



**THE WORLD'S LEADING
MANUFACTURER OF TRAILER SLIDERS
FOR OVER TWO DECADES.**



PARTS & INSTALLATION



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THE WORLD'S #1 SELLING TRAILER SUSPENSIONS

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417/862-5012 FAX 417/862-2317

H-8200 SLIDER SERIES



Application

The H-8200 friction slider is designed for van trailers and similar applications. This slider utilizes Hutchens straddlemount hangers but may be purchased with or without hangers and pipe braces attached.

Capacity

Consistent with Hutchens suspensions the Sliders' "gross axle weight rating" is limited to a maximum of 24,000 lbs/axle.

Features

Positive, spring loaded locking mechanism, full length slider pads, inside hold-down clips, plus your choice of lengths in roll formed body rails that offer security, repositioning ease and a wide range of slider adjustment. The H-8200 slider is adjustable in 4 inch increments allowing variations in vehicle weight distribution, while providing the wheel base best suited to your needs.

Options

Slider frames may be ordered in various widths to provide different spring centers. The standard H-8200 model slider has an overall height of 10½ inches (as measured from the top of the body rail to the bottom of the sliding subframe), however a 9½ inch high model is also available. The complete "Hutch 8200" slider line also includes an 8 inch deep slider (model H-8280) with undermount hangers. In addition to the standard four-pin locking mechanism, a two-pin version is available for limited applications. Besides the 8200's standard 49 inch axle spacing, widespread models are available in axle spacings of 54½, 61, 67, 73, 81, 97, 109 and 121 inches. These widespread units are available in spring centers of 37, 38, 43 and 44 inches with corresponding frame widths of 41, 42, 47 and 48 inches. In addition to the standard tandem axle configuration a tri-axle model is available with spring centers of 38 and 44 inches and corresponding frame widths of 42 and 48 inches.

How to order your H-8200 Slider Assembly

1 Select a frame height suitable to your desired overall mounting height. This height should be added to the mounting height of our standard spring suspension to determine the overall mounting height (OMH = Slider Height + Suspension Mounting Height). **See Fig. 1**

2 If hangers are to be installed by Hutchens, please specify the model hangers desired (e.g., H7700 or CH7700). We prefer to provide the H-8200 sliders with hangers installed at our factory. The intense heat of welding the hangers may distort the slider frame requiring straightening. Frame squaring and straightening is a routine part of slider construction.

3 Determine the frame width (FW) required by adding 4 inches to the spring centers (SC) you expect to use. **See Fig. 2.**

4 Select the range of slide adjustment you need and determine what body rail length will provide that range. **See Chart B.**

5 Select a 2-pin or 4-pin assembly. (Note: We recommend that the 4-pin locking mechanism be used whenever possible.)

6 A manual stop bar is a standard component with every Hutchens slider. (See "Manual Stop Bar Assemblies" charts herein). The stop bar should be used as directed when positioning the slider. (See "To Position The Sliding Suspension" herein).

