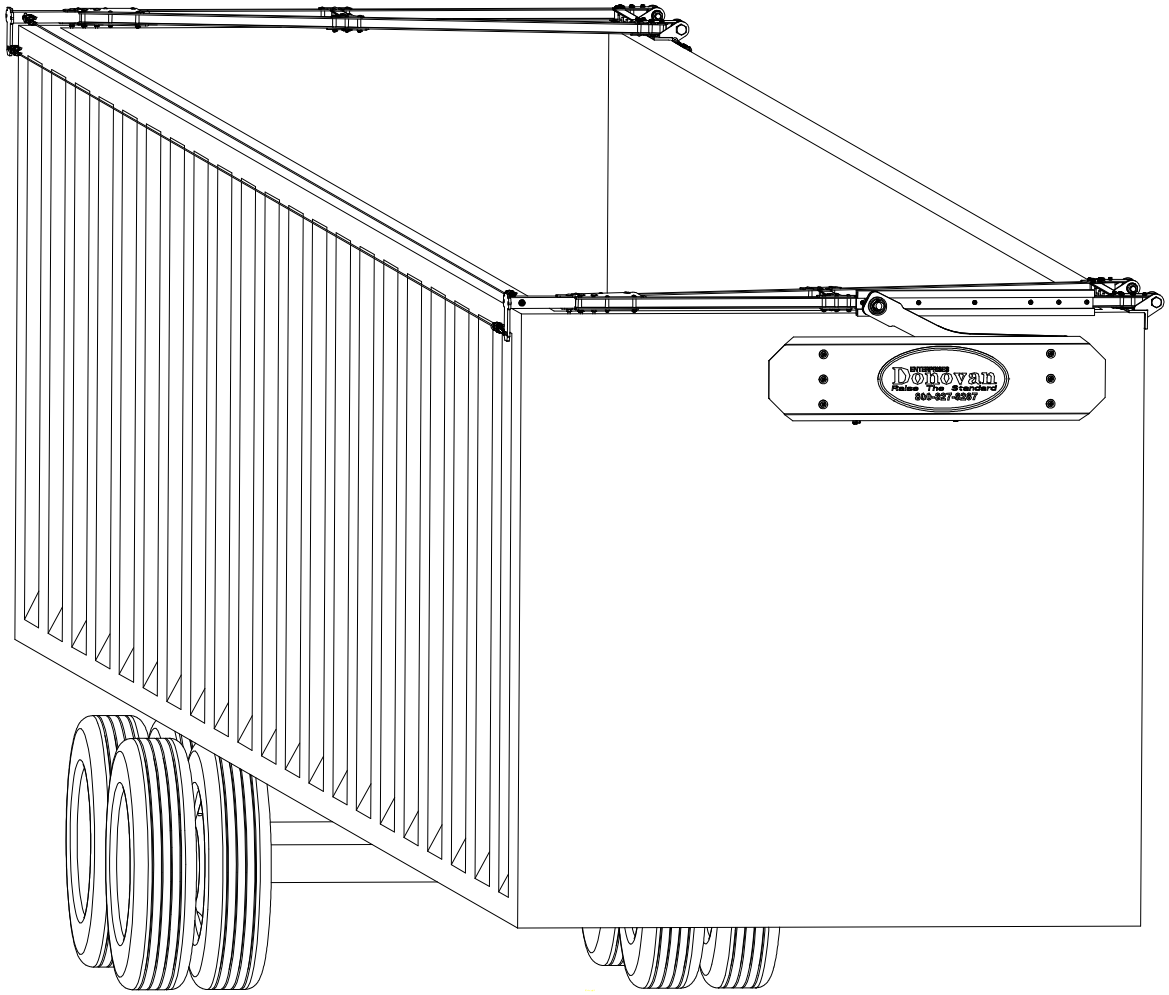
SIDEWINDER 350

INSTALLATION INSTRUCTIONS

&

OPERATION MANUAL



PATENT PENDING

NOVEMBER 2011

Donovan Enterprises
3353 SE Gran Park Way, Stuart FL 34997
800-327-8287
www.donovan-ent.com

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PACKING LIST FOR SIDEWINDER 350

P/N	QTY	BALLOON	DESCRIPTION
2450	1		SIDEWINDER 350 COMPLETE SYSTEM
1048	1	1	BACKHOE ACTUATOR ASSEMBLY
803	1	2	ACTUATOR ARM ASSEMBLY WITH BUSHINGS
784	2	3	SHORT LINK ASSEMBLY WITH BUSHINGS
796	1	4	LONG LINK ASSEMBLY WITH BUSHINGS
1196	1	5	ROLLER ASSEMBLY (10” SHAFT W/ ROLLER)
	1		UHMW ROLLER
1188	1		ROLLER SHAFT (10”)
812	1	6	HYD. CYLINDER
1055	1	7	WIND DEFLECTOR
1056			SMALL WIND DEFLECTOR MOUNT
1057			LARGE WIND DEFLECTOR MOUNT
2453	2	8	HINGE WELDMENT
2502	1	9	FRONT LID COMPLETE KIT
2509	1	10	REAR LID COMPLETE KIT
2463	1	11	STRAIGHT HINGE WELDMENT
2468	1	12	ANGLED HINGE WELDMENT
2470	1	13	FRONT LID 91.88" I-BEAM
2517	1	14	REAR LID 91.88" I-BEAM
2474	2	15	94.83" I-BEAM
2478	2	16	15.38" I-BEAM CROSS BRACE
	2	17	28.25" I-BEAM CROSS BRACE
2479	2	18	REINFORCEMENT PLATE
2593	2		LARGE REINFORCEMENT PLATE
2493	2	19	ANGLED “T” PLATE
2605	2		LARGE ANGLED “T” PLATE
2494	2	20	“T” PLATE
2608	2		LARGE “T” PLATE
2495	1	21	ROLLER TRACK
2500	1	22	SUPPORT TUBE, ROLLER TRACK
2503	2	23	ALUMINUM LID EXTENSION
2632	1	24	PLASTIC REAR FLAP—BLACK HMW
2635	2	25	PLASTIC HINGE SEAL—BLACK HMW
2559	1	26	LATCH TOP HOLD DOWN PLATE
2560	1	27	LATCH TOP HOOK
2561	1	28	LATCH PIPE
2562	1	29	LATCH HANDLE
2563	1	30	HANDLE GUSSET
2518	2	31	LATCH MOUNT WELDMENT

CONTINUED
PACKING LIST FOR SIDEWINDER 350

P/N	QTY	BALLOON	DESCRIPTION
2734	1		12 V HYDRAULIC PUMP ASSY
2532	1		PUMP HYD. M3551, 12V
2779	1		24 V HYDRAULIC PUMP ASSY
2767	1		PUMP HYD. M3551, 24V
1437	1		PUMP MOUNT BRACKET WELDMENT
3742	1		SOLENOID COVER
1906	1		TARP, STANDARD SIDEWINDER (POLYESTER ORANGE KNIT 9 1/2' x 53'

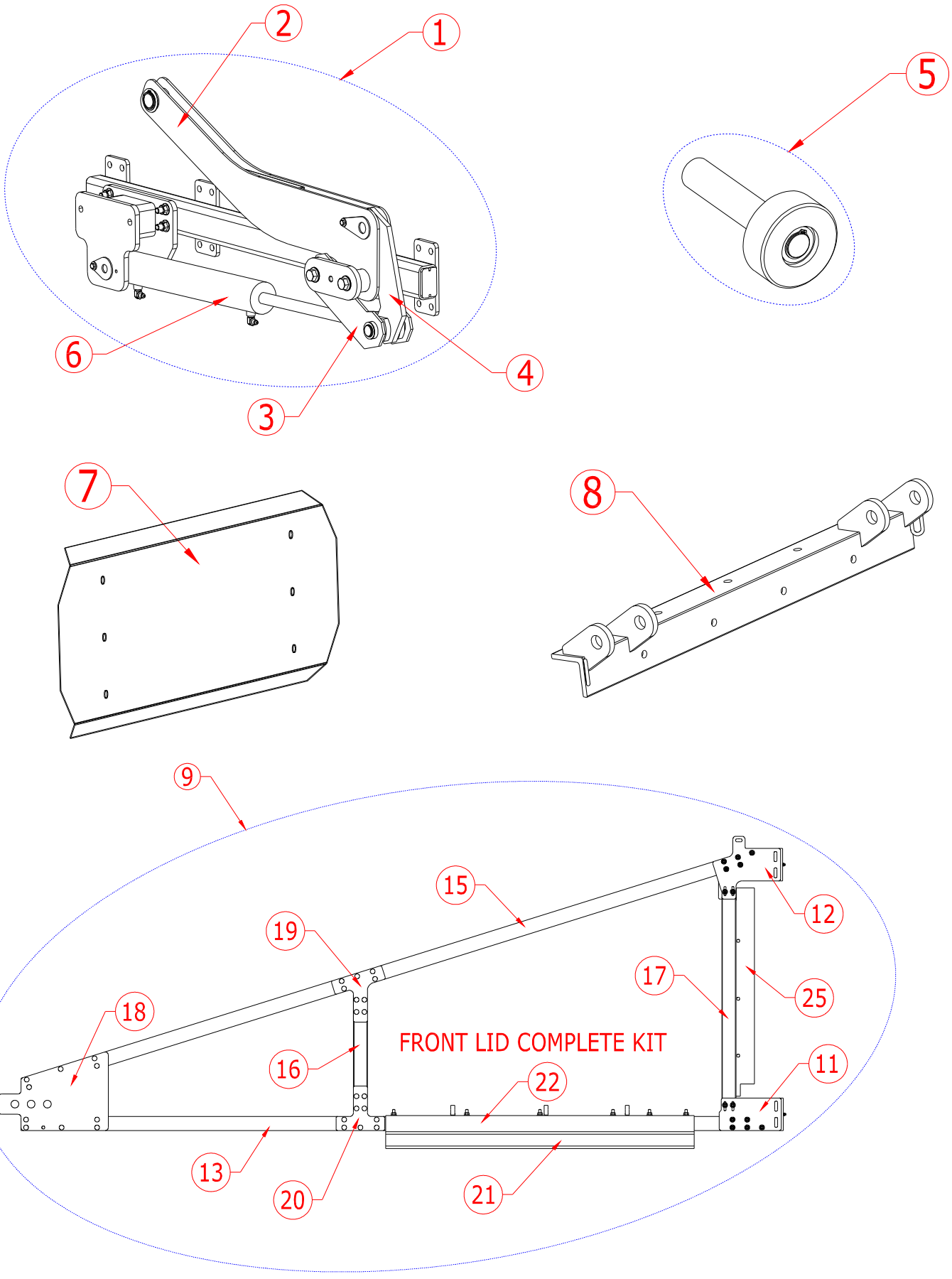
HARDWARE LIST FOR SIDEWINDER 350

P/N	QTY	BALLOON	DESCRIPTION
2522	88		1/4-20 x 2 1/2 Gr5 CARRAGE BOLT
2316	88		1/4-20 CENTER LOCK NUTS
1536	88		1/4" WASHERS
2507	88		SPACERS, 1/4" SCH 40 ALUMINUM PIPE
2526	6		5/16-18 x 3 FLAT HEAD SHCS, Gr 5 OR ALOY STEEL
2868	6		5/16-18 LOCK NUTS
2867	6		5/16 WASHERS
2872	2		3/8 LOCKWASHER
2525	2		3/8 x 4 1/2 LONG FORGED EYE BOLT W/SHOLDER
2523	6		3/8-16 x 3" Gr 5 CARRAGE BOLT
2874	6		3/8-16 LOCK NUT
2875	8		3/8 WASHER
2543	3 @ 55'		3/16 CABLE, GALVANIZED STEEL 7X19
2579	12		3/16 CABLE NUT, CROSBY STYLE FORGED,
2544	2		FORGED TURNBUCKLE, 5/16-18, JAW-JAW,
2545	1		3/8-16 ALUMINUM TURNBUCKLE, HOOK-EYE,
2548	6		3/16 THMBLE FOR WIRE ROPE
2827	250		8" BLACK WIRE TIES, 120 lb
3299	40		1/4 x 1 1/4 SELF DRILLING SCREWS
2689	18		3/4" STEEL LOOP STRAP
187	1		15" RUBBER BUNGEE CORD,
2542	4		1"-8 X 7" LONG GRADE 5 BOLT
2541	4		1"-8 NUT
2539	4		1" LOCK WASHER
2537	8		1" ID x 2" OD x 1/8 THK BRONZE THRUST BEARING
2536	1		1/2-13 x 4" Gr 5 BOLT
2877	1		1/2-13 LOCKNUT
2473	1		1/2-13 NUT
2878	25		1/2 WASHER

