

Michel's

SPUD COVER

CRANK MODEL

INSTALLATION INSTRUCTIONS

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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

(See Figure 1)

Procedure: Center the front hood on the front wall of the box with the lower 1 inch flange (A) positioned flush against the outside front edge of the box. 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 using the 1/4"x1" lag screws provided. Drill through the horizontal portion on each side of the front hood and secure using 1/4"x1" lag screws (C).

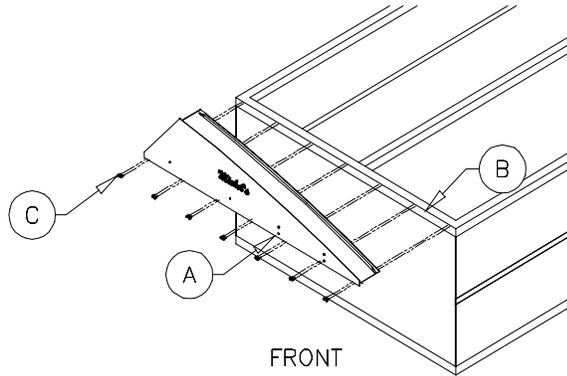


Figure 1

Step 2: Rear Hood Installation

(See Figure 2)

Procedure: Center the rear hood on the rear wall of the box with the lower 1 inch flange (A) positioned flush against the outside rear edge of the box. 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 2). Secure the rear hood using the 1/4"x1" lag screws provided (C).

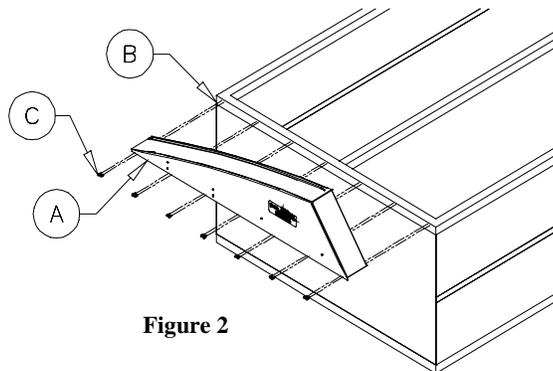


Figure 2

Step 2A: Optional Hinging Rear Hood Installation

(See Figure 3 - 4)

Procedure: Set the smaller piece of the hood (D) on the passenger side rear corner of the box. The edge of the hood (D) should be flush with the outside edge of the box. Secure the section to the top of the box using two 3/8"x1" bolts (1), 3/8" flat washer (2), and 3/8" nylon lock nut (3). Section (E) should then be attached to part (D) by hinge pin (F) into hinge part (G). Make sure the rear hood hinges outward easily.

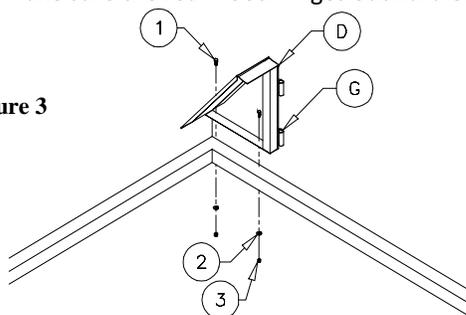


Figure 3

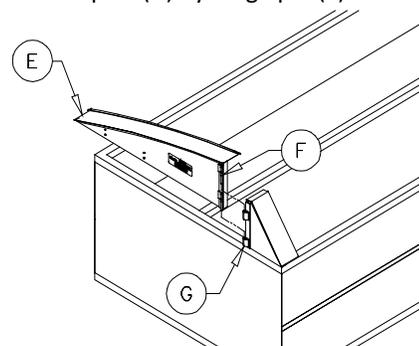


Figure 4

Step 3: Locking Flange Installation (See Figure 5-8)

Procedure: The locking flange (H) is mounted either to the top or side (See Figure 8) or side (See Figure 5-7) of the box wall. This will depend on the make of the box you have. Pre-drill holes every 15" apart using a 3/16" drill bit. Secure using the 1/4"x1" lag screws (C) provided. The locking flange must run the entire length of the sidewall. The front locking flange may need to be notched in order to accept the sidewall latches. In most cases, this must be done on the rear as well.

