



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

**9801/9811**



**Slider Series  
Featuring The Hutch EZ-PULL**

# **Parts & Installation**



**Advancing the Practical Application of Suspension Technology**

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# 9801/9811 Slider Series

## Application

The 9801 and 9811 friction sliders are designed for van trailer and similar applications. Each slider utilizes Hutchens straddlemount hangers and is only supplied with the hangers and pipe braces attached.

## Capacity

Consistent with Hutchens 9700 series suspensions, the gross axle weight rating (G.A.W.R.) for either the 9801 or 9811 is limited to a maximum of 25,000 lbs./axle.

## Features

- ▶ The Hutch EZ-PULL pin release system...allowing one person to reposition the slider with ease. Not only does it eliminate most of the problems associated with “bound up” lock pins, it also reduces the effort needed to pull the pin release handle...a real work saver!
- ▶ 7 gauge side rails of high strength low-alloy steel.
- ▶ 4 symmetrical crossmembers for uniform stress distribution.
- ▶ Full-length slider pads made from UMHW material.

- ▶ “Slot welding” keeps edges of side rails and crossmembers weld-free.
- ▶ Heavy gauge, low-profile body rails with holes punched in 4” increments allowing precise variations in vehicle weight distribution while providing the wheel base best suited to your needs.
- ▶ Hutch’s locator bar...the best compromise in weight and strength. Solid steel plugs welded at each end of a steel tube bar make repositioning fast and easy.

## Options

Slider frames may be ordered in various widths to provide different spring centers. The 9801 has an overall height of 8 1/2” from the top of the body rail to the bottom of the sliding subframe. If a 10 1/2” deep slider better fits your needs, then this requirement is met with the 9811. Body rails for either the 9801 or 9811 are available in numerous lengths from 80” to 328”, in 4” increments.

## How To Order Your 9801/9811 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. Please specify the model hangers desired (e.g., H9700 or H9600). We only provide the 9801 and 9811 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 what body rail length will provide that range. See Chart B.
4. 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.”

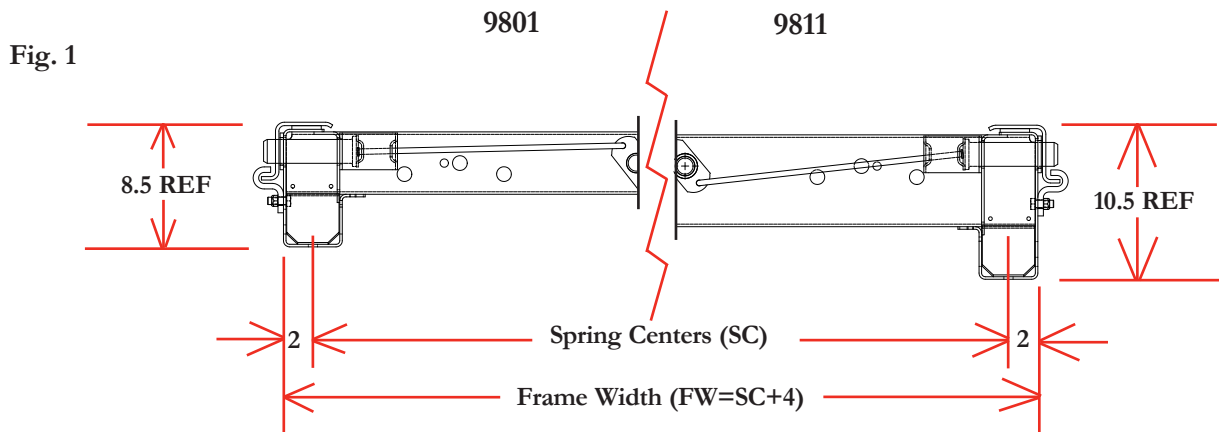
5. Each slider must be ordered by a description of the slider.

### Example:

A 9801 slider with 44” spring centers and a frame width of 48”, 9700T straddlemount hangers and pipe braces attached, 192” body rails, and a locator bar assembly would be ordered as follows:

