



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

**H-8800**



**SLIDER SERIES**

# **PARTS & INSTALLATION**



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**THE WORLD'S #1 SELLING TRAILER SUSPENSIONS**

215 NORTH PATTERSON SPRINGFIELD, MISSOURI 65802-2206  
417/862-5012 1 (800) 654-8824 FAX 417/862-2317

# H-8800 SLIDER SERIES

## Application

The H-8800 friction slider is designed for van trailer 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 9700 series suspensions, the H-8800 sliders gross axle weight rating (G.A.W.R.) is limited to a maximum of 24,000 lbs./axle.

## Features

- Spring loaded positive locking-pin mechanism.
- Forged lock-pins, with integral spring retention.
- 7 gauge roll formed side rails of high strength low alloy steel.
- 4 symmetrical crossmembers for uniform stress distribution.
- "Slot welding" keeps edges of side rails and crossmembers free of weld.
- Heavy gauge, low profile body rails.

- Holes punched in 4 inch increments allow precise variations in vehicle weight distribution while providing the wheel base best suited to your needs.
- Hutch's manual stop bar which is the best compromise in weight and strength. With solid steel plugs welded at each end and a steel bar in between the manual stop bar makes repositioning easy.

## Options

Slider frames may be ordered in various widths to provide different spring centers. The H-8800 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). Besides the 8800's standard 49 inch axle spacing, widespread models are available in axle spacings of 61, 67, 73, 81, 97, 109 and 121 inches. In addition to the standard tandem axle configuration a tri-axle model is available. Body rails for the H-8800 model slider are available in numerous lengths from 144 to 300 inches. If you require a body rail length not listed in **Chart B** please contact Hutch for assistance.

## How to order your H-8800 Slider Assembly

**1** Determine the frame width (FW) required by adding 4 inches to the spring centers (SC) you will be using. **See Fig. 1.**

**2** If hangers are to be installed by Hutchens please specify the model hangers desired (e.g., H9700 or CH9700). We prefer to provide the H-8800 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** Select the range of slide adjustment you need and determine what body rail length will provide that range. **See Chart B.**

**4** 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).

**5** Each slider must be ordered by a description of the slider.

### Example:

An H-8800 slider with 44 inch spring centers and a frame width of 48 inches, H9700T straddlemount hangers and pipe braces attached, 192 inch body rails and a manual stop bar assembly would be ordered as follows:

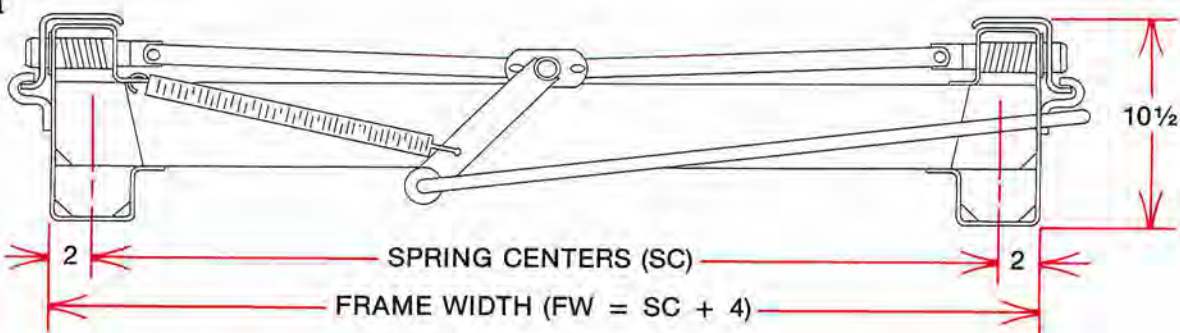
Quantity	Model	Frame Width	Body Rail Length
1 ea.	H-8800	48	192 w/Manual Stop Bar