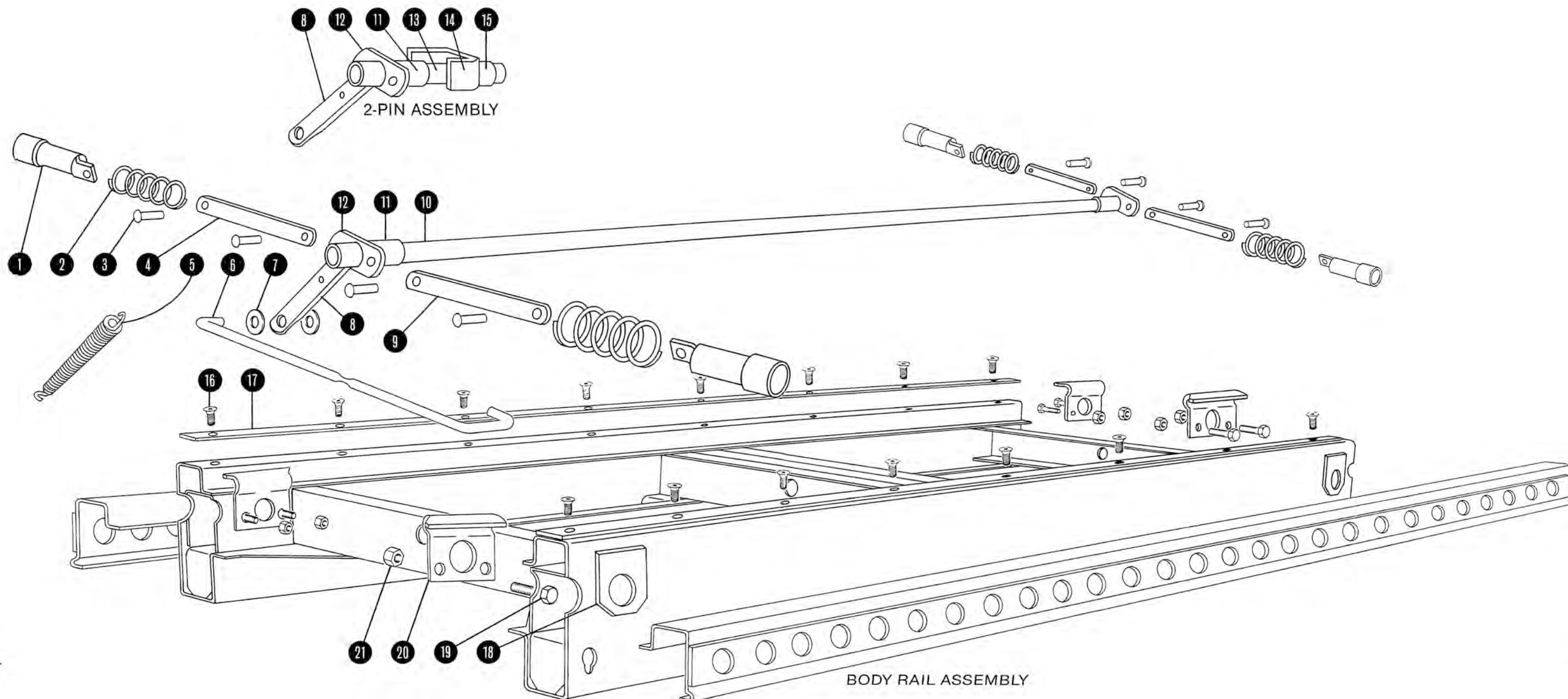
7 Since the Hutch product line is not based on an alphanumeric numbering system, each slider must be ordered by a description of the slider.

Example:

An H-8200 slider, 10½ inches high with 38 inch spring centers and a frame width of 42 inches, H7700T straddlemount hangers and pipe braces attached, 176 inch body rails and a manual stop bar assembly would be ordered as follows:

Quantity	Model	Slider Height	Frame Width	Body Rail Length
1 ea.	H8200	10½	42	176 - w/Stop Bar
	w/H7700T Straddlemount Hangers Attached*			

*If you are ordering a complete suspension with the slider a description of the unit must follow (i.e. 5" rd, ¾" seats, less 3 leaf springs, with 7040-08 U-bolts).



		QUANTITY		
ITEM	PART NO.	2-PIN	4-PIN	DESCRIPTION
1	16006-01	2	4	FORGED LOCK PIN
2	12779-01	2	4	COMP. SPRING—LOCK PIN, PL
3	12780-01	4	8	RIVET-PAN HEAD
4	SEE CHART A	1	2	LINK (VARIES W/FRAME WIDTH)
5	8018-02	1	1	SPRING—HELEX 12 GA x 1PD x 10.12
6	12781-01	1	1	HANDLE—PIN RELEASE
7	8054-00	2	2	PLAIN WASHER—.62
8	8026-00	1	1	CRANK
9	11412-05	1	2	LINK—16.62 LG
10	8010-14	0	1	PIPE—1" STD x 95 LG
11	405-36	1	2	PIPE—1.25 STD x 2.12 LG
12	8028-00	1	2	CAM
13	8010-52	1	0	PIPE—1 STD x 8 LG
14	9276-00	1	0	CHANNEL BRACKET 2 x 2.37 x 4
15	405-01	1	0	PIPE—1.25 STD x .75 LG
16	9627-00	16	16	TH'D FORM SCREW—.31 x 18 x .62, CSHD
17	11421-01	2	2	SLIDER PAD—.25 x 2 x 96 LG
18	11625-01	4	4	BEARING PLATE
19	8040-00	8	8	HEX BOLT -.50 -20UNF x 1.25
20	11420-00	4	4	HOLD DOWN CLIP
21	33-01	8	8	HEX LOCK NUT -.50 -20UNF

