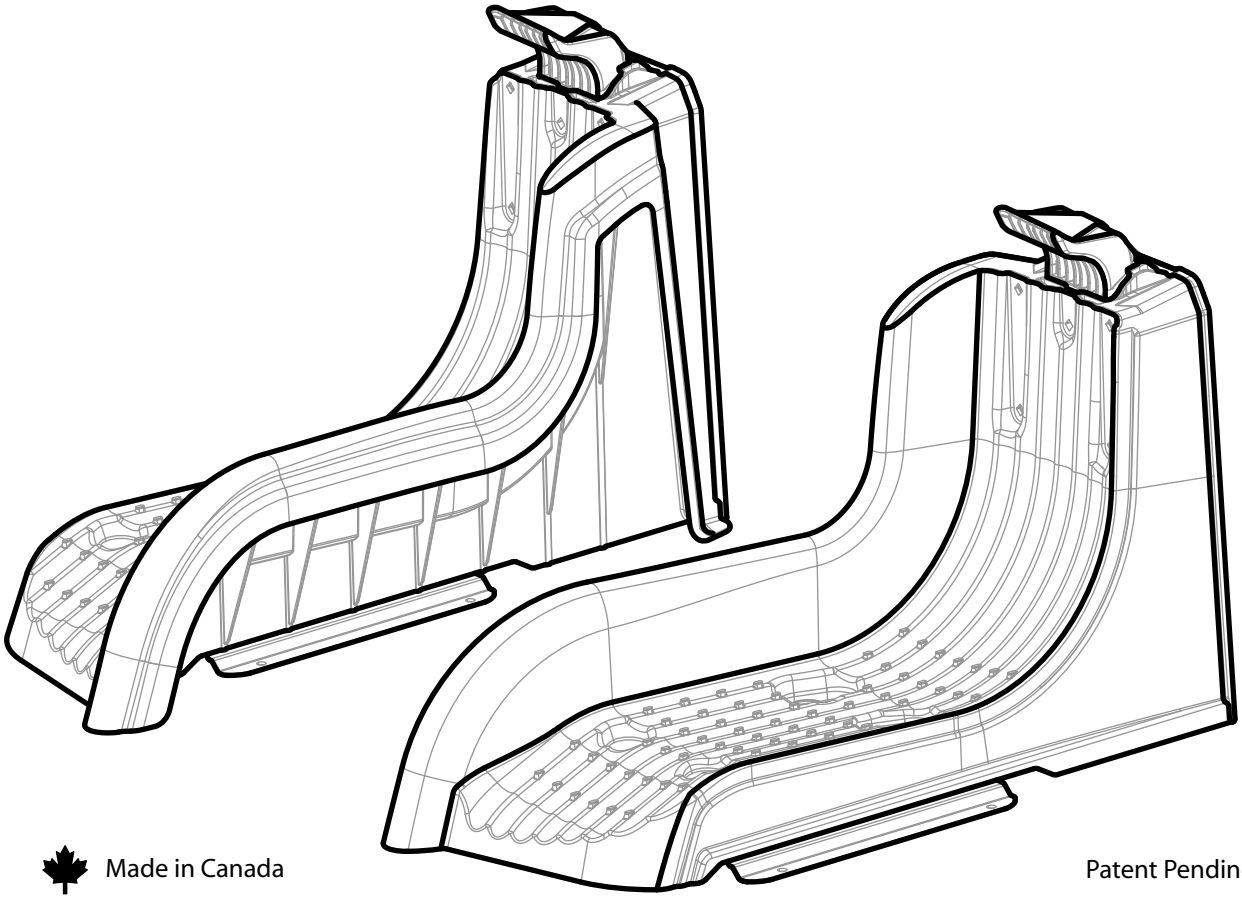
CAN AM SPYDER® SUPERCHOCK KIT

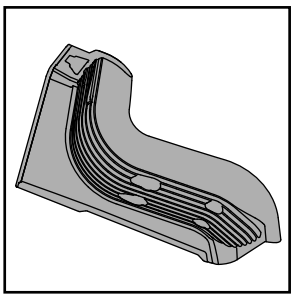
Installation and Operating Manual



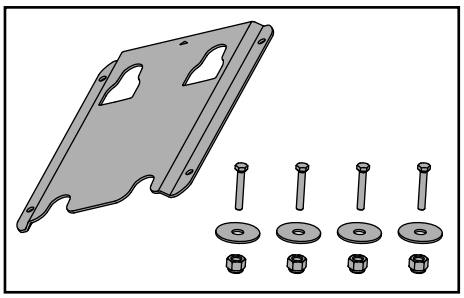
Made in Canada

Patent Pending

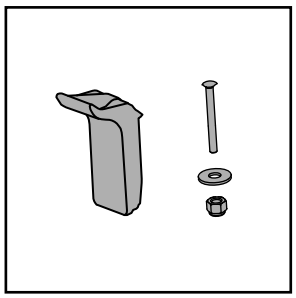
Components in kit



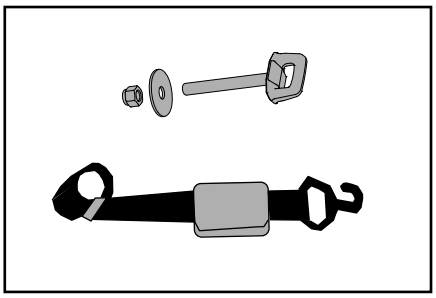
Chock
Left and Right



Mounting Plates
2 sets



Tire Stop
2 sets



Deck Hook & Ratchet Strap
2 sets

WWW.SUPERCLAMP.NET™

Notice

• Please read manual completely before starting and ensure that you comprehend all of the steps before proceeding.
• If you do not feel confident preforming 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 manoeuvers.
• **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.
• **Tie Down Strap** - A strap, typically constructed from synthetic webbing, with a ratcheting mechanism, which increases tension in the strap, for the purpose of securement. Each strap must be clearly marked with its working load limit. Ratcheting mechanisms with great mechanical advantages, such as Come Alongs or winches, may be employed, but they must be used with care because they can provide so much force that they may damage the transported vehicle, the transporting vehicle or the Superchock. Ropes or any other straps without ratcheting mechanisms are not an acceptable tie down straps for use with Superchock.
• **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

• 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.

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.
• Unless explicitly stated by the manufacturer of a truck deck, telescoping sides on truck decks are not capable of satisfying the securement requirements of the Superchock. When Superchock is mounted to the telescoping sides, the transported vehicle must always be tethered to the frame of the truck deck.