w/H9700T Straddlemount Hangers Attached\*

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

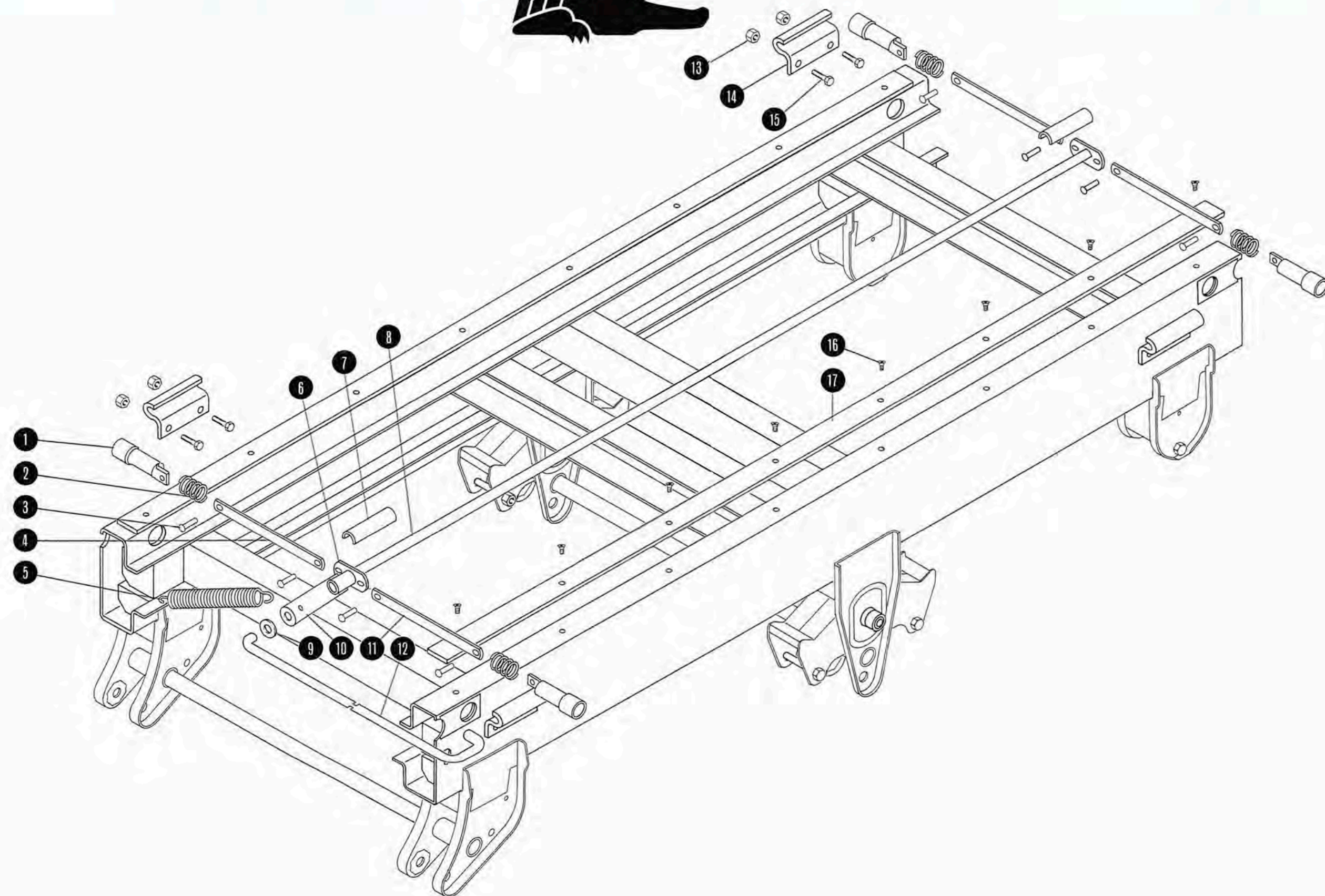
If you should have any questions regarding Application, Capacity, Features, Options or Ordering please contact Hutchens Industries for assistance.

