CRAMARO®
TARPAULIN SYSTEMS

SLIDE 'N GO®

INSTALLATION, MAINTENANCE, & SAFETY INSTRUCTIONS

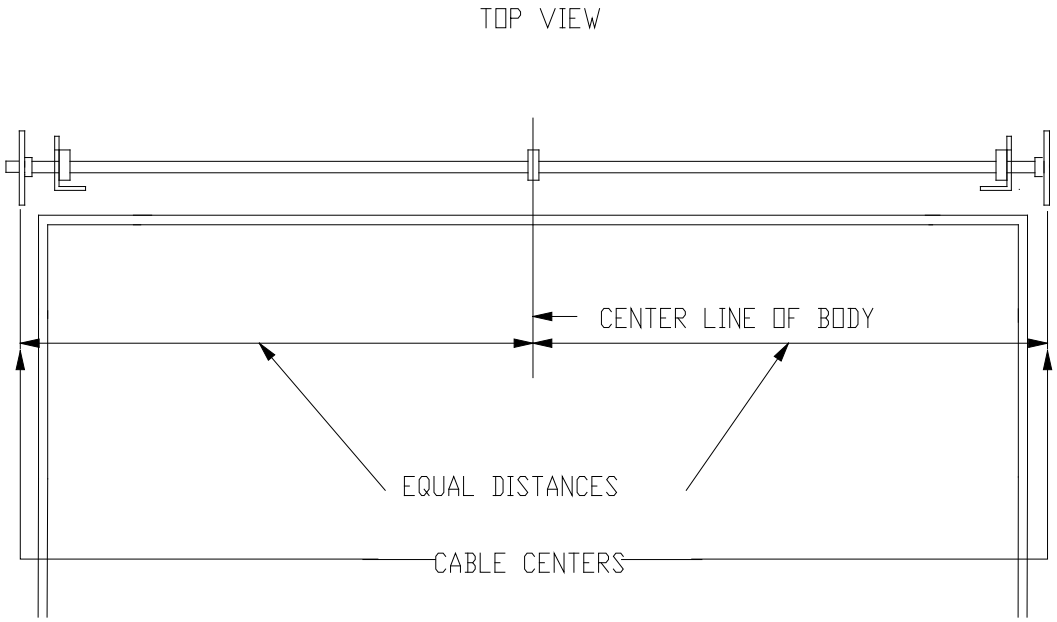
TARP WORKS®

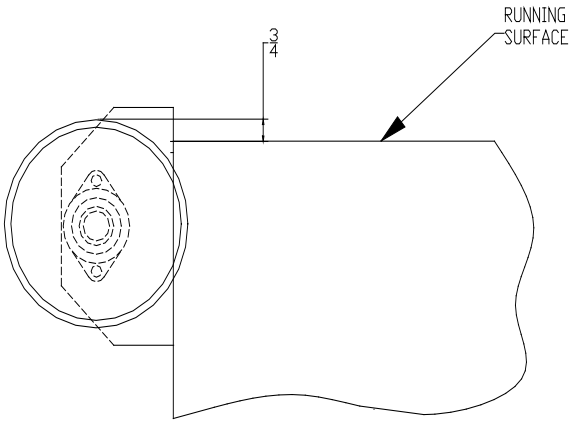
(800) 272-6276
001-321-757-7611

www.cramarotarps.com
Plants In: Delaware, Florida, Massachusetts, Nevada, Ohio, and Canada

STEP 1 **FRONT SHAFT**

1) Locate centerline of the bed body. The cable centers must then be equal distance from the center point.





The top of the cable pulley on the front assembly should be mounted exactly 3/4” over the sideboard or top rail.

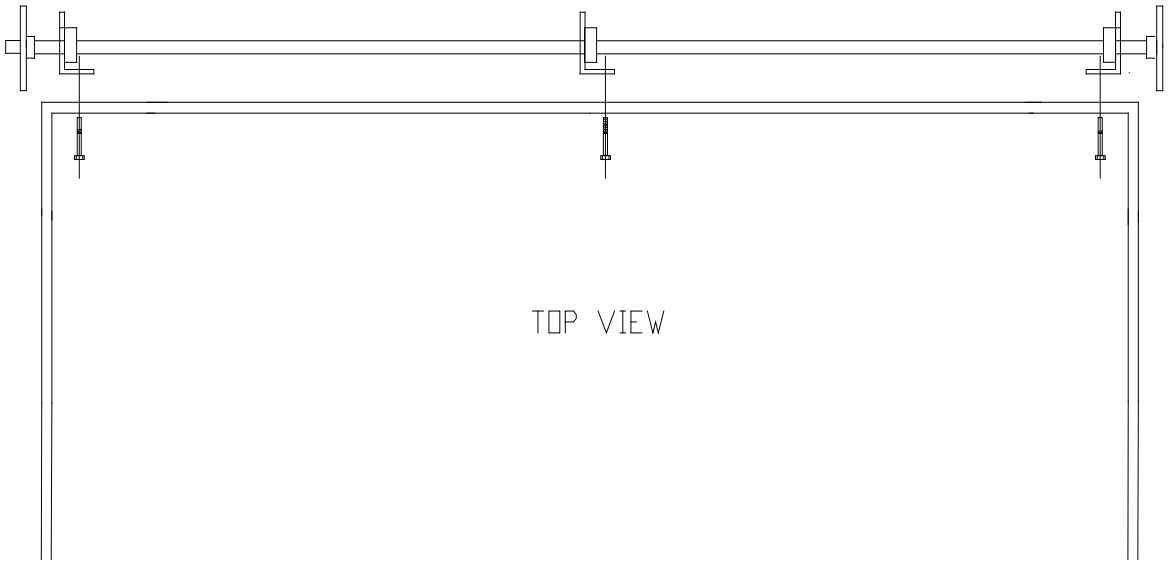
Make certain the output side of the shaft for the drive pulley or socket is on the left side of the body.