WET KIT OPTION

P/N	QTY	DESCRIPTION
3972		WET KIT COMPONENTS

NOTE: FOR COMPLETE LIST OF HARDWARE AND INSTALLATION SEE PAGE 26-28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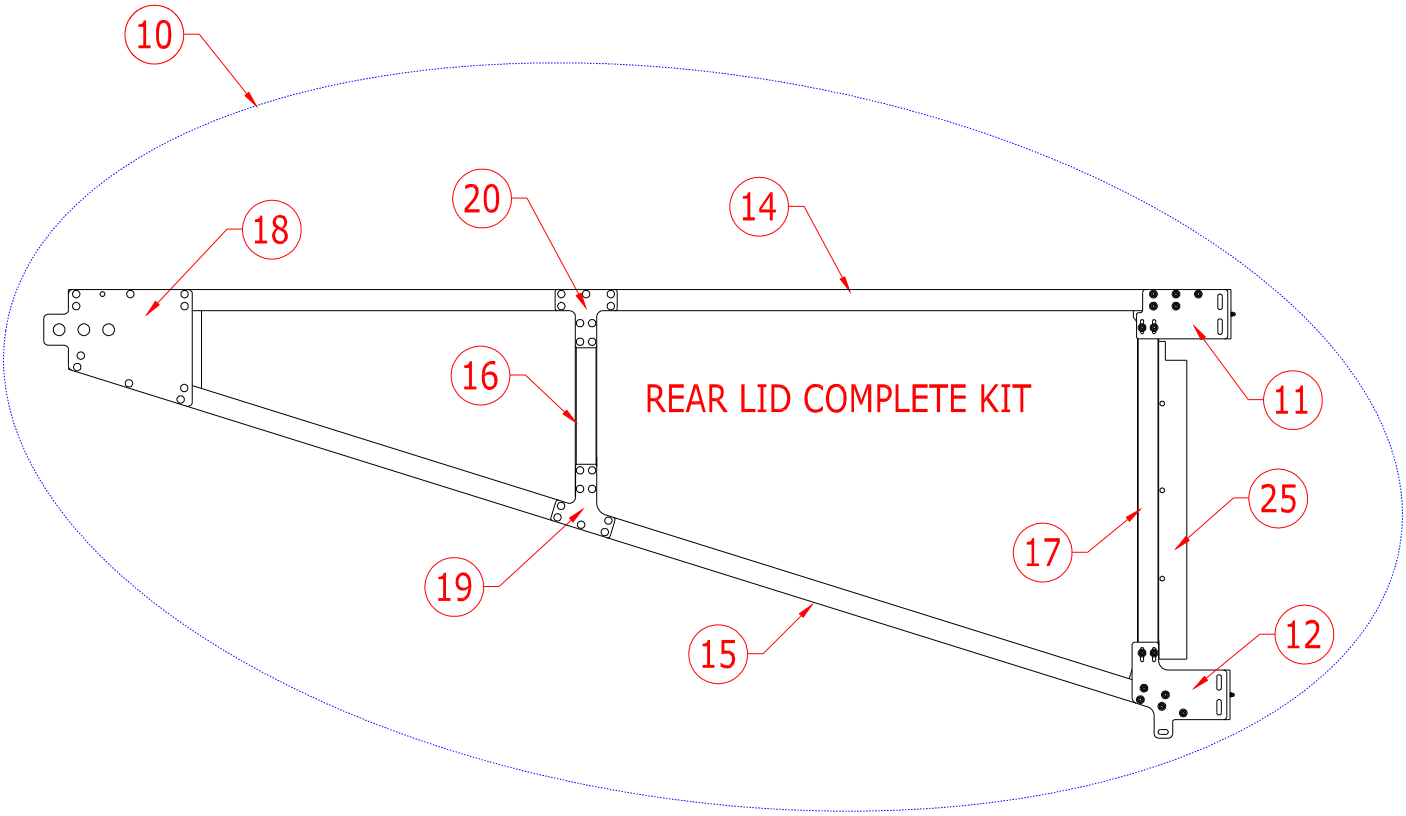
FRONT LID COMPLETE KIT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REAR LID COMPLETE KIT
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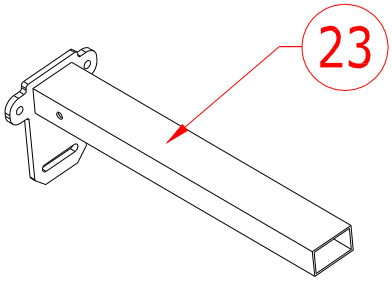
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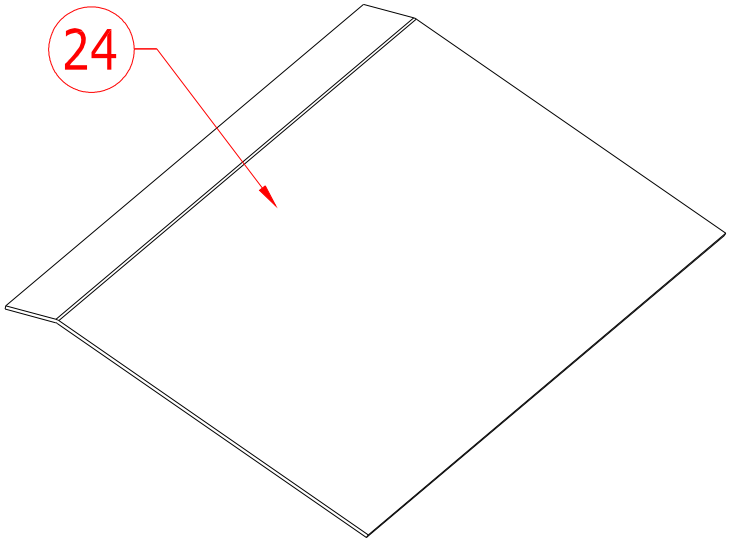
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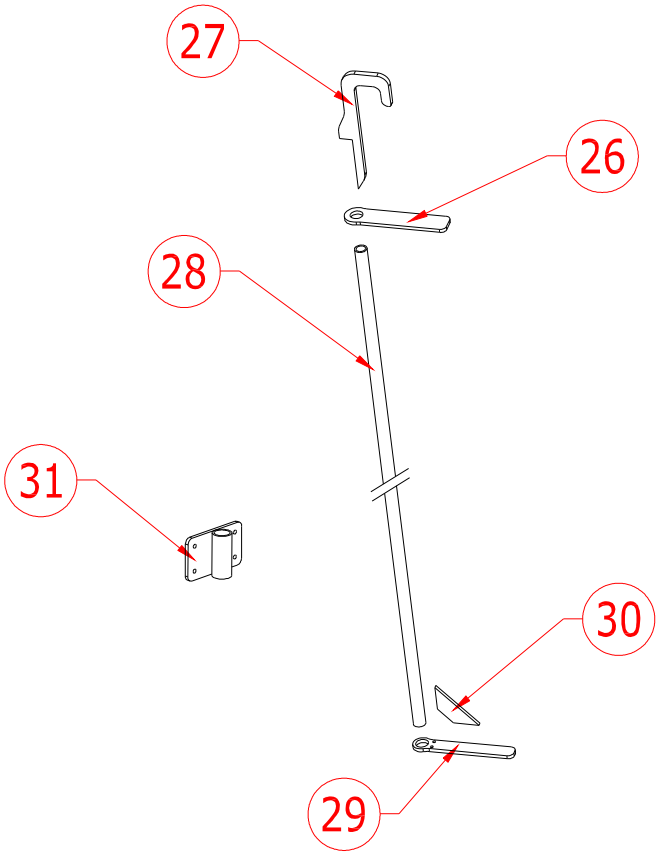
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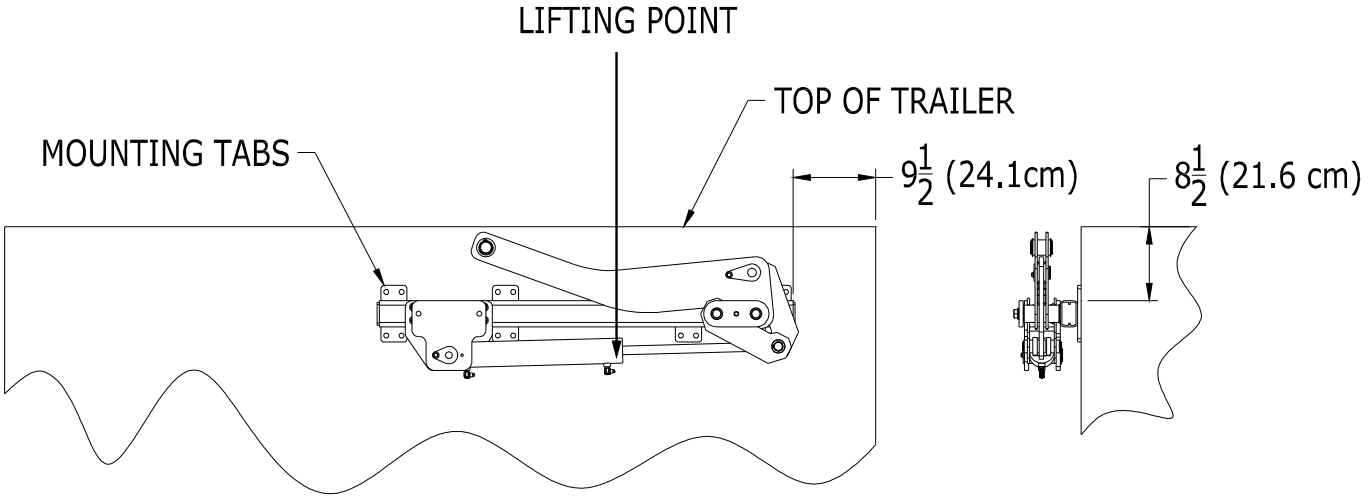
THESE INSTRUCTIONS SHOW THE SYSTEM BEING INSTALLED ON THE DRIVER SIDE OF THE TRAILER. FOLLOW THE SAME INSTRUCTIONS AND DIMENSIONS IF INSTALLATION IS TO BE ON THE PASSENGER SIDE.

1. PLACE ACTUATOR UNIT ON FRONT OF TRAILER AS SHOWN BELOW. USE THE (4) MOUNTING TABS AS A TEMPLATE, AND MARK THE HOLE LOCATION ON THE FRONT OF THE TRAILER
   (IF THE TRAILER IS STEEL, THE UNIT COULD BE WELDED INTO PLACE. **NOTE: IF WELDING TO TRAILER USE EXTREME CAUTION TO AVOID GETTING WELD SPLATTER ON THE CHROME CYLINDER ROD. THIS WILL CAUSE PERMANENT DAMAGE TO THE CYLINDER AND VOID THE SYSTEMS WARRANTY**).

   NOTE: THE ACTUATOR UNIT WEIGHS 134 lb (61 Kg). USE A OVER HEAD LIFTING DEVICE, AND SLING TO LIFT INTO MOUNTING LOCATION. PLACE SLING AROUND ENTIRE UNIT AT LOCATION MARKED “LIFTING POINT” IN DRAWING BELOW.

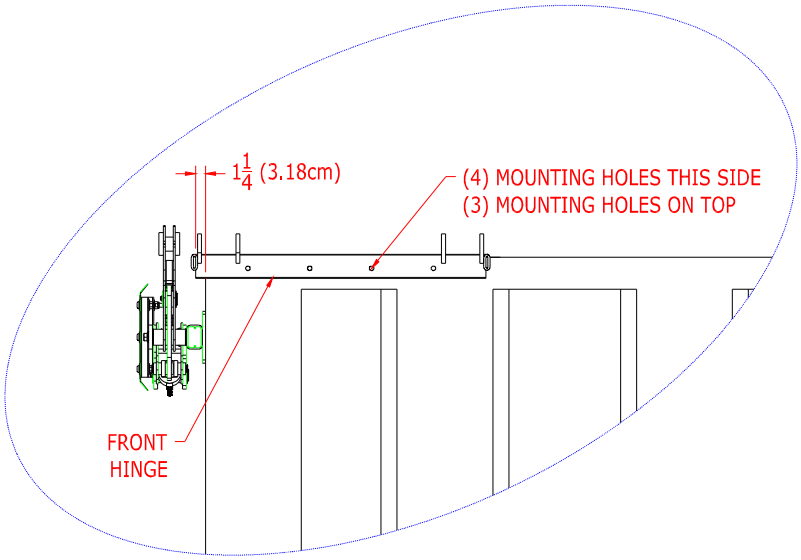


2. DRILL THE MARKED HOLE LOCATIONS TO ACCEPT 1/2” (1.3 cm) GRADE 5 (CLASS 8.8) OR BETTER BOLT (NOT SUPPLIED).

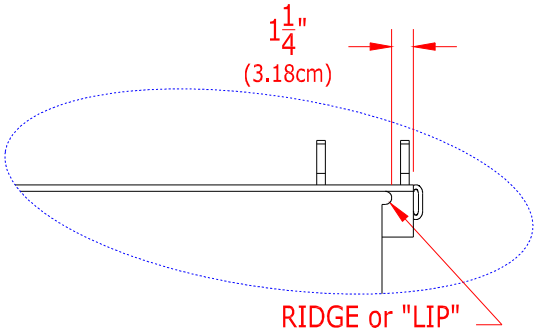
3. POSITION UNIT BACK INTO PLACE, AND SECURE USING 1/2” (1.3 cm) BOLTS MENTIONED IN STEP #2.

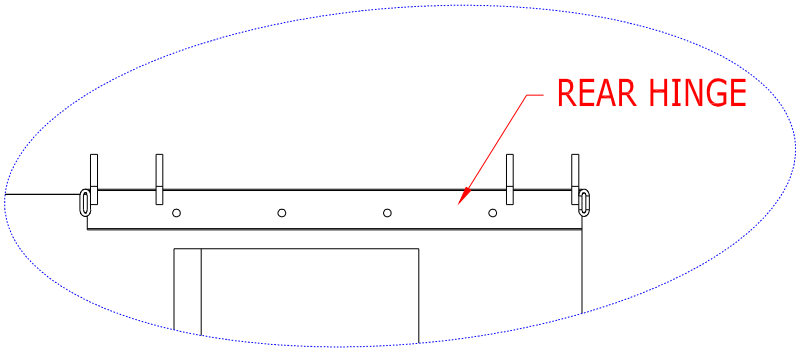
NOTE: IF FRONT WALL OF TRAILER IS THIN ALUMINUM OR STEEL, USE SUFFICIENT BACKING PLATES INSIDE OF TRAILER TO SUPPORT THE UNIT.
NOTE: IF TRAILER HAS A ROUND OR 45 deg FRONT CORNER YOU MUST SUPPORT THE FULL ACTUATOR UNIT. BRACE AND GUSSET BEHIND THE UNIT AS NECESSARY.

- MOUNT THE FRONT HINGE AN 1-1/4” (3.18 cm) IN FRONT OF THE TRAILERS FRONT WALL AS SHOWN TO THE RIGHT. SOME TRAILERS HAVE A RIDGE OR “LIP” ON THE FRONT WALL. IF THIS IS THE CASE, TAKE YOUR 1 1/4” (3.18cm) MEASUREMENT FROM THE RIDGE AS SHOWN BELOW.



NOTE: FRONT AND REAR HINGES ARE THE SAME PART, BUT ARE MOUNTED IN DIFFERENT LOCATIONS ON THE TRAILER.

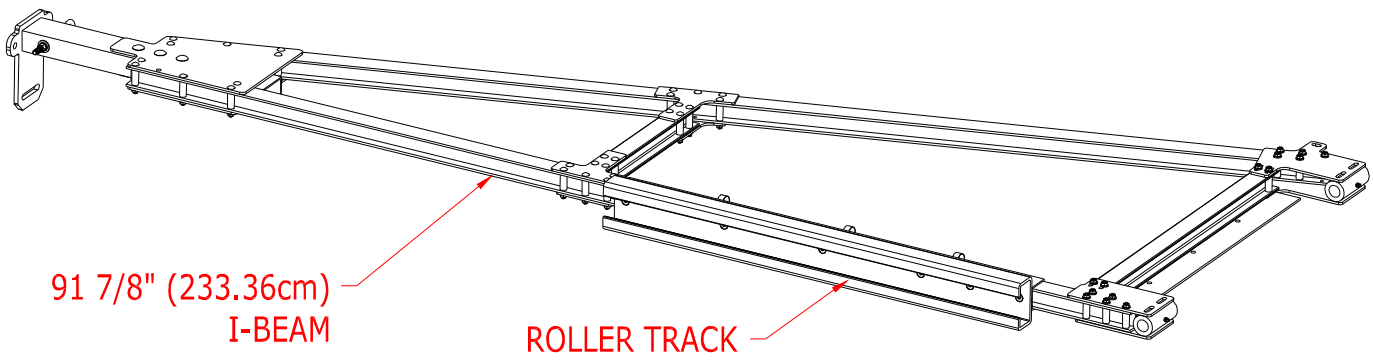




- MOUNT REAR HINGE AS FAR TO THE REAR OF THE TRAILER AS POSSIBLE. IF THE TRAILER IS A TIPPER STYLE, MOUNT THE HINGE FORWARD TO MISS THE HINGE OF THE TAILGATE, THEN USE THE PLASTIC SHEET SUPPLIED TO COVER THE GAP (SEE PAGE 18 FOR PLASTIC SHEET INSTALLATION).

- NEXT STEP IS TO ASSEMBLE THE LIDS. THE FRONT LID IS SHOWN BELOW. ALL COMPONENTS FOR THE FRONT AND REAR LID ARE THE SAME WITH EXCEPTION OF THE 91 7/8” (233.36cm) I-BEAM. THIS I-BEAM FOR THE FRONT HAS HOLES THROUGH THE SIDE FOR MOUNTING THE ROLLER TRACK (SEE BELOW). FOLLOW THE NEXT (10) STEPS FOR THE ASSEMBLY OF THE FRONT LID.