**Fig. 1**





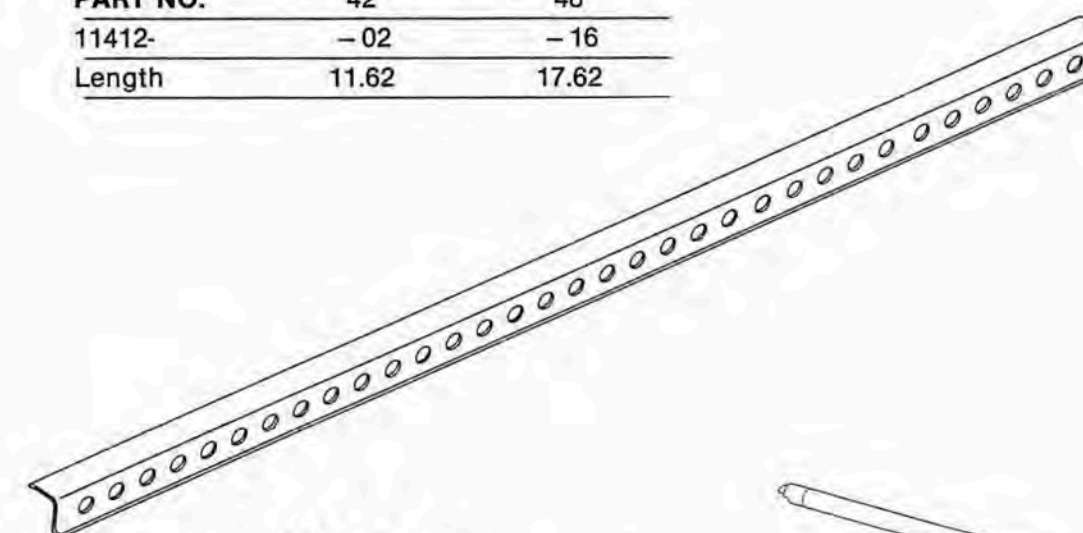
# H-8800



ITEM	PART NO.	QUANTITY	DESCRIPTION
1	12716-01	4	Lock Pin
2	12779-01	4	Compression Spring
3	12780-01	4	Rivet-Pan Head
4	See Chart A	2	Link (Varies with frame width)
5	8018-02	1	Spring - 12 GA x 1 PD x 10 1/8 Lg.
6	8028-00	2	Cam
7	12785-01	2	Pipe Channel, U Shape
8	8010-14	1	Pipe 1" x 95"
9	8054-00	2	Plain Washer .625
10	8026-00	1	Crank
11	11412-16	2	Link - 17.62 Lg.
12	12781-01	1	Handle - Pin Release
13	33-01	8	Hex Lock Nut .50-20 UNF - 2B
14	12715-01	4	Hold Down Clip
15	8040-00	8	Hex Bolt - .50 - 20 UNF x 1.25
16	9627-00	16	Thread Form Screw
17	11421-01	2	Slider Pad

**CHART A**

Item #4	FRAME WIDTH (IN INCHES)	
PART NO.	42	48
11412-	- 02	- 16
Length	11.62	17.62



**CHART B**  
**BODY RAIL ASSEMBLIES**

PART NO.	LENGTH RANGES (IN INCHES)	MATERIAL THICKNESS
12713-XX	144" - 328"	.229"
16816-XX	144" - 300"	.275"



