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**US RACK,™ Inc. - 2850 Falcon Drive, Madera, CA 93637 - 559-661-3050**

**INSTRUCTIONS for Bedrail-mounted MOTORCYCLE RACK, Model 2001-4TRA**  
**WARNING: Do NOT attempt to install or use this rack without following all instructions.**

**SPECIFICATIONS and SAFETY REQUIREMENTS**

Model 2001-4TRAN is intended for truck beds 53" to 60" wide having an accessory track system such as the Toyota Deckrail, Nissan Utili-Track, or GM, Ford, or Dodge Track systems. Model 2001-4TRAW is intended for truck beds 60" to 66" wide having an accessory track system. Each model provides anchor points for tying-down motorcycles and is designed to accommodate up to three dirt or street motorcycles. When used in conjunction with either the Cradle or Grip wheel chocks, the rack helps stabilize the lateral movement of the front wheel of motorcycles with tires up to 5-1/2 inches wide.

**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 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 loosened or slid 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.

Read ALL instructions through once BEFORE you do anything!

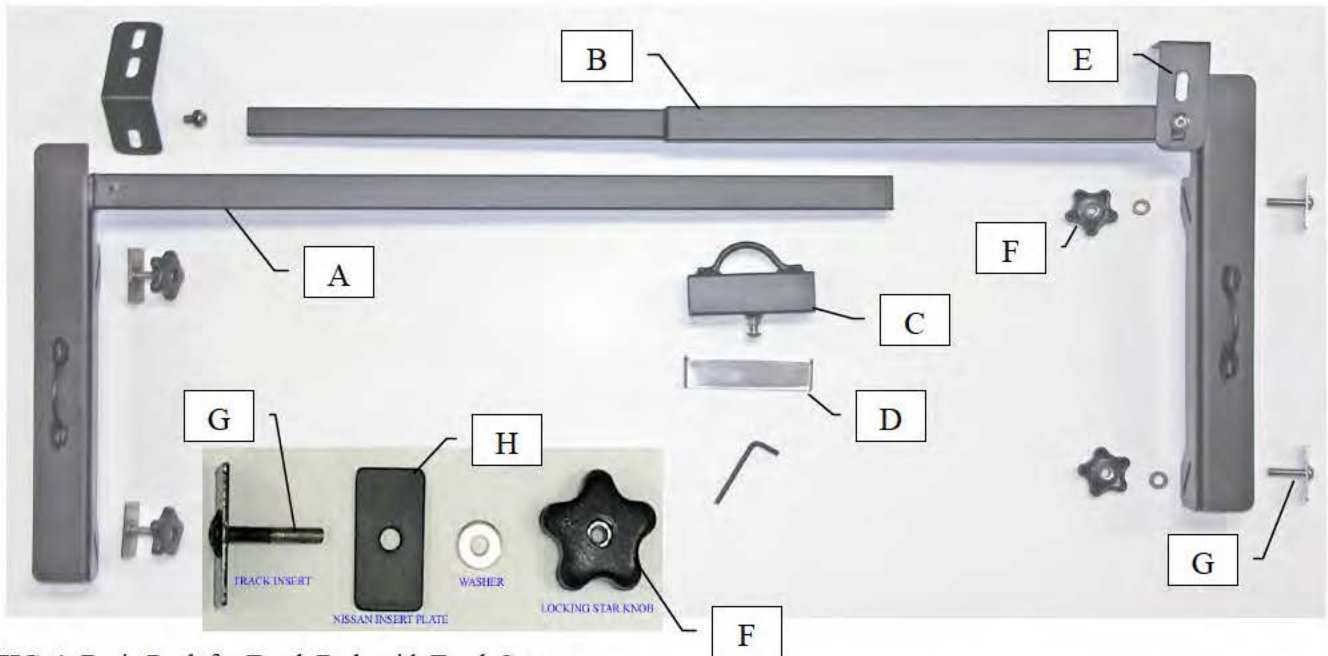
**Your safety is paramount.** Before assembling the rack, determine which model of rack you purchased including which wheel chocks and inventory and inspect all parts you should have. Visually check each part to ensure it corresponds to the inventory list and check all welds for signs of cracking or 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. Read all instructions and warnings and review all photos prior to beginning assembly. Lay out all parts. NOTE: Some parts and hardware may already be inserted in other parts.

