



LOADHANDLER PRODUCTS CORPORATION

1901 HUR INDUSTRIAL BLVD., CEDAR PARK, TX 78613

Phone: (800) 580-0791 FAX: (512) 671-7707

www.loadhandler.com

LOADHANDLER® MODELS

LH2200 (full-size)

LH2200M (mid-size)

INSTRUCTION MANUAL

PLEASE READ ALL DOCUMENTS IN THIS PACKAGE!

Although the Loadhandler is a simple tool, unloading heavy or bulky loads from your truck can create unusual conditions. Please read all documents to ensure the proper assembly and safety in the operation of your Loadhandler.

NEVER OVERLOAD YOUR VEHICLE. IT IS DANGEROUS!

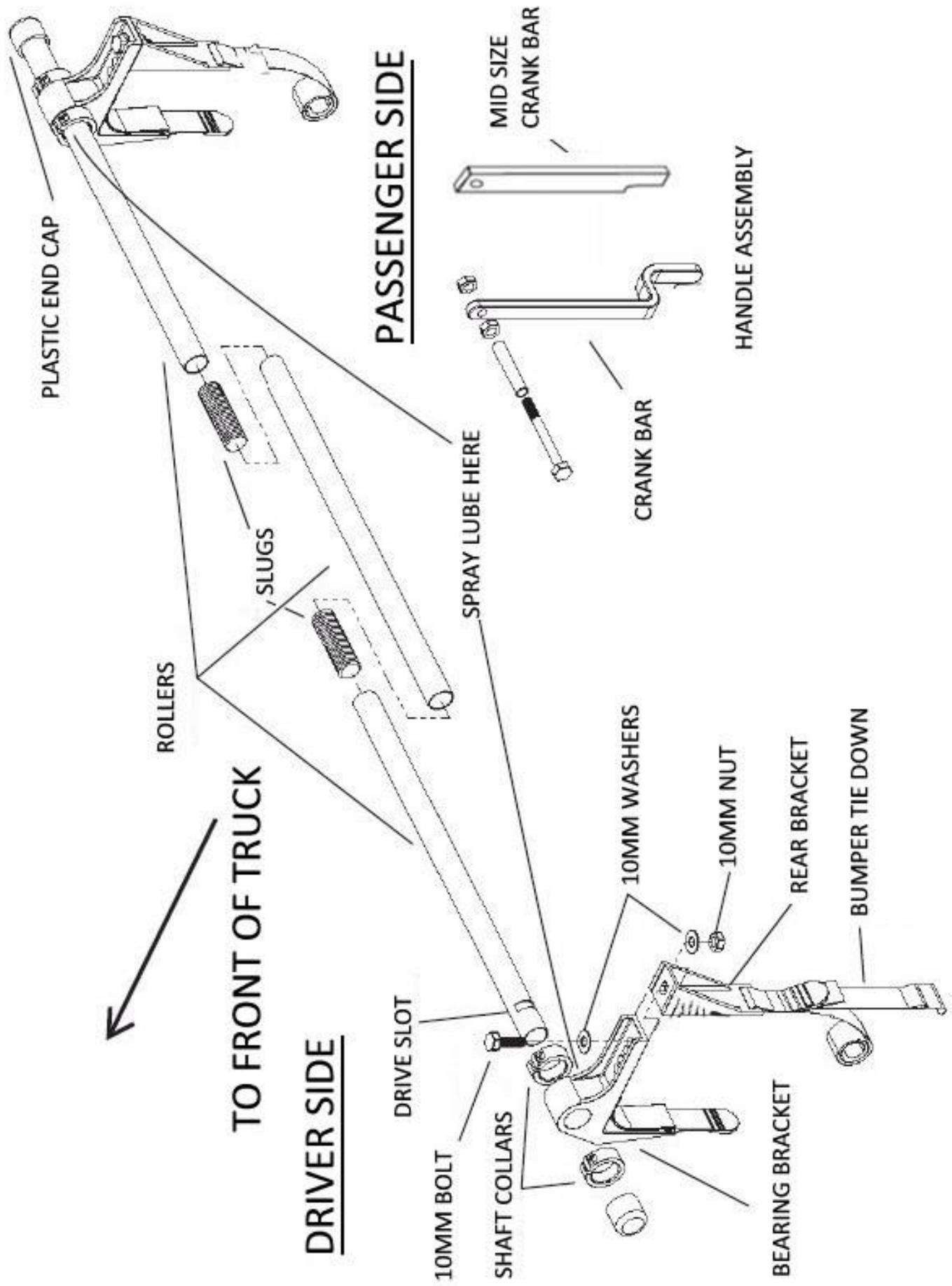
It is highly recommended that the Loadhandler be removed from your vehicle when not in use to avoid any dulling of the finish caused by dust or dirt. Do not let dust, dirt, unloaded materials, etc., accumulate under the protective rubber pads on the brackets. Check brackets between loads.

