MOUNTAIN TARP™

1-800-248-7717 • 1002 N. 15th Street, Middlesboro, KY 40965

TARP-N-GO™ SYSTEMS

INSTALLATION INSTRUCTIONS

TARP-N-GO™ SYSTEM INSTALLATION

Congratulations on your purchase of a Mountain Tarp *Tarp-N-Go*™ tarping system for dump bodies, transfer trailers, scrap trailers, landscaping trucks, and roll-offs. Mountain Tarp offers the most complete line of tarping systems and parts in the industry.

Note:
Please read through instructions for entire system and follow instructions thoroughly to ensure your system will work properly. It is important that you inspect your trailer and prepare it for installation by removing any sharp edges or anything that will cause damage to your tarp.

For further technical assistance, contact our corporate headquarters at *(800) 248-7717* or email us at *sales@mountaintarp.com*. For parts and service, visit us at one of our locations in Kentucky, Texas, or Ohio, or contact one of our many dealers nationwide. To learn more about Mountain Tarp and products we offer, visit us online at *www.mountaintarp.com*.

WARNING:
- Always uncover load completely before dumping. Never dump with load covered.
- Failure to uncover load completely before dumping may cause damage to system.
- DO NOT over-tighten the cable system. This may damage the system or cause improper function.

MAINTENANCE:
- Check tension on cables.
- Clean and lubricate cables with penetrating oil (example: WD-40), or Dry-Film Teflon Lubricant.
- To clean and lubricate cables, simply wipe with penetrating oil dampened rag. Spray the bow ends with penetrating oil, but DO NOT use heavy oils or grease. This will cause dirt and grime to stick to the cables.

NOTES:
- The longevity of the Tarp-N-Go system can be greatly increased by leaving the system in a "covered load" position, with tension on the tarp at all times, except when dumping or loading. This will also eliminate drag while traveling empty.
- The system has proper cable tension when you cannot easily touch the cables together while squeezing with one hand 18" from the rear pulley.
- To apply tension to cables, loosen the mounting nut on the rear pulley assembly, then tighten the nut on the tension bolt at the rear of the pulley assembly. To relieve tension, loosen the nut on the tension bolt.

TOOLS REQUIRED:

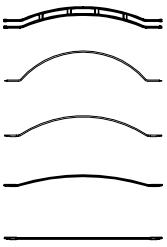
Ratchet
5/16", 3/8", 1/2", 9/16" and 3/4" Sockets and Wrenches
Allen Wrench Set
Welder (Optional)
Screw Driver
Drill
3/8" and 1/2" Drill Bits
Snap Clamps

TABLE OF CONTENTS

TARP-N-GO™ SYSTEM CONTENTS

CONTENTS OF TARP-N-GO™ SYSTEM	
FRONT PULLEY	BOWS
REAR IDLER ASSEMBLIES	TARP
DRIVE ASSEMBLY (MOTOR / CRANK)	WIND SHIELD (CAB PROTECTOR)
TENSION BAR	ANTI-LIFTS / TARP KEEPERS
ELECTRICAL COMPONENTS (ELEC. ONLY)	SPROCKET CHAIN (MANUAL ONLY)

BOW OPTIONS



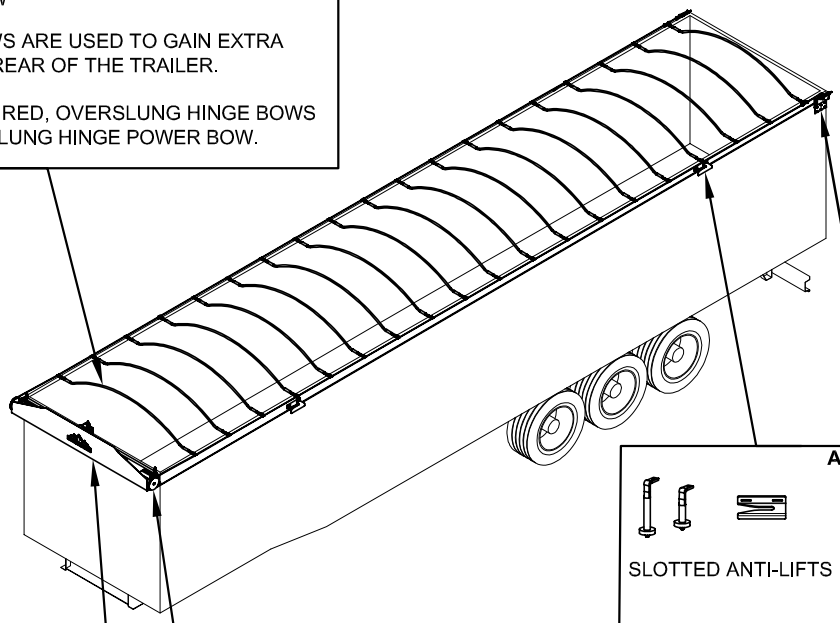
POWER BOW
18" RISE
12" RISE
6" RISE
FLAT BOW

CUSTOM BOW SIZES AVAILABLE UPON REQUEST.

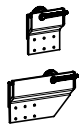
DROP-SIDE *TARPS RECEIVE OPTIONAL DROP-SIDE PLASTIC BOW-ENDS.*

OVERSLUNG HINGE BOWS ARE USED TO GAIN EXTRA CLEARANCE NEAR THE REAR OF THE TRAILER.

IF A POWER BOW IS DESIRED, OVERSLUNG HINGE BOWS ALWAYS GET AN OVERSLUNG HINGE POWER BOW.



REAR IDLERS



STANDARD 8" REAR IDLER

EXTENDED 16" REAR IDLER

ANTI-LIFTS

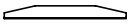
SLOTTED ANTI-LIFTS

"OLD STYLE" ANTI-LIFTS
TARP KEEPER
10" TOP RAIL LIFT

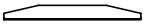
FOR **DROP-SIDE** TARP, TRAILERS **20FT AND UNDER** GET **6" OLD STYLE** ANTI-LIFTS.

FOR **DROP-SIDE** TARP, TRAILERS **20FT AND OVER** GET **10" AND 6" OLD STYLE** ANTI-LIFTS.

WIND DEFLECTOR OPTIONS

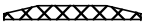


"OLD STYLE" CAB PROTECTOR (SMOOTH)



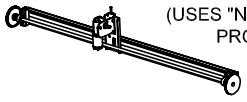
"NEW STYLE" CAB PROTECTOR (SMOOTH)

"OLD STYLE" CAB PROTECTOR (TREAD)

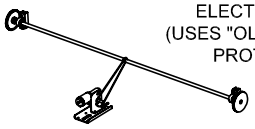


"NEW STYLE" CAB PROTECTOR (TREAD)

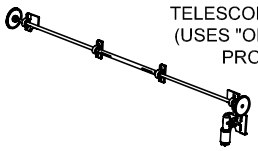
FRONT MOUNT OPTIONS



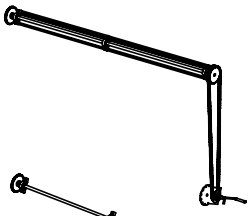
ELECTRIC OUTSIDE (USES "NEW STYLE" CAB PROTECTOR)



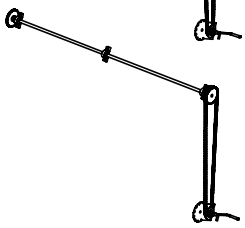
ELECTRIC INSIDE (USES "OLD STYLE" CAB PROTECTOR)



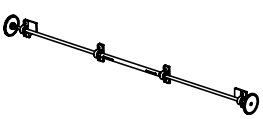
TELESCOPING ELECTRIC (USES "OLD STYLE" CAB PROTECTOR)



MANUAL OUTSIDE (USES "OLD STYLE" CAB PROTECTOR)



MANUAL INSIDE (USES "OLD STYLE" CAB PROTECTOR)



TELESCOPING MANUAL (USES "OLD STYLE" CAB PROTECTOR)

