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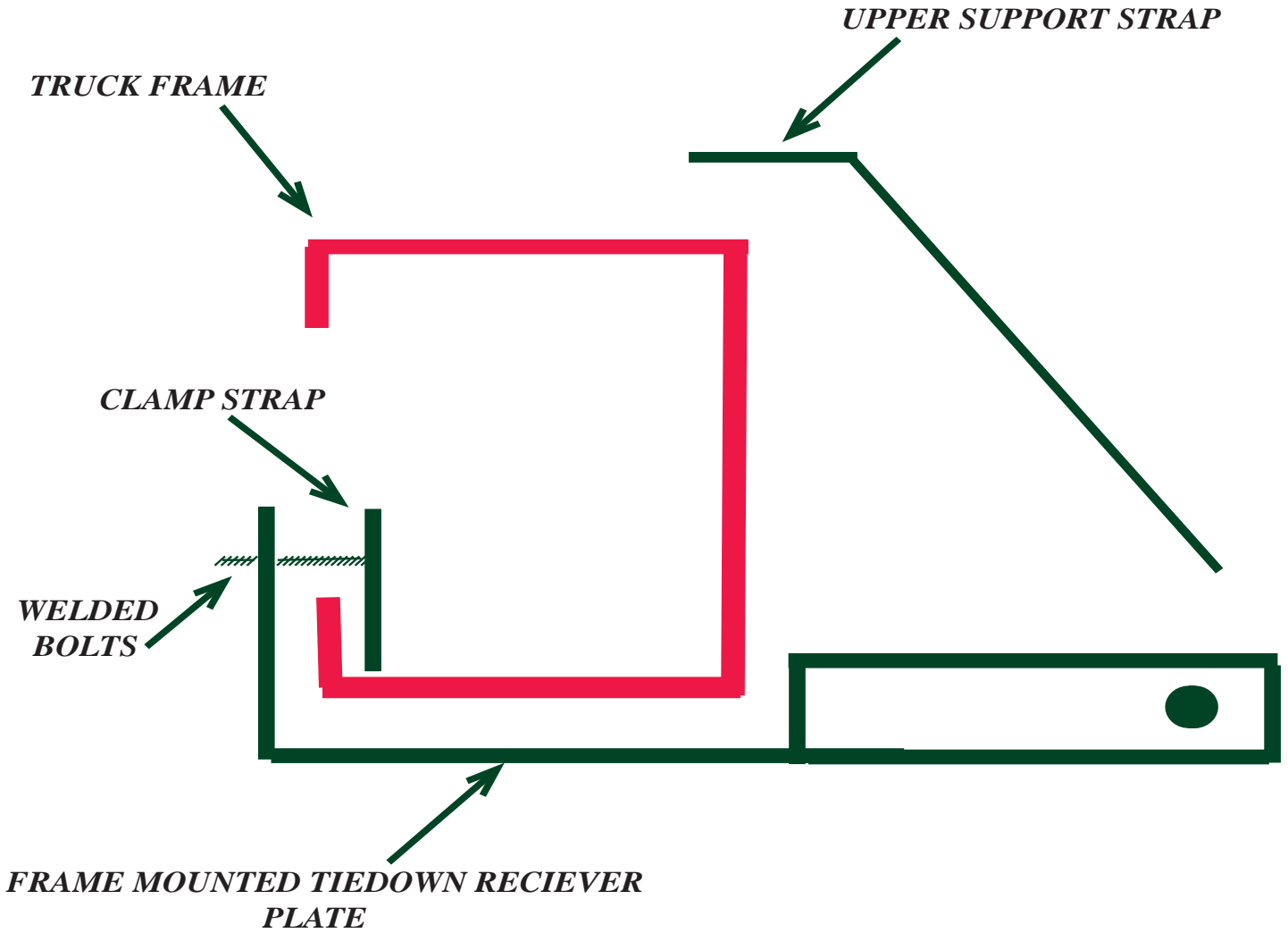


