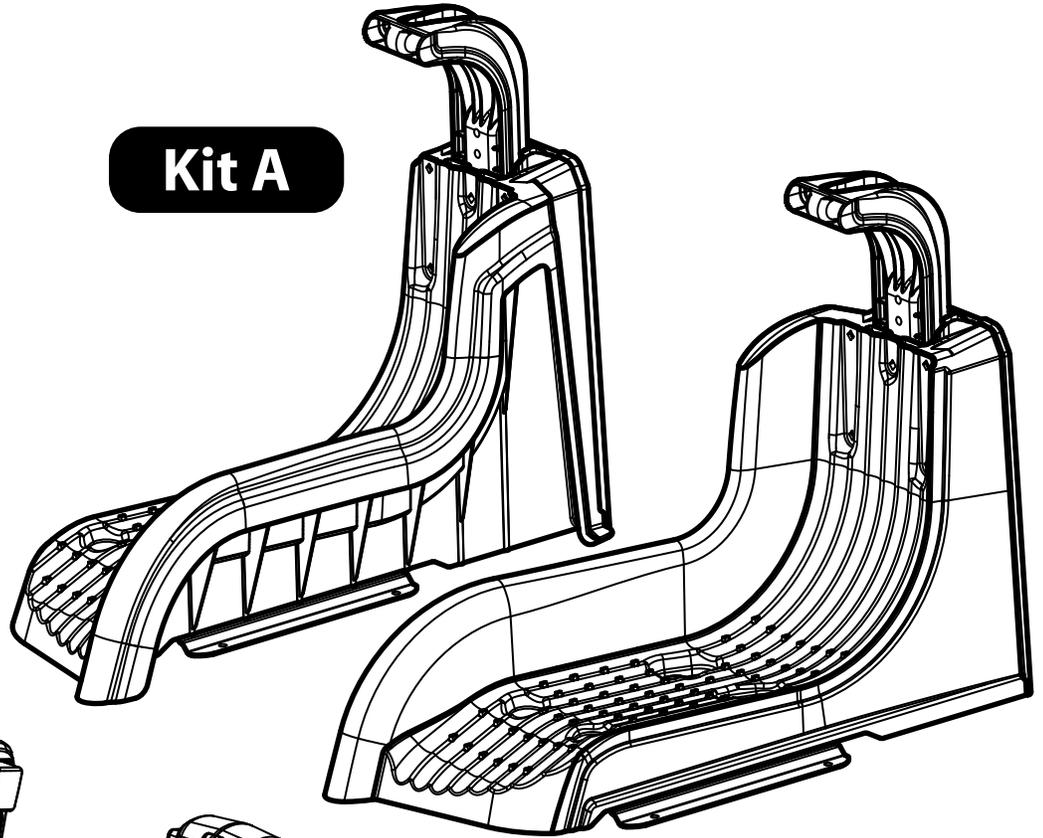


SUPERCLAMP ATV / UTV / ARGO TIEDOWN

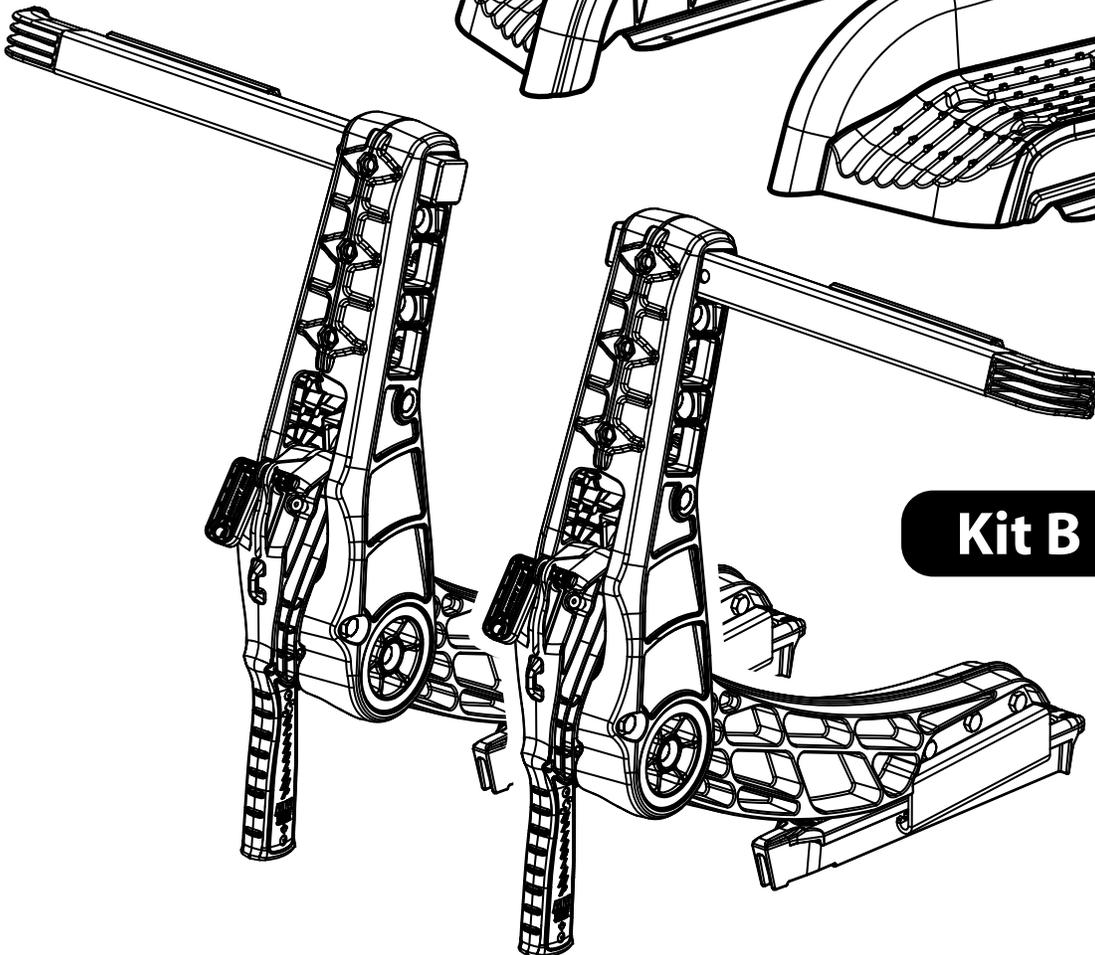
Installation and Operating Manual

for use with 17" to 28" tires (actual outside diameter)

Kit A



Kit B

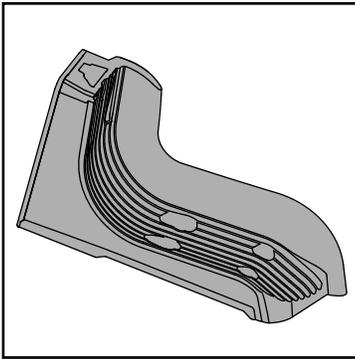


Made in Canada

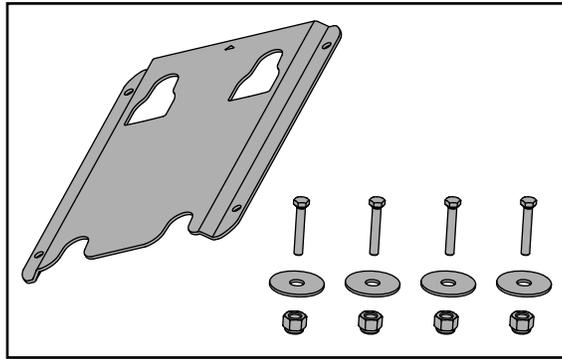
WWW.SUPERCLAMP.NET™

Patent Pending

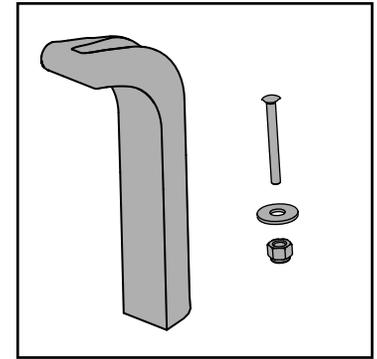
Components in Kit A



Chock
Left and Right

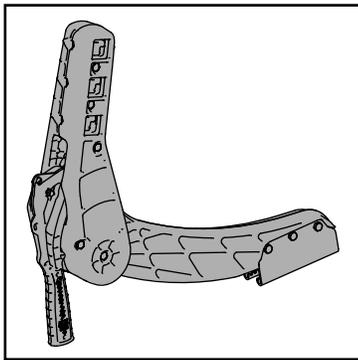


Mounting Plates
2 sets

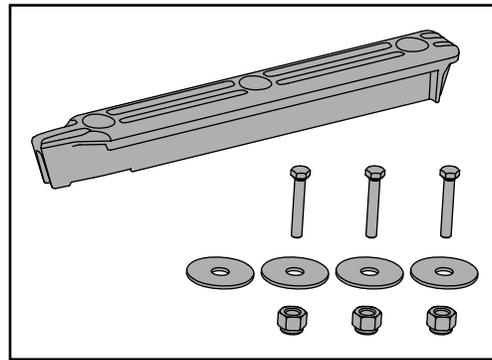


Tire Stop
2 sets

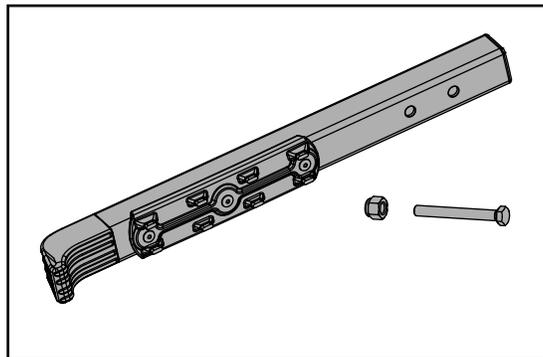
Components in Kit B



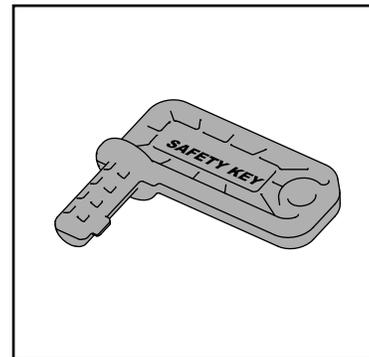
**Rear Clamping
Device**
2 units



Deckbars
2 sets



Tirebar
2 sets



Safety Key
2 pieces

The following tools are required:

- pencil
- carpenter square
- tape measure
- straightedge
- 1/2" wrench or socket
- electric drill
- 5/16" drill bit

Notice

- Please read manual completely before starting and ensure that you comprehend all of the steps before proceeding.
- If you do not feel confident performing the installation yourself, contact your local dealer or Superclamp for assistance.
- Visit www.superclamp.net for the latest version of this manual.
- If this manual is damaged or missing pages, visit www.superclamp.net for a new copy.

Glossary

- **Accessories** - Any modules or components that are attached to the transported vehicle that are of significant mass and which alter the center of gravity of the transported vehicle. This includes trailers, snow plows, tooling, and the like.
- **Deck** - The supporting structure upon which the Superchock is mounted. The deck consists of decking, a frame, and secondary structures.
- **Decking** - The primary flat and level surface of the deck.
- **Frame** - The metal structure of the deck, comprised of frame members, capable of supporting high loads, typically found underneath the decking. In some cases, the frame itself may be the decking. Sheet metal is not an adequate frame.
- **Load Rating** - The maximum mass of the transported vehicle that is secured by the Superchock, including all of the contents of the transported vehicle. The mass may not exceed 815 kg / 1,800 pounds.
- **Loose Items** - Any items inside or attached to the transported vehicle that are not securely attached to the transported vehicle.
- **Mounting Provisions** - Any provisions on the transported vehicle or transporting vehicle that are provided by the manufacturer or added as aftermarket parts, rated for the purpose of securing tie down straps.
- **Normal Operating Use** - Conditions that the Superchock is expected to encounter during day-to-day use. This includes:
 - on highway use;
 - light duty off-road use, such as travel over gravel and smooth dirt roads;
 - emergency braking; and
 - evasive manoeuvres.
- **Park** - The act of engaging the transmission and/or emergency brake that will immobilize all of the wheels of the transported vehicle, effectively preventing said wheels from freewheeling.
- **Secondary Structures** - Portions of the deck that are not suitable for attaching the Superchock or tie down straps. This includes headache racks, truck box walls, tailgates, telescoping sides, and the like.
- **Securement Points** - see Mounting Provisions.
- **Securement Standards** - Government standards that regulate securement of cargo. The standards may vary in different jurisdictions. The user must become familiar with said standards.
- **Transported Vehicle** - means an ATV, UTV, or Can-Am Spyder, weighing less than or equal to 815 kg / 1,800 pounds, that is to be transported with Superchock. Other types of vehicles, such as golf carts, garden tractors, and automobiles, shall not be transported with Superchock.
- **Transporting Vehicle** - The vehicle or trailer that deck is attached to.

