

# Michel's

## Enviro II

**PLEASE READ ENTIRE INSTRUCTIONS BEFORE BEGINNING THESE INSTRUCTIONS ARE FOR A STANDARD ROLLING TARP THAT LOCKS CLOSED ON THE DRIVER'S SIDE.**

### Step 1: Front Hood Installation

**Procedure:** Center the front hood on the front wall of the trailer with the lower 1-inch flange (A) positioned flush against the outside front edge of the trailer. If the hood is notched on the front corners then the hood is to be positioned flush against the inside front edge of the trailer. Using a 3/16" drill bit, drill 14 holes through the 1-inch flange and into the box wall (B) placing 2 holes at approximately every 15 inches (see Figure 1). Secure the front hood to the trailer using the 1/4"x1" lag screws (C) provided. Drill through the top portion on each side of the front hood and secure using 1/4"x1" lag screws (C).

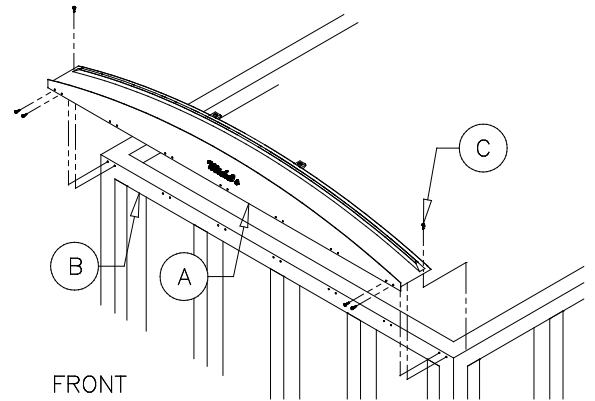


Figure 1

### Step 2: Rear Hood Installation

**Procedure:** Center the rear hood on the rear ledge of the trailer with the lower 1-inch flange positioned flush against the outside rear edge of the trailer. If the rear hood is notched on the corners then it is to be positioned against the inside rear edge of the trailer. **Note:** Continue from Step 1 to complete the rear hood installation.

### Step 3: Optional Hoop Installation

**Procedure:** Three, four or five hoops (J) are provided according to the length of the trailer. Equally space the hoop holders (G) along the length of the trailer and locate the top edge of the hoop holder 1 inch down from the top edge of the inside trailer wall. Once in place mark the position of the hoop holder and drill two 3/16" holes into the trailer wall. Secure the hoop holder using the 1/4"x1" lag screws provided. Follow this procedure to the remaining hoop holders making sure that they are at the same level, equally spaced, and directly across from each other. Insert bent angle (I) with one end fitted into the hoop holder (G) and the other end in the hoop (J), then repeat for the opposite side of the trailer. Measure the vertical distance from the inside of the trailer floor to the top center of the front or rear hood. Record the measured distance. Center the hoop on the bent angles (I) and measure the vertical distance from the inside trailer floor to the top center of the hoop. The measurement to the top of the hoop should be 3/4 inch greater than the distance from the trailer floor to the top of either hood. If the distance is less than or greater than the required 3/4 inch, adjust the hoop and bent angles accordingly. Weld the hoop to the bent angles making sure that the hoop is parallel with the bent angles (see Figure 3).

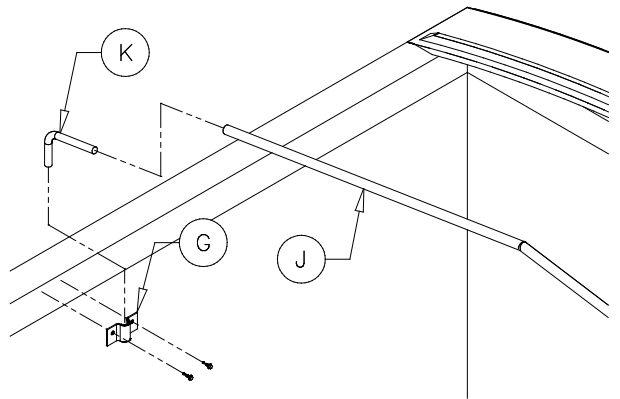


Figure 2

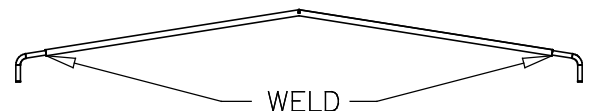


Figure 3

### Step 4: Filler Installation

**Procedure:** To mount the first roll of filler, clamp the top flange 1/4 inch lower than the upper edge of the trailer. The filler should run the entire length of the top rail. If the hoods are inset from the front or rear of the trailer, continue the filler past to the outer most edge of the top rail. Secure the filler to the trailer with 1/4"x1" lag screws approximately every 15" through the 1 inch flange.

