



TRUE FRAME MOUNTED CAMPER TIE DOWNS

IMPORTANT OWNER-OPERATOR INSTALLATION INSTRUCTIONS

C2204/FMTPJ01NDCH

FRONT TIEDOWNS

Minor movement (or settling) can occur in some incidental harsh driving conditions (on or off road).

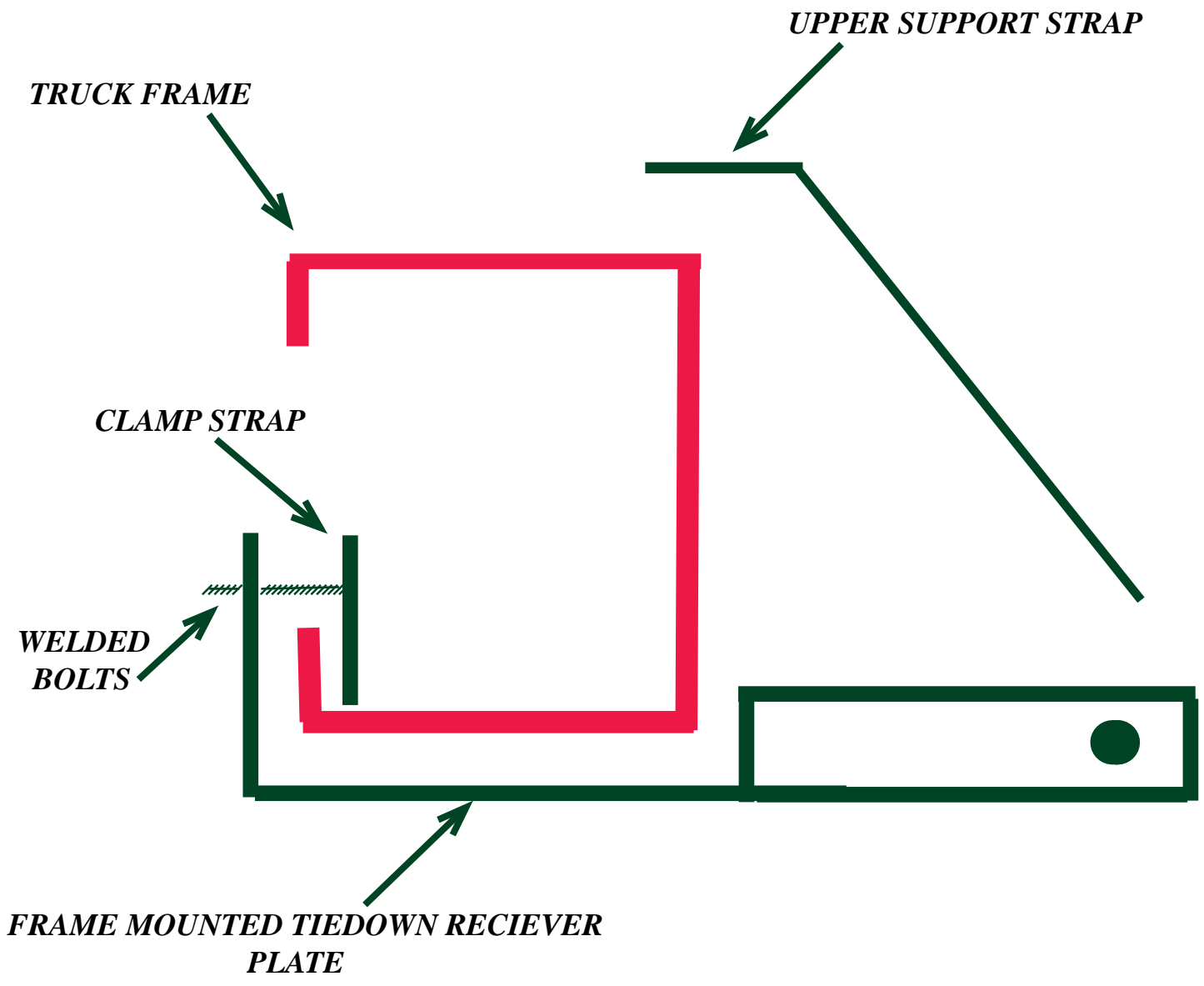
A rubber bed mat is not a requirement to maintain the lifetime warranty on a Torklift system, but a strong recommendation, simply as a safety precaution to protect the truck bed, the bottom of the camper and to give the camper additional support.