CHART A

Item #4	FRAME WIDTH (IN INCHES)	
PART NO.	42	48
11412-	-08	-05
LENGTH	10.62	16.62

BODY RAIL ASSEMBLIES

PART NO.	LENGTH (in inches)	NOMINAL ADJ. (in inches)
11645-02	176	72
11645-05	192	88
11645-07	216	112
11645-08	240	136

CHART B

MANUAL STOP BAR ASSEMBLIES

PART NO.	FRAME WIDTH (IN INCHES)
11485-11	38
11485-12	40
11485-13	41
11485-14	42
11485-15	48
11485-16	39
11485-17	47

FIG. 1

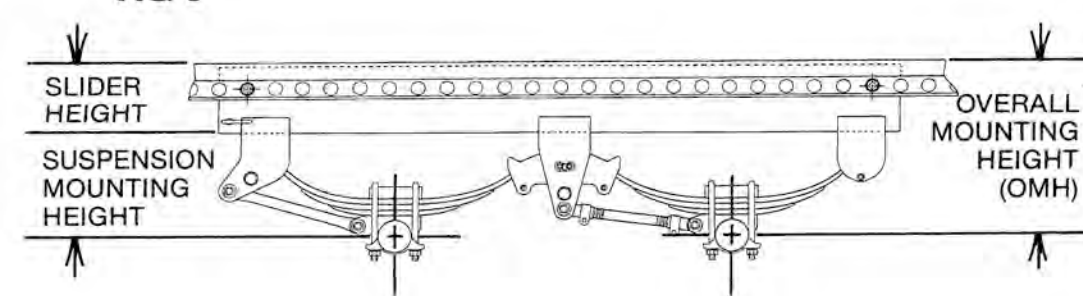
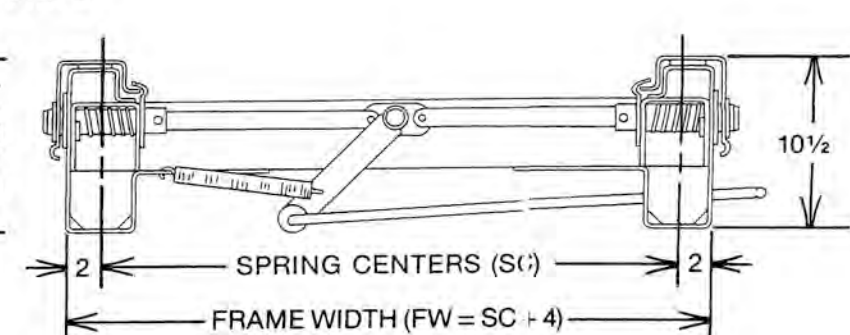


FIG. 2



Installation

H-8200

SLIDER SERIES

Hangers:

Hangers must be installed before the slider is mounted under the trailer. A large majority of "Hutch" sliders leave the factory with hangers attached. However, when installing the hangers yourself the following points should be noted.

Caution:

When welding spring hangers to the slider side rails avoid the concentration of excessive heat in any one place. Weld only part of the spring hangers to the side rail at one time, allowing the welds to cool before returning to finish the installation. Improper welding procedures can cause frame distortion, thereby preventing the main body of one or more of the four lockpins from extending through the holes in the body rails. For this reason we suggest having the hangers installed at our facilities where careful welding and accurate straightening is part of every 8200 slider we build.

