



CORRECT TRACK[™]
OWNER'S MANUAL

LIPPERT
COMPONENTS®

TABLE OF CONTENTS

Introduction	2
Featured Benefits	2
Safety	3
Resources Required	3
Alignment Measurements and Cam Adjustments	3
Preparation	3
Manual Measurement Procedure	4
Laser Measurement Kit Installation—Optional	5
Travel Trailer	5
5th Wheel	6
Laser Measurement Procedure—Optional	7
Adjustment Procedure	8
Customer Form	9
Excessive Tire Wear, Suspension Damage	9
Inspection and Written Report	10
Safety Inspection Report	10
Check, Correct, Note	10
Suspension Components	10
Notes	11

Introduction

Correct Track™ by Lippert Components provides a simple way to correct a misaligned trailer suspension system. Misaligned axles and suspension can be caused by worn components, hitting road hazards or an unbalanced trailer weight. Adding heavy appliances and cargo can cause an unbalance within the trailer. Correct Track can be used to adjust trailer alignment for a smoother ride, preventing premature tire wear. If any of the above symptoms are present, it's recommended to have alignment measurements and cam adjustments done by a qualified service technician.

Featured Benefits

- Can improve fuel economy.
- Tires run smoother and cooler.
- Helps to decrease uneven tire wear.
- Trailer tows with the tow vehicle, not against it.
- Prevents vibrations, protecting RV equipment from damage.

Additional information about this product can be obtained from [lci1.com/support](https://support.lci1.com/support) or by downloading the free myLCI app. The app is available on iTunes® for iPhone® and iPad® and also on Google Play™ for Android™ users.

iTunes®, iPhone®, and iPad® are registered trademarks of Apple Inc.

Google Play™ and Android™ are trademarks of Google Inc.

For information on the assembly or individual components of this product, please visit:

<https://support.lci1.com/correct-track>.

NOTE: Images used in this document are for reference only when assembling, installing and/or operating this product. Actual appearance of provided and/or purchased parts and assemblies may differ

Safety

Read and understand all instructions before installing or operating this product. Adhere to all safety labels. This manual provides general instructions. Many variables can change the circumstances of the instructions, i.e., the degree of difficulty, operation and ability of the individual performing the instructions. This manual cannot begin to plot out instructions for every possibility, but provides the general instructions, as necessary, for effectively interfacing with the device, product or system. Failure to correctly follow the provided instructions may result in death, serious personal injury, severe product and/or property damage, including voiding of the LCI limited warranty.

WARNING

The "WARNING" symbol above is a sign that a procedure has a safety risk involved and may cause death, serious personal injury, severe product or property damage if not performed safely and within the parameters set forth in this manual.

WARNING

The trailer **MUST** be supported per manufacturer's recommendations before working underneath. Failure to do so may result in death, serious personal injury, severe product or property damage.

CAUTION

Always wear eye protection when performing this adjustment procedure. Other safety equipment to consider would be hearing protection, gloves, and possibly a full face shield, depending on the nature of the procedure.

CAUTION

Moving parts can pinch, crush or cut. Keep clear and use caution.

Resources Required

- Jack stands
- Lifting jack
- Torque wrench
- Plumb bob
- Paint marker or permanent marker
- Tape measure
- Tire chocks

Alignment Measurements and Cam Adjustments

Preparation

1. Park the trailer on level ground, making sure the wheels have been rotated at least one full revolution before taking measurements.
2. Level trailer front-to-rear and chock tires.

