

# INSTALLATION INSTRUCTIONS FOR



USE THESE INSTRUCTIONS  
ONLY WITH HARDWARE  
MARKED

# GM 1

## INSTALLATION OUTLINE

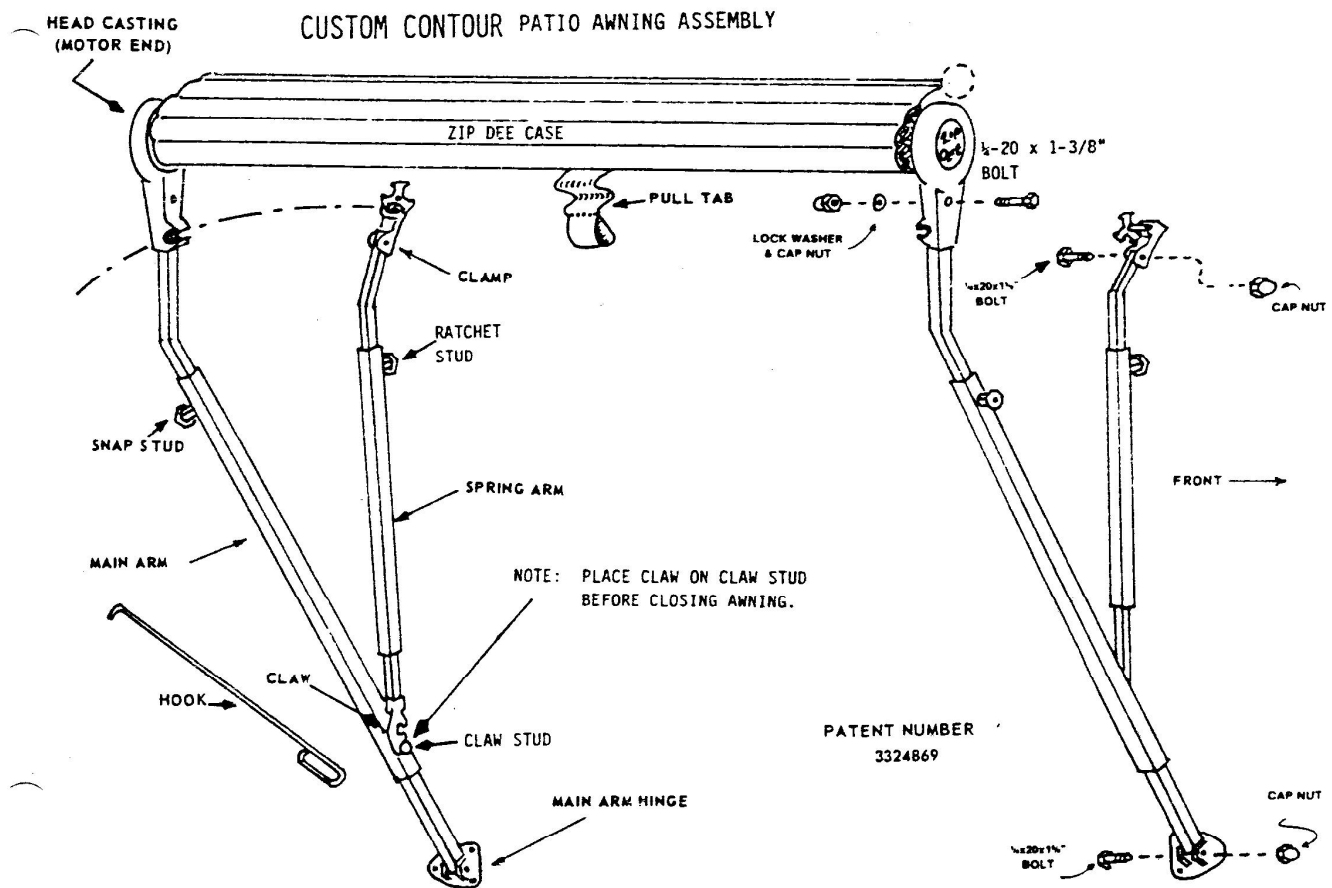
- 1) Assemble hardware
- 2) Move running light
- 3) Mount awning rail
- 4) Mark awning position
- 5) Attach main arms and mark clamp location;  
Mount clamps and attach spring arms
- 6) Attach awning and secure awning
- 7) Wind up main spring
- 8) Align awning