Warnings

- Superchock is designed to secure the transported vehicle in the regular operating position (i.e. all four wheels on a level surface).
- Normal operating use consists of:
 - on highway use
 - light duty off-road use, such as gravel roads and smooth dirt roads,
 - emergency braking
 - evasive maneuvers
- Superchock is not designed to keep the transported vehicle secure in abnormal driving conditions. This includes events such as a crash, a collision, during a rollover, or traveling at excessive speeds.
- If you exceed the maximum load rating, or improperly employ tie down straps, the transported vehicle may become loose and cause injury and/or death.
- The transported vehicle will raise the center of gravity of the transporting vehicle higher than normal and will make the transporting vehicle less responsive and more prone to rollovers and upsets.
- Superchock is designed for use when all tires on the transported vehicle are at the manufacturer's specified air pressure. If the tires are over inflated, reduce the air pressure to the manufacturer's specified air pressure. If the tires are under inflated, increase the air pressure to the manufacturer's specified air pressure. If the tires are flat or cannot be brought to the manufacturer's specified air pressure, Superchock can not be used and the user must use another appropriate securement method.
- If the transported vehicle becomes loose during use, the user must immediately stop using Superchock and make any necessary adjustments to secure the vehicle.
- The user must perform frequent checks to verify that Superchock, the transported vehicle, tie down straps, and all related equipment is in good working order. If any item is found to be out of working order, or requires readjustment, stop using Superchock immediately until the problem is rectified.
- Remove unsecured weight from transported vehicle before using Superchock. Examples include coolers and contents inside trunks. Superchock is not designed to handle unsecured loads.
- Any accessories of significant mass that are attached to the transported vehicle may alter the center of mass and ultimately compromise the Superchock, even if the combined mass of the transported vehicle and the accessories does not exceed the working load limit of the Superchock. Such accessories, must be securely attached to the transported vehicle independently of Superchock.
- Superchock is not designed to secure a transported vehicle with a trailer.
- All wheels of the transported vehicle must be straight.
- Chocks must be arranged with the skid-steers towards the inside. Failure to do so may result in the transported vehicle coming loose.
- Superchock and all other bolts must pass through frame members capable of supporting the load.
- If satisfactory frame members are not present, the user must install the appropriate frame members. Contact qualified personnel.
- The working load limit of the deck and transporting vehicle must not be exceeded at any time, including when using the Superchock.
- Decking must be constructed of material capable of supporting the load.
- Inspect all components of the Superchock regularly. If any component of the system is suspected of being damaged or compromised, the user must immediately stop using the system
- Exposure to the elements, especially UV light, may degrade the components.
- If the decking is icy or slippery, extra provisions may be required to properly secure the transported vehicle.
- Do not modify Superchock or any of its components.

Warnings

- When used in conjunction with appropriately rated tie down straps, Superchock is designed to secure vehicles, up to 815 kg / 1,800 pounds, against forces present during normal operating use, including acceleration, deceleration (braking), turning, and bumps.
- Superchock is designed to be used with appropriate tie down straps. It is not capable of properly securing a transported vehicle without tie down straps or when tie down straps are used incorrectly.
- Do not use unmarked tie down straps. Always use tie down straps clearly marked with the load rating. In some jurisdictions, it is illegal to use unmarked tie down straps.

Limited Warranty

Scope

BowDriks Industries Ltd. ("BIL") warrants its SuperChock sold by authorized dealers in the fifty United States and Canada from defects in material or workmanship for the period and under the conditions described below.

This limited warranty will become null and void if:

- the Superchock has been altered or modified from its original condition; or
- the Superchock has been used in a way other than its intended use.

Limitation of Liability

This warranty is expressly given and accepted in lieu of any and all other warranties, expressed or implied, including without limitation any warranty of merchantability or fitness for a particular purpose. To the extent that they cannot be disclaimed, the implied warranties are limited in duration to the life of the express warranty. Incidental and consequential damages are excluded from coverage under this warranty. Some provinces/states do not allow for the disclaimers, limitations, and exclusions identified above, as a result, they may not apply to you. This warranty gives you specific rights, and you may also have other legal rights which may vary from province to province, or from state to state.

Neither the distributor, any BIL dealer, nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BIL.

BIL reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.

Exclusions

The following are not warranted under any circumstances:

- Normal wear and tear;
- Damage caused by failure to provide proper maintenance, as described elsewhere in this Guide;
- Damage resulting from alterations or modifications to the Superchock;
- Damage caused by abuse, abnormal use, neglect or operation of the product in a manner inconsistent with the recommended operation described in this manual;
- Damage resulting from accident, submersion, fire, theft, vandalism or any act of God;
- Damages from rust, corrosion, exposure to the elements, and scuffing;
- Incidental or consequential damages, or damages of any kind including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income.

Warranty Coverage Period

This warranty will be in effect from the date of delivery to the first retail consumer and for a period of TWELVE (12) CONSECUTIVE MONTHS, for private use or commercial use owners.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

Conditions to Receive Warranty Coverage

This warranty coverage is available only if each of the following conditions has been fulfilled:

- The Superchock must be purchased as new and unused by its first owner from a BIL dealer authorized to distribute Superchocks in the country in which the sale occurred; and
- The Superchock must be purchased in the country in which the purchaser resides.

BIL will not honor this limited warranty to any private use owner or commercial use owner if the preceding conditions have not been met. Such limitations are necessary in order to allow BIL to preserve both the safety of its products, and also that of its consumers and the general public.

Obtaining Warranty Coverage

The customer must cease using the Superchock upon the appearance of an anomaly. The customer must notify a servicing BIL dealer within seven (7) days of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present proof of purchase of the product to the authorized BIL dealer.

BIL's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine BIL parts without charge for parts and labor, at any authorized BRP dealer during the warranty coverage period under the conditions described herein. BIL's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the Superchock to the owner.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, provinces, states, territories and their respective agencies.

BIL reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

Transfer

If the ownership of a product is transferred during the warranty coverage period, this warranty shall also be transferred and be valid for the remaining coverage period provided that BIL is notified of such transfer of ownership in the following way:

- The former owner contacts BIL (via www.superclamp.net) gives the contact information of the new owner; or
- the new owner contacts BIL (via www.superclamp.net) with proof that the former owner agreed to the transfer of ownership, in addition to the contact information of the new owner.

Product Registration

Please visit www.superclamp.net/registration to enroll in our Product Registration program.

- BIL is collecting customer information through a Product Registration program. Enrollment is not automatic nor is it a requirement for enrollment in the warranty program.
- The Product Registration program permits BIL to keep in contact with its customers for the purpose of relaying after-the-sale information, such as product recall notices or manual updates.
- BIL shall not use this information to contact the customer for any other reason, including but not limited to, promotional purposes.
- BIL shall keep this information private, in accordance with the applicable government requirements, and shall not sell or provide this information to any third parties.
- Enrollment into the warranty program is automatic when the Superchock is purchased by the customer with a valid receipt.

- Please visit www.superclamp.net/registration to enroll.

Contact Information

To contact BIL or SuperClamp for any reason, please visit:

www.superclamp.net

Description of Securement Standards

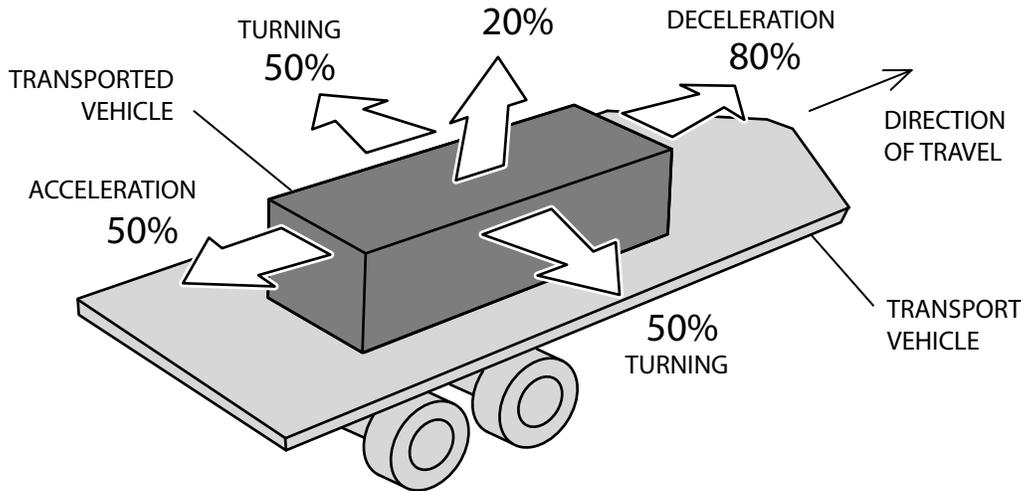
Proper cargo securement is required by law. Laws regulate how freight must be secured. You must comply with these laws. To be able to comply, you must understand the cargo securement regulations.

Due to the considerable amount of transport vehicles and transported vehicles on the market, and the varying specifications to which they are manufactured, the user must understand the applicable standards in order to effectively secure their cargo.

In Canada, one applicable standard is the National Safety Code Standard 10 found in the Highway Traffic Act.

In the United States of America, one applicable standard is the Protection Against Shifting and Falling Cargo standard of the Department of Transportation.

When it comes to cargo securement, the ultimate responsibility lies with the driver.



Source: National Safety Code Standard 10 / Protection Against Shifting and Falling Cargo

This picture summarizes the minimum breaking limit (MBL) of the cargo securement standard. Each number represents the MBL in a specific direction, as a percentage of the cargo weight.

For example, the securement method for a 1,000 pound item would require a minimum breaking limit of 800 pounds during deceleration.

Description of Resisting Motion

The motion of the transport vehicle will generate forces in three primary directions which act on the transported vehicle:

- forwards and rearwards (primarily due to acceleration and braking)
- left and right (primarily due to turning and swaying)
- upwards and downwards (primarily due to bumps)

Failure to resist these forces may result in motion of the transported vehicle.

The Superchock system is designed to work in conjunction with ratchet tie straps that are supplied by the user. Without the ratchet tie straps, the vehicle will not be secured in all directions, as required by law.

The ratchet tie straps serve two important functions.

The first function is to force the transported vehicle into the chock for the purpose of preloading the front tires. When that occurs, the chocks are able to restrain the front end of the transported vehicle in the following manners:

- the braking forces (the front of the front tires pressing into the front of the chock)
- the turning forces (the inboard sides of the front tires pressing into the longitudinal barriers of each chock)
- the vertical forces (the tops of the front tires pressing against the undersides of the tire stops)

The second function of the ratchet tie straps is to restrain the rear end of the transported vehicle against the same three primary direction of motion:

- the acceleration forces
- the turning forces
- the vertical forces

Downwards motion is resisted by the deck.