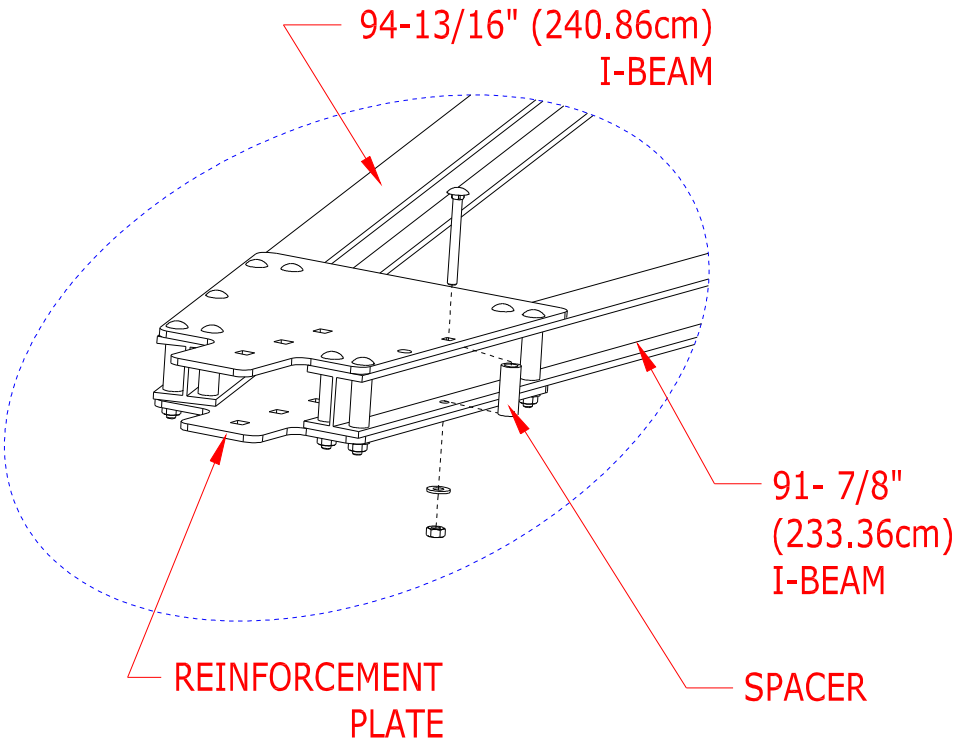
NOTE: DO NOT OVER TIGHTEN THE CARRIAGE BOLTS HOLDING THE LIDS TOGETHER. THIS COULD DAMAGE THE I-BEAMS.



- ASSEMBLE THE (2) I-BEAMS SHOWN USING (2) REINFORCEMENT PLATES.

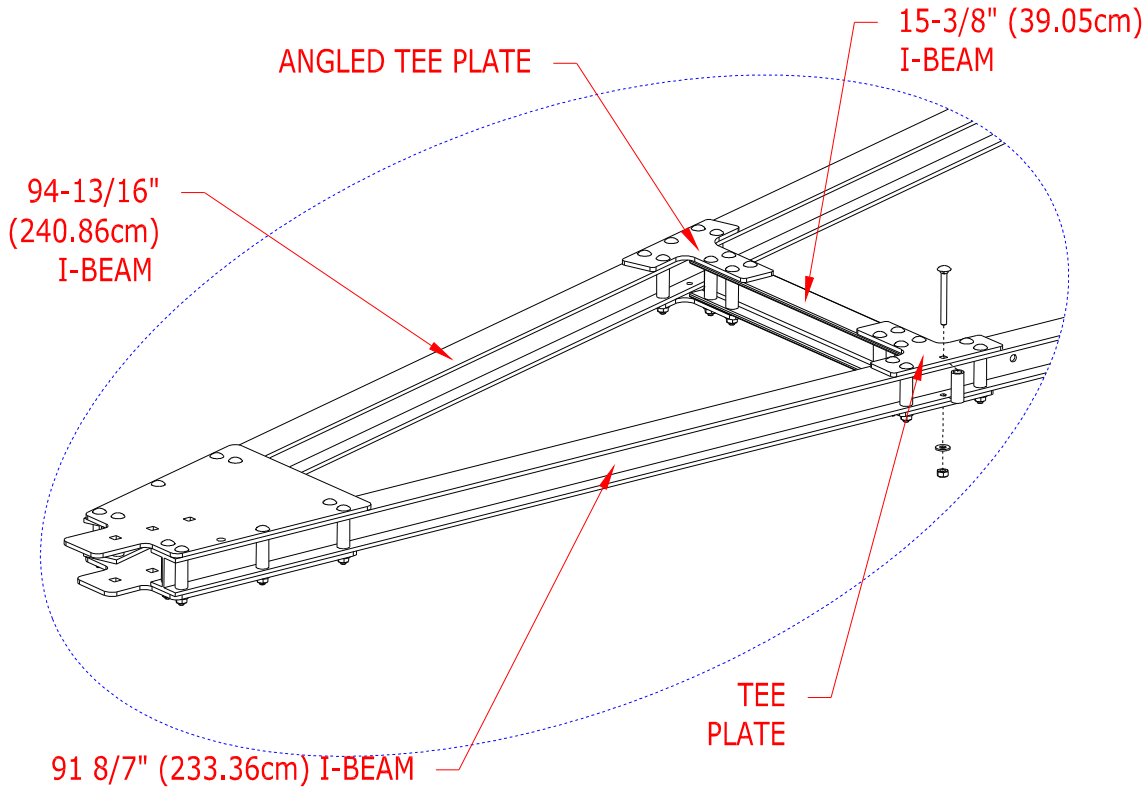
NOTE: THE PLATES ARE OF DIFFERENT SIZE. IT DOES NOT MATTER WHICH PLATE IS ON TOP OR ON BOTTOM. USE (10) 1/4-20 x 2 1/2" (3.4mm x 64mm) CARRIAGE BOLTS, (10) 1/4 (3.4mm) WASHERS, (10) 1/4-20 (3.4mm) LOCK NUTS, AND (10) SPACERS AS SHOWN TO THE RIGHT.

DO NOT TIGHTEN THESE CARRIAGE BOLTS UNTIL LATER.

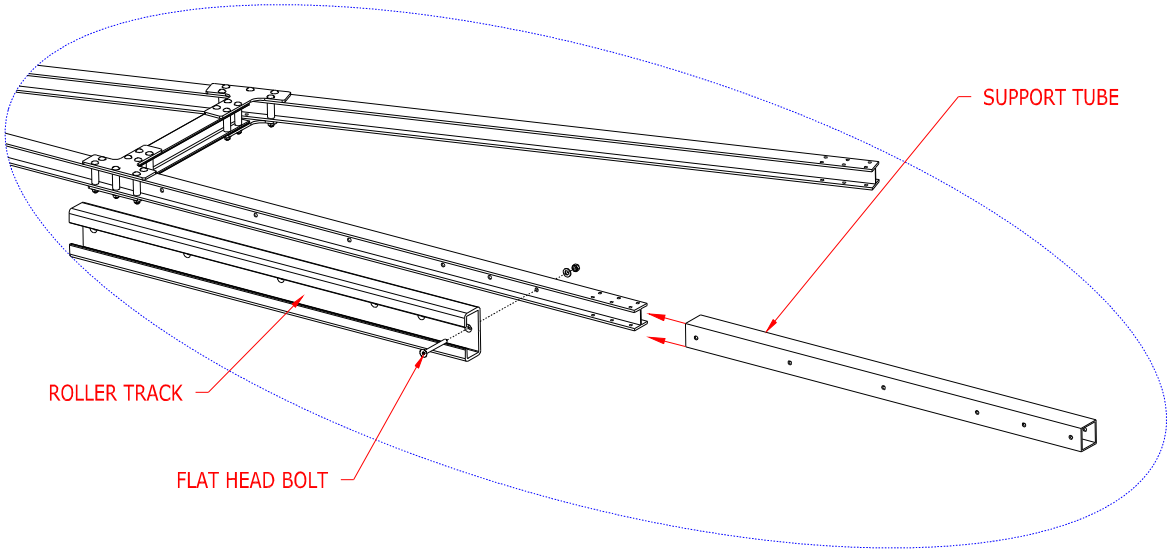


- ASSEMBLE THE ANGLED TEE PLATES AND THE TEE PLATES TO THE I-BEAMS AS SHOWN USING (18) OF THE SAME SIZE CARRIAGE BOLTS, NUTS, WASHERS, AND SPACERS AS USED ABOVE.

NOTE: THESE TEE PLATES ARE ALSO DIFFERENT SIZES. IT DOES NOT MATTER WHICH PLATE IS ON TOP OR THE BOTTOM.

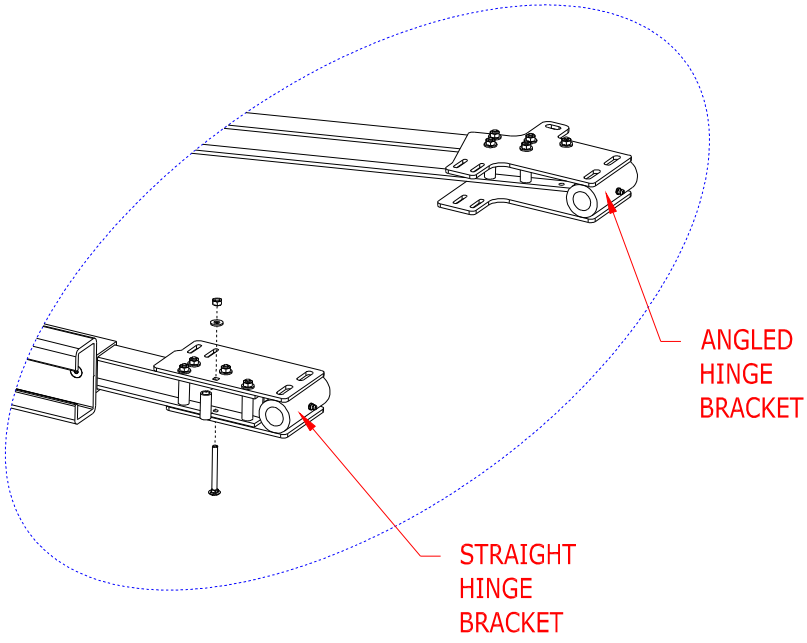


- SLIDE THE SUPPORT TUBE OVER THE I-BEAM AND ALIGN THE HOLES ON THE ROLLER TRACK WITH THE HOLES ON BOTH THE SUPPORT TUBE AND I-BEAM. NEXT SECURE INTO PLACE USING (6) 5/16-18 x 3" (8mm x 75mm) FLAT HEAD SOCKET HEAD BOLTS WASHERS AND LOCK NUTS

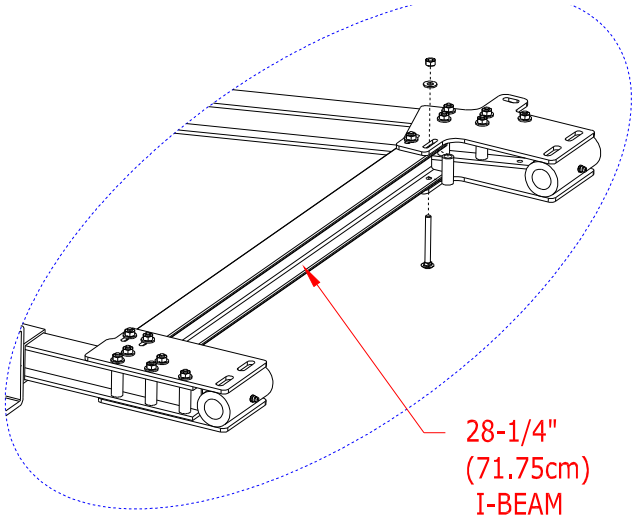


- ATTACH THE HINGE BRACKETS AS SHOWN TO THE RIGHT USING A TOTAL OF (10) 1/4-20 x 2 1/2" (3.4mm x 64mm) CARRIAGE BOLTS, (10) 1/4 (3.4mm) WASHERS, (10) 1/4-20 (3.4mm) LOCK NUTS, AND (10) SPACERS.

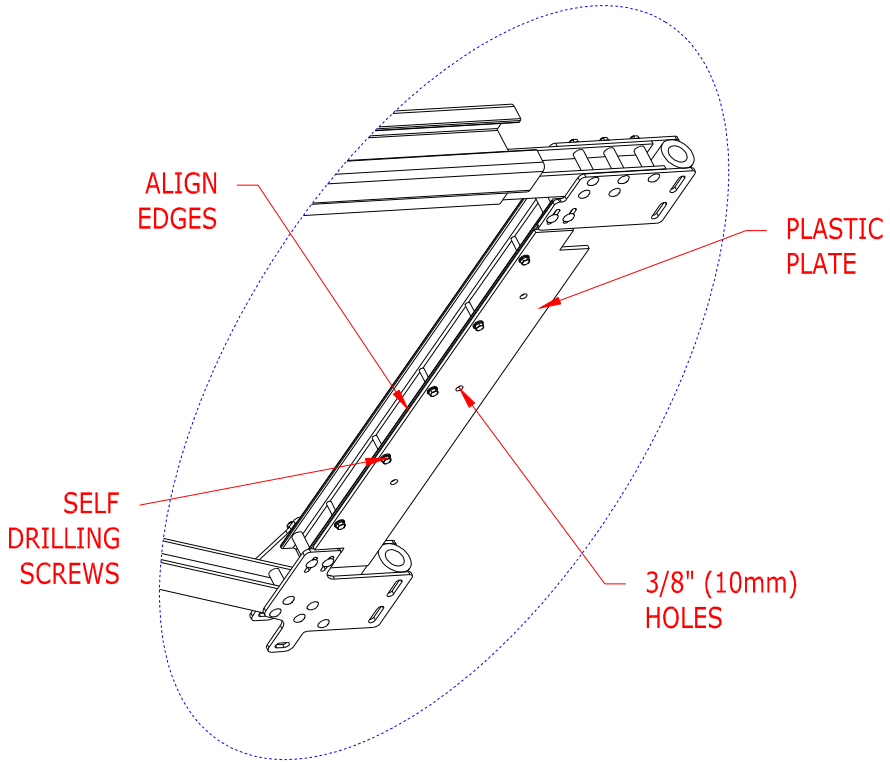
NOTE: THE CARRIAGE BOLTS MUST COME FROM THE BOTTOM ON THE HINGE BRACKETS AS SHOWN.



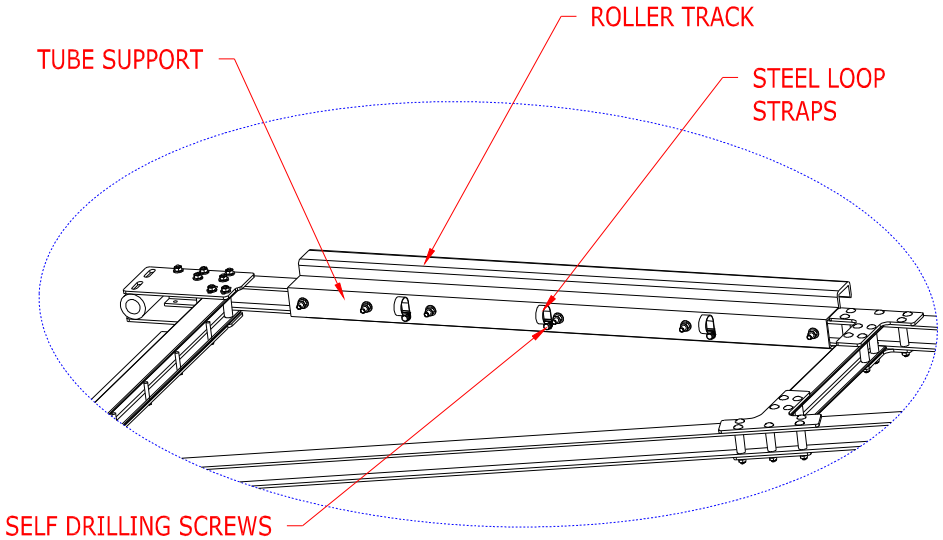
- ATTACH THE 28 1/4" (71.75cm) I-BEAM TO THE HINGE BRACKETS AS SHOWN USING (4) OF THE SAME CARRIAGE BOLTS, WASHERS AND LOCKNUTS USED ABOVE. DO NOT TIGHTEN UNTIL LATER.



- ATTACH THE SUPPLIED PLASTIC PLATE TO THE I-BEAM ALIGNING THE BACK EDGES AS SHOWN, USING (5) SELF DRILLING SCREWS EQUALLY SPACED. THEN DRILL (3) 3/8” (10mm) HOLES THROUGH THE PLASTIC FOR ATTACHING THE TARP AT A LATER STAGE.

