

REVOLVERX2

HARD ROLLING COVER

REVOLVERX4

PREMIUM MATTE HARD ROLLING COVER

INSTALLATION SHEET

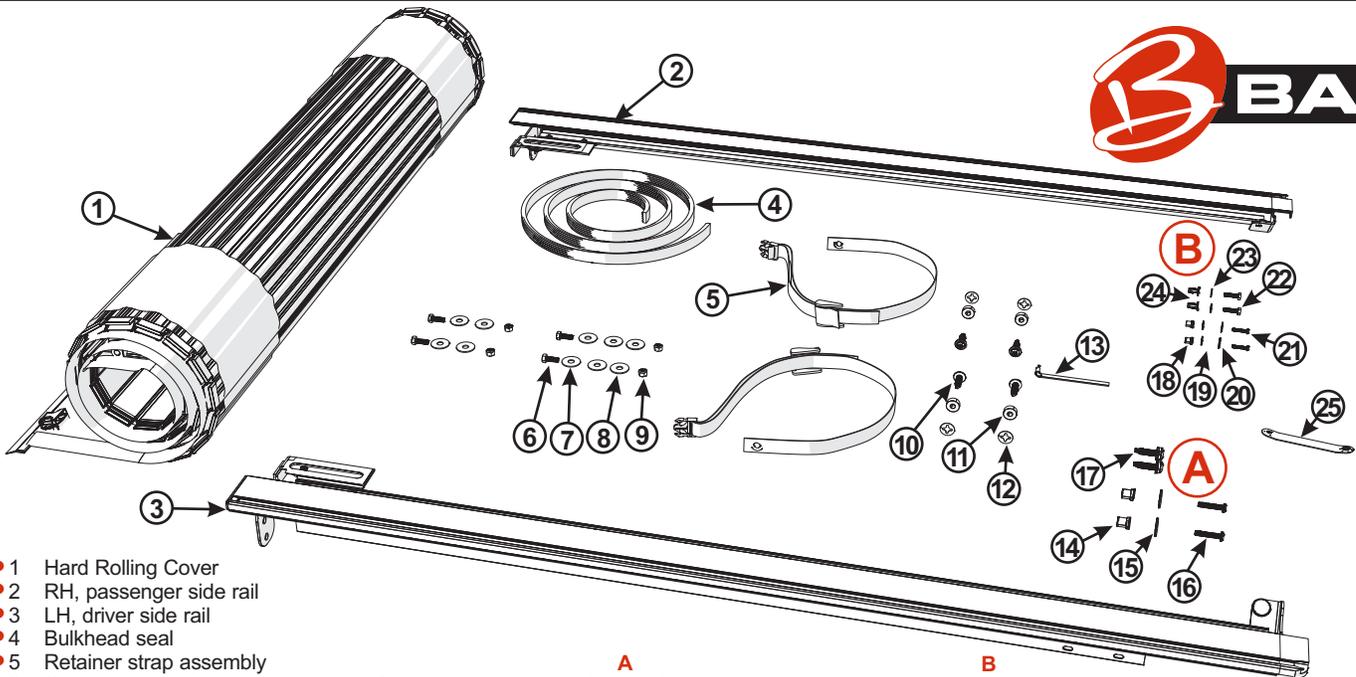
Jeep Gladiator

Any damaged or missing parts?

Parts will be shipped to you directly.

Call 818-365-9000 Mon - Fri 8:30 am - 7 pm EST

or email support@bakindustries.com



- 1 Hard Rolling Cover
- 2 RH, passenger side rail
- 3 LH, driver side rail
- 4 Bulkhead seal
- 5 Retainer strap assembly
- 6 Cover mount bolts
- 7 Cover mount washer, rubber
- 8 Cover mount washer
- 9 Cover mount nut
- 10 Screw and washers, M6
- 11 Spacers
- 12 Washers, retainer
- 13 Torx key
- A**
- 14 Well nut
- 15 Washers, oversize #10
- 16 Screws, buttonhead
- 17 Screw and washers, truss head
- B**
- 18 Well nuts
- 19 Washers, flat
- 20 Washers, oversize #10
- 21 Screws, buttonhead
- 22 Bolts, 1/4-20
- 23 Washers, flat
- 24 Jack nuts
- 25 Jack nut installer tool



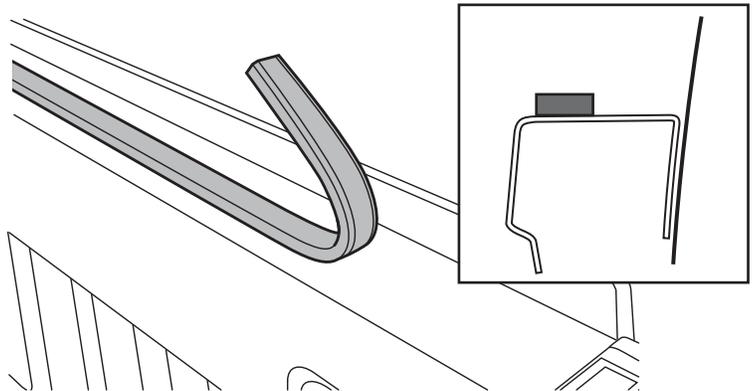
NOTE: The rail installation will require identifying the bulkhead hole configuration of your truck. This will determine which hardware package, A or B, is used. This is in step 5.

