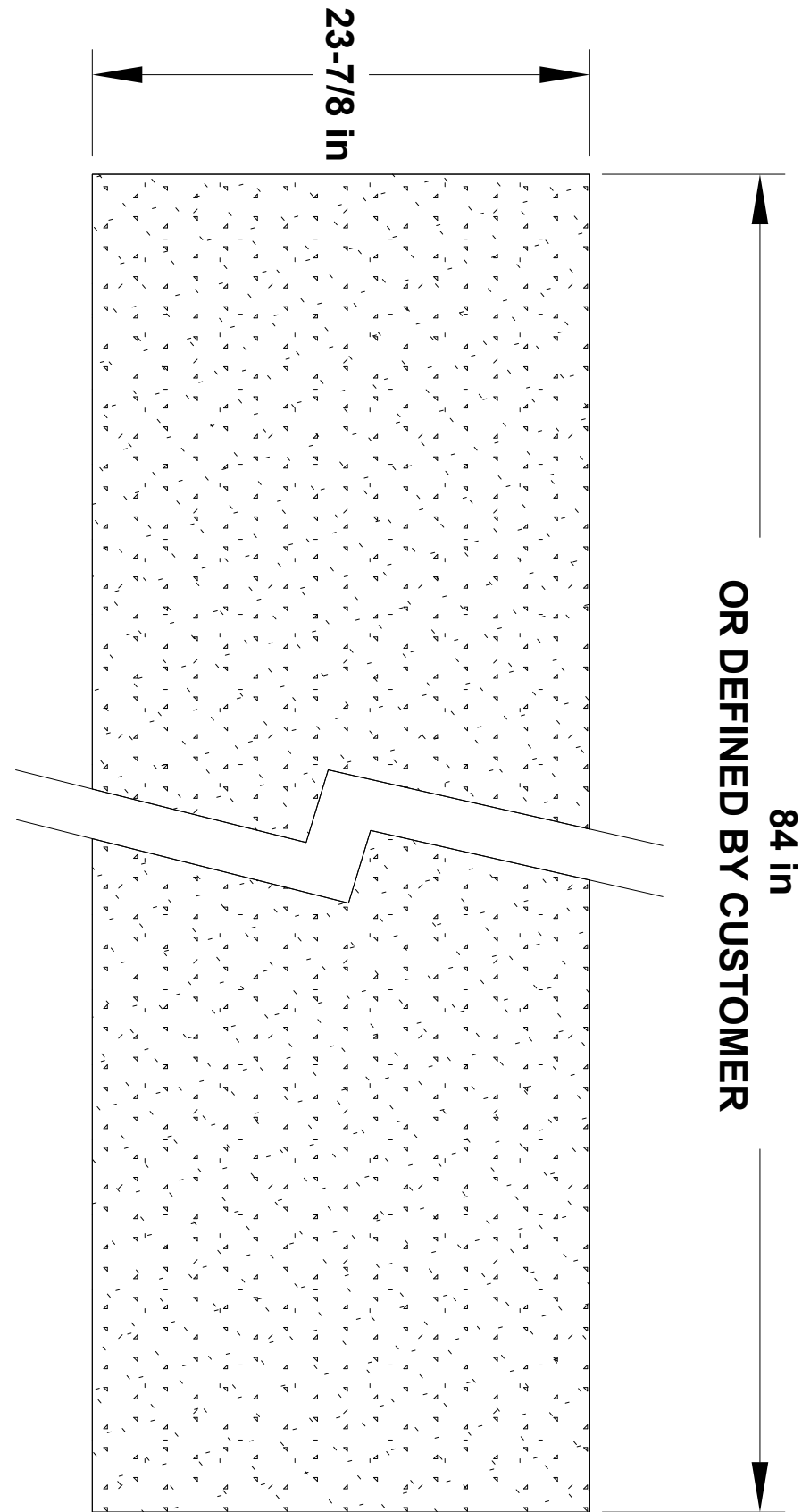


**MATL: 23/32" C OR D GRADE PLYWOOD OR EQUIVALENT**




## Plywood Mounting Kit Installation Instructions

Please read through the complete install instructions before beginning. If possible, review our installation video located in the RESOURCES area of our website [www.wheeldock.com](http://www.wheeldock.com).

