

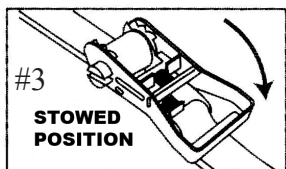
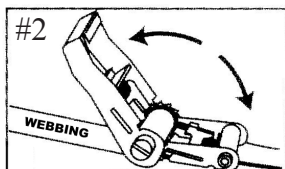
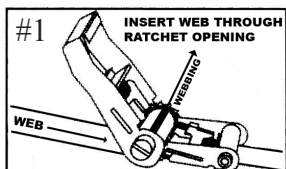
# CustomTieDowns.com

## RATCHET TIE-DOWNS WITH HOOKS

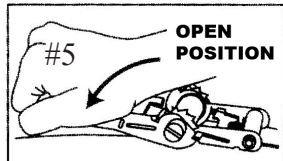
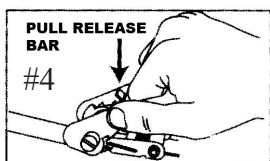


### INSTRUCTIONS FOR PROPER USE:

TO SECURE: Place webbing over load and attach hooks to solid anchor points. Insert webbing through ratchet reel (see #1) and pull until ALL slack is removed. Pump ratchet handle (see #2) and wind a minimum 2 layers of webbing around reel to secure. **CAUTION:** Too many layers of webbing will jam ratchet. After load is secured, move handle down flat in the stowed position (see #3) for transit.



TO RELEASE: Pull and compress release bar (see #4) and move ratchet handle 180 degrees to the open position (see #5). Create enough slack to detach hooks, and pull webbing out of ratchet reel.



### PLEASE READ WARNINGS AND INSTRUCTIONS ON REVERSE

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

Toll Free: 877-360-5528

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## FOLLOW WARNINGS AND INSTRUCTIONS CAREFULLY

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- 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.
- When ratcheting tight, too many layers of webbing will jam ratchet. Do not use reel to take up slack. If too much webbing is piling on reel, start procedure over, first removing ALL slack from webbing over load.
- Caution must be maintained in final tightening of the tie-down to prevent damage to the cargo.
- Always compress suspensions when securing items with suspension systems (example motorcycles).
- 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.