



EZ-LOAD
Side Rolling Tarp
PROALL 9500

Electric

INSTALLATION INSTRUCTIONS

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Notes of Operation:

***ALWAYS OPEN THE TARP INTO THE WIND AND CLOSE IT WITH THE
WIND TO PREVENT DAMAGE***

***IF ELECTRIC, DO NOT OPERATE TARP WHILE MOVING, ALWAYS
DISCONNECT POWER TO TRAILER WHEN DRIVING IF WIRELESS
SYSTEM IS INSTALLED***

PLEASE READ ENTIRE INSTRUCTIONS BEFORE BEGINNING

Note: THESE INSTRUCTIONS ARE FOR A STANDARD ROLLING TARP THAT LOCKS CLOSED ON THE DRIVER'S SIDE.

IF ELECTRIC DRIVE, DO THE FOLLOWING FIRST AND THEN PROCEED TO THE ELECTRIC INSTALLATION INTRUCTIONS

Step 1: Tension Control Unit & Filler Plate Installation

Please proceed to the Option which best suits your application.

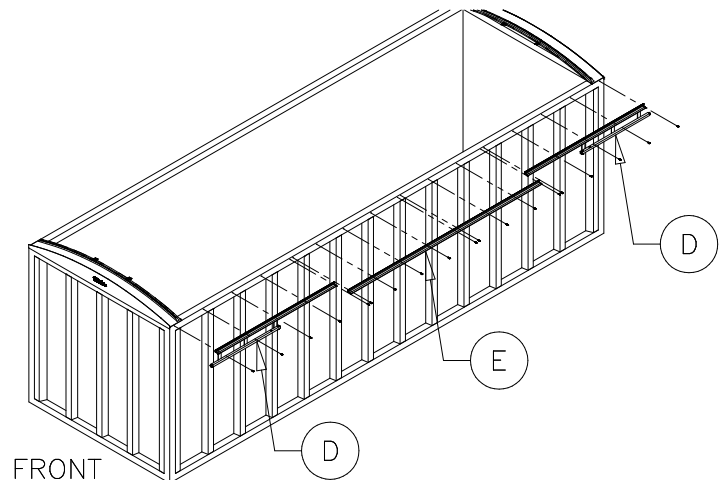
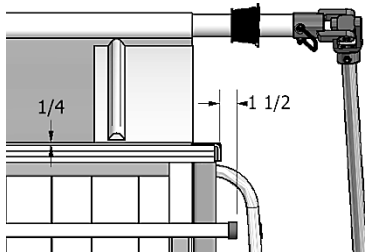
Part 1 of 2: EZ-LOAD (Springs and Cables on FRONT for Tension)

(See Figure 9)

Note: *Standard Rolling Tarps have the Holdback System mounted on the driver side. Reverse rolling tarps have the Holdback System mounted on the passenger side.*

Procedure: To mount the front and rear holdbacks (D), clamp the top flange 1/4 inch lower than the upper edge of the trailer. Be sure that the 1-1/4 inch square tubing is facing down. ***Make sure that the PVC cable guide*** is approximately 1-1/2 inches ahead of the front/rear of the trailer. Predrill a 3/16" hole through the 1 inch flange and into the lip of the trailer, 1/2" down from the top of the locking flange along the extruded line, spacing each hole at approximately every 15 inches. Secure the holdbacks to the box with the 1/4"x1" lag screws provided. After both holdbacks are secured mount the filler plate (E).

Note: In most cases the filler plate will have to be cut shorter depending on the length of the trailer. Do not leave a space between the holdbacks and the filler plate.