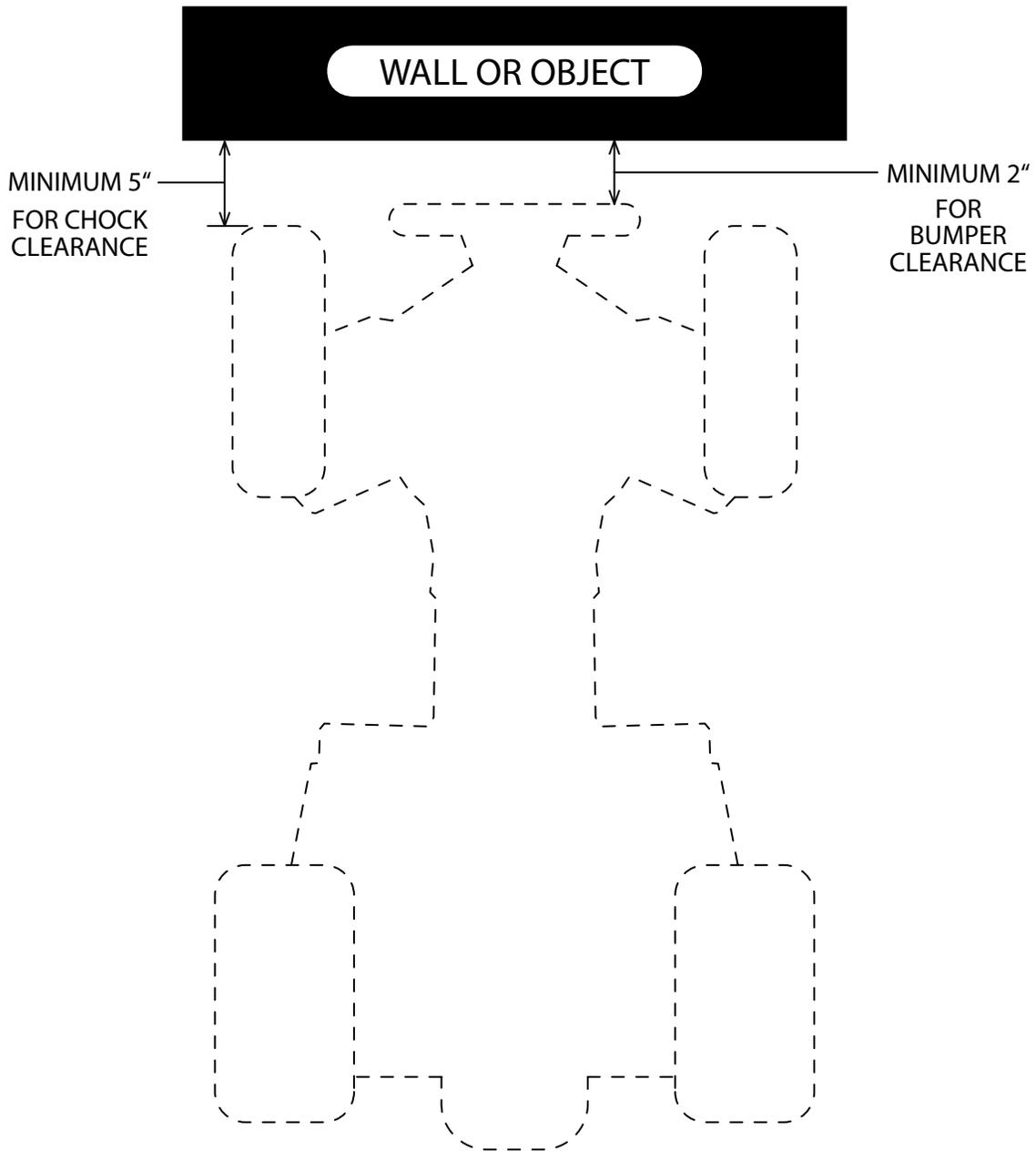
Step 1



Use care when moving the transported vehicle.

Position the transported vehicle on deck in desired location with no less than 2" of clearance between the front-most portion of the vehicle and any objects.

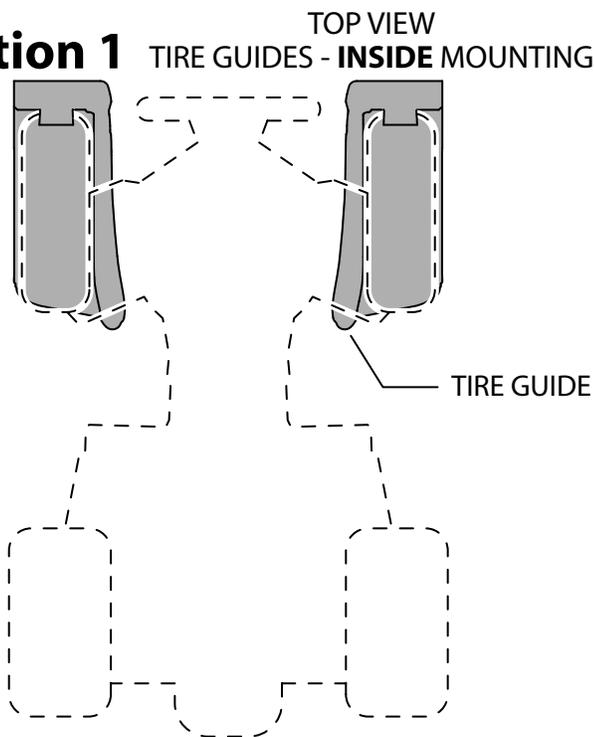
Note: You will need no less than 5" of clearance in front of the front tires, otherwise there will not be enough room for the chocks.



Installation - Front Chock Tire Guide Placement Options

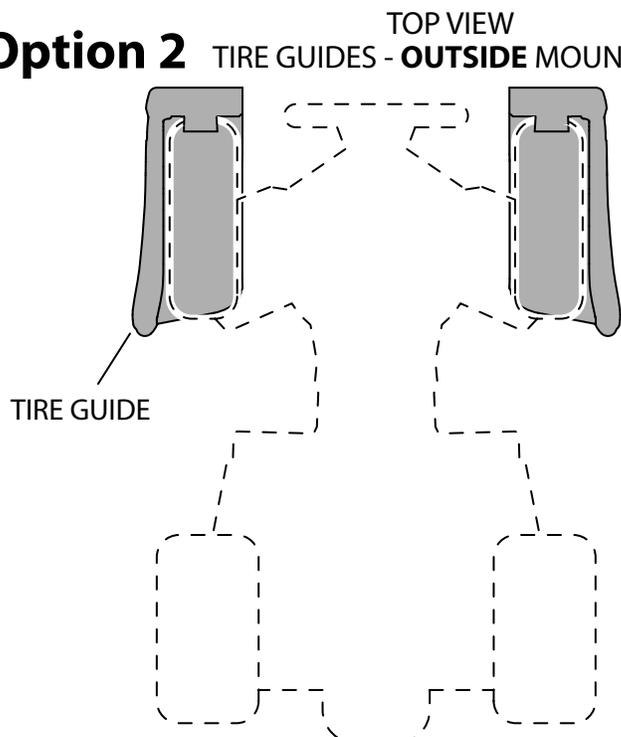
Step 2 VERY IMPORTANT - There are **TWO OPTIONS** two choose from.

Option 1 TIRE GUIDES - INSIDE MOUNTING



Use option # 1 if there is not enough free space between the transported vehicle's front tires and objects next to it (such as another vehicle or the trailer walls).

Option 2 TIRE GUIDES - OUTSIDE MOUNTING



If free space is available to the outside of the transported vehicle's front tires, you may use option # 2 to increase the clearance between the chocks and the underside of the transported vehicle.



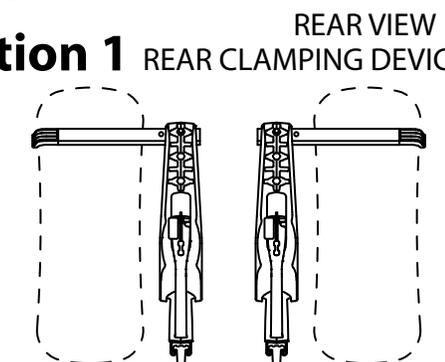
The front chocks must mounted in one of these two options, as shown.
Use of other configurations shall compromise the integrity of the system.
The placement of the front chock tire guides does not need to match the placement of the rear clamping devices.

NOTE: You must use this **option for ARGO vehicles**.

Installation - Rear Clamping Device Placement Options

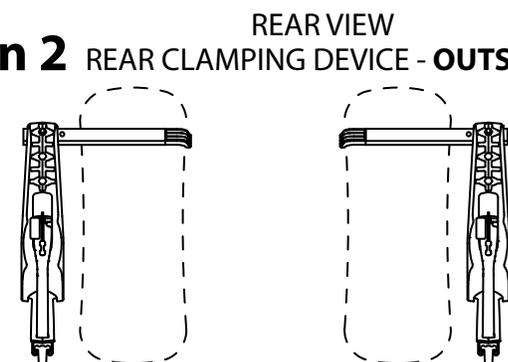
Step 3 Select the desired placement of the rear clamping devices.

Option 1 REAR CLAMPING DEVICE - INSIDE



Use option # 1 if there is not enough free space between the transported vehicle's rear tires and objects next to it (such as another vehicle or the trailer walls).

Option 2 REAR CLAMPING DEVICE - OUTSIDE

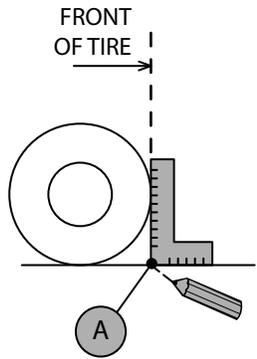


If free space is available to the outside of the transported vehicle's rear tires, you may use option # 2 to increase the clearance between the clamps and the underside of the transported vehicle.

NOTE: You must use this option for Argo vehicles.



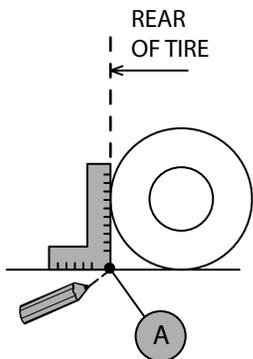
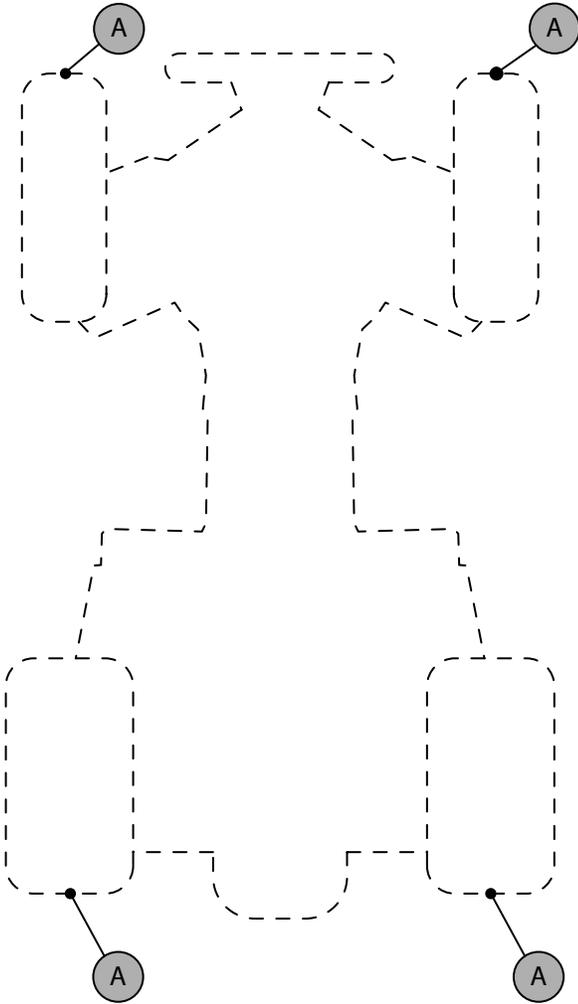
The rear clamping devices must mounted in one of these two options, as shown.
Use of other configurations shall compromise the integrity of the system.
The placement of the rear clamping device does not need to match the placement of the front chocks.



Step 4

Mark both A's

on the deck with a dot at the front of the front tires (use a square).



