

# Rack-2-Ramps

## Convertible Loading & Hauling Device

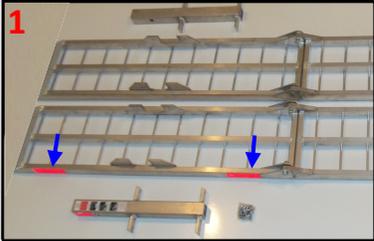
Intended for use on pickup trucks with 2 inch hitch receivers and beds up to 36 inches high.

Ratchet Rake LLC Patent Pending

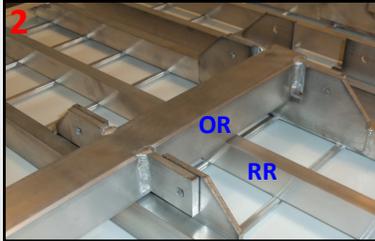


RN: Ramp with No reflectors  
 RR: Ramp with Reflectors  
 OR: Outside tube with Reflectors  
 ON: Outside tube with No reflectors  
 IT: Inside Tube  
 LS: Lashing Strap  
 LB: Locking Bungee straps  
 PC: Pins and Clips  
 NB: Nuts, Bolts, and washers

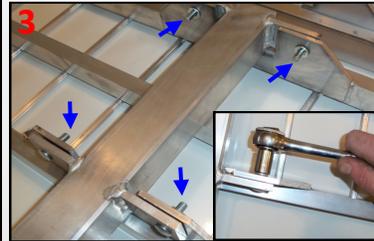
## Assembly Instructions:



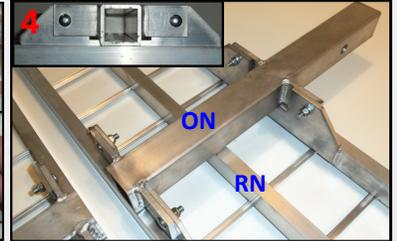
1. Unfold and lay the pair ramp sections down together parallel on a flat surface. The reflectors located on the side of one ramp section must face outward.



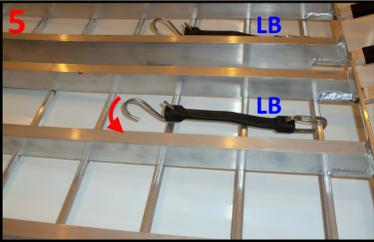
2. With the capacity label facing downward, insert the outer tube (with reflectors) into the connection brackets of the ramp (with reflectors).



3. Insert 4 carriage bolts through the square holes of outer tube assembly. Apply washers then lock nuts and tighten until the flat plates are drawn together.



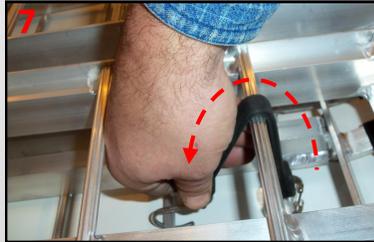
4. Insert the outer tube (with no reflectors) into the connection brackets of the ramp (with no reflectors). Fasten the assembly together by repeating step 3.



5. Fasten the locking ends of each bungee strap around the first row of rungs of each ramp. The ends of the S-hooks should be pointed downward.



6. Fold the straight ramp segment over the arched segment. Feed the S-hook end of the bungee strap up over the rung of the straight ramp segment.



7. With the strap routed around the upper rung of the straight ramp segment, fasten the S-hook around the lower rung in the arched ramp segment.

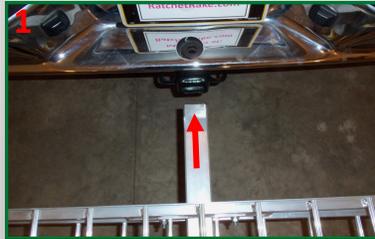


8. Repeat steps 7 and 8 on the remaining ramp.

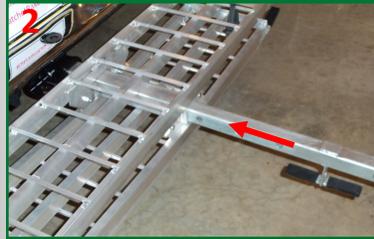


## Cargo Carrier

200 pounds max payload



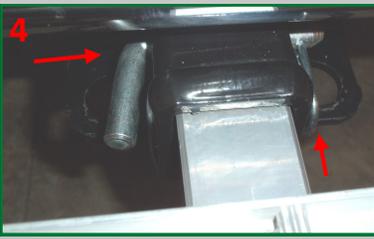
9. Insert the outside tube (with no reflectors) into the hitch receiver, the flat ramp segment must face upward.



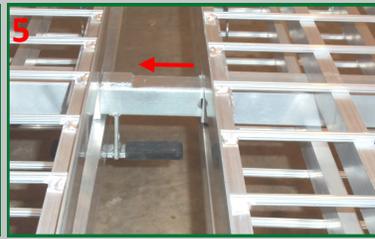
10. Insert the inside tube into the outer tube (the inverted T-shaped safety catch must project downward).



