



EZTarp

The Automatic Truck Tarper



Owner's Manual

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WARRANTY: E-Z TARP parts and labor; 1 year from purchase date. PARKER Oildyne Power Unit manufacturers warranty; 18 months from purchase date. BAILEY Chief Hydraulic Cylinders three years from purchase date.

Placement of the Mounting Bolts

Placement of Mounting Bolts is a general list.
Bolt lengths may vary with different years, models and brands.

SPUDNIK - SWINGOUT

SPUDNIK	FRONT HEADBOARD TO CHANNELS	3/8" X 1"	(4 USED) L
	FRONT FRAME & HEADBOARD	1/2" X 5½"	(4 USED) F, Ny
		3/8" X 3"	(2 USED) N, L
	CHAIN GUARD	1/4" X 3/4"	(2 USED) L, F
	CORNER FRAME	3/8" X 3"	(2 USED) N, L
		3/8" X 2½"	(2 USED) N, L, F
	HINGE PIN	3/8" X 1 ¼"	(1 USED) N, L
	HOSE CLAMP	3/8" X 1 ¼"	(1 USED) N, L
	REAR HEADBOARD	3/8" X 1¼"	(2 USED) Ny
		7/16" X 1½"	(1 USED) 2 F, Ny
	LATCH PLATE	3/8" X 1 ¼"	(2 USED) Ny
	STRIKER BLOCK	3/8" X 1½"	(2 USED) 4F, Ny
	ANCHOR CLAMPS	3/8" X 2½"	(3 USED) N, L, F
TWO BOLT FLANGE BEARING	7/16" X 1½"	(2 USED) N, L	
PUMP BRACKET	3/8" X 1 ½"	(2 USED) N, L, F	
PUMP BASE	3/8" X 1½"	(2 USED) N, L, F	

SPUDNIK - SOLID

SPUDNIK	FRONT HEADBOARD TO CHANNELS	3/8" X 1"	(4 USED) L
	FRONT FRAME & HEADBOARD	1/2" X 5½"	(4 USED) F, Ny
		3/8" X 3"	(2 USED) N, L, F
	CHAIN GUARD	1/4" X 3/4"	(2 USED) L, F
	REAR HEADBOARD TO CHANNELS	3/8" X 1"	(4 USED) L
	REAR FRAME & HEADBOARD	1/2" X 3"	(4 USED) F, Ny
		3/8" X 2"	(2 USED) N, L, F
	PUMP BRACKET	3/8" X 1½"	(2 USED) N, L, F
	PUMP BASE	3/8" X 1½"	(2 USED) N, L, F
TWO BOLT FLANGE BEARING	7/16" X 1½"	(4 USED) N, L	

LETTER ABBREVIATIONS:

N = nuts L = lock washers F = flat washers Ny = nylocks

Placement of the Mounting Bolts

Placement of Mounting Bolts is a general list.
Bolt lengths may vary with different years, models and brands.

LOGAN - SWINGOUT

FRONT HEADBOARD TO CHANNELS	3/8" X 1"	(4 USED) L	LOGAN
FRONT FRAME & HEADBOARD	1/2" X 4½"	(4 USED) F, Ny	
	3/8" X 1"	(2 USED) N, L, F	
CHAIN GUARD	1/4" X 3/4"	(2 USED) L, F	
CORNER FRAME	3/8" X 3"	(2 USED) N, L	
	3/8" X 1"	(2 USED) N, L, F	
HINGE PIN	3/8" X 1¼"	(1 USED) N, L	
HOSE CLAMP	3/8" X 1¼"	(1 USED) N, L	
REAR HEADBOARD	3/8" X 1 ¼"	(2 USED) NY	
	7/16" X 1½"	(1 USED) 2 F, Ny	
STRIKER BLOCK	3/8" X 1½"	(2 USED) 4F, Ny	
LATCH PLATE	3/8" X 1¼"	(2 USED) Ny	
TARP ANCHORS & HOSE CLAMPS	3/8" X 2"	(3 USED) N, L, F	
HOSE CLAMPS	3/8" X 1½"	(3 USED) N, L, F	
TWO BOLT FLANGE BEARING	7/16" X 1½"	(2 USED) N, L	
PUMP BASE	3/8" X 1½"	(2 USED) N, L, F	

LOGAN - SOLID

FRONT HEADBOARD TO CHANNELS	3/8" X 1"	(4 USED) L	LOGAN
FRONT FRAME & HEADBOARD	1/2" X 4¼"	(4 USED) F, Ny	
	3/8" X 1"	(2 USED) N, L, F	
CHAIN GUARD	1/4" X 3/4"	(2 USED) L, F	
TARP ANCHORS & HOSE CLAMPS	3/8" X 2"	(4 USED) N, L, F	
HOSE CLAMPS	3/8" X 1½"	(3 USED) N, L, F	
REAR HEADBOARD TO CHANNELS	3/8" X 1"	(4 USED) L	
REAR FRAME & HEADBOARD	1/2" X 3"	(4 USED) F, Ny	
	3/8" X 2"	(2 USED) N, L, F	
PUMP BASE	3/8" X 1½"	(2 USED) N, L, F	
TWO BOLT FLANGE BEARING	7/16" X 1½"	(4 USED) N, L	

LETTER ABBREVIATIONS:

N = nuts L = lock washers F = flat washers Ny = nylocks

Placement of the Mounting Bolts

Placement of Mounting Bolts is a general list.
Bolt lengths may vary with different years, models and brands.