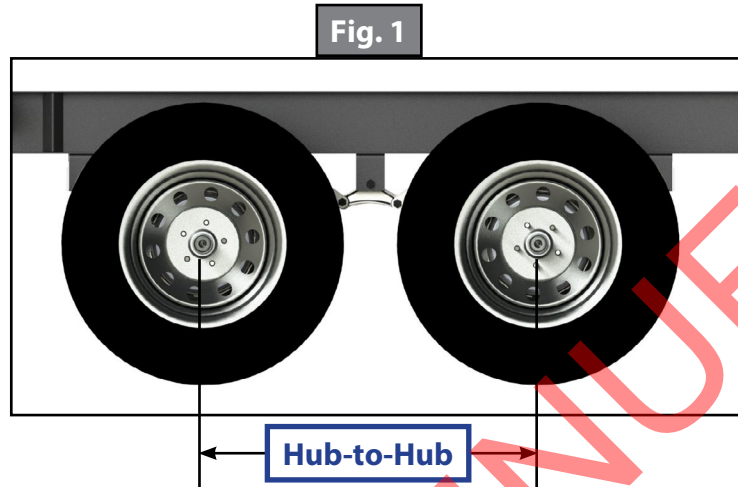
Manual Measurement Procedure

1. Use a plumb bob from the kingpin or coupler to mark a spot on the floor.
2. Measure back to the tires, making sure to measure to the same part of each tire. Record this measurement in the Customer Form section.

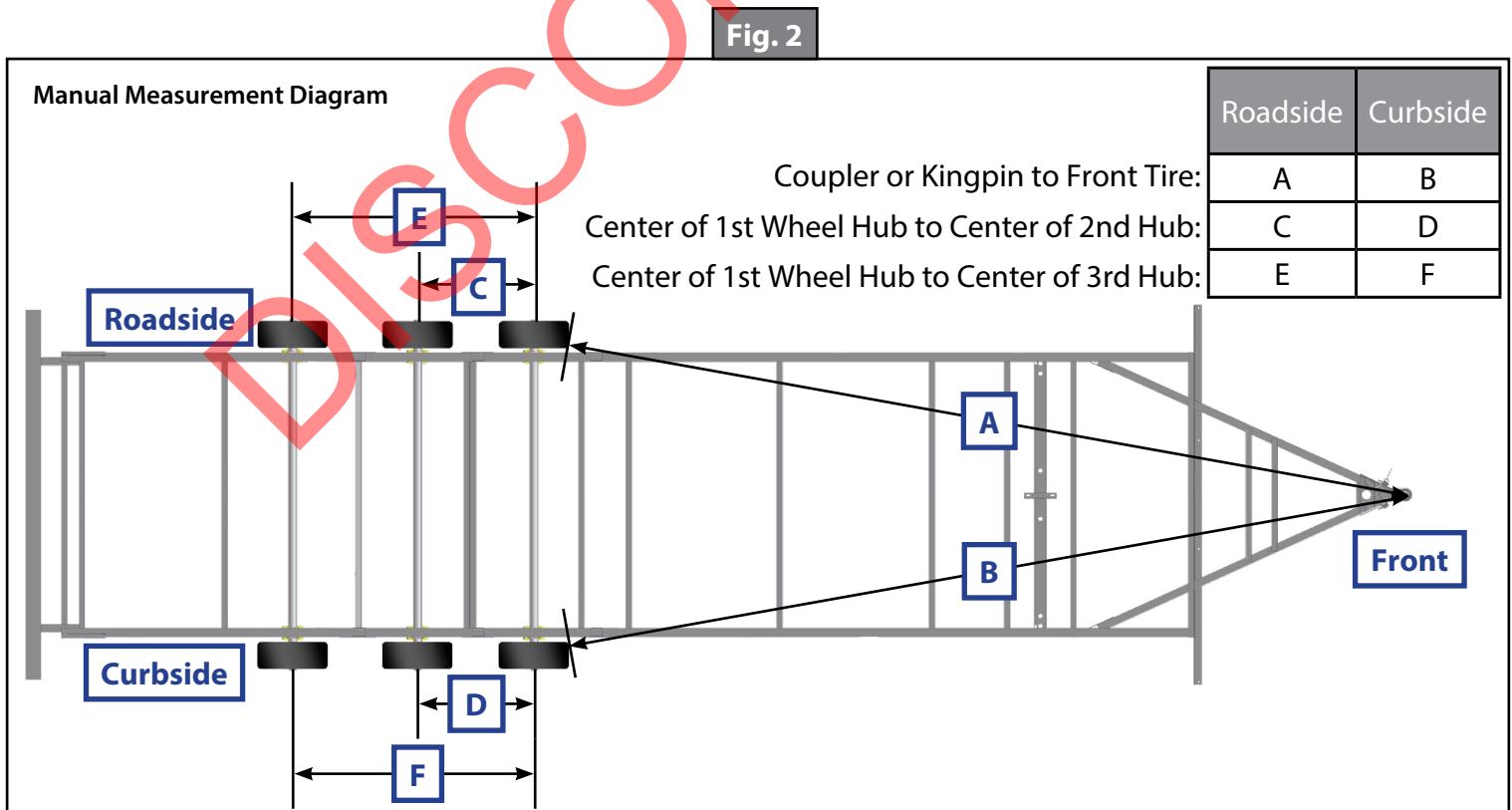
NOTE: Tires should be of the same make, size and tire pressure for accurate measurements.

