



CORRECT TRACK I

WELDED SYSTEM

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Benefits:

1. Aligns axles with kingpin or coupler.
2. Can also be used to spread axles for added clearance between tires.
3. Increases tire life.
4. Stops tire sidewall overheating due to mis-alignment.
5. Can adjust axles up to 1 inch in $\frac{1}{4}$ inch increments front to back.
6. Increases fuel mileage by not dragging miss-aligned tires.
7. Helps keep trailer and tow vehicle straight when traveling and especially when braking.

***READ ALL INSTRUCTIONS BEFORE STARTING INSTALLATION.**

Installation:

1. Disconnect Battery and LP gas.
2. With trailer in a level position, front to back and side to side, measure from kingpin or coupler to axles on left and right. Mark location for future measurements and record these measurements. **(Record measurements in the area provided on last page.)**
3. Remove wheels and springs from hangers. Use jacks to support axles.
4. Measure from kingpin or coupler to front left and right hangers. **Record measurement.** Some trailers weigh more on different sides; this allows the springs to spread apart, and causing them to become mis-aligned.
5. Make adjustments so new Correct Track Hangers are aligned to kingpin or coupler. Mark location of new front Correct Track hangers on the frame.
6. Measure from center hangers to rear hangers. Record measurements. Mark location for rear Correct Track hangers left and right side on frame.
7. Remove the old front and rear hangers, then clean up the surface.
8. Install front left and right new Correct Track Hangers on marks made before removing the old rear hangers.
9. Using recorded and marked measurements install rear Correct Track left and right hangers.

10. Reinstall springs and axles to new Correct Track system, making sure all of the cams are installed with the bolt head in the center position.
11. Tighten all spring bolts and re-install tires. Spring bolt nuts should be tightened until they bottom out on bolt flange. **DO NOT OVER TIGHTEN.**
12. Remove jacks from under the axles. Allow full weight of trailer to be placed back on the suspension.
13. Re-measure from kingpin or coupler to front axle location on both right and left side. If the left and right measurements are not the same, adjustments can be made using Correct Track Cams. **(Record measurements in the area provided on the next page, however if the measurements are correct skip to #18)**

***** **ALIGNING YOUR AXLES** *****

14. Release pressure on cam bolt by jacking up the frame. Stop just before the tire is lifted off the ground.
15. Remove nut from backside of cam bolt.
16. Tap end of bolt till the cam clears the locking tabs.
17. Rotate cam to get desired movement of axle. The jack may have to be adjusted up or down in order to get the cam aligned with the locking tabs on the hanger.

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18. Measure front axle to rear axle to verify left and right sides are the same measurement. If the measurements on both sides are not the same, follow lines 14-17.

Record Measurements for future references.

1. Kingpin or coupler to front right hanger with weight on axles. _____
2. Kingpin or coupler to front left hanger with weight on axles. _____
3. Front axle to rear axle with weight on axles right and left sides.

4. Front right hanger to center hanger. _____
5. Front left hanger to center hanger. _____
6. Center hanger to right rear hanger. _____
7. Center hanger to left rear hanger. _____

Measurements of new Correct Track System

8. Kingpin or coupler to front right hanger with weight on axles. _____
9. Kingpin or coupler to front left hanger with weight on axles. _____
10. Front axle to rear axle with weight on axles right and left sides.

11. Front right hanger to center hanger. _____
12. Front left hanger to center hanger. _____
13. Center hanger to right rear hanger. _____
14. Center hanger to left rear hanger. _____