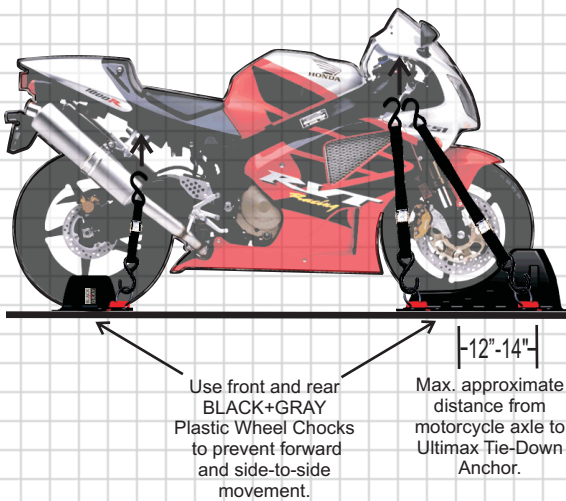
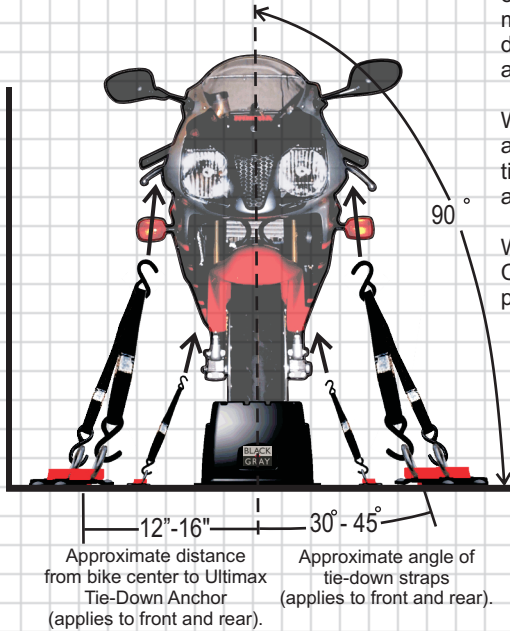


Motorcycle *Transport* Products Transport Recommendations

When planning and designing your motorcycle trailer, consider several factors when locating your BLACK+GRAY Plastic Wheel Chocks, such as the position of the motorcycle(s) and how it affects weight distribution in the trailer; "tongue" weight on the tow vehicle, lateral loading on the trailer when turning, etc. Wheel Chocks need to be positioned in a correct relationship to tie-down anchors. In order to achieve the most secure arrangement when trailering a motorcycle, the distance from the motorcycle (placed in the wheel chock) to the tie-down anchors need to be such that when the tie-down straps are attached to the motorcycle and the tie-down anchors, the straps are at approximately a 30° - 45° angle. Plan for enough space in the trailer to accomplish this recommended arrangement.

When using any surface mounted wheel chocks, NEVER locate tie-down anchors or choose floor attachment points so far beyond the front edge of the front tire so that when tie-down straps are tightened, pulling the motorcycle into the chock, the wheel chock fasteners and the wheel chock itself are in a "stressed" condition.

With the trailer planned for the best arrangement of motorcycles, BLACK+GRAY Plastic Wheel Chocks securely installed and enough BLACK+GRAY Ultimax Tie-Down Anchors positioned for the planned number tie-down strap attachments...the trailer is ready for loading.



- Choose only high-quality, heavy-duty tie-down components, such as BLACK+GRAY CamSure Tie-Down Straps for securing motorcycles and other cargo in open or closed trucks and trailers. The cost to repair your motorcycle will be far greater than the money saved buying transport products.
- Always check the plan with a "dry-run" of your bike load sequence well in advance of your trip.
- Always inspect all transport components before loading: Wheel Chocks, Tie-Down Straps and Tie-Down Anchors.
- Always inspect the mounting surfaces surrounding any tie-down anchors for any signs of material stress, hardware loosening or potential failure.
- Before loading, be sure that the trailer is firmly attached to the tow vehicle and that the coupler is latched, wheels chocked, and if available, the stabilizer jacks are lowered and that the trailer is secure from movement.
- If loading ramps are used, secure the ramp to the truck or trailer to prevent movement with a tie-down strap, pin arrangement, clamp, etc.
- Attach soft loops on the motorcycle(s) before moving on to the trailer.
 - Be aware of wires or control cables mistakenly wrapped into all the soft loops placed on the motorcycle.
 - Do not tie-down any motorcycle by the handlebars/grips.
 - Do not attach soft loops or tie-downs to motorcycle accessories such as luggage or bag carriers.
- For "solo" loading, place the loose end of the rear tie-down straps in a position where they can be reached while you are sitting on the motorcycle.
- Ride or walk the motorcycle onto the trailer. Do not try to load and tie-down a "hot" motorcycle after it has been running...ouch!
- Be sure that the motorcycle is positioned straight in the front wheel chock and ideally, the rear wheel chock. While sitting on the motorcycle attach the rear tie-down straps to the soft loops and tighten until the bike is firmly in place and able to free-stand vertically. Optionally, placing the motorcycle in gear or "bungee-cording" the brakes "on" will limit the motorcycle's motion.
- While off of the motorcycle, attach front tie-down straps and secure the motorcycle firmly in place. Adjust both front and rear tie-down straps so that when completed the motorcycle is in a completely upright position. Shaking the motorcycle should cause trailer motion only and very little motorcycle movement should occur.
- Be aware of the orientation of the tie-down strap. Cam or ratchet straps can be easier to tighten if oriented one way or the other.
- Once attached, tie-down straps should form a 30°-45° angle between the motorcycle and floor anchors.
- Tie-off loose/free ends of tie-down straps for safety when moving about an enclosed trailer or to prevent "whipping" in the wind of an open trailer or truck.
- Make one final check for any potential damage that can occur from the tie-down straps, hooks, cams or rackets, etc. making contact with bodywork, accessories, brake lines, control wiring/cables etc.
- Never use a cover on a motorcycle when towing it on an open trailer. Road grit and cover fabric flapping movements remove finishes from motorcycles in a short amount of travel time.
- Always, when taking a rest stop and especially users of enclosed trailers, check the motorcycle(s)! Be sure nothing has shifted, loosened, fallen-off, etc.... you will be surprised what a few hundred miles of bumpy roads can do to a "secured" motorcycle.
- **Warning:** Loading (compressing) motorcycle suspension components, forks, springs, etc... over long periods of time can cause damage to the seals in the bike's suspension.

WARNINGS AND CAUTIONS:

Read all operating instructions, capacity ratings, and warnings carefully. Ratings are generally established and/or regulated by industry or legislative standards and may vary from industry to industry. It is the responsibility of the user to determine suitability of a product's use and strength requirements for their specific applications. The working load limit of the Ultimax Tie-Down Anchor components, Cam Sure Tie-Down Straps and/or tie-down assembly shall not be exceeded under any circumstances. Rated capacities are for products in new condition. Age, wear and damage to components shall result in a loss of rated capacity (breaking strength). Never attempt to use worn or damaged tie-down assemblies. Inspect ALL products before each use and immediately replace any worn or damaged products.

Do not use any Ultimax Tie-Down Anchors or CamSure Tie-Down Straps for overhead lifting.

Tech Line: (845) 424-4505 www.blackandgray.com