



U.S. Rack, TMInc. - 2850 Falcon Drive, Madera, CA 93637 – 559-661-3050

INSTRUCTIONS for the MOTORCYCLE RACK with the Grip Wheel Chock
WARNING: Do NOT attempt to install or use this rack without following all instructions.

SPECIFICATIONS and SAFETY REQUIREMENTS

This rack is intended for pick-up trucks with in-board bedrails 53” to 59” (small size) or 59” to 65” (large size) apart as measured on the inside of the bedrails. The rack is designed to carry not more than three dirt or street motorcycles with tires not more than 5-1/2 inches wide. The rack helps stabilize the lateral movement of the front wheel only.

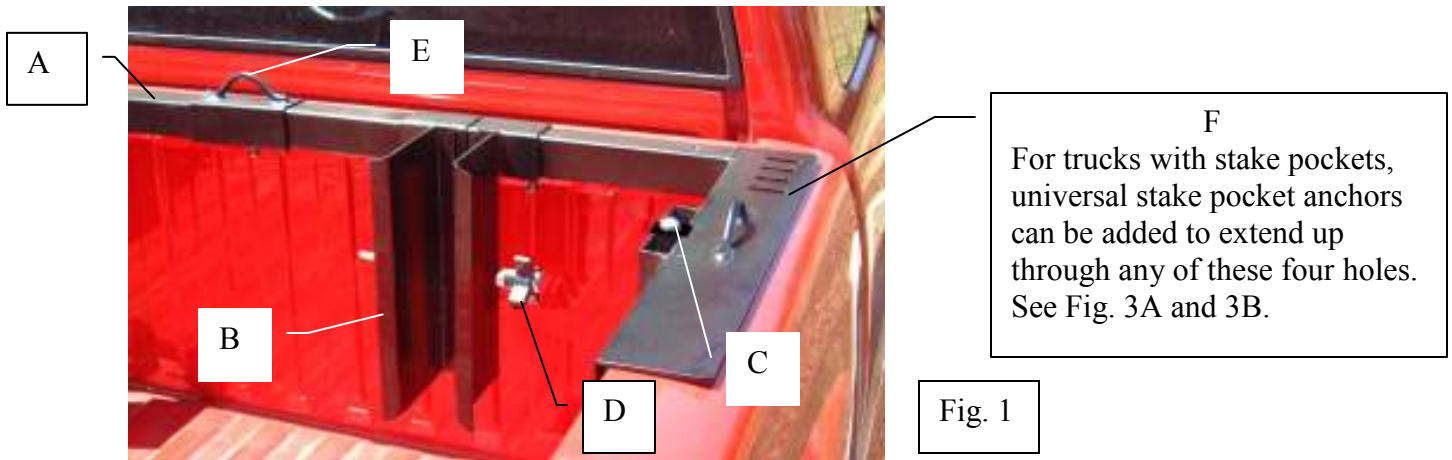
BE SAFE: Follow all instructions below. Carrying any motorcycle can be hazardous. Make sure all bikes are securely tied down against unexpected winds and vibrations caused by road hazards such as potholes. Check periodically and each time you use the rack to ensure that all fasteners are tight. U.S. Rack cannot be responsible for injury or damage resulting from improper installation or loading of racks. U.S. Rack does NOT warranty any automotive product and therefore does not warranty truck bed rails against damage caused by the weight of excessive loads or forces applied to them when the rack is installed on a vehicle.

This rack is intended to carry bikes weighing not more than 600 lbs on paved roadways. It is not intended for use off-road or on poorly maintained roads. The rack must be used with tie-downs to stabilize the motorcycle. The rack is intended to supplement NOT REPLACE the use of tie-down straps. This rack should be checked periodically to ensure that it has not come loose or slide toward the rear of the truck. Carry your bike with the truck tailgate up or with a secure bed extender at the rear to ensure that the bike cannot slide out of the rear of the truck in case of strap or rack failure. Use supplemental tie downs to tie-down the rear of the motorcycle.