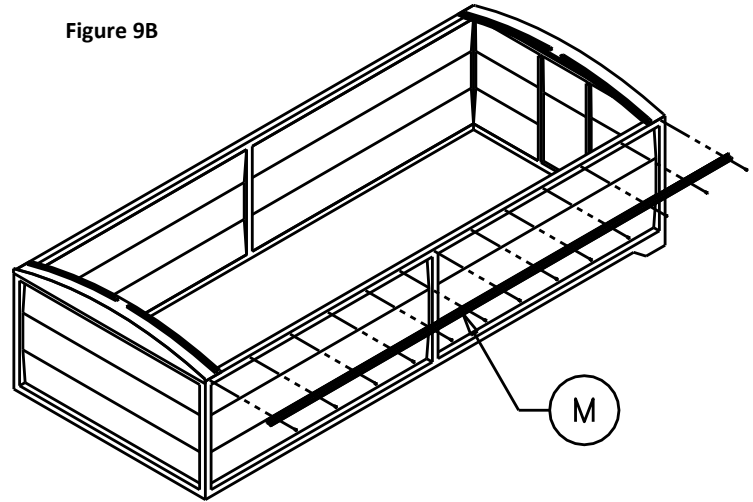
Part 2 of 2: Load-Loc (Rope in Rear for tension)

(See Figure 9B)

Note: Standard Rolling Tarps have the Latch Plate mounted on the driver side. Reverse rolling tarps have the Latch Plate mounted on the passenger side.

Procedure: To mount the latch plate (M), clamp the top flange 1/4" lower than the upper edge of the box, making sure that the latch plate is all the way to the front and parallel to the box lip. Predrill a 3/16" hole through the 1 inch flange and into the lip of the box, spacing each hole at approximately every 15 inches. Secure the latch plate to the box with the 1/4"x1" lag screws provided.

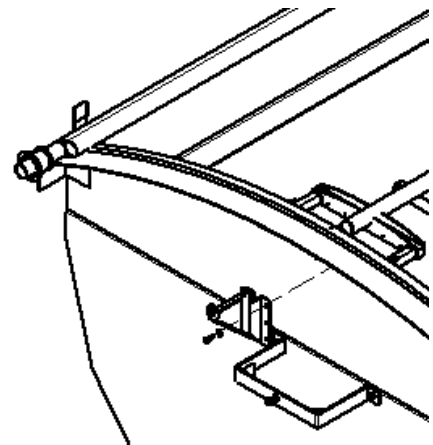
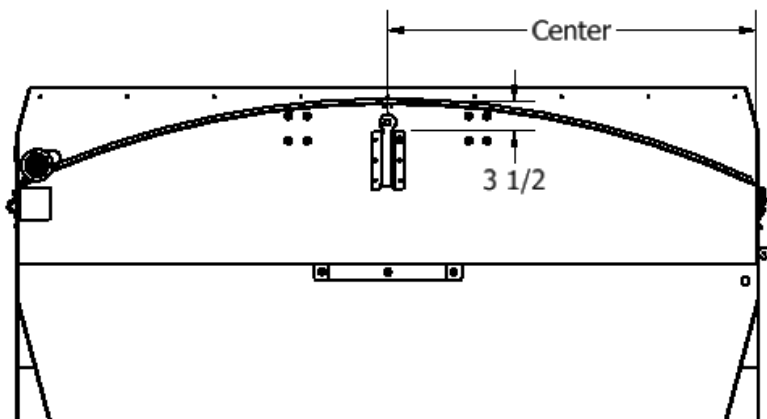
Figure 9B



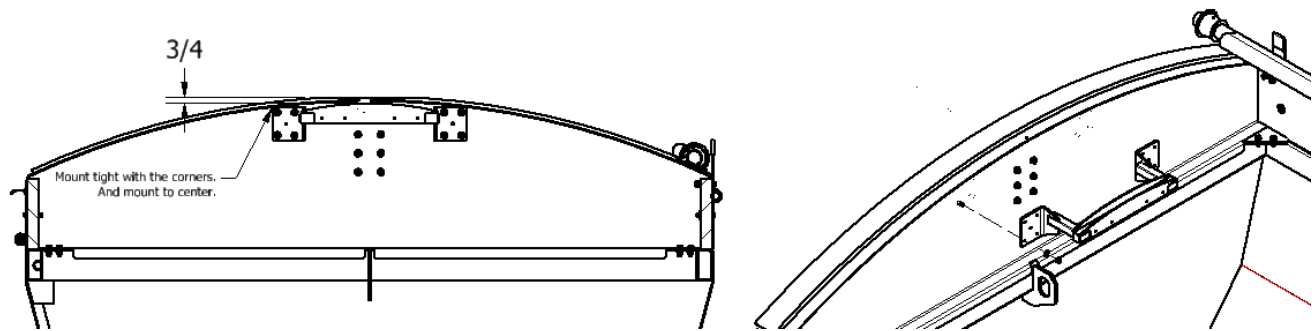
Note: In most cases the latch plate will have to be cut shorter depending on the length of the box.