Warning!!

TORKLIFT DOES NOT RECOMMEND: Installing your truck camper in your truck on top of a drop in plastic bed liner!!! THIS WILL VOID YOUR WARRANTY!

The drop in plastic bed liners can slide on top of the truck bed surface, and the camper can slide on top of the slick surface of the bed liner. The liner can also act as a spring causing a trampoline effect increasing vertical truck camper movement, independent of the vehicle, possibly resulting in truck bed damage and/or camper damage!

TIE DOWN DIAGRAM



C2204 PARTS INVENTORY

2 - TIE-DOWN RECEIVERS
2 - STRAIGHT INSERTS
2 - CLAMP STRAPS
2 - BENT SUPPORT STRAPS
2 - 1/4" PINS
2 - 1/2" GRADE 5 NUTS
2 - TORKLIFT STICKERS

2 - 12MM X 1.75 X 50MM HEX BOLT
4 - 1/2" LOCK WASHERS
6 - 1/2" FLAT WASHERS
4 - 1/2" FLANGE NUTS
2 - 1/2" X 1-1/2" HEX BOLTS

INSTALLATION

Attention:

This no-drill application does not utilize any factory holes in the vehicle's main frame (as there are no factory holes). The tiedown receiver will be attached via heavy duty clamp straps on the inside of the truck frame.

There is enough room to install the C2204 Tie Down between the frame and the gas tank, but if the tank is closer than normal, you may choose to loosen the straps for the tank and move it away from the frame while completing the installation.

1. Starting with the passenger's side, remove the factory bed bolt from the bed support tower (**See Photo 1**). Locate a bent support strap and align the hole in the bent support strap with the factory hole in the bed support tower. Place a lock washer and 2 flat washers onto the 12mm x 1.75 x 50mm bolt and install hand tight (**See Photo 2 and 3**).
2. Locate a clamp strap with welded on bolts and place the clamp strap into the inside of the frame. The clamp strap is located on the inside of the c-frame and the two welded on bolts are facing toward the vehicle driveline (**See Photo 4**). **NOTE: This is a no-drill application and the threaded bolts will not go through any holes in the frame!** Lift the back of the tiedown receiver over the two welded on bolts (**See Photo 5**) the photo of the tiedown receiver is positioned in the inside of the frame (**unlike our other tiedown applications, the receiver will not be positioned on the outside of the frame**). Notice that the clamp strap is sandwiched between the inside of the frame and the receiver in **PHOTO 6**. Install a flanged lock nut onto each of the bolts and hand tighten at this time (**See Photo 7**).

3. Next attach the upper support strap to the tie down receiver pocket unit using the supplied 1/2" x 1-1/2" Hex Bolt with one 1/2" flat washer one 1/2" lock washer, and one 1/2" Hex nut (**See Photo 8**).

NOTE: THE LONG TAPERED END OF THE CLAMP STRAP POINTS DOWN AND GOES TOWARD THE FRONT OF THE TRUCK!

*** '07 New Body Style E-brake cable addendum (see page 9).**

4. THE TIGHTENING OF THE BOLTS MUST OCCUR IN THE ORDER THAT IS STATED IN THIS STEP. Lift tie down receiver until it touches the bottom of the frame and tighten the 2 flanged lock nuts on the back of the frame to 60 ft lbs. **NOTE: THE CLAMP STRAP BOLTS WILL BE SLIGHTLY ANGLED AND THE FLANGE NUTS WILL NOT SIT FLAT, THIS IS NORMAL** Tighten the flanged lock nut that attaches the bent support strap to the tiedown receiver to 60 ft lbs. Tighten the metric bolt attaching to the bed support tower to 60 ft lbs.

5. After all bolts have been tightened, check to be certain that the tiedown receiver is touching the bottom of the frame.

6. Find one insert and place into the tiedown receiver, install a 1/4" pin. Make sure that the triangle plate located on the end of the insert is pointing towards the front of the truck. This bracket is designed to increase the angle of the tiedown chain/turnbuckle.

You should have at least 1" clearance between the insert and the lip of the box or after market accessory.

