

Fig 9

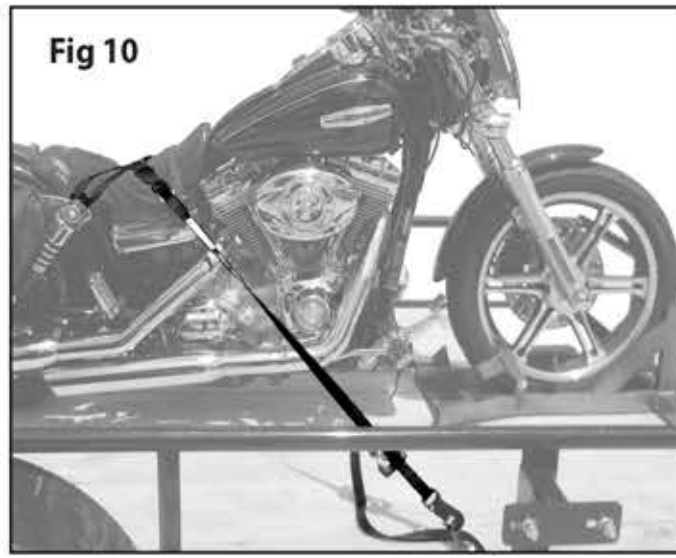


Fig 10

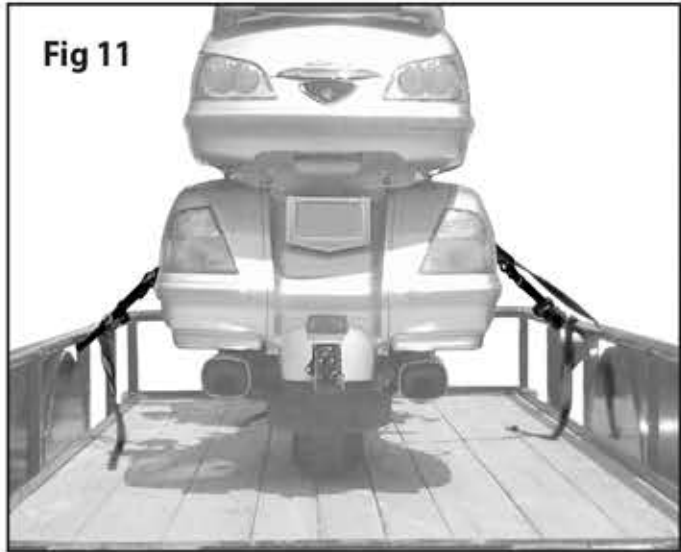


Fig 11

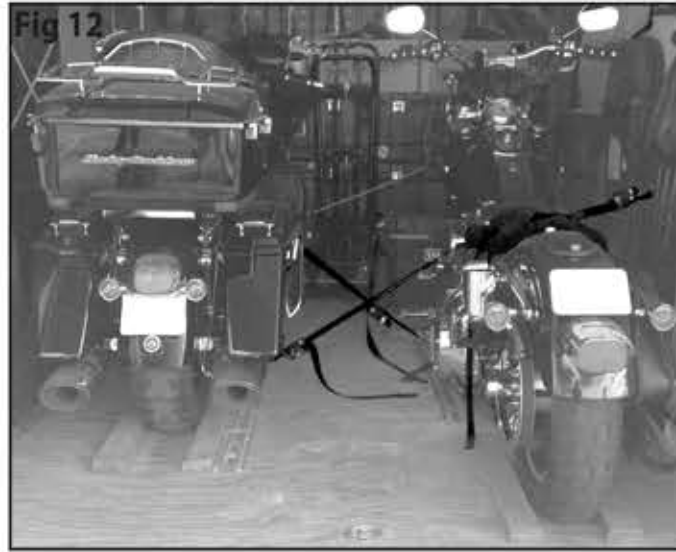


Fig 12

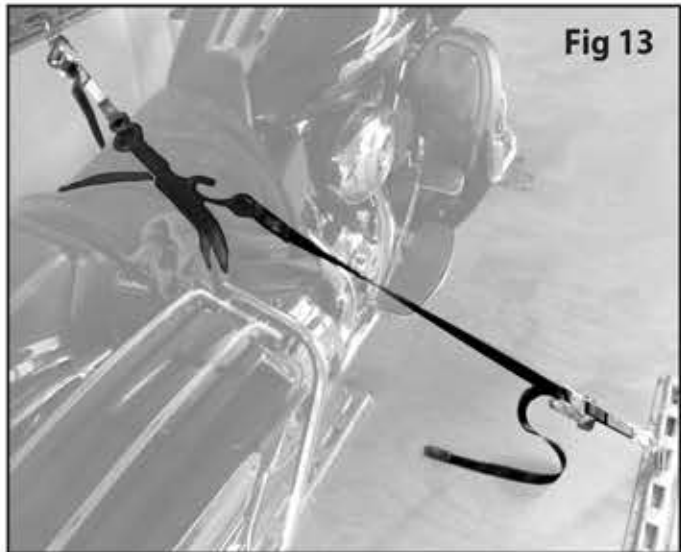


Fig 13

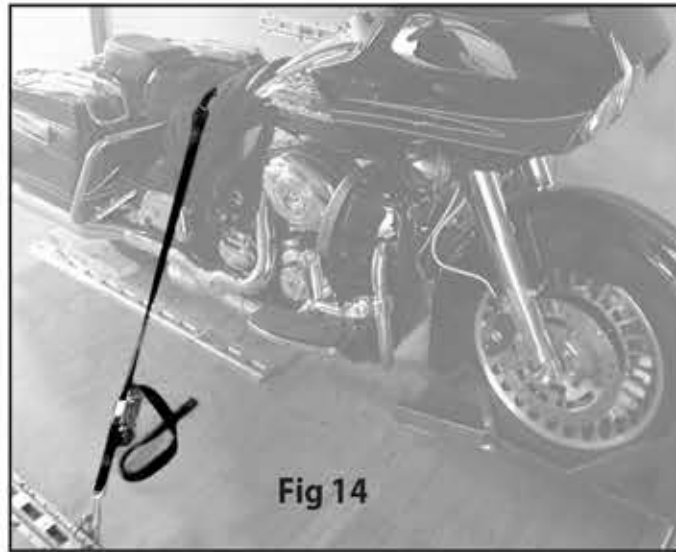


Fig 14

Wheel Dock Motorcycle Products

Installation and Operation Instructions Wheel Dock Wheel Chock

Prior to use, please read through the complete instructions. If possible, review our installation and usage videos found in the INFORMATION area of our web site at: www.wheeldock.com

Wheel Chock Fitment

- Standard wheel chock sizes are based on OE tire sizes, manufacturers, and models. Any deviation from the OE tire (even different models of the same manufacturer) may affect the mounted width of the front tire. Before purchasing or using a non-OE tire in the chock, verify fitment by accurately measuring the mounted width of the front tire and the inside width of the wheel chock.
