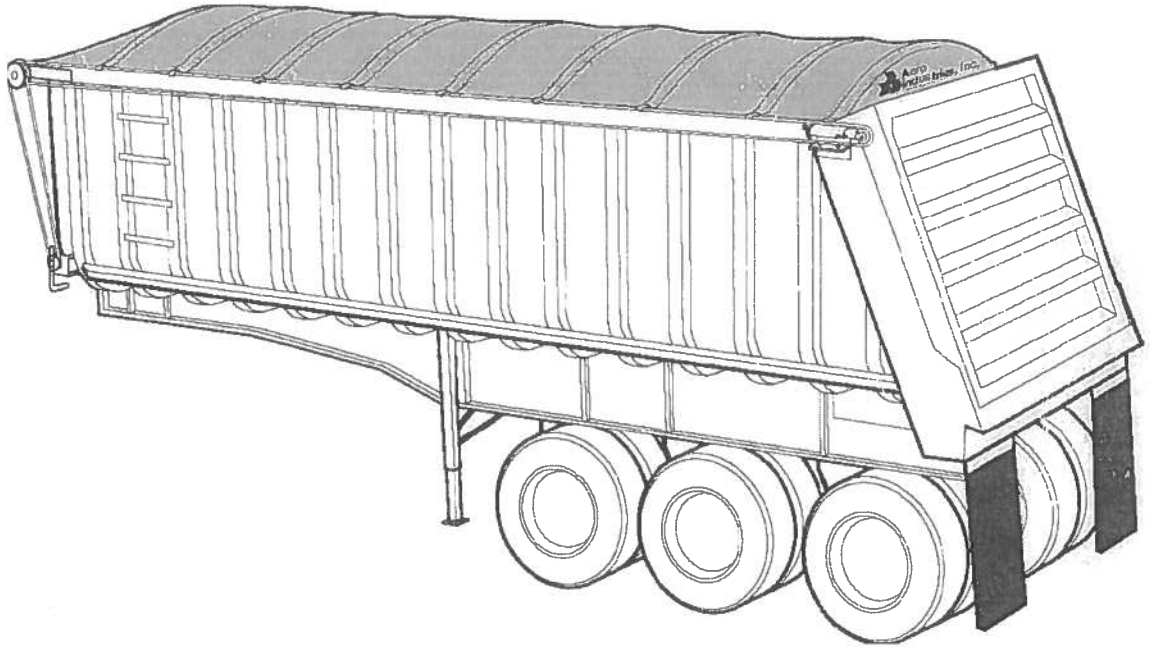
Crank-N-Go V2

OWNERS MANUAL

Installation, Safety and Maintenance Instructions

This manual explains how to install and maintain the manual crank and electric crank Crank-N-Go tarping system.
Read this entire manual before installing this product. Failure to do so could result in serious injury or death.



Attention Dealers:

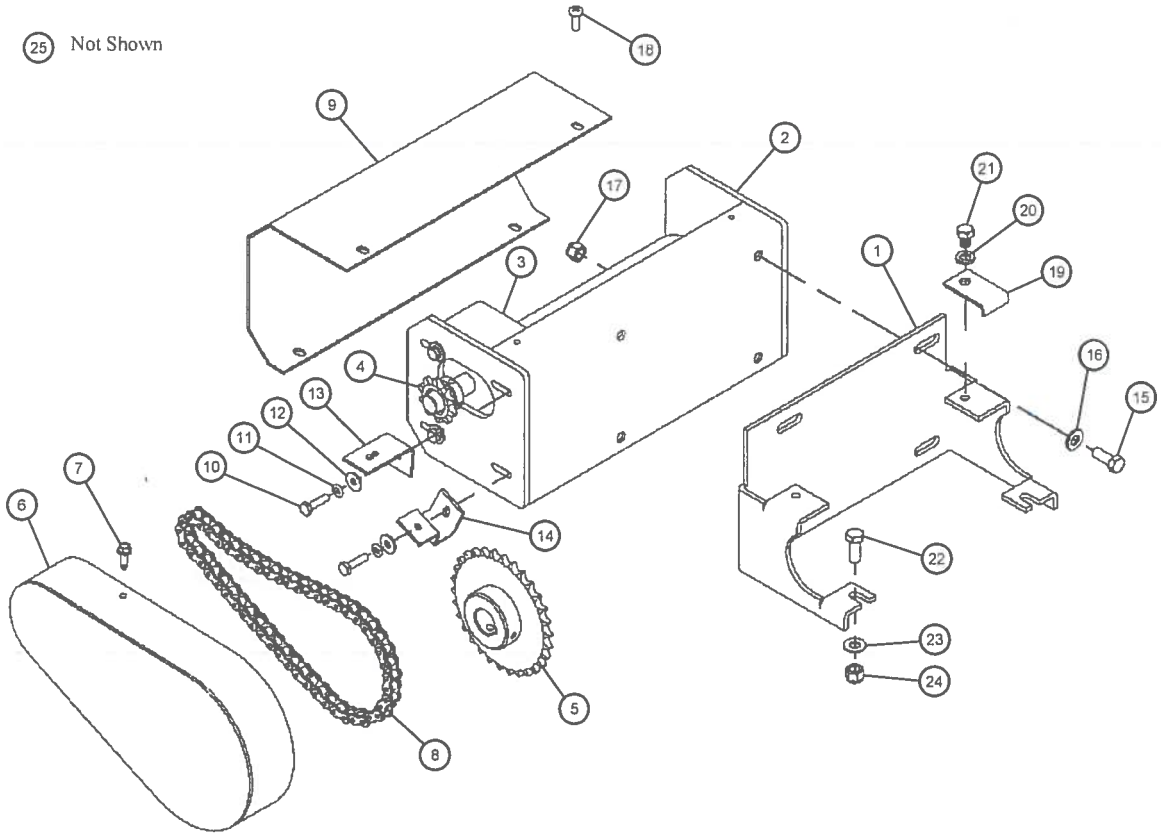
Please give this owners manual to the customer when the product is delivered.

• Indianapolis, IN • Omaha, NE • Streetsboro, OH

Aero

Crank-N-Go V2

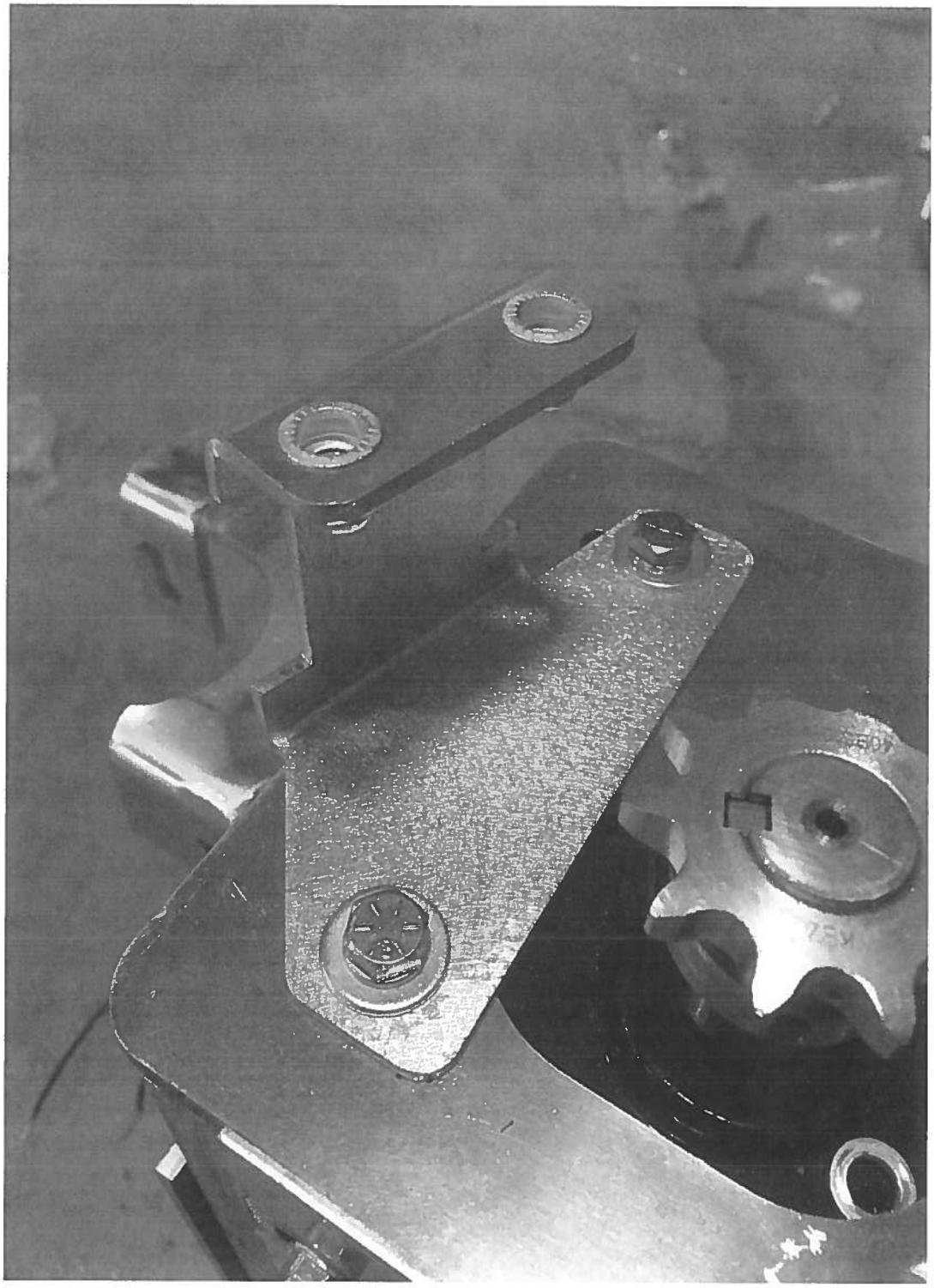
Motor Kit Parts List



Index	Part No.	Description	Qty
1	1111-860533	Mounting Plate, Electric	1
2	1111-960540	Motor Housing	1
3	0755-960272	Motor Assembly Parallel Shaft	1
4	0750-619581	Sprocket, 40B10 3/4" Bore	1
5	0750-619594	Sprocket, 20B20 1" Bore	1
6	1111-960750	Cover Assembly	1
7	0825-670459	#14 Self Tapping Screw	4
8	0720-603554	Chain #40 Roller	1
9	1111-860577	Cover Plate, Electric	1
10	0810-650454	1/4-28 x 1" Hex Bolt	4
11	0820-680725	1/4 Split Lock Washer	4
12	0820-680410	1/4 Flat Washer	4
13	0311-860599	Bracket Chain Cover	1
14	1111-865557	Aluminum Cover Bracket	1

Index	Part No.	Description	Qty
15	0810-670654	3/8-16 x 1 1/4" Hex Bolt	4
16	0820-680320	3/8 Flat Washer	8
17	0815-660660	3/8-16 Hex Nut	4
18	0825-670551	1/4 x 3/4 Phillips Type F	4
19	1111-860532	Clamp Plate Motor Mount	2
20	0820-680610	3/8 Split Lock Washer	2
21	0810-650617	3/8-16 x 1/2" Hex Bolt	2
22	0810-670650	3/8-16 x 1" Hex Bolt	4
23	0820-680620	3/8 Flat Washer	4
24	0815-660660	3/8-16 Nylock Hex Nut	4
25	0755-962104	RDCC Kit 25 amp	1

New Style Bracket For chain cover 1111-960539



1111-960539

Explanation of messages that may appear in this manual.

⚠ **DANGER:** Risk of death or serious injury to operator or bystander will result.

⚠ **WARNING:** Risk of death or serious injury to operator or bystander could result.

⚠ **CAUTION:** Risk of injury to operator or bystander could result.

NOTICE: Risk of product or vehicle being damaged.

NOTE: Contains information critical to the installation or operation of this product.

⚠ **WARNING:** The components of this product have been assembled in our factory to fit the width and length of the truck or trailer specified on the order. Any modification to these components WILL void the warranty unless these modifications have been pre-approved by our customer service department.

Trailer Preparation

1. Make sure that the front of the trailer is square with the side rails of the trailer. This will insure that the front assembly will be square and the cables will run parallel to the sides. It may be necessary to use shims between the front assembly and the trailer. See page 4.

2. Make sure there are no obstructions on the top rail (such as welds, etc.) that will prohibit the bows from moving smoothly and evenly along the top rail.

3. Make sure there are no obstructions on the rear corners of the trailer where the rear idlers will be mounted. See page 16.

4. For a dump truck installation, visualize where the chain sprocket on the front assembly and the chain sprocket on the ground control crank assembly will be mounted. If these locations suggest that the chain will interfere with the dump truck door, a double idler must be ordered and installed.