ILLUSTRATED DIAGRAMS

PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5



PHOTO 6



PHOTO 7



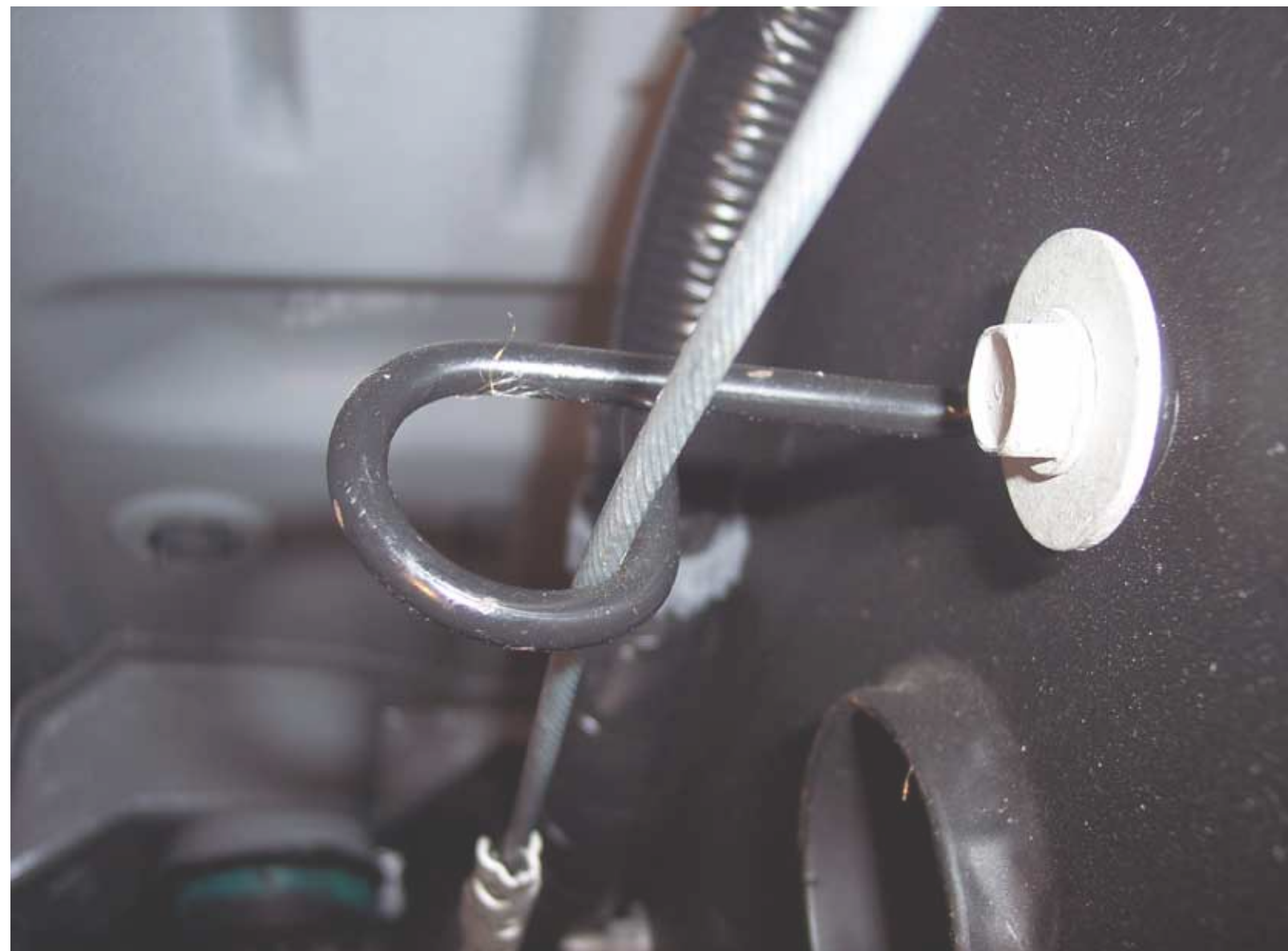
PHOTO 8



Photo F



Photo G



The e-brake cable has been relocated to above the tiedown receiver on the '07 new body style truck (Photo F). The e-brake cable is specially coated, and was designed specifically for direct metal contact, as shown above (Photo G) where the e-brake can be seen contacting the factory installed cable guides.

INSTRUCTIONS FOR MAINTENANCE OF POLISHED STAINLESS STEEL PRODUCTS



Torklift utilizes quality grade 304 stainless steel in this product.

304 stainless steel is well known for its anti corrosive properties, however in some environments such as coastal regions or when in contact with some road chemicals, corrosion may occur.