## EQUIPMENT NEEDED

- \* One 5 or 6 ft. ladder
- \* One electric drill, 50 ft. electric cord, 9/64 or #26 and 13/64 or #7 twist drills
- \* Pencil; 8 ft. measuring tape; one large regular and medium phillips head screwdriver
- \* Two wrenches or sockets 7/16"

## WORKING AREA NEEDED

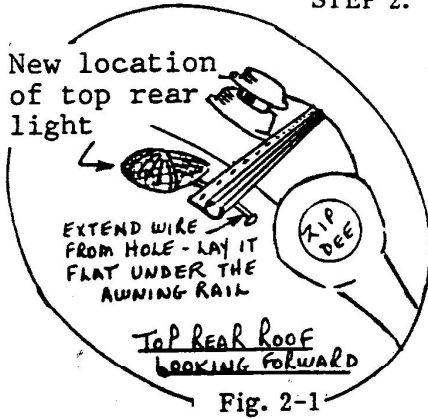
About 9 feet of clear area is needed on the door side of the trailer and try to have the vehicle level.



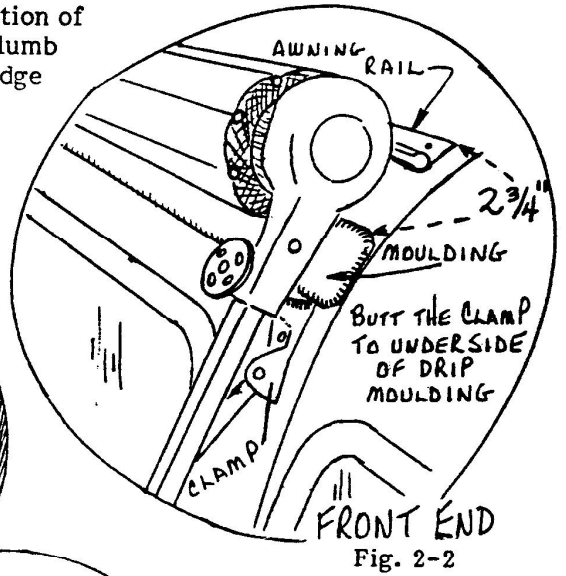
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STEP 1. Unpack hardware and assemble main arms as shown in Fig. 1. Bolt on all castings securely.

STEP 2. Remove rear top running light from mounting and pull up extra wire for re-installing above awning rail after Step 3. (See Fig. 2-1.)