11. Continue to slide the inside tube forward until the stop located on top of the inside tube touches the outer tube.



12. Line up the 5/8 inch holes in the outer and inner tubes with the holes in the hitch receiver. Insert the bent pin through the assembly, then insert the clip through the end of the bent pin.



13. Slide the remaining outer tube over the inner tube until it touches the stop (located on top of inside tube).

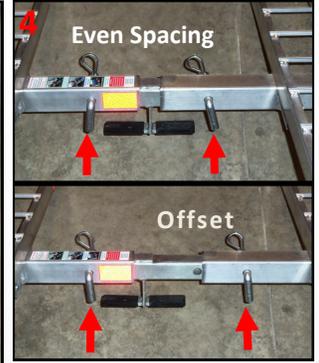


14. Insert the bent pin through the outer and inner tubes, then insert the clip through the end of the bent pin. The end of the inside tube will be flush with the end of the outside tube.

### Cargo Carrier Safety Precautions

- Persons or living animals should never be transported on the carrier.
- Loads should always be centered over the middle of the carrier.
- The cargo carrier is not intended as a stepping platform to enter or exit the trucks bed.
- It is the users responsibility to comply with their state or local laws which may require the display of additional visibility markers such as red flags or auxiliary lighting.
- Chains & load binders and other high tension securing devices may damage the carrier and should not be used. We recommend 1" ratchet & cam straps, rope, and bungees.

**Rack-2-Ramps are covered by a Full 1 Year Warranty and a 30 Day Satisfaction Guarantee**



**Double Ramp**

1200 pound max capacity for 4 wheeled vehicles  
Adjustable from 40 - 56 inches wide

Place the arched end of the ramp on top of one side of the tailgate.

Insert the inside tube into the outside tube of the ramp. The safety catch should be projecting downward.

Slide the outside tube of the remaining ramp over the inside tube. The ramps must be spaced at a distance that enables a vehicles wheels to be centered on each ramp section.

Lock each ramp section to the inside tube by inserting a bent pin through each of the outside tubes. The inside tube has adjustment holes in 4 inch increments. One of the outside tubes may have to be offset to provide the correct ramp spacing.



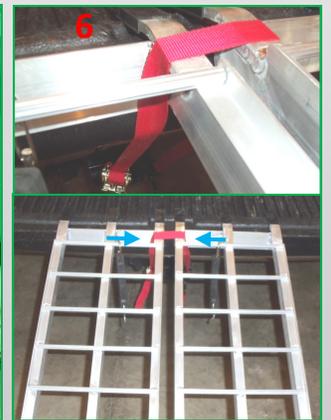
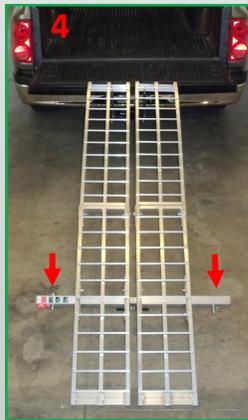
Insert the hook on the long strap through one of the hitches safety chain connection points.



Insert the remaining hook through the hole of the inverted T-shaped safety catch. Feed the loose end of the long strap through the cam buckle and pull until the ramps vertical stops are snug against the end of the tailgate. Note: The lashing strap will become tighter as the truck is loaded and the suspension sags.

**Ramp Safety Precautions Part 1**

- The ramps must be used on a solid and level surface.
- Vehicles must approach and traverse the ramps in a slow and controlled manner. Under no circumstance should the driver use the vehicles momentum to carry the machine up the ramps.
- Vehicles with inadequate clearance in the middle may not be able to safely negotiate the top of the ramps.
- The ramps are only intended for use with vehicles that use pneumatic (air filled) tires.



**Single Ramp**  
600 pound max capacity  
24 inches wide

Place the arched end of the ramp on the tailgate slightly offset with the center of the trucks bed.

Insert the inside tube into the outside tube of the ramp. The safety catch must project downward.

Insert the outside tube of the remaining ramp over the inside tube. Insert the bent pins through each of the outside tubes.

Repeat steps 5 & 6 from the double ramp assembly instructions above.

When loading or unloading motorcycles, an additional lashing or ratchet strap (not included) is required to keep the top of the ramps from spreading apart. The strap must be routed around the adjoining rails on the top of each ramp section with the ends hooked to the safety chain connection points.

**Safety Precautions for Loading and Unloading Motorcycles**

- All safety precautions from **Ramp Safety Precautions Part 1** also applies to motorcycles.
- Due to the top heavy nature and lack of low gearing, loading and unloading motorcycles is always an inherently dangerous task. Under no circumstances should a person ever attempt to ride up our 90 inch long ramps.
- Manually moving the motorcycle with an adequate number of people is always the safest method to load or unload a 2 wheeled machine.
- For riders who have a lower seated motorcycle and are unable to receive help unloading, another method that may be safer than foot breaking is: Turn the engine off & shift into 1st gear. Slowly feather the clutch in and out as you inch down the ramp with **both** feet helping to balance (pictured left). Because the clutches of various motorcycles engage differently, practice this technique with spotters on either side before attempting alone.



See video & more info at:  
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