



HAPPIJAC®

A Division of Lippert Components Inc.

Model: CA-MT

1988 and earlier Toyota
1993 and earlier Mazda

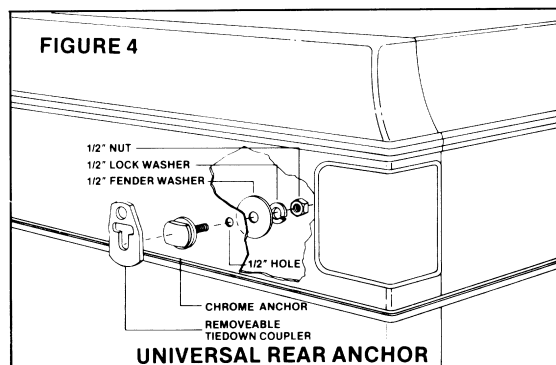
1997 and earlier Nissan
1989 and earlier Isuzu

FRONT ANCHOR INSTALLATION

1. Making certain of correct hole position for your truck model, mark and drill bottom hole (to prevent drill from drifting, drill small pilot hole first and then enlarge to 3/8"). Connect Anchor Plate with lower bolt prior to drilling top hole.
2. Rotate Anchor Plate slightly outward so the plate threads are not damaged while drilling top hole.
3. With tightened lower bolt to hold guide strap firmly in place, drill top hole* (drill small pilot hole first and enlarge to 3/8").
4. Loosen bottom bolt to allow top bolt to start easily, then tighten bolts.

* When stake pocket prevents top hole from being drilled at straight angle, drill hole at the best angle permissible. The hole angle can easily be straightened to 90° by placing the 3/8" section of rod (included for this purpose) through the hole and tapping it with a hammer in the direction needed to straighten the hole.

NOTES: 1. 1986 Jeep Pickup uses (4) ea. CA-UR.
2. Ford Ranger uses (4) ea. CA-UR.
3. Chevy S-10 & S-15 use CA-CG3.

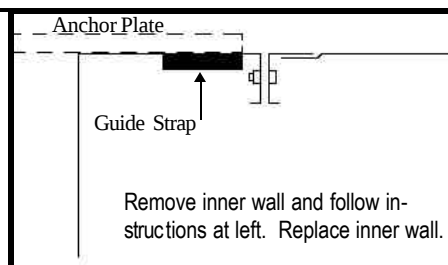


Note: Measurements given are from top of truck bed to center of bottom hole on Guide Strap

Drawings show the front, driver's side corner of a pickup truck bed looking down from above

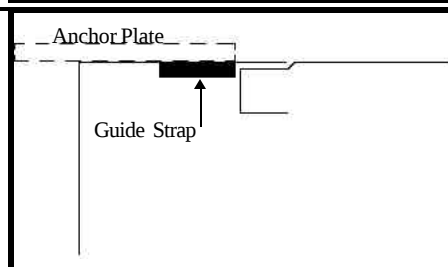
TOYOTA (Pre 1986)
TOYOTA (1986-1988)

Measure Down: 11.5"



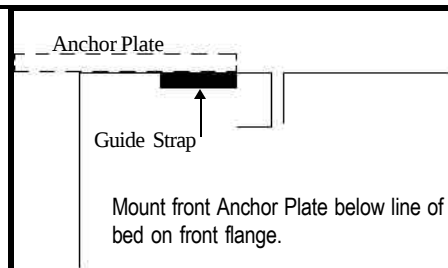
FORD COURIER
(Pre 1977)
MAZDA (Pre 1977)

Measure Down: 10.5"



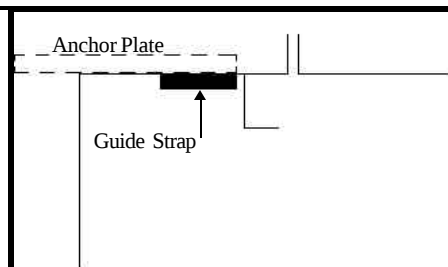
FORD COURIER
(1977-1985)
MAZDA (1977-1985)
MAZDA (1986)

Measure Down: 11.5"



NISSAN/DATSUN

Measure Down: 11.5"



REAR ANCHOR INSTALLATION

1. Locate universal rear anchor such that the alignment is as nearly vertical below the camper eye-bolt as possible, and low enough to allow sufficient space between eye-bolt and rear anchor for turnbuckle installation (generally 13"-18"). **WARNING:** Before drilling check for clear access to the backside between outer fender and bed wall, and check for any wires, fuel lines, etc.
2. Drill small pilot hole and enlarge to 1/2".
3. Tightly secure chrome anchor bolt with large fender washer, lock-washer, and nut (Fig. 4)
4. Removable Tiedown Coupler connects turnbuckle to anchor.



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