



TRUE FRAME MOUNTED CAMPER TIE DOWNS

IMPORTANT OWNER-OPERATOR INSTALLATION INSTRUCTIONS

F4000/FMT97HDFD

APPLICATION FITS

ADJUSTABLE FRONT TIEDOWNS

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!

ATTENTION 92 - 97 FORD LONG BED OWNERS

'97 and older HD Ford trucks may have only 3 bolts per side (6 bolts total) attaching the truck bed to the frame of the truck. We strongly recommend installing an additional bolt per side when installing heavier campers. Most, if not all of these trucks are predrilled below the first layer of the sheet metal. This installation should take no more than 15 to 30 minutes.

Start by hooking the end of your tape measure over the forward side of the front factory carriage bolt. Measure back towards the tailgate $39 \frac{5}{8}$ ". You will see a flat area on the bed of the truck in line with the other factory bed bolts. This is where the additional bolt will be installed. Put a mark at $39 \frac{5}{8}$ " and center it in the flat area. Drill a $\frac{1}{4}$ " pilot hole and then $\frac{17}{32}$ " hole only through the top layer of the sheet metal. You should then be able to drop the supplied $\frac{7}{16}$ " carriage bolts into the existing factory holes. Put the flat washer under the head of the bolt on top of the truck bed and the nut and lock washer under the truck bed. **Do not over tighten!**

————— $39 \frac{5}{8}$ " —————



F4000 PARTS INVENTORY

2 - RECEIVERS W/ CHANNEL	6 - 1/2" LOCK WASHERS
2 - FRAME PLATES	6 - 1/2" LOCKING NUTS
2 - UPPER CHANNELS	6 - 1/2" NUTS
2 - 7 3/4" SUPPORT STRAPS	2 - BENT TIEDOWN INSERTS
6 - 1/2" X 2" HEX BOLTS	2 - 1/4" PINS
6 - 1/2" X 3" HEX BOLTS	1 - 9" OF 3/8" HOSE
14 - 1/2" FLAT WASHERS	1 - 1/2" BOLT FISHER
12 - 1/2" STAR WASHERS (FOR DODGE INSTALL ONLY)	

BED BEEF UP FASTENERS

(FOR FORD INSTALL ONLY)

- 2 - 7/16" X 4" CARRIAGE BOLTS
- 2 - 9/16" FLAT WASHERS
- 2 - 7/16" LOCK WASHERS
- 2 - 7/16" NUTS

INSTALLATION INSTRUCTIONS:

1. Locate and inventory all parts to become familiar with all brackets.
 2. Find driver's side frame plate. Hold the bracket up to the **side** of the frame at the front of the truck bed. See photos pg 4 (**pg 5 for Dodge install**). Position the frame plate so that it is centered under the truck bed support channel (**see photo a on pg 4**) and mark both 1/2" holes on the **side** of the frame (NOTE: for Dodge install the e-brake cable will need to be covered, see pg 6 for photos). Both of these holes will need to be drilled out to 17/32" and have 1/2" x 2" hex bolts with star and flat washer fished into them with supplied bolt fisher (**see pg 6 for correct assembly and see our the bolt fishing guide**). **Warning: make sure there are no fuel lines, brake lines or wire harnesses in the way.** When fishing these bolts, put the coiled end of the bolt fisher into one of the holes and bring it out of the bottom of the frame. Insert the threaded end of the bolt onto the fisher and slowly remove the fisher, pulling the threaded end back through the desired hole. After both bolts are fished into the frame plate, install a flat washer, a lock washer and a nut onto these bolts and tighten to 60 ft lbs.
 3. Locate receiver w/ channel and attach to frame plate using a 1/2" x 3" hex bolt and locking nut. Tighten nut until receiver w/ channel can be moved but will stay in whatever position you want.
 4. Identify upper channel. Looking up at the bottom of the truck bed (**see photos B & C on pg 4**) there is a factory hole on the bottom of the bed channel. You will be fishing a 1/2" x 2" hex bolt with 1/2" star and flat washers into the factory hole. Hold the upper channel into place and install two flat washers, lock washer, and nut onto the 1/2" bolt. Tighten 1/2" fastener hand tight.
 5. Find one bent insert and 1/4" pin and put the bent insert into the frame mount receiver using the first hole in the insert. Install 1/4" pin.
 6. Locate the 7 3/4" support strap and two 1/2" x 3" hex bolts and two locking nuts. Choose the appropriate holes in the upper and lower channel to give at least 1" clearance between the frame mount insert and the lip of the truck bed or after market accessory. Tighten to 60 ft lbs. **See pg 7 for important strap angle information**
- *NOTE: The included tie down inserts come with 2 predrilled pin hole locations. When hooking up your camper, either hole may be used providing there is a MINIMUM of 2" clearance between the chain/turn-buckle attaching assembly and the truck bed wall. THERE ARE ALSO 2 PRE-PUNCHED HOLES LOCATED ON THE TRIANGULAR BULLET PLATE ON THE END OF EACH TIE DOWN INSERT, EITHER OF THE TWO HOLES CAN BE USED, BUT THE HOLE THAT PROVIDES THE GREATEST ANGLE IS PREFERRED.**
7. Double-check that all bolts are tight and that there is 1" of clearance on the frame mount tie down insert and truck bed lip. Repeat steps 2 through 6 on passenger side.
- IMPORTANT: Tighten all fasteners until there is no slack or play between any component. 1/2" fasteners to 60 ft lbs.**