**MANUAL STOP BAR ASSEMBLIES**

PART NO.	FRAME WIDTH (IN INCHES)
11642-09	42
11642-10	48

# Installation



## 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 8800 slider we build.

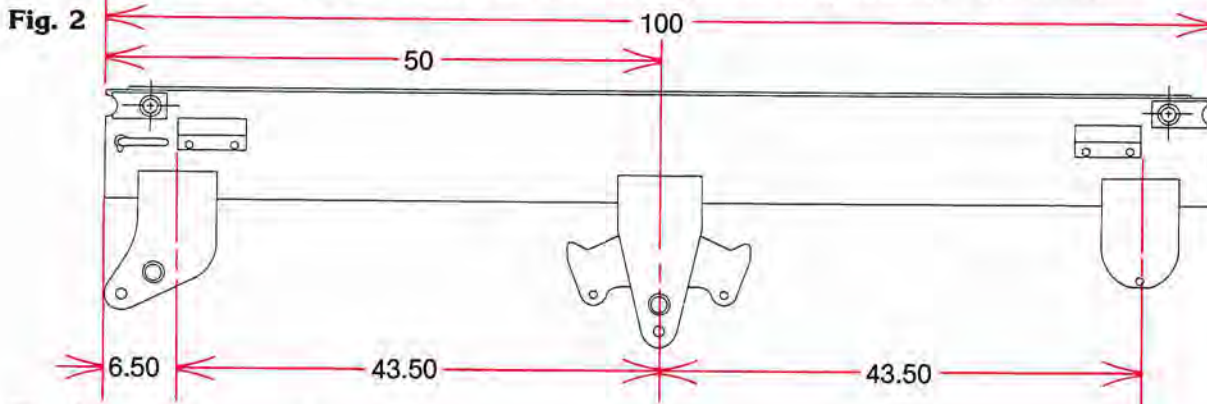


Fig. 2

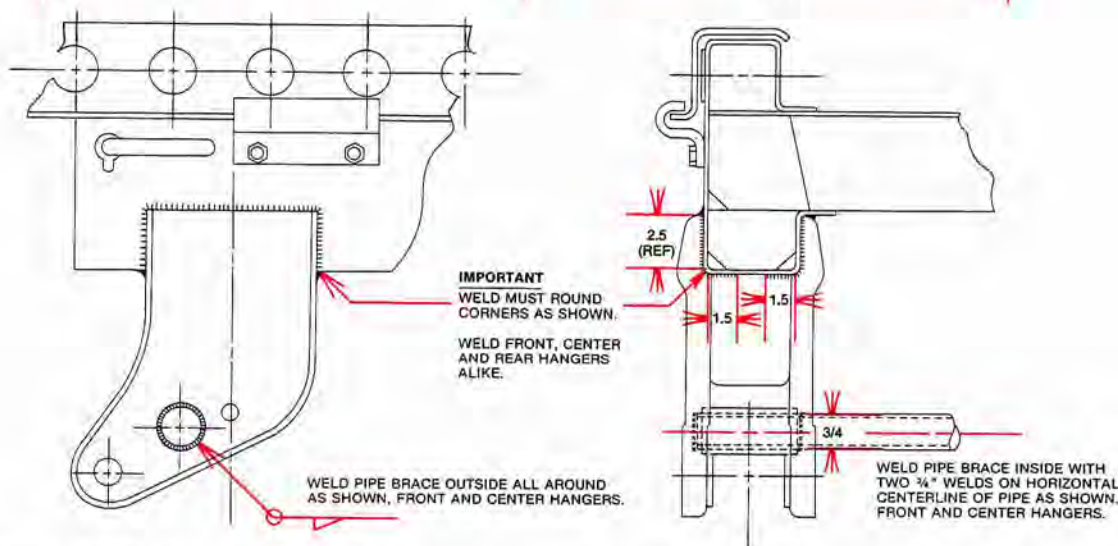


Fig. 3

**1** Weld the straddlemount hangers to the slider frame as indicated in **Figs. 2 and 3** as well as in the recommended installation instructions.

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 1/4 inch schedule 40 pipe or better) 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 Dept. 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 5/16 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. 4a.**

**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 to ensure easy operation of the lock pins.
- Use one 1/16 of an inch shim **on each side** or one 1/8 inch shim **on one side** to get the proper lateral spacing bet-

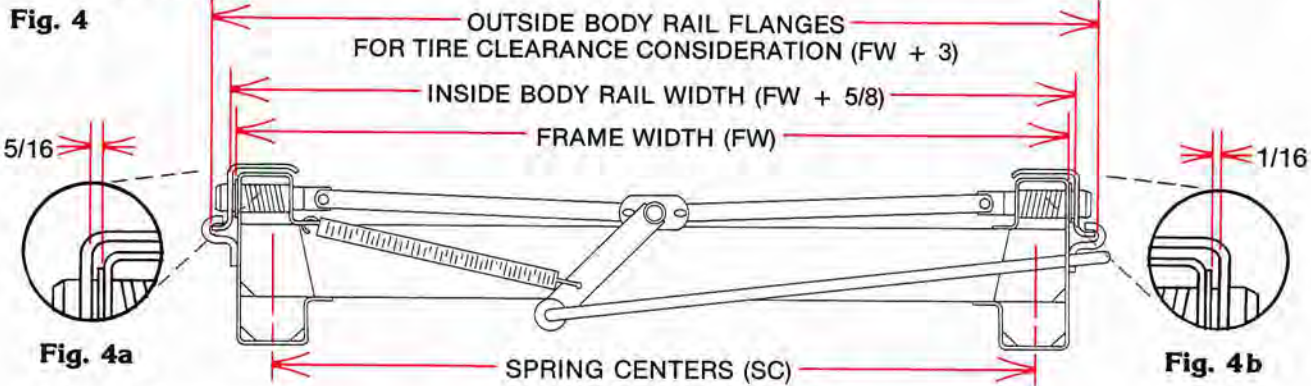
## Body Rails (cont.)

ween body rails and the bearing plate on the slider frame. **See Fig. 4b** Check spacing to make sure the 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 along the entire length of the body rails.

