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OWNER'S MANUAL



The User Friendly Tarping System
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SHUR-TRAK
for End Dumps,
Belly Dumps,
and
Dump Bodies



P.O. Box 713, 2309 Shur-Lok Street, Yankton, SD 57078
Phone: USA 1-888-4 SHUR-CO (1-888-474-8726)
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WARRANTY

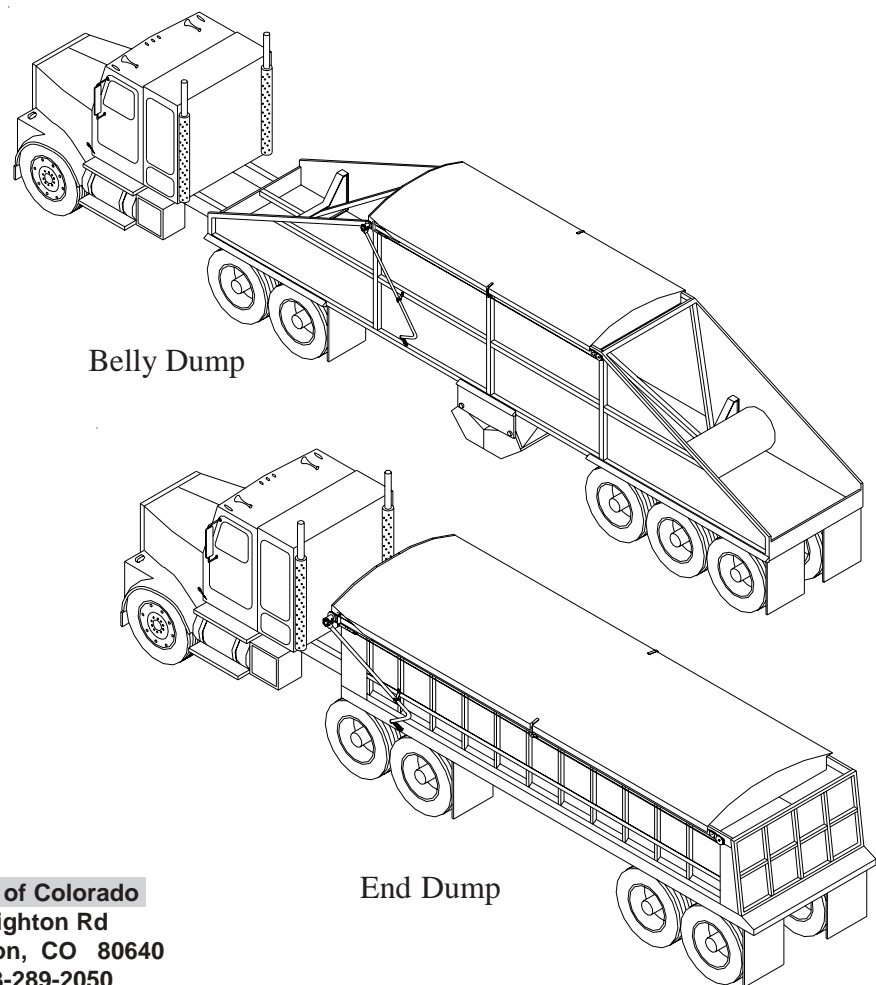
Shur-Co. warrants that all new, unused products are free from defects in material and workmanship. This Warranty is effective if the product is properly installed and used for the purpose intended and applies to the original buyer only. Shur-Co.'s obligation under this Warranty is limited to repairing or at its option, replacing any part that is returned, transportation prepaid, to Shur-Co., Yankton, South Dakota, if the product is, in our judgment, in fact, defective. **All materials returned without written authorization will be refused.** Shur-Co. shall not be liable or responsible to supply or pay labor to replace any part found defective, nor shall it be liable for any damages

of any kind or nature to person, product, or property. There are no warranties for used products or products that have been repaired, altered, modified, subjected to misuse, negligence, accident or ordinary wear and tear.

Shur-Co. products are sold without any express warranty except as set forth above.

No person is authorized to modify the foregoing Warranty in any respect whatsoever.

Shur-Co. is not obligated to honor warranty claims if approved O.E.M. or genuine Shur-Co. parts are not utilized.



Shur-Co.

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Fax: 1-701-877-1283

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Ravenna, OH 44266
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Fax: 1-281-934-3311

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Fax: 1-515-576-5578

Shur-Co. of Oklahoma
1604 E. US Hwy 66
El Reno, OK 73036
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Fax: 1-405-262-3842

TROUBLE SHOOTING GUIDE

If the tarp system will not move when cranked, check the following:

1. Are cables are too loose?
2. Check side boards to see if obstructed
3. If you have an electrical unit, check to see if the bolt has sheered in the head shaft
4. If optional V-belt or chain drive unit, check if they are loose without enough tension

If the cables are breaking, check the following:

1. Is rear bow shank coming in contact with the rear pulley? If so, it may cause excess wear and stress on the cable and may fray the cable.
2. Cables may be too loose, allowing them to move up and down and possibly come in contact with the side of the vehicle, causing the cable to fray.
3. Rear bow shank holding pin is pushed into the cable, due to over tightening. This condition can cause cable fray at this point of contact.

If the system is hard to crank, check the following:

1. The cables may be too tight.
2. The cables may be more than one inch below the top rail or riding surface.
3. The cables may be dirty.
4. The sideboards are damaged and bow shanks do not have a smooth surface to slide on.
5. The wind guard might be catching, causing the bows to become crooked, if so, adjust wind guards.

If bow shanks are breaking, check the following:

1. Cable height. If cable is more than one inch below, or if cable is too high, this will cause excessive wear on the bow shank.
2. Check the width of the bows. If bows are not set the same, this will cause the cable to run through the bow shank less smoothly, resulting in excessive wear on the bow shank. If bow width needs to be adjusted, this can be done by removing the screw in the bow shank, adjusting the bow in the bow shank to the proper alignment, then replacing the screw in the bow shank.

Safety Considerations

- Use only OSHA approved ladders or scaffolding when installing a tarp system.
- Keep clothing and body parts clear of moving parts when operation the tarping system.
- Proper usage of the wind guards is required for vinyl and mesh tarps.

Operating Instructions

TO COVER THE LOAD

1. Release the crank from the crank retainer or from the locked position on the V-belt and chain drive.
2. Turn the crank or the handle in a clockwise motion until the tarp is completely to the rear of the vehicle.
3. Return the crank to the crank retainer or put the crank in the locked position on the V-belt and chain drive.

TO UNCOVER THE LOAD

1. Release the crank from the crank retainer or from the locked position on the V-belt and chain drive.
2. Turn the crank or handle in a counter-clockwise motion until the tarp is completely to the front of the vehicle.
3. Return the crank to the crank retainer or put the crank in the locked position on the V-belt and chain drive.

For further information or assistance, please contact us at 1-888-474-8726.

BOW ALIGNMENT

To check for proper bow alignment, crank the system all the way to the front of the vehicle. The ends of the bows should be touching each other and should be tight against the front of the vehicle. If adjustment is required, loosen the cable from the rear bow shank on the opposite side from the bow, which is out of alignment, then crank the handle forward until all the bows are touching. When finished, retighten the bow shank to the cable, making sure not to over-tighten the cable clamps.

ADJUSTING TARP LENGTH

When checking the tarp length, the tarp should be stretched tight when in the covered position. If the tarp is loose or if the last bow shank is touching the rear pulley, the tarp must be shortened or premature tarp wear will occur. To shorten the tarp, loosen the bolts on the front of the vehicle that hold the tarp down.

Note: The tarp can be moved a maximum of 5 inches, after that, the tarp is not reinforced. Reattaching the tarp in a non-reinforced area can cause premature tarp wear.

BOW AND BOW SHANK REPLACEMENT

If a bow or bow shank is damaged or needs to be replaced, remove the screws that attach the tarp to the bow and the bow shank. Remove the screw that holds the bow to the bow shank, this will be found on the side of the bow shank. Remove the bow by pulling the bow out of the bow shank. To replace the bow shank after removing the bow from the bow shank, twist the bow shank 90 degrees and lift off the cable. Install a new bow shank by reversing the process. Slide the bow back into the bow shank and reattach the tarp to the bow and bow shank.

ADJUSTMENT OF THE OPTIONAL V-BELT OR CHAIN DRIVE

If the V-belt slips or if the chain is loose while operating the system, an adjustment will be necessary. This can be done by loosening two bolts on the handle bracket and tightening the adjustment bolt at the base of the handle bracket until desired tension is reached. Then tighten bolts on the handle bracket.

OPERATION OF THE SHUR-TRAK SYSTEM

The Shur-Trak tarping system will have a longer life expectancy if the system is cranked to the back of the vehicle in the closed position at all times "except" when loading or unloading. The handle must be locked and stored in the crank retainer or the handle must be locked on the V-belt or the chain drive to keep tension on the tarp.

SPECIAL WARNINGS

DO NOT DUMP MATERIAL FROM THE VEHICLE WITH THE TARP IN THE CLOSED POSITION. FAILURE TO DO SO MAY CAUSE EXTENSIVE DAMAGE TO THE BOWS AND/OR THE TARP. ALWAYS CRANK THE TARP TO THE FRONT OF THE VEHICLE IN THE OPEN POSITION BEFORE DUMPING MATERIAL FROM VEHICLE.

Message To The Owners

It is the responsibility of the user to read the owner's manual and comply with the operating procedures. The user is also responsible for inspecting the Shur-Trak, and for having damaged parts repaired or replaced since continued use could cause damage or excessive wear to other parts of the kit. The word **"Note"** is used to draw special attention to information, such as specifications, installation techniques or reference information.

This information must be followed, or failure of your tarp system and or personal injury may occur.

If you have any questions on the proper installation or maintenance of your Shur-Trak, please contact your local dealer. Or call our toll free customer service help line.

**QUESTIONS?
CALL OUR HELPLINE
1-888-4-SHUR-CO
(1-888-474-8726)**

Use Your New Shur-Trak to its Greatest Advantage!

1 Driving with the Shur-Trak in the closed position may reduce drag.

1 Driving with the Shur-Trak in the closed position will improve gas mileage.

1 Driving with the Shur-Trak in the closed position will improve the life of your tarp by reducing wear.

Message To The Installer

Always wear safety glasses when installing your Shur-Trak.

The drawings that are used for the following installation procedures may not show the type of box you are installing your Shur-Trak on.

Due to the many styles of boxes (trailers), it is not possible to show all the different variations that are on the market, for this reason we have shown a generic type of box. All installation procedures should apply to most styles of boxes with only minor modifications necessary. It is the installer or owner's responsibility to take care of modifications.

Tarp and Parts Inspection

Take time to inspect and measure tarp with slight tension applied. Check this measurement and compare it to the sheet attached to your tarp.

Inspect all parts that came in your Shur-Trak kit for damage.

Tools Required

1. Welder (Optional)
2. Hammer
3. Center Punch or Transfer Punch
4. #3 Phillips Insert Bit
5. Air or Electric Impact Wrench (9/16" Deep Socket)
6. 9/16" Combination Wrench
7. 1/2" Combination Wrench
8. 3/4" Combination Wrench
9. 3/8" Drill
10. 5/16" Drill Bit (for 3/8" Self-Tapping Screws)
11. Grinder
12. Pliers
13. Level
14. 5/16" Magnetic Tip Driver
15. Hack Saw (Metal Cutter)
16. 1/8" Hex Wrench

Box Preparation

It is important before beginning to install your Shur-Trak to first prepare the box.

Remove sharp edges by grinding all points of interference along the top rail of box that may cause damage to your tarp.

If your top rail is uneven or has gaps that cannot be repaired, Shur-Co. has supplied bridge plates to allow the bow shanks to ride up and over these areas. One bridge plate is to be placed on each side of the top rail and attached by two #12 x 1" self-drilling screws. See Figure 1.

The installer may have to provide additional framework to properly install Shur-Trak kit.

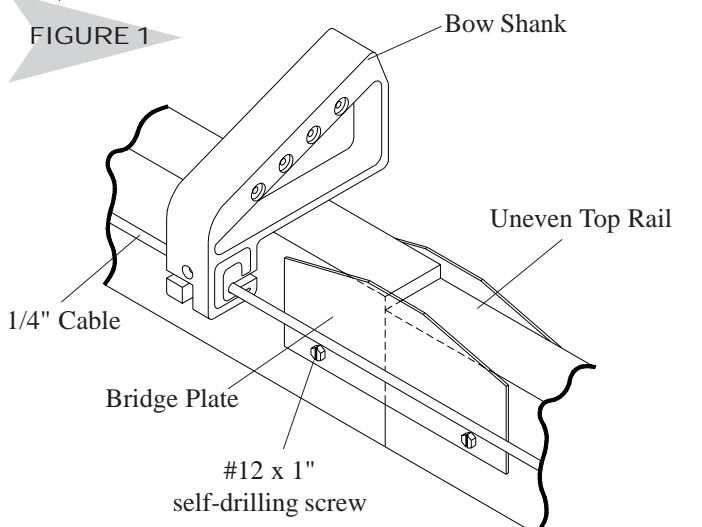


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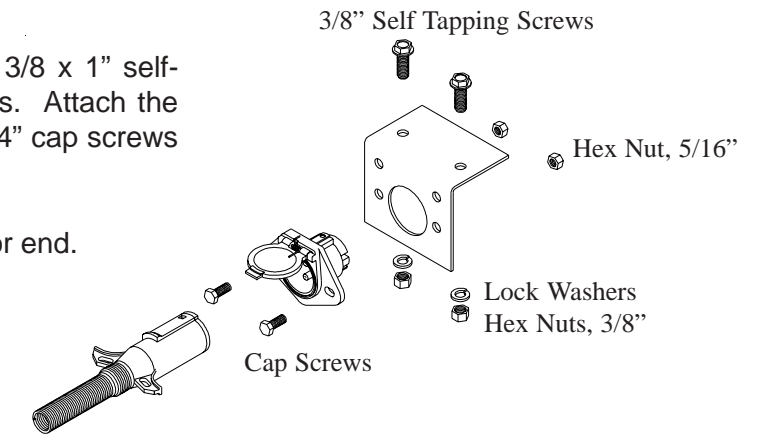
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Two Pole Connector Option

The optional Two Pole Connector is mounted on the front of trailer and houses the electrical wiring when the Electric Shur-Trak option is purchased. It is used to connect and disconnect the wiring from the trailer to the cab.

Step 1: Mount the bracket to the trailer using the 3/8 x 1" self-tapping screws, lock washers and hex nuts. Attach the connector end to the bracket with 5/16 x 3/4" cap screws and hex nuts.

Step 2: Plug the Heavy Duty Plug into the connector end.



MAINTENANCE & OPERATION OF SHUR-TRAK

The Shur-Trak Tarping System is designed to provide years of reliable service as long as it is properly installed, used and maintained. The improper usage or lack of maintenance can severely impair its operation and cause premature wear on the tarp and cable. It is important that you follow the maintenance and operating instructions provided for you.

MAINTENANCE SCHEDULE

Every 2-4 weeks the following procedures should be performed:

1. Check tension of the cables.
2. Inspect cable clamps where cable attaches to cable tension scale for frayed cable, missing or loose clamps.
3. Clean and check condition of the cables (look for frayed wires, cuts, rust) if found, replace cable.
4. Check length of tarp so the rear bow shank is not coming in contact with the rear pulley.
5. Check alignment of rear bow.
6. Inspect the tarp for tears, cuts or worn areas.
7. Make sure cable guards are on and properly adjusted.
8. Inspect hardware to make sure all bolts and fasteners are tight.
9. Check tension of v-belt or chain.

Replace cables every 12 months.

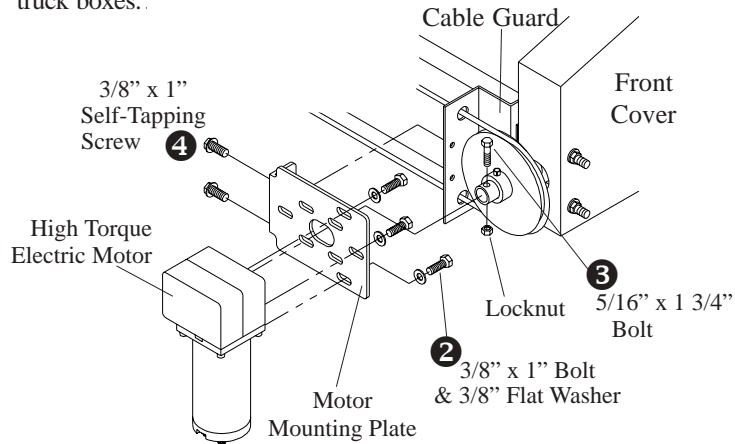
CABLE TENSION

- Cable tension is correct when the pin is in the middle of the slot on both scales.
- Cable tension can be adjusted by turning on the cable tension scale in a clockwise (to tighten) or counter-clockwise (to loosen) motion. When adjusting cable tension do not allow the cable to spin along with the tension scale or the cable may loosen the tension scale after adjustment has been made.
- Do not over-tighten the cables as this may cause the front shaft to bend which can cause the cable to derail, and may cause the front assembly to break.

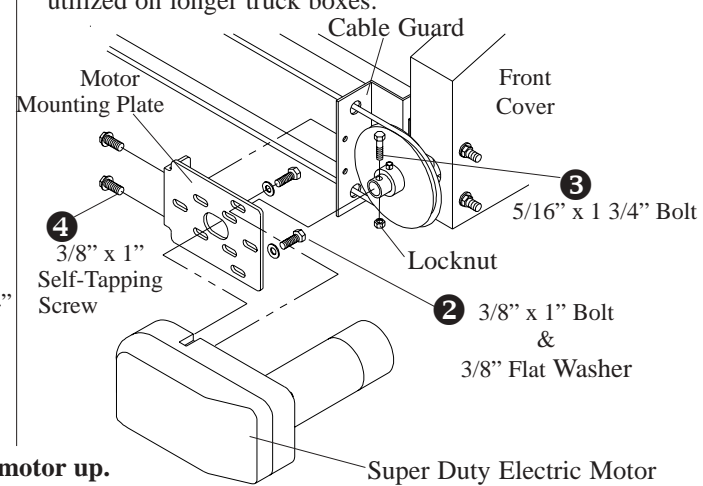
High Torque and Super Duty Electric Motor Options

Installation Process: You will be mount the motor to the mounting plate, inserting it into the bore on the head shaft and attaching it to the cable guard. Whether it's in the cab or on the truck box, the electric switch box should be located in an area convenient to the operator.

High Torque Electric Motor- has the strength of 58 FT/LBS of torque, it's a smaller motor designed to be utilized on shorter truck boxes.



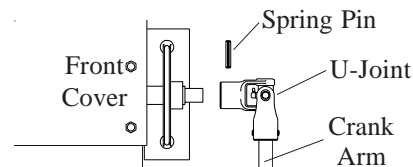
Super Duty Electric Motor- has the strength of 167 FT/LBS of torque, it's a larger motor designed to be utilized on longer truck boxes.



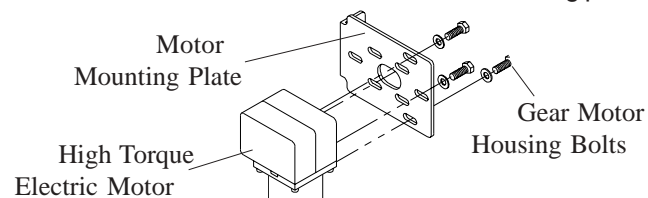
NOTE: Gearbox can be mounted motor down as shown, or motor up.
NOTE: Motor will be mounted on the Passenger's side of the truck.

STEP 1: Remove spring pin and crank arm from head shaft.

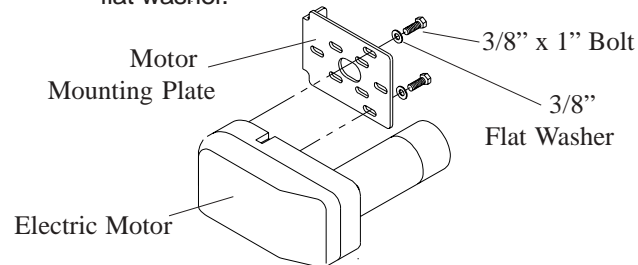
Note: Crank arm should be stored on the trailer.



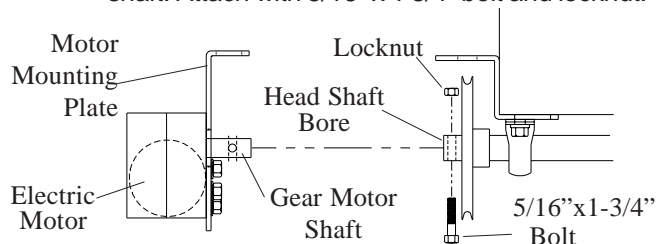
HIGH TORQUE STEP 2: Using the 3 gearmotor housing bolts, attach gear motor to motor mounting plate.