Tools Required for Installation	
Tape Measure	Marker or Felt Pen
Electric or Air Drill	7/16" Socket
Electric or Air Impact Wrench	9/16" Socket
Hammer	7/16" Open End or Box Wrench
Vice Grip Pliers (2 pair)	9/16" Open End or Box Wrench
3/8" Drill Bit	3/4" Open End or Box Wrench
11/32" Drill Bit	Awl
9/16" Drill Bit	Black Electrical Tape

Directory

SECTION 1 - Install Front Assembly (square corner trailer)

NOTE: *If you have a radius corner trailer, proceed to SECTION 2*

Parts you will need:

Index	Description	Qty
1	Front Assembly	1
2	1/2-13 x 5" Hex Bolt	4
3	1/2 Flat Washer	4
4	1/2-13 Nylock Hex Nut	4

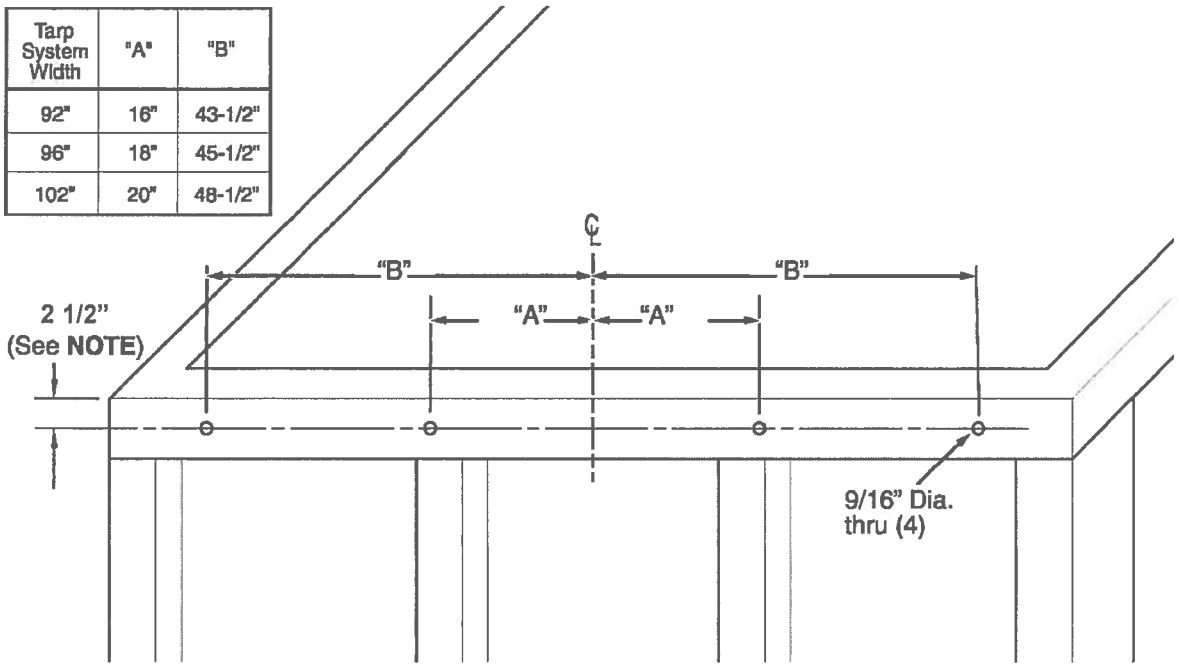
Index	Description	Qty
4	Shims (if required) Not Furnished	-
5	Bow Stop	4
6	3/8 x 1 1/2 Self-Tapping Bolts	4

1. ***See Figure 1.*** Find and mark the center of the trailer front top rail. Place a mark center-to-center at "A" and "B" locations on each side of the center mark. (See chart in ***Figure 1*** for tarp system widths)
2. At each "A" and "B" location, measure down 2-1/2" from the top rail and place a mark intersecting these lines. Mark 4 locations using a center punch. Drill 9/16" holes through the front of the trailer at these four locations.

NOTE: *The 2 1/2" dimension assumes the front rail and side rails are the same height. if this is not the case, this dimension will change in order to keep the center of the drive cables are 5/8" above the side rails.*

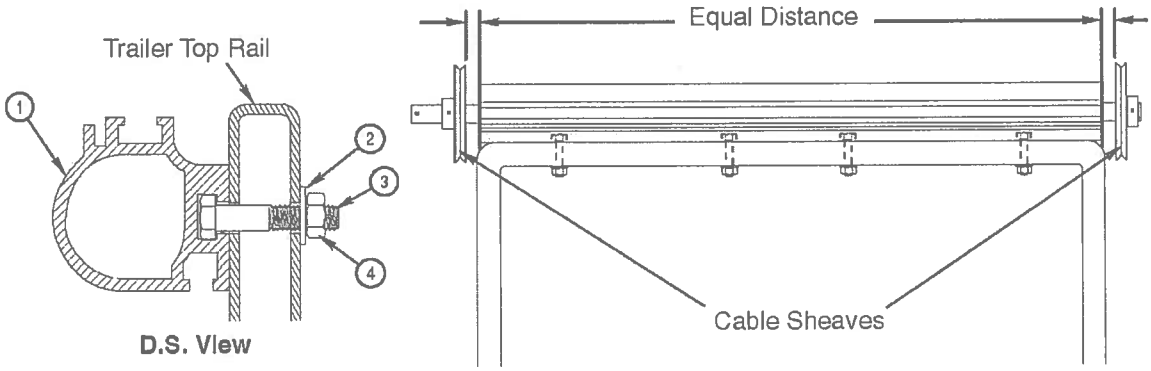
Figure 1

Tarp System Width	"A"	"B"
92"	16"	43-1/2"
96"	18"	45-1/2"
102"	20"	48-1/2"



3. *See Figure 2.* Insert four 1/2" x 5" bolts into the track in the aluminum extrusion (1), using the access hole in the center of the extrusion to insert the bolt head. Slide the bolts (2) in the track to align them with the four holes drilled in the trailer. Attach front assembly to the trailer with the washers (3) and nylon lock nuts (4).
4. Prior to tightening the bolts completely, you must make sure that the cable sheaves on the front assembly are equal distance from the trailer on each side.

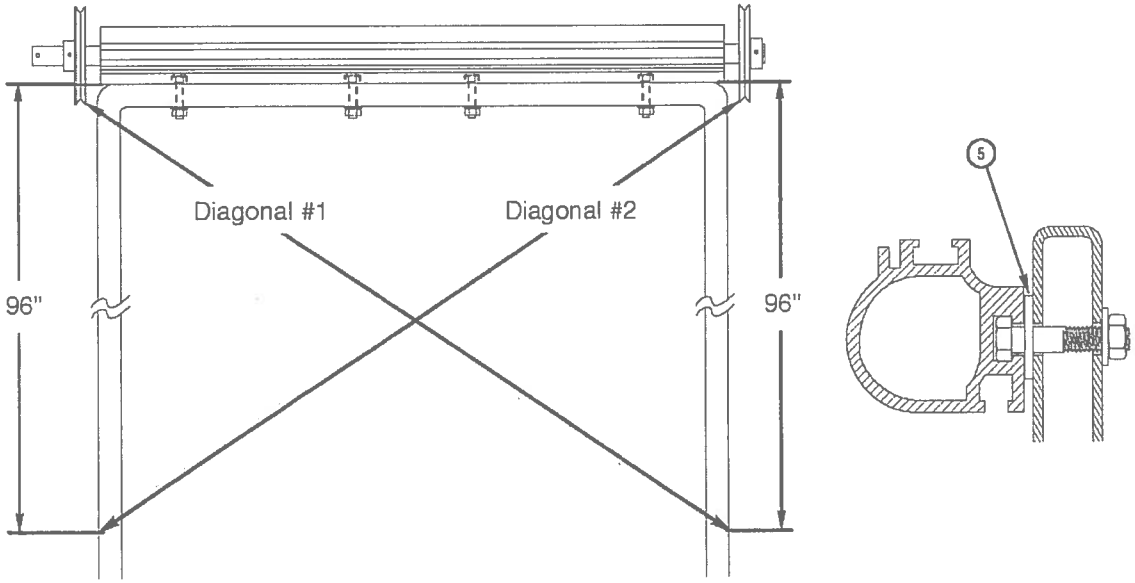
Figure 2



5. *See Figure 3.* Measure back 96" from the front of the trailer and place a mark on the top rail on each side of the trailer. Measure diagonally from the rear of the cable sheaves to the mark on each top rail. These diagonal measurements must be the same. If the measurements are not the same, place shims (4) between the front assembly extrusion and the front of the trailer until these diagonal measurements are the same. Tighten the four nuts on the front assembly.

NOTE: *If the front of the trailer is not square with the sides, it may be necessary to put shims between the front assembly extrusion and the front of the trailer to insure the cables will run true to the sides.*

Figure 3



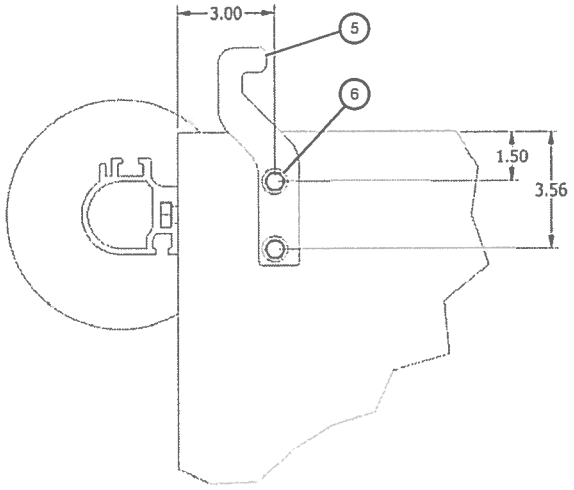
6. *See Figure* 4. Measure 3" from the back of the front assembly and mark a line parallel with the front of the trailer. Measure down and mark two locations at 1 1/2" and 3 9/16".

7. Drill two 11/32" holes at marked locations.

8. *See Figure 4*. Secure Bow Stop (5) to side of trailer with two 3/8 x 1 1/2" self tapping bolts (6).

9. Repeat STEPS 6-8 for opposite side of trailer.

Figure 4



SECTION 2 - Install Front Assembly (radius corner trailer)

Parts you will need:

Index	Description	Qty
1	Front Assembly	1
2	1/2-13 x 5" Hex Bolt	4
3	1/2 Flat Washer	6
4	1/2-13 Nylock Hex Nuts	4
5	Shims (if required) Not Furnished	-
6	Corner Brace	2
7	Bow Stop	2

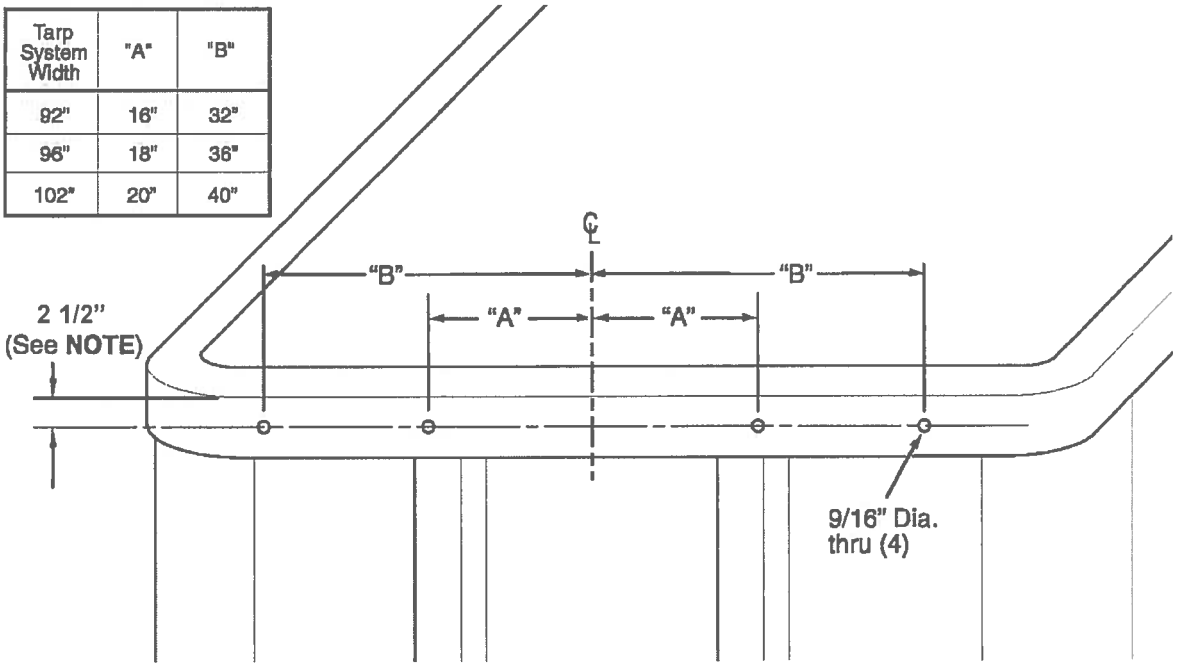
Index	Description	Qty
8	1/2-13 x 1 1/2" Hex Bolt	2
9	3/8-16 x 1 1/2" Hex Bolt	4
10	3/8-16 x 7" Hex Bolt	4
11	3/8 Flat Washer	8
12	3/8-16 Nylock Hex Nut	8

1. *See Figure 5*. Find and mark the center of the trailer front top rail. Place a mark center-to-center at "A" and "B" locations on each side of the center mark. (See chart in *Figure 4* for tarp system widths)
2. At each "A" and "B" location, measure down 2-1/2" from the top rail and place a mark intersecting these lines. Mark four locations using a center punch. Drill 9/16" holes through the front of the trailer at these four locations.

