



**X-TREK STABILIZATION
SYSTEM
OEM INSTALLATION MANUAL**

**LIPPERT
COMPONENTS®**

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System Information

The X-Trek is a stabilizing system for trailers utilizing hydraulic stabilizers and a manual bi-directional pump to simultaneously extend or retract all of the stabilizers.

Safety

This manual provides general instructions. Many variables can change the circumstances of the intended instructions, i.e. the degree of difficulty involved in the service operation and the ability of the individual performing the operation. This manual cannot begin to plot out instructions for every possibility, but will provide the general instructions, as necessary, for effectively installing, operating and servicing the device, product or system. Failure to correctly install the system may result in voiding the warranty, inflicting personal injury or death.

WARNING

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

WARNING

Failure to follow instructions provided in this manual may result in death, serious personal injury and/or severe product and property damage, including voiding of the component warranty.

WARNING

Failure to act in accordance with the following may result in death or serious personal injury. The use of X-Trek to support the trailer for any reason other than which it is intended is prohibited by Lippert's limited warranty. The Lippert stabilizing system is designed as a "stabilizing" system only and should not be used to provide service for any reason under the trailer such as changing tires or servicing the stabilizing system. Any attempts to change tires or perform other service while trailer is supported by X-Trek could result in damage to the trailer and/or cause death or serious injury.

WARNING

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

WARNING

Do **NOT** exceed Gross Vehicle Weight Rating. Severe damage to product or property may occur.

CAUTION

The "CAUTION" symbol above is a sign that a procedure has a safety risk involved that may cause personal injury and/or product damage, including voiding of warranty, if not performed safely and in accordance with the safety procedures stated herein.

CAUTION

Always wear eye protection when performing service, maintenance or installation procedures.
Other safety equipment to consider would be hearing protection, gloves and possibly a full face shield, depending on the nature of the task.

CAUTION

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

Resources Required

- Cordless or electric drill or screw gun
- Appropriate drive bits
- Tape measure
- Snips or cutters
- Grease pencil
- 1/4" x 1" self-drilling screws (20) (quantity and size may vary depending on the chassis design.)
- Optional adapter brackets (size and form may vary depending on the chassis design.)

Installation

Brackets and Stabilizers

Each stabilizer comes with two brackets attached: an exterior frame bracket (Fig. 1) and crossmember bracket (Fig. 2).

Fig. 1

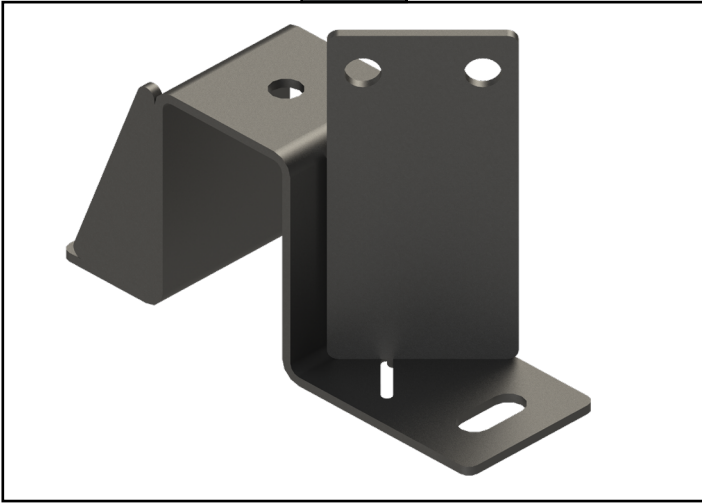


Fig. 2



To install the brackets:

1. With brackets attached to the stabilizers, determine placement of brackets so front and rear stabilizers are oriented as shown in Figs. 3A and 4A.