1 BULKHEAD SEAL STRIP INSTALLATION

NOTE: Installations with a drop-in bed liner will NOT require the bulkhead seal.

NOTE: Wipe the surface with isopropyl alcohol before applying.

Remove the paper backing and apply the seal strip to the top of the bulkhead. Trim the ends to tightly fit to the sides of the bed. Apply along the radius of the bulkhead back edge.

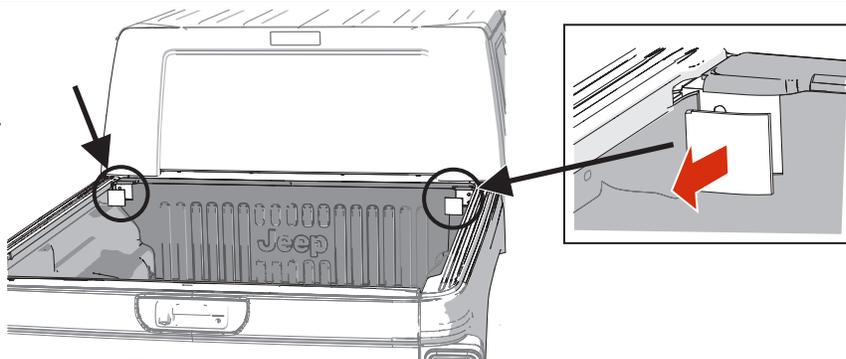


2 DROP IN LINER TRIMMING

If the truck has a drop in bed liner, the top corners at the bulkhead, and the top corners of the tailgate liner need to be trimmed to allow for the bed cover rails.



CAUTION: Move the bed liner away from the truck sheet metal, or remove the liner from the truck so that the truck bed is not damaged.

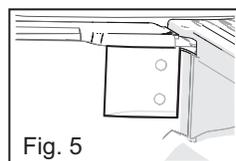
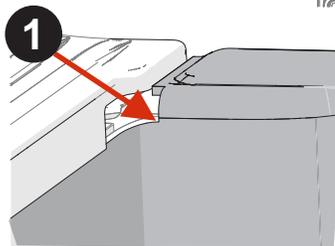


Locate the necessary cuts by starting with the top left corner edge of the liner (1), then measure a distance of 0.18", 4.8mm, outboard to establish point A.

The first cut is down from A 2.5", 63.5mm, to point B. The next cut is from point A, inboard horizontally 2.6", 66.7mm, to point C.

Cut from point C to D, then finish with a cut from B to D.

The cut is done on the right hand side as a mirror image, Figure 5.

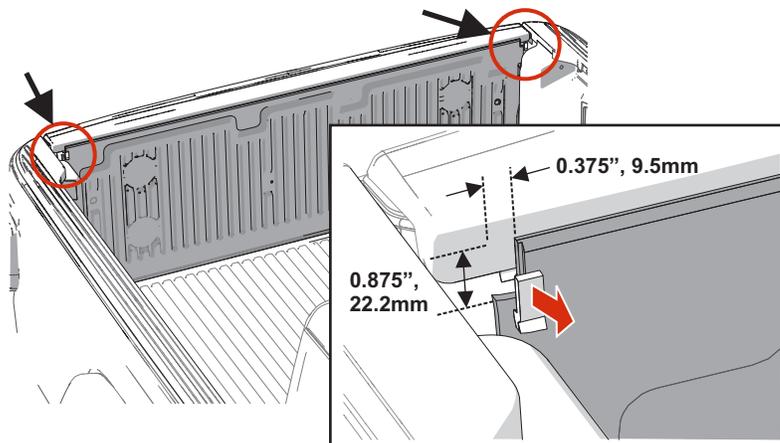


3 Locate the necessary cuts for the tailgate liner by starting with the outside corner of the liner, measure a distance of 0.375", 9.5mm inboard, then 0.875", 22.2mm, down.

The cut is done on both sides, as a mirror image.

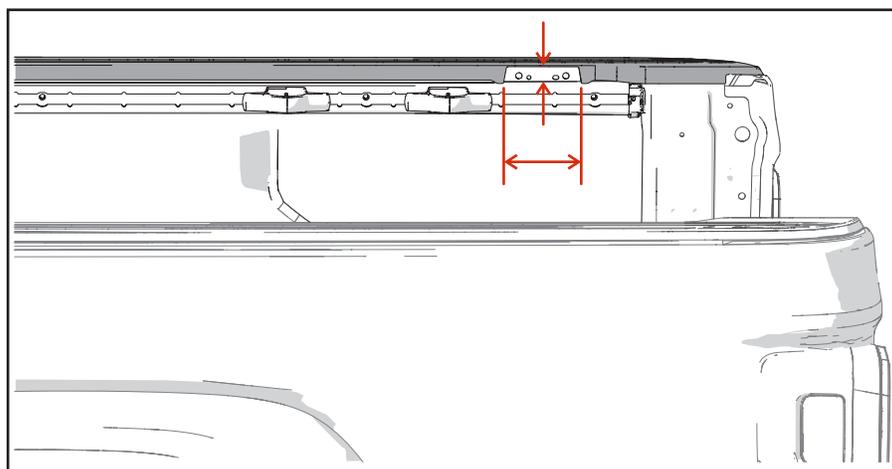


CAUTION: Move the tailgate liner away from the truck sheet metal, or remove the liner from the truck so that the truck bed is not damaged.



