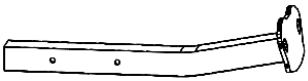
TORKLIFT INTERNATIONAL

OVER 35 YEARS OF INNOVATION, QUALITY, SAFETY.

IMPORTANT OWNER-OPERATOR INSTALLATION INSTRUCTIONS

Part # C3205A

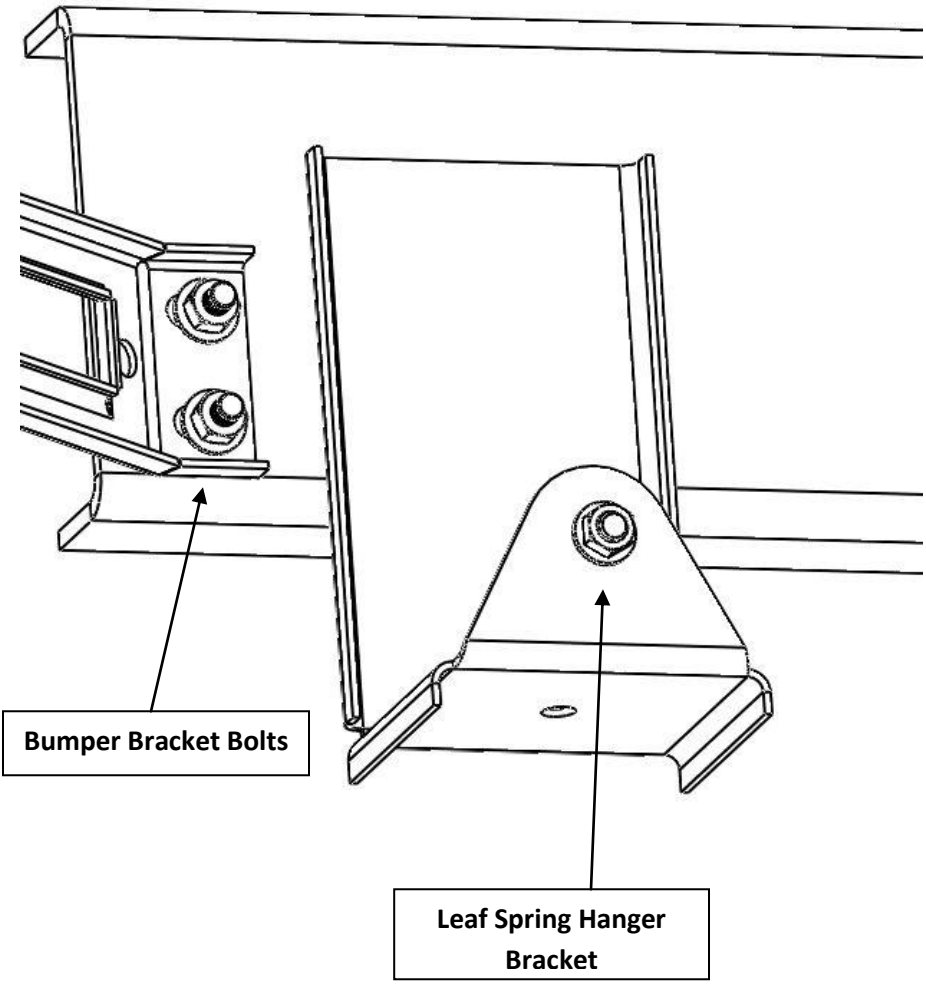
Included Parts

	Tie Down Receiver	**2**
	Flat Bar Gusset	**2**
	Bent Tie Down Insert	**2**
	½" x 1-3/4" Grade 5 Bolts	**4**
	½" SAE Flat Washers	**8**
	½" Lock Washers	**4**
	½" Hex Nuts	**4**
	Finishing Kit	**1**

Step 1:

On the driver side, begin by removing the nuts and bolt plate attaching the bumper bracket to the side of the frame. Remove the nut from the bolt holding the leaf spring shackle to the leaf spring hanger bracket. Leave the bolt in place. See figure 1.1