Fig. 3

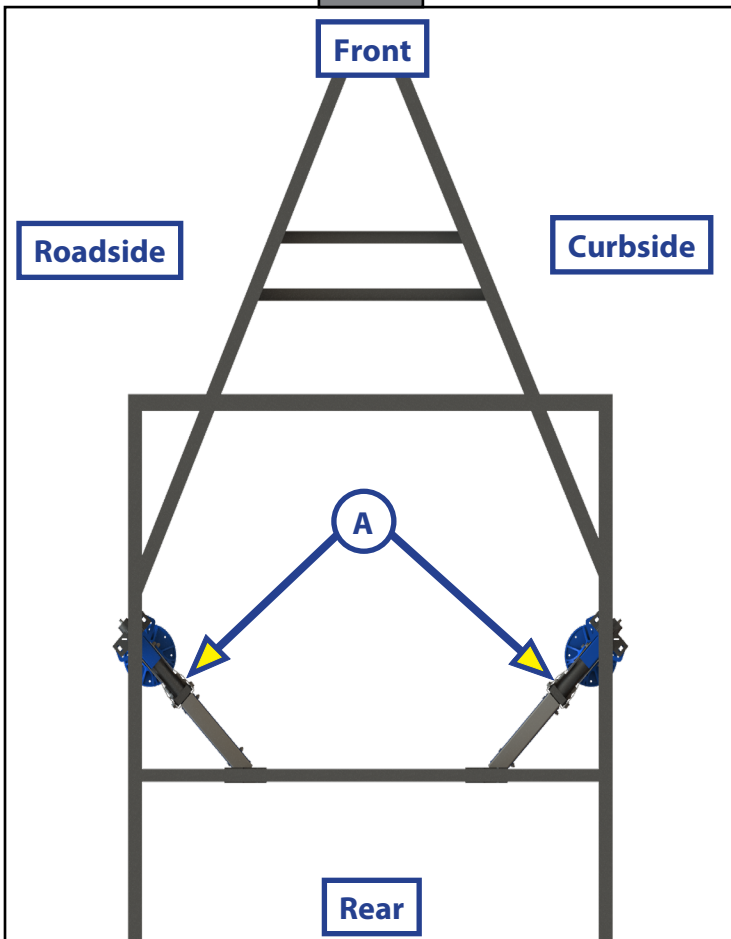
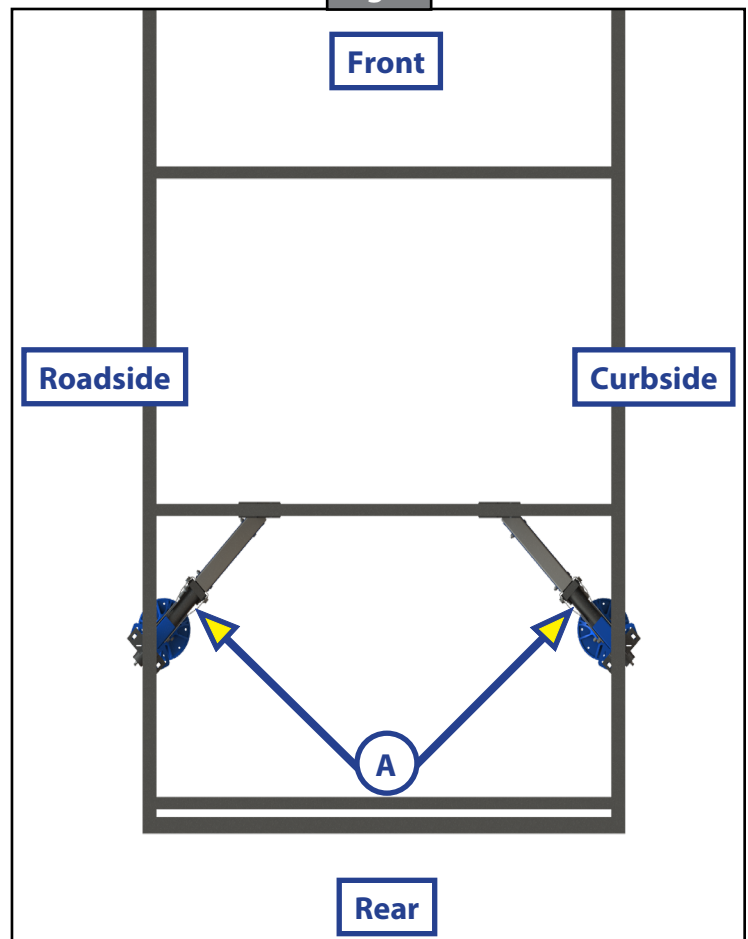
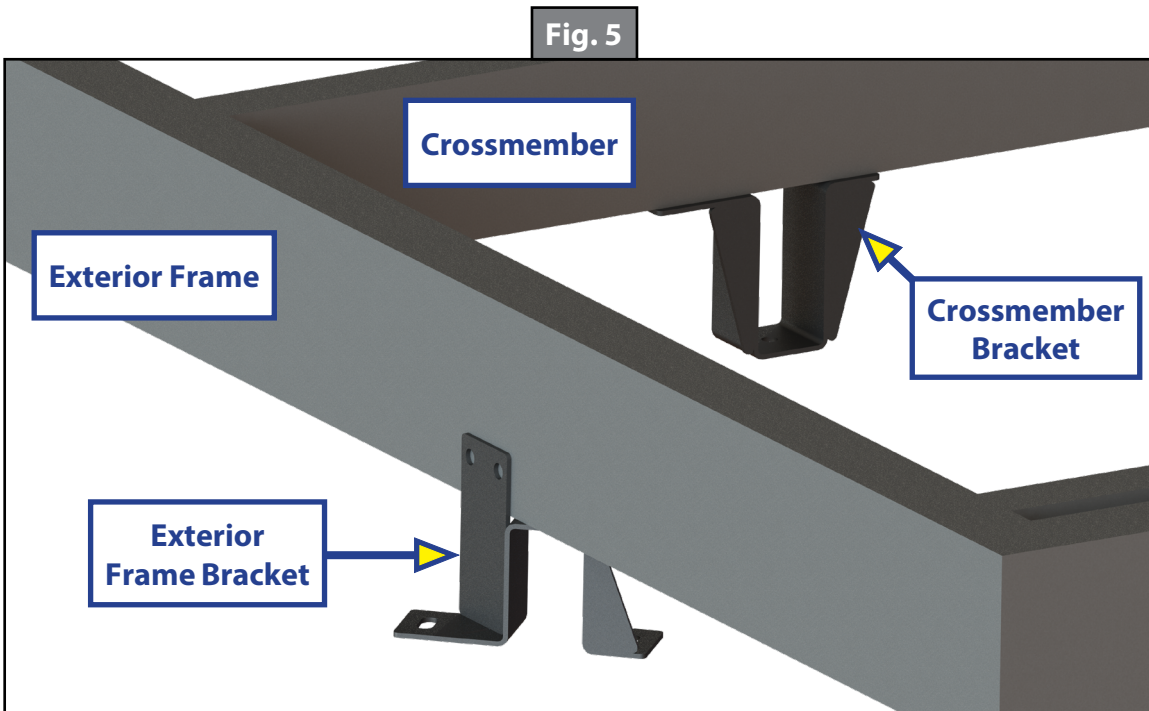