Step 2: Auxiliary Cable Guide Installation

Procedure: Auxiliary Cable Guide Roller Assembly will be mounted on the face of the front cap panel. Measure to the center of the box and 3-1/2 inches down from the peak of the front cap. This will be the placement of the Guide, hold the guide up to this mark as shown below. Mark 4 or all 6 if the holes, drill at 8/8in. Now mount the guide using 3/8x1in bolts, flat washers and lock nuts.

***Step: Center Pipe Holder Installation***

Procedure: Center Pipe holders brace up the center of the tarp. These holders, 1 long holder for in the rear of the box and 1 short holder for in the front of the box. These holders should be placed centered on the inside face of the End caps on the box, mounted that the corners of the bracket are tight with the inside face of the end caps. The highest point of the holder should sit 3/4 inch below the peak of the endcap. Mark the holes in the mounting brackets, drill at 3/8in and mount with 3/8x1in bolts flat washers and lock nuts.



Step 3: Tarp Stop Installation

Round Tarp Stop

(See Figure 11)

Procedure: Raise the roll-tube and place it on the top passenger side of the bows and end caps making sure that the OPEN SIDE of the roll tube is at the front of the box. Reverse rolls would be placed on the driver side. Roll out the tarp to the driver side (passenger side for reverse roll). Position the tarp so that the material sits 1-1/2 inches in from the face of the front-end cap. Smoothen the tarp out and apply as much tension to it as possible by pulling down on the loose end of the tarp. The pocket holding the quick release pipe (H) should hang down the side of the trailer approximately 3-1/2 inches. The quick release pipe (1-1/8" pipe in the tarps pocket) will be held against the side of the trailer by the round tarp stops (I) shown in Figure 11. Make sure the tarp material is 2 inches in from the face of the front-end cap. Mount the front round tarp stop 4 inches in from the front edge of the tarp material. Drill a 3/8" hole through the predilled holes in the tarp stop and into the trailer. Secure the stops using the 3/8"x2-1/2" bolts with lock nuts and flat washers provided. Next mount the rear tarp stop 4 inches in from the rear edge of the tarp material, ensure the tarp material is pulled tight from end to end. The remaining round tarp stops are to be centered according to the length of the trailer. Make sure that the quick release pipe (H) is positioned parallel with the trailer lip.

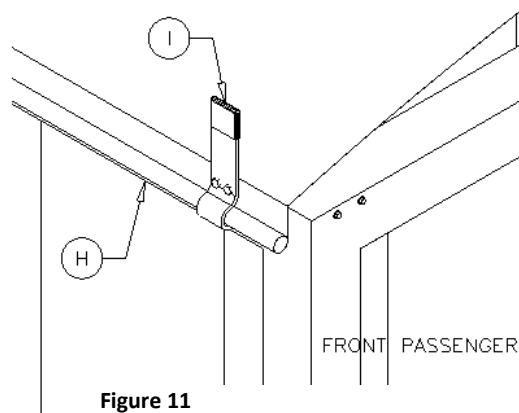


Figure 11

Step 4: Tension Control Adjustment

Option 1 of 2: Beveled Cable Pulley Installation

(See Figures 19-21)

