



QS 9000 Registered

1000 SERIES SERVICE MANUAL

23,000 – 30,000 LB

PART# EDOC003

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Contents

	Page No.
1.0 GENERAL INFORMATION	1
2.0 INTRODUCTION TO THE SUSPENSION	2
2.1 SUSPENSION PART NAMES	2
3.0 SERVICE – INSPECTION REQUIREMENTS	4
4.0 GUIDELINE TO THE INSPECTION AND REPLACEMENT OF SERVICE PARTS	6
4.1 FASTENERS	7
4.2 TORQUE ROD BUSHING INSPECTION	8
4.3 TORQUE ROD BUSHING REPLACEMENT	10
4.4 RESTRICTOR CAN INSPECTION	13
4.5 RESTRICTOR CAN REPLACEMENT	13
4.6 SPIGOT CAP INSPECTION	15
4.7 SPIGOT CAP REPLACEMENT	16
4.8 SHOCK ABSORBER INSPECTION	16
4.9 SHOCK ABSORBER REPLACEMENT	17
4.10 RUBBER SPRING INSPECTION	18
4.11 RUBBER SPRING REPLACEMENT	19
5.0 AXLE ALIGNMENT	20
5.1 AXLE MEASUREMENT	20
5.2 AXLE ALIGNMENT ADJUSTMENTS	23
6.0 TROUBLE SHOOTING	25

APPENDIX “A”	28
APPENDIX “B”	29
APPENDIX “C”	30

1.0 GENERAL INFORMATION

This manual is to be used for the service of a Chalmers 1000 Series Single Axle Suspension and is intended to give guidance and recommendation for the care, maintenance, inspection and safe operation of the above suspension. It is not a replacement for existing or future specific Pre-Delivery Inspection (P.D.I.) & Preventative Maintenance Programs.

Before proceeding with any work on or with the suspension, please read this manual completely to familiarize yourself with the maintenance and operation of the Chalmers Suspension.

TAKE SPECIAL NOTICE of procedures 1.1 through 1.6 that must be followed without exception when working on any procedures described in this manual.

- 1.1 ALL CHALMERS FASTENERS must be torqued to the specific values shown in Table 2 and to the specific period shown on the Service Inspection Requirements Section 3.0.

****IMPORTANT** – Failure to check torque, may lead to fastener failure and consequent loss of vehicle control and void warranty.

- 1.2 DO NOT USE ANY mineral based oils, greases, jellies, or solvent soaps as a lubricant to aid in the assembly of the rubber bushed torque rods. Use only quality rubber lubricants. Failure to do so will void warranty.
- 1.3 DO NOT AT ANY TIME WORK AROUND OR UNDER A VEHICLE SUPPORTED ONLY ON LIFTING DEVICES. THE VEHICLE MUST BE SECURELY CHOCKED AND SUPPORTED ON RIGID STANDS BEFORE WORK MAY COMMENCE.
- 1.4 ALL RELEVANT, MACHINERY, TOOL AND WORK PLACE SAFETY procedures and instructions must be followed without exception when working on any procedures described in this manual.

FAILURE TO ADHERE TO ANY SAFETY PROCEDURES OR INSTRUCTIONS, MAY LEAD TO PERSONAL INJURY.

- 1.5 USE ONLY CHALMERS APPROVED REPLACEMENT PARTS. Tests have shown alternate parts, particularly torque rod bushings, do not meet the performance expectations or engineering criteria established for the original products. This has created extreme hard part wear or hardware failures with consequent loss of warranty and more important loss of vehicle control.
- 1.6 DO NOT operate the vehicle with the suspension in an over loaded condition. Operating at a gross rear axle weight (GRAW), which exceeds the rated suspension capacity will lead to a suspension failure with consequent loss of vehicle control.

2.0 INTRODUCTION TO THE SUSPENSION

The Chalmers 1000 Series Rear Suspension is a single axle suspension that uses hollow rubber springs instead of leaf springs or air bags. Each hollow rubber spring is mounted between a frame-rail plate and a conical spring plate welded to the axle housing. A hanger bracket assembly is attached to the frame and provides mounting points for the lower torque rods that tie the axles to the frame. The upper torque rods are fastened to brackets that bolt to the frame side rails and to a tower assembly that is welded to the top of the differential housing. See Fig.1.

The Chalmers suspension design separates the rear suspension's responsibility for supporting/cushioning the load from that of locating/guiding the axles. The suspension is very light, relative to its load carrying capacity and requires very little maintenance. In fact, there are no lubrication fittings since grease and oil are never needed.

The 1000 Series is also available in two standard capacities; 23,000 lbs. and 30,000 lbs. This capacity is included as part of the suspension name, e.g. "Chalmers 1023 Suspension" or "Chalmers 1030 Suspension."

Shock absorbers are standard on all versions of the suspension, and serve to retain the rubber spring in position as well as aiding to reduce road vibration.

The rear suspension may be precision-aligned by adjusting the length of the lower torque rods. These rods have both left and right hand threads cut on the same tube so rotating the tube changes the effective length of the tube.

2.1 SUSPENSION PART NAMES

Fig.1 shows an exploded view of a typical 1000 Series Suspension.

Throughout this manual, parts will be referred to by the names shown on this figure.

SUSPENSION NOMENCLATURE

ITEM	DESCRIPTION
1	HANGER ASSEMBLY
2	UPPER SPRG. PLATE
3	UPPER FRAME BRKT.
4	UPPER TORQUE ROD TOWER
5	CONICAL SPRG PL. - R.H.
6	CONICAL SPRG PL. - L.H.
7	T/ROD AXLE BRKT. - R.H.
8	T/ROD AXLE BRKT. - L.H.
9	UPPER T/ROD FIXED
10	LOWER T/ROD FIXED
11	LOWER T/ROD ADJ.
12	LOADGUARD SPRING
13	RESTRICTOR CAN
14	SPACER CAP
15	TORQUE ROD BUSHING
16	SHOCK ABSORBER/STOP
17	UPPER SHOCK BRKT.
18	HEX CAP BOLT
19	STOVER L/INUT
20	HEX CAP BOLT
21	STOVER L/INUT
22	HARDENED FLAT WASHER
23	HEX CAP BOLT
24	STOVER L/INUT

