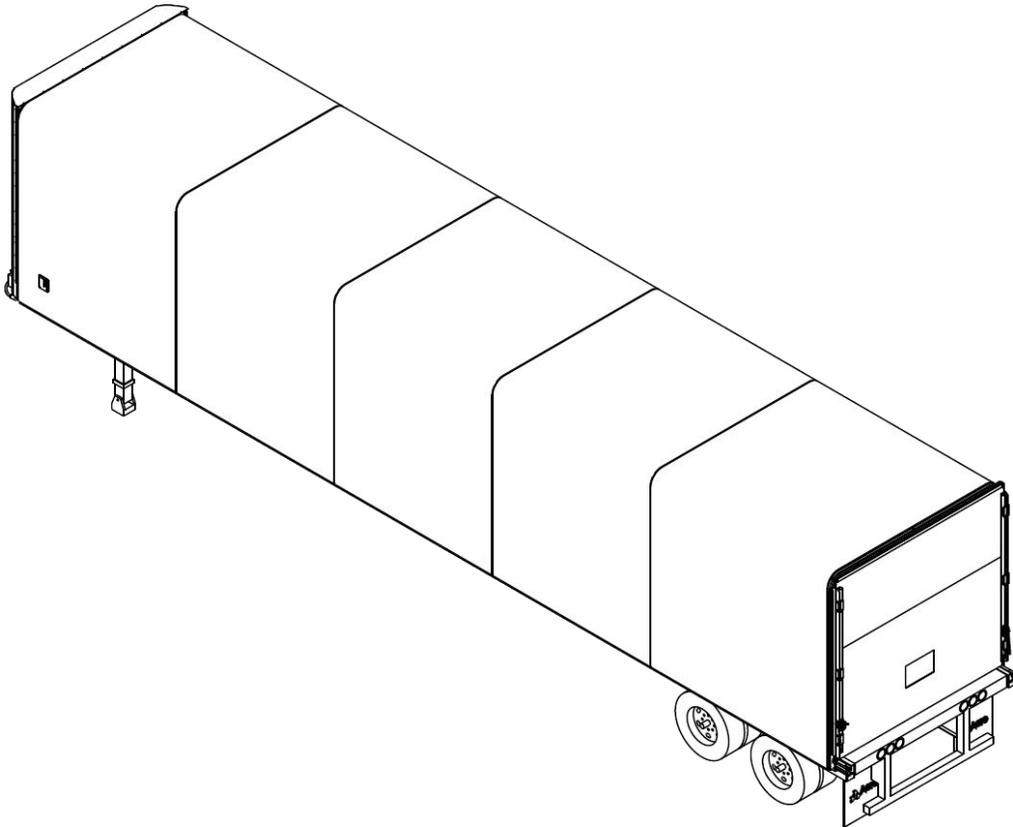




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CXP Maintenance Instructions

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Overview

Continuous maintenance and upkeep is necessary to ensure that your Conestoga system remains in good working order. This manual will provide you with basic maintenance instructions needed to maintain smooth operation of the system.

Tarp Tension

Over time the tarps can stretch. This can cause the panels to loosen and prevent the system from locking securely. **STOP** and skip to **Step 5** if the rear wheel makes contact with the End Stop at any point in the tensioning process.

Step 1

See **Figure 1**. Correct Cleat Slot Used

- 1a) The two slots towards the front of the trailer should have Lock-Outs installed
- 1b) The second slot from the rear of the trailer should be used for factory installs.
- 1c) The rear slot should be open for adjustments.

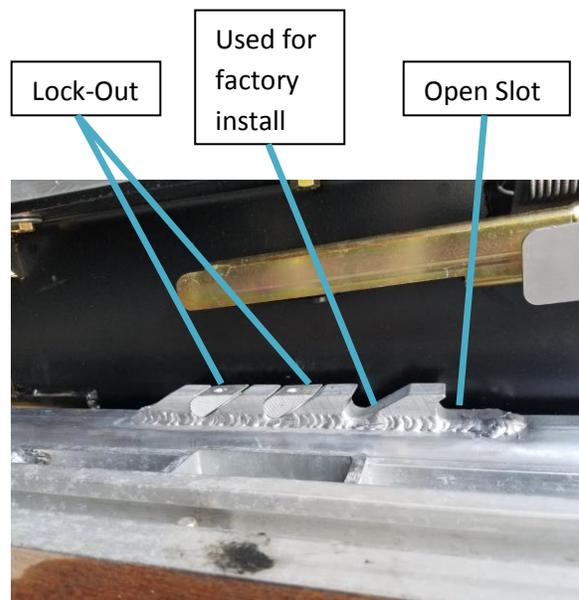


Figure 1

Step 2

Push Rod Adjustment (When minimal tension adjustment is needed)

- 2a) Unlock car.
- 2b) **See Figure 2b.** With the push rod in the unlocked position, loosen Lock nut.
- 2c) **See Figure 2c.** Rotate the push rod “counter-clockwise” to extend $\frac{1}{4}$ ”– $\frac{1}{2}$ ”.
- 2d) Lock the car to test tarp tension.
- 2e) **See figure 2e.** If tarps are tight, tighten lock nut and repeat on opposite side.
- 2f) If tarps are still loose, go to step 3.