NOTE: *The 2 1/2" dimension assumbes the front rail and side rails are the same height. if this is not the case, this dimension will change in order to keep the center of the drive cables 1" above the side rails.*

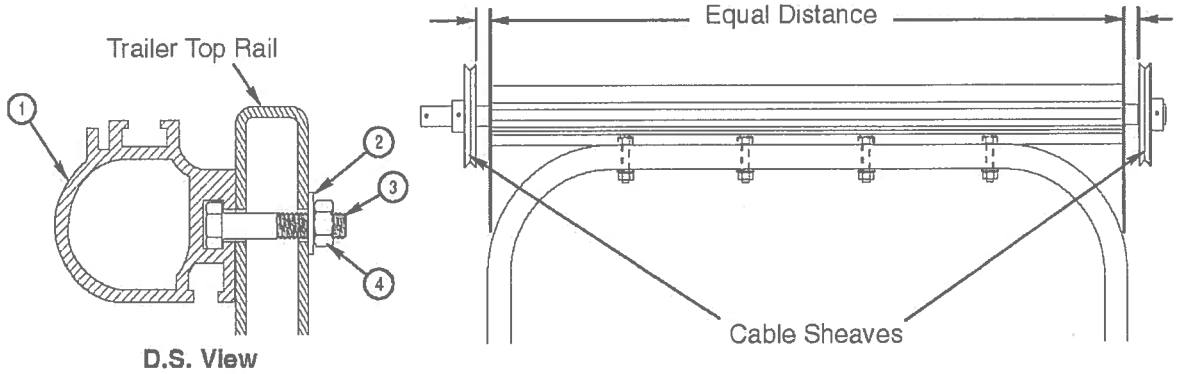
Figure 5

Tarp System Width	"A"	"B"
92"	16"	32"
96"	18"	36"
102"	20"	40"



3. *See Figure 6.* Insert two 1/2-13 x 1 1/2 hex bolts into the track in the aluminum extrusion (1), using the access hole in the center of the extrusion to insert the bolt head and slide them all the way to each end of the extrusion for the bow stops. Insert four 1/2" x 5" bolts into the track in the aluminum extrusion (1), using the same access hole. Slide the bolts (2) in the track to align them with the four holes drilled in the trailer. Attach front assembly to the trailer with the washers (3) and nylon lock nuts (4).
4. Prior to tightening the bolts completely, you must make sure that the cable sheaves on the front assembly are equal distance from the trailer on each side.

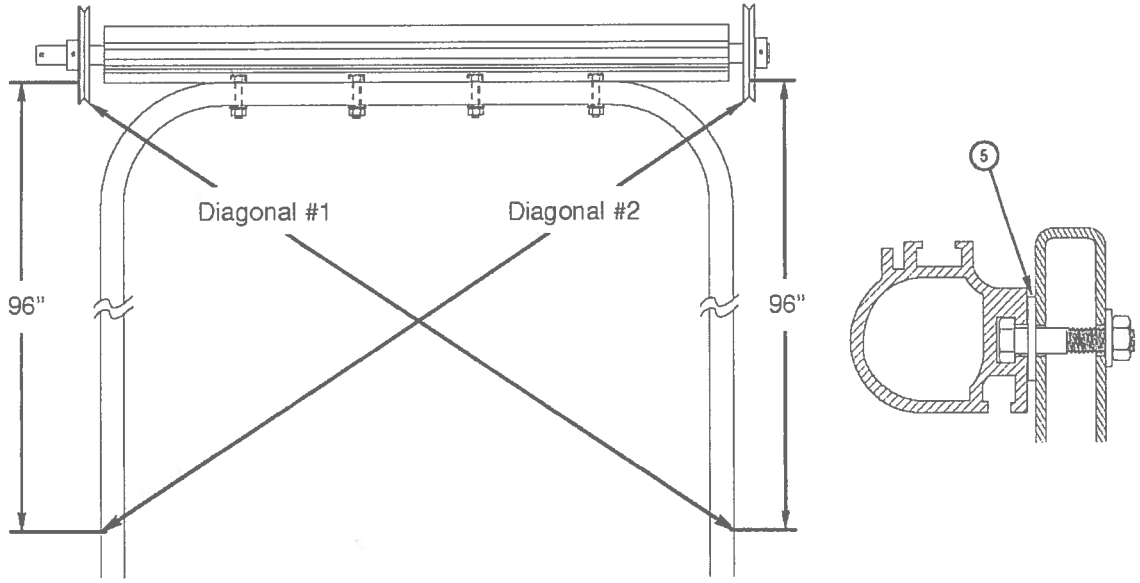
Figure 6



***NOTE:** If the front of the trailer is not square with the sides, it may be necessary to put shims between the front assembly extrusion and the front of the trailer to insure the cables will run true to the sides.*

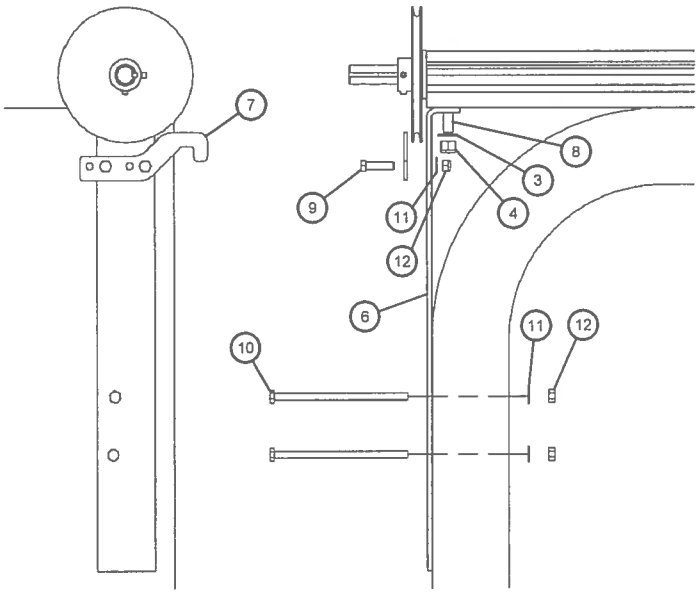
5. *See Figure 7.* Measure back 96" from the front of the trailer and place a mark on the top rail on each side of the trailer. Measure diagonally from the rear of the cable sheaves to the mark on each top rail. These diagonal measurements must be the same. If the measurements are not the same, place shims (5) between the front assembly extrusion and the front of the trailer until these diagonal measurements are the same. Tighten the four nuts on the front assembly.

Figure 7



6. *See Figure 8*. Using the 1/2" x 1-1/2" (8) hex bolts inserted into the extrusion in STEP 3 and secure corner braces (6) to the front assembly with , 1/2 flat washers (3) and 1/2 Nylock hex nuts (4).

Figure 8

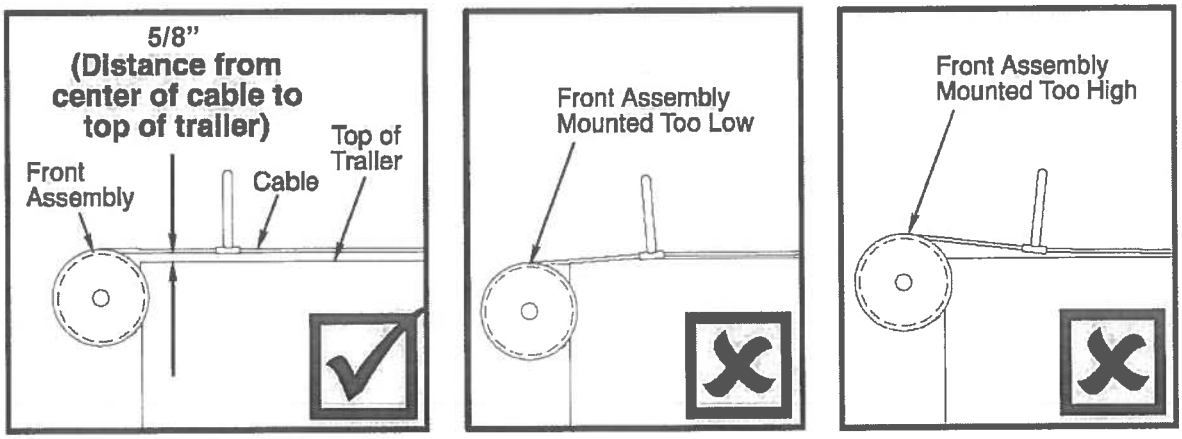


7. *See Figure 8*. Drill two 3/8" diameter holes through the brace and the top rail on the D.S. using the holes in the brace as a guide.
8. Attach the braces to the trailer with the 3/8" x 7" bolts (10), washers (11), and lock nuts (12). Cut off any excess bolt on the inside of the trailer.
9. Mount the bow stop using the top and third holes securing with 3/8-16 x 1 1/2" hex bolt (9), 3/8 flat washer (11)and 3/8-16 Nylock hex nut (12).

SECTION 3 - Check Sheave Height/Cable Run

NOTICE: *The sheaves must be installed so the center of the drive cables are 5/8" from the top rail of the trailer for the entire length of the trailer.* ***See FIGURE 9.*** *Failure to meet this specification will cause significant damage to the system and void the warranty.*

Figure 9



SECTION 4 - Install Double Idler for Dump Truck Crank Installation (if required) Optional

NOTE: *If the location of the front assembly sprocket, in relation to the crank sprocket, would cause the chain to cross the driver's door, then a optional double-idler must be installed as described in the following steps. If you are installing this procuct on a dump trailer or the double-ider is not required, proceed to SECTION 5.*

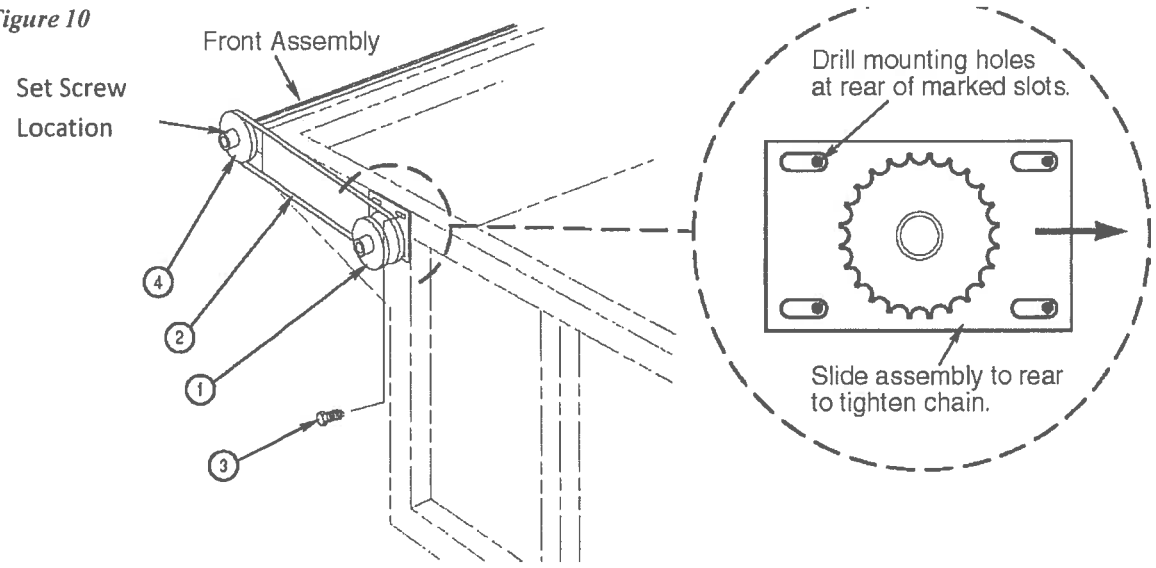
Parts you will need:

Index	Description	Qty
1	Double-idler Assembly	1
2	Chain	1

Index	Description	Qty
3	3/8 x 1 1/2 Self-tapping screw	4
4	Chain Sprocket	1

1. ***See Figure 10.*** Loosen the set screw from the sprocket furnished for the front assembly.
2. Slide the sprocket onto the front assembly shaft on the D.S. until the set screw is in line with the drill point in the shaft and tighten the set screw.
3. Position the double-idler so the chain will go from the double-idler to the location where you intend to mount the crank assembly at the bottom of the trailer. Use the four slots in the double-idler mounting plate as a guide and mark the cab shield side plates for mounting holes. Trace all of each slot onto the cab shield, making sure the slots are oriented horizontally.
4. At the rear edge of the slots just marked, drill four 11/32" holes through the cab shield.
5. ***See Figure 10.*** Mount the double-idler assembly (1) on the cab shield and install the four 3/8" x 1-1/2" self-tapping screws (3) in the rear of the slots to hold the double-idler in place. Do not completely tighten the screws at this time.
6. Wrap the chain around the front shaft sprocket and the inside sprocket on the double-idler and mark where the chain is to be cut to length. Cut the chain at the mark and rewrap it around the sprockets. Connect the ends of the chain using the master link.
7. Apply rearward pressure on the double-idler assembly until the chain is taut. Tighten the bolts.