Fig. 4



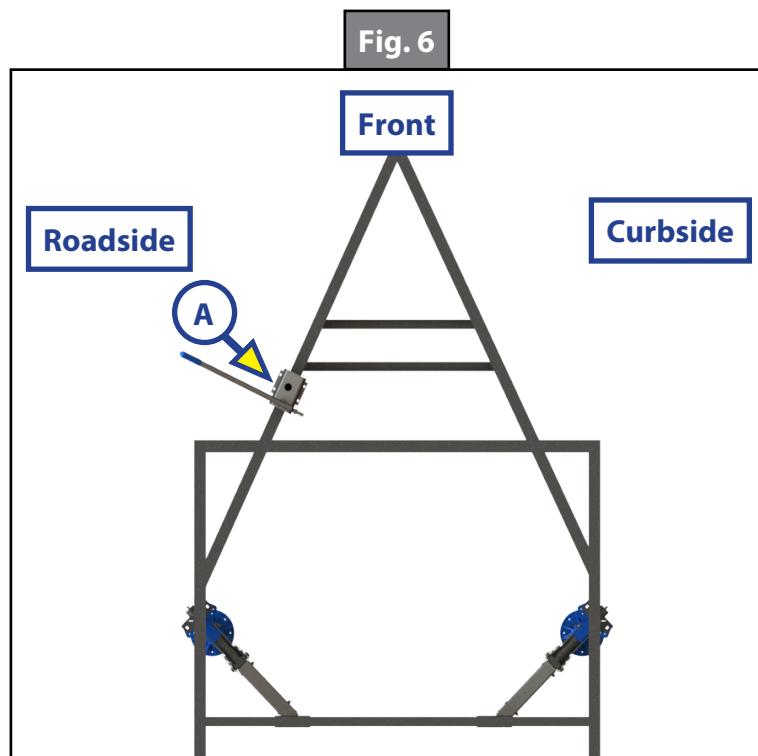
2. The brackets should be oriented to the frame as shown in Fig. 5. Mark with a grease pencil where the brackets will need to be attached to the frame.



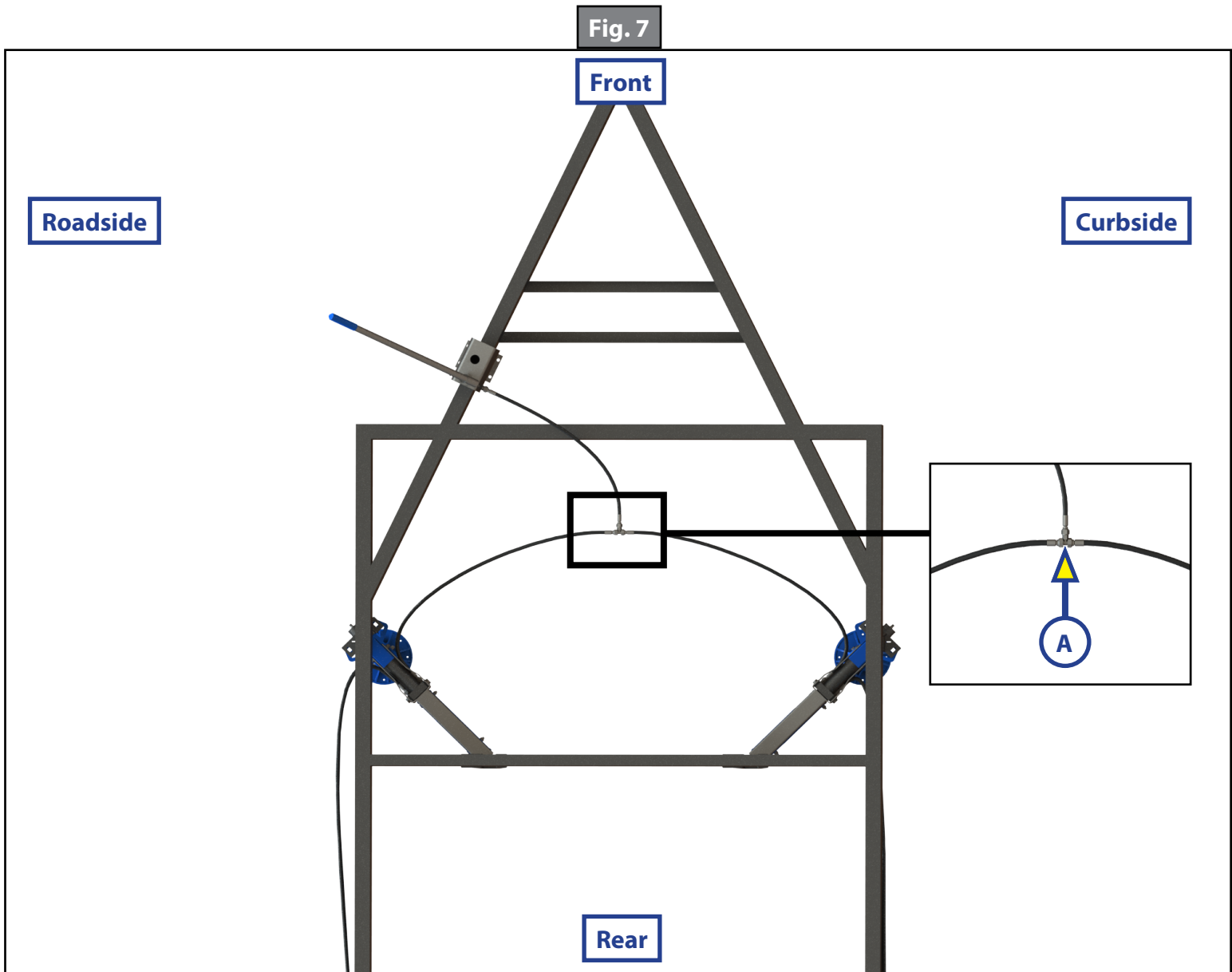
3. Remove the brackets from the stabilizers and attach the brackets to the frame with OEM-supplied $\frac{1}{4}$ " x 1" self-drilling screws.
NOTE: The $\frac{1}{4}$ " x 1" self-drilling screws are recommended for a minimum-thickness frame rail of 11 gauge. The screw length may vary depending on the thickness and type of beam/frame rail.
4. Re-attach stabilizers to the brackets using supplied $\frac{3}{8}$ "-16 x 1" bolts and $\frac{3}{8}$ "-16 nylon locking nuts.