TARP-N-GO™ SYSTEM INSTALLATION

STEP 1: FRONT PULLEY INSTALLATION | K-BAR MOUNT

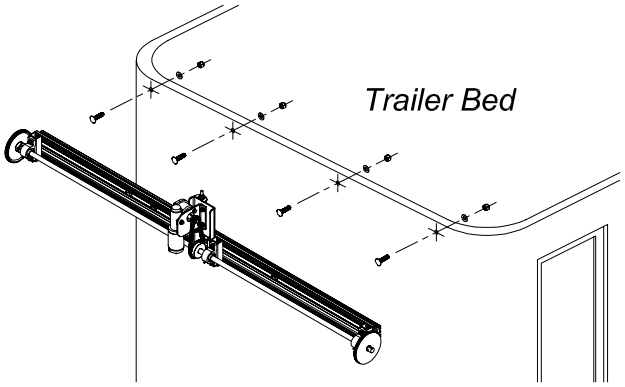


figure 1

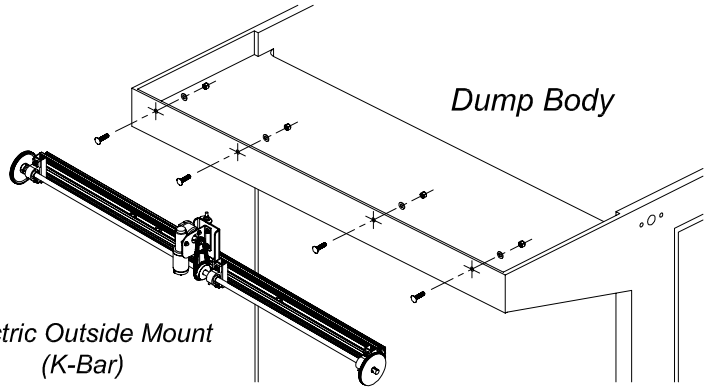


figure 1a

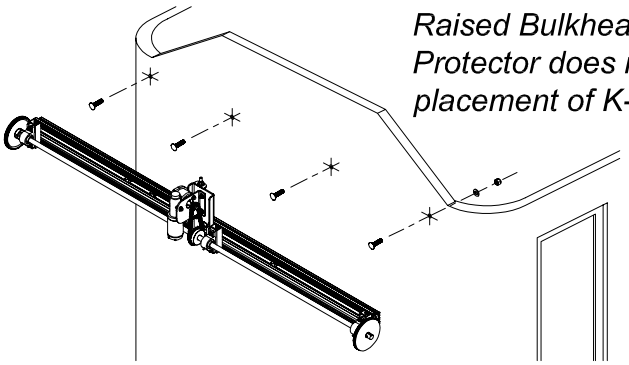
1A:
Before beginning installation, check the top rail of the trailer body, or the top of the side boards if present to ensure that both sides have an even plane for the bows to ride on. If there is damage or any other obstruction on the top surface, it may be necessary to repair it or fabricate a surface for the bows to slide.

Mounting K-Bar Assembly, see *figure 1*. For Inside Mounts, see Step 1C (Page 4).

1B:
First, measure 18" from the outside of the top rail (or cab protector), then measure down 2-1/2" from the top of the top rail or other surface where the bows will be riding. Make a mark at this point on each side of the body or trailer (note: if the cab protector or bulkhead is raised, the system should be mounted 2-1/2" below the top of the side walls or top rail or other surface where the bows will be riding, see *figure 1b*.

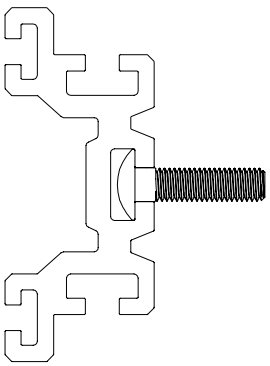
*Note: For **Drop Side** tarps, measure 1-1/2" from the top of the top rail or other surface where the bows will be riding, instead of 2-1/2". Drop Side tarps use 5" diameter pulleys (standard pulley is 7" diameter), so Drop Sides require the K-Bar to be mounted 1" closer to the top rail than a standard Tarp-N-Go™ install.*

Next, find the center point of the bulkhead or cab protector and measure out 10" to 14" on each side of the center point, then down 2-1/2" from the top and make a mark at each of these two points. Using a 1/2" drill bit, drill a hole at each of these four marks. Finally, using 1/2"-13 x 2-1/2" carriage bolts (Z1023), 1/2" flat washers (K0381), and 1/2" locknuts (K0382) secure the K-Bar to the bulkhead (note: the carriage bolts slide into the slot feature at the rear of the K-Bar. Once the carriage bolts are inserted into the slot, they can be moved to line up with the previously drilled holes in the bulkhead or cab protector, see *figure 1c)*.



Raised Bulkhead or Cab Protector does not affect placement of K-Bar assembly.

figure 1b



Insert head of 1/2"-13 x 2" Carriage Bolt (Z1023) into rear side of K-Bar, and then insert them into previously drilled holes.

figure 1c

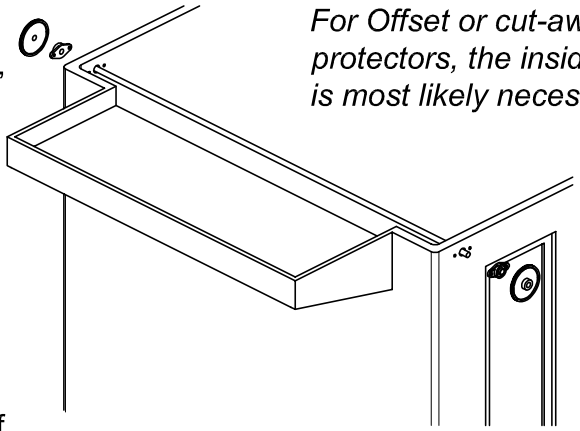
STEP 1B: FRONT PULLEY INSTALLATION | INSIDE MOUNT

1C:
Installing the Pulley Shaft Assembly (Inside Mount), see *figure 2*. The inside mount may be used if you are prevented from using the outside mount (example: the inside mount is appropriate for dump bodies with offset cab protectors (figure 2). This option may also be desired for dump bodies with full cab protectors for cosmetic purposes (figure 2a).

The first step for this installation is to determine the placement of the pulley assembly. To do this, measure four inches toward the rear of the body from the front of the front post or cab protector (note: if a corner radius is present, start your measurement at the rear most point of the radius). Then measure down from the top of the top rail or cab protector 2-1/2" and mark at the intersection of these two measurements, see *figure 3*. Using a 1-1/2" hole saw, cut a hole in the bulkhead or cab protector, then follow the same steps for the opposite side of the body.

*Note: For **Drop Side** tarps, measure 1-1/2" from the top of the top rail or other surface where the bows will be riding, instead of 2-1/2". Drop Side tarps use 5" diameter pulleys, so require the Pulley Shaft to be mounted 1" higher than a standard Tarp-N-Go™ install.*

Next, insert the pulley shaft into the 1-1/2" holes on each side of the body or trailer and assemble a flange bearing onto the shaft on each side. Adjust the shaft so that it is level and square with the body and in the center of the previously cut holes. Place the bearings flush against the side wall, and using 3/8" x 1-1/2" bolts (K0386), 3/8" flat washers (K0353), and 3/8" locknuts (K0356), secure the bearings to the body or trailer (note: for electric systems on dump bodies, or other applications where the motor will be mounted at the center of the pulley shaft, it will be necessary to slide the sprocket to the center of the shaft before inserting the shaft into the bearing holes. For manual systems, the sprocket should be installed on the outside of the pulley).



For Offset or cut-away cab protectors, the inside mount is most likely necessary.

figure 2

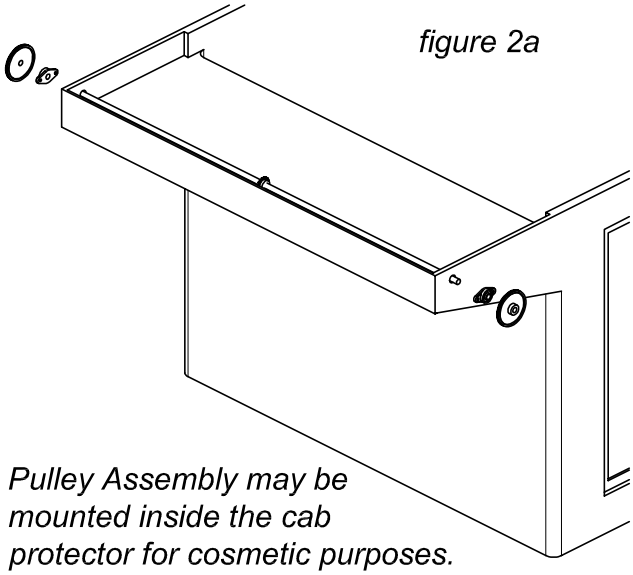


figure 2a

Pulley Assembly may be mounted inside the cab protector for cosmetic purposes.

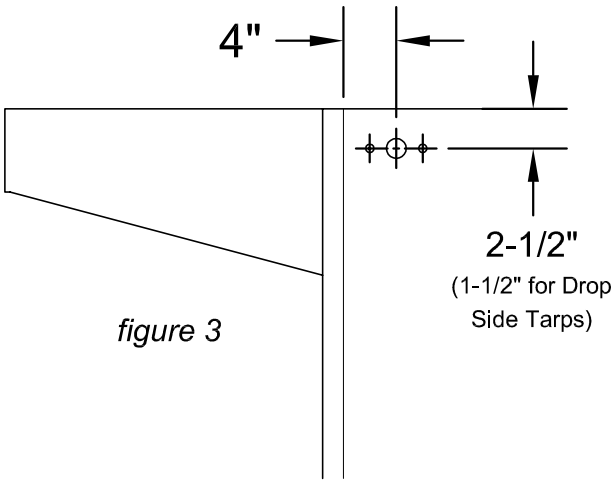


figure 3

STEP 2: MOTOR OR CRANK ASSEMBLY INSTALLATION

2A:
Installing the motor for electric systems, *see figure 4.* For **outside mounts** the motor comes pre-assembled and mounted to the K-Bar assembly. Therefore, installation is not required for this application. For **inside mounts**, however, the motor is mounted on a bracket inside the cab protector so that the sprocket on the motor lines up directly with the sprocket on the pulley shaft. Hold the motor in this position and weld the bracket to the cab protector. Next, install the sprocket chain by wrapping the chain around the sprocket motor, and then around the sprocket on the pulley shaft. Bring the two ends together and mark the chain to the desired length. Cut and discard the excess chain and fasten together with the master link provided. Finally, loosen the mounting bolts on the motor, pull the motor toward the front of the cab protector to tighten the chain, then re-tighten the mounting bolts.