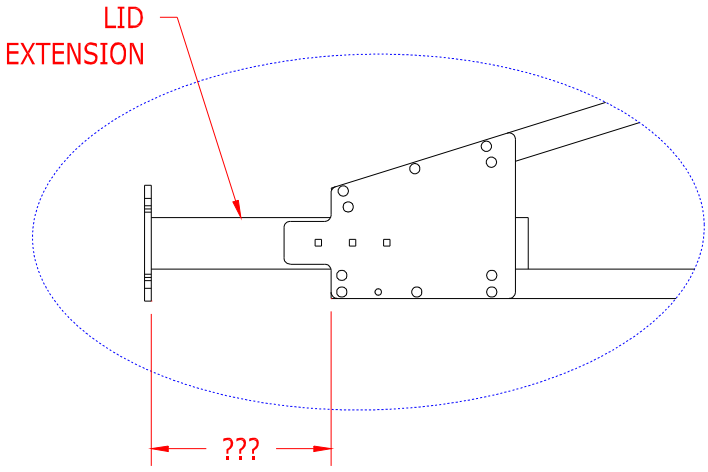


- ATTACH (3) STEEL LOOP STRAPS TO THE BACK OF THE TUBE SUPPORT BEHIND THE ROLLER TRACK, USING (3) SELF DRILLING SCREWS EQUALLY SPACED AS SHOWN TO THE RIGHT.

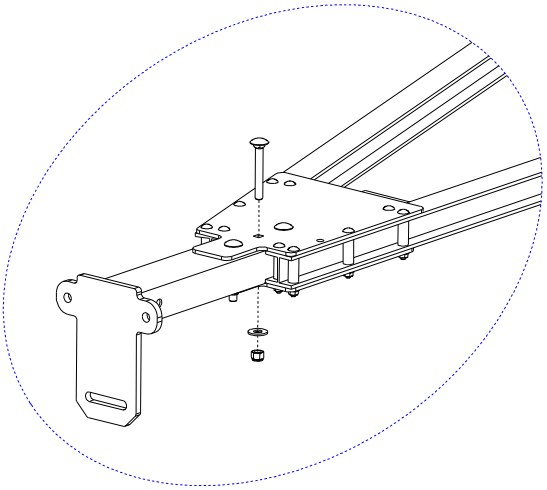


- NEXT STEP IS TO MEASURE THE WIDTH OF THE TRAILER ACROSS THE FRONT TOP RAILS. THIS DIMENSION MINUS 89 1/2” (227.3cm) EQUALS THE MEASUREMENT IN QUESTION TO THE RIGHT.

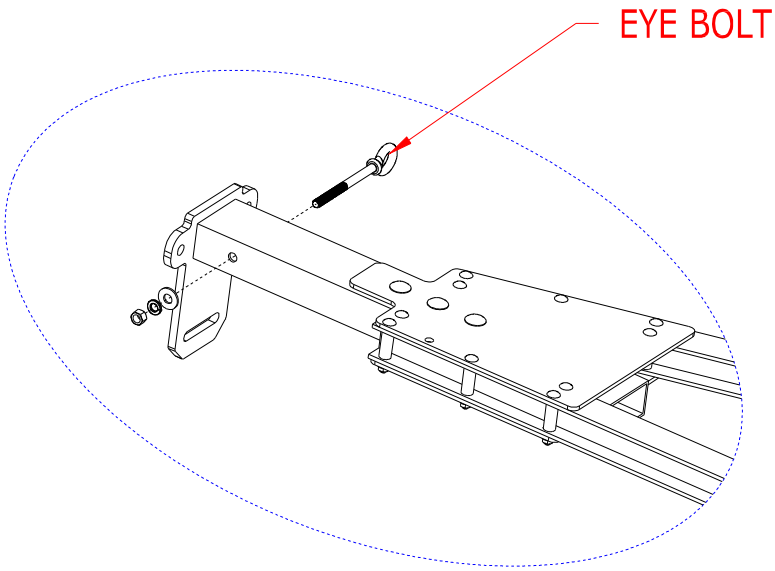
EXAMPLE: IF YOUR TRAILER WIDTH IS 102” (259.0cm) YOU WOULD TAKE 102”-89 1/2” = 12 1/2”. THIS WOULD BE THE MEASUREMENT IN QUESTION TO THE RIGHT (259.0cm—227.3cm = 31.7cm)



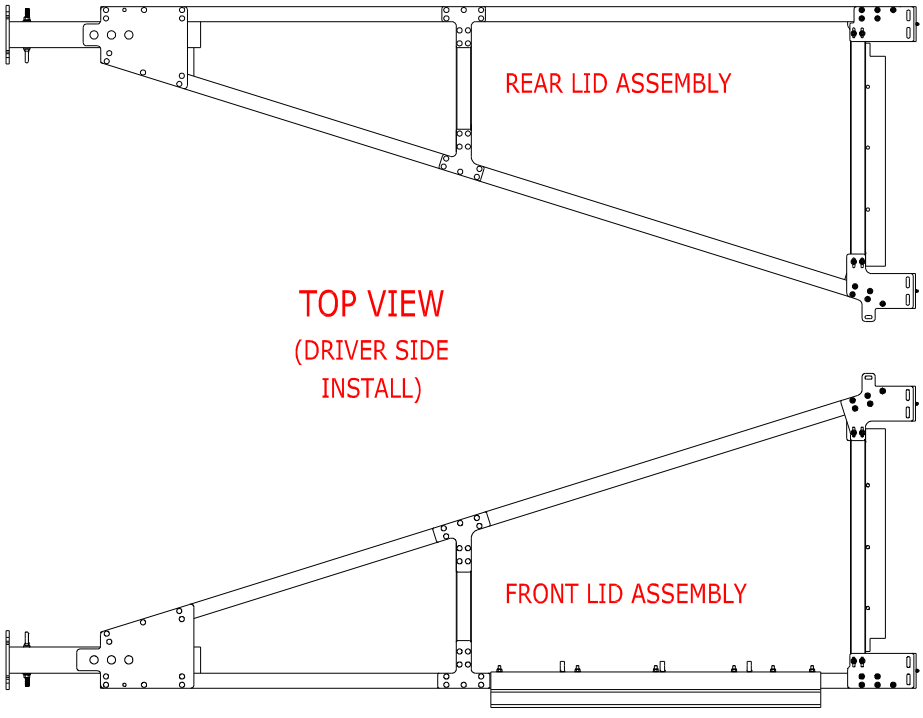
- NEXT STEP IS TO FASTEN THE LID EXTENSION AT THE MEASUREMENT CALCULATED FROM THE PREVIOUS STEP. FIRST DRILL (3) 3/8” (10mm) HOLES THROUGH THE SQUARE HOLES IN THE REINFORCEMENT PLATES AND LID EXTENSION. THEN USE (3) 3/8-16 x 3” (10mm x 75mm) CARRIAGE BOLTS, LOCK NUTS AND WASHERS.
- NOW TIGHTEN THE CARRIAGE BOLTS THAT HOLD THE REINFORCEMENT PLATES TO THE I-BEAMS.



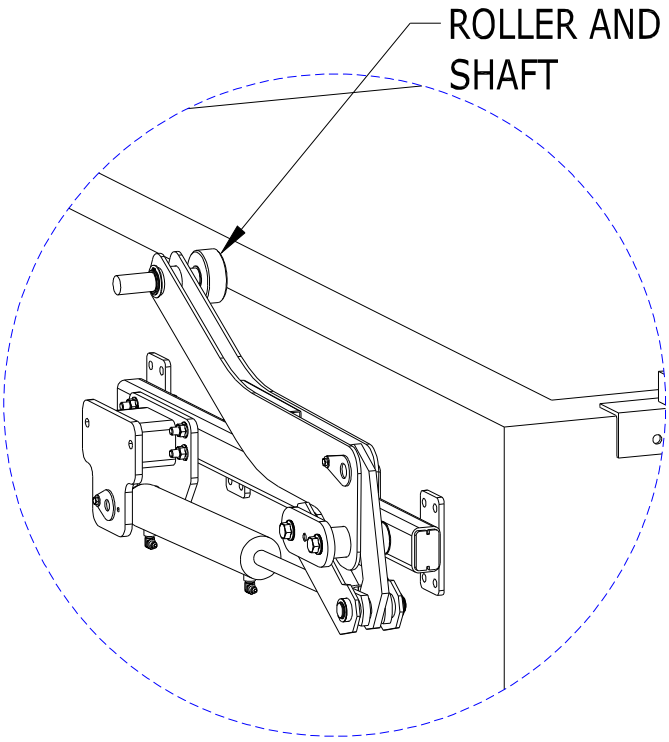
- INSTALL THE EYE IN THE PRE DRILLED HOLE IN THE LID EXTENSIONS USING A 3/8 NUT, LOCK WASHER, WASHER AND LOC-TITE. THE ASSEMBLY OF THE FRONT LID IS NOW COMPLETE.



- ASSEMBLY OF THE REAR LID IS THE SAME AS THE FRONT LID EXCEPT THE REAR LID IS A MIRROR IMAGE (SEE TO THE RIGHT). <u>THE REAR LID DOES NOT HAVE A ROLLER TRACK</u>.



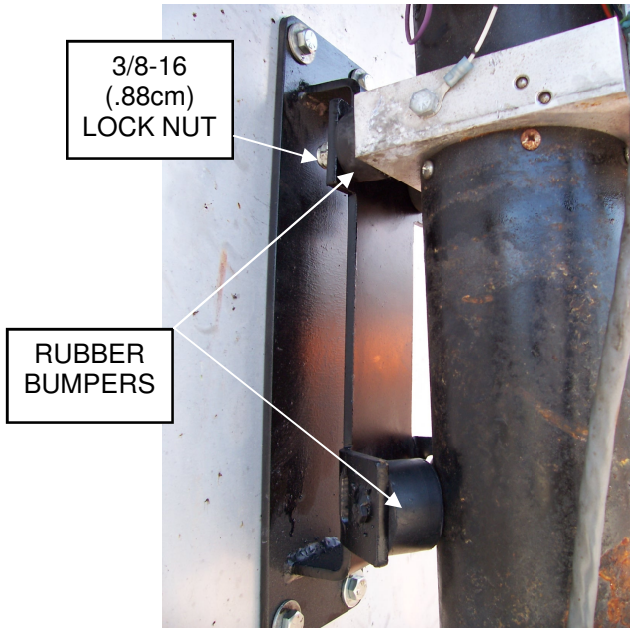
- INSERT ROLLER AND SHAFT INTO ACTUATOR ARM AS SHOWN



- **CAUTION!:** AT THIS STAGE THE HYDRAULICS MUST BE INSTALLED, AND CYCLED TO ELIMINATE ANY AIR IN THE SYSTEM. FAILURE TO DO THIS COULD RESULT IN PERSONAL INJURY, AND/OR DAMAGE TO THE SYSTEM AT A LATER STAGE.

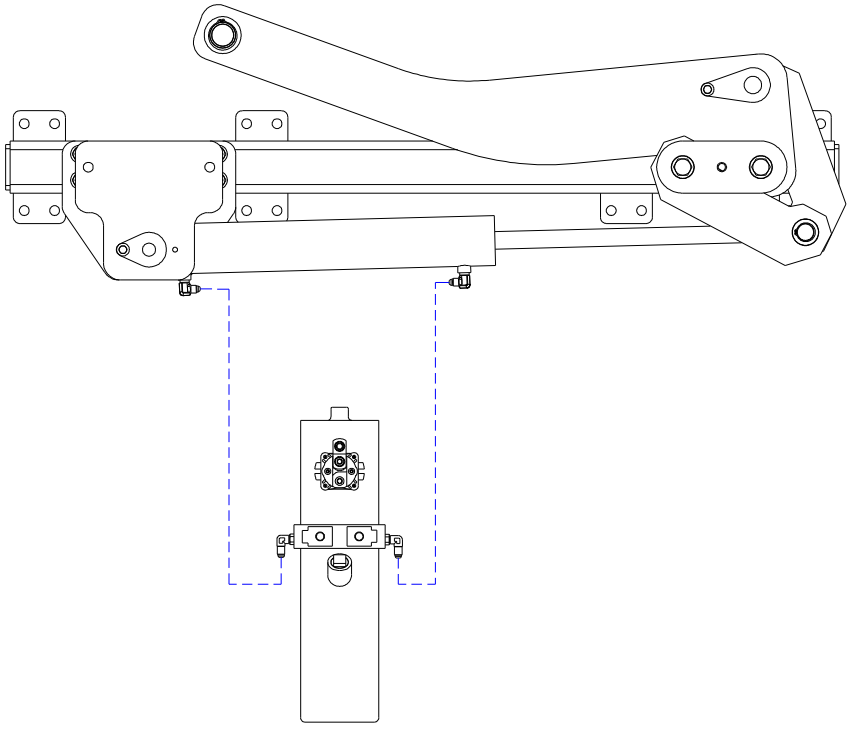
- HOLD THE PUMP MOUNT BRACKET IN PLACE AS A TEMPLATE ON THE FRONT OF THE TRAILER JUST BELOW THE ACTUATOR UNIT (APPROX 12", (30.5cm)). MARK THE LOCATION OF THE (4) HOLES, AND DRILL THROUGH TO EXCEPT 3/8 x 1 1/2 (.88cm x 3.81cm) LONG BOLTS PROVIDED. USE WASHERS AND 3/8 (.88cm) LOCK NUTS PROVIDED TO SECURE IN PLACE..

- PLACE (4) RUBBER BUMPERS IN PLACE AS SHOWN AND SECURE PUMP BY USING 3/8-16 (.88cm) LOCK NUTS AND WASHERS.

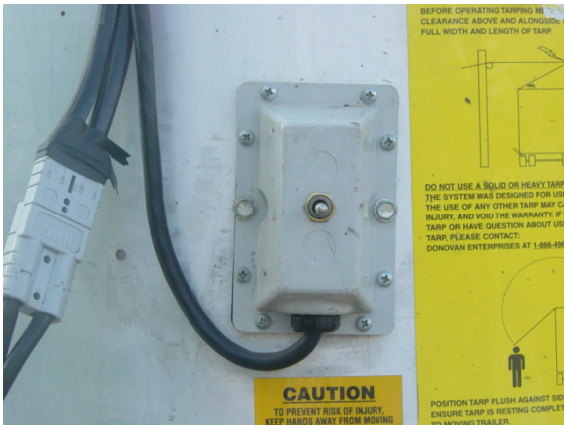


- SECURE BOTTOM OF PUMP USING LARGE HOSE CLAMP AS SHOWN

- CONNECT THE (2) HYDRAULIC HOSES TO THE PUMP AND CYLINDERS AS SHOWN. USE THE HOSE CLIPS AND SELF DRILLING SCREWS PROVIDED TO ORGANIZE AND SECURE THE HOSES.



- MOUNT CONTROL SWITCH AS SHOWN, WITH CABLE COMING FROM BOTTOM, USING (2) SELF DRILLING SCREWS PROVIDED.



IMPORTANT: INSTALL THE CONTROL SWITCH IN AN AREA WHERE THE OPERATOR CAN SAFELY OBSERVE AND OPERATE THE SYSTEM.

- MOUNT THE QUICK DISCONNECT POWER CABLE NEAR THE CONTROL SWITCH SO THE OPERATOR HAS EASY ACCESS.

- USE THE HOSE CLIPS AND SELF DRILLING SCREWS PROVIDED TO ORGANIZE AND SECURE THE CABLES TO FRONT OF TRUCK.

- INSTALL ALL SAFETY STICKERS NEXT TO THE CONTROL SWITCH. SEE PAGE 17 FOR STICKER DESCRIPTION.

- REMOVE RED CAP FROM THE FILLER NECK ON PUMP, AND FILL PUMP WITH APPROXIMATELY (3) QUARTS (2.83 L) OF DEXTRON AUTOMATIC TRANSMISSION FLUID. REPLACE RED CAP WITH BLACK BREATHER CAP.