If you have a square bulkhead, you’ll receive a front shaft with aluminum or steel pieces attached. **Proceed to Step 1A.**

If you have a radius or chamfered bulkhead, you’ll receive a front shaft with a steel 2” x 4” header attached. **Proceed to Step 1B.**

If you are going to install inside the cab shield, you’ll receive a front shaft with aluminum or steel pieces attached. **Proceed to Step 1C.**

STEP 1A **SQUARE BULKHEAD**

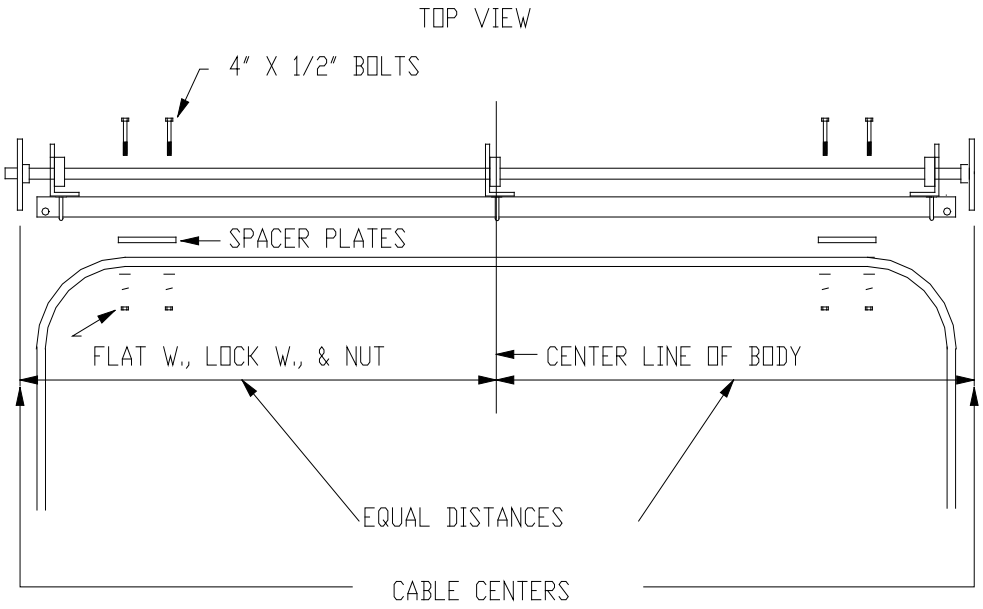


You will receive aluminum mounting pieces attached to your front shaft if you have an aluminum trailer, or steel mounting pieces if you have a steel trailer.

Weld or bolt mounting pieces in the proper location to secure front pipe.