3. For the tandem axle measurement, measure from hub-to-hub (Fig. 1).

NOTE: Measuring from the edge of one dust cap to the same edge of the other dust cap will result in the same center-to-center measurement.



4. For the triple axle measurement, always measure from the front hub to the rear hub (Fig. 2E and F).
5. Do the same for the opposite side of the trailer (Fig. 2E).
6. Fill out the Customer Form with the measurements.
7. See Adjustment Procedure section.

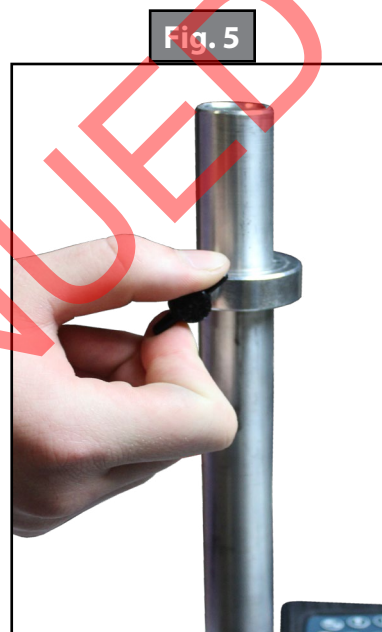
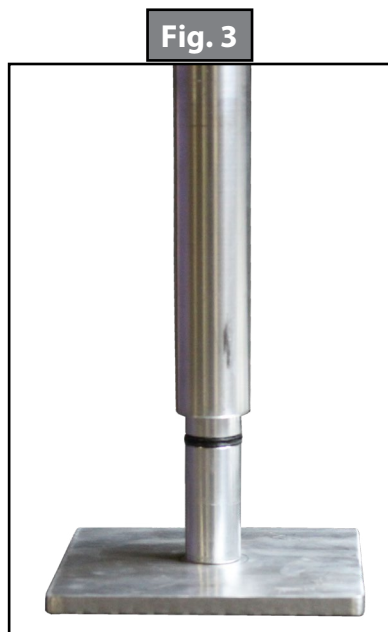


Laser Measurement Kit Installation—Optional

Travel Trailer

NOTE: Laser measurements for a travel trailer can only be performed by a certified RV dealer. Contact a RVIA certified service center to have the trailer's Correct Track system serviced.

1. Install travel trailer main tube (17 1/2") on base (Fig. 3).
2. Install alignment bracket and place the laser alignment tool on the alignment bracket (Fig. 4).
3. Install stop bracket to allow extension up and down (Fig. 5).
4. Install travel trailer upper tube (12") (Fig. 6).
5. Install coupler adapter (fits 2" - 2 5/16" couplers) (Fig. 7).



5th Wheel

NOTE: Laser measurements for a 5th Wheel can only be performed by a certified RV dealer. Contact a RVIA certified service center to have the 5th Wheel's Correct Track system serviced.

1. Install 5th Wheel tube on base (42") (Fig. 8).
2. Install alignment bracket and place the laser alignment tool on the alignment bracket (Fig. 9).
3. Install stop bracket to allow extension up and down (Fig. 10).
4. Install 5th Wheel upper tube (16") (Fig. 11).
5. Install kingpin adapter (Fig. 12).

