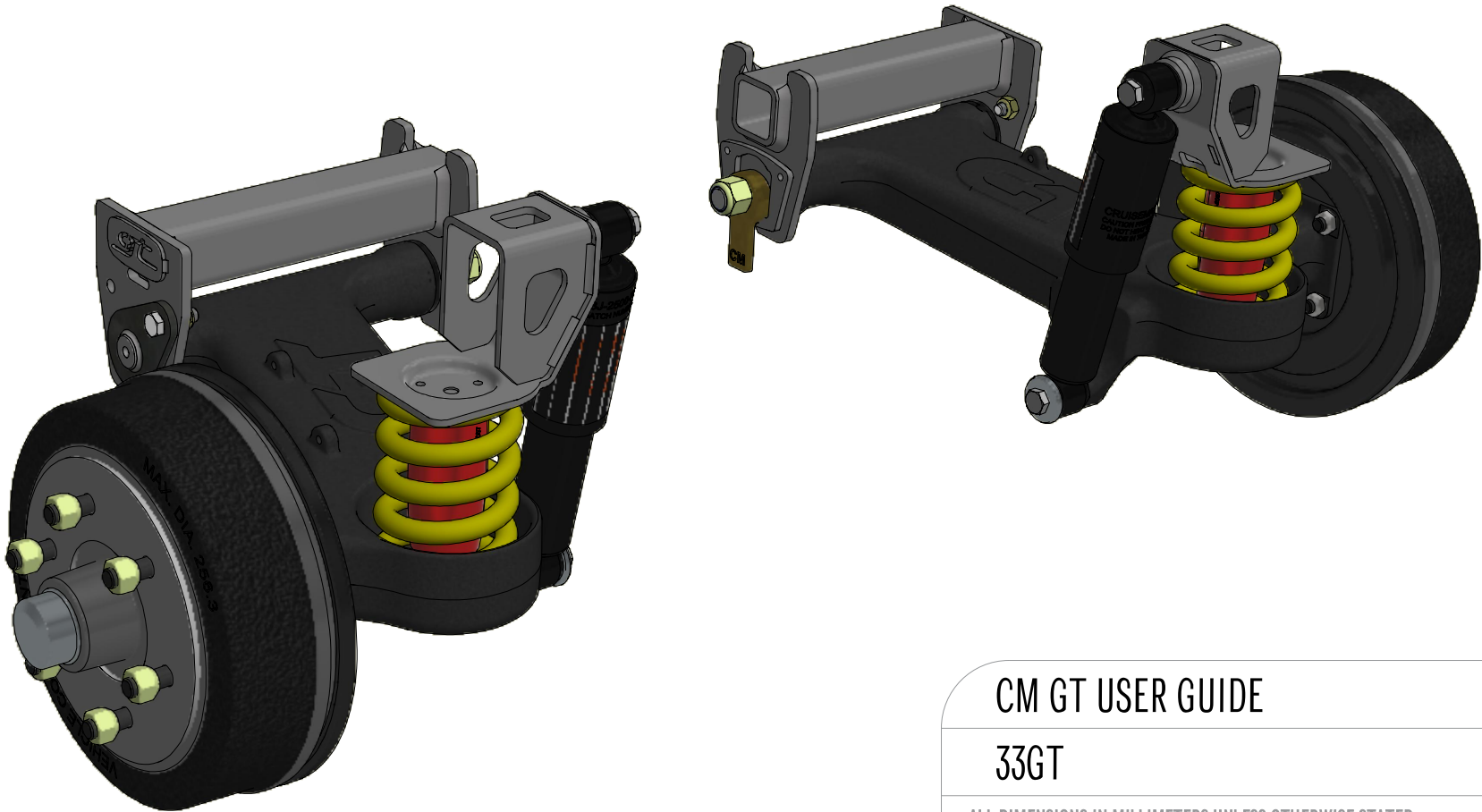


INDEPENDENT SUSPENSION SYSTEMS

CHASSIS PREPARATION AND SUSPENSION ASSEMBLY GUIDE

- 2. GENERAL LAYOUT
- 3. WELD-ON COMPONENTS 170 C/F
- 4. WELD-ON COMPONENTS 200 C/F
- 5. SUSPENSION INSTALLATION
- 6. TORQUE SETTINGS
- 7. ALIGNMENT
- 8. KIT CONTENTS