LH2200 & LH2200M PARTS LIST:

QTY	ITEM DESCRIPTION
3	Roller Bar Sections, including: (1) Driver side with slot for handle insertion (1) Middle section (both ends open for slugs) (1) Passenger side with red end cap
2	Roller 'slugs' for attaching roller bar sections together
1	Dragsheet (15' long)
1	Duct tape roll for attaching dragsheet to roller bar
2	Velcro straps to hold dragsheet in rolled up position
1	Handle assembly, including: (1) Crank bar (1) M12 x 150mm bolt (~6") with plastic sleeve (2) M12 Nuts
2	Bearing Brackets with short straps and buckles
1	Rear 'outside' bracket with long strap, warning label & buckle for bumper strap (use on driver side)
1	Rear 'outside' bracket with long strap & buckle (use on passenger side)
4	Shaft Collars with (4) M5 x25mm round head screws & square nuts
2	Bumper tie-down straps for use when tailgate is down and ready to crank handle (each side)
1	Parts bag, includes: (2) M10 x 40mm bolts (4) M10 flat washers (2) M10 nuts

MAIN ASSEMBLY

1. Assemble the roller bar. Screw in slugs as far as they will go (halfway) into both ends of the middle roller section. Screw in the driver & passenger roller sections as far as they will go. The roller bar sections will meet in the middle of each slug.
2. Unfold dragsheet and attach to roller with duct tape. Align the edge of the 15' length of dragsheet to the marker on the slotted side of the bar. Tear off pieces of duct tape and apply tape in horizontal line across the width of the dragsheet and affix to the roller bar.
3. Roll dragsheet onto the bar. The direction of the roll is clockwise when facing the driver side of the bar (slotted end). When roll-up is complete, the dragsheet unfurls counter-clockwise from the top of the roller to unroll, and rolls clockwise back over the top of the roller when unloading materials. Attach Velcro straps to keep dragsheet coiled up.
4. Remove red end caps from each end of the roller.
5. Slide one shaft collar onto each end of the bar.
6. Slide a bearing bracket onto each end. The strap side of the bearing goes on the inside of the tailgate (towards the front of the truck), and the rubber side makes contact with the inside of the tailgate.
7. Slide a second shaft collar on each end of roller. Insert the round head screws and square nuts, but do not tighten all the way yet.
8. Put red end caps back on each end of the roller.
9. Slide the driver side rear bracket onto the respective bearing bracket and loosely affix the bolts, washers, and nuts as shown. (The driver side rear bracket has the warning label and a buckle to accommodate the bumper tie-down strap.) The tailgate thickness will dictate which of the 4 holes is the best fit for your truck. Do not tighten yet
10. Attach your passenger side rear bracket the same way as above.
11. Assemble handle per diagram (1 nut on each side of crank).