**TRUE FRAME MOUNTED
CAMPER TIE DOWNS**

IMPORTANT OWNER-OPERATOR INSTALLATION INSTRUCTIONS

C2205A

INSTALLATION DIAGRAM



C2205A PARTS INVENTORY

	Talon Tie Down Receiver	2
	Straight Talon Tie-Down Insert	2
	1/2" USS Flat Washer	4
	1/2" Lock Washer	2
	1/2"-13 Serrated Flange Nut	4
	Clamp Strap	2
	M12"-1.75 x 50mm Hex bolt	2
	1/4" Snapper Pin	2
	TD Capping Kit	1

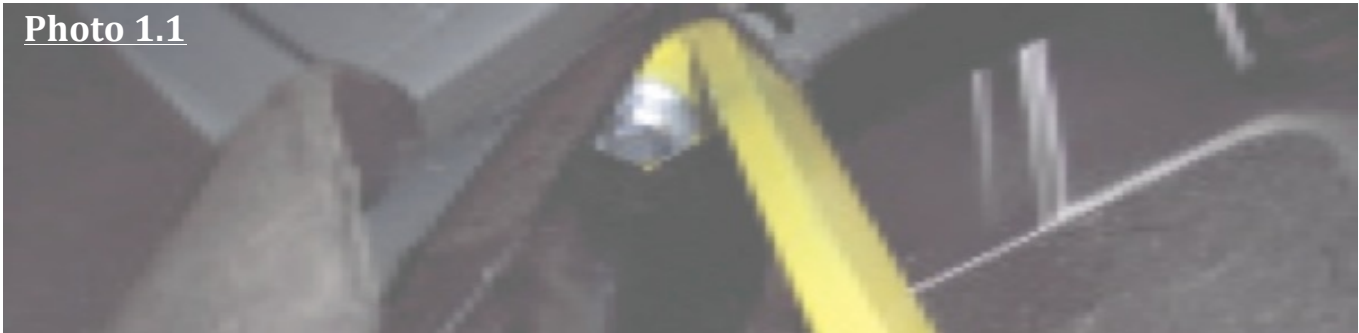
NOTE: YOU MAY NEED TO SPRAY WD-40 OR PENETRATING OIL ONTO THE FACTORY BOLTS TO AID IN THEIR REMOVAL.

INSTALLATION NOTES

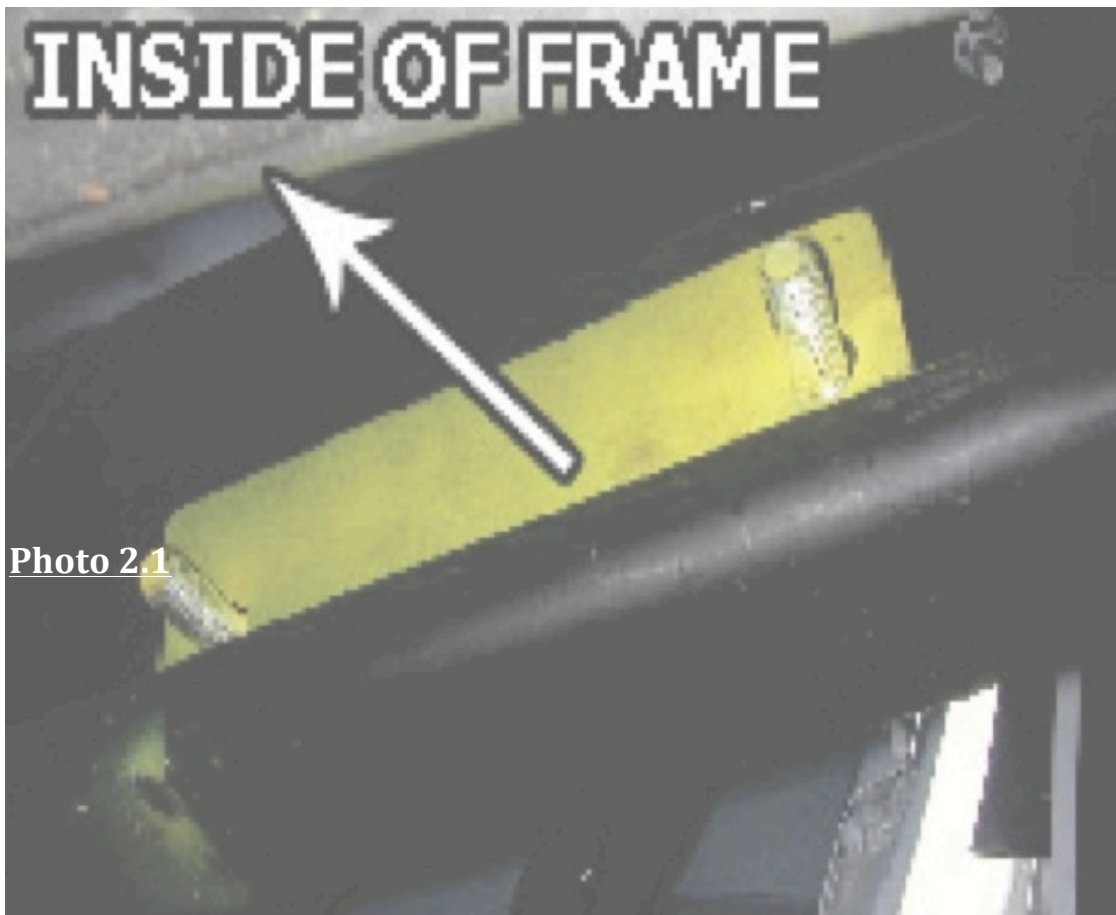
There is enough room to install the C2205 Tie Down between the frame and the gas tank, but if the tank is closer than normal, you may choose to loosen the straps for the tank and move it away from the frame while performing the installation.