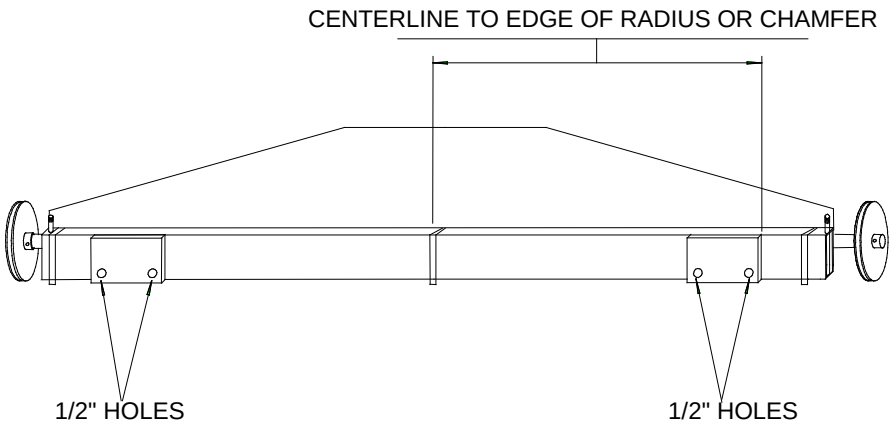
GO TO STEP 2

STEP 1B **RADIUS/CHAMFERED BULKHEAD**

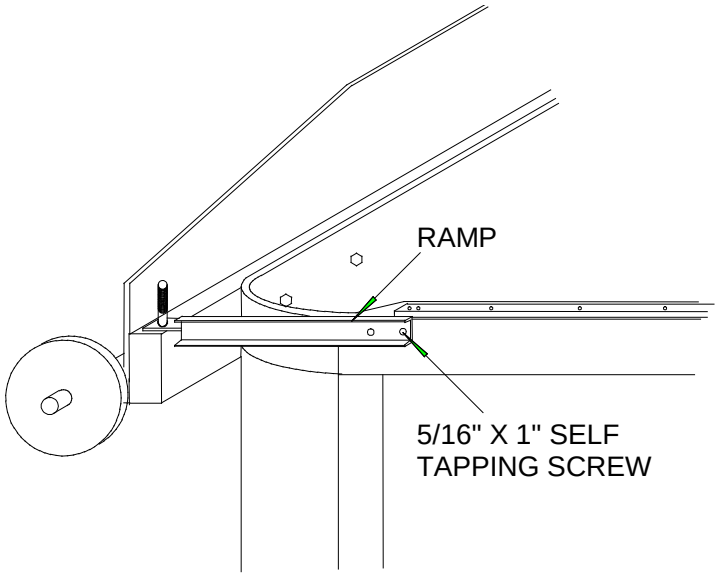


Spacer plates should be mounted as far out to the sides as possible, but not to exceed the beginning of the radius or chamfer. NOTE - spacer plates MUST be used to accommodate any flexing of the body when dumping. Failure to use spacer plates may cause damage to your system.

Clamp spacer in the proper location on steel 2” x 4”. Drill through the 2” x 4” steel and plastic shield in the 4 places of the spacers using a 1/2” drill bit.



Clamp the front assembly in place and drill through the body. Mount using 1/2” x 4 1/2 “ Grade 5 bolts, flat washers, lock washers, and nuts.



Install ramps by placing the welded end over the vertical bolt located on each end of 2” x 4” assembly (cut ramp if needed). Drill two holes using a 9/32” drill bit and fasten with two 5/16” X 1” self-tapping screws.

GO TO STEP 2

STEP 1C CAB SHIELD BULKHEAD

Remove cable pulleys by loosening setscrews on either side of shaft.

Remove bearings by loosening setscrews and shaft plastic pieces following cable pulley.

NOTE: The use of plastic runner ***MUST*** be considered before this next step. The runners thickness will affect hole centers.

Locate where the shaft will be placed and drill a 2” hole on each side of the cab shield. Center point on a 7”pulley is 2 3/4" down from the top of the cab shield; 5” pulley is 1 3/4" down (this will allow 3/4” above the running surface). NOTE - to figure how forward on the cab shield to drill holes, count the number of bows in your kit and allow approximately 1 1/2” per bow. This will show you the resting place of the last bow when the tarping system is cranked forward.

NOTE: If electric drive refer to separate instructions at this time.

Insert shaft into hole and replace bearing and plastic to the original locations.

Enter shaft into other hole and refasten cable pulley. Mount bearing to support pieces, center shaft in the 2” holes on each side, and then weld support pieces to the cab shield.

Modify the wind deflector to block all wind from going underneath the front of the tarp. Fabrication of brackets may be required.

STEP 2 PLASTIC RUNNER *(If plastic bows ends are supplied proceed to Step 3)*

NOTE: The runners thickness will affect the center point of the shaft.

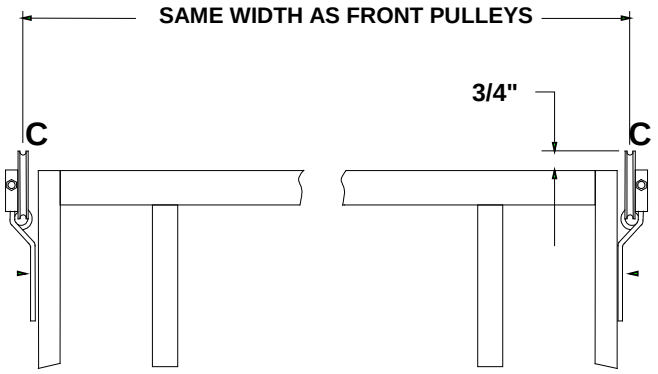
NOTE: Because the bows must have a continuous even surface to ride on, you may have to repair or replace sideboards if your trailer is equipped with them.

Center the plastic strip on the sideboards and position the strip as far forward as possible.

Starting at the first countersunk hole on the plastic runner, drive the screw until the head is flush or slightly below the running surface. For metal surface, first drill a 7/32” pilot hole. (You will be supplied metal screws if you have a metal rail or wood screws if you have wooden sideboards).
At each countersunk hole, pull the strip tight and drive in all remaining screws. For radius or chamfered fronts utilizing ramps, mount the plastic over the ramps.

Repeat these steps for both sides and cut off any excess at the rear edge of the top rail.

