

# TrailerBlade Install Manual

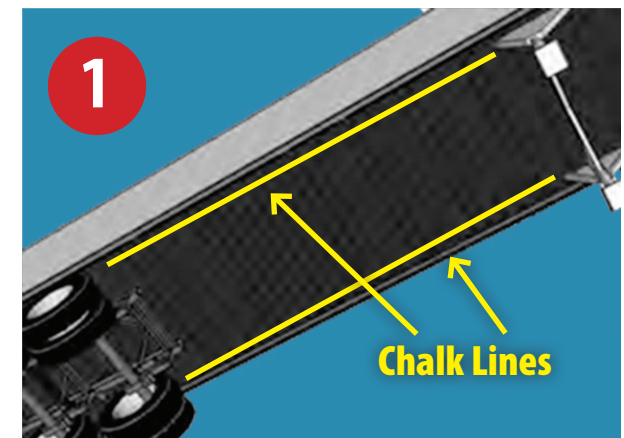
See Reverse Side for Standard Layout and Replacement Parts Information.

For Reefers, TrailerBlade Door and other non-standard installations, and other detailed layout and installation instructions, go to [TrailerBlade.com](http://TrailerBlade.com) for shop manuals and installation videos.

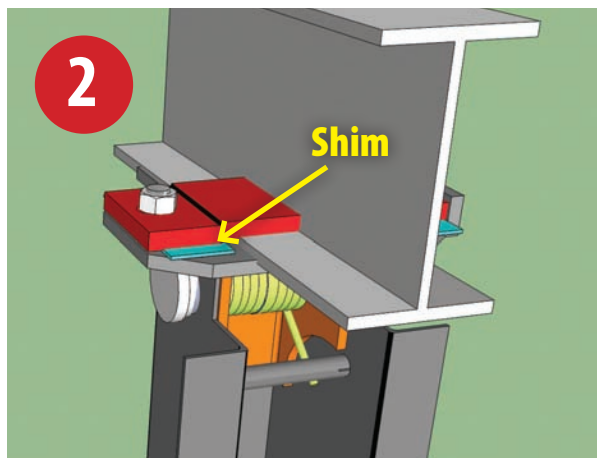


**EMISSIONS-RELATED INSTALLATION INSTRUCTIONS**  
 FAILING TO FOLLOW THESE INSTRUCTIONS WHEN COMPLETING ASSEMBLY OF A HEAVY-DUTY MOTOR VEHICLE VIOLATES FEDERAL LAW, SUBJECT TO FINES OR OTHER PENALTIES AS DESCRIBED BY THE CLEAN AIR ACT.