- Custom wheel chocks are manufactured per the measured mounted width of the current front tire. Any deviation from the current tire size, manufacturer, or model may affect chock fitment. Before purchasing or using a non-current size, manufacturer, or model tire, verify fitment by accurately measuring the mounted width of the front tire and the inside width of the wheel chock.

Unboxing

- Wheel chock mounting hardware and end caps are included in a separate package within the box.
- Note the components of the wheel chock (Fig 1).
- Cut the cable tie holding the retainment shoe of the wheel chock and allow the shoe to rotate up.
- Rotate the trip lever position outside the chock.
- Install the end caps.

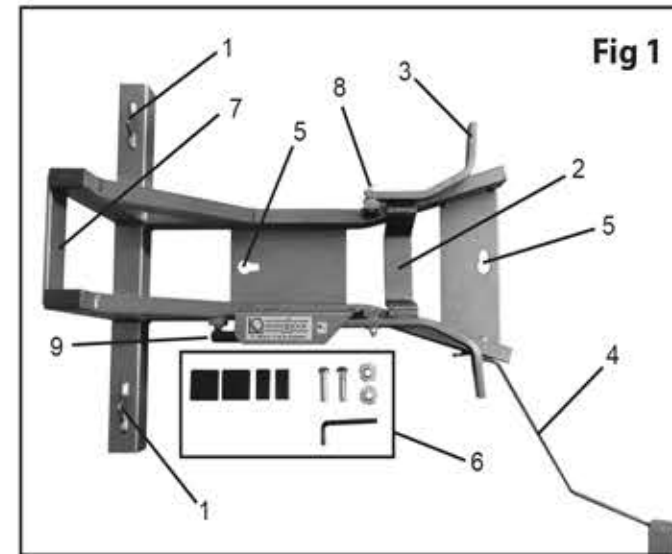


Fig 1



Fig 2

- | | | |
|------------------------------------|--|----------------|
| 1) Cross Member D-Rings | 4) Trip Lever (rotated outside) | 7) Wheel Stop |
| 2) Retainment Shoe | 