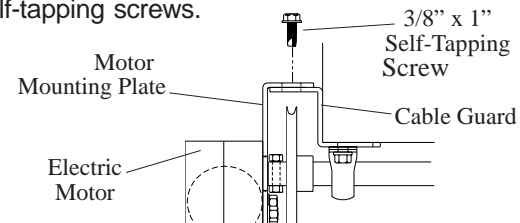
SUPER DUTY STEP 2: Mount gear motor to motor mounting plate. Attach with 3/8\"/>



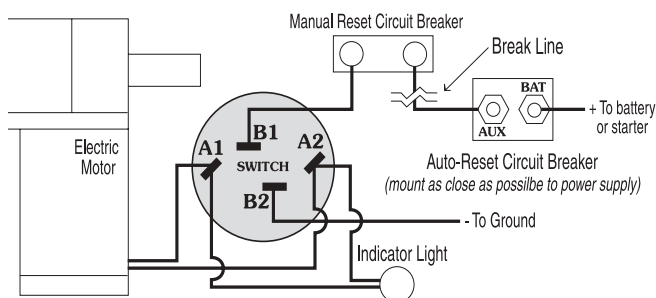
STEP 3: Slip shaft on the gear motor into bore on head shaft. Attach with 5/16\"/>



STEP 4: Clamp motor mounting plate to cable guard. Using 5/16\"/>



STEP 5: Run wires from motor to switch and from switch to power supply as shown in diagram. Locate switch in an area convenient to the operator.



Note: The system can only be grounded through the switch as the wires to the motor reverse continuity.

TIPS ON WIRING

- ▶ Pick up the power at the battery or a terminal block. All wiring should be 6 gauge or larger, especially the ground wire.
- ▶ Avoid placing wiring in areas where the wire could be pinched or cut during operation. Be sure to leave enough wire around the dump body hinge area.
- ▶ If the switch is running the system backwards the wires at the motor can be reversed to switch operation of the system.
- ▶ The switch is a momentary contact and will only run when the switch is held manually in the open or close position.

Part Identification



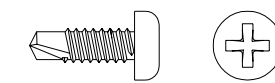
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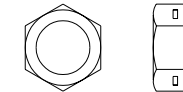
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5/16\"/>



No. 1700398

Self-Drilling 1/4\"/>



No. 1701462

3/8\"/>



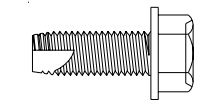
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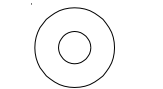
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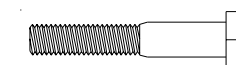
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Crimp Ring Retainer



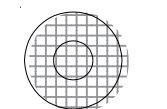
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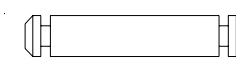
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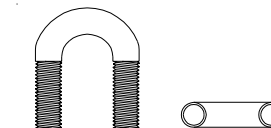
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Front Cover Spacer



No. 1701442

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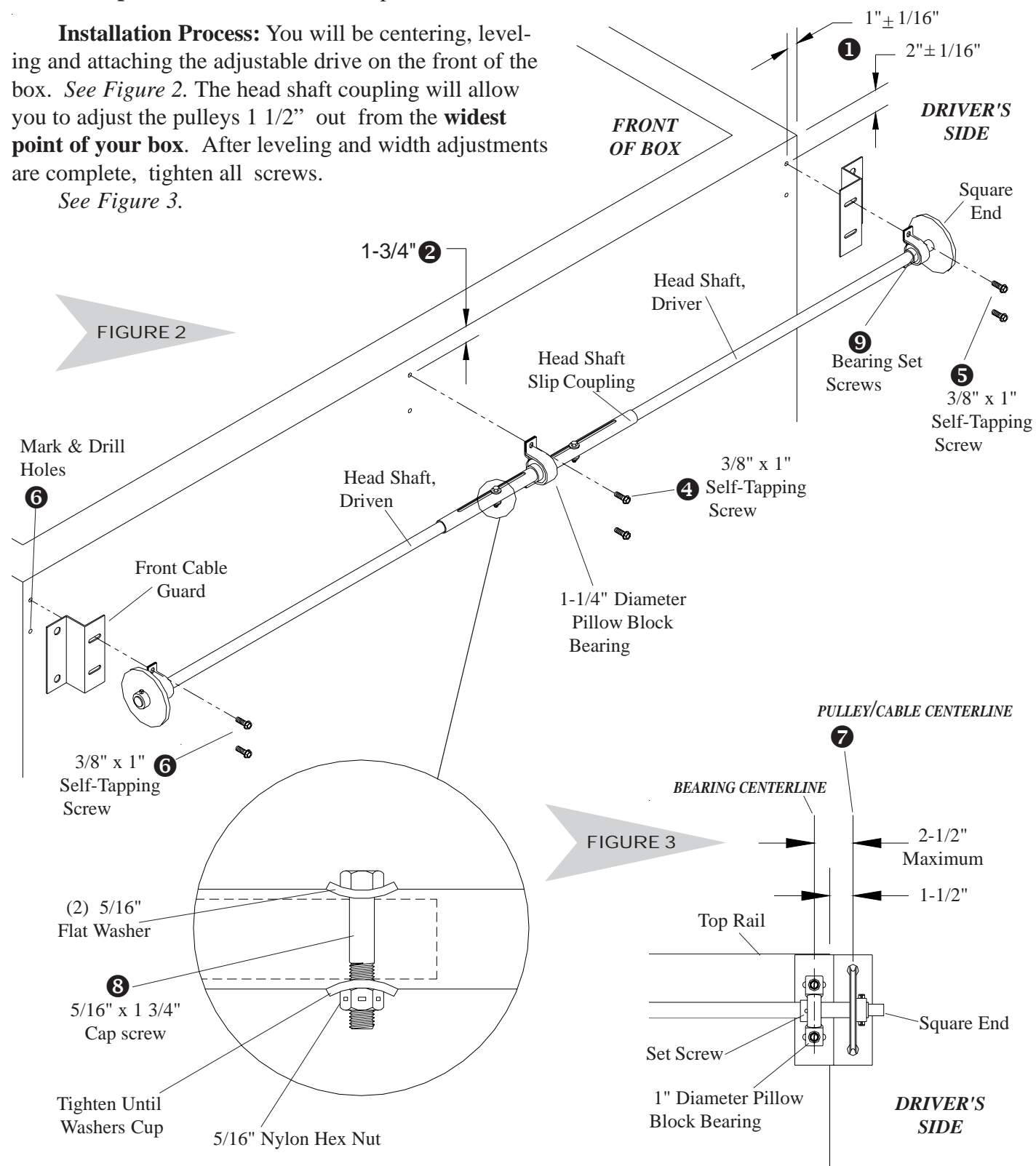
Adjustable Drive Installation (Square Front Only)

Note: If your kit has the universal landing option, turn to page 5 for installation instructions.

Adjustable Drive- This unit allows the Shur-Trak to easily accommodate various box width's. It is important that the adjustable drive be mounted in the proper location and leveled to maintain the cable to cable equilibrium. It is also important to have both pulleys equal distance from the center of your **box at the widest point**. The cable should be parallel.

Installation Process: You will be centering, leveling and attaching the adjustable drive on the front of the box. See Figure 2. The head shaft coupling will allow you to adjust the pulleys 1 1/2" out from the **widest point of your box**. After leveling and width adjustments are complete, tighten all screws.

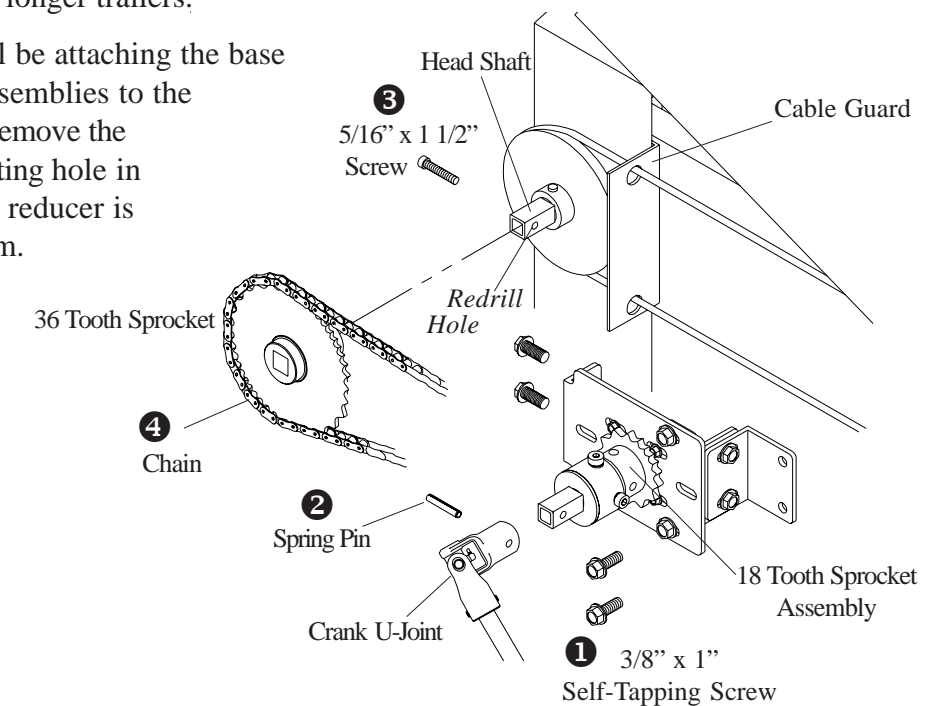
See Figure 3.



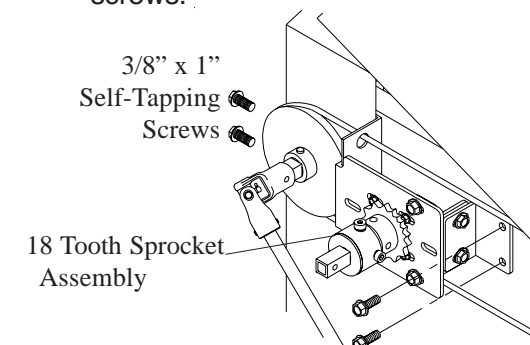
Crank Reducer Option

The crank reducer is a standard feature on trailers over 26 feet in length. It was designed to reduce the effort needed to crank open longer trailers.

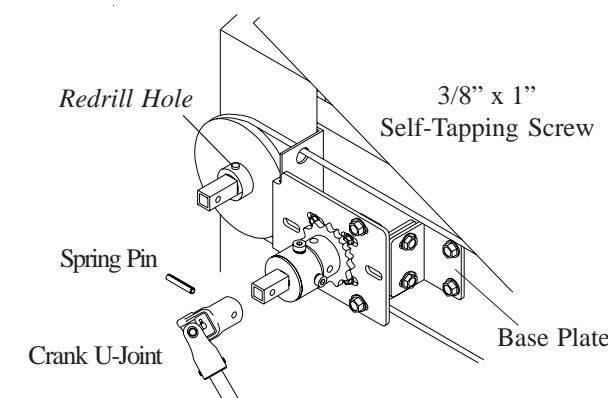
Installation Process: You will be attaching the base plate with 18 tooth sprocket assemblies to the cable guard. You will need to remove the crank u-joint and redrill the existing hole in the square end. Once the crank reducer is installed, reinstall the crank arm.



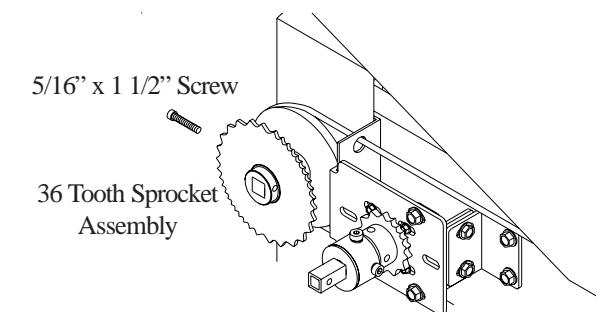
STEP 1: Clamp base plate to cable guard. Center on cable guard. Using a 5/16" drill bit, drill 4 holes. Attach with 3/8" x 1" self-tapping screws.



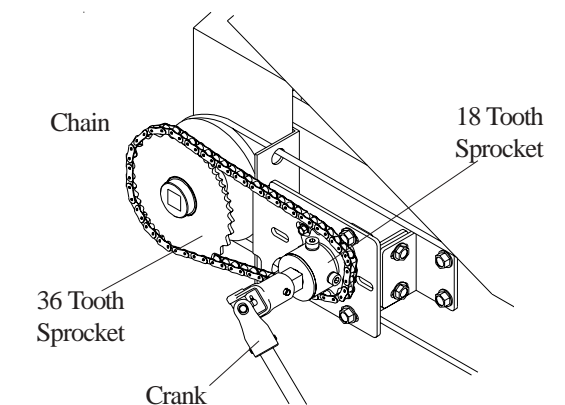
STEP 2: Remove spring pin and crank u-joint from head shaft. Using 5/16" drill bit, redrill the existing hole in square end of head shaft.



STEP 3: Install the 36 tooth sprocket assembly with 5/16" x 1 1/2" screw.



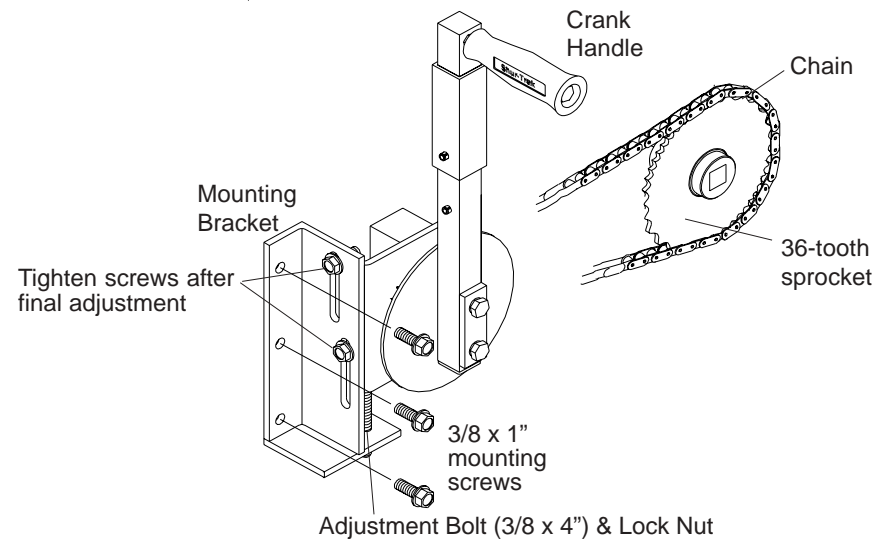
STEP 4: Install the chain and connector link over the sprockets. Tighten the chain and reinstall the crank.



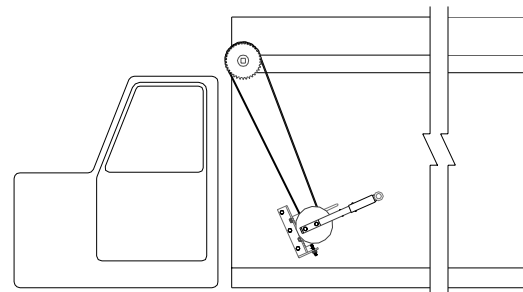
Crank Relocator Option

The **Crank Relocator** is an option which allows you to move the cranking system to a position on the box more suited to users needs or application. It is available with sprocket or sheave.

Installation Process: You will be attaching the crank relocator to the box of the trailer or truck. You will need to remove the crank u-joint and install a 36-tooth sprocket (or pulley) on the square end of the head shaft. The Crank Relocator is joined to the head shaft sprocket with a chain or belt.

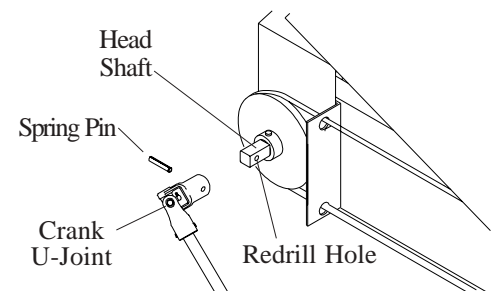


STEP 1: Locate a spot where the crank relocator can be mounted on box of truck or trailer so it doesn't interfere with function of the tarp operation.

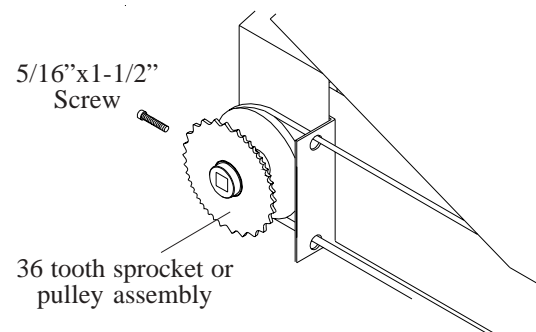


STEP 2: Attach Crank Relocator to side of box with 3/8" x 1" self-tapping screws.

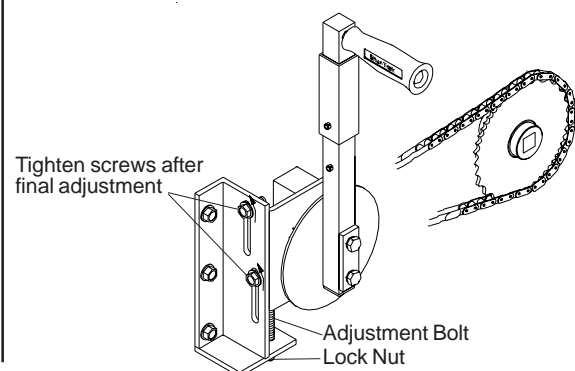
STEP 3: Remove spring pin and crank u-joint from head shaft. Using 5/16" drill bit, redrill the existing hole in square end of head shaft.



STEP 4: Install the 36 tooth sprocket assembly (or pulley assembly) with 5/16" x 1 1/2" screw.

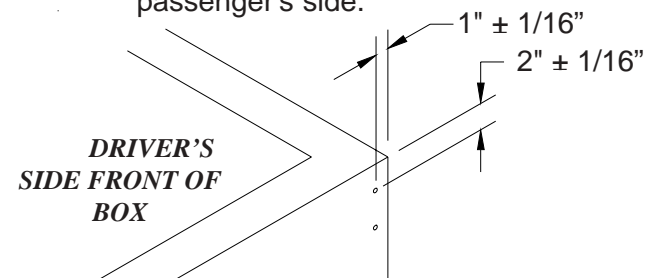


STEP 5: Install the chain and connector link over the sprocket. Tighten the chain and set the lock nut on the adjustment bolt.



Adjustable Drive (cont.)

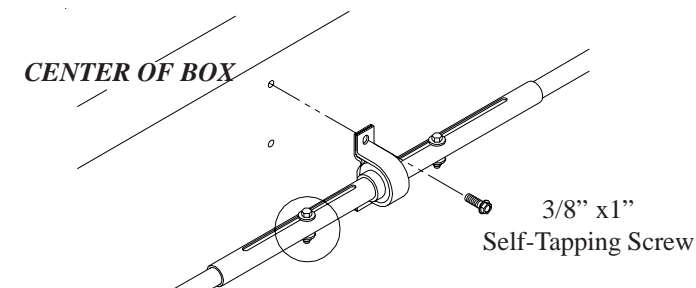
STEP 1: Starting on the driver's side, measure 1" in from the edge of the box and 2" down from the top. Place a mark. Repeat process on passenger's side.



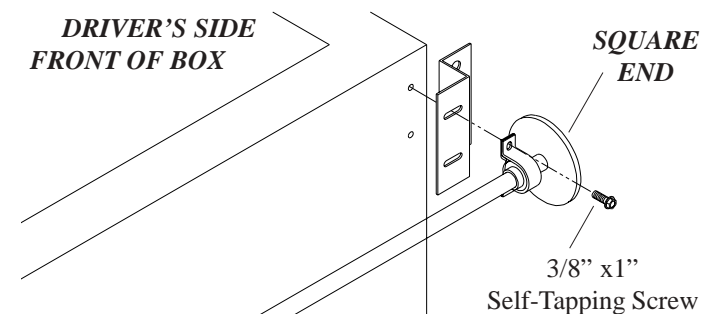
STEP 2: Find the center of the box, measure 1-3/4" down from the top edge at the centerpoint and place a mark.

STEP 3: Using a 5/16" drill bit, drill a hole at the three marks.