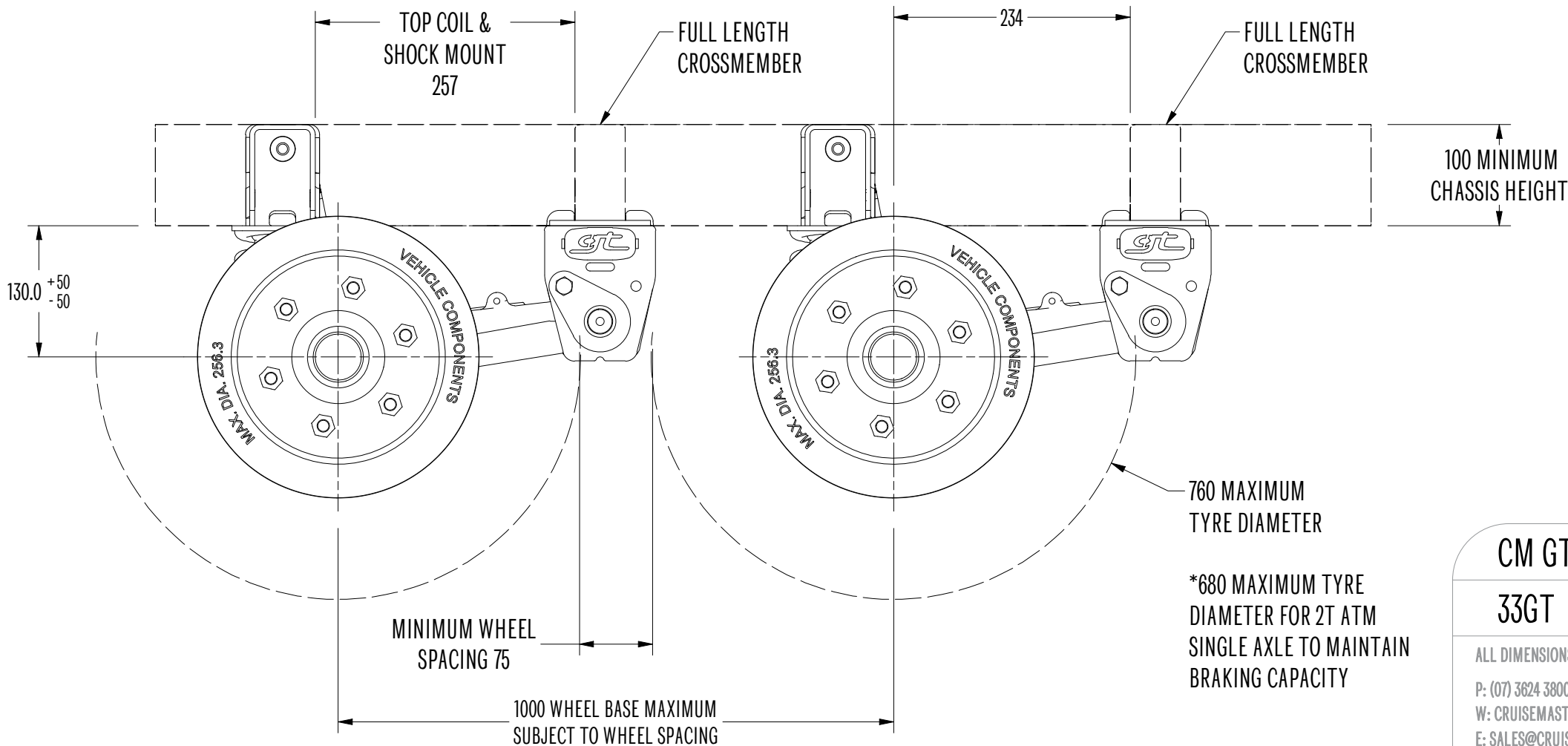
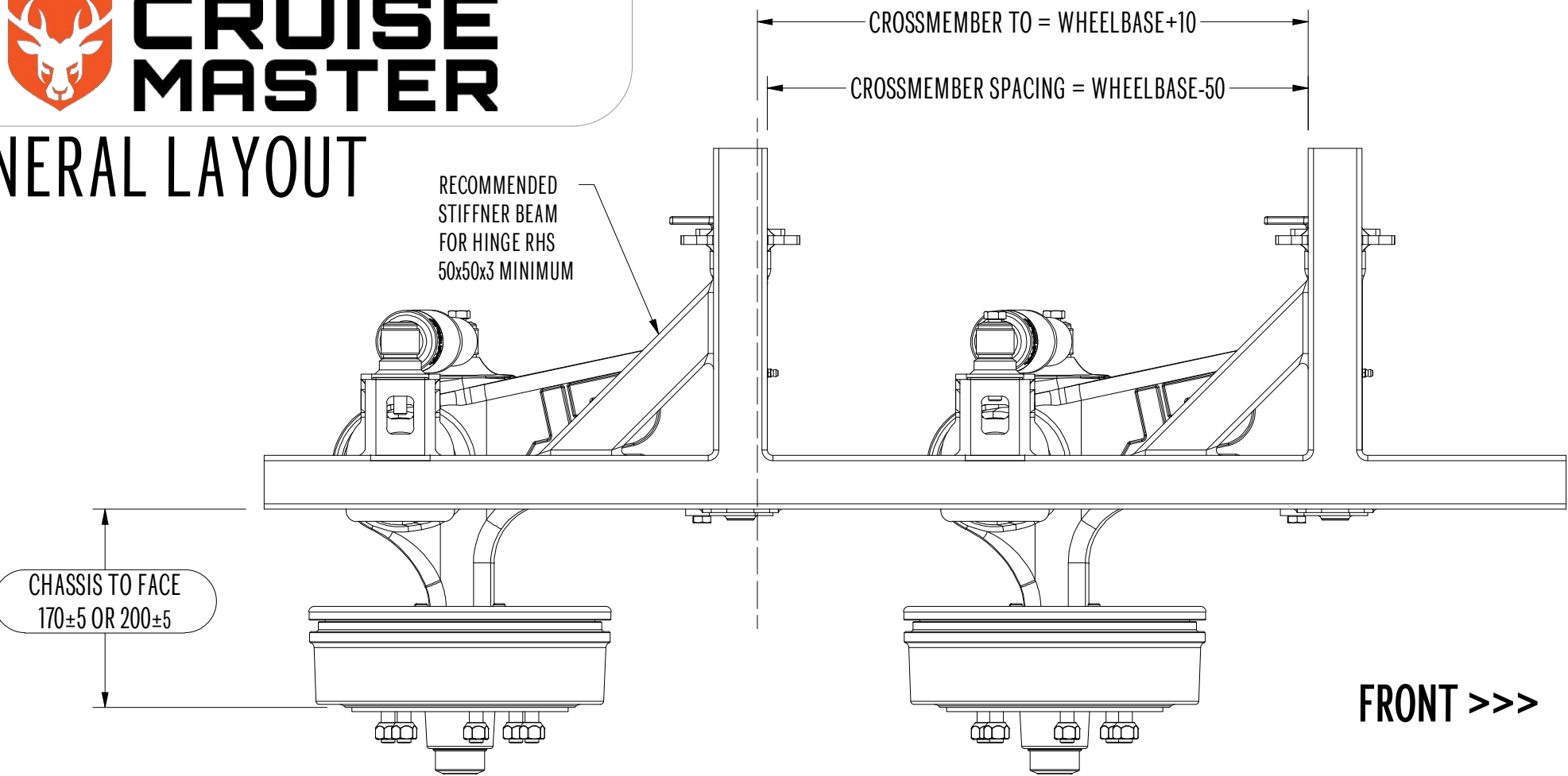
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5	Update to show shock spindle	1784	BM	09/01/2020

