
Subject: Trailer Axle Alignment specs

Posted by [atcovan](#) on Mon, 29 Apr 2019 22:52:57 GMT

[View Forum Message](#) <> [Reply to Message](#)

I installed a new and heavier 2000lb axle for my luggage hauler. I took out the ridiculous amount of positive camber and got it to zero. I doubt any load will require camber. Now, I set the toe to a total of 1/8" toe-in. Am I good to go, or should I try to get it closer to dead straight? I want best tire wear, tracking stability and pull efficiency.

Subject: Re: Trailer Axle Alignment specs

Posted by [Joe Weinstein](#) on Tue, 30 Apr 2019 13:54:30 GMT

[View Forum Message](#) <> [Reply to Message](#)

Well, tire wear and pull *efficiency* may work a little against tracking stability... Just like in the rear axles of our cars, a little toe-in stabilizes, whereas zero toe is looser. Toe-in would add some wear to the tires and require more towing effort, though I have no solid idea of how much... And if there is play in the suspension such that static toe-in (at rest) goes away under load, then it may be that some static toe-in is best for wear too. But I'd pay more for safety/stability....

Subject: Re: Trailer Axle Alignment specs

Posted by [atcovan](#) on Thu, 02 May 2019 21:57:27 GMT

[View Forum Message](#) <> [Reply to Message](#)

Thanks, Joe. After the alignment, I could pull it around my garage with ease. Went for a trip down the freeway and my fave section with aggressive grooves for testing and all seems well at 1/8 total toe-in.