• Secondary structures, such as telescoping sides, headache racks, sidewalls, tailgates, and the like, are not suitable mounting points for the tie down straps. Unless explicitly stated by the manufacturer of a truck deck, the tie down straps should only be attached to the frame of the deck.
• When selecting a mounting point on the transported vehicle or transporting vehicle, refer to the manufacturer's operating manual. Always assume that unlabeled or unspecified mounting provisions are not suitable securement points.
• Inspect all components of the Superchock regularly. If any component of the system is 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.

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

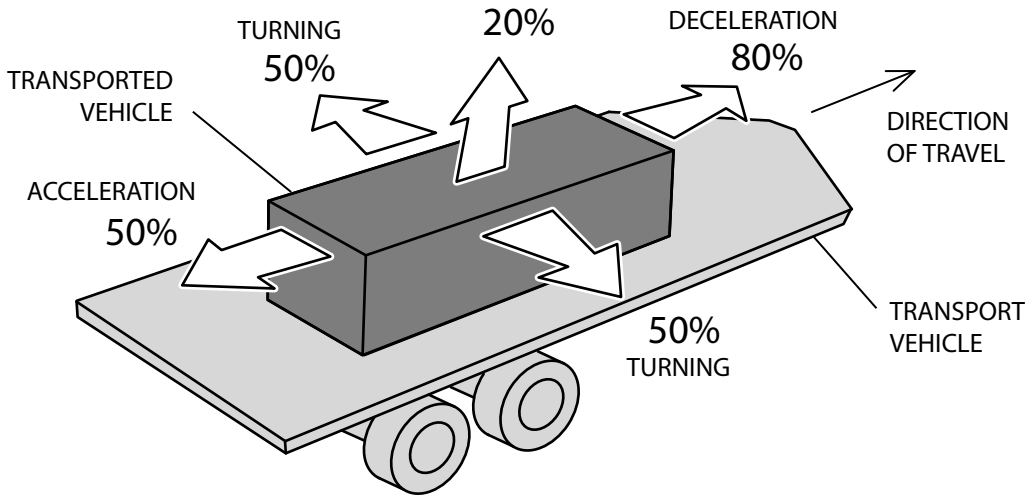
Description of Securement Standards

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 applicible 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 applicible standard is the Protection Against Shifting and Falling Cargo standard of the Department of Transportion.

When it comes to cargo securement, the ultimate responsibilty 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 represent 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:
- forewards 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.

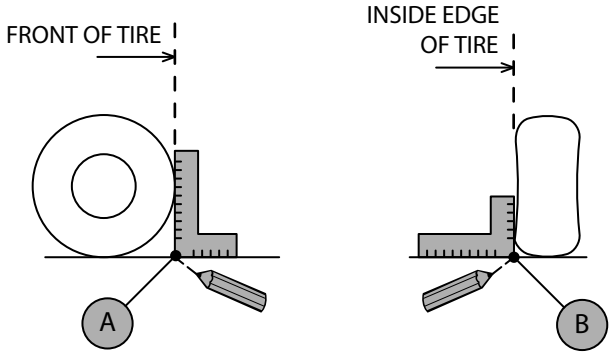
The Superchock system is designed to work in conjuction with ratchet tie straps that are supplied by the user. Without the ratchet tie straps, the vehicle will not be secured in all directions, as required by law.

The ratchet tie straps serve two important functions.