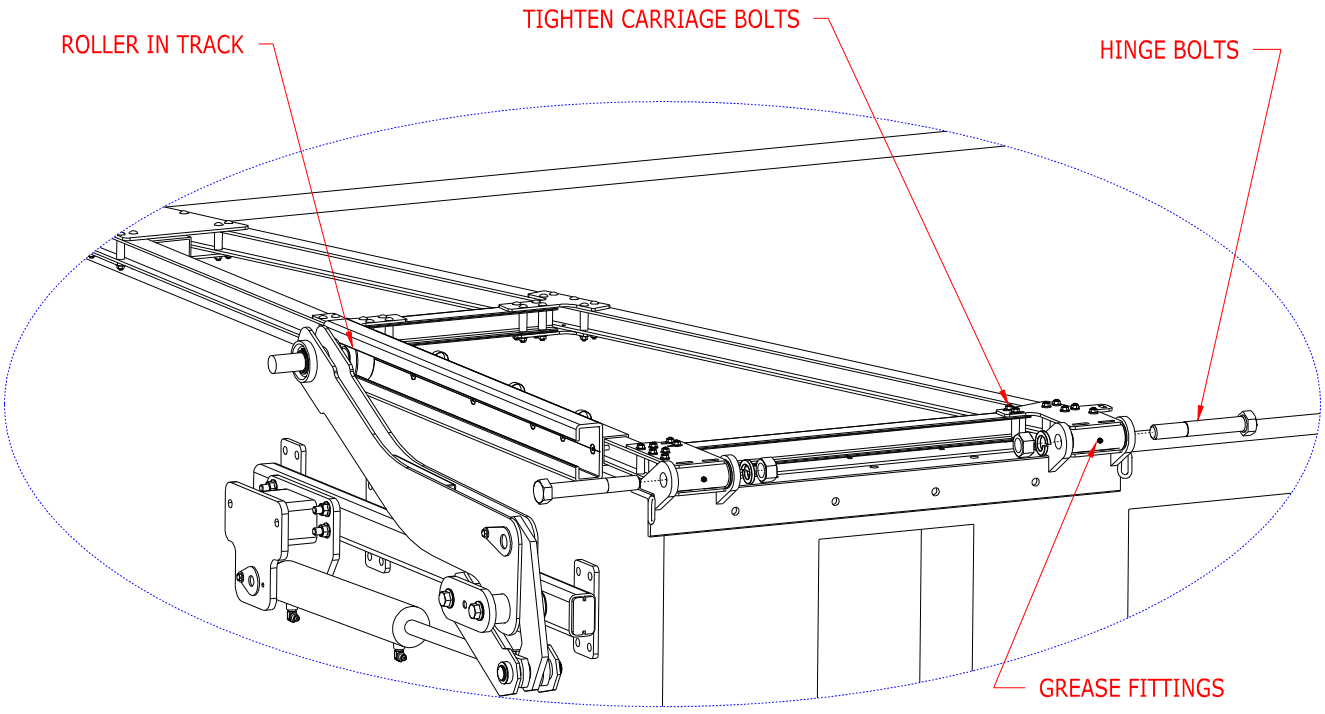
NOTE: UNDER NORMAL OPERATING CONDITIONS THE FLUID IN THE HYDRAULIC PUMP WILL LAST THE LIFE OF THE PUMP. IN EXTREME DIRTY OR WET CONDITIONS, CHECK THE FLUID EVERY FOUR TO SIX MONTHS, AND CHANGE IF NECESSARY.

- CONNECT A 12V POWER SUPPLY TO THE QUICK DISCONNECT POWER CABLE, AND CYCLE THE CYLINDER (10) TIMES TO REMOVE ANY AIR IN THE SYSTEM.

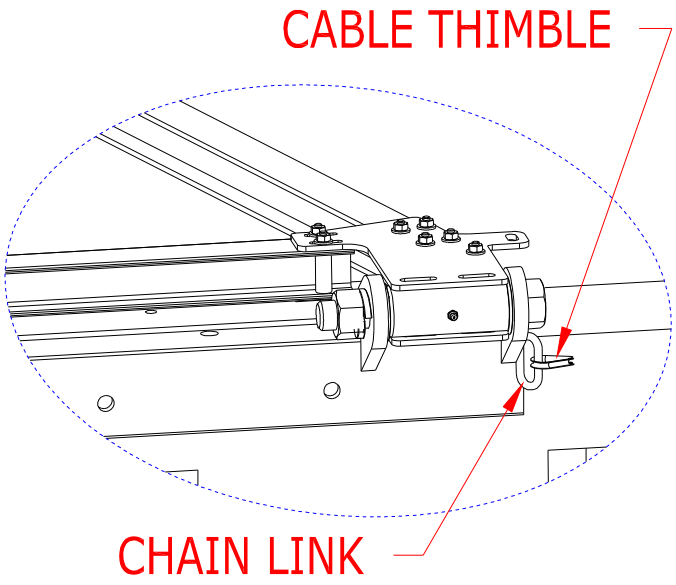
FAILURE TO DO THIS COULD RESULT IN PERSONAL INJURY, AND/OR DAMAGE TO THE SYSTEM AT A LATER STAGE.

- NEXT INSTALL THE FRONT LID AS SHOWN BELOW BY SLIDING THE ROLLER INTO THE ROLLER TRACK. THEN SECURE HINGES USING (2) 1" x 7" (25mm x 17.5cm) HINGE BOLTS, NUTS AND LOCK WASHERS. INSTALL THE REAR HINGE IN THE SAME MANNER, BUT WITHOUT THE ROLLER IN THE TRACK.

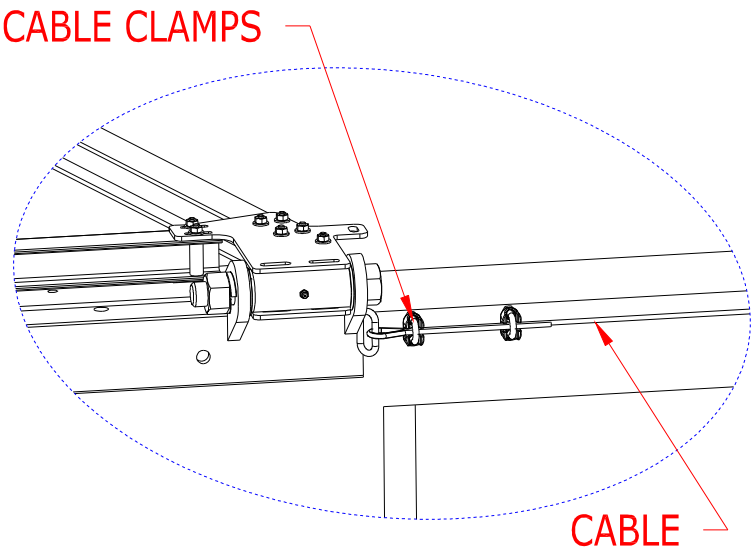
NOTE: AT THIS POINT GREASE ALL (4) HINGES AT GREASE FITTINGS.



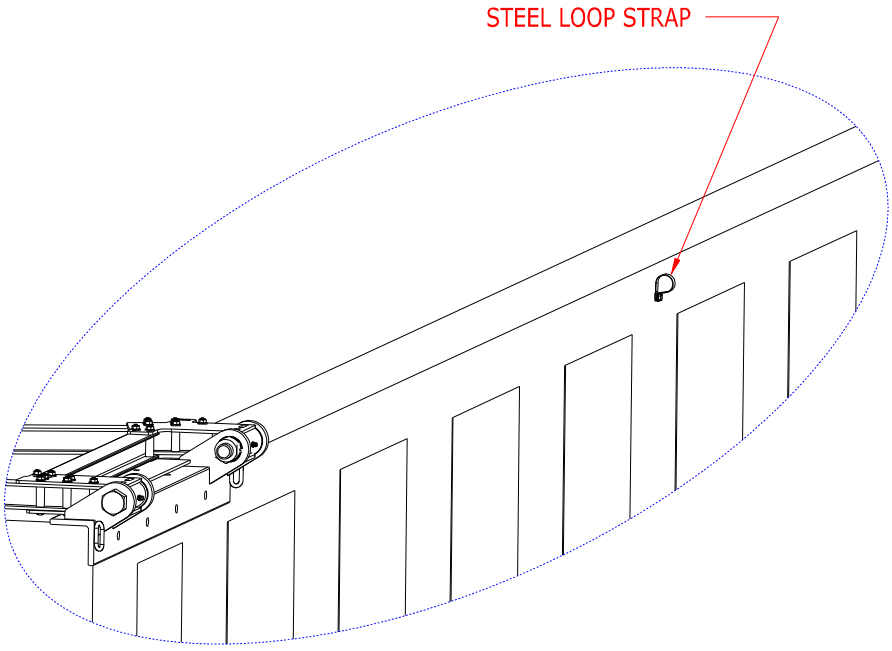
- INSTALL THE CABLE THIMBLE TO THE FRONT HINGE CHAIN LINK AS SHOWN TO THE RIGHT.



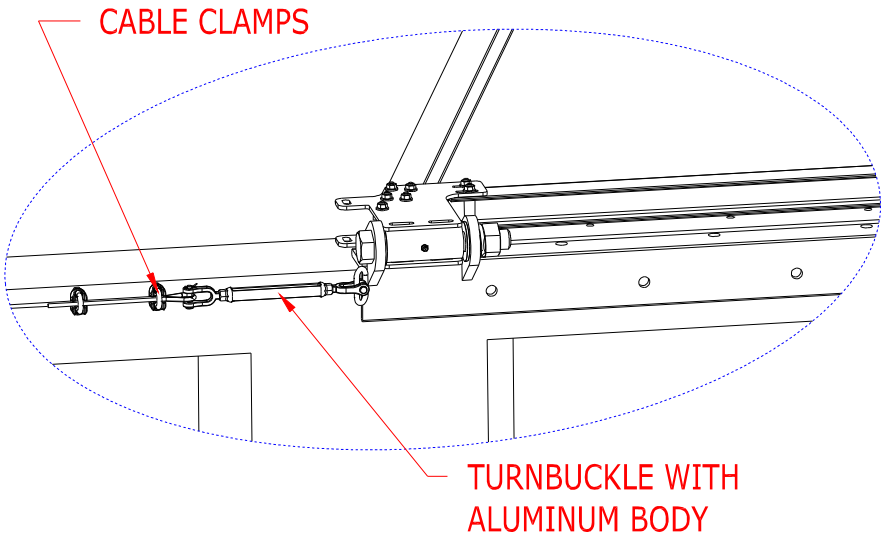
- SLIDE THE CABLE THROUGH THE CABLE THIMBLE AND SECURE INTO PLACE USING (2) CABLE CLAMPS.



- USING SELF DRILLING SCREWS PROVIDED, ATTACH STEEL LOOP STRAPS ALONG THE TOP RAIL OF THE TRAILER ON THE HINGE SIDE EVERY 4 TO 5 FEET (122cm TO 152cm) DOWN TO THE REAR HINGE AS SHOWN TO THE RIGHT.
- NEXT, SLIDE THE CABLE THROUGH THE STEEL LOOP STRAPS BACK TO THE REAR HINGE.



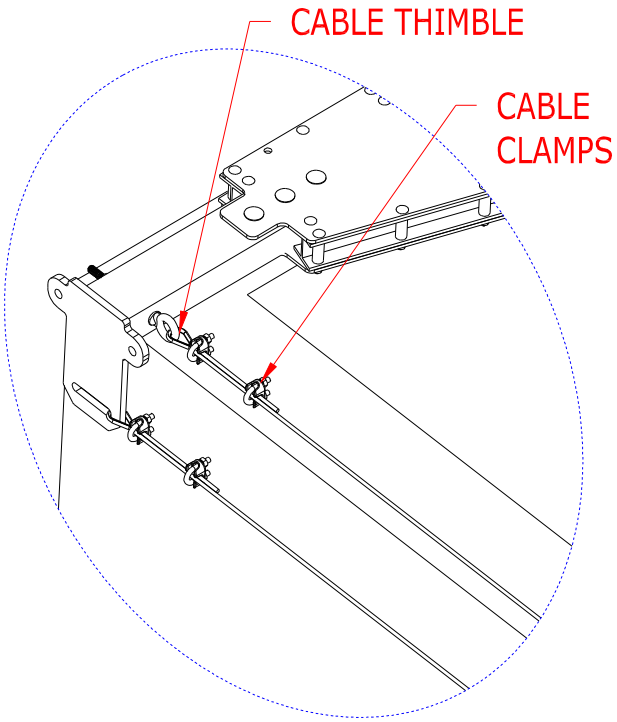
- OPEN THE ALUMINUM TURNBUCKLE AS LONG AS POSSIBLE, AND ATTACH TO THE CHAIN LINK ON THE REAR LID (ALUMINUM TURNBUCKLE MAY LOOK SLIGHTLY DIFFERENT THAN IN THE PICTURE). ATTACH THE OTHER END OF THE TURNBUCKLE TO THE CABLE USING (1) CABLE THIMBLE, AND (2) CABLE CLAMPS AS SHOWN TO THE RIGHT.

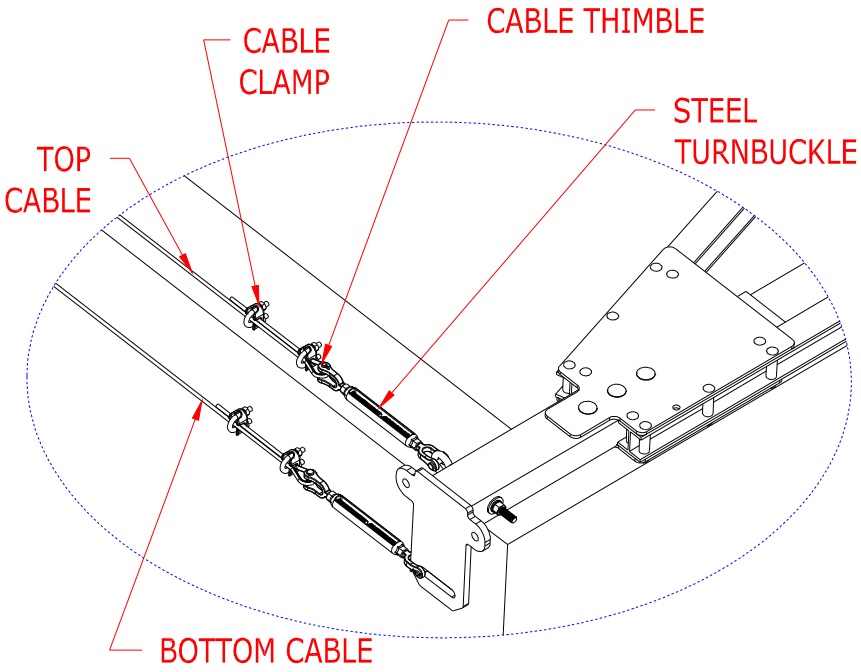


- TIGHTEN THE TURN BUCKLE TO TAKE UP ANY SLACK IN THE CABLE AND SECURE TURNBUCKLE THREADS WITH LOC-TITE PROVIDED.

- ATTACH THE (2) REMAINING CABLES TO THE REAR LID AS SHOWN USING (1) THIMBLE PER CABLE AND (2) CABLE CLAMPS PER CABLE.

