



# TRUE FRAME MOUNTED CAMPER TIE DOWNS

IMPORTANT OWNER-OPERATOR INSTALLATION INSTRUCTIONS

## F2016/FMTPJ11FDSD

FRONT TIE DOWNS

APPLICATION FITS

**2011-2012 FORD F-250 / F-350 SUPERDUTY  
GAS & DIESEL 8 FT 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.

**Warning!!**

**TORKLIFT DOES NOT RECOMMEND: Installing your truck camper in your truck on top of a drop in plastic bed liner!!! THIS WILL VOID YOUR WARRANTY!**

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 damage and/or camper damage!

## **F2016 PARTS INVENTORY**

2 - TIE-DOWN RECEIVER	1 - 1/2" X 3-3/4" GRD 8 BOLT
2 - STANDARD BENT TIE-DOWN INSERT	1 - 7/16" X 2" GRD 5 BOLT
7 - 1/2" FLAT WASHER	
2 - 1/2" BOLT FISHER	3 - 1/2" STAR WASHER
4 - 1/2" X 2" GRD 5 BOLT	6 - 1/2" LOCK WASHER
3 - 5/8" HOOK BRACKET	7 - 1/2" GRD 8 NUT
1 - 3/16" 3-HOLE E-BRAKE BRACKET	1 - 7/16" NYLON NUT
1 - 3/8" HOOK BRACKET WELDED 1/2" X 3-3/4" GRD 8	2 - 1/2" SERRATED NUT
4 - 1" X 2" PLATE WASHER	
1 - 1/4" 2-HOLE PLATE WASHER	2 - 1/4" SNAPPER PIN
1 - 5/16" X 2" X 2" CENTER HOLE PLATE WASHER	2 - 1/2" X 4" GRD 8 BOLT

### **INSTALLATION INSTRUCTIONS:**

**READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE STARTING:**

#### **STEP 1)**

**DRIVERS SIDE FIRST:** Locate and remove the series of nuts that hold the gas tank cover to the frame, and let hang. **(PHOTO A)**

#### **STEP 2)**

Locate the tank strap, and just to the right, there should be a notch in the gas tank. Take the 3/8" hook bracket with a 1/2" x 3-3/4" grade 8 welded bolt and place it side ways against the tank and push up, and hook it onto the frame. **(PHOTO B, C)**

#### **STEP 3)**

Locate the oval hole in the center of the frame to the right of the tank strap. Take the supplied 1/2" bolt fisher with the coiled end first, and insert it through the oval hole and up around the frame. Place one 1/2" x 2" grade 5 bolt along with one 1/2" star washer and one 1" x 2" plate washer onto the bolt fisher and pull it through the frame until it sticks out of the oval hole. Leave the bolt fisher attached. **(PHOTO D, E)**

#### **STEP 4)**

Take one 5/8" hook bracket and one 1/2" x 4" grade 8 bolt and hook it to the top of the frame above and to the left of the previously installed bolt. **(PHOTO F)**

#### **STEP 5)**

Locate the drivers side tie-down. Slide the end of the bolt fisher through the 5/8" hole to the right of the welded gusset. Place the tie-down against the frame with all previously installed fasteners through designated holes. **(PHOTO G)**

**NOTE: FOR THOSE VEHICLES THAT HAVE THE BOTTOM HOOK BRACKET ON THE LEFT SIDE OF THE TIE-DOWN RECEIVER, PROCEED TO STEP 6.**

**NOTE: FOR THOSE VEHICLES THAT HAVE THE BOTTOM HOOK BRACKET ON THE RIGHT SIDE OF THE TIE-DOWN RECEIVER, PROCEED TO STEP 9.**

## **STEP 6)**

Take one 1/2" flat washer, one 1/2" lock washer, and one 1/2" nut and place them onto each previously installed bolt. Tighten down to 75 ft-lbs using a torque wrench.

\* star washers help installations where no access is available with a wrench. Passenger side does not use star washers.

## **STEP 7)**

**REPEAT INSTALLATION PASSENGER SIDE:** Some electrical wires may need to be moved on either side of the frame. Install the bottom 5/8" hook bracket with one 1/2" x 3-3/4" to the right of the tie-down receiver. Install the top 5/8" hook bracket with the supplied 1/2" x 4" grade 8 bolt (**PHOTO H**)

## **STEP 8)**

Disconnect the e-brake bracket at the junction point in front of the rear spring perch. (for ease of installation of the e-brake relocating bracket, make sure the e-brake is disengaged. Slide the brake line through one of the holes and re-bolt it back into position. Using one 1/2" x 2" grade 5 bolt, one 1/2" flat washer, one 1/2" lock washer, and one 1/2" hex nut (**PHOTO I, J**)

## **COMPLETE:**

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## **STEP 9)**

Take one 1/2" flat washer, one 1/2" lock washer, and one 1/2" nut and place them onto each previously installed bolt. Hand tighten.

## **STEP 10)**

To the left of the tie-down receiver, place one 1/2" x 2" grade 5 bolt along with one 1" x 2" plate washer on the back side of the tie-down plate. Take the 1/4" 2-hole plate washer and place over previously installed bolt, and thread with one 1/2" serrated nut. Hand tighten.

**NOTE: FOR THOSE VEHICLES THAT HAVE THE FACTORY SIDE IMPACT BRACKET (FSIB) IN PHOTOS, PROCEED TO STEP 11.**

**NOTE: FOR THOSE VEHICLES THAT DO NOT HAVE THE FACTORY SIDE IMPACT BRACKET (FSIB) IN PHOTOS, PROCEED TO STEP 14.**

### **STEP 11)**

Remove the 7/16" nut from the lower left corner of the factory side impact bracket. Place the other end of the 1/4" two hole plate washer over the 7/16" factory bolt. Replace the factory nut with one 1/2" flat washer and one 7/16" grade 5 nylon nut. Tighten to 50 ft-lbs using a torque wrench. Tighten all other 1/2" fasteners to 75 ft-lbs using a torque wrench. **(PHOTO K, L)**

\* Star washers help installations where no access is available with a wrench. Passenger side does not use star washers.

### **STEP 12)**

**-REPEAT INSTALLATION PASSENGER SIDE:** Some electrical wires may need to be moved on either side of the frame. Install the bottom 5/8" hook bracket with one 1/2" x 3-3/4" to the right of the tie-down receiver. Install the top 5/8" hook bracket with the supplied 1/2" x 4" grade 8 bolt **(PHOTO H)**

### **STEP 13)**

Disconnect the e-brake bracket at the junction point in front of the rear spring perch. (for ease of installation of the e-brake relocating bracket, make sure the e-brake is disengaged. Slide the brake line through one of the holes and re-bolt it back into position. Using one 1/2"x 2" grade 5 bolt, one 1/2" flat washer, one 1/2" lock washer, and one 1/2" hex nut **(PHOTO I, J)**

### **COMPLETE:**

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### **STEP 14)**

Right above previously installed bolts and 1/4" two hole plate washer, there will be an elongated oval hole. Take the 1/2" bolt fisher and thread one 7/16" x 2" grade 5 bolt, one 1/2" star washer and one 1" x 2" plate washer and slide them one by one through the hole oval hole and pull back through. Place a 2" x 2" center hole plate washer over the 7/16" bolt and one 1/2" flat washer and one 7/16" grade 5 nylon nut. Tighten to 50 ft-lbs using a torque wrench. Tighten all other 1/2" fasteners to 75 ft-lbs using a torque wrench. **(PHOTO M, N)**

\* Star washers help installations where no access is available with a wrench. Passenger side does not use star washers.