2B:
Installing the crank assembly for manual systems, see *figure 5.* After completing installation of the front pulley assembly, the next step is to install the crank assembly. For manual systems, the crank assembly is mounted to the bulkhead or front post near the bottom of the trailer or body where it can be easily reached from the ground. For dump bodies and trailer with little or no corner radius, the assembly may be mounted directly to the front post or the side of the bulkhead. However, if a corner radius is present then the assembly may be mounted to the bottom rail or flush mount fender (note: it may be necessary to fabricate a mount if no flush mount fender is present).

After determining the proper placement, hold the assembly in place and make a mark on the body or trailer at the bottom of each of the four mounting slots in the spider wheel. Next, using a 3/8" drill bit, drill holes at these marks. Then, using a 3/8" x 1-1/2" hex bolts, mount the assembly to the body of the trailer with the mounting bolt at the bottom of the slots in the spider wheel, but do not completely tighten bolts. The next step is to install the sprocket chain. First, wrap the chain around the sprocket at the end of the pulley assembly and then around the sprocket on the crank assembly. Bring the ends together and mark the chain at the desired length. Cut and discard the excess chain and fasten the ends with the master link provided. With the chain in place, loosen the bolts on the spider wheel and pull down on the crank assembly to tighten the chain, and re-tighten the bolts to secure the assembly to the body of the trailer.

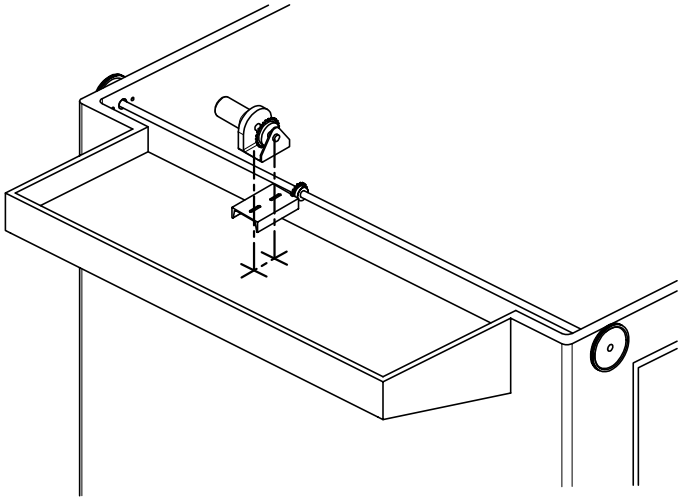


figure 4

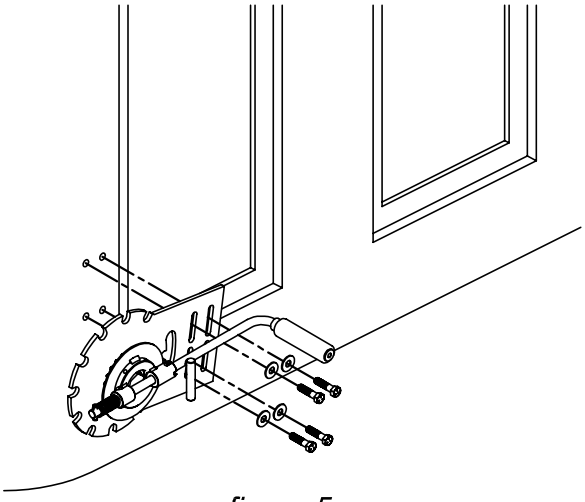


figure 5

STEP 3: ELECTRICAL WIRING AND COMPONENTS INSTALLATION

Wiring Diagrams
Rotary Switch - *Page 8*
Rocker Switch w/ 80A Relay - *Page 9*
Rocker Switch w/ 150A Solenoid - *Page 10*

3A:
Installing the electric system from the motor to the disconnect for *framed trailers*, *see figure 6.* For framed trailers, begin by installing the contact pad (note: contact pads are necessary on some trailers to prevent line loss. They may not be necessary for some shorter framed trailers). Find a spot on the trailer, near the front, where the pads can be mounted and not interfere with the dumping process yet make good contact when the trailer body is down. After finding the proper location, clean the surface on both the frame and the trailer body where the pads will be mounted.

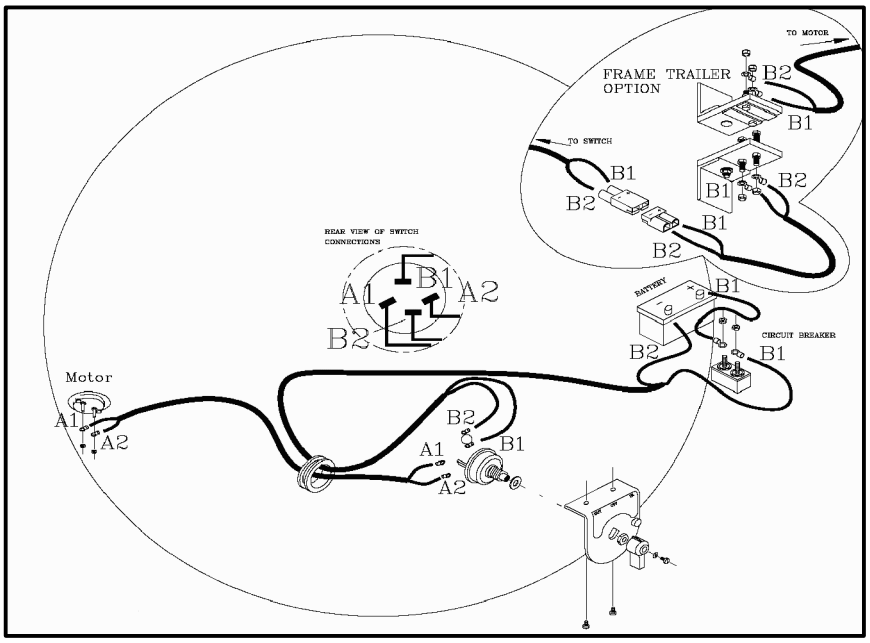


figure 6

With the body completely lowered, clamp the pads in place using vice grips or c-clamps. The pad with the steel base should be mounted to the frame, and the pad with the aluminum base should be mounted to the trailer body, see *figure 6a* (note: when the body is completely lowered, the heads of both copper bolts on the pad mounted to the frame should make contact with the copper portion of the pad mounted to the trailer body. The pads may be mounted either horizontally or vertically to achieve this connection.

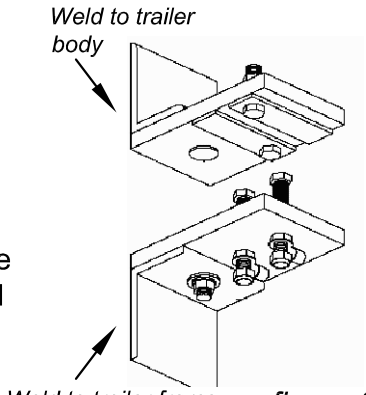


figure 6a

With the pads clamped in this position, weld the pads in place. (note: to adjust contact, loosen or tighten the spring bolts on the pad mounted to the frame). After the contact pads are in place, the next step is running the wire. Start by connecting the motor to the contact pad mounted to the trailer body. First connect the wires to the motor, see *figure 6*, then run the wire directly to the bulkhead or into the machined channel in the K-Bar. Next, according to preference, either run the wire directly down the center of the bulkhead to the bottom and under the trailer to the front of the frame where existing wire disconnects are located, or run the wire into the machined channel in the K-Bar and toward the top left corner of the trailer. Then, using a 1-1/4" hole saw, cut one hole in the top left corner and , if necessary, cut one hole underneath the bottom left corner of the bulkhead.

Thread the wire, first through the rubber grommet, then into the hole at the top of the bulkhead, down through the channel into the corner of the bulkhead, and back through the hole underneath the bottom corner. From there, run the wire towards the front of the frame where existing wire disconnects are located. Next, if one is not available, cut a hole for the disconnect assembly near the existing disconnects. Then, connect the wire to the female end of the disconnect provided.

STEP 3: ELECTRICAL WIRING AND COMPONENTS INSTALLATION cont.

