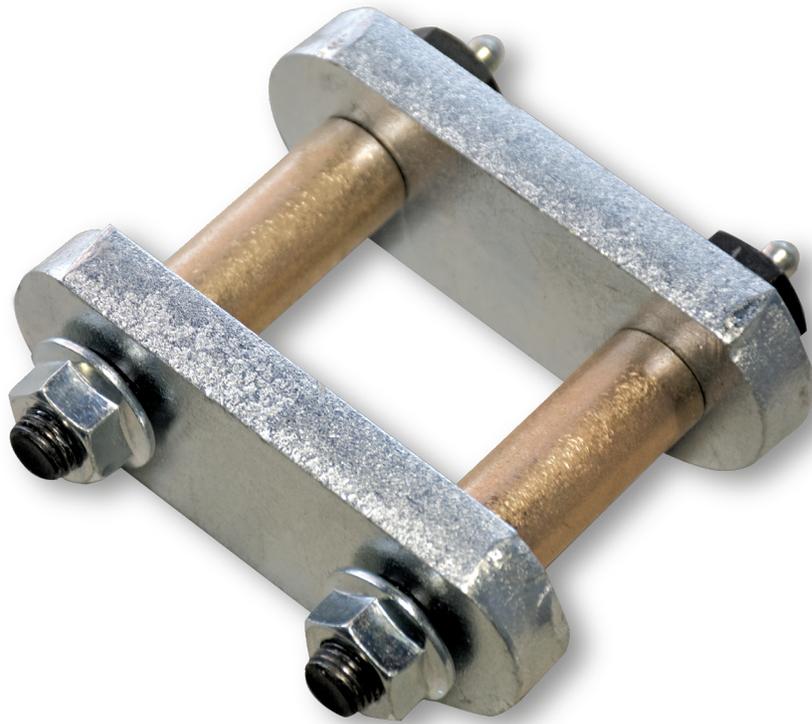


WET BOLT KIT UPGRADE

INSTALLATION INSTRUCTIONS



Above. Beyond. Always.



Above. Beyond. Always.



WET BOLT KIT UPGRADE

INSTALLATION INSTRUCTIONS

PARTS LISTING

(A)



(B)



(C)



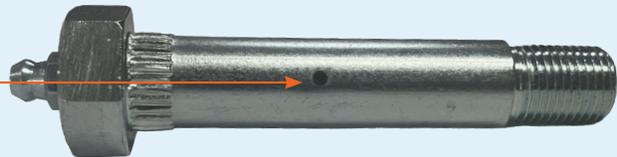
(D)



(E)



Grade marking opposite manufacturer IS points to the same side as the exit hole on the shaft.



Parts:

- A. Shackle Plate and Wet Bolt Assemblies
- B. Bronze Bushings
- C. Lock Nuts
- D. Wet Bolts
- E. Shackle Plates

Tools Required:

- Jack Stands
- Floor Jack
- C-Clamp
- Hammer
- 5/8" Box Wrench
- 13/16" Box Wrench
- Socket Wrench or Impact Gun
- 11/16" Socket
- Drill and Reaming Bit or a Thin File or Rasp
- 1/4" Chisel or Standard Screw Driver
- Centering Pin
- 3/4" Sockets

DISASSEMBLY OF CURRENT CENTER EQUALIZER

⚠ WARNING The unit should be on a level surface. Do not attempt this install on soft ground or on an uneven surface. Follow your trailer manufacturer's specifications on lifting and supporting the unit. Proper capacity jacks and supports should be used at all times. Do not substitute blocks or other items for jacks.

SUPPORT OF UNIT:

The trailer should first be supported safely. This should be done by placing jack stands directly under the frame towards the front and the rear of the coach equally balancing the weight of the unit on all four points. The front landing gear may be used if only two jack stands are available. Using bottle jacks, raise the trailer to where all four wheels are off the ground and the wheels can spin freely without resistance.

NOTE: These instructions are based on lifting and supporting the entire weight of the trailer at once, this installation can be done by only supporting one side of the trailer at a time however the level of difficulty will increase. The best practice for this installation is to support the entire weight of the unit by jack stands/supports at one time.

STEP 1 Remove the wheels on both sides of the trailer and place them out of the way.

STEP 2 Beginning on either side of the center equalizer, use the 11/16" socket and 13/16" wrench to remove the four nuts fastening the bolts to the shackle assemblies connecting the leaf springs to the center equalizer. **Do not remove the bolts yet.**

STEP 3 Use the floor jack to support the forward axle, gently raise the axle to remove weight from the center equalizer. **Do not over-extend the jack as this can cause damage to the axle.**

NOTE: If using two floor jacks, duplicate process of Step 3 for rear axle.

STEP 4 Remove shackle assembly with pressed bolts from the front equalizer area.

STEP 5 Release the weight from the jack and repeat process for rear axle. Once finished, release the floor jack lowering the axle down. Both axles will be disconnected from the center equalizer at this time.

STEP 6 Using the 11/16" socket and 13/16" wrench, remove the bolt and nut fastening the center equalizer to the center frame hanger.



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REASSEMBLY OF CENTER EQUALIZER

⚠ WARNING The bronze bushings and wet bolts (shoulder bolts with grease zerk) may not install easily. The bronze bushings may require a C-clamp for installation. Use a hammer to tap the wet bolts into the frame hangers. Use a pipe or small diameter socket to fit over the grease zerk and tap the bolt in place or remove the zerk, tap the bolt in place, and reinstall the zerk. Make sure the grease exit hole faces the side (parallel to the ground) for easy grease flow.