4 RAIL INSTALLATION prep

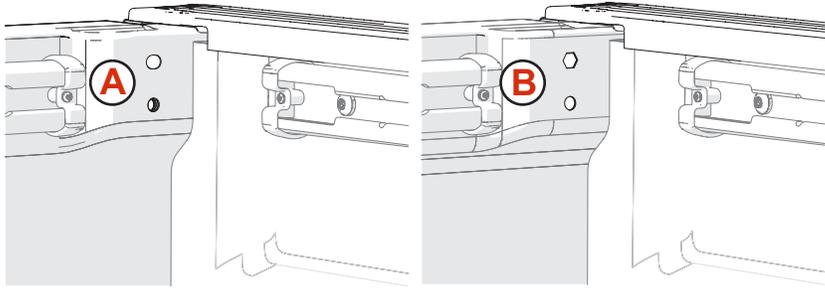
If the bed rail caps are not trimmed in the rear/tailgate section, cut using the scribed lines as a guide to expose the area shown. Perform this operation on both sides of the pickup box.



STOP **5** Identify your truck bulkhead mounting hole configuration. Follow that letter through the next steps.

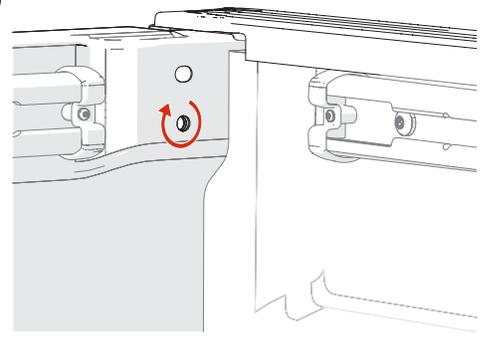
A- an open hole on top, a threaded hole underneath.

B- an open, hex shaped hole on top; an open hole underneath.



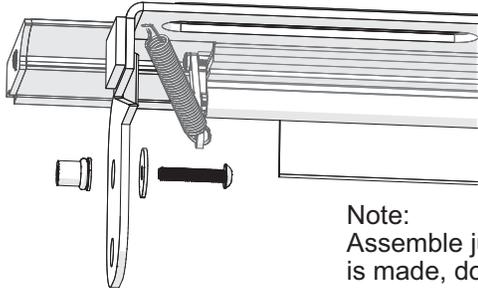
6 For vehicles with a sprayed on bed liner, the threaded area in the bulkhead must be cleared of liner material.

A



7 Thread the buttonhead screw through the #10 oversize washer, through the top hole in the bracket and into the well nut. One for each side.

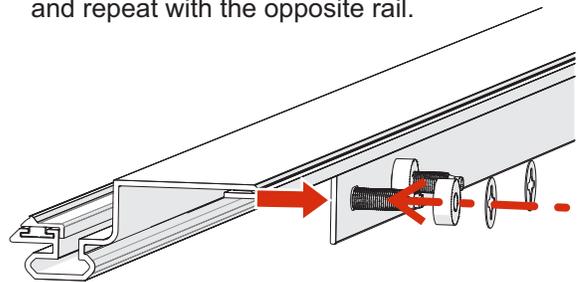
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Note:
Assemble just until contact is made, do not tighten the well nut.

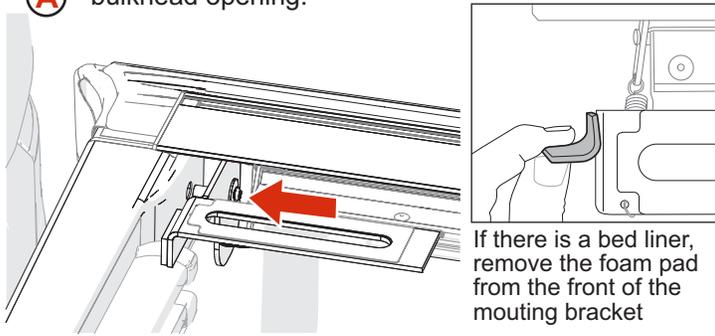
8 Insert the M6 screw & washer into one of the rear rail mounting holes as shown. Slide a spacer then a retainer washer onto the threaded portion of the screw. Repeat for the second rear mounting hole, and repeat with the opposite rail.

A



9 Place the cover rail onto the bed rail and slide it forward, using the well nut as a guide into the bulkhead opening.

A

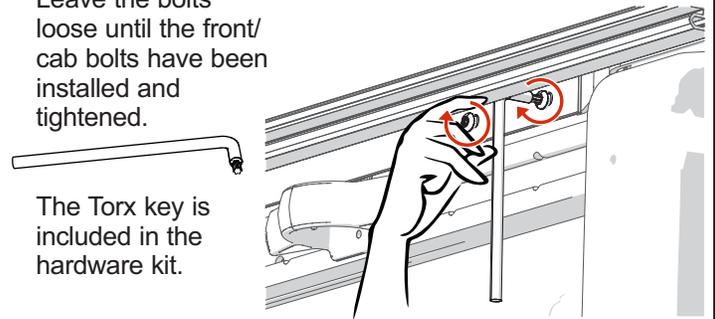


If there is a bed liner, remove the foam pad from the front of the mounting bracket

10 At the rear/tailgate, thread the M6 screw & washers, installed in step 9, into the threaded inserts in the bed wall.

A

Tighten with the 90 degree Torx key. Leave the bolts loose until the front/cab bolts have been installed and tightened.