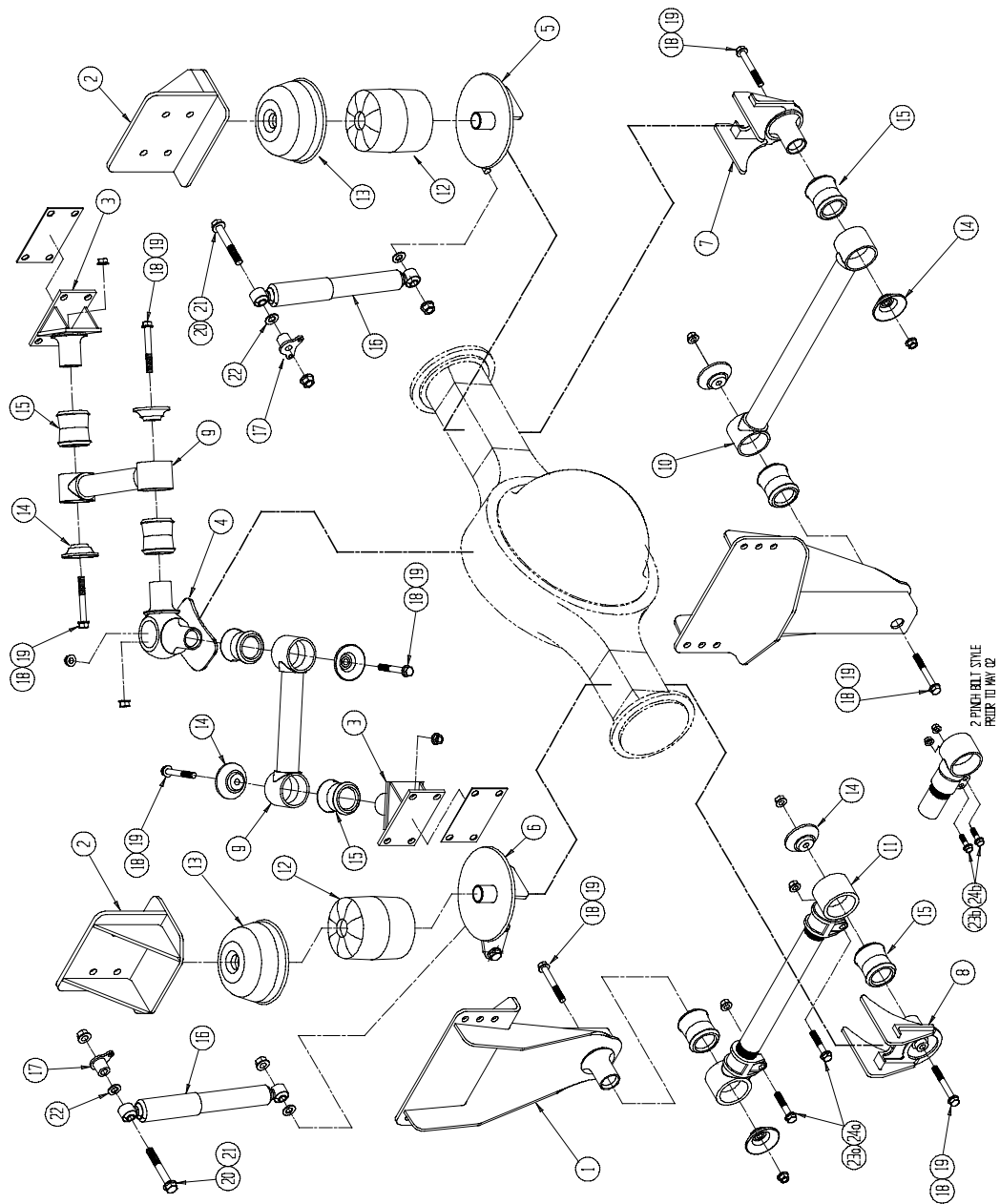


FIGURE 1

3.0 SERVICE – INSPECTION REQUIREMENTS

The Chalmers 1000 Series Suspension was designed to require minimum general maintenance. The recommendations shown in the following chart are precautionary and are aimed at avoiding future problems.

PART	ACTION	P.D.I.	1000 Mile 1600 KM	DLY	MTH	YRLY
All Hardware	Check torque to values shown on Table 2. On the daily walk around Visually inspect for looseness.	•	•	•		•
Torque Rod Bushing	Wear check. See Section 4.2 for guidelines. Visually inspect for tears or cracks. Visually inspect for correct installation. See Sections 4.2 & 4.3 for guidelines.	•	•		• •	
Restrictor Can	Visually inspect for wear or cracking. Replace as required. See Sections 4.4 & 4.5 for guidelines. Visually inspect for missing cans, and cans not centered on spring.	•			•	
Spigot Cap	On the daily walk around visually inspect for missing, cracked, broken or loose caps. Replace as required or retorque. See Sections 4.6 & 4.7 and Table 3 for guidelines.	•	•	•		

PART	ACTION	P.D.I.	1000 Mile 1600 KM	DLY	MTH	YRLY
Shock Absorber	Visually inspect for leaks, cylinder damage or worn rubber end bushings. Verify inspection schedules. See Sections 4.8 & 4.9 for guidelines				•	•
Hanger Bracket, Upper Spring Plate	Visually inspect for road damage or cracks. Replace any damaged parts as required. Contact Chalmers for guidelines		•			•
Axle Bracket, Conical Spring Plate	Visually inspect for road damage or cracks. Replace any damaged parts as required. Contact Chalmers for guidelines.		•			•
Rubber Spring	Visually inspect for chemical damage, deep tears and deformed springs. Replace as required. See sections 4.12 & 4.13 for guidelines. Visually inspect that the spring is sitting centrally on the spring plate and is seated down fully.	•	•		•	

NOTICE:

The above chart was developed from Chalmers experience on parts subject to wear in normal service. The wear rate is dependent on a number of factors such a load carried, speed travelled, roadbed conditions, traffic density and number of stops.

NOTE:

IF THE OPERATOR OF THE VEHICLE IS IN ANY DOUBT ABOUT THE SAFETY OF THE SUSPENSION, HE SHOULD NOT OPERATE THE VEHICLE AND SHOULD IMMEDIATELY SEEK QUALIFIED ADVICE.

4.0 GUIDELINES TO THE INSPECTION AND REPLACEMENT OF SERVICE PARTS

Recommended tools needed to carry out the work covered in Section 4.1 through 4.11.

TOOL LIST

Open End Wrench: 9/16", 3/4", 15/16", 1-1/8", 1-5/16"

Box Wrench (Offset Preferred): 9/16", 3/4", 15/16", 1-1/8", 1-5/16".

Standard Socket (1/2" Drive): 9/16", 3/4", 15/16", 1-1/8", 1-5/16".

Extra Deep Socket (1/2" Drive): 15/16".

Impact Socket (1/2" Drive): 9/16", 3/4", 15/16", 1-1/8", 1-5/16".

Extra Deep Impact Socket (1/2" Drive): 15/16".

Torque Wrench (1/2" Drive): 25 – 250 Ft. Lbs. (CALIBRATED)

GENERAL TOOLS

Socket Drive Ratchet (1/2" Drive)

Heavy Mallet (Rubber, Copper or Hide)

2 lbs. Copper/Hide Hammer

Large (12" Long Min.) Square Blade Screwdriver

Pinch or Wrecking Bar (3/4" size)

Tape Measure (16 ft.)

Vernier Caliper (6.0" Reading .001")

Impact Wrench (1/2" Drive)

Bottle Jack (5 ton)

Wheel Chocks

Various Wooden Blocks

LUBRICANTS

Rubber Lubricant: Rimslip or equivalent

Important - Do not use oil or grease

4.1 FASTENERS

This guideline is to be used for the inspection or replacement of Chalmers supplied fasteners ONLY. Not supplied by Chalmers are the fasteners attaching the frame hangers, upper spring plates and upper frame brackets to the vehicle frame. For inspection and specification on these, please refer to the vehicle manufacturer.

The fastener systems used in a Chalmers suspension are the key to the care and safe operation of the suspension.

These systems comprise of an SAE GR.8 flanged head bolt and SAE GR.G flanged head "Stover" locknut. The sizes of these systems have been specifically engineered for each of their positions and functions within the suspension. See the following Table 1 for size and function.

TABLE 1

SIZE	CAPACITY	FUNCTIONS
3/4" Dia.	23,000 & 30,000	Shock Absorber Mounts
5/8" Dia.	23,000 & 30,000	ALL Torque Rod Joints & Torque Rod Eye Pinch Bolts*
1/2" Dia.	23,000	Torque Rod Eye Pinch Bolts **

* Single pinch bolt style

** Double pinch bolt style

For the safety and proper operation of the suspensions **ALL FASTENERS MUST**, using a calibrated torque wrench, be initially torqued and retorqued at 1000 miles/1600 km of service, to the specific values shown on Table 2.

TABLE 2 Torque Specifications**For Bolts and Locknuts provided by Chalmers**

BOLT SIZE	ASSEMBLY TORQUE FT. LBS.
1/2"	65
5/8"	135
3/4"	170

The above torques are recommended for Chalmers-supplied hardware only, and are NOT intended for hardware supplied by others.

NOTE: Re-torque must be done to both original and replacement fasteners.

IMPORTANT: For fastener replacement use **ONLY NEW CHALMERS** approved fasteners. **DO NOT RE-USE or use other fasteners.** To do so may lead to fastener failure and consequent loss of vehicle control.

IMPORTANT: **FAILURE TO CHECK TORQUE MAY LEAD TO FASTENER FAILURE AND CONSEQUENT LOSS OF VEHICLE CONTROL.**

4.2 TORQUE ROD BUSHING INSPECTION.

All 1000 Series Suspensions incorporate rubber bushed torque rod joints that isolate the vehicle from axle braking and driving shocks. To accommodate the full range of suspension capacities, Chalmers has two sizes of bushing. See Fig.2 for details. Both bushings are similar and they both absorb axle shock by compression. This compression may give a false impression of a worn bushing. To reduce the chances of prematurely replacing a good bushing, the following steps should be used when inspecting all Chalmers bushings:

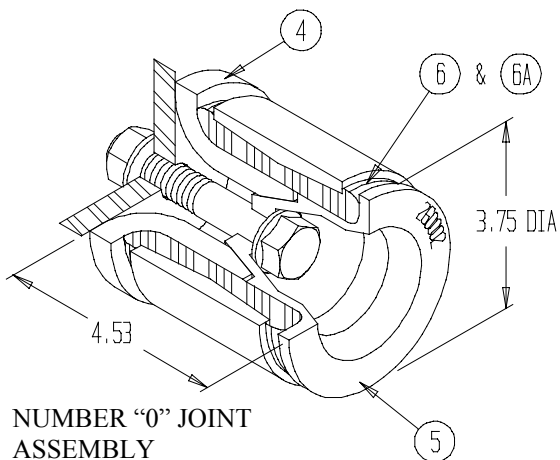
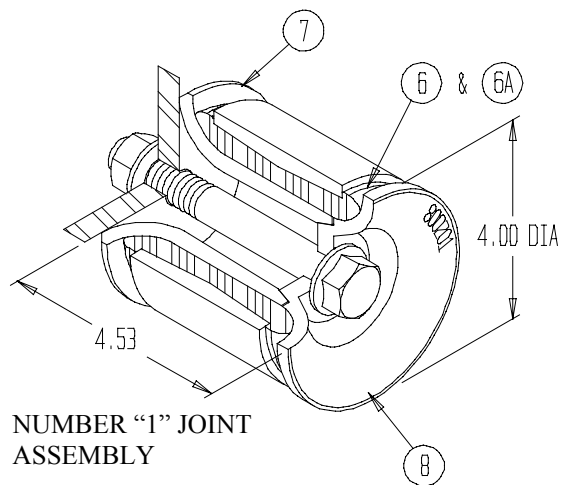
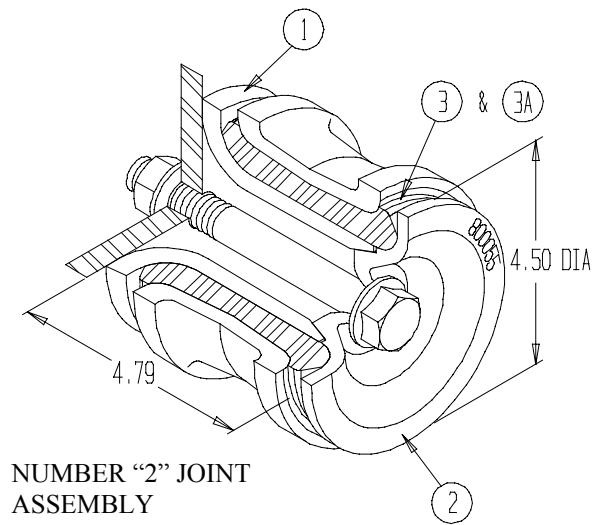
STEP 1 - If possible power wash the torque rod ends. As a minimum, the ends should be brushed with a hard bristle brush to remove road dirt accumulations so that the rubber bushing may be seen.

STEP 2 – Chock the front tires to prevent the vehicle from moving. Remove all drive axle brake or wind up loads by placing transmission in neutral, releasing spring brakes, or driveline brake.

STEP 3 – **USING HANDS ONLY** attempt to move the torque rod ends, checking for **FREE** play. If free play is felt, the bushing should be replaced. (If in doubt contact Chalmers).

NOTE: **DO NOT USE A PRY BAR OR LEVER** to check for free play. To do so may lead to premature bushing replacement.

SPIGOT JOINTS



Item	Part No.	Description
1	800021	Spigot Base #2 Joint
2	800055	Spigot Cap #2 Joint
3	800010	T/Rod Bushing #2 Joint
* 3A	800009	T/Rod Bushing-Oversize #2 Joint
4	700096	Spigot Base #0 Joint
5	260002	Spigot Cap #0 Joint
6	22128	T/Rod Bushing #0 & #1 Joint
* 6A	22129	T/Rod Bushing-Oversize #0 & #1 Joint
7	800200	Spigot Base #1 Joint
8	800201	Spigot Cap #1 Joint

* Service Bushing

#2 Joint

1000 Series Single Axle Truck 30,000 lbs. Capacity

#1 Joint

1000 Series Single Axle Truck 23,000 lbs Capacity –
as of Aug/87

#0 Joint

1000 Series Single Axle Truck 23,000 lbs Capacity –
prior to Aug/87

FIGURE 2

4.3 TORQUE ROD BUSHING REPLACEMENT

Replacement of Chalmers Torque Rod Bushings may be achieved easily and quickly in any shop without the use of a press or special tools, using the following steps as a guide.

STEP 1 – If possible power wash the torque rod ends, as a minimum, the ends should be brushed with a hard bristle brush to remove road dirt accumulations.

STEP 2 – Chock the front tires to prevent the vehicle from moving. Remove all drive axle brake or wind up loads by placing transmission in neutral and releasing the spring or driveline brakes.

STEP 3 – Lift the rear of the vehicle. Support the frame on stands so all weight is just taken off the suspension.

NOTE: All stands and lifting devices **MUST** be of sufficient strength and rigidity to safely support the vehicle. **DO NOT WORK AROUND OR UNDER THE VEHICLE WHEN SUPPORTED ON LIFTING DEVICES.**

STEP 4 – Work on only one torque rod at a time. Remove the 5/8" NC joint fasteners and spigot caps. Discard the fasteners, keep the spigot caps for inspection and cleaning. Remove the torque rod from the spigots by prying at each end until it comes free of the spigots.

NOTE: On the axle towers, pry off the tower plug cap to access the joint nuts. Keep the plug cap.

NOTE: By completely removing and re-fitting only one torque rod at a time the chance of torque rod mix-up, which could lead to re-alignment of the suspension, or loss of axle planning angle and consequent axle damage, will be eliminated.

STEP 5 – Place the torque rod on a bench or the floor with the bushing end facing up. Remove the bushings by inserting the tip of a large screwdriver down between the bushing and the torque rod eye and prying out. Discard the bushing.

STEP 6 – Using a wire brush and/or scraper clean all rust, scale and rubber accumulations from the spigots, torque rod eyes and spigot cap, taking particular care to clean the inside taper of the spigots.

STEP 7 – Inspect the torque rod eyes, spigots and spigot caps for visual cracks and wear.

Should any of the following parts show visual cracks, the part **MUST** be discarded and replaced:

- Torque Rod and Eye
- Spigot Cap

Should the spigot show visual cracks, contact Chalmers for guidelines.

For wear limits, refer to Table 6 and Appendix “A” Service Bulletin Re: Part No. 260002. Chalmers allows for wear in its design by providing oversize replacement bushings for the 23,000 lb. and 30,000 lb. Suspensions. Refer to Table 6 for when to use.

STEP 8 – Liberally lubricate the inside diameter of the torque rod eye, and the outside diameter of the replacement rubber bushing with a quality rubber lubricant such as Rimslip or equivalent.

IMPORTANT: Never use any mineral based oils, greases, jellies or solvent soaps as a lubricant. To do so will lead to the premature failure of the bushing.

Place the torque rod on a solid level floor with the open eye end up. Place a rubber bushing onto the eye so as the outside tapered end of the bushing just enters the eye. Try to make sure the bushing is as even as possible to the eye. With a heavy, soft-faced mallet, quickly strike the bushing to drive it down into the eye. See Fig.3.

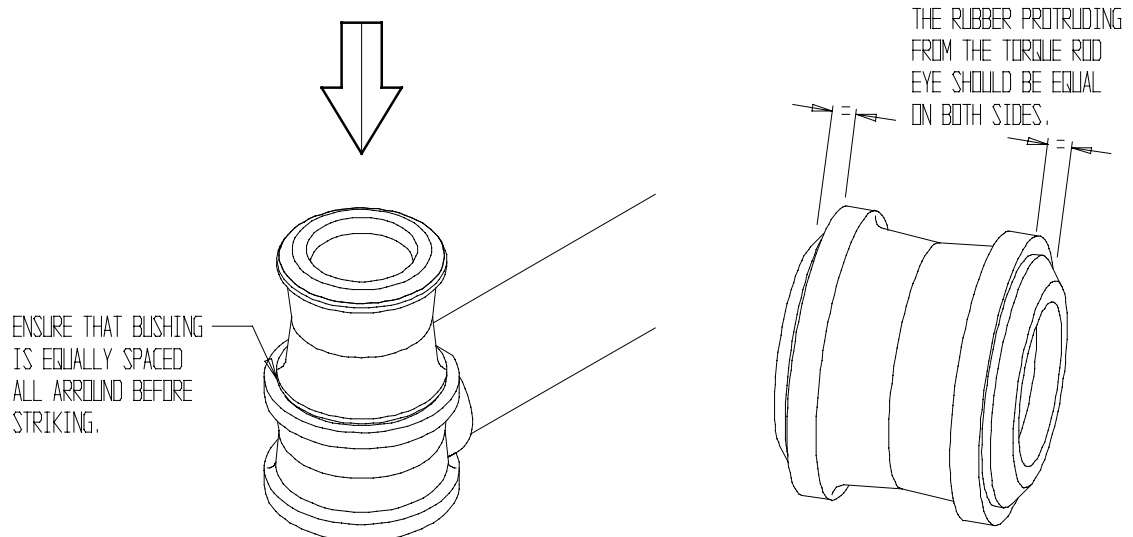


FIGURE 3

NOTE: Repeat the above procedure for the 2nd bushing. Then, flip the torque rod over 180 degrees. Tap with a mallet to drive the bushings completely through the eyes until they are positioned evenly in the eyes. See Fig.3.

STEP 9 – Liberally lubricate the torque rod rubber bushings and the relevant spigots with a quality rubber lubricant.