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33GT	DRAWING NUMBER
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GENERAL LAYOUT



SPRING KITS		
RATING ATM/GTM (kg)	SPRING TYPE	AXLES
1250 / 1125	COIL	SINGLE
1600 / 1440	COIL	SINGLE
2000 / 1800*	COIL	SINGLE
2500 / 2250	COIL	TANDEM
3100 / 2790	COIL	TANDEM

NOTE FOR TANDEM AXLES

MAX ATM SPECIFIED @ 10% DRAWBAR WEIGHT
THIS IS A CLOSE COUPLED, NON-LOAD SHARING SUSPENSION. ENSURE THAT THE LOAD ON THE AXLE GROUP DOES NOT EXCEED THE REQUIREMENTS OF THE NATIONAL CODE OF PRACTICE (VSB 1 - BUILDING SMALL TRAILERS)

LUBRICATION

GREASE BORE AND FLANGE OF POLYURETHANE BUSHES DURING INSTALLATION AND REGULARLY DURING SERVICE USING AUTOMOTIVE BEARING GREASE. INJECT THROUGH GREASE NIPPLE UNTIL GREASE STARTS COMING OUT BETWEEN HINGE AND BUSH.

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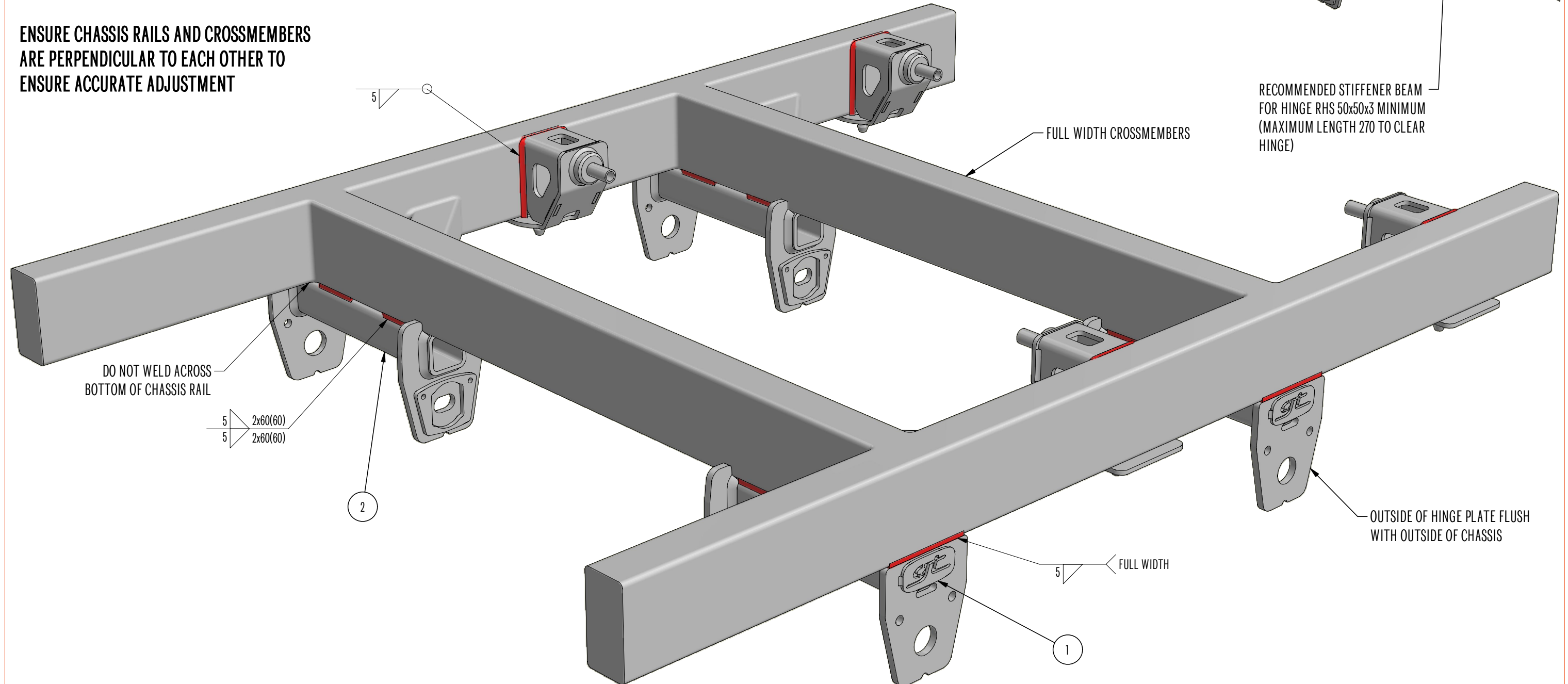
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WELD-ON COMPONENTS 170 C/F