### Verify the motorcycle, truck bed, and plywood dimensions

- Secure the motorcycle into the Wheeldock Wheel Chock
- Verify the fender does not protrude past the front of the chock. Figure 1.
- If the Fender protrudes past the wheel chock, please refer to the “If the fender protrudes past the wheel chock” section at the end of the instructions.
- Measure from the front of the chock to the rear motorcycle tire where it makes contact with the ground. Note this approximate measurement. Figures 2 & 3.
- Note the length of the truck bed. Figure 4.
- In most cases, transporting the motorcycle in a short bed truck will require the tailgate to be down. Cutting the plywood at 84” long should allow the back tire of the motorcycle to remain on the plywood but not hang off the edge of the tailgate. Figure 5. If the plywood can be cut shorter and still allow the back tire to remain in contact, feel free to do so. If cutting shorter, try to cut the length of the plywood so it takes up as much of the truck bed length as possible while allowing the tailgate to close. Figure 6. If a mistake is made after the plywood is cut, don’t sweat it. The kit can accommodate for errors.

### Cutting Plywood

- Reference the drawing supplied in this kit. It contains all the information needed to create the plywood deck. If you don’t have the means to cut the plywood, most home improvement stores (Lowe’s, Home Depot....) will cut the plywood at no charge. Just hand them the drawing.

### Mounting the wheel chock

- Place the chock on one end of the cut plywood deck and position it so the front edge of the chock cross bar is flush with the edge of the plywood and centered about the width. Figures 7 & 8.
- With the chock in place, mark the center / narrow section of both wheel chock mounting holes. Figure 9.
- Drill a 9/16” hole in both marked locations. Its best practice to pilot drill a 1/4” hole prior to the 9/16” if possible. Using a 1/2” drill is acceptable but you’ll need to open the hole larger by circularly manipulating the drill. Figure 10.
- Flip the plywood over and tap two T Nuts in the drilled holes. Figure 11.
- Using the 1 inch long Hex Bolt and one of the Tie Down Loops, embed the T Nuts into the plywood. This is accomplished by torquing the bolt which pulls the T Nut into the plywood. Embed both T Nuts. Figures 12 & 13.
- Flip the plywood back over and mount the chock on the plywood using two Button Head Bolts.

### Scribing lines for the Tie Down Loops

- Mark a line 1-1/2” inbound and parallel to the long edge of the plywood.
- This can be accomplished by making multiple marks 1-1/2” inbound along the edge and use a straight edge to connect the lines. Figure 14 & 15.
- This is not a critical measurement. If the small marks don’t quite match up with straight edge, don’t sweat it. Do your best to approximate a parallel line to the edge of the plywood.
- Repeat this step for all four corners of the plywood. Figures 16 & 17.

### Trial fit

- Position the chock / plywood assembly in the truck bed. Push the assembly all the way forward and center in the bed. It’s helpful to use the grooves on the bed as a reference to keep everything square.
- If any adjustments need to be made to the plywood, now is the time. Keep in mind that if you’ve made a mistake, the plywood can always be flipped over so the opposite end can be used.

### Locating the Tie Down Loops (Short Bed Truck Kit)

The Wheeldock kit for mounting in a full sized truck with a 5.5 or 6.5 foot box comes with (4) Ratchet Straps custom designed for this application. These straps are designed to secure the wheel chock without excessive strap material flopping around. These straps also have an effective working length. The following instructions will place the Tie Down Loops supplied in this kit to allow the Ratchet Straps to work within the designed lengths. Again, if you're off by a small amount or misread the tape measure, don't sweat it. The Ratchet Straps have a wide working range and can function in multiple positions. At worst case you'll just need to drill another hole.

- Start with the front left D Ring in the truck bed and the plywood / chock assembly in place.
- Butt the end of the tape measure onto the edge of the truck bed D Ring and position the tape measure as if it were a tie down strap pulling out and forward.
- Rotate the tape measure about the D Ring until the 1-1/2" scribe line on the plywood intersects the tape measure between 21" and 26". Figure 18.
- Mark that intersection point.
- Measure the marked intersection point created above from the front of the plywood. Repeat the measurement for the front right side of the plywood. Figures 19 & 20.
- Repeat for the rear left and right truck bed D-Rings. The measurements of the rear marks do not need to match the front but the marks from left to right should be close. Figure 21.