Step 5

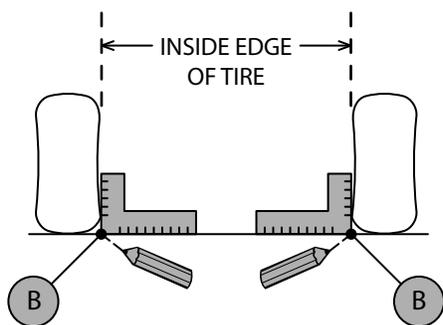
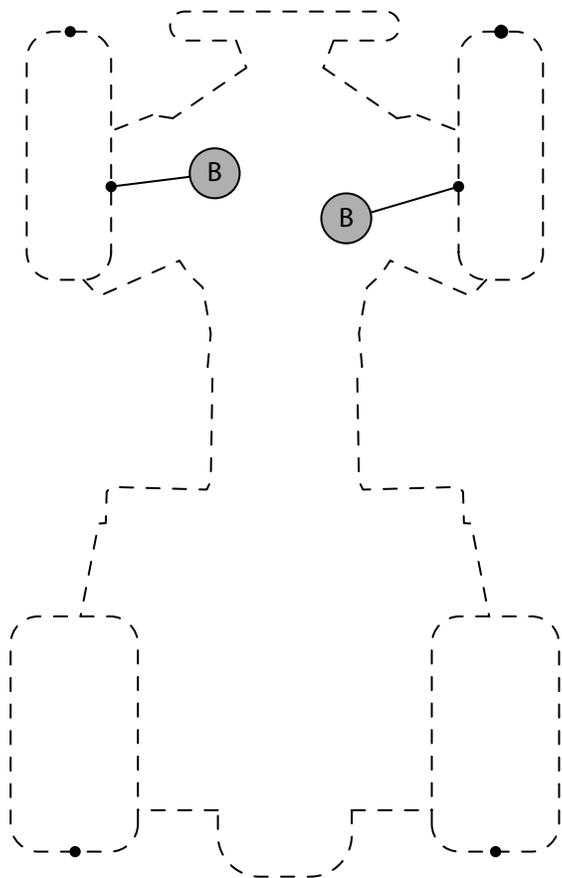
Mark both A's

on the deck with a dot at the rear of the rear tires (use a square).

Step 6 - Option 1

TOP VIEW TIRE GUIDES - INSIDE MOUNTING

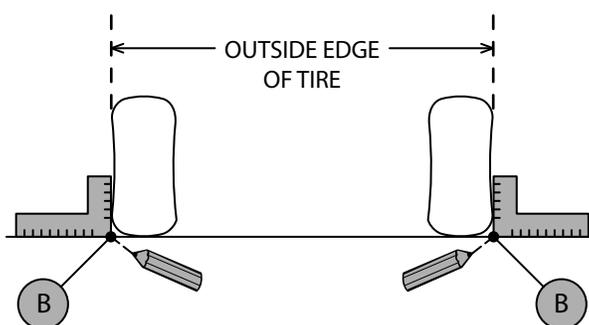
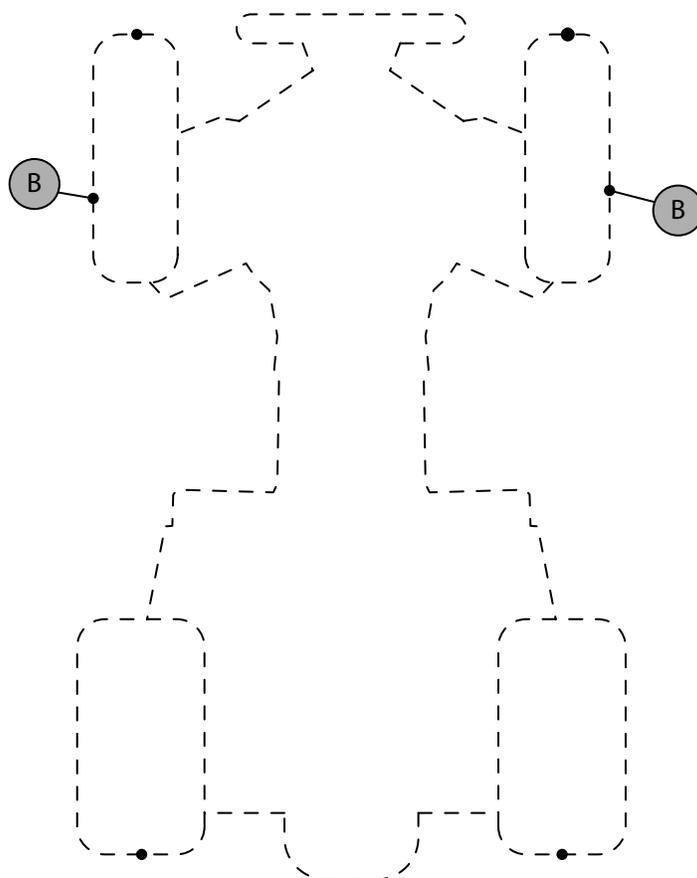
Mark both B's
on the deck with a dot at the inside edge of each front tire
(use a square).



Step 6 - Option 2

TOP VIEW TIRE GUIDES - OUTSIDE MOUNTING

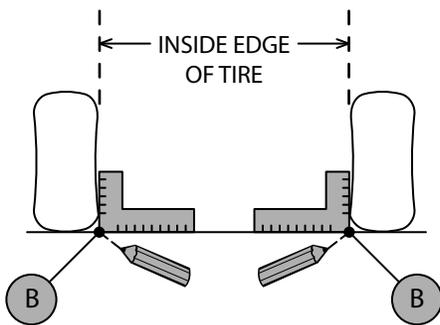
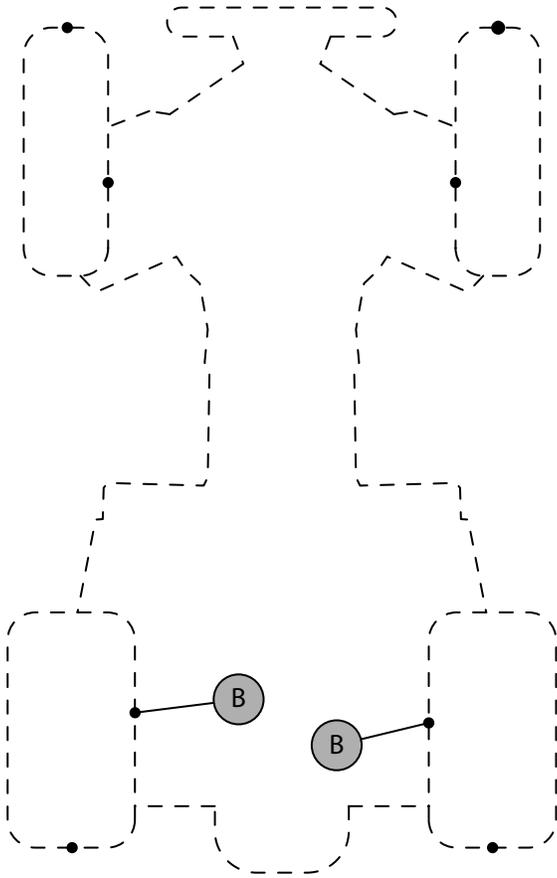
Mark both B's
on the deck with a dot at the outside edge of each front tire
(use a square).



Step 7 - Option 1

TOP VIEW
REAR CLAMPING DEVICE - INSIDE MOUNTING

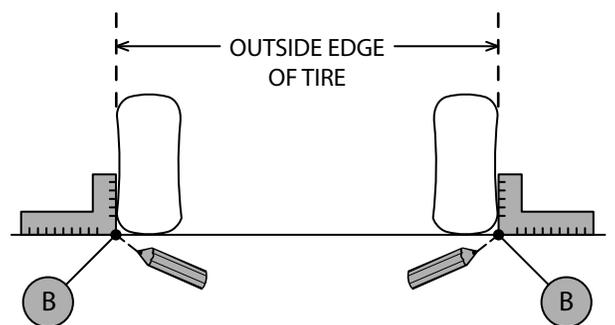
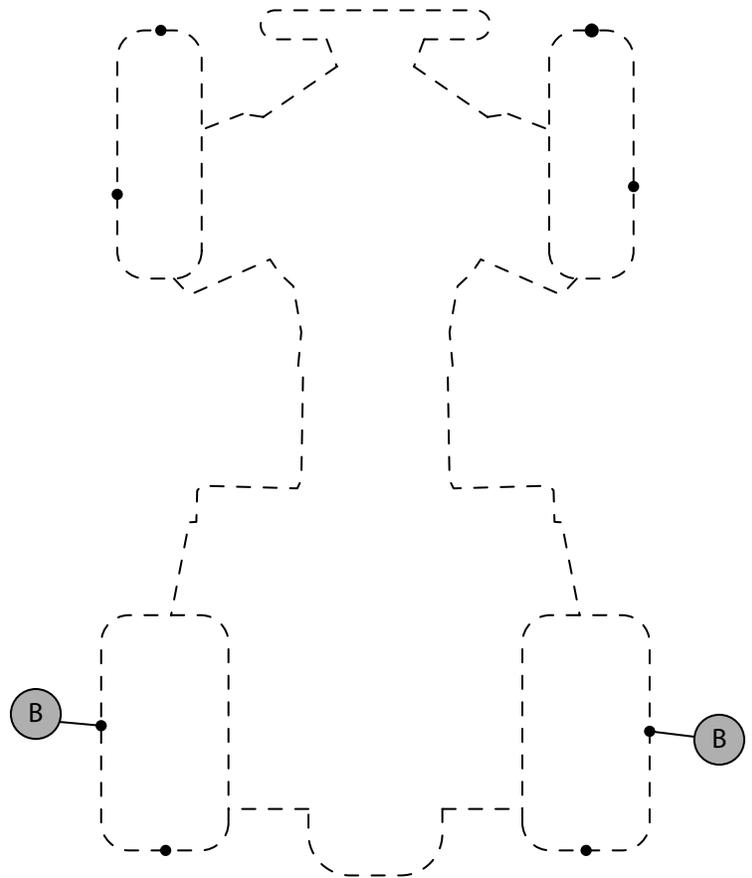
Mark both B's
on the deck with a dot at the inside edge of each rear tire
(use a square).



Step 7 - Option 2

TOP VIEW
REAR CLAMPING DEVICE - OUTSIDE MOUNTING

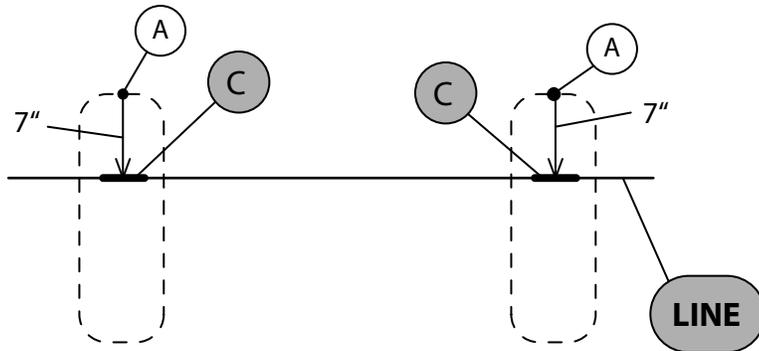
Mark both B's
on the deck with a dot at the outside edge of each rear tire
(use a square).



Step 8

 Use care when moving the transported vehicle.

Remove the transported vehicle from the deck.



Front Chock

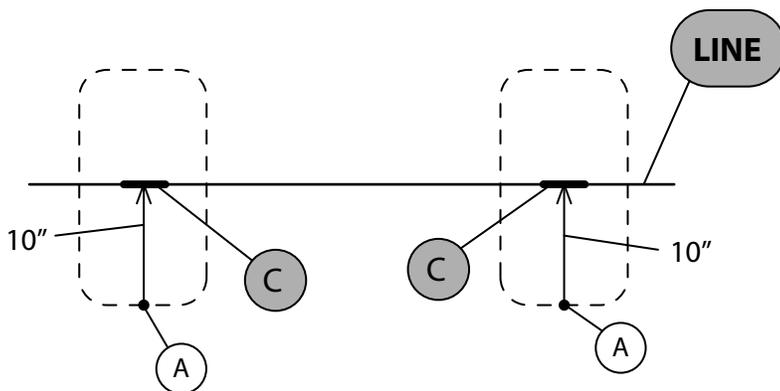
Step 9

Mark both C's
on the deck, 7" back from both front A's.

Step 10

 Use a straightedge.

Draw line to connect both front C's



Rear Clamping Device

Step 11

Mark both C's
on the deck, 10" forward from both rear A's.

