



**The World's Leading
Manufacturer Of Trailer Sliders
For Over Three Decades.**

9000

Slider Series

Parts & Installation



Advancing the Practical Application of Suspension Technology

Springfield, MO ■ (800) 654-8824 ■ (417) 862-5012
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9000 Slider Series

Application

The 9000 inside I-beam slider is designed for platform trailer and similar applications where a mounting height approximating that of a standard spring suspension without a slider is required. This slider requires no body rails. It is assumed that the trailer frame rails are "I" sections in-line with spring centers. These frame rails must conform to the dimensional limits noted in **Fig. 1, 3 and 4** as well as in **Chart D**. The 9000 inside I-beam slider utilizes Hutchens sidemount hangers, and is only supplied with hangers and pipe braces attached.

Capacity

Consistent with Hutchens suspensions, the 9000's gross axle weight rating (G.A.W.R.) is limited to a maximum of 25,000 lbs./axle.

Features

- ▶ Sidemount hangers, with UHMW slide pads fixed atop, that are attached to the slider frame, permitting frictional contact directly with the I-beam frame.
- ▶ A lock pin assembly located on top of the slider frame that allows indexing of the slide by means of holes in the web of the I-beam frame, eliminating the need for body rails.
- ▶ Locking pins located on 90" centers accommodating holes on 6" increments along the I-beam frame. Limited slide positions can be accomplished by piercing the frame at appropriate locations.

Options

The 9000 inside I-beam slider is available with standard spring centers of 36", 38" and 44".

How To Order Your 9000 Slider Assembly

All Hutch sliders designed for platform trailer applications are provided with hangers and pipe braces attached. Unlike our other sliders that are designed for van trailer applications, *the 9000 model slider is ordered by spring centers as opposed to frame width.*

1. Calculate what spring centers (SC) you intend to use. This measurement is generally the same as the measurement between the centerlines of the I-beam frame. See **Fig. 1**.
2. Since the inside slider pins directly into the I-beam frame itself, body rails are not required. To keep the dimensional limits noted in **Chart D** we do need to know if your particular I-beam frame has its doubler strip attached to the inside or outside of the I-beam.

3. A locator bar assembly is a standard component with every Hutchens slider. See **Chart C**. The locator bar should be used as directed when positioning the slider. See **"To Position The Sliding Suspension."**
4. Each slider must be ordered by a description of the slider.

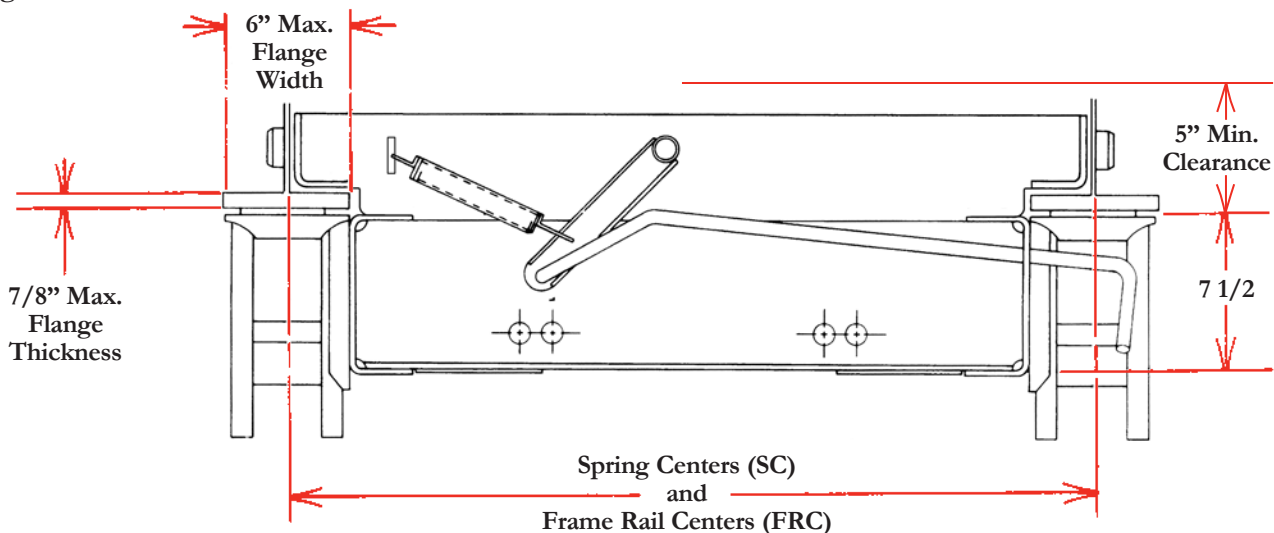
Example:

