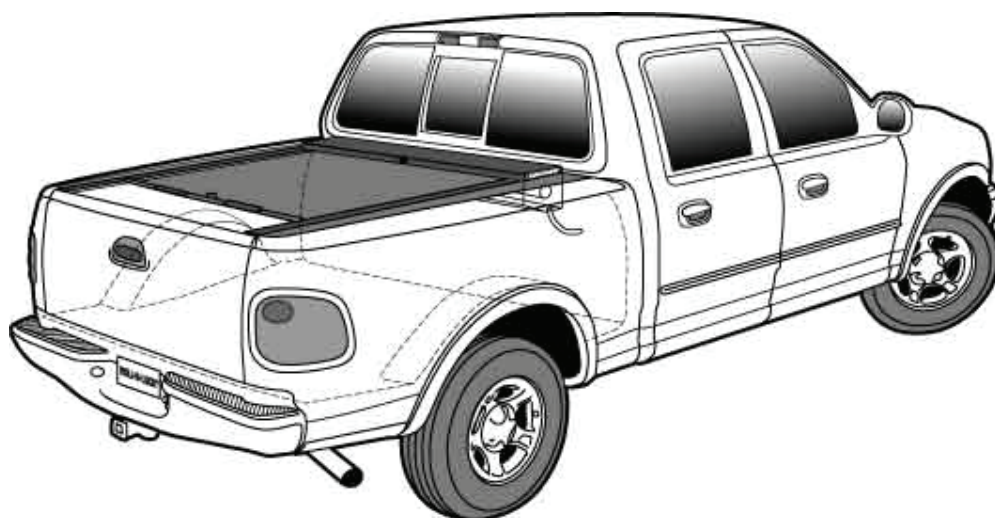




**2001-2003
Super Crew
Installation Guide**



PRODUCT CODE:

165



Revised June 2007

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diagram 3

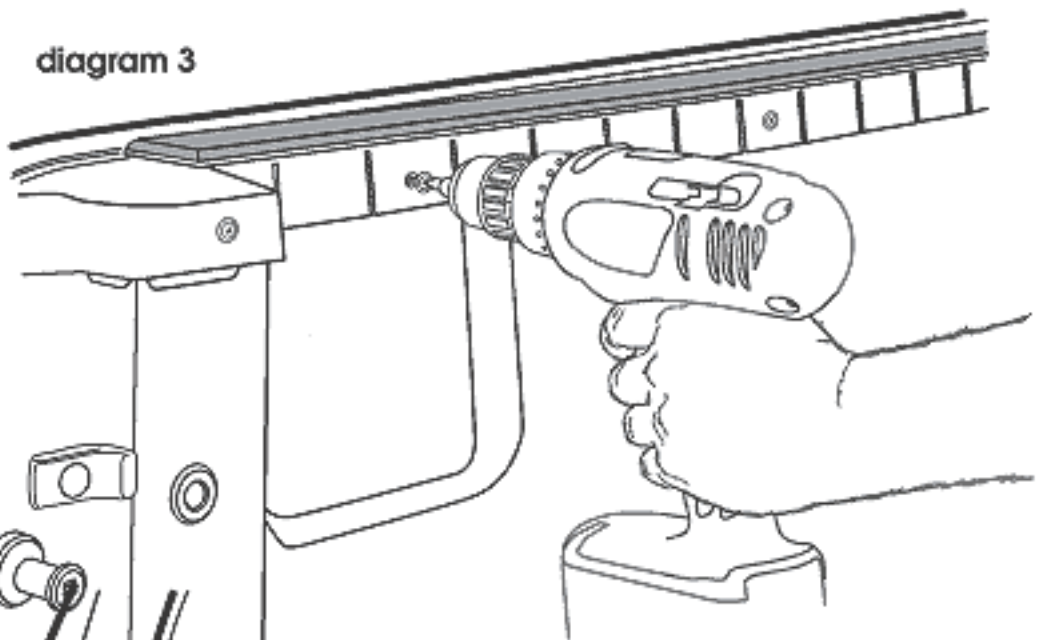
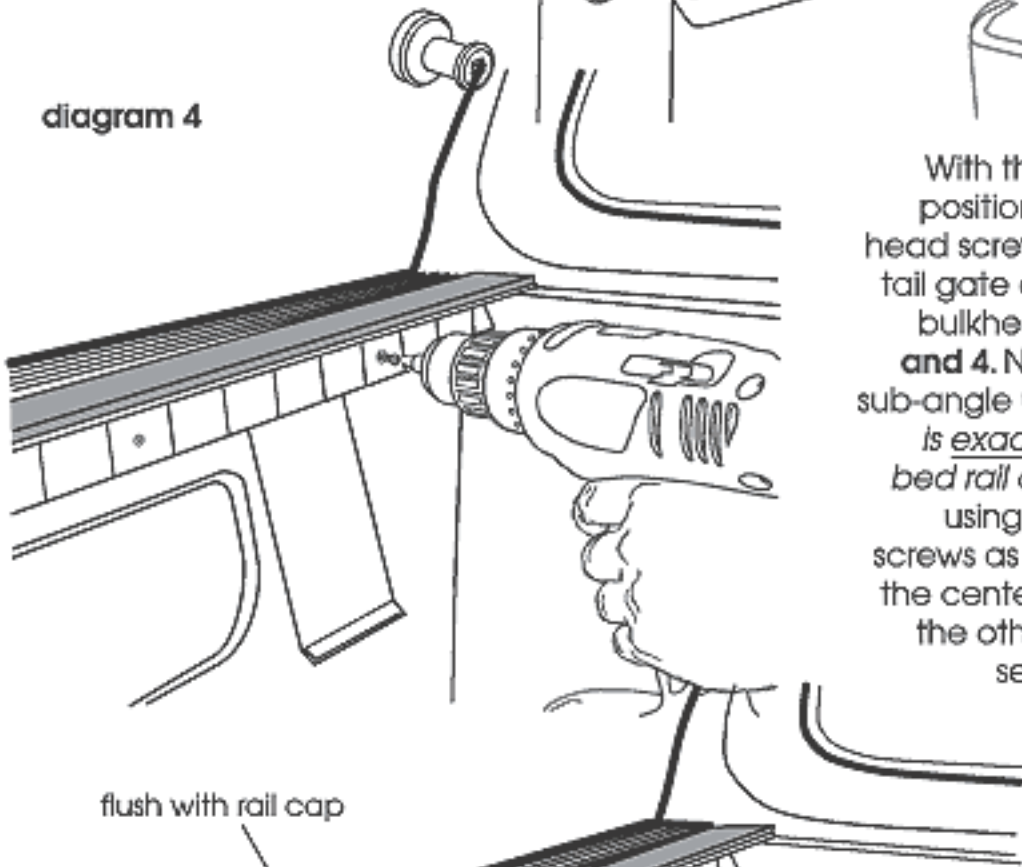