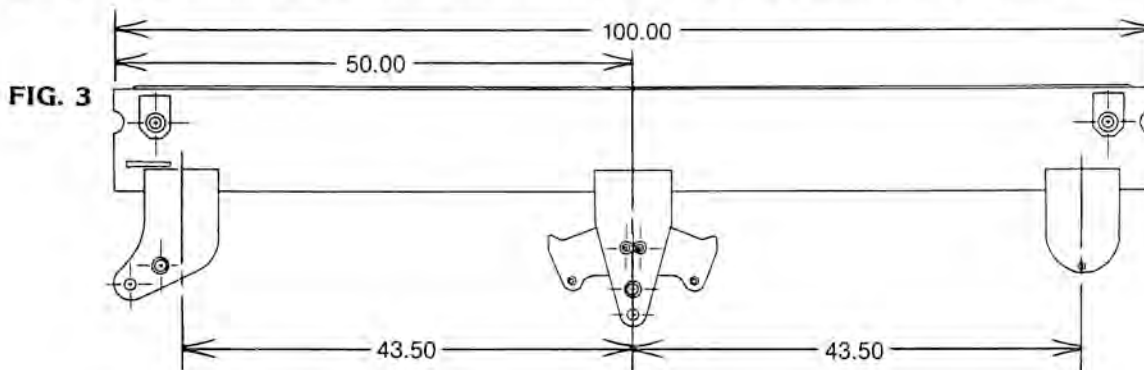
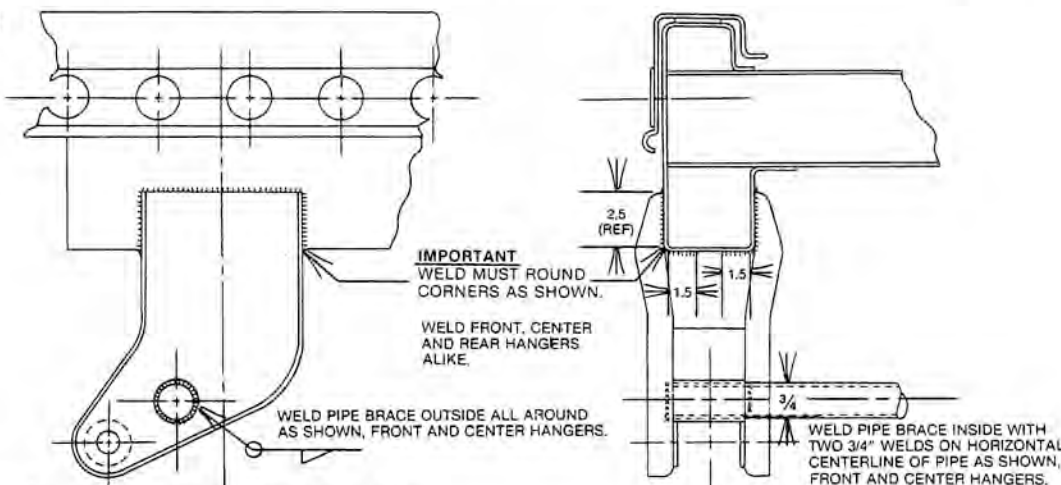


FIG. 3



1 Weld the straddlemount hangers to the slider frame as indicated in **Figs. 3 and 4** as well as in the recommended installation instructions (HS-719).

It is imperative that the hangers are parallel with each other. This allows proper bracing between pairs of hangers on opposite sides of the slider frame. These braces (1.25 inch STD pipe) and any gussets are to be furnished by the installer. The installer will also be responsible for adequate tire clearance both vertical and lateral. If the vehicle may be subjected to severe operating conditions, contact our Engineering Department for bracing recommendations.

Body Rails:

2 Determine the location of the body rails. This is done by measuring out from the centerline of the trailer one-half of the frame width and adding $\frac{1}{4}$ of an inch. This locates

the **inside** of the body rail. This measurement should be performed at the front and rear of each body rail. **See Fig. 5a**

3 Clamp the body rails in position under the trailer.

- When locating body rails on the trailer cross sills, it is helpful if the slider lock pins are centered in the body rail holes on both sides. The same clearance should be maintained around the complete lock pin circumference in order to ensure easy operation of the lock pins
- Use one $\frac{1}{16}$ of an inch shim on **each side** or one $\frac{1}{8}$ inch shim on **one side** to get the proper lateral spacing between body rails and the bearing plate on the slider frame. **See Fig. 5b**. Check spacing to make sure the $\frac{1}{8}$ inch space (overall) is constant along the full length of the rails.

4 Weld the body rails securely to the underside of the trailer.

5 Remove shims and check unit for free operation for the entire length of the body rails.

NOTE: Each trailer manufacturer may have their own preferred method of effecting body rail alignment and attachment.