A 9000 slider with 38" spring centers, 9700T sidemount hangers and pipe braces attached, and a locator bar assembly would be ordered as follows:

Quantity	Model	Spring Centers
1 ea.	9000	38"
		w/ Locator Bar
		w/ 9700T sidemount hangers attached*

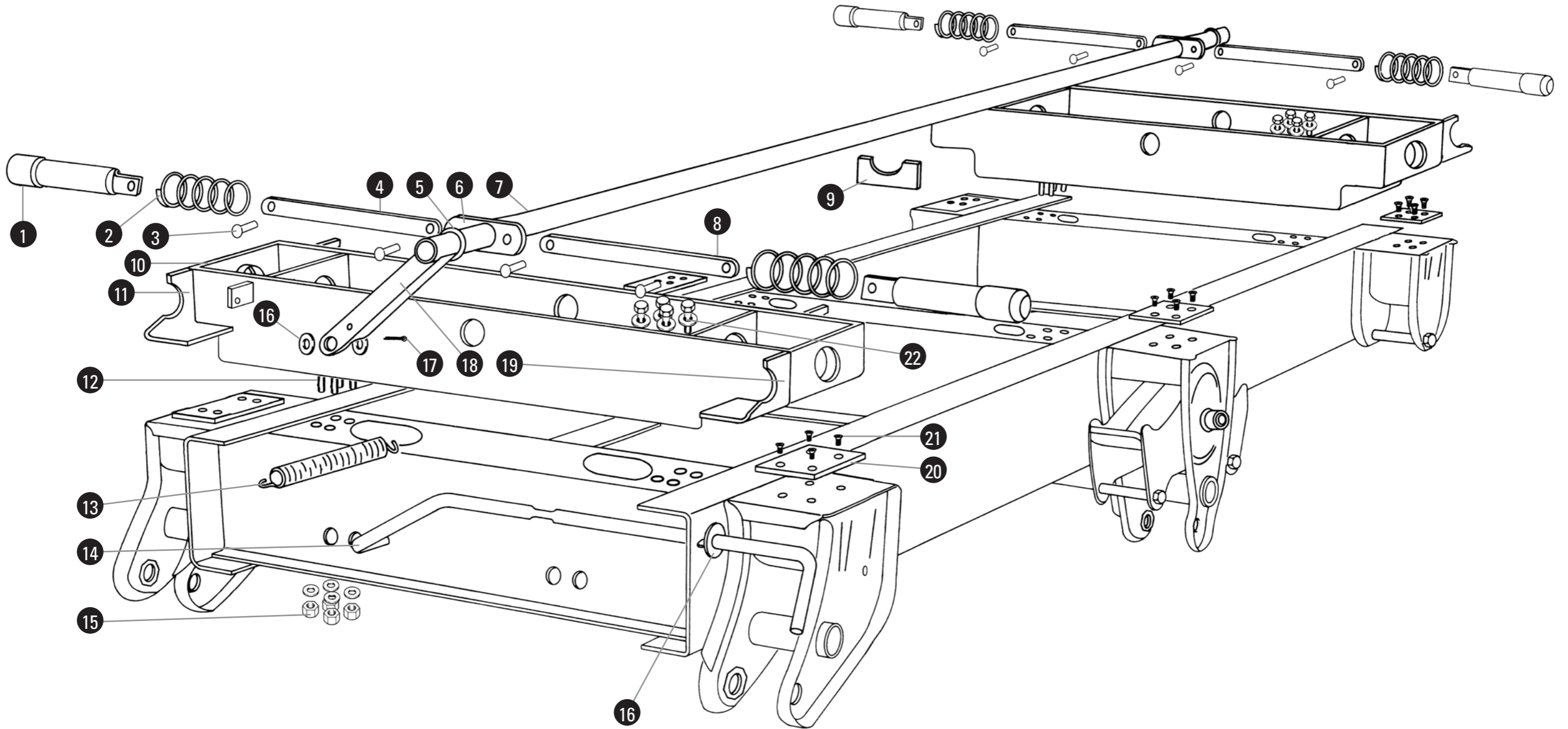
* If you are ordering a complete suspension with the slider, a description of the unit must follow (i.e. 5" rd., 3/4" spring seats for 5" round axles, less standard 3 leaf springs with 7040-08 U-bolts).