PLASTIC END CAP

ROLLERS

SLUGS

PASSENGER SIDE

MID SIZE
CRANK BAR

HANDLE ASSEMBLY

CRANK BAR

SPRAY LUBE HERE

TO FRONT OF TRUCK

DRIVER SIDE

DRIVE SLOT

10MM BOLT

SHAFT COLLARS

10MM WASHERS

10MM NUT

REAR BRACKET

BUMPER TIE DOWN

BEARING BRACKET

INSTALLATION

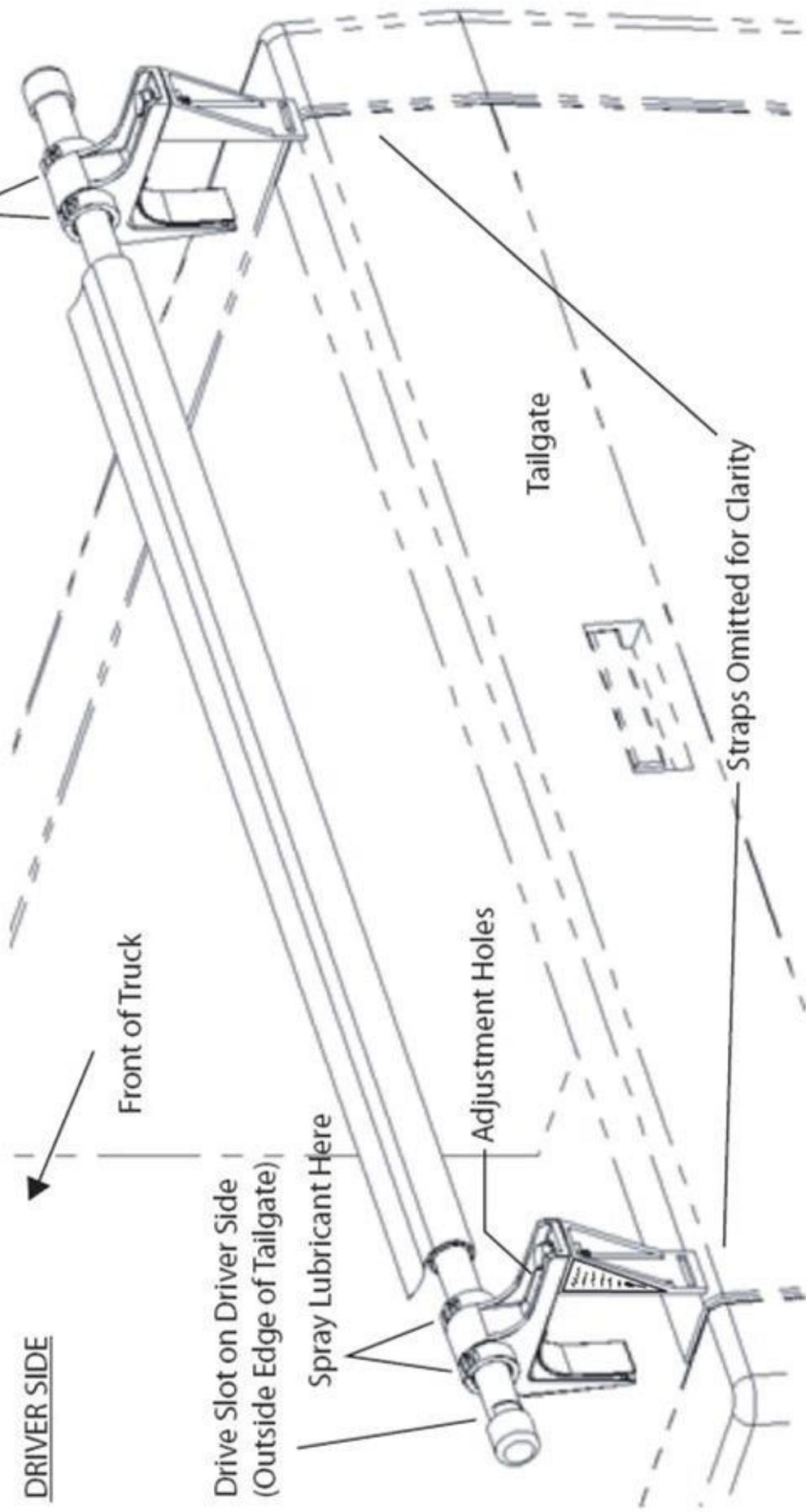
1. With the crank slot on the driver side, lower the Loadhandler® onto the upraised tailgate so that the tailgate is between the rubber pads on the inside of the brackets.
2. Slide the driver side bearing bracket along the roller until near end of the tailgate, just clear of the inside wall of the truck bed. Slide the passenger side bearing bracket along the roller until near end of the tailgate or near the red end cap. Position the unit so the dragsheet is approximately centered between the wheel wells. (On step-side pickups, it is best to have the dragsheet closest to the driver side of tailgate.)
3. Position shaft collars to 1/4" on each side of each bearing bracket. Tighten the collar screws. Do not over-tighten the collars or they may crack - just tighten until the collar is snug on the roller bar. The collars hold the brackets in desired position.
4. Choose the best adjustment hole for each rear bracket. Slide each rear bracket toward the tailgate until brackets make snug contact with the inside and outside of tailgate. Tighten nuts and bolts.
5. Drop the tailgate and insert handle in drive slot. Turn handle thru full circle to make sure it clears truck. If more clearance is needed, loosen collars and slide roller further to driver side, and then re-tighten collars. If still more clearance is needed, the dragsheet itself may need to be moved closer to passenger side so more of the roller bar is available on the driver side. Unfurl dragsheet, remove, and then re-tape an inch or two closer to the passenger side.
6. Spray or lubricate roller where it passes thru each bearing bracket.
7. With tailgate down, feed the long rear straps thru the hinge gap between tailgate & truck. Then attach to front inside strap buckle as shown. Tighten straps by pulling thru buckle toward front of truck.
8. Close tailgate. To connect, thread the bumper tie-down strap upward thru the inside of the outside buckle and back down. Hook bumper strap metal clip to the bottom of tailgate and pull tight (to hold in place while driving). The bumper strap is only utilized when unloading. It holds the tailgate down while handle is cranked. After you lower your tailgate, pull bumper strap down tight. Keep secure at all times.
9. The Loadhandler® is now installed and you are ready to get your load.