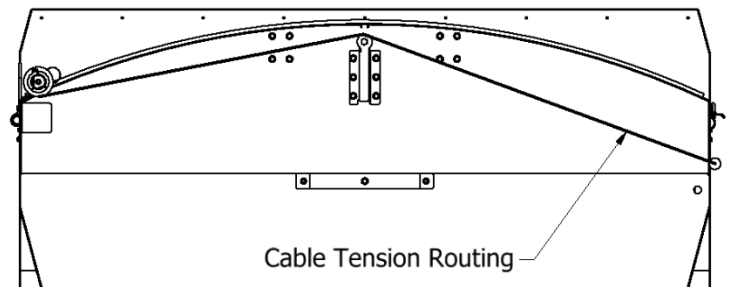
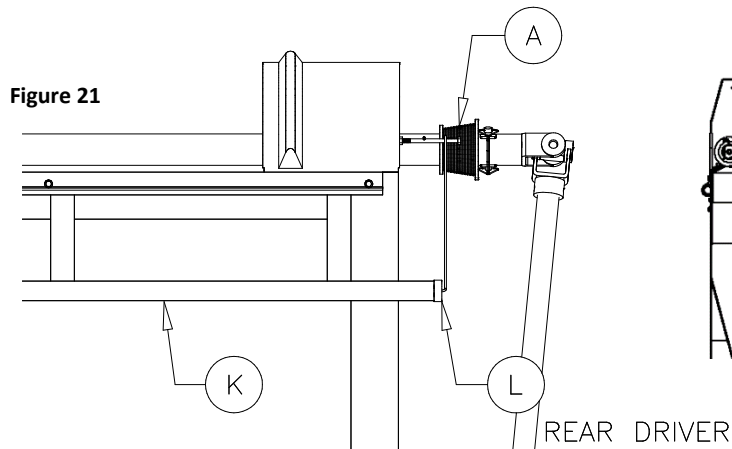
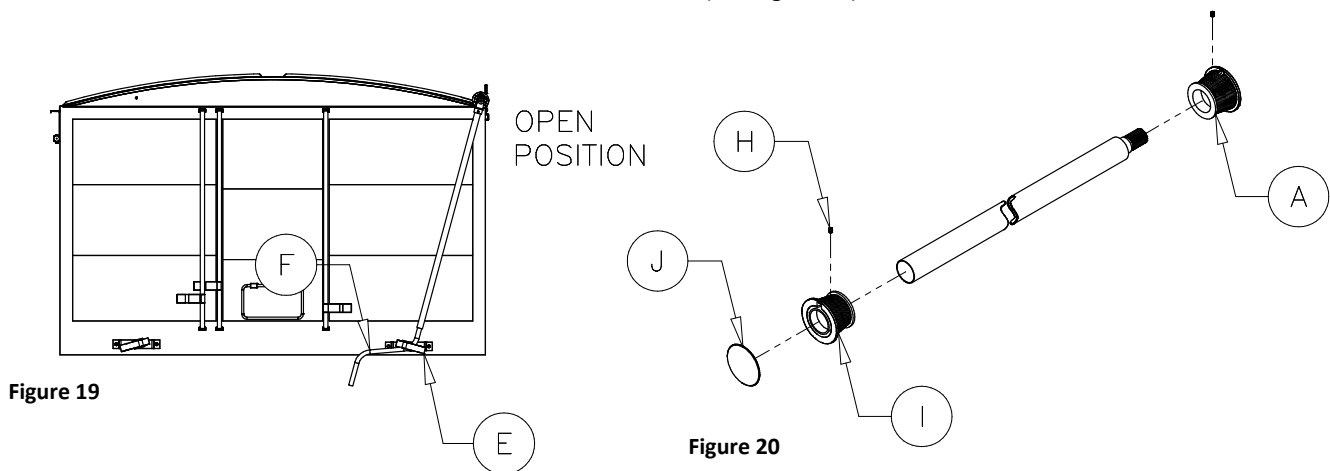
Note: When rolling the tarp to the open position, tension must be kept on the opposite end of the crank to keep the tarp rolling evenly. **Procedure:** Roll the tarp to the open position. Adjust the angle of the spring lock to properly seat the crank handle.