Pump and Hydraulic Hoses

1. Orient the pump (Fig. 6A) with the chassis A-frame so the pump handle is either pointing to the front or roadside. Secure the pump to the chassis' tongue with supplied mounting bracket.



2. Determine where the T-fitting (Fig. 7A) will be located under the chassis with the single outlet pointing toward the front, centered between the two front stabilizers.

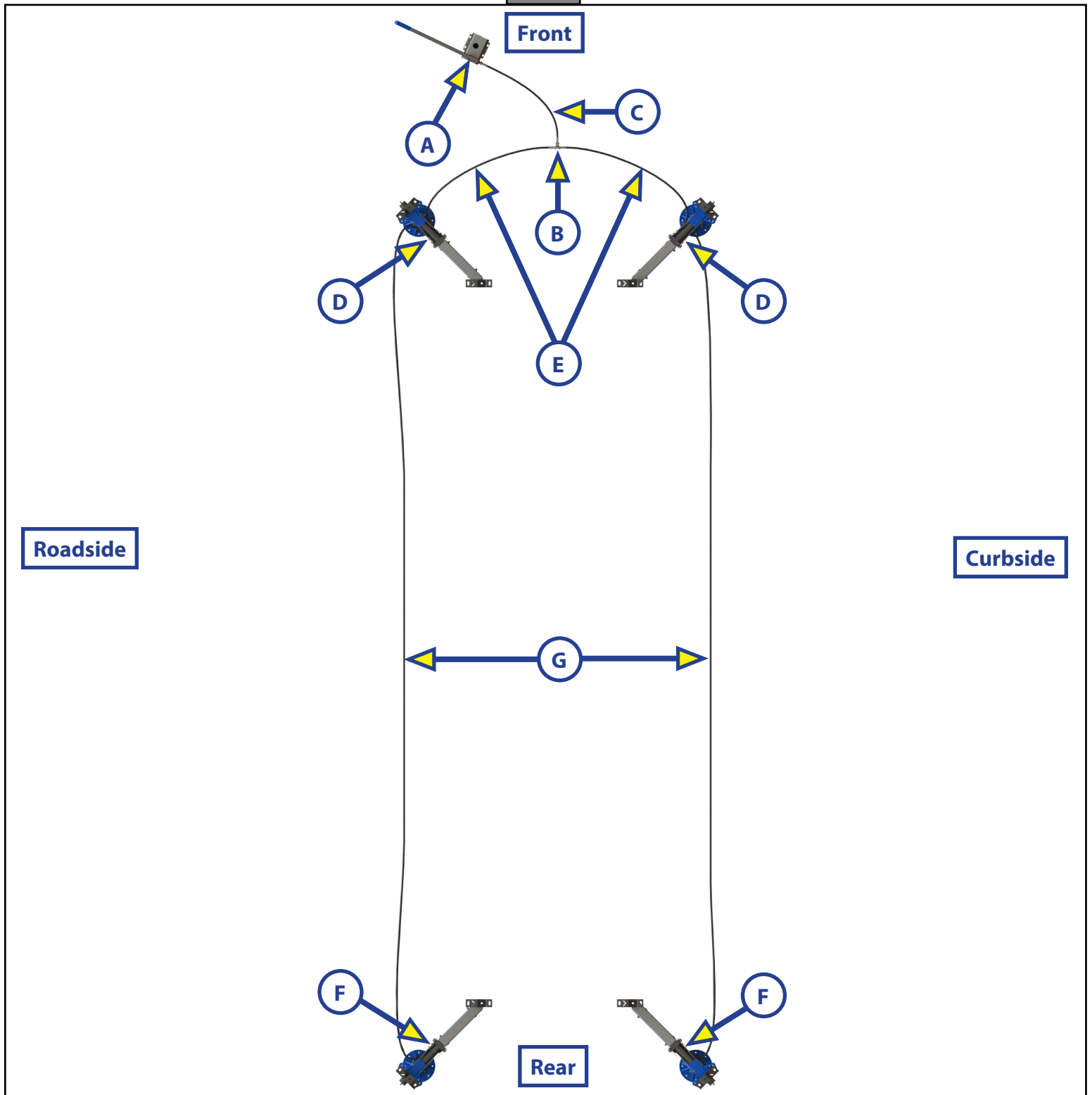


3. Measure the following areas (Fig. 8) to determine the length of five pieces of $\frac{5}{16}$ " high pressure hose (2,500 psi maximum rating) needed:

NOTE: The minimum bend radius for the hose is 3 $\frac{1}{8}$ ".

- A. Measure from the pump (Fig. 8A) to where the single outlet of the T-fitting (Fig. 8B) will be located. Cut one piece to this length (Fig. 8C).
- B. Measure from one front stabilizer (Fig. 8D) to where the T-fitting (Fig. 8B) will be installed. Cut a piece of hose this length (Fig. 8E). Repeat for the other side.
- C. Measure from the mid-point from one of the front stabilizers (Fig. 8D) to the middle of the rear stabilizer on the same side (Fig. 8F). Allow some extra length for a service loop, then cut a piece of hose this length (Fig. 8G). Repeat for the other side.

Fig. 8

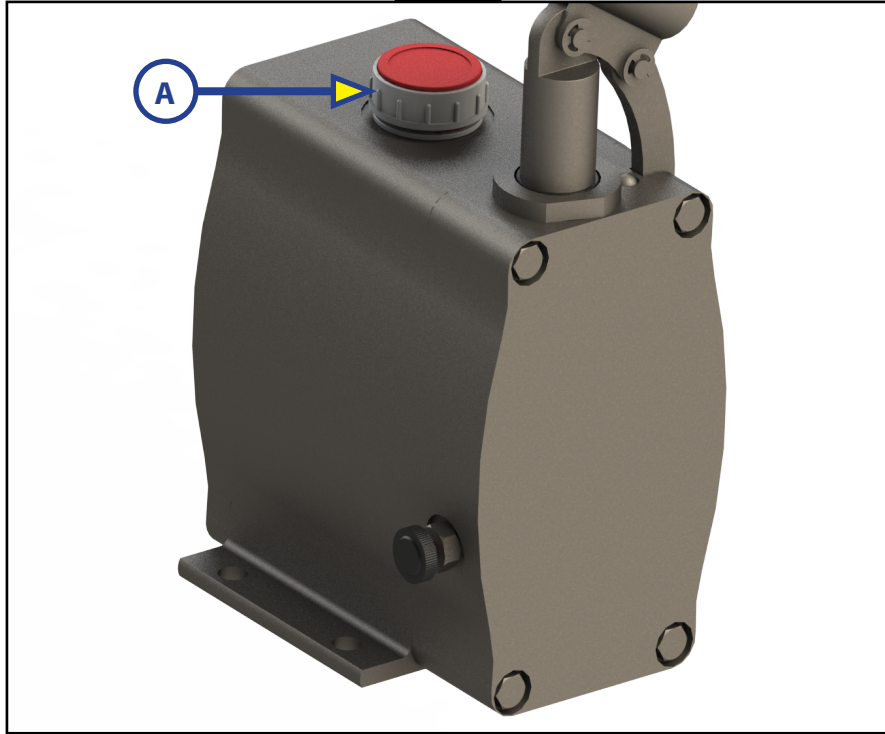


4. Add $\frac{5}{16}$ " pressure fittings to each end of the high pressure hose pieces, then attach hoses from:
 - A. The pump (Fig. 8A) to the T-Fitting (Fig. 8B).
 - B. The T-fitting (Fig. 8B) to the left and right front stabilizers (Fig. 8D).
 - C. Front stabilizers (Fig. 8D) to rear stabilizers (Fig. 8F).

Post-Installation Check

1. Fill pump reservoir by removing the fill cap on the top of the pump (Fig. 9A) and fill with hydraulic fluid to within $\frac{1}{4}$ " of the bottom of the fill port.