Install the second row of filler 4-1/2" lower than the first row, so 4-3/4" from the top of the sill. Secure the filler to the trailer with 1/4"x1" lag screws if it's going into the a rail or tubing, if it's just going through the side wall, drill 1/4" holes and secure with 1/4"x1" truss head and nylon lock nuts. (see Figure 4)

**Note:** In most cases the filler plate will have to be cut shorter depending on the length of the trailer. Do not leave a space between the pieces of filler.

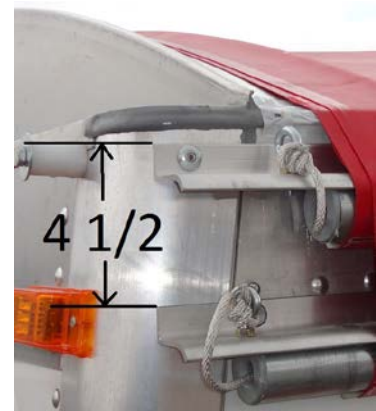


Figure 4

### Step 5: Round Flip-Release Tarp Stop Installation

**Procedure:** Locate the front round bracket (6) 10 inches in from the face of the front of the hood and 3/4" lower than the top edge of the trailer. Using a 5/16" drill bit, drill two holes through the predrilled holes in the bracket and into the trailer. Secure the bracket to the trailer using two 3/8" X 1 1/4" self-threading bolts (5) provided. Remove the 1/4" X 3" hex bolt (7) from the flip-release tarp stop (4). Insert the bolt through the bracket (6) and through the tarp stop (4). Secure using the 1/4" lock nut. Torque the bolt appropriately so the flip-release tarp stop will remain in the unlocked position (see Figure 7). Remove the quick pin from the bottom hole of the flip-release tarp stop and adjust the tarp stop so it is in the unlocked position (see Figure 7). Install the rear bracket 10 inches in from the face of the rear end cap and 3/4" lower than the top edge of the trailer. Evenly space the remaining flip-release tarp stops along the same side of the trailer making sure to mount the brackets 3/4" lower than the top edge of the trailer.

Place the loading tarp on top of the trailer on the side with the tarp stops and unroll it some towards the middle of the trailer. The loading tarp has 2 loading holes, reinforcements and 2 centers in it. With it unrolled some, pull the small quick release pipe and tarp down into the tarp stops.

Place the travel tarp on top of the loading tarp on top of the trailer and unroll it towards the middle as well. The travel tarp is basic tarp with just 1 center rod in it. With it unrolled some, pull the large quick release pipe and tarp down into the tarp stops.

Position the loading tarp pipe (9) in the lower seat while the travel tarp pipe is in the higher seat of the round brackets (6) (see Figure 6-7). Adjust both tarps so that both tarps are two inches in from the wind deflector on the front hood. Once the tarps are in position, engage the stops into the locked position. Reinsert the quick pins through the bottom holes in the round flip-release stops.