Installing cable onto rear beveled pulley: Slide the correct beveled pulley onto the roll tube if not done already from crank installation, pull the cable from the rear holdback system (K) (see Figure 21) towards the rear beveled pulley stamped

FRONT REVERSE on a standard roll locking closed on the driver's side (A). Insert cable end into pulley slot and rotate beveled pulley 1-3/4 turns for an 8-1/2ft box or 2-1/4 turns for an 8ft box. Rotate the pulley from the underside of it on the large diameter. Properly position the beveled pulley on the roll-tube so that the nylon cable guide (L) on the holdback lines up with the small diameter on the pulley (see Figure 21). Tighten the 1/4" set screws (H) to hold the pulley in place.

Installing cable onto front beveled pulley: Pull the cable from the front holdback system towards the front beveled pulley stamped FRONT STANDARD (I). Repeat the rear beveled pulley procedure. Roll the tarp open and closed several times checking each time to make sure that the cable follows in the pulley grooves and the tarp rolls evenly. If the cable does not follow in the grooves, move the beveled pulley in or out until the correct position is achieved. If the tarp does not roll evenly, roll the tarp to the open position; loosen the 1/4" set screws in the front and rear pulleys and increase the cable wrap. This will increase the tension. Do not allow the pulley to have less than one complete wrap of cable when the tarp is in the open position. When finished secure the front beveled pulley cap (J) to the open end of the front beveled pulley (I). If you are installing an **electric system do not cut** the front of the roll tube, as it will be needed to drive the tarp.

Note: The front beveled pulley (I) must never ride on the front hood (see Figure 20).



Option 2 of 2: Load-Loc Return Installation

(See Figure 22-23)

Procedure: First drill an 11/32" hole into the rear of latch plate 3/4" from the edge of the tarp. Fasten the eyebolt (H) to the latch plate with the 5/16" nut (I) and nylock nut (J). Thread the rope through the eyebolt shown in figure 23 and knot the end of the rope to prevent it from going through the eyebolt. Cut any extra material off and melt the end to prevent it from fraying.

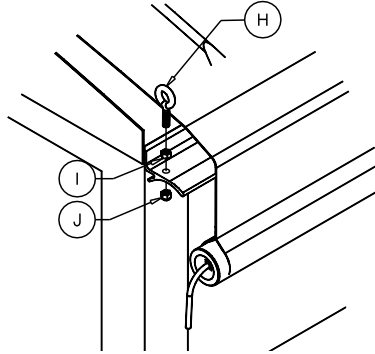


Figure 22

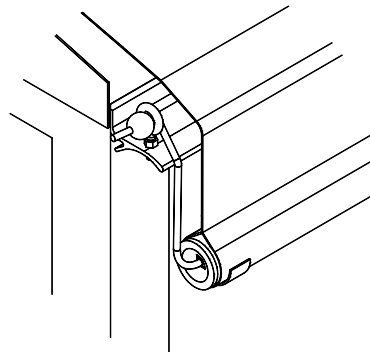
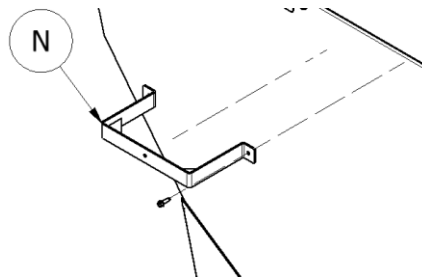


Figure 23

Step 5: Pivot Arm and Electric Motor Installation

(See Figure 11-14)

Procedure: The front beveled cable pulley (O) is stamped **FRONT STANDARD** and the rear beveled pulley is stamped **FRONT REVERSE**. Slide the front beveled pulley on the roll-tube. Locate the pivot point (T) on the front center of the box in an area free of obstructions (Figure 11). Mount the pivot standoff bracket as shown below (N), mark and drill mounting holes with an 11/32 drill bit, and secure with 2 3/8x1-1/4 self threading bolts. The greater the distance to the pivot point from the roll-tube the better. Cut the roll-tube so it sticks out 1-1/4" more than the pivot mount on the front of the box. (See Figure 11).



