INSTALLATION GUIDE

G4 ELITE

CHEVY COLORADO/GMC CANYON

2015-CURRENT

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NEED HELP OR HAVE QUESTIONS ABOUT THE INSTALL?
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BEFORE YOU INSTALL

- Inspect the cover and rails for any damage that may have occurred during shipping.
  - If damage is found, **DO NOT** install the cover, please contact us via 1-(800) 322-0522 or foldacover.com/contact-us.

- Install all parts as shown in the illustrations.
  - If any parts are missing, please contact us via 1-(800) 322-0522 or foldacover.com/contact-us.

- Follow all instructions given.

- Be sure the truck is sitting on a level surface.

- After install, front & rear seals must set 5-7 days in 70+ degree temperature for correct form to take place.

- Apply Loctite to threads before final tightening of components.

- Rigid drop in bed liners may need to be trimmed for proper attachment of striker clamp. (See Page 11)

- Once installation is finished and vehicle is moved, returns will no longer be accepted.

**IMPORTANT:** End user must receive the warranty registration envelope, keys, and this instruction guide.

**WARNING:** Do NOT lay any parts or tools on top of cover during installation and/or before folding cover.

**SYMBOL GUIDE**

There will be **ProTips** throughout this guide. They will be highlighted as shown.

**Finish Tightening** will be as shown:

**Finger-tightening** will be as shown:

**Loosening** will be as shown:

**Pressure in direction** will be as shown:
**TOOLS REQUIRED FOR INSTALLATION**

*IMPORTANT: DO NOT use any automatic power tools or drivers to tighten fasteners, hand tighten ONLY.*

**PARTS LIST**

*IMPORTANT: Before removing the Windseal Rails, make sure to completely remove all staples from the end cap and shipping tube to prevent any scratching or damage to the painted rails.*

**PART BOX**

(CONTAINS 2 C-CLAMPS & 3 PARTS BAGS)

3407A C-CLAMP x2

**BAG 1**

(CONTAINS ±30 PARTS)

<table>
<thead>
<tr>
<th>Q1</th>
<th>U</th>
<th>L</th>
<th>V</th>
<th>N</th>
<th>T</th>
<th>O</th>
<th>X</th>
<th>M</th>
<th>P</th>
<th>W</th>
</tr>
</thead>
<tbody>
<tr>
<td>3763 FRONT STRIKER CLAMP BRACKET x2</td>
<td>3656 T-NUT 5/16-18 x2</td>
<td>3756 WELL NUT x2</td>
<td>3737 HHCS #10-24 X .5 x4</td>
<td>3651 STRIKER BOLT x2</td>
<td>3738 #10 SPLIT WASHER x4</td>
<td>3759 3/8 SPLIT WASHER x2</td>
<td>3732 FLAT WASHER SAE #10 x4</td>
<td>3658 3/8 FLAT WASHER x2</td>
<td>3758 3/8 FLAT WASHER x2</td>
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**BAG 2**

(CONTAINS ±30 PARTS)

<table>
<thead>
<tr>
<th>Q2</th>
<th>U</th>
<th>L</th>
<th>V</th>
<th>N</th>
<th>T</th>
<th>O</th>
<th>X</th>
<th>M</th>
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<td>3658 3/8 FLAT WASHER x2</td>
<td>3758 3/8 FLAT WASHER x2</td>
<td></td>
</tr>
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**BAG 3**

(CONTAINS ±30 PARTS)

<table>
<thead>
<tr>
<th>C</th>
<th>D</th>
<th>K</th>
<th>E</th>
<th>J</th>
<th>F</th>
<th>G</th>
<th>I</th>
<th>P</th>
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</thead>
<tbody>
<tr>
<td>3406 HINGE BRACKET x2</td>
<td>3411 HINGE BRACKET SHIM x2</td>
<td>3409A C-CLAMP SHIM x2</td>
<td>3509 #10-24 X 1/2 HHCS x4</td>
<td>3504 1/4-20 X 1 HHCS x4</td>
<td>3506 1/4-20 X 2 1/4 HHCS x4</td>
<td>3508 1/4-20 JAM NUT x4</td>
<td>3510 1/4 LOCK WASHER x4</td>
<td>3659 FLAT WASHER 1/4 US x4</td>
</tr>
</tbody>
</table>
1. PREASSEMBLE BRACKETS

NO tools are required for this section.