Step 1-

Starting on the driver side of the vehicle, locate the forward most factory bed support and remove the factory M12 hex bolt. This bolt may be discarded as a longer replacement bolt is supplied in the bolt kit. Please reference Photo 1.1 below.



Step 2- Locate a **clamp strap** with two welded on **1/2"-13 x 1.5" Hex Bolts**, and place the clamp strap into the inside of the vehicle c-frame. The two welded on bolts are facing toward the center of the vehicle. The **clamp strap** is directional, and the provided hand hold tab must face towards the front of the vehicle. Reference the installation diagram on page 2, as well as Photo 2.1 below.



Step 3-

Note that the parking brake must be released to perform the tie down receiver installation. Be sure the vehicle is in park (or first gear if equipped with manual transmission) before releasing the parking brake! It is also strongly recommended to chock one or more of the vehicle wheels to prevent movement.

Begin to lift the **tie down receiver** into place by first angling the gusseted top strap above the frame and through the gap between the cab and truck bed. With the top strap to the left of the bed mount, fit the lower part of the **tie down receiver** between the now slackened parking brake cable and the frame. The end result will look like photos 3.1 and 3.2 below.

Photo 3.1

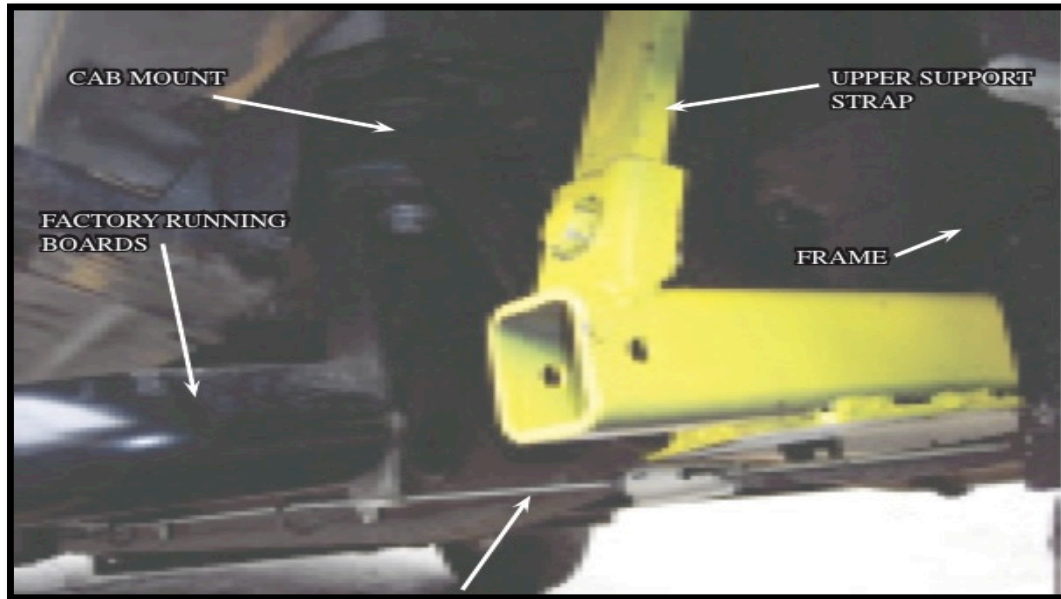


Photo 3.2



Step 4-

Now, lift the rear of the **tie down receiver** over the two welded on bolts of the clamp strap. It is easiest to first align the bolt nearest to the hand hold on the **clamp strap**. Then, the hand hold and first bolt can be used to pivot the **clamp strap** and align the second bolt. Notice that the vehicle frame is sandwiched between the **clamp strap** on the inside of the frame, and the **tie down receiver** on the outside of the frame. Install a **1/2" serrated flanged lock nut** onto each of the two protruding bolts and leave hand tight at this time. Reference Figure 4.1 below.

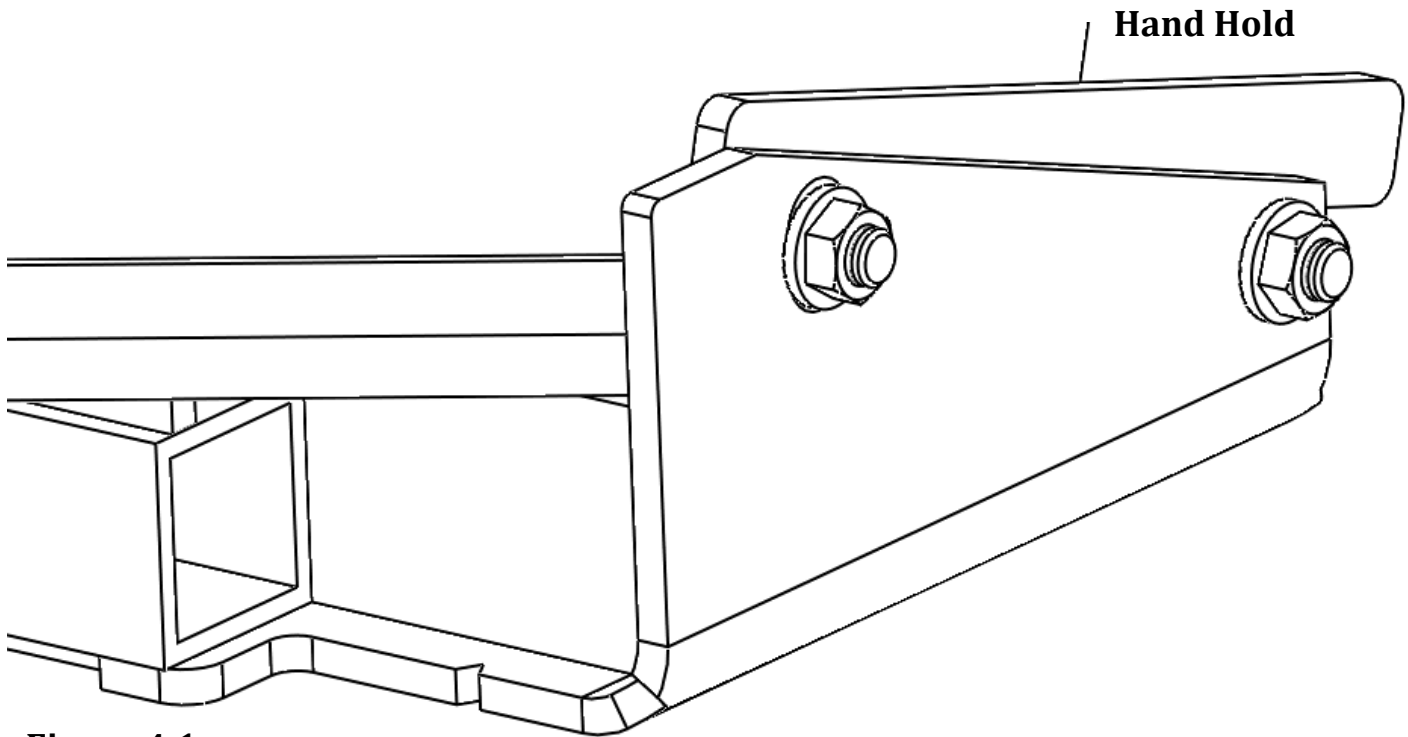


Figure 4.1

NOTE:

THE CLAMP STRAP BOLTS WILL BE SLIGHTLY ANGLED AND THE FLANGE NUTS WILL NOT SIT FLAT, THIS IS NORMAL.

Step 5-

Position the gusseted top strap up and into the factory bed mount and align the holes. Place one **1/2" lock washer**, followed by two **1/2" flat washers** onto the supplied **M12-1.75x50mm hex bolt**. Install this bolt assembly through the hole in the top strap and into the factory bed mount. Reference figure 5.1 on the next page, and leave hardware hand tight at this time.

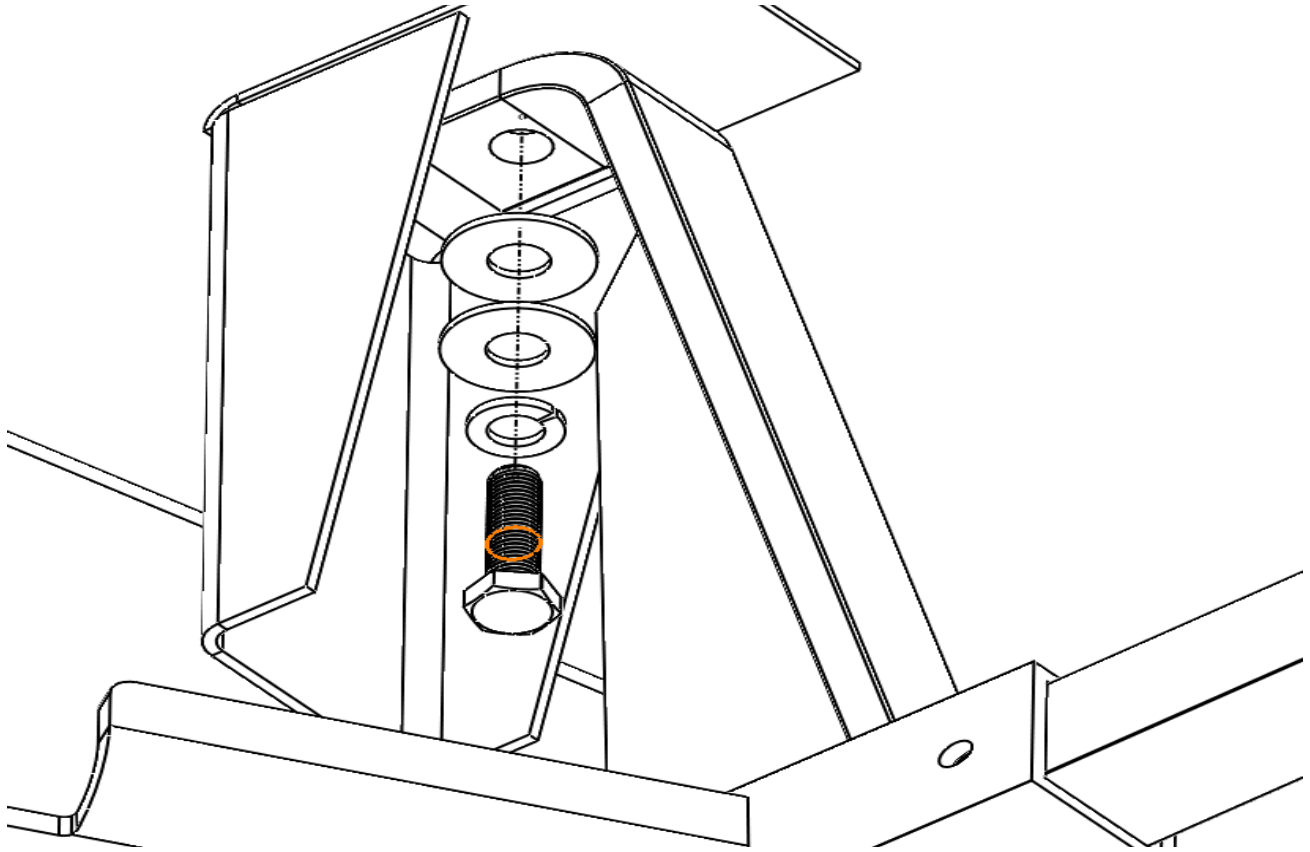


Figure 5.1

Step 6-

Lift the **tie down receiver** until it touches the bottom of the frame and tighten the two **1/2" serrated flanged lock nuts** on the back of the frame to 75 ft-lbs (101 Nm). Next, tighten the **M12-1.75x50mm hex bolt** in the bed support tower to 75 ft-lbs (101 Nm). After all bolts have been tightened, check to be certain that the tie down receiver is touching the bottom of the frame.

Step 7-


Install the driver side tie down insert into the tie down receiver, and secure with one 1/4" snapper pin. Make sure that the triangle plate located on the end of the insert is pointing towards the front of the truck, as this is designed to increase the angle of the chain or turnbuckle and better secure your camper against longitudinal movement. Either hole in the tie down insert can be used as long as there is enough clearance between the turnbuckle and truck body.

Note: You should have at least 1" clearance between the insert and the bottom lip of the bed and/or after market accessory.

Step 8-

Repeat steps 1-7 for the passenger side tie down installation.