Step 12

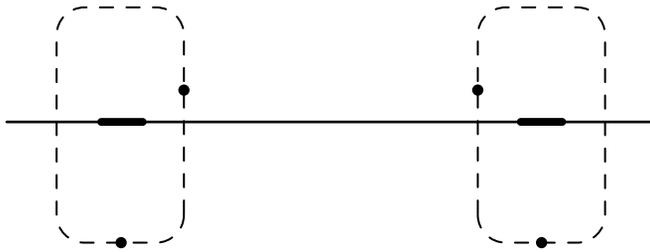
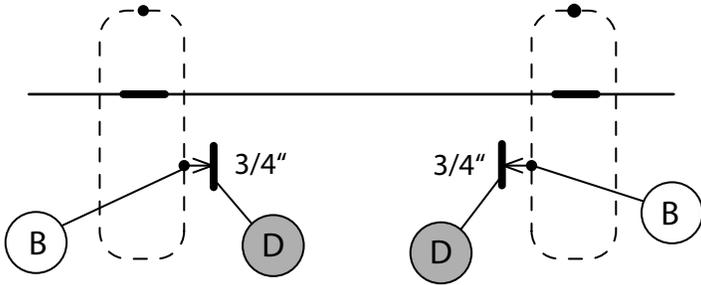
 Use a straightedge.

Draw line to connect both rear C's

Step 13 - Option 1

TOP VIEW
TIRE GUIDES - INSIDE MOUNTING

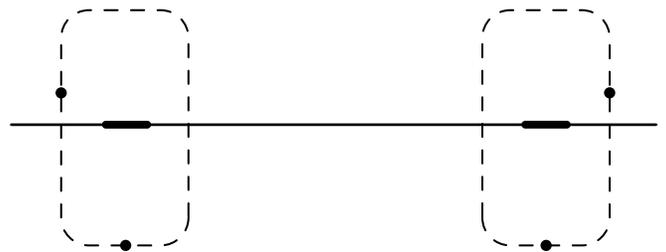
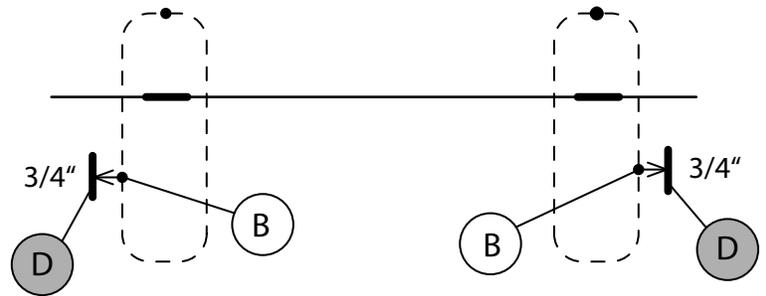
Mark both D's
on the deck with a dot 3/4" inwards of each front B.



Step 13 - Option 2

TOP VIEW
TIRE GUIDES - OUTSIDE MOUNTING

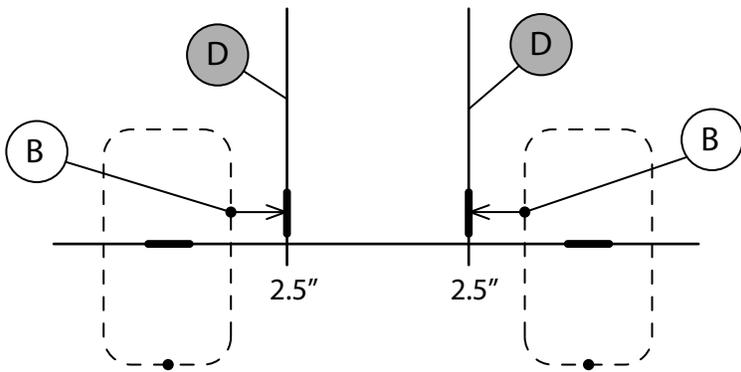
Mark both D's
on the deck with a dot 3/4" outwards of each front B.



Step 14 - Option 1

TOP VIEW
REAR CLAMPING DEVICE - INSIDE MOUNTING

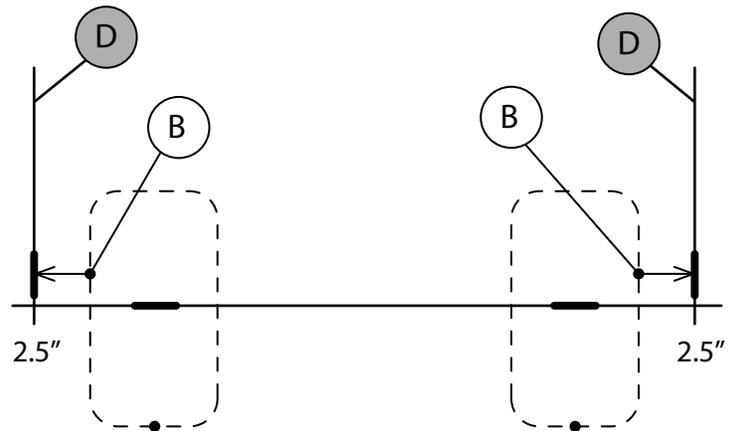
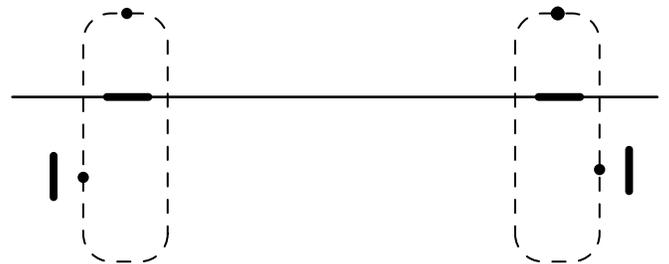
Draw both line D's
on the deck with 2.5" inwards of each B.



Step 14 - Option 2

TOP VIEW
REAR CLAMPING DEVICE - OUTSIDE MOUNTING

Draw both line D's
on the deck with 2.5" outward of each B.



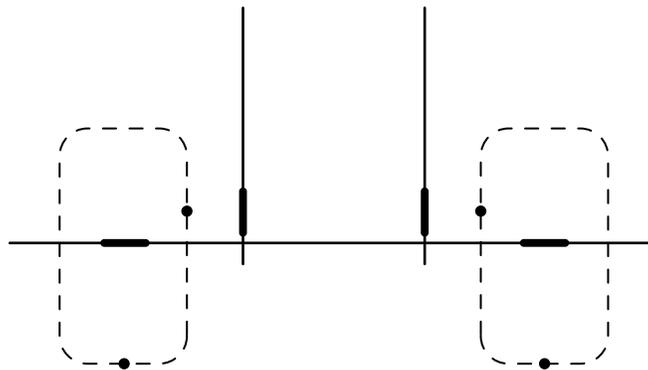
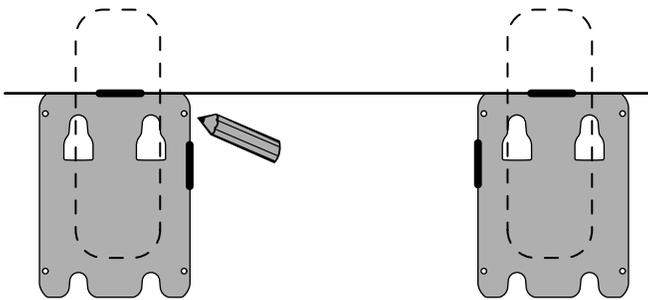
Step 15 - Option 1

TOP VIEW TIRE GUIDES - INSIDE MOUNTING

Place mounting plates on deck as shown.

Align the front edge of each plate with the front line.
Align the inside edge of each plate with the front B's.
Use the front line to ensure that the mounting plates are square.

Mark the four mounting holes on each plate on the deck.



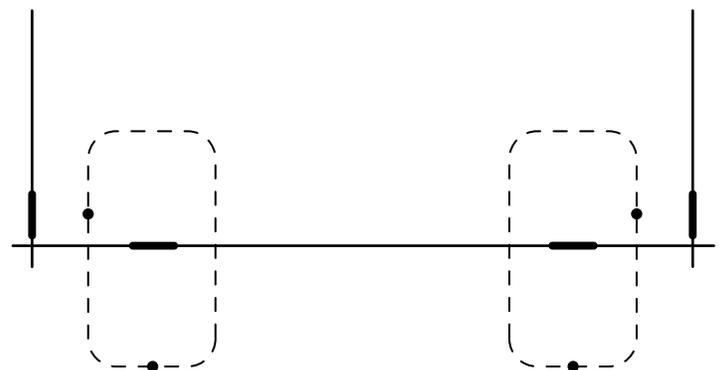
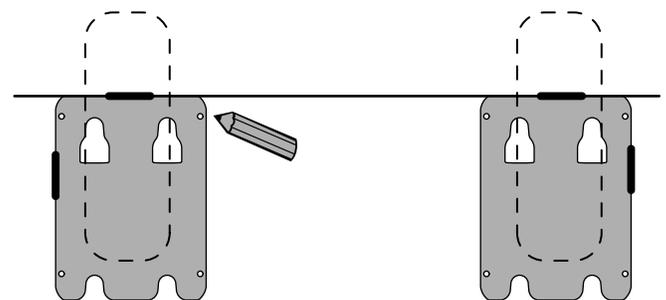
Step 15 - Option 2

TOP VIEW TIRE GUIDES - OUTSIDE MOUNTING

Place mounting plates on deck as shown.

Align the front edge of each plate with the front line.
Align the outside edge of each plate with the front B's.
Use the front line to ensure that the mounting plates are square.

Mark the four mounting holes on each plate on the deck.



Step 16 - Option 1

TOP VIEW

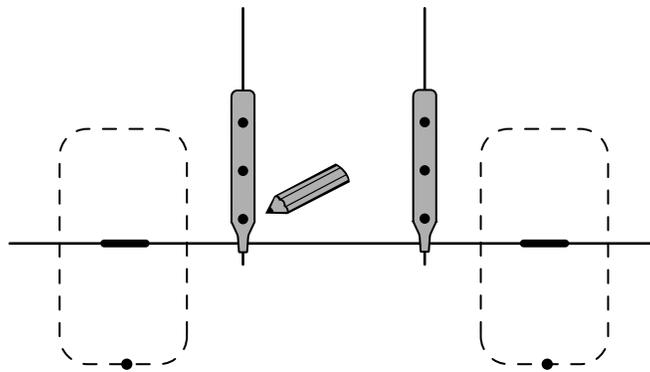
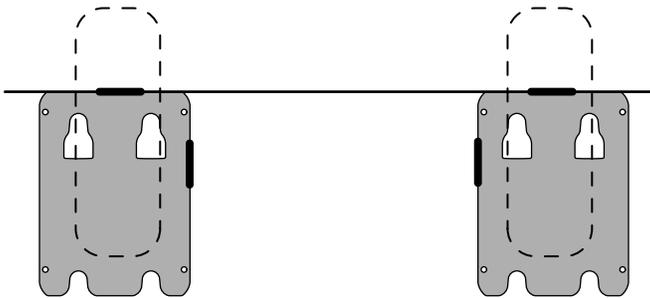
REAR CLAMPING DEVICE - **INSIDE** MOUNTING

Place deckbars on deck as shown.

Align the center holes along the rear D line.

Align the rear end of each deck bar as shown below.

Mark the three mounting holes on each bar on the deck.