Figure 2b

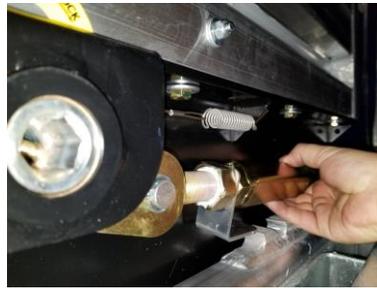


Figure 2c



Figure 2e

Step 3

Switch to the open slot (When moderate tension adjustment is needed)

- 3a) **See Figure 1.** Locate open slot towards the rear of the trailer.
- 3b) Using the open slot, attempt to lock the car.
 - If tarp tension has been corrected, repeat on opposite side.
 - If tarp tension is still loose, skip to step 4.
 - If tarp tension is too tight, cont.**
- 3c) **See Figure 2b.** With the push rod in the unlocked position, loosen lock nut.
- 3d) **See Figure 2c.** Rotate the push rod “clockwise” to shorten $\frac{1}{4}$ ”– $\frac{1}{2}$ ”.
- 3e) Lock the car to see if tension has been corrected.
- 3f) Repeat until proper tension has been achieved.
- 3g) **See Figure 2e.** Tighten lock nut and repeat on opposite side.
- 3h) If tarp tension is still loose, go to step 4.

Step 4

Adjust Tarp Clamp

There will be situations when adjusting the cleat and push rod are not enough to completely tighten the tarp. In those situations it will be necessary to adjust the tarp clamps on the rear bow. Each tarp clamp has either 4 or 6 adjustment rods and 5 Anchor Bolts. See Figure 4 for adjustment point and Anchor Bolt locations.