INVENTORY

- A. Rack frame (left and right sides) (See Fig. 1)
- B. Grip plates (pair, left and right plate, for each wheel chock) (See Fig. 1)
- C. Bedrail clamp assembly (2) each containing a button head cap screw; a black nylon washer; and a “U” shaped clamp hook. (See Fig. 1)
- D. Grip screw assembly (metal and nylon washer and thumb screw for each wheel chock) (See Fig. 1)
- E. Adjustable tie-down (two tie-downs if three wheel chocks are ordered) (See Fig. 1)
- F. If specially ordered, Universal Stake Pocket Anchors (See Fig. 3A and Fig. 3B) should be included.
- G. Stainless steel shields (two for each grip chock and one for each adjustable tie-down) (See Fig. 2)
- H. Headrail Brackets plus one 3/8-16 x 1-1/2” button head cap screw with nylon washer (2) (See Fig. 7)

Your safety is paramount. Before assembling the rack, inventory and inspect all parts. Visually check each part to ensure it corresponds to the inventory list and check all welds for signs of cracking or weakness. If you do not have all the correct parts, or if any parts appear to be defective, STOP and do NOT install the rack. Contact customer service at 1-888-877-2257 to replace missing or defective parts. If you have any questions about installation, call customer service.

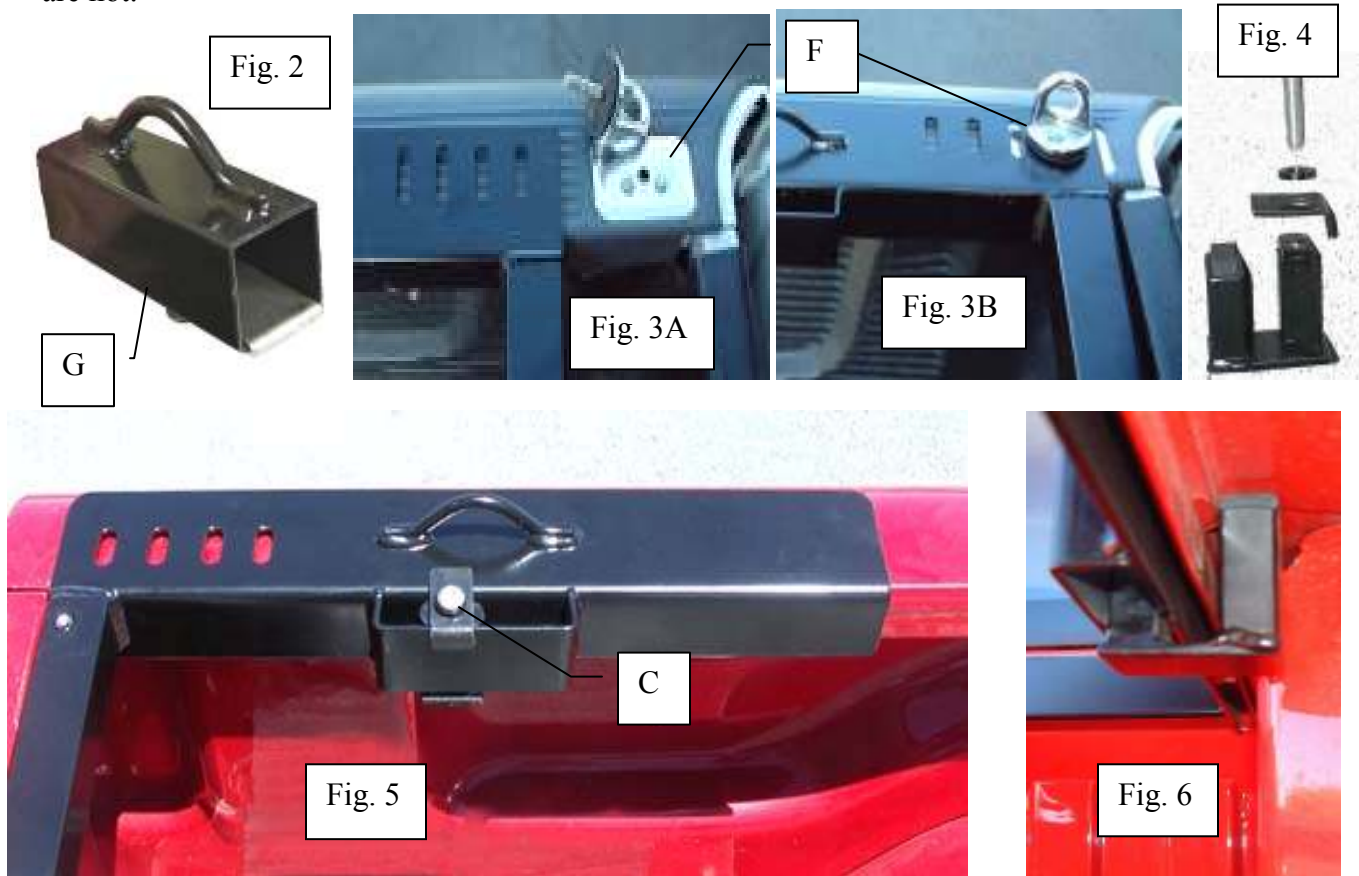


ASSEMBLY AND INSTALLATION

Read ALL instructions through once BEFORE you do anything!