Figure 10



SECTION 5 - Install the Crank Assembly (manual drive kit)

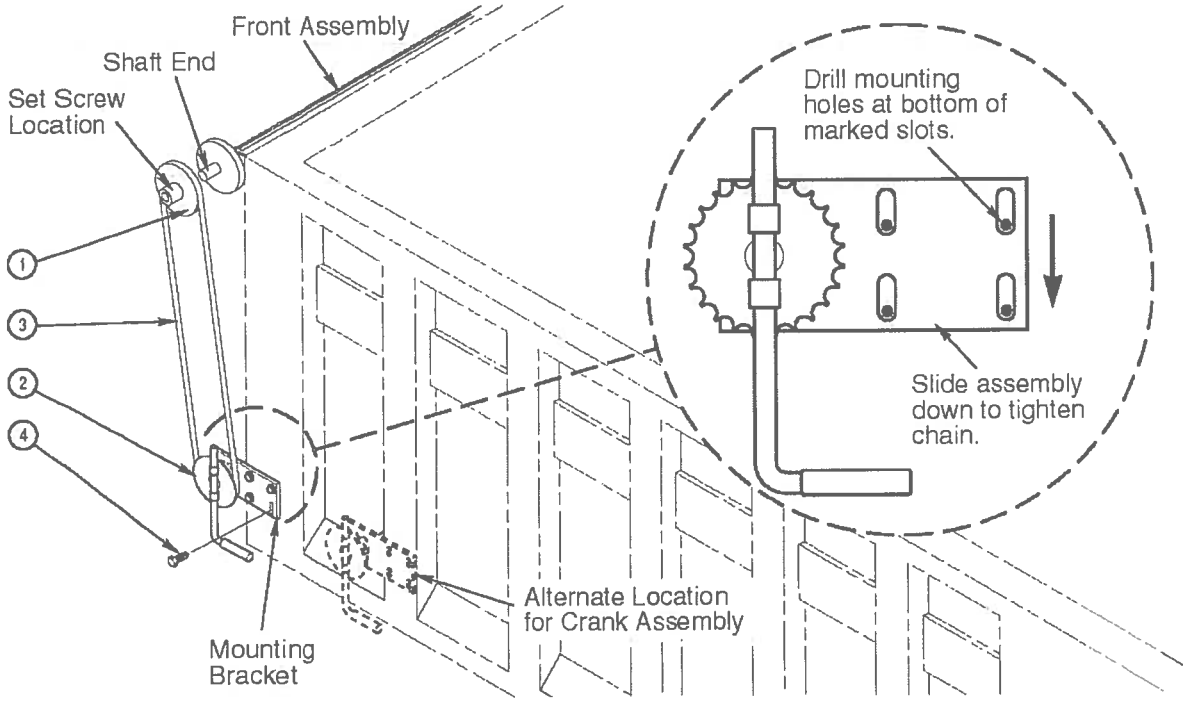
Parts you will need:

Index	Description	Qty
1	Double-idler Assembly	1
2	Chain	1

Index	Description	Qty
3	3/8 x 1 1/2 Self-tapping screw	4
4	Chain Sprocket	1

1. *See Figure 11.* Loosen the set screw from the sprocket furnished for the front assembly.
2. Slide the sprocket onto the front assembly shaft on the D.S. until the set screw is in line with the drill point in the shaft and tighten the set screw.
3. Wrap the chain around the sprocket on the front assembly or the outside sprocket on the double-idler installed in STEP 4.
4. Wrap the chain around the sprocket on the crank assembly and position the crank assembly at the intended mounting location. Use the four mounting slots in the crank assembly to mark the trailer for mounting holes. Trace all of each slot onto the trailer, making sure the slots are oriented vertically.

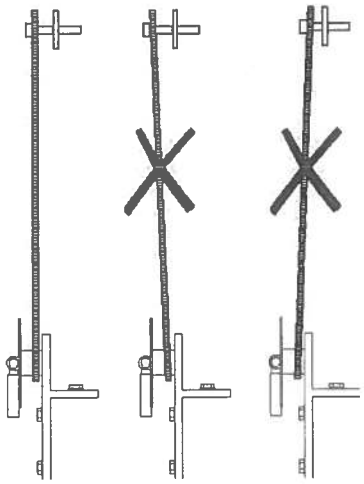
Figure 11



5. At the bottom edge of the slots just marked, drill four 11/32" holes through the trailer. Placement of the holes is important to allow tensioning in paragraph 8 of this procedure.
6. Mount the crank assembly (1) onto the trailer and install the four 3/8" x 1-1/2" self-tapping screws (3) to hold the crank assembly in place at its uppermost position. Do not completely tighten the screws at this time.

7. Wrap the chain around the sprockets and mark where the chain is to be cut. Cut the chain at the mark and rewrap it around the sprockets. Connect the ends of the chain using the master link.
8. *See Figure 12.* Apply downward pressure on the crank assembly until the chain is taut. Tighten the bolts. Be sure the chain is properly aligned.

Figure 12

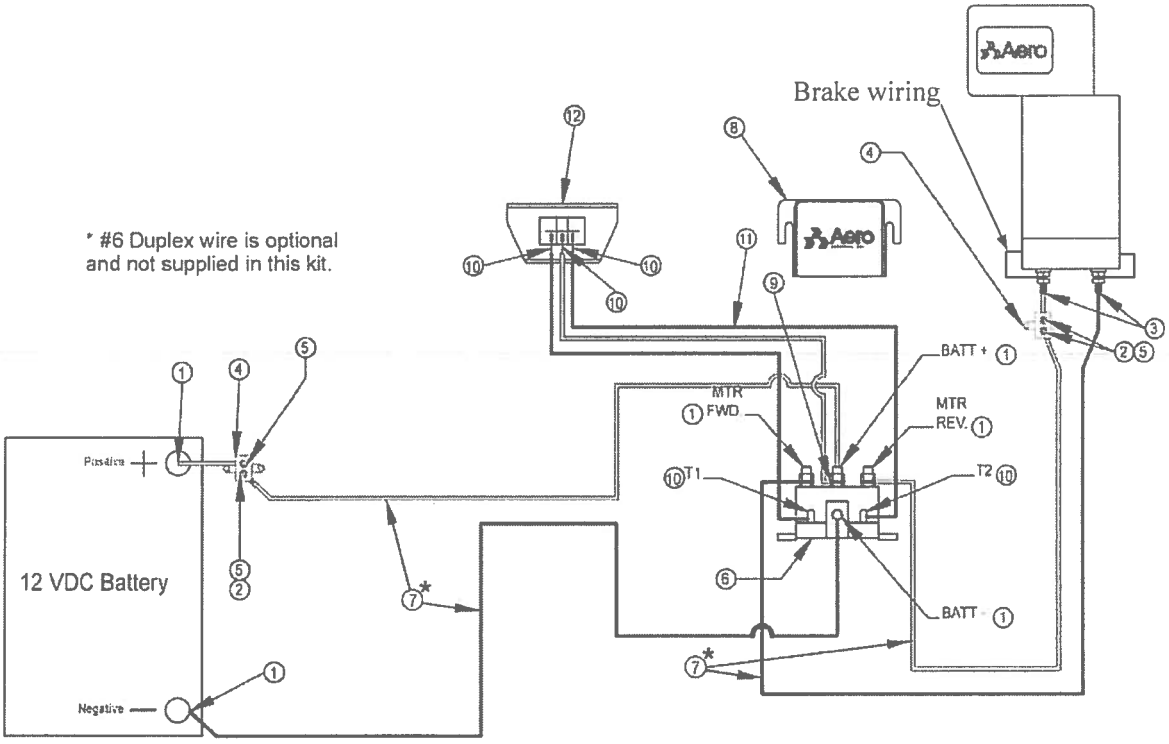


SECTION 6 - Install the Standard Electrical Controls with Rocker Switch (electric drive)

Parts you will need:

Index	Description	Qty
1	Wire end #6 x 3/8" - ring terminal	6
2	Wire end #6 x #10 screw – ring terminal	4
3	Wire end #6 x 1/4" - ring terminal	2
4	Circuit breaker 25 amp resetting type	2
S	#10-24 Hex Nut	4
6	Reverse DC Contactor	1
7	Wire #6 duplex (varies)	-
8	DC Contactor Gover	1
9	Wire end #14 x 3/8" - ring terminal	1
10	Wire end #14 x 1/4" - push-on-terminal	6

Index	Description	Qty
11	Wire #14 gauge 3-conductor type SJ	20'
12	Switch Rocker Assembly for DC Contactor	1
13	Wiring Diagram Reverse Contactor	1
14	1/4-20 x 1" Hex Bolt	2
15	1/4-20 x 2" Hex Bolt	2
16	1/4-20 Nylock Hex Nut	4
17	1/4 Flat Washer	8
18	5/16-24 Hex Nut	4
19	5/16 Lock Washer	4



1. Open and lay out all electric hardware parts.
2. Find a convenient place on the driver's side, under the dashboard, to mount the rocker switch. Using the switch as a template, mark and drill two holes for 1/4" bolts.
3. Mount the rocker switch using two 1/4-20 x 1" HH bolts, two 1/4" lock nuts and four flat washers.
4. Install a circuit breaker at or very near the battery positive terminal. If possible, secure the breaker in place with a zip tie to prevent movement.
5. Find a secure location at or near the back of the cab to mount the reversing DC contactor.
6. Loosely mount the contactor using two 1/4-20 x 2" HH bolts, two lock nuts and four flat washers. Do not tighten the bolts at this time.
7. See the wiring diagram provided in the electric hardware kit for wiring instructions. Wire the switch and contactor according to the diagram.
8. Secure the #6 wire along the vehicle frame using wire looms. Be sure to avoid exhaust components, moving parts or sharp edges that could damage the wires protective coating.
9. The wiring should have a loop at the hinge point, where the bed pivots on the frame. Factory-installed trailer wiring and hoses can serve as an example for wire routing. The loop will allow sufficient flex during bed cycling operation. An insufficient or improper loop can result in wire damage when the bed is raised.
10. Place the cover on the reversing DC contactor and tighten the 1/4-20 x 2" HH bolts.
11. Skip to **SECTION 7** and install motor and sprocket.
12. After motor has been installed, run wires into motor housing and wire circuit breaker per wiring diagram.
13. There are 4 wires on the motor: 2 small black, large black and large white. Connect the large black wire and one small black wire per wiring diagram. Connect large white wire and one small black wire per wiring diagram.
14. Proceed to **SECTION 7 STEP 11** and install motor cover.

NOTICE: *Small black wires on motor are for the brake, this wires should be connected to insure smooth operation of motor.*

NOTICE: *The two circuit breakers (one near the motor, and one near the switch) must be properly installed or motor warranty is void.*

SECTION 7 - Install the Sprocket and Motor (electric drive)

Parts you will need:

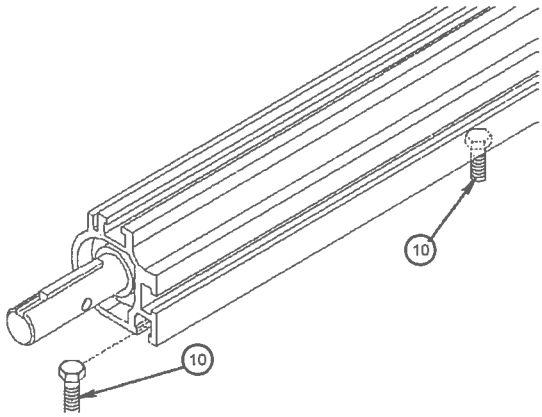
Index	Description	Qty
1	Sprocket, 40B10 3/4" Bore	1
2	Motor Assembly, Parallel Shaft	1
3	Cover Plate Electric	1
4	Clamp Plate Motor Mount	2
5	Chain Cover Assembly	1
6	Chain Cover Bracket	1
7	Chain Cover Bracket Lower	1
8	Roller Chain, #40	1

Index	Description	Qty
9	3/8-16 x 1/2" Hex Bolt	2
10	3/8-16 x 1" Hex Bolt	2
11	3/8 Flat Washer	2
12	3/8 Split Lock Washer	2
13	3/8-16 Nylock Hex Nut	2
14	#14 Self-Tapping Screw	2
15	#1/4 x 1/2 Phillips Type F	4

1. Slide the 40B10 sprocket (1) onto the motor shaft. Do not tighten the set screws at this time.
2. *See Figure 13.* Using the access hole in the center of the extrusion insert and slide the two 3/8-16 x 1" bolts (10) into the bottom track of the front assembly on the driver's side.