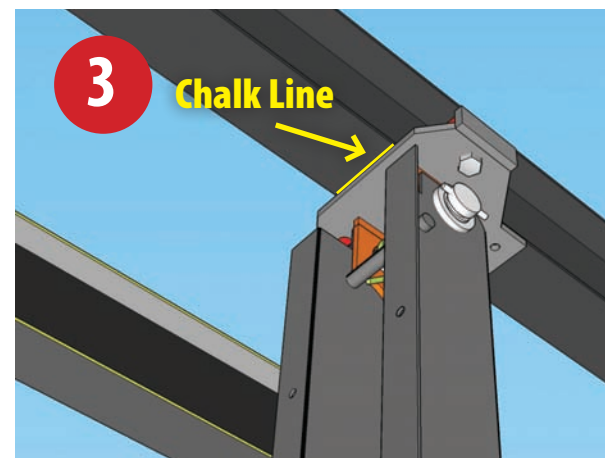
**1-800-GOBLADE**



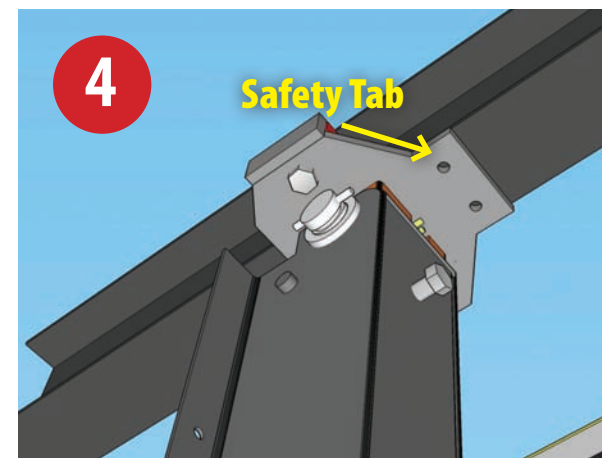
**Step 1—Snap chalk lines.**  
 Refer to the Layout Guide for the appropriate Aerodynamic Configuration Number (AC#). **IMPORTANT: Illustration above is a representative sample only. There are numerous aerodynamic configurations.**



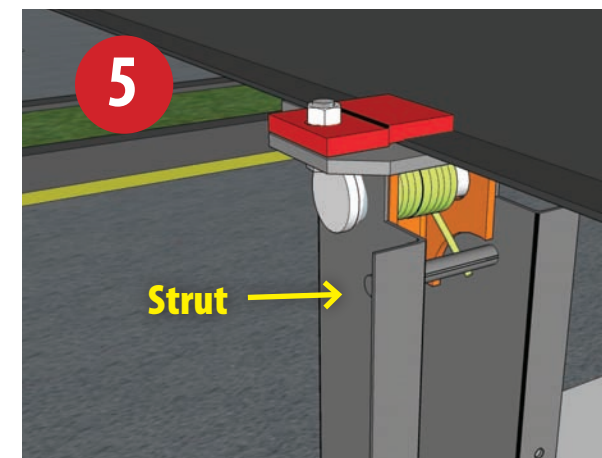
**Step 2—Crossmember Shims**  
**ALUMINUM CROSSMEMBERS REQUIRE SHIMS!**  
 Shims are placed underneath the clamps. Shims are not needed on steel crossmembers. Discard.



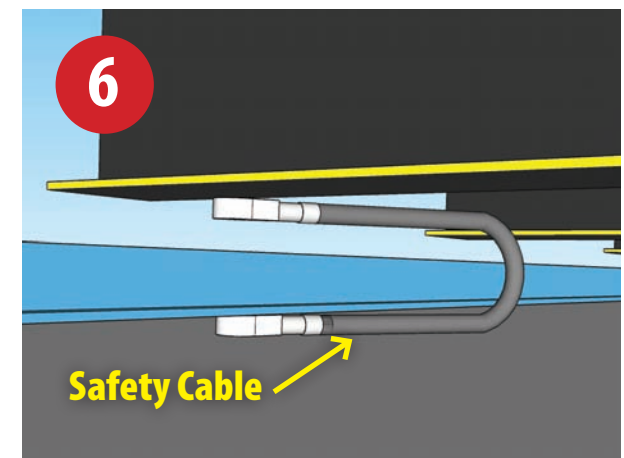
**Step 3—Install Struts**  
 Refer to the layout on reverse side for strut location. Line the strut head with the chalk line and tighten clamps. An air impact wrench works best. **Torque to 42 ft. lbs. Do not over tighten.**



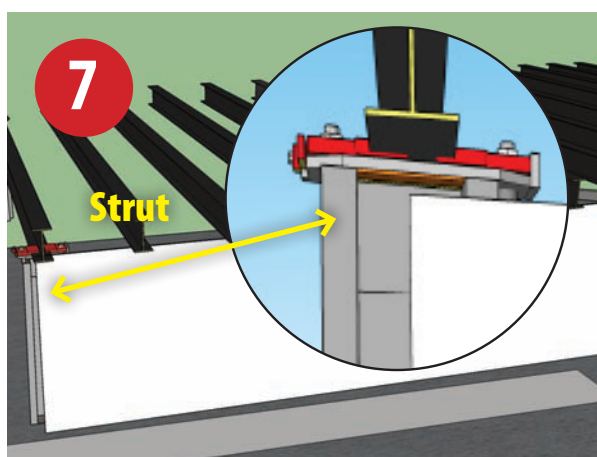
**Step 4—Secure Safety Tab with Screw**  
 Use the provided Tek Screw to secure safety tab. **Secure one side only.**