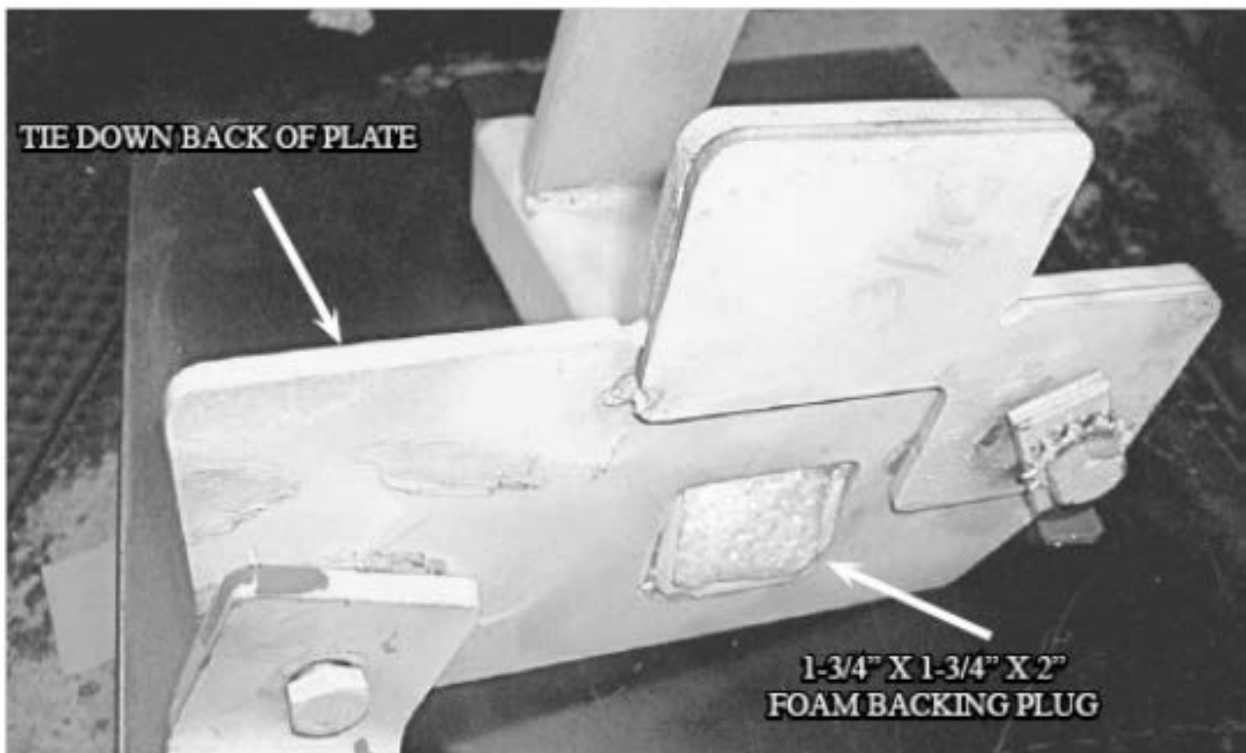
TD Finishing Kit

	1-3/4" x 1-3/4" X 2" Foam Backing Plug	2
	2" x 2" x 1-1/2" Receiver Cap	2

Step 1

Insert one **1-3/4" x 1-3/4" x 2" Foam Backing Plug** into the back of the **Tie Down Receiver** opening. If the back of the receiver is inaccessible, insert the Foam Backing Plug in the front of the **Tie Down Receiver** and press it back with the **Tie Down Insert** see **Photo 1.1**

Photo 1.1



Step 2

Insert one **2" x 2" x 1-1/2" Receiver Cap** over the end of the

