

BOLT IT ON MOTORCYCLE RESTRAINT SYSTEM

An easily removable and reconfigurable motorcycle restraint system for vans and trailers

Tying down motorcycles in vans and trailers usually involves a spider's web of tie-downs, creative angling of bikes and bars, and blind trust that it all stays tight while bouncing down the road. Many riders and their families have other uses for the vehicle, making permanently mounted anchoring systems problematic.

Bolt It On is a modular and removable motorcycle restraint system designed and built in Paso Robles, CA. The system provides solid wheel chocks and tie-down anchoring points that can be easily reconfigured or removed from the vehicle without tools. We've been testing units in both the Upshift Online van and my van, both Ford Transits.

Construction and materials

Bolt It On utilizes incredibly durable materials; laser-cut high-grade alloy steel, machined steel hardware, and powder coating. A 1-3/4" square tube crossbar, with the length that best fits the application, and two triangular legs act as the base of the system. J-hooks and hand knobs secure this base to the floor of the van or trailer.

The legs, chocks, and tie-down points can be affixed at any point along this drilled crossbar through spring-loaded pins. Bolt It On offers standard wheel chocks, roll-on chocks, sportbike chocks, Harley/cruiser chocks, and a combination dirt bike/bicycle chock. They also offer offset chocks and angled chocks to get the most out of the available width.

The Bolt It On system is heavy-duty! Each component has considerable heft and all weld beads are substantial and consistent. The black powder coating is thick and even. There are no corners cut for cost savings that I can see.

The choice of materials and construction quality means that this system is not light. A two-bike system with standard chocks weighs in at 35 pounds, 55 pounds with roll-on chocks.

Bolt It On in use

Installing the Bolt It On system was a breeze. In my VanDolt conversion, I have 80/20 tracks in the floor so establishing the two anchor points for the base of the system was as simple as installing eye bolts into the tracks by hand.

After sliding on three wheel chocks, two outside tie-down anchors, and the legs to the crossbar, I inserted the J-hooks into the eye bolts and hand tightened the knobs to secure the entire system to the floor of the van.

I have two Bolt It On roll-on wheel chocks; I know of no easier way to load and secure bikes. Even with heavy ADV models, it was easy to roll the front wheel over the swiveling plate which locked the wheel to support the bike hands-free. This roll-up chock made it as easy as possible to affix and tension the tie downs and made the entire process safer for both bike and rider. The roll-up chocks are adjustable to accommodate tires from 14 inches to 30 inches in diameter.

I installed a Bicycle/Dirt Bike Pro Wheel Chock in between the two roll-up chocks. This dual-purpose chock combines a "standard" dirt bike chock with an arm that will secure a bicycle wheel.

I live a few miles down a rocky, rough dirt road. All motorcycles, including heavier ADV bikes, have never worked loose despite everything else in the van getting kicked around. For the first time, I didn't worry about precious two-wheeled cargo working loose, rubbing against each other, or falling while driving the roughest sections of my dirt road.

When plans called for camping with multiple people in my van, removing the entire Bolt It On system was a simple, tool-free, 5-minute affair. Same goes for the multiple times I moved the system forward or backward in the van, or moving the position or number of wheel chocks.



Conclusions

If security of your beloved machines and durability are at the top of the list, the Bolt It On system is a contender. The modularity that makes removing or reconfiguring the system quick and easy adds to the usability of both the vehicle and the Bolt It On system.

The Bolt It On system is heavy but the trade-off is incredible durability. The heavy-duty nature of each component practically begs for abuse and promises extremely long life.

But here is the cost. A one dirt bike system starts at \$330 and prices increase from there. A two bike system with two roll-on chocks and a 67-inch crossbar (best fit for Ford Transits and Mercedes Sprinters) is \$620. But, again, there are trade-offs, and the bike security, ease of use, and modularity of the Bolt It On system are undeniable advantages.

Bolt It On is a durable, flexible, secure, and a well built and engineered motorcycle restraint system. For those with the means, this system is a premier choice for vans and trailers. www.boliton.com