Note: If there is a space between the flat (J) and the sidewall, a spacer (I) must be used behind the flats for support against the box wall. These spacers may need to be cut to length and must be secured using the 3/8"x3" hex bolts and 3/8" hex nuts provided.

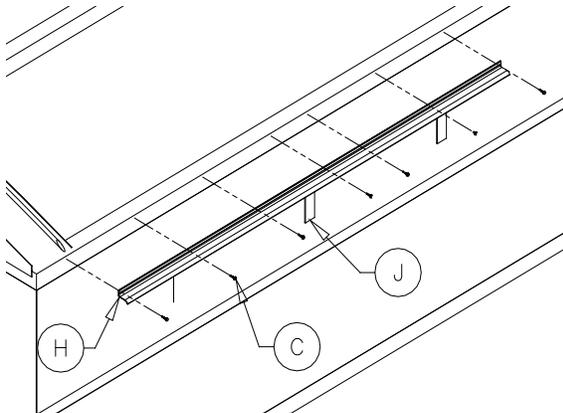


Figure 5

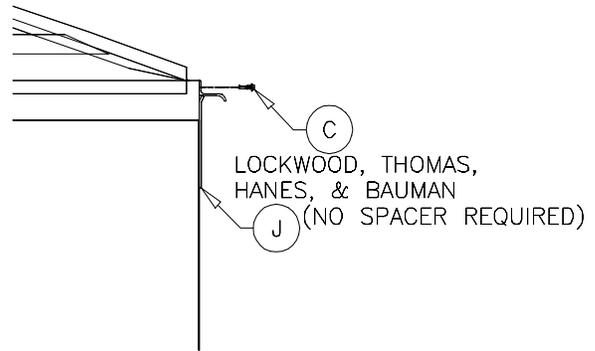


Figure 6

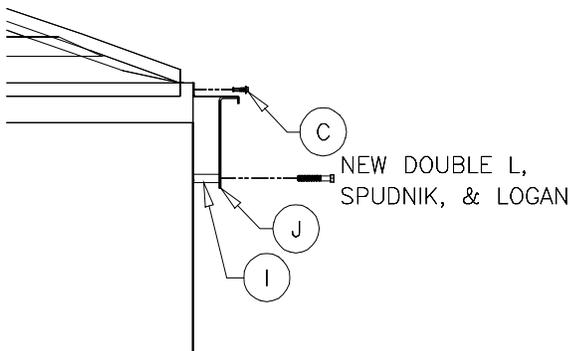


Figure 7

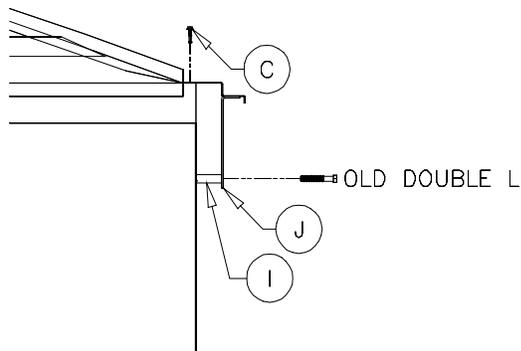


Figure 8

Step 4: Sidewall Structure Installation (See Figure 9-10)

Procedure: Measure the outside distance from the front hood to the rear hood. Measure the length of the Support Wall Roll-tube (L) to make sure that it will fit between the hoods. The Support Wall Roll-tube should be 2" shorter than the distance that you measured from hood to hood. Cut off any excess material from the Support Wall Roll-tube if necessary. Slide the Support Wall Brackets onto the Support Wall Roll-tube. Fasten the Support Wall Roll-tube to the hoods using four 5/16"x2-1/2" truss head bolts (N) and 5/16" lock nuts. Evenly space the Support Wall Brackets between the hoods and secure to the top of the box wall using four 5/16"x1" self-threading bolts (M) provided (See Figure 9,10).