Wiring Diagrams

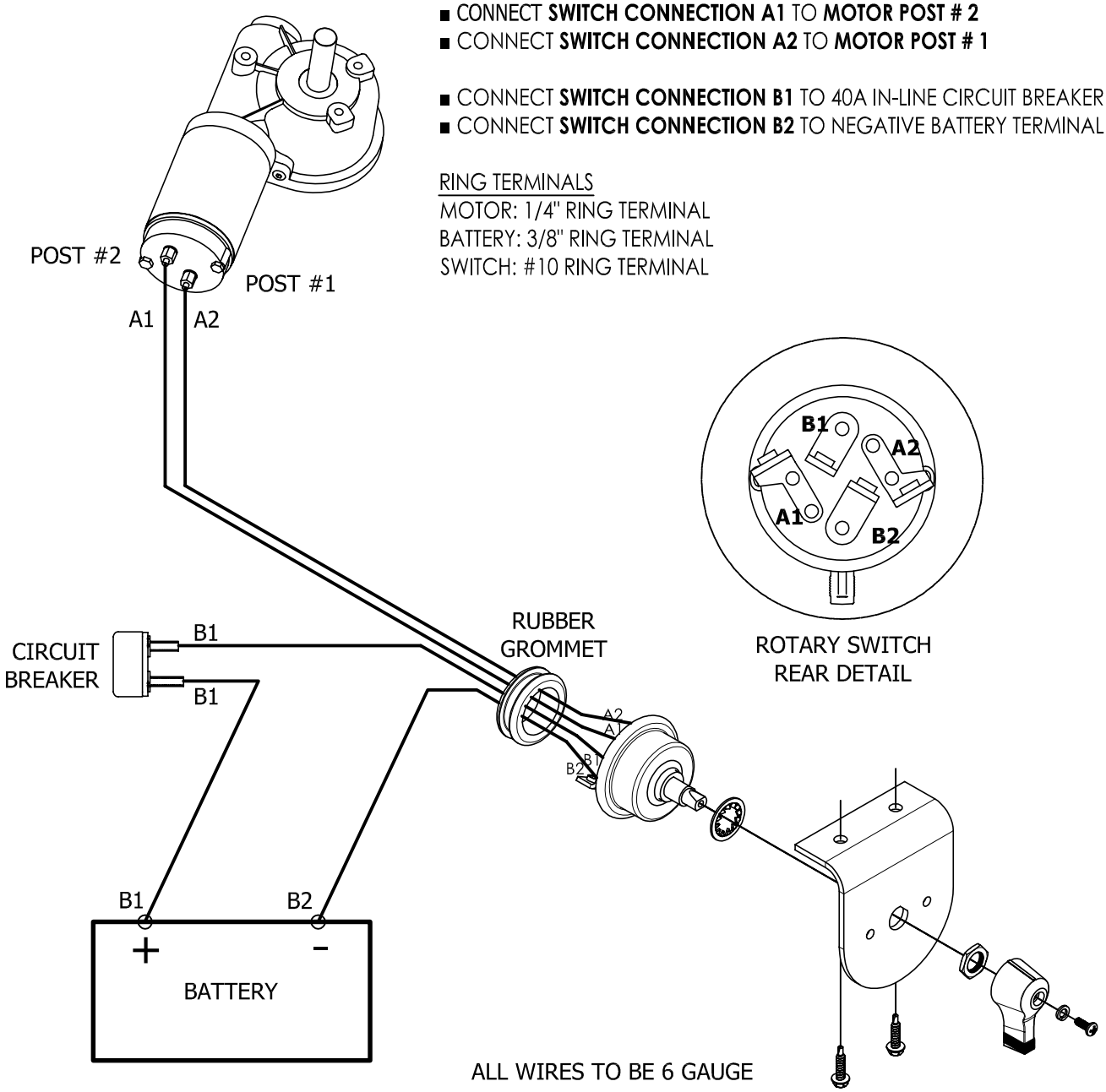
3B:
Installing the electric system from the motor to the disconnect for *frameless trailers,* *see pages 8-10 for applicable wiring diagram*. For frameless trailers, first, connect the wire to the motor then run the wire into the machined channel in the K-Bar and towards to the top left corner of the trailer. Then, using a 1-1/4" hole saw, cut one hole in the top left corner of the front of the trailer, and if necessary, cut one hole hole underneath the bottom left corner. Thread the wire, first, through a rubber grommet, then into the hole at the top of the trailer, down through the channel in the corner of the trailer, and back through the hole underneath the bottom corner. From there, run the wire toward the front of the trailer where existing wire disconnects are located. Next, if one is not available, cut a hole for the disconnect assembly near the existing disconnects. Then, connect the wire to the female end of the disconnect provided.

3C:
Installing the electric system from the motor to the cab for *dump bodies*, *see pages 8-10 for applicable wiring diagram.* First, connect the wire to the motor, then, for inside mounts, run the wire along the inside front of the cab protector to the left side and then along the inside left to the rear of the cab protector. For outside mounts, after connecting the wire to the motor, run the wire into the machined channel in the K-Bar and toward the left side of the cab protector. From there, either run the wire up over the top and to the inside of the cab protector, or run the wire along the outside and to the rear of the cab protector. With the wire at the rear of the cab protector, either run the wire along the outside of the front left corner of the body toward the bottom, or cut one hole in the top left corner and one underneath the bottom left corner of the body, run the wire, following existing wires, toward the rear of the body. Run the wire to the hinge point of the body, around the hinge, and back toward the front of the body along the front of the truck, continuing to follow existing wires. Continue along the frame to the rear of the cab.

3D:
Installing the cab control portion of the electrical system, *see pages 8-10 for applicable wiring diagram.* First, install the switch assembly at a convenient and accessible place inside the cab. Next, for trailers, connect the wire to the male end of the disconnect provided and follow existing wires to the rear of the cab. From there, for both trailers and dump bodies, run the wire into the cab following existing wires and connect to the switch assembly. Finally, connect wire to the remaining post on the switch assembly and run toward the battery following existing wires whenever possible. Finally, connect the wire either directly to the battery or to an existing positive and negative wire already connected to the battery.

STEP 3: WIRING DIAGRAM | ROTARY SWITCH

WIRING DIAGRAM FOR ROTARY SWITCH



- CONNECT **SWITCH CONNECTION A1** TO **MOTOR POST # 2**
- CONNECT **SWITCH CONNECTION A2** TO **MOTOR POST # 1**

- CONNECT **SWITCH CONNECTION B1** TO 40A IN-LINE CIRCUIT BREAKER
- CONNECT **SWITCH CONNECTION B2** TO NEGATIVE BATTERY TERMINAL

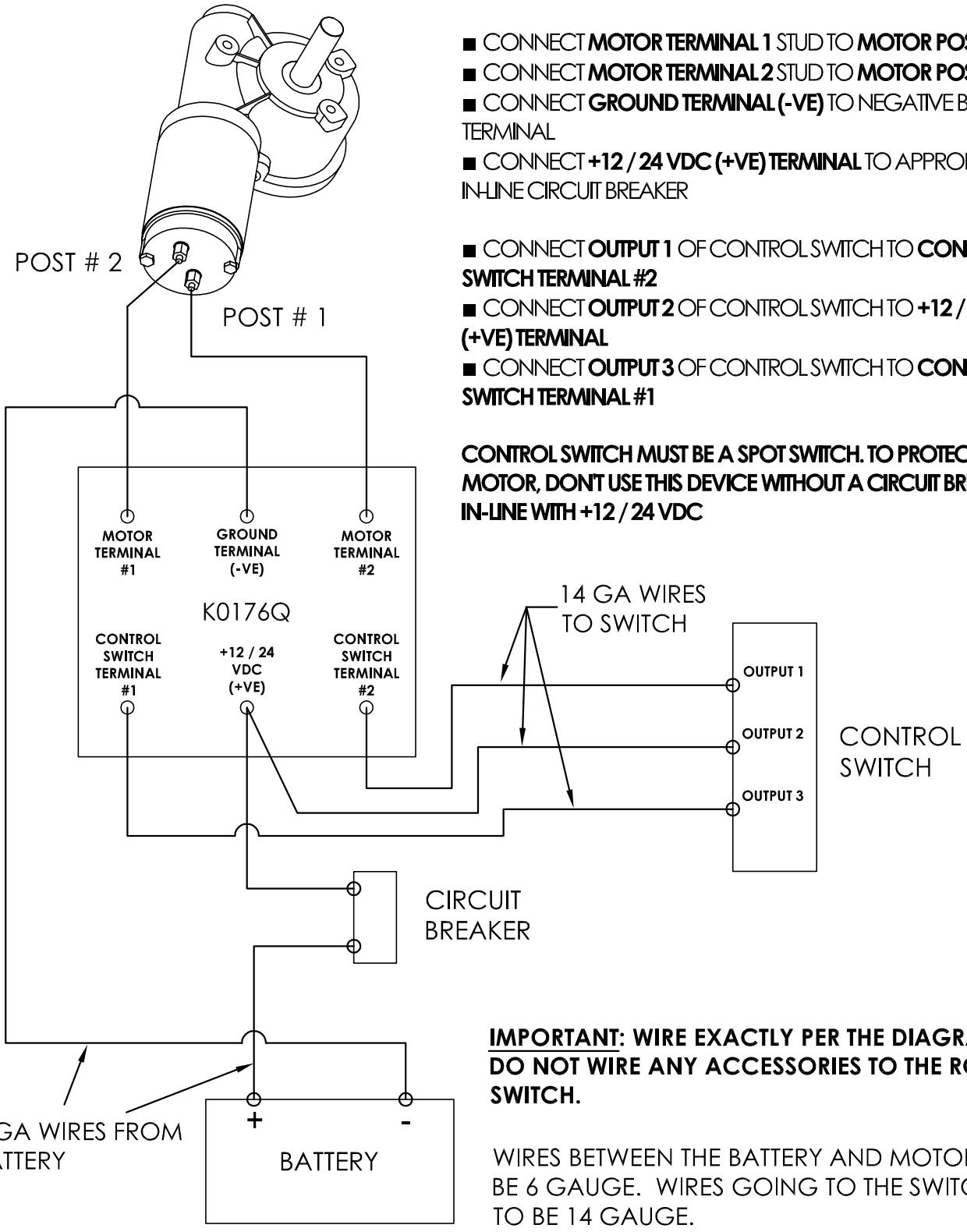
RING TERMINALS
MOTOR: 1/4" RING TERMINAL
BATTERY: 3/8" RING TERMINAL
SWITCH: #10 RING TERMINAL

ALL WIRES TO BE 6 GAUGE

IMPORTANT: WIRE EXACTLY PER DIAGRAM.
DO NOT WIRE ANY ACCESSORIES TO ROTARY SWITCH.