STEP 4: Lift adjustable drive into place. (The head shaft with the square end goes on the driver's side) Attach the center bearing using a 3/8" x 1" self-tapping screw through the top slot. **Do not tighten screws.**

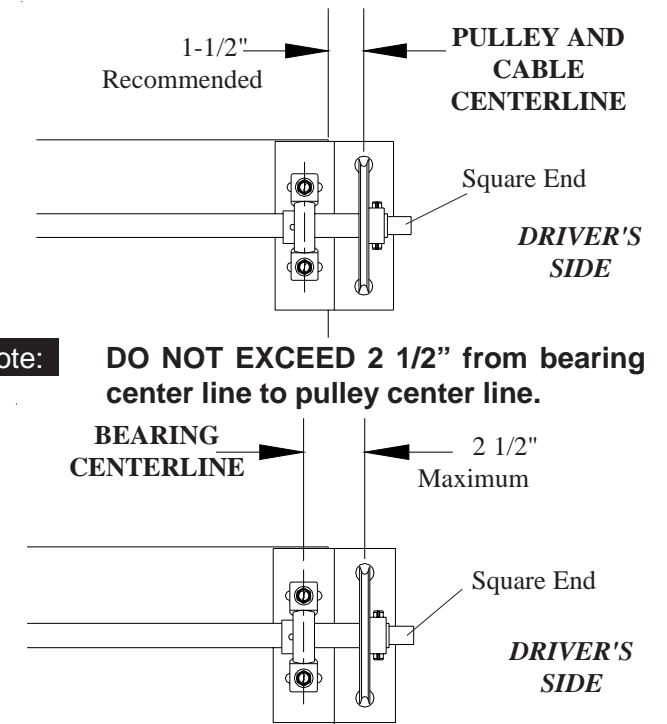


STEP 5: Attach the 1" diameter pillow block bearings and front cable guards using 3/8" x 1" self-tapping screws. **Do not tighten screw.**



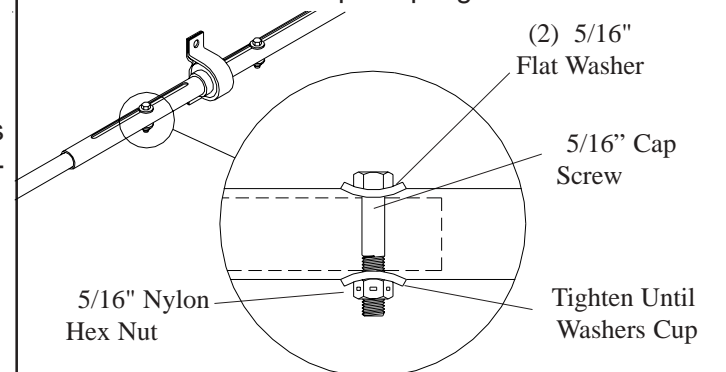
STEP 6: Level the adjustable drive. Using a 5/16" drill bit predrill holes through the bottom slots of the bearings into the truck box. Attach using 3/8" x 1" self-tapping screws. Tighten all screws (6).

STEP 7: The center of the 1/4" cable must be located 1" down and 1 1/2" out from the top rail. As some trailers vary in width from front to rear, **measure the widest point of box** and add 1-1/2" to *each* side. Adjust the head shaft and front cable guard evenly to match this dimension.

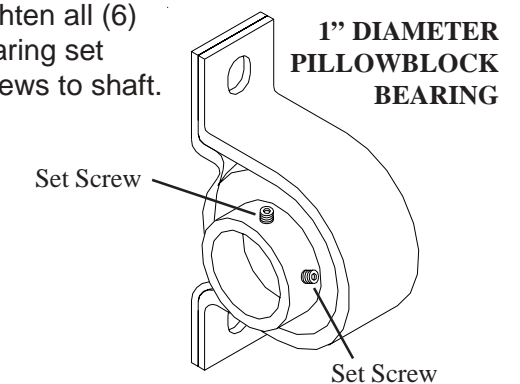


Note: DO NOT EXCEED 2 1/2" from bearing center line to pulley center line.

STEP 8: Tighten the two 5/16" cap screws on the head shaft slip coupling.



STEP 9: Tighten all (6) bearing set screws to shaft.

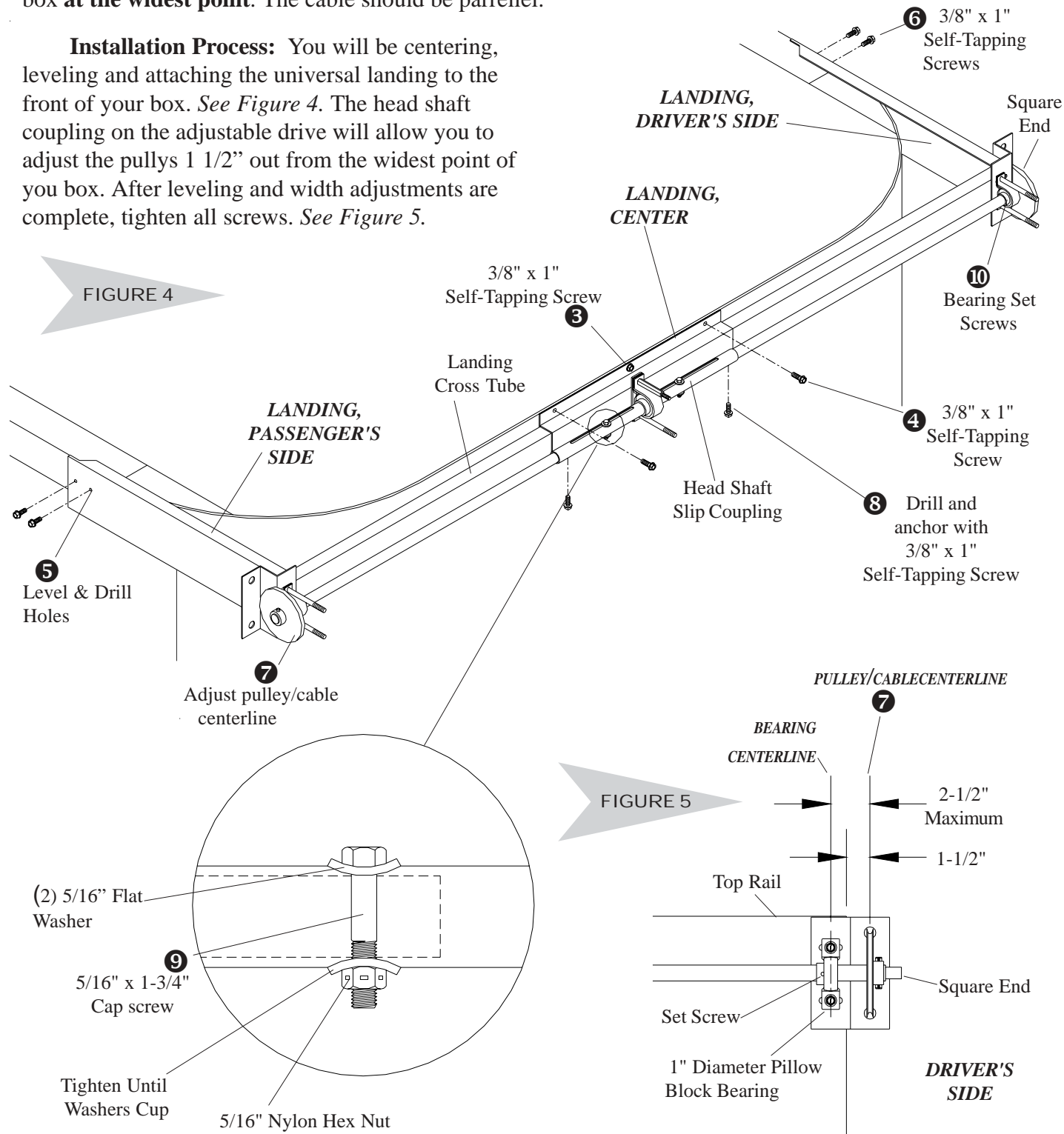


UNIVERSAL LANDING INSTALLATION: End Dump

Note: If your kit has the universal landing option for Belly Dumps, turn to page 7 for installation instructions.

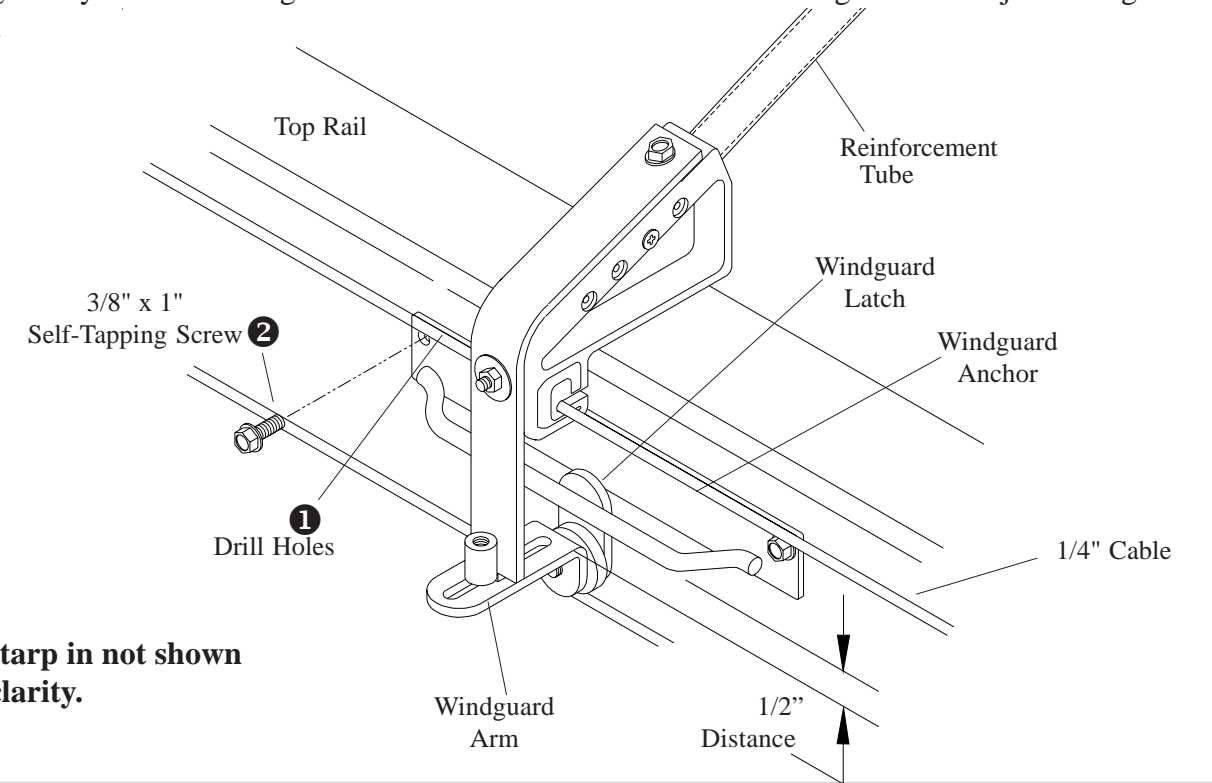
Universal Landing- When used on radius front boxes, the universal landing supplies a mounting surface for the adjustable drive. The adjustable drive will allow the Shur-Trak to easily accommodate various box widths. The landing assembly must be mounted in the proper location and leveled to maintain the cable to cable equilibrium. It is important that the pulleys are equal distance from the center of your box **at the widest point**. The cable should be parallel.

Installation Process: You will be centering, leveling and attaching the universal landing to the front of your box. See Figure 4. The head shaft coupling on the adjustable drive will allow you to adjust the pulleys 1 1/2" out from the widest point of you box. After leveling and width adjustments are complete, tighten all screws. See Figure 5.



WIND GUARD ANCHOR

Installation Process: You will be aligning the anchor next to the wind guard when the tarp is in the closed position and marking its location. Open the tarp to attach anchors. Once attached, close tarp and check latching ability. Loosen Flange Head Screw on bottom side of the windguard and adjust windguard latch position.

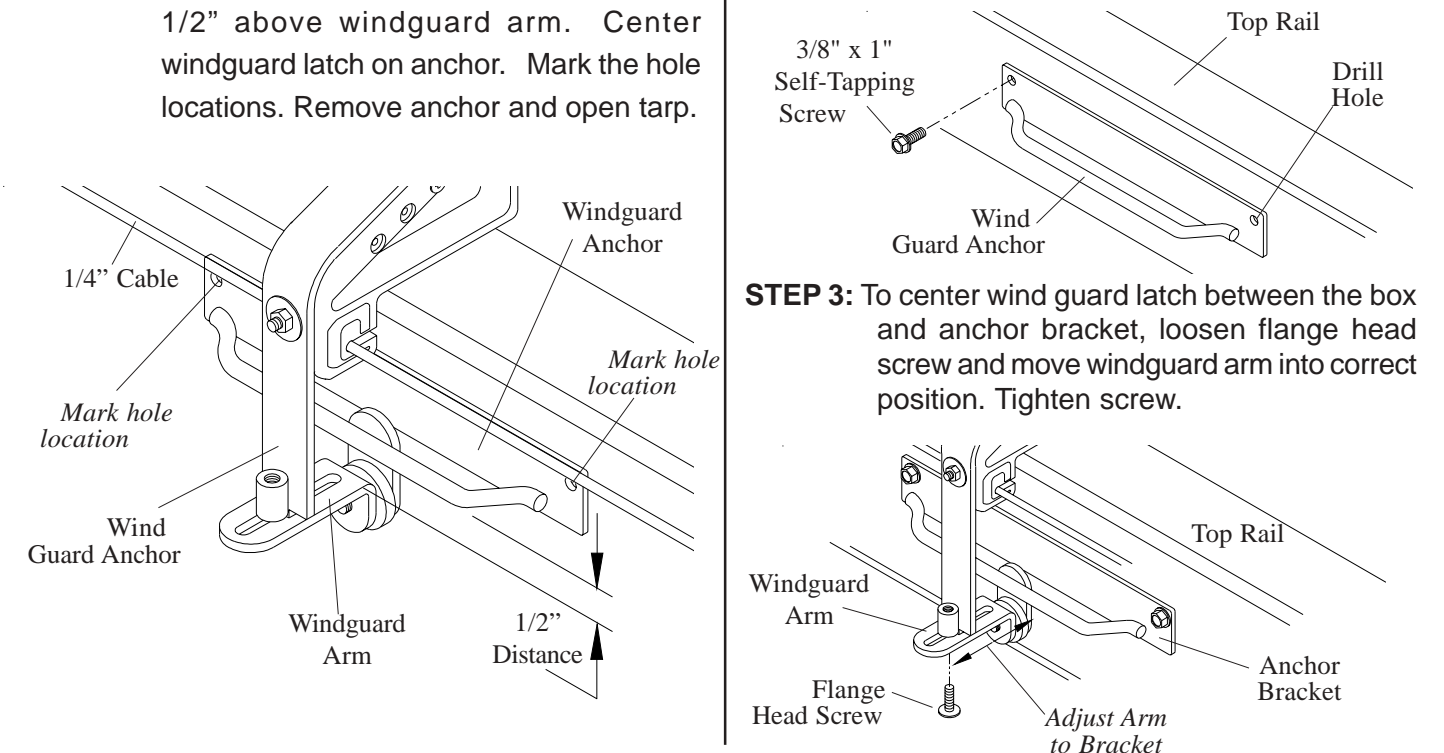


Note: The tarp is not shown for clarity.

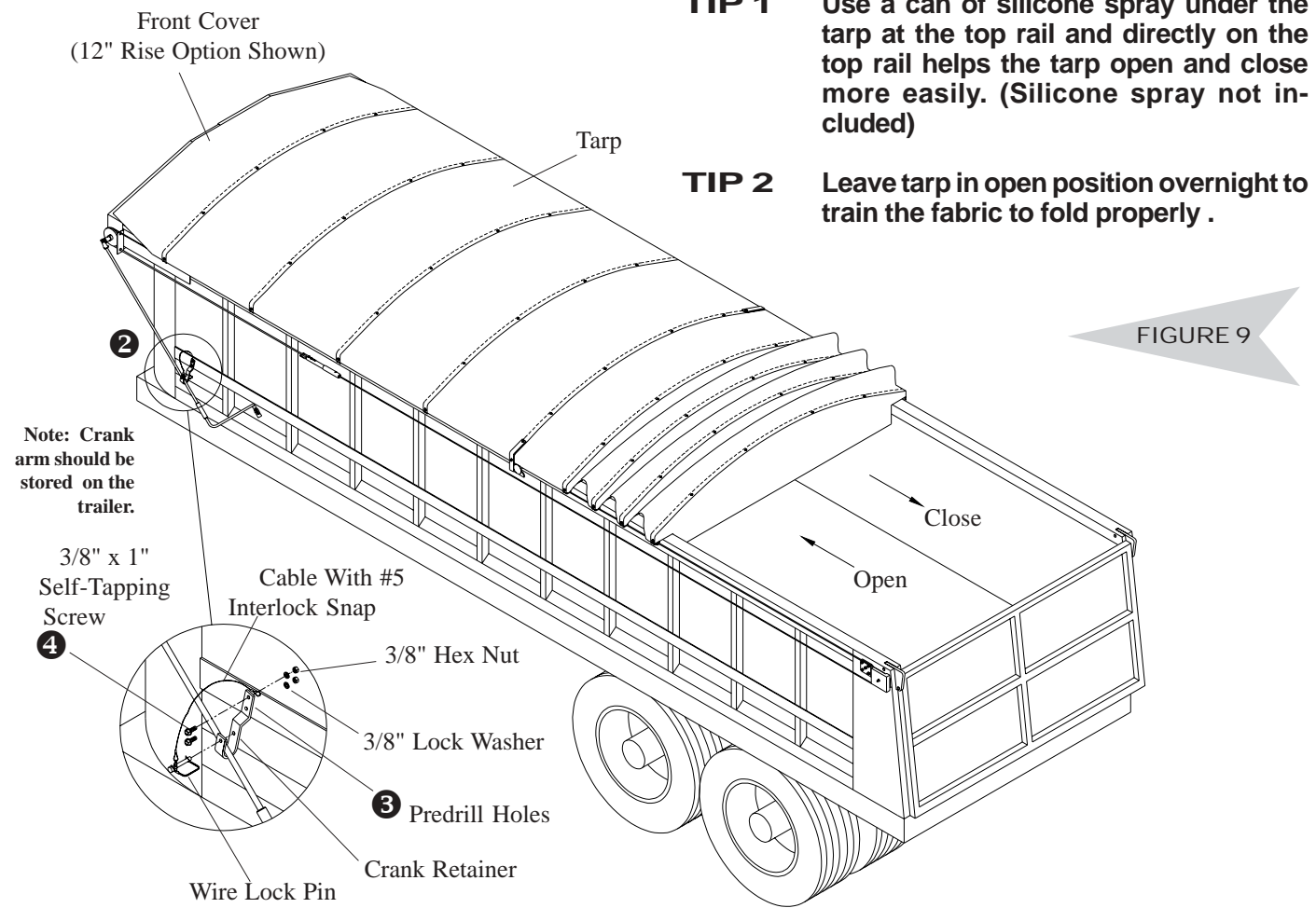
STEP 1: With the tarp in the closed position and tensioned with crank handle in retainers, place the anchor on the side of the box behind the windguard. Position the anchor 1/2" above windguard arm. Center windguard latch on anchor. Mark the hole locations. Remove anchor and open tarp.

STEP 2: Level anchor on marked hole locations. Use center punch to mark position. Using a 5/16" drill bit, drill holes through anchor and side rail. Attach anchor using two 3/8" x 1" self-tapping screw.

STEP 3: To center wind guard latch between the box and anchor bracket, loosen flange head screw and move windguard arm into correct position. Tighten screw.



CRANK ASSEMBLY...continued



TIP 1 Use a can of silicone spray under the tarp at the top rail and directly on the top rail helps the tarp open and close more easily. (Silicone spray not included)

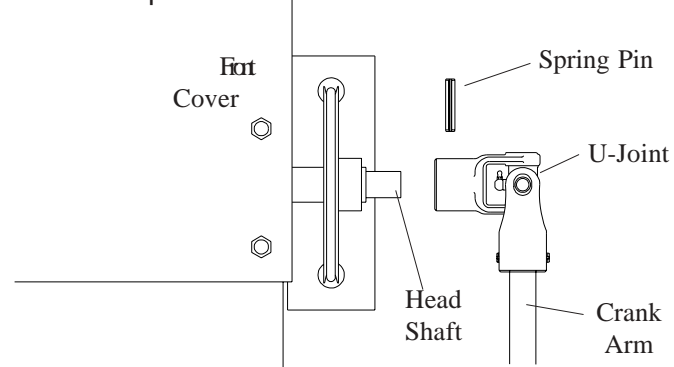
TIP 2 Leave tarp in open position overnight to train the fabric to fold properly .