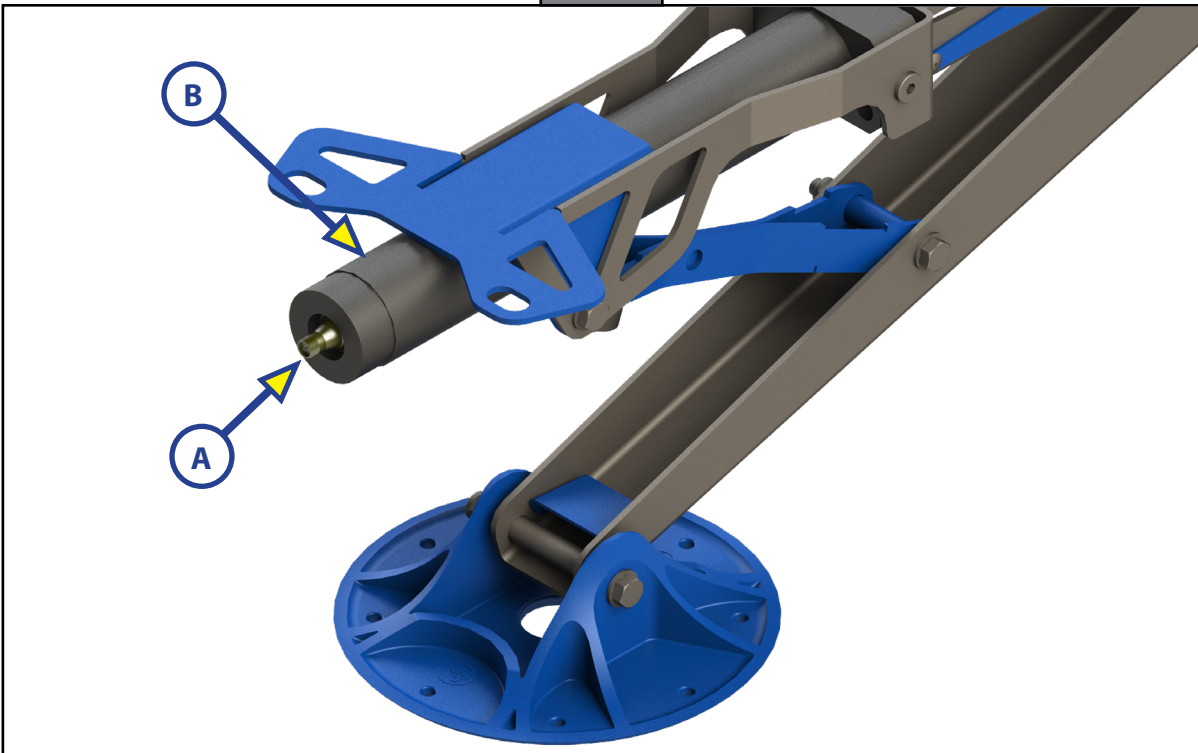
Fig. 9



2. Remove the cap from the valves (Fig. 10A) on the pressure cylinders (Fig. 10B) and pressurize each cylinder to 60-70 psi with an air pump, then cap the valves.

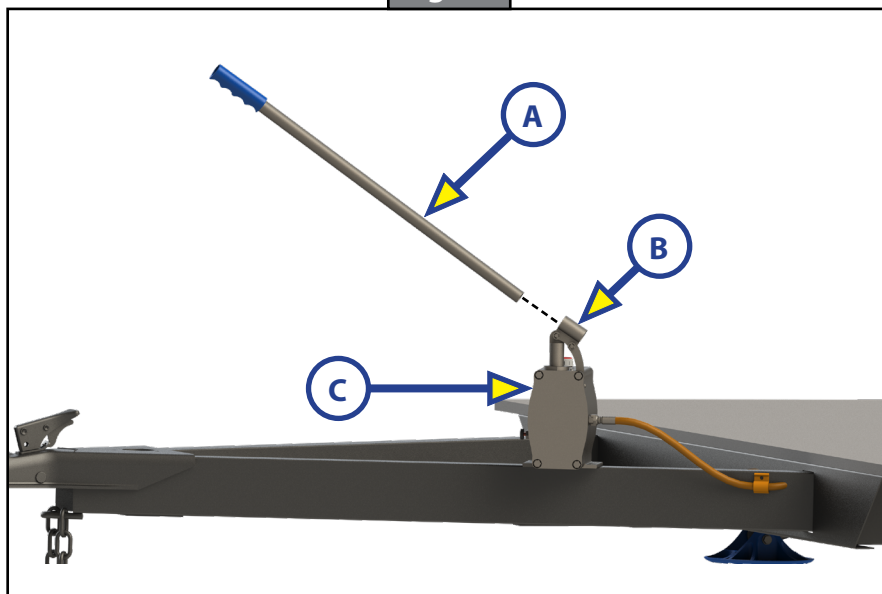
NOTE: If the cylinders are not pressurized to at least 60 psi, the stabilizers may not remain retracted.

Fig. 10



3. Insert the handle (Fig. 11A) into the collar (Fig. 11B) on the top of the pump (Fig. 11C) and actuate 40 full cycles (pump handle fully down and back to fully up is one cycle) after ground contact to force the hydraulic fluid to the stabilizers.

Fig. 11



Extending Stabilizers

1. Insert the handle (Fig. 11A) into the collar (Fig. 11B) on the top of the pump (Fig. 11C).
2. Pump the handle up and down to start extending the stabilizers.

NOTE: The stabilizers will extend incrementally with each up and down stroke and will equalize force when all stabilizers have made contact with the ground.

3. When stabilizers have been extended to the desired level, remove the handle from the pump and secure in the designated storage area.