STEP 3: WIRING DIAGRAM | ROCKER SWITCH (w/ 80A RELAY)

MOTOR WIRING DIAGRAM FOR ROCKER SWITCH WITH 80A RELAY



- CONNECT **MOTOR TERMINAL 1** STUD TO **MOTOR POST # 2**
- CONNECT **MOTOR TERMINAL 2** STUD TO **MOTOR POST # 1**
- CONNECT **GROUND TERMINAL (-VE)** TO NEGATIVE BATTERY TERMINAL
- CONNECT **+12 / 24 VDC (+VE) TERMINAL** TO APPROPRIATE IN-LINE CIRCUIT BREAKER

- CONNECT **OUTPUT 1** OF CONTROL SWITCH TO **CONTROL SWITCH TERMINAL #2**
- CONNECT **OUTPUT 2** OF CONTROL SWITCH TO **+12 / 24 VDC (+VE) TERMINAL**
- CONNECT **OUTPUT 3** OF CONTROL SWITCH TO **CONTROL SWITCH TERMINAL #1**

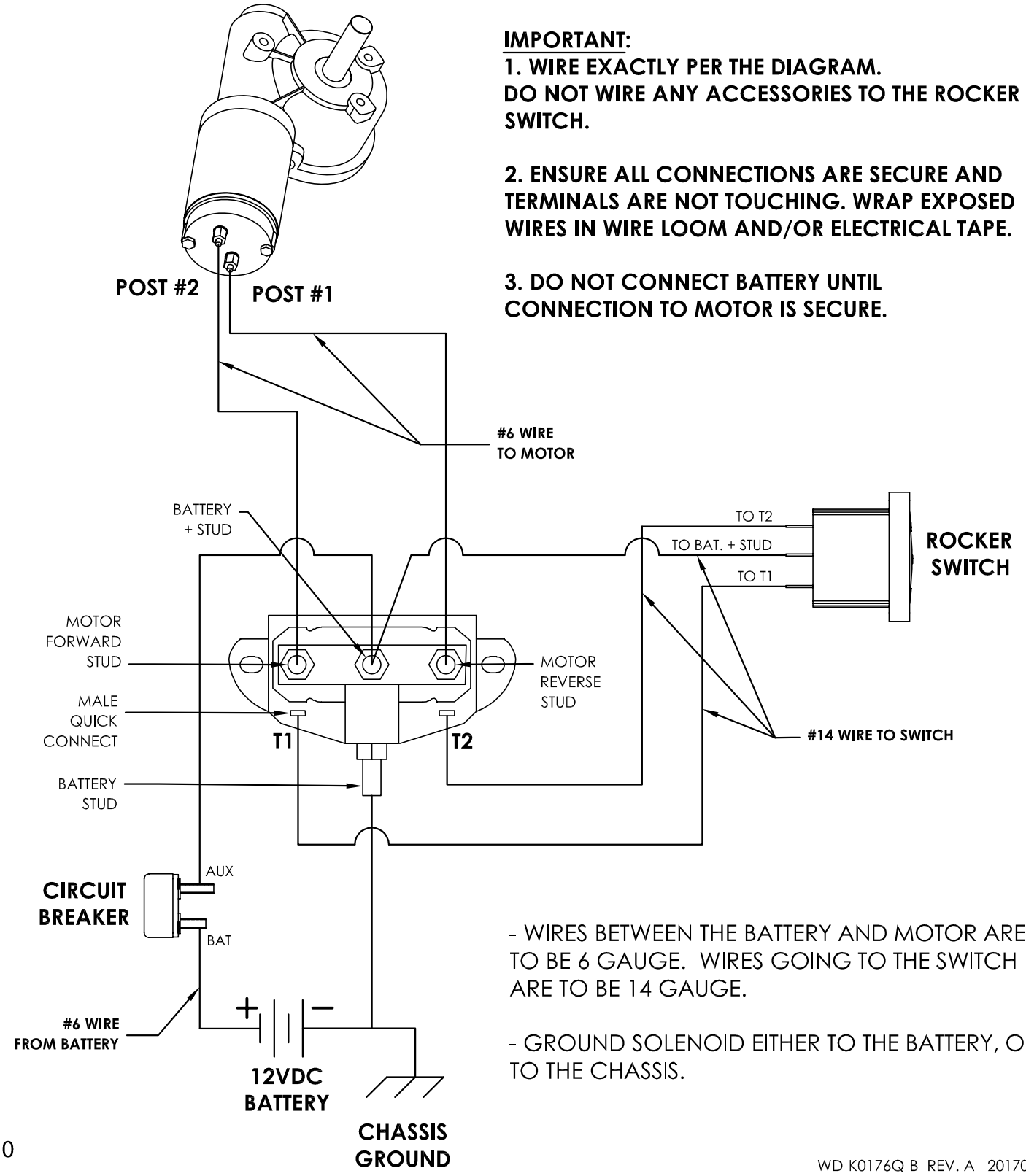
CONTROL SWITCH MUST BE A SPOT SWITCH. TO PROTECT YOUR MOTOR, DON'T USE THIS DEVICE WITHOUT A CIRCUIT BREAKER IN-LINE WITH +12 / 24 VDC

IMPORTANT: WIRE EXACTLY PER THE DIAGRAM. DO NOT WIRE ANY ACCESSORIES TO THE ROCKER SWITCH.

WIRES BETWEEN THE BATTERY AND MOTOR ARE TO BE 6 GAUGE. WIRES GOING TO THE SWITCH ARE TO BE 14 GAUGE.

STEP 3: WIRING DIAGRAM | ROCKER SWITCH (w/ 150A SOLENOID)

MOTOR WIRING DIAGRAM FOR ROCKER SWITCH WITH 150A REVERSING SOLENOID



IMPORTANT:

1. WIRE EXACTLY PER THE DIAGRAM. DO NOT WIRE ANY ACCESSORIES TO THE ROCKER SWITCH.

2. ENSURE ALL CONNECTIONS ARE SECURE AND TERMINALS ARE NOT TOUCHING. WRAP EXPOSED WIRES IN WIRE LOOM AND/OR ELECTRICAL TAPE.

3. DO NOT CONNECT BATTERY UNTIL CONNECTION TO MOTOR IS SECURE.

- WIRES BETWEEN THE BATTERY AND MOTOR ARE TO BE 6 GAUGE. WIRES GOING TO THE SWITCH ARE TO BE 14 GAUGE.

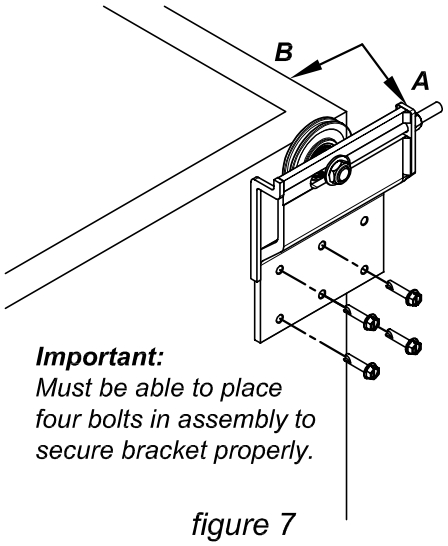
- GROUND SOLENOID EITHER TO THE BATTERY, OR TO THE CHASSIS.

STEP 4: REAR IDLER ASSEMBLY INSTALLATION

4A:

Installing the Rear Idler Assemblies, *see figure 7.* The first step to installing the rear idler assembly is determining the placement of the bracket. This is determined by the tailgate style present on the body or trailer. If the body or trailer has a swing style tailgate, the rear of the idler place should be placed at or in front of the rear of the body or trailer, not the tailgate. This is so that when opened, the tailgate does not make contact with the idler assembly. If the existing tailgate is not a swing style tailgate, the assembly should be installed as far back as possible, however, there must be enough of the idler bracket in contact with the body or trailer to get at least four bolts into the assembly, see *figure 7a.* To determine where to place the assembly relative to the top of the body or trailer, simply place the assembly so that the top of the idler plate is flush with the top of the top rail, or other structure on which the bows will be riding.

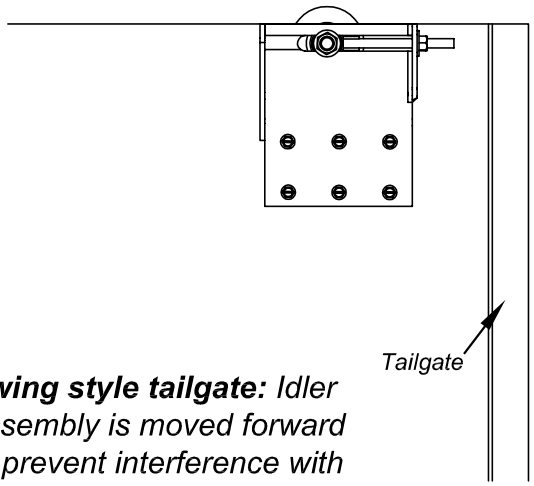
Important:
Top of idler bracket (A) should be flush with top of top rail (B) or other surface where the bows will be riding.



