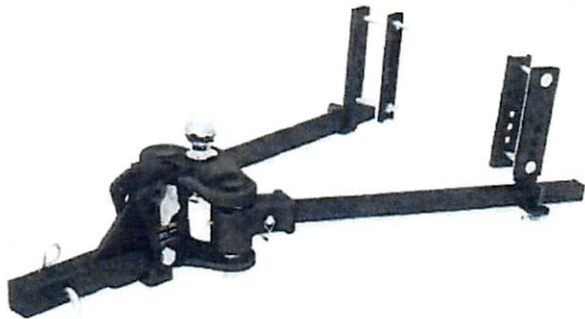
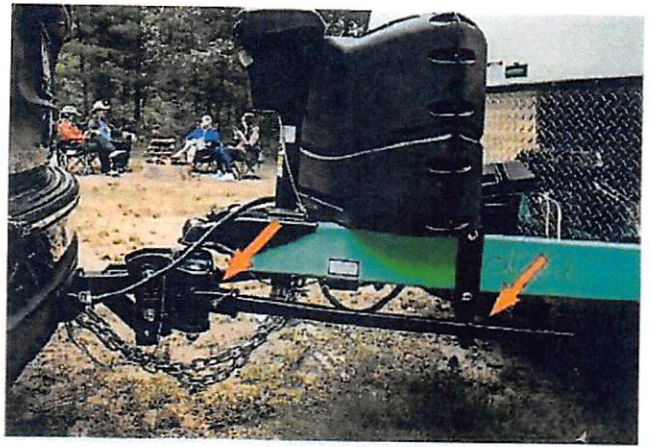


X02-1
NOV



Hitch-Mounted

The traditional CURT TruTrack is an advanced weight distribution system that not only redistributes the tongue weight of your trailer but also incorporates an effective sway control function into the design of the hitch, without the need for additional attachments or accessories.



4P Active

The TruTrack 4P hitch ensures peaceful travel by incorporating sway control elements at four points that work together to keep the trailer aligned. The four touch points produce active sway control with the spring and cam system inside the head, along with the fixed spring bar hookups.

TruTrack 4P Distinctives

Four distinct points of sway control

Spring and cam system + fixed hookup brackets

Trunnion-style, forged steel spring bars

Up to 15,000 lbs. GTW

The CURT TruTrack™ weight distribution hitch takes an innovative approach to combining weight distribution with sway control. It uses powerful spring bars to level the tow vehicle and trailer, while integrating two-position or four-position sway control to ensure a smooth ride.

TruTrack™ is the smarter choice because of its modern engineering and technology. It makes setup of the weight distribution system faster and easier, and it eliminates the need for you to purchase and install a separate sway control unit.



INSTALLATION MANUAL

17500

Level of Difficulty

Moderate

Installation difficulty levels are based on time and effort involved and may vary depending on the installer level of expertise, condition of the vehicle and proper tools and equipment.

Max Capacity Without Spring Bars

Gross trailer weight (GTW) 10,000 lbs.

Tongue weight (TW) 1,000 lbs.

When spring bars are not used, the weight rating is dependent upon the trailer ball manufacturer's weight ratings. Do not exceed the maximum weight rating of the trailer ball.

Max Capacity With Spring Bars

Gross trailer weight 8,000 - 10,000 lbs.

Tongue weight 800 - 1,000 lbs.

The tongue weight rating of the spring bars represents the capacity of a pair of bars, not an individual bar. Always use a pair of spring bars and be sure they are rated the same.

Parts List

Item	Qty	Description
1	1	Hitch head
2	1	Adjustable shank
3	2	Spring trunnion bar
4	2	Spring bar support bracket
5	1	Snap-up handle
6	2	Head tilt spacer
7	1	Hex bolt, 3/4"-10 x 5"
8	2	Nylock nut, 3/4"-10
9	1	Hex bolt, 3/4"-10 x 4"
10	2	Wire lock lynch pin
11	1	Hitch pin & clip, 5/8"

Tools Required

Ratchet	Socket set
Torque wrench	Tape measure

Product Registration and Warranty

CURT stands behind our products with industry-leading warranties. To get copies of the product warranties, register your purchase or provide feedback, visit: warranty.curtgroup.com/surveys

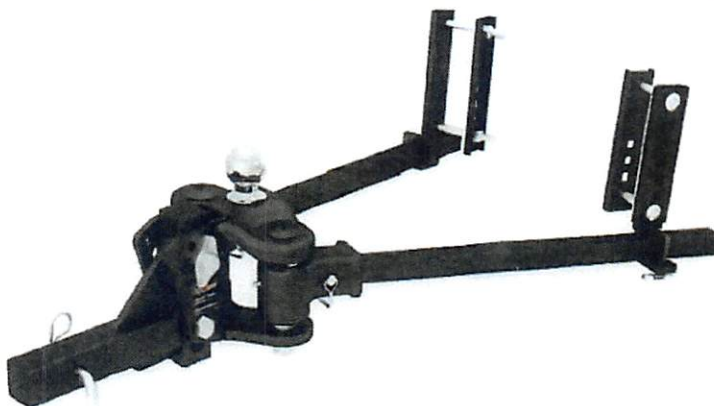
WARNING

Never exceed the vehicle manufacturer's recommended towing capacity.

The loaded ball height should never be greater than the uncoupled ball height. Front wheel overload and loss of rear wheel traction can result and can lead to unstable handling. It can reduce braking ability and create a tendency to jackknife when turning and braking at the same time.

If the loaded trailer ball height is greater than the uncoupled height, reduce take-up on the spring bar, remeasure and adjust until the proper height is obtained.

Product Photo



NOTICE

Visit www.curtmfg.com for a full-color copy of this instruction manual, as well as helpful videos, guides and much more!

Before you begin installation, read all instructions thoroughly.

Proper tools will improve the quality of installation and reduce the time required.

Some states require a clear view of license plates.

Remove trailer ball when not in use if it restricts view.

This product complies with regulation V-5, C.S.A. Standard D-264 and safety requirements for connecting devices and towing systems of the State of New York.

Periodic inspection of your product should be performed to ensure all hardware and / or components remain secure.

To help prevent damage to the product or vehicle, refer to the specified torque specifications when securing hardware during the installation process.

Maintenance

Keep the socket-mounted ends of the spring bars and the lock pins in the head assembly free from dirt and well lubricated. Excessive wear in this area may indicate an overload or inadequate lubrication.

Keep the head assembly exterior clean. Do not allow dirt or stones to lodge between the spring bars and the head.

Keep hitch parts painted to prevent rust and maintain good appearance. Do not paint over labels.

Keep lift brackets clean and lubricated to ensure ease of operation.