Fig. 8



Fig. 9



Fig. 10



Fig. 11



Fig. 12

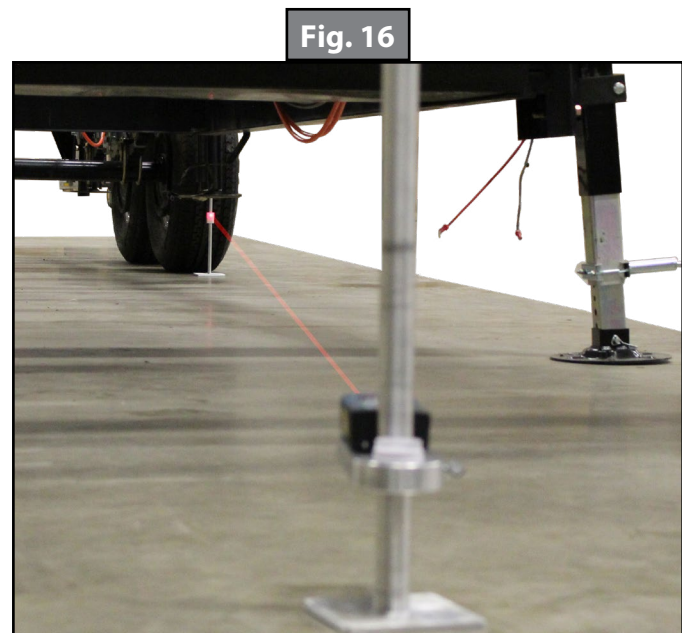


Laser Measurement Procedure—Optional

1. Loosen bracket and raise tube up to meet the kingpin or coupler (Fig. 13).
2. Tap the base back and forth until the bubble is in the center (Fig. 14).
3. Place the laser target in the center tread of the curbside front tire (Fig. 15).
4. Repeat, placing the laser target on the roadside front tire.
5. Align the laser with each laser target (Fig. 16) and record the measurements in the Customer Form section.
6. For a tandem axle, measure the center-to-center distance between the hubs on both sides of the trailer.

NOTE: Measuring from the edge of one dust cap to the same edge of the other dust cap will result in the same center-to-center measurement (Fig. 1).

7. For the triple axle measurement, always measure from the front hub to the rear hub (Fig. 2E and F).
8. Complete the Customer Form section with the remaining measurements.



Adjustment Procedure

The amount of adjustment to the Correct Track system is determined by the difference between the curbside measurements and the roadside measurements.

NOTE: Pull the unit straight and onto level ground before making any adjustments. When adjusting, if the trailer has been turned or coupler or kingpin pushed or pulled toward one side before beginning adjustment, hub-to-hub measurement between the roadside and curbside could be affected.

⚠ WARNING

Incorrect raising o lowering of the unit could result in death, serious personal injury and/or severe damage to the unit.

⚠ CAUTION

Make sure the unit is properly supported before performing any maintenance or repair work. Follow the unit's manufacturer's recommendations for lifting and supporting the unit. Use proper personal protective equipment.

NOTE: Do not lift the trailer by the axles. The axles were not designed as a viable lift-point.

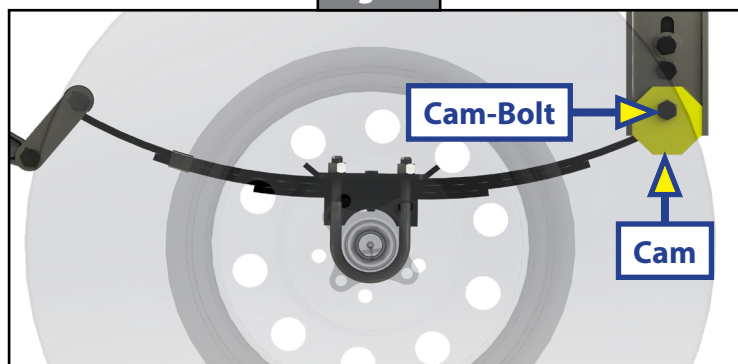
1. Using the properly-rated floor jack, lift the trailer according to the manufacturer's recommendations until the wheels are no longer touching the ground.
2. Support framework in accordance with manufacturer's recommendations.
3. Using a floor jack, slightly lift the axles. Place additional, properly-rated, jack stands under the axles so that the cam bolt can be driven out with a hammer.
4. Loosen nut from backside of cam-bolt (Fig. 17).
5. Tap end of bolt until the cam (Fig. 17) clears the locking tabs.
6. Rotate cam to get desired axle movement. When turned, each notch of the octagon-shaped cam equals 1/4" of adjustment. Rotate the cam clockwise to move the axle forward or counterclockwise to move the axle rearward.