NOTE: If your equalizer already has a bronze bushing installed, Steps 7 and 8 may not be necessary.

STEP 7 Using a chisel or standard screw driver remove the plastic bushings from the equalizer and spring eyes.

STEP 8 Insert one of the bronze bushings (B) into each bolt hole on the equalizer and in both spring eyes. Installation of these may be difficult and require the use of the C-Clamp to press the bushings in. A file may also be used to “chamfer” or “round” the edge of the bushing to help insert them. Once a bushing is installed, a reaming tool may be required to allow the bolt to insert easily.

STEP 9 Position the equalizer into the center frame hanger and install using one of the wet bolts (D) and one of the lock nuts (C). Install the wet bolt per the instruction at the top of the page. Use a 13/16" wrench to hold the bolt in position while tightening the 7/16-20 nut with an 11/16" socket or 1/2-20 nut with a 3/4" socket. If using the 11/16" socket, torque to 40 ft-lbs or torque to 80 ft-lbs with the 3/4" socket.

STEP 10 Using the floor jack, raise the front axle up to where the spring eye is in position for the new shackle plate and wet bolt assembly (A) to be installed.

NOTE: The grease zerk may be installed to the inside or to the outside; this is done at customer preference. The grease exit hole location on the bolt should face 3 or 9 o'clock position to allow for ease of grease flow. The benefit of placing the grease zerk to the inside is not having to remove the wheels to apply grease. However, you will have to go under the unit to access them.

STEP 11 Install the shackle plate and wet bolt assembly (A) with the zerk fittings set to the preferred direction, attach the shackle plate (E) and install using two of the lock nuts (C). Use a 13/16" wrench to hold the wet bolts in position while tightening the 7/16-20 nuts with an 11/16" socket or 1/2-20 nuts with a 3/4" socket. If using the 11/16" socket, torque to 40 ft-lbs or torque to 80 ft-lbs with the 3/4" socket.

STEP 12 Repeat Step 11 process for the rear side of the equalizer.

INSTALLATION OF FRONT AND REAR LEAF SPRING EYE HARDWARE:

- STEP 13** Using the 11/16" socket and 13/16" wrench, remove the nut from the rear spring eye.
- STEP 14** Position the floor jack beneath the axle, raise slightly allowing the floor jack to hold the weight of the axle.
- STEP 15** Remove the spring eye bolt and discard.
- STEP 16** Release the jack pressure slowly allowing the axle and leaf spring eye to drop out of the frame hanger.
- STEP 17** Using a chisel or a standard screw driver, remove the plastic bushing from the spring eye.
- STEP 18** Insert the new bronze bushing (B) into the spring eye. A C-Clamp may be required for this step.
- STEP 19** Apply pressure to the floor jack helping to raise the axle and leaf spring back into the frame hanger. Use a centering pin to help center this.
- STEP 20** Once the leaf spring is centered, install a Wet Bolt (D) per the instructions at the top of page 4 and install the Lock Nut (C). Use a 13/16" wrench to hold the bolt in position while tightening the 7/16-20 nut with an 11/16" socket or 1/2-20 nut with a 3/4" socket. If using the 11/16" socket, torque to 40 ft-lbs or torque to 80 ft-lbs with the 3/4" socket.
- NOTE:** The grease zerk may be installed to the inside or to the outside; this is done at customer preference. The grease exit hole location on the bolt should face 3 or 9 o'clock position to allow for ease of grease flow. The benefit of placing the grease zerk to the inside is not having to remove the wheels to apply grease. However, you will have to go under the unit to access them.
- NOTE:** Wet bolts installed on the frame hangers should be tapped in using a small diameter socket or pipe to protect the zerk. Then the nut can be torqued on. The nut will not be able to pull the bolt head flush with the frame hangers because of the splines on the bolt shaft.
- STEP 21** Repeat Steps 13-20 on the front leaf spring eye.
- STEP 22** Repeat Steps 7-21 on the opposite side.



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STEP 23 Use NLGI Standard No 2 automotive grease to lubricate each fitting. Grease should flow easily through the zerk fitting, bolt cavity, and exit into spring eye bushing area.

NOTE: If grease flow is restricted, repeat the above Steps for the necessary bolt location and check the grease exit hole position of the bolt. The hole position may need to be altered to 3 or 9 o'clock position to better allow grease flow.

STEP 24 Reinstall the wheels and remove the unit from the jack stands. Torque wheel bolts to correct torque specification.

PART DESCRIPTION

Wet Bolt Upgrade Kits:

Available for 2-1/4" and 3-1/8" Shackle Links, Tandem or Triple Axles, and Accommodating Correct Track Alignment System.

NOTE: 2-1/4" shackle links are to be used for **CRE3000**, **AllTrek 4000**, and **LRE4000** wet bolt kits.

INTENDED PRODUCT USE

The Wet Bolt Upgrade Kit will enable longer life of pivoting points of suspension system

FEATURES/BENEFITS

1/2" Thick Shackle Links, Durable Bronze Bushings, and Greaseable Bolts with Zerk Fittings

WARRANTY

Please visit www.MORryde.com for warranty information.

At MORryde, we have a passion for solving problems. Whether we're fabricating custom solutions, modifying a commercial chassis, or creating our innovative products, we answer to a wide range of markets and deliver on a variety of needs. At MORryde, it's simply about doing MORE for our customers, and it doesn't stop at the sale. We stand behind our products, believing in quality first, service always. No matter the issue, we'll be the first to respond and the last to be satisfied. In short, we build better — together.



VERSION 6



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