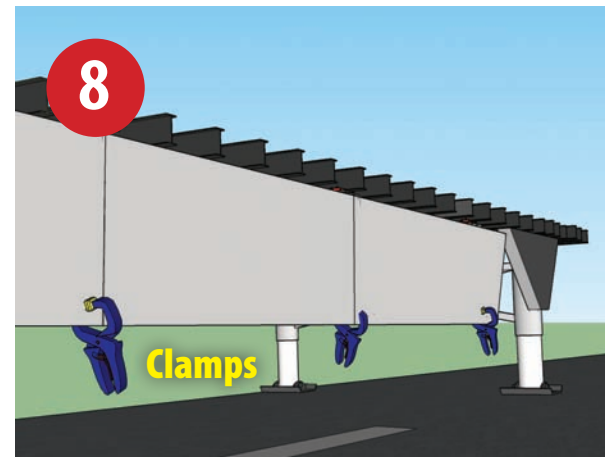
**Step 5—Install Remaining Struts**  
 Install remaining Struts before hanging panels. **Refer to layout on the reverse side for Strut placement.**



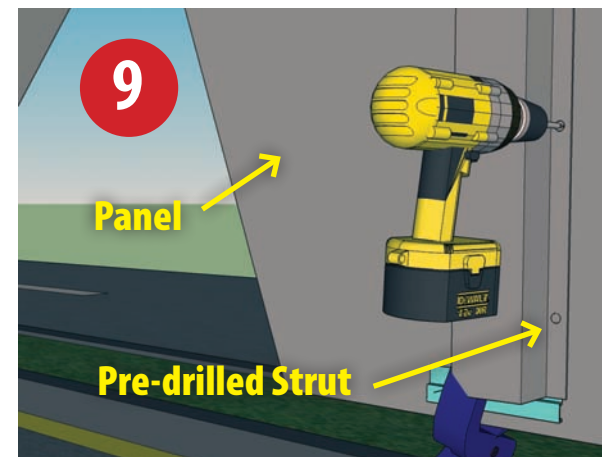
**Step 6—Install Safety Cables**  
 Secure Safety Cables to aluminum angle on back of panel and crossmember flange using supplied Tek Screws or optional 1/4-inch bolts. **Cable must be looped to allow enough slack for a full range of movement.**



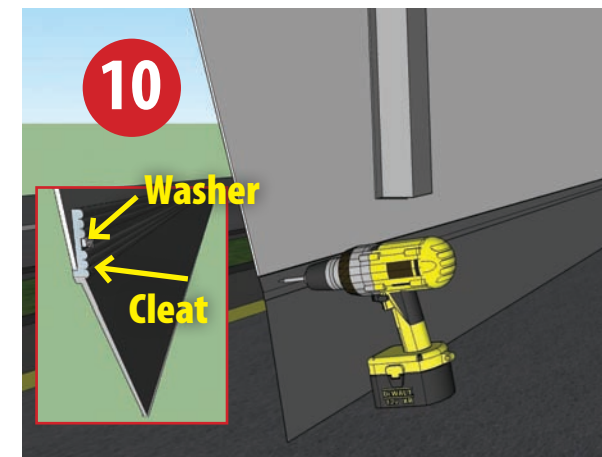
**Step 7—Hang the Panels**  
 The Struts are designed so the panels hang from them. **The middle panels share a Strut. Make sure the panels are lined up mid way on the 2nd and 3rd struts.**