### **STEP 15)**

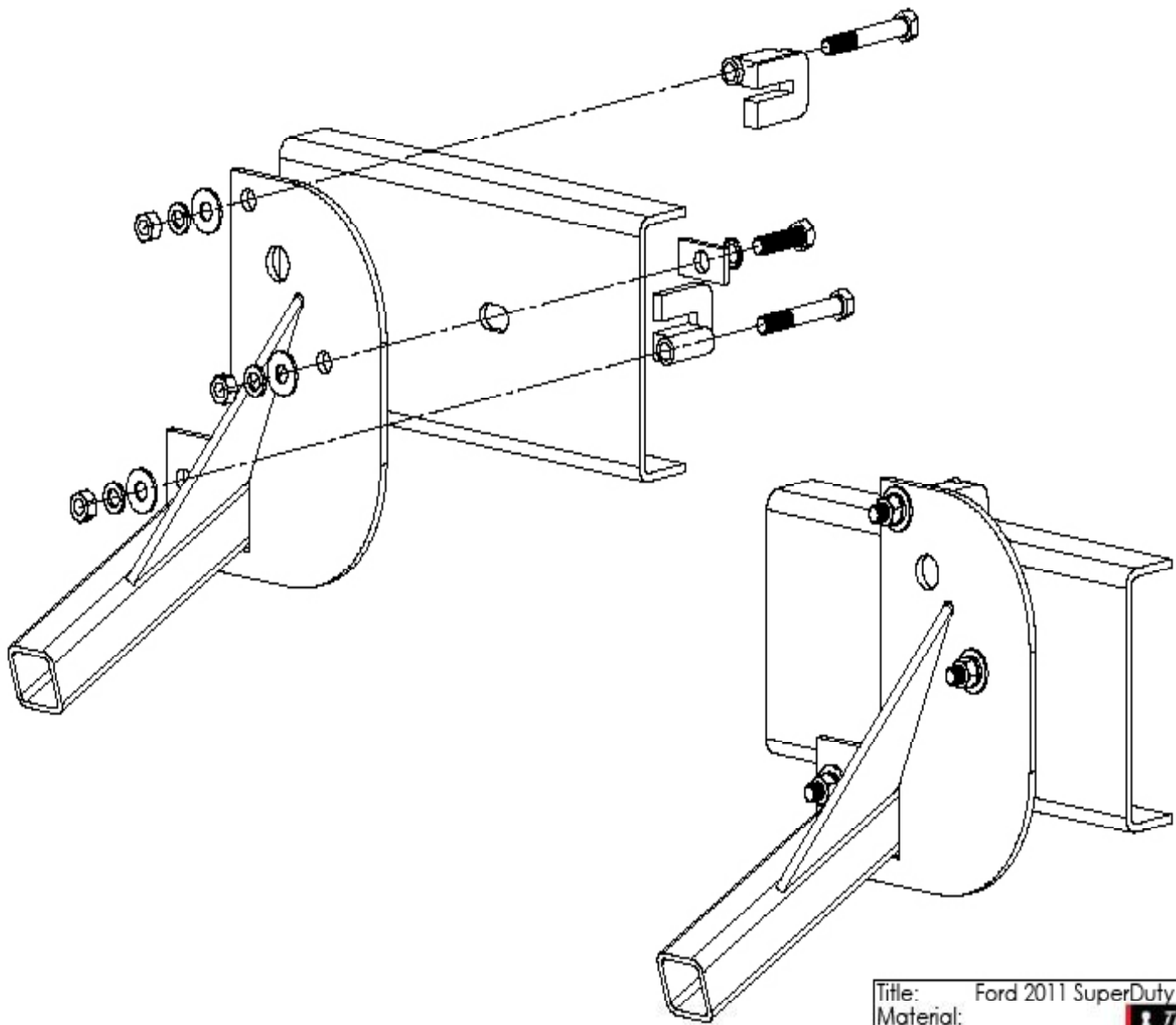
**-REPEAT INSTALLATION PASSENGER SIDE:** Some electrical wires may need to be moved on either side of the frame. Install the bottom 5/8" hook bracket with one 1/2" x 3-3/4" to the right of the tie-down receiver. Install the top 5/8" hook bracket with the supplied 1/2" x 4" grade 8 bolt **(PHOTO H)**

### **STEP 16)**

Disconnect the e-brake bracket at the junction point in front of the rear spring perch. (for ease of installation of the e-brake relocating bracket, make sure the e-brake is disengaged. Slide the brake line through one of the holes and re-bolt it back into position. Using one 1/2"x 2" grade 5 bolt, one 1/2" flat washer, one 1/2" lock washer, and one 1/2"

Hex nut **(PHOTO I, J)**

### **COMPLETE:**

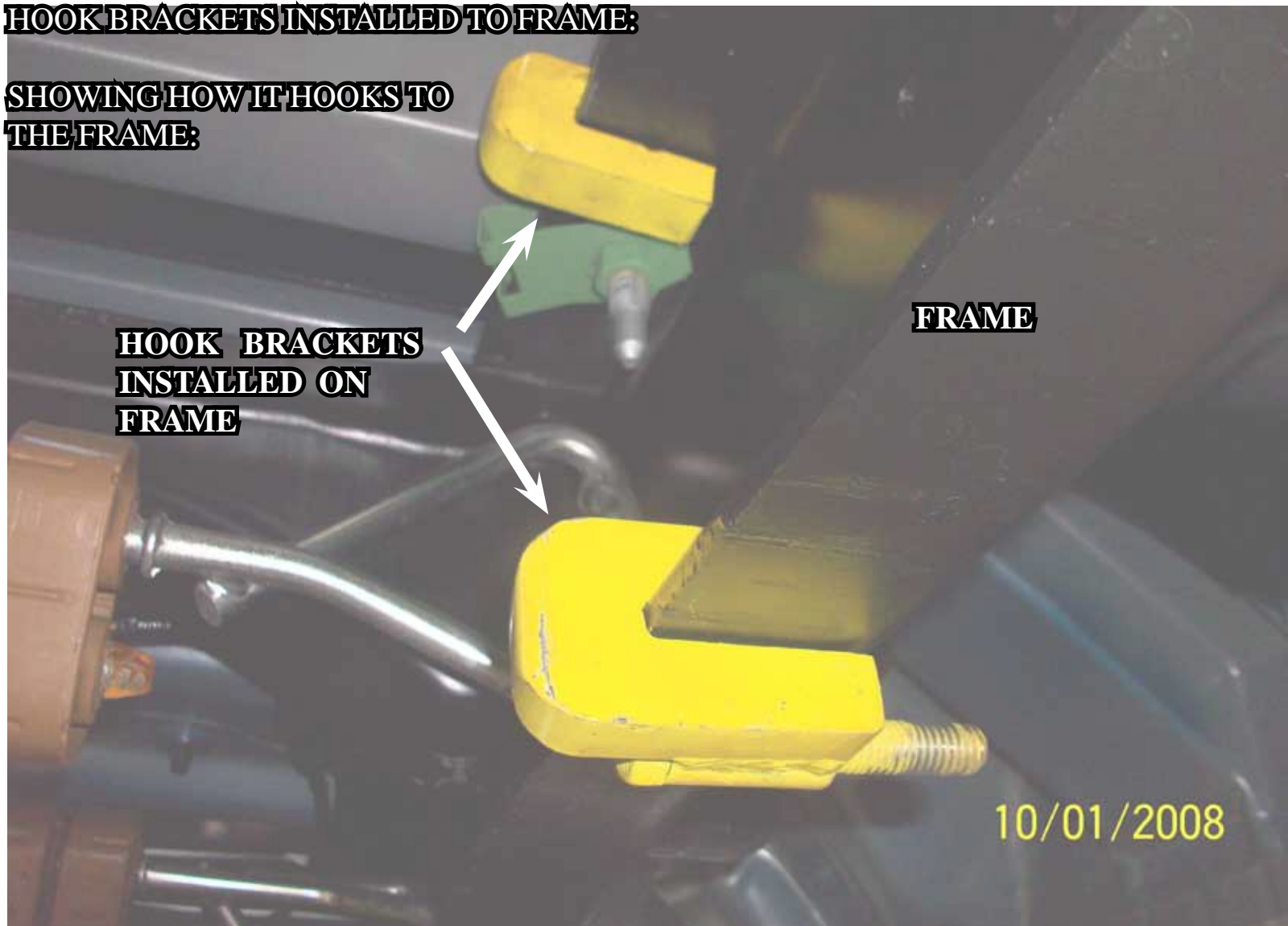


Title: Ford 2011 SuperDuty  
 Material:  
 Thickness:  
 Plasma #:



**HOOK BRACKETS INSTALLED TO FRAME:**

**SHOWING HOW IT HOOKS TO THE FRAME:**

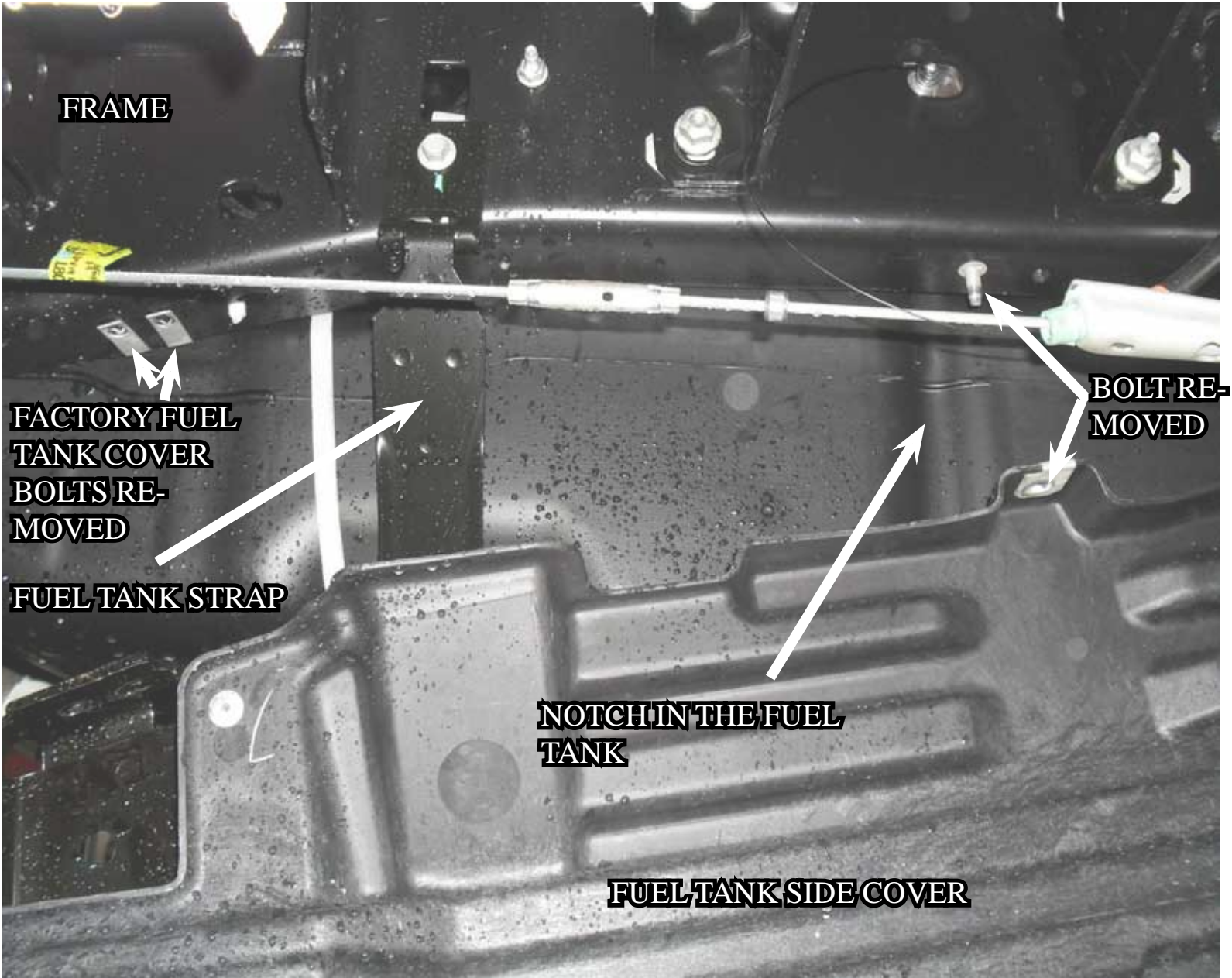


**HOOK BRACKETS  
 INSTALLED ON  
 FRAME**

**FRAME**

10/01/2008

