

# CustomTieDowns.com

## CAM BUCKLE TIE-DOWNS



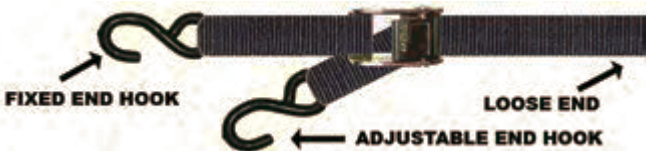
### INSTRUCTIONS FOR PROPER USE:

TO SECURE: Fasten the fixed-end hook (See Illustration 1) to an eyebolt, handlebar, transom handle, or other appropriate location. Secure the hook attached to the adjustable strap (See Illustration 1) to a truck anchor point, trailer frame or trailer attachment point. Take up all slack in the by pulling the loose end (See Illustration 1) of the strap. Tighten as securely as possible. Ensure extra webbing will not tangle in truck/trailer wheels or interfere with moving parts.

TO RELEASE: Press release lever/Cam (See Illustration 2) and allow the web to slip back through the buckle.

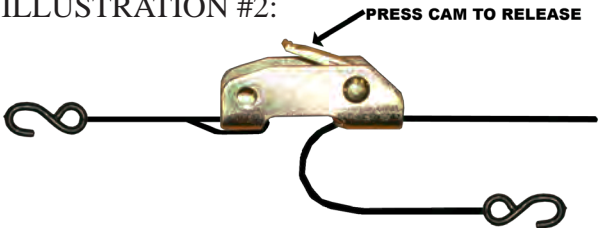
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### ILLUSTRATION #1:



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### ILLUSTRATION #2:



PLEASE READ WARNINGS  
AND INSTRUCTIONS ON REVERSE

Failure to do so could result in damage to product, personal property and/or personal injury

## FOLLOW WARNINGS AND INSTRUCTIONS CAREFULLY

Failure to do so could result in damage to product, personal property and/or personal injury

- Inspect tie down webbing and hardware regularly for signs of wear. Replace if webbing is damaged, cut, worn or frayed or metal parts are worn, rusted, bent, deformed or damaged.
- Tie downs are consumable products and will break down after use and exposure to elements and weather. Always store tie-down in a cool, dry safe place away for direct sunlight.
- Working Load Limits and requirements should be evaluated by the user before selecting appropriate hardware and strap assemblies.
- Use only genuine CustomTieDowns.com parts when operating CustomTieDowns.com products.
- All webbing strap assemblies or systems are only as strong as the weakest component, including the point of attachment. Area of attachment on vehicle or trailer must be of sufficient strength to hold your load.
- Never exceed Working Load Limit of tie-down.
- Sharp edges, heat and corrosive acids may damage the tie down and cause it to fail.
- Use only as a tie-down, never for lifting, towing or personal restraint.
- For maximum strength, hooks and buckles must be in-line with direction of the pull.
- Strap assemblies should never be tied into knots or allowed to become knotted.
- Loads settle; check tightness of tie-downs after first 10 miles, and every 50 miles thereafter. Retighten if necessary and secure all excess webbing.
- Caution must be maintained in final tightening of the tie-down to prevent damage to the cargo.
- Any items with suspension systems, (example motorcycles), must have suspension compressed while tightening straps down.
- When using the tie-down on a motorcycle, atv, or recreational vehicle:
  1. Always chock wheels and use wheel tie down straps.
  2. Attach hooks to handlebar or frame member, where it will not slip.
  3. CustomTieDowns.com, Inc. recommends using four tie downs per vehicle.