1. Read all instructions and warnings PRIOR to beginning assembly.
2. Unwrap and lay out all parts and refer to photos below during assembly and installation.
3. Place the two sides of the rack frame **left and right** on the ground and orient them so it is possible to insert the male side of the rack into the open end on the female side of the rack, but do not slide them together yet. Orient them so the 20-inch long “wings” on each side point in your general direction. You should now be looking at the top of the rack.
4. Pick up and examine the tie-down. Note that there is a set screw on the underside. Locate one of the thin stainless steel shield plates that is about 5 inches long. Insert the shield into the tube so it rests on the bottom of the interior of the tube over the set-screw. The edges of the shield should hang down over the edge outside of the tube, as shown in Figure 2. The shield prevents the screw when it’s tightened from scratching the tube. Slip the tie-down onto the male side of the rack with the metal loop facing up.
5. Locate and examine the Grip Plates, which are a pair of metal plates welded to short square tubes. Note that each set of plates forms a mirrored set. Orient the Grip Plates so they face each other with the square tube on the back, and the set-screws on the outside facing down. Locate the thin stainless steel shields about three-inches long. Place one of these shields into each of the short horizontal tubes so they rest on the bottom of the interior of the tube atop the hole where the set-screw is located. The edges of each shield should hang down over the edge outside of the tube. The purpose of the shields is to protect the frame surface from being scratched when the set screw is tightened. A pair of Grip Plates mounted on the rack frame constitutes a wheel chock. Slip a pair of Grip Plates onto the female side of the rack with the set screws facing down as shown in Figure 10.
6. If you have a second set of Grip plates, slide them onto the opposite side of the rack. You should have one or two wheel chocks on the female side of the rack with a tie-down between them. Next slide the male end of the rack into the female end. Move the wheel chocks and tie-down(s) to a desired location along the bar and lightly tighten the set screws with the Allen wrench to keep them from freely sliding. If you have a third set of plates and another tie-down, you may separate the rack and insert the third wheel chock.
7. Whether you have another type of stake pocket anchor system or you have purchased a Universal stake pocket anchor from U.S. Rack, attach them to the stake pockets of your truck in accordance with the directions in the box, screw the mounting stud and islet together, but do not insert them into the 5/16” hole in the top of the plate. **THE PART OF THE ANCHOR THAT EXTENDS UP OUT OF THE STAKE POCKET CANNOT BE INSTALLED YET.** See Figures 3A and 3B, below.
8. Lower the tailgate of your truck. Pick up the rack and hold it so that the male and female spanners are parallel to the ground and so the side wings are horizontal and point generally toward you. Make sure the telescoping portion of the rack is compressed all the way together.

9. Step up into the truck with the rack. Position yourself just behind the cab, facing forward.
10. Place the rack down onto the truck so that the telescoping portion is located just behind the front wall of the cargo box and that the flat plates on each side of the rack rest on the bed rails. It may be necessary to lengthen the telescoping portion of the rack a bit to make it fit your truck bed. Push the rack forward so that the front of the rack nearly contacts the front wall of cargo box. Push the rack apart so the wings of the rack are snug up against the inside edge of your bedrail. Adjust the wings so that one of the oblong holes sit directly above each threaded hole in the top of the stake pocket anchor system. If you have a stake pocket tied down, thread the stud through the oblong hole and into the threaded hole in the stake pocket cover. If you have another type of stake pocket anchoring system, ensure that when it is applied, the islet projects through one of the oblong holes and the bottom of the system is anchored securely within the stake pocket holding down both the islet and the rack. When completed, each wing of the rack should be mounted as shown in Fig. 3B if you are using stake pocket anchors or Fig. 5 if you are not.