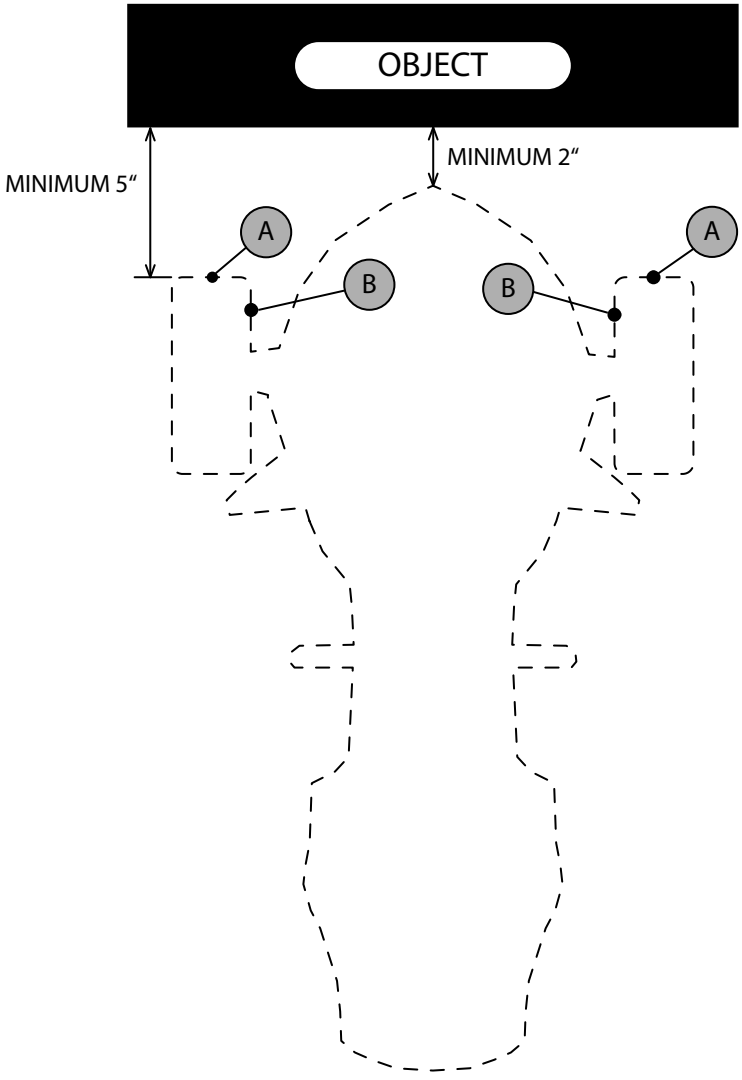
The first function is to force the transported vehicle into the chock for the purpose of preloading the front tires. When that occurs, the chocks are able to restrain the front end of the transported vehicle in the following manners:
- the braking forces (the front of the front tires pressing into the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



Use square for placement of marks.



Step 1

Use care when moving the transported vehicle.

Postion 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: No less than 5" of clearance with any objects in front of the front tires.

Step 2

Mark both A's
on the deck with a dot at the front of the front tires (use a square).

Step 3

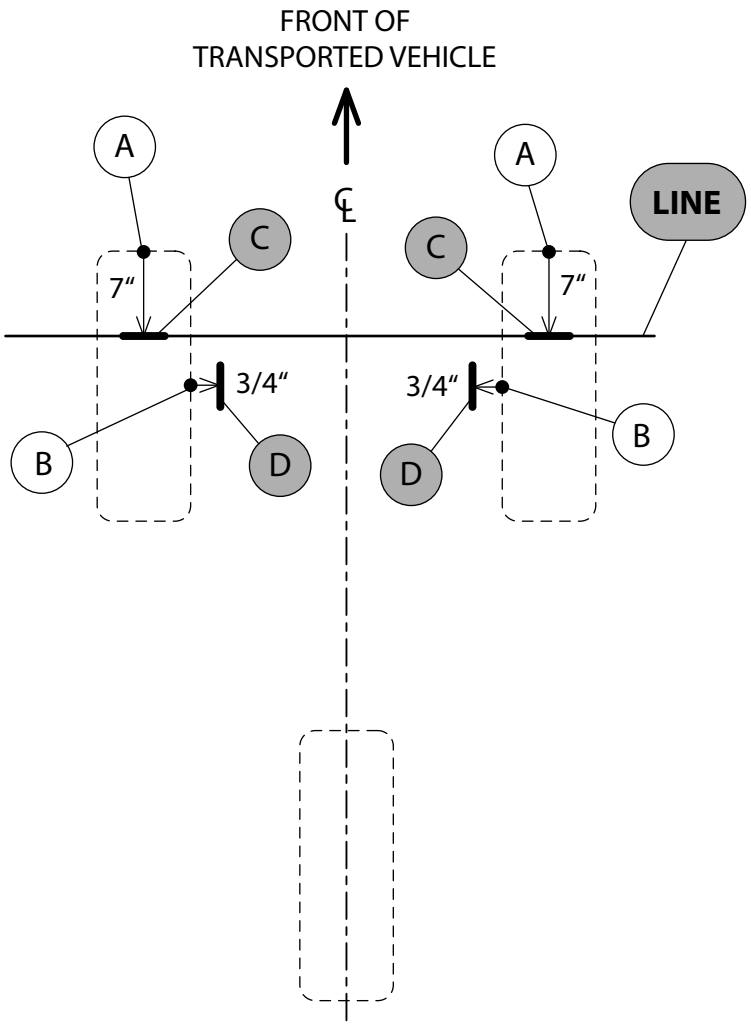
Mark both B's
on the deck with a dot on the inside edge of each front tire (use a square).

Step 4

Use care when moving the transported vehicle.

Remove the transported vehicle from the deck.