DOUBLE L - SWINGOUT

DOUBLE L	FRONT HEADBOARD TO CHANNELS	3/8" X 1"	(4 USED) L
	FRONT FRAME & HEADBOARD	1/2" X 5"	(4 USED) F, Ny
		3/8" X 1"	(2 USED) N, L, F
	CHAIN GUARD	1/4" X 3/4"	(2 USED) L, F
	CORNER FRAME	3/8" X 1"	(2 USED) N, L, F
		3/8" X 2"	(2 USED) N, L, F
	HINGE PIN	3/8" X 1 1/4"	(1 USED) N, L
	HOSE CLAMP	3/8" X 1 1/4"	(1 USED) N, L
	REAR HEADBOARD	3/8" X 1 1/4"	(2 USED) Ny
		7/16" X 1 1/2"	(1 USED) 2F, Ny
	STRIKER BLOCK	3/8" X 2"	(2 USED) 4F, Ny
	LATCH PLATE	3/8" X 1 1/4"	(2 USED) Ny
	TARP ANCHORS & HOSE CLAMPS	3/8" X 2"	(3 USED) N, L, F
HOSE CLAMPS	3/8" X 1 1/2"	(3 USED) N, L, F	
TWO BOLT FLANGE BEARING	7/16" X 1 1/2"	(2 USED) N, L	
PUMP BASE	3/8" X 1 1/2"	(2 USED) N, L, F	

DOUBLE L - SOLID

DOUBLE L	FRONT HEADBOARD & CHANNELS	3/8" X 1"	(4 USED) L
	FRONT FRAME & HEADBOARD	1/2" X 5"	(4 USED) F, Ny
	CHAIN GUARD	1/4" X 3/4"	(2 USED) L, F
	TARP ANCHOR & HOSE CLAMPS	3/8" X 2"	(4 USED) N, L, F
	HOSE CLAMPS	3/8" X 1 1/2"	(3 USED) N, L, F
	REAR HEADBOARD TO CHANNELS	3/8" X 1"	(4 USED) L
	REAR FRAME & HEADBOARD	1/2" X 3"	(4 USED) F, Ny
		3/8" X 2"	(2 USED) N, L, F
	TWO BOLT FLANGE BEARING	7/16" X 1 1/2"	(4 USED) N, L
	PUMP BASE	3/8" X 1 1/2"	(2 USED) N, L, F

LETTER ABBREVIATIONS:

N = nuts L = lock washers F = flat washers Ny = nylocks

Mounting Framework

1. Make sure there is ten inches of space between the truck cab and box, eighteen inches down from the top of the box.
2. Remove any protrusions, i.e.; weld beads, bolt heads, from the top of each side of the box.
3. Attach the two channel irons to the front headboard using 3/8" x 1" bolts and lock washers. Before tightening the bolts make sure the channel irons are the same distance apart at each end. Center the headboard on the front of the box with the channel irons extending down the inside of the box. Using the channel irons as a template drill out the four 1/2" holes toward the bottom of the channels and the top 3/8" holes near the top.
4. (*Illustration 1, see page 9*) Insert the 1/2" bolts through the lower holes from the inside of the box and place the spacer blocks over the bolts on the outside. Some applications may require spacer blocks on the inside also. Slide the front swing arm frame over the bolts followed by flat washers and nylocks. Place 3/8" bolts through the top of the channel irons and tighten all of the nuts down. For a solid rear frame the mounting procedure is the same as the front frame.
5. (*Illustration 8 [Spudnik] & 9 [Others], see page 13*) Mount tarp stops along the passenger side of the box spacing them evenly. Three are used on 20' and 22' boxes and four are used on 24' and 26' boxes.
6. (*Illustration 2, see page 9*) Clamp the corner frame along the right side of the box with the longer angle iron covering the right rear corner. Drill 3/8" holes, two in each of the frame angle irons, and bolt the frame to the box using spacer blocks if needed.
7. Mount the hinge frame by inserting 1" brass bushings into each end of the 1 1/4" pipe on the corner frame. Then holding the hinge frame in position, slide the hinge pin through the holes in the hinge frame and the brass bushings. Lock the pin in place with a 3/8" bolt, nut, and lock washer.
8. (*Illustration 3, see page 10*) Insert the 2" square tubing of the rear swing arm frame into the hinge frame. Center the pivot shaft of the swing arm in the middle of the box and tighten the set screws of the hinge frame.
9. Slide the rear headboard support into the swing arm frame leaving the set screws loose. Set the rear headboard in place and insert two 3/8" bolts through the headboard support and corresponding holes in the headboard. On the right side of the headboard insert a 7/16" bolt through the slot in the headboard and the top of the hinge frame with flat washers on top and bottom held in place with a 7/16" nylock.

Center the headboard and tighten the bolts of the headboard support and the set screws of the swing arm frame. Level the headboard along the top of the box using the angled adjusting rod of the hinge frame. Finally tighten the 7/16" nylock holding the headboard.

Mounting Framework, cont.

10. (*Illustration 4, see page 10*) Bolt the latch plate to the left side of the rear headboard adjusting the plate to miss any protrusions on the rear of the box. Set the striker block in its latch plate opening and push the latch plate against the box. Mark and drill holes through the striker block into the rear of the box. Bolt the striker block to the box using flat washers to shim out the striker block if needed. Tie the latch rope to latch arm.
For tarpers made after 2012 the striker block is mounted to the right side of the latch plate opening.

Mounting the Hydraulic System

1. Mount the power unit in the correct place according to the brand of bulk box being used. Most mount near the left front corner. Some, such as a Spudnik box (*Illustration 6, see page 11*), mount farther back along the left side of the box.
For semi-trailers refer to the semi parts page.
2. Thread the control cable into the truck cab through a convenient route making sure that the cable doesn't get pinched or is in an area where it will wear through or get burned. Mount the toggle switch in the cab, ideally in the dash and away from the side door and rear gate switches. After the toggle switch is in place connect the power in red wire to the power in lead of the side door pump.
3. (*Illustration 5, see page 11*) Mount the hydraulic cylinders to the swing arm frames with the tube end connected to the frame and the shaft end connected to the swing arm. Make sure that the bypass valves on the valve blocks are open (turn counter clockwise to open).
4. (*Illustration 7, see page 12*) Route hoses #2 & #3 along the side of the box according to the application or box brand. The new Logan and Double L boxes will use hydraulic pipes along the passenger side of the box where the sides slope inward. Attach hose #3 to the short loose hose on each valve block. Attach hose #2 to the swivel fitting on the rear valve block and leave the other end hanging loose near the pump. Attach hose #1 to the swivel fitting on the front valve block and port B (see hydraulic schematic) on the pump. After connecting the hydraulic hoses push the swing arms to the passenger side of the box.