Fig. 1





9000



Bill of Materials

Item	Part No.	Quantity	Description
1	16006-01	4	Forged Lock Pin
2	12779-01	4	Compression Spring – Lock Pin, PL
3	12780-01	8	Pan Head Rivet
4	See Chart A	2	Link (varies with frame width)
5	9224-00	2	Washer – Flat, 3/16” Thick x 1 3/8 ID x 2 1/4 OD
6	8028-00	2	Cam – Puller Kit
7	8010-16	1	Pipe – 1” STD x 99” LG
8	11412-20	2	Link – 13.38” OAL
9	11202-00	1	Pipe Guide, 7 GA x 3.37” x 4.00”
10	See Chart B	2	Pin Cage Assembly
11	12986-02	2	Stop Angle – RH
12	11512-05	16	Hex Bolt – 5/8” - 18 UNF 2A x 1 3/4”, GR8
13	8018-01	1	Spring – Helix, 12 GA x 1 PD x 8 5/8”
14	8518-03	1	Pull Handle - 28” LG
15	11513-03	16	Hex Lock Nut – 5/8” - 18 UNF, 28, Grade C
16	8054-00	3	Plain Washer – 5/8”
17	551-00	1	Cotter Pin – 1/8” - 1 1/4” Steel
18	8026-00	1	Crank – Puller Kit
19	12986-01	2	Stop Angle – LH
20	12818-01	6	Slider Pad – 1/4” x 4” x 5 1/2”, UHMW
21	9627-00	24	Th’d Form Screw – 5/16” – 18 x 3/4”, CSHD
22	10273-00	32	Washer – 1/8” x 21/32 ID x 1 5/16 OD

Chart A – Link (Item #4)

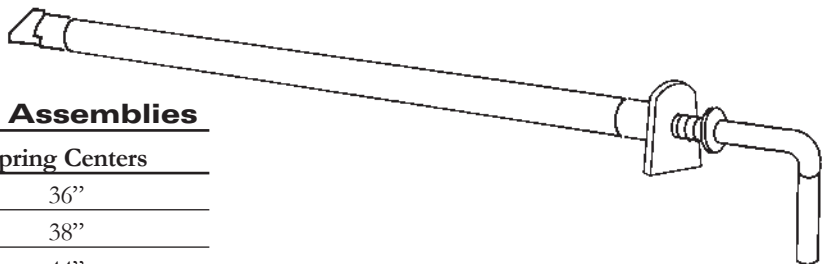
Part No.	Spring Centers	Overall Length (OAL)
11412-25	36”	9.38”
11412-21	38”	11.38”
11412-24	44”	17.38”

Chart B – Pin Cage Assembly (Item #10)

Pin Cage Only Part No.	Pin Cage With Lock Pin Components Part No.	Spring Centers	Length
16238-01 (Inside Doubler)	24476-01 (Inside Doubler)	36”	35.31”
16244-01 (Outside Doubler)	24495-01 (Outside Doubler)	36”	35.69”
16238-03 (Inside Doubler)	24476-02 (Inside Doubler)	38”	37.31”
16244-03 (Outside Doubler)	24495-02 (Outside Doubler)	38”	37.69”
16238-05 (Inside Doubler)	24476-03 (Inside Doubler)	44”	43.31”
16244-05 (Outside Doubler)	24495-03 (Outside Doubler)	44”	43.69”

Chart C – Locator Bar Assemblies

Part No.	Spring Centers
17635-01	36”
17635-03	38”
17635-05	44”