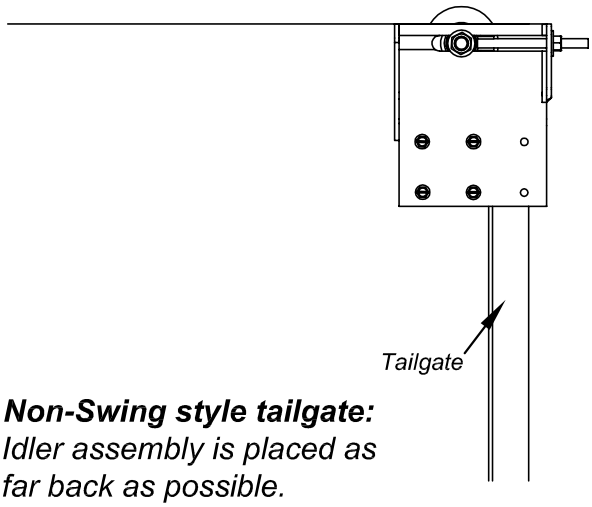
Important:
Must be able to place four bolts in assembly to secure bracket properly.

figure 7

After determining the location of the assembly, using 3/8" x 1-1/2" machine bolts, and 3/8" flat washers, fasten the assembly to the top rail (note: if it is necessary for the tarp to extend further beyond the tailgate than is achievable with the standard 8" wide idler assembly, this extension can be achieved with the extended 16" rear idler assembly option). The next step, when installing the idler assembly on the opposite side, is to be sure the distance between the front and rear assemblies is the same on each side. To do this, measure from the center of the front pulley to the front of the rear idler, then install the assembly on the opposite side so that these distances are exactly the same. After installing both rear idler assemblies, it is necessary to be sure the system is square. For the system to be square, the measurements from the right front corner to the left rear corner must be the same as the measurement from the left front corner to the right rear corner (note: the distance between the rear idlers must be the same as the distance between the front pulleys. It may be necessary to use shims to achieve these distances).



Swing style tailgate: *Idler assembly is moved forward to prevent interference with opening process.*



Non-Swing style tailgate: *Idler assembly is placed as far back as possible.*

figure 7a

STEP 5: CABLE, TARP, AND BOW INSTALLATION

5A:
Installing the Cables, Bows, and the Tarp, see *figure 8* (note: the tarp and bows come pre-assembled, and held together with shipping rods, therefor, in most cases this step is already completed). First, set the tarp and bow assembly on the front of the body of the trailer with shipping rods still in place. On the driver side of the body or trailer, thread the cable down around the rear idler and towards the front of the body or trailer. Next, remove the shipping rod from the driver's side only. Thread the cable around the front pulley and then through the holes at the end of the bows. Start with the front bow going rearward. After threading through the bows, stop with two-to-four inches of cable protruding from the last bow. Next, bring the other end of the cable forwards to meet the previous end at the last bow. Using two cable clamps, clamp the ends together, placing one clamp in front of and one clamp behind the last bow, see *figure 8b. Next, test the system by running it back and forth to be sure of proper function. It may be necessary to tighten or loosen one side of the system or the other to achieve proper system function. Lastly, when assured the system is functioning properly, cut the excess cable and tape the ends. Repeat these steps for the opposite side of the body or trailer.*

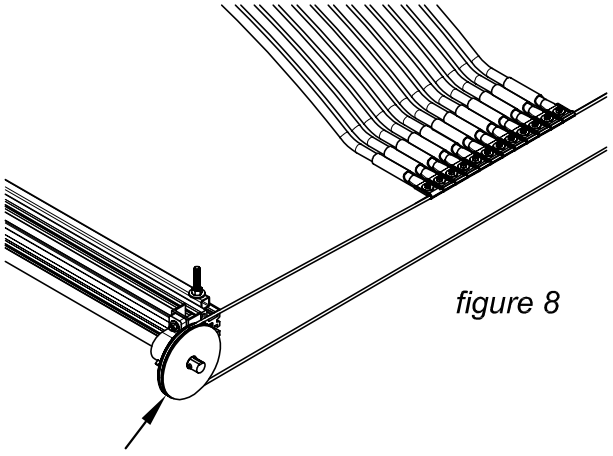


figure 8

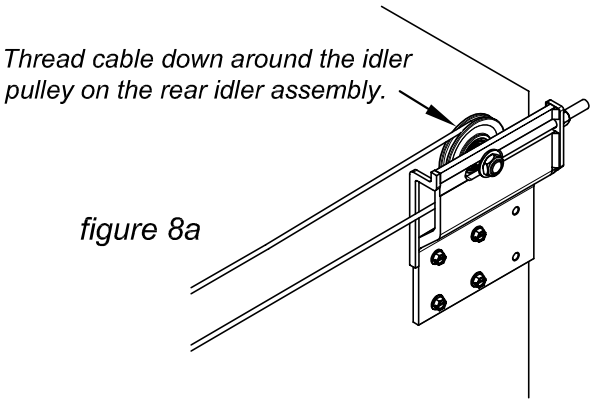


figure 8a

5B:
Tightening the cables, see *figure 8c.* To tighten cables, loosen the sheave nut on the pulley bolt, then tighten the nut on the tension bolt until cable is taught (note: the tension on each side of the system needs to be the same to keep the system in time.

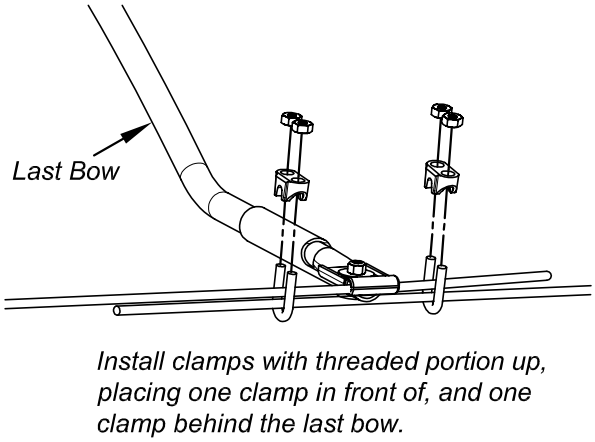


figure 8b

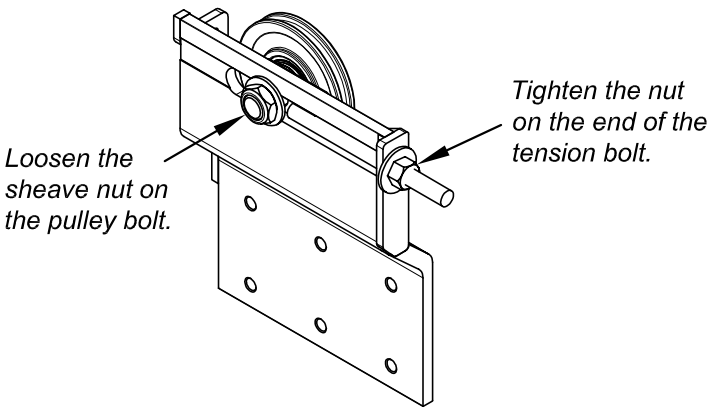


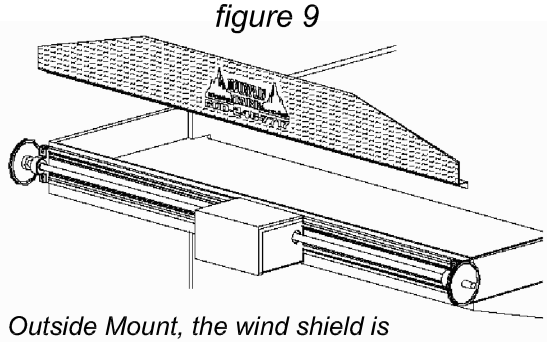
figure 8c

STEP 6: WIND SHIELD INSTALLATION

6A:

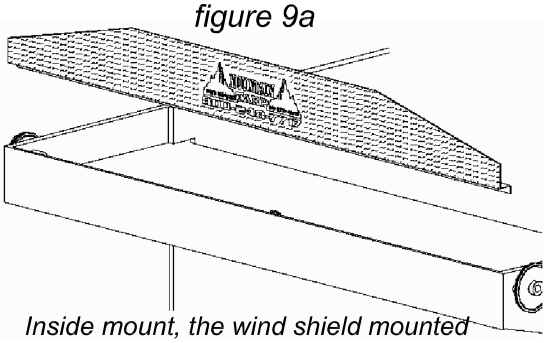
Installing "Old Style" Wind Shields. "Old Style" Wind Shield placement is dependant upon the type of system mount. For outside mounts, the wind shield is mounted to the top of the K-Bar, see *figure 9*. For inside mounts, the wind shield is mounted on top of the front of the cab protector, see figure 9a. If mounting the wind shield to the top of the K-Bar, slide the carriage bolts provided into the top slot at the end of the K-Bar and move them to the desired position and drill matching holes in the mounting flange on the K-Bar, see *figure 9b.*

figure 9



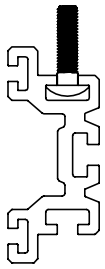
Outside Mount, the wind shield is mounted to the top of the K-Bar.

figure 9a



Inside mount, the wind shield mounted to the top of the cab protector.

figure 9b

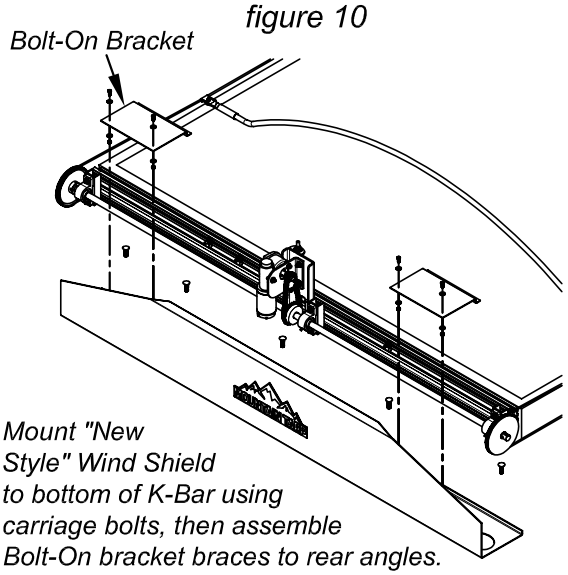


Slide carriage bolts into top slot to mount K-Bar for "Old Style" outside mounts.