LH2200 & LH2200M
AFTER ASSEMBLY

PASSENGER SIDE

Leave 1/4" Between Collars and Bearings

DRIVER SIDE



Front of Truck

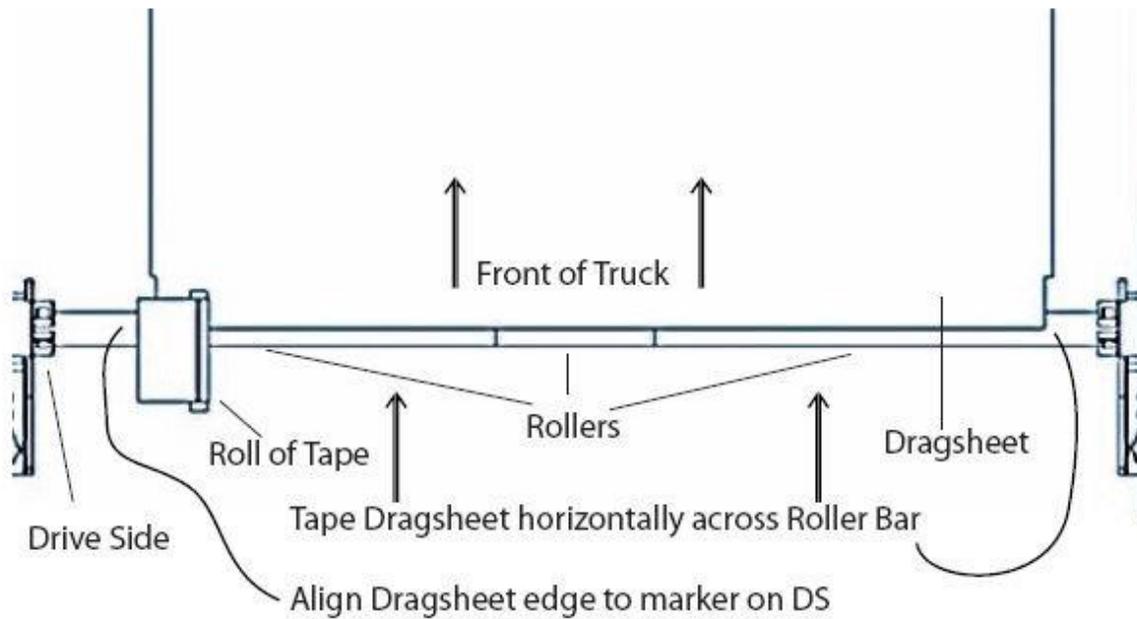
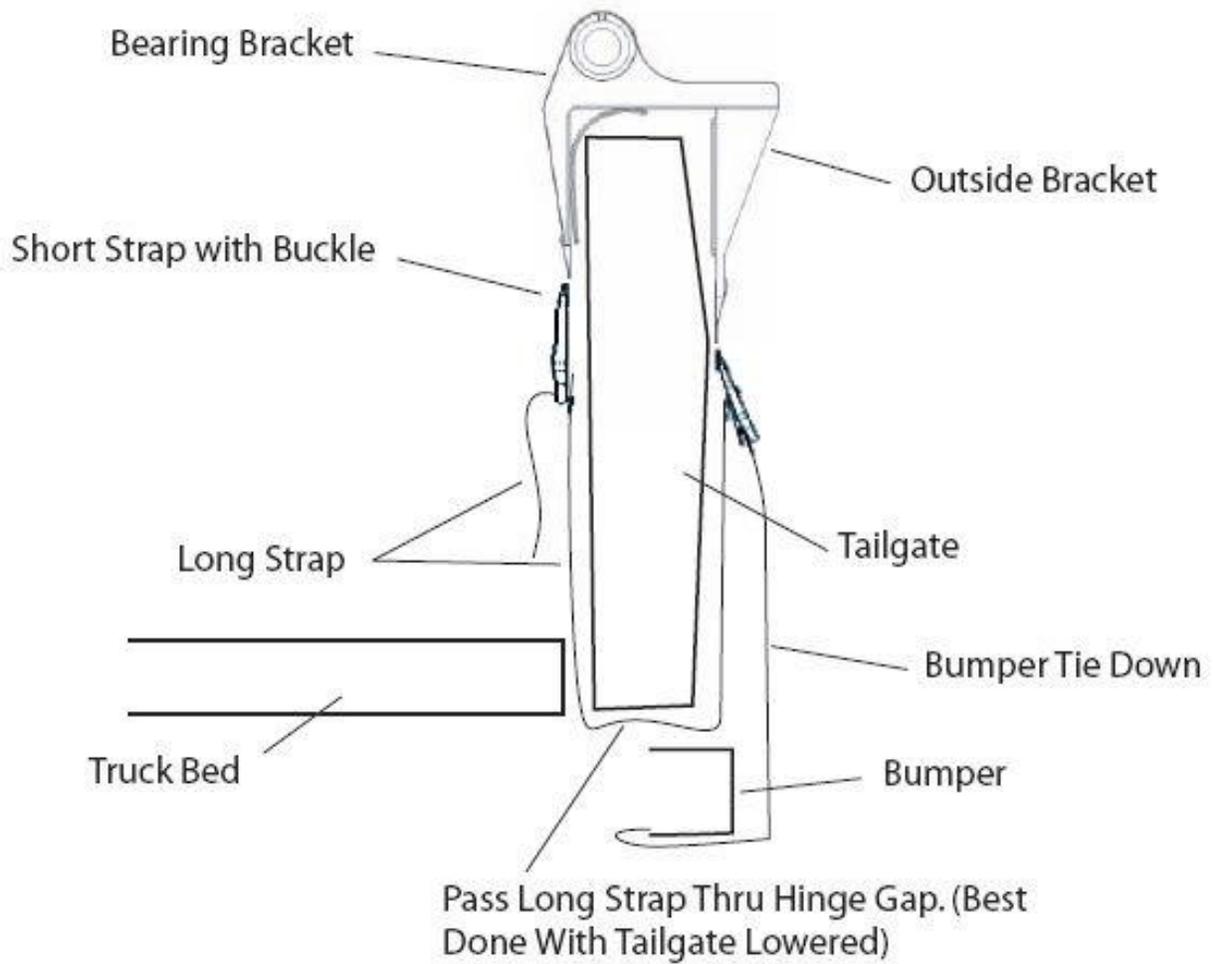
Drive Slot on Driver Side
(Outside Edge of Tailgate)