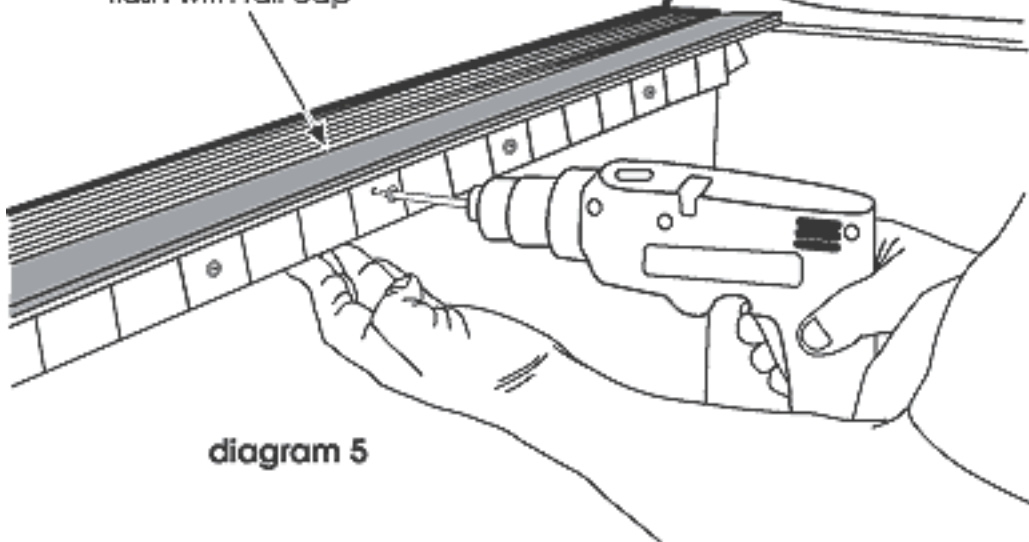
diagram 4



With the sub-angle in the correct position, place a #8 X 1¹/₄" button head screw in the hole closest to the tail gate and the hole closest to the bulkhead as shown in **diagrams 3 and 4**. Next, push the center of the sub-angle up so that the *gasket tape is exactly flush with the top of the bed rail cap*, and fasten the center using the #8 X 1¹/₄" button head screws as shown in **diagram 5**. When the center screw is fastened, secure the other screws, and proceed to secure the sub-angle on the opposite side of the bed.