INSTALLATION INSTRUCTIONS

IMPORTANT!!!

YOUR BRACKETS MAY DIFFER SLIGHTLY IN DESIGN THAN THOSE SHOWN IN PHOTOS

FRAME PLATE INSTALLED THE FRAME PLATE IS CENTERED UNDER THE BED CROSSMEMBER

PHOTO A



PHOTO B

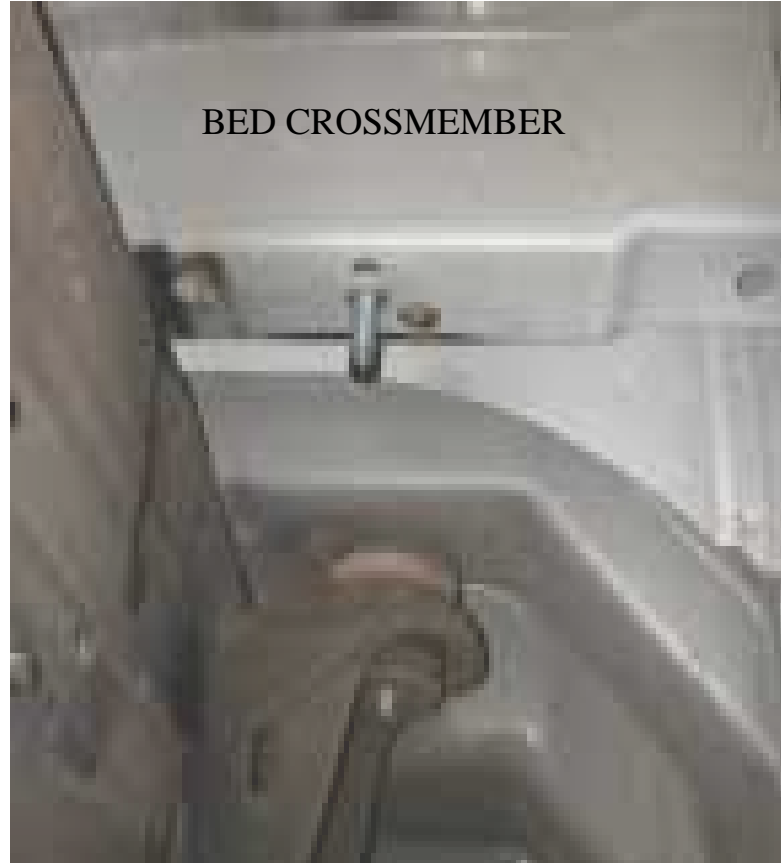


PHOTO C



PHOTO D



USE FACTORY HOLE FOR THE 1/2" BOLT SHOWN IN PHOTO B

ILLUSTRATED DIAGRAMS DODGE ONLY

PASSENGER SIDE



**BOTH HOLES IN
FRAME WILL NEED TO
BE DRILLED OUT TO
17/32"**

**PLACE THE UPPER CHAN-
NEL ON THE BED SUPPORT
AND MARK THE HOLE THAT
NEEDS TO BE DRILLED,
DRILL HOLE TO 17/32" AND
FISH IN 1/2" CARRIAGE
BOLT**



**E-BRAKE CABLE ON DRIV-
ER'S SIDE WILL NEED TO
BE COVERED BY THE 3/8"
RUBBER HOSE SUPPLIED AS
SEEN ON THE LEFT BELOW.**



**THE 3/8" RUBBER HOSE WILL NEED
TO BE SLIT DOWN ONE SIDE TO
SLIP OVER THE E-BRAKE CABLE. IT
IS RECOMMENDED TO WRAP THE
HOSE IN ELECTRICAL TAPE (OR
SOMETHING SIMILAR) TO KEEP THE
HOSE FROM COMING OFF OF THE E-
BRAKE CABLE.**





PROPER BOLT ASSEMBLY

The star washers have been supplied to keep the bolt from spinning while tightening the nut to proper specifications.