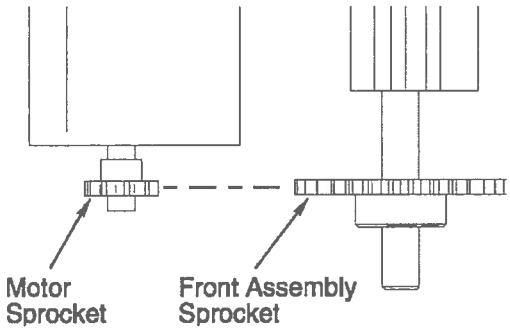
***NOTE:** Other components shown removed for clarity.*

Figure 13



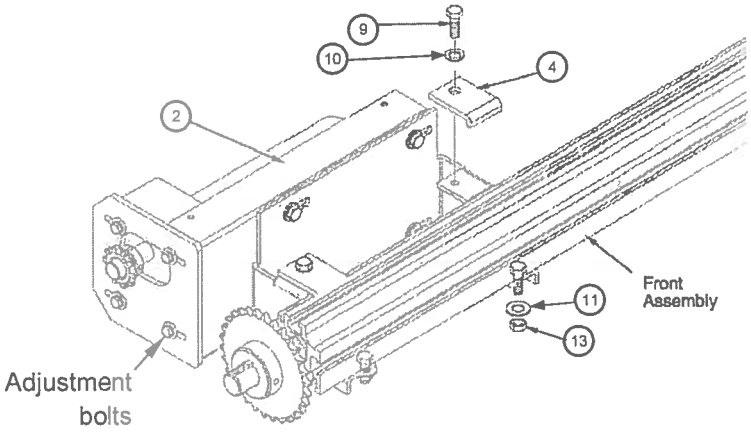
3. *See Figure 14.* Position the motor assembly (2) on the driver's side of the front assembly. Align the sprocket on the motor with the sprocket (1) on the front assembly.

Figure 14



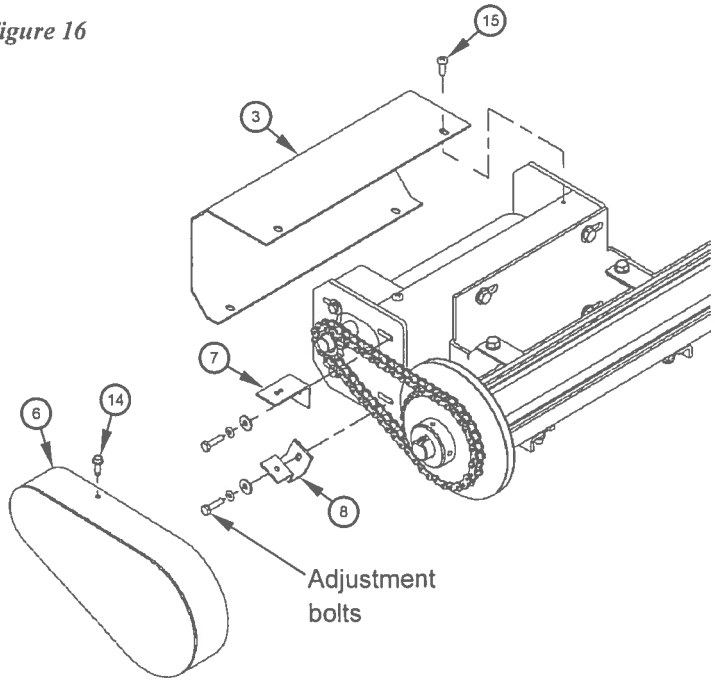
4. Slide the bolts in the front assembly to align with the motor assembly mounting bracket. Install the motor assembly (2) onto the 3/8-16 x 1" hex bolts (10). Install 3/8 flat washers (11) and 3/8-16 hex nuts (13) on the bolts, but do not tighten.
5. *See Figure 15.* Place the two clamp plate motor mounts (4) facing down into the track on the top of the front assembly. Align the anchor holes with the holes in the motor assembly mounting bracket and install two 3/8-16 x 1/2" bolts (9) and 3/8 split lock washers (10). Tighten the bolts.
6. Tighten the two motor assembly mounting nuts at the bottom of the front assembly.
7. Place the drive chain (8) over the sprockets. If needed, adjust the motor sprocket to align with the front assembly sprocket. Tighten the set screws to maintain alignment.

Figure 15



8. *See Figure 16.*Loosen the four motor adjustment bolts in the slotted holes on the sprocket side of the motor housing. Slide the motor as close as possible toward the trailer to gain maximum chain adjustment.
9. Wrap the chain around the sprockets and remove a link for best fit and install the master link.
10. Remove the top motor adjustment bolt closest to the trailer and attach the chain cover bracket (7).
11. Remove the lower motor adjustment bolt closest to the trailer and attach the chain cover bracket lower (7)
12. Slide the motor away from the trailer remove slack from the chain and snug bolts. Check fit of chain cover (6), adjust chain cover brackets and tighten the motor adjustment bolts.
13. Drill 7/32" diameter holes thru each chain cover and chain cover brackets.
14. Install the chain cover assembly (6) onto the bracket using two #14 self-tapping screws (14).
15. Go back to **SECTION 6 STEP12** to wire motor.
16. Install the motor cover plate (3) onto the motor housing with the #14 x 1/2" screws (15).

Figure 16



SECTION 8 - Install and Adjust the Rear Idlers

Parts you will need:

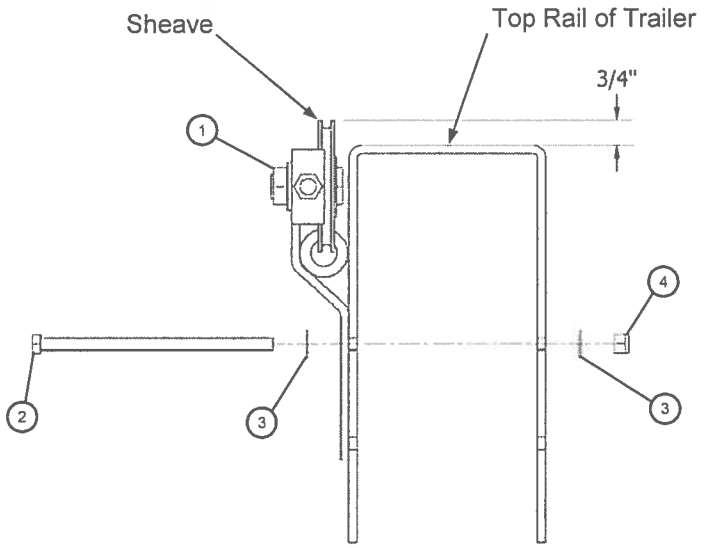
Index	Description	Qty
1	Rear Idler Assembly (1 D.S., 1 P.S.)	2
2	3/8-16 x 7" Hex Bolt	4

Index	Description	Qty
3	3/8 Flat Washer	8
4	3/8 Nylock Hex Nut	2

NOTICE: *Standard rear idler assembly does not allow for the rear of the tarp to completely cover to the gate. You will need the extended rear idler assembly for the tarp to completely cover to the gate.*

1. ***See Figure 17.*** Clamp the D.S. rear idler into place at the back of the trailer, making sure the top of the cable sheave is 3/4" above the trailer top rail. Also, make sure that the sheave is positioned as far to the rear of the trailer as possible.
2. Using the holes in the idler mounting angle as a guide, mark and drill two 3/8" holes through the trailer top rail and fasten the D.S. rear idler (1) to the trailer using the 3/8" x 7" hex bolts (2), washers (3), and nylon lock nuts (4). Cut off any excess bolt on the inside of the trailer if desirable.

Figure 17

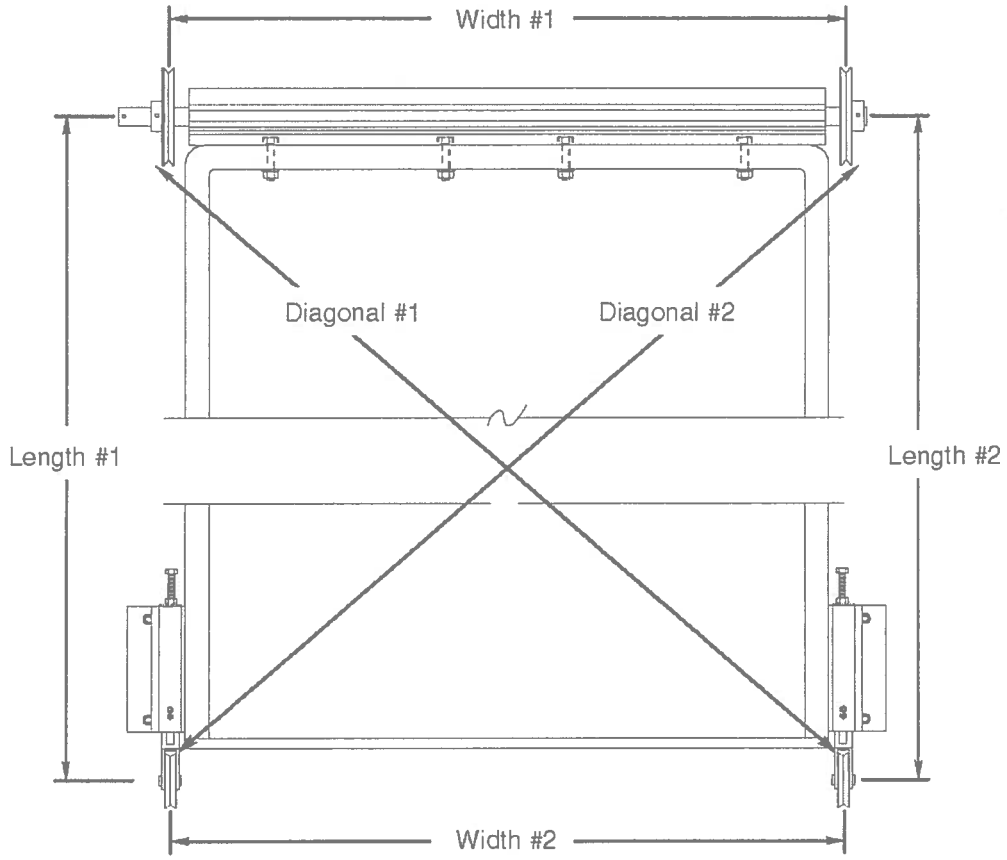


NOTICE: *Prior to bolting the P.S. rear idler into place, you must square the location of the sheaves on the front assembly and the sheaves on the rear idlers as shown in* ***Figure 18.***

NOTICE: *Failure to square the Crank-N-Go system will result in poor performance and accelerated wear, which may not be covered under warranty.*

3. *See Figure 18*. Clamp the P.S. rear idler into place at the rear of the trailer. Follow these steps to properly square the front and rear cable sheaves prior to installing the P.S. rear idler.
   A. Length #1 must equal Length #2. Adjust the P.S. rear idler to correct the length.
   B. Width #1 must be equal to Width #2. Adjust the idlers as required using the instructions in paragraph of this procedure.
   C. Diagonal #1 must equal Diagonal #2. Move the P.S. rear idler as required.

Figure 18



4. When the D.S. and P.S. are square, use the holes in the P.S. rear idler mounting bracket as a guide to mark the trailer for mounting holes. Drill two 3/8" holes through the trailer top rail and fasten the P.S. rear idler (1) to the trailer using the 3/8" x 7" hex bolts (2), washers (3), and nylon lock nuts (4) as shown in ***Figure 16***. Cut off any excess bolt on the inside of the trailer if desirable.

NOTE: *If you are installing the semi-waterproof tarp, proceed to STEP 10.*

STEP 9 - Inserting Bows into Tarp (antipollution or asphalt tarp)

NOTE: *If you are installing the semi-waterproof tarp, proceed to STEP 10.*

Parts you will need:

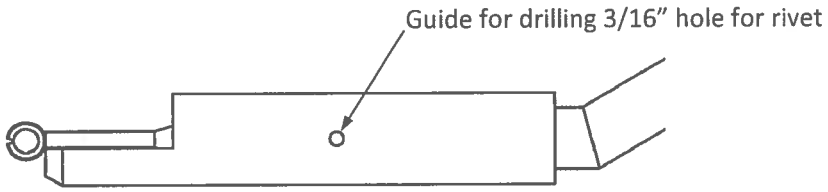
Index	Description	Qty
1	Tarp	1
2	Bows (quantity varies)	-
3	Rear Power Bow	1

Index	Description	Qty
4	3/16" Rivet (quantity varies)	-
5	Plastic ties (quantity varies)	-

NOTE: *Using soapy water can make inserting bows into tarp easier.*

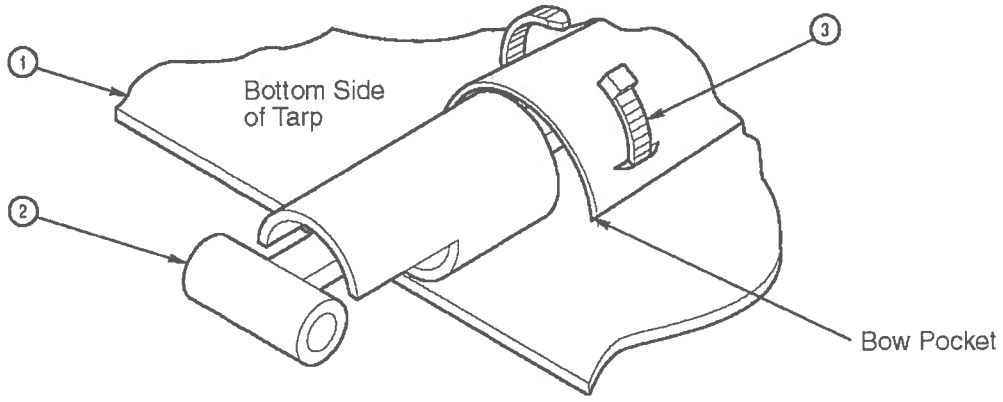
1. Stretch the tarp out on a flat, clean surface with the bow pockets facing up.
2. Remove the 1/4" shipping rods that hold the bows together.
3. ***See Figure 19.*** The plastic tube on both ends of the bow need to be secured to the bow. Drill a 3/16" diameter hole thru the bow using the hole in the plastic tube a guide.
4. Secure the tube in place with 3/16" rivet.