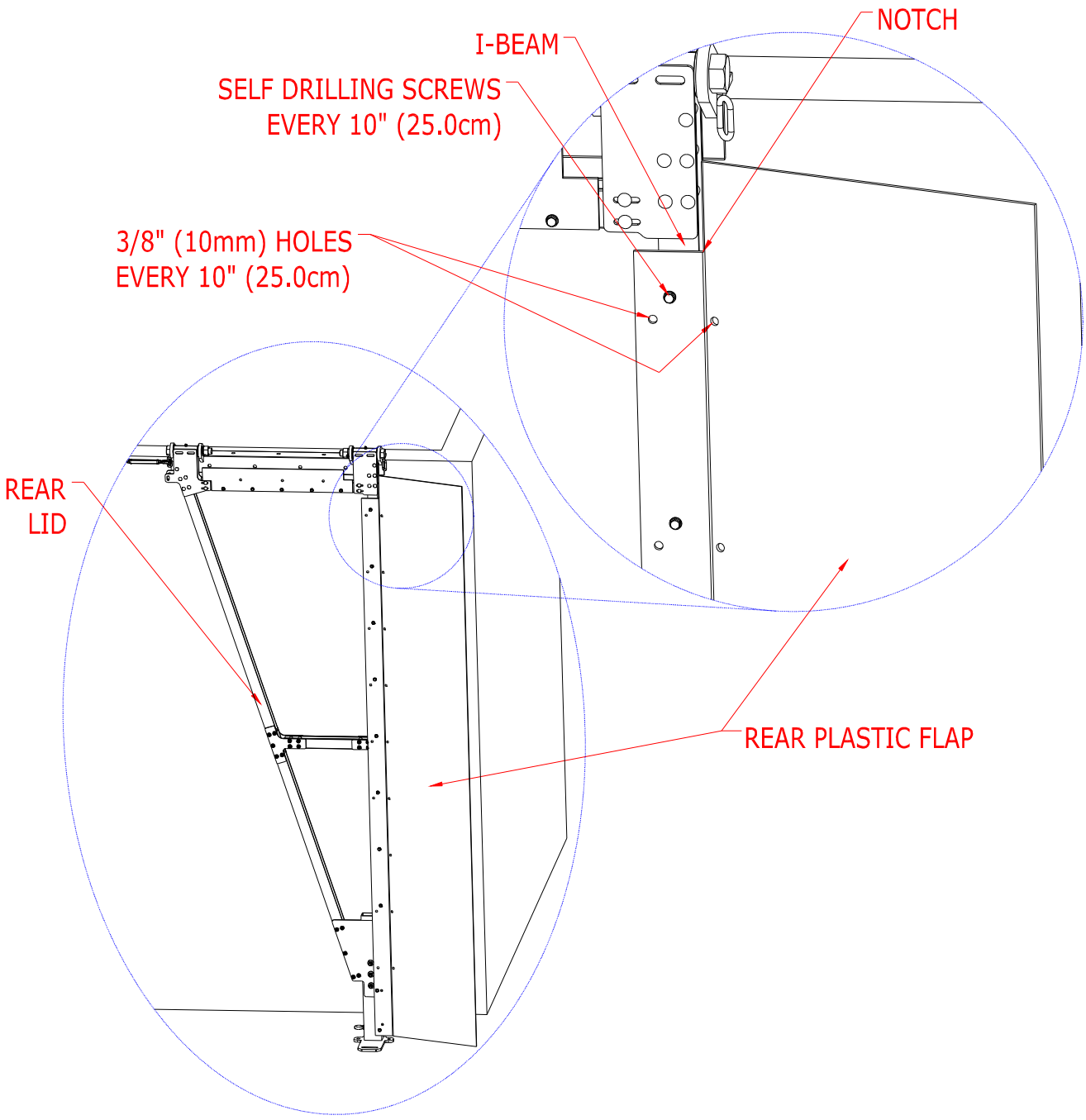
- OPEN EACH STEEL TURNBUCKLE AS LONG AS POSSIBLE AND ATTACH ONE END TO THE FRONT LID AND THE OTHER END TO THE CABLES USING (1) THIMBLE PER CABLE AND (2) CABLE CLAMPS PER CABLE AS SHOWN TO THE LEFT. TIGHTEN EACH TURNBUCKLE TO TAKE THE SLACK OUT OF THE CABLES, THEN USE LOC-TITE ON THE THREADS TO LOCK IN PLACE.





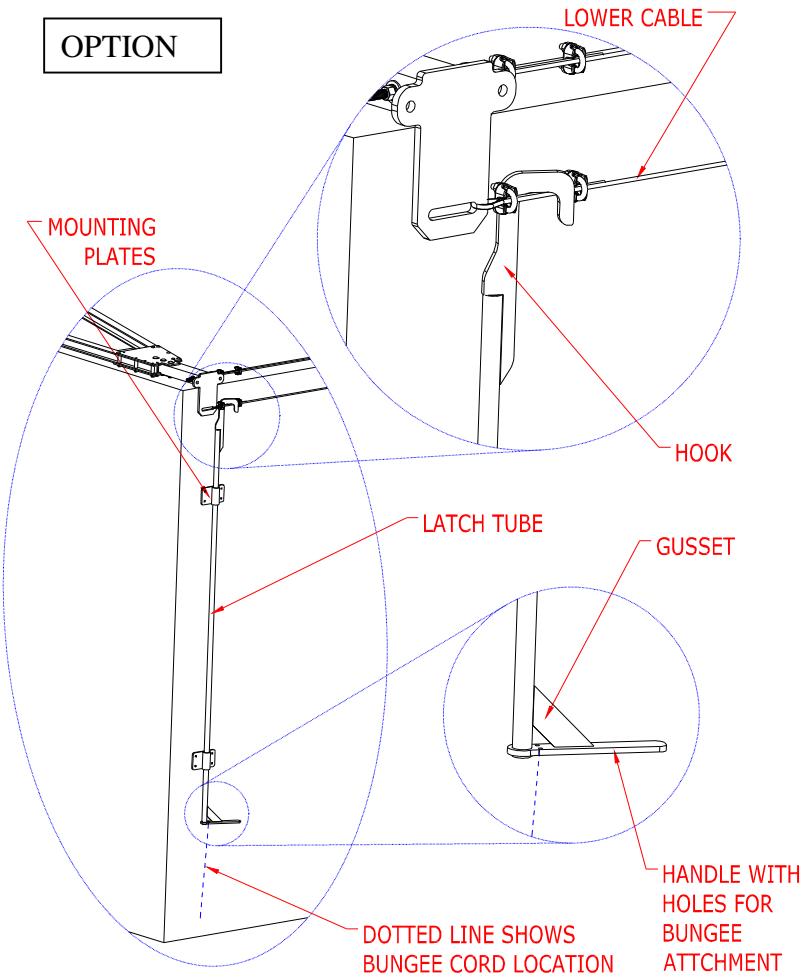
<u>IMPORTANT</u>: THE TOP CABLE IS USED TO HOLD MOST OF THE LOAD. THE BOTTOM CABLE IS USED TO KEEP THE TARP OVER THE TRAILER SIDE TO CREATE A SEAL. THE TOP CABLE MUST BE TIGHTENED MUCH MORE THAN THE BOTTOM CABLE.

- IF THERE IS A GAP AT THE REAR OF THE TRAILER THE REAR PLASTIC FLAP WILL NEED TO BE INSTALLED ON THE REAR LID AS SHOWN BELOW. FIRST OPEN THE LID SO IT RESTS ON THE SIDE OF THE TRAILER. NEXT CUT THE FLAP TO LENGTH (APPROXIMATELY 2” (50mm) SHORTER THAN THE WIDTH OF THE TRAILER). CUT A NOTCH OUT OF THE FLAP TO MISS THE HINGE AS SHOWN BELOW. THEN ATTACH THE FLAP TO THE I-BEAM OF THE LID USING SELF DRILLING SCREWS EVERY 10” (25.0cm) DOWN THE LENGTH. DRILL A SERIES OF 3/8” (10mm) HOLES DOWN THE LENGTH EVERY 10” (25.0cm) AS SHOWN. THESE HOLES WILL ALLOW ZIP TIES TO BE USED TO ATTACH THE TARP TO THE REAR LID.

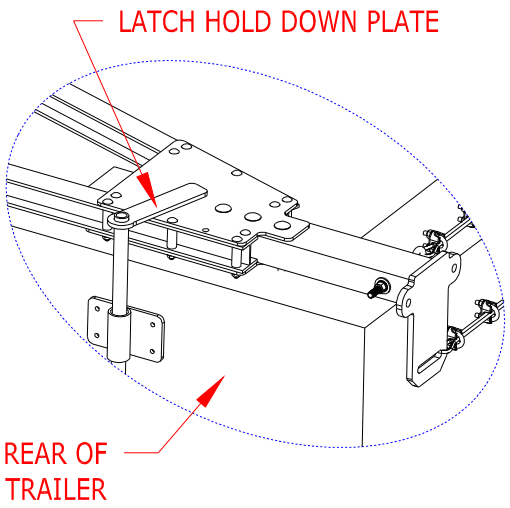


- A REAR HOLD DOWN LATCH MUST BE INSTALLED TO KEEP THE REAR LID SECURE WHEN THE TRUCK IS IN MOTION. THERE ARE (4) TYPICAL INSTALLATION POSSIBILITIES FOR THE REAR LATCH. ALL FOUR ARE WELDED TOGETHER IN A SIMILAR MANNER. REVIEW ALL FOUR POSSIBILITIES BELOW TO DETERMINE THE BEST ARRANGEMENT FOR YOUR TRAILER.
- THE FIRST TWO OPTIONS SHOWN BELOW ARE BEST USED IF THE REAR LID IS MOUNTED FAR BACK TO THE REAR OF THE TRAILER.

OPTION

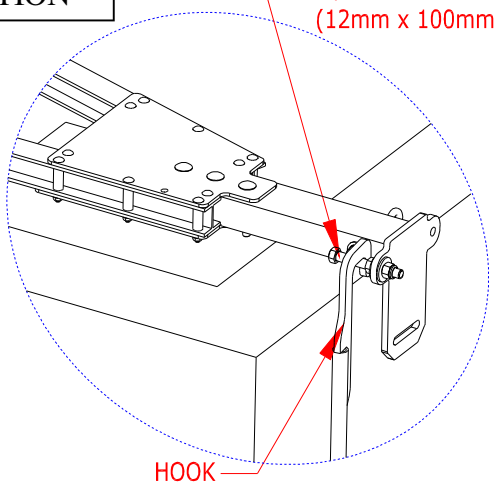


OPTION

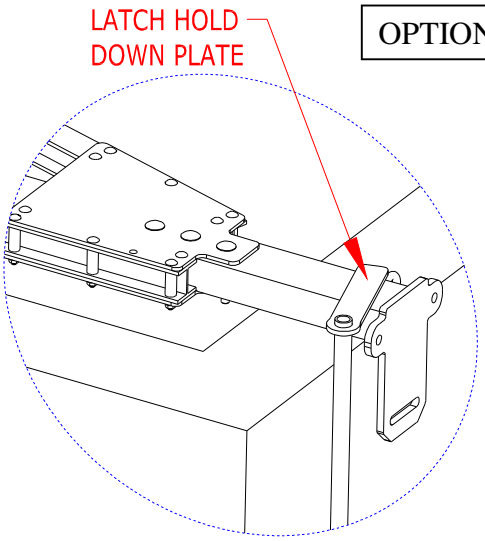


- OPTIONS THREE AND FOUR SHOWN BELOW ARE BEST USED IF THERE IS A GAP BETWEEN THE REAR LID AND THE REAR WALL OF THE TRAILER. SEE THE NEXT PAGE FOR AN EXAMPLE OF AN INSTALLED HOLD DOWN LATCH.

OPTION



OPTION

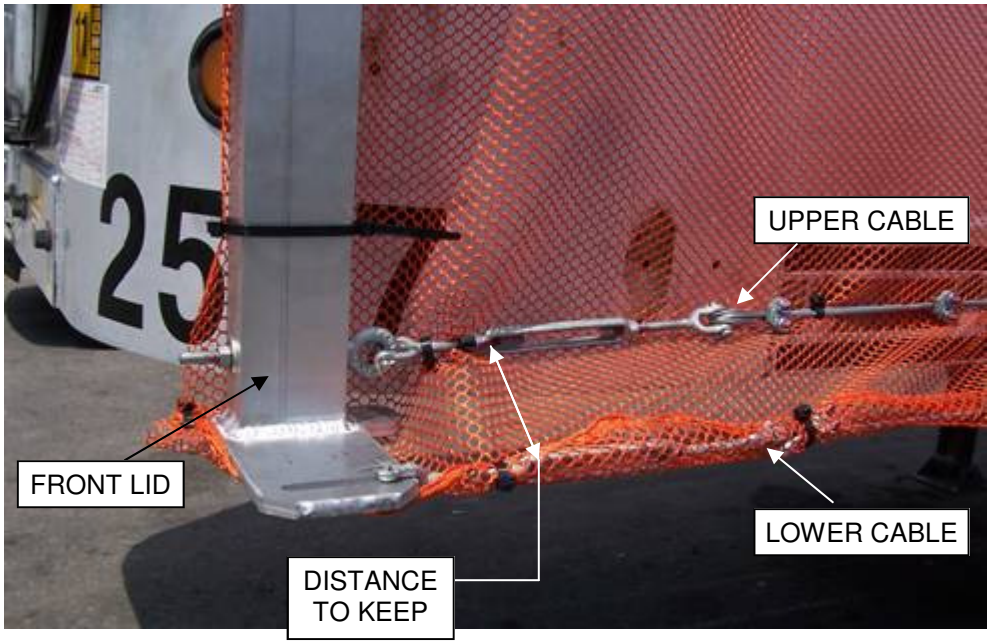


- BELOW ARE PICTURES OF AN INSTALLED REAR HOLD DOWN LATCH WITH A HOOK FOR REFERENCE.

TIP: TACK WELD THE REAR HOLD DOWN LATCH TOGETHER FIRST TO CHECK OPERATION AND CLEARANCES BEFORE COMPLETELY WELDING

CAUTION: OPERATOR MUST UNLATCH THE LID BEFORE SYSTEM IS ACTIVATED.

- ATTACH THE TARP STARTING AT THE FRONT LID WORKING YOUR WAY TO THE BACK ON THE LOWER CABLE USING A ZIP-TIE AT EVERY 8” to 12” (20cm to 30cm) AS SHOWN. (TARP IS SHOWN INSTALLED). NEXT ATTACH THE TARP TO THE UPPER CABLE USING A ZIP-TIE AT EVERY 8” to 12” (20cm to 30cm).

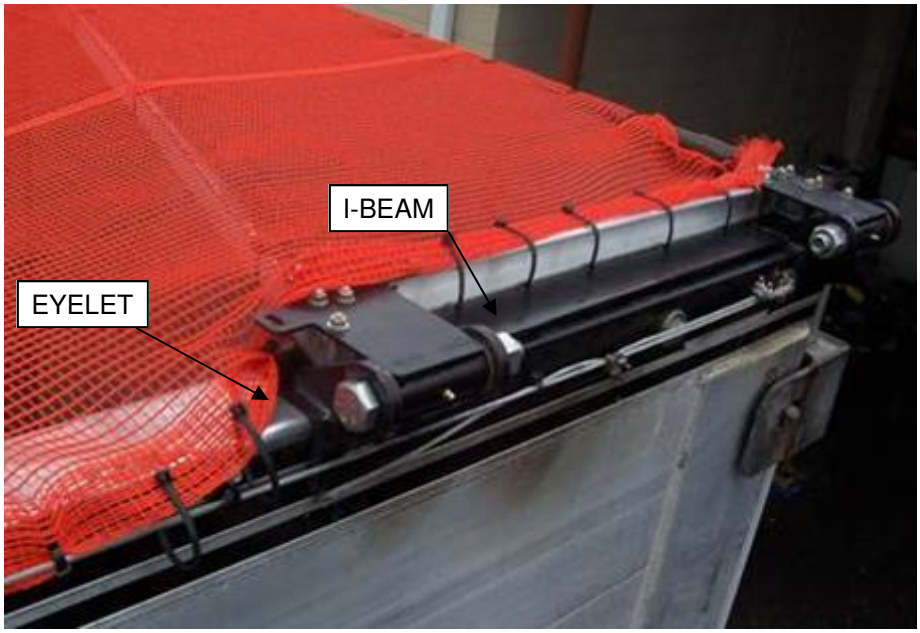


IMPORTANT: KEEP THE SAME DISTANCE AS SHOWN BETWEEN THE TWO CABLES DOWN THE LENGTH OF THE TRAILER.