Step 4: Sidewall Structure Installation Cont.

The optional Spring Loaded Cross-Member must be placed onto the Support Wall Roll-tube before the Support Wall Roll-tube gets fastened to the hoods (See Figure 10).

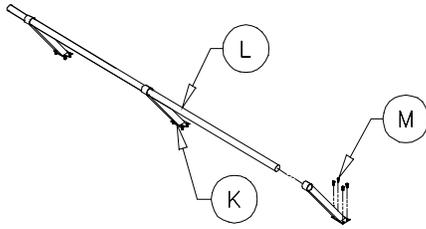


Figure 9

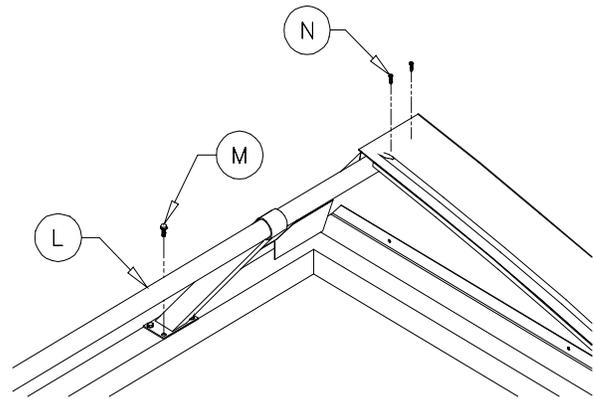


Figure 10

Step 4a: Spring Loaded Cross-Member Installation (Optional)

(See Figure 11, 12)

Procedure: Evenly space the Spring Loaded Cross-Members (O) on the Support Wall Roll-tube (L) between the hoods and Support Wall brackets (K) (see Figure 11). Adjust the Spring Loaded Cross-Members so that they are pointing upwards approximately at 10 o'clock. (Looking from the rear of the box) As the tarp opens, the Spring Loaded Cross-Members will spring upwards approximately 2ft above the tarp roll (See Figure 12). Tighten the 2" muffer clamp. The height of the Spring Loaded Cross-members can be adjusted to different heights to allow for more clearance. This will depend on what you are hauling.

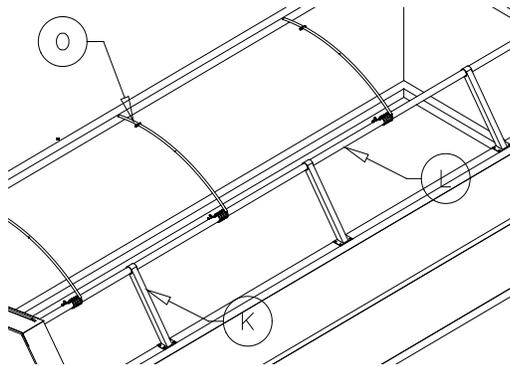


Figure 11

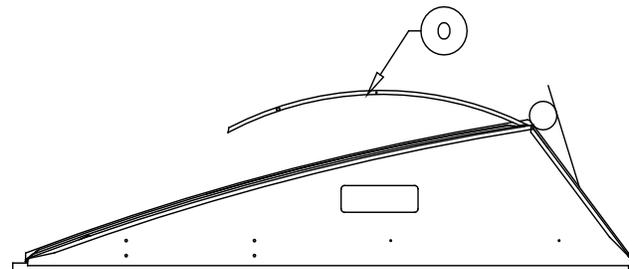


Figure 12

Step 5: Tarp Installation

(See Figure 13-15)

Procedure: Place tarp roll on the passenger side. Unroll the tarp material and place roll tube under the locking flange. Hold the roll tube in place by prying 2x4's underneath the roll tube. The pop rivets holding the tarp to the roll tube should be at a 45 degree angle away from the face of the front hood. When the tarp is tightened at this position, the pop rivets will be facing down. With the tarp resting on the top end caps, pull the front of the tarp snug while keeping it parallel to the hood wind deflector and keeping it 2" away from the face of the front hood.