Installation

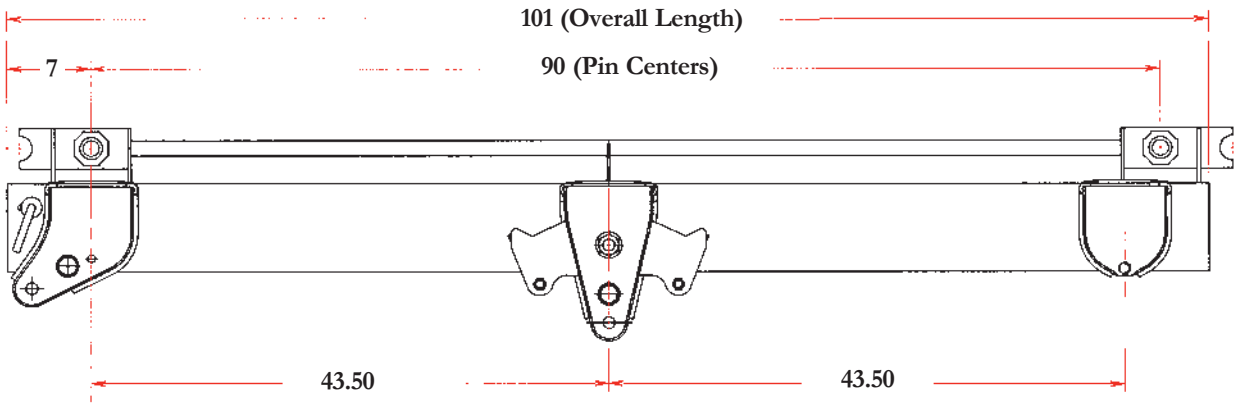


Note:

The installer will be responsible for adequate tire clearance both vertically and laterally in accordance with the requirements of our 9700 Series suspension.

Hangers:

Fabricated or cast sidemount hangers are installed by Hutchens on the 9000 inside I-beam slider. The hangers are located in relation to the slider by the following sketch.



Indexing Holes:

Body rails, as such, are not required for the operation of the 9000 slider. However, indexing holes must be located in the web of the I-beam frame itself. These holes are to be 1.832" in diameter on 6" center, and must be accurately located a distance of 2.81" from the bottom of the I-beam flange. See Fig. 2 and 3. **Hole position is critical for proper slider alignment.** Also, the inner face of the trailer frame rails must be .125" to .188" greater than the overall width of the lockpin cage. Normally the I-beam frame requires a doubler strip to effect a net thickness of .44" to .38" at the lockpin hole. See Figs. 4a and 4b, and Chart D.

With the rear of the trailer structure open, the subframe can be slid into position under the trailer between the I-beams. If necessary, the pin cage assemblies may be removed to facilitate this operation. However, when the cages are refitted to the lower slide assembly, the eight 5/8" hex bolts and lock nuts located inside the pin cage assembly must be retorqued to 180 lb./ft. The puller handle must also be attached to the forward pin cage assembly.

Fig. 2

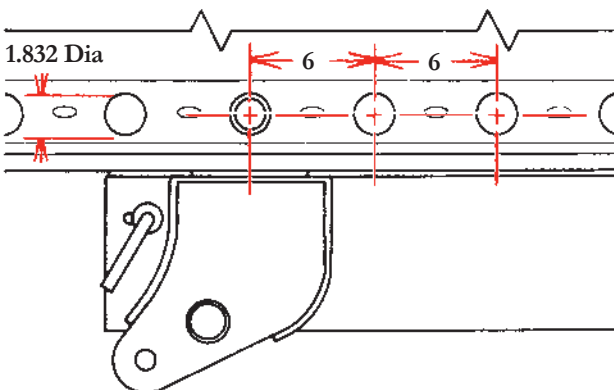
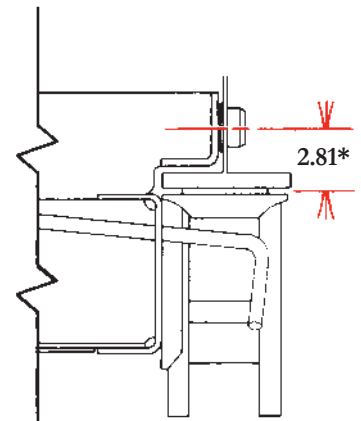


Fig. 3



*NOTE: Maximum lower flange width – 6.0". Maximum lower flange thickness – .875".