**INVENTORY**

**Model 2001-4TRA for Trucks with TRACK SYSTEMS**

(Refer to Fig. 1)

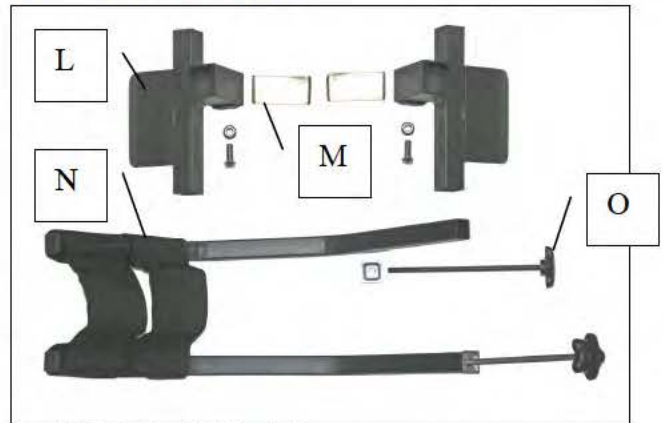
- A. Female side of Rack Frame (x1)
  - B. Male side of Rack Frame (x1)
  - C. Moveable Tie-down (x1 minimum)
  - D. Stainless Steel Shield (x1 per Movable Tie-down)
  - E. Headrail Bracket (x2)
  - F. Plastic Knob with nylon locking nut (x4)
  - G. Track Insert (x4)
  - H. Nissan, GM, Ford, or Dodge Insert Plate (x4 if needed)
- Additional Hardware:** 3/8-16 x 1" Button Head Hex Cap Screw (x3); flange (jam) nut (x1); 7/8" OD metal washers (x6); and black nylon washer (x4).



**FIG. 1** Basic Rack for Truck Beds with Track Systems.

**INVENTORY for Cradling Wheel Chock Assembly**

- L. Receiver for Cradle Chock (x2)
- M. Stainless Steel Shield (3-inch) (x2)
- N. Cradle Chock (x1)
- O. 5/16-18 Height-Adjusting Screw with Knob
- Additional Hardware: 3/8-16 x 1" Button head cap screw (x2);  
Flange (jam) nut (x2); 5/16" ID x 1.125" Square washers (x2)



**FIG. 2** Cradle Chock Parts

**INVENTORY for Grip Wheel Chock Assembly**

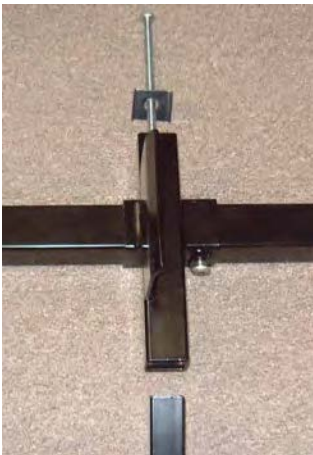
- P. Grip Chock Plates (x2)
- M. Stainless Steel Shield (3-inch) (x2)
- Q. 3/8-16 Width-adjusting Screw with Knob
- Additional Hardware: 3/8-16 x 1" Button head cap screw (x2)