CAUTION: THE FOLLOWING MEASUREMENT IS NOT HOW MUCH YOU CUT OFF OF THE ROLL-TUBE; IT IS THE DISTANCE FROM THE MOUNTING POINT!

Cut the roll-tube back so it is 1-1/4" from the mounting point of the motor arm. See figure 11. Mount the motor (Q) to the motor bracket (P) with (3) 5/16"x3/4" hex bolts and lock washers as shown. Slide the front bevel pulley (O) on the roll-tube, then the motor (Q) into the end of the roll-tube. Cut the pattern out and tape it to the end of the roll-tube. (See Figure 9A) The end of the pattern needs to start and finish at the seam in the roll-tube. Center punch the 3-hole centers for the attaching bolts. Remove the paper pattern and use an 11/32" drill bit to drill the holes. Bolt the roll tube drive coupler to the roll tube using 5/16"x1/2" bolts, 1/4" washers and 5/16" lock washers (See Figure 11) Torque bolts to 19ft.lbs. and check tightness periodically. Install the Motor Drive onto the motor shaft and insert the 5/16"x1_3/8" HEAVY DUTY roll pin to secure them together (See Figure 11). The roll pin must be installed so it does not protrude from the Motor Drive. Drill a 3/8" hole at the pivot point (T) and slide the bottom round pivot arm (R) into the tubing on the motor bracket (P). Bolt the bottom pivot arm to the trailer with a 3/8"x2" hex bolt, washers and nylon lock nut. You may need to shorten the bottom

pivot arm. The length of the bottom pivot arm should be no more than Height A - 6". Height A is from the pivot point (T) to the top of the hood. Pin the Motor drive into the Roll-tube Drive Coupler with 5/16" x 2 1/2" Quick Pin. **THE LOCKING WIRE FOR THE QUICK PIN HAS TO GO AROUND THE COUPLER AS SHOWN HERE SO IT WILL NOT CATCH ON ANYTHING CAUSING IT TO COME APART.**

Step 5: Electric Motor Installation Cont.

There are two positions that the Motor Drive can be positioned:

1. Insert the Motor Drive so that the hexagon drive is all the way into the Roll-tube Drive Coupler. This position is how the motor drives the roll-tube.
2. Pull the Motor Drive out of the Roll-tube Drive Coupler 1/2" and insert the quick pin. This location will allow the tarp to be manually rolled with the back-up crank handle.

THE LOCKING WIRE FOR THE QUICK PIN HAS TO GO AROUND THE COUPLER AS SHOWN HERE SO IT WILL NOT CATCH ON ANYTHING CAUSING IT TO COME APART.