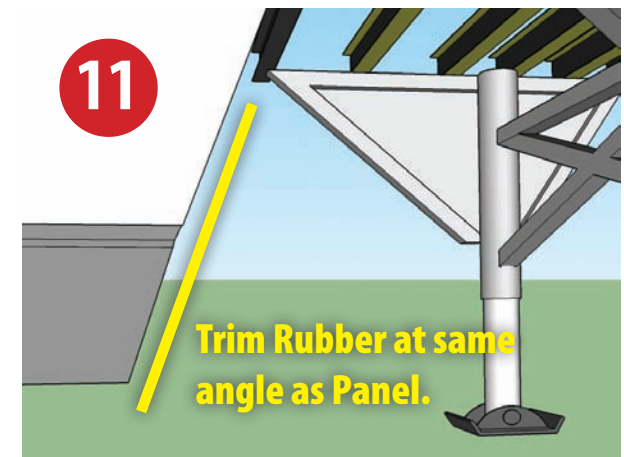
**Step 8—Clamp Panels**  
 Clamp the panels on the struts using long clamps. **Don't overtighten the clamps and damage the panels.**



**Step 9—Drill and Fasten Panels**  
 Drill the panels using the pre-drilled struts as a guide. **Use a 17/64" drill bit.**



**Step 10—Install Rubber**  
 Drill the rubber using the holes at the bottom of the panels for guides. Fasten with long aluminum rivets and a square aluminum washers. **The rubber skirt has a cleat that aligns with the bottom of the panel.**



**Step 11—Trim Rubber Skirt**  
 On the leading edges of the skirt, match the angle of the front panels and trim the skirts.