## ASSEMBLY



1. Examine each section of the Rack Frame (items A and B) and notice that each consists of a crossbar with a 20-inch long “wing” on one end. Place both on a flat surface and orient them so that it is possible to insert the male side of the crossbar into the opening on the female side, but do not yet slide them together. Orient them so that the wings on each side point generally toward you. You should now be looking at the top of the rack.
2. **If you purchased Cradle Wheel Chocks**, locate and examine the Wheel chock receivers (item L).
  - a. Note that there are two kinds of Cradle receivers, which are mirror copies of each other. Hold a pair of receivers in your hands so that the metal plates are vertical and pointed toward you, and so the small threaded hole, which may contain a screw, is on the outside and pointing down.
  - b. Locate one wheel chock (item N). Note that the wheel chock tubes are connected with black webbing. Orient them so that the webbing is at the bottom. Unscrew the long screw with plastic knob and the square metal washer. Insert the top of each wheel chock tube up into the bottom of the receiver tubes, then re-insert the long bolt with square washers down through the top and screw the bolt back into the threads in the top of each wheel chock tube. Draw the chocks the desired amount into receiver by tightening the screw.
  - c. Place one of the three-inch long stainless steel Shields into each of the short horizontal tubes so they rest on the bottom of the interior of the tube over 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 surface of the crossbar from being scratched when the set screw is tightened. Slide the receivers onto the female side of the rack frame. Fig. 5 shows the right side of an unassembled wheel chock and a receiver component and Fig. 6 shows it after it is attached in the receiver. Fig. 7 shows Cradle chocks when mounted on the Crossbar in a pickup.



**Figs 4. & 5.** Wheel chock and receiver during assembly

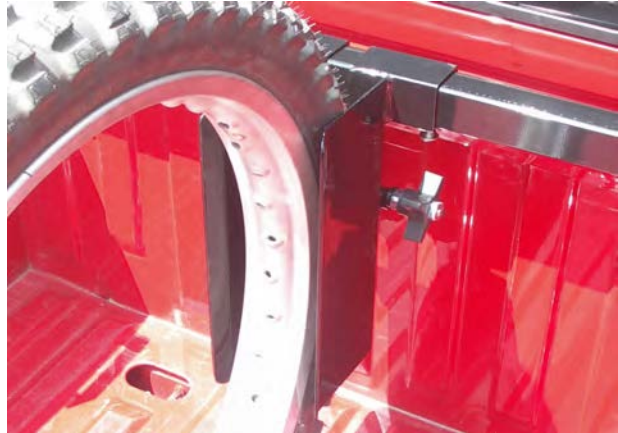
**Fig 6.** Mounted rack with wheel in webbing of wheel chock

3. **If you purchased Grip Wheel chocks**, locate and examine the Grip Chock Plates (item P), which are a pair of metal plates welded to short square tubes.
  - a. 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.

- b. Locate the three-inch long stainless steel Shields (item M). Place one of these shields into each of the short horizontal tubes so they rest on the bottom of the interior of the tube over 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. Slip a pair of Grip Plates onto the female side of the rack.
- c. After sliding it on, attach the Grip Plates together using the Width-Adjusting Screw (item Q). Place the metal washer on the end of the screw and insert the end of the screw through the short unthreaded tube on the back of the Plates first and then into the threaded tube. Tightening this screw will draw the plates together as shown in Figs. 8 and 9.



**Fig 7.** Grip Chock before adjustment



**Fig 8.** Grip Chock adjusted to width of wheel

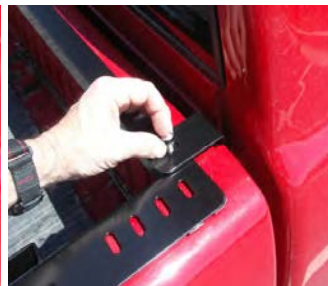
4. Locate and examine the Moveable tie-down (item C) and the 5-inch long stainless steel Shield (item D). The Shield must be inserted into the bottom of the movable tie-down as shown in Fig. 8. Its purposes are to better fix the tie-down in place when the set screw on the bottom side of the tie-down is tightened and to protect the coating on the rack frame from damage. After tightening you will also tighten the flange nut, which acts as a jam nut to prevent the screw from loosening. Slide the Tie-down with Shield onto the female side of the rack.