We recommend occasional polishing of our product to maintain its attractive finish. Use an approved stainless steel cleaning/polishing product which can be purchased from any automotive supplier.

Frame Mounted Tie Downs

Leading the camper tie down industry in strength, quality, advanced design and installation. TorkLift TRUE frame mounted tie downs are far superior to all tie down systems available.



The TorkLift system is unique in its design and is patented. Four independent tie down points (with no belly or crossbar) working much like your receiver type trailer hitch as the inserts are removable allowing the system to be virtually undetectable when not in use.

They are designed for each make and model to fit tight to the frame so as not to compromise ground clearance. TorkLift tie downs are not universal 'one size fits all' therefore all the problems with correct fit for each particular application have been eliminated.

Original SuperHitch & SuperHitch Magnum

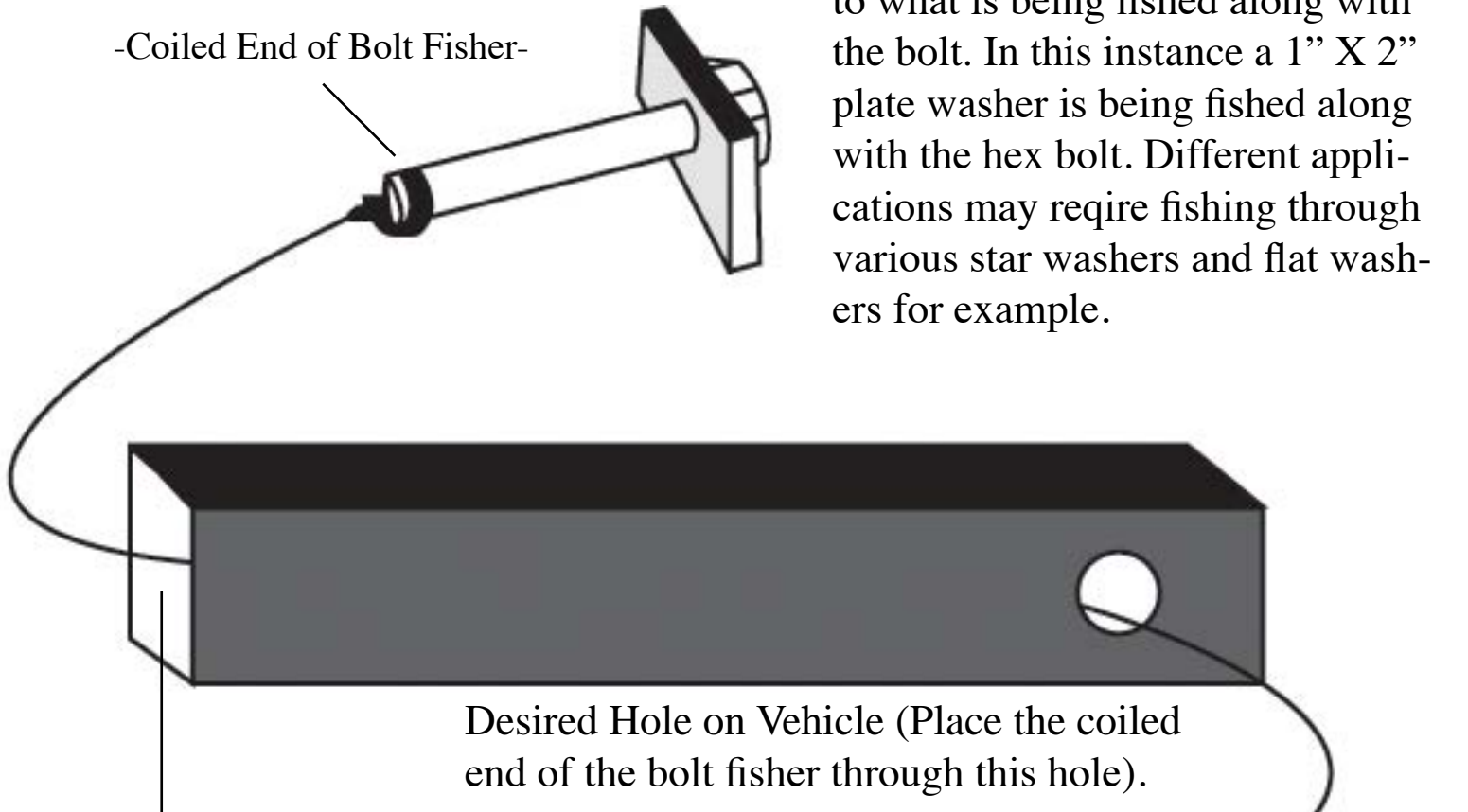
High strength extended hitch system engineered for safely towing all types of trailers behind your truck and camper. With a max towing capacity of 14,000 lbs. with an extension* , (17,000 lbs. to 20,000 lbs. without*) the Original SuperHitch and Superhitch Magnum are rated the strongest in the industry.