Charging the Hydraulic System

1. Make sure hose #2 is disconnected from pump, the blue pump wire is disconnected from the solenoid and the A port of the pump is tightly plugged.
2. Fill the pump reservoir with automatic transmission fluid (Dexron 3). Always make sure that the oil level doesn't go below the minimum mark on the pump reservoir during the charging procedure. Place hose #2 in an empty container.
3. Run the pump until the oil reaches the minimum mark (this will be referred to as running the pump down). After the first run down hose #1 will be full and oil will begin filling the front cylinder. Close the bypass valve on the front valve block, fill the pump and run down twice. This will bring the front swing arm to the driver side. When this achieved open the front bypass valve. Fill and run down the pump two more times to get oil to the rear cylinder then close the rear bypass valve and with the same procedure as the front move the rear swing arm to the driver side. With both swing arms moved across the box and oil running from hose #2 remove the plug from port A and replace it with hose #2. Now the rear bypass valve can be opened up. With both bypass valves opened run the pump to make sure all air is purged from the system.
4. Connect the blue wire of the pump to the open solenoid stud and run the pump again in the opposite direction to make sure air is pushed out in this direction. When purging is finished close both bypass valves and move the swing arm to the passenger side of the box leaving the arms about one foot above the box corners.

Mounting the Tarp and Roller

1. Bolt the front swing arm extension to the two bolt flange bearing on the front shaft of the roller. Make sure that the bearing, collar, and chain sprocket are loose on the shaft with the caution sticker facing away from the tarp and roller.

Remove the outer set collar from the rear roller shaft, insert two 1" brass bushings into the 1¼" pipe of the rear shaft pivot and slide the bushings and rear swing arm extension onto the roller shaft. Make sure that the shaft pivot is turned to the inside of the Y of the swing arm extension and the set screws of the extension face away from the tarp and roller. Slide the outer set collar onto the shaft and tighten it close to the end of the shaft. Leave the inner set collar loose.

2. Lift the complete tarp and roller assembly up on the passenger side of the truck box and slide the swing arm extension onto the swing arm. (On 100" wide boxes make sure to slide a 3" spacer onto the swing arm before the arm extension).
3. Let the tarp unroll down the outside of the box and slide the anchor pipe through the pocket on the loose end of the tarp. Using the hydraulic system, move the roller to the driver's side of the box making sure that the tarp does not snag on any parts.

Mounting the Tarp and Roller, cont.

4. Lift the tarp and anchor tube up to the top of the truck box and set it into the tarp stops. Adjust the anchor pipe and tarp even with the ends of the truck box then close the tarp stops.
5. Align the roller pipe so that the ends are the same distance from the ends of the box and tighten down the set collars on the rear shaft and the bearing collar and sprocket on the front shaft. The sprocket should be nearly touching the bearing collar.
6. Slide the bungee anchors into each end of the tarp anchor pipe and raise the roller up about one third of the way up across the box. Feel for the bungee cord along the pockets on each end of the tarp and work the bungee cord through the tarp pocket to the passenger side of the box. Clamp the end of the bungee cord in the anchor with about 1½ inches sticking out.
7. Move the tarp roller back to the driver's side, about ten inches from the side of the box. Slide the tensioning wheel onto the front shaft. Make sure it is close enough to the swing arm so that the stop tabs on the wheel can catch. Begin turning the wheel counter clockwise to tension the spring inside the roller. After 1½ turns lock the wheel in place and make sure the tarp ends and bungee straps are winding around the shaft and not around the roller tube. Continue turning the wheel another 2½ turns or until the slack is pulled out of the tarp ends and there is a small amount of sag in the center of the tarp. (Use caution when tensioning the spring, there is much torque and you may lose your grip on the wheel).
8. Attach the roller drive chain around the roller sprocket and the corresponding arm sprocket. Tighten the chain using the adjusting bolt on the swing arm, and then tighten the arm extension set screws. Move the roller to the passenger side of the box and adjust the rear swing arm extension so that the ¾ inch bolt of the swing arm pivot is lined up with the hinge pin of the corner frame, then tighten the set screws of the swing arm extension.
9. Roll the tarp back to the driver side to make sure there is contact down the length of the box. If the rear corner does not make contact with the top side of the box, open the front bypass valve on the hydraulic cylinder and run the toggle switch to close. The rear corner of the roller should close down tight against the box. Close the front bypass valve. Be sure to bolt the chain guard to the front swing arm. Walk around the truck checking the hydraulic system for leaks and use zip ties to secure any loose or sagging hoses.