Figure 19



5. ***See Figure 20.*** Insert one bow into each bow pocket in the tarp with the arch of the bow down. Make sure that the bow is the same distance from the edge on both sides of the tarp, Secure each bow to the bow pockets of the tarp with plastic ties, making sure the tie goes around the bow.

Figure 20



View is from under side of bows

NOTE: *Proceed to STEP 11.*

STEP 10 - Inserting Bows into Tarp (semi-waterproof)

Parts you will need:

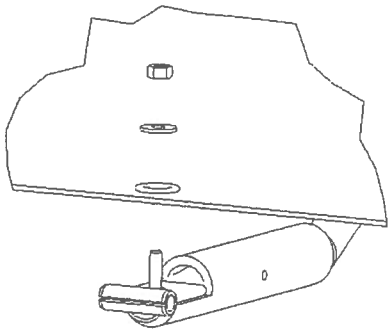
Index	Description	Qty
1	Tarp	1
2	Bows (quantity varies)	-
3	Rear Power Bow	1
4	Rivet 3/16" (quantity varies)	-

Index	Description	Qty
5	1/4-20 x 1" Hex bolt (quantity varies)	-
6	1/4 Flat washer (quantity varies)	-
7	1/4-20 Hex Nut (quantity varies)	-

NOTE: *Using soapy water can make inserting bows into tarp easier.*

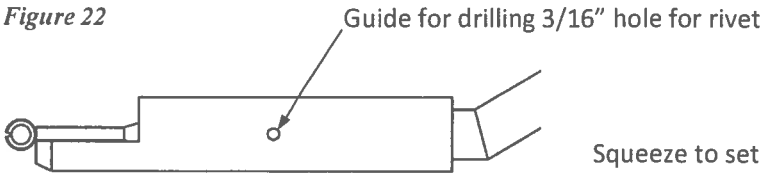
1. Stretch the tarp out on a flat, clean surface with the bow pockets facing up.
2. Remove the 1/4" shipping rods that hold the bows together.
3. Insert one bow into each bow pocket in the tarp with the arch of the bow down. Make sure that the bow is the same distance from the edge on both sides of the tarp.
4. ***See Figure 21***. The plastic tube on the end of the bow, push back far enough to insert a 1/4-20 x 1" hex bolt thru the slot in the bow.
5. ***See Figure 21***. Place the grommet in the tarp over the 1/4" bolt and secure with 1/4 flat washer and 1/4-20 hex nut.

Figure 21



6. ***See Figure 22***. Pull the plastic tube back into place and drill a 3/16" diameter hole thru the bow using the hole in the plastic tube a guide.
7. ***See Figure 22***. Secure the tube in place with 3/16" rivet.
8. Repeat steps 4-7 for opposite end of bow.

Figure 22



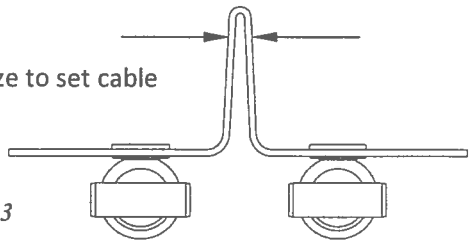


Figure 23

NOTE: *Installation of Semi Waterproof tarps requires interior steel cable to be set.*

9. ***See Figure*** 23. Once all bows are installed and before positioned on the trailer or dump body pull all bows together. Lift outer edge of tarp to form a V and fold a shop rag around the V squeeze with pliers to set the cable in the V shape.
10. Repeat this in between all bows except the two bows which make up the power bow.

STEP 11 - How to Install Bows and Cables

Parts you will need:

Index	Description	Qty
1	Bows with Tarp	1
2	Cable (length varies)	2

Index	Description	Qty
3	Cable Clamps	8
4	1/4-20 Nylock Hex Nuts	16

NOTE: *Two people are required to install the bows.*

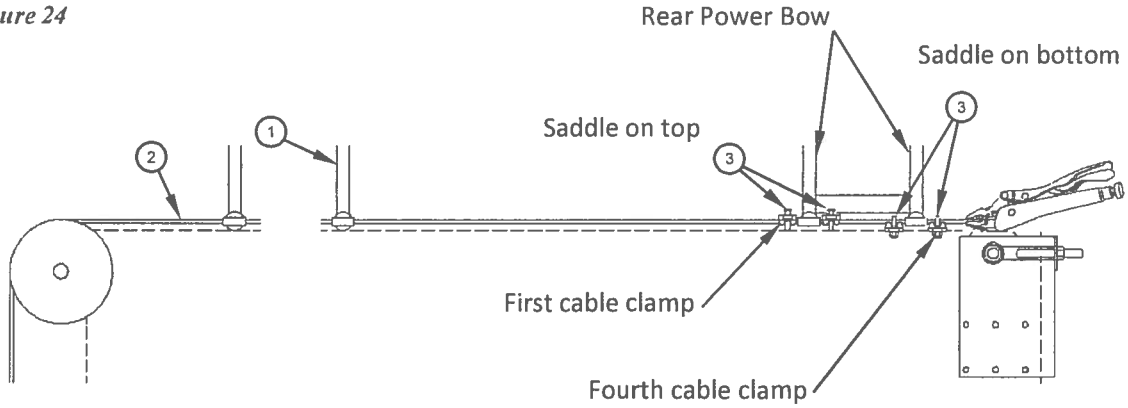
1. Position the tarp and bows onto the trailer or dump body so the ends of the bows are resting on the top rail. The tarp and bows should be stretched out to cover the full length of the trailer. Center the tarp and bows from side-to-side on the trailer.

2. Find the cable clamps and replace all the hex nuts with 5/16-18 Nylock hex nuts supplied in the hardware pack.

3. ***See Figure 24.*** Starting on the D.S., thread one end of a cable around the top of the 7" sheave on the front assembly and through the bushing on each bow up to the rear power bow at the rear of the trailer. Pass the cable end through a cable clamp, through the first pin on the last bow, and through the second and third cable clamp, through the first pin on the last bow, and through the fourth cable clamp. Fasten vise-grip pliers on the cable end that has just passed through the second clamp.

NOTE: First and second cable clamp saddle should be on top with third and fourth cable clamp saddle on the bottom.

Figure 24

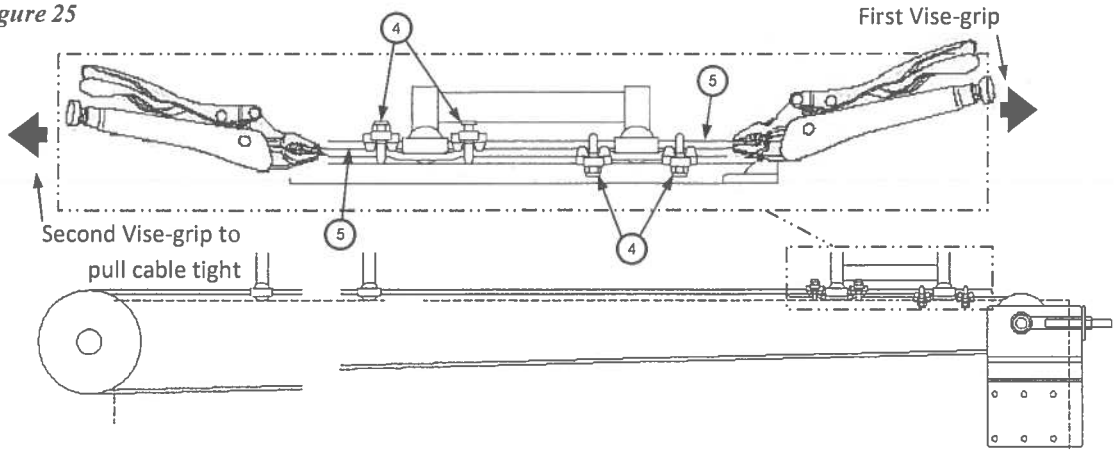


4. ***See Figure 25.*** Take the other end of the same cable and thread it under the 7" sheave on the front assembly and rearward to the length of the trailer to the bottom of the rear idler sheave. Thread the cable around the idler sheave and back through the four cable clamps, going under the last bow. Clamp a second pair of vise-grip pliers on the end of the cable just routed

5. Get help from a second person. One person holds one vise-grip pliers. The second person pulls the cable tight using the second vise-grip pliers while tightening the cable clamps on either side of the last bow.

NOTE: *For Each clamp use a torque wrench to tighten evenly, alternate from one nut to the other until reaching 15 ft lbs of torque. DO NOT OVERTIGHTEN.*

Figure 25



6. Release the vise-grip pliers and cut the excess cable 1" from the cable clamps. Tape the cable ends with electrical tape. This will cover sharp cable strands and protect those operating the Crank-N-Go.

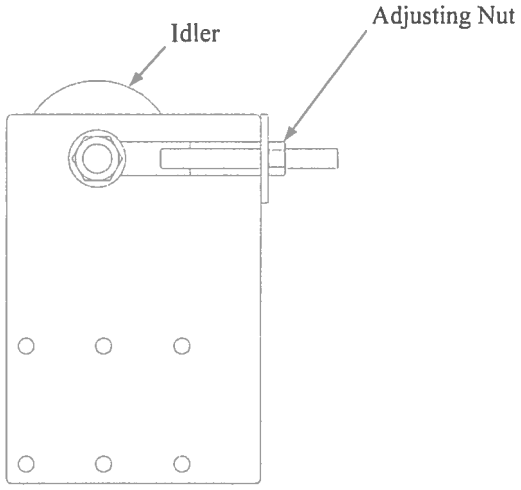
7. Repeat instructions 5 through 9 on the P.S.

NOTE: *The rear bow must be the same distance from the front on both sides so that the tarp will remain straight when the trailer is covered.*

STEP 12 - How to Adjust the Cable Tension

1. *See Figure 26.* Tighten the adjusting nut (turn clockwise) protruding from the idler on the D.S. until adequate cable tension is obtained on the drive cable.

Figure 26



2. Repeat the same procedure on the P.S.

NOTE: *Recheck the distance from the center of the front cable sheaves to the center of the rear cable sheaves to make sure they are the same on both sides.*

STEP 13 - How to Secure the Tarp to the Front Assembly

Parts you will need:

Index	Description	Qty
1	Wind Deflector	1
2	1/4" Plastics Rivets	4

1. Use the crank assembly to deploy the tarp to the rear of the trailer. The rear bow should be approximately 2" from the rear sheave.
2. Remove the 1/2" nuts, washers and tarp tube from the bolts protruding upward on the front assembly.
3. *See Figure 27.* Insert the tarp tube into the pocket at the front of the tarp. Make sure the tarp is centered from side-to-side on the tube and that the side of the tube with the 1/4" holes is facing upward.
4. Use an awl or other sharp-pointed object to pierce a hole through the tarp in line with the holes in the tarp tube. Use a rubber mallet to drive the plastic rivets into each hole.
5. *See Figure 28.* Install the wind deflector onto the 1/2' studs on the front assembly. Make sure the rear of the tarp is still positioned with the last bow approximately 2" from the rear sheave. Rotate the tarp tube in a counter-clockwise direction to roll up any excess tarp length. Keeping the tarp as taut as possible, align the holes at each end of the tube with the 1/2" studs on the front assembly and slide it down onto the wind deflector. Install the 1/2" flat washers, lock washers and nuts onto the studs at each end of the tube. Tighten the nuts securely.