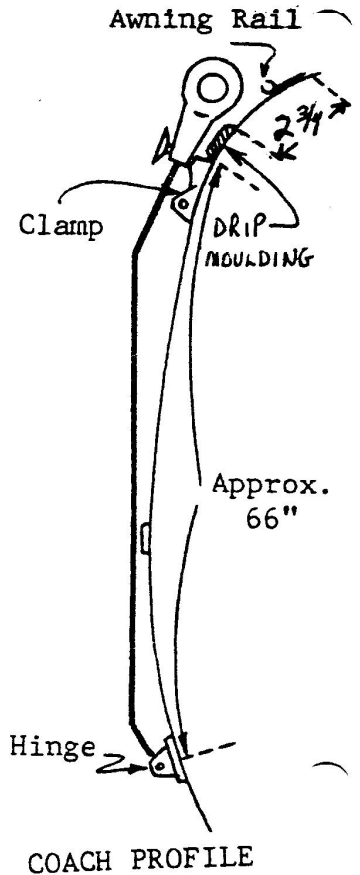
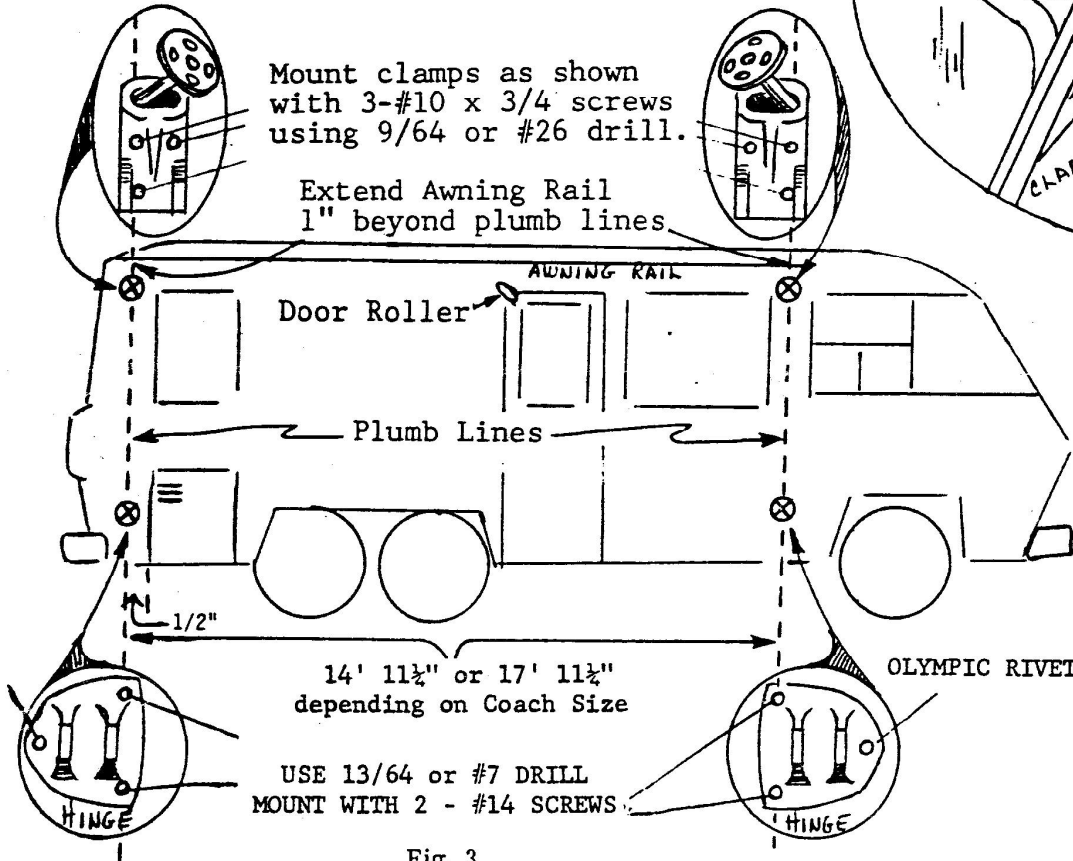


STEP 3. To determine the position of the rear arm, first mark rear plumb reference line 1/2" from rear edge of compartment as shown in Fig. 3. Then measure forward the exact length of the awning ordered and mark front plumb line.



Mount clamps as shown with 3-#10 x 3/4 screws using 9/64 or #26 drill.

Extend Awning Rail 1" beyond plumb lines



Step 4. Position awning rail as shown in Fig. 2-2. Rail should extend evenly beyond plumb lines. Be sure running light wire is put flat under rail (Fig. 2-1). Attach rail with #6 or #8 x 1/2" sheet metal screws (not provided).

Step 5. Hold assembled front main arm firmly against the coach so that clamp is butted against bottom of drip molding as shown in Figures 2-2 & 2-3 and so that hinge and clamp are aligned on plumb lines as shown in Fig. 3. Mark locations of clamp and hinge and mount as shown. Attach spring arm assembly. Repeat step for rear arms.

## Step 6. CONNECT AWNING ROLLER ASSEMBLY TO HARDWARE AND AWNING RAIL

Carefully remove roller assembly from the shipping tube and place it alongside the coach with the Z-Lock Assembly toward the front.