ENSURE CHASSIS RAILS AND CROSSMEMBERS ARE PERPENDICULAR TO EACH OTHER TO ENSURE ACCURATE ADJUSTMENT



1. POSITION MOUNTS

ENSURE ALL REQUIRED CROSSMEMBERS AND BRACINGS ARE FITTED, POSITION HINGE AND SHOCK/COIL MOUNT ENSURE HINGES ARE SQUARE TO MAIN CHASSIS RAIL AND CROSSMEMBER

2. HINGES

WELD HINGES TO CROSSMEMBERS AS SPECIFIED

3. HINGE OUTER

COMPLETE WELD ON HINGE ENDS

4. SHOCK AND COIL MOUNT

ENSURE FLUSH FITMENT ON ALL INTERNAL SIDE AND BASE OF MAIN RAIL. FULL LENGTH WELDS AS SPECIFIED

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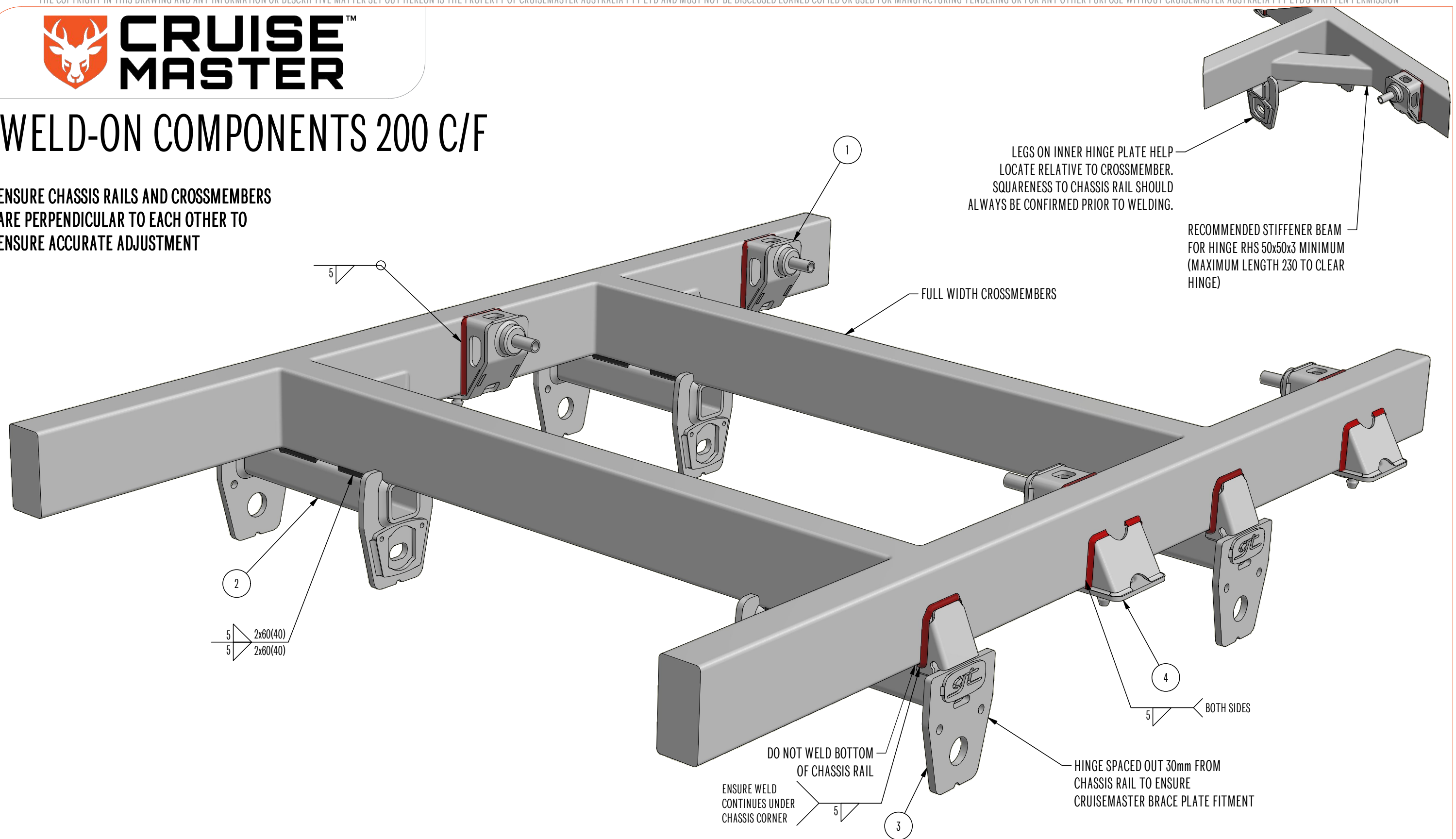
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WELD-ON COMPONENTS 200 C/F

ENSURE CHASSIS RAILS AND CROSSMEMBERS ARE PERPENDICULAR TO EACH OTHER TO ENSURE ACCURATE ADJUSTMENT



1. POSITION MOUNTS

ENSURE ALL REQUIRED CROSSMEMBERS AND BRACINGS ARE FITTED, POSITION HINGE AND SHOCK/COIL MOUNT ENSURE HINGES ARE SQUARE TO MAIN CHASSIS RAIL AND CROSSMEMBER

2. HINGES

WELD HINGES TO CROSSMEMBERS AS SPECIFIED

3. HINGE OUTER

COMPLETE WELD ON HINGE ENDS

4. SHOCK AND COIL MOUNT

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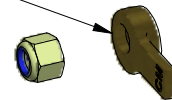