Step 16 - Option 2

TOP VIEW

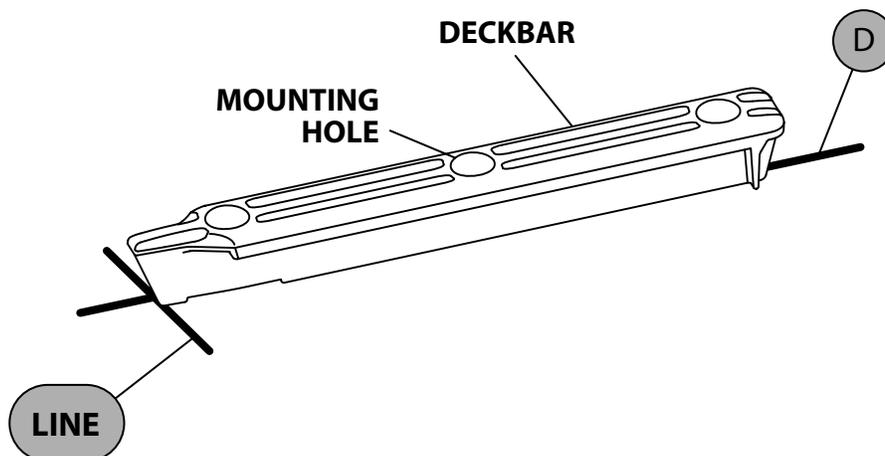
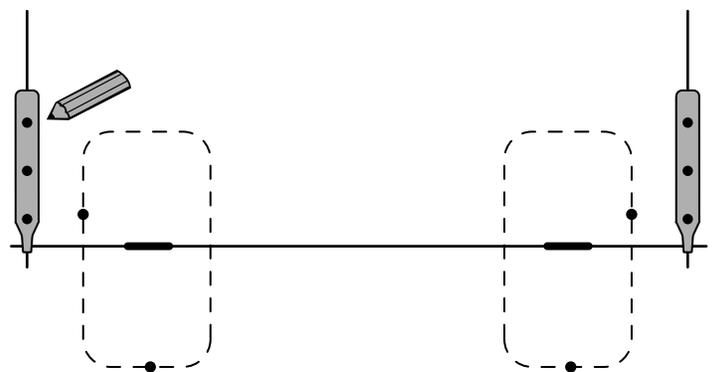
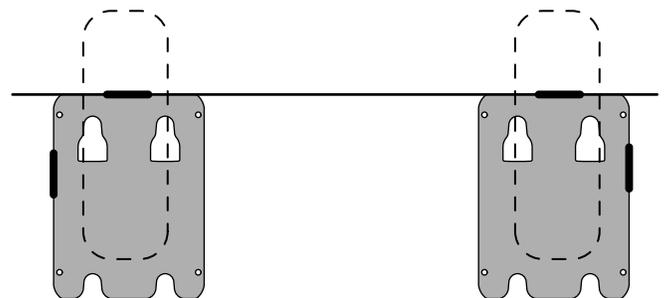
REAR CLAMPING DEVICE - **OUTSIDE** MOUNTING

Place deckbars on deck as shown.

Align the center holes along the rear D lines.

Align the rear end of each deck bar as shown below.

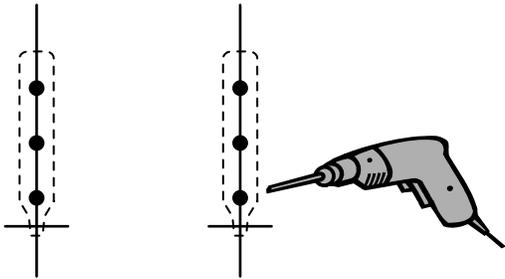
Mark the three mounting holes on each bar on the deck.



Installation - Drilling Holes and Installing Deckbars



All three deckbar mounting bolts must pass through a structural frame member capable of supporting the load. If such a frame member is not present, one must be installed. Failure to do so may result in failure and could lead to property loss, serious injury, or death.



Step 17 VERY IMPORTANT



Ensure that all three bolts from each deckbar will pass through a structural member capable of supporting the load. You may have to add frame members.

Remove deckbars and drill all six holes (use 5/16" drill bit) through the decking and frame member(s).



If different length bolts are required, use grade 5 or stronger.



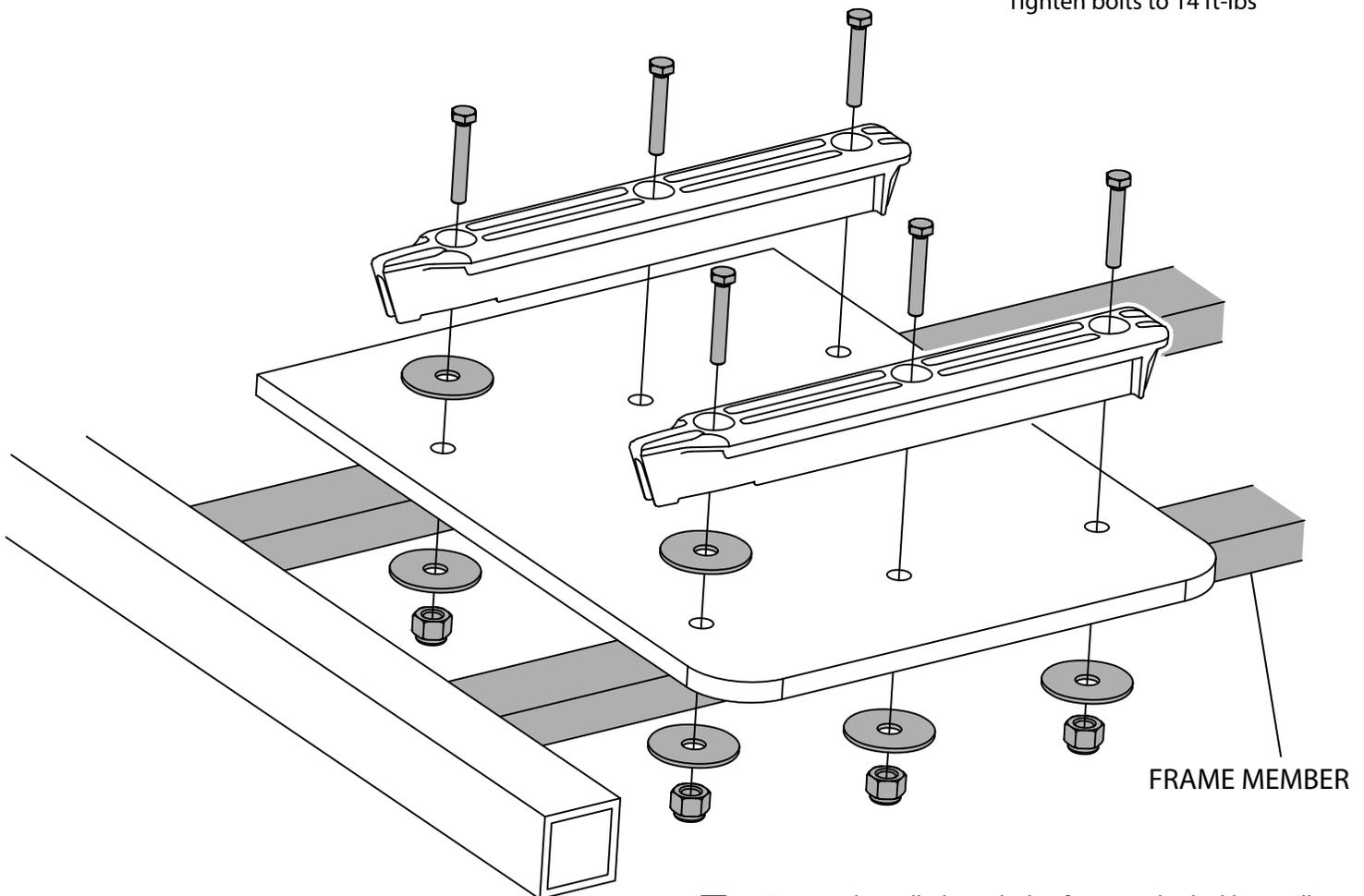
This image shows the bolts passing downwards through the deckbar, with the nuts on the underside of the deck. If required, the bolt configuration can be reversed so that the bolts pass upwards through the deck.

Step 18

Attach both deckbars with:

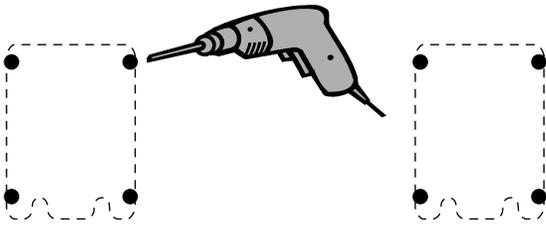
- 6 x bolts,
- 8 x washers
- 6 x Nylok nuts

Tighten bolts to 14 ft-lbs



Ensure that all three bolts from each deckbar will pass through a structural member capable of supporting the load. You may have to add frame members.

Installation - Drilling Holes for Mounting Plates



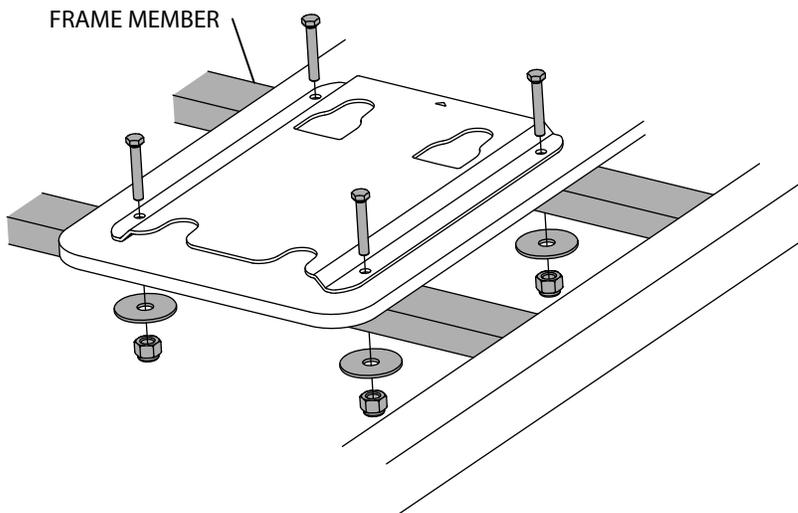
Step 19 VERY IMPORTANT



Ensure that at least 2 bolts from each plate will pass through a structural member capable of supporting the load. You may have to add frame members.

Remove mounting plates and drill all eight holes (use 5/16" drill bit) through the decking and frame member(s).

Installation - Mounting Plates



Step 20

Attach each mounting plate with:

- 4 x bolts,
- 4 x washers
- 4 x Nylok nuts

Tighten bolts to 14 ft-lbs



If different length bolts are required, use grade 5 or stronger.

Installation - Place Chocks on Mounting Plates

Step 21



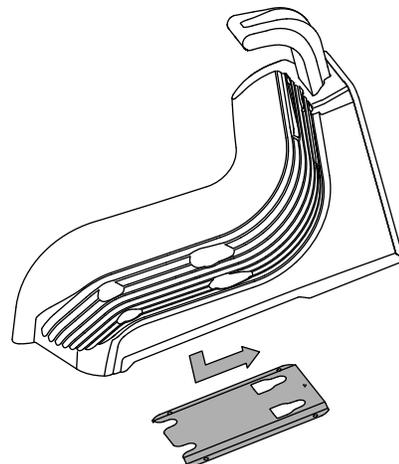
Refer to "Operation - Attaching Chock"

Attach chocks to mounting plates.

Tire stops will not be installed at this point.

Verify operation of locking mechanism.

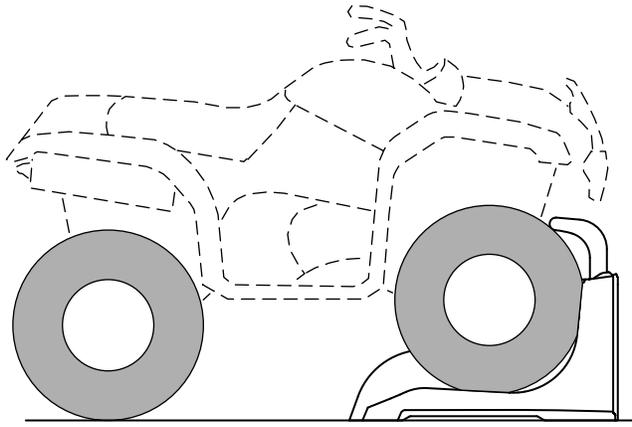
Verify location of chocks.



Installation - Position Transported Vehicle

P

(P)



Step 22

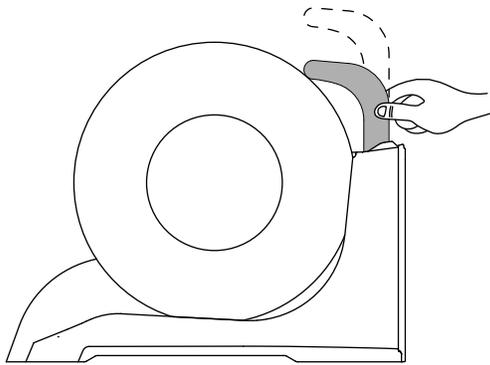
 Use care when moving the transported vehicle.

Position transported vehicle in chocks, with the front tires up against the chocks

Activate the parking brake (if equipped) and place the transmission in "park" or in gear - the transported vehicle must not freewheel.

Transported vehicle must be in its normal operating position (i.e. on all 4 wheels).