STEP 3A **REAR BRACKETS**



REAR VIEW OF DUMP BODY

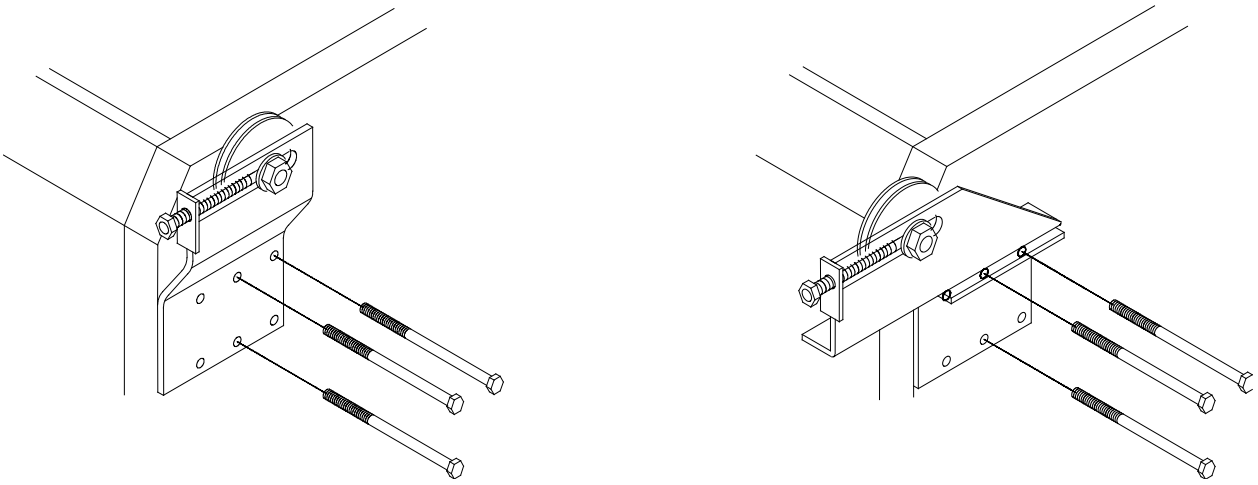
Position brackets as far to the rear as possible, allowing maximum coverage of the load. Make sure both the left and right brackets are the same distance from the front assembly.

The width of the rear brackets must have the same cable centers as the front shaft for the tarp system to operate smoothly. Use of shims (not supplied) may be necessary. If you have the optional adjustable/extended rear bracket, simply loosen the bolts and adjust the width of the pulleys.

If you have plastic bow ends, the top of the cable pulley should be 3/4" above the running surface.

Drill 3/8” holes through the dump body. Bolt the rear bracket assemblies by using the 3/8” x 5 1/2” Grade 5 bolts, flat washers, lock washers and nuts provided.

Position the pulleys as far forward on the rear bracket as possible. This will facilitate tightening the cables later in the installation process.



(Right side shown on both styles)

STEP 4 **<u>BOWS, TARP, CABLE</u>**

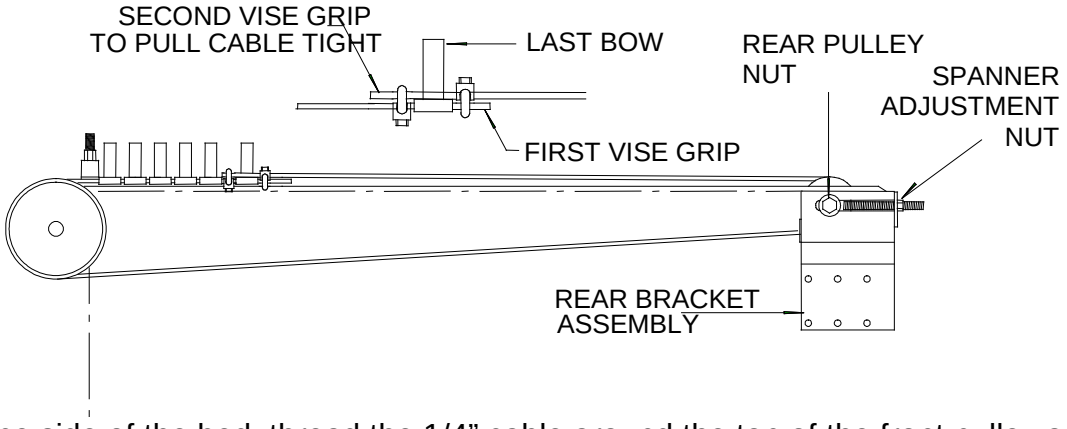
Lay the tarp on a flat, clean surface with the bow pockets facing up.

Insert one bow (arched downwards, with bow ends up) into each pocket on the tarp, making certain the bows are inserted into the center of the pockets, and not between the pocket and tarp. Make certain the bow is centered and then tighten the tie wraps to hold tarp in place. NOTE - the rear bow pocket is attached to the rear flap and may look different from the others.

Optional High Lift Gate/Rock Bow System – Skip this paragraph if you do not have this option.
On high lift gate/rock bow systems loosen the 'legs' off the rock bows and slide through the tarp. (The rock bows go into the last two pockets, with the long bushing in front of the bow with the plate.) Fasten the bolts back into place and tighten bolts securely on both sides of the tarp.

On the front of the tarp (without the Cramaro logo) along 2" webbing, center on the front pipe (1" square tube) and anchor the tarp by using 5/16" x 1" self-tapping screws.

For ease of handling, place the bows together and insert a 1/4" rod (not supplied) through the bow bushings. Place the tarp and bows on top of the running surface; the front of the tarp should have the front pipe mounted to it.



Starting on one side of the bed, thread the 1/4" cable around the top of the front pulley and through each bow bushing, stopping just after the last bow. Take the other end of the cable, wrap around the rear pulley, and go over last bow. Temporarily clamp each side of the last bow with vise grip pliers.

Pull the cable tight and fasten securely with two cable clamps. <u>Make sure to place the cable clamps as shown</u>. Release the vise grip pliers and cut off the excess cable approximately 2" past the cable clamps.

Repeat for the other side, making certain the last bow is the same distance from the front pulley on each side.

Loosen the rear sheave nut 1/2 turn. Tighten the adjustment nut until there is enough tension to where 18" forward of the rear bracket the cables can be squeezed by hand to within 1". DO NOT over tighten, damage will occur to the front assembly.

Burn and/or place black electrical tape on the cable ends to prevent from damaging the tarp and fraying of the cable.