INSTALLATION / FITMENT

1. FIT CONTROL ARM BUSHES

GREASE AND ASSEMBLE BUSHES INTO CONTROL ARM

TOE ADJUSTER



2. INSTALL ARM

LIGHTLY GREASE THE INSIDE FACES OF THE HINGE PLATES AND SLIDE THE CONTROL ARM UP INTO POSITION

3. INSERT HINGE SPINDLE

1. INSERT THE HINGE SPINDLE THROUGH THE ASSEMBLY FROM THE OUTER HINGE PLATE
2. ASSEMBLE TOE ADJUSTER, HINGE LOCKING BOLT AND HINGE NUT

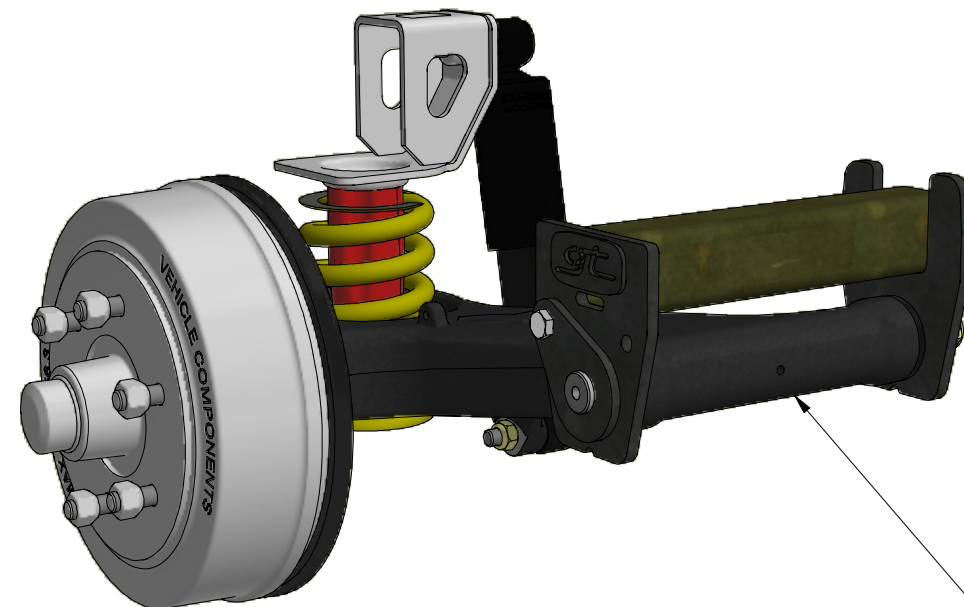
INSERT FROM OUTSIDE

4. FIT SPRINGS AND SHOCKS

FOLLOW INSTALLATION ORDER

1. PRESS BUMP STOP ON LOCATOR (SEE DETAIL A)
2. INSTALL COIL INTO ARM THEN MOVE INTO POSITION
3. INSTALL SHOCK ABSORBER TO CONTAIN ASSEMBLY
4. TIGHTEN ALL BOLTS ACCORDING TO TORQUE SETTINGS ON PAGE 6

SUPPLIED BOLT USED TO PROTECT HOLE WHEN GALVANISING WILL REQUIRE REMOVAL BEFORE SHOCK ASSEMBLY

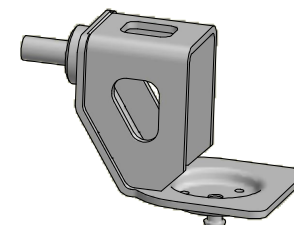


5. GREASE AND CHECK

USE GREASE PORT TO FILL HINGE CAVITY (GREASE SHOULD SQUEEZE FROM BUSHES) ONCE HINGE IS FULLY ASSEMBLED AND TORQUED (SEE TORQUE PAGE)