IMPORTANT: Never use any mineral based oils, greases, jellies or solvent soaps as a lubricant to aid in the assembly of the rubber bushed torque rods. To do so will lead to the premature failure of the bushing.

STEP 10 – Push each end of the torque rod onto its relevant spigot. Using a heavy soft-faced mallet, drive the torque rod onto the spigots. For best results, alternate end to end driving so as the torque rod bushings travel evenly over the spigots. Continue driving until the bushing contacts the spigot bottom face.

STEP 11 – Press the spigot caps into the ends of the torque rod bushings, secure the ends in place using new 5/8” NC fasteners.

Torque the 5/8” NC fasteners to 135 ft. lbs. See Table 2.

****IMPORTANT:** Failure to check torque may lead to fastener failure and consequent loss of vehicle control and void warranty

Repeat Steps 1 through 11 for each torque rod to complete the suspension rebushing.

IMPORTANT: USE ONLY NEW CHALMERS approved 5/8” NC fasteners for the joints. DO NOT RE-USE or use other fasteners. To do so may lead to fastener failure and consequent loss of vehicle control and void warranty.

When finished rebushing, check to see if the torque rods have been replaced as per Fig.4.

TORQUE ROD INSTALLATION

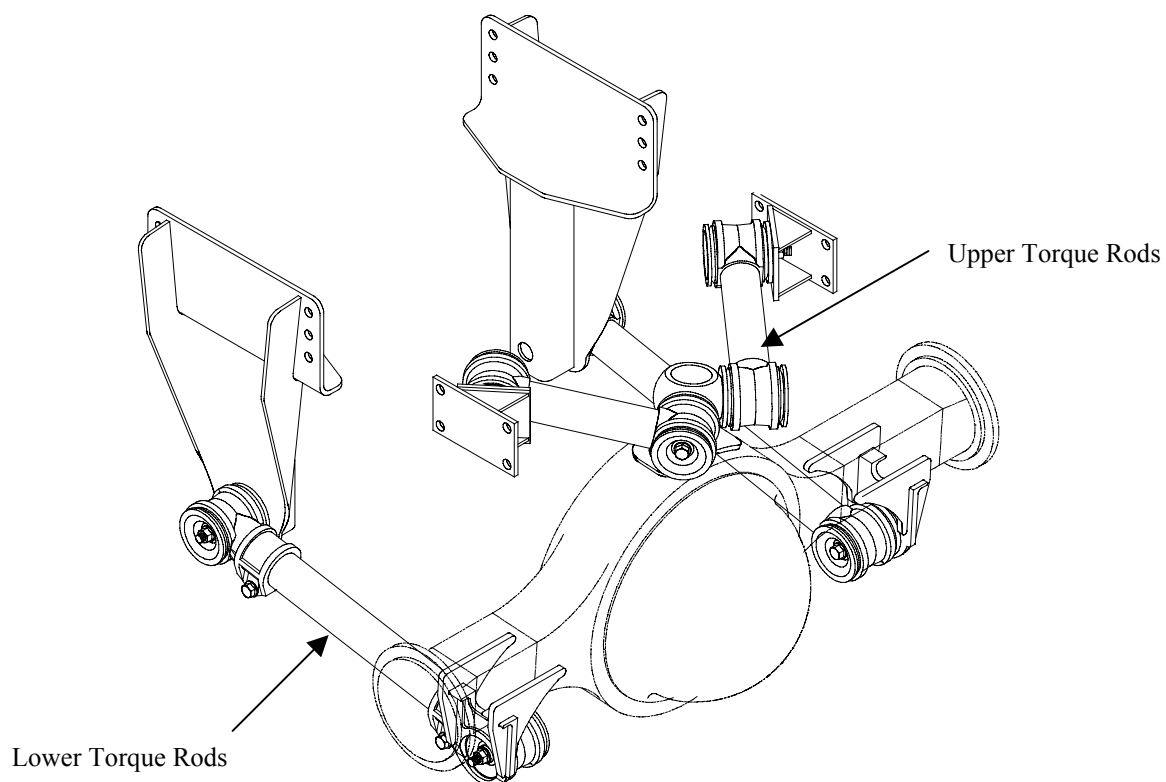


FIGURE 4

4.4 RESTRICTOR CAN INSPECTION

The Chalmers spring system comprises of a rubber spring and an enclosing metal restrictor can. The purpose of the restrictor can is to provide specific ride, road handling characteristics and protection to the spring.

To accommodate the different road handling conditions that may be encountered, Chalmers produces a number of different sized restrictor cans. Refer to Appendix “B”, Technical Sales Bulletin No. 15 for application guidelines.

The free floating design of the Chalmers Suspension, requires that the restrictor can be free to move on the vehicle frame. The restrictor can will wear or corrode over a period of time and will require replacement. Carefully inspect the restrictor can for cracks or severe corrosion, using the following steps as a guideline:

STEP 1 – If possible, power wash the restrictor can spring area. As a minimum, brush the area with a hard bristle brush to remove road dirt accumulations.

STEP 2 – Chock the front tires to prevent the vehicle from moving. Lift the rear of the vehicle, support the frame on stands so that all weight is just taken off the suspension.

NOTE: All stands and lifting devices, **MUST** be of sufficient strength and rigidity to safely support the vehicle. **DO NOT WORK AROUND OR UNDER THE VEHICLE WHEN SUPPORTED ON LIFTING DEVICES.**

STEP 3 – Rotate the restrictor can completely around, looking at the top and sides for visual cracks and signs of severe corrosion or distortion. If any of these are present, or the restrictor can is missing, it should be replaced. It is recommended that both restrictor cans be replaced to assure evenness of ride and handling.

NOTE: Should a cracked or missing restrictor can be found during vehicle operation, it may be driven **SLOWLY** to the nearest maintenance shop for replacement.

ALL CRACKED OR MISSING restrictor cans MUST be replaced. Failure to do so may lead to loss of vehicle control and consequent personal injury.

4.5 RESTRICTOR CAN REPLACEMENT

Replacement of Chalmers restrictor cans may be achieved easily and quickly in any shop without the use of special tools, using the following steps as a guide.

STEP 1 – If possible, power wash the restrictor can spring area. As a minimum, brush the area with a hard bristle brush to remove road dirt accumulations.

STEP 2 – Chock the front tires to prevent the vehicle from moving. Lift the rear of the vehicle, support the frame on stands so as all weight is just taken off the suspension.

NOTE: All stands and lifting devices **MUST** be of sufficient strength and rigidity to safely support the vehicle. **DO NOT WORK AROUND OR UNDER THE VEHICLE WHEN SUPPORTED ON LIFTING DEVICES.**

STEP 3 – Remove the two 3/4" NC locknuts holding the lower shock absorber eye. Retain the locknuts. Disconnect the shock absorber from the stud.

STEP 4 – Raise the vehicle until there is sufficient clearance to remove the restrictor can & spring as one unit. See Fig.5.

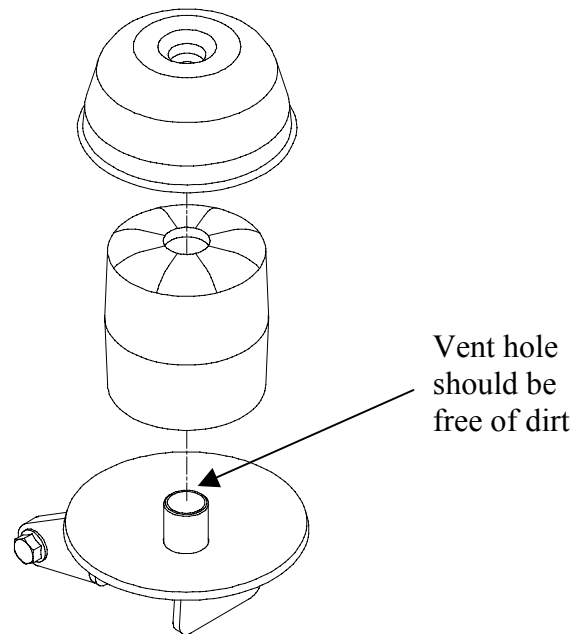


FIGURE 5

STEP 5 – Separate the restrictor can and spring. Discard the restrictor can. Using a wire brush or scraper, remove rust and road accumulations from the conical spring plate. Clean out the centre vent holes in spring plate. See Fig.5. Inspect the conical spring plate for visual cracks. If cracked, replace. Contact Chalmers for details.

STEP 6 – Turn the spring upside down so as the old top is now down. Place the replacement restrictor can over the spring. Make sure the can centre locator is in the centre spring hole. See Fig.5.

STEP 7 – Lift and place as one assembly, the spring and restrictor can onto the conical spring plate.