STEP 1: PREASSEMBLE FRONT BRACKETS

- To start, open Bag 1.
- Using the parts page provided (Page 3), assure that all 30 pieces are present.
- Preassemble both Front Striker Clamp Brackets (Q1) according to the image on the right. Be sure to insert the T-Nut (U) before attaching the top bolts assembly (N, O, M).
- Set striker pins (T, P, P) and the preassembled Front Striker Clamp Brackets toward the front of the bed, one on each side behind the cab.
- Everything should just have the threads started, do not tighten.

STEP 2: PREASSEMBLE REAR BRACKETS

- Open Bag 2.
- Using the parts page provided (Page 3), assure that all 30 pieces are present.
- Preassemble both Rear Striker Clamp Brackets (Q2) according to the image on the left. Be sure to insert the T-Nut (U) before attaching the top bolts assembly (N, O, M).
- Set striker pins (T, P, P) and both the preassembled Rear Striker Clamp Brackets toward the rear of the bed, one on each side by the tailgate.
- Everything should just have the threads started, do not tighten.

STEP 3: PREASSEMBLE MOUNTING BRACKETS

- Open Bag 3 and remove both the C-Clamps (H) from box.
- Using the parts page provided (Page 3), assure that all 30 pieces are present.
- Preassemble C-Clamps (H) and Hinge Brackets (C) according to the images on the right.
- Everything should just have the threads started, do not tighten.
- Set the C-Clamp Shim (K) and the Hinge Bracket Shim (D) with the preassembled C-Clamp and preassembled Hinge Bracket.
- Put the preassembled Hinge Brackets and the preassembled C-Clamps, unattached, on top of both wheel wells.
2. ATTACH WINDSEAL RAILS

STEP 4: PREASSEMBLE BRACKETS TO RAILS
• Remove the Windseal Rails (A, B) from the tube and identify Left (A) and Right (B). (The end cap tab at the front of the Windseal Rail will be marked with its dedicated side.)
• Set each Windseal Rail on its bed rail.
• Start from the rear (tailgate side) and attach the preassembled Striker Clamp Bracket (Q2) to the Windseal Rail by finger-tightening the top bolts and washers (N, O, M) on the Striker Clamp Brackets to the Windseal Rail.
• Repeat for front brackets (Q1)

STEP 5: INSTALL STRIKER BRACKETS
• Next, position the preassembled Striker Clamp Bracket’s Well Nut (L) into the open hole in the truck bed like the image to the right.
• Tighten bolt (V, X, W) into the Well Nut (L) with a 9/16” inch wrench, torque to 60 in/lbs. Make sure tightening does not shift the position of the Windseal Rail.
• Repeat for all brackets.

CAUTION: Over-tightening the Well Nut bolt (V, X, W) may cause damage to the Well Nut or your truck bed!

STEP 6: INSTALL RAILS
• Windseal Rails should be positioned so the back end (tailgate side) of the Windseal Rails are 3/4” off the inside edge of the tailgate.
• Adjust the rails until they are positioned correctly.

Note: A plastic plug may need to be removed from the hole before inserting the Well Nut.

ProTip
The Front and Rear Striker Clamp Brackets should be vertically level, not angled to one side or another.

For trucks with a rigid drop in bed liner, refer to Page 11 before starting Step 5.
3. PLACE & ALIGN COVER

Assistance may be needed in this section.

STEP 7: SET COVER ON TRUCK BED

- Take the cover out of the box and keep it in the folded position.
- Before placing the cover on the truck bed, apply Armor-All or similar product to the bottom side of both the front and rear seals where they will make contact with the truck.
- This will enable the seals to slide easier and seal better when closing the cover.
- While still in the folded position, place the cover onto the truck, behind the cab with the two hinges facing the rear (tailgate) and at the very front end of the wind seal rails. (Assistance may be required for this step.)