FIGURE 9

Warning: Always be sure wire lock pin is properly installed before transit.

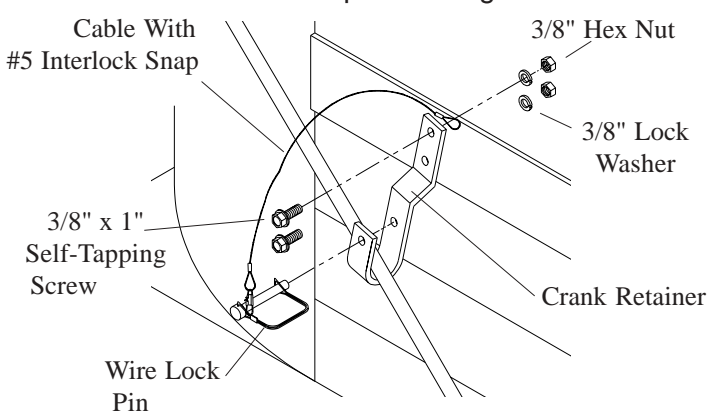
Note: To tension tarp, lock U-joint on crank and slip pulleys around cable. Rotate crank handle around and back into crank retainer with tension.

STEP 1: Slide the crank arm assembly onto the head shaft. Attach using spring pin provided.



STEP 2: Locate the crank retainer in a place where it can easily be reached by the operator. See Figure 9.

STEP 3: Mark holes and predrill using 5/16" drill bit.



STEP 4: Attach using 3/8" x 1" self-tapping screw.

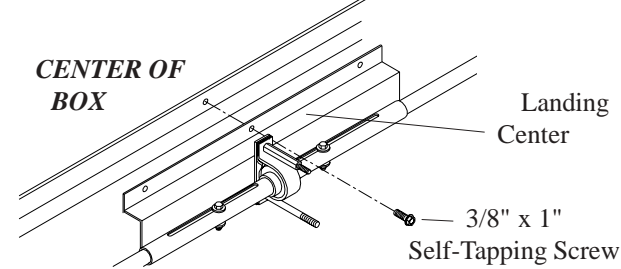
Note: A lockwasher and hex nut may be used on the inside of the box if the threaded ends of the self-tapping screws are exposed.

Universal Landing - End dump (cont.)

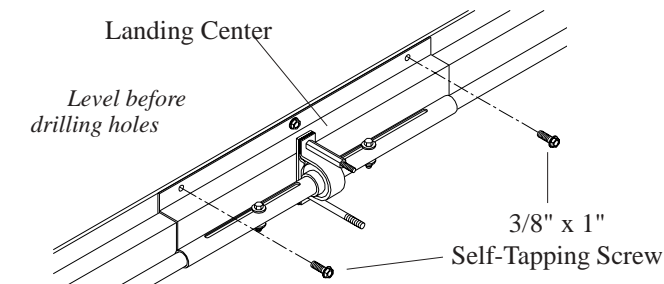
STEP 1: On the front of the box locate the center and place a mark.

STEP 2: Place a second mark 5/8" down from the top rail. Using a 5/16" drill bit, drill a hole.

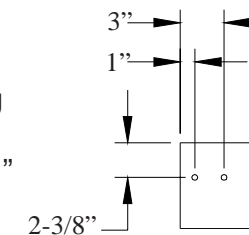
STEP 3: Lift the landing assembly into position. (The head shaft with the square end goes on the driver's side). Align the center hole on the landing center with the predrilled hole in the box. Attach landing using a 3/8" x 1" self-tapping screw. **Do not tighten screw.**



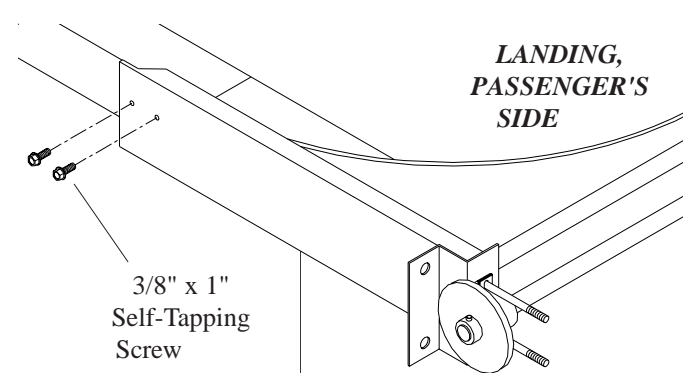
STEP 4: Level the universal landing, drill the remaining two holes, place a 3/8" x 1" self-tapping screw into the holes. **Do not tighten screws.**



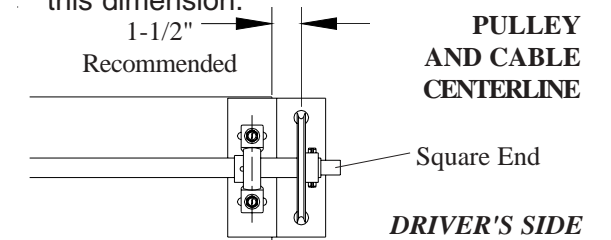
STEP 5: Level the driver's side clamp. Drill two holes into landing using a 5/16" drill bit, attach with two 3/8" x 1" self-tapping screws.



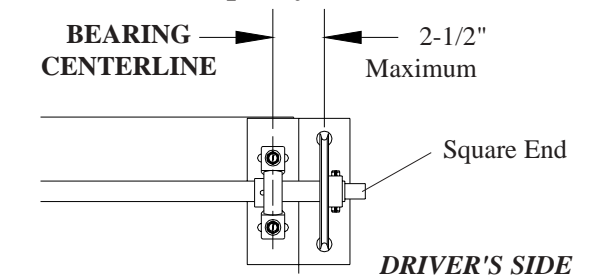
STEP 6: Repeat Step 5 on passenger side.



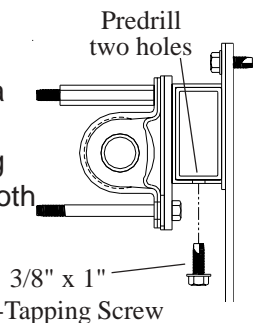
STEP 7: The center of the 1/4" cable must be located 1" down and 1 1/2" out from the top rail. As some trailers vary in width from front to rear, measure widest point of box and add 1 1/2" to each side. Adjust head shaft on adjustable drive evenly to match this dimension.



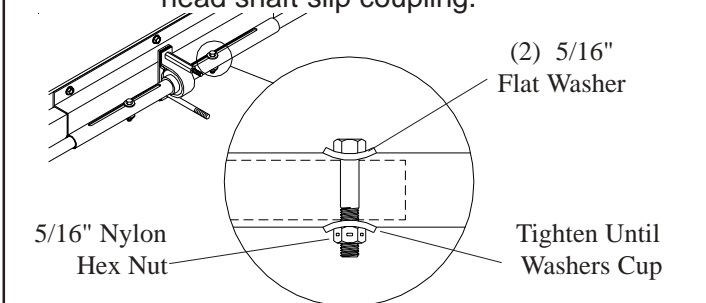
Note: DO NOT EXCEED 2 1/2" from bearing center line to pulley center line.



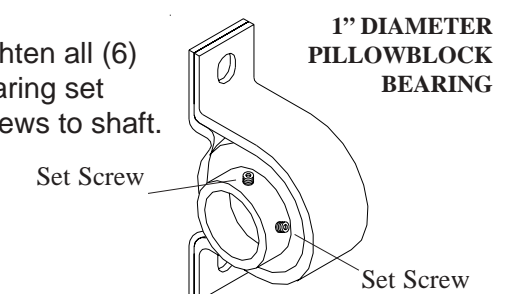
STEP 8: On the bottom of the landing center, using a 5/16" drill bit, drill two holes into the landing cross tubes. Anchor both using two 3/8" x 1" self-tapping screws.



STEP 9: Tighten the two 5/16" cap screws on the head shaft slip coupling.



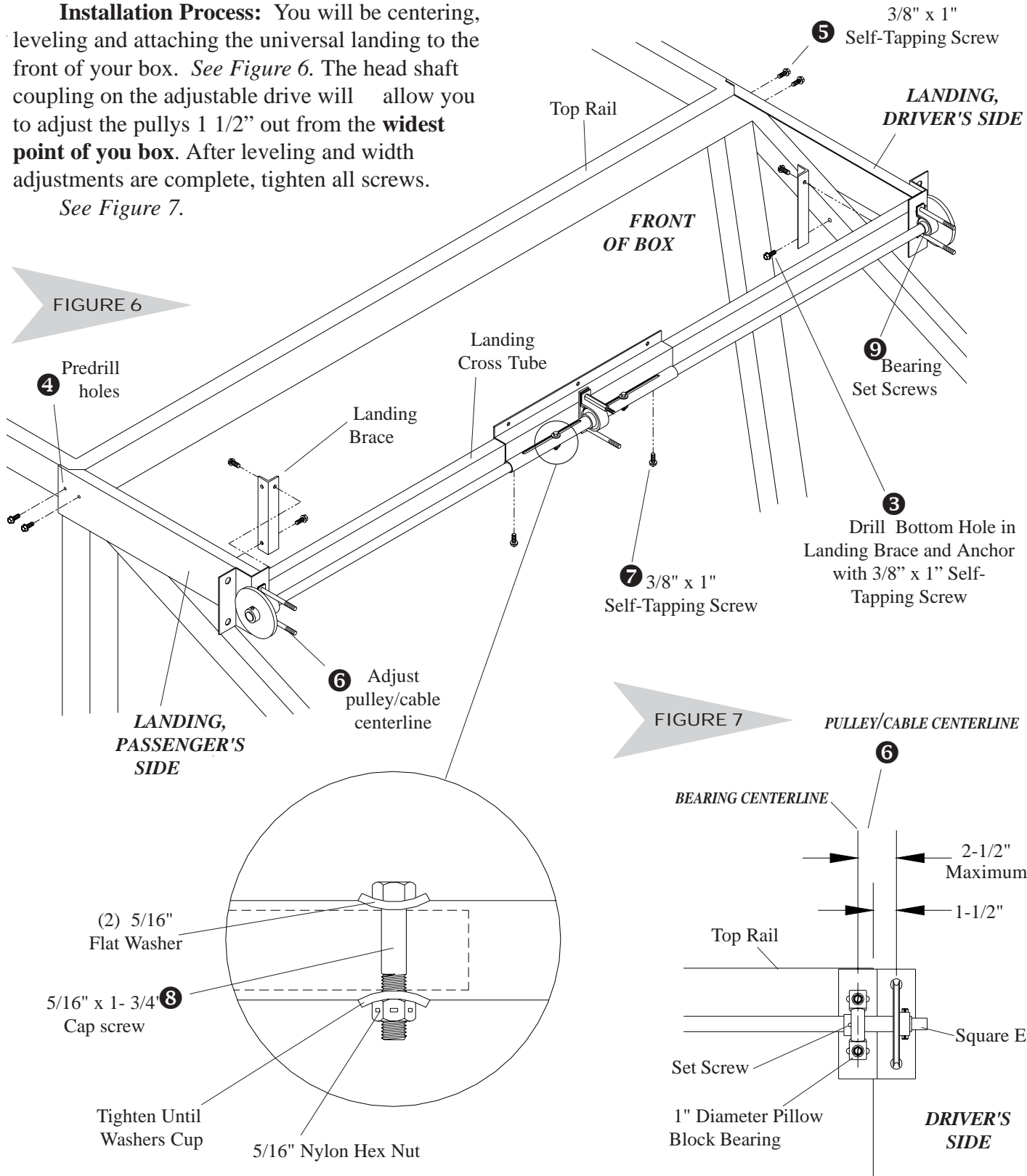
STEP 10: Tighten all (6) bearing set screws to shaft.



UNIVERSAL LANDING INSTALLATION: Belly Dump

Universal Landing- When used on belly dumps, the universal landing supplies a mounting surface for the adjustable drive and it will allow the tarp to move completely off the trailer front for better loader access. The landing assembly must be mounted in the proper location and leveled to maintain the cable to cable equilibrium. It is important that the pulleys are equal distance from the center of your **box at the widest point**. Cable should be parallel.

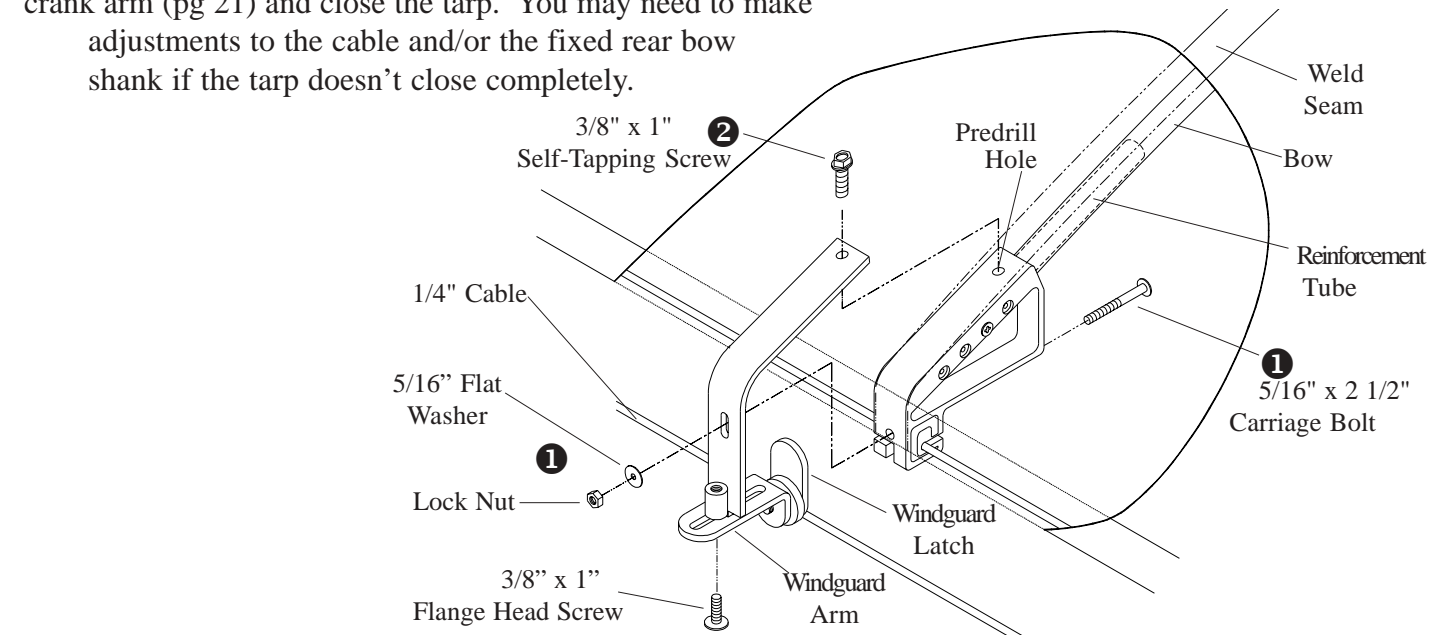
Installation Process: You will be centering, leveling and attaching the universal landing to the front of your box. See Figure 6. The head shaft coupling on the adjustable drive will allow you to adjust the pullys 1 1/2" out from the **widest point of your box**. After leveling and width adjustments are complete, tighten all screws. See Figure 7.



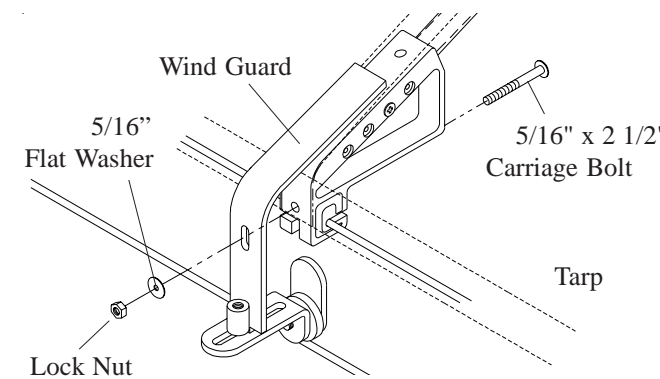
WIND GUARD

The wind guard and anchor will keep your tarp from blowing off. You will have a Wind Guard for every 10ft. of trailer length and will space them equally.

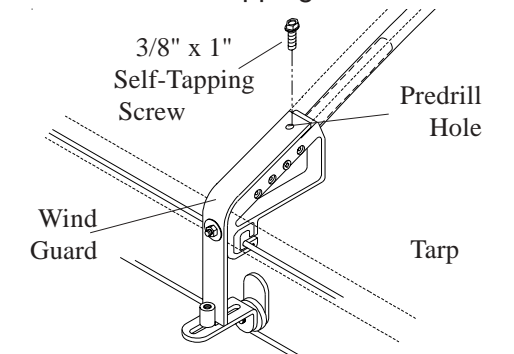
Installation Process: You will be attaching the wind guard to the shank, through the tarp. Attach crank arm (pg 21) and close the tarp. You may need to make adjustments to the cable and/or the fixed rear bow shank if the tarp doesn't close completely.



STEP 1: Place the left wind guard (driver's side) on the wind guard bow shank. Slide a 5/16" x 2 1/2" long carriage bolt through the back side of the shank and through the tarp. Attach with a nylon lock nut.



STEP 2: Using a 5/16" drill bit, pre-drill a hole through the tarp, bow shank and bow tube. Attach the wind guard using a 3/8" x 1" self-tapping screw.

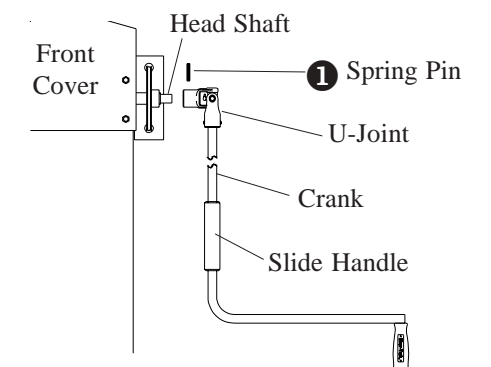


STEP 3: After wind guards are attached close the tarp. Make adjustments at this time.

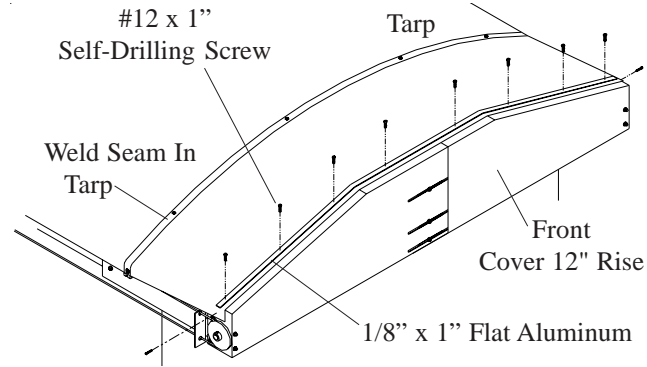
CRANK ASSEMBLY

Crank Arm and Crank Retainer- The crank arm can easily be removed to install added options at a later date such as a crank reducer or electric motor option. If the reducer is included in this kit, see page 23. When locating the crank retainer, be sure it is in an accessible location to the operator. See Figure 9.

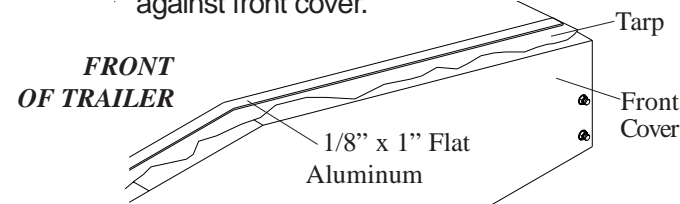
Installation Process: You will be attaching the crank arm to the head shaft and installing the crank retainer in a convenient location.



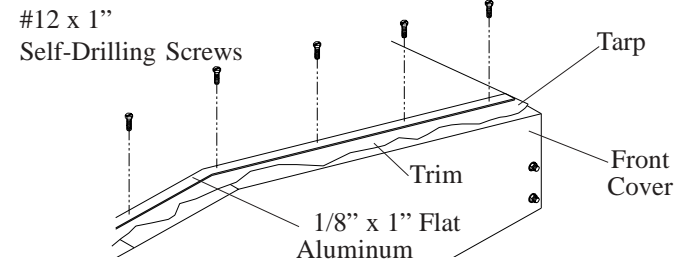
12" RISE FRONT COVER OPTION



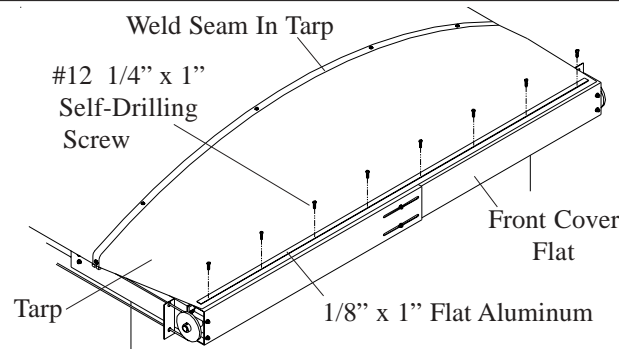
STEP 7: Attach front panel of tarp to front of box. Fit 1/8" x 1" flat aluminum strip over tarp against front cover.