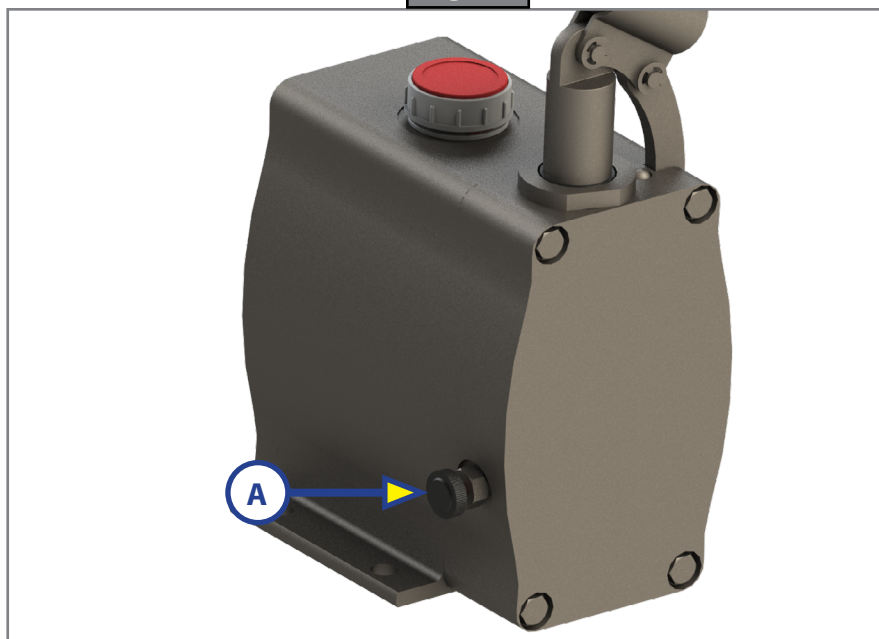
NOTE: Full extension is 18" from mounting plate to the ground.

Retracting Stabilizers

4. To retract the stabilizers, turn the release valve on the pump to the left (counterclockwise) (Fig. 12A). This will release the pressure in all of the stabilizers.

NOTE: Stabilizers may not all retract at the same rate.

Fig. 12



Troubleshooting

If any of the following conditions occur during post-installation check, do as follows:

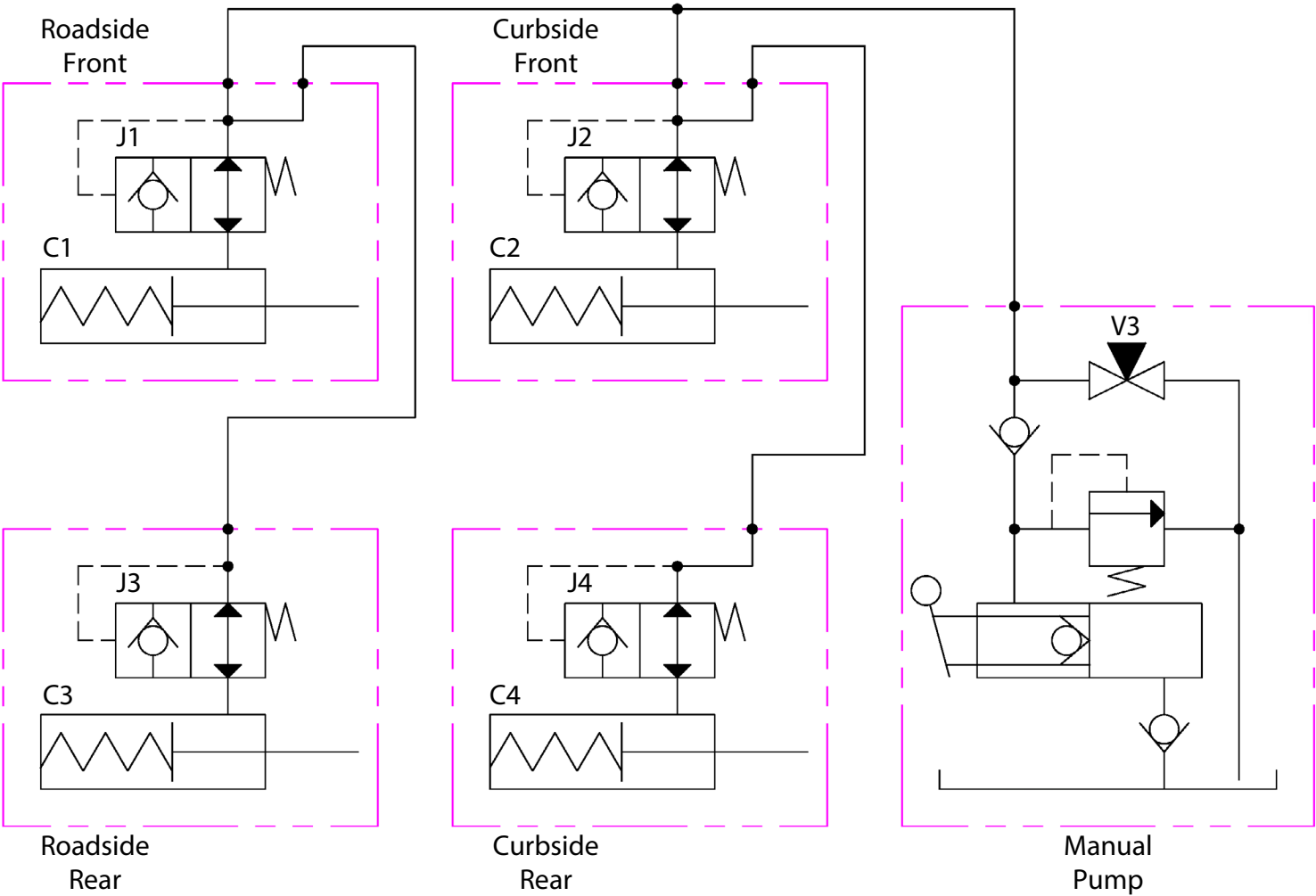
Loss of Air Pressure

In the unlikely event one or more of the hydraulic stabilizers lose retract pressure, air can be added by removing the cap on the end of the pressure cylinder (Fig. 10), and filling using a standard air pump. Pressurize to 60-70 psi.

Line Break

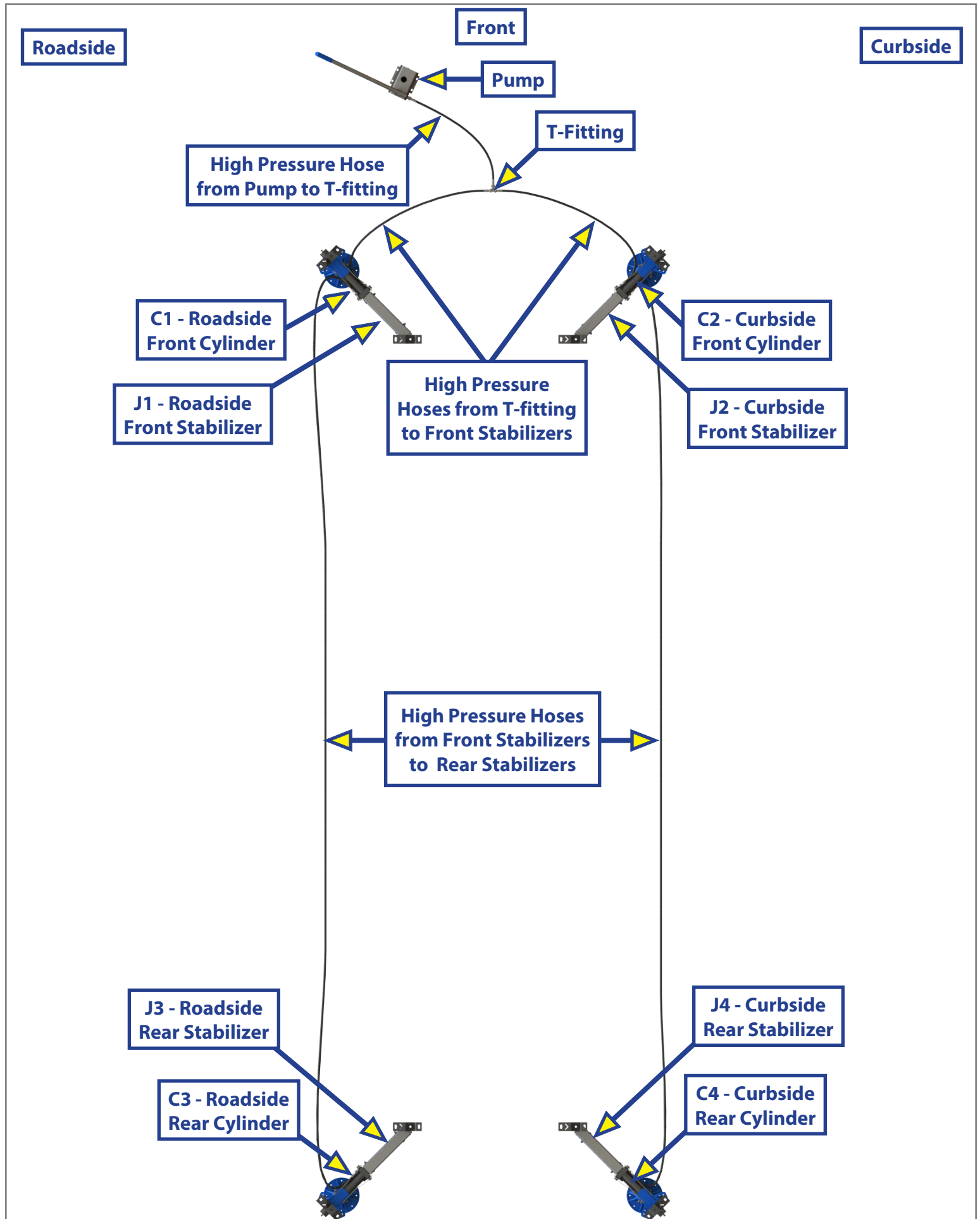
Replace damaged hydraulic line.

Hydraulic Stabilization Schematic



Legend	
Item #	Description
C1	Roadside Front Cylinder
C2	Curbside Front Cylinder
C3	Roadside Rear Cylinder
C4	Curbside Rear Cylinder
J1	Roadside Front Stabilizer
J2	Curbside Front Stabilizer
J3	Roadside Rear Stabilizer
J4	Curbside Rear Stabilizer
V3	Manual Pump Pressure Release Valve

Hose Routing Diagram



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



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