flush with rail cap

diagram 5



Step Two: Installing the coupling flanges

The coupling flanges are the long tapered angles with black wrinkle coat finish. These parts are mounted to the sub-angles, but must be perfectly spaced to receive the Roll-N-Lock housing assembly. To achieve perfect spacing, requires the use of cross members which must be attached to the coupling flanges in pre-drilled holes using #12 X 1/2" self tapping screws, as shown in **diagram 6**. With the cross members secured, place the coupling flange assembly onto the sub-angles as shown in **diagram 7**.

diagram 6

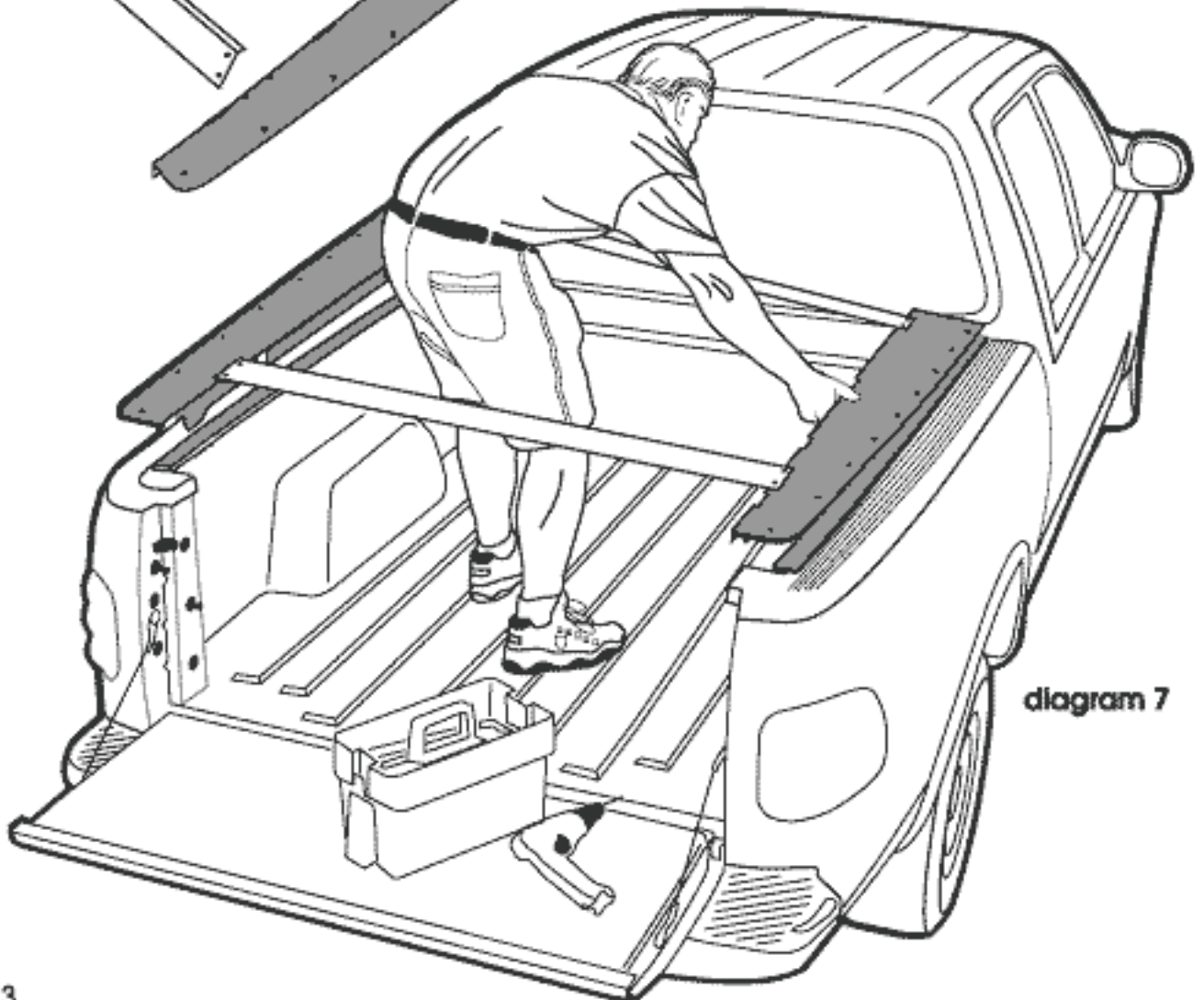
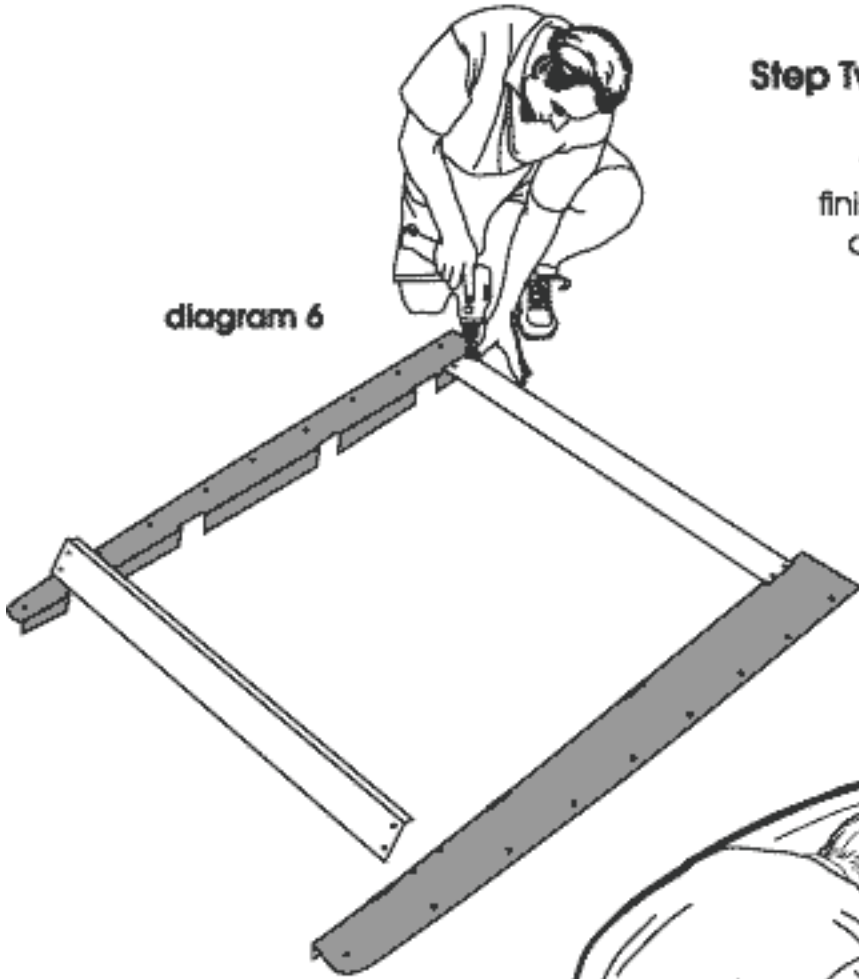