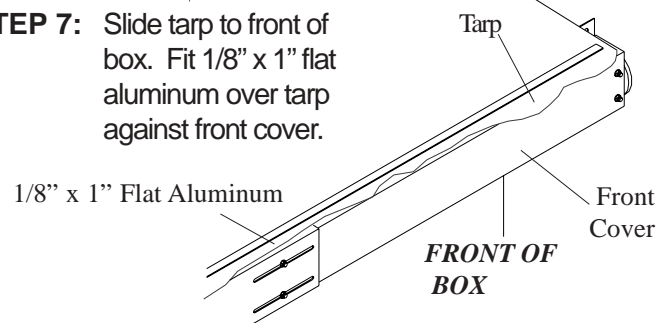
STEP 8: Attach using (10) #12 x 1" self-drilling screws. Trim off excess material that hangs over the top edge of front cover.



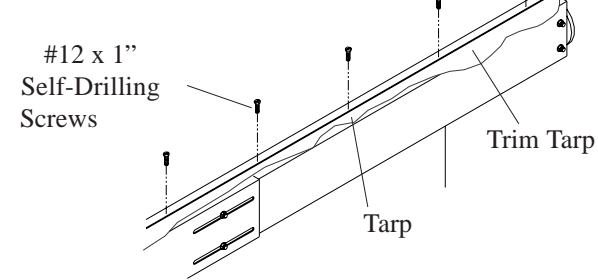
FLAT FRONT COVER OPTION



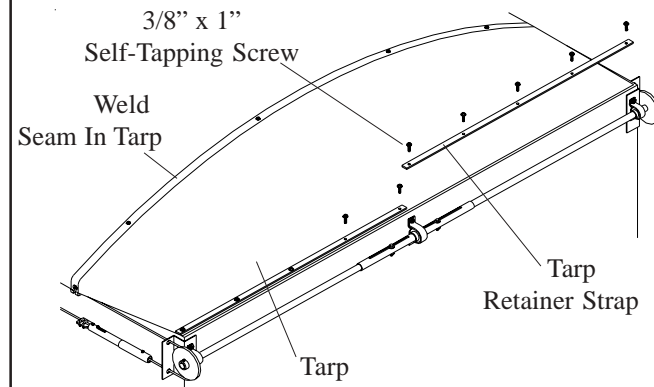
STEP 7: Slide tarp to front of box. Fit 1/8" x 1" flat aluminum over tarp against front cover.



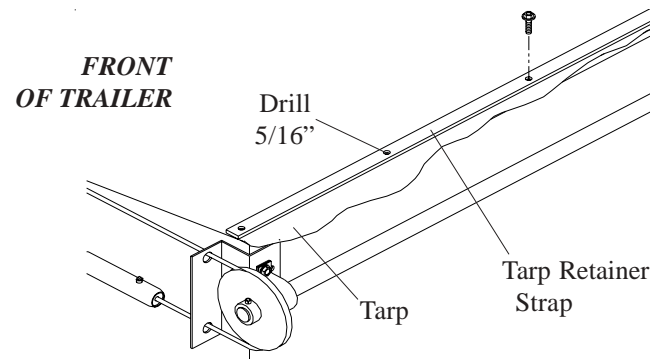
STEP 8: Attach using (10) #12 x 1" self-drilling screws. Trim off excess material that hangs over the top edge of front cover.



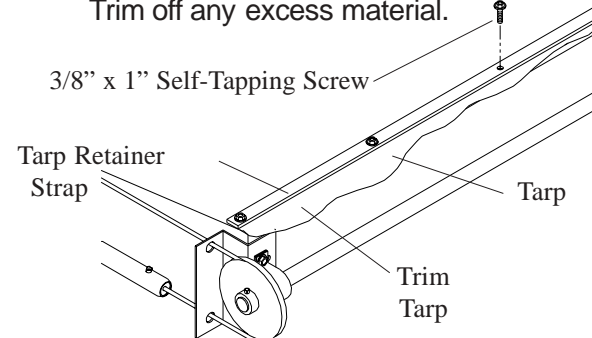
SQUARE FRONT TRAILER OPTION



STEP 7: Slide tarp to the front of trailer. Attach front of tarp to the front of trailer box using (2) tarp retainer straps. Mark holes and drill through strap and into box using 5/16" drill bit.



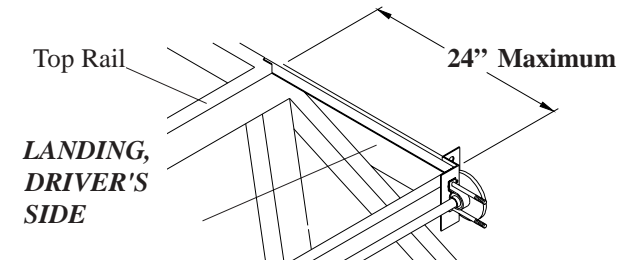
STEP 8: Attach using (10) 3/8" x 1" self-tapping screws. Trim off any excess material.



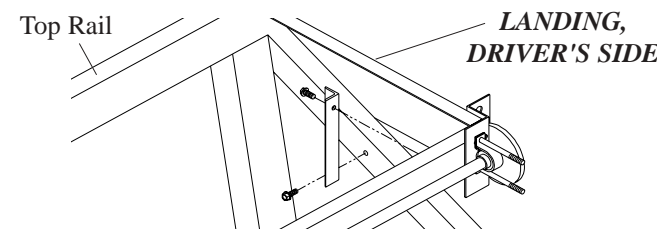
Universal Landing - Belly Dump (cont.)

STEP 1: Lift the universal landing up to the top rail and clamp into position. (The head shaft with the square end goes on the drivers side).

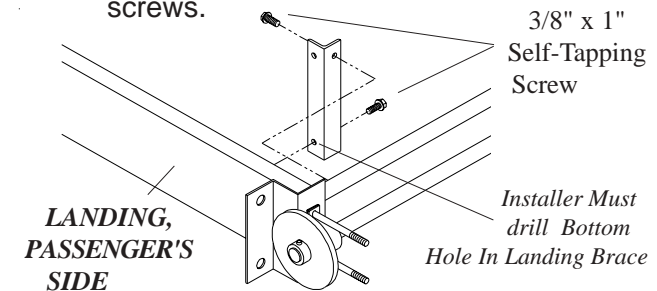
Placement of the landing must not exceed 24" beyond the front top rail.



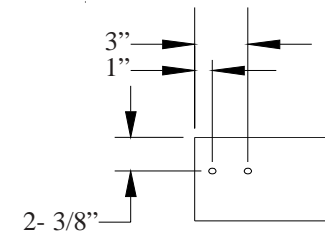
STEP 2: Level the universal landing. Locate the landing brace so it can be bolted to both the landing cross tube and the side of the box. Mark location.



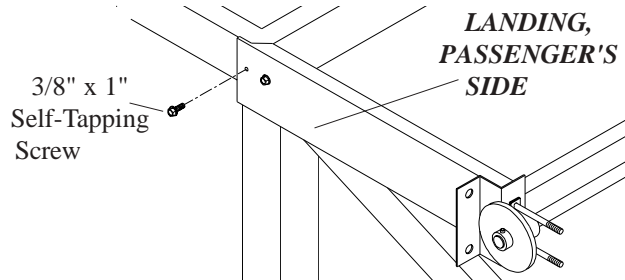
STEP 3: Drill holes using a 5/16" drill bit. Anchor landing braces using 3/8" x 1" self-tapping screws.



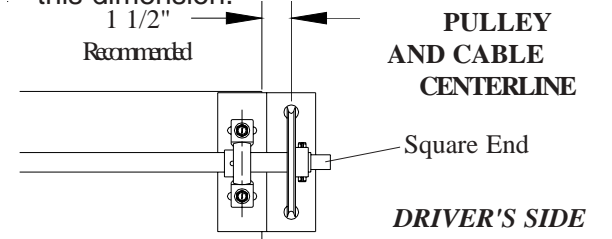
STEP 4: Pre-drill two holes into each landing using a 5/16" drill bit.



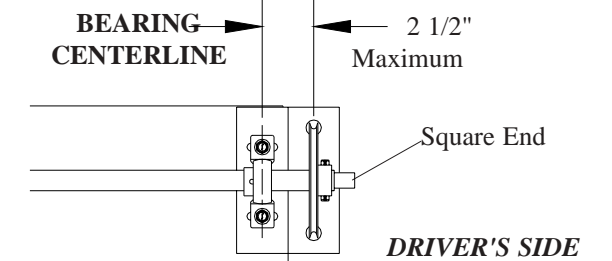
STEP 5: Attach landing using 3/8" x 1" self-tapping screws.



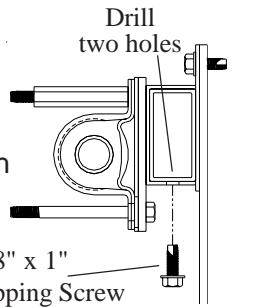
STEP 7: The center of the 1/4" cable must be located 1" down and 1 1/2" out from the top rail. As some trailers vary in width from front to rear, measure widest point of box and add 1 1/2" to each side. Adjust head shaft on adjustable drive evenly to match this dimension.



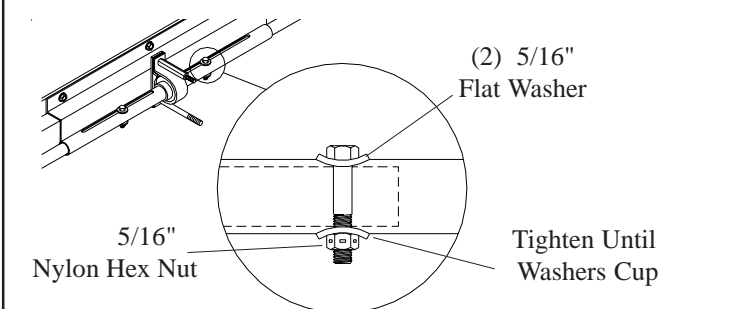
Note: DO NOT EXCEED 2 1/2" from bearing center line to pulley center line.



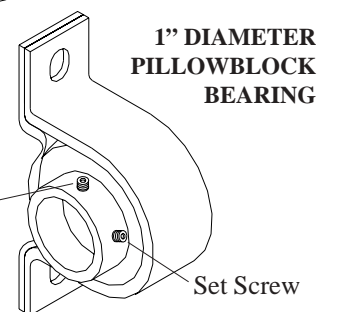
STEP 8: On the bottom of the landing center, using a 5/16" drill bit, drill two holes into the landing cross tubes. Anchor both using two 3/8" x 1" self-tapping screws.



STEP 9: Tighten the two 5/16" cap screws on the head shaft slip coupling.



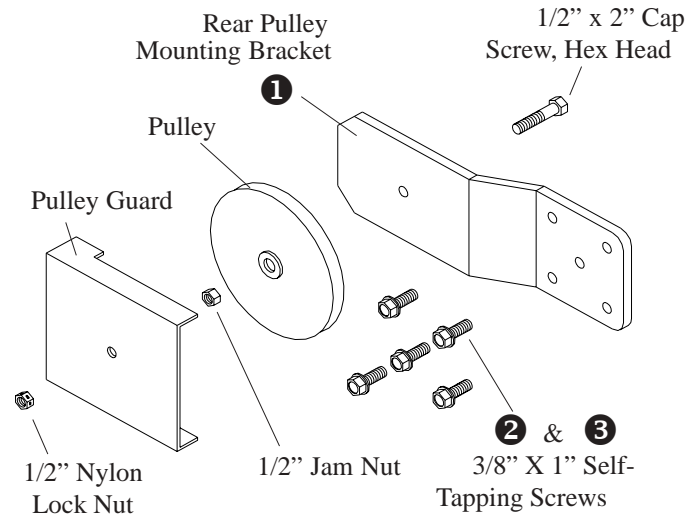
STEP 10: Tighten all (6) bearing set screws to shaft.



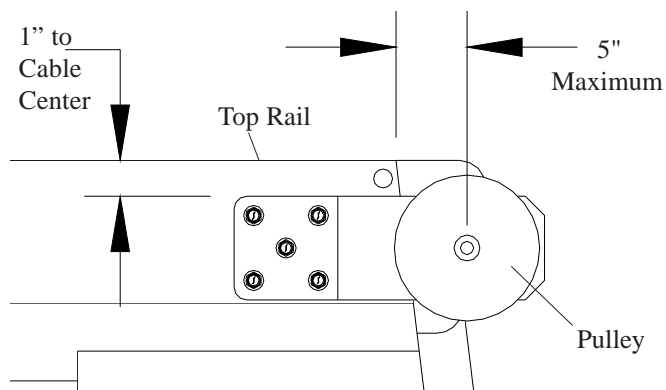
REAR PULLEY INSTALLATION: Horizontal Mounting

Rear Pulley- The rear pulley allows movement of the fixed rear bow.

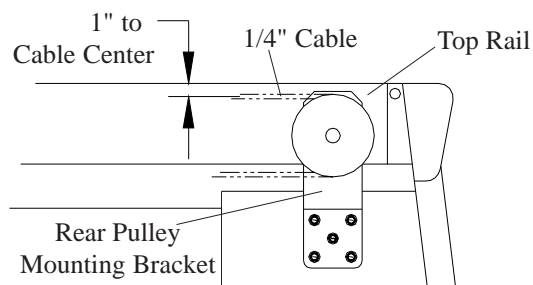
Installation Process: When deciding on the location of the rear pulley you **MUST** keep the cable length (center of front pulley to center of rear pulley) the same from driver's to passenger's side. Cable width must be **measured at the widest point of the trailer** and it must not vary more than 1/4" from front to back. You will level and mount bracket on the rear of the box in a horizontal, a vertical or at a 45 degree angle. This is dependent on your style of box.



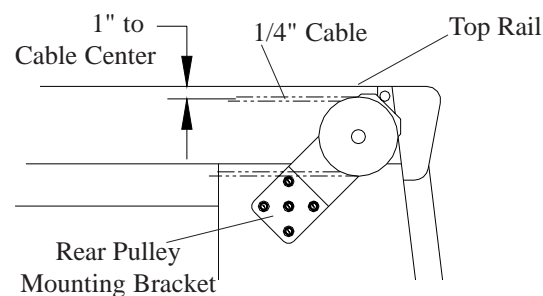
STEP 1: Locate the rear pulley mounting bracket so top of the pulley is 1" down from the top rail.



OPTIONAL VERTICAL MOUNT:

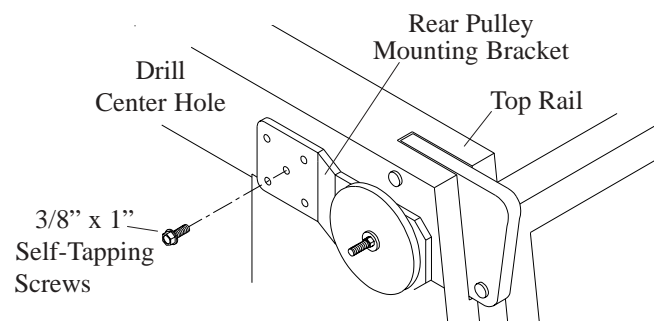


OPTIONAL 45 DEGREE MOUNT:

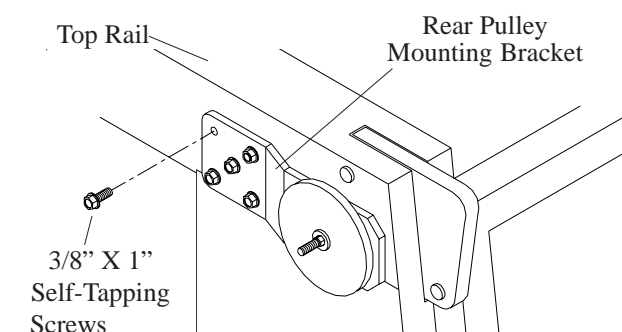


Note: The location of the rear pulley assembly on the box should have been determined at the time of the sale. Shur-Co. suggests this distance not exceed 5" from the back of the box to the center of the pulley. *See Step 1*

STEP 2: Mark the center hole location a distance of 3-3/8" down from top rail. Drill hole using a 5/16" drill bit. Attach bracket using a 3/8" x 1" self-tapping screw.

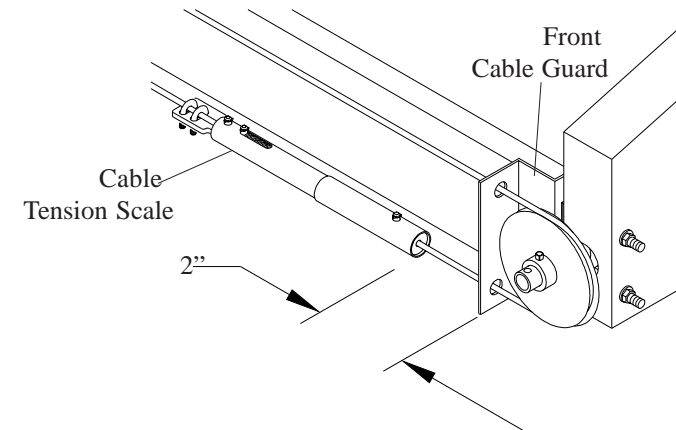


STEP 3: Level mounting bracket to maintain a 1" center of cable distance by rotating around center bolt. Drill the remaining 4 holes and install four 3/8" x 1" self-tapping screws.



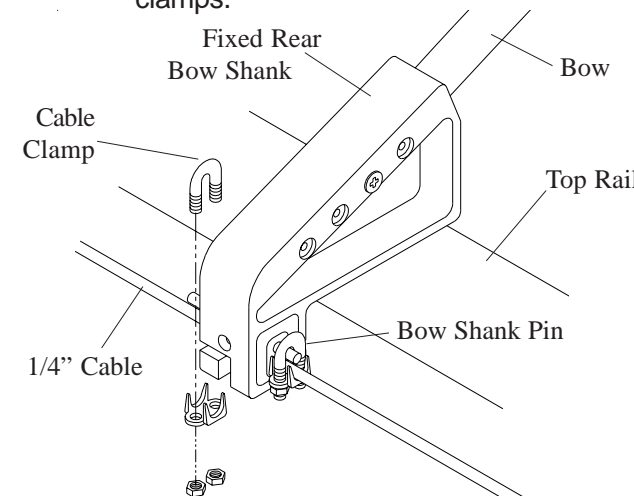
Tarp Installation (cont.)

STEP 1: Slide bows to the rear of the box. Slide both cable tension scales to the front of the box until they are 2" from the front cable guard.

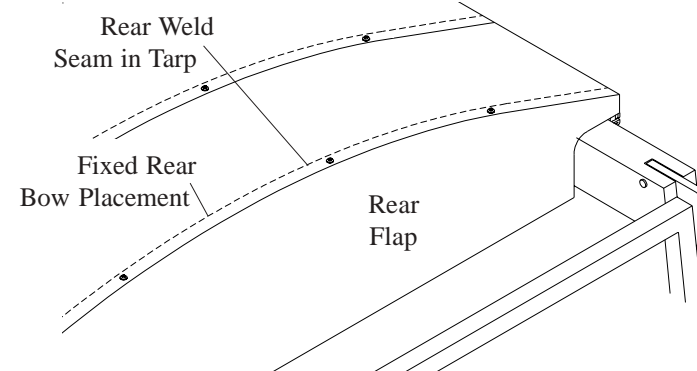


STEP 2: Spread bows about 35" apart across trailer.

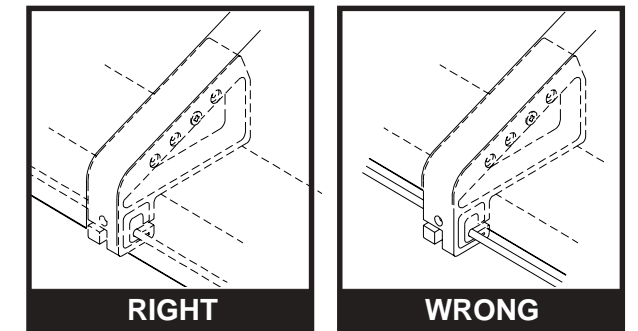
STEP 3: With the fixed rear bow at the rear of the truck. Keep shanks clear of any obstructions. Tap the bow shank pin through the fixed rear bow shank. Attach pin to the cable with two 1/4" cable clamps. Do not over tighten cable clamps.