### Locating the Tie Down Loops (Long Bed Truck)

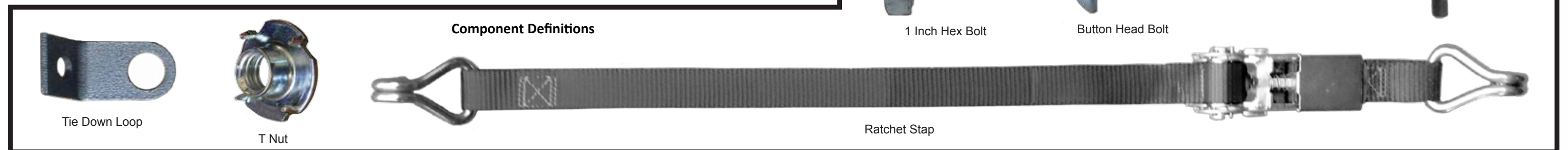
- Because there is more variation between the rear of the plywood and rear D Rings in long bed trucks, the fixed length ratchet straps supplied in the Short Bed Kit are not practical. It's more practical for the customer to supply their own ratchet straps.
- The Tie Down Loops should be mounted approximately 1-1/2" inbound of the plywood edge.
- The position of the Tie Down Loops should allow the ratchet straps to pull out and forward. Ensuring the plywood / wheel chock assembly is controlled side to side and pulled into the front of the bed. See Figures 23 through 25 for examples.
- In some applications, the position of the D Rings in the truck bed may not allow the rear ratchet straps to pull forward. If possible, position the Tie Down Loops on the plywood so the rear ratchet straps are pulling directly sideways. If this cannot be accomplished and the ratchet straps must be pulling backwards, make sure the rear straps are more loose than the forward straps to avoid pulling the chock out of the truck bed.

### Locating the Tie Down Loops (Trailer / Toy Hauler)

- Because there is no standard for D Ring locations in trailers, the fixed length ratchet straps supplied in the Short Bed Kit are not practical. It's more practical for the customer to supply their own ratchet straps.
- The Tie Down Loops should be mounted approximately 1-1/2" inbound of the plywood edge.
- If possible, the front of the plywood / wheel chock assembly should be contained against something solid like a wall or solid stop in the floor. If this is not possible, please contact Wheeldock for suggestions.
- The motorcycle should be strapped to the trailer deck, not the plywood / wheel chock assembly.

### Install the Tie Down Loops

- Remove the assembly from the truck bed and drill (4) 9/16" holes at the marked locations.
- Install (4) T Nuts from underneath the plywood.
- Using the 1 inch long hex bolt and one of the Tie Down Loops, embed the (4) T Nuts into the plywood.
- Loosely install (4) Tie Down Loops using the Button Head Bolts. The Tie Down Loops should rotate freely.



### Install the Plywood / Wheel Chock Assembly

- Reposition the assembly in the truck bed.
- Lightly tighten the front two ratchet straps. Position the Tie Down Loop as it would be pulled with the force of the ratchet strap and tighten both front Tie Down Loop Bolts. Figure 22.
- Tighten the front ratchet straps to secure the assembly up against the front of the truck bed. **Do Not Over Tighten!** Having the ratchet straps lose is preferred to over tightening. Figure 23.
- Repeat for the rear Tie Down Loops. Figures 24.
- Installation complete. Figure 25.

### Install the Truck Bed Rail Tie Down Anchors (Customer Supplied)

- Load the motorcycle into the truck bed. Take caution when loading the motorcycle for the first time. Most importantly, make sure the front fender will clear the front rail of the truck bed.
- Keep in mind the motorcycle suspension will be active during transportation. Make sure the front fender will not come in contact with anything while the suspension is compressed.
- Position the Bed Rail Tie Down Anchors so the ratchet straps coming off the motorcycle are pulling out (sideways) and slightly forward on both sides. Figures 26 through 29.
- The purpose of the ratchet straps is to keep the rear of the motorcycle from shifting (fishtailing) and control the side to side wobble. The straps do not need to be extremely tight. Just tight enough to control movement.

### If the fender protrudes past the wheel chock

- Measure the distance the front fender protrudes past the front of the wheel chock. Figure 31.
- Block the front of the wheel chock away from the front of the truck bed the distance the fender protrudes past the front of the wheel chock. It's best to block the wheel chock more than the fender measurement, just to be safe. Figure 32.
- Take this measurement into account when determining the length of the plywood and truck bed length.

If possible, please view our Plywood Kit Installation Video located on our Wheel Chock Videos page. Just click on the **Wheel Chock Videos** button at the bottom of our Homepage. <http://www.wheeldock.com>.

For further strapping and wheel chock usage information, please refer to the Wheeldock Wheel Chock Instruction manual supplied with the wheel chock and/or visit the Resources area of our website at <http://www.wheeldock.com/page/home/resources>.

### Tools Needed

Tape Measure  
Marker or pencil  
Power Drill  
9/16" Drill Bit (1/2" drill bit can be substituted)  
3/4" wrench / Socket and Ratchet  
5/16" Hex Key (supplied)

### Contents of this kit

(6) T Nuts  
(6) 1/2-13 x 1 Button Head Bolts  
(1) 5/16 Hex Key  
(1) 1/2-13 x 1 Hex Head Bolt  
(4) Tie Down Loops  
(4) Custom Ratchet Straps (Short Bed Kit Only)