Installation - Layout for Deckplates



VEHICLE IS NOT ON DECK FOR THESE STEPS
TIRE OUTLINES ARE SHOWN FOR CLARITY

TOP VIEW OF DECK

Step 5

Mark both C's

7" back from both A's

Step 6

Use a straightedge.

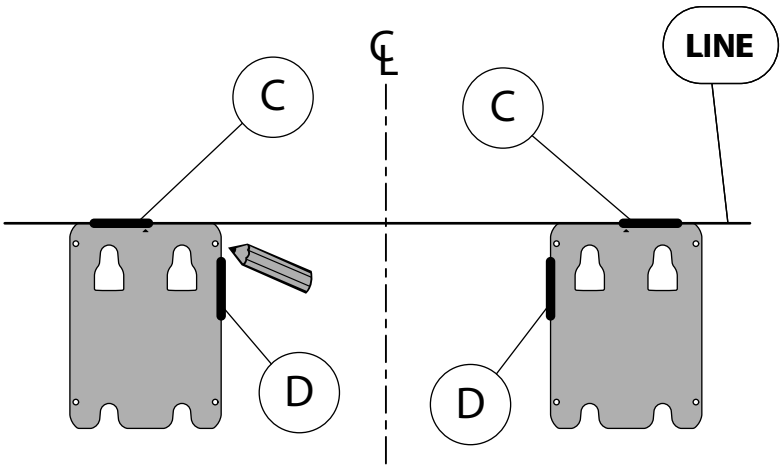
Draw line to connect both C's

Step 7

Mark both D's

3/4" inwards from both B's

Installation - Placing Deckplates



Step 8

Place mounting plates on deck

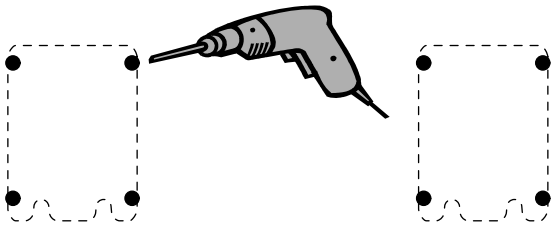
Align the front edge of each plate with the line

Align the inside edge of each plate with the marked D's

Use line to ensure that the mounting plates are square

Mark the four holes on each plate

Installation - Drilling Holes for Mounting Plates

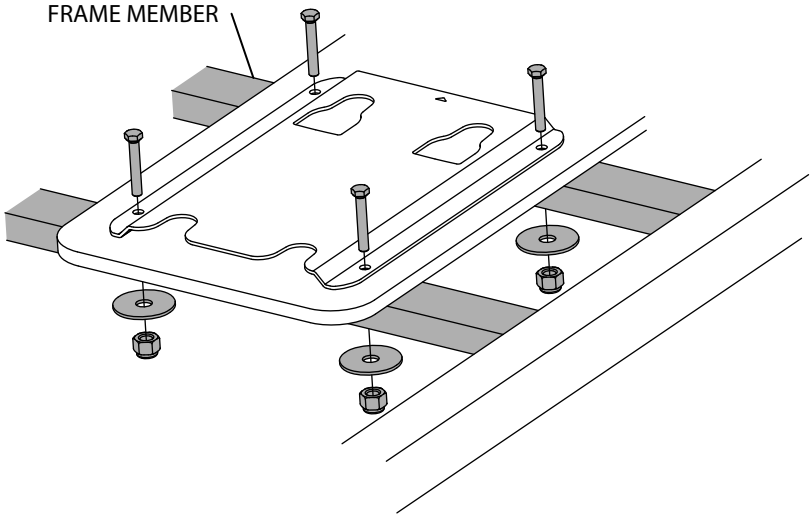


Step 9

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 10

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.

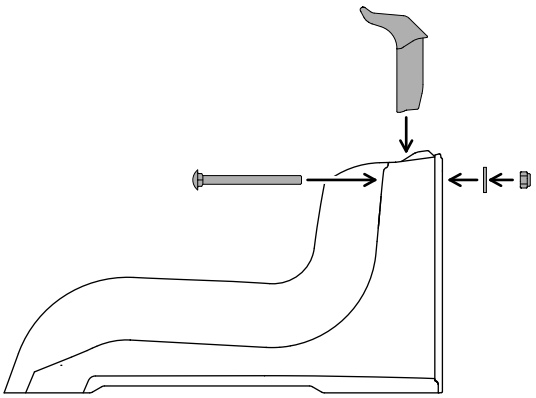
Installation - Place Chocks on Mounting Plates

Step 11

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 - Tire Stop Setup



Step 12

Insert a tire stop into one of the chocks.

Install the bolt, washer, and nut as shown and tighten to 25 inlbs.

Step 13

Insert the second tire stop into the second chock.

Install the bolt, washer, and nut as shown and tighten to 25 inlbs.