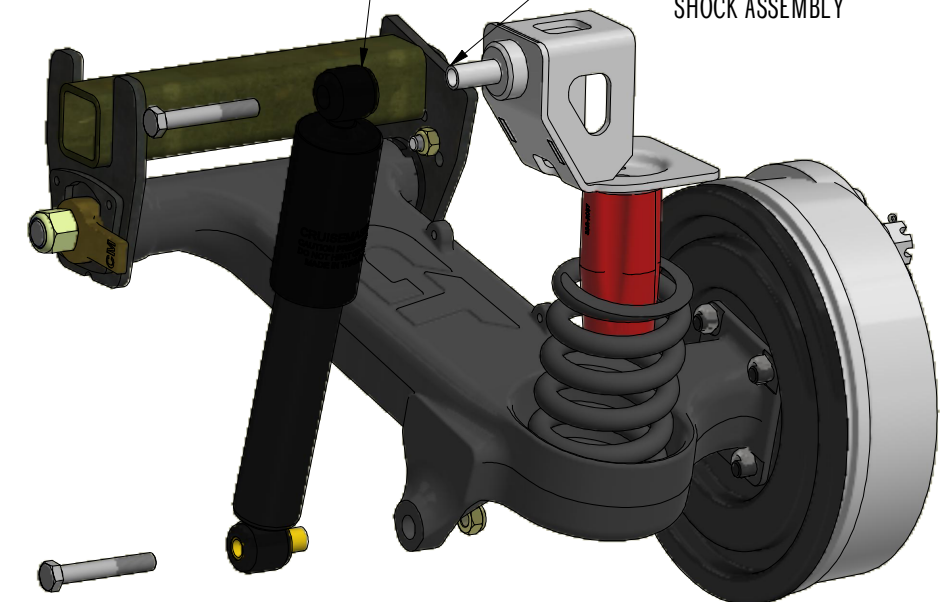
NOTE ORIENTATION OF SPINDLE LOCKING PLATE POINTING TOWARDS AXLE

USE PROVIDED CABLE ATTACHMENT POINTS FOR ROUTING CABLES



BUMP STOP WILL PRESS FIT ON TO BRACKET LUG

DETAIL A



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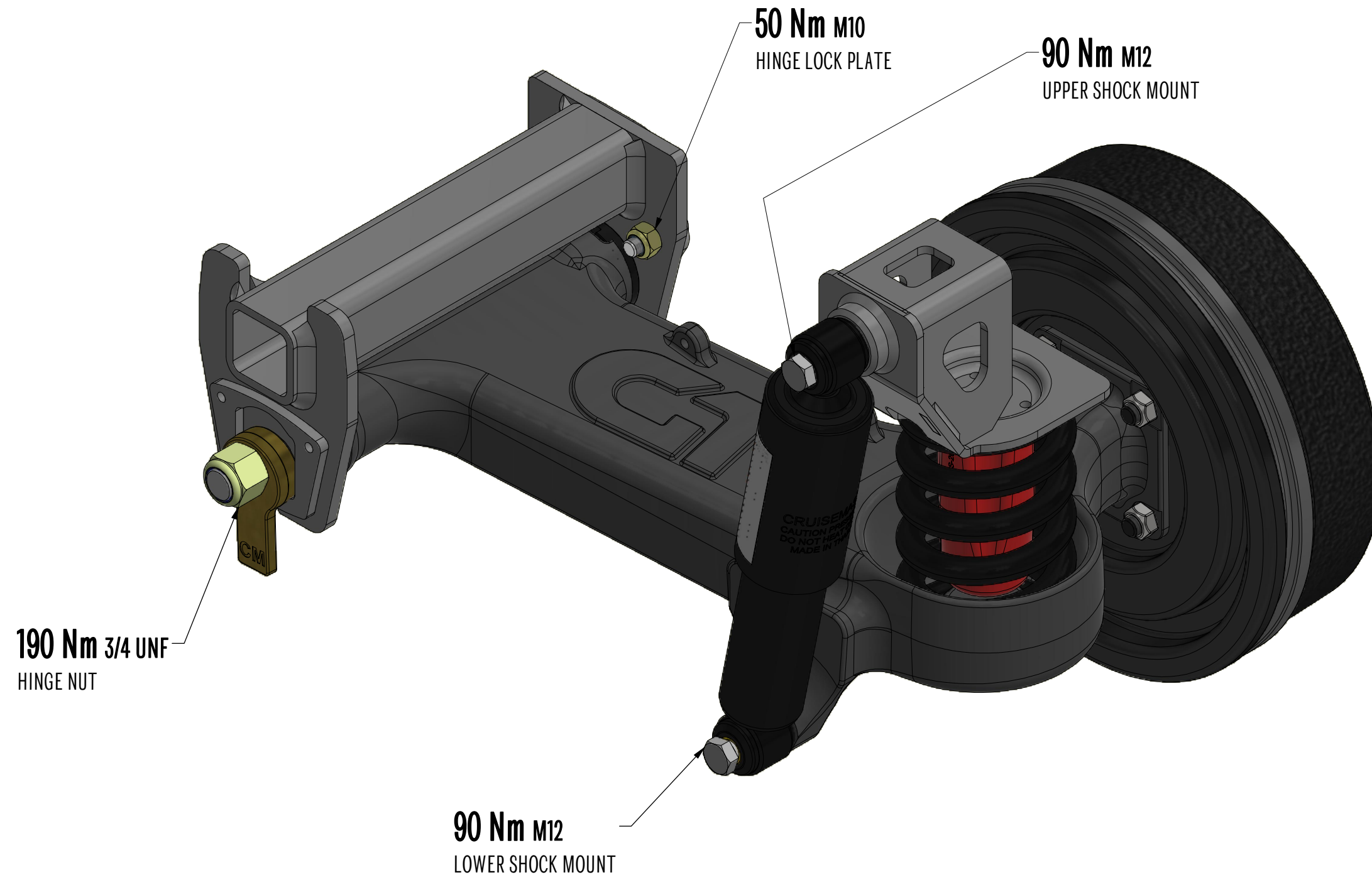
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RECOMMENDED TORQUE SETTINGS