Aluminum Tie Down Receiver. See **Photo 2.1** (if the 2" x 2" x 1-1/2"

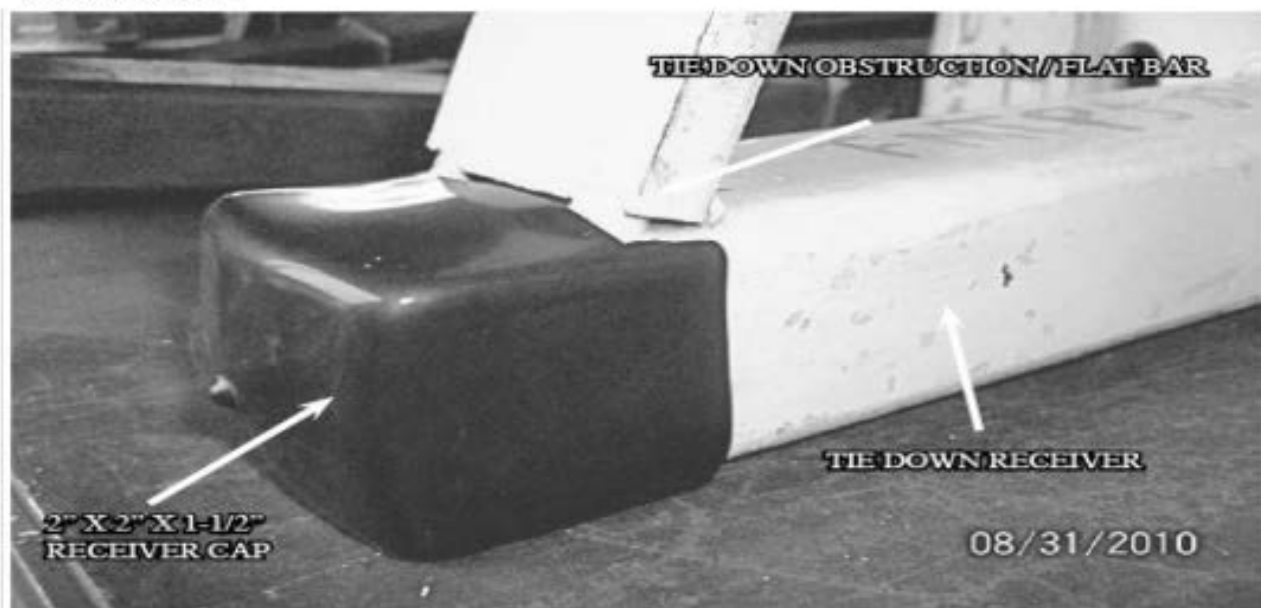
Receiver Cap does not fit over the receiver, you will need to notch it

out using a box knife or similar) See **Photo 2.2**.

Photo 2.1



Photo 2.2



TIEDOWN INSERT INSTALLATION INSTRUCTIONS

On one end of each of your tie down inserts is a triangular plate referred to by Torklift as a bullet plate. Your tie down 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***