Step 14

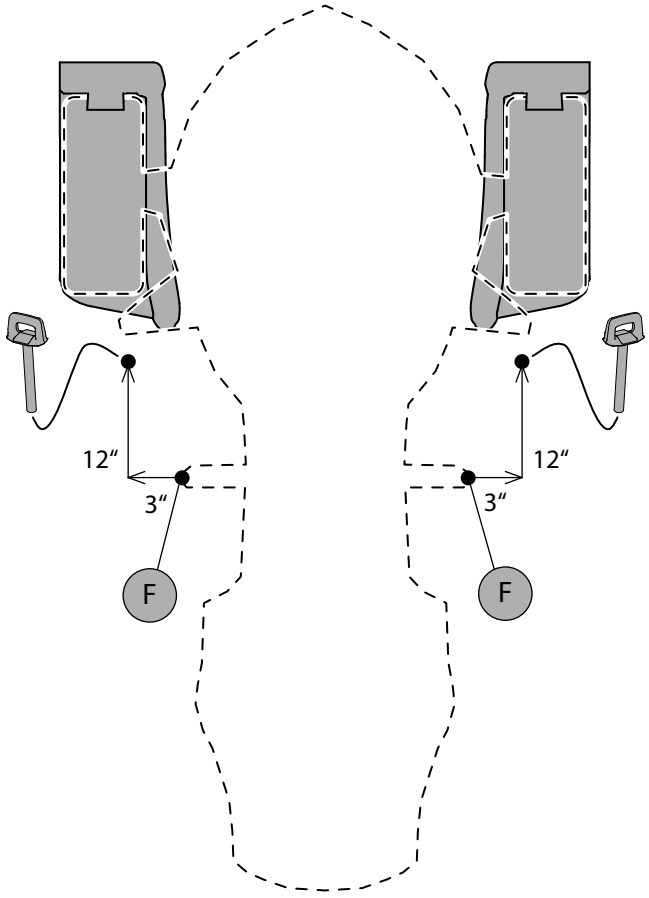
Use care when moving the transported vehicle.

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

Verify clearances between the transported vehicle and all surrounding objects.

If clearances are not as expected, remove transported vehicle and perform any necessary corrections.

Installation - Deck Hook Placement - Spyder models ST / ST-S / ST Ltd. / RS / RS-S



This step is only valid for certain Spyder models. Ensure that you use the correct deck hook placement. Turn to page 9 for other models.

Step 15

Mark both F's

on the deck directly below the middle of the end of each foot peg (use a square).

Step 16

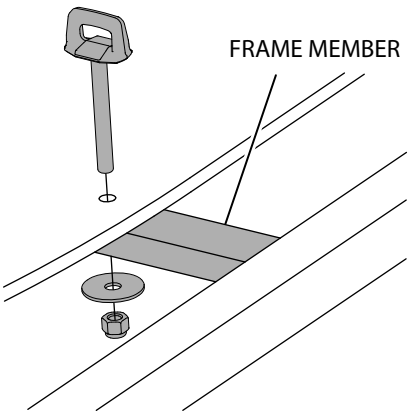
Mark spots for deck hooks

3" outward and 12" forward of both F's

Step 17

Ensure that both deck hooks will pass through a structural member capable of supporting the load. You may have to add frame members.

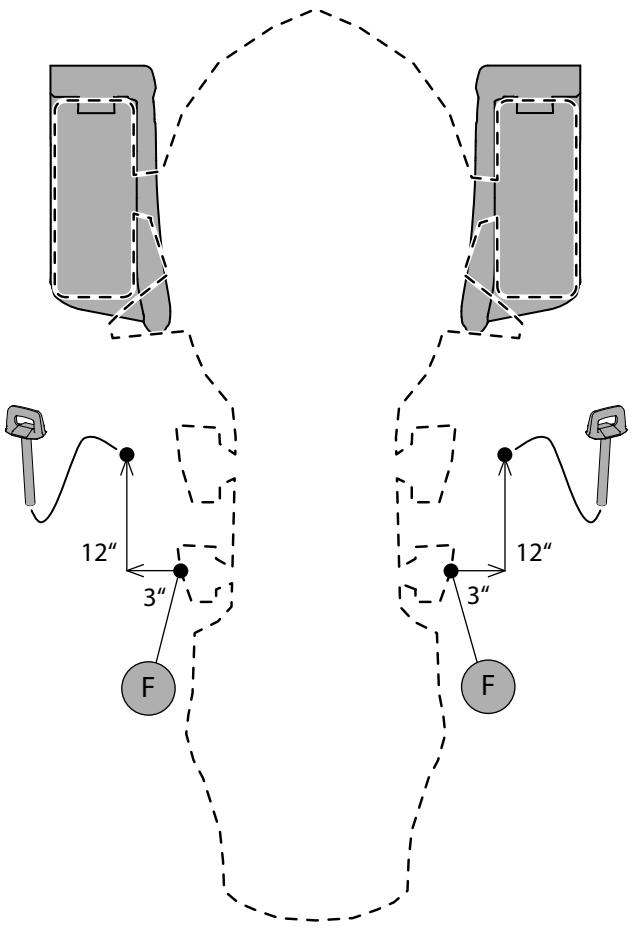
Drill both holes (use 1/2" drill bit) through the decking and frame member(s).



Step 18

Insert each deck hooks into the drilled holes.

Install a washer and nut as shown and tighten to 40 ft-lbs.



This step is only valid for certain Spyder models. Ensure that you use the correct deck hook placement. Turn to page 8 for other models.

Step 15

Mark both F's
on the deck directly below the middle of the end of each **REAR** footboard (use a square).