6B:

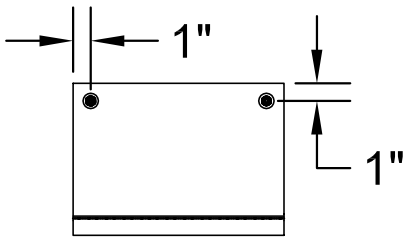
Installing "New Style" Wind Shields. "New Style" Wind Shields are mounted directly to the bottom of the K-Bar and braced with a bolt-on bracket. First, slide the carriage bolts provided into the bottom slot at the end of the K-Bar and move them to the desired position and drill matching holes in the mounting flange. Attach your "New Style" Windscreen to the K-Bar by lining up these holes and fasten with nuts and washers.
To reduce "bounce" and make the Wind Shield more ridgid, it is necessary to install the provided bolt-on brackets to the rear of the Wind Shield. Secure bolt-on brackets to the aluminum angles welded to the rear side of the wind shield. Using a 5/16" drill bit, drill holes roughly 1" in both corners of the bracket, see *figure 10a.* Using 5/16" hardware, fasten the bolt-on bracket to the Wind Shield angle. Pull the "L" shaped bend of the Bolt-On Bracket behind the top flange of the K-Bar, see *figure 10b*. This bracket will be held in place after installing the "Tension Bar" (see Installation Step 8).

figure 10



Mount "New Style" Wind Shield to bottom of K-Bar using carriage bolts, then assemble Bolt-On bracket braces to rear angles.

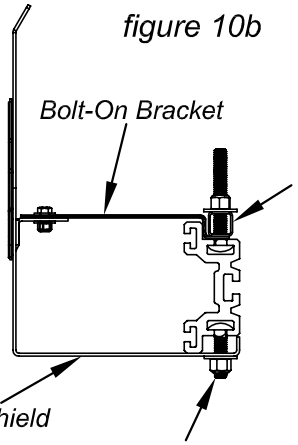
figure 10a



Bolt-On Bracket

Drill through bolt-on bracket and aluminum angles on the rear of the Wind Shield. Fasten bracket to angles using 5/16" hardware.

figure 10b



Bolt-On Bracket held in position under the "Tension Bar" (see Installation Step 8).

Slide carriage bolts into bottom slot to mount K-Bar for "New Style" outside mounts.

STEP 7: RAMP INSTALLATION (OPTIONAL)

7A:
Installing the ramp for radius bulkheads (optional). To install ramps for trailers with flat top rails, see *figure 11*, place the front of the ramp against the K-Bar with horizontal portion of the ramp resting on top of the top rail. Mark the ramp along the contour of the radius of the bulkhead. Cut the ramp along this mark and cut off any excess metal leaving at least 6" of the vertical portion of the angle in contact with the side wall of the trailer.

Install the ramp by either bolting or welding it to the side of hte trailer. Then fasten the front end of the ramp to the K-Bar by sliding a carriage bolt into the slot at the end of the K-Bar and inserting it into the hole at the end of the ramp. For trailers with an inverted angle top rail, measure from the K-Bar to the end of the angle on the top rail. Cut the inverted angle ramp, see *figure 11a,* to this length and weld it on top of the top rail so that the rail continues on toward the K-Bar (note: ramps are only necessary if the radius present is greater than 6").

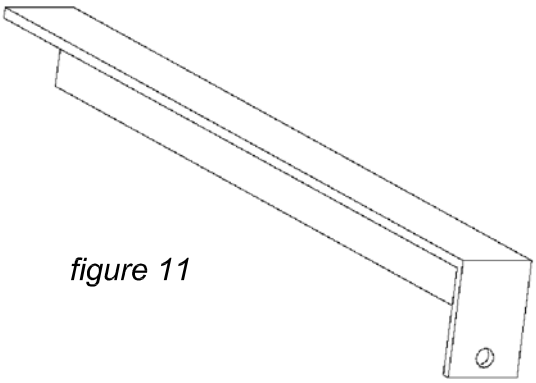


figure 11

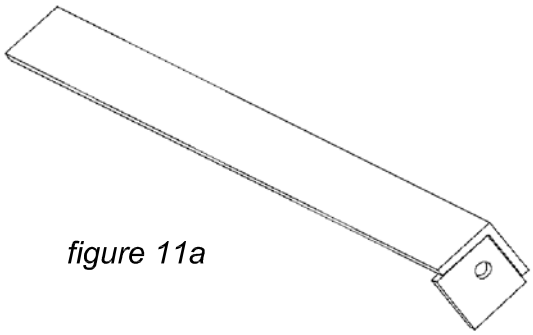
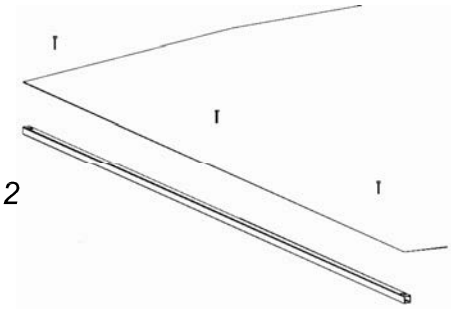


figure 11a

STEP 8: TIGHTENING THE TARP-N-GO™ SYSTEM

8A:
Putting tension on the system, see *figure 12***.** To tighten the system, start by running the tarp toward the covered load position and stopping with the last bow three to four inches from the rear idlers. Next, fasten the front end of the tarp to the tension bar with the tek screws provided (note: in most instances the tarp comes with the tension bar pre-attached. Therefore this step may be already completed). Then, roll the tension bar in the direction that rolls the tarp onto the top of the tension bar, see *figure 12a.* Roll the bar until the tarp is taught, then mount the tension bar and tarp on top of the mounting flange of the wind shield. If using a "New Style" Wind Shield, position the tension bar on top of the Bolt-On Wind Shield bracket, as shown in Step 6B. If a wind shield is not used, mount the tension bar on top of the K-Bar, see *figure 12b.*

figure 12



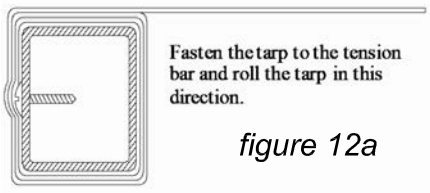


figure 12a

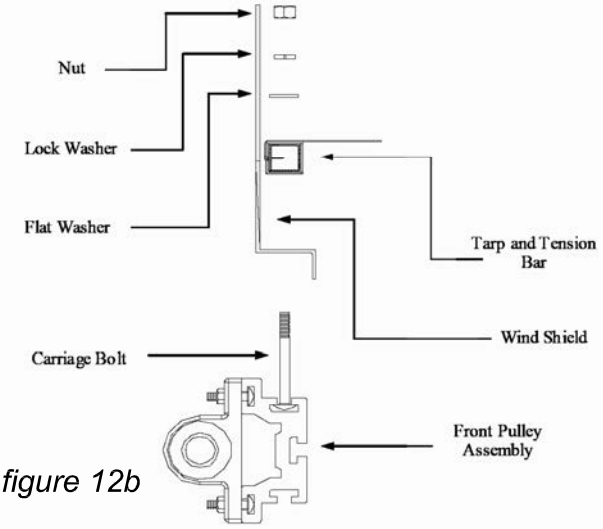


figure 12b

STEP 9: ANTI-LIFT(S) INSTALLATION

Note: **Drop Side** tarps require the "Old Style" Anti-Lifts, as the "Slotted" Anti-Lifts do not provide enough clearance.

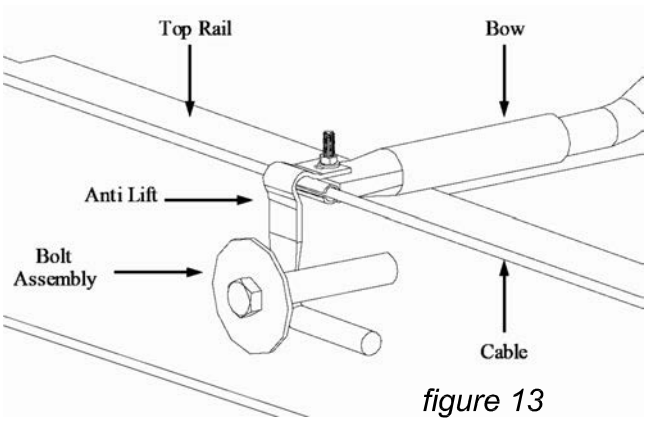


figure 13

9A:
Installing "Old Style" Anti-Lifts, see *figure 13,* (notes: the Anti-Lifts are installed to prevent the tarp from gaining lift due to air flow under the tarp. The number of Anti-Lifts used is determined by the length of the system. Longer systems require more Anti-Lifts, shorter systems require less. Anti-Lifts should be spaced evenly along bows). After determining the particular bows that will hold the Anti-LIfts, the next step is to secure the Anti-Lifts to the bows. The longest Anti-Lift should be in front with the shortest Anti-Lift in the rear.