Fig. 4

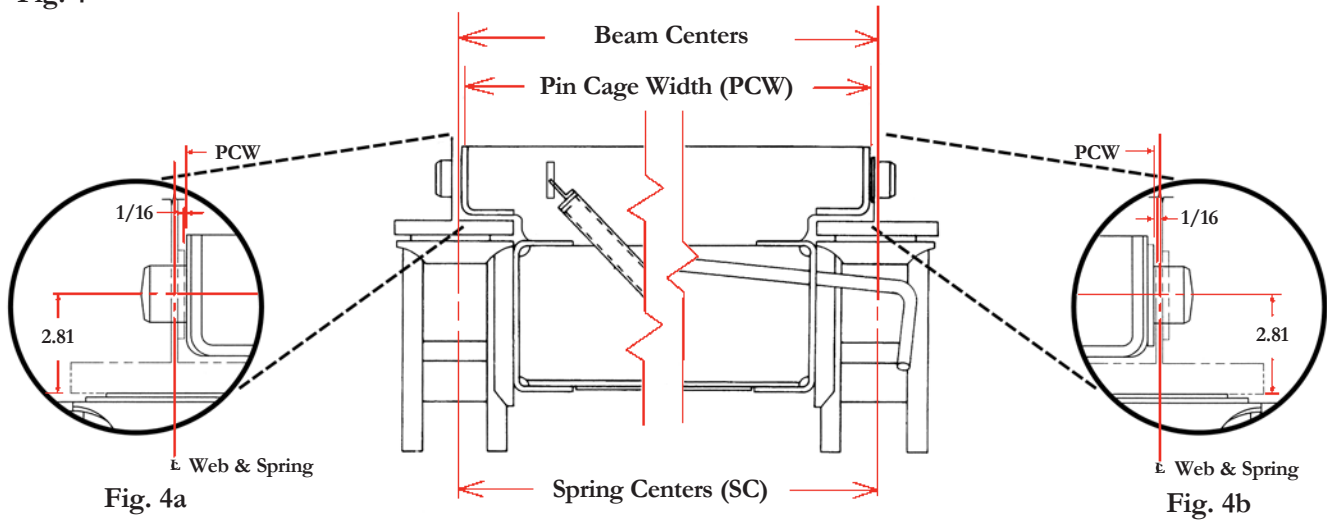


Chart D - I-Beam Doubler Options

Beam Centers (BC) and Spring Centers (SC)	Pin Cage Width (PCW) Inside Doublers Fig. 4a	Pin Cage Width (PCW) Outside Doublers Fig. 4b
36"	35.31"	35.69"
38"	37.31"	37.69"
44"	43.31"	43.69"

NOTE: Care must be taken during installation to ensure that no damage occurs to the slider pads located on top of the sidemount hangers.

Installation Clearance:

The required clearance of 0.06" between the lock pin cage and the I-beam frame (or doubler strip if present) must be maintained on both sides of the slider assembly. This measurement should be effected with the lock pins centered and extending through the I-beam frame. See Figs. 4a and 4b.

Important:

When the subframe has been installed the front and rear beam opening must be closed to prevent the slider unit from escaping.

Suspension Alignment:

ALIGNMENT CAN ONLY BE ACHIEVED IF THE LOCKPIN HOLES ARE EVENLY LOCATED FROM THE KINGPIN, LEFT AND RIGHT. ALIGNMENT SHOULD ALWAYS BE DONE WHILE THE TRAILER IS EMPTY.

To properly align the suspension attached to your 9000 slider, the trailer should be pulled in a straight line for a sufficient distance to ensure there are no binds in the suspension. The trailer should then be pulled straight forward with the trailer brakes locked, so the locking pins rest against the rear of the holes in the body rails. This approximates the position of the pins when the trailer is being pulled on a highway, and ensures proper trailer tracking. Alignment can be achieved with an optical device especially for this purpose, or manually in the following manner.

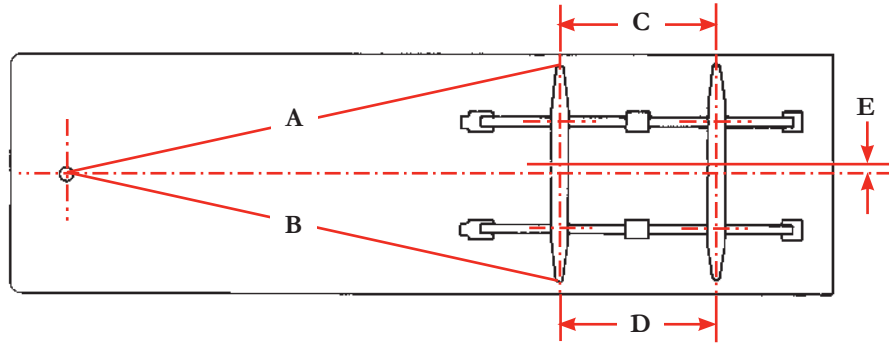
- a) Measure the distance from the kingpin to the centerline of the spindles on the front axles. It is recommended that spindle extensions be utilized. As noted in Fig. 5, dimensions A and B must be equal within 1/8 of an inch. Alignment is accomplished by loosening the torque arm clamp bolts on both ends of the adjustable torque arm and turning the adjustment screw as required.

