

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.



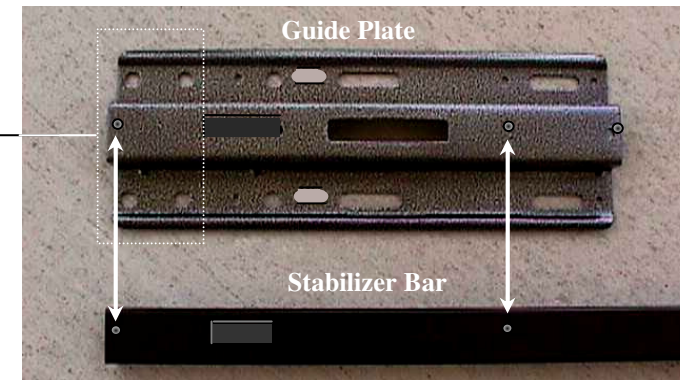
Frame Mount Camper Tiedown System

Models: FT-DR10

FRONT ANCHOR INSTALLATION

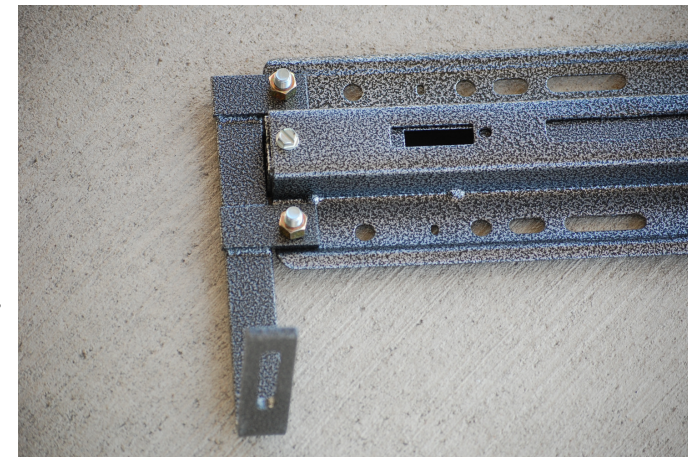
STEP 1 – Place the guide plates over the stabilizer bar and attach both using #10 x ¾" sheet metal screws provided in Kit A. The arrows show the location of these sheet metal screws.

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 using 4 of the 3/8 fine thread bolts and corresponding nuts, secure the frame braces to each end of the guide plates as shown.

Note: Tighten the nuts just to finger tight. They will be removed and discarded later.



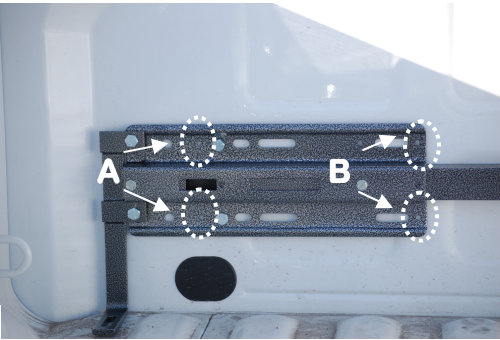
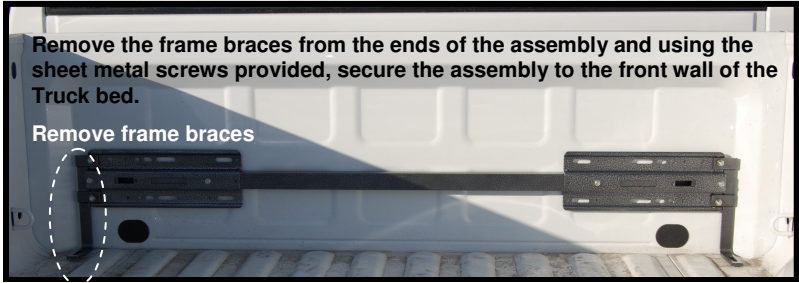
STEP 3 – [Hardware Kit B]

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.