Long Life Removable Plastic Bow Assembly

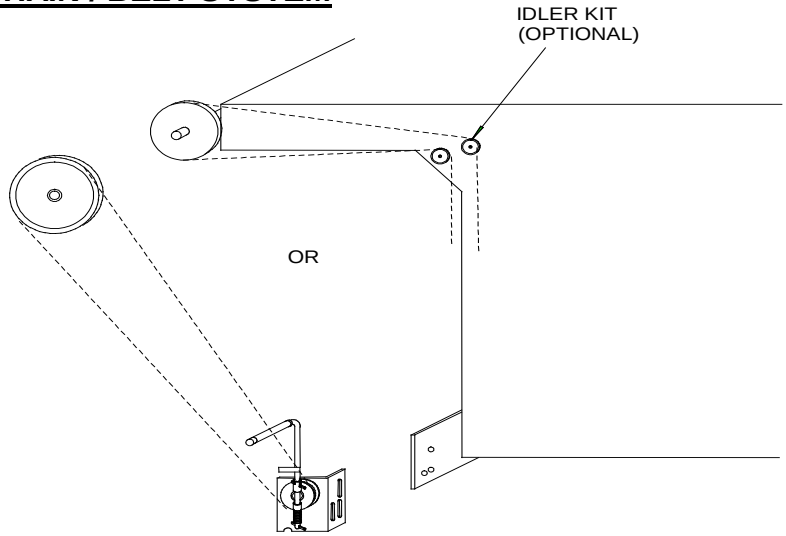
Bow ends are drill in multiple locations to adjust to desired cable center measurement. Insert the bow blank into the pocket and center. Slide one plastic block end onto each side of the bow and adjust cable centers to match the front and rear pulleys. Install supplied bolts and nuts to lock bow leg into place on the galvanized bow blank. SPECIAL NOTE: When using this option the top of the pulleys should be 1” above the running surface.

STEP 5 **HANDLE ASSEMBLY**

If you ordered a chain or belt drive system, **proceed to step 5A.**

If you ordered an electric drive, **proceed to step 5B.**

STEP 5A **CHAIN / BELT SYSTEM**



Make certain you tighten the longer setscrew on the pulley or sprocket into the countersink hole. Tighten the shorter setscrew on to the shaft.

For an idler kit, mount idler pulleys or sprockets near body front so the chain or v-belt will not obstruct the cab door from opening.

Hang the chain or v-belt from the upper pulley, attach to the handle pulley or sprocket and locate a place on the dump box where the handle assembly can be mounted. Make certain the belt or chain is straight and it will not bind when cranking. For v-belt, stretch so the belt has minimal slack; for chain, cut off any excess chain and attach using the provided master link.

Temporarily tighten the handle bracket to the mounting plate, making certain the bolts are in the lower end of the adjustment slots. Position on the body your desired mounting location. Again, be sure there is no binding between the upper pulley and the handle pulley.

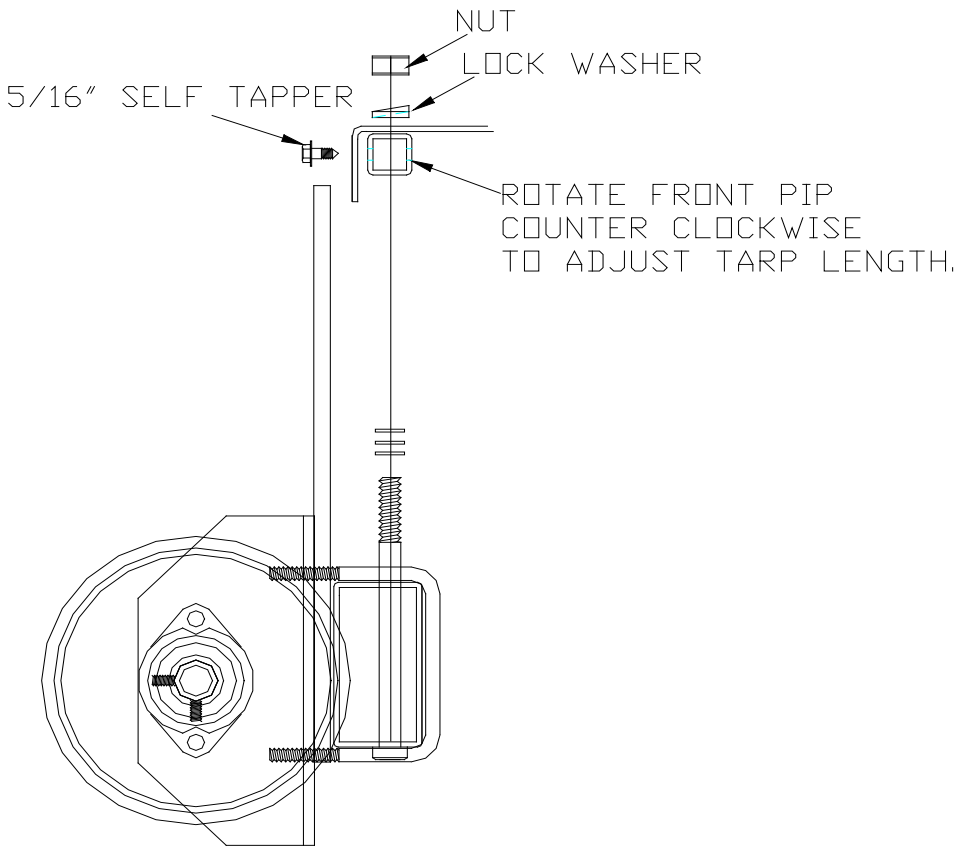
Weld the mounting plate or bracket to the body; additional fabrication may be needed.

