

# AST HEAD HAULER

## INFIELD TIMING PROCEDURE



### MAINTENANCE SAFETY

- Review the Operator's Manual and all safety items before working with, maintaining or operating the Wagon.
- Support the trailer with blocks or safety stands when changing tires or working beneath the trailer.
- Follow good shop practices:
  - Keep service area clean and dry.
  - Be sure electrical outlets and tools are properly grounded.
  - Use adequate light for the job at hand.
- Use only tools, jacks and hoists of sufficient capacity for the job.
- Make sure all guards are in place and properly secured when maintenance work is completed.
- Keep hands, feet, hair and clothing away from moving or rotating parts.
- Clear the area of bystanders, especially small children, when carrying out any maintenance or repairs or making any adjustments.
- Do not attempt to mount a tire unless you have the proper equipment and experience to do the job.

### APPLICABLE MODELS

<b>ALL AST MODELS</b> (EXCEPT AST62D)	P/N 802190 AST Steering Alignment Kit
<b>AST62D</b>	P/N 802191 AST Steering Alignment Kit

### PROCEDURE

Read and understand all SAFETY INSTRUCTIONS as stated in the Duo Lift All Steer Head Hauler Operator's Manual, which is included with every Duo Lift AST trailer. For safety information, read "Maintenance Safety" under the manual's "Service and Maintenance" section. *Note: Operator Orientation All directions (Left, Right, Front, Rear) are based on sitting in the driver's seat, facing forward in the direction of travel. (Left = Driver Side | Right Passenger Side)*

### SETUP AND PREPARATION

1. Install the turn stop lock on the front axle (See Fig. 1).



FIGURE 1a

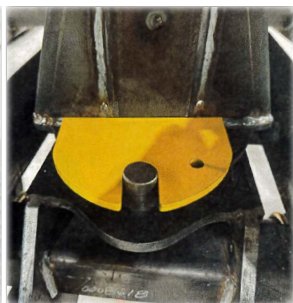


FIGURE 1b

2. Raise the rear of the trailer and support it securely on jack stands. (The tires should hang approximately 1 inch off the ground).
3. Remove all rear wheels.
4. Loosen all jam nuts on all tie rods.

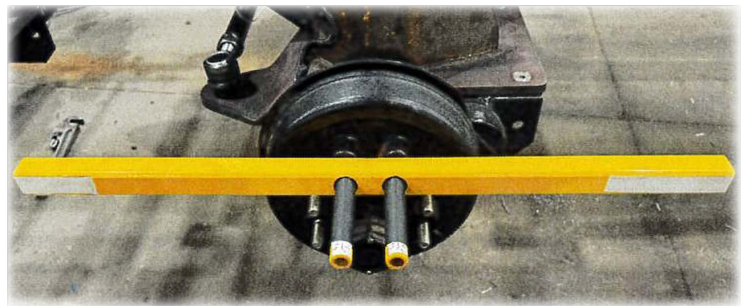


FIGURE 2

### RIGHT SIDE ADJUSTMENT

5. Install the steering alignment bar to the right front hub:
  - The **machined relief surface** and **arrow** should **face rearward and outward**.
  - These are marked in white (See Fig. 2).
  - *The machined surface determines proper axle toe-in.*
6. Secure the alignment bar with the supplied long nuts and hand-tighten.
  - Use **9/16"** nuts for 7,000 lb axles
  - Use **5/8"** nuts for 8,000 lb axles
7. Measure toe alignment. *Both measurements must be equal.*
  - Measure from the trailer frame to the rear (machined) surface (See Fig. 3)



FIGURE 3

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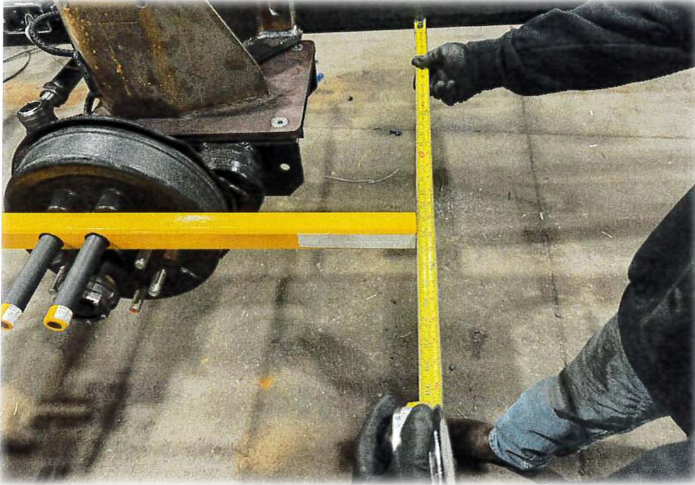


FIGURE 4

- Measure from the trailer frame to the front (non-machined) surface (See Fig. 4)
8. **Adjust the main tie rod until both front hub measurements are equal.**
  9. Tighten the main tie rod jam nuts on both ends.
    - **Do not allow the tie rod pole to rotate.**
  10. The right front axle is now properly toe-aligned.
  11. Repeat steps 5–7 on the right rear axle hub.
  12. Adjust the tie rod connecting the **right front and rear axles.**
    - Ensure both hub measurements match. (See Fig. 5)



FIGURE 5

13. Tighten the connecting tie rod jam nuts on both ends.
  - Do not allow the tie rod pole to rotate.

### LEFT SIDE ADJUSTMENT

14. Repeat steps 5–7 on the **left front axle hub.**
  - Tighten the jam nuts on the connecting tie rod between front axles.
15. Repeat steps 3, 4, 5, and 12 on the **left rear axle hub.**
  - Tighten jam nuts on the rear axle connecting tie rod.
  - Do not allow the tie rod pole to rotate.

### FINAL STEPS

16. If your trailer has multiple axles, repeat the full timing procedure for each one.
17. Reinstall all rear wheels and torque the lug nuts per the Owner's Manual.
18. Remove the front axle turn stop lock.
19. Remove rear axle stands and lower all axles to the ground.