Figure 27

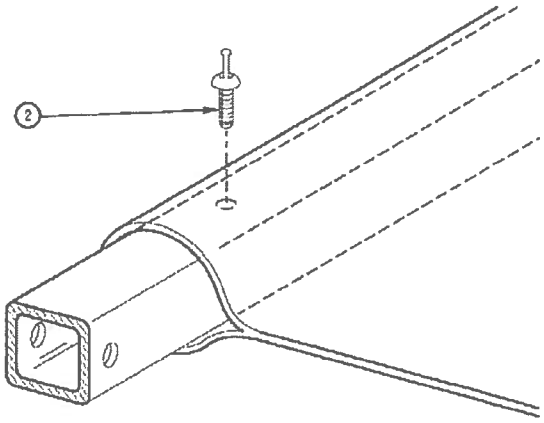
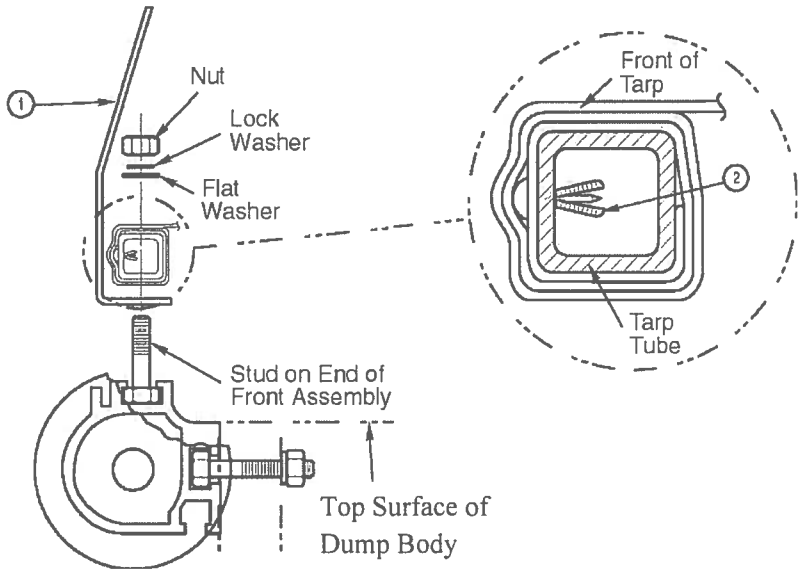


Figure 28



6. Check the proper operation of the Crank-N-Go by turning the crank to uncover and cover the trailer.
7. When the tarp is fully covering or uncovering the trailer, make sure the crank handle is locked into place in one of the notched areas; Especially when the truck or trailer is in motion.

STEP 14 - How to Install the Anti-Shift Brackets (if Required)

Parts you will need:

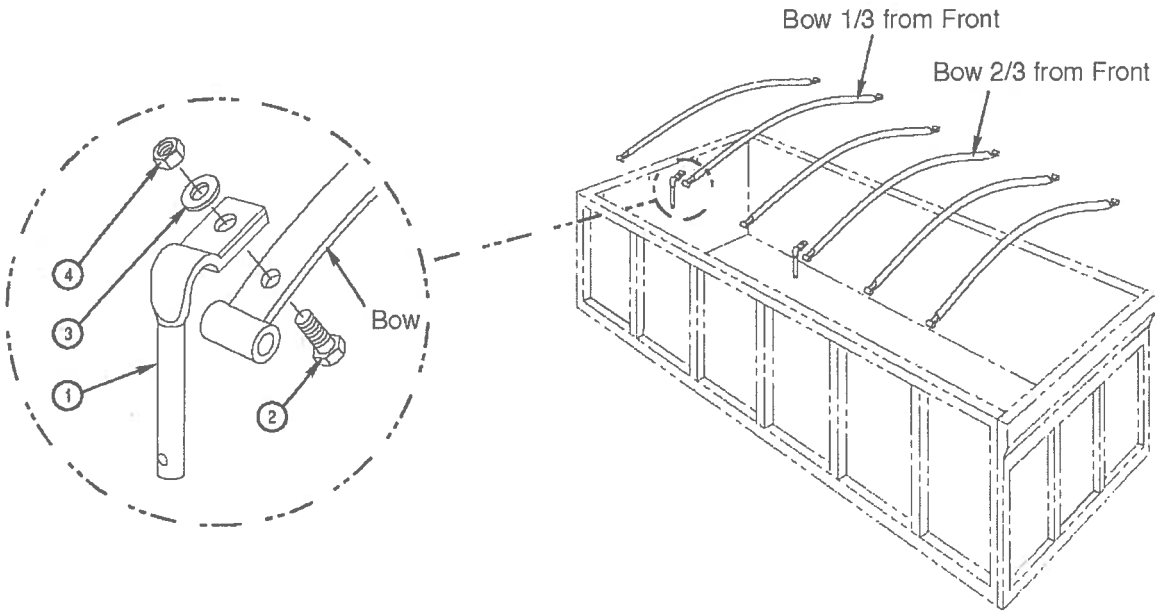
Index	Description	Qty
1	Anti-shift brackets	4
2	1/4-20 x 1 1/2" hex bolt	4

Index	Description	Qty
3	1/4 Flat washer	4
4	1/4-20 Nylock hex nut	4

NOTE: *The hole in the lower end of the anti-shift bracket allows a rope or bungee core (not supplied) to be attached for the purose of securing the tarp.*

1. With the tarp fully deployed, locate the bows that are approximately 1/3 and 2/3 back from the front of the trailer.
2. *See Figure 29*. Install an anti-shift bracket on the bows chosen on both the D.S. and P.S. of the trailer. Secure the brackets with the 1/4" bolts, washers and lock nuts.

Figure 29



3. The anti-shift brackets can be used to tie down the load when the tarp is deployed to the rear. Secure the brackets to the trailer with a bungee cord or rope (not supplied). You may need to install "J" hooks onto the trailer to secure the bottom of the bungee or rope.

STEP 15 - How to Install the Anti-Lift Brackets (if Required)

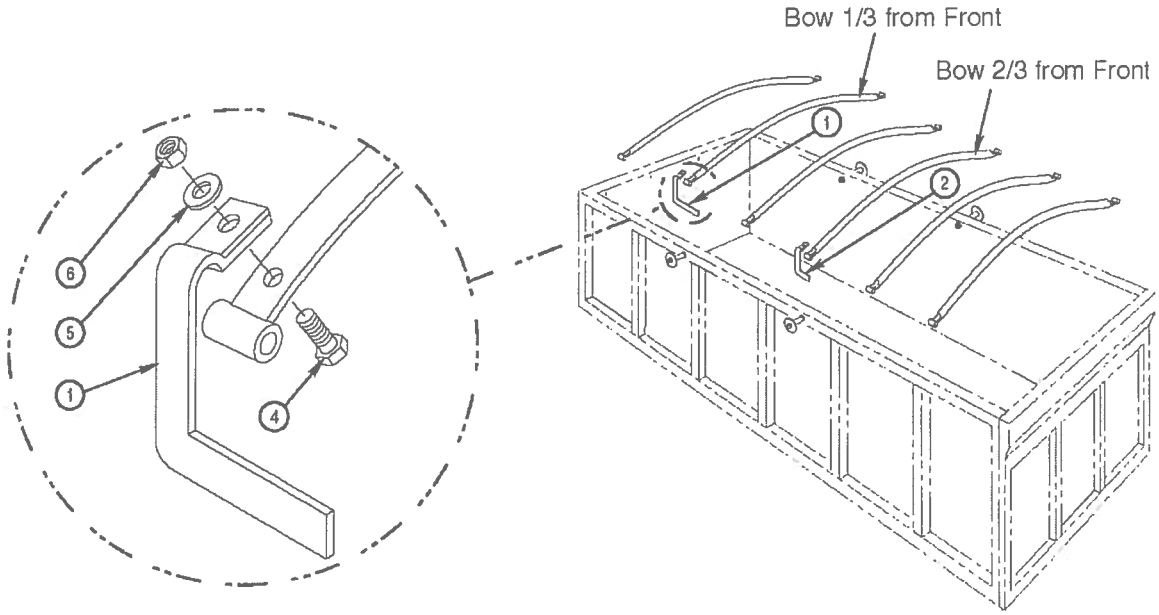
Parts you will need:

Index	Description	Qty
1	Anti-lift brackets, long (1 D.S., 1 P.S.)	2
2	Anti-lift brackets, short (1 D.S., 1 P.S.)	2
3	Anchor assemblies	4

Index	Description	Qty
4	1/4-20 x 1 1/2 Hex bolt	4
5	1/4 Flat washer	4
6	1/4-20 Nylock hex nut	4

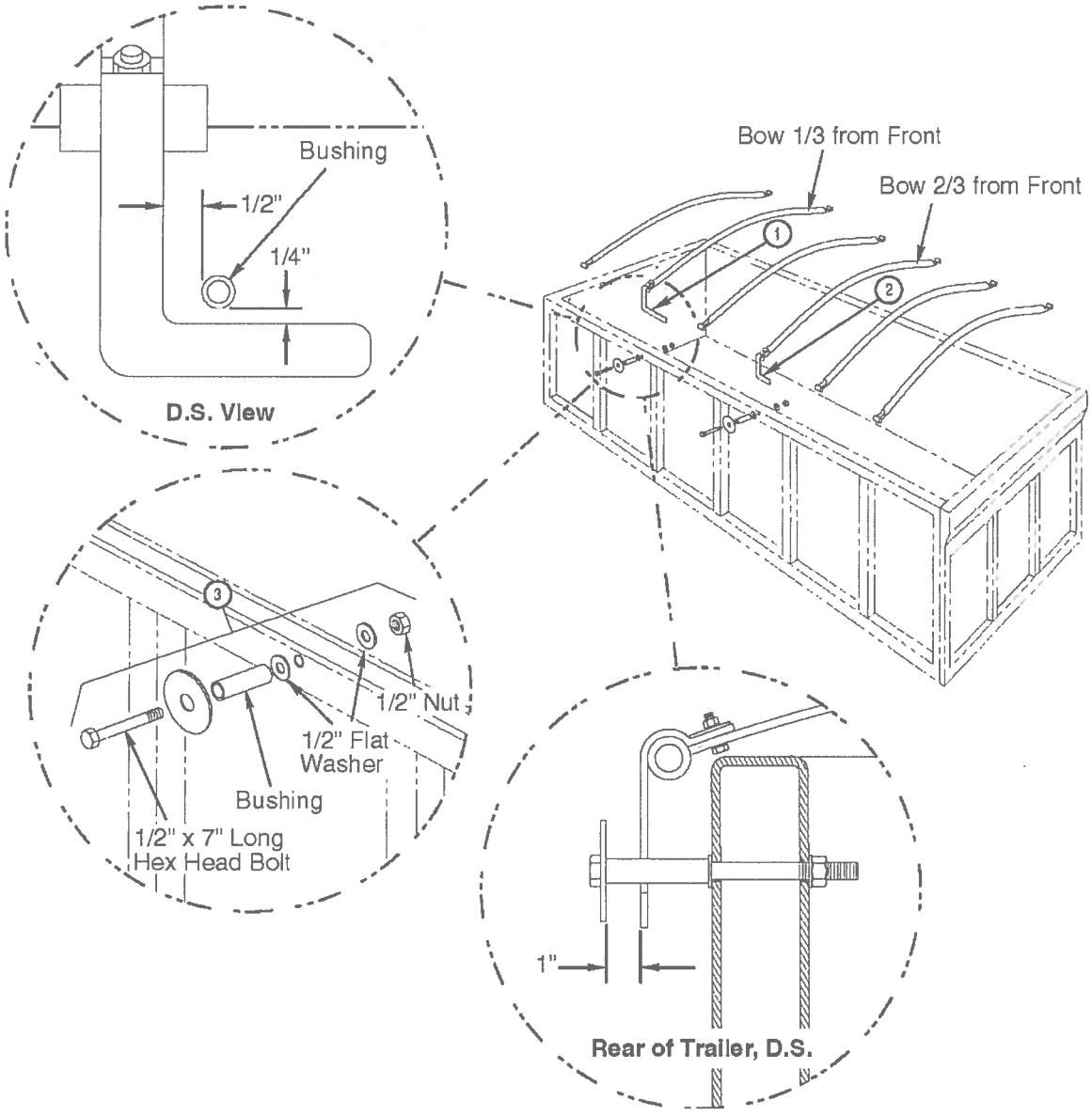
1. With the tarp fully deployed, locate the bows that are approximately 1/3 and 2/3 back from the front of the trailer.
2. *See Figure 30.* Install a long anti-lift bracket on the D.S. and P.S. on the bow 1/3 back from the front of the trailer. Secure the brackets with the 1/4" bolts, washers and lock nuts. Make sure the horizontal portion of the bracket is facing the rear of the trailer.
3. Install a short anti-lift bracket on the D.S. and P.S. on the bow 2/3 back from the front of the trailer. Secure the brackets with the 1/4" bolts, washers and lock nuts. Make sure the horizontal portion of the bracket is facing the rear of the trailer.