Apply downward force on the crank assembly to desired tension and tighten the (3) nuts that attach the crank assembly to the mounting bracket.

STEP 5B ELECTRIC DRIVE SYSTEM

~SEE SEPARATE ELECTRIC MOTOR OPTION INSTALLATION INSTRUCTIONS~

STEP 6 MOUNTING THE TARP FRONT



Crank the tarp towards the rear to within 2" of the rear pulley and roll any excess material around the front pipe. Place the front pipe onto the stud on end of the front assembly, and anchor using 1/2" lock washer, and nut. If your tarp stretches after use, just simply roll the excess material on the front pipe in the same manner, DO NOT shorten more than 12".

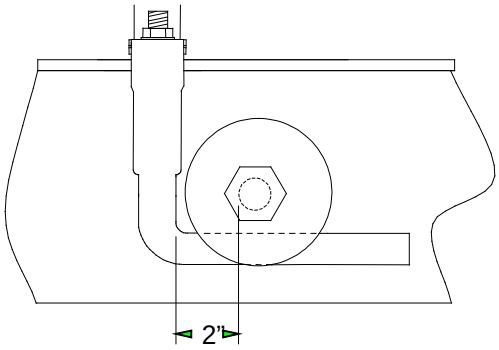
STEP 7 **CLIPS**

If you have a vinyl system, **proceed to step 7A**.

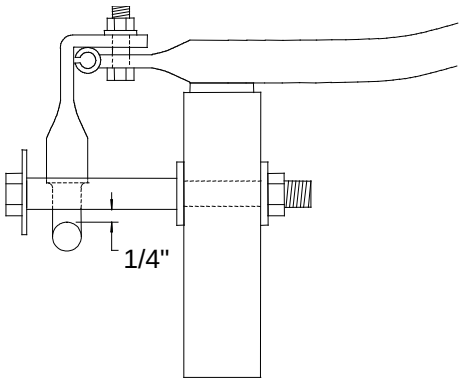
If you have a mesh system, **proceed to step 7B.**

STEP 7A **AUTO CLIPS - OLD STYLE**

It's very important to use the auto clips because they prevent the tarp from being blown up away from the body. The longer the truck, the more auto clips you will receive. You will receive 1 set if your system is less than 19 feet; 2 sets if your system is 20-28 feet; and, 3 sets if 29 feet or longer. *Auto clips are to be spaced evenly across the length of the bed.*



SIDE VIEW



BACK VIEW

NOTE-If multiple auto clips, make certain the bolt assembly is mounted low enough so the other auto clips do not get jammed as they pass over the top. (The smaller auto clip is mounted at the rear, the medium in the middle, and the largest at the front.)

Crank the tarp fully to the rear and place handle in the locked position. Locate where the auto clips should be mounted (making sure they're spaced evenly on both sides). Place the auto clip on top of the bow and push firmly so the auto clip will be tight against the bow once bolted, and drill a 3/8" hole in the bow end. Bolt auto clip using 3/8" x 1 1/2" bolt, lock washer and nut, making certain the leg of the auto clip points towards the rear.

Once auto clips are bolted, drill 1/2" holes into wood or body 2" behind and 1/4" clearance above the leg of the auto clip. Insert the bolt assembly and tighten.

NEW ANTI LIFT CLIPS & GUIDES FOR VINYL SYSTEMS

Included in your kit you will find new anti lift clips and anti lift guides that replace the "auto clips". It is very important to use the anti lift clips because they prevent the tarp from being blown up away from the body. The longer the truck, the more anti lift clips you will receive. You will receive (1) set if your system is 20 feet or less; (2) sets if your system is 21 – 30 feet; or (3) sets if your system is 31 feet or longer. Space them evenly across the length of the body.

Crank the tarp fully to the rear and place the handle in the locked position. Locate where the anti lift clips should be mounted (making sure they are spaced evenly on both sides). Place the anti lift clip on the top of the bow and plastic bow end (if equipped). Position the anti lift clip so the bow bushing is fi nti lif p to the and lo