Note: The tarp must be 2" away from the face of the front hood.(Figure 14)

Step 5: Tarp Installation Cont.

On the inside of the tarp material you will find a flap of material. This flap must be slit on each support so it hangs toward the inside of the box. Standing on the outside of the box flip the tarp material upwards exposing the material flap. Using a scissors cut material flap on the center of each support. At the top of the cut make a hole approximately 1/2 x 2". This allows the material to fall freely toward the inside of the box. (Figure 13)

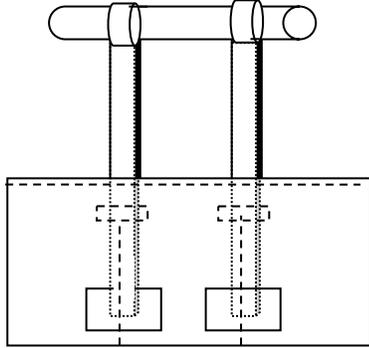


Figure 13

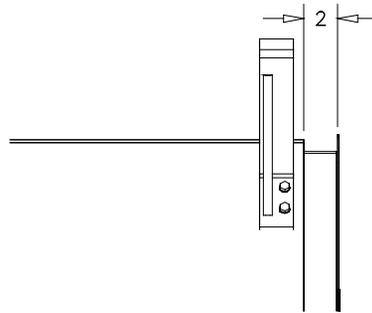


Figure 14

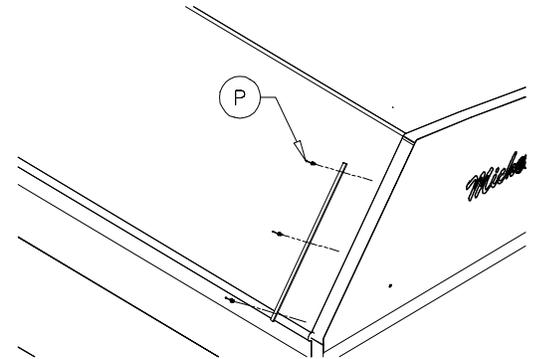


Figure 15

Step 6: Tarp Stop Installation

(See Figure 16)

Procedure: Mount the tarp stops 2" down from the top of the Support Wall Brackets. Mount the tarp stops 2" down from the hood peak. Using a 1/4" drill, drill pilot holes through the tarp stop holes and into the Support Wall Brackets and hoods. Secure the tarp stops using two 5/16"x1" self-threading bolts (M) provided.

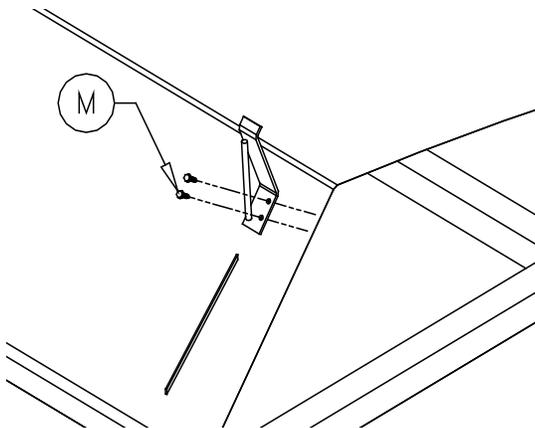


Figure 16

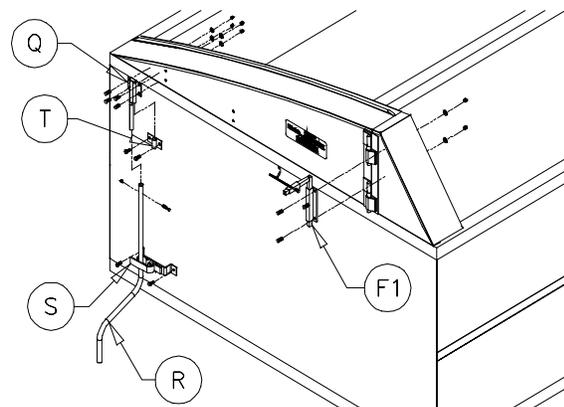


Figure 17

Step 7a: Hood Lock Mechanism Installation (Optional)

(See Figure 17 above)

Note: Make sure there are no obstructions for the crank handle and the Crank Handle Holder Bracket.