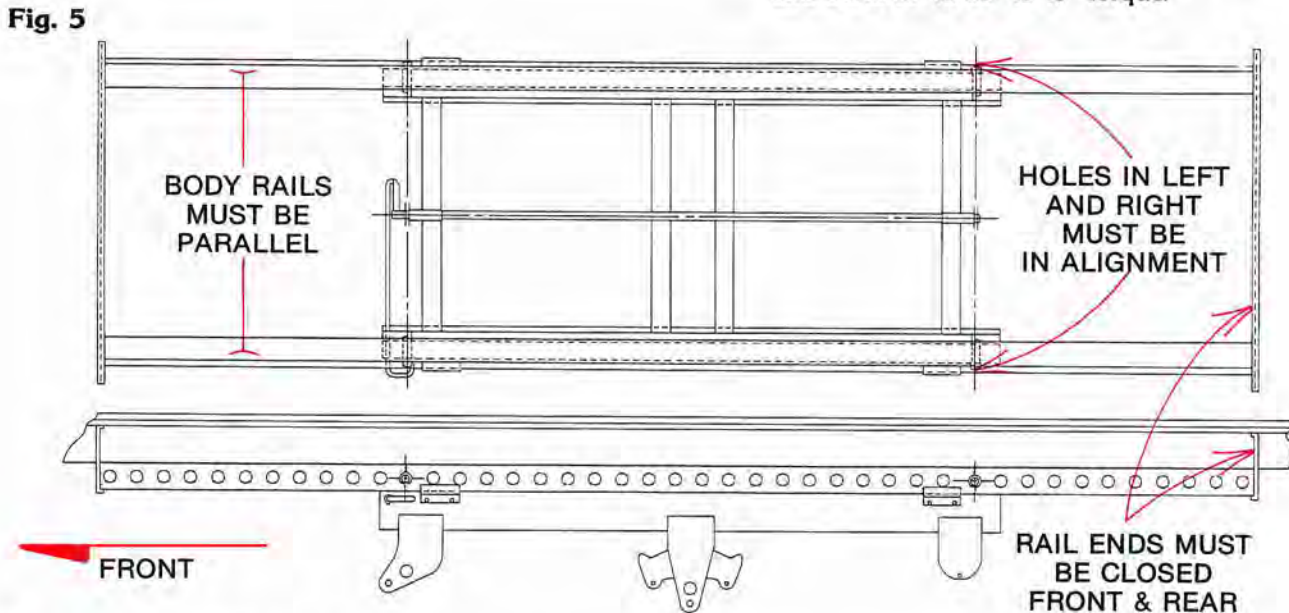
**NOTE:** Each trailer manufacturer may have their own preferred method of effecting body rail alignment and attachment.



**6** On all sliders the trailer structure must block the front and rear rail openings to prevent the slider frame from escape. **See Fig. 5.**

## Hold Down Clips:

**7** Secure the hold down clips at each corner of the slider assembly. Each clip requires two 1/2 inch diameter bolts and lock nuts. These are furnished by Hutchens. Tighten the nuts and bolts to 45-55 lb-ft torque.



## Suspension Alignment:

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

To properly align the suspension attached to your H-8800 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. 6**, 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 5/8 inch 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 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 130 lb-ft oiled, 170 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.

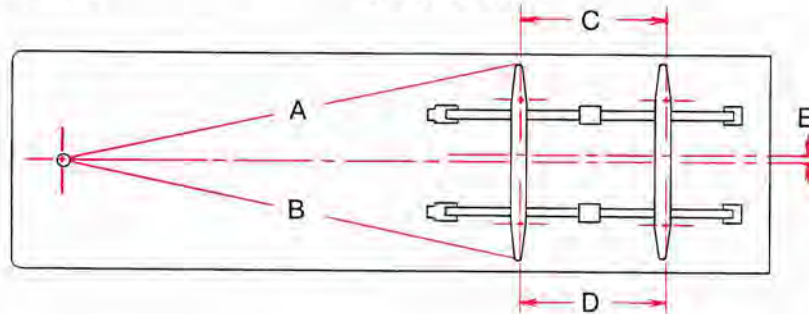
Refer to TTMA RP No. 71-90 (Trailer Axle Alignment) for more detail.

Fig. 6

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

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

$$E \leq 1/4$$



## 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**

**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. A)

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 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.

**HUTCHENS**

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