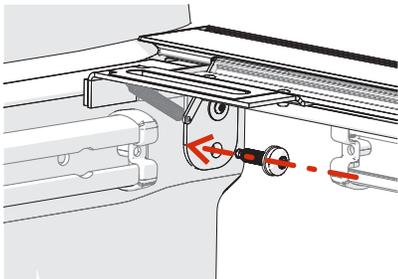


The Torx key is included in the hardware kit.

11 Thread the front/cab bolt through the lower hole of the cover rail bracket and tighten to 17.5 Nm 12.9 ft/lbs on both sides.

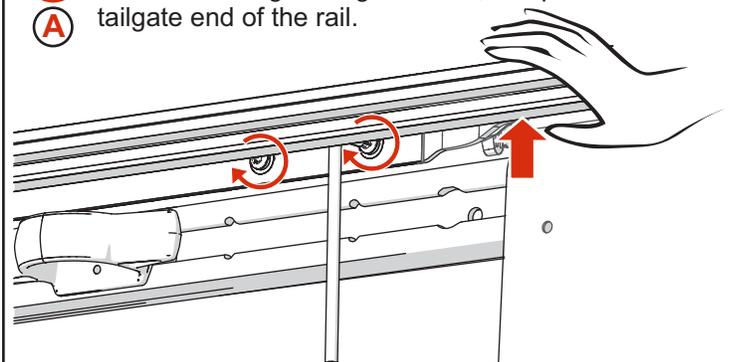
A

Snug up the upper screw in the well nut.

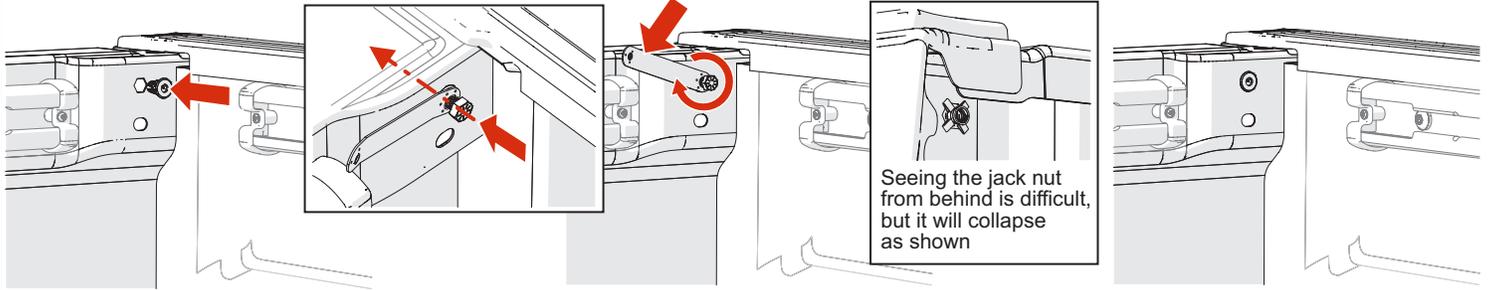


12 Tighten the rear/tailgate M6 screw & washers, on both sides. While tightening the bolts, lift up on the rear/tailgate end of the rail.

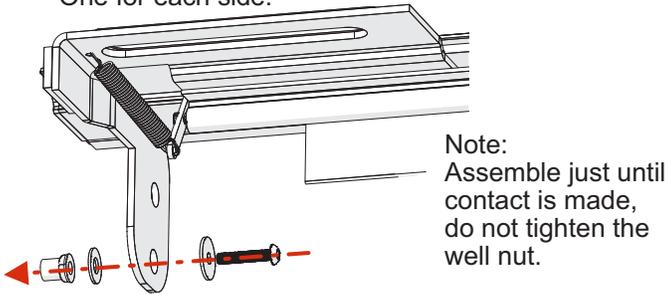
A



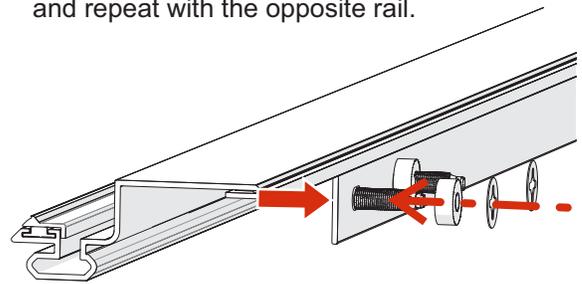
- 6** Install the jack nut into the truck bulkhead, one on both sides. Insert the jack nut into the upper, hexagonal hole. Insert the 1/4-20 bolt through the install wrench and into the jack nut. Use the install wrench to hold the jack nut from turning while tightening the bolt with a wrench or socket. This will pull and collapse the jack nut. Once the bolt has stopped turning, remove it for later installation.