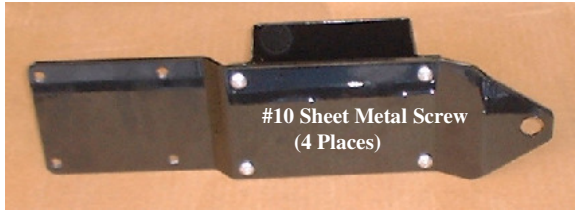
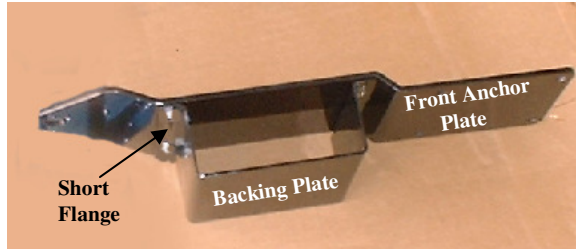
It is a good idea to put a piece of wood between the bed and cab to prevent drill bit from striking the cab.

STEP 3 - Continued (Illustrations)



STEP 4 – Front Anchor Assembly

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

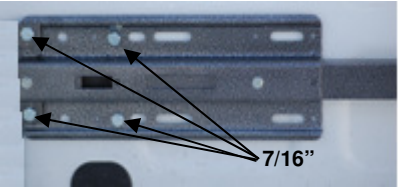


Remove board from between bed & cab and slide black front anchor plate assembly into place. Reset the frame braces on each end of the assembly. Start but do not tighten all 4 bolts through guide plate and frame braces. into threaded holes in black anchor plate.

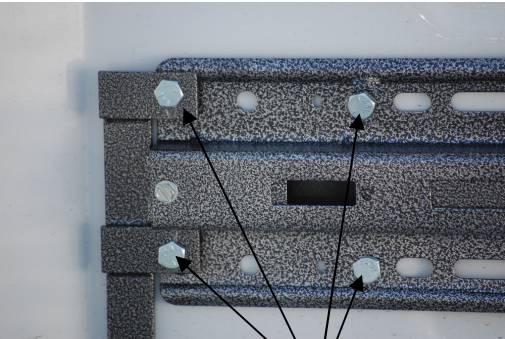
Hint: The bolts will start easier if prior to installation on truck, you run the bolts or a 3/8-24 tap through the threaded holes in the anchor plate to clear out paint.



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.*



3/8" fine thread bolts through bed front wall into black anchor plate

STEP 7 – [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.

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 8 – [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 in all directions.



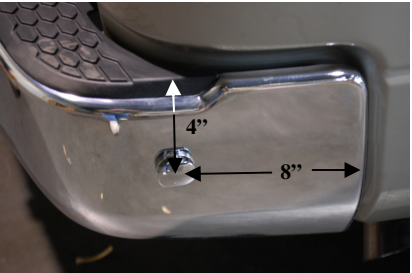
STEP 9 – Insert 5" carriage bolt through hole and secure from beneath truck with reinforcing plate, flat washer, lock washer & hex nut.



THIS COMPLETES THE FRONT ANCHOR INSTALLATION.

REAR ANCHOR INSTALLATION

NOTE: Rear anchors are installed in the end of the bumper 8" back from front edge and 4" down from top of black step tread.

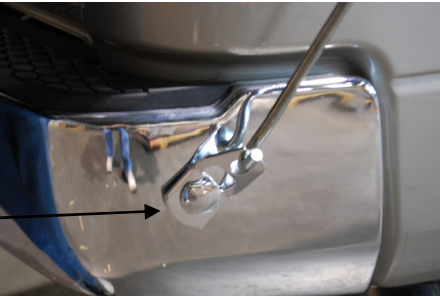


Flat edges of Anchor Bolt must be horizontal.

Center punch and drill a 1/8" pilot hole at this location, then enlarge to 1/2".

Install Anchor Bolt with 2" fender washer, lock washer & nut from back side.

Remove coupler when not in use to prevent loss.





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