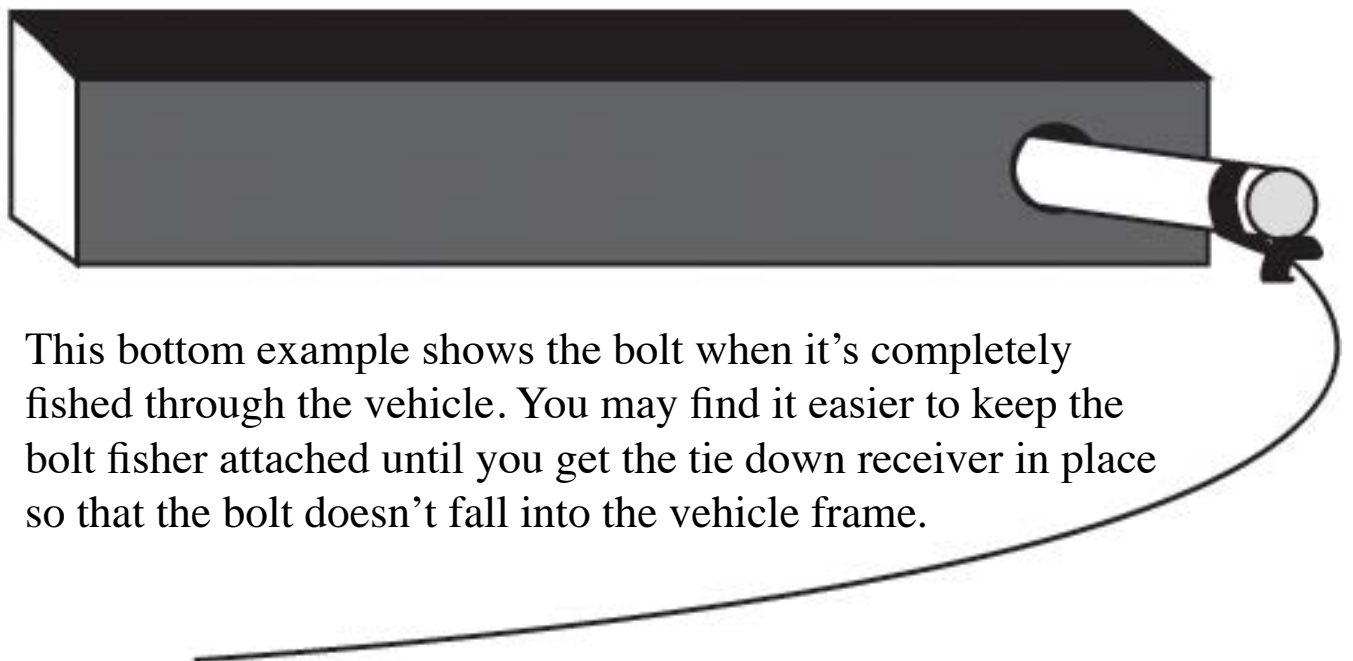
TORKLIFT'S BOLT FISHING GUIDE

Your guide to understanding the installation of our frame mounted tie downs.

Note: The hardware may vary as to what is being fished along with the bolt. In this instance a 1" X 2" plate washer is being fished along with the hex bolt. Different applications may require fishing through various star washers and flat washers for example.



This side of the Bolt Fisher should come out of a hole where the required hardware (for example 1" X 2" plate washer) can pass through.



This bottom example shows the bolt when it's completely fished through the vehicle. You may find it easier to keep the bolt fisher attached until you get the tie down receiver in place so that the bolt doesn't fall into the vehicle frame.