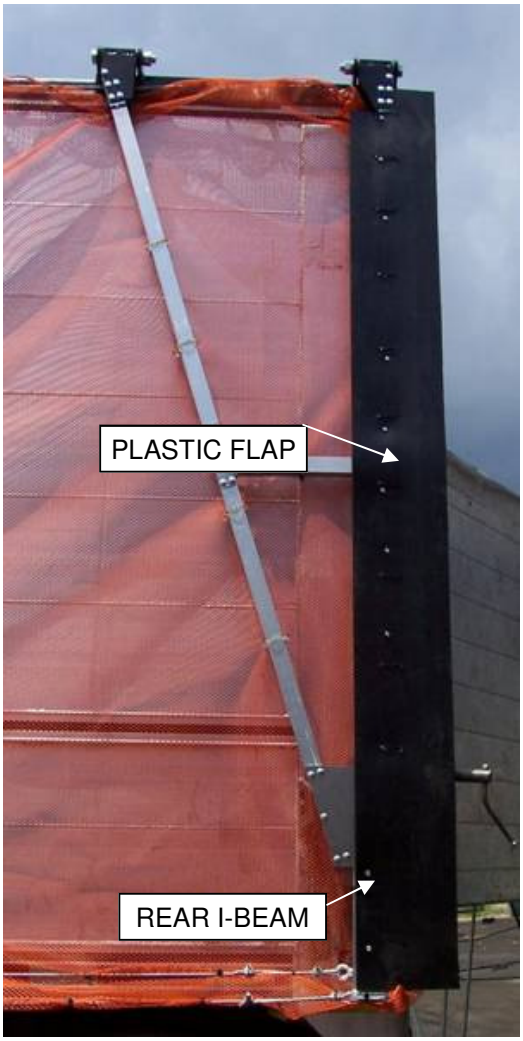
- TILT THE LID TO THE POSITION SHOWN TO THE RIGHT, AND ATTACH THE TARP, STARTING FROM THE FRONT, TO THE FIXED CABLE ON THE HINGE SIDE USING ZIP TIES EVERY 8” to 12” (20cm to 30cm) AS SHOWN.

- ATTACH THE TARP ALONG THE FRONT LID TO THE FRONT I-BEAM ONLY AS SHOWN TO THE LEFT. BEHIND THE ROLLER TRACK ATTACH THE TARP TO THE (3) STEEL LOOP STRAPS INSTALLED EARLIER.

- AT THE HINGES ATTACH THE TARP TO THE I-BEAM AND EYELET AS SHOWN TO THE RIGHT.



- FOR TRAILERS THAT ARE SHORTER THAN THE TARP LENGTH, CUT THE TARP AT THE BACK OF THE TRAILER, BUT LEAVE APPROX. 6” to 8” (15.2cm to 20.3cm) EXTRA MATERIAL. FOLD OVER THE EXCESS MATERIAL, AND ZIP TIE ALONG REAR I-BEAM ONLY ON THE REAR LID. IF THE PLASTIC REAR FLAP IS USED, ZIP TIE THE TARP AROUND THE I-BEAM THROUGH THE HOLES DRILLED IN THE FLAP EARLIER.

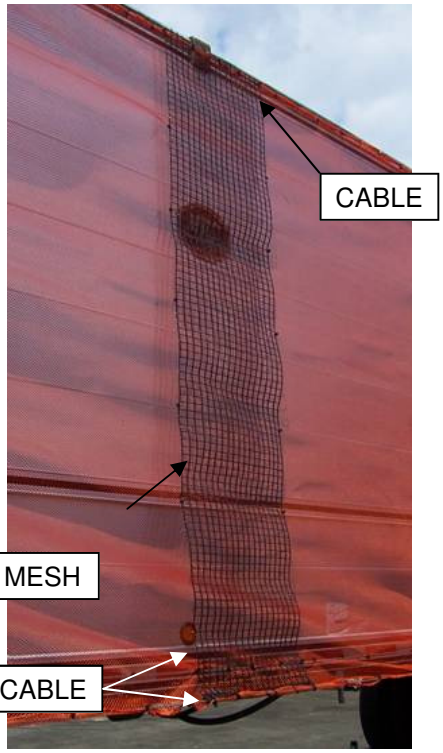


TIP: IF THERE IS A SMALL GAP BETWEEN THE REAR LID, AND THE TRAILER REAR DOOR, DO NOT CUT THE EXCESS TARP MATERIAL. ROLL THE EXCESS TARP MATERIAL UP AND ZIP-TIE IT TO THE REAR I-BEAM TO HELP COVER THE GAP.

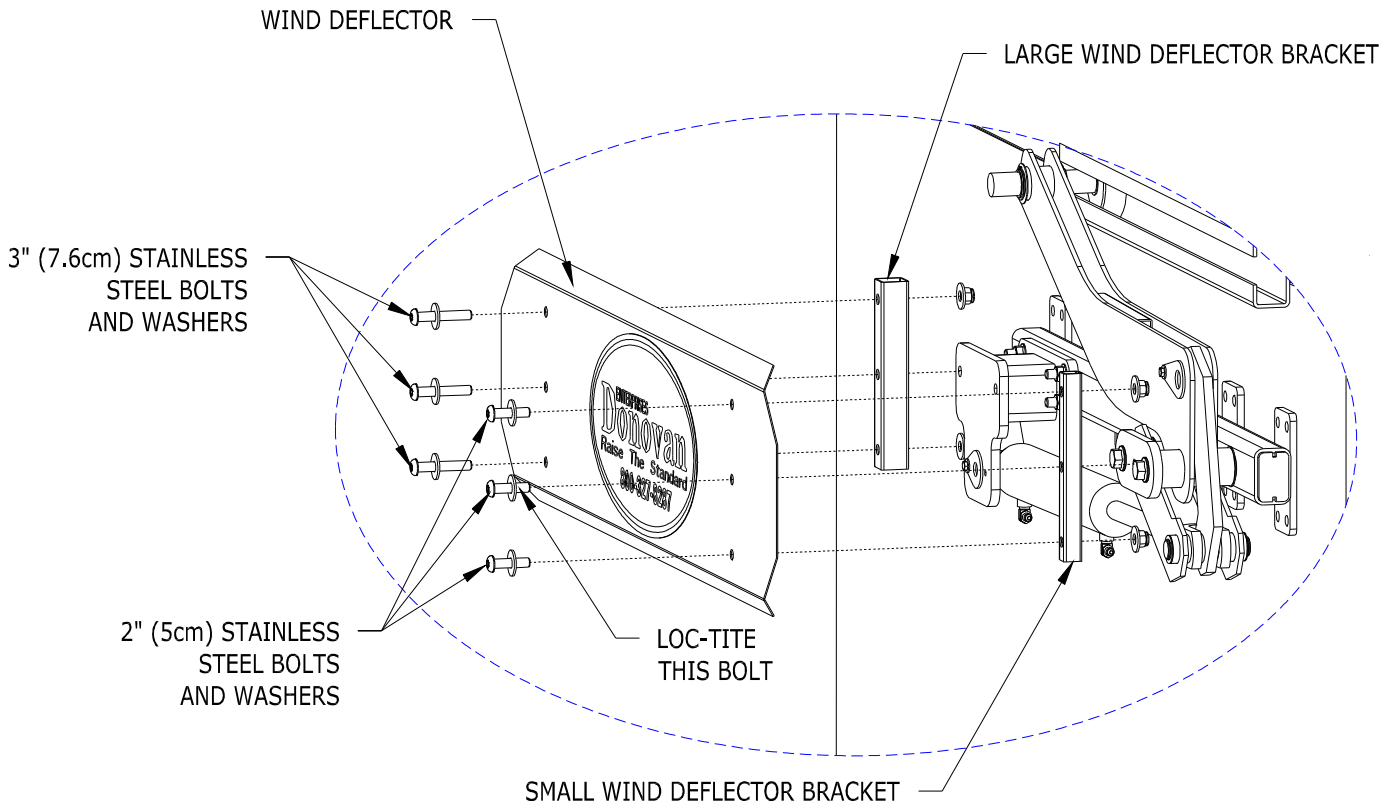
NOTE: 2” (5cm) WIDE SPLICING TAPE IS SUPPLIED, AND CAN BE USED TO PROTECT THE TARP BY WRAPPING A SMALL LENGTH AROUND ANY SHARP POINTS ON THE SYSTEM.

- IF THE TRAILER IS EQUIPPED WITH A CENTER CROSS BRACE, INSTALL THE BLACK MESH MATERIAL PROVIDED TO THE UNDERSIDE OF THE TARP TO PROTECT THE TARP. USE EXTRA ZIP TIES TO ATTACH THE BLACK MESH TO THE CABLES ONLY.

NOTE: DO NOT ZIP TIE THE BLACK MESH TO ORANGE TARP.



- INSTALL THE WIND DEFLECTOR OVER THE HYDRAULIC UNIT USING (6) STAINLESS STEEL BUTTON HEAD BOLTS, (3) AT 3” (7.6cm) AND (3) AT 2” (5cm). USE THE LARGE WIND DEFLECTOR BRACKET ON THE LEFT, AND THE SMALL WIND DEFLECTOR BRACKET ON THE RIGHT AS SHOWN BELOW (OPPOSITE IF THE INSTALL IS ON THE PASSENGER SIDE. USE THE LOC-TITE PROVIDED ON THE (1) MIDDLE BOLT SHOWN, AND LOCK NUTS ON THE (5) REMAINING BOLTS



PERIODIC MAINTENANCE and INSPECTION:

-Daily:

1. Check mechanism for any damage or cracks.
2. Check tarp for excessive wear and tear.
3. If equipped, check electrical cables for insulation damage.
4. Check hoses and fittings for cracks and leaks.
5. Check tarp cable and adjust if loose.

- Weekly:

1. Check cylinders for leaks or excessive wear.
2. Check tightness of the fasteners.
3. Check hinges for excessive wear.
4. Check hydraulic actuator for any cracks, damage or excessive wear.
5. If equipped, check the hydraulic fluid level in hydraulic pump.

- Monthly:

1. Operate system to verify proper safe operation.
2. Check roller trolley and bearing for damage in front lid.
3. Grease the hinges.

OPERATING INSTRUCTIONS

CAUTION: **BEFORE OPERATING THIS OR ANY TARPER, CHECK YOUR SURROUNDINGS. LOOK FOR OVERHEAD POWER LINES, TREE LIMBS, ETC.. DO NOT OPERATE SYSTEM WHEN DANGER OF LIGHTNING STRIKE IS PRESENT.**

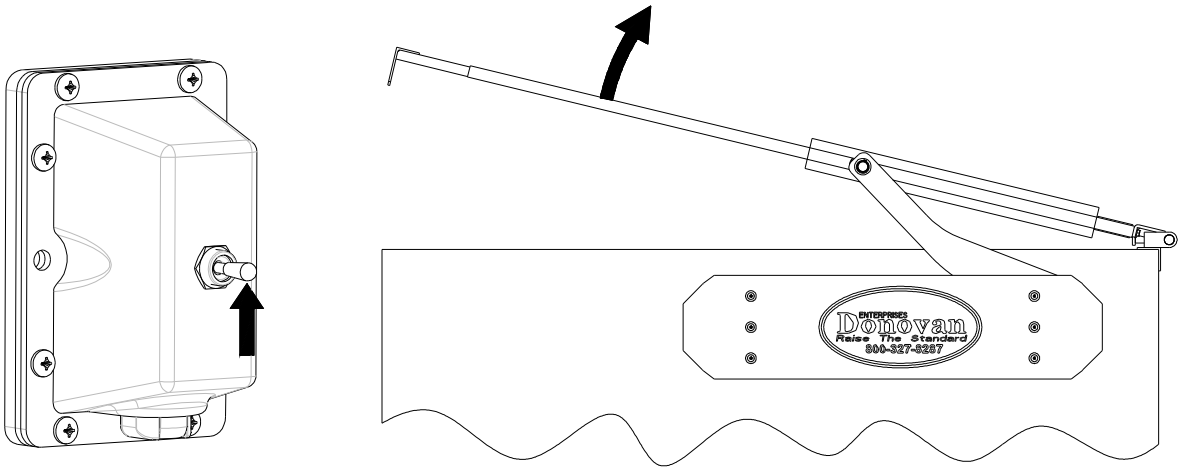
CAUTION: When servicing or repairing the Sidewinder II system, disconnect power to the components from the vehicles battery.

NOTE: The noise level is less than 72dB(A)

TO OPEN TARP

PRESS UP ON SWITCH LEVER TO OPEN LID.

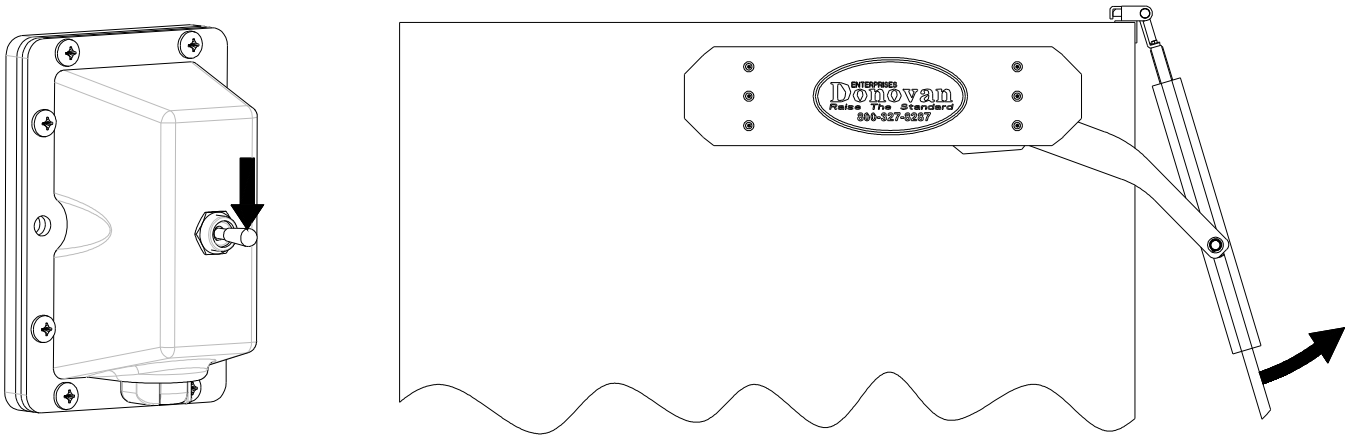
DON'T FORGET TO RELEASE THE REAR LATCH



TO CLOSE TARP

PRESS DOWN ON SWITCH LEVER TO CLOSE LID.

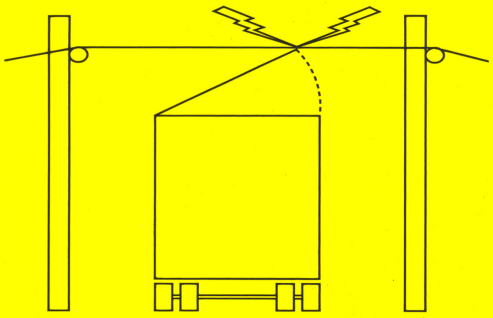
DON'T FORGET TO ENGAGE THE REAR LATCH



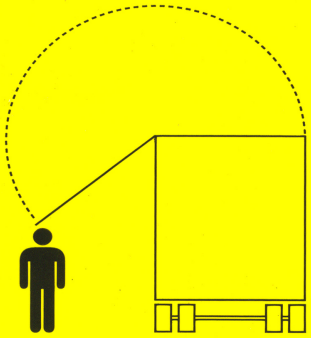
SAFETY STICKERS

CAUTION

BEFORE OPERATING TARPING MECHANISM, ENSURE ADEQUATE CLEARANCE ABOVE AND ALONGSIDE TRAILER. ACCOUNT FOR FULL WIDTH AND LENGTH OF TARP.



