

- 7) Hook the clip of the Nut Plate onto the tubular frame of the motorcycle and slide it backward so the Nut Plate sets on top of the Cross Member (Figure 8).
- 8) Align the threaded hole on the Nut Plate with the bolt hole in the Center Stand Base Plate. These holes will align with the large teardrop shaped hole in the Cross Member of the motorcycle frame.
- 9) Rotate the H Frame down and retrieve the Mounting Bolt.
- 10) Install the Lock Washer and Mounting Bolt through the Base Plate, Cross Member, and Nut Plate and tighten to a minimum of 30 ft-lbs of torque.

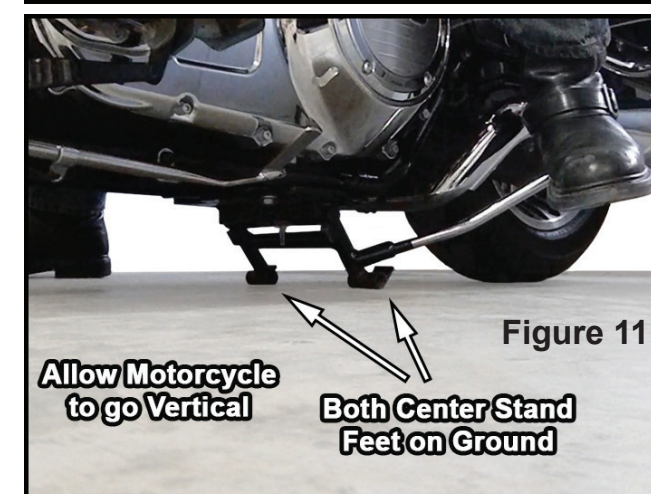
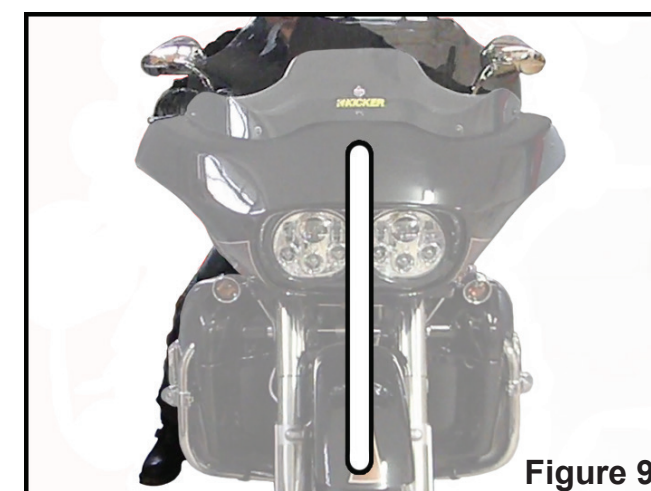
Note: Due to variation in the motorcycle cross member to frame relation, it's sometimes difficult to get the mounting bolt started. If so, position the Nut Plate so it's perpendicular to the Mounting Bolt. Once the bolt is started, it will pull the Nut Plate into the proper position as the fastener is torqued.

### Using the EZ-Up Center Stand in the seated position

Prior to using the EZ-Up Center Stand, please review our Usage Videos in the Resources area of our web site at: [www.wheeldock.com](http://www.wheeldock.com).

- 1) Ensure the motorcycle is in Neutral.
- 2) Bias your weight to the right side (throttle side) of the motorcycle while maintaining the bike in a vertical position as shown in Figure 9.
- 3) Using your left foot, slowly push down on the lever arm of the center stand until it contacts the ground.
- 4) Continue pushing on the lever arm and allow both feet of the center stand to contact the ground by allowing the motorcycle to move to a vertical position as shown in Figures 10 & 11.
- 5) Release the front brake.
- 6) Slowly transfer your weight up off the seat and onto the center stand foot lever as shown in Figure 12 (similar to kick starting).
- 7) The center stand will easily roll under the motorcycle to support the bike.

**Note:** If the center stand is difficult to operate and / or excessive force is needed to deploy the stand, something is wrong. Please review the usage instructions, videos, or contact Wheeldock if you have any concerns. Using excessive force will bend the lever arm. Bent lever arms are not covered under warranty.





### Using the EZ-Up Center Stand as a traditional center stand

- 1) Ensure the motorcycle is in Neutral.
- 2) Maintain the front wheel straight forward during the complete process.
- 3) With the motorcycle on the side stand, grip the handle bar with your left hand and the saddle bag crash bar with your right hand.
- 4) With your right foot, slowly push down on the foot lever of the center stand until it touches the ground.
- 5) Continue to push down on the lever arm while pushing the motorcycle vertical with your hands.
- 6) Once the motorcycle is vertical, both feet of the center stand will contact the ground.
- 7) At this time, the motorcycle will stay in the vertical position as long as force is maintained on the lever arm.
- 8) Pulling against the saddle bag crash bar, push down on the foot lever to allow the center stand to roll under the motorcycle.

### Using the EZ-Up Center Stand for storage or cleaning

A 3/8" thick piece of plywood under the center stand will lift the motorcycle enough to allow the back tire to spin. This is great for cleaning the back rim or long term storage. It is best to deploy the center stand using the Traditional Method (described above).