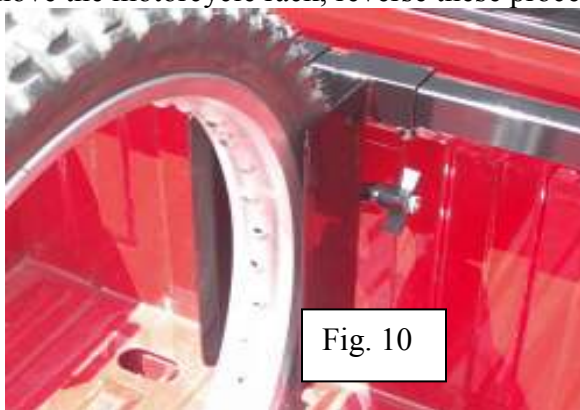


11. Fig. 4, above, shows the Bedrail Clamp Assembly. Locate the “U” shaped clamp and insert it from the bottom so that the rubber-topped leg of the clamp goes under the bedrail and the other leg goes into the channel on the inside of the wing. Insert a button head cap screw with plastic washer and a metal washer on it down into the channel. The end of the screw should be threaded into the hole in the “U” clamp. Tighten the bolt until the top of the rubber-topped leg contacts the bottom side of the bedrail, as shown in Fig. 6. Using the Allen wrench firmly tighten the bolt as shown in Fig. 5. Do not tighten the bolt so much that you strip the screw or dent the truck bedrail.
12. *If you have an over-the-rail bedliner, you must make a hole in it to insert the “U” shaped clamp hook. If you purchased a bedliner kit, mark your bedliner adjacent to where the clamp assembly screws into the rack. Using the 2” hole saw, drill a hole with its center 2-1/2” (2.5) below the top of your bedliner. Later, if you remove your rack, use the round plastic caps to fill the holes. **Warning: be careful that you cut very gently. Drilling through too hard may cause you to scratch the bedrail. It is also advisable to pull back the bedliner or remove it before drilling to ensure that the location where you want to drill is unobstructed and will allow the “U” to hook under the bedrail there.***

13. Locate and examine one of the Headrail brackets (item 6) and review Figures 7, 8, and 9. The purpose of the Headrail bracket is to clamp over the headrail (front bedrail) and prevent the rack from sliding toward the rear. Notice that it has two legs, each with an oblong hole. The sides are not of equal length because headrails have different widths. If your truck has a narrow headrail, you should place the short leg on top; and if your truck has a wide headrail, you should place the long leg on top. Place the bracket on top of the headrail with the other leg reaching around the front of the headrail and pointing down. Place the oblong hole over the holes in the top of the rack frame; thread a 3/4" button head cap screw with black nylon washer into the hole. Squeeze together so that the frame is firmly in contact with the back of the headrail and the bracket is in firm contact with the front of the headrail. Tighten the screw firmly to prevent further movement.



14. To carry a motorcycle, before placing the front wheel into the chocks, insert the grip screw with a metal washer through the hole in the back of the right grip plate and screw in into the threaded hole in the left. Roughly adjust the width of the chocks so they are about the right width to receive the wheel. Insert the wheel fully between the plates until the tire touches the frame of the rack. Draw the Grip plates together by turning the thumb screw to secure the wheel. Now apply tie-down straps from a strong point on your bike to the tie-downs on the frame or the anchor islets in the stake pockets. Ensure adjustable tie-downs are anchored in place by firmly tightening the set-screw.
15. You may tighten the set-screws on the wheel chocks to hold the grip plates in place so the next time you insert your bike the width will already be set. **Warning: Never move your truck without first tightening down the grip screw and tying the bike securely with straps. Strapping down the rear of the bike to available tie-downs in the rear of your truck bed is also recommended.**
16. To remove the motorcycle rack, reverse these procedures.



WARRANTY and Maintenance

U.S. Rack products are warranted for a period of one year against all structural defects in materials and workmanship provided that they are assembled, installed, and used in accordance with all manufacturer's specifications and instructions. U.S. Rack **cannot warrant the powder-coating** on its products. Normal use of any powder-coated rack and exposure to weather can result in scratching of the surface, exposing metal below; therefore, maintenance on your rack will be required. To prevent rust, spot paint any scratches or breaks in the surface with a high quality metal paint. **Merchandise must be returned in the original box and packaging.** See return policies and procedures at http://www.usrack.com/merchandise_return_policy.php