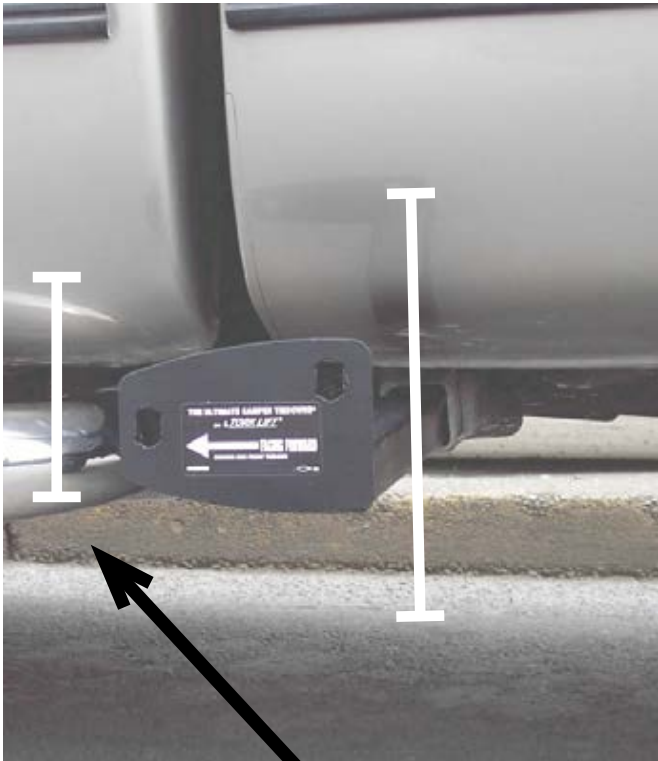
WARNING: PULLING TOO HARD ON THE BOLT FISHER CAN RESULT IN LOST FASTENERS, OR BROKEN BOLT FISHER.

TIEDOWN INSERT INSTALLATION INSTRUCTIONS

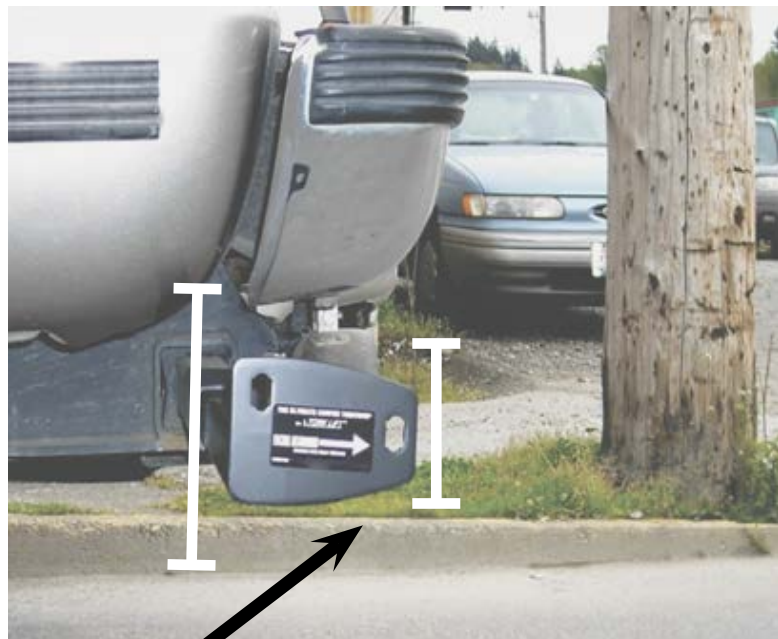
On one end of each of your tiedown inserts is a triangular plate referred to by Torklift as a bullet plate. Your tiedown inserts should be installed with the shorter side of the bullet plate facing away from each other, i.e.. The shorter side of the front insert should point to the front of the truck and the shorter side of the rear insert should point towards the rear of the truck.

Once installed, attach the TorkLift directional stickers to the face of the bullet plate on the insert as a reminder.

DRIVERS SIDE FRONT



DRIVERS SIDE REAR



SHORTER SIDE

TURNBUCKLE SPRINGLOAD OPTIONS

CONTACT YOUR LOCAL DEALER FOR MORE DETAILS

Torklift requires all 4 tiedown points to be spring loaded in order to qualify for our manufacturer's

Industry Exclusive "Camper Anchor" and "Truck Frame" Warranty

BASIC SPRINGLOAD KIT - S9000

Includes 2 External Springload Cylinder Units,
2 Heavy Duty Forged Turnbuckles and 24" of Chain.
Also comes with the TorkLift Lifetime Guarantee.