DO NOT USE A SOLID OR HEAVY TARP ON THE SIDEWINDER. THE SYSTEM WAS DESIGNED FOR USE WITH THE TARP SUPPLIED. THE USE OF ANY OTHER TARP MAY CAUSE SYSTEM FAILURE, INJURY, AND VOID THE WARRANTY. IF YOU NEED A REPLACEMENT TARP OR HAVE QUESTION ABOUT USING A DIFFERENT STYLE TARP, PLEASE CONTACT:
DONOVAN ENTERPRISES AT 1-866-498-6937 OR 1-800-327-8287



POSITION TARP FLUSH AGAINST SIDE OF TRAILER BEFORE LOADING. ENSURE TARP IS RESTING COMPLETELY ON TOP OF TRAILER PRIOR TO MOVING TRAILER.

CAUTION

BEFORE OPERATING TARP SYSTEM, ENSURE AREA ABOVE AND BESIDE VEHICLE IS CLEAR OF ELECTRICAL LINES OR OTHER OBSTRUCTIONS. ENSURE ADEQUATE LIGHTING WHENEVER OPERATING YOUR TARP COVERING SYSTEM.

CAUTION

TO PREVENT RISK OF INJURY, KEEP HANDS AWAY FROM MOVING PARTS WHILE TARP SYSTEM IS IN OPERATION.

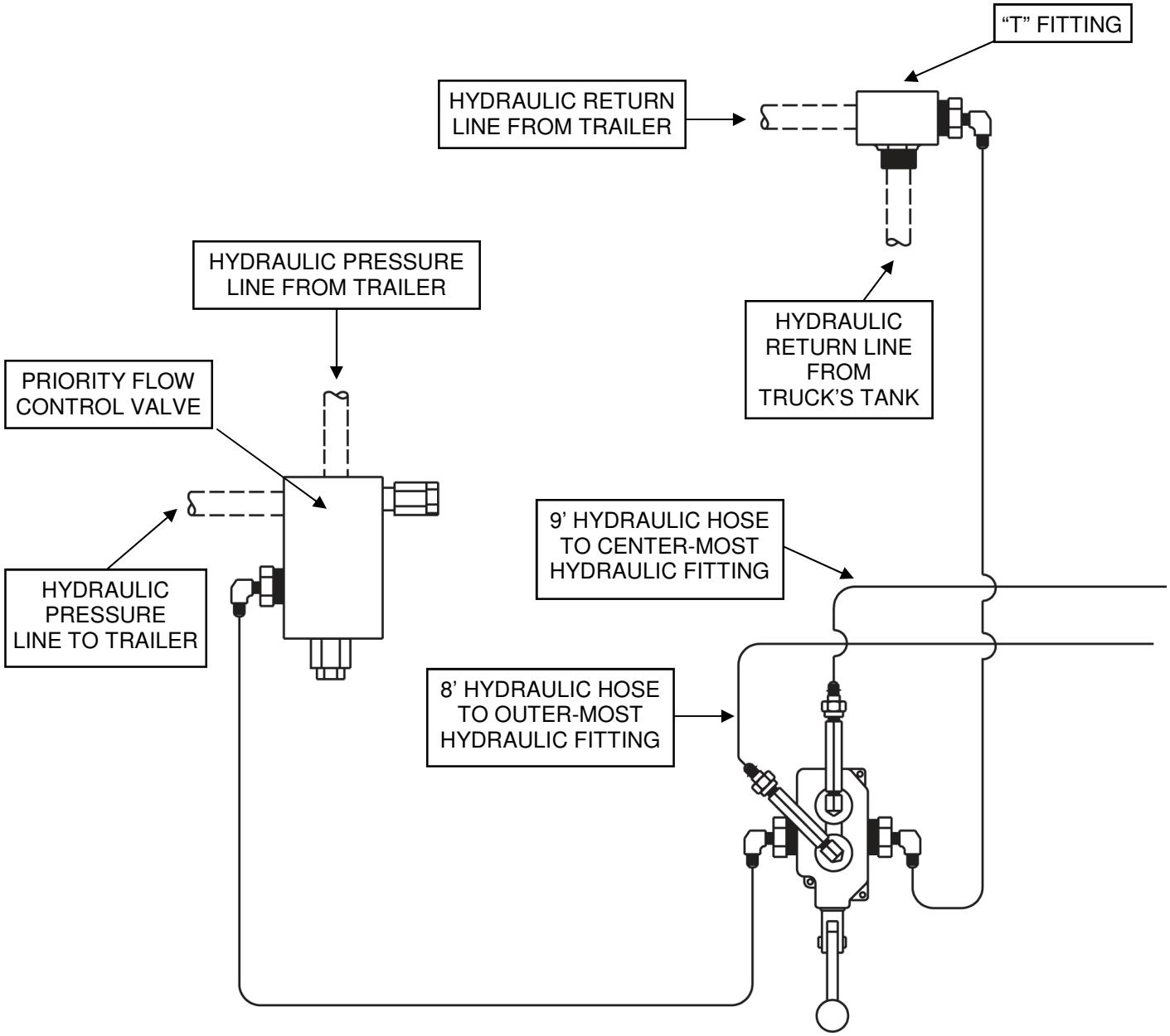
CAUTION

DO NOT MOVE VEHICLE WITH TARP SYSTEM IN RAISED POSITION.

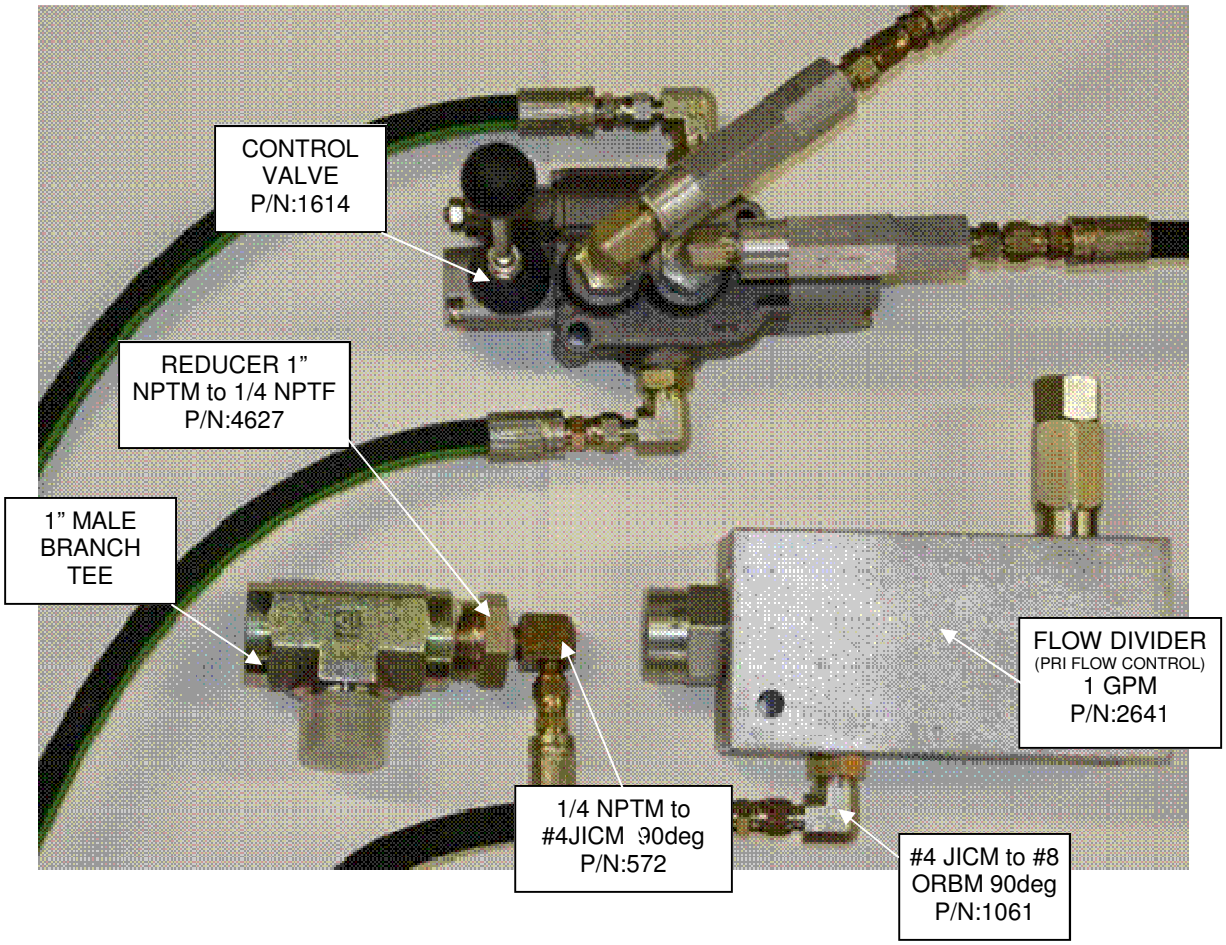
#4663

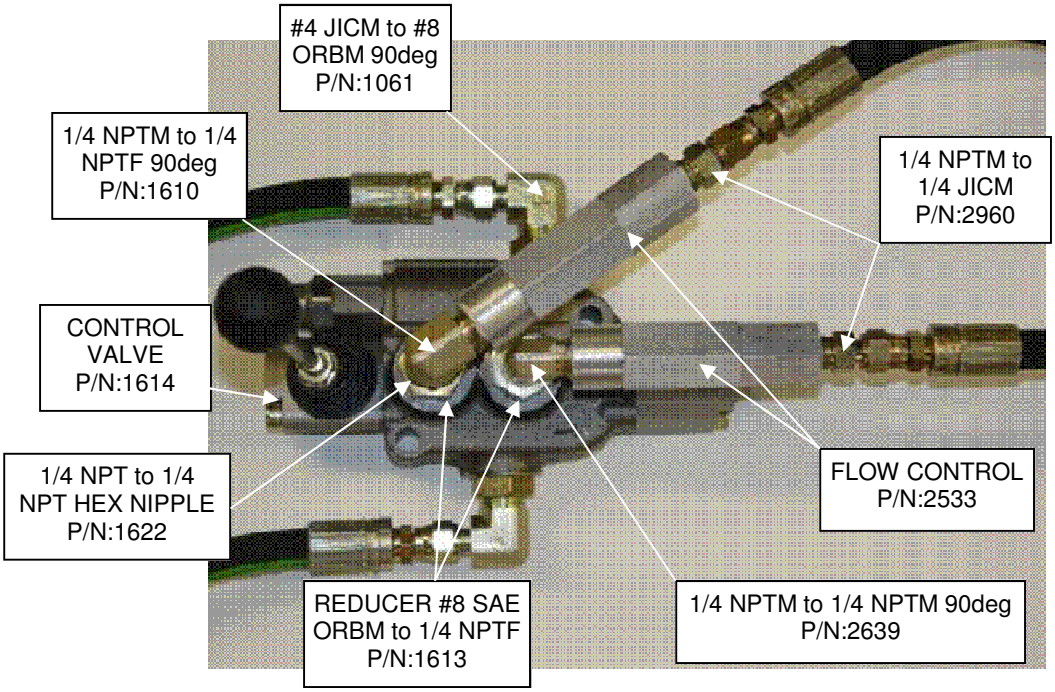
SIDEWINDER WET KIT

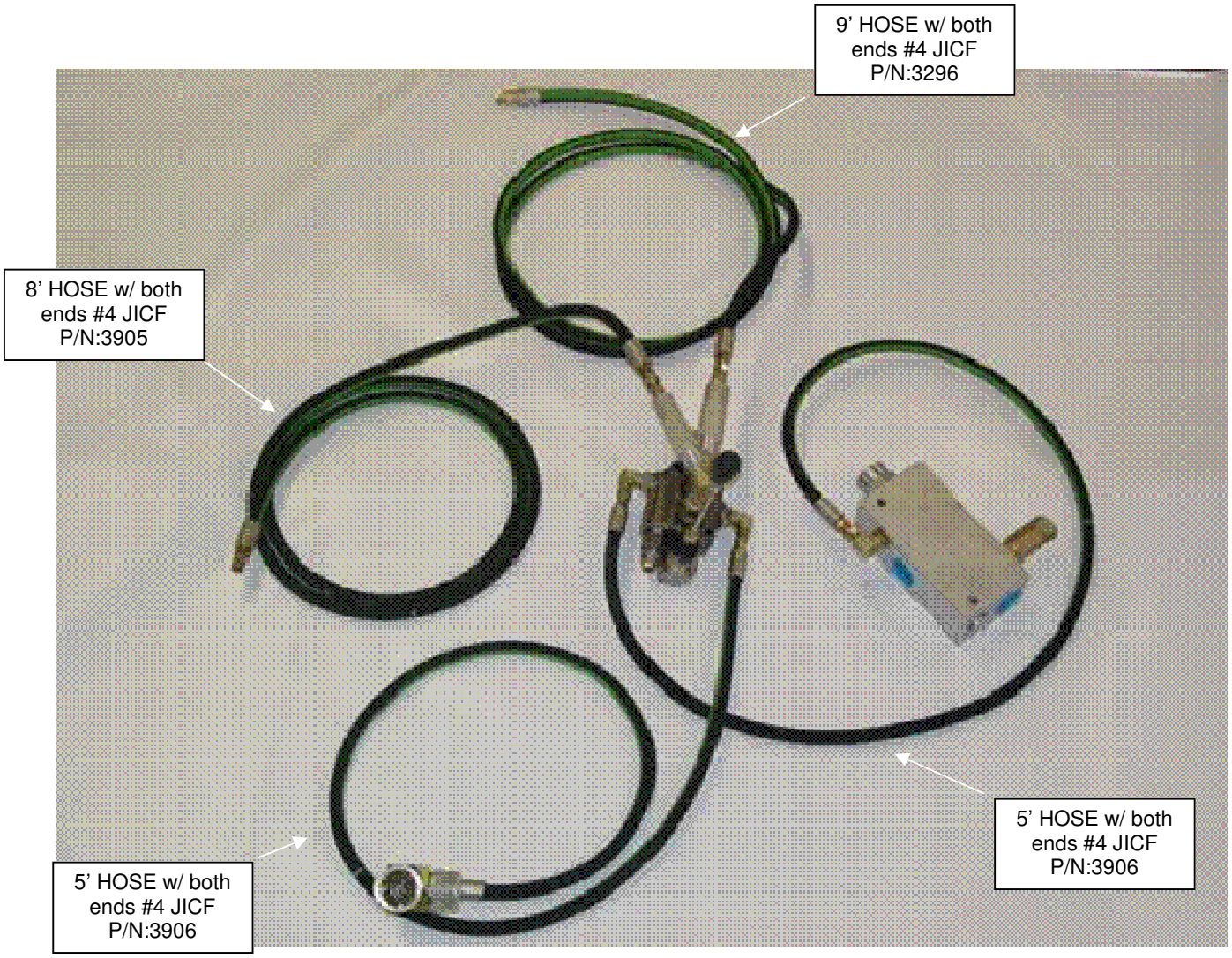
1. CONNECT “T” FITTING TO HYDRAULIC RETURN LINE.
2. CONNECT PRIORITY FLOW CONTROL VALVE TO HYDRAULIC SUPPLY LINE.
3. ATTACH HANDLE TO FRONT OF TRAILER IN A SUITABLE LOCATION FOR OPERATION.
4. HOOK UP 9’ HYDRAULIC HOSE TO THE TRAILER’S CENTER-MOST HYDRAULIC CYLINDER FITTING.
5. HOOK UP 8’ HYDRAULIC HOSE TO THE TRAILER’S OUTER-MOST HYDRAULIC CYLINDER FITTING.
6. WITH HYDRAULICS BEING SUPPLIED TO PRIORITY FLOW CONTROL VALVE, CYCLE HAND VALVE BACK AND FORTH 3 TO 4 TIMES TO PURGE ANY AIR FROM HYDRAULIC LINES.



SIDEWINDER WET KIT PARTS BREAKDOWN






9’ HOSE w/ both ends #4 JICF P/N:3296
8’ HOSE w/ both ends #4 JICF P/N:3905
5’ HOSE w/ both ends #4 JICF P/N:3906
5’ HOSE w/ both ends #4 JICF P/N:3906