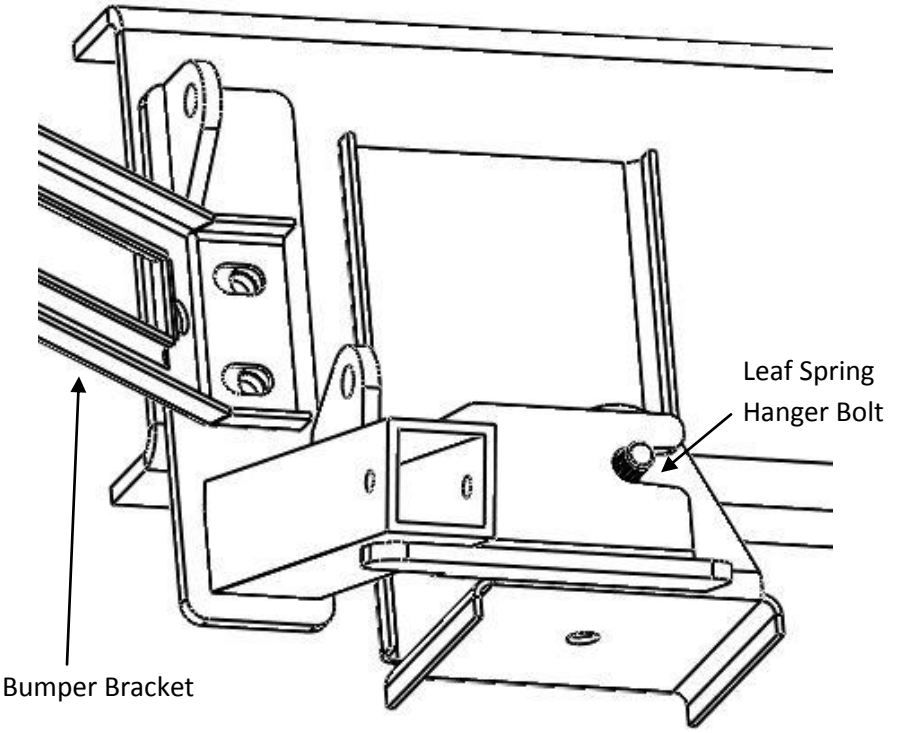
Figure 1.1



Step 2:

Swing the bumper bracket away from the frame. It may be necessary to loosen the nuts holding the bumper bracket to the bumper. From the rear of the vehicle, slide the **Tie Down Receiver** up and behind the bumper bracket, making sure to align the slot in the **Tie Down Receiver** with the protruding bolt in the Leaf Spring Hanger. Slide the **Tie Down Receiver** forward until the holes in **the Tie Down Receiver** line up with the holes in the frame. See Figure 2.1

Figure 2.1

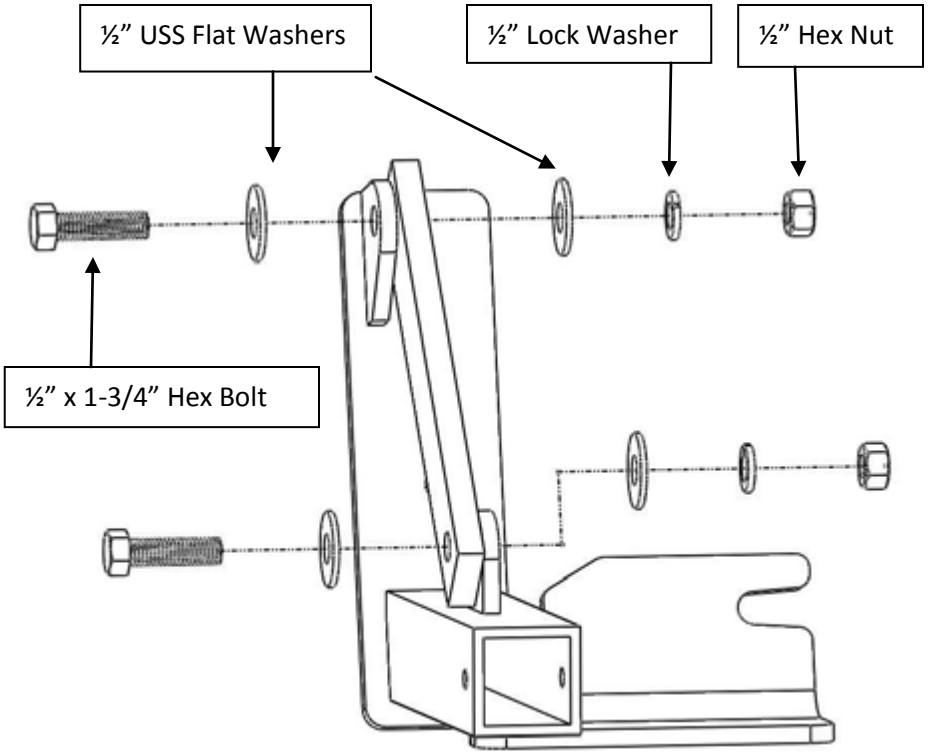


Step 3:

Reinstall the factory hardware. Torque the Bumper Bracket bolts to 60 ft-lbs(81nm), and the leaf spring hanger bolt to 90 ft-lbs(122nm). Attach the **Flat Bar Gusset** to the **Tie Down Receiver** using one **½" x 1-3/4" Hex Bolt**, two **USS Flat Washers**, One **½" Lock Washer** and one **½" Hex Nut** per hole. Torque the **½" x 1-3/4"** bolts to 60 ft-lbs(81nm). See figure 3.1 for hardware assembly.

