



U.S. RACK,™ Inc. - 2850 Falcon Drive, Madera, CA 93637 - 559-661-3050

INSTRUCTIONS for the TRAILER MOTORCYCLE RACK

WARNING: Do NOT attempt to install or use this rack without following all instructions.

SPECIFICATIONS and SAFETY REQUIREMENTS

The Trailer Motorcycle Rack is intended for trailers at least 60 inches wide. The rack expands up to 72 inches and is designed to carry one to three dirt or street motorcycles with tires not more than 5-1/2 inches wide. This rack helps to secure the front wheel. It is intended to supplement, NOT REPLACE, tie-down straps.

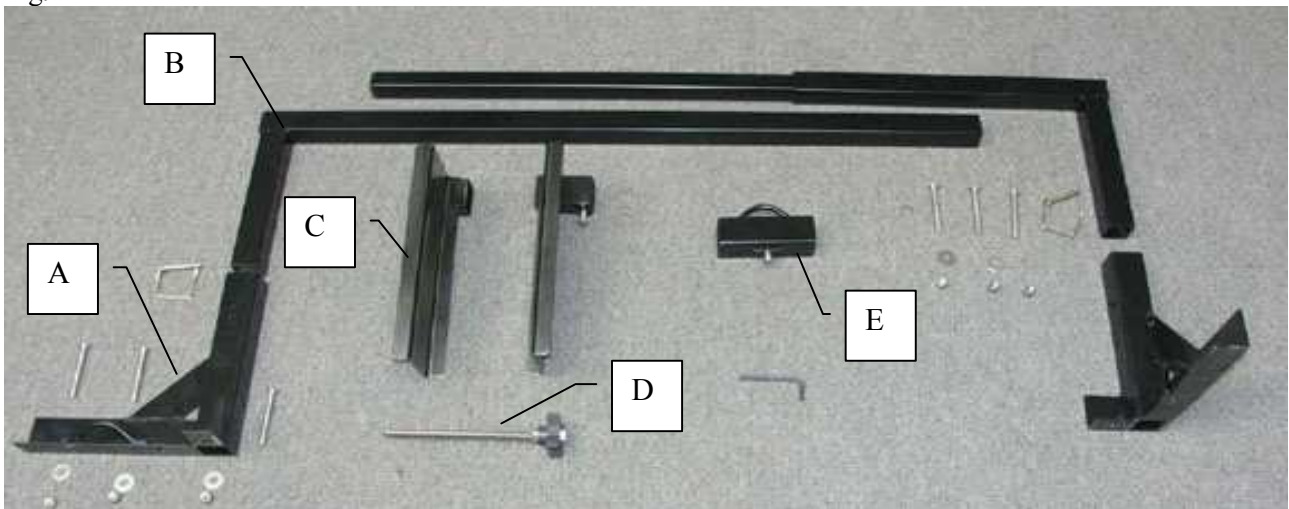
BE SAFE: Carrying any motorcycle can be hazardous. Make sure all bikes are securely tied down against unexpected winds and vibrations caused by road hazards such as potholes. Check periodically and each time you use the rack to ensure that all bolts are tight. U.S. Rack cannot be responsible for injury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

INVENTORY

- A. Corner stand (left and right sides)
- B. Spanner (left and right sides)
- C. Clamp Plates (pair, left and right, for each wheel chock)
- D. Thumbscrew (one per wheel chock)
- E. Movable Tie-down(s) (with metal shield and 3/4" button head cap screw)
- F. Spacer tubes (not shown and only provided for wide trailers)
- G. Metal shields (not shown)

- Miscellaneous hardware:
1. Snap Pins (2)
 2. 3/8-16 x 3" button head cap screws (6)
 3. Black nylon washers (6)
 4. Metal washers (6)
 5. Nylon locknuts (6)
 6. Allen wrench

Fig. 1



Your safety is paramount. Before assembling the rack, inventory and inspect all parts shown in Fig. 1 above. 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. 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

You will need a pencil, measuring tape, and an electric drill with 3/8-inch bit
Read ALL instructions through once BEFORE you do anything!