USE SPECIFIED NYLOC INSERT NUTS ONLY (GRADE 5 OR CLASS 8)
APPLY TORQUE PAINT AFTER THE NUTS HAVE BEEN TORQUED

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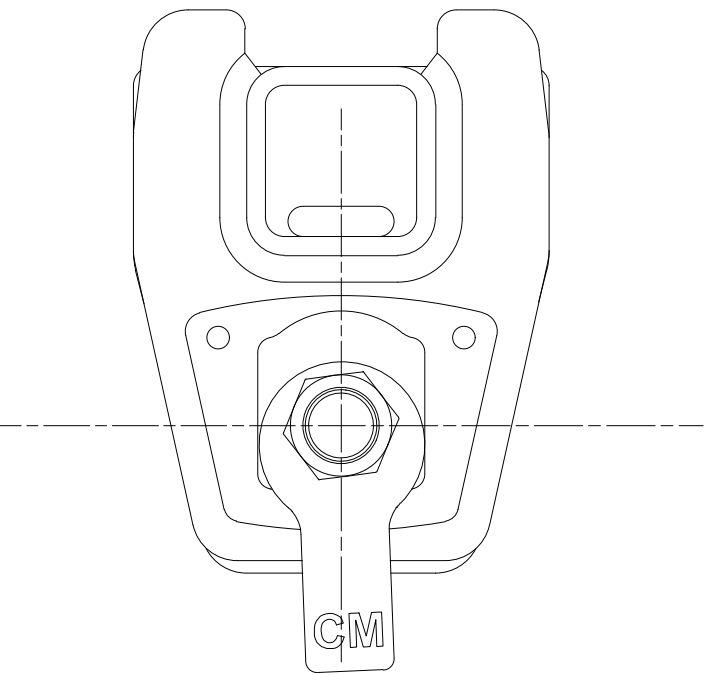
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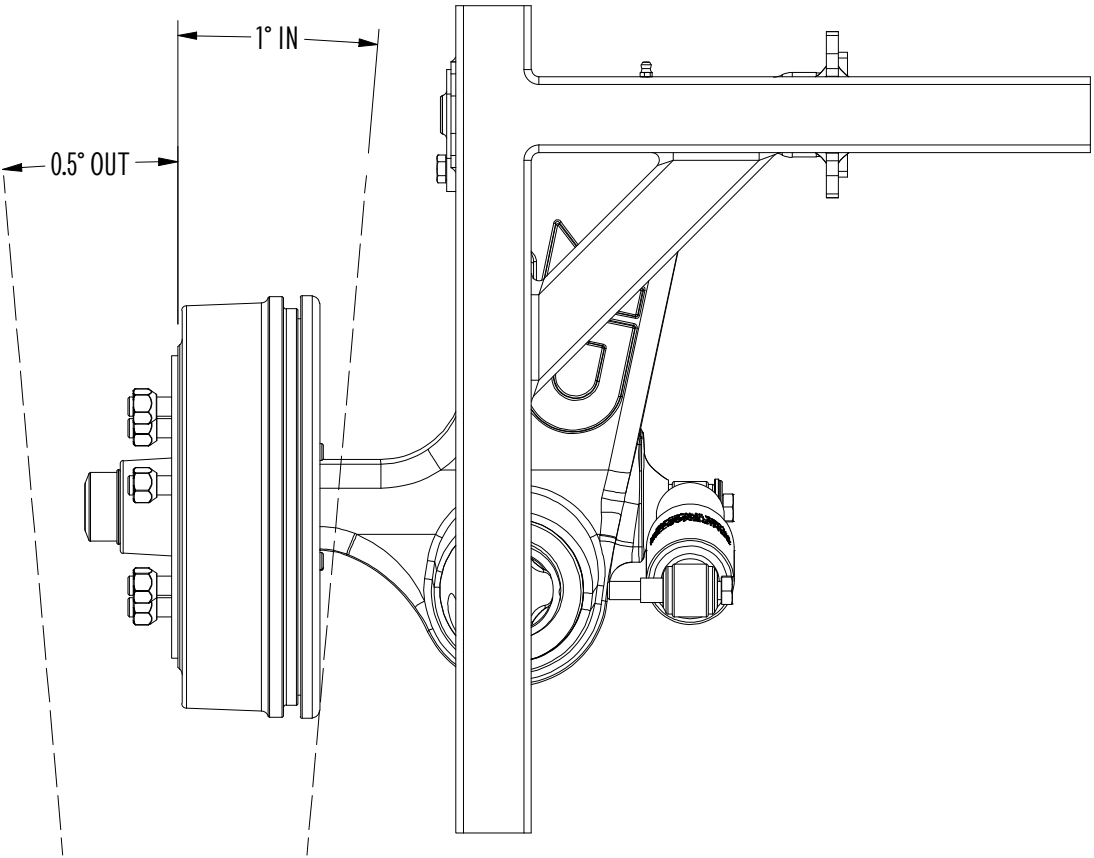
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ALIGNMENT



<<< FRONT



WHEEL ALIGNMENT PROCEDURE

1. ENSURE THE TRAILER IS FULLY LOADED AND ON A FLAT SURFACE, MOVE THE TRAILER BACKWARDS AND FORWARDS TO ELIMINATE ANY TWIST IN THE WHEELS.

MEASUREMENT

2. PLACE A STRAIGHT EDGE ACROSS THE WHEEL, EDGE OF RIM OR DRUM FACE THEN MEASURE THE DISTANCE FROM THE STRAIGHT EDGE TO THE CHASSIS RAIL. (WHEELS ON A SINGLE OR TANDEM FRONT AXLE SHOULD BE ADJUSTED TO HAVE 2MM TOE-IN. WHEELS ON TANDEM REAR AXLE SHOULD MEASURE PARALLEL FROM THE CHASSIS RAIL.)

3. IT IS RECOMMENDED TO USE A DIGITAL SPIRIT LEVEL TO MEASURE ACROSS THE WHEEL RIM OR DRUM FACE.

TOE ADJUSTMENT

4. LIFT THE VEHICLE TO UNLOAD THE SUSPENSION. DO NOT CLIMB UNDER A VEHICLE WHICH IS ONLY SUPPORTED BY JACKS, ENSURE PROPER VEHICLE STANDS ARE USED.

5. LOOSEN THE HINGE NUT.

6. WHEN ADJUSTMENT IS COMPLETED, TIGHTEN AND TORQUE HINGE NUT. (SEE TORQUES SHEET)

7. LOWER THE VEHICLE TO FULLY LOAD THE SUSPENSION AND MEASURE THE ALIGNMENT AGAIN TO CHECK ADJUSTMENT IS SATISFACTORY.

8. IF THE NECCESARY ALIGNMENT HAS NOT BE ACHIEVED, REPEAT FROM STEP 4

CAMBER ADJUSTMENT

10. GT ROAD SUSPENSION CAMBER ADJUSTMENT IS ACHIEVED BY USING AN OFFSET BUSH , PART NO **33S-706** CONTACT VEHICLE COMPONENTS SALES TO ORDER.