Remove the head castings from the main arms and attach one to each end of the roller assembly using the 10-32 x 1½" bolt, lock washer and nut. The front head casting should be attached so that the Z-Lock lever and the shaft of the casting are approximately parallel as shown in Fig. 4.

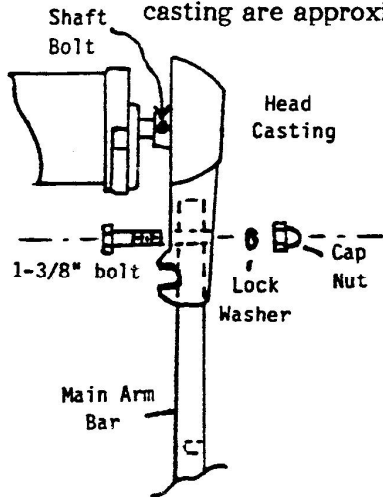


Fig. 5

Lift the roller assembly and reattach each head casting back onto the steel bars and secure with ¼-20 x 1-3/8" bolt, lock washer and cap nut. Be sure the head is completely inserted onto the bar and secured as shown in Fig. 5.

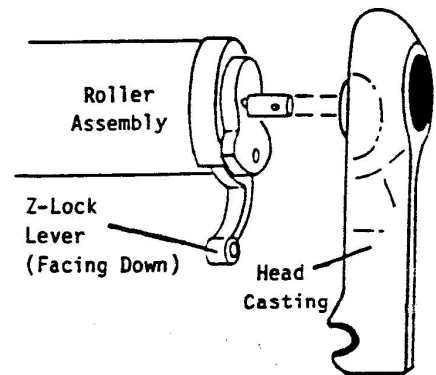


Fig. 4

The roller assembly is attached to the awning rail by using the Flex Key assembly section (Fig. 6) to join the case to the rail rather than sliding the entire roller into the channel.

Remove the Phillips screw that attaches the Flex Key assembly to the case. Then slide the Flex Key assembly complete off.

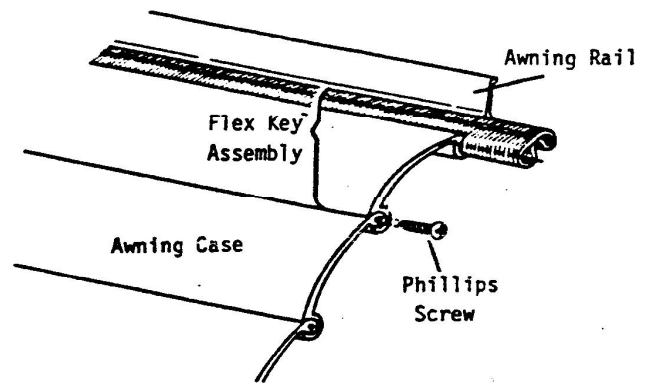


Fig. 6

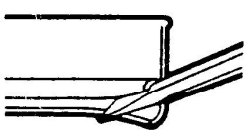


Fig. 7A

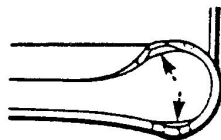


Fig. 7B

Flare (Fig. 7A) and file (Fig. 7B) the entry end of the awning rail to prevent damage to the Flex Key.

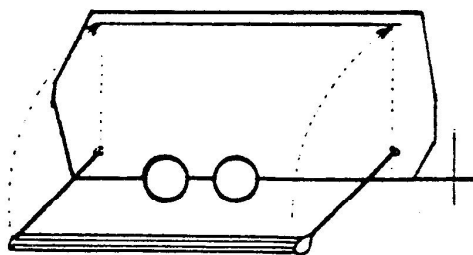


Fig. 8

Close the Z-Lock and lift the entire roller assembly, supported by the main arms, to the awning rail as shown in Fig. 8. Connect the case to the awning rail by reinserting the Flex Key onto the case while at the same time guiding the vinyl bead into the awning rail channel (Fig. 9).