1. Remove all instructions and parts from the box and check against the inventory list above. If you do not have all of the parts on the list, call customer service at 1-888-USRACKS so we can send you what you need.
2. Unwrap and lay out all parts and refer to photos below during assembly and installation.
3. Pick up and examine the Corner Stands (**A**). Place them in the front corners of your trailer so that the portion of the base containing two holes lies flat on the floor pointing toward the rear of the trailer and the portion of the base containing one hole faces toward the trailer's midline. Place the stands so they are at least one inch back from the front and side walls of the trailer and so that the stands are no more than 72 inches apart.
4. Pick up and examine the left and right sides of the Spanner (**B**). Slide the two sides together until they are fully compressed. Compare the compressed width of the spanner with the distance between the corner stands. If the rack is more than 6 inches narrower than the distance between the vertical tubes in the corner stands, take apart the assembly and slide one or two of the spacer tubes onto the male end. The spacer is added to make the bar uniformly thick so that the Grip Chocks can more easily attach to the spanner. After adding the spacer tube(s) to extend the spanner compare again. If after the spacer(s) is added, the short legs of the spanner will not slide down into the top of the corner stands, some adjustments to the location of the corner stands will have to be made or a spacer tube must be removed or cut.
5. Insert the spanner all the way into the corner stands. As shown in Fig. 2, below. Mark the floor of the trailer where each hole in the base of the spanners is located. Drill a 3/8-inch hole at each mark in the floor. Reposition the stand over the holes and insert a 3/8-16 x 3" button head cap screw with black nylon washer into each hole, then apply a metal washer and nylon lock nut under the floor and tighten using the Allen wrench.
6. Remove the spanner from the corner stands and pull the sides of the spanner apart and place on the ground. Orient them so that the short legs on each side point in your general direction. Remove any spacer tubes from the spanner.



Fig. 2



Fig. 3

7. Pick up and examine the Tie-down (**E**). Note that there is a set screw on the underside. Locate one of the thin stainless steel shield plates that is 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 Fig. 3, above. The shield will prevent the screw from scratching the tube when it is slid on the spanner and tightened.
8. Locate and examine a Grip Chock (**C**). Each chock consists of two bent metal plates welded to short square tubes. Note that each set of clamp plates forms a mirrored pair. Orient the clamp plates so that they face each other with the square tube on the back as in photos below. Locate one of the thin stainless steel shield plates that is about 3 inches long, and insert a shield into each 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, in a manner similar to the Tie-down. The shield will prevent the screw from scratching the tube when it is slid onto the spanner. Lift the female side of the spanner and slide a set of clamp plates onto the end.
9. Slip the tie-down onto the female side of the rack with the metal loop facing up.
10. If you have a second Grip Chock orient the plates, add the shields, and slide the assembly onto the male end of the spanner so that you have one pair of clamp plates on each side of the spanner with a removable Tie-down in between. If you want to add a third Grip Chock, you must add another Tie-down so there is one removable Tie-down between each pair of plates.
11. Now replace the spacer tube(s) if needed and slide the sides of the spanner back together. Move Grip chock(s) and tie-down(s) to a desired location along the bar and lightly tighten setscrews with the Allen wrench to keep them from freely sliding.
12. Re-insert the spanner into the corner stands. After inserting the legs into the stand, align the holes so that the spanner is at the desired height and insert a snap pin through the holes to fix the legs and stands together. When completed, the rack should be assembled as shown in the below photos.



Fig. 4

13. To carry a motorcycle, before placing the front wheel into the chocks, first roughly adjust the width of the chocks so they are about the right width to receive the wheel, but tighten only one the plates firmly to the spanner. Leave the other loose. Note that in the back of each plate there is a small round tube. One tube contains a nut and the other does not. Place a metal washer on the Thumbscrew (**D**) and pass the threaded end into and through the tube without the nut and into the tube on the other plate until it engages the threads of the nut. Turn the plastic handle and tighten until the plates are drawn together to a width as wide as the tire.

14. Now slide the front tire of your motorcycle between the plates until the front of the tread is in contact with the front of the chock. Tighten the Thumbscrew until the plates drawn firmly against the side of the tire but not so firmly that the tire is distorted or damaged. Now apply tie-down straps from your bike to the metal loops on each corner stand and/or to the movable tie-down(s) on the spanner. **THE GRIP CHOCKS HELP SUPPORT THE FRONT WHEEL BUT ARE NOT INTENDED TO REPLACE THE TIE-DOWN STRAPS.**



Fig. 5

15. Firmly tighten both setscrews in the wheel chocks in order to hold the Grip Chock in place so that the next time you insert your bike, it **MAY** temporarily stand up while you tightening the Thumbscrew and applying straps. Many, but not all bikes, will stand while you tie them down. This will depend on how heavy the bike is, how much the Thumbscrew is tightened, the center of gravity of the motorcycle, and the slope of the floor. If you try letting go, check the bike's stability carefully before letting go. **Warning: Never move your trailer without first strapping your bike(s) down securely and ensuring that all connectors are fully tightened.**
16. To remove your bike, loosen the Thumbscrew and remove straps.
17. To remove the rack, reverse the above procedures.

WARRANTY

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/service.shtml>