- For proper alignment between the wind seal rails, the cover should just be touching both front end cap tabs and the top seal on both wind seal rails front to back.

- Release the three strap snap restraints.
- Reattach the three strap snap restraints to the docking snaps located on the front edge and on the bottom of the front panel of your cover.
- Close the cover to be flat between the wind seal rails over the truck bed.

ProTip
Cover will be properly aligned when the back edge of the end molding on the rear panel of the cover and the rear end cap on the wind seal rail are even.
4. ATTACH COVER TO BED

STEP 8: ATTACH HINGE BRACKETS

- Once aligned, open the front panel of your cover, exposing the metal hinge tabs.
- Take your Hinge Bracket (C) that you set on your wheel well and slide it onto the metal hinge tab with the (2) taped holes for bolt (E) facing cab.
- Slide in the Hinge Bracket Shim (D) between the Hinge Bracket (C) and the metal hinge tab.
- **Finger-tighten** the forward protruding bolts (E) so the Hinge Bracket Shim (D) is just snug and is seated at the bottom of the slots.

**Stool or step may be needed.**

- Position the C-Clamp to clamp onto the truck bed return lip.
- While holding it, **finger-tighten** the two bolts and washers (J, I, P) into the bottom of the Hinge Brackets (C) as shown to the left.

- While everything is finger-tight, **press out** on the C-Clamp and Hinge Bracket assembly so the C-Clamp is making full contact with the **inside** of the bed rail return lip.
- Insert the C-Clamp Shim (K) between end of bolt (F) and the **outside** edge of the truck bed rail return lip and **finger-tighten** the bolts and lock nuts (F, G) keeping the C-Clamp Shim (K) in place.

**ProTip**

It is important that shim (D) does not move up while tightening bolts (E), use a thin bladed tool and apply **downward pressure** in the center of the shim (D) while tightening bolts (E).

- Begin to **tighten** down bolts (E) using a 5/32" allen wrench to 25 in/lbs.

**CAUTION:** Take care not to over-tighten the bolts (E)!
• Close the front panel.
• Open the tailgate.
• With the cover completely closed, push down on the front edge of the front panel (behind cab) to collapse the front seal to be in its normal operating position and compare to the height of the top of all four panels. They should all be level and at the same height as the top of the rear panel when closed.
• If the front panel is in a V shape or is tee-peeing, open the front panel and loosen the C-Clamp (F, G) and adjust it up or down slightly, keeping it level. Once it is adjusted, re-tighten the bolts (F, G). Close the cover and verify that all of the panels are at the same height. Repeat steps for other side if needed.

5. ALIGN & SECURE WINDSEAL RAILS

STEP 9: ATTACH C-CLAMP
• Next, tighten the bolts and washers (J, I, P) connecting the hinge bracket (C) and the C-Clamp (H) with a 7/16” torque wrench to 70 in/lbs.

CAUTION: Avoid putting downward or upward pressure on the cover or the C-Clamp (H) when tightening these bolts (F, G)!
• Lastly tighten the bolts and lock nuts (F, G) with a 7/16” torque wrench to 70 in/lbs. to secure the C-Clamp to the bed rails.
• Lock nuts (G) may need adjustment to accommodate the bolt’s (F) new position.
• Make sure the C-Clamp is not positioned too low or high.

STEP 10: ATTACH RAILS
• Next, take note of the space between the upper seal and the cover. The seals should be just touching the cover as shown in the image to the left.
• If adjustment is needed loosen bolts (N, O, M).
• If the rail seal is in tight contact with the cover and interfering with it freely closing adjust the rail out slightly by applying pressure on the inside of the rail and re-tighten bolts (N, O, M).
• If there is a large gap, adjust the rail in slightly by applying pressure on the outside of the rail until it is in the correct position and re-tighten bolts (N, O, M).