NOTE: It is strongly recommended to use a thread locking compound such as Blue Loctite on the leaf spring hanger bolt.

Figure 3.1



Step 4:

Install the **Tie Down Insert** into the **Tie Down Receiver**. The Plate at the end of the **Tie Down Insert** should be offset towards the rear of the vehicle. Secure the **Tie Down Insert** with a **Tie Down Lock**.

Step 5:

Repeat Steps 1-5 on the driver side of the vehicle.

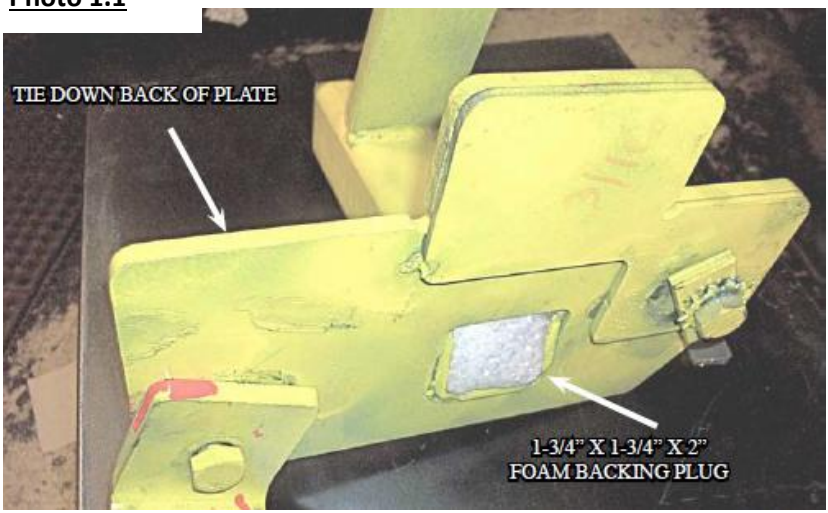
TD Finishing Kit

	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 **Aluminum Tie Down Receiver** opening. If the back of the receiver is inaccessible, insert the Foam Backing Plug in the front of the **Aluminum Tie Down Receiver** and press it back with the **Tie Down Insert** see Photo 1.1

Photo 1.1

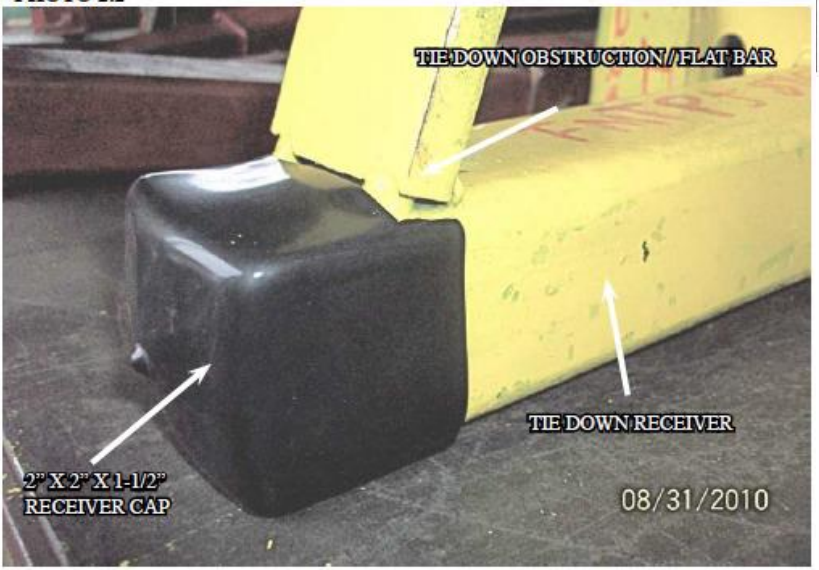


Step 2

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



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 power 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.

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.

SuperHitch Magnum 20K & SuperHitch Magnum 30K

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(6350kg). with an extension* , (20,000 lbs(9071kg) to 30,000 (13607 Kg) without*) the SuperHitch Magnum 20K and SuperHitch Magnum 30K are rated the strongest in the industry.