

LOADING BIKES



The general rule of thumb is to load from left to right, from the biggest/slackest bike to the smallest.

Stand on the right of the bike, grab the seat stay with your LH, grab the middle of the fork or the RH grip with your RH, lift and guide into the wheel hoop making sure the tyre is settled to the back, secure the two orange bungee loops, done!



The main area to check for clearance is the RH brake lever on one bike touching the top tube of the bike next door.

The simple fix is to swap bike positions, or hold brake lever in with a rubber band/strap, or pivot the brake lever around the handlebar. In this example the bikes are loaded in the wrong order to demonstrate.



Attach the supplied numberplate board to either the bike tyres of a fully loaded rack, or to the rack itself if only a couple (or no) bikes are fitted.

NOTE:

Ensure your bungee loops are attached as pictured, threaded through through the wheel and secured.

With certain compound tyres, or on long trips it is possible to get tyre rubbing where it contacts the front wheel hoop. Solutions include using foam pipe lagging wrapped in electrical tape or wrap an old tyre tube around the hoop. And make sure the tyres have firm air pressure.



SHINGLEBACK[®]
OFF ROAD

**WE HOPE YOU ENJOY USING YOUR SHINGLEBACK RACK!
ANY QUESTIONS?**

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ASSEMBLY INSTRUCTIONS

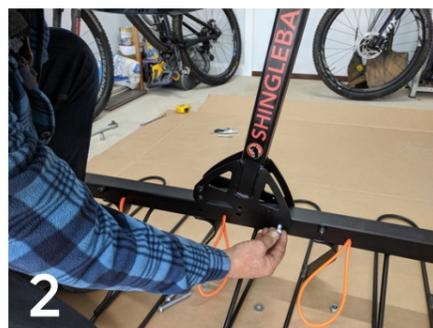


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STEP 1 - ASSEMBLE THE UPPER RACK



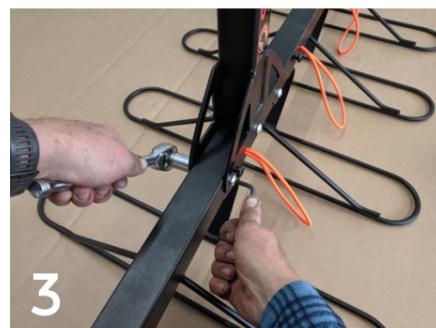
1
Unpack your rack components and lay them out.



2
Place the top bar upside down on cardboard.

The sticker side of centre post faces towards the bungee loops. Line up one corner of the centre post.

Due to precision manufacturing tolerances and powder coating, this can be a bit firm to line up.



3
Fasten with three dome-headed allen bolts, making sure the dome heads are facing the sticker and bungee loop side.

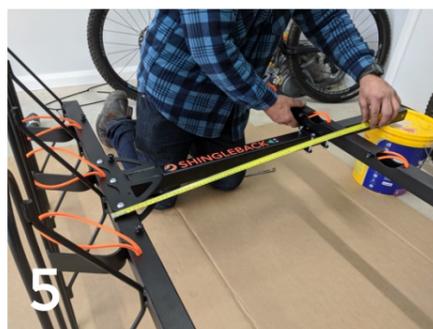
Tighten with supplied washers and 17mm nylock nuts – you will need a 6mm allen key.

STEP 2 - LINE UP AND FASTEN THE BOTTOM BAR



4
Tilt the assembled upper rack so the centre post is horizontal, use a crate (or similar) to level the rack.

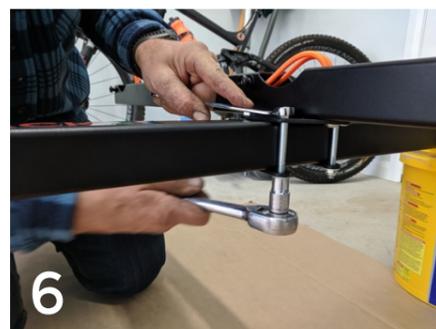
Balance the bottom bar approximately midway along the centre post ensuring the bungee loops are on the left side.



5
Loosely fit with supplied 8mm bolts and nylock nuts, through the two backing plates.

Measure from the top bar to the bottom bar.

About 710mm will suit the wheelbase of most bikes – this can be adjusted easily later if necessary.



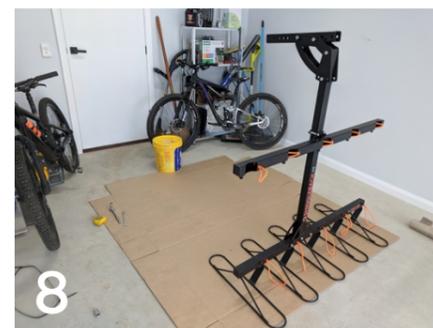
6
Tighten bolts evenly to fasten in place.

STEP 3 - ASSEMBLE THE TOW BAR MOUNT



7
Fit the tow bar plates to the tow bar tube, using whichever holes to keep the rack close to the car – there are several options to cater for most vehicle types, along with offset holes to slightly tilt the rack towards the car.

Allow about 100mm clearance between the top bar hoops and your car to allow for flex, the right setting may take some trial fits.



8
Fit the tow bar mount onto your upside-down rack, or alternatively you can fit the tow bar mount into your car's 50mm hitch receiver.



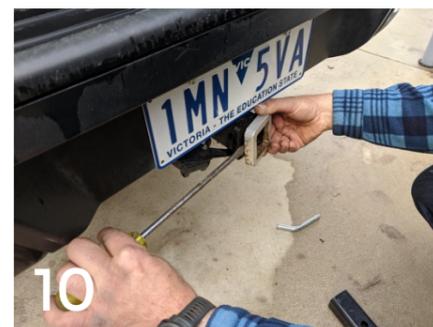
9
Assemble the anti-rattle clamp.

NOTE:

The tow bar plates can be a firm fit so you may need a rubber mallet (or similar ie. block of wood) to help position the plates in line with the holes.



STEP 4. FIT THE RACK TO YOUR CAR



10
If your car is fitted with a plastic or aluminium hitch surround please remove otherwise it will be crushed.



11
Using two people if needed, flip the rack the right way up, slide on the anti-rattle clamp, fit the rack to your car and fit your hitch pin (not supplied).



12
The optional quick-release pin makes tilting down quicker and easier. Scrape off the sticker on the pin, insert, and use the R clip to secure.

FITTING NOTES: The anti-rattle clamp should be positioned and fitted as shown, bridging between the opening of the car's square hitch and the rack's tow bar tube, and tightened evenly and firmly. This will take out slop/wobble in the hitch receiver. The anti-rattle clamp is not designed to replace your hitch pin.

If the quick release pin fit is too tight due to powder coating you will need to run a 13mm drill through the lined-up holes. An extra nut and bolt has been supplied which should replace the quick release pin when driving on rough roads.