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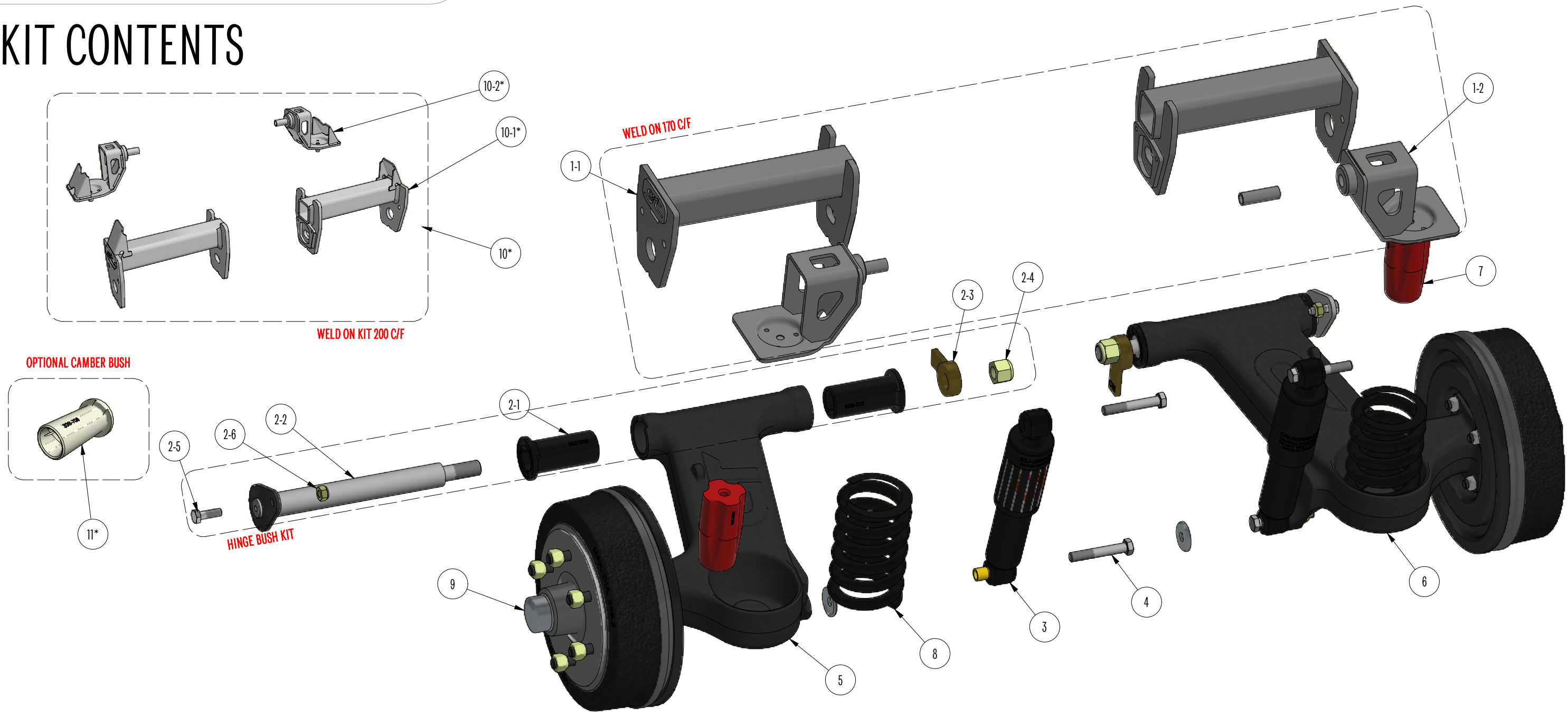
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KIT CONTENTS



ITEM	QTY	PART NUMBER	DESCRIPTION	SELLABLE	3	2	33J-2500	SHOCKMASTER 30MM BLACK	YES
1	1	33GT-CWO-001	CM GT COIL W/O KIT C/F 170 (SINGLE)	YES	4	1	33C-024	TYPE 4 BOLT KIT	YES
1-1	2	33P 2800	A - CM GT HINGE C/F 170	YES	5	1	33P 2700LS-SL	M - MACHINED ARM LEFT	NO
1-2	2	33P 3040	FORMED TOP ASSEMBLY 170		6	1	33P 2700RS-SL	M - MACHINED ARM RIGHT	NO
2	1	33P-3200	CM GT HINGE BUSH KIT	YES	7	2	33S 2057	P - GT BUMP STOP	YES
2-1	4	33S-705	CM HINGE LOCKING BUSH D	YES	8	2	33SC-225	225 GT COIL	YES
2-2	2	33P-2900	A - WELDED SPINDLE PLATED	NO	9	2	03-10SL-065-LC6.1/2	H/DRUM 10 SL 65 FITTED LC6 1/2	YES
2-3	2	33S-7306	HINGE TOE ADUSTER	NO	10*	1	33GT-CWO-002	CM GT COIL W/O KIT C/F 200 (SINGLE)	YES
2-4	2	60-N-3/4-UNF-NYL	NUT 3/4 UNF NYLOC	NO	10-1*	2	33P 2810	A - CM GT HINGE C/F 200	YES
2-5	2	60-B-M10x30	BOLT HEX 8.8 M10x30 Z/P	NO	10-2*	2	33P 3042	FORMED TOP ASSEMBLY C/F 200	YES
2-6	2	60-N-M10NYL	NUT M10 NYLOC	NO	11*	1	33S-706	CM TAPER LOCK CAMBER BUSH	YES

NOTE
* 33GT-CWO-002 - WELD ON KIT FOR 200 CF ASSEMBLY
* 33S-706 OPTIONAL BUSH IF CAMBER ADJUSTMENT IS REQUIRED

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