NOTE: Do not move the cam more than two notches either clockwise or counterclockwise.

NOTE: The jack may have to be adjusted up or down to get the cam aligned with the locking tabs on the hanger.

7. After all adjustments have been made, replace nuts, tighten all fasteners and lower trailer.
8. Take the trailer out for a short drive or move the trailer at least one tire revolution to stabilize the Correct Track system. Afterwards, recheck the measurements to ensure proper adjustment.

Fig. 17



Customer Form

Coupler/Kingpin to Curbside Front Tire:

Coupler/Kingpin to Roadside Front Tire:

Difference:

Curbside Front Hub to 2nd Hub:

Front to 3rd:

Roadside Front Hub to 2nd Hub:

Front to 3rd:

Difference:

Alignment Setting—Kingpin to 1st Tire

Clockwise

Counterclockwise

Curb:	No. of Notches	Forward	Rearward
-------	----------------	---------	----------

Road:	No. of Notches	Forward	Rearward
-------	----------------	---------	----------

Alignment Setting—Hub-to-hub

Clockwise

Counterclockwise

Curb:	No. of Notches	Forward	Rearward
-------	----------------	---------	----------

Road:	No. of Notches	Forward	Rearward
-------	----------------	---------	----------

Excessive Tire Wear, Suspension Damage

Any measurement over 3/16" out of alignment should be corrected.

NOTE: A suspension of 1/4" out of alignment over the course of 5,000 miles is the equivalent of dragging the trailer 125 miles sideways.

Inspection and Written Report

Make sure the Customer Form is completely filled out and the Customer Approval box is checked. Make sure axle ratings and GVWR are compatible.

Use findings when presenting this report. Alignment measurements will explain why the trailer's suspension is prematurely wearing down tires and other components.

Safety Inspection Report

Customer Name:

Work Order Number:

Date:

Technician:

RV Type:

Year:

Model:

Number of Axles:

Axle Rating:

GVWR:

Customer Name:

Customer Approval:

Check, Correct, Note

Look for low pressure (rubber) stems on high pressure tires. Front tires should be same size, make and tire pressure. Note tire conditions and tread depth.

Tire Inspection

Valve Stem Type:

Low Pressure:

High Pressure:

Curb Front PSI:

Second Axle:

Third Axle:

Road Front PSI:

Second Axle:

Third Axle:

Curb Front Tread:

Second Axle:

Third Axle:

Road Front Tread:

Second Axle:

Third Axle:

Tire Wear Pattern Observed:

Suspension Components

Inspect suspension components, looking for holes becoming oblong in shackles and spring hangers. Pull one bolt to check the condition of spring shackles and bushings.

Suspension Components Inspection

Curb Front Hanger:

Second Hanger:

Third Hanger:

Road Front Hanger:

Second Hanger:

Third Hanger:

Springs Curbside:

Springs Roadside:

Shackles/Equalizers Curbside:

Shackles/Equalizers Roadside:

DISCONTINUED



LIPPERT COMPONENTS®

The contents of this manual are proprietary and copyright protected by Lippert Components, Inc. ("LCI"). LCI prohibits the copying or dissemination of portions of this manual unless prior written consent from an authorized LCI representative has been provided. Any unauthorized use shall void any applicable warranty. The information contained in this manual is subject to change without notice and at the sole discretion of LCI.

Revised editions are available for free download from lci1.com.

Please recycle all obsolete materials.

For all concerns or questions, please contact
Lippert Components, Inc.

Ph: (574) 537-8900 | Web: lci1.com | Email: customerservice@lci1.com



This manual is provided courtesy of **RV Tech Cheat Sheet**



Professional resources for the whole RV industry — free.

We put manuals, wiring diagrams and hard-won tech knowledge in every technician's hands, so repairs get done right the first time, techs work faster, and RV owners everywhere get better service.



rvtechcheatsheet.com/manuals

Find thousands more RV manuals, wiring diagrams and parts lists

RV techs: share fixes, ask questions and learn from each other.

Join our free Facebook group →



Follow proper safety practices. If in doubt, consult a professional RV technician.