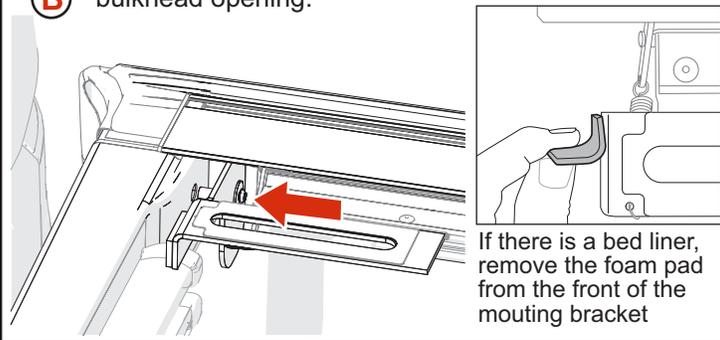
- 7** Thread the buttonhead screw through the #10 oversize washer, through the bottom hole in the bracket, through the flat washer and into the well nut. One for each side.



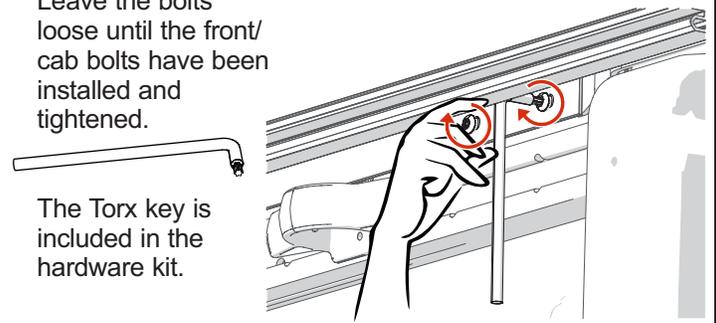
- 8** Insert the M6 screw & washer into one of the rear rail mounting holes as shown. Slide a spacer then a retainer washer onto the threaded portion of the screw. Repeat for the second rear mounting hole, and repeat with the opposite rail.



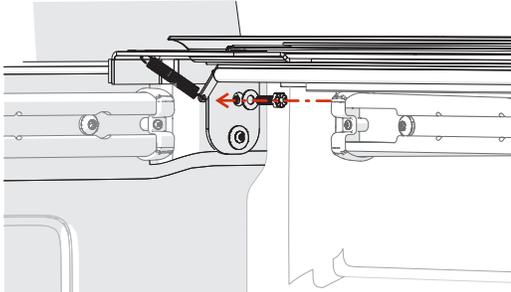
- 9** Place the cover rail onto the bed rail and slide it forward, using the well nut as a guide into the bulkhead opening.



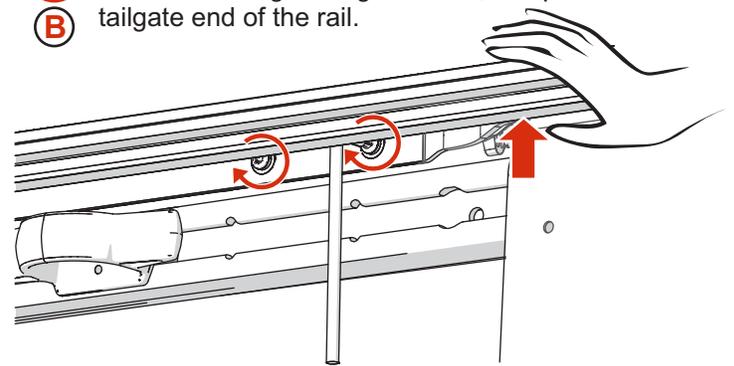
- 10** At the rear/tailgate, thread the M6 screw & washers, installed in step 9, into the threaded inserts in the bed wall. Tighten with the 90 degree Torx key. Leave the bolts loose until the front/cab bolts have been installed and tightened.



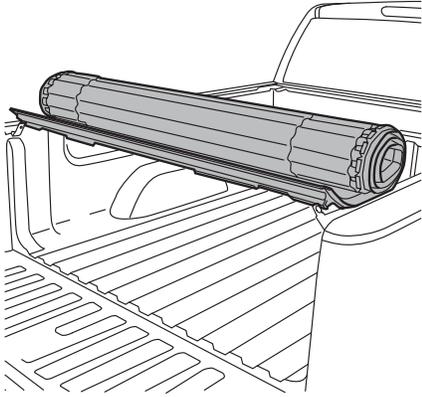
- 11** Thread the 1/4-20 bolt through the flat washer, into the top hole of the cover rail bracket into the jack nut, tighten to 17.5 Nm/ 12.9 ft/lbs on both sides. Snug up the lower buttonhead screw in the well nut.



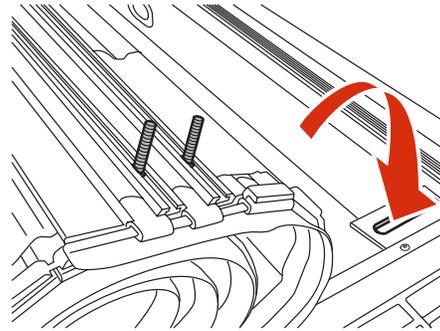
- 12** Tighten the rear/tailgate M6 screw & washers, on both sides. While tightening the bolts, lift up on the rear/tailgate end of the rail.