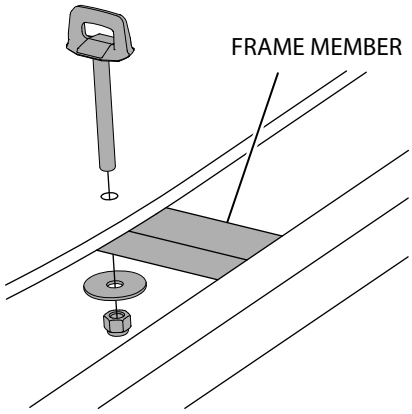
Step 16

Mark spots for deck hooks
3" outward and 12" forward of both F's

Step 17

Ensure that both deck hooks will pass through a structural member capable of supporting the load. You may have to add frame members.

Drill both holes (use 1/2" drill bit) through the decking and frame member(s).

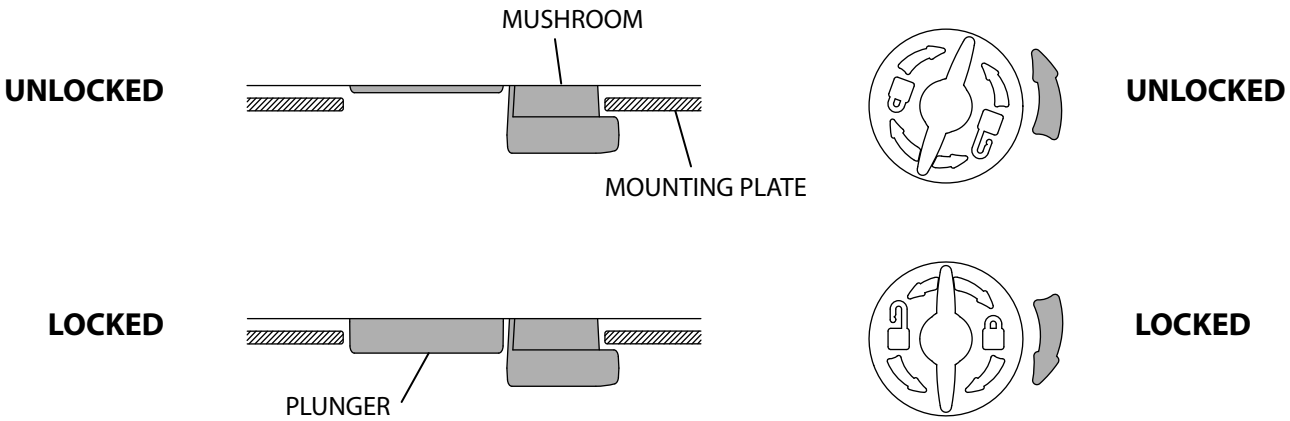


Step 18

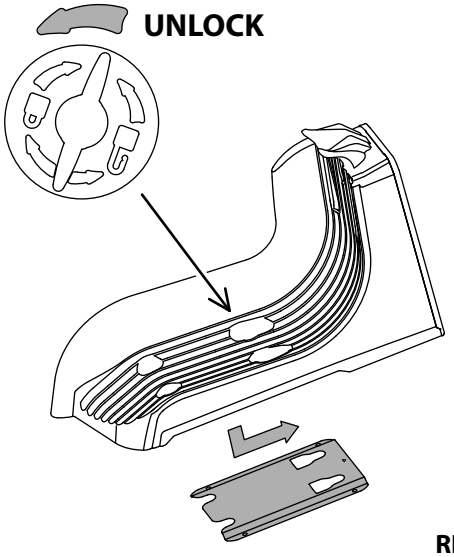
Insert each deck hooks into the drilled holes.

Install a washer and nut as shown and tighten to 40 ft-lbs.

Operation - Attaching Chocks on Mounting Plates



VIEW OF TWIST LOCK PLUNGERS



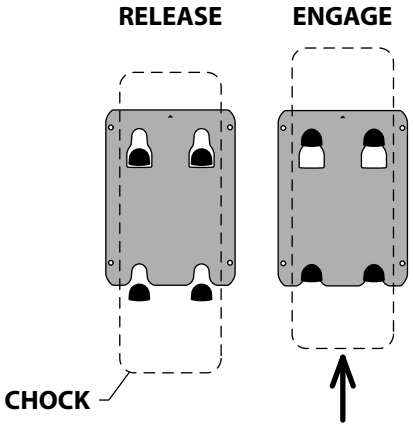
Step 1

Familiarize yourself with the locking mechanism.

Ensure twist lock knob area is clean.

Ensure deck mounting plate is clean.