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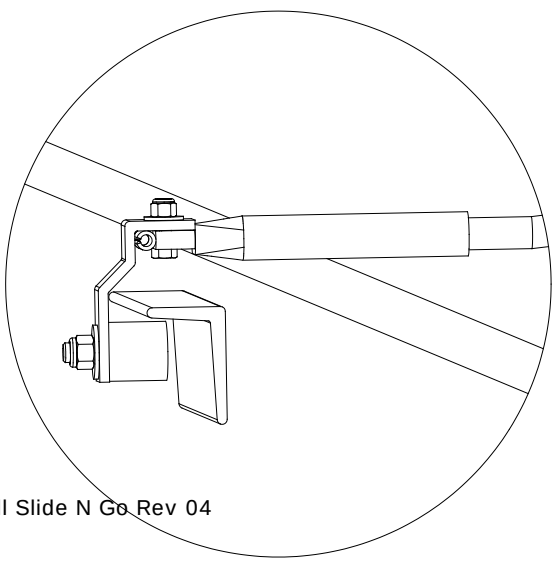
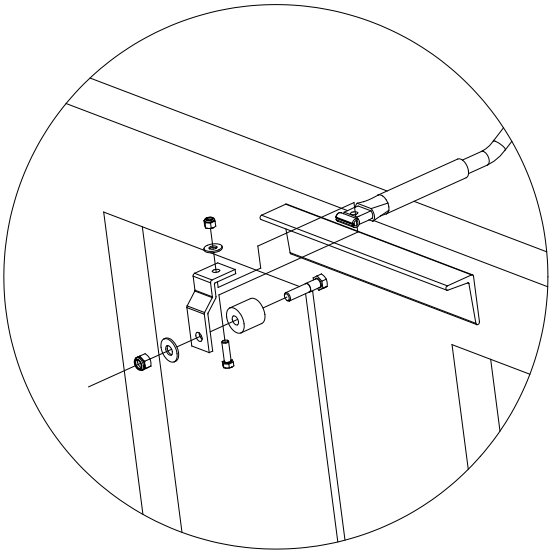
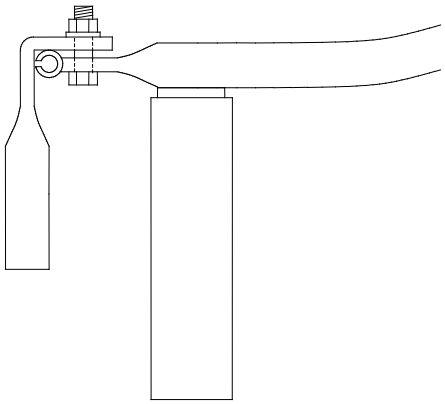




STEP 7B **SLIP CLIPS**

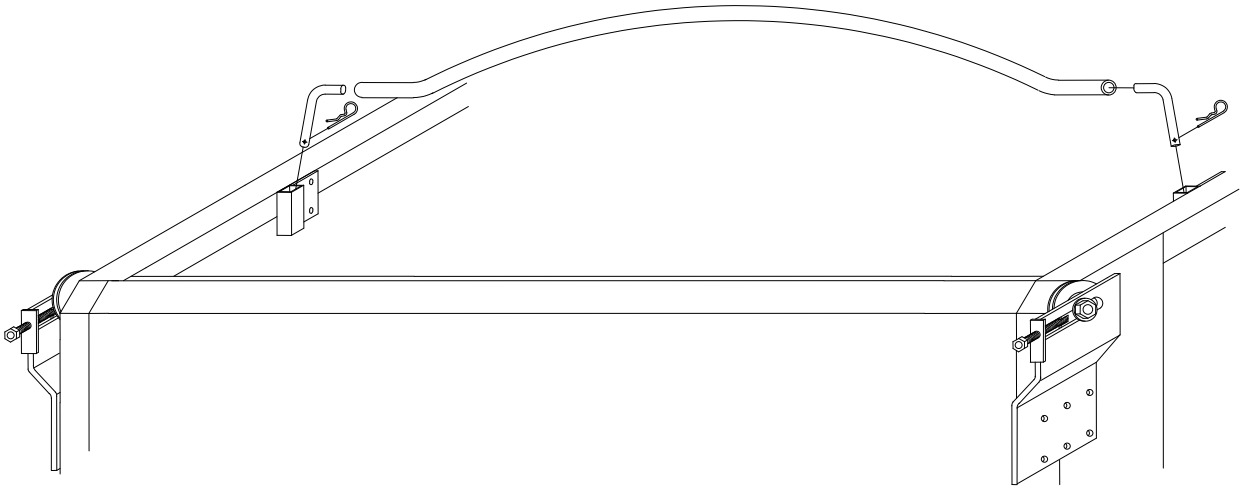


BACK VIEW

The longer your bed, the more slip clips you will receive. You will receive 1 set if your system is up to 20 feet; 2 sets if up to 30'; and 3 sets if more than 30'.

Crank the tarp fully to the rear and place handle in the locked position. Locate where the slip clips should be mounted (making sure they are spaced evenly on each side) and drill a 3/8" hole in the bow end. Bolt slip clip using 3/8" x 1 1/2" bolt, lock washer and nut.

STEP 8 **OPTIONAL REAR BOW CAP**



NOTE - The optional Rear Bow Cap must be mounted properly so the tarp system will slide over the Rear Bow Cap, overlapping 3".

Crank system completely to the rear. Once the tarp is in the stretched position, lock the handle.

Measure the distance (inside to inside) of your running surface of the last bow. Deduct 3'', and cut the ends of the cap bow (evenly on each side). Slide one bowleg completely into position as shown and tack weld. Make certain the bow is positioned perpendicular to the body. Slide the Vinyl Rear Bonnet onto the bow and tack weld the other leg. Be certain not to damage the Vinyl Bonnet.

To locate the mounting position of the bow pockets, mount the top of the bow pockets 3/4'' below the top of the running surface and 3'' forward of the last bow. With assistance, temporally hold the pockets in place and position the rear cap bow in the pockets. There should not be any clearance between the top of the bow cap and the bottom of the last bow.

Once exact position is found, mount the pockets by bolting using lag screws if wood sideboards, or 3/8'' X 1" self- tapping screws if metal or aluminum body. Finish welding the bow to the bow ends.

Bolt or rubber-strap the Bonnet down on the tailgate. Make certain there are no pinch points or rough edges that could damage the Vinyl Bonnet.