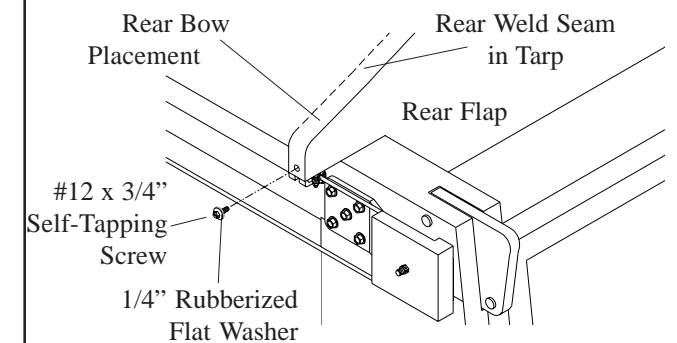
STEP 4: Unfold and place tarp over the bows. Align rear bow on rear weld seam, center the tarp side to side on the bows. (*See note for tarp placement*)



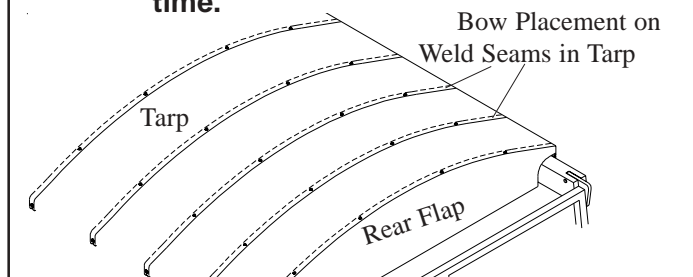
Note: After the tarp is centered, make sure the tarp covers the hole in the end of both bow shanks. See below.



STEP 5: With the fixed rear bow centered along the last weld seam on tarp, attach tarp to shank using a #12 x 3/4" large self-tapping screws and 1/4" rubberized flat washer. Keep tarp tight and centered.

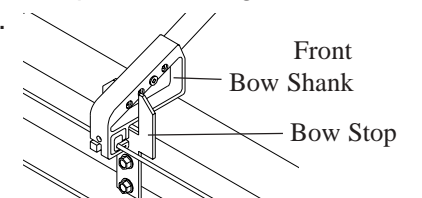


STEP 6: Line up remaining weld seams with corresponding bows and attach using a #12 x 3/4" large self-tapping screws and 1/4" rubberized flat washer. **Do not attach tarp to wind guard bow shanks at this time.**



Note: It is important to keep the tarp tight side-to-side and centered on bows.

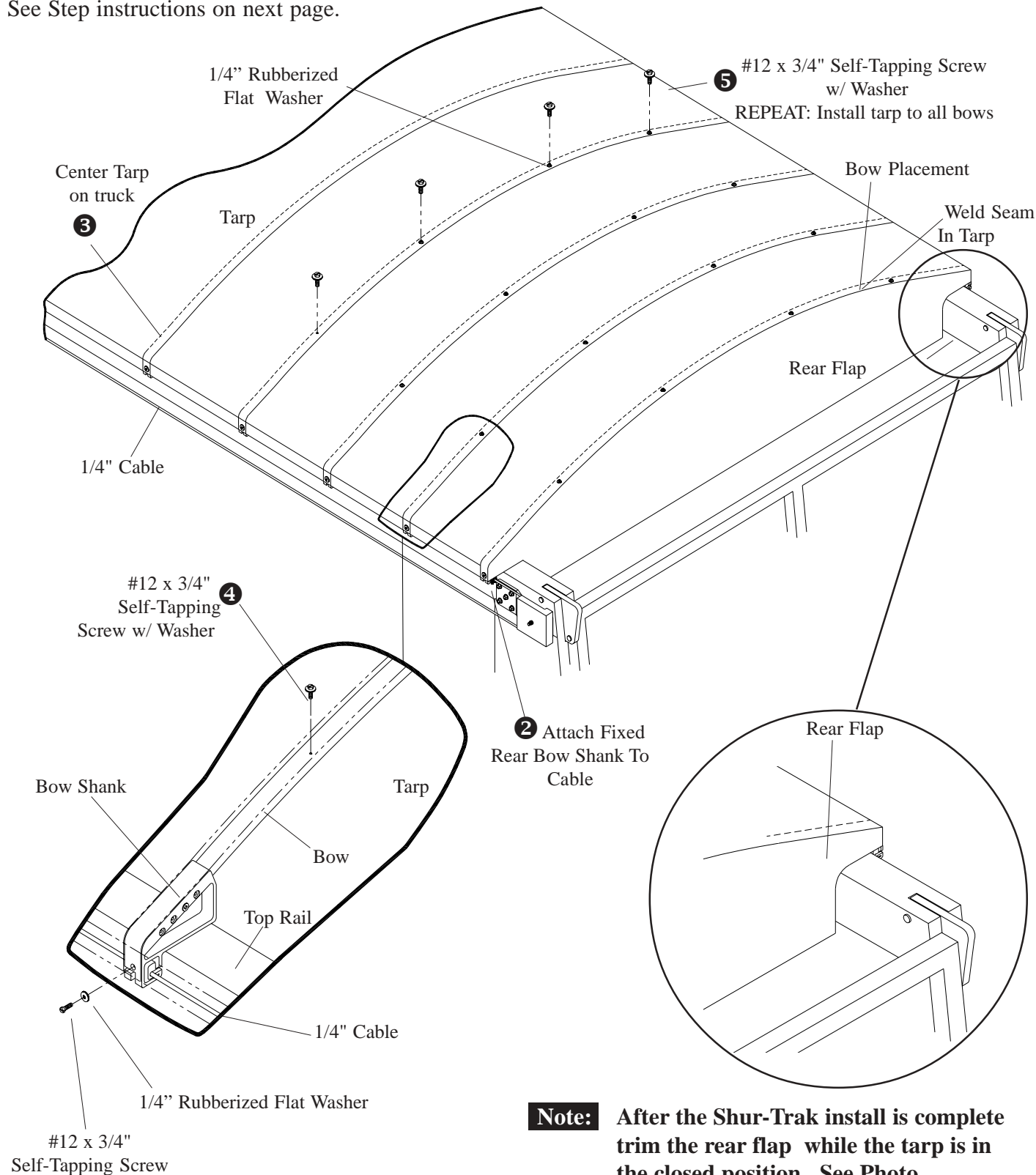
STEP 7: With tarp in the closed position, the optional "Y"-shaped Bow Stop is attached at front bow shank position using two screws, as shown.



Tarp Installation

Tarp- The vinyl coated nylon tarp is reinforced at each bow with a heat welded seam. Check the tarp dimensions before installation.

Installation Process: Start by spreading out the bows over the trailer. Center the tarp over the truck, match up tarp weld seams along the bows. Fasten tarp to the bows working towards the front of the box. See Step instructions on next page.

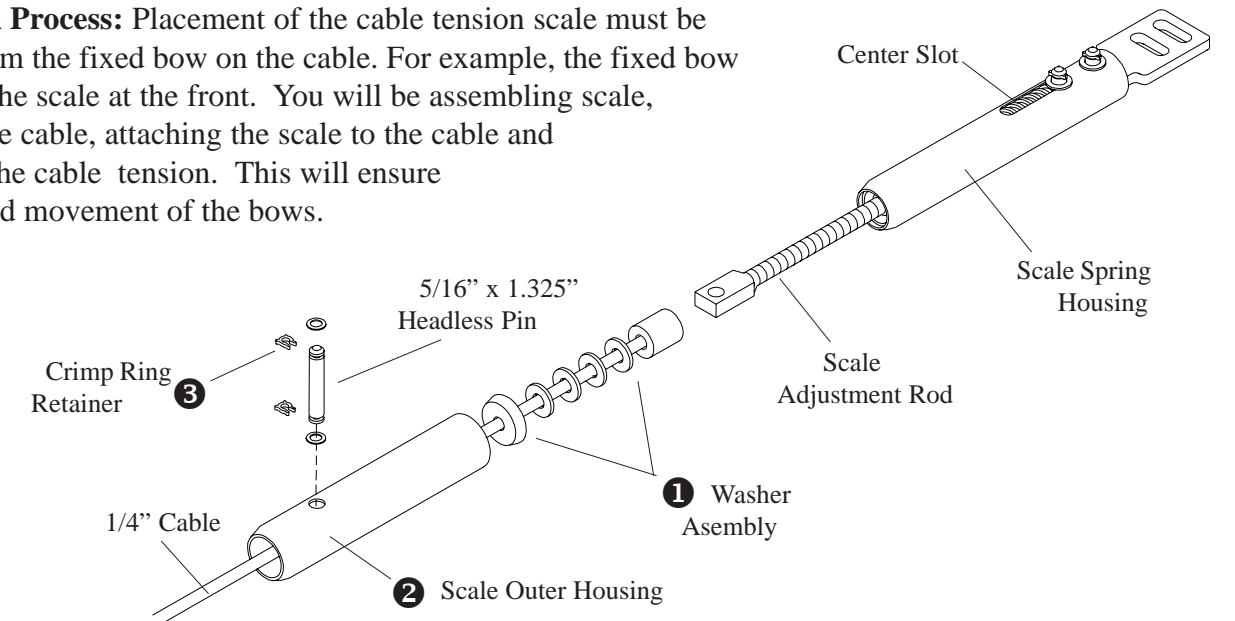


Note: After the Shur-Trak install is complete trim the rear flap while the tarp is in the closed position. See Photo

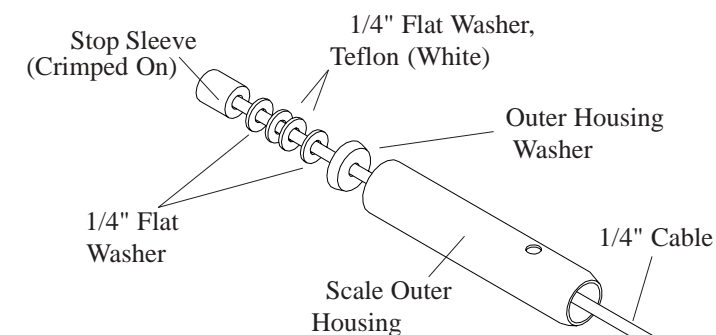
Cable Tension Scale

Cable Tension Scale- This scale will allow you to easily adjust the cable tension without the use of tools. It displays a proper visual indication of balanced tension in the center slot.

Installation Process: Placement of the cable tension scale must be opposite from the fixed bow on the cable. For example, the fixed bow at the rear, the scale at the front. You will be assembling scale, installing the cable, attaching the scale to the cable and equalizing the cable tension. This will ensure synchronized movement of the bows.

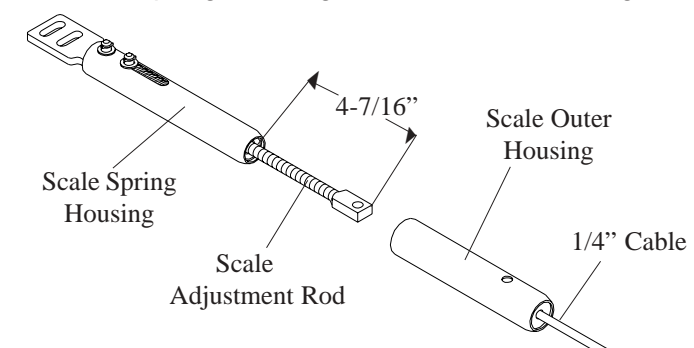


STEP 1: Slide the 1/4" cable through a series of four 1/4" washers, the outer housing washer and the scale outer housing.

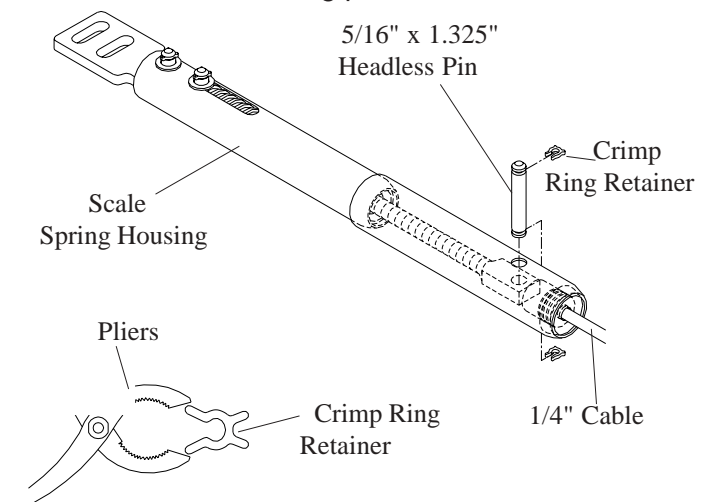


Note: Washers may be pre-assembled on the cable. The outer housing washer is tapered. The taper must face the scale outer housing.

STEP 2: Adjustment Rod should be extended 4-7/16" out of Scale Spring Housing, then slide the Spring Housing into the Outer Housing.



STEP 3: Attach the two housings by sliding a 5/16" x 1.325" headless pin into the scale outer housing. Secure the pin using 5/16" crimp ring retainers (2). Slip ring retainer onto pin and close using pliers.



Note: The crimp ring retainers can only be used once.

Important Note: The cables will stretch considerably for the first few weeks after installation. The cable tension should be checked daily for the first two weeks. It is extremely important the cables remain tight at all times. Improper tension may cause bow misalignment and improperly hooked wind guard! (See Maintenance info on page 25.)

Cable Installation

Cable - The 1/4" cable allows movement of bows, which in turn opens and closes the Shur-Trak.

Installation Process: You will be wrapping the 1/4" cable around both the rear and front pulleys, attaching the cable tension scales, adjusting cable tension and double checking your width measurements. See Figure 8. The cable should be 1-1/2" from the widest point of the box once the equalized tension has been determined.

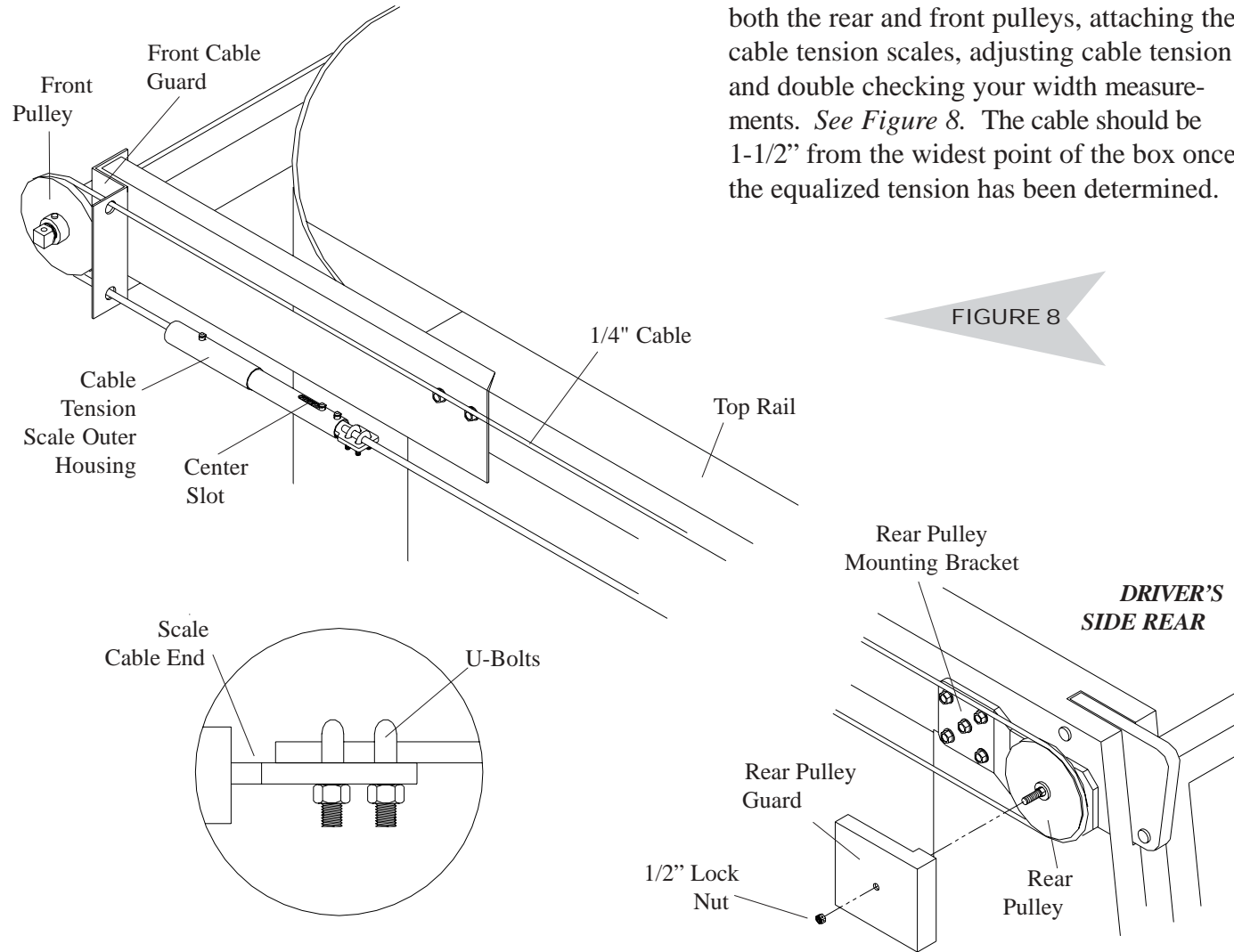
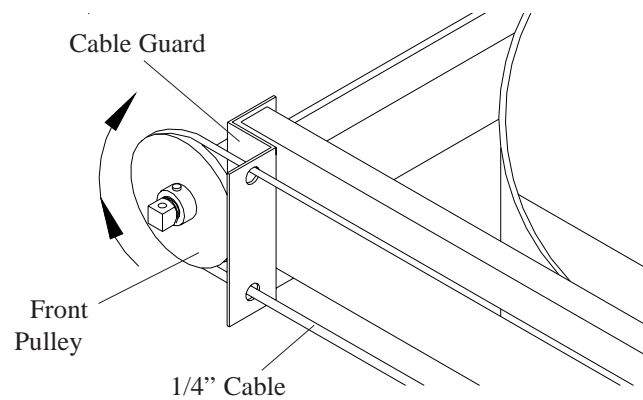


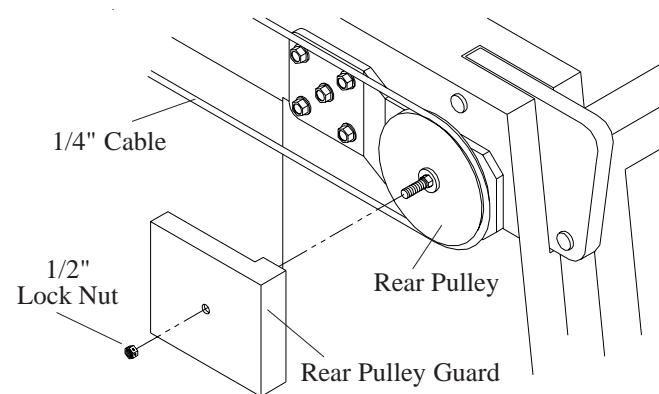
FIGURE 8

WARNING: DO NOT cut cable until the tarp has been installed to make sure that both pulleys are set in the desired location and tarp opens and closes successfully.

STEP 1: Run cable through the bottom cable guard, over pulley and through top of cable guard.