Note: A too tight fit between cover and upper seal runs the risk of cover opening/closing interference while a too large gap may not seal against moisture properly. Seals should be just touching cover from front to back.

Note: You may have to hold the windseal rails in the correct location when tightening.

Note: To correct this condition, adjust C-Clamp up slightly if panel is in a V shape.

Note: To correct this condition, adjust C-Clamp down slightly if panel is tee-peeing.

• Once you have found the correct position for your rails, tighten the top bolts (N, O, M) of the Rear Striker Clamp Bracket to the Windseal Rails with a 5/16” torque wrench to 50 in/lbs.
• Repeat for Front Striker Clamp Bracket. CAUTION: Take care not to over-tighten the bolts (N, O, M)!
• Once both rails have been adjusted, close your cover and look down each side to make sure the gap is correct and even.
• If the gap is not correct, repeat above steps for aligning windseal rails.

Note: The rubber seals will vary slightly in width due to their manufacturing tolerances. Adjust rails so upper seal is just touching cover.

6. SET HEIGHT OF STRIKER BOLTS

STEP 11: INSTALL REAR STRIKER BOLTS

• To start, lift the paddle on the rear panel and open panel (4) then open the tailgate.
• Attach Striker Bolt (T, P, P) to the T-Nut (U) on the Rear Striker Clamp Bracket (Q2).
• Finger-tighten the Striker Bolt to the T-Nut once it is positioned at the highest point.
• Repeat for the other Rear Striker Clamp Bracket.

• Close the rear panel until both cover latches close on the Striker pins.
• With tailgate open, slightly loosen the Striker bolts (T, P, P).

• Apply downward pressure on the cover directly over each latch to lower the height of the striker bolt while allowing cover to be flush with the top of the wind seal rail seal.

• In this position, tighten the striker bolts with a 5/16” torque wrench to 70 in/lbs.
CAUTION: Take care not to over-tighten the striker bolts (T, P, P)!
CONGRATULATIONS!

You have finished the installation of your new Fold-a-Cover! Please refer to the Pages 12-13 for proper usage and maintenance of your new cover.

**STEP 12: INSTALL FRONT STRIKER BOLTS**

- Lift the paddle and open the front panel closest to the cab and attach the Striker Bolt (T, P, P) to the T-Nut (U) in both Front Striker Clamp Brackets (Q1).
- Position the Striker Bolt to the highest position and **finger-tighten**.
- Close the front panel until both cover latches close onto the Striker Bolts. IMPORTANT: Visually inspect the front seal making sure it is in its proper sealing position and not folded under itself. Correct if necessary

- **Fold all panels** so the cover is in its full open position and stacked behind the cab. In this position, slightly **loosen** both Striker Bolts (T, P, P).

- Apply **downward pressure** on the stacked cover directly over each latch to lower the height of the Striker Bolts while keeping the top of Panel 1 **flush** with the top of both wind seal rails seals.

- In this position, **tighten** the striker bolts with a **5/16” torque wrench** to **70 in/lbs**. **CAUTION**: Take care not to over-tighten the striker bolts (T, P, P).
• If you have a drop in bed liner a clearance cut-out must be made in order for the Striker Clamp Brackets to mount directly to the sheet metal.

• Begin by removing the Torx #20 screw at the rear of the truck bed, near the tailgate, that secures the bed liner to the truck bed. (Save the screw)

• Position the wind seal rails so the back end (tailgate side) of the wind seal rails are 3/4" off the inside edge of the tailgate.

• This ensures proper positioning of the Striker Clamp Brackets are over the well nut mounting hole.

• The Striker Clamp Brackets must be over the bed liner before continuing.

• With the wind seal rail and the Striker Clamp Brackets positioned correctly over the bed liner, trace the outline of the Striker Clamp Brackets onto the bed liner.

• Using a rotary tool, coping saw, dremel or similar tool, cut out the area for the Striker Clamp Bracket.

• If the hole for your #20 Torx screw is still intact, use the self-drilling screw that was previously removed to re-secure the bed liner to the truck.