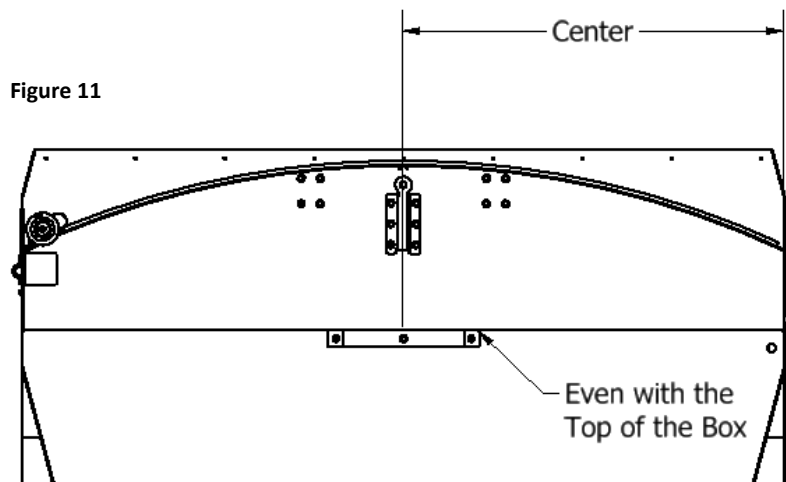


Figure 11

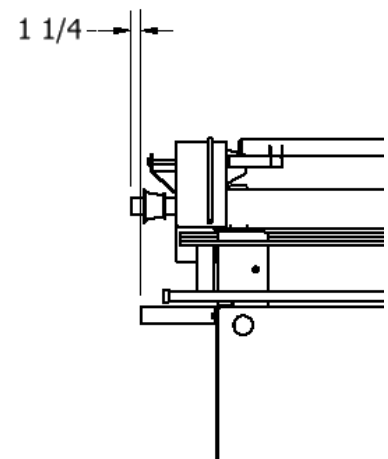


Figure 12

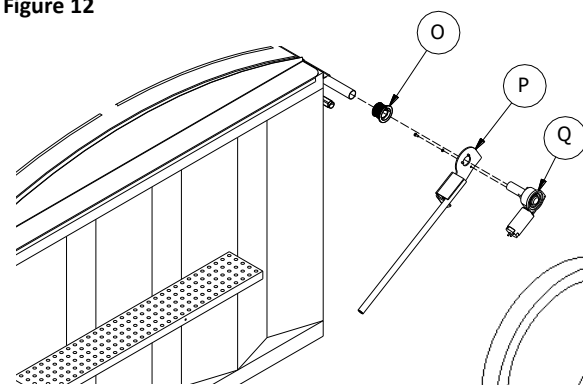
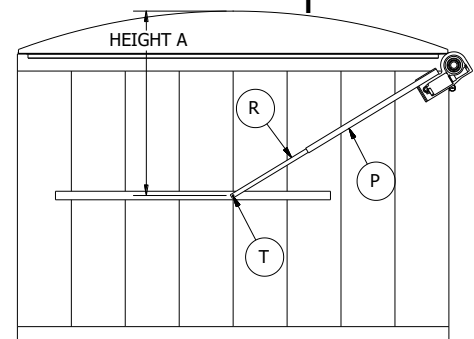
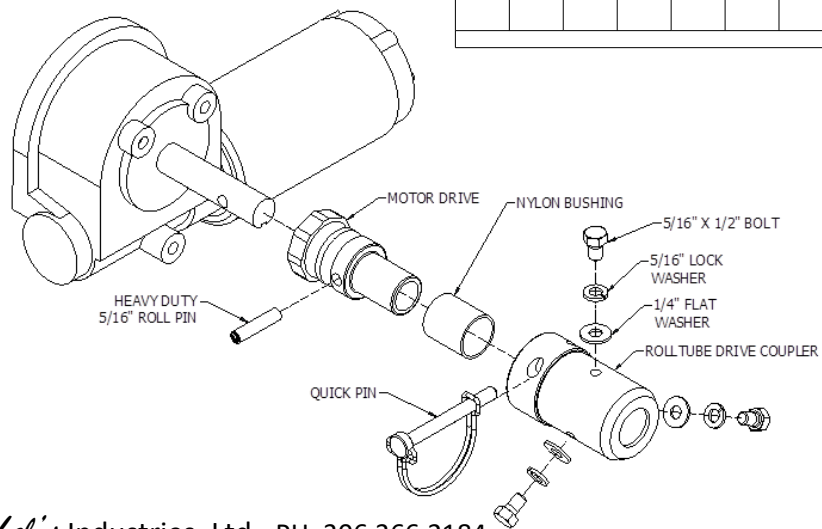
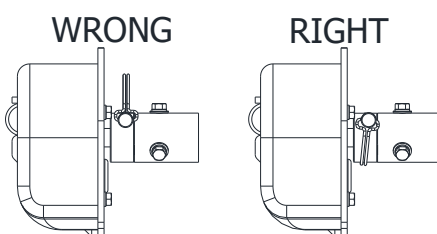