Procedure: Mount bracket (Q) on the rear hood using four 3/8"x1" bolts approximately 11" to 13" from the front hood edge and parallel with the bottom of the hood. Slide bracket (T) onto pin directly below the top bracket (Q) making sure that the pin inserts into the bottom bracket. Secure using two 3/8"x1" bolts.

Step 7b: Crank Handle Holder Bracket Installation

(See Figure 17) see previous page

Special Note: The location of the Crank Handle Holder and Crank Handle may need to be modified due to ladder or other obstructions.

Procedure: Slide the 8' Hinging Hood Crank Handle (R) onto the Hood Latch Pin with the Crank Handle facing towards you. Place the Crank Handle Holder Bracket (S) behind the Hinging Hood Crank Handle and secure using two 5/16"x1" self-threading bolts (M) provided. Cut the Hinging Hood Crank Handle to length and secure by drilling a 1/4" hole through the Hinging Hood Crank Handle and the Hood Latch Pin. Secure with a 1/4"x1-3/4" bolt and 1/4" nylon lock nut.

Note: The Hinging Hood Crank Handle's position may need to be adjusted in order to have clearances around your ladders and other obstructions you may have on your box.

Step 7c: Cable Guide Installation (Hinging Rear Hood)

(See Figure 17) see previous page

Special Note: The cable guide is adjustable.

Procedure: Roll the tarp to the open position. Mount the cable guide on the right side of the hinge on the passenger's side hinging hood. Make sure the hook will catch the cable when it is swung to the open position. Adjust accordingly.

Step 8: Holdback (Tension Control Unit) Installation

(See Figure 18,19)

Note: The square tubing with the spring, cable, elbow guide, and brackets are pre-assembled. The U-Bolts are not tightened. This allows you to adjust the position of the elbow guide with the beveled pulley.

Procedure: Take tension control unit (square tubing) (U) and brackets (V) and position on rear hood. The square tubing may slide in either direction so that it may be adjusted accordingly later. There are two different sizes of holdback brackets. A 2" offset and a 3" offset. These holdback brackets may be used for the front or the rear depending on which needs more clearance. The top of the nylon cable guide, which is inserted in the elbow of the holdback tubing, should measure 7"-8" from the top of the box. The outside of the elbow cable guide should be located 2" from the box sidewall. If a spacer is required, then the 2" is measured from the locking flange flat (J). Mount holdback Brackets to rear of the hood and align inside hood flange to the inside of the rear hood and secure. Do the same for the front hood. Attach the holdbacks to the front and rear hood, align nylon cable guide so that it is directly under the roll tube when the roll tube is locked under the locking flange. Tighten the 1/4" nuts onto the U-Bolts.

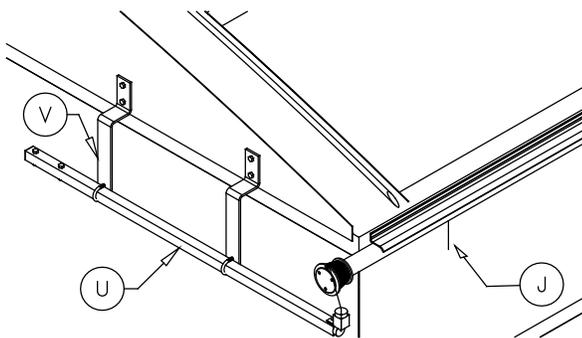


Figure 18

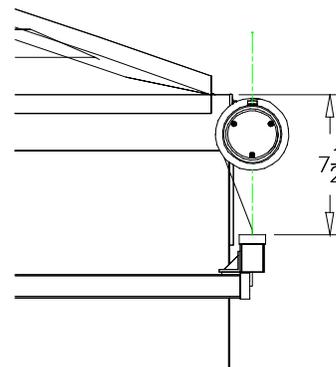


Figure 19

Step 9: Crank Handle and Holder Installation

(See Figure 20&21)

Note: The location of the Crank Handle Holder and Crank Handle, may need to be modified due to ladder or other obstructions.

