

LOADING, UNLOADING & LEVELING THE CAMPER

When loading and unloading, the height at which the camper is set above the bed is critical to the proper operation of the rear centering guide locks.

ALWAYS: Keep the camper bottom within 2" of the truck bed. While it is important to keep the camper close to the truck, serious damage and injury can result if the truck "hooks" the camper as you pull from beneath it. **MOVE SLOWLY!!!** Be Careful.

NEVER: Allow the camper to come above the rear centering guide locks! If the camper were lowered onto the top of the centering guide lock, severe damage could occur to truck, camper, or both!

NEVER: Rely on the centering guide locks to align the camper as you load. While they will move the camper SLIGHTLY side to side, their purpose is to lock the camper in place, on center in the truck once loaded. Attempting to load when truck to camper alignment is poor can also cause serious damage to truck bed, wheel wells, tail lights, etc.

ALWAYS: Remember to remove the turnbuckles prior to raising camper to unload.

NEVER: Attempt to level the camper on the truck with the turnbuckles installed!

ALWAYS: Remove the turnbuckles before leveling the camper. Your jacks were not designed to lift both the truck and camper. Damage to the truck, tiedowns or camper is also likely to occur if the turnbuckles are not removed when leveling.

NEVER: Lift the camper completely off the truck to level unless the truck is being moved from beneath the camper and the camper is being lowered close to the ground. The camper is not stable at that height and unsafe for occupancy unless resting on the truck.

ALWAYS: Lower the camper as close to the ground as possible when not on the truck. The closer to the ground, the more stable the camper becomes.

NEVER: Allow the front of the camper to become lower than the back when loading or unloading. Doing so shifts a tremendous amount of weight over the front jacks which could cause a dangerously overloaded situation. Whenever the camper is not on the truck, it is a good idea to keep the front 4" higher than the back, except when the camper is lowered close to the ground and leveled for occupancy.

NEVER: Leave the camper up in the air on extended jacks. Lower the camper as low as possible when not on the truck.

WARRANTY INFORMATION

TERMS OF THE WARRANTY:

All products manufactured by Happijac Co. are warranted to the retail customer for one year from date of purchase against defects in material or workmanship. Any defective part(s) will be repaired or replaced (at Happijac's option) without charge, when returned transportation prepaid.

There are no other expressed warranties except as set forth above and any implied warranties are limited in duration to that of the expressed warranty. This warranty does not cover any damage due to misuse, negligence, or accidents. There is no warranty covering consequential damages, incidental damages, or incidental expenses including damage to property.

This warranty gives you specific legal rights. You may have other rights which may vary from state to state.

WARRANTY CLAIMS:

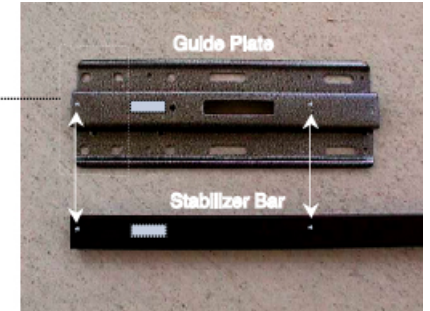
All defective material must be returned to the factory via prepaid shipment. Upon inspection and determination of claims warranted, the factory will repair/replace the material at no charge and return the repaired/replaced material to the customer with delivery charges prepaid by Happijac via common carrier of Happijac's choosing. Upgrades and changes to shipping mode resulting in additional shipping costs shall be at customers expense. **Warranty Claims: Call 1(800) 231-7440**



Models: FT-DR2

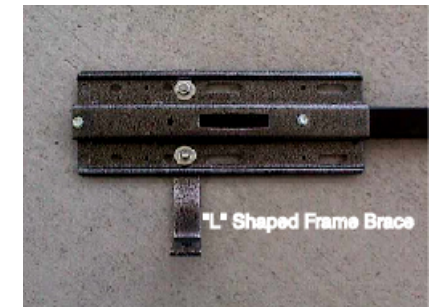
STEP 1 - Place the guide plates over the stabilizer bar and attach both using #10 x 3/4" sheet metal screws provided in Kit A.

The arrows show the location of these sheet metal screws.



Note: The 4 large round holes in guide plate must be to the outer ends of the assembly at both ends.

STEP 2 - Attach frame braces to guide plates. Insert the flat head, square shouldered plow bolts (Kit C) through the countersunk hole in frame brace from the back side, then through the shorter slotted hole in the guide plate. Secure with flat washer, split lock washer and nut.