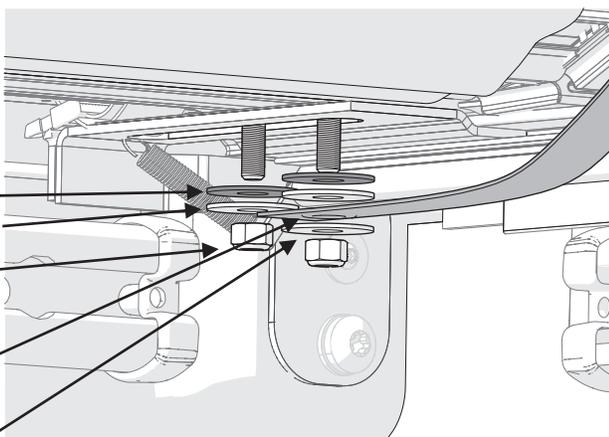
- 13** With both rails clamped in place, rest the roll top on the rails at the tailgate, roll forward into the opening and remove and discard all packaging materials.



- 14** At the front/cab, fold back and insert the two mounting bolts through the keyed slots. Repeat on the opposite side. Roll the cover closed and align the bolts with the slotted brackets.



- 15** Install the mounting hardware loosely underneath the slotted bracket on the rail. In the front use a rubber washer, a steel washer, then add the nylon lock nut. The rear assembly is a rubber washer, a steel washer, the retainer strap, a second steel washer and the lock nut.

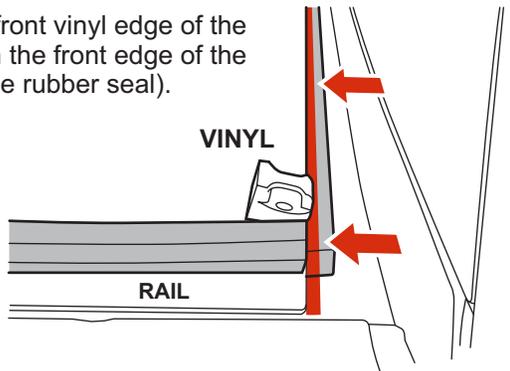


Leave the nuts snug but loose for now. Tighten after the cover has been aligned.

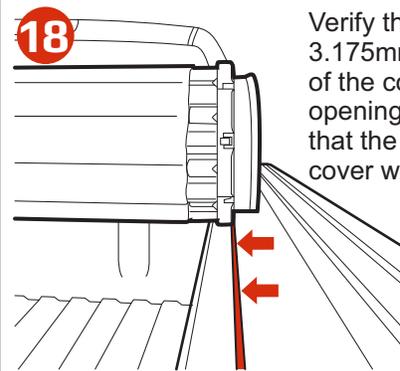
- 16** Roll the cover open and closed several times to verify that it rolls freely and is fitting correctly on and between the rails.



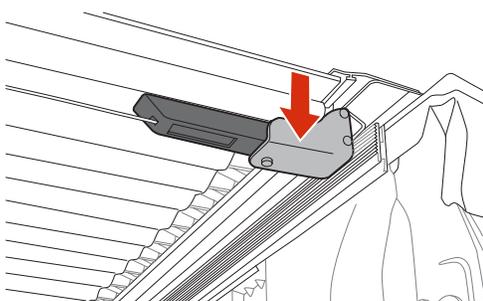
- 17** Align the front vinyl edge of the cover with the front edge of the rail (not the rubber seal).



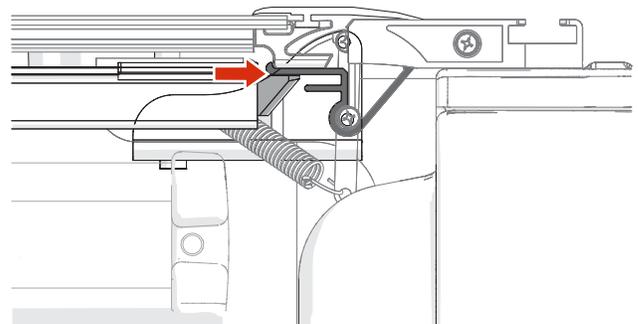
- 18** Verify that approximately a 1/8", 3.175mm gap remains on both sides of the cover and it rolls freely in the opening. Correct spacing ensures that the locking rail secures the cover when rolled closed.



- 19** When the cover is installed correctly, the vinyl edges of the cover will align squarely with the rails in each of the 4 corners, the latch assembly will align with the locking levers on both side at the tailgate, and the latch pall must fully engage the side rails- both sides.

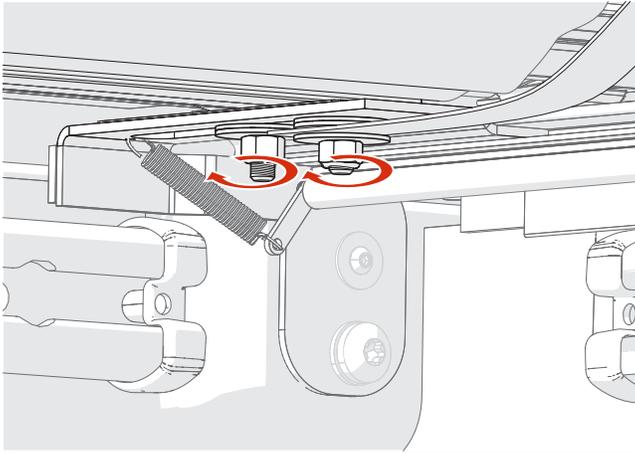


Both of the slam latches MUST hit the locking levers squarely, and fully engage the cover rail.