Procedure: With the roll tube pried under the locking flange, slide the rear beveled pulley stamped FRONT REVERSE (W1) onto the roll tube with the small flange sliding on first. Properly position the beveled pulley on the roll tube so that the nylon cable guide (C1) on the holdbacks line up with the small diameter of the pulley. Mark location of pulley. Slide the front beveled pulley stamped FRONT STANDARD (W2) onto the roll-tube so that the nylon cable guide (C1) on the holdbacks line up with the small diameter of the pulley. Mark location of pulley. Slide the universal joint (X) onto the spline (Y). Reposition the pulley and tighten the 1/4" set screws to hold it in place. Remove the 2x4's and slide the crank handle into the crank shaft. Pull the crank towards the box to the approximate position where the Crank Handle Holder Bracket (S) is mounted. The crank handle should have approximately 30lbs. of force applied to it. If there is not enough force applied to the crank handle, then the position of the universal joint may be altered. Once the correct position is found, the crank handle holder bracket (S) must be installed on the lower driver's side corner. Make sure the crank handle holder does not interfere with the taillights. Drill a 1/4" hole through the pre-drilled holes in the crank handle holder bracket and into the box. Secure the bracket with the 5/16"x1" self-threading bolts (M) provided. Lock the tarp in the closed position, engaging the crank handle holder. Note: Make sure when adjusting the crank handle length that it is long enough to have the crank secured in the open position crank handle holder bracket. Adjust the length of the crank handle (A1) and drill a 1/4" hole through the crank shaft and handle. Fasten the crank handle to the shaft with the 1/4"x1-3/4" hex bolt and the 1/4" nylon lock nut provided.

Note: When rolling the tarp in the open position, tension must be kept on the opposite end of the crank to keep the tarp rolling evenly.

Roll the tarp to the open position. Mount the crank handle holder bracket (S) on the lower passenger side corner to accept the crank handle. Secure the spring lock bracket to the box using two 5/16"x1" self-threading bolts (M). Adjust the angle of the crank handle bracket to properly seat the crank handle.

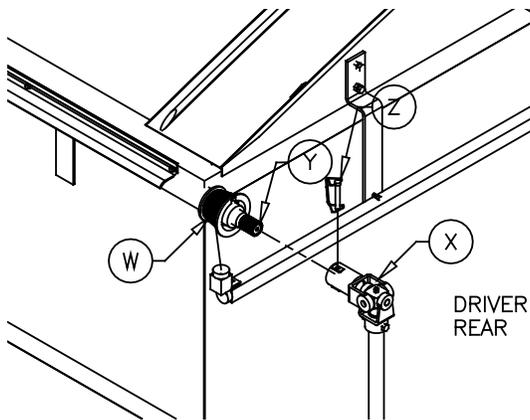


Figure 20

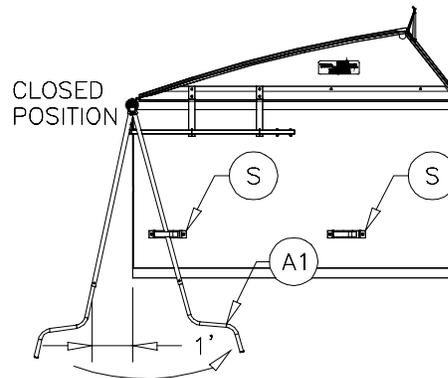


Figure 21

Step 10: Beveled Cable Pulley Installation & Tension Control Adjustment.
(See Figure 22-24)

Installing cable onto rear beveled pulley: With the tarp in the open position, pull the cable from the rear holdback system towards the rear beveled pulley stamped FRONT REVERSE (W1). Insert cable end into pulley slot and rotate beveled pulley 3 to 3-1/2 turns. Rotate the pulley with cable to underside of it and on the large diameter of the pulley.