Twist lock plunger must be in unlocked position



Step 2

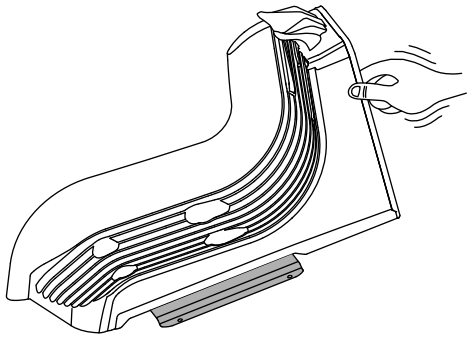
Place chock onto mounting plate as shown
Ensure that the mushrooms drop into the keyslots

Step 3

Slide the chock forward to engage

Step 4

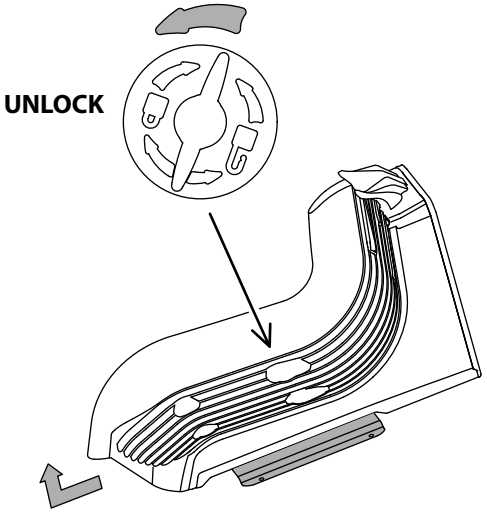
Rotate the twist lock knobs to lock position.



Step 5

Ensure that the twist lock plunger engaged before use. Chock should not move in any direction.

Operation - Removing Chocks from Mounting Plates

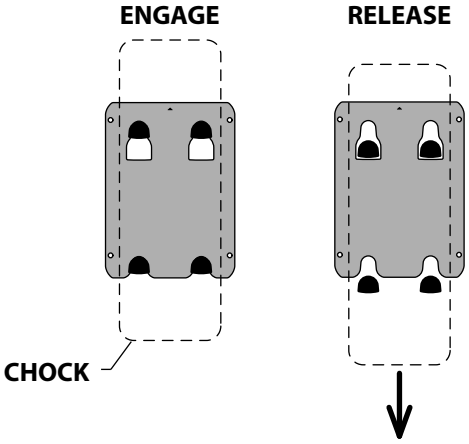


Step 1

Familiarize yourself with the locking mechanism.

Ensure twist lock knob area is clean.

Twist lock plunger must be in unlocked position to enable the chock to be removed



Step 2

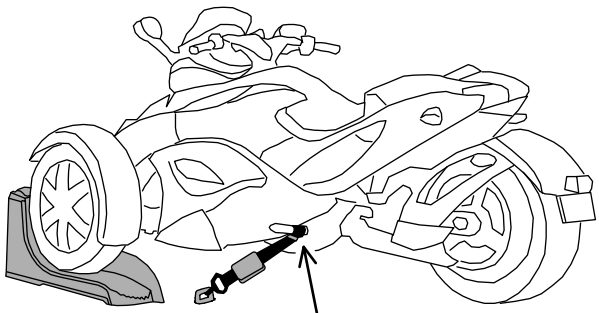
Slide chock back to release and lift up.

Operation - Securing Transported Vehicle - Spyder models ST / ST-S / ST Ltd. / RS / RS-S

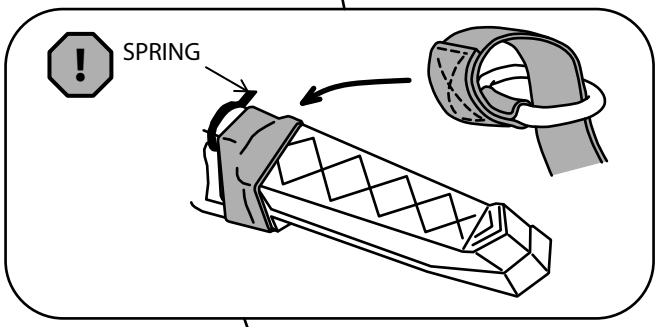
All tires on the transported vehicle must be inflated to the manufacturer's specified air pressure. If they are under or overinflated, adjust the air pressure to the manufacturer's specified air pressure. If the tires are flat or cannot be brought to the manufacturer's specified air pressure, Superchock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

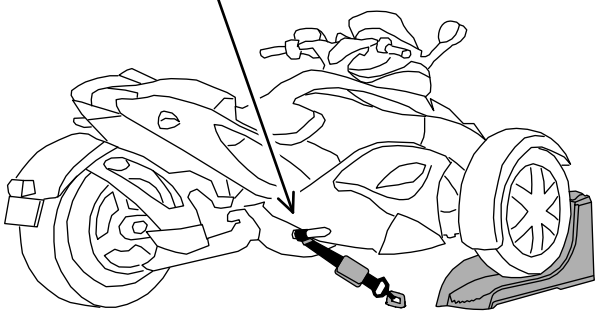
Familiarize yourself with the relevant cargo securement regulations in your jurisdiction.

Load rating - 815 kg / 1,800 pounds

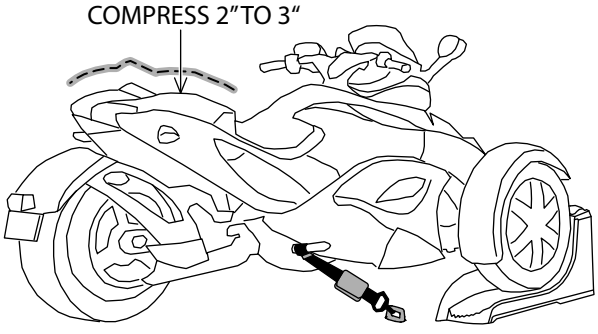


LEFT SIDE





RIGHT SIDE



This step is only valid for certain Spyder models. Ensure that you use the correct strapping method. Turn to page 13 for other models.