Fig. 5

$$A = B \pm 1/8$$

$$C = D \pm 1/16$$

$$E \leq 1/4$$



- b) After the front axle is aligned, tighten the 5/8" torque arm clamp bolts to 130 lb-ft (oiled), 170 lb-ft (dry) torque in order to lock the position of this axle. Next, align any succeeding axles with the front axle following the same procedure.
- ▶ Loosen the torque arm clamp bolts, turn the adjustment screw until dimensions C and D are equal within 1/16" of each other, then tighten the clamp bolts to the proper torque.
 - ▶ Check dimension E, the lateral centerline relationship of the trailer body and axles. If E exceeds 1/4", contact the trailer manufacturer for recommendations.
 - ▶ After alignment has been completed on all axles, all 5/8" torque arm clamp bolts should be rechecked to make certain that they are tightened to the necessary 130 lb-ft (oiled), 170 lb-ft (dry) torque.
 - ▶ Relocate the slider to the forward position and recheck the kingpin alignment. Variance in A and B dimensions would indicate lock pin hole discrepancies.
 - ▶ Refer to TTMA RP No. 71-05 (Trailer Axle Alignment) for more detail.

To Position The Sliding Suspension:

1. Set both the tractor and trailer brakes.
2. Remove the locator bar from behind the slider and move to desired location.
3. To release the lock pins, pull the operating handle all the way out and lock in place.
4. Release the tractor brakes and carefully drive forward or backward until the sliding suspension is at the desired location.
5. Release the operating handle and visually check all lock pins for locking. The main body of each lock pin must extend through the holes in the rails.
6. Lock the locator bar in both rails immediately behind the slider.
7. With the trailer brakes applied, gently rock the trailer backward and forward to ensure the sliding suspension is properly locked, and follow the procedures set out above before pulling the trailer. The lock pins must be checked at each stop to ensure each is locked.

Important: Warning Decal Note

When the installation of your "Hutch" slider is complete and the trailer and/or subframe has been painted, decal Part No 16088-01 (shown here) must be installed in plain view on the road side of the trailer immediately above the suspension. The decal must be in plain view on each trailer equipped with a "Hutch" slider, and must be read before using the sliding suspension. Decals are shipped with the slider units. If decals are not received, or if for any reason additional decals are wanted, contact our Customer Service Department at (417) 862-5012 or fax (417) 862-2317 and decals will be shipped promptly at no charge.

⚠ WARNING

FAILURE TO LOCK THE SLIDING SUSPENSION CAN CAUSE A LOSS OF VEHICLE CONTROL, DEATH, SERIOUS BODILY INJURY, AND PROPERTY DAMAGE.

Hutchens Slider Series (Decal Part Number 16088-01 Rev. E)

THIS TRAILER IS EQUIPPED WITH A SLIDING SUSPENSION THAT MUST BE SECURELY LOCKED PRIOR TO OPERATION. THE SLIDING SUSPENSION IS LOCKED WHEN THE MAIN BODY OF EACH LOCK PIN EXTENDS THROUGH THE HOLES IN THE RAILS. BEFORE PULLING THE TRAILER, THE SLIDING SUSPENSION MUST BE CAREFULLY INSPECTED TO ENSURE IT IS PROPERLY POSITIONED AND THE MAIN BODY OF EACH LOCK PIN DOES EXTEND THROUGH THE HOLE IN THE RAILS. BEFORE PULLING THE TRAILER, APPLY TRAILER BRAKES AND GENTLY ROCK TRAILER BACKWARDS AND FORWARDS TO ENSURE SLIDING SUSPENSION IS SECURE.

TO POSITION THE SLIDING SUSPENSION:

1. Set both tractor and trailer brakes.
2. Remove locator bar from behind slider and move to desired location.
3. To release the lock pins, pull operating handle all the way out and lock in place.
4. Release the tractor brakes and carefully drive forward or backward until the sliding suspension is at the desired location.
5. Release operating handle and visually check all lock pins for locking. The main body of each lock pin must extend through the holes in the rails.
6. Lock locator bar in both body rails immediately behind slider.
7. With the trailer brakes applied, gently rock trailer backward and forward to ensure sliding suspension is properly locked and follow procedures set out above before pulling the trailer. The lock pins must be checked at each stop to ensure each is locked.

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