Figure 13



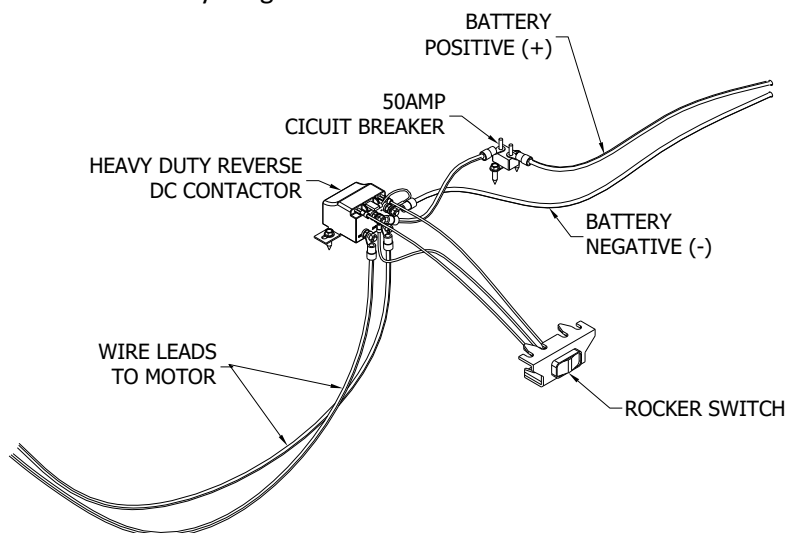
Step 6: Rocker Switch Electrical Installation

Note: Apply the supplied Dielectric Lubricant to all wire connections when each wire is hooked up. The Dielectric Lubricant will help to prevent corrosion.

Procedure: Mount the rocker switch in an obstruction free area inside the truck cab. Mount the solenoid on the truck near the cab/batteries. Run the #6 double strand wire from the solenoid along the truck frame to the rear box hinge point. Now run the wires along the box frame to the front box sill. Leave a slight amount of slack at point (G) and continue running the wire along the pivot arm. Secure the wire to the top pivot arm (I) with the tie straps provided. Attach the wire to the truck with the wire clips and 1/4"x1" self-tapping screws that are provided. Connect the wires to the motor posts. The ends at the solenoid both get a black rubber boot and a #6-1/4" stud crimped on.

Run the 14-3 wire from the solenoids to the rocker switch. At the switch each wire gets a 14G female end crimped on and at the solenoid each wire gets a 14G female end except for the wire connected to the middle post of the switch gets a 14G-1/4" ring terminal crimped on to connect to the middle post of the solenoid. Follow wiring

Schematic below; raise and lower the hoist to make sure that the wires are free from obstructions. Run #6 wire from the solenoid to the battery posts. The wire with the red stripe will be the positive wire and will get bolted on the positive post marked (+) along with the black 14Ga wire running from the switch. The black wire or negative wire will be bolted onto the bottom negative post (-). Put the 50A circuit breaker in line with the positive wire. Once everything is wired secure the motor cover to the motor with the 2 self-tapping screws provided.








WARNING:

Crank must be locked for transport in either the fully open or fully closed position. Traveling with the tarp in the open position with the tarp sitting on the hoops will cause premature wear on the tarp material.

WARRANTY:

Michel's Industries warrants their products for a period of one year from date of purchase. Any parts returned to Michel's Industries LTD. will be shipped prepaid and will be returned F.O.B. St. Gregor, Sk. Canada. We will not assume responsibility for shipping, labor or travel expenses. Please Note: We reserve the right to make improvements; therefore specifications are subject to change without notice.

FOR INSTALLATION ASSISTANCE PLEASE CALL MICHEL'S INDUSTRIES, LTD. COLLECT AT (306) 366-2184

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62.9				

Template for Quick Disconnect.
When Printing make sure to Print Actual Size or 100%