Illustration 1



Illustration 2



Illustration 3



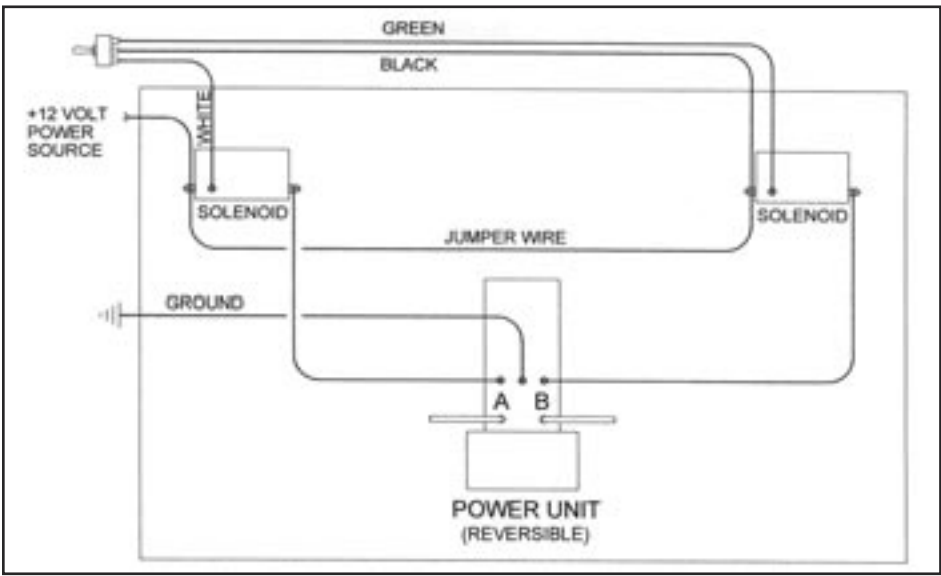
Illustration 4



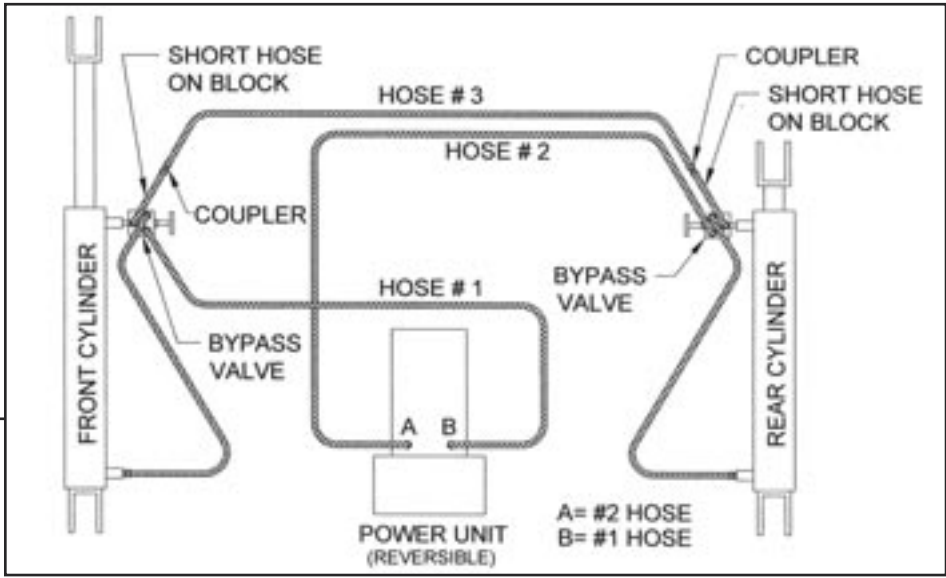
Illustration 5



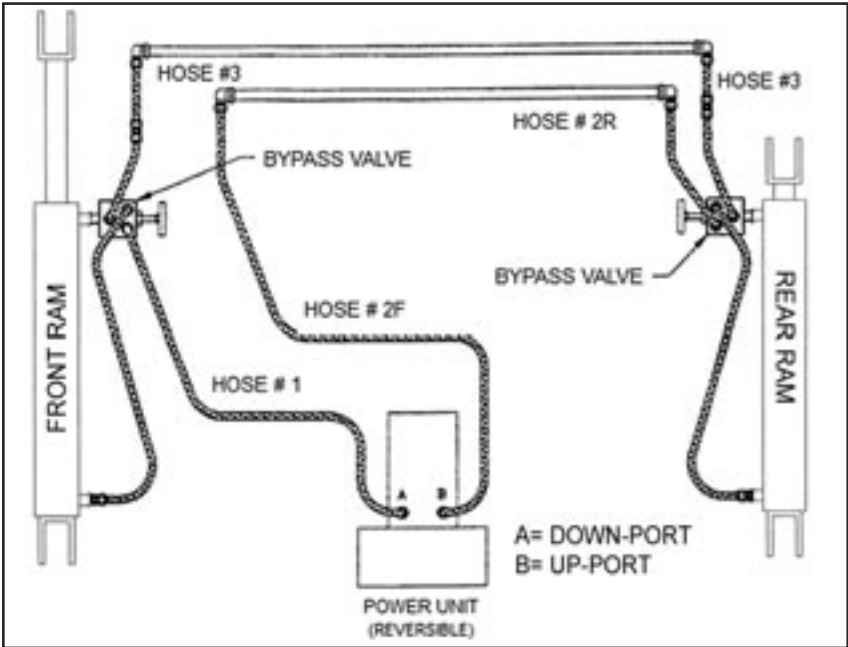
Illustration 6



Wiring Schematic



Hydraulic Schematic



Hydraulic Schematic with Pipe



Illustration 8



Illustration 9

Mounting Parts for Semi Trailers

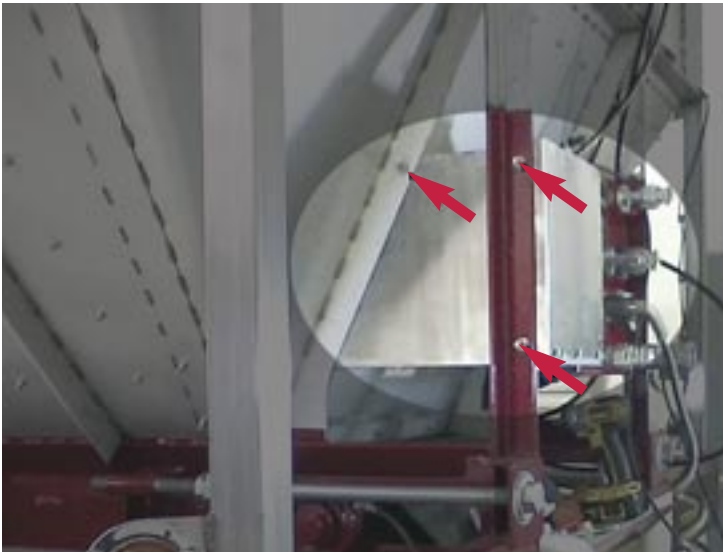


Toggle Switch Box

Locate switch box six inches above the trailer fender with bolt holes centered on trailer corner post.

Drill hole $7/32$ " and tap out for $1/4$ " NC bolt.

Secure with $1/4$ " bolt and lock washer.



Pump Box

The pump box mounts on the front passenger side angle iron post on the trailer. Locate the box down far enough to allow the door to close. Drill $3/8$ " holes in the center of angle iron and tub support. Mount box using $3/8$ " x $1\ 1/4$ " bolts, lock washers and nuts. *(Arrows show location of bolts)*



Double Header

After mounting inner headboard and front swing arm frame attach outer headboard to the inner headboard using $3/8$ " x $2\ 1/2$ " bolts flat washers and nylocks.