**PHOTO A**



**PHOTO B**

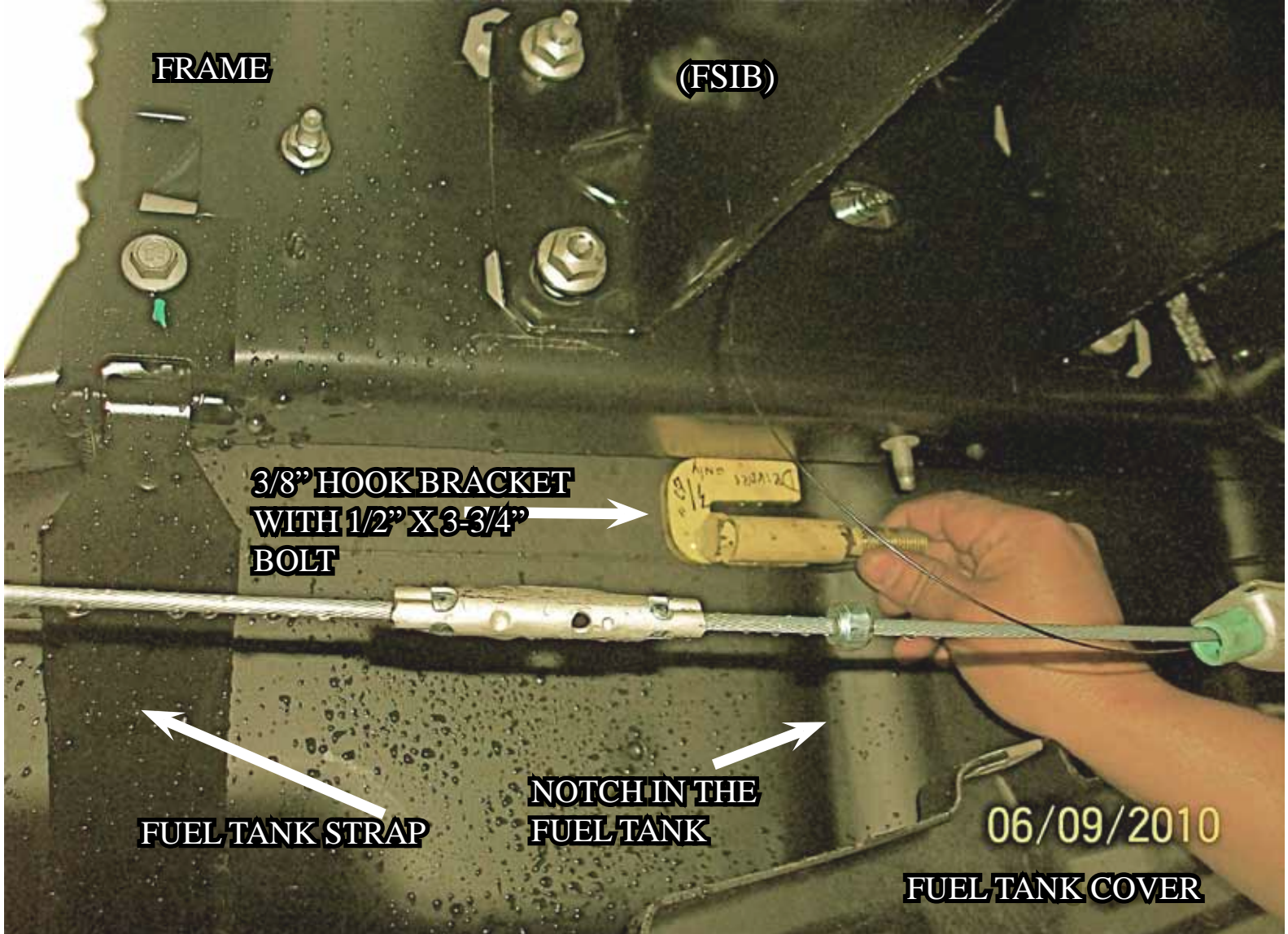


PHOTO C

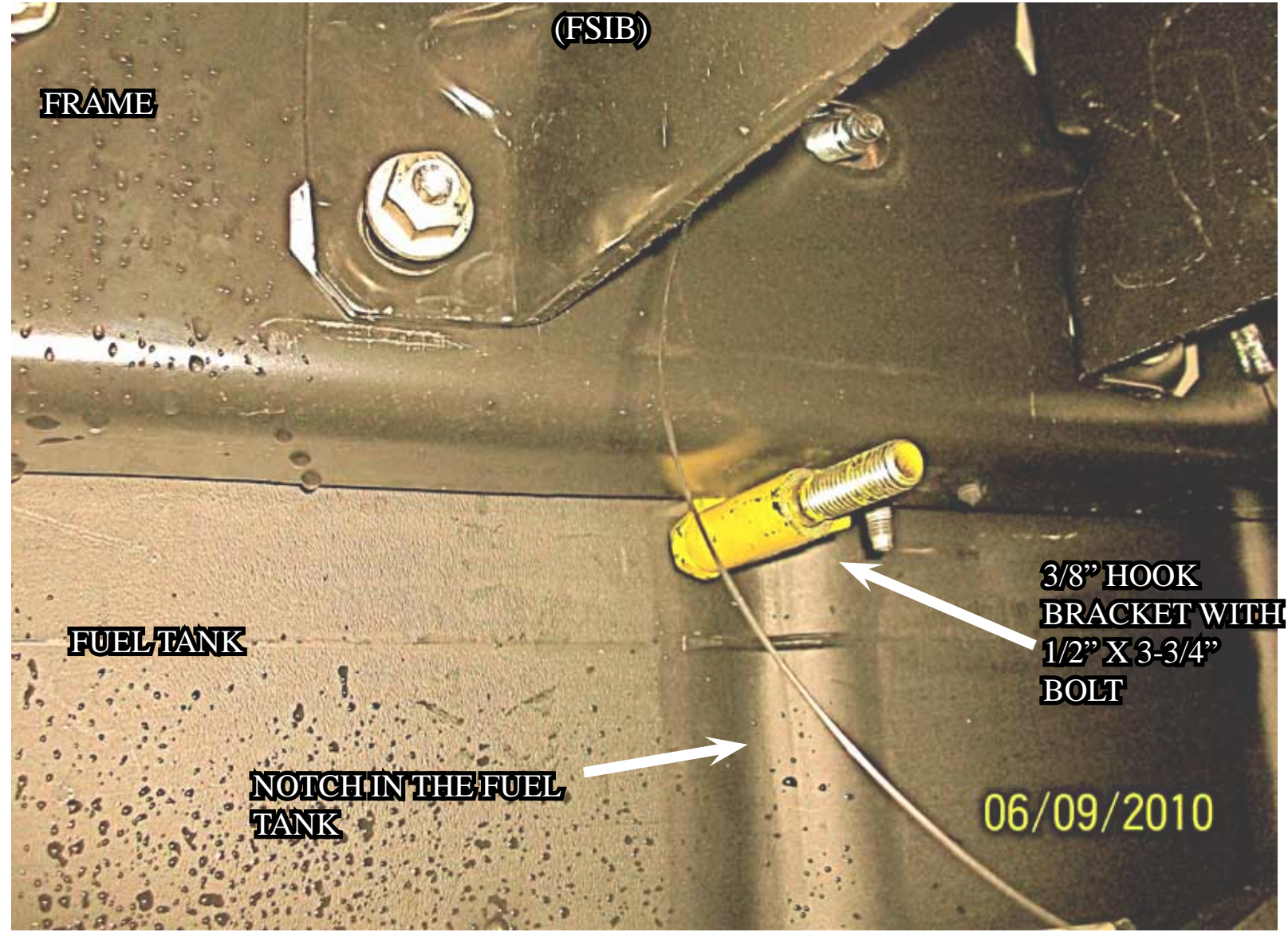
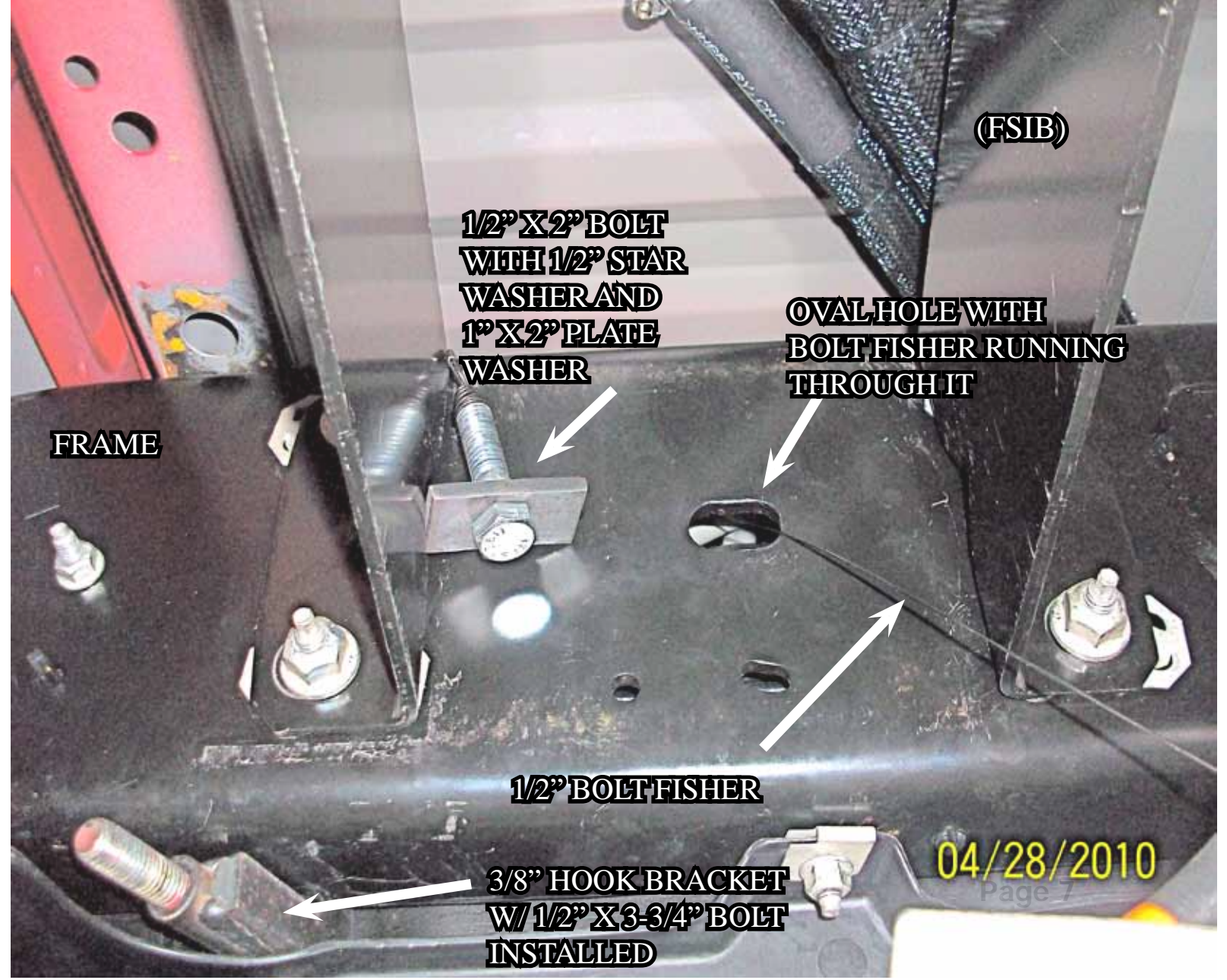
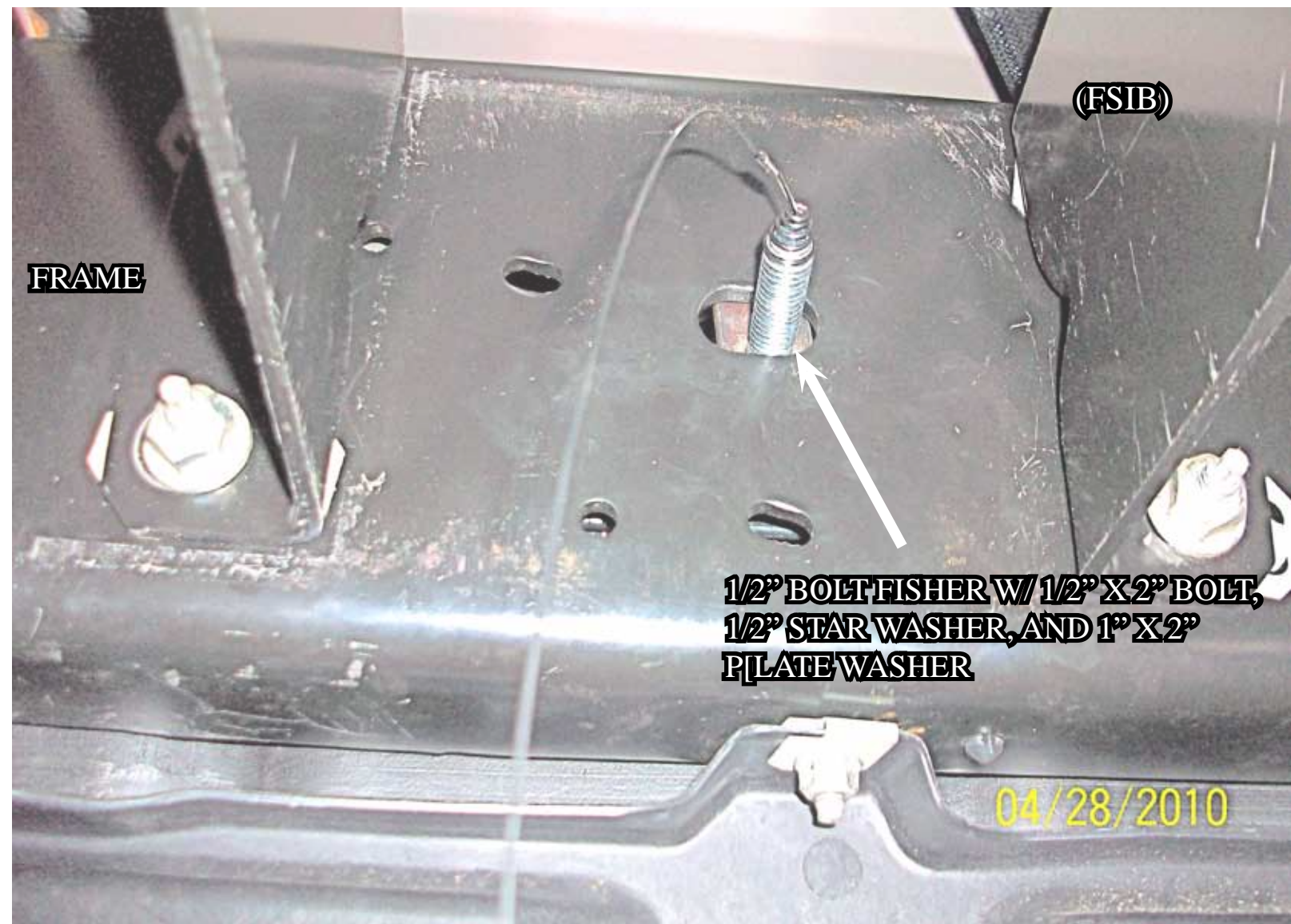