STEP 8 – Reconnect the lower shock absorber eye. Install and tighten the 3/4" NC locknut. Torque to 170 ft. lbs. See Table 2.

STEP 9 – Repeat Steps 3 through 8 to complete. Before removing vehicle from stands, check both restrictor cans for an even gap around the spring. Adjust if required.

4.6 SPIGOT CAP INSPECTION

The spigot caps are part of the Chalmers torque rod joint system and play a key part in this system by placing a small amount of end compression to the rubber bushing and providing end retention to the joint.

Two sizes of torque joints are used in the Chalmers 1000 Series Suspension. The suspension capacity and spigot caps used are shown in the following Table 3.

TABLE 3

JOINT SIZE	CAPACITY	SPIGOT CAP NO.	BUSHING	
			O.E.M	SERVICE
AFTER AUG/87 #1	23,000 lbs.	800201	22128	22129
#2	30,000 lbs.	800055	800010	800009
BEFORE AUG/87 #0	23,000 lbs.	260002 Spare Part Only		22129

NOTE: Torque Rod Joint #1 superseded Joint #0 on all 23,000 lbs. 1000 Series builds starting August 1993.

All 23,000 lbs. 1000 Series Suspension built before August 1993 have #0 Joints and Spigot Cap #260002. (Check for Part No. on Spigot Cap. See Fig. 2.)

Spigot Caps 800201 and 260002 are not interchangeable. See Fig.2.

Visual inspection of the spigot caps should be done on a daily basis. See Section 3.0 Service Inspection Requirements.

IMPORTANT: If a missing, cracked or broken spigot cap is detected, it MUST be replaced immediately. DO NOT operate the vehicle. To do so may lead to consequent loss of vehicle control and personal injury.

IMPORTANT: If a loose spigot cap is found, retorque the 5/8" NC fasteners to 135 ft. lbs. See Table 2. Should persistent loosening occur, replace the 5/8" NC fastener as hard part wear is affecting the bolt seat. See Table 2, and Appendix "A" Service Bulletin Re: Part No. 260002.

4.7 SPIGOT CAP REPLACEMENT

Replacement of the spigot caps may be achieved easily and quickly with no requirements to remove major parts from the vehicle or use special tools, using the following steps as a guide.

STEP 1 – If possible power wash the torque rod ends. As a minimum, the ends should be brushed with a hard bristle brush to remove road dirt accumulations.

STEP 2 – Chock the front tires to prevent the vehicle from moving. Remove all drive axle brake or wind up loads by placing transmission in neutral and releasing, the spring or driveline brakes.

NOTE: On the axle tower, pry off the tower plug cap to access the joint nuts. Reinstall the cap when spigot cap replacement is finished.

STEP 3 – Remove the 5/8" NC fasteners and pry off the spigot cap, discard both.

STEP 4 – Press the replacement spigot cap into the ends of the torque rod bushings.

STEP 5 – Install and tighten new 5/8" NC torque rod joint fasteners. Torque to 135 ft. lbs. See Table 2.

IMPORTANT: Failure to check torque, may lead to fastener failure and consequent loss of vehicle control and void warranty.

4.8 SHOCK ABSORBER INSPECTION

Shock absorbers are provided on the 1000 Series Suspension as an option to provide specific ride properties for different road conditions. The 1000 Series suspension may be fitted with either forward-mounted or rear mounted shock absorbers. See Fig. 6. The replacement procedure is essentially the same for both types of shock absorber mounting.

Shock absorber no. 665174 should be visually inspected on a monthly basis. See Section 3.0 Service Inspection Requirements. If a leaking, road damaged, badly corroded, or shock with worn rubber end bushings is found, it should be replaced as soon as possible.

NOTE: Should a leaking or damaged shock absorber be found during vehicle operation, the shock absorber should be removed immediately. See Section 4.9 Shock Replacement Steps 1 to 5, or the vehicle may be driven SLOWLY to the nearest maintenance shop for either removal or replacement.

4.9 SHOCK ABSORBER REPLACEMENT

For replacement of shock absorber no. 665174, the following steps may be used as a guideline:

STEP 1 – Chock the front tires and set the park brake to prevent the vehicle from moving.

STEP 2 – Remove the top and bottom $\frac{3}{4}$ " NC fasteners from the shock absorbers. Pull the shock absorber from the bottom beam shock bracket. Discard the fasteners and shock absorber.

STEP 3 – Carefully clean and relubricate the bottom shock absorber threads. Place the bottom eye of the replacement shock absorber onto the shock bracket. Refer to Fig.6 or Fig. 7. Install and tighten NEW $\frac{3}{4}$ " NC fasteners and hardened washers.

STEP 4 – Adjust the shock absorber length so as the top eye lines up with the hole in the upper shock bracket. Install and tighten NEW $\frac{3}{4}$ " NC fasteners and hardened washers.

STEP 5 – Torque the $\frac{3}{4}$ " NC fasteners to 170 ft. lbs. See Table 2.

IMPORTANT:

FAILURE TO CHECK TORQUE MAY LEAD TO FASTENER FAILURE WITH CONSEQUENT PREMATURE FAILURE OF THE SHOCK ABSORBERS.

SHOCK ABSORBER INSTALLATION (Forward Shock Mount Shown)

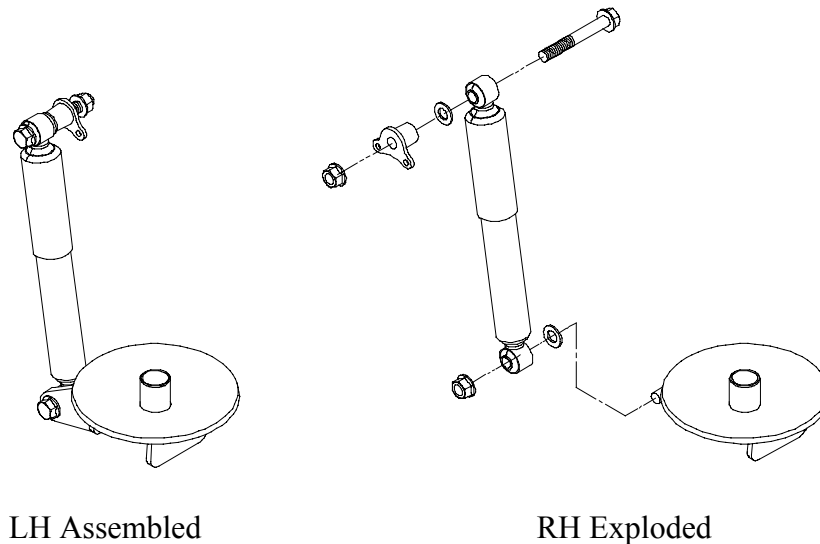


FIGURE 6

4.10 RUBBER SPRING INSPECTION

The Chalmers patented rubber springs used in the 1000 Series Suspensions are manufactured to very exacting standards from a high quality natural rubber compound, and in the vast majority of cases will last the life of the vehicle.

The rubber springs are factory matched to the capacity of the suspension to provide the best ride possible. Four sizes are used in the 1000 Series and are shown in Table 4.

TABLE 4

CAPACTY	SPRING SIZE	PART NUMBER
23,000 lbs.	#9 (optional)	15009
23,000 lbs.	#10 (standard)	15010
30,000 lbs.	#15 (standard)	15015
30,000 lbs.	#15 (optional)	15017

Under normal operation, the Chalmers rubber springs do not require periodic maintenance or replacement. Minor scrubbing from the restrictor can and attachment fasteners is normal. The springs also lose a little in overall height due to compression set. This reduction in height occurs in the first few loads, making an in-service spring shorter than a new spring.

To reduce the chances of prematurely replacing a good spring, the following steps should be used when inspecting all Chalmers rubber springs.

STEP 1 – If possible, power wash the restrictor can spring area. As a minimum, brush the area with a hard bristle brush to remove road dirt accumulations.

STEP 2 – Chock the front tires to prevent the vehicle from moving. Lift the rear of the vehicle, support the frame on stands so all the weight is just taken off the suspension.

NOTE: All stands and lifting devices **MUST** be of sufficient strength and rigidity to safely support the vehicle. **DO NOT WORK AROUND OR UNDER THE VEHICLE WHEN SUPPORTED ON LIFTING DEVICES.**

STEP 3 – Rotate the spring completely around, looking at the rubber spring below the restrictor can for deep cuts, severe distortion, and signs of chemical attack leaving the surface sticky or dry cracked.

If severe distortion is noticed, contact Chalmers for details.

NOTICE: Should a damaged spring be found during vehicle operation, it may be driven **SLOWLY** to its maintenance shop for spring replacement. Springs may be replaced in ones; they do not require replacing in sets. Failure to replace a damaged spring may lead to a hard ride or vehicle control problems with consequent vehicle damage.