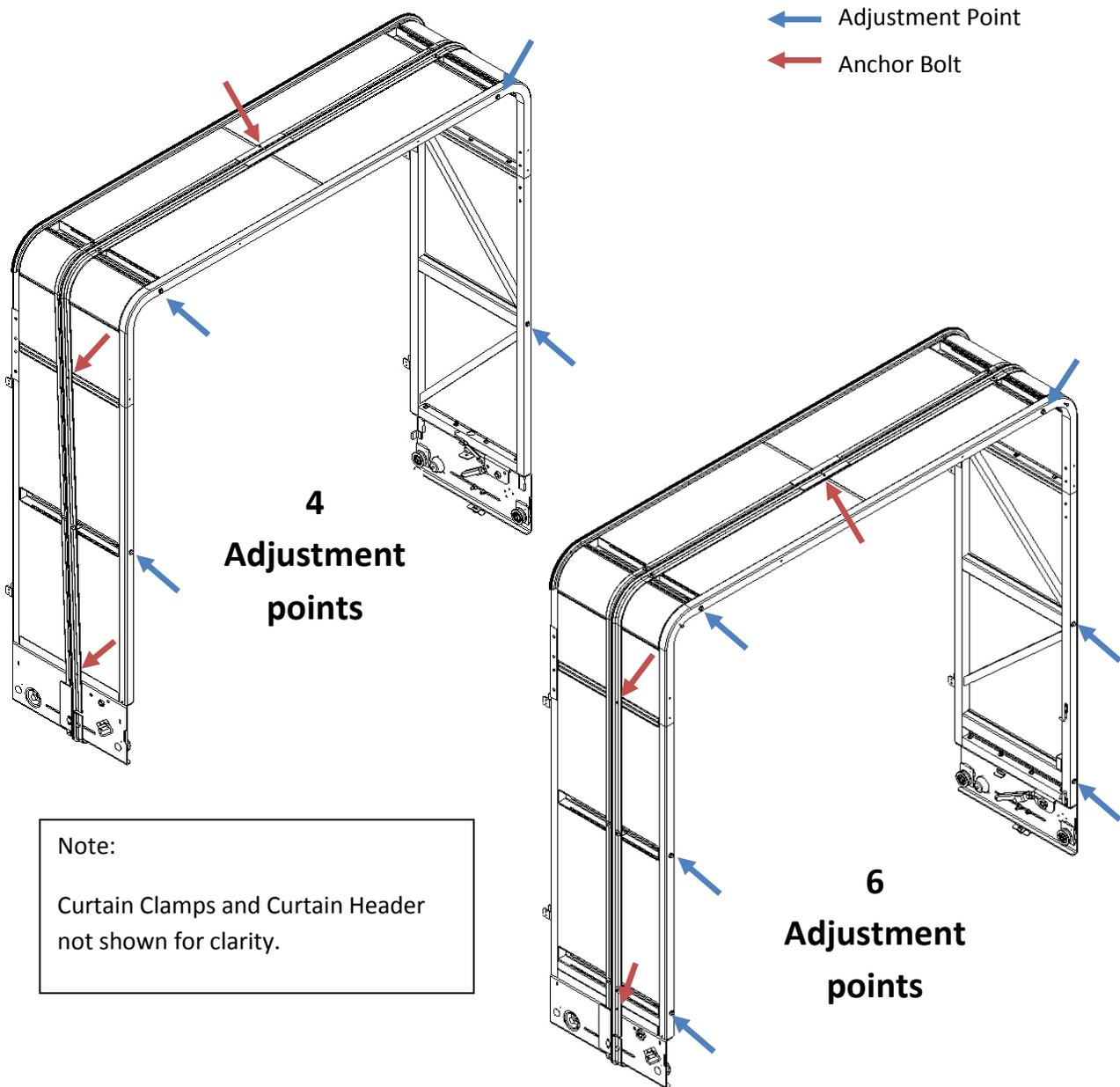


Figure 4

Step 4 cont.

4a. **See Figure 4a.** Next to each of the tarp adjusting rods, use a pencil to make a mark 1 ½" behind the tarp clamp. (See figure 4 for locations.)



Figure 4a

4b. **See Figure 4b.** Unlock the system and roll the rear bow forward approximately 6'-0".



Figure 4b

4c. **See Figure 4c.** Engage car locks on the rear bows and place a clamp on the rail just behind the rear bow.



Figure 4c

4d. **See Figure 4d.** Remove anchor bolts that secure the tarp clamp in place. (Older units may have rivets instead of bolts.)(See figure 4 for locations.)



Figure 4d

Step 4 cont.

4e. **See Figure 4e.** Using an air ratchet, rotate adjustment rod clockwise until the tarp clamp has reached the mark place in step 4a. Repeat for each of the adjustment rods on the rear bow. Tap rear bow J-clamps to remain in line with tarp clamp.



Figure 4e

4f. Lock system and check tarp tension.
-If minor adjustments are needed, see Step 2.
-If significant adjustment is needed, repeat Steps 4a & 4e.
-If tension is correct, cont.

4g. Ensure that the system is locked.

4h. **See figure 4h.** Using the existing holes in the tarp clamp as a guide, drill $\frac{1}{4}$ " hole through the rear bow frame. (5 places)



Figure 4h

4i. **See figure 4i.** Install $\frac{1}{4}$ "-20 x $2\frac{3}{4}$ " Hex Head Bolt with flat washers and nylock nuts at 2 locations on each side. Install $\frac{1}{4}$ "-20 x 3" Hex Head Bolt with flat washers and nylock nut to top of the rear bow in the center.

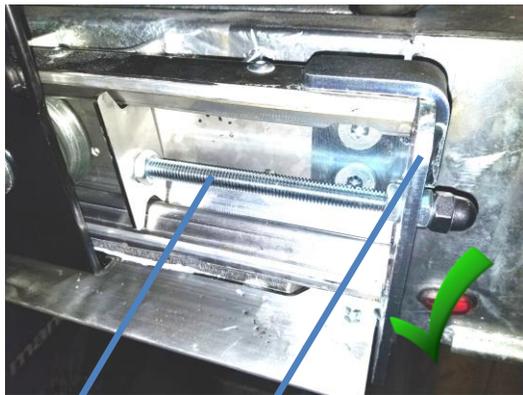


Figure 4i

Step 5

Adjust End Stop

The rear wheel of the car should never come into contact with the End Stop when in the locked position. Contact in the locked position puts stress on the system and can result in the rail cracking.



End Stop
Rail Stop



Figure 5

5a. **See Figure 5a.** Remove the acorn nut on the end of the End Stop's threaded rod.



Figure 5a

5b. **See Figure 5b.** Loosen the nut inside of the Rail Stop and slide the End Stop towards the rear of the trailer.

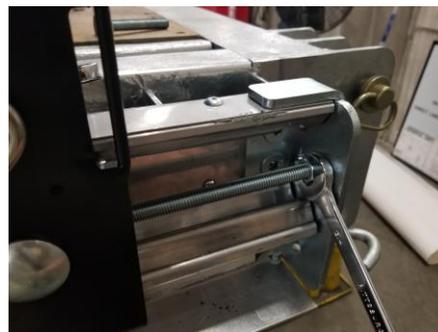


Figure 5b

5c. Lock the rear car.

Step 5 cont.

5d. **See Figure 5d.** Continue to loosen the inside nut until there is a 1" gap between the rear of the car and the face of the End Stop.



Figure 5d

5e. **See Figure 5e.** Once the End Stop has been located correctly, tighten the outside nut to lock the weather shield into place.



Figure 5e

5f. **See Figure 5f.** Using a cutoff wheel, cut off excess threaded rod to 3/8" behind the outside nut. Smooth the edges where the rod was cut to ensure that the Acorn Nut will thread properly.



Figure 5f

5g. **See Figure 5g.** Install the Acorn Nut and tighten to lock in place. Repeat steps 5a-5g on opposite side.



Figure 5g

NOTES:



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