diagram 7

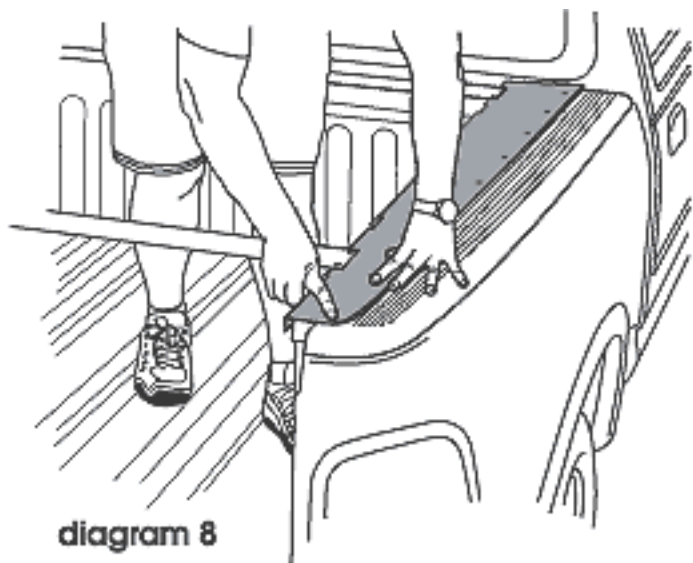


diagram 8

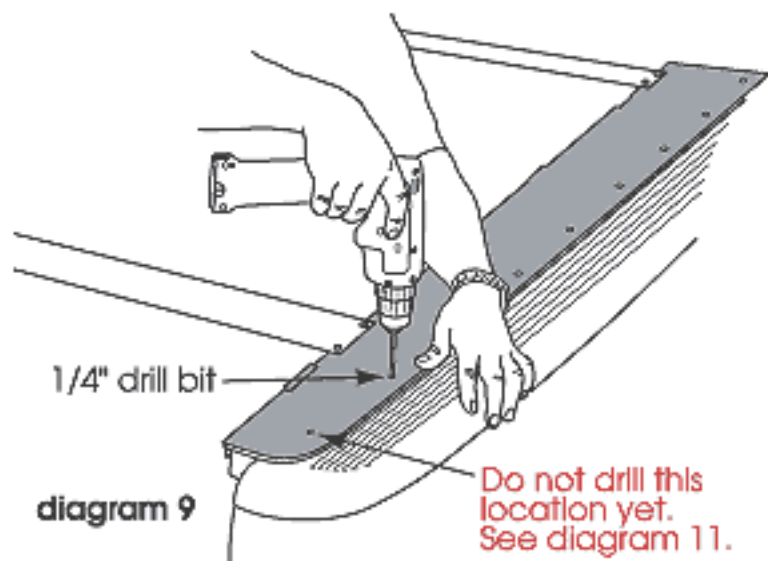


diagram 9

Next, carefully center the coupling flanges being sure that the spacing is equal on both sides and that the radiused ends are matched to the radiused rail caps as shown in **diagram 8**. With the flanges properly positioned, use the 1/4" drill bit included in the hardware package to drill through the second hole from the end as shown in **diagram 9**, *being sure to hold the drill as straight as possible*. Now use one of the black, 1/4" - 20 X 1" countersunk screws, a lock washer and nut to secure the coupling flange. Next, move to the very front