

## E-Track the right way!

---

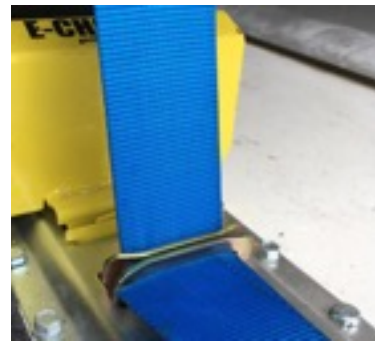
### Trailer my Rush over 2,000 miles. Learned a lot about e-tracks on the fly, not all of it good!

- **Track layout:** David suggested the e-tracks should be at the outer edge of the tires to clear body work. This however allows the straps to slip off **WAY TOO EASILY** at the first bump, with disastrous results (my trailer suffered more than the car, a tribute to the Rush bodywork!)
- **Absolutely align the tracks to the centres of the tires**, even if you have to replace a million screws! I cannot stress this enough! Front tire centres are 47" apart. Rear tire centres are 48" apart (I have separate track sections for front and rear) Split the difference at 47.5" if you are using one continuous track.
- The gap between the rear slot of the front tire to the front slot of the rear tire is 57". This works out to approx 35 slots.
- There is **VERY** little room around the body panels. The only way to strap down front and rear is to use 90 degree diverters. Harbor Freight apparently does not carry these, but other shops might.
- The heavy duty truck diverters are too tall and do not lower the straps enough to clear the body work. Try to get the straps as close to and parallel with the track in order to clear body work. Use ring type diverters, or cut the lock device from a spare strap (More on this later).
- **Front**
  - Each tire takes up **10 slots** (measured straight down from the widest part of the tire circumference)
  - In order to clear the splitter, the track must extend a minimum of **8 slots** to the hinge of the ratchet. You must then add sufficient slots to accommodate the length of the ratchet assembly.
  - So, from the rear slot of the front tire to the forward end of the track, you need **26 slots** minimum.



Friday, March 17, 2023

- **There is maximum usable track length!** The blue straps on the standard Ericsson e-straps will not reach more than a slot or two beyond that 8 slot distance to the ratchet hinge. There may be longer straps available. but not at the 4 Harbor Freights I visited.
- The standard ratchet assembly takes up 8 slots. I did not want to keep stubbing my toes on the end locks of the ratchet assembly, so I removed the 6" strap by undoing the bolt that held it to the ratchet frame, and replaced it by slipping the bolt through the ring of the smaller Harbor Freight ring locks. This reduced my ratchet assembly length to 3 slots.
- I then cut the short strap off the lock, and repurposed the lock as a low profile 90 degree diverter.



### - Rear

- Less hassle than the front. I bought pair of Ericsson e-track wheel chocks. These keep the car from rolling backwards. Unfortunately, they do not have a built in 90 degree diverter (I already suggested this to Ericsson and will weld one on eventually, but in the meantime I used the repurposed ratchet strap lock). There is not enough room to use these chocks on the front tires.



- Tire covers **10 slots**. **3 slots** to the ratchet hinge are needed to clear the diffuser. (Add one more slot for the diverter if using chocks). Then add as many slots as your ratchet assembly requires. Thus your rear usable rail length should be a **minimum of 20 slots**.



Friday, March 17, 2023

- **Summary**
- Centre the rails to the tires.
- Make sure you have sufficient slots for each tire and ratchet assembly.
- Minimum usable track length from front to back is thus **81 slots**. Add more to allow shifting the car forward or back.