Spray Lubricant Here

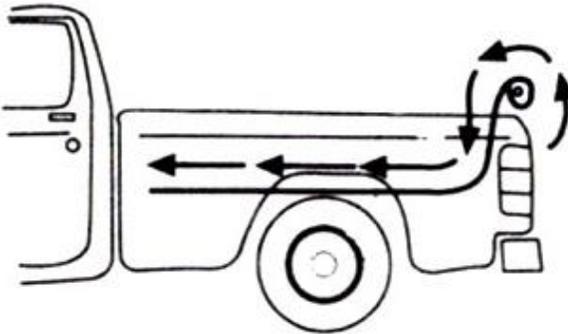
Adjustment Holes

Tailgate

Straps Omitted for Clarity



TO LOAD



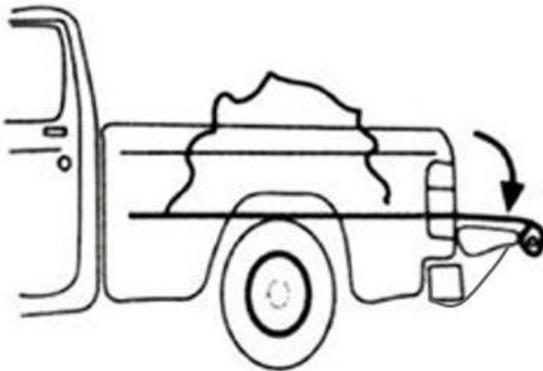
Untie travel straps.

Pull dragsheet from roller & lay on bed floor. (Bedliner or a Loadhandler **Double-Mat**® should be used to unload 1200 lbs. or more.)

Always leave 3-4 dragsheet wraps on the roller.

Load truck.

TO UNLOAD

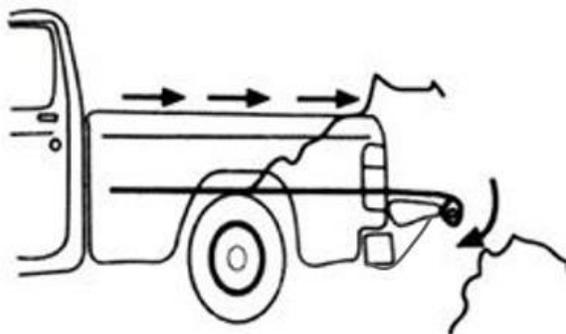


Open tailgate.

Hook bumper tie-downs to bumper and tighten.

Insert crank handle into slot on roller bar.

Start cranking clockwise to roll up dragsheet and unload the truck. If the handle is too close to the truck, slide the entire unit toward the driver's side.



Always clean bed of all materials before next load.

TO REMOVE

Loosen the two long straps and unhook and remove the bumper straps. Remove the unit.