of the same flange (first hole) and drill and fasten the flange as shown in **diagram 10**. With the front and back positions fastened, drill and fasten the remaining holes on both sides, leaving the two end holes near the tailgate, until last. The end screws (1/4" - 20 X 5/8" countersunk) fasten through the plastic rail caps and *must be drilled (using #16 drill bit) carefully and secured to avoid stripping*. See note **diagram 11**.

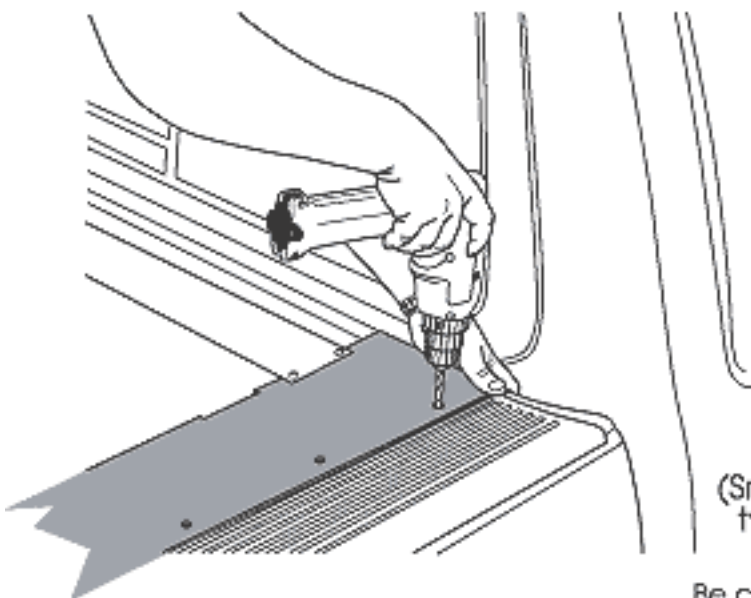


diagram 10

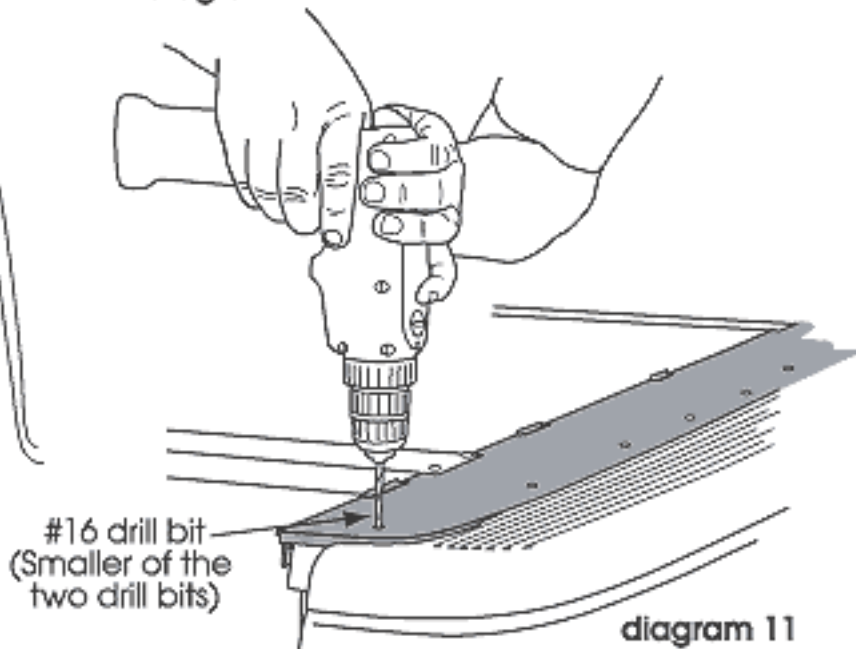


diagram 11

Be careful on end hole as screw fastens into plastic only and can strip easily. Tighten by hand only. Do not use screw Gun!