Front Frame

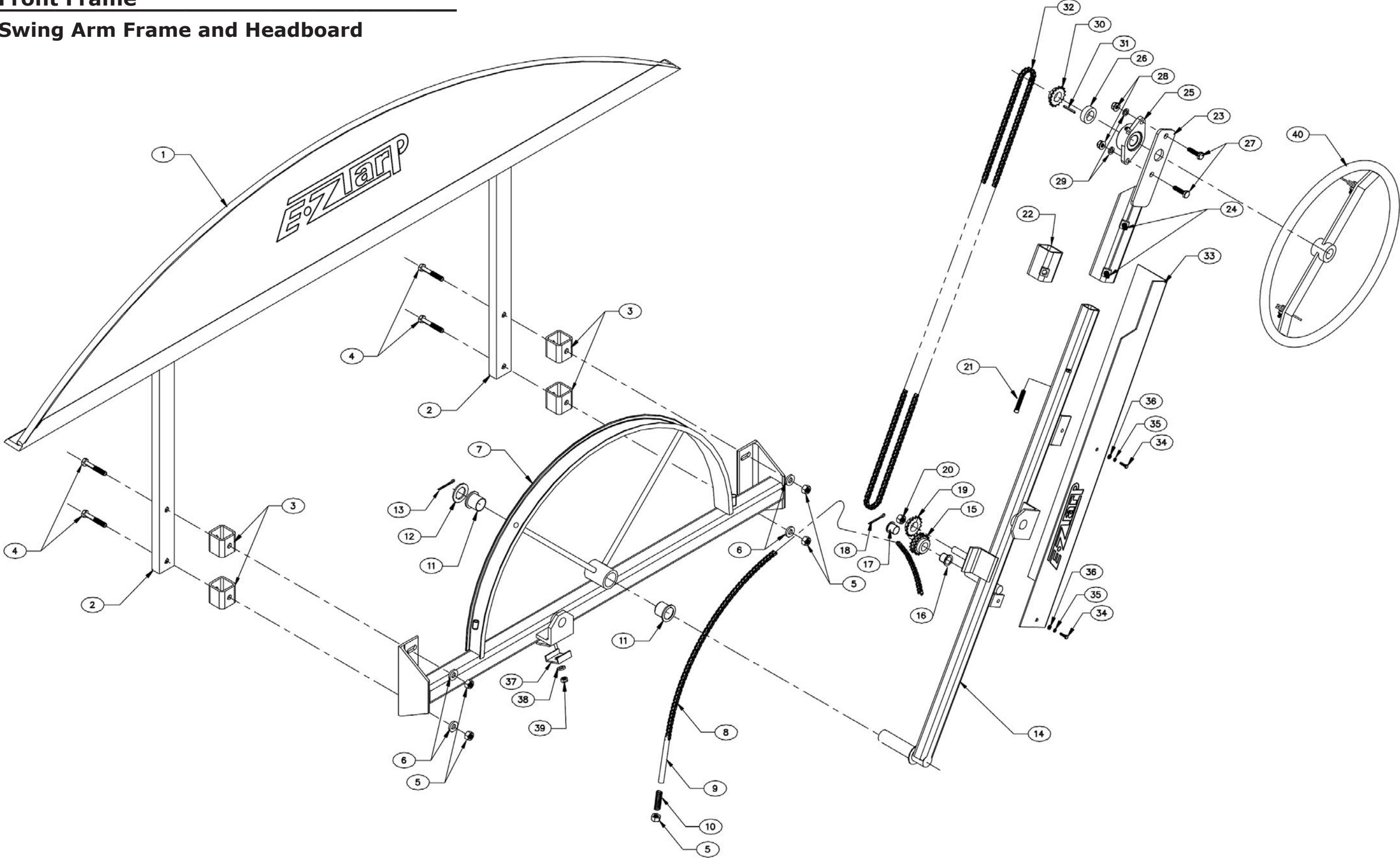
REF #	PART #	DESCRIPTION	QTY.
1.	001	SOLID HEADBOARD	(1)
2.	003	CHANNEL IRON	(2)
3.	029	SPACER BLOCK	(4)
4.	*	1/2" BOLT	(4)
5.	*	1/2" NYLOCK	(4)
6.	*	1/2" FLAT WASHER	(4)
7.	A01	FRONT SWING ARM FRAME	(1)
8.	A03	#50 X 63" CROSS OVER CHAIN	(1)
9.	A04	1/2" X 5" ALLTHREAD	(1)
10.	A05	CHAIN TENSIONING SPRING	(1)
11.	024	1 1/4" BRASS BUSHING	(2)
12.	025	1 1/4" MACHINE BUSHING	(1)
13.	027	1/4" X 2" KOTTER PIN	(1)
14.	A02	FRONT SWING ARM	(1)
15.	A06	DOUBLE SPROCKET	(1)
16.	026	1" BRASS BUSHING	(1)
17.	A07	1" MACHINE BUSHING	(1)
18.	A08	3/16" X 1 1/2" KOTTER PIN	(1)
19.	A09	50-17 IDLER SPROCKET	(1)
20.	A11	5/8" NYLOCK	(1)
21.	033	1/2" X 3" SQUARE HEAD ADJ. BOLT	(1)
22.	030	3" EXTENSION SPACER	(1)
23.	013	SWING ARM EXTENSION	(1)
24.	034	1/2" X 3/4" SOCKET SET SCREW	(1)
25.	032	1" X TWO BOLT FLANGE BEARING	(1)
26.	A12	1" ECCENTRIC COLLAR	(1)
27.	*	7/16 " X 1 1/2" BOLT	(2)
28.	*	7/16" NUT	(2)
29.	*	7/16" LOCK WASHER	(2)
30.	A13	50 X 15 X 1" SPROCKET	(1)
31.	A14	1/4" X 1" KEY STOCK	(1)
32.	A15	#50 ROLLER CHAIN (76" OR 82")	(1)
33.	009	CHAIN GUARD	(1)
34.	*	1/4" X 3/4" BOLT	(2)
35.	*	1/4" LOCK WASHER	(2)
36.	*	1/4" FLAT WASHER	(2)
37.	016	HOSE CLAMP	(1)
38.	*	3/8" LOCK WASHER	(1)
39.	*	3/8" NUT	(1)
40.	036	TENSIONING WHEEL	(1)

PARTS

* See bolt list

Front Frame

Swing Arm Frame and Headboard



Latch Plate

REF #	PART #	DESCRIPTION	QTY.
1.	C11	PLATE	(1)
2.	C02	LATCH BOLT	(1)
3.	C03	SPRING (L-1.75, W-.062)	(1)
4.	C08	LATCH HANDLE SHIM	(1)
5.	C07	LATCH HANDLE	(1)
6.	C06	LATCH HANDLE BUSHING	(1)
7.	C04	5/16" X 1" BOLT	(1)
8.	C05	5/16" FLAT WASHER	(1)
9.	*	3/8" NYLOCK	(1)
10.	C13	LATCH BOLT	(1)
11.	C14	LATCH HANDLE 2013	(1)
12.	C15	SPRING 2013	(1)
13.	C16	STRIKER 2013	(1)
14.	C17	SM LATCH PLATE 2013	(1)
15.	C18	LG LATCH PLATE 2013	(1)