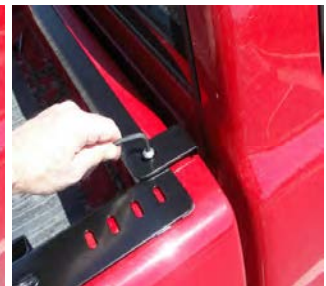
**Fig 9** Moveable Tie-down



**Fig 10** Headrail Bracket



**Fig 11** Inserting Screw



**Fig 12** Tightening

5. Now slide the male end of the rack into the female end. Pick up the assembled rack and hold it so it is parallel to the ground and so the wings (sides) of the rack wrap around you. Make sure the telescoping portion of the rack is compressed all the way together.

### **INSTALLATION**

6. Lower the truck tailgate and step up into the truck with the rack. Position yourself just behind the cab, and place the rack down onto the truck so that the wings on each side of the rack rest on the bedrails. It may be necessary to lengthen the telescoping portion of the rack a bit to make it fit your truck bed. Place it so that the telescoping portion is located just behind the front wall of the cargo box. Push the rack forward so that the front of the rack contacts the front wall of cargo box. Now push the rack apart so that the wings of the rack are snug up against the inside edge of your bedrail. Move the Tie-down and any Wheel Chocks to a desired location along the bar.
7. Locate and examine one of the Headrail brackets (item 5) and review Figs 6-8. The purpose of the Headrail bracket is to clamp around the headrail (front bedrail) and prevent the rack from sliding toward the rear.

Notice that it has two legs, each with oblong holes. The sides are not of equal length because headrails have different widths. Place the side bracket of the appropriate length on top of the headrail with the other side 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 1-inch button head cap screw with black nylon washer into the hole. Later, after attaching the rack to the bedrails, you will push the frame firmly against the headrail and tighten the screws firmly to prevent movement.

8. To attach the rack to the track system, follow the steps below.
  - a. First, if your track system has a cap over the end of the track remove the rear cap and slide two inserts into the rear end of each track as shown below.



**Fig. 13** Track with cap



**Fig. 14** Slide insert into track



**Fig. 15** Two inserts in track

- b. Next push one side of the rack away from the bedrail, and slide the inserts forward in the track until they align with the diagonal slots in the side of the rack; then pull the rack back onto the bedrail and onto the ends of the threaded insert. Place a metal washer and plastic knob on the Insert and tighten firmly as shown in the figures below.



**Fig. 16** Align inserts with slots



**Fig. 17** Slide slots over inserts add washers



**Fig. 18** Tighten knobs on inserts

## LOADING

9. Whenever loading your bike ensure that you use a stable ramp to place it into the bed. **NEVER DRIVE YOUR BIKE UP OR DOWN THE RAMP.**
  - a. To tie down your bike(s) attach one hook of the strap to the anchor loop on one of the wings and the other to the other wing or to the Movable Tie-down on the crossbar, after it has been firmly tightened.
  - b. If you are using Grip Chocks slide the tire all the way forward between the grip plates and tighten the Widening Screw until the plates make contact with the sides of the tire. Excessive tightening of the screw is not necessary, since the plates are intended only to bracket the tires and limit their lateral movement, with the tie-down straps provide the real power to hold the bike in place. After the width of the Grip Chocks is set, tighten the set screws and jam nuts on the chocks firmly.
  - c. If you are using Cradle Chocks, set the height of the chock so the bottom of the webbing is suspended above the floor of the bed. Slide the tire all the way forward in the chock so the bottom of the tire is resting on the web material. Readjust the Chock height so the bottom of the webbing is suspended about an inch above the floor of the bed with the bike loaded. This ensures that the sides of the Wheel Chock press firmly on the sides of the tire. When the bike is tied down, tighten straps to pull

the tire down in firm contact with the floor. After ensuring that the plates of the Receivers are also touching the sides of the tire, tighten the set screws and jam nuts on the Receivers firmly.

10. **Warning:** Whether you are employing wheel chocks or just using the rack to provide tie-downs, **never move your truck without first tying the bike down securely.** Check all fasteners before during and after use to ensure that none have vibrated loose. To remove the rack after use, reverse the installation procedures.



**Fig. 19** Cradle Chocks installed



**Fig. 12** Grip Chock installed

### **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/merchandise\\_return\\_policy.php](http://www.usrack.com/merchandise_return_policy.php)