4.11 RUBBER SPRING REPLACEMENT

Replacement of Chalmers rubber springs may be achieved easily and quickly in any shop, without the use of special tools, using the following steps as a guide.

STEP 1 – If possible, power wash the restrictor can spring area. As a minimum, brush the area with a hard bristle brush to remove road dirt accumulations.

STEP 2 – Chock the front tires to prevent the vehicle from moving. Lift the rear of the vehicle, support the frame on stands so all weight is just taken off the suspension.

NOTE: All stands and lifting devices **MUST** be of sufficient strength and rigidity to safely support the vehicle. **DO NOT WORK AROUND OR UNDER THE VEHICLE WHEN SUPPORTED ON LIFTING DEVICES.**

STEP 3 – Remove the two 3/4" NC locknuts holding the lower shock absorber eye. Retain the locknuts. Disconnect the shock absorber from the stud.

STEP 4 – Raise the vehicle until there is sufficient clearance to remove the restrictor can & spring as one unit. See Fig.5.

STEP 5 – Separate the restrictor can and spring. Discard the spring. Using a wire brush or scraper, remove rust and road accumulations from the conical spring plate. Clean out the centre vent holes in spring plate. See Fig.5. Inspect the conical spring plate for visual cracks. If cracked, replace. Contact Chalmers for details.

STEP 6 – Place the replacement restrictor can over the spring. Make sure the can centre locator is in the centre spring hole. See Fig.5.

STEP 7 – Lift and place as one assembly, the spring and restrictor can onto the conical spring plate.

STEP 8 – Reconnect the lower shock absorber eye. Install and tighten the 3/4" NC locknut Torque to 170 ft. lbs. See Table 2.

STEP 9 – Repeat Steps 3 through 8 to complete. Before removing vehicle from stands, check both restrictor cans for an even gap around the spring. Adjust if required.

5.0 AXLE ALIGNMENT

The 1000 Series Single Axle Suspension uses four torque rods for the axle. These torque rods are the **ONLY** parts in the suspension that affect the location or alignment of each axle.

The two top vee torque rods set the side-to-side centre and axle operating planning angle. They are factory set and play **NO** part in the alignment process. See Fig.4.

The two bottom torque rods set the axle operating angle, and axle alignment. These rods are the **ONLY** means of making periodic adjustments for axle alignments. See Fig.4.

The Chalmers 1000 Series Suspension allows for the precision alignment of the axle by the use of fine threads cut into the bottom torque rod tubes. These rods incorporate left and right hand cut threads on the same tube, thus by rotating the tube, the rod length may be increased or decreased (within the limit of the rod) to achieve the desired alignment.

To accommodate all suspension capacities, Chalmers uses two sizes of torque rods and tubes. See Table 5 and Fig.8.

TABLE 5

CAPACITY	TORQUE ROD SIZE	DIAMETER
23,000 lbs.	#1	2-3/8" Outside Dia.
30,000 lbs.	#2	2-7/8" Outside Dia.

5.1 AXLE MEASUREMENT

Measurement and alignment of a vehicle fitted with a Chalmers 1000 Series Single Axle Suspension may be done with any of the commercially available alignment systems. If this type of specialized equipment is not available, alignment may be carried out using a tape measure and plumb bob.

No matter which method is used, due to the compressible design of the Chalmers rubber torque rod bushing, **ALL** measurements and adjustments **MUST** be made with the bushings in a neutral, fully relaxed state. Any compression remaining in the suspension will result in false readings or measurements and will lead to a misalignment being carried out. To reduce the chances of this happening, the following steps should be carried out prior to measurement and/or alignment.

STEP 1 – To remove any cornering compression, either drive the vehicle back and forth a few times or, if this is not possible, lift the rear of the vehicle so all the load is just off the suspension. Hold for a few minutes, and then lower down. **Do not set park brake.**

DO NOT AT ANY TIME WORK AROUND OR UNDER A VEHICLE SUPPORTED ONLY ON LIFTING DEVICES. THE VEHICLE MUST BE SECURELY CHOCKED AND SUPPORTED ON RIGID STANDS BEFORE WORK MAY COMMENCE.

STEP 2 – Chock the front tires to prevent the vehicle from moving. Remove all drive axle loads by placing transmission in neutral and releasing the spring or driveline brakes.

STEP 3 – Using a relevant alignment system and following all the manufacturers operating and safety instructions, take measurements of the axle alignment. Compare these to the vehicle manufacturers specification. If none are available, the following may be used as a guide:

For Hunter type equipment - .08 deg. Max thrust angle.

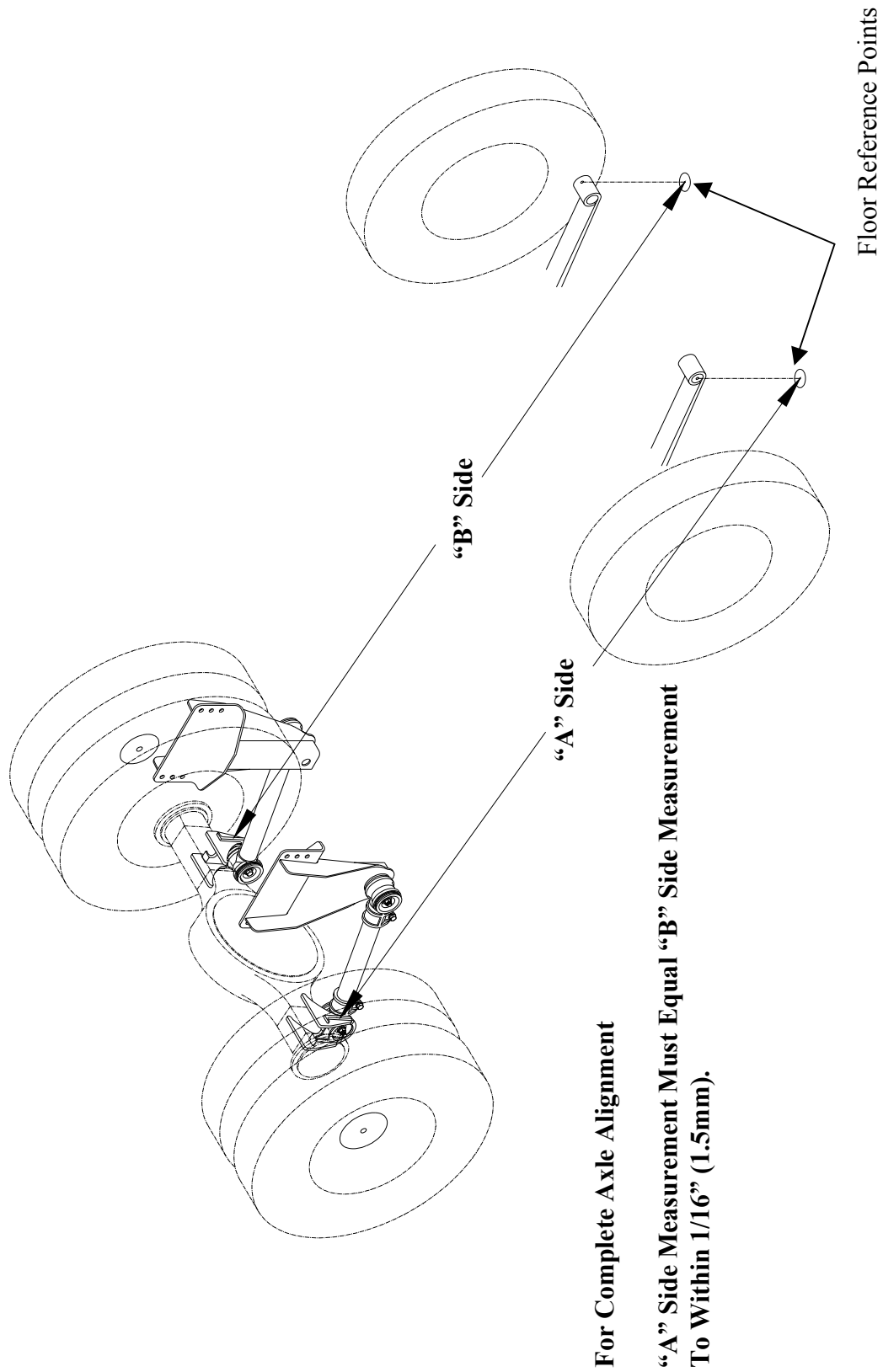
Rear axle for Bee Line type equipment - $\pm 3/8$ off centre (290" from target)
 - $\pm 1/4$ off centre (190" from target)

STEP 4 – Use only when no alignment systems are available.