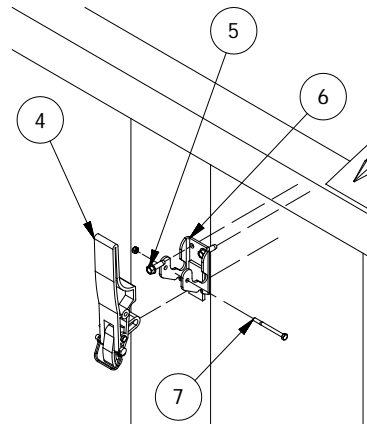


Figure 5

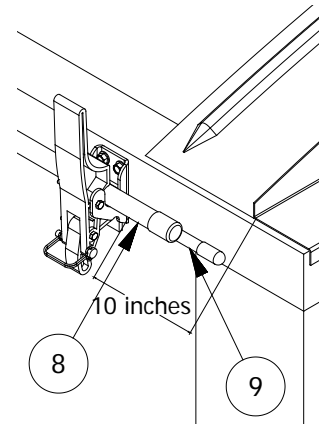


Figure 6

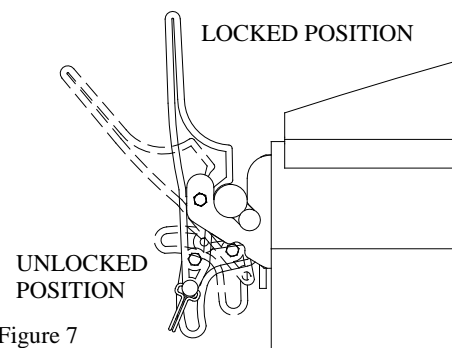


Figure 7

### Step 6: Crank & Crank Lock Installation

Mount the spring lock brackets to the trailer to secure the crank assembly. Position on the bottom of the trailer or the catwalk depending on the configuration of the trailer. Drill 5/16" holes through the brackets and trailer and secure with 3/8"x-1/4" self threading bolts or drill 3/8" holes and bolt on with 3/8" bolts. You may want to remove the crank lock from the bracket and bolt it directly to the catwalk or ladder.

With both tarps fully unrolled hanging down the side of the trailer, slide the universal joint and shaft onto the spline of the travel tarp (tarp hanging the lowest). Insert quick pin through universal joint. Insert the crank handle assembly into the crankshaft. Pull / rotate the crank handle (11) towards the trailer so the crankshaft locks into the spring lock bracket (10). The crank handle should have approximately 30 lbs of force applied to it to lock it in the spring lock bracket when the tarp is locked tight under the locking flange. If there is not enough or too much tension on the tarp, then change the position of the universal joint on the spline. Adjust the angle of the spring lock so that the crank handles seats properly in the spring lock. Adjust the length and rotation of the crank handle in the shaft and drill a 1/4" hole through the crankshaft and handle.

Fasten the crank handle to the shaft with the 1/4" x 1 3/4" hex bolt and 1/4" nylon lock nut provided.

For the loading tarp rolltube, slide the second universal joint and crankshaft onto the spline and rotate the handle in towards the trailer and determine a spot to mount the crank lock assembly so the crank will be out of the way of the travel tarp crank. The crank lock assembly is usually mounted to the ladder or catwalk. (see Figures 8-9) Once the position is found secure it the trailer and adjust the position of the universal joint to have the proper tension on the tarp. The crank handle should have approximately 30 lbs of force applied to it to lock it in the spring lock bracket when the tarp is locked tight under the locking flange. If there is not enough or too much tension on the tarp, then change the position of the universal joint on the spline. Adjust the angle of the spring lock so that the crank handles seats properly in the spring lock. Adjust the length and rotation of the crank handle in the shaft and drill a 1/4" hole through the crankshaft and handle.

Fasten the crank handle to the shaft with the 1/4" x 1 3/4" hex bolt and 1/4" nylon lock nut provided.



Figure 8



Figure 9

### ***Step 6: Load-Loc Installation***

**Procedure:** With the tarps locked under the filler, open the travel tarp and roll up onto the trailer some. Mark the rolltube so it sticks out past the hood 1 to 2 inches depending how much of an offset there is from the edge of the trailer to the face of the hood. Cut the rolltube off if necessary and insert the load-loc return assembly into the end of the rolltube. You may have to gently tap the plastic end into the tube, and then secure with the #8x3/8" self-tapping screw.

With the tarps locked closed under the filler, drill a 5/16" hole through the filler 1/2" in front of each tarp. Fasten the eyebolts (H) to the filler plate with the 5/16" nut (I) and nylock nut (J). Thread the rope through the eyebolt shown in figure 10 and knot the end of the rope to prevent it from going through the eyebolt. Cut any extra material off and melt the end to prevent it from fraying.



Figure 10

**Warranty:** Michel's Industries warrants their products for a period of one year from date of purchase. Any parts returned to Michel's Industries LTD. Will be shipped prepaid and will be returned F.O.B. St.Gregor, Sk. Canada. We will not assume responsibility for shipping, labor or travel expenses. Please Note: We reserve the right to make improvements; therefore specifications are subject to change without notice.

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