PHOTO D



04/28/2010

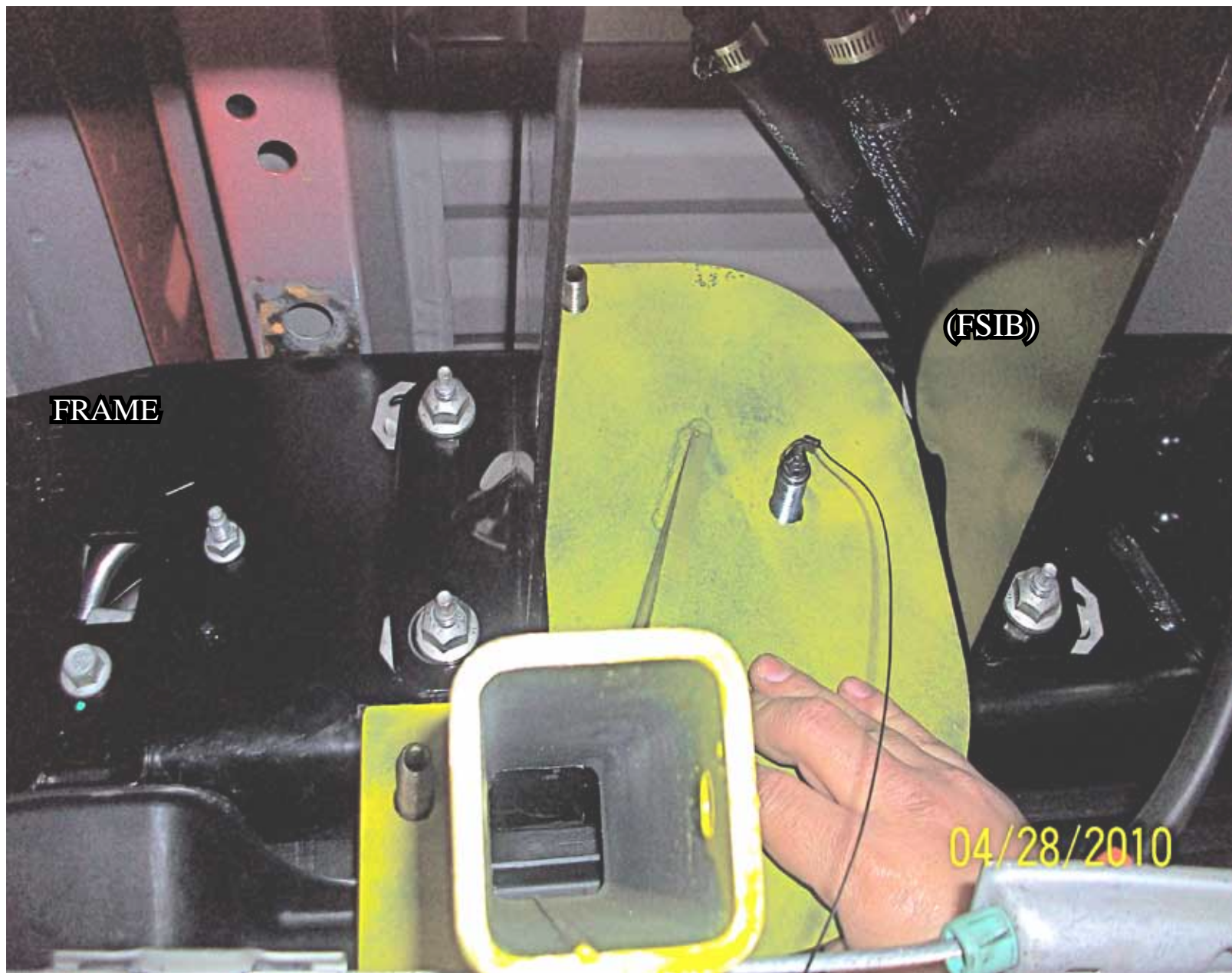
**PHOTO E**



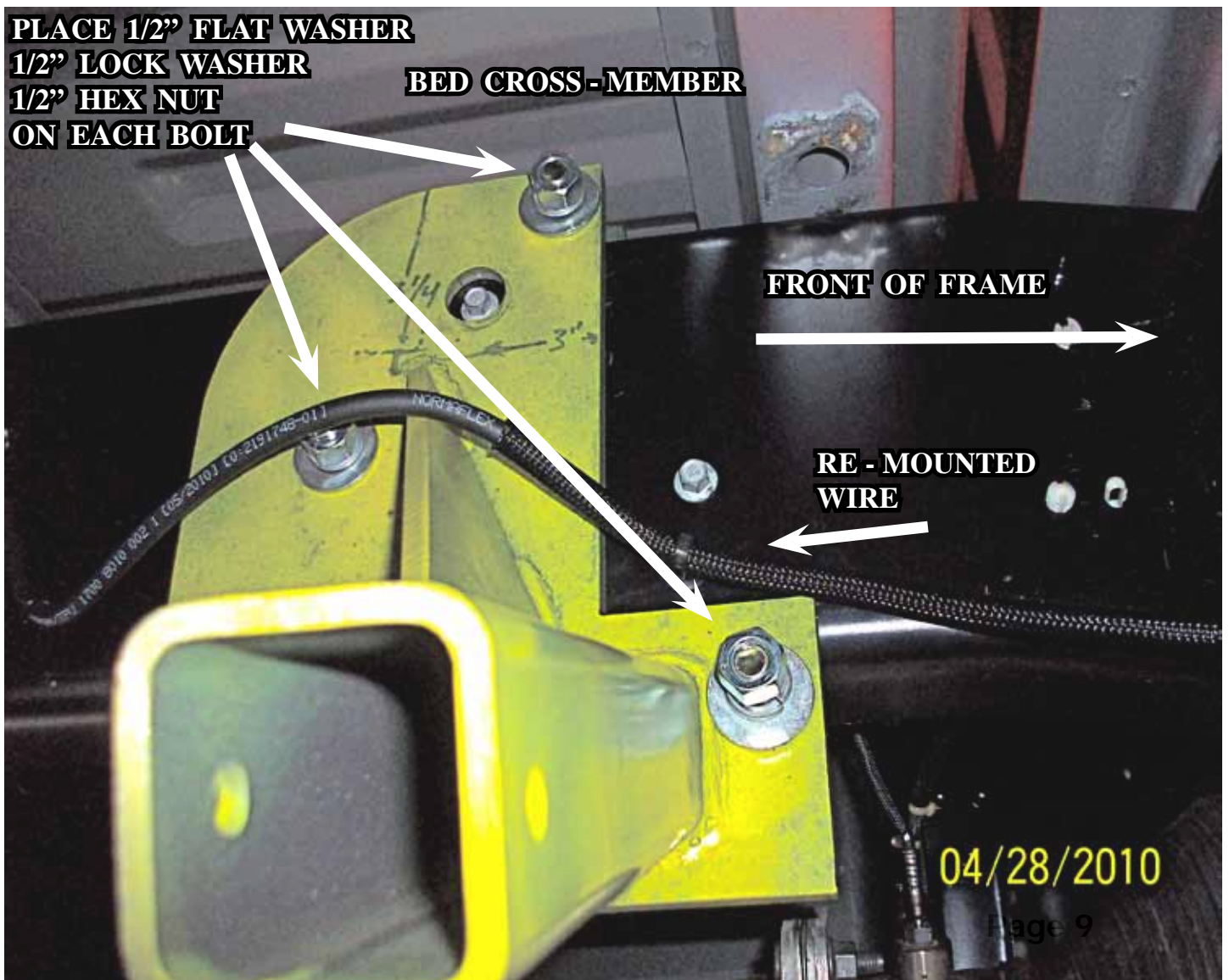
**PHOTO F**



**PHOTO G**

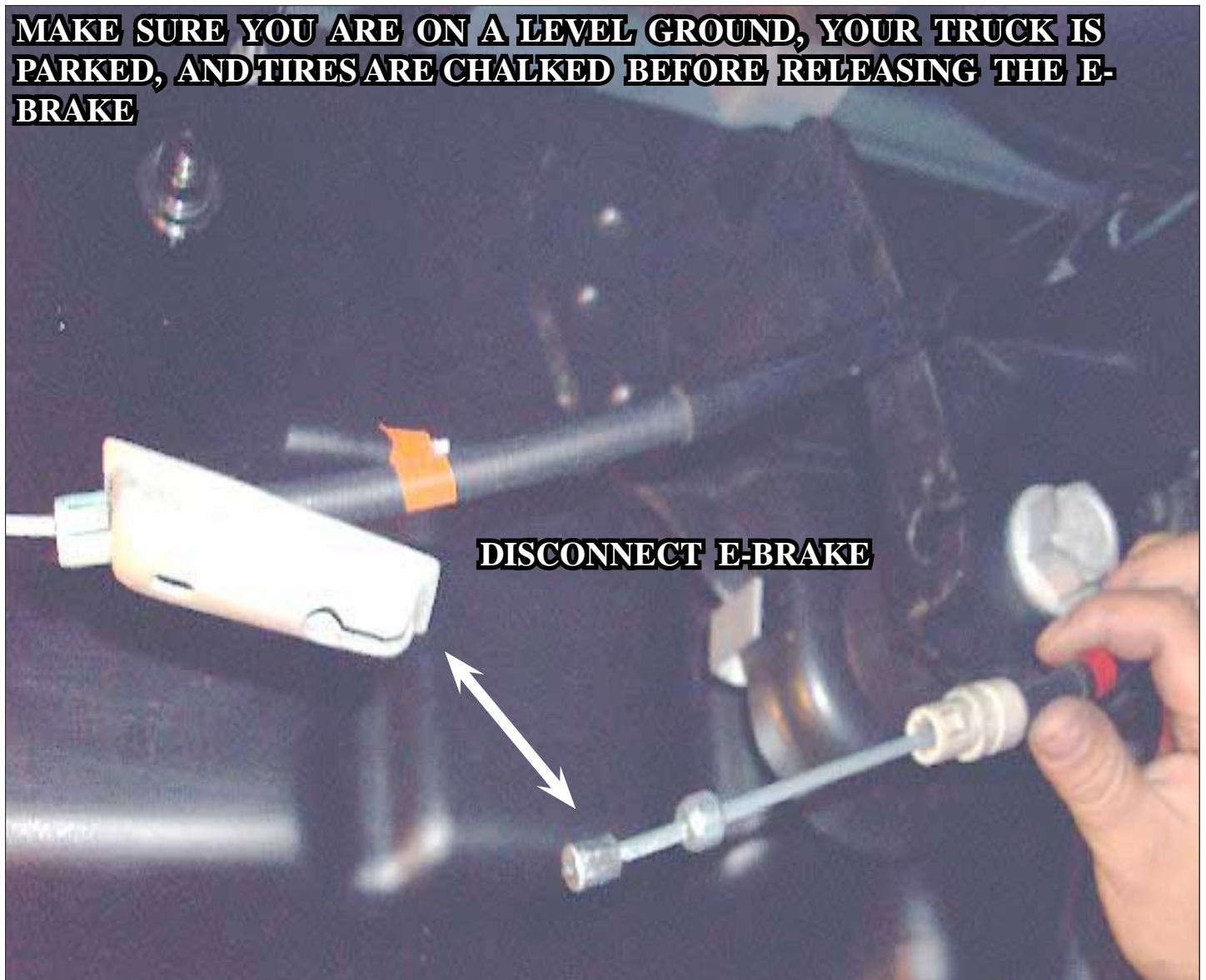


