

RMX - F3X

FORCE MULTIPLYING TIE-DOWN

The cam-buckle tie-downs have been a standard in the motorcycle industry. The operating convenience of this type of buckle made it the most requested type of tie-down for 45 years. However, the market expansion for the heavy cruisers, meant that a lot more heavy bikes needed to be transported for long trips, and that the standard cam-buckle tie-downs were short on amount of preload force that they would develop. The result was a increase in the use of the less convenient ratchet type of buckle clamps.

Preload is the amount of compression force applied to the vehicle suspension by the tie-down restraints. The desired preload is a force that is adequate to restrain the bike in the transporting position, but it is important that this preload force not apply excessive load on the suspension system.



The new F3X Web-Clamp Tie-Down from RMX offers required Preload strengths with the convenience and safety of the standard cam-buckle tie-downs. .

FEATURES

CONVENIENCE – quickly adjustable cam-buckle design

CONSTRUCTION – 6061 Aluminum and Stainless Steel

PRELOAD CAPACITY – 3X over standard tie-downs

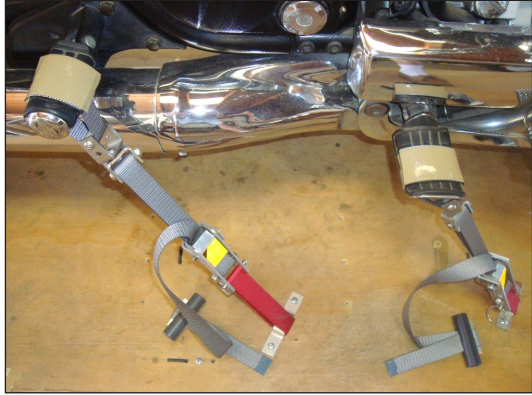
WEB T=GRIP – adjustable for optimum tensioning

SECURE WEB-COUPERS - no open “S” hooks

F3X-Forward Model – *Optimized for front end tie-down of heavy motorcycles. The double load line configuration results in a Preload Force that will restrain the motorcycle*

into the wheel chocks and/or rail. This F3X mechanical advantage also makes for easy restraint of the load line when releasing web tension. The F3X frame is 6061 Aluminum, with stainless steel hardware, and premium 3800 lb break strength Polyester web cable. The Forward model has 18 inches of adjustment length, coupled to the recommended F3X-EL extended soft-hook provides 42” overall length. The F3X frame has any integral ball-lock pin for secure direct attachment to anchor loops of transport vehicle.

Secure Web Coupler Ends – *The Coupler end of the F3X Tie-Down is a stainless steel Pulley/Pivoting-Coupler. This 360 degree Coupler eliminates twists in the web alignment from cargo to web clamp and the ball-lock-pin coupler can be operated with one hand.*



F3X MID-FRAME – is a compact version of the F3X tie-down optimized for tie-down of the mid or rear section of M/C to cargo vehicle floor with a minimum of 9.0 inches of clearance. The opposite end of this tie-down has a peg-saddle loop F3X-PS to capture pegs. The F3X Mid-Frame tie-down has an operating length that allows the rider to secure the motorcycle into position from the seat before dismounting from bike.

TIE-DOWN SEQUENCE – The front and rear tie-down would typically be pre-positioned and locked to respective floor anchors. The operator could at that same time install the F3X-EL Extended Riser/Soft Hooks onto the front forks to be ready for quick connection to the F3X Tie-Down.

REAR ATTACHMENT – A hook-up of the MC with the F3X Mid-Frame tie-downs can be accomplished by the M/C operator from the seat after a drive-on. The operator reaches down and picks up the peg-saddle end of tie-down, slides the saddle onto the peg, and applies web tension to remove slack. This step is repeated for the opposite peg. The operator then reaches down and with a web T=Grip in each hand pulls-up to cinch the bike down. Bike is secure. Operator would then dismount and move up to secure the front forks. Note: The floor anchors for a F3X Mid-Frame are mounted approximately 20 degrees outboard and forward of peg position in order to provide side stability and a forward preload force into the front wheel chock.

FRONT FORK ATTACHMENT – The operator uses the lock-pins of the web pulley-coupler to secure the extended-riser ends of the F3X-EL to the F3X-Tie-Downs. He then applies minimum tension to web to remove slack from both tie-downs. He can rotate the Pivoting-Coupler to eliminate any twists in the webs, and adjust location of web Grips for tensioning. With a web T=Grip in each hand, one pull-up will cinch down the front-forks. Bike is secure.

UN-LOAD SEQUENCE – To un-load a motorcycle secured with F3X tie-downs, the operator can remove front tie-downs leaving the bike secured by the Peg-Ties. Operator can mount the M/C. From seat, release the tension in the cam-buckles, slide Saddles off the pegs, and roll back.

F3X Special Adaptors

- F3X-EL** Extended Length Riser/Soft Hook 18" Riser with an 8" ID Nylon soft-hook end
- F3X-PS** Peg-Saddle Loop Nylon-saddle-with girth loop tensioned by Mid-Frame F3X
- F3X-CL** Coupler Loop/Adapter This is an optional loop end with adaptor that attaches to the F3X clamp frame to provide an integral secure web-loop/hook
- F3X** T=Grip Standard. Adjustable position grip. Provides an ergonomic grip at optimum position for tensioning.

WORK LOAD – for F3X Tie-Downs is 400 lbs.

RMX Co

18371 Enterprise Lane
 Huntington Beach, CA 92648
 (714) 841-1899 • RMX@pak-rak.com

Patents Pending:
 13/452,779 14/132,876
 29/466,358