See diagram for specific locations.

Note: Do not tighten the nuts at this time. They will be tightened at a later step.

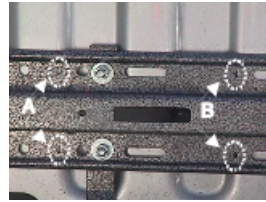
STEP 3 - [Hardware Kit B]

In this step, refer to the illustrations on the following page.

Center the assembly against front wall of truck bed. Select the screw location (A or B) where the silver/gray guide plate fits tightest against the front wall. Drill a 3/32" pilot hole for the sheet metal screw at best locations. Note: These screws are used to hold the assembly in place while drilling the mounting holes for the anchor plates. Generally only one screw per side is needed.

It is a good idea to put a piece of wood between the bed and cab to prevent drill bit from striking the cab.

STEP 3 - Continued (Illustrations)

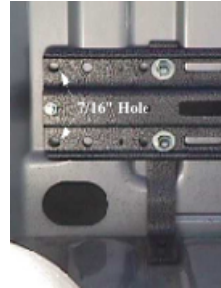


STEP 4 - Front Anchor Assembly

Attach backing bracket to front anchor plate using the 1/4" sheetmetal screws provided in hardware Kit J. (Short flange toward tip)



STEP 5 - Drill four 7/16" holes through guide plate and bed front wall using the four large round holes as a drill guide. These holes align with the threaded holes in the black anchor plate.



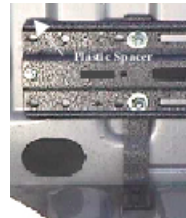
It is a good idea to put a piece of wood between the bed and cab to prevent drill bit from striking the cab.

STEP 6 - [Hardware Kit B] Install Front Anchors.

This is most easily accomplished if one person pushes the bracket up between the bed and cab from beneath the truck, while another starts the bolts.

Remove board from between bed & cab and slide black front Anchor plate assembly into place. Put the black plastic spacer under the outer holes in the guide plate to fill the void, then start (do not tighten) all 4 bolts through guide plate into threaded holes in black anchor plate.

Hint: *The bolts will start easier if prior to installation on truck, you run the bolts through the threaded holes in the anchor plate to clear out paint.*



STEP 7 - Set the "L" shaped frame braces straight up and down with the foot against the inside edge of the flute, along side the weld seam. Tighten the nuts holding the frame brace to the guide plate.



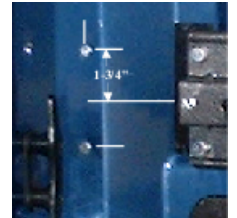
STEP 9 - [Hardware Kit D] Drill 3/8" dia. Hole through frame brace foot, bed, and frame/bed cross member 3 inches back from bed front wall.

Make sure drill is as close to vertical as possible.

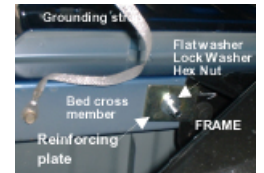


STEP 8 - [Hardware Kit J] Using the #10 self drilling & self tapping screws, install 2 screws through bed front wall into the black anchor plate at the locations shown below. *NOTE: A small pilot hole may be drilled but is normally not necessary as this particular screw will drill it's own pilot. Use a punch to start either the screw or pilot bit to avoid drift.*

Set 1-3/4" each side of a center line drawn from the guide plate & approx. 1" back from bend in bed front wall.



STEP 10 - Insert 5" carriage bolt through hole and secure from beneath truck with reinforcing plate, flat washer, lock washer & hex nut. The reinforcing plate will rest over the edge of the frame tab.



THIS COMPLETES THE FRONT ANCHOR INSTALLATION.

REAR ANCHOR INSTALLATION

NOTE: Rear anchors are installed in the end of the bumper. There is no precise mounting location since a variety of bumpers may be installed. The general guidelines are as follows:

1. Mounting location should be as flat & vertical as possible.
2. Be sure no moldings or bumper caps interfere with removable coupler.
3. Check back side of selected mounting location to ensure adequate access for tightening nut.
4. Choose a location as far back as possible from the front edge of bumper while giving consideration to the other criteria listed above and center punch and drill a 1/8" pilot hole, then enlarge to 1/2". Install Anchor Bolt with 2" fender washer, lock washer & nut.

Flat edges of Anchor Bolt must be horizontal.



Remove coupler when not in use to prevent loss.