PARTS

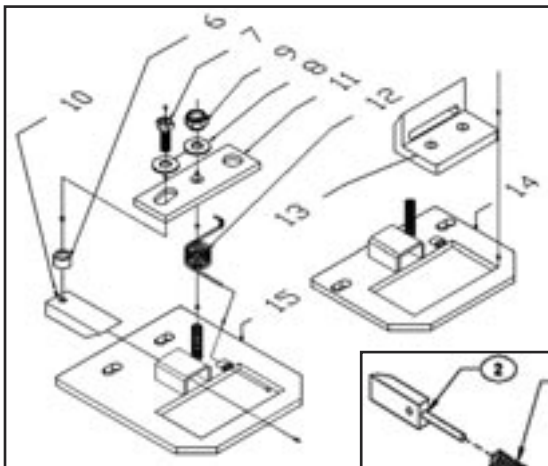
* See bolt list

Side Latch

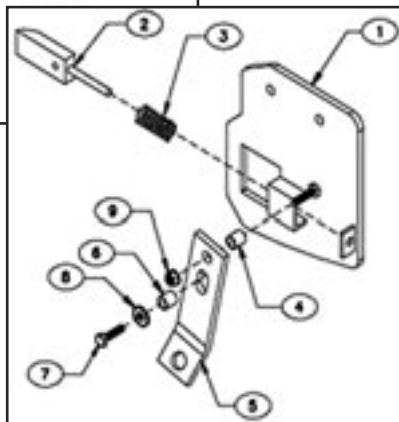
REF #	PART #	DESCRIPTION	QTY.
1.	G03	RECEIVER BRACKET	(1)
2.	G04	LATCH HANDLE	(1)
3.	G05	SPRING (L-2.00, W-0.80)	(1)
4.	G06	5/16" FLAT WASHER	(1)
5.	G07	5/16" NYLOCK	(1)
6.	G01	BOLT BRACKET	(1)
7.	G02	ANGLE IRON CLAMP	(2)

PARTS

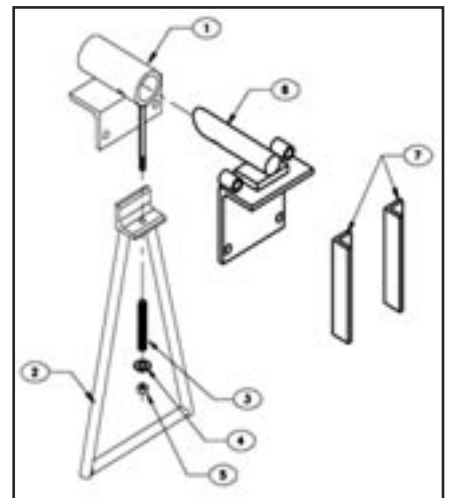
* See bolt list



2013 Latch Plate



Latch Plate



Side Latch

Swing Out Rear Frame

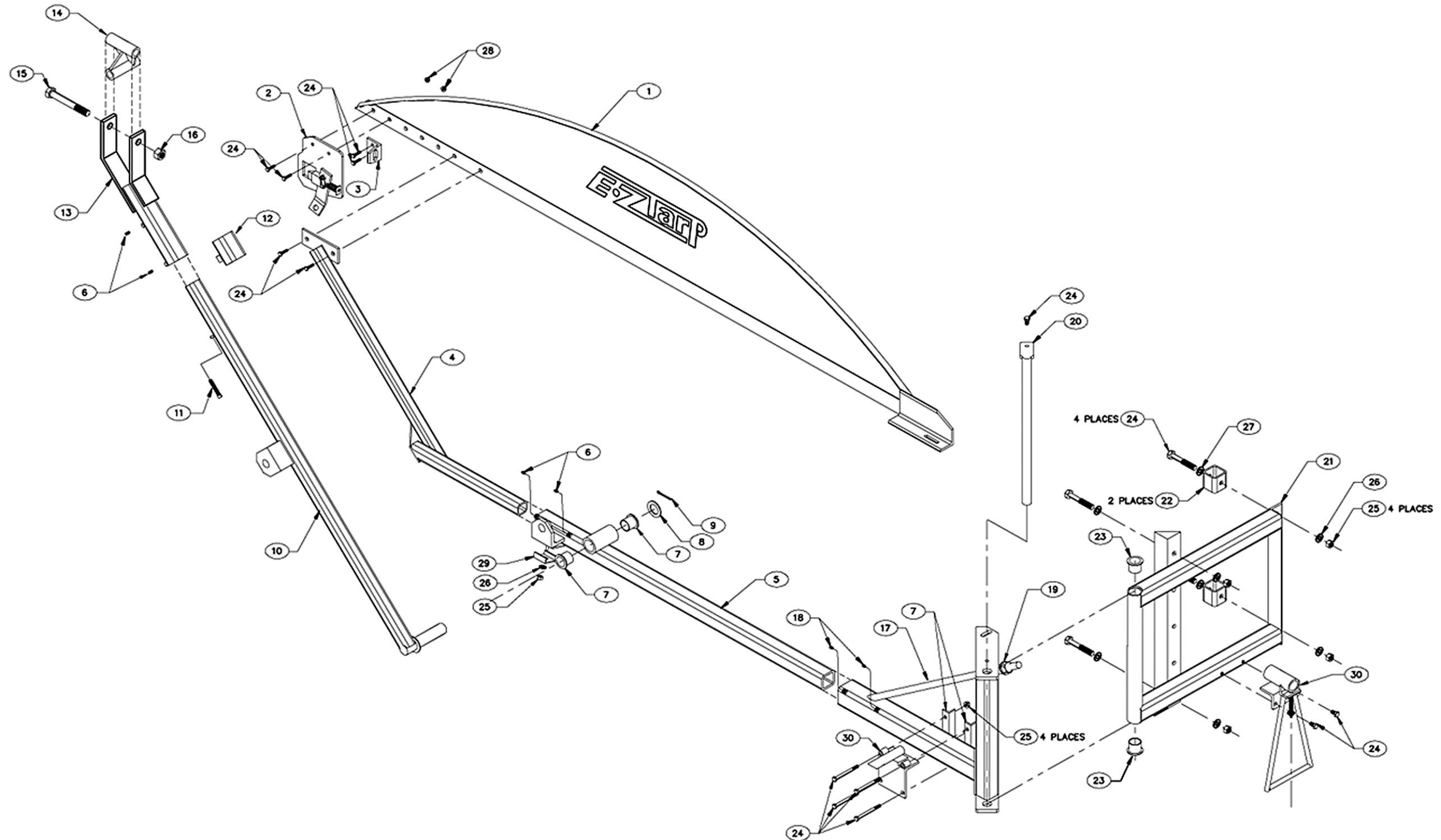
REF #	PART #	DESCRIPTION	QTY.
1.	002	REAR LATCHING HEADBOARD	(1)
2.	008	LATCH PLATE - COMPLETE	(1)
3.	C10	STRIKER BLOCK	(1)
4.	007	HEADBOARD SUPPORT	(1)
5.	006	REAR SWING ARM FRAME	(1)
6.	034	1/2" X 3/4" SOCKET SET SCREW	(2)
7.	024	1 1/4" BRASS BUSHING	(2)
8.	025	1 1/4" MACHINE BUSHING	(1)
9.	027	1/4" X 2" KOTTER PIN	(1)
10.	B03	REAR SWING ARM	(1)
11.	033	1/2" X 3" SQUARE HEAD ADJ. BOLT	(1)
12.	030	3" EXTENSION SPACER (Wide box)	(1)
13.	014	REAR SWING ARM EXTENSION	(1)
14.	B04	PIVOTING KNUCKLE	(1)
15.	B05	3/4" X 6" BOLT (semi trl. 8 1/2")	(1)
16.	B06	3/4" NYLOCK	(1)
17.	010	HINGE FRAME	(1)
18.	035	1/2" X 1" SOCKET SET SCREW	(2)
19.	*	3/4" NUT	(2)
20.	011	HINGE PIN	(1)
21.	012	CORNER FRAME	(1)
22.	029	SPACER BLOCK (1 1/4" or 2")	(2)
23.	026	1" BRASS BUSHING	(2)
24.	*	3/8" BOLT (various lengths)	
25.	*	3/8" NUT	
26.	*	3/8" LOCK WASHER	
27.	*	3/8" FLAT WASHER	
28.	*	3/8" NYLOCK	
29.	016	HOSE CLAMP	
30.	H23	SIDE LATCH ASSEMBLY	