NOTE-You should always drive with the system cranked to the back of the truck or trailer. Your tarp will receive a lot less wind whipping and prolong the life of the tarp. This is even more important with the cap, so it does not act as a parachute when traveling.

Safety Considerations:

When installing your Slide N' Go™ system, use OSHA approved ladders or scaffolding when working above ground level.

Keep clothing and body parts clear of any moving parts when operating the system.

DO NOT dump with load covered.

Vinyl tarps require proper use of auto clips or tie downs. Mesh tarps require slip clips.

Operating Instructions

To Cover Load:

Release the handle from the locked position

Turn crank handle clockwise until tarp is completely at the back.

Lock the handle properly.

To Uncover Load:

Unfasten any system tie downs.

Release handle from the locked position.

Turn crank handle counter clockwise until tarp is securely at the front.

Return the handle to the locked position.

Maintenance

Your Cramaro Slide 'N Go tarp systems have been designed to provide you with years of reliable service as long as they are properly used and maintained. Improper usage or lack of maintenance can severely impair the operation and will cause premature wear of the tarp. It is important that you follow all maintenance and operating instructions. They are for your benefit.

MAINTENANCE SCHEDULE
Every 2 - 4 weeks the following procedures should be performed

- Check tension of cables
- Clean and lubricate cables
- Inspect the tarp for any tears, cuts, or worn areas
- Check condition of cables (check for frayed wire, cuts, rust)
- Inspect hardware to be sure fasteners haven't become loose
- Check length of tarp
- Check security of cable clamps
- Check alignment of rear bow
- Check tension of V belt or chain
- Make certain anti-lift clips are installed on all vinyl systems

Every 6 months remove the cable clamps and inspect that area of the cable for corrosion or broken wires. If necessary, replace the cable.

Every 12 months replace the cable, and replace any corroded or damaged fasteners.

**** IMPORTANT NOTE ****
The cables will stretch considerably for the first few weeks after initial installation. It is extremely important that they be kept tight at all times!

Cable Tension
The cable tension is correct when you cannot easily touch the cable together when squeezing with one hand 18" from the rear pulley.

The cable is adjusted by first loosening the main nut on the rear pulley using a 1 1/8" wrench and then tightening the cable by using a 3/4" wrench on the rear spanner nut. Be sure to retighten the pulley nut.

Do not over tighten the cable as this will cause the front shaft to bend or break which can cause the cable to derail.

To clean and lubricate the cable, run a clean rag covered with light oil or WD 40 over the entire cable on both sides of the system. In addition, spray WD 40 or a similar product into the slots on the bow ends. Do not use any heavy oil products as this will cause the dirt to stick to the cables and pulleys.

Adjustment of the V-Belt or Chain
If the rubber belt slips or if the chain loosens while operating the system, an adjustment will be necessary. Simply loosen the three bolts on the handle bracket and slide the handle downward until desired tension is achieved. Retighten the bolts.

Adjusting the Tarp Length
The tarp should be stretched tight when in the covered position. If the tarp is loose or if the last bow touches the rear cable pulley, the tarp must be shortened or premature wear will result. To shorten the tarp, undo the bolts on the front pipe, and rotate the front pipe until desired length is achieved, retighten bolts. Do not shorten more than 12” from the original length for a Slide ‘N Go system.

Bow Alignment
To check for proper bow alignment, crank the system all the way to the front of the vehicle. The ends of all the bows should be touching each other and should be tight against the front pipe. If an adjustment is necessary then loosen the cable on the opposite side from the one which is out of alignment, then crank the handle forward until all the bows are touching and then retighten the cable.

Operating the Tarpaulin System
All Slide ‘N Go systems will have a much longer life expectancy if the systems are cranked to the back of the truck or trailer at all times except when dumping the load. The handle must be locked with tension on the tarp. Serious tarp damage will occur if the tarp is not stretched tight when traveling.

***** SPECIAL WARNINGS FOR ALL SLIDE ‘N GO SYSTEMS ****
Do not dump with the load covered

Always crank the tarp all the way to the front before dumping

Failure to do so may cause the bows to be sucked downward

This can cause extensive damage to the bows and tarp

You must use Anti-Lift devices on all systems with solid vinyl tarps.

Trouble Shooting

If the system will not move when cranked:

- The v belt or chain is too loose
- The cables are too loose
- The (chain sprocket or v belt pulley) set screw on the shaft is loose
- Check side boards to see if obstructed

If cables are breaking:

- Check the height of your drive cables. The bottom of the cables should be approximately 1/2" above the running surface of the body. Heights greater than 1" can cause the cable to wear prematurely or even snap.
- Make sure the cables are not loose
- Tarp is to long, creating a lot of wind whipping which can break cables and cause premature wear on system.
- Make sure auto clips and slip clips are used properly
- Tarp needs to be stretched tight when traveling or bows may "rock back and forth".

If the system is hard to crank:

- The cables are too tight
- The cables are dirty or not lubricated
- The rear bow is not in alignment
- The bows are not at the same cable centers. (You can reshape the bows by pushing upwards or downwards to bend them back into shape. The distance between the ends of each bow must be the same as the center distance of the cable pulleys).
- For systems with nylon cables, the nylon cables may be too loose
- The sideboards are damaged

If you require further information or assistance please, contact us at (800) 272-6276.