Step Three: Placing the housing and installing the tailgate extrusion

With the coupling flanges securely mounted, remove the cross members as shown in **diagram 12** and place the housing assembly onto the flanges as shown in **diagram 13**. *Do not fasten the housing to the flanges at this time.* Next, using the #8 X 3/4" button head screws, install the tailgate extrusion. Note: the tailgate extrusion is the most critical part of the installation and must be done correctly for the lock mechanism to work properly. First, center the extrusion on the tailgate and while holding it perfectly perpendicular, fasten the center screw as shown in **diagram 14**. Next, again being sure to hold the extrusion perpendicular and formed down against the tailgate, fasten each end *before* securing the remaining fasteners as shown in **diagram 15**. This process is more thoroughly described on **page 6** of the **Standard Roll-N-Lock Installation Guide**.

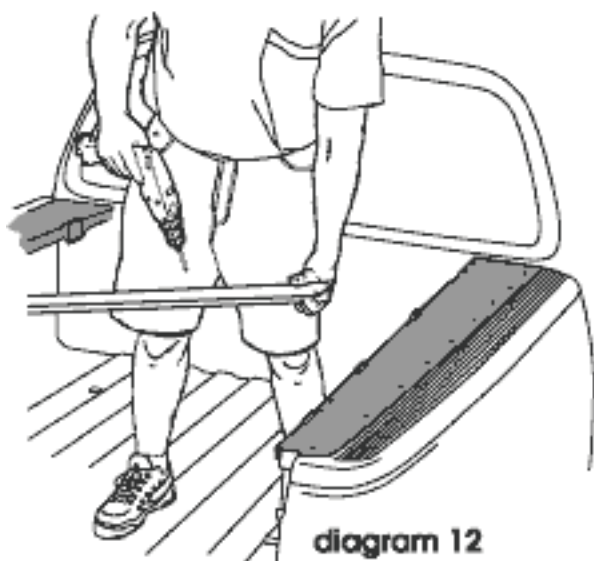


diagram 12

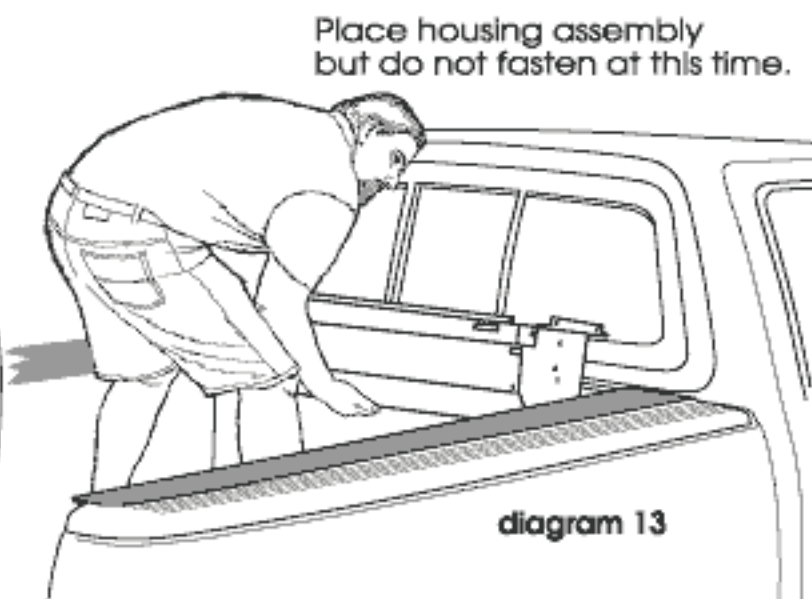


diagram 13



diagram 14

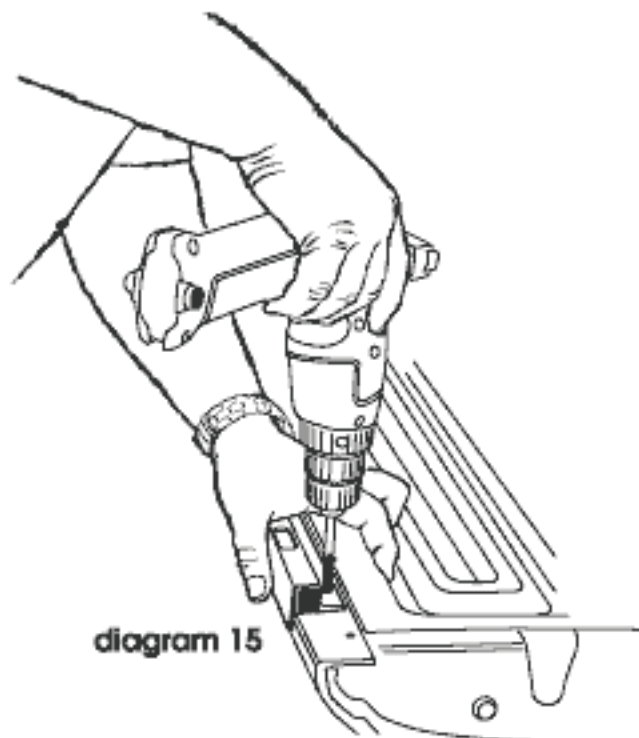


diagram 15

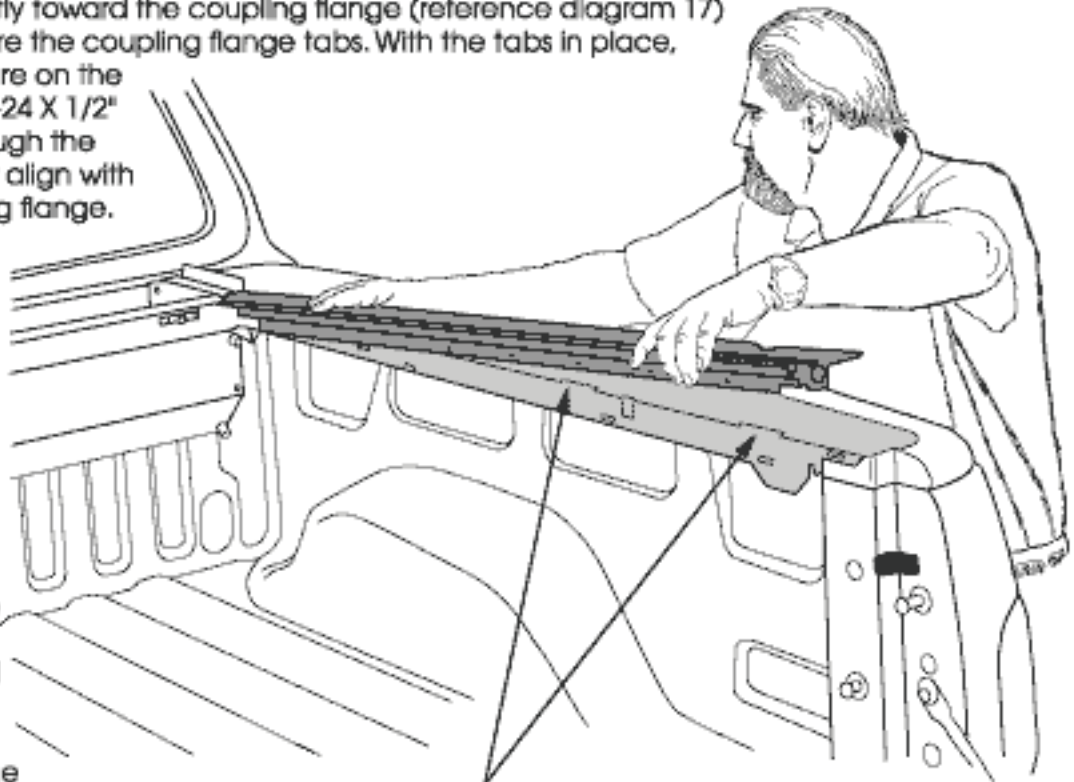
Step Four: Securing the side tracks

The next step is to secure the side tracks to the coupling flanges as shown in **diagram 16**. The most critical part of this process is to be sure that the three vertical tabs on each coupling flange are keyed into the receptor slot on the underside of each track as shown in **diagram 17**. If this is not done properly, the track will tip inward and the track gaskets will not seal to the coupling flanges. First, place the flared end of the track onto the housing stem (stem goes on the back side of the track) being sure to properly feed the handle into the throat of the track (this process is more thoroughly described on **page 5** of the **Standard Roll-N-Lock Installation Guide**). Next lower the track down to the coupling flange, keeping the track hard against the coupling flange, while rotating the track slightly toward the coupling flange (reference diagram 17) as necessary to capture the coupling flange tabs. With the tabs in place,

hold downward pressure on the track and press the 10-24 X 1/2" truss head screws through the track flange holes that align with the slots in the coupling flange.

Apply the lock washers and nuts, *but before tightening*, fasten and tighten the track to the housing stem as shown on **page 5** of the **Standard Roll-N-Lock Installation Guide**.