Installing cable onto front beveled pulley: With the tarp in the open position, slide the beveled pulley marked FRONT STANDARD (W2) onto the front of the roll tube end so that the beveled pulley small flange to the face of the front hood. Pull cable from the front holdback system towards the beveled pulley stamped FRONT STANDARD (W2). Insert cable end into pulley slot and rotate beveled pulley 3 to 3 1/2 turns. Rotate the pulley with cable to underside of it and on the large diameter of the pulley. Roll the tarp open and closed several times checking each time to make sure that the cable follows in the pulley grooves and the tarp rolls evenly. If the tarp DOES NOT roll evenly, roll tarp to open position, loosen the 1/4" set screws in the front and rear pulley and increase the cable wrap slightly. This will increase the tension. Do not allow the pulley to have less than one complete wrap of cable when the tarp is in the open position. If the tarp is still not rolling evenly, check the alignment of beveled pulley with nylon cable guide.

Note: After equal tension is set and the tarp is rolling evenly, you will have to remove the front beveled pulley in order to cut down the roll tube so the front end cap can be installed on the front beveled pulley. To make it easier to adjust the tension the second time, close the tarp and count or mark the number of wraps on the front pulley.

Pop the beveled pulley end cap (E1) on front pulley and tighten with three 6x1" flat head socket sheet metal screws (6). (Figure 23)

NOTE: Make sure the beveled pulleys are properly aligned with the nylon cable guide. In the closed position the cable guide is to line up with the small end of the beveled pulley.

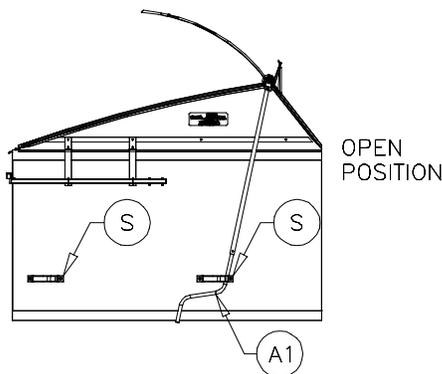


Figure 22

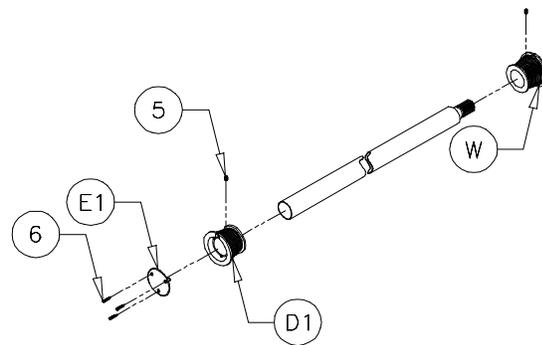


Figure 23

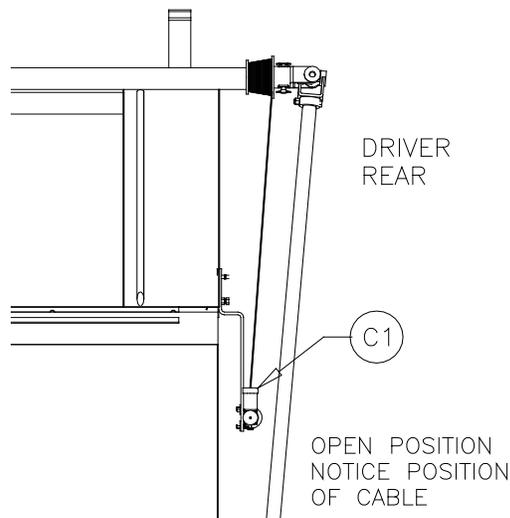


Figure 24

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.

Note: *We reserve the right to make improvements; therefore specifications are subject to change without notice.*