• If the hole for the #20 Torx screw is no longer intact, use a 5/16" drill bit to drill a hole through the bed liner just to the left of the striker clamp bracket. With a Torx #20 driver, use the screw that was previously removed to re-secure the bed liner to the truck.

Once above steps are completed, resume installation with Step 5 on Page 5.
OPERATING YOUR FOLD-A-COVER

PANELS WILL BE REFERRED TO BY THEIR POSITION FROM FRONT (CAB SIDE) TO REAR (TAILGATE SIDE) WITH 1 BEING CLOSEST TO THE CAB AND 4 BEING CLOSEST TO THE TAILGATE.

TO CLOSE COVER
1. First, with the cover in the stacked position behind the cab, start by releasing all three of the strap and snap safety restraints from Panel 1 to Panel 4. Always reattach them to their docking position snaps at the bottom and front edge of Panel 1 before closing the cover.

   IMPORTANT: Be sure to lift and pivot all three panels above the wind seal rails when folding and unfolding the cover to prevent damaging lower wind seal rail seals.

2. Next, lift and pivot Panels 2, 3, and 4 from on top of Panel 1 toward the tailgate and set them down between the wind seal rails. Be sure to keep Panel 4 still in its stacked or folded position on top of Panel 3. This will ensure that the cover center latch will properly engage when Panel 4 is folded closed.

3. Lastly, finish folding Panel 4 with a crisp downward force ensuring that the latches engage correctly.

TO OPEN COVER
1. First, start by lifting up on the paddle on Panel 4 and folding Panel 4 flat on top of Panel 3. This will disengage the center latch.

   IMPORTANT: Be sure to lift and pivot all three panels above the wind seal rails when folding and unfolding the cover to prevent damaging lower wind seal rail seals.

2. Next, lift, pivot, and stack Panels 2, 3, and 4 on top of Panel 1.

3. Lastly, attach all three of the strap and snap safety restraints from Panel 1 onto Panel 4.

WARNING: Never operate or tow the vehicle with the cover in any partially open position. It must have all four panels stacked behind the cab and all three of the strap and snap safety restraints securely fastened from Panel 1 to Panel 4 or in the completely closed position. Not doing so may cause damage to the cover as well as the truck.

DAMAGE RESULTING FROM IMPROPER OPERATION AND USE OF COVER WILL VOID USER WARRANTY!

REMOVING YOUR FOLD-A-COVER

• To remove your Fold-a-Cover, fully open the cover and attach all three of the strap and snap safety restraints from Panel 1 onto Panel 4.

• Use a 7/16” wrench or ratchet to remove the bolts (J, I, P) from the bottom of the C-Clamp.

• Once the bolts (J, I, P) are removed, the cover will be able to be removed.

• Remove by manually opening one of the rotary latches by pushing the latch release arm underneath the cover.

• Next, lift up on the released side (1) and pull horizontally to slide the latch on the other side off it’s striker pin (2).

• Wind rails and all other hardware must stay in place.

• To reinstall, manually open both latches, set the cover down over the front striker bolts and reattach the hinge bracket to the C-Clamp using bolts (J, I, P).

• Reference page 8 for correct torque requirement.

Note: Assistance may be needed.
MAINTENANCE

DOING THESE STEPS WILL EXTEND THE LIFE OF YOUR COVER AS WELL AS KEEP IT IN PROPER WORKING ORDER.

• Periodically check all cover attachment fasteners to insure tightness.
• For proper torque requirements check pages 5-10.

Note: Important after the first few weeks of use. Inspect to make sure parts did not shift or loosen.

• Periodically wash cover using a mild soap and soft brush.
• Twice a year apply Armor-All or other rubber protectorate to all hinge and weather seals.

Note: Higher frequency of application may be necessary where extreme temperatures and/or use is common.

• Twice a year apply lubrication to inside of both lock cylinders and to the moving parts on all 4 latches to prevent corrosion, freezing, or the malfunction of components.

