



# Thunder Power Tarp Kit Installation

Rear Flex Arm – Curb Side Stowing

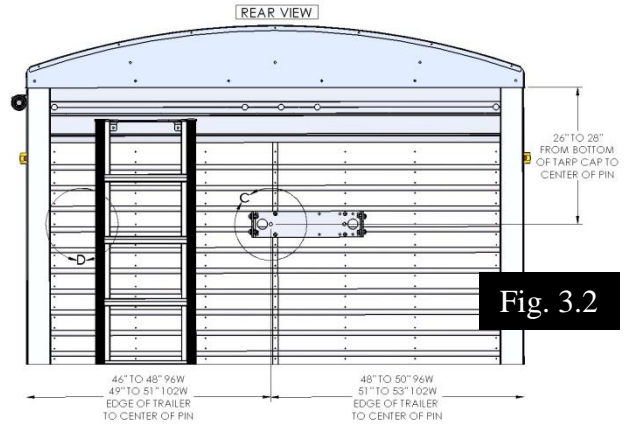
## REAR FLEX ARM INSTALLATION INSTRUCTIONS

### Note:

This kit converts an existing manual crank system that has an existing locking extrusion on the roadside and tarp stops on the curbside into an electric one-touch system.

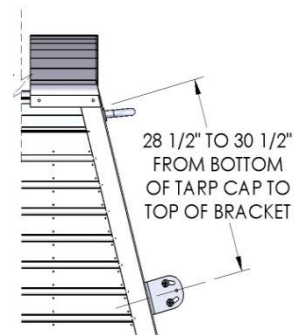
### Pivot Installation

1. On the rear of the trailer measure from the bottom of the tarp cap, straight down 26" to 28" and put a mark on the rear face of the trailer **as close to center as possible**. Refer to figure 3.2.
2. For slant nose trailers measure approximately 29 1/2" from the bottom of the tarp cap. Refer to the figure 2.3.
3. Line up the 5/8" hole in the inner bracket with the mark made in step 1. Refer to figure 3.3.
4. Find the four fasteners that line up to four of the holes in the bracket. If no holes in the bracket line up with the fasteners in the nose of the trailer the pivot point can be moved up to 2" to roadside or up to 1" to curbside along the horizontal dimensions shown. The bracket can be moved up to 1" higher or lower on the vertical axis.
5. Once the holes in the bracket are lined up with four fasteners, mark these four fasteners and set the bracket aside for now.
6. Using a drill with a 1/4" drill bit remove the existing rivets that will be behind bracket. The bracket will be mounted using 1/4" plastic washer so only remove the 4 fasteners directly behind the four holes in the bracket.
7. Drill four 25/64" (.390") holes where the four fasteners were that were marked.
8. Align the holes in bracket with holes on rear of trailer and bolt in place using the four 3/8" button head bolts, plastic washers, 3/8" washers, and 3/8" lock nuts provided.
9. If you have a straight nose trailer bolt the rear outer bracket to the inner bracket using the four 1/2" hex head bolts, lock nuts, and washers provided. Tighten the fasteners until they are snug but not tight. It will appear as shown in the figure 100578.
10. If you have a slant nose trailer, bolt the rear outer bracket on using two 1/2" bolts and lock nuts and washers as shown in fig. 100578 in the lower bolt holes. Tighten the fasteners until they are snug but not tight.
11. Put two 1/2" fasteners into the upper bolt holes and tighten until they are snug but not tight, they will be tightened after arm is attached to the roll tube.

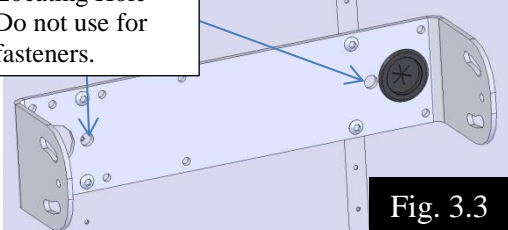


**Fig. 3.2**

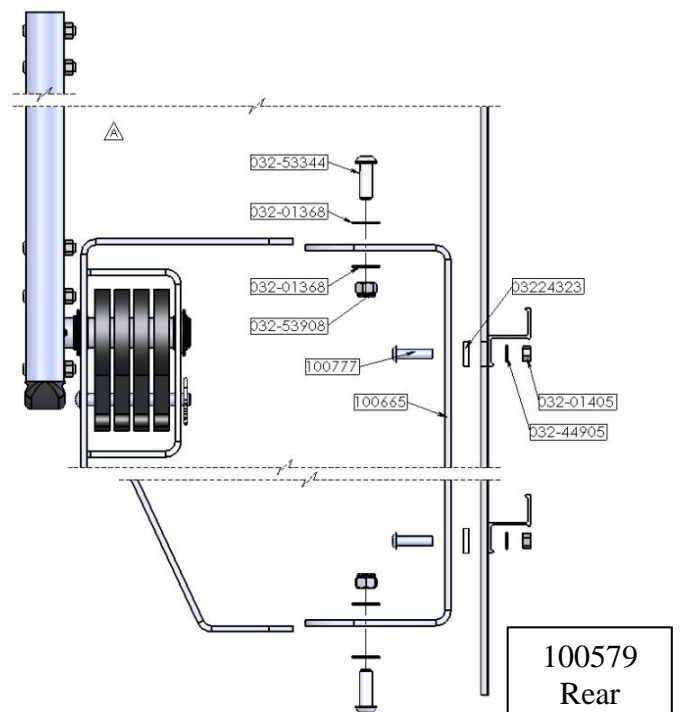
**Fig. 2.3**



Locating Hole  
Do not use for  
fasteners.



**Fig. 3.3**



**100579  
Rear**

## Rear Arm Installation

1. The spring pin is installed into the middle hole in the 3 hole pattern at both the pivot assembly. When the arm is rotated up toward the axle, this will be the medium spring tension.
2. Slide one of the locking collars onto the roll tube. Do not attach the locking collar at this time.
3. If you have a straight back trailer bolt the rear outer bracket to the inner bracket using the four 1/2" hex head bolts, lock nuts, and washers provided. Tighten the fasteners until they are snug but not tight. It will appear as shown in the figure 100579.
4. If you have a slant nose trailer, bolt the front outer bracket on using two 1/2" bolts and nuts and washers as shown in fig. 100578 in the lower bolt holes. Tighten the fasteners until they are snug but not tight.
5. Put two 1/2" fasteners into the upper bolt holes and tighten until they are snug but not tight.
6. Rotate the brackets until the outer bracket is level.
7. Loosen the three 1/2" set screws holding the cable into the arm so it can be adjusted. Pull out 24" of cable and snug the 1/2" set screws to hold it in place.
8. Rotate the arm up until the ball socket assembly can be slipped onto the roll tube as shown in figure 5.2. The bushing may have to be tapped with a rubber mallet to get it past the weld on the spline shaft.
9. Tighten the fasteners and set screws to hold the bracket and the cable in place. It will appear as shown in figure 5.3.
10. After the 1/2" fasteners are tightened lock the bracket into place by using the .390 holes in the inner bracket as a guides and drilling a 25/64" (.390") hole through each side of the outer bracket. Use a 3/8" bolt and lock nut to secure the bracket and prevent it from shifting.
11. The finished assembly should look like figure 5.3 when seen from the rear of the trailer.