Figure 30

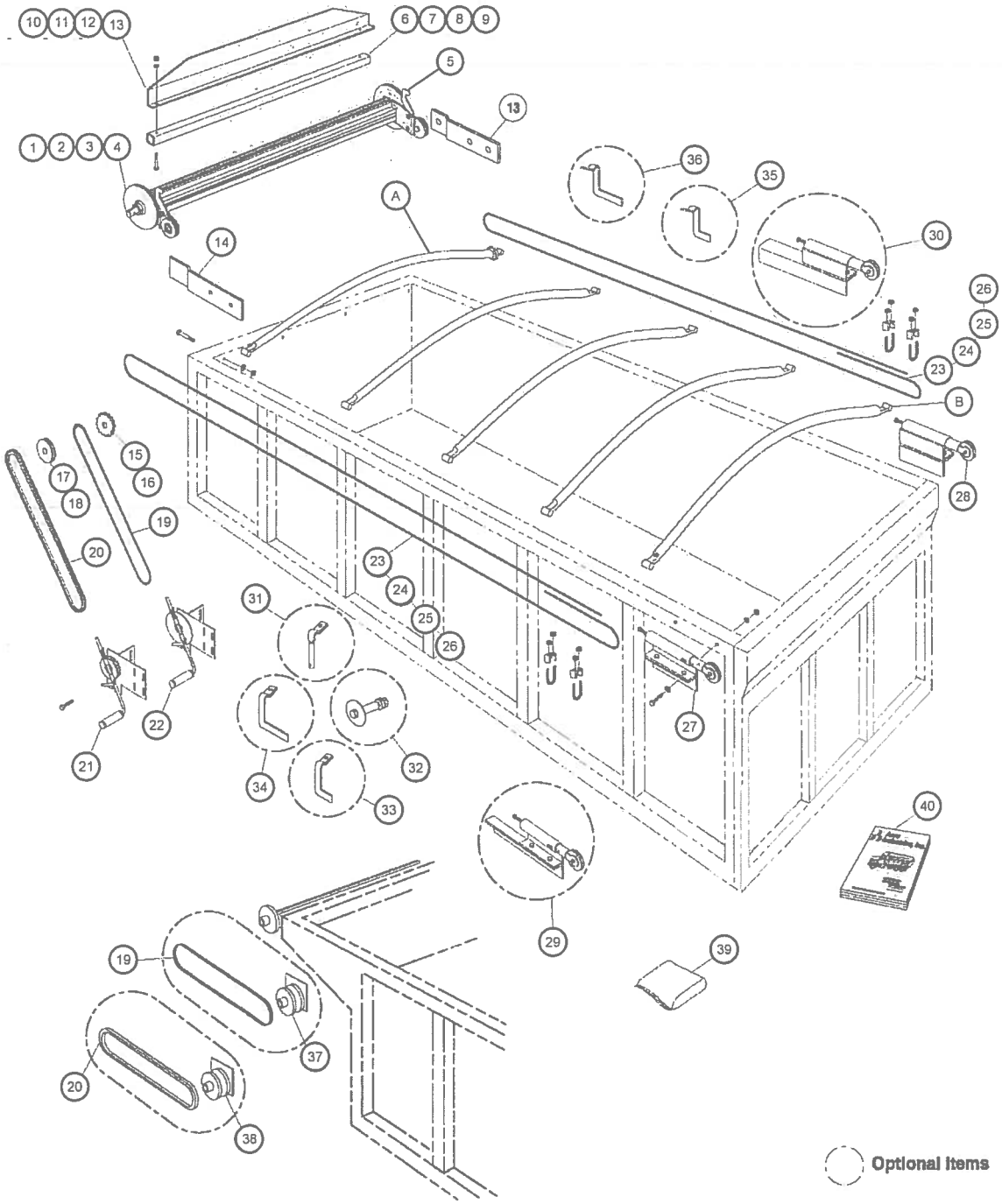


4. *See Figure 31.* Disassemble the anchor assembly by removing the 1/2" hex nut.
5. Position the aluminum bushing 1/2" in front of the vertical portion and 1/4" above the horizontal position of the anti-lift bracket.
6. Mark the location at the center of the bushing onto the rail of the trailer and drill a 9/16" hole through the trailer.
7. *See Figure 31.* Cut the aluminum bushing to length, if necessary, to achieve a 1" distance between the anti-lift bracket and the large washer as shown in.
8. Install the bolt through the large washer, aluminum bushing, small flat washer and into the 9/16" hole in the trailer. Install a lock washer and lock nut on the inside of the trailer and tighten the assembly. Cut off any excess bolt on the inside of the trailer, if needed.

Figure 31



System Parts List



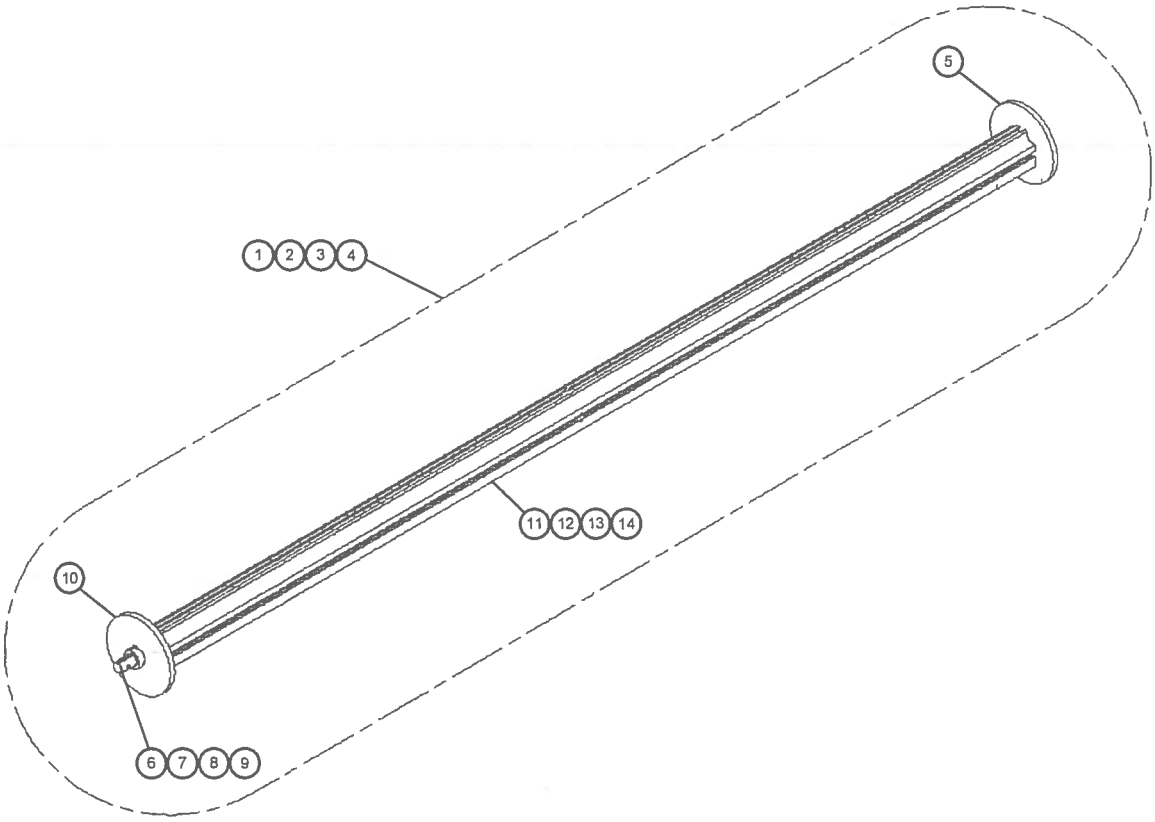
Crank-N-Go V2

Index	Part No.	Description	Qty
1	1111-960577	Front Assy Alum CNG 92"	1
2	1111-960567	Front Assy Alum CNG 96"	1
3	1111-960569	Front Assy Alum CNG 99"	1
4	1111-960568	Front Assy Alum CNG 102"	1
5	1111-860838	Bow Stop	2
6	1111-860910	Tube Tarp Bar 92"	1
7	1111-860908	Tube Tarp Bar 96"	1
8	1111-860913	Tube Tarp Bar 99"	1
9	1111-860909	Tube Tarp Bar 102"	1
10	1111-962209	Wind Deflector Alum CNG 92"	1
11	1111-962210	Wind Deflector Alum CNG 96"	1
12	1111-962213	Wind Deflector Alum CNG 99"	1
13	1111-962212	Wind Deflector Alum CNG 102"	1
14	1111-860730	Brace Corner Alum CNG	2
15	0750-619595	Sprocket 40842 1" Bore-7"	1
16	0750-618591	Sprocket 40854 1" Bore-9"	1
17	0750-616610	Pulley 7" A-Track	1
18	0750-616635	Pulley 9" A-Track	1
19	0720-603557	Chain roller #40-168"	1
20	****	V-Belt*	1
21	1111-962206	Crank Assembly V-Belt CNG	1
22	1111-962205	Crank Assembly Chain CNG	1
23	1111-603131	Cable Drive 1/4" Precut CNG 40'	2
24	1111-603132	Cable Drive 1/4" Precut CNG 52'	2
25	1111-603133	Cable Drive 1/4" Precut CNG 64'	2
26	1111-603134	Cable Drive 1/4" Precut CNG 84'	2
27	1111-960321	Rear Idler Assembly Steel D.S.	1
28	1111-960322	Rear Idler Assembly Steel P.S.	1
29	1111-960500	Rear Idler Assembly Extended P.S.	1
30	1111-960600	Rear Idler Assembly Extended P.S.	1
31	1111-960338	Anti-Shift Assembly	2
32	1111-960333	Anti-Lift Catch CNG	4
33	1111-960339	Anti-Lift Assy 4" D.S.	1
34	1111-960341	Anti-Lift Assy 6" D.S.	1
35	1111-960342	Anti-Lift Assy 4" D.S.	1
36	1111-960340	Anti-Lift Assy 6" P.S.	1
37	1111-960366	Double Idler w/Chain Sprocket	1
38	1111-960365	Double Idler w/V-Belt Pulley	1
39	1111-960492	Hardware Package	1
40	0930-861231	Installation Manual	1

Bows

Index	Part No.	Description
A	1118-960484	Bow CNG Assembly 93"-6" Rise
A	1118-960483	Bow CNG Assembly 93"-12" Rise
A	1118-960487	Bow CNG Assembly 97"-6" Rise
A	1118-960488	Bow CNG Assembly 97"-12" Rise
A	1118-960475	Bow CNG Assembly 99"-6" Rise
A	1118-960476	Bow CNG Assembly 99"-12" Rise
A	1118-960486	Bow CNG Assembly 103"-6" Rise
A	1118-960485	Bow CNG Assembly 103"-12" Rise
B	1111-963181	Power Bow CNG 97" x 6"Rise
B	1111-963174	Power Bow CNG 97" x 12"Rise
B	1111-963182	Power Bow CNG 103" x 6"Rise
B	1111-963175	Power Bow CNG 103" x 12"Rise

Front Assembly Parts List



Index	Part No.	Description	Qty
1	1111-960577	Front Assembly 93"	1
2	1111-960567	Front Assembly 97"	1
3	1111-960569	Front Assembly 99"	1
4	1111-960568	Front Assembly 103"	1
5	1111-960820	Sheave 7" without Key	1
6	1111-960518	Drive Shaft for 93"	1
7	1111-960519	Drive Shaft for 97"	1
8	1111-860539	Drive Shaft for 99"	1
9	1111-960520	Drive Shaft for 103"	1
10	1111-960821	Sheave 7" with Key	1
11	1111-860545	Front Tube For 93"	1
12	1111-860536	Front Tube For 97"	1
13	1111-860538	Front Tube For 99"	1
14	1111-860537	Front Tube For 103"	1

Replacement 1111-961010

Safety Considerations

⚠ **WARNING:** Always check to make sure that no one is in the immediate area of the tarp as it operates. Keep everyone clear of the area.

⚠ **WARNING:** Make sure that all safety guards are in place before operating the tarp system.

⚠ **WARNING:** Keep all clothing clear of moving parts.

⚠ **WARNING:** Be sure that your working platform is secure as you work on the truck. Use OSHA approved ladders or scaffolding to work above ground level.

How to Use the Crank-N-Go V2 (manual drive)

To cover the load:

1. Rotate the handle 90 degrees so the handle is unlocked and the handle is perpendicular to the trailer body.
2. Turn the crank until the load is completely covered and the tarp is tight over the entire length of the trailer body.
3. Rotate the handle 90 degrees until the handle is parallel to the trailer body and the handle is locked in place.

To uncover the load:

1. Rotate the handle 90 degrees so the handle is unlocked and the handle is perpendicular to the trailer body.
2. Turn the crank until the load is completely uncovered and the tarp is positioned all the way forward on the trailer body.
3. Rotate the handle 90 degrees until the handle is parallel to the trailer body and the handle is locked in place.

How to Maintain the Crank-N-Go V2

- Make sure the cables remain tight. Loose cables could cause slippage and malfunction of the Crank-N-Go system.
- Check the chain for broken links and for excessive stiffness.
- Lubricate the chain with penetrating oil regularly.
- Make sure all bolts and screws are in place and tight.
- Make sure that no parts are worn or damaged.
- Replace worn or damaged parts immediately.
- As the tarp stretches, it may be necessary to wrap the excess around the tarp tube and/or trim the excess to keep the tarp tight when the system is closed.

Crank-N-Go V2

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Aero Industries, Inc. 0930-861231 7/13/10 Rev. B