6 On all sliders the trailer structure must

block the front and rear rail openings to prevent the slider frame from escape. **See Fig. 6.**

Hold Down Clips:

7 Secure the safety hold down clips at each corner of the slider assembly. Each clip requires two .50 inch diameter bolts and lock nuts. These are furnished by Hutchens. Tighten the nuts and bolts to 65 lb-ft (oiled), 85 lb-ft (dry) torque.

FIG. 5

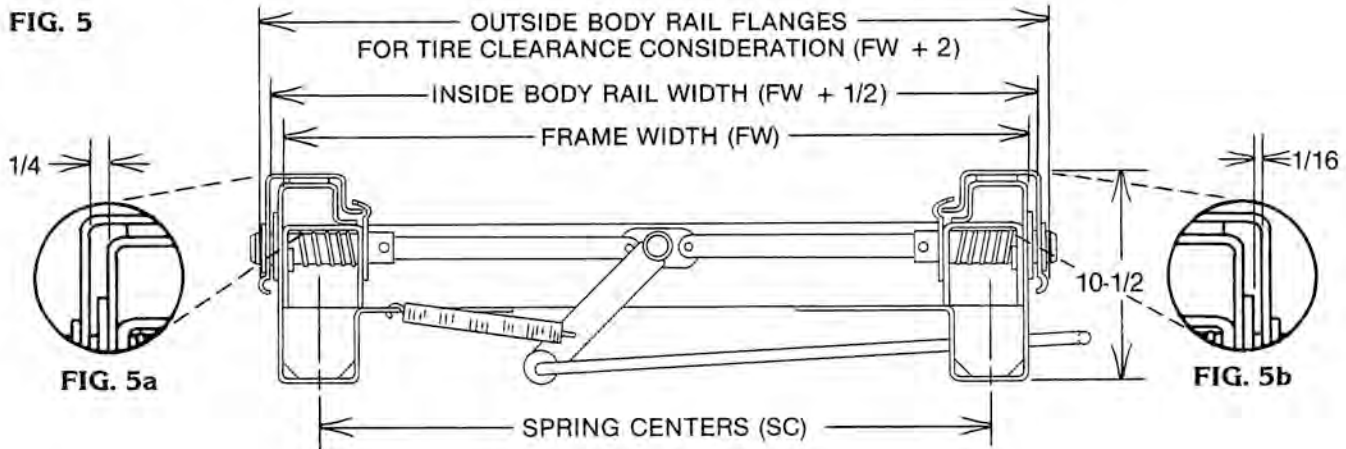
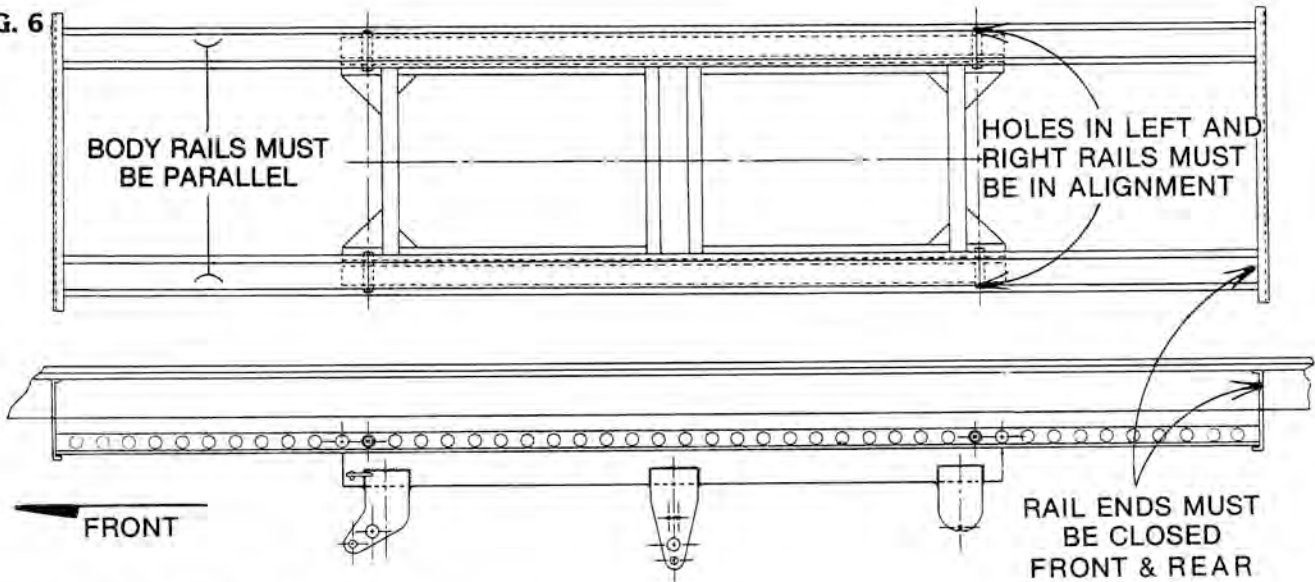