Installation - Tire Stop Setup

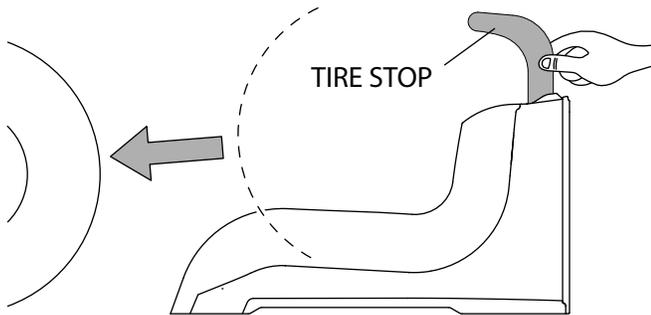


Step 23

Insert a tire stop into one of the chocks.

Step 24

Lower the tire stop until it touches the tire.



Step 25

 Use care when moving the transported vehicle.

 Use two people for this step.

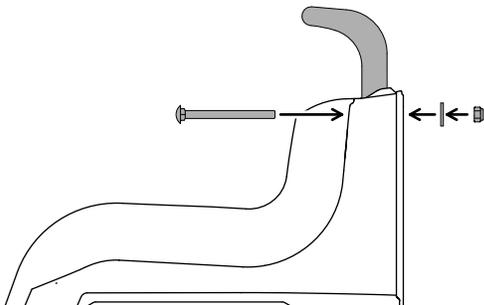
Note height and remove transported vehicle.

Step 26

If the bolt hole in the tire stop is not aligned when at the noted height, raise the tire stop until the next hole is aligned.

Do not lower.

Install the bolt, washer, and nut as shown and tighten to 25 in-lbs.



Step 27

Insert the second tire stop into the second chock and lower to the same height as the first tire stop.

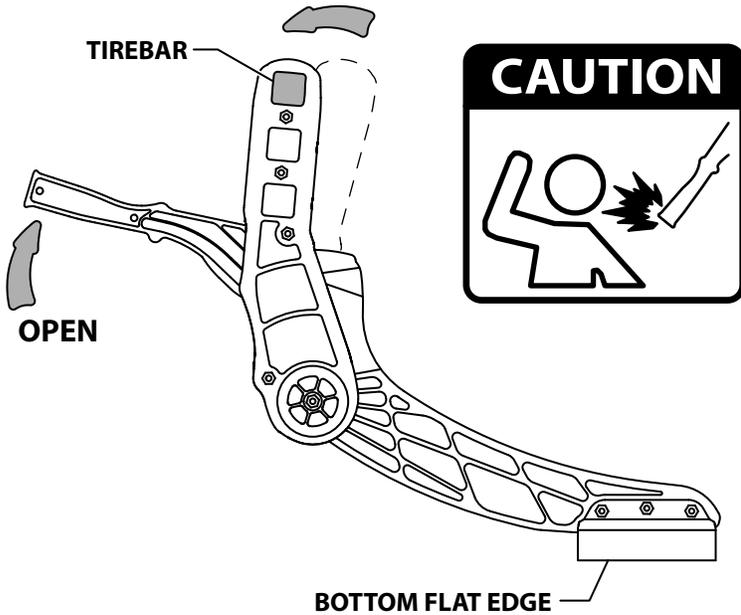
Install the bolt, washer, and nut as shown and tighten to 25 in-lbs.

Position the transported vehicle in the chocks and verify that the tire stops are correctly positioned.

Installation - Preparing Rear Clamping Device - Tirebar Height



The internal mechanism of the rear clamping device is preloaded and the lever must be operated with a firm and controlled grip, otherwise injury or death may result.



Step 28

Open rear clamping device.

Move lever upwards to open position.

Step 29

Place tirebar into topmost square hole.

Step 30

Position rear clamping device onto deck bar.

Slide clamp forward until the **tirebar** touches the tire.

Step 31

Note contact location of tirebar on the tire.

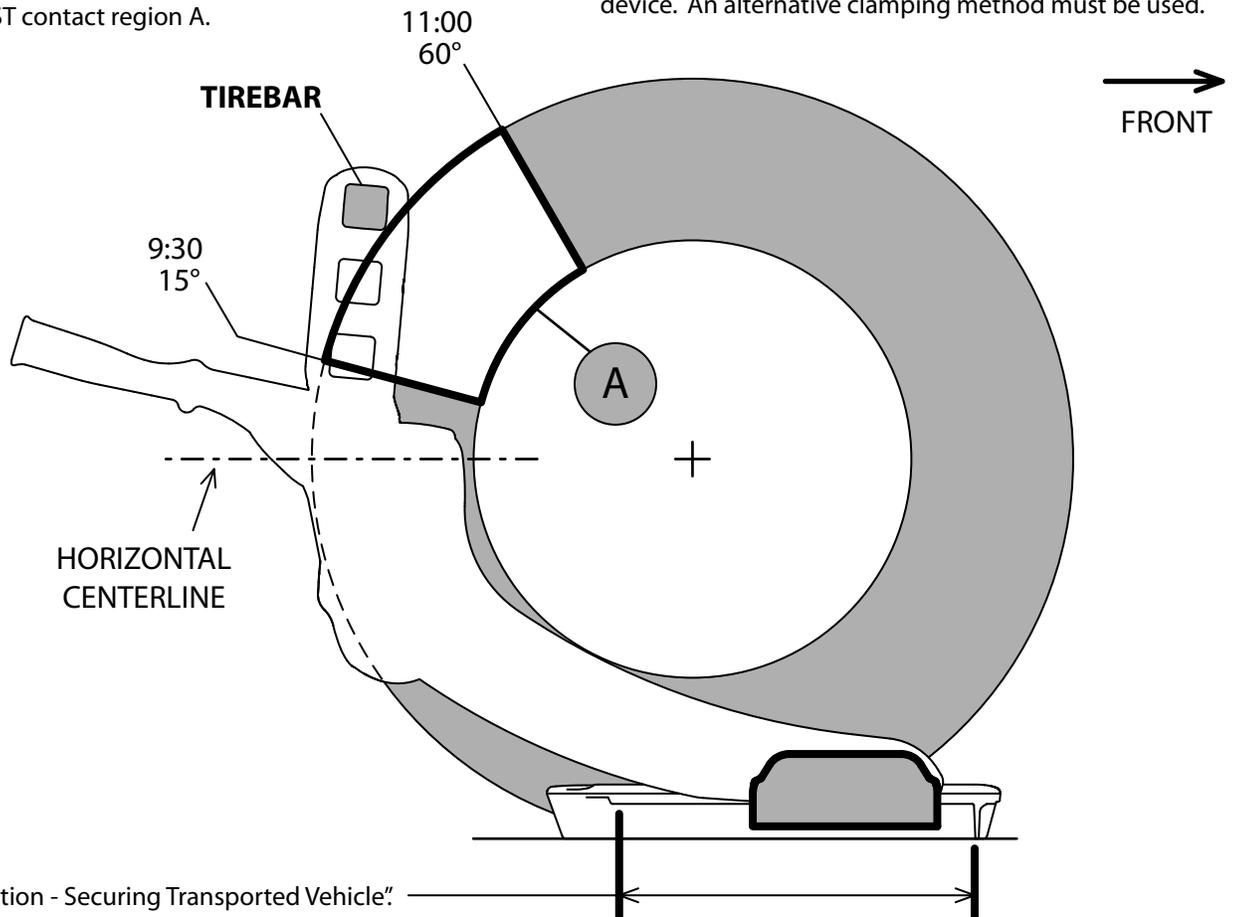
If the tirebar contacts anywhere in region A, the tirebar is in the correct square hole.

If the tirebar does not contact region A, move tirebar to the next lower square hole and repeat step 10, until the tirebar contacts region A.

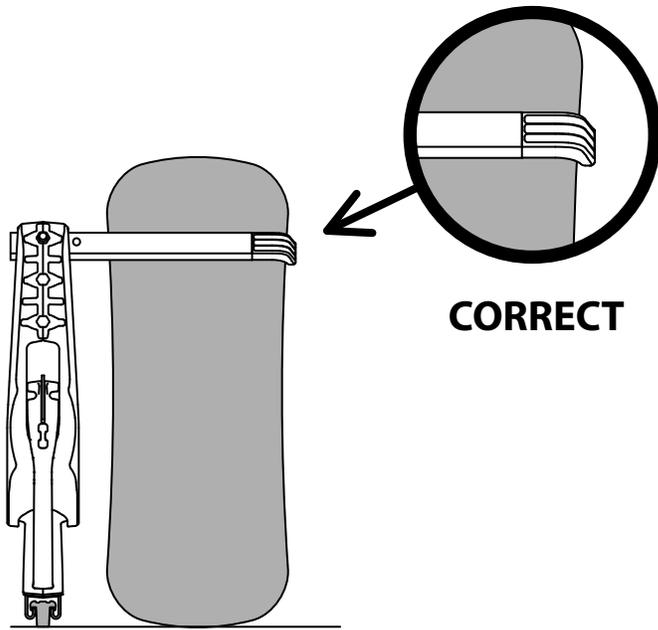
If the tirebar cannot be made to contact region A, your tire is outside of the recommended tire size for the rear clamping device. An alternative clamping method must be used.



Recommended tire size is 17" to 28" (actual outside diameter), however the tirebar **MUST** contact region A.



Refer to "Operation - Securing Transported Vehicle". In operation, the rear clamping device's teeth must be in this region. If not, deckbar placement must be adjusted accordingly.



CORRECT

Step 32

Place tirebar into square hole as determined in step 31.

Step 33

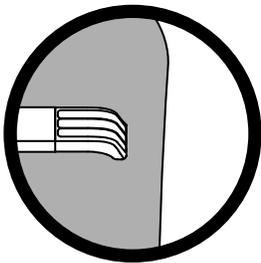
Position clamping device onto the deckbar.

Step 34

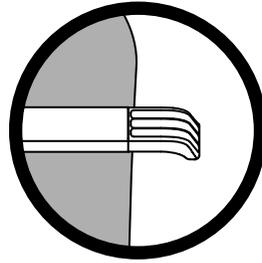
Note location of the tirebar tip on the tire.

The tirebar tip should be close to the outer edge of the tire.

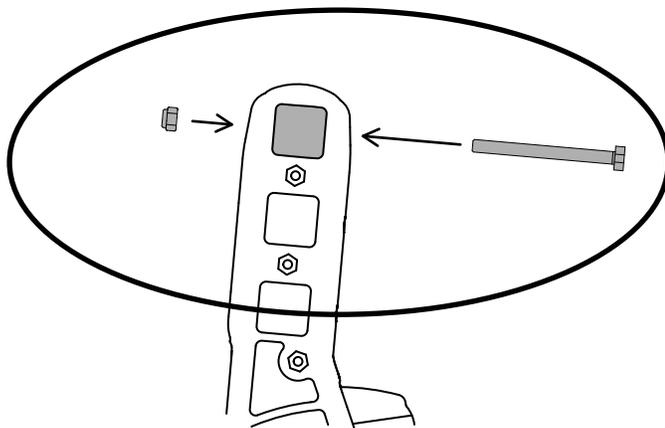
Refer to diagrams to determine proper configuration and adjust tirebar length accordingly.



INCORRECT



INCORRECT



Step 35

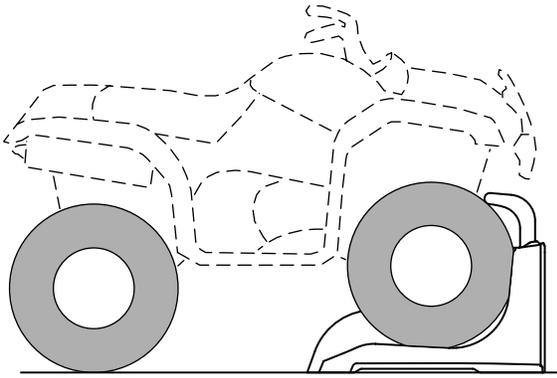
Insert locking bolt.

Install the bolt, washer, and nut as shown and tighten to 25 in-lbs.

Operation - Securing Transported Vehicle

P

(P)



Step 1

! Use care when moving the transported vehicle.