FASTGUNS LEVER ACTION TURNBUCKLES

FOR BED MOUNTED TIEDOWNS

S9520-GREY SS / S9521-WHITE SS / S9527-POLISHED SS

FOR FRAME MOUNTED TIE DOWNS

S9522-GREY SS/ S9523-WHITE SS/ S9526-POLISHED SS

S9529-BLACK SS

FRAME OR BUMPER MOUNTED TIEDOWNS

Includes 2 Stainless Steel Turnbuckles with an Internal
"Set" Spring. Available in 2 Lengths and 4 Finishes
(Grey, White, Polished Stainless Steel and Black)

Also comes with the TorkLift Lifetime Guarantee.

FASTGUN DERRINGERS Polished Stainless S9528

Transforms Your Pre-Existing Conventional
Turnbuckles into a Lever Action
FastGun Style Turnbuckle.

Kit includes 4 Lever Action Derringers.

Also comes with the TorkLift Lifetime Guarantee.



SPRINGLOAD XL KIT - S9050A

This set includes 2 Long Square Bodied
Turnbuckles with an Internal "Set" Spring.

The Springload XL Kit comes with a High Impact Powder-coated Finish and is compatible with the FastGun Derringer handles. Also comes with the TorkLift Lifetime Guarantee.



RECOMMENDED TRUCK CAMPER

INSTALLATION INSTRUCTIONS

When securing any heavy load (especially a camper) in your truck bed, your front tie down points should pull the load forward as much as possible. Some camper anchor points may differ with different manufacturers, as well as the camper jack mounting locations. Your Torklift tie down inserts have offset triangular brackets to increase the angle of pull. These are designed to be used in the front facing forward, and the rear facing rearward but can be used in either front or rear. These recommendations are to be considered and followed as a basic rule of thumb . Obviously there will be some applications where this may not be possible. At a minimum, if opposite pull of both front and rear tiedowns cannot be achieved for whatever reason, you should have at least a forward pull at the front or rear location.

If your camper does not come with Rubber Bumpers on the front lower portion of the camper, installing Rubber Bumpers (Torklift has Rubber Bumpers available Part A7001) or using a block of wood such as a 2 x 4 in the bed, will prevent the camper from damaging the front bulk head of the truck bed.

Minor movement (or settling) can occur in some incidental harsh driving conditions (on or off road). A rubber bed mat is not a requirement to maintain the lifetime warranty on a Torklift system, but a strong recommendation simply as a safety precaution to protect the truck bed, the bottom of the camper and to give the camper additional support.

TORKLIFT DOES NOT RECOMMEND: Installing your truck camper in your truck on top of a drop in plastic bed liner!!! The drop in plastic bed liners can slide on top of the truck bed surface, and the camper can slide on top of the slick surface of the bed liner. The liner can also act as a spring causing a trampoline effect increasing vertical truck camper movement, independent of the vehicle, possibly resulting in truck bed, and camper damage!

INSTRUCTIONS FOR FINISH MAINTENANCE **OF TORKLIFT PRODUCTS**

POWDER COATED STEEL:

To keep your Torklift products looking good follow these guidelines. All steel powder coated Torklift products are sandblasted for maximum adhesion and use a high quality industrial urethane based powder coat. Due to the extreme, harsh, undercar environment that your Torklift products live in, (consistently sprayed with corrosive road chemicals such as salt, and road debris), Torklift does not warranty the powder coated finish.

To minimize corrosion from these factors on powder coated steel products, Torklift recommends regularly cleaning and inspecting the powder coated surface and touching up any affected areas with an enamel or urethane based aerosol paint product. If there are any areas of surface rust, there are also aerosol spray rust converters available on the market that can be used as a preparation to touch-up paint application. These finish maintenance products are available at any automotive parts supplier.

POLISHED STAINLESS STEEL :

Torklift utilizes quality grade 304 stainless steel in our stainless steel polished products. 304 stainless steel is well known for its anti-corrosive properties. However, in some environments such as coastal regions or when coming in contact with some road chemicals, corrosion may occur.

For a quick clean simply use WD40 and a cloth rag. We also recommend occasional polishing of our polished stainless products to maintain their attractive finish. Use an approved stainless steel chrome or aluminum mag wheel polish cleaning product which can be purchased from any automotive parts supplier.