PARTS

* See bolt list

Swing Out Rear Frame

Hinge Frame, Swing Arm Frame



Solid Rear Frame

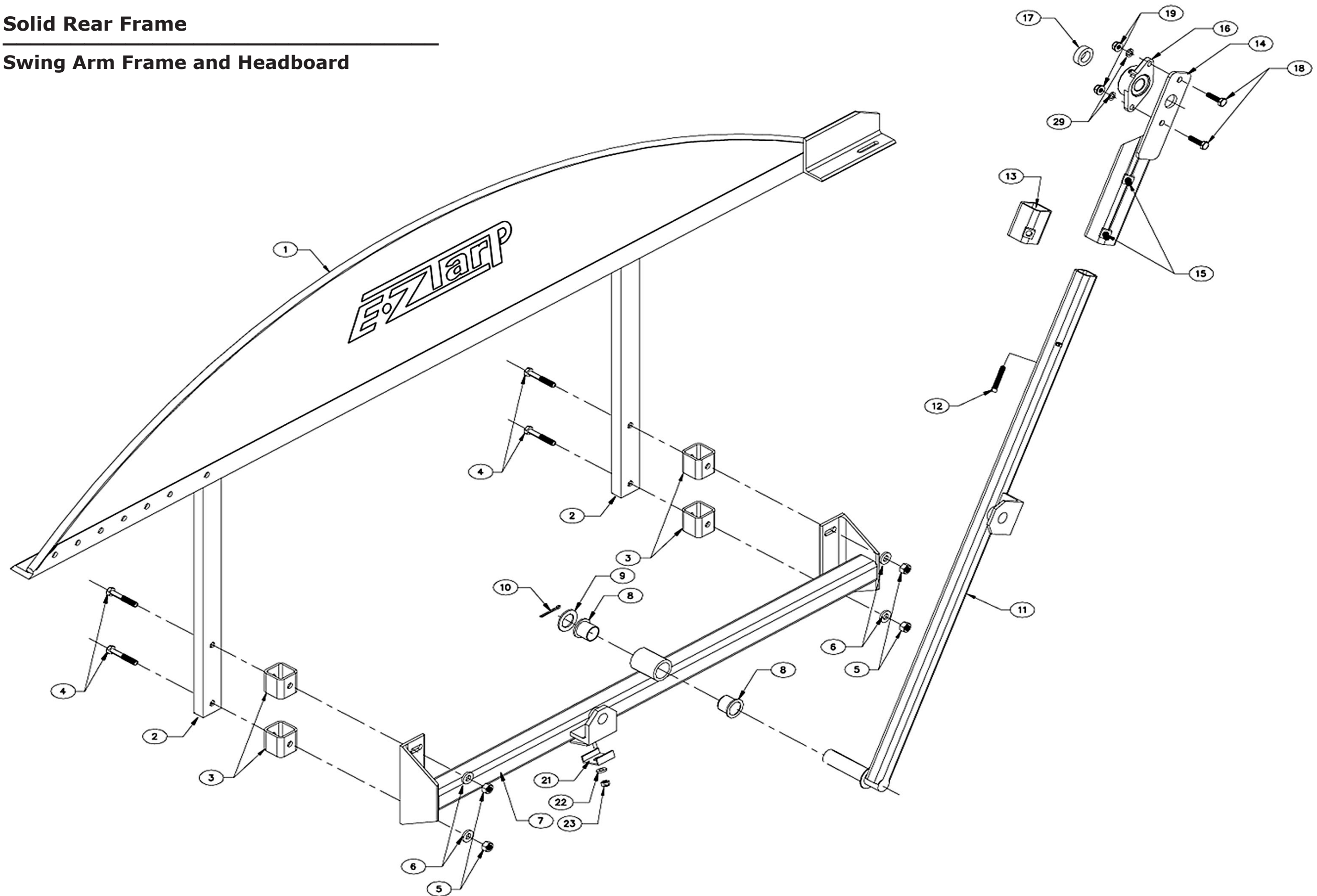
REF #	PART #	DESCRIPTION	QTY.
1.	001	SOLID HEADBOARD	(1)
2.	003	CHANNEL IRON	(2)
3.	029	SPACER BLOCK	(4)
4.	*	½" BOLT	(4)
5.	031	½" NYLOCK	(4)
6.	*	½" FLAT WASHER	(4)
7.	B01	REAR SWING ARM FRAME	(1)
8.	024	1 ¼" BRASS BUSHING	(2)
9.	025	1 ¼" MACHINE BUSHING	(2)
10.	027	¼" X 2" KOTTER PIN	(1)
11.	B03	REAR SWING ARM	(1)
12.	033	½" X 3" SQUARE HEAD ADJ. BOLT	(1)
13.	030	3" EXTENSION SPACER (Wide box)	(1)
14.	013	SWING ARM EXTENSION	(1)
15.	034	½" X ¾" SOCKET SET SCREW	(1)
16.	032	1" X TWO BOLT FLANGE BEARING	(1)
17.	A12	1" ECCENTRIC COLLAR	(1)
18.	*	7/16" X 1½" BOLT	(2)
19.	*	7/16" NUT	(2)
20.	*	7/16" LOCK WASHER	(2)
21.	016	HOSE CLAMP	(1)
22.	*	¾" LOCK WASHER	(1)
23.	*	¾" NUT	(1)