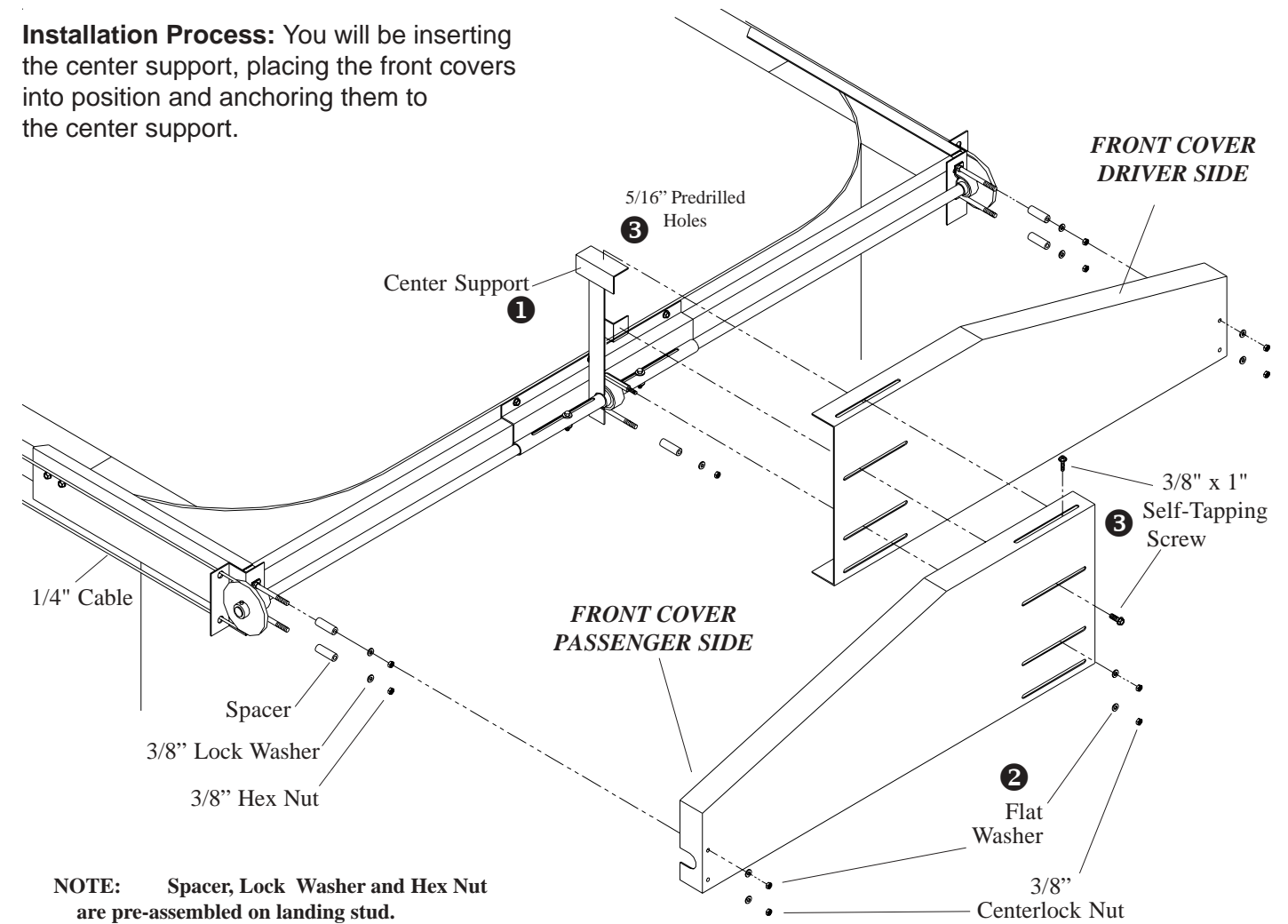
STEP 2: Wrap cable around rear pulley and attach the rear pulley guard using a 1/2" lock nut.



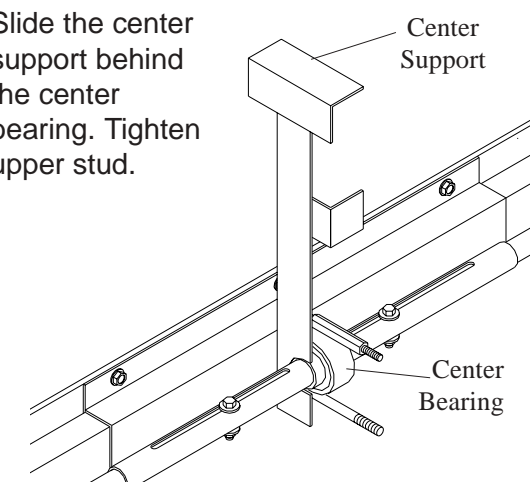
FRONT COVER: 12 inch Rise

The front cover will protect the adjustable drive and its components while providing a consistent location to fasten down the tarp.

Installation Process: You will be inserting the center support, placing the front covers into position and anchoring them to the center support.

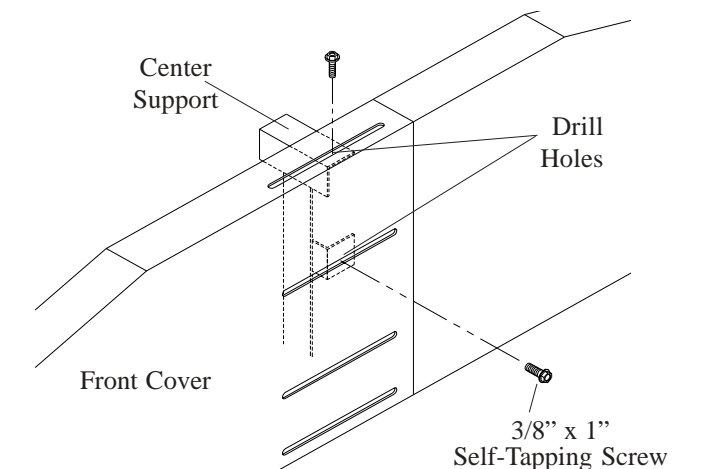


STEP 1: Slide the center support behind the center bearing. Tighten upper stud.



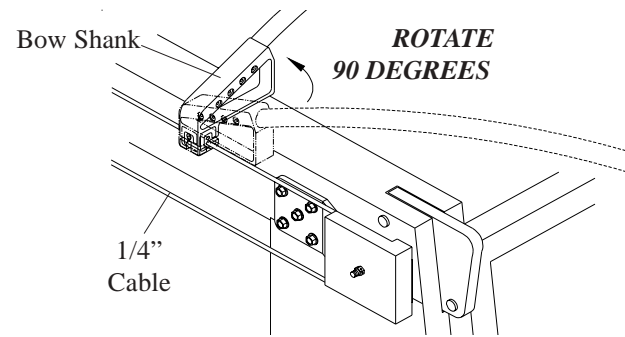
STEP 2: Install the two cover halves, driver's side first, onto the landing studs. Attach covers with (6) 3/8" flat washers and (6) 3/8" center lock nuts.

STEP 3: Using a 5/16" drill bit, drill holes into center support. Attach center support to cover halves with (2) 3/8" x 1" self-tapping screws.

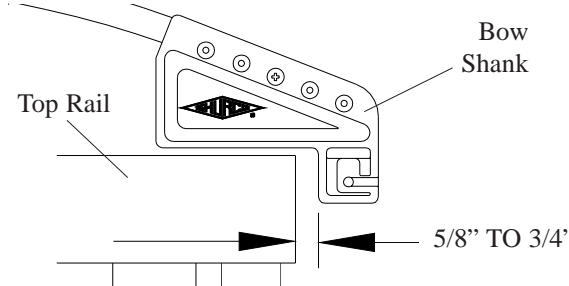


Bow Installation...continued

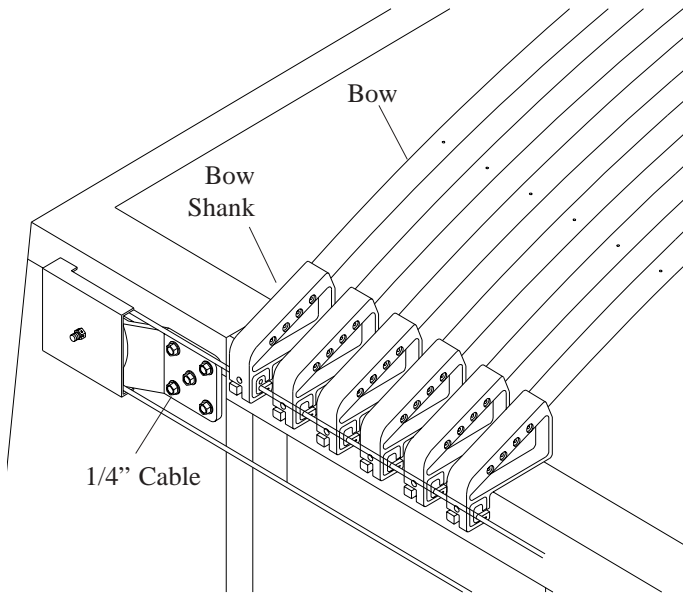
STEP 1: Locate fixed rear bow assembly. Place shank onto the cable, rotate 90 degrees.



STEP 2: Remove opposite bow shank and twist onto cable. Reattach shank with self-drilling screw using same predrilled hole in shank. Be sure there is 5/8" to 3/4" clearance between shank and top rail on both sides of the truck.



STEP 3: Install remaining bows by aligning it beside the previously installed fixed bow, following steps 1 & 2. Working towards front of trailer, use the previously installed bow as a guide to maintain consistency.

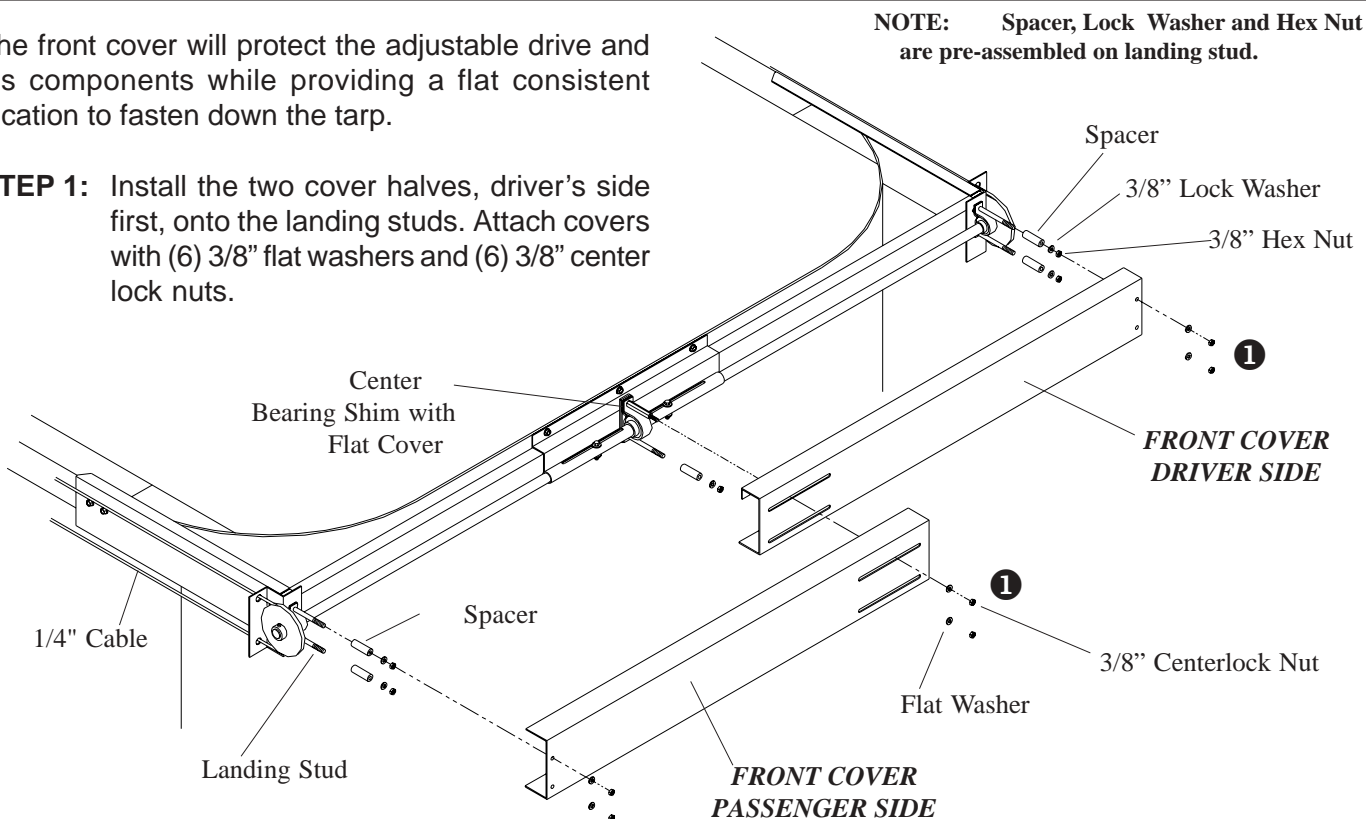


NOTE: Remember to insert wind guard assemblies where needed.

FRONT COVER: Flat Option

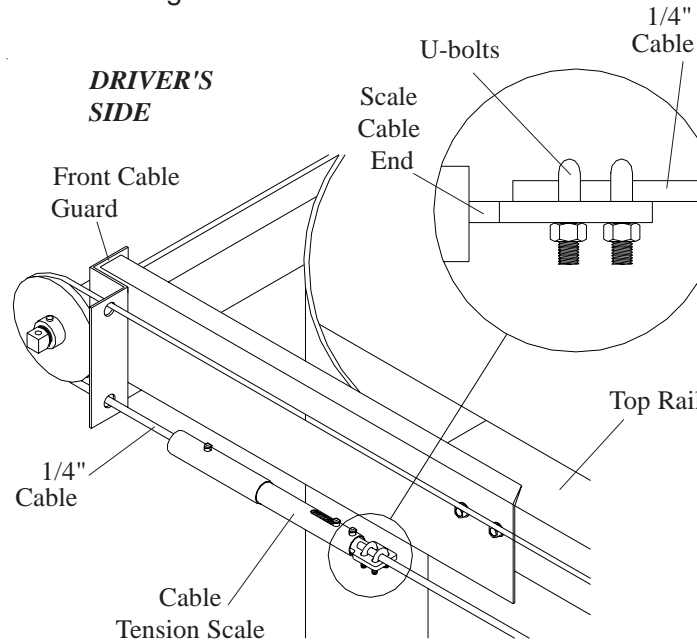
The front cover will protect the adjustable drive and it's components while providing a flat consistent location to fasten down the tarp.

STEP 1: Install the two cover halves, driver's side first, onto the landing studs. Attach covers with (6) 3/8" flat washers and (6) 3/8" center lock nuts.



Cable Installation (cont.)

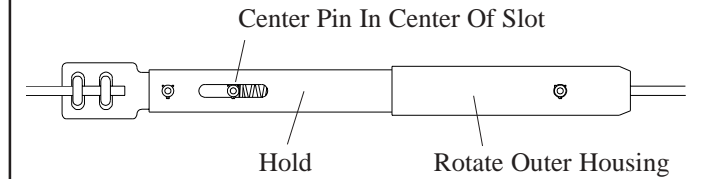
STEP 3: Place two u-bolts over cable and into the scale cable end. Pull the cable tight and tighten nuts.



Note: Cable tension scales must face the same direction on both the driver's and passenger's side. Cable tension scale must be placed in the bottom run of cable.

STEP 4: Repeat process on passenger's side.

STEP 5: Rotate the scale's outer housing until center of pin is in the center of the slot. More or less tension may be desired. Adjust cable tension equally on both side.



Note: Cable adjustments may have to be made by pulling more cable through the u-bolts to reduce slack in the cable. Center of cable may need to be supported during installation. This adjustment should only need to be made once.

Important Note: The cables will stretch considerably for the first few weeks after installation. The cable tension should be checked daily for the first two weeks after installation. It is extremely important that the cables remain tight at all times. Improper tension on the cables may cause bow misalignment, and improperly hooks wind guard.

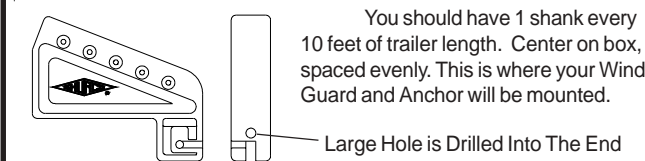
Note: DO NOT CUT CABLE. Only once the tarp has been installed and placement achieved, can you cut off excess cable.

Twist-Lok Bow Shank Identification

Bow Shanks - There are three different types of bow shanks: twist-lok bow shanks, fixed rear bow shanks, and wind guard bow shanks. The patented twist-lok ends allow the operator to remove the bows and bow end without removing the tarp or removing the cable.

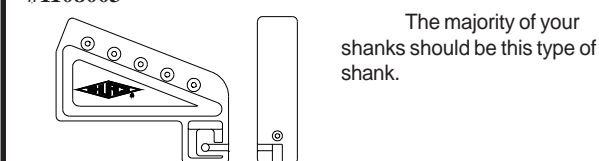
WIND GUARD BOW SHANK ASSEMBLY

#1108995



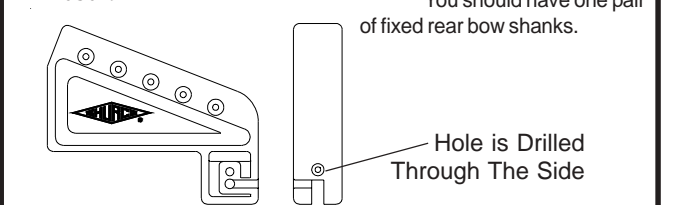
INTERMEDIATE BOW SHANK ASSEMBLY

#1108003



FIXED REAR BOW SHANK ASSEMBLY

#1108019



WIND GUARD BOW SHANK ASSEMBLY - X LARGE

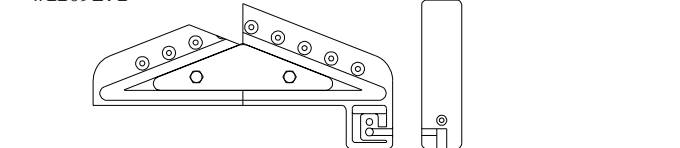
#1109273

INTERMEDIATE BOW SHANK ASSEMBLY - X LARGE

#1109269

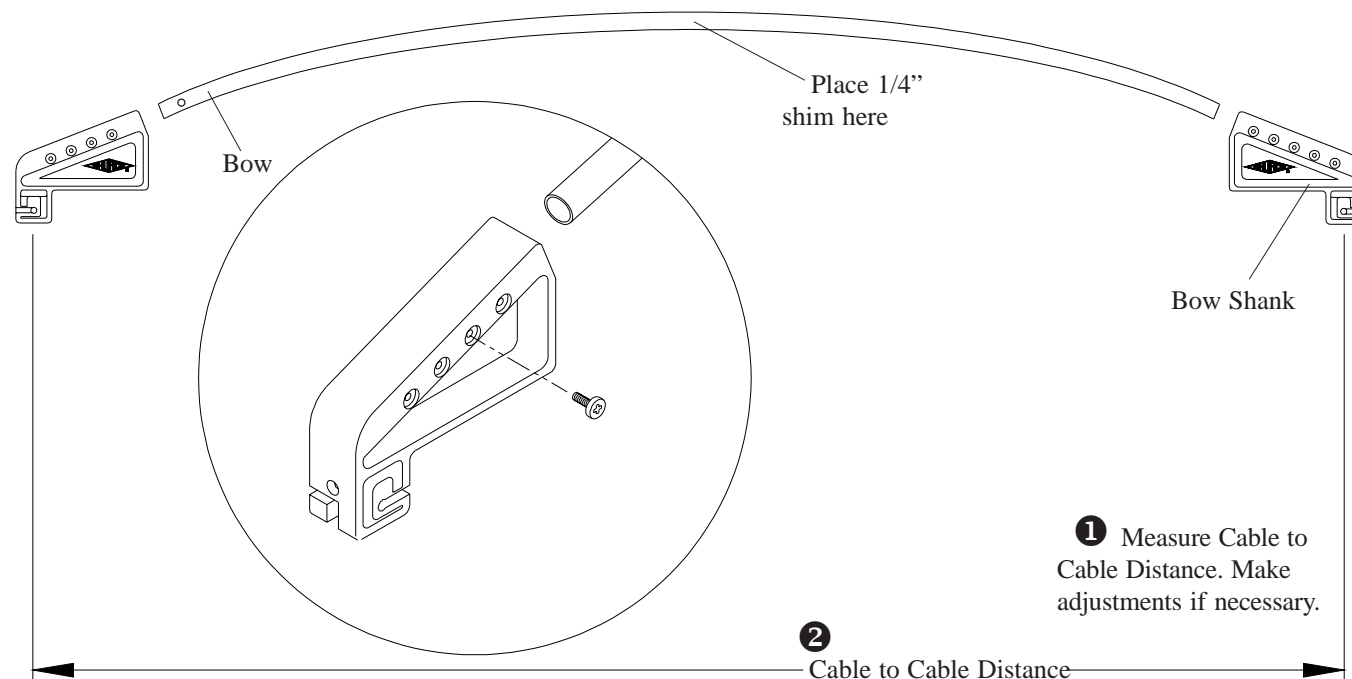
FIXED REAR BOW SHANK ASSEMBLY - X LARGE

#1109271



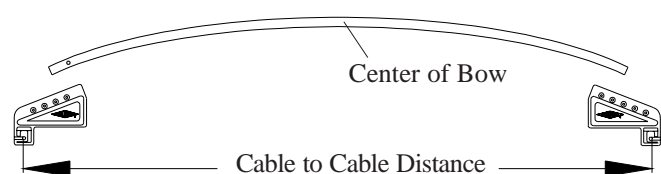
Bow Shank and Bow Assembly

Installation Process: You will be assembling the shanks to the bow using a flat surface to level and determine shank placement on the bow in relationship to the cable to cable distance (**the widest dimension of your box plus 3"**). You may want to place a 1/4" shim under the center of the bow to maintain a level surface for drilling and measuring. You will permanently attach the shank to one end of the bow with the predrilled hole, the other end is temporarily attached and will need to be removed in order to place the bow assembly on the cable system.