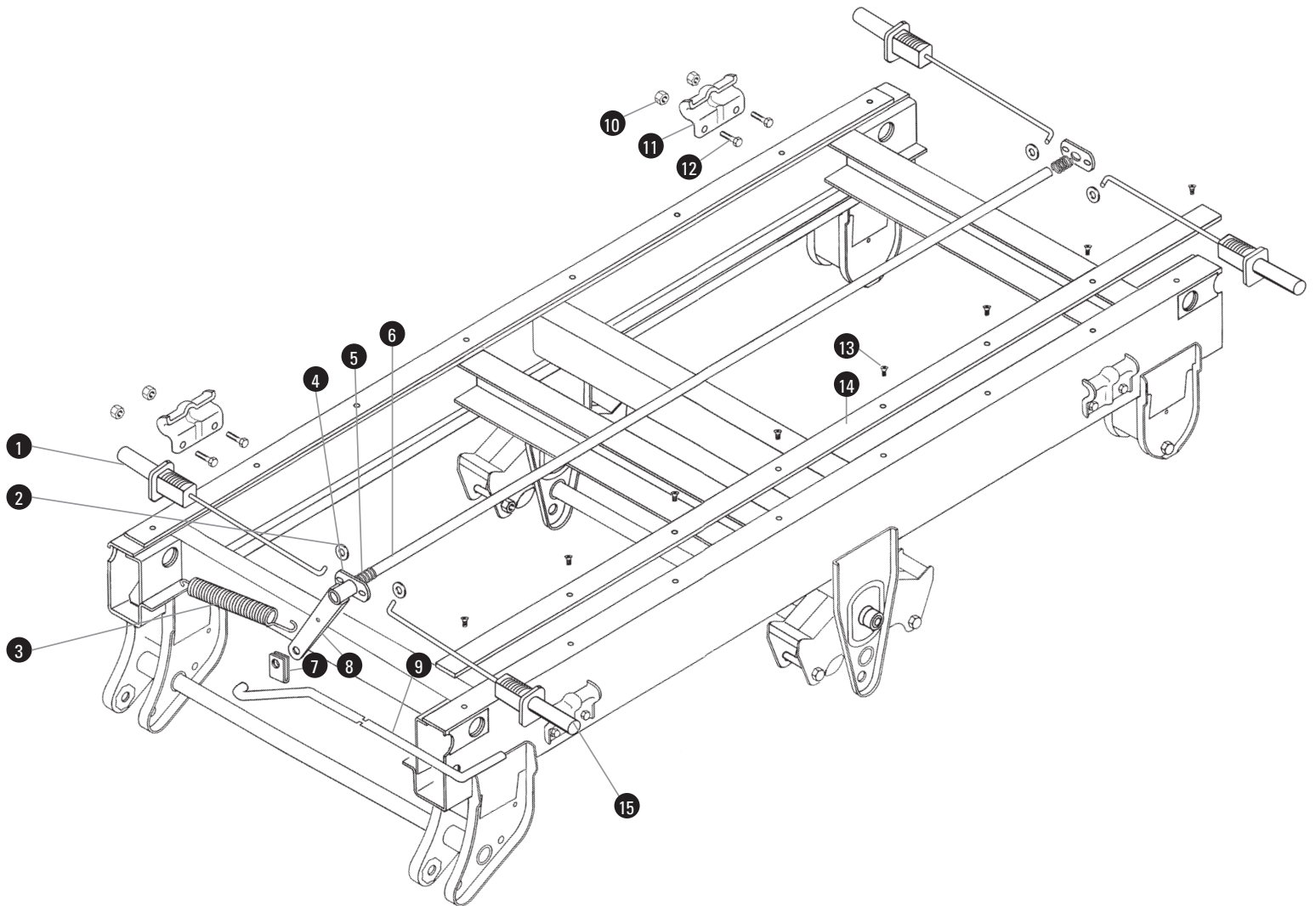
Quantity	Model	Frame Width	Body Rail Length
1 ea.	9801	48”	192” w/ Locator Bar w/ 9700T straddlemount hangers attached*

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





# 9801/9811

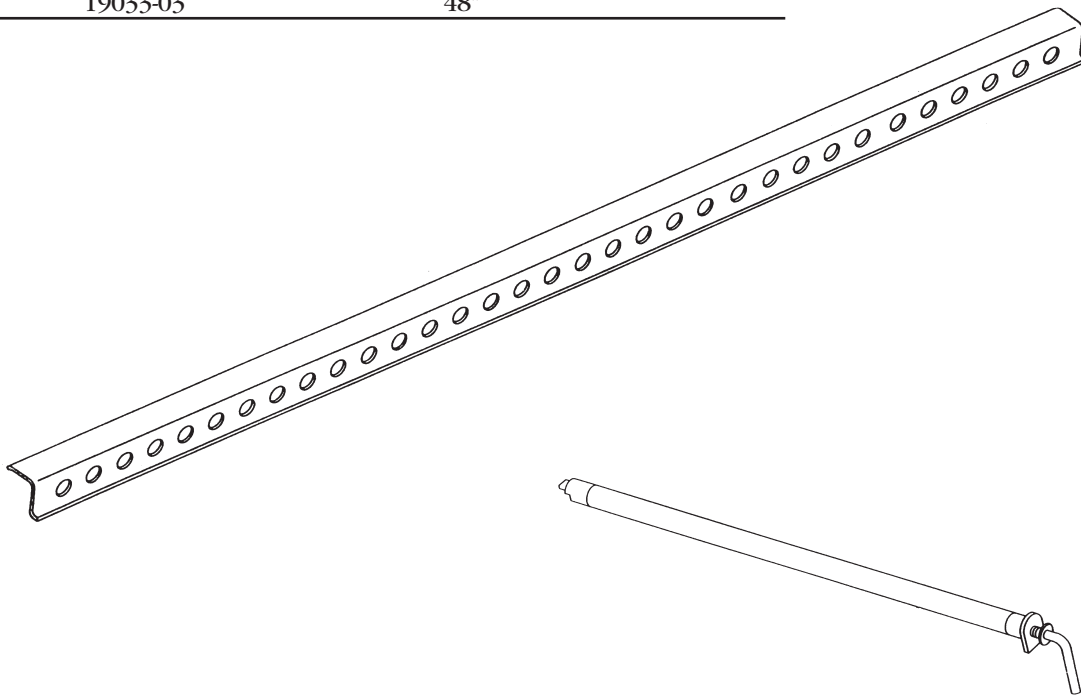


## Bill of Materials

Item	Part No.	Quantity	Description
1	See Chart A	2	EZ-PULL Pin Kit Subassembly
2	177-00	4	Washer - 3/8", Type A
3	8018-02	1	Spring - Helix, 12 GA x 1 PD x 10 1/8"
4	8028-00	2	Cam - Puller Kit
5	18064-01	2	Compression Spring
6	8010-14	1	Pipe - 1" STD x 95"
7	11409-01	1	Handle Clip
8	19224-01	1	Crank
9	19468-01	1	Pull Handle - 34.57" LG
10	33-01	8	Hex Lock Nut - 1/2" - 20 UNF - 2B, GRB
11	20289-01	4	Hold Down Clip
12	8040-00	8	Hex Bolt - 1/2" - 20 UNF x 1 1/4" LG, GR5
13	9627-00	16	Thread Form Screw - 5/16" - 18 x 3/4", CSHD
14	11421-01	2	Slider Pad - UHMW, 1/4" x 2" x 96"
15	19033-03	2	EZ-PULL Pin Kit Subassembly

### Chart A - EZ-PULL Pin Kit Subassembly (Item #1)

Part No.	Frame Width
19033-01	42"
19033-03	48"



### Chart B - Body Rail Assemblies

Part No.	Length Ranges	Material Thickness
12713-XX	80" - 328"	.232"
16816-XX	92" - 328"	.275"

### Chart C - Locator Bar Assemblies

Part No.	Frame Width
11642-09	42"
11642-10	48"

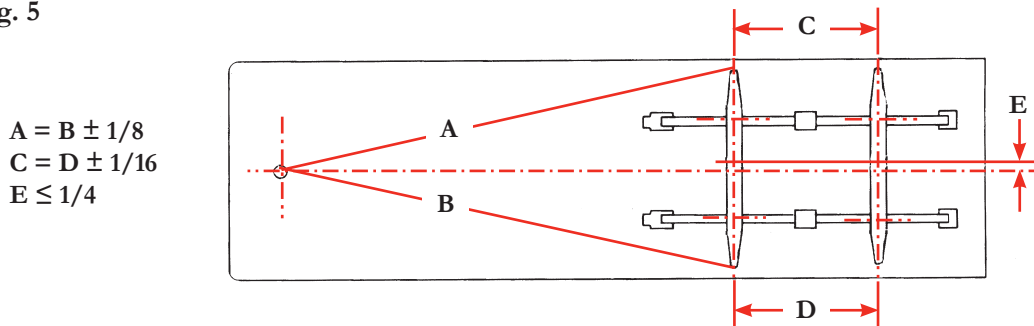
## Suspension Alignment

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 9801 or 9811 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 designed 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



- 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 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" 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 (Trailer Axle Alignment) for more detail.

## To Position The Sliding Suspension



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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

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When the installation of your “Hutch” slider is complete and the trailer and/or subframe has been painted, the decal (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.

 <b>WARNING</b>	
<b>FAILURE TO LOCK THE SLIDING SUSPENSION CAN CAUSE A LOSS OF VEHICLE CONTROL, DEATH, SERIOUS BODILY INJURY, AND PROPERTY DAMAGE.</b>	
<b>OPERATIONAL INSTRUCTIONS FOR SLIDERS WITH HUTCHENS "EZ PULL" PIN SYSTEM.</b>	
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 THE 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 retract the lock pins, grasp the pull handle in the conventional manner and pull it all the way out until the locking notch in the rod engages the slot in the slider rail.	
NOTE: Some or all of the lock pins may not retract when the handle is in the outboard position.	
4. If any of the lock pins do not retract after the pull handle is in the outboard position, gently rock the trailer back and forth with the trailer brakes applied. As soon as any binding between the pins and the body rail is relieved, the lock pins will retract.	
5. Carefully drive forward or backward until the sliding suspension is at the desired location.	
6. Release pull handle and visually check that each lock pin has returned to the locked position and extends completely through the holes in the body rails.	
NOTE: It may be necessary to rock the trailer backwards and forwards to allow all the lock pins to line up with the holes in the rails.	
7. Lock the locator bar in the body rails immediately behind the slider. Inspect the slider at each stop to ensure that all lock pins are fully engaged in the body rails.	
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