With both tracks secured to the housing stems, shift the housing and track assembly back toward the tailgate to be sure that the track end caps actually touch the inside vertical face of the tailgate. Contacting the vertical face of the tailgate with the vertical face of the track end caps is absolutely critical for proper functioning of the lock mechanism (see **page 7** of the **Standard Roll-N-Lock Installation Guide**). With this accomplished you may now tighten the tracks to the coupling flanges. Double check to be sure that the track gaskets are firmly pressed down against the coupling flanges.



tabs must key into slot on underside of tracks

diagram 16

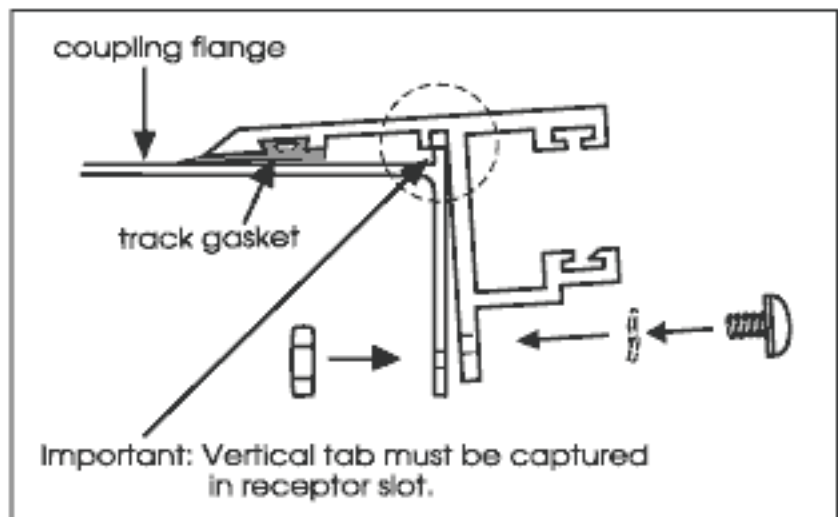


diagram 17

Step Five: Securing the cargo shield and housing lid.

With the tracks in place, you can now install the cargo shield as shown in **diagram 18**. Notice that the elongated holes are on the bottom, and the rubber washers go on the inside of the shield. The easiest way to install the cargo shield is to place the truss head bolts through the holes in the shield and press or thread the rubber washers onto the threads of the bolts as shown on **page 10** of the **Standard Roll-N-Lock Installation Guide**.

Next, pull the cover out of the housing and latch it at or near the tailgate (latches will fire automatically if lock lever is in the 7 o'clock position). *Do not allow the cover to retract yet, as the vinyl could be damaged.* Now, remove the cardboard packing which is in the housing. Next, place the housing lid onto the housing flanges and align the flange holes as shown in **diagrams 19 and 20**. Use the 1/4-20 X 5/8" black counter sunk screws to secure the lid, **but do not use a screw gun and do not overlighten**, as the lid must occasionally be removed to inspect for debris.

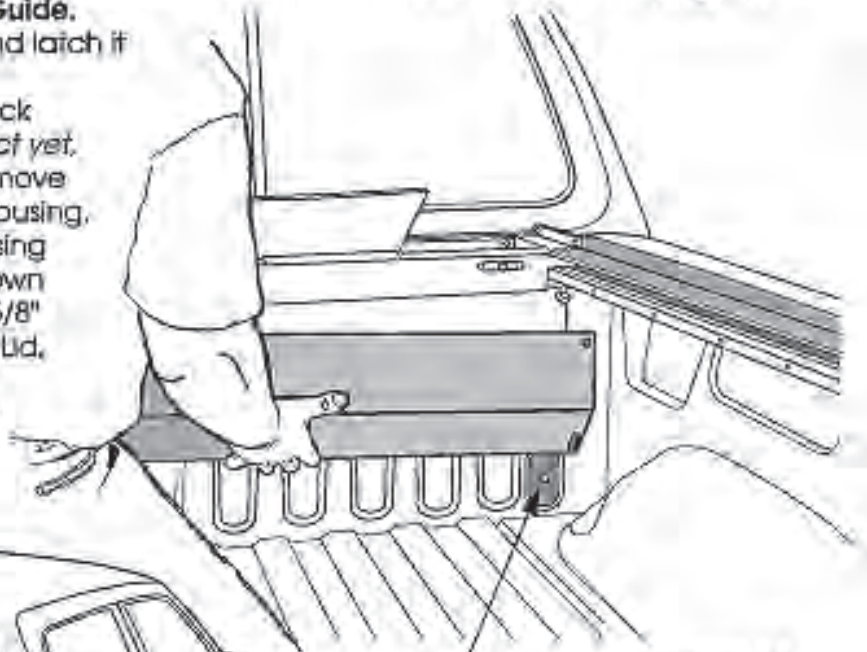


diagram 18

Drill 1/2" hole in rubber bed plug to provide drain tube exit point. Drain tubes connect to fittings at each end of the housing.



diagram 19

Your cover is now operational and if you have followed the instructions carefully, it will function smoothly and will latch effortlessly. We recommend that you use the 303 vinyl protectant which was provided to remove finger prints and give the cover an initial cleaning. 303 should also be applied to the top and bottom track runners. Regular application of 303 will keep your Roll-N-Lock cover looking like new. Enjoy your Roll-N-Lock®



diagram 20