⚠️ WARNING

Safety Protocol Reminders

- Operate on flat ground with stable footing to prevent slips or falls.
- Securely grasp handle while unloading.
- Do NOT release handle at any time when cranking and applying tension to the drag sheet and roller assembly.
- Before releasing handle or removing from the drive slot, relieve any tension on crank handle and Loadhandler.
- Use the Loadhandler as designed. Any modifications could adversely affect the functionality of the Loadhandler and will void the warranty.

Not following ALL safety protocol reminders above when using your Loadhandler could result in serious property damage or personal injury.



LOAD
HANDLER[®]

IF THE LOAD DOES NOT MOVE OR IS STUCK...STOP!

If your load is stuck and will not move, please STOP! Do not force the load as you may break or permanently damage the Loadhandler, your truck, or personal injury.

Some examples of what may be causing the problem:

1. **Overloading or improper installation.** Make sure that the load weighs 2000 lbs or less and the Loadhandler is installed properly.
2. A non-slip spray-in liner, rubber mat, or a pitted rusty truck bed – all of these can cause too much friction for the dragsheet to slide properly. These non-slip surfaces must be covered with a hard, smooth surface. A sheet of hard plastic, linoleum, wood paneling, etc. all work well. Or consider purchasing the Doubl-Mat® by Loadhandler Products, a reversible mat that is both a "slip-liner" on one side and a protective, non-slip rubber mat on the other side (4' x 8'). See Page 12 for details on the Doubl-Mat®.
3. **"Locked Load"** - there are several situations which may cause a load to lock. Lock-up usually occurs behind the wheel wells.
 - Gravel, rock, soil, etc. may 'cake up' and lock the load.
 - Items such as firewood, shingles, tiles, waste, furniture, etc. may hit the wheel well (or truck rear wall of either side of the tailgate) and lock the load.
 - Organic materials, such as grass clippings, compost, turf, etc. If these types of materials are left in the truck for several hours/days, they can 'cake up' or even stick to the dragsheet.

To solve the 'locked load' problem, free or loosen the materials in front of and behind the wheel wells.

TO PREVENT THE ROLLER BAR FROM TURNING WHEN DRIVING WITH A LOAD

1. Press the Velcro straps together to make one long strap.
2. Feed one end of the long strap through the drive slot.
3. Wrap the strap around the bearing bracket projecting from the rear of the tailgate.
4. Pull the strap tight and press the ends of the strap together to secure them in place. This will prevent the roller bar from turning while you are driving with a high load and stop the dragsheet from billowing behind the truck. This will also keep your straps from being lost when your dragsheet is not rolled up.

DOS AND DON'TS

If you have any questions, contact Loadhandler customer service at 1-800-580-0791

- Loadhandler should be removed from your vehicle when not in use to avoid any dulling of the finish caused by dust or dirt.
- Do not let dust, dirt, unloaded materials, etc., accumulate under the protective rubber pads on the brackets. Check brackets between loads. If pads are not kept clean of debris, dirt, other materials, these materials could dull or scratch the truck finish.
- Keep bearing brackets lubricated where roller comes through. Silicone spray works best (does not attract dirt).
- For stubborn heavy loads (rock, gravel, soil, etc.), lubricate the truck bed (or plastic bedliner) as well. Silicone spray and Armor All work great.
- Keep truck bed free of debris. A sharp object under the dragsheet will tear it (patchable with duct tape). Also, the dragsheet glides much easier on a clean surface.
- Keep dragsheet clean with a hose or broom. Grit accumulating on the dragsheet causes extra drag or friction.
- If the sides or the ends of the dragsheet begin to fray, snip off loose and fraying strands and carefully singe ends with a cigarette lighter to retard future fraying.
- Dragsheet slits may be repaired with duct tape. It is best to apply tape on the side that meets the payload rather than the side that contacts the truck bed.
- Keep the crank handle in the truck cab. The handle is designed to fall out of the roller slot when not in use.
- To more easily remove final residue from the truck bed, it is best to disengage the Loadhandler first.
- Do not use the Loadhandler as a step into or out of truck bed.