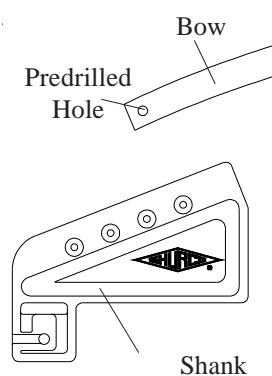


STEP 1: Measure the cable to cable distance at the front and rear of the box. These measurements must be equal ($\pm 1/4"$)

STEP 2: Place a set of bow shanks the cable to cable distance apart on a flat surface.

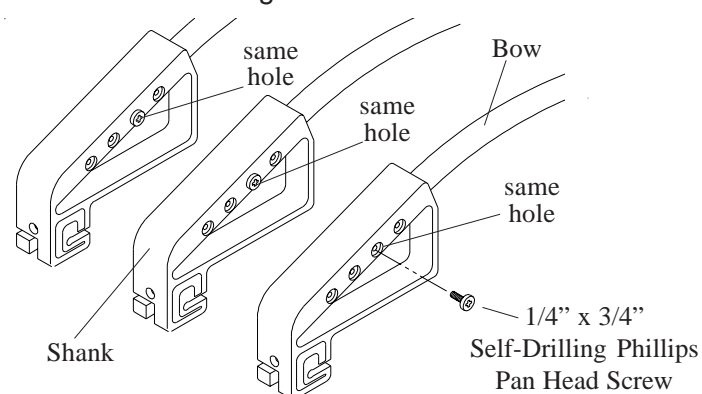


STEP 3: Maintain center of bow while placing it between the two shanks. Determine which hole (in the shank) lines up with the predrilled hole in the bow.



Go to step 6 for wind guard reinforcement tube insert.

STEP 4: Attach both shanks to a bow using self-drilling screws. Once the shank holes have been determined, use the same holes on remaining bow assemblies.

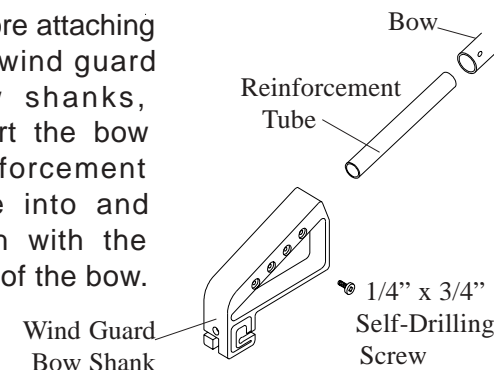


TIP Place outlines of shanks on the flat surface as a guide for remaining assemblies, or use a previously assembled bow as a pattern to finish assembling bows.

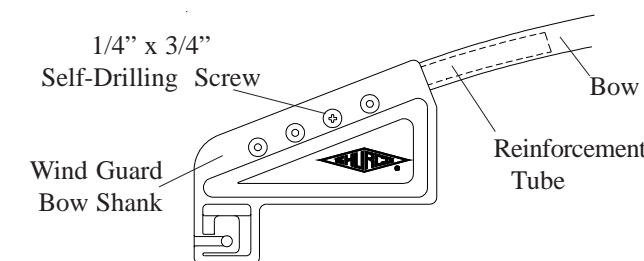
STEP 5: Finish rear & all twist-lok bow assemblies. See step 6 for wind guard bow assembly.

Bow Shank & Bow Assy. (cont.)

STEP 6: Before attaching the wind guard bow shanks, insert the bow reinforcement tube into and flush with the end of the bow.



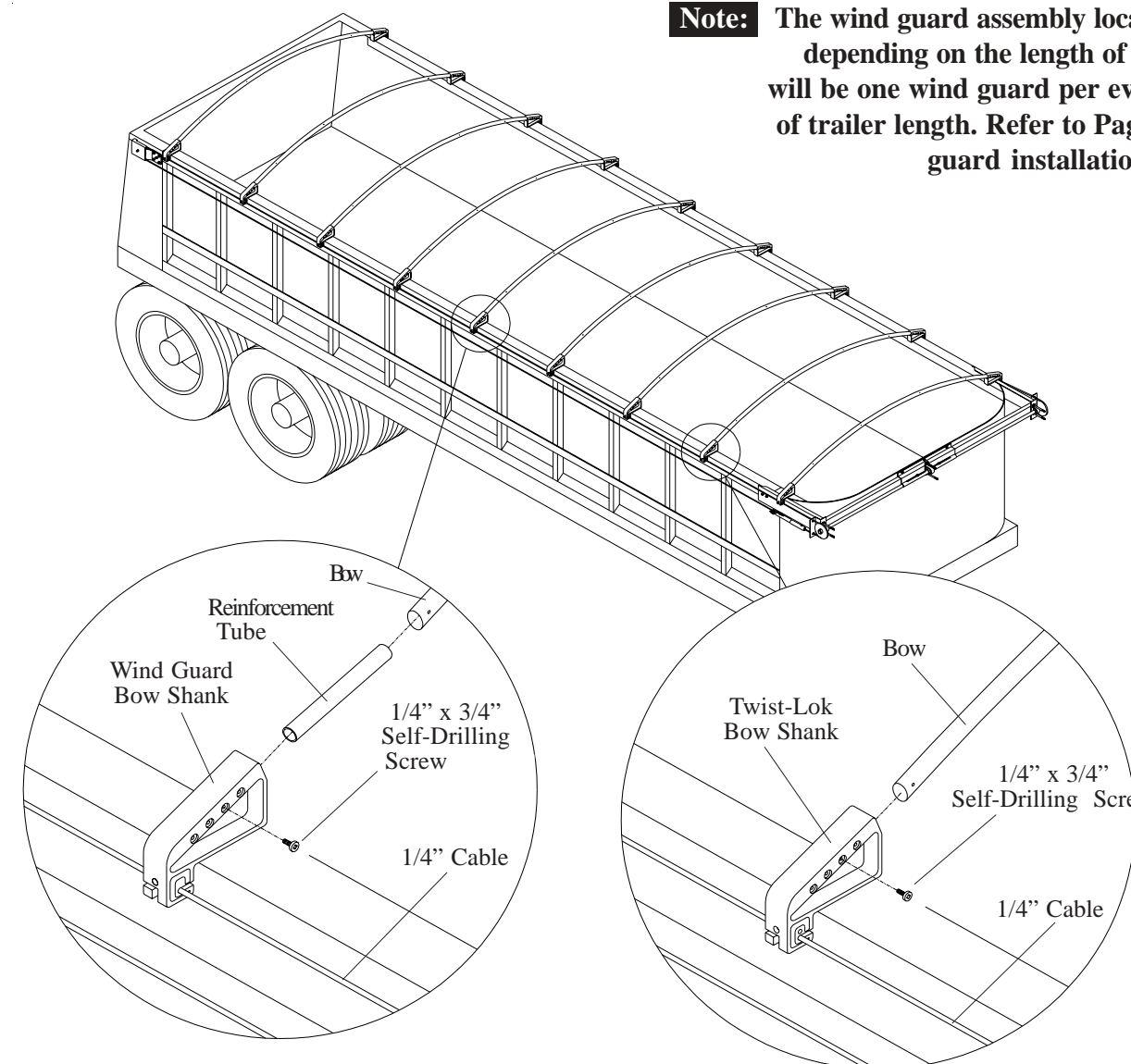
STEP 7: Insert both wind guard bow shanks onto the bow containing the reinforcement tubes. Attach using self-drilling screws. Use same pattern as previous shanks.



Bow Installation

Installation Process: You will be mounting the assembled bows one at a time onto the cables. Align each bow assembly with the previously installed assembly. Use it as a guide to maintain consistency. There should be 5/8" to 3/4" clearance between the inside of the bow shank and the outside edge of top rail on the truck box. See Step 2. Consider the length of your trailer, you will need to strategically place the wind guard assemblies evenly or centered on your box (see note). The fixed rear bow assembly will be clamped to the cable after the tarp has been installed to ensure that the tarp will extend completely.

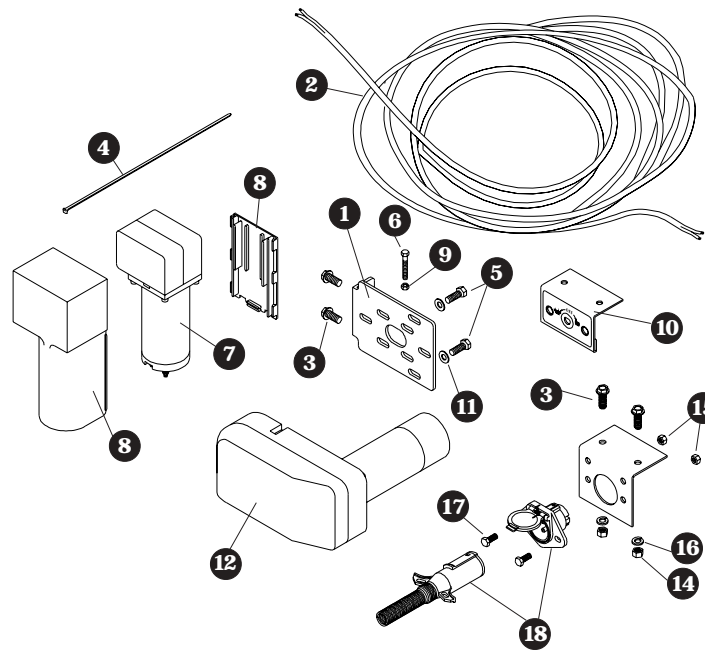
Note: The wind guard assembly location will vary depending on the length of trailer. There will be one wind guard per every 10-12 feet of trailer length. Refer to Page 20 for wind guard installation procedures.



SHUR-TRAK REPLACEMENT PARTS

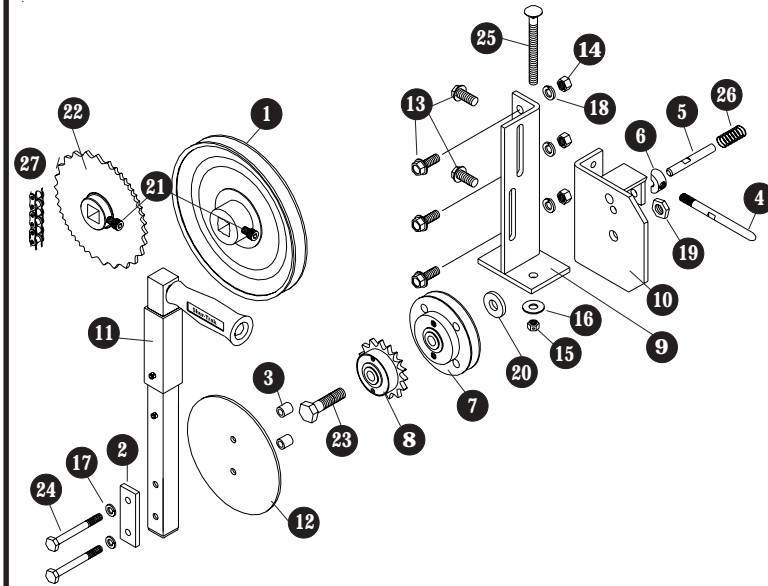
Electric Motors - High Torque and Super Duty

Two Pole Connector



Item #	Part #	Part Name
1	1108089	Universal Motor Mount Plate
2	1108102	Wire, 75' long
3	1700400	Self-Tapping Screw, 3/8 x 1"
4	1701059	Cable Tie, 14 1/4", self-clinching
5	1701061	Cap Screw, Hex head, 3/8 x 1"
6	1701468	Cap Screw, Hex head, 5/16" x 1-3/4"
7	1701499	Electric Motor, High Torque 700
	1701501	Electric Parts Kit (Includes: Switch, Breakers, Terminal Ends)
8	1701511	Plastic Cover, High Troque Motor
9	1702492	Nut, Hex, top lock, 5/16
10	1701505	Mounting Bracket for Switch, Breaker and Light
11	1700429	Flat Washer, 3/8"
12	1701498	Electric Motor, Super Duty 2000
13	1109015	Mounting Bracket
14	1700407	Nut, Hex, full, 3/8-16NC
15	1700411	Nut, Hex, full, 5/16-18NC
16	1700434	Lock Washer, 3/8"
17	1701045	Cap Screw, hex head, 5/16" x 3/4"
18	1701529	Heavy Duty 2 Pole Connector Plug

Crank Relocator Assemblies (combined)
with Sprocket - 1108939
with Sheave - 1108940



Item #	Part #	Part Name
1	1108908	Driven Sheave
2	1108909	Handle Stiffener
3	1108917	Handle Spacer
4	1108918	Locking Pin Handle
5	1108919	Locking Pin
6	1108921	Cam Lobe
7	1110646	Driver Sheave Assy.
8	1110654	Driver Sprocket Assy.
9	1108924	Mounting Bracket Weldment
10	1108925	Base Plate Weldment
11	1109473	Pre-Assy., Crank Handle
12	1110159	Pre-Assy., Guard & Decal
13	1700400	Self-Tapping Screw, 3/8 x 1"
14	1700407	Nut, Hex, full, 3/8
15	1700418	Nut, Hex, centerlock, 3/8
16	1700429	Flat Washer, 3/8"
17	1700433	Lock Washer, 5/16"
18	1700434	Lock Washer, 3/8"
19	1701145	Nut, Hex, nylon lock, 1/2-13NC
20	1701269	Flat Washer, 1/2"
21	1701493	Cap Screw, Soc head, 5/16 x 1-1/2"
22	1701515	Sprocket Assy. 36 tooth
23	1701042	Cap Screw, Hex head, 1/2-13NC x 2"
24	1702629	Cap Screw, Hex head, 5/16 x 3"
25	1702080	Carriage Bolt, 3/8 x 4"
26	1702084	Compression Spring
27	1702539	Roller Chain, 10'

SHUR-TRAK REPLACEMENT PARTS

ITEM # PART # DESCRIPTION

ITEM #	PART #	DESCRIPTION
		Rear Pulley
1	1701145	Nylon Lock Hex Nut
2	1107971	Rear Pulley Guard
3	1700400	Self-Tapping Screw, 3/8"
4	1700413	Jam Hex Nut, 1/2"
5	1700430	Flat Washer, 7/16"
6	1701445	Pulley
7	1107957	Rear Pulley Mounting Bracket
7-A	1109000	Rear Pulley Mounting Bracket, Extended
8	1701042	Hex Head Cap Screw, 1/2"

		Cable Tension Scale
9	1701470	U-Bolt, 5/16"
10	1107956	Scale Cable End
11	1701440	Crimp Ring Retainer, 5/16"
12	1700427	Flat Washer, 5/16"
13	1701444	Die Spring, 3"
14	1107948	Spring Housing Stop
15	1701442	Headless Pin, 5/16"
16	1107947	Spring Housing Tube
17	1107949	Scale Spring Guide
18	1107953	Scale Adjustment Rod
19	1701443	Stop Sleeve
20	1700427	Flat Washer, 1/4"
21	1701475	Teflon Flat Washer, 1/4"
22	1107952	Outer Housing Washer
23	1107951	Outer Housing Tube

		Bridge Plate
24	1108080	Top Rail Bridge Plate
25	1701471	Self-Drilling Screw, 1"

		Wind Guard Bow Shank
26	1107973	Bow Reinforcing Tube
27	1107972	Windguard Bow Shank
28	1108937	Wind Guard
28-A	1110979	Wind Guard Spring Latch
29	1701455	Carriage Bolt, 2-1/2"
30	1700398	Self-Drilling Screw, 3/4"
31	1700419	Nylon Lock Hex Nut, 5/16"
32	1700428	Flat Washer, 5/16"
33	1700400	Self-Tapping Screw, 1"
34	1108907	Wind Guard Spring Housing

		Bow Stop
35	1109151	Bow Stop
36	1700400	Self-Tapping Screw, 3/8"

		Universal Landing/Adjustable Drive Only
37	1700400	Self-Tapping Screw, 1"
38	1701527	Hex Head Cap Screw, 4-1/2"
39	1701528	Hex Head Cap Screw, 6"
40	1107935	Passenger Side Landing
41	1107936	Driver Side Landing
42	1107940	Center Landing
43	1701463	Front Cover Spacer
44	1108047	Landing Brace
45	1107991	Front Cable Guard
46	1110957	Pulley w/Decal
47	1701360	Spring Pin, 1-3/4"
48	1701447	Pillow Block Bearing Assy, 1"
49	1107976	Head Shaft, Drive
50	1107974	Head Shaft, Driven
51	1701448	Pillow Block Bearing Assy, 1.25"
52	1700419	Nylon Lock Hex Nut, 5/16"
53	1700428	Flat Washer, 5/16"
54	1701468	Hex Head Cap Screw, 1-3/4"
55	1107975	Head Shaft Slip Coupling
56	1701526	Front Cover Stud
57	1700434	Lock Washer, 3/8"
58	1700407	Hex Full Nuyt, 3/8"
59	1107979	Center Support For 12" Cover

ITEM # PART # DESCRIPTION

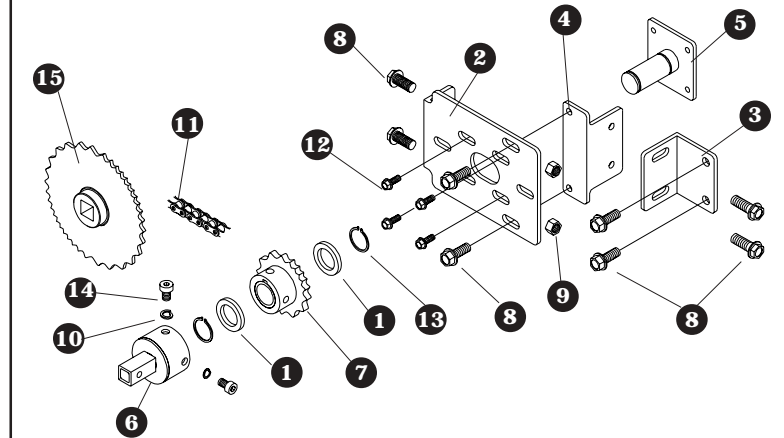
60	1110161	Driver Side Front Cover, 12" Rise
61	1107942	Passenger Side Front Cover, 12" Rise
62	1701176	Flat Washer, 3/8"
63	1700418	Centerlock Hex Nut, 3/8"
64	1108083	Center Bearing Shim
65	1110162	Driver Side Front Cover, Flat
66	1108051	Passenger Side Front Cover, Flat
67	1701471	Self Drilling Screw, 1"
68	1700581	Aluminum Flat Bar, 103"
69	1107989	Tarp Retainer Strip

		Crank Retainer
70	1700407	Hex Full Nut, 3/8"
71	1700434	Helical Spring Lock Washer, 3/8"
72	1100574	Cable with Interlock Snap
73	1101930	Offset Crank Retaining J-Hook
74	1700400	Self-Tapping Screw, 1"
75	1700526	Wire Lock Pin, 3/8"

		Crank Arm
76	1107993	83" Crank Arm
77	1107984	Slide Handle
78	1700445	Spring Pin, 1 1/2" x 1/4" dia.
79	1700527	U-Joint

		Bow Assemblies
80	1110959	Bow, 12" Rise 86-94", w/ Tarp Fasteners
	1110960	Bow, 12" Rise 94-102", w/ Tarp Fasteners
	1110961	Bow, 16" Rise 86-94", w/ Tarp Fasteners
	1110962	Bow, 16" Rise 94-102", w/ Tarp Fasteners
81	1701520	#12 Screw/Rubber Washer Set

Crank Reducer Assembly - 1108119



Item #	Part #	Part Name
1	1106453	Spacer Washer
2	1108089	Universal Motor Mount Plate
3	1108121	Reducer Base Plate
4	1108122	Reducer Intermediate Plate
5	1108125	Reducer Shaft Weldment
6	110828	Crank Collar Weldment
7	11080130	Sprocket/Collar Assy., 18 tooth
8	1700400	Self-Tapping Screw, 3/8 x 1"
9	1700418	Nut, Hex, centerlock
10	1700433	Lock Washer, 5/16", med, helical spring
11	1108132	Chain Assy. 32" long
12	1701059	Self-Tapping Screw, 5/16 x 1"
13	1701060	External Retaining Ring to fit 1" shaft
14	1701407	Cap screw, soc head, 5/16 x 1/2"
15	1701515	Sprocket Assy., 36 tooth

SHUR-TRAK PARTS IDENTIFICATION