PARTS

* See bolt list

Solid Rear Frame

Swing Arm Frame and Headboard



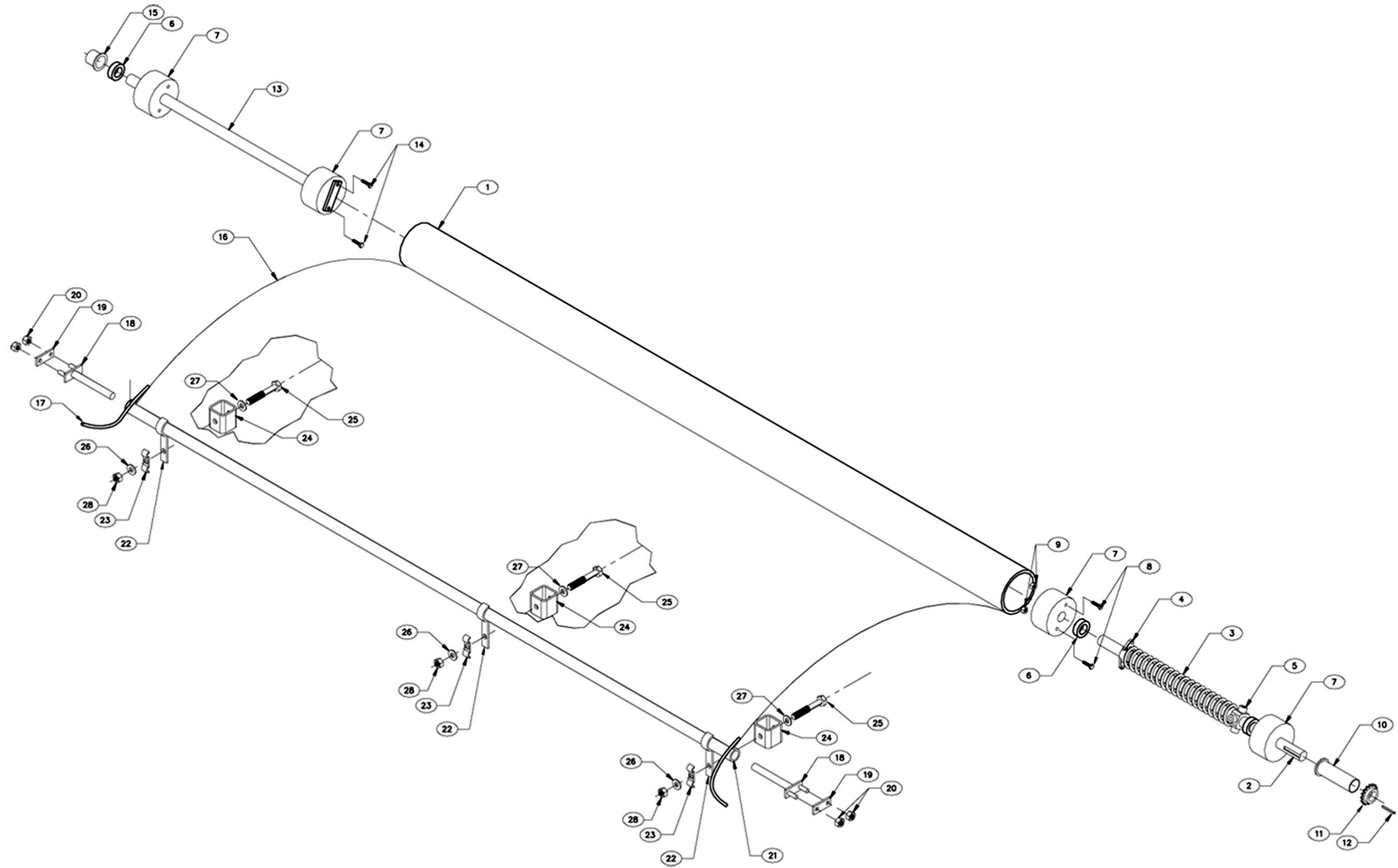
Tarp and Roller Assembly

REF #	PART #	DESCRIPTION	QTY.
1.	D02	ROLLER TUBE	(1)
2.	D03	1" X 4' KEYED SHAFT	(1)
3.	D08	TENSIONING SPRING	(1)
4.	D10	SPRING ANCHOR CONE	(1)
5.	D09	SPRING TENSION CONE	(1)
6.	028	1" SET COLLAR	(1)
7.	D05	UHMW INSERT	(4)
8.	D11	¼" X 2" BOLT	(2)
9.	D12	¼" NYLOCK	(2)
10.	D07	FRONT SHAFT SLEEVE	(1)
11.	D06	50-15 X 1" SPROCKET	(1)
12.	A14	¼" KEY STOCK	(1)
13.	D04	1" X 4' ANCHOR END SHAFT	(1)
14.	D13	#14 HEX HEAD SCREW	(2)
15.	026	1" BRASS BUSHING	(2)
16.	D01	TARP-18 MIL VINYL	(1)
17.	D17	BUNGE STRAP	(2)
18.	D14	BUNGE CLAMP ROD	(2)
19.	D18	BUNGE CLAMP PLATE	(2)
20.	D16	¼" NUT	(2)
21.	019	GALVANIZED ANCHOR PIPE	(1)
22.	015	ANCHOR CLAMP	
23.	016	HOSE CLAMPS (varies w/application)	
24.	029	SPACER BLOCK (varies w/application)	
25.	*	¾" BOLT (various lengths)	
26.	*	¾" LOCK WASHER	
27.	*	¾" FLAT WASHER	
28.	*	¾" NUT	

**P
A
R
T
S**

* See bolt list

Tarp and Roller Assembly





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