Locate the grease fitting on the FRONT spring eye pin (steering axle). Attach a plumb bob to this fitting so the point is just above the floor. Mark the floor right under the bob point. Repeat this procedure for the other pin. This now gives two fixed measuring points that are referenced off the vehicle frame. See Fig.7.

NOTE: Make sure to wrap the plumb bob string in the same direction on both grease fittings (ensuring that the plumb bob string hangs in an identical manner on both sides).

With a good quality tape, measure the distance from the front axle floor fixed points to the front flange on the torque rod axle brackets. See Fig.7. Repeat for other side.

AXLE ALIGNMENT (NO ALIGNMENT SYSTEM)**FIGURE 7**

5.2 AXLE ALIGNMENT ADJUSTMENTS

Should the results of Step 3 or 4 from Section 5.1 show that the axle is not within either the vehicle manufacturers specifications or the Chalmers recommended guidelines, an axle adjustment will be required. This may be done without the use of any special tools using the following steps as a guide.

STEP 1 – If the vehicle has been moved after measurement, then the bushings **MUST** be neutralized, and if a tape measurement is to be used, reference points marked. See Section 5.1, Steps 1 through 4.

STEP 2 – Working on the axle to be adjusted loosen the lower torque rod eye pinch bolts (both ends). See Fig.8.

NOTE: If the pinch bolt fasteners are badly corroded or damaged replace with **NEW** hardware..

STEP 3 – Attach a pipe wrench to the torque rod tube. (A chain type wrench preferred). Rotate this tube to either lengthen or shorten the torque rod. Continue this process until the axle is within alignment specification referred to in Section 5.1, Steps 3 or 4.

NOTE: If difficulty is encountered rotating the tube, the threaded ends may have become corroded. Apply a quality penetrating oil to the threads. If difficulty is still encountered, wedges may be driven between the eye lugs to remove the clamp effect.

Before retightening the torque rod pinch bolts, visually check the rubber bushings. They should appear even around the eye with **NO** distortion. If distortion is seen, neutralize the bushing and re-measure.

STEP 4 – Tighten and torque the eye pinch bolts. If the bolts are corroded or damaged replace with **NEW** fasteners. See Fig.8.

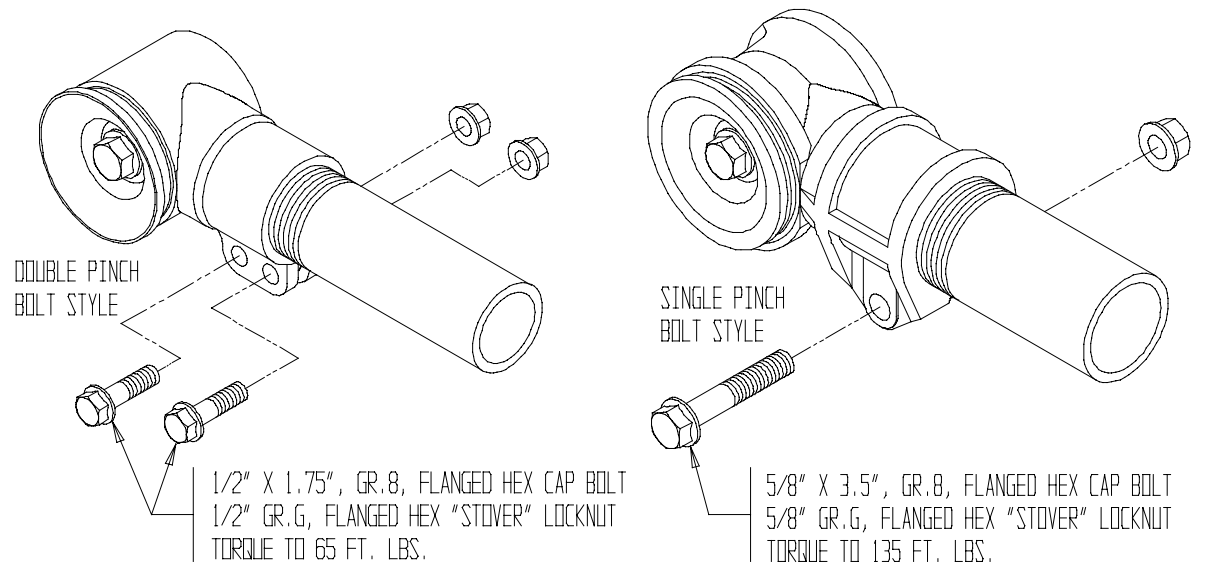
Torque 1/2” NC fasteners to 65 ft. lbs.

Torque 5/8” NC fasteners to 135 ft. lbs.

See Table 2 and Appendix “C” Service Bulletin No.26.

STEP 5 – Torque **ALL** fasteners to values shown on Table 2.

IMPORTANT: FAILURE TO CHECK TORQUE MAY LEAD TO FASTENER FAILURE AND CONSEQUENT LOSS OF VEHICLE CONTROL.

**FIGURE 8**

6.0 TROUBLE SHOOTING

PROBLEM	POSSIBLE CAUSE AND CORRECTION
Loose Spigot Caps	(Fasteners Not Torqued Properly) Re-torque to 135 ft. lbs. And re-check at 1,600 km/1,000 miles. If repeated loosening occurs, replace fasteners & spigot cap if required. Torque to 135 ft. lbs. And re-check at 1,600 km/1,000 miles. See Sections 4.6 & 4.7.
Prematurely Loose or Worn Bushings	(Chemical Attack, Petroleum Products or Worn Bushings Used in Installation or Cleaning) Remove all traces of petroleum products and re-bush. See Sections 4.2 & 4.3. (Hard Part Wear) Re-Bush using oversize bushings, see Sections 4.2 & 4.3. (Spigot Cap and/or Fasteners Loose) Re-Bush and torque check to 135 ft. lbs. See Sections 4.2, 4.3 & Table 2.
Adjustable Torque Rod Tube Pull Out or Back Off.	(Eye Pinch Bolts Not Torqued Properly) Replace torque rod and torque check pinch bolts. See Table 2.
Excessive Tire Wear	(Axles Out of Align) Re-Align. See Sections 5.1 & 5.2. (Tire Pressure) Check tire pressure and inflate to manufactures specification.
Excessive Axle Movement	(Worn Bushings) Re-Bush. See Sections 4.2 & 4.3 (Adjustable Torque Rod Pull Out) Replace torque rod and torque check pinch bolts. See Table 2.
Excessive Vehicle Bounce Unladen	(Worn or Broken Shocks) Replace shocks. See Sections 4.4 & 4.5.

PROBLEM	POSSIBLE CAUSE AND CORRECTION
Vehicle Does Not Sit Level	<p>(Broken or Missing Restrictor Can) Replace both restrictor cans. See Sections 4.4. & 4.5.</p> <p>(Damaged Spring) Replace spring. See Sections 4.12 & 4.13.</p>
Vehicle Unstable Rolls	<p>(Broken or Missing Restrictor Can) Replace both restrictor cans. See Sections 4.4 & 4.5.</p> <p>(Damaged Spring) Replace spring. See Sections 4.12 & 4.13.</p>
Vehicles Rides Excessively Hard	<p>(Tire Pressure) Check tire pressure and inflate to manufacturers specifications.</p> <p>(Damaged Spring) Replace spring. See Sections 4.12. & 4.13</p> <p>(Broken or Missing Shocks) Replace shock or install shock kit. See Sections 4.8 & 4.9.</p>
Vehicle Handles Poorly	<p>(Tire Pressure) Check tire pressure and inflate to manufacturers specification.</p> <p>(Axles Out of Align) Re-align. See Sections 5.1 5.2.</p> <p>(Worn Bushings) Re-bush. See Sections 4.2 & 4.3</p> <p>(Broken or Missing Shocks) Replace shocks or install shock kit. See Sections 4.8 & 4.9.</p> <p>(Broken or Missing Restrictor Can) Replace both restrictor cans. See Sections 4.4 & 4.5.</p> <p>(Damaged Spring) Replace spring. See Sections 4.12 & 4.13.</p>

TABLE 6 **SPIGOT WEAR LIMITS**

ITEM	PART NO.	SPIGOT	WEAR LIMIT FOR STANDARD BUSHING		WEAR LIMIT FOR OVERSIZE BUSHING	
1	800021	Spigot #2	2.530" Min.	800010 Bushing	2.530" Max	800009* Bushing
7	800200	Spigot #1	2.350" Min.	22128 Bushing	2.350" Max	22129* Bushing
4	700096	Spigot #0	2.350" Min.	22128 Bushing	2.350" Max	22129* Bushing
					2.320" Min.	