Note: Higher frequency of lubrication may be necessary where extreme temperatures and/or use is common.

*Front Striker Bracket not shown.
Q. One of the panels, when closed, is not setting flush with top of the wind seal rail.
   A) The Striker Bolt for that side of that panel may need to be lowered. (Ref. Step 12 & 13 on page 10 of the instructions.)
   A) Check the height of the C-clamp. (Ref. Step 10 on page 8 of the installation instructions).
   A) Front or rear seal may not be laying correctly and may be folded under itself.
   A) Check to make sure that the hinge bracket shim is seated at the very bottom of its receiver groove or slot in the hinge bracket. (Ref. ProTip on page 8.)

Q. Required closing force for the front or rear panel seems to be too high causing it not to latch easily or properly.
   A) While closing either the front and/or rear panel use a quick crisp downward force.
   A) Apply Armor-All or similar product to the bottom side of both the front and the rear seals where they will make contact with the truck. This will enable the seals to slide easier and seal better when closing the cover.
   A) Inspect the front and/or rear seal and correct it's position if it's folded under itself.
   A) Allow 5-7 days after installation for front and/or rear seals to lose their memory and take a set in their proper relaxed sealing position.
   A) Adjust the Striker Bolt on that side, of that panel up slightly. (Ref. step 12 & 13 on page 10 of the installation instructions.

Q. How can a slight up or down adjustment to the Striker Bolt height be visually identified?
   A) Use a sharp scribe, awl or pencil to create a line that goes across the T-Nut #3656 and continues onto the Striker Clamp Bracket. When the Striker Bolt is raised or lowered only the Striker Bolt and T-Nut will move while the Striker Clamp Bracket remains stationary. Compare the two lines.

Q. Can I open the tailgate while the rear #4 panel is in the closed position?
   A) Yes. Opening the tailgate with the cover closed does not effect the function of the rear panel seal.

Q. Can I close the tailgate while the rear #4 panel is in the closed position?
   A) Yes. closing the tailgate with the cover closed does not effect the function of the rear panel seal.

Q. When should the three Snap and Strap Safety Restraints from panel 1 to panel 4 be attached?
   A) At all times when the cover is in the fully open position and stacked behind the cab.

Q. When and why should I use the docking position snaps?
   A) Use them at all times when the cover is in any position other than when it is in the fully open position and stacked behind the cab.
   A) The docking snaps are provided to prevent the possible denting or scratching of panels #1 and/or #2 should the strap and snap become pinched between them while the cover is being folded.

Q. Can I operate my vehicle with the cover in any position other than being fully open or fully closed?
   A) Never operate or tow the vehicle with the cover in any partially open position. It must have all four panels stacked behind the cab and all three of the Strap and Snap Safety Restraints securely fastened from panel 1 to panel 4 or be in the completely closed position with the three Strap and Snap Safety Restraints attached in their docking position. Not doing so may cause damage to the cover as well as the truck.

Q. How can I compress the foam tape under the wind seal more?
   A) Slightly loosen the Striker Clamp Bolt, push down on both the Striker Clamp and the wind seal while being careful not to move them from side to side and then retighten the Striker Clamp Bolt. (note) Doing this may require resetting the Striker Bolt height. (Reference steps 12 & 13 on page 10 of installation instructions).

Q. Is the Fold-a-Cover water proof?
   A) Fold-a-Cover tonneau covers innovative 4 panel design provides the ultimate combination of protection and flexibility. As a result of our 4 panel design, Fold-a-Covers are not 100% waterproof. However when installed and maintained correctly Fold-a-Cover tonneau covers are engineered to be greater than 95% moisture resistant during typical rainfall. What does that mean? In a rainstorm that produces an inch of rain on a parked Fold-a-Cover less than 3 ounces of the 2,074 ounces of water that fall on the cover could actually enter the cargo area. We always encourage extra precautions be taken when transporting moisture sensitive items in your truck bed as the cover is not 100% waterproof.

Don’t see your question listed? Go to foldacoverfactorystore.com/FAQ for more Q&A.