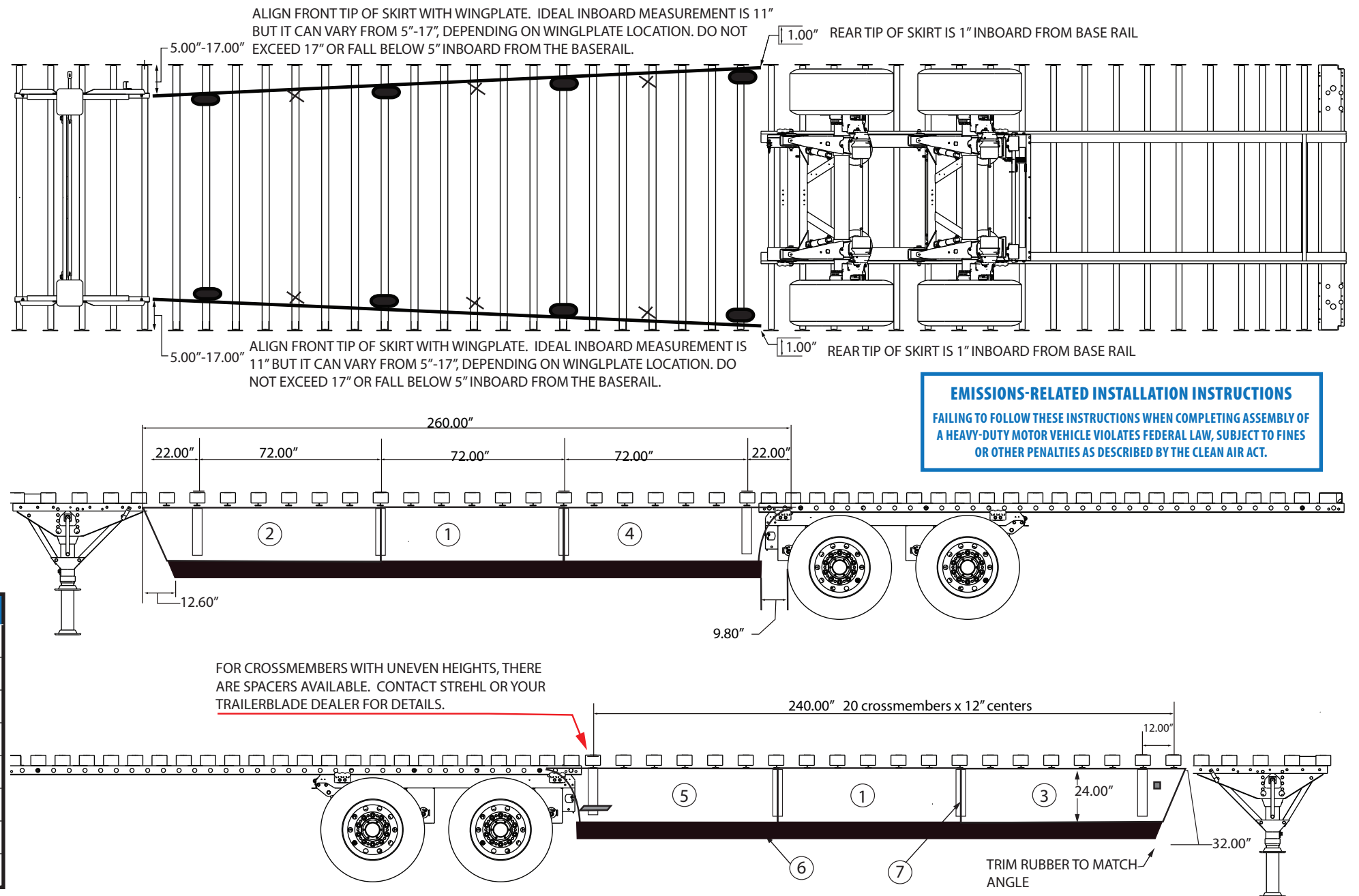
## INSTALLATION AND PARTS GUIDE

For a step-by-step installation guide, see the reverse side of this sheet.  
For more detailed instructions, go to [TrailerBlade.com](http://TrailerBlade.com) for installation videos and detailed manuals.

### Important Layout Information

This layout is a standard layout, typical of a dry van configuration with crossmembers on 12-inch centers. If your trailer does not match the one represented here, you can get a customized layout free by calling 1-844-GOBLADE.

ITEM	PART NO.	DESCRIPTION	QTY	REPAIR PART NO.	SRO TIME
1	204101	CENTER PANEL	2	204101R UNIVERSAL PANEL	.5 HR EACH
2	204102	ROADSIDE FRONT PANEL	1	204101R UNIVERSAL PANEL	.5 HR EACH
3	204103	CURBSIDE FRONT PANEL	1	204101R UNIVERSAL PANEL	.5 HR EACH
4	204104	ROADSIDE REAR PANEL	1	204101R UNIVERSAL PANEL	.5 HR EACH
5	204105	CURBSIDE REAR PANEL	1	204101R UNIVERSAL PANEL	.5 HR EACH
6	204106	LOWER SKIRT	2	LOWER SKIRT	-
7	204108	STRUT	8	STRUT	.1 HR EACH + PANEL
-	MGLP-B8-E	HARDWARE KIT	1	204400CS/RS COMPLETE SIDE	.75 HR EACH PER SIDE



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INSPECTION IS MANDATORY

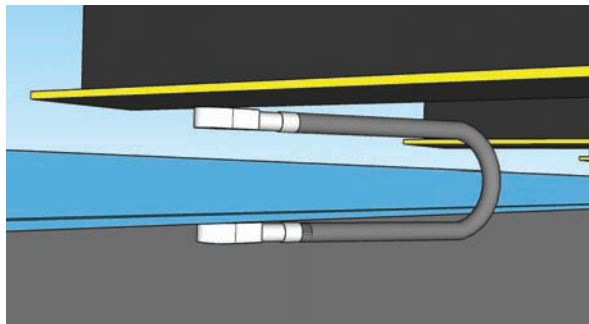
INSPECT BEFORE EVERY TRIP

**WARNING**

LOOSE OR BROKEN PANELS CAN CAUSE SERIOUS INJURY OR DEATH.

PRIOR TO EVERY TRIP, INSPECT AND BE SURE THAT ALL PANELS ARE SECURED TO THE PILLAR, ALL PILLARS ARE SECURED TO THE TRAILER FRAME, THE LOWER SKIRT IS FIRMLY ATTACHED, AND THAT ALL SAFETY TETHERS ARE SECURED.

**1. There should be at least one Safety Tether per panel. They should be installed so there is no tension on the Panel. Replace missing Safety Tethers.**



**2. Inspect Struts for cracks or loose fasteners.**



**3. Visually inspect Panels. Look for cracks and missing or loose fasteners.**



**4. Depress Panels with foot to check for smooth Strut function and panel integrity.**