FIG. 6



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 H-8200 slider, the trailer should be pulled in a straight line for a sufficient distance to insure 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 insures proper trailer tracking. Alignment can be achieved with an optical device designed especially for this purpose or manually in the following manner: Measure the distance from the king pin to the centerline of the spindles on the front axles. It is recommended that spindle extensions be utilized. As noted in **Fig. 7**, dimensions A and B must be equal within 1/8 inch. Alignment is accomplished by loosening

Suspension Alignment (cont.)

ing the torque arm clamp screws on both ends of the adjustable torque arm and turning the adjustment screw as required.

After the front axle is aligned, tighten the 1/2 inch torque arm clamp bolts 65 lb-ft (oiled), 85 lb-ft (dry) torque in order to lock the position of this axle. Next, align any succeeding axles with the front axle by following the same procedure: Loosen the torque arm clamp bolts, turn the adjustment screw until dimensions C and D are equal within 1/16 inch 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 inch contact the trailer manufacturer for recommendations. After alignment has been completed on all axles, all 1/2 inch torque arm clamp bolts should be rechecked to make certain that they are tightened to the necessary 65 lb-ft (oiled), 85 lb-ft (dry) torque.

Relocate the slider to the forward position and recheck the king-pin alignment. Variance in A & B dimensions would indicate lock pin hole location discrepancies.

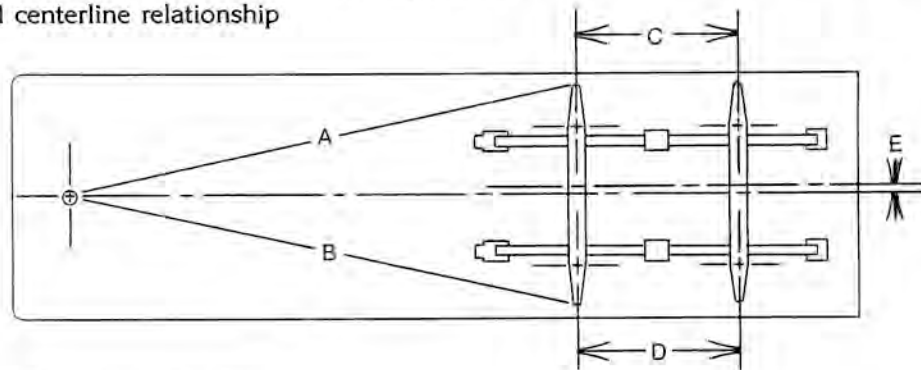
Refer to TTMA RP No. 71-84 (Trailer Axle Alignment) for more detail.

FIG. 7

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

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

$$E \leq 1/4$$



To Position The Sliding Suspension:

- 1 Set both tractor and trailer brakes.
- 2 Remove stop 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 stop 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.

Important: Warning Decal Note

When the installation of your "Hutch" slider is complete and the trailer and/or subframe has been painted; the decal (shown below) should be installed in plain view on the road side of the trailer immediately above the suspension. The decal should be in plain view on each trailer equipped with a "Hutch" slider, and should be read before using the sliding suspen-

sion. 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

THIS TRAILER IS EQUIPPED WITH A SLIDING SUSPENSION THAT MUST BE SECURELY LOCKED PRIOR TO OPERATION. FAILURE TO LOCK THE SLIDING SUSPENSION CAN CAUSE A LOSS OF VEHICLE CONTROL, DEATH, SERIOUS BODILY INJURY, AND PROPERTY DAMAGE. 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 stop 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.
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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.
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