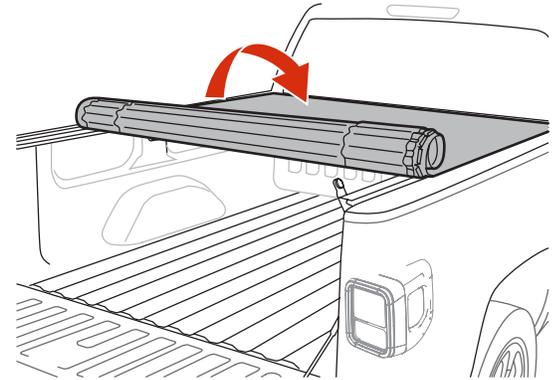


20 Once the cover is properly aligned, carefully roll the cover open ensuring NOT to misalign its position.

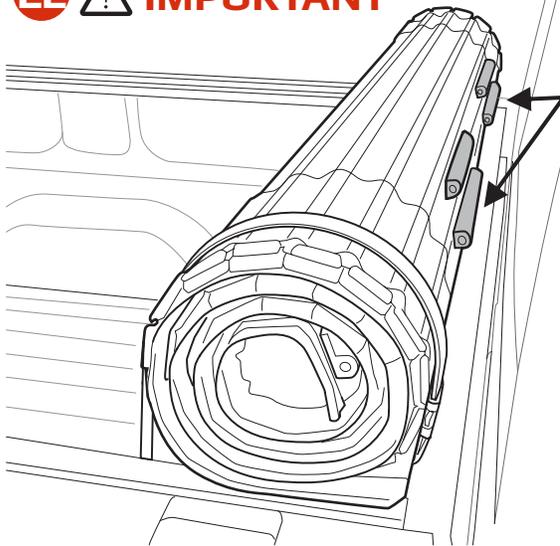
Tighten all four of the lock nuts. DO NOT overtighten, hand tighten only, DO NOT use power tools.



21 Recheck that the cover rolls and functions correctly. If not, loosen cover hardware and repeat steps 14 to 18.



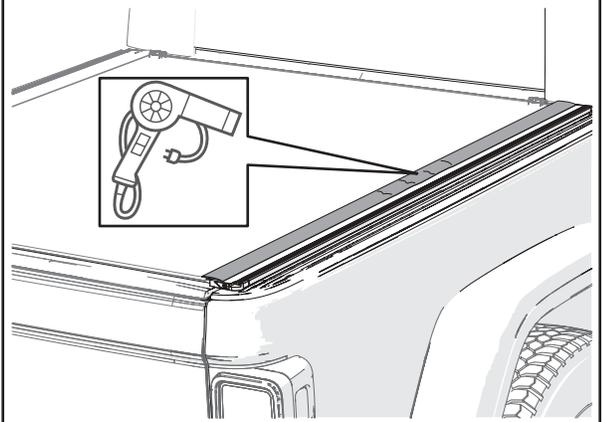
22  **IMPORTANT**



Roll the cover open, peel the paper backing from the D shaped bumpers and adhere them to the aluminum underside where they will prevent contact if the cover is rolled all the way open.

The straps will hold the cover off of the cab and glass when secured.

23 If the side seals of the cover appear wrinkled, you can leave the truck in sun to assist the seals in laying flat. To expedite, apply heat with a hair dryer or heat gun.



IMPORTANT Safe operation and use

IMPORTANT NOTICE

While driving, cover must be completely flat and secure with BOTH rear latches engaged and in the closed position OR completely rolled up and secured at the cab with the provided straps. **DO NOT DRIVE** with cover partially opened.

Tonneau Cover Positions While Operating Vehicle

Prior to vehicle operation, tonneau cover MUST be properly secured.

CLOSED POSITION (FIG 1)

Cover must be closed and **FULLY LATCHED ON BOTH SIDES** of the tonneau side rails.

OPEN POSITION (FIG 2)

To drive with your cover in the open position, simply make use of the provided tie down straps. Roll the cover forward and stop approximately 4" from the cab and insert the strap clips into the buckles at the end of the cover. Ensure BOTH strap clips are fully inserted and tighten the straps with the adjustment locks to ensure the cover doesn't roll or shift during vehicle operation.

Cover Operation

TO CLOSE THE COVER (FIG 3)

Roll the top towards the tailgate and rotate the tail rail downward toward the rotating locking levers.

Warning- When closing the cover ensure that the rear latches on BOTH sides are fully engaged underneath the rails before operating the vehicle.

TO OPEN THE COVER (FIG 4)

Pull down on the latch release cable located on either side of the cover and rotate the tail rail forward with a rolling motion. The cover should be rolled into a bundle toward the cab of the vehicle, and only driven with the cover secured with the provided straps.

DO NOT ATTEMPT TO DRIVE WITH THE COVER IN THE PARTIALLY OPEN POSITION!

ADDITIONAL IMPORTANT OPERATING TIPS

- Tonneau cover MUST be free of foreign material including snow and ice before opening rail top.
- Do NOT tow your vehicle from the rear with the tonneau on your truck.
- Do NOT operate vehicle with objects on top of cover.

FAILURE TO FOLLOW THESE CAUTIONS MAY RESULT IN SEVERE DAMAGE AND WILL VOID YOUR WARRANTY!



Remove any snow or foreign matter before rolling cover.