Step 1

Use care when moving the transported vehicle.

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

Activate the parking brake 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 3 wheels).

Step 2

Unless explicitly stated by the manufacturer of a truck deck, telescoping sides on truck decks are not capable of satisfying the securement requirements of the Superchock. When Superchock is mounted to the telescoping sides, the transported vehicle must always be tethered to the primary structure of the deck.

Do not place strap over spring point found as the base of the foot peg.

Install left and right straps.

- Loop D-ring end of strap around foot peg.
- Place loop as close to the frame as possible, taking care not to loop over spring point.
- Extend strap and hook other end into deck hook.
- Shorten strap to remove slack, but do not tighten yet.

Step 3

Tighten both straps evenly until the suspension has been compressed by approximately 2" to 3".

Verify that transported vehicle is secure; it must not move.

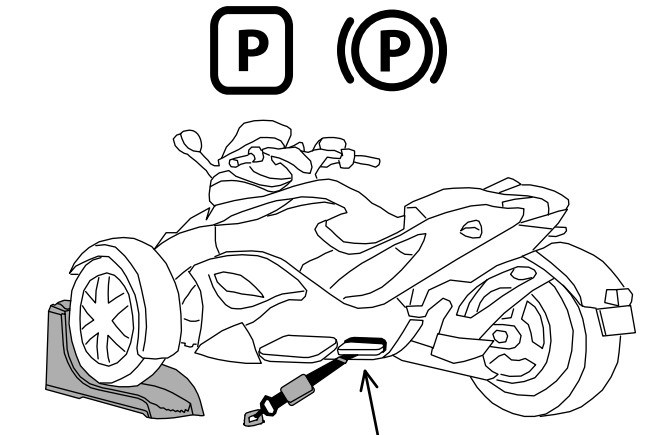
Operation - Securing Transported Vehicle - Spyder models RT / RT-S / RT Ltd.

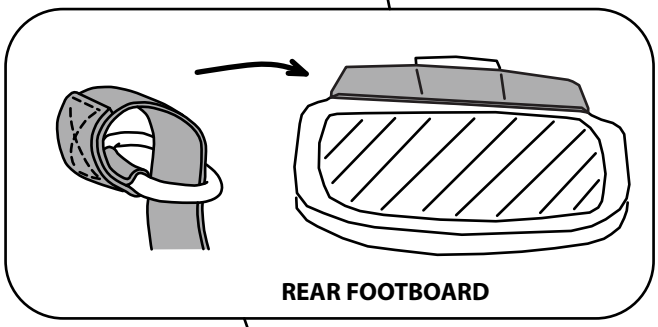
All tires on the transported vehicle must be inflated to the manufacturer's specified air pressure. If they are under or overinflated, adjust the air pressure to the manufacturer's specified air pressure. If the tires are flat or cannot be brought to the manufacturer's specified air pressure, Superchock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

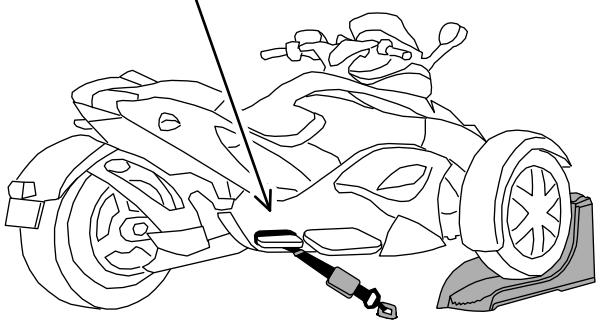
Familiarize yourself with the relevant cargo securement regulations in your jurisdiction.

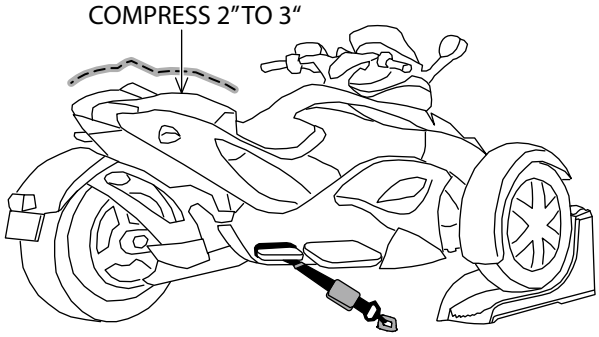
Load rating - 815 kg / 1,800 pounds

This step is only valid for certain Spyder models. Ensure that you use the correct strapping method. Turn to page 12 for other models.









Step 1

Use care when moving the transported vehicle.

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

Activate the parking brake 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 3 wheels).

Step 2

Unless explicitly stated by the manufacturer of a truck deck, telescoping sides on truck decks are not capable of satisfying the securement requirements of the Superchock. When Superchock is mounted to the telescoping sides, the transported vehicle must always be tethered to the primary structure of the deck.

Install left and right straps.

- Loop D-ring end of strap around the **REAR** footboard.
- Place loop as close to the frame as possible.
- Extend strap and hook other end into deck hook.
- Shorten strap to remove slack, but do not tighten yet.

Step 3

Tighten both straps evenly until the suspension has been compressed by approximately 2" to 3".

Verify that transported vehicle is secure; it must not move.