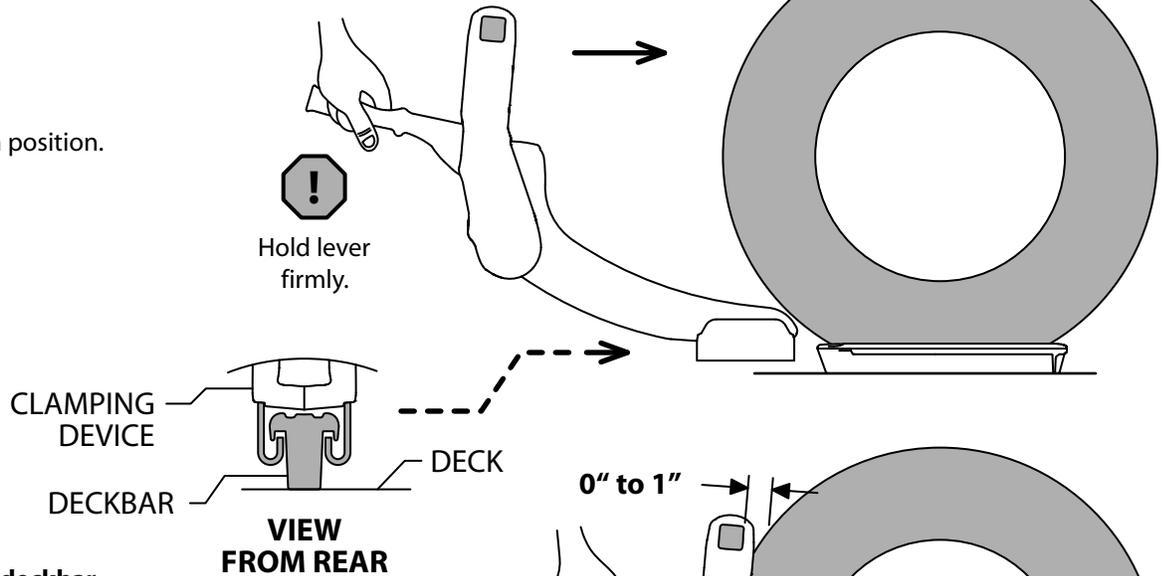
Position transported vehicle in chocks, with the front tires up against the chocks
Activate the parking brake (if equipped) and place the transmission in "park" or in gear - the transported vehicle must not freewheel.
Transported vehicle must be in its normal operating position (i.e. on all 4 wheels).

! The internal mechanism of the rear clamping device is preloaded and the lever must be operated with a firm and controlled grip, otherwise injury or death may result.

Step 2

Open clamping device.

Move lever upwards to open position.



Step 3

Align clamping device with deckbar.

Clamping device's teeth should be on the underside of the deckbar (see below).

Step 4

Push clamping device forward.

Tirebar should contact the tire or be no further than 1" away.

Tirebar should not apply pressure to the tire at this point.

Step 5

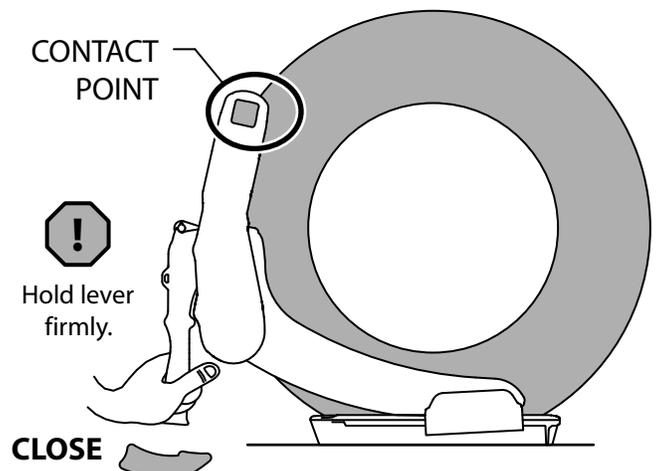
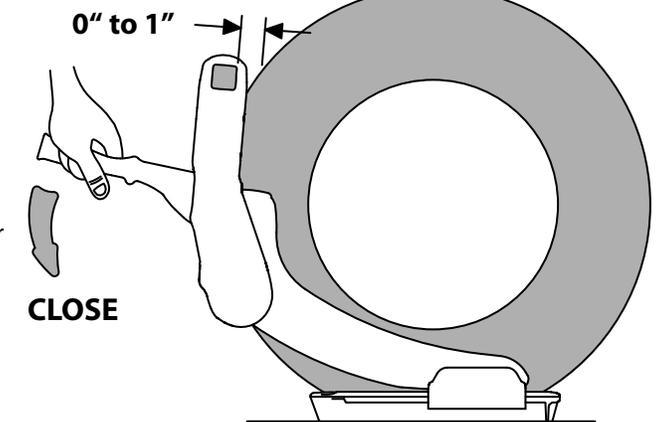
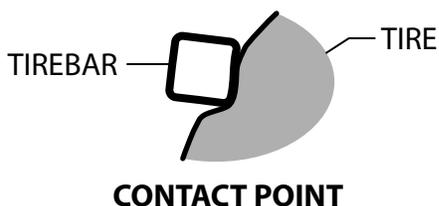
! Use a firm and controlled grip when operating the lever on the clamping device.

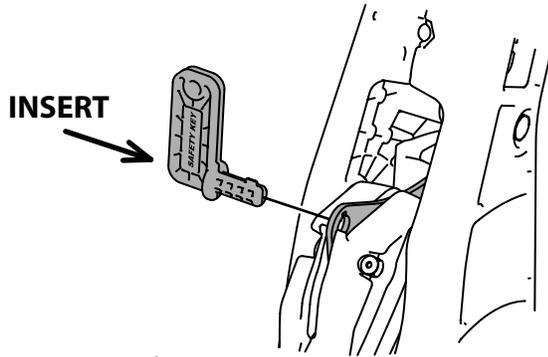
! Do not release the lever until the safety key is securely in place.

Close clamping device.

Push lever downwards to the closed position.

The tirebar should contact the tire, indenting it by 1" or more.

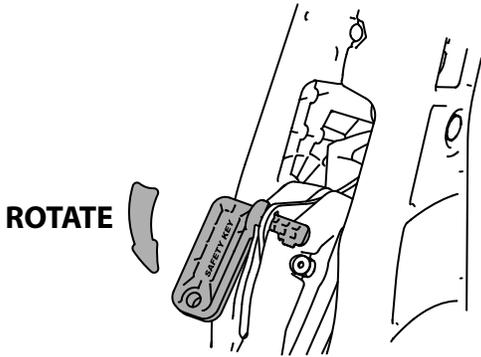




INSERT

Step 6

- Use a firm and controlled grip when operating the lever on the rear clamping device.
- Do not release the lever until the safety key is securely in place.
- For greater security, use your own padlock.



ROTATE

Secure the lever with the safety key.

Insert the safety key into the keyhole above the lever.
Rotate the safety key into its resting position.

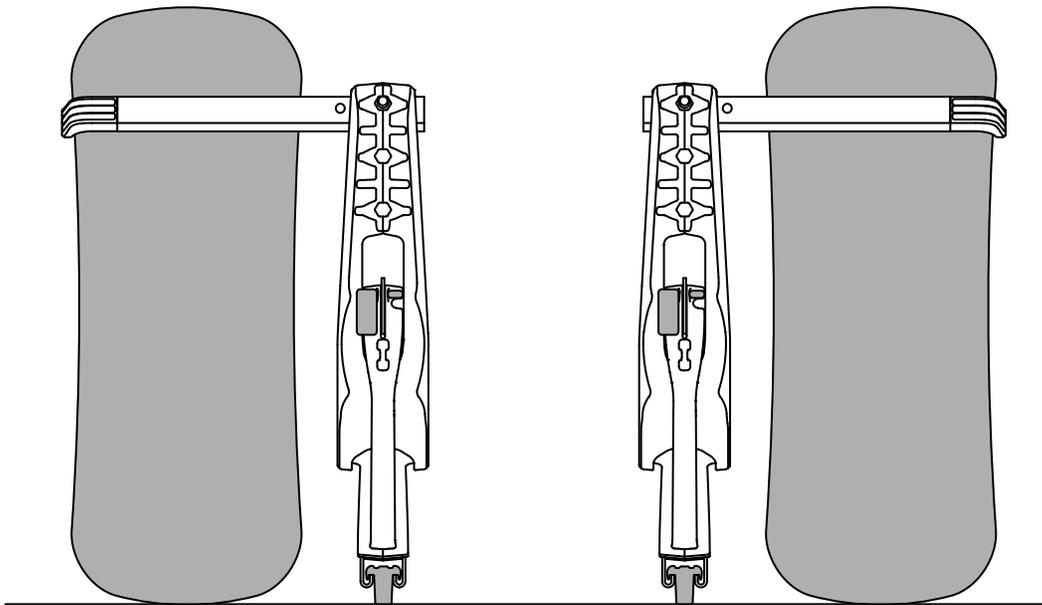
**SAFETY KEY SECURED
LEVER IMMOBILIZED**



System load rating - 815 kg / 1,800 pounds



Activate the parking brake (if equipped) and place the transmission in "park" or in gear - the transported vehicle must not freewheel.



REAR VIEW OF CLAMPING DEVICES (SHOWING OPTION # 1)
PUSHING THE ATV/UTV FORWARD INTO THE FRONT CHOCKS



All tires on the transported vehicle must be inflated to the manufacturer's specified air pressure. If they are under or overinflated, adjust the air pressure to the manufacturer's specified air pressure. If the tires are flat or cannot be brought to the manufacturer's specified air pressure, Superchock can not be used and the user must use another appropriate securement method.



Familiarize yourself with the relevant cargo securement regulations in your jurisdiction.



Refer to "Description of Securement Standards" for more information about cargo securement regulations.
Refer to "Description of Resisting Motion" for more information about the forces acting on cargo during transportation.



The internal mechanism of the rear clamping device is preloaded and the lever must be operated with a firm and controlled grip, otherwise injury or death may result.

When opening the rear clamping device:

**Do not release the lever until it is resting in the open position.
Do not allow the lever to snap open at any point during its travel.**

When closing the rear clamping device:

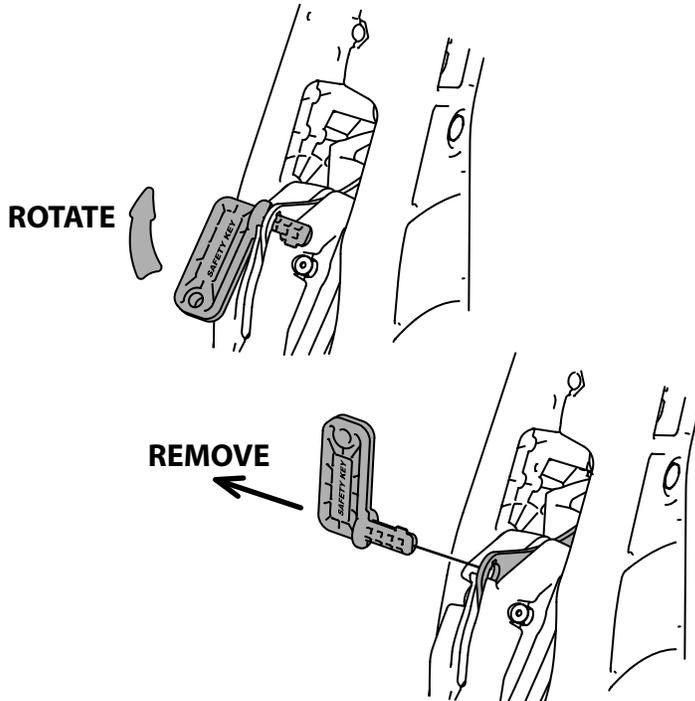
**Do not release the lever until it is in the closed position AND the
safety key is securely installed.
Do not allow the lever to snap open at any point during its travel.**

Use a firm and controlled grip at all times.

Operation - Removing Transported Vehicle



The internal mechanism of the rear clamping device is preloaded and the lever must be operated with a firm and controlled grip, otherwise injury or death may result.



Use a firm and controlled grip when operating the lever on the clamping device.



Do not release the lever until it is in the open position.



Do not allow the lever to snap open. Damage to the clamping device may occur.

Step 1

Remove the safety key.

Grip the lever firmly and press downwards to remove any preload on the safety key.

Rotate the safety key and remove it from the keyhole.

Step 2

Open clamping device.

Slowly move the lever upwards to the open position.

Step 3

Pull clamping device rearward.

to remove it from the deckbar

Step 4

Repeat steps 1 through 3

to remove the second clamping device.

Step 5



Use care when moving the transported vehicle.

Remove the transported vehicle from the deck.