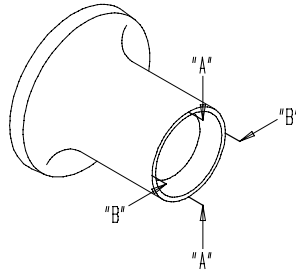
*SERVICE BUSHING

WEAR MEASUREMENT

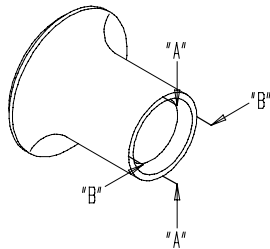
To determine wear take two measurements 90 deg. apart "A-A" and "B-B" as shown, or measure over visible wear area.

The smaller of the two dimensions is to be taken as the wear limit. See Table 6 for values.

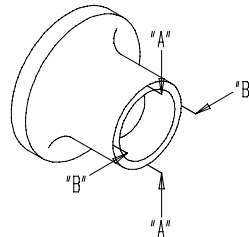
NOTE: If spigot is below min. dimension shown in Oversize Table, contact Chalmers for guidelines.

**#2 Joint**

1000 Series Single Axle Truck
30,000 lbs Capacity

**#1 Joint**

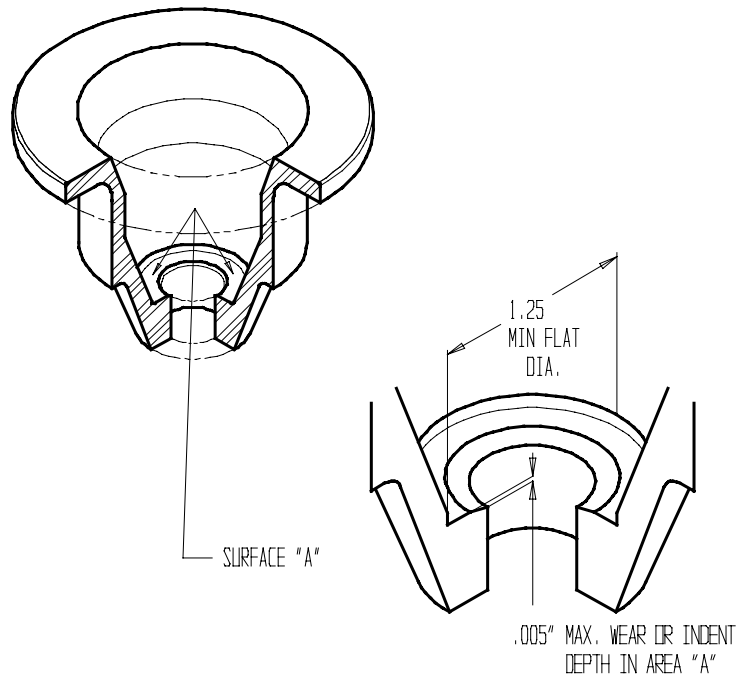
1000 Series Single Axle Truck
23,000 lbs Capacity – after Aug/87

**#0 Joint**

1000 Series Single Axle Truck
23,000 lbs Capacity – before Aug/87

APPENDIX "A"**SERVICE BULLETIN RE: PART NO. 260002**

IMPORTANT: Inspect (Part No. 260002) when: rebushing, installing new hardware or when repeated loosening of the hardware occurs.

**To Inspect:**

Remove cap from joint, remove all dirt, rust, oil and grease from bolt head contact area, surface "A".

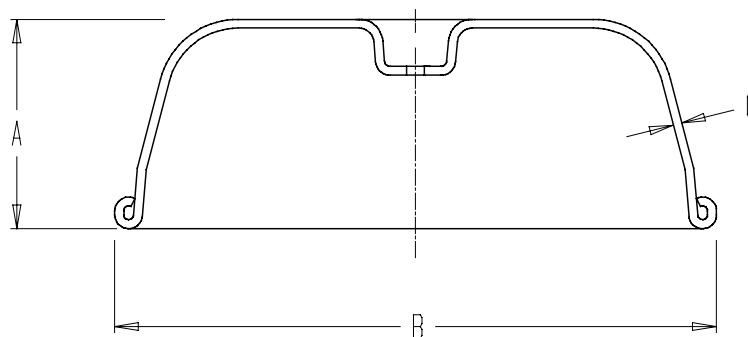
Inspect surface "A".

The surface must be flat, to a diameter 1.25" min.

No wear or indent deeper than .005" is allowed in this area.

IF THE CAP DOES NOT MEET THE ABOVE GUIDELINES, IT MUST BE REPLACED.

FAILURE TO DO SO MAY CAUSE SEPARATION OF THE JOINT, LEADING TO LOSS OF CONTROL OF THE VEHICLE.

APPENDIX “B”**TECHNICAL SALES BULLETIN No.15****Restrictor Can Available and Application Chart****TRUCK SUSPENSION MODEL**

Restrictor Can#	Part No.	A	B	C	Usage by Model/Capacity	Standard Optional	Comments
10	373010	4.38"	9.70"	0.134"	1023 Series 23,000 lbs. only	Std.	
15	373015	4.38"	11.19"	0.134"	1030 Series 30,000 lbs. only	Std.	
15 (1/2 Ht.)	07s00000	2.26"	10.69"	0.134"	1030 Series 30,000 lbs. only	Optional	For use with Spring # 15017

APPENDIX “C”**TECHNICAL SERVICE BULLETIN No.26**

Subject: Adjustable Torque Rod – Part No. 216XXX
“0” Torque Rod End with Two Pinch Bolts

IMPORTANT

*Failure to follow these instructions
may result in separation of the torque
rod during operation of the vehicle.
This may cause loss of control and
vehicle crash.*

The subject torque rods use two (2) pinch bolts to secure the torque rod end to the tube (see Fig.1). These bolts must be tightened sequentially until proper torque value is obtained on both bolts. It is recommended that 1/2” NC phosphate and oil grade 8 bolts and type “G” Stover nuts be used. When Chalmers hardware is used the correct torque specification is 65 ft. lbs.

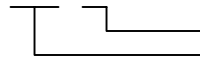
If the torque rods have been operated in a loose condition, the threads may be worn such that clamp load cannot be restored by retorquing the bolts and nuts. A method of determining if adequate clamp load has been maintained is to measure the gap at the torque rod as shown in Fig.2. If the gap is .150” or less, the torque rod has sufficient clamping load. If the gap is between .150” and .170” we recommend that the hardware be replaced and tightened to the correct torque specification. If the gap is over .170” the bolts should be removed, the pinch tabs separated using a chisel as a wedge and inspected for wear. If a visible raised portion of the thread is evident in the area along the gap, the tube has been worn and should be replaced. If there is no evidence of wear, replace the hardware and tighten to the correct torque specification.

All Chalmers fasteners must be final hand torqued to specifications on initial assembly. Retorque is required after initial 1,000 miles (1,600 km) in service. Retorque within 12 months.

APPENDIX “C”**TECHNICAL SERVICE BULLETIN No.26**

Part No. Information

Adjustable Torque Rod Tube – 219 XX X



Length in 1/8 of an inch

Length in inches

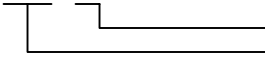
Adjustable Torque Rod End – RH Thread 22045

Adjustable Torque Rod End – LH Thread 22046

Pinch Bolt – 1/2” x 1.75” NC Gr8 Phos & Oil – Hardware 397

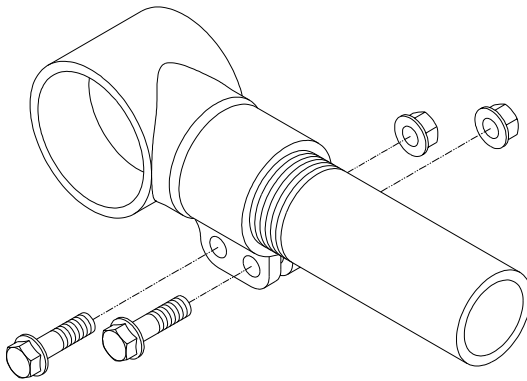
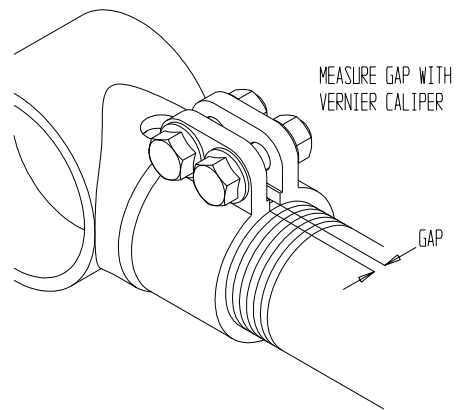
Locknut – 1/2” NC GrG – Hardware 393

Adjustable Torque Rod – 216 XX X



Length in 1/8 of an inch

Length in inches

**FIGURE 1****FIGURE 2**