Do NOT tow your vehicle from the rear with this cover on your truck.

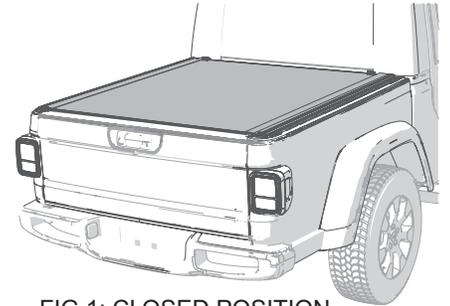


FIG 1: CLOSED POSITION

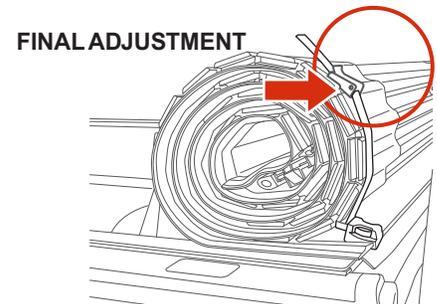


FIG 2: OPEN POSITION

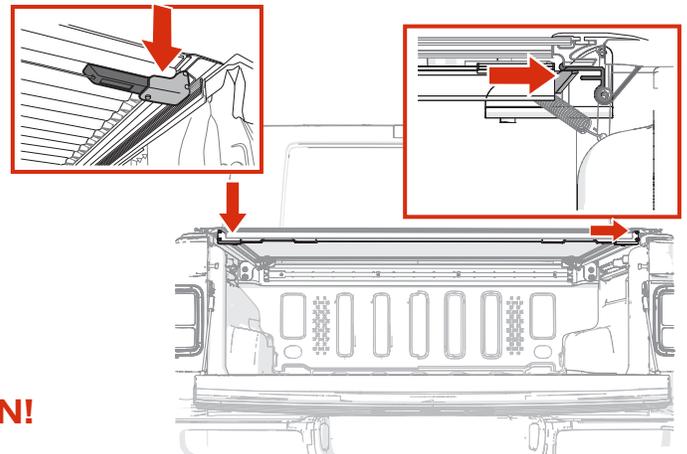


FIG 3: TO CLOSE THE COVER

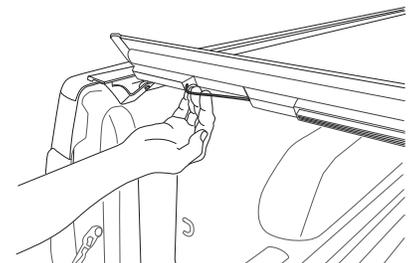


FIG 4: TO OPEN THE COVER

Warranty

BAK® Industries (“BAK”) warrants your Hard Rolling Cover to be structurally free from defects in material and workmanship for a period of 3 years from the retail date of purchase. Warranty registration must be on file and/or proof of original purchase (detailed and dated receipt) required for warranty service. Warranty is nontransferable and applies to the original purchaser of the BAK product only.

**REGISTER YOUR
WARRANTY NOW AT
BAKINDUSTRIES.COM**

BAK reserves the right to determine whether a product needs to be repaired or replaced. No labor or service allowance is given or implied. The warranty will be void if the product has been damaged by accident, unreasonable use, neglect, improper service/installation/removal, modifications, acts of God or normal wear and tear or other causes not arising out of defective materials or workmanship. BAK assumes no liability for injury, loss, incidental or consequential damages. BAK reserves the right to substitute an entire replacement system or provide other remedies than those listed in this warranty for discontinued products or other reasons. Shipping charges will apply for any repair or replacement.

Improper cleaning may also void your warranty. It is recommended to use the approved BAK treatment of the vinyl as outlined below or clean with soap and water only. Do not use vinyl conditioners (i.e. Armor All®) because they will shrink the vinyl.

BAK is committed to providing you with our best service at all times. Please feel free to contact us should you require any assistance with your BAK product.

CARE AND MAINTENANCE

The tonneau covers are made from durable materials and require simple care to ensure a long life of performing well and looking great.

Cleaning the Top (Washing)

These stylish covers incorporate OE marine grade vinyl laminated on the top surfaces. Standard automotive soap and water used with a soft sponge or cloth is recommended for cleaning. Shabby dry to prevent water spots and ensure a rich dark finish.

Treating the Vinyl Top

3M™ 303® Aerospace Protectant may be used to keep the vinyl surface clean and protected from the elements and will also remove any water spots that may have developed. 303 Aerospace not only protects against fading, discoloration and cracking from harmful UV rays, but repels dust and stains. Simply spray on and wipe dry for a beautiful, matte finish that protects your cover from road grime and dust. Do not use vinyl conditioners (i.e. Armor All®) because they will shrink the vinyl.

Maintenance

It is recommended that you periodically check that the cover is securely attached to your truck bed. Inspect the clamps and front mounting bolts to ensure they were properly installed and have not come loose or knocked out of adjustment during operation. Covers that are used with high frequency or that are subject to the vibrations and impact from rough roadways can cause the cover to require adjustment.

Lubricating the Latches

It is recommended that you periodically inspect and service the latches on the end of the roll top. Clean away any excess dirt or grime and use a spray lubricate. Ensure the latches move freely in and out to properly engage the side rail and provide proper performance with optimum security. Be careful not to overspray the cover. Wipe away any excess around the latch location.