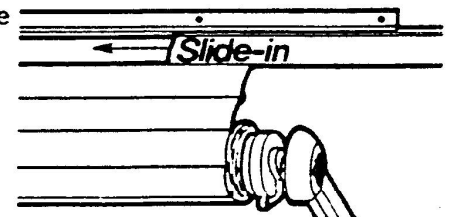


Fig. 9

When the end of the Flex Key is even with the balance of the case, secure it in place by replacing the Phillips screw removed earlier. Open the Z-Lock lever and, holding the main arms to control the speed, gently allow the awning to open.

**Step 7. Wind the Spring** - The Zip Dee roller has only one torsion spring, and it is the largest and strongest in the industry. To wind the spring, support the open awning, disconnect the rear main arm from the coach and slip the tube section off of the steel bar. Using the steel bar as a lever, turn the rear head casting clockwise as shown in Fig. 10, one revolution for each foot of awning length. This is in addition to the 10 turns put on the spring by the initial opening.

After winding, slide the main arm tube onto the bar with the end of the bar facing away from the coach. Then swing the assembled arm to the coach and bolt onto hinge.

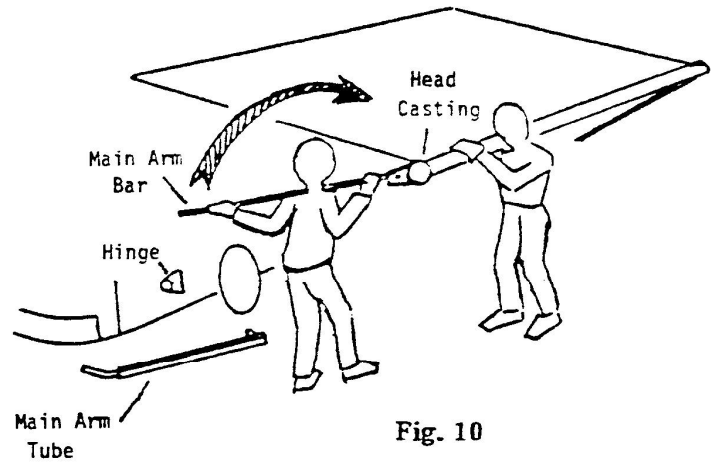


Fig. 10

Test and adjust the spring tension. The awning should not start to roll up until you give it a rolling start upward. 12 to 24 inches of fabric may have to wind around the roller before the spring takes over. Because of variations in spring temper, you may have to add or deduct a few turns to reach the right balance.

Use the pull strap to control speed and direction of the roller and spiral the strap as shown in Fig. 11 to prevent cloth build-up. Release the strap when the roller is about 14 inches from the coach, allowing the awning to snap closed.

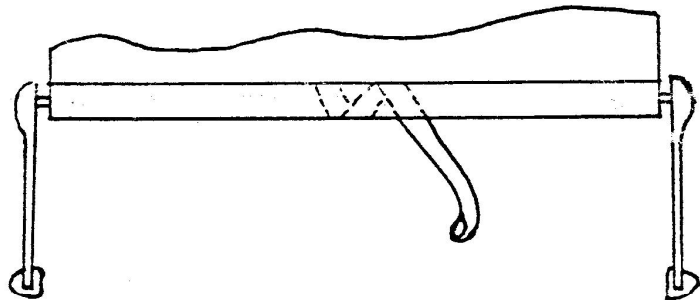


Fig. 11

**Step 8. Final Checkout**

Check and tighten all nuts and bolts. Close the awnings and align the arms and fabric so that the arms are square and parallel and the fabric is centered on the roller.

**Step 9. Secure Awning Case**

To prevent shifting, drill a 1/8" hole 2" from each end of awning rail through awning rail and Flex Key. Secure Flex Key to awning rail using 3/8" sheet metal screws provided (Fig. 12).

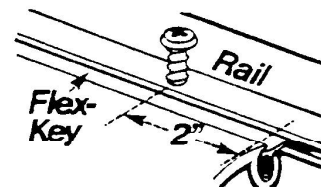


Fig. 12

**Step 10.** Refer to operation instructions in Owner's Manual and operate awning to insure all parts function smoothly and properly.

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