### Important Information

- 1) Never use the EZ-Up Center Stand on soft surfaces.
- 2) If parking on an incline, always have the motorcycle positioned up hill. If the bike feels unstable, use the side stand.
- 3) Never deploy the center stand with a passenger on the motorcycle.
- 4) Practice using the center stand on a solid flat surface with the side stand out.
- 5) Get comfortable with the force required to deploy the center stand and how stable the motorcycle feels in normal conditions.
  - If the motorcycle is more difficult to deploy, the center of the motorcycle is most likely on a rise in the pavement. The motorcycle will most likely not ride off the center stand.
  - If it takes less effort to deploy, the center of the motorcycle is most likely in a pavement depression. Reposition the motorcycle. It will not be stable on the center stand.
- 6) The EZ-Up Center Stand will lower your ground clearance. Care must be taken when turning or riding over speed bumps or other rises in the road.
- 7) Maintain the maximum rear shock preload for the loaded condition of the motorcycle (i.e. passenger / heavily loaded) to prevent shock bounce and sag. Excessive loading of the motorcycle will further decrease ground clearance.
- 8) As the rear tire wears (approximately the last 1/3 life of the tire) ride off may become inconsistent (tire spin).
- 9) For OE air adjustable shocks, maintain a minimum of 30 psi (2009 to 2016) and 20 psi (2008 & earlier) pressure in the rear shocks.
- 10) Do not idle the motorcycle unattended while on the center stand.
- 11) Changes to the wheels or suspension may affect the performance of the center stand.

**Note: If the center stand is difficult to operate and / or excessive force is needed to deploy the stand, something is wrong. Please review the usage instructions, videos, or contact Wheeldock if you have any concerns. Using excessive force will bend the lever arm. Bent lever arms are not covered under warranty.**



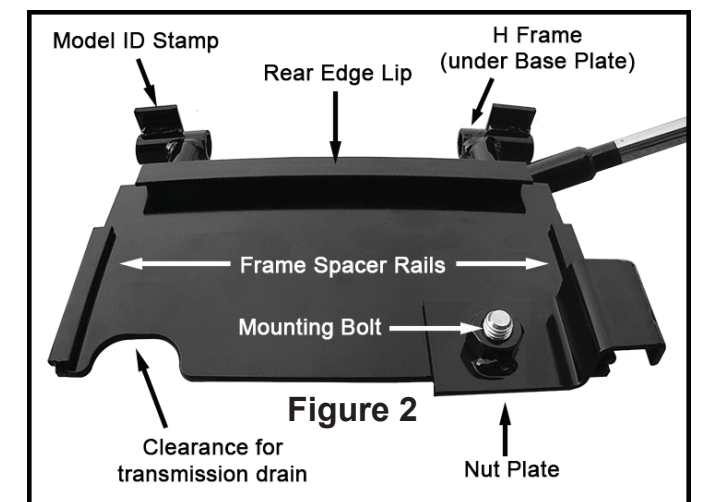
### Installation and Operation Instructions 2009 and Later Harley Touring Models

Prior to installing your EZ-Up Center Stand, please read through the complete installation instructions. If possible, review our installation and usage videos in the Resources area of our web site at: [www.wheeldock.com](http://www.wheeldock.com)

The EZ-Up Center Stand is designed to fit on the frame cross member of 2009 and later Harley Davidson Touring Models. See Figure 1.

To install the EZ-Up Center Stand, work from the right hand (throttle) side with your motorcycle on the side stand. You'll have the best access with your head toward the front of the bike, lying on your right side.

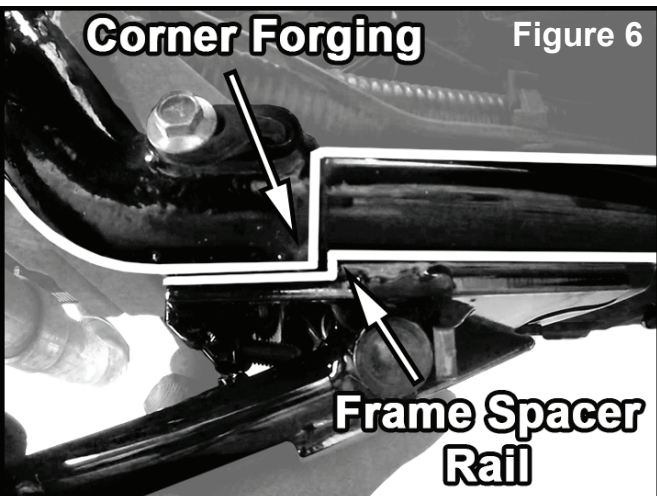
- 1) Familiarize yourself with the components of the EZ-Up Center Stand in Figure 2.



- 2) Using a 3/4" wrench, remove the Mounting Bolt, Lock Washer, and Nut Plate.
- 3) Rotate the H Frame of the center stand against the spring tension and place the Mounting Bolt between the H Frame and Base Plate as shown in Figure 3. This holds the legs of the stand down, allowing for an easier installation.
- 4) Clip the Rear Edge Lip of the center stand onto the Back Edge of the Cross Member as shown in Figures 4 & 5.
- 5) Push the center stand forward (toward the front of the motorcycle) until the Frame Spacer Rails are forward of the Corner Forgings of the motorcycle frame as shown in Figure 6.
- 6) If its difficult to get the center stand forward of the Corner Forgings:
  - Position the center stand so the Frame Spacer Rail on the left side (clutch side) of the bike is forward of the left Frame Corner Forging.
  - Laying on the right side of the bike (as suggested earlier), push gently upward on the front of the center stand Base Plate.
  - While gently holding the front of the center stand up, strike the bottom of the right foot of the center stand with a dead blow hammer as shown in Figure 7.
  - The center stand will "pivot" around the left frame Spacer Rail (being held in place by pushing up on the front of the base plate) and snap the right Frame Spacer Rail in place.

**Corner Forging**

Figure 6



**Corner Forging**

Figure 6