To secure the Anti-Lift to the bow, place the Anti-lift on top of the flat end of the bow so that the hole in the Anti-lift lines up with the hole at the bow-end. Then, with the horizontal catch bar facing toward the rear of the body or trailer, insert the 1/4" hex bolt up through the holes, and slide the washers onto the bolt starting with the 3/8" washer, then the 1/4" washer. Fasten the hardware firmly using the lock nuts provided, see *figure 13a*. The next step is to install the bolt assembly. After installing the anti-lift, measure one half inch up over from the inside corner of the Anti-Lift and make a mark at this point on the side wall of the body or trailer. Using a 1/2" drill bit, drill a hole at this mark. Finally, slide the Anti-Lift washer and then the spacer onto the 1/2" x 7" bolt and insert the bolt into the previously drilled hole and then firmly secure the assembly using the 1/2" washers and 1/2" hex nuts provided, see *figure 13b.*

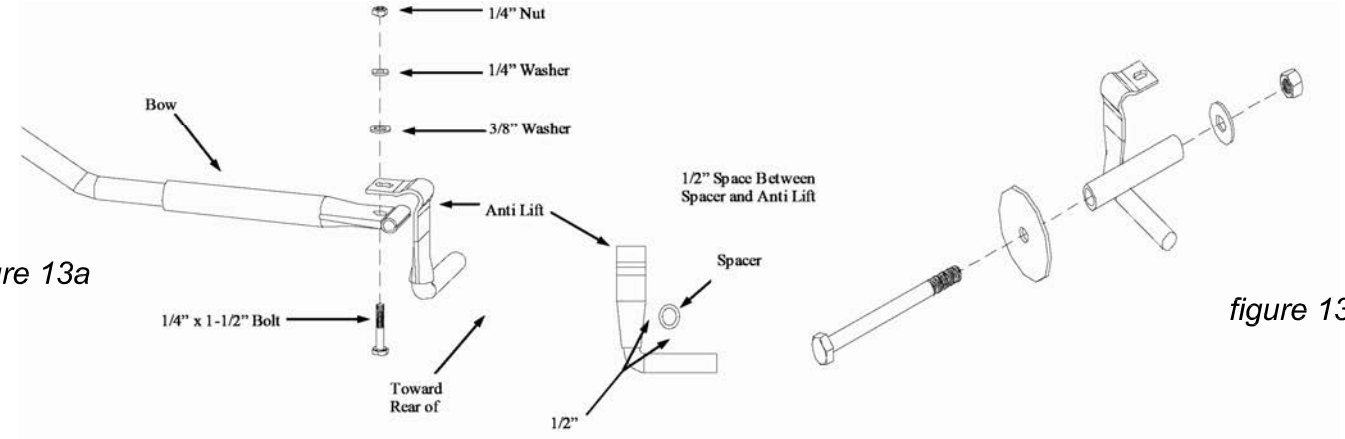


figure 13a

figure 13b

9B:
Installing "Slotted" Anti-Lifts, see *figure 14.* To secure the Anti-Lift to the bow, place the Anti-lift on top of the flat end of the bow so that the hole in the Anti-lift lines up with the hole at the bow-end. Then, insert the 1/4" hex bolt up through the holes, and slide the washers onto the bolt starting with the 3/8" washer, then the 1/4" washer. Fasten the hardware firmly using the lock nuts provided. The next step is to install the Slotted Bracket to the side of the trailer or body. Position the bracket where desired, then using two 3/8" x 1-1/2" machine bolts, fasten the bracket to the side of the trailer. It may be necessary to use shims to achieve the appropriate width if the Anti-Lift adjusting slots do not provide enough adjustability.

Important:
Distance between UHMW "disk" and bottom of Slotted Bracket should be less than 1.00", otherwise rearmost anti-lift may interfere with front brackets.

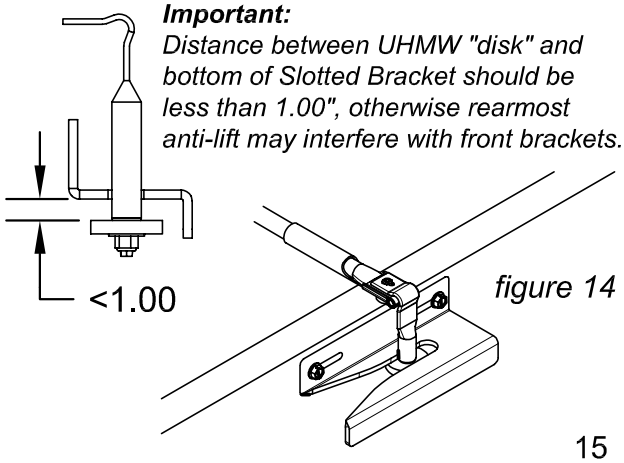
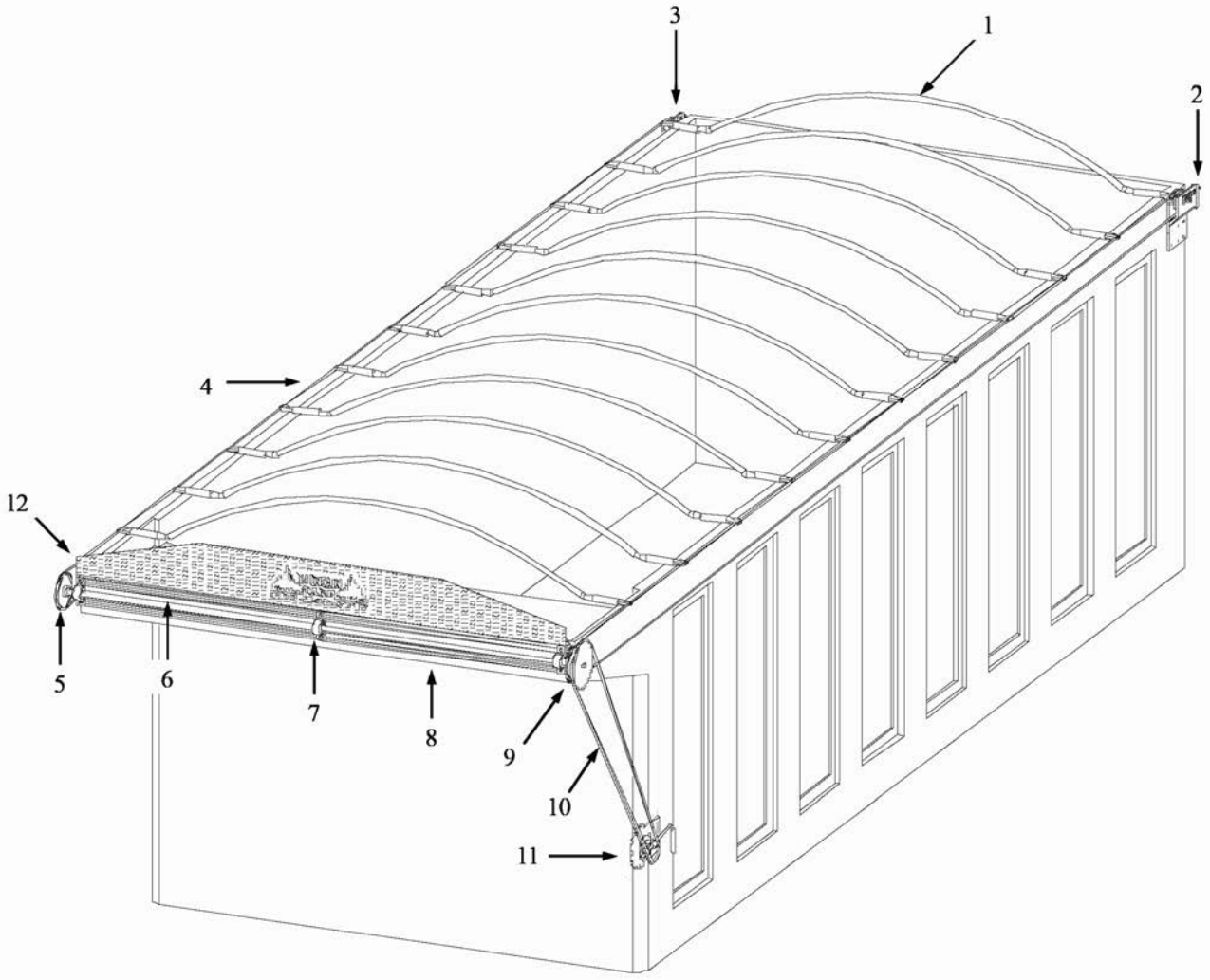


figure 14

PARTS LIST



Des. #	Description	Part #	Des. #	Description	Part #
1	Bow-98" With 12" Rise	Z5001K	7	Pillow Block Bearing	K0520
2	Rear Pulley Assembly (Left)	Z7000K	8	K-Bar (95")	Z1017
3	Rear Pulley Assembly (Right)	Z7001K	9	9" Sprocket	Z1002
4	Stainless Steel Cable (per foot)	Z1014	10	# 40 Sprocket Chain (per foot)	Z2007
5	7" Pulley	Z1001	11	Crank Assembly	Z1013C
6	7" Pulley	Z1004	12	95" Wind Shield	Z1009

NOTES

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