**PHOTO H**



**PHOTO I**

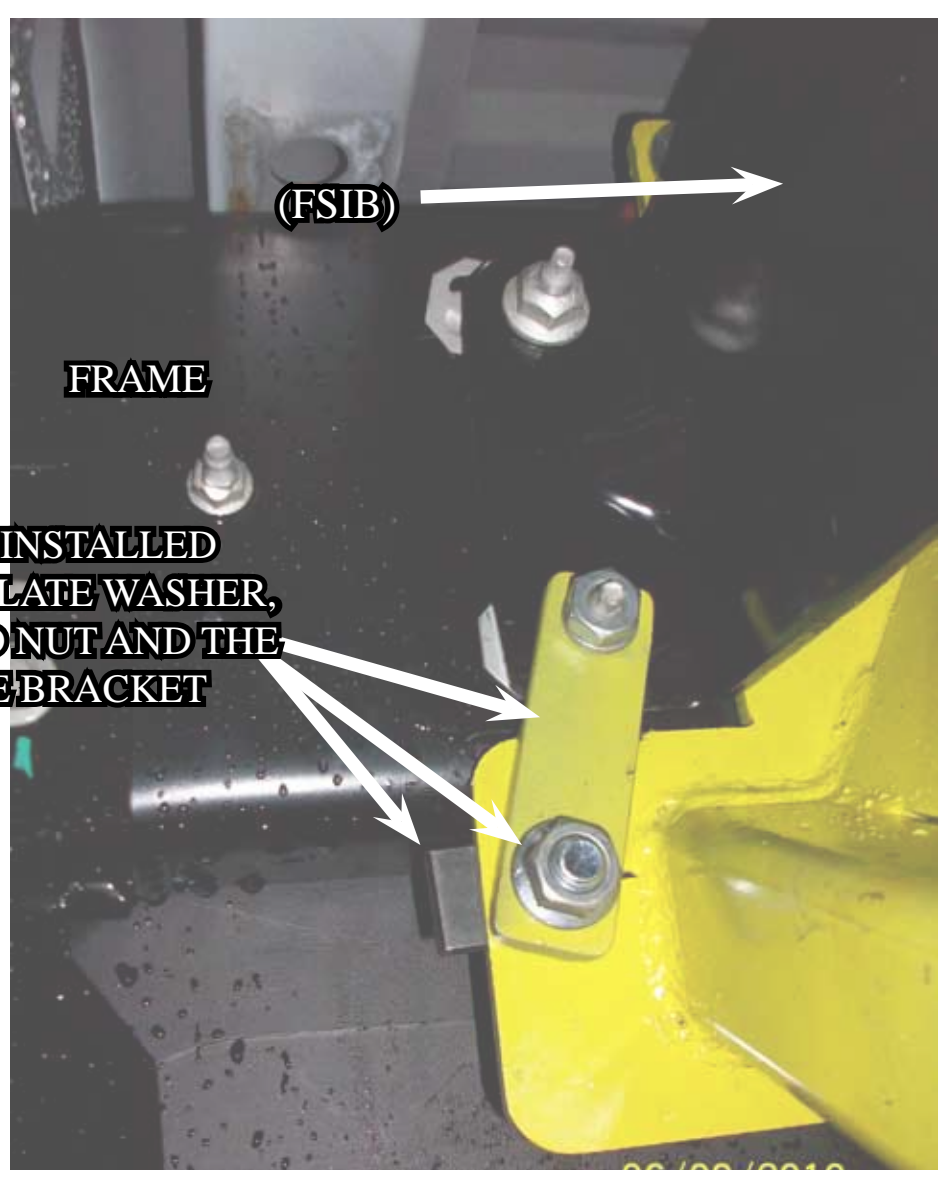
**MAKE SURE YOU ARE ON A LEVEL GROUND, YOUR TRUCK IS PARKED, AND TIRES ARE CHALKED BEFORE RELEASING THE E-BRAKE**



**PHOTO J**

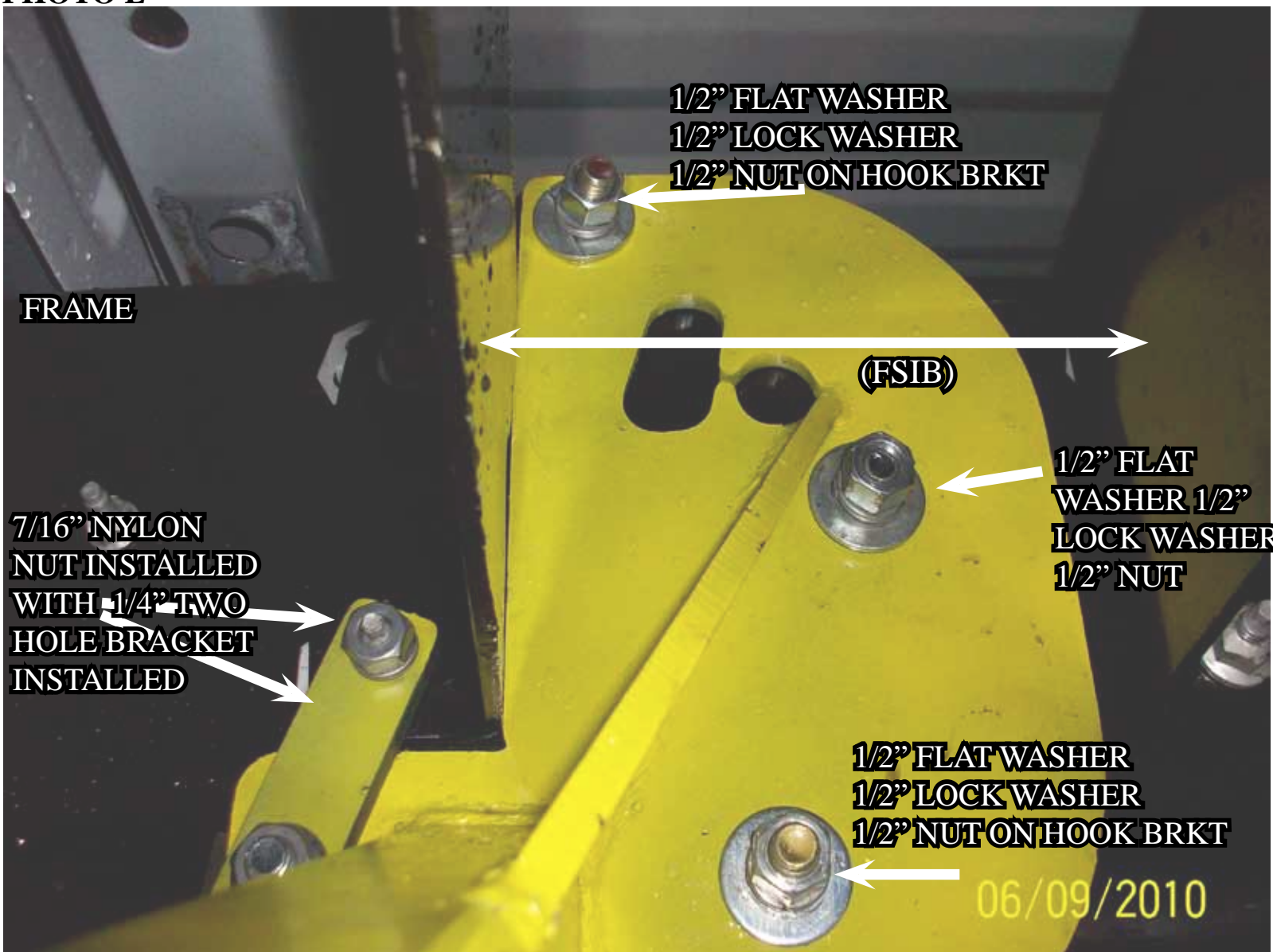


PHOTO K



**1/2" X 2" BOLT INSTALLED WITH 1" X 2" PLATE WASHER, 1/2" SERRATED NUT AND THE 1/4" TWO HOLE BRACKET**

PHOTO L



**1/2" FLAT WASHER  
1/2" LOCK WASHER  
1/2" NUT ON HOOK BRKT**

**FRAME**

**(FSIB)**

**1/2" FLAT WASHER  
1/2" LOCK WASHER  
1/2" NUT**

**7/16" NYLON NUT INSTALLED WITH 1/4" TWO HOLE BRACKET INSTALLED**

**1/2" FLAT WASHER  
1/2" LOCK WASHER  
1/2" NUT ON HOOK BRKT**

06/09/2010

PHOTO M

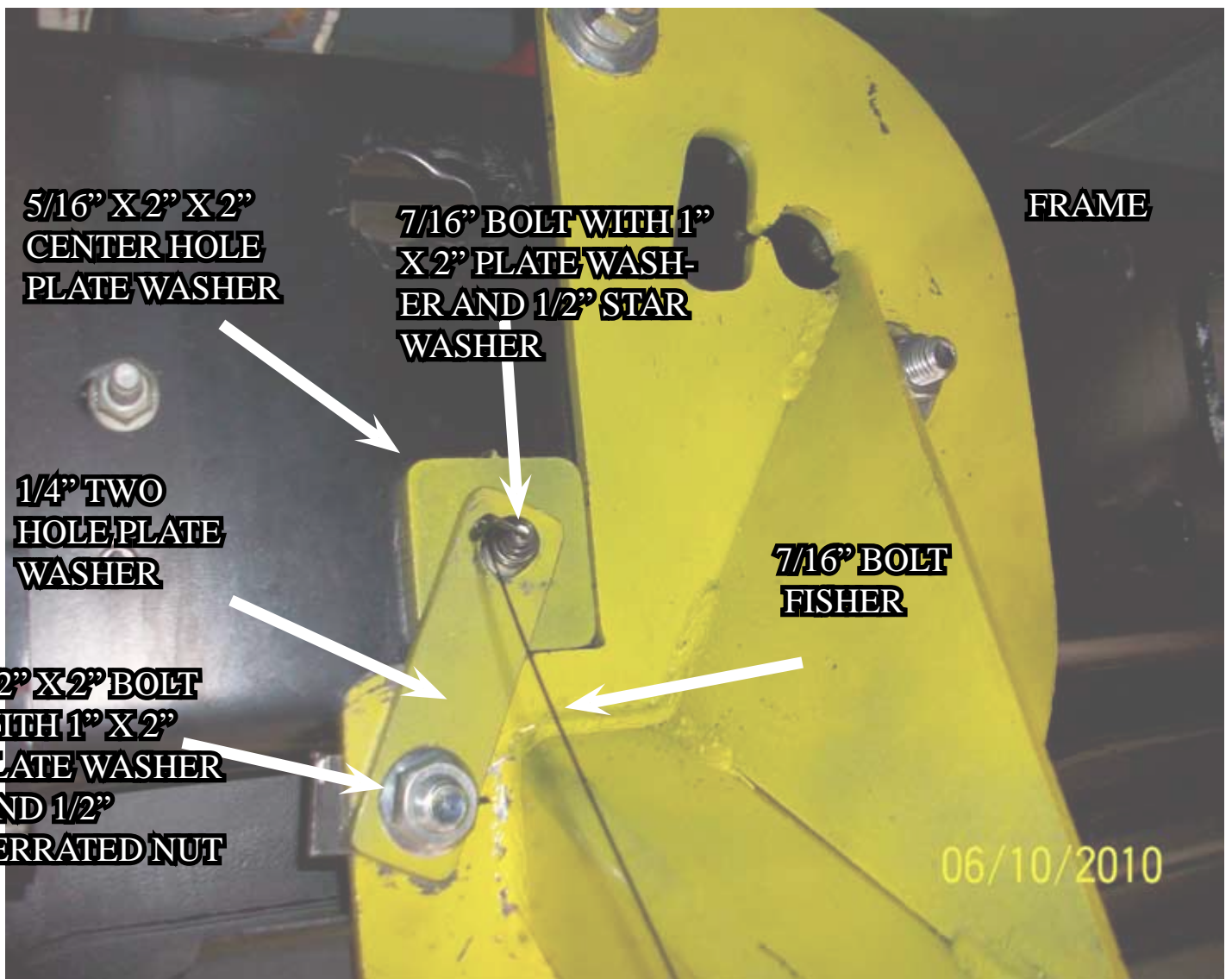
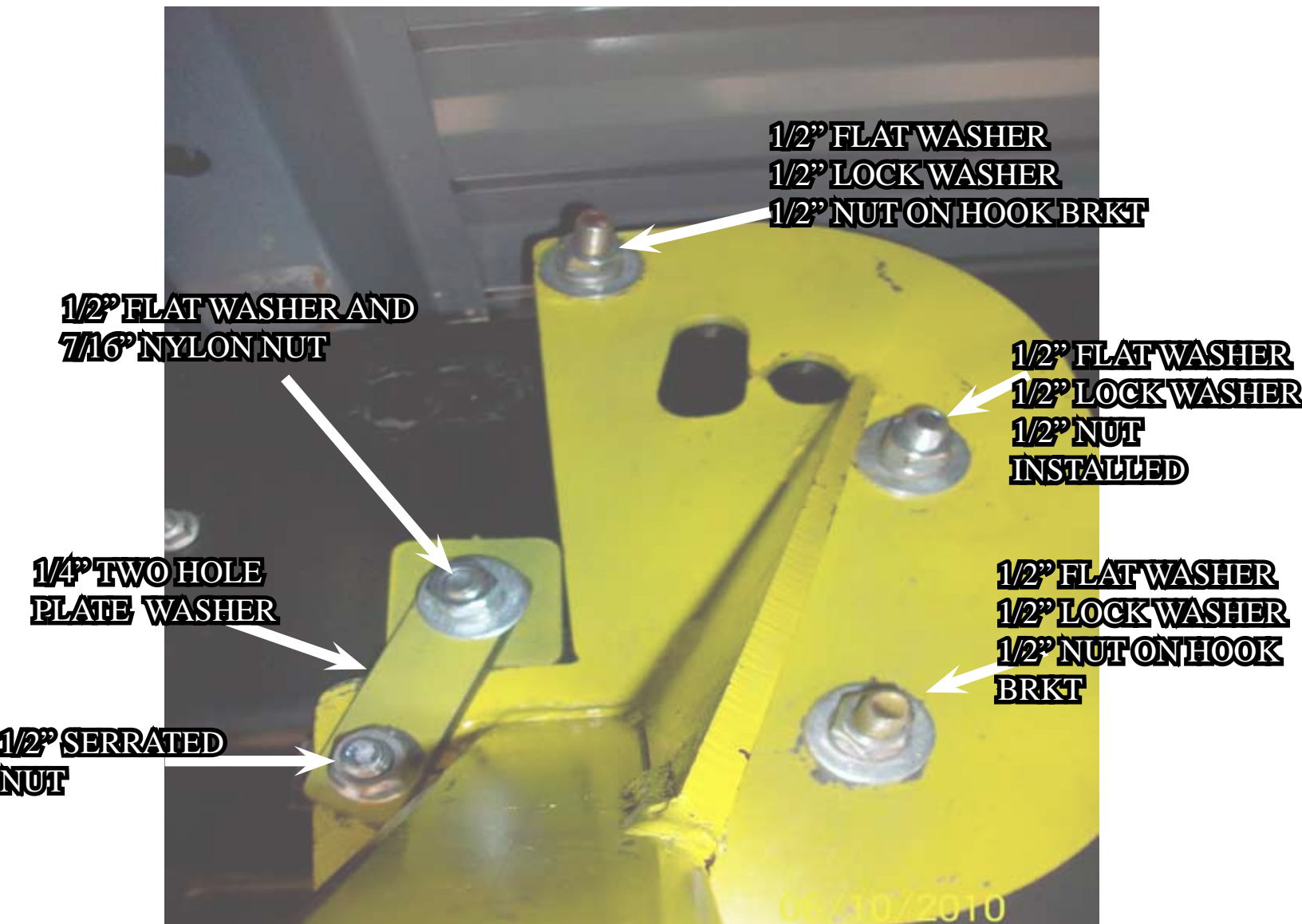


PHOTO N



# **INSTRUCTIONS FOR MAINTENANCE OF POLISHED STAINLESS STEEL PRODUCTS**



**TorkLift utilizes quality grade 304 stainless steel in this product.**

**304 stainless steel is well known for its anti corrosive properties, however in some environments such as coastal regions or when in contact with some road chemicals, corrosion may occur.**

**We recommend occasional polishing of our product to maintain its attractive finish. Use an approved stainless steel cleaning/polishing product which can be purchased from any automotive 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.

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## Original SuperHitch & SuperHitch Magnum

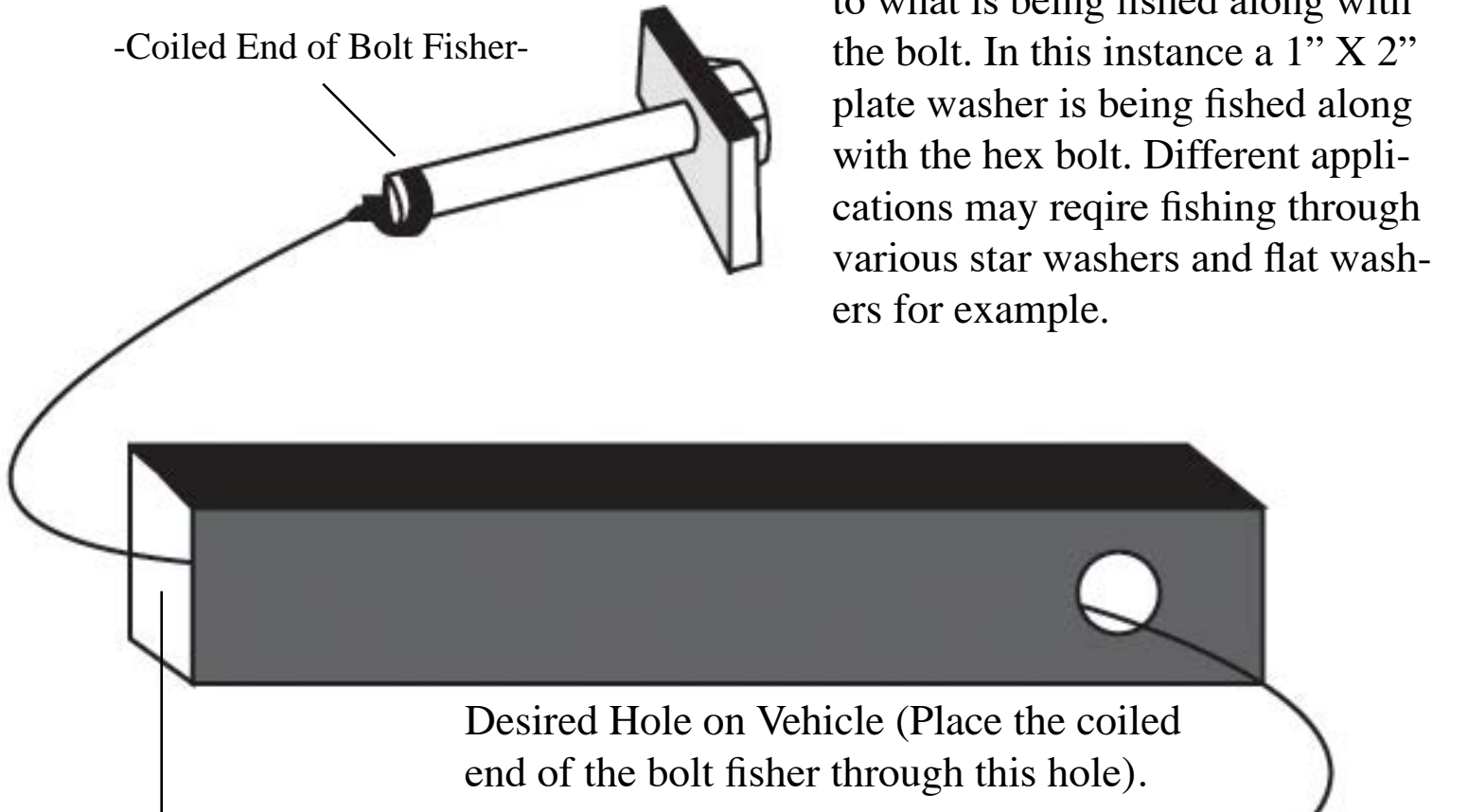
High strength extended hitch system engineered for safely towing all types of trailers behind your truck and camper. With a max towing capacity of 14,000 lbs. with an extension\* , (17,000 lbs. to 20,000 lbs. without\*) the Original SuperHitch and SuperHitch Magnum are rated the strongest in the industry.



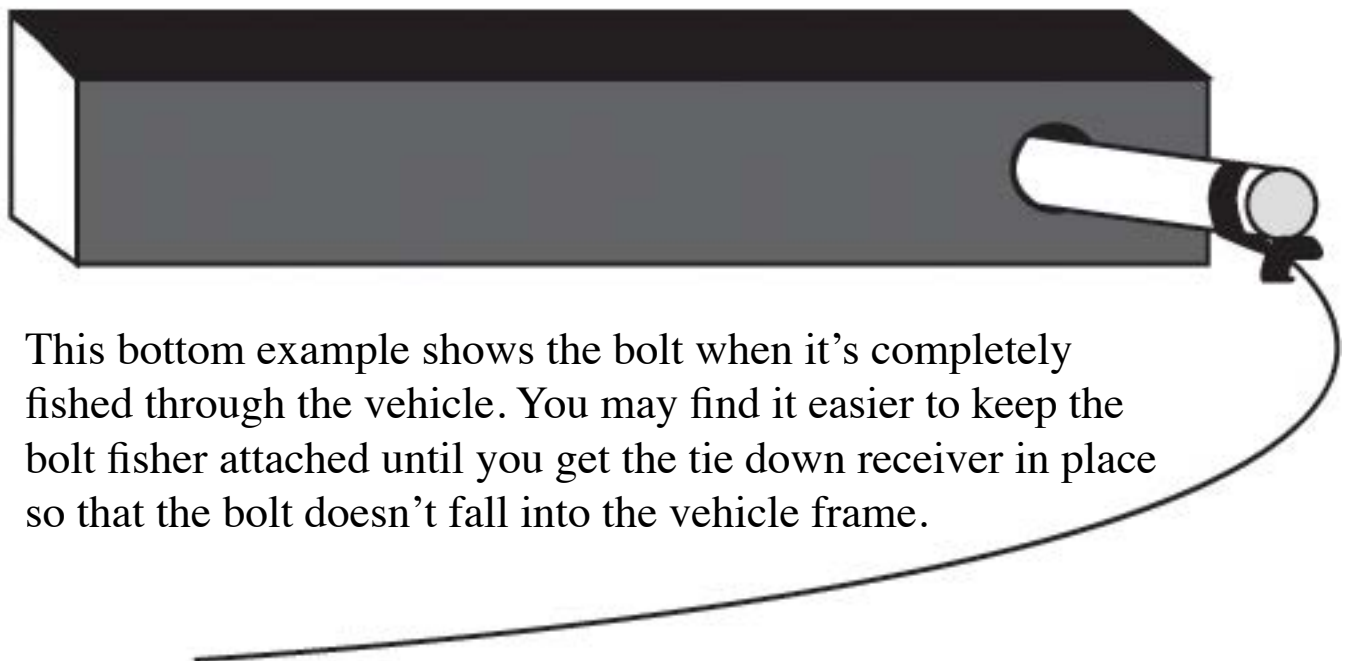
# TORKLIFT'S BOLT FISHING GUIDE

Your guide to understanding the installation of our frame mounted tie downs.

Note: The hardware may vary as to what is being fished along with the bolt. In this instance a 1" X 2" plate washer is being fished along with the hex bolt. Different applications may require fishing through various star washers and flat washers for example.



This side of the Bolt Fisher should come out of a hole where the required hardware (for example 1" X 2" plate washer) can pass through.



This bottom example shows the bolt when it's completely fished through the vehicle. You may find it easier to keep the bolt fisher attached until you get the tie down receiver in place so that the bolt doesn't fall into the vehicle frame.

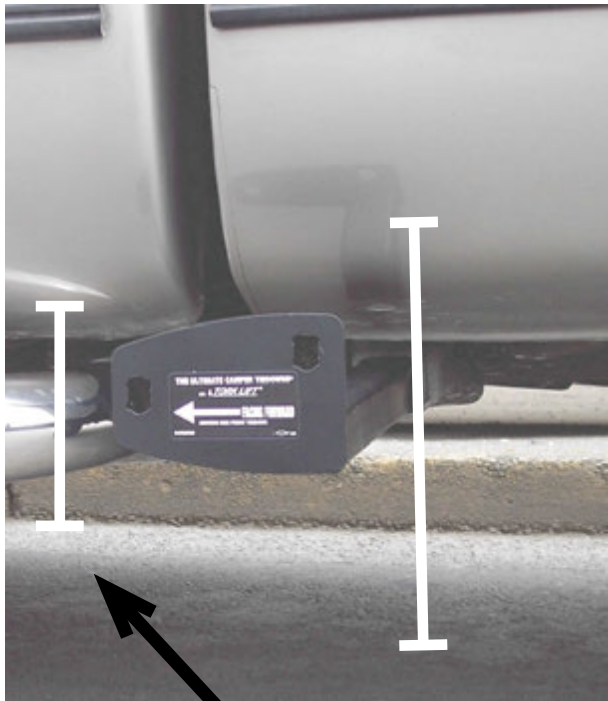
**WARNING: PULLING TOO HARD ON THE BOLT FISHER CAN RESULT IN LOST FASTENERS, OR BROKEN BOLT FISHER.**

# ***TIE DOWN INSERT INSTALLATION INSTRUCTIONS***

*On one end of each of your tiedown inserts is a triangular plate referred to by TorkLift as a bullet plate. Your tiedown 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***

# TURNBUCKLE SPRINGLOAD OPTIONS

## CONTACT YOUR LOCAL DEALER FOR MORE DETAILS

TorkLift requires all 4 tiedown points to be spring loaded in order to qualify for our manufacturer's

**Industry Exclusive "Camper Anchor" and "Truck Frame" Warranty**

### BASIC SPRINGLOAD KIT - S9000

Includes 2 External Springload Cylinder Units,  
2 Heavy Duty Forged Turnbuckles and 24" of Chain.  
Also comes with the TorkLift Lifetime Guarantee.



### FASTGUNS LEVER ACTION TURNBUCKLES

FOR BED MOUNTED TIEDOWNS

S9520-GREY SS / S9521-WHITE SS / S9527-POLISHED SS

FOR FRAME MOUNTED TIE DOWNS

S9522-GREY SS/ S9523-WHITE SS/ S9526-POLISHED SS

S9529-BLACK SS

FRAME OR BUMPER MOUNTED TIEDOWNS

Includes 2 Stainless Steel Turnbuckles with an Internal  
"Set" Spring. Available in 2 Lengths and 4 Finishes  
(Grey, White, Polished Stainless Steel and Black)

Also comes with the TorkLift Lifetime Guarantee.

### FASTGUN DERRINGERS Polished Stainless S9528

Transforms Your Pre-Existing Conventional  
Turnbuckles into a Lever Action  
FastGun Style Turnbuckle.

Kit includes 4 Lever Action Derringers.

Also comes with the TorkLift Lifetime Guarantee.



### SPRINGLOAD XL KIT - S9050A

This set includes 2 Long Square Bodied  
Turnbuckles with an Internal "Set" Spring.

The Springload XL Kit comes with a High Impact Powder-coated Finish and is compatible with the FastGun Derringer handles. Also comes with the TorkLift Lifetime Guarantee.

# **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 powder 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.