The star washers are only required on fastener applications where the head of the bolt CANNOT be accessed (inside a boxed frame, etc.) with a wrench to hold the bolt from spinning while tightening the nut by hand.

Note: The upper row as shown in the photo including the hex bolt, starwashers, and flat washer is the assembly from the inside of the vehicle frame, the lower row which includes the flat washer, lock washer, and nut will be used to tighten the assembly from the outside of the frame.

ADJUSTABLE TIE DOWN INFORMATION

PHOTO A



PHOTO B



IMPORTANT

The adjustable tiedowns are designed for use on trucks with running boards or steps extending onto the truck bed.

When using the adjustable kit on trucks without steps or boards on the truck bed, it is very important that the support strap is **NOT** installed at a steep angle as in **photo A**. See **photo B** for approximate correct angle.

If the correct angle can not be obtained, it may be necessary to purchase a shorter support strap or install the tiedown at a lower, less desirable height in relation to the truck bed.

Incorrect installation of the support strap at the wrong angle may result in tie down failure.

INSTRUCTIONS FOR MAINTENANCE OF POLISHED STAINLESS STEEL PRODUCTS



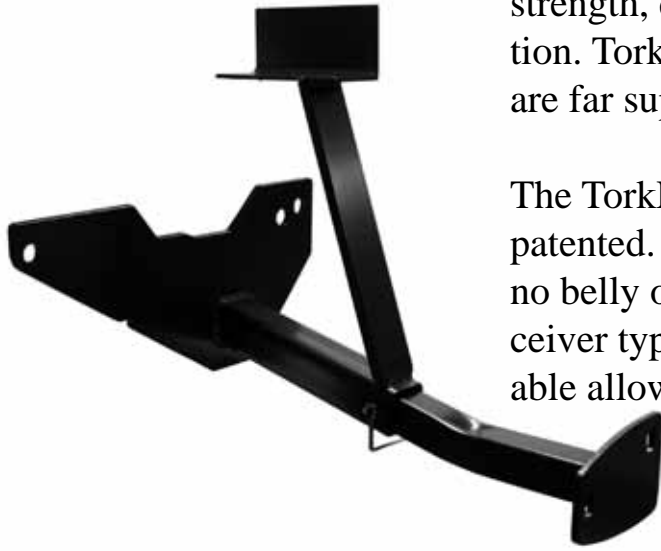
TorkLift utilizes quality grade 304 stainless steel in this product.

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.

Original SuperHitch & SuperHitch Magnum

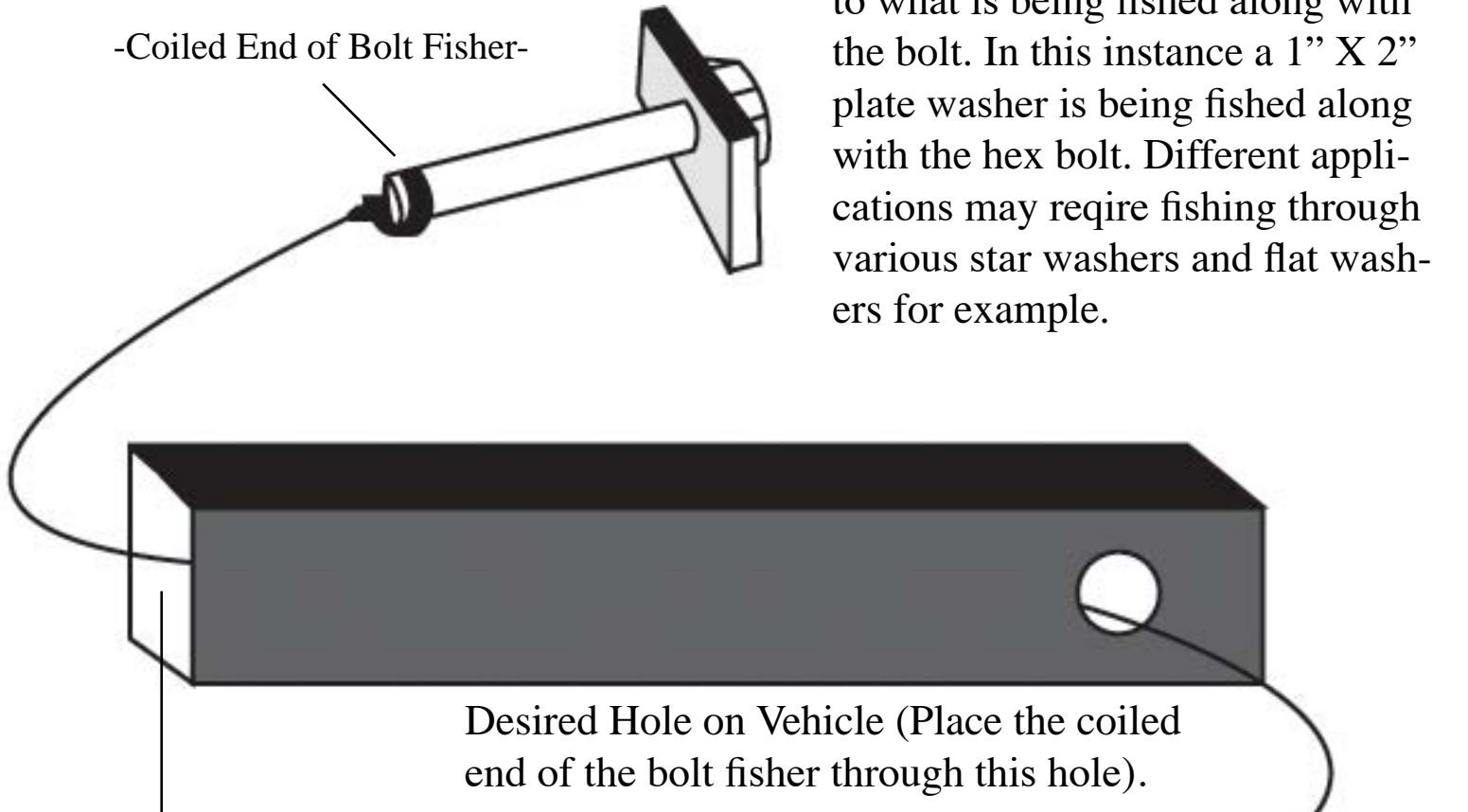
High strength extended hitch system engineered for safely towing all types of trailers behind your truck and camper. With a max towing capacity of 14,000 lbs. with an extension* , (17,000 lbs. to 20,000 lbs. without*) the Original SuperHitch and SuperHitch Magnum are rated the strongest in the industry.



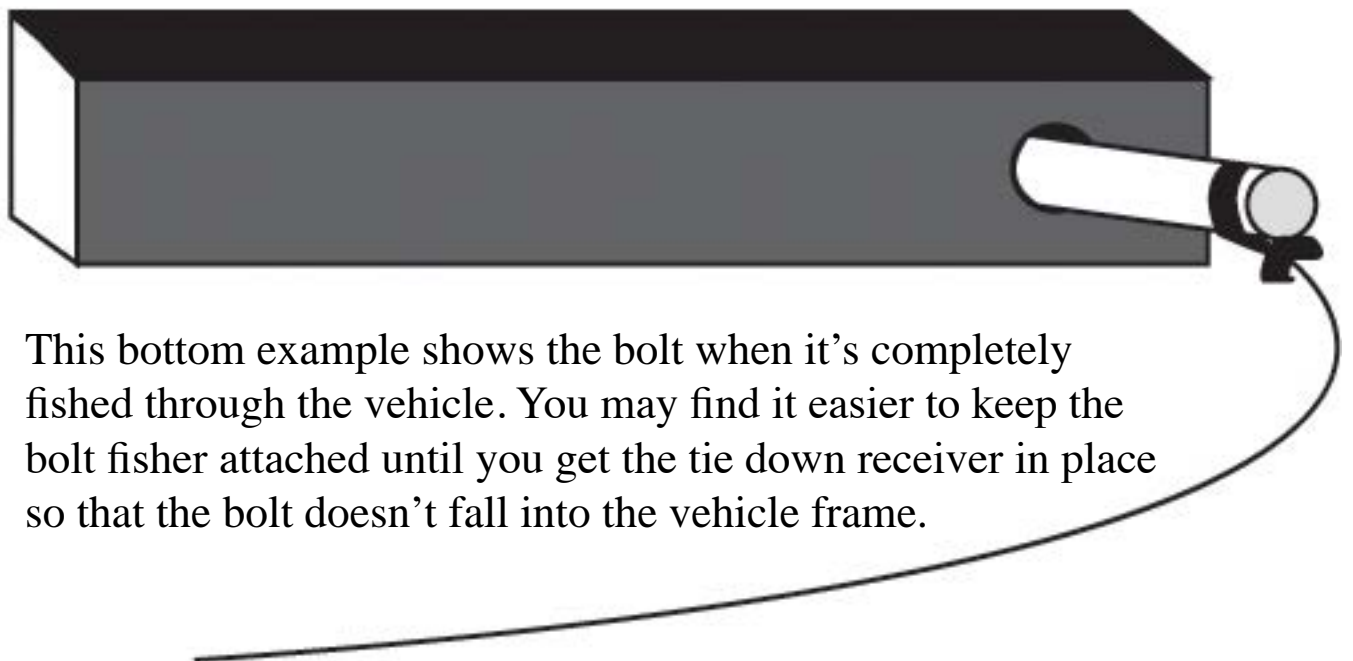
TORKLIFT'S BOLT FISHING GUIDE

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.

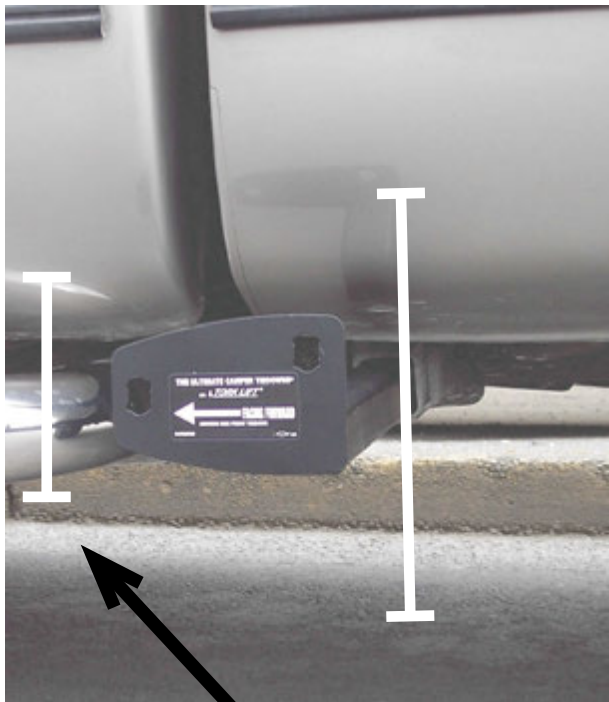
WARNING: PULLING TOO HARD ON THE BOLT FISHER CAN RESULT IN LOST FASTENERS, OR BROKEN BOLT FISHER.

TIE DOWN INSERT INSTALLATION INSTRUCTIONS

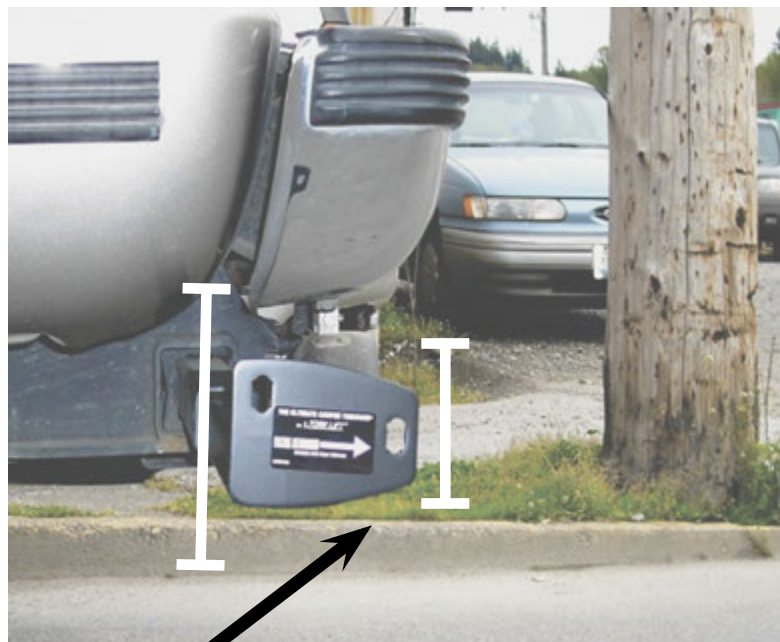
On one end of each of your tiedown inserts is a triangular plate referred to by TorkLift as a bullet plate. Your tiedown inserts should be installed with the shorter side of the bullet plate facing away from each other, i.e.. The shorter side of the front insert should point to the front of the truck 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.