Instructions for
Overslung/Underslung Conversion kits
K71-384-00 for 2 3/8" diameter tube
K71-385-00 for 3" diameter tube

WARNING: Failure to follow recommendations may result in serious bodily injury or death.

1. Jack up trailer and secure on adequate capacity jack stands.

   Follow the trailer manufacturer's recommendations for lifting and supporting the unit.

   Do not lift or place supports on any part of the suspension system.

   CAUTION: Never crawl under your trailer unless it is resting on properly placed jack stands.
2. Remove wheels and tires from hubs.
3. Mark top of axle with paint or chalk for reference during reinstallation.
4. Disconnect brake wires from the harness at the connectors.
5. Support axle. Remove U-bolt nuts, U-bolts and tie plates. Discard U-bolt nuts and U-bolts.
6. Remove spring eye bolts from front and rear hangers, drop front of spring. NOTE: Only the front spring eye bolts need to be removed on single axle units.
7. Inspect hangers, spring seats, under side of trailer frame and all welds for wear. Correct if necessary.
8. Place axle in new position, with top of axle (previously marked) still up. Proper axle placement is important for brake operation and vehicle stability.
9. Place top mount spring pad from kit on top of axle. Adjust nuts so that top of pad is parallel with bottom of original welded spring pad (within 1/32") and that the pad is firmly seated on the tube, i.e. use the adjusting nuts to insure parallelism, not height. Insure both adjusting nuts contact original spring pad. (To minimize the possibility of axle slippage, it is strongly recommended the spring pads be tack welded in place.)

   NOTE: The adjusting nuts serve two purposes:

   1. Aids in establishing and keeping new spring pad parallel with original spring pad.
   2. Transfer road shock and brake torque from new unwelded spring pad to original welded spring pad.

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10. Locate spring center bolt in center hole of spring pad.
11. Reattach springs using NEW U-bolts, nuts and tie plates provided in kit. Torque U-bolt nuts to 50-60 lb.-ft.
12. Reattach axle and spring assembly with spring eye bolts. Torque nuts on shoulder type spring eye bolts to 30-50 lb.-ft. Tighten 9/16" spring eye bolt locknuts to "snug fit only."
13. Reattach brake lines using connections comparable to the original equipment. Make sure the lines are lengthened as necessary to ensure proper brake function at the limits of the axles' articulation. Failure to do so may cause the brakes to become disconnected with subsequent loss of braking.

    For electric brakes, Dexter recommends using crimp type, corrosion resistant connectors available in kit K71-399-00. Verify proper brake current draw (typically 3.0 amps per magnet.)
14. Reinstall wheel and tire, lower vehicle to ground. Recheck wheel nut and U-bolt nut torque. Check for proper braking function. Recheck wheel nut torque periodically thereafter.

NOTE: When converting from underslung to overslung, the installation of bump stops to prevent suspension over travel and resulting possible spring damage or breakage is highly recommended. Axle travel should be limited to the amount available prior to mounting conversion.

When converting from overslung to underslung, adequate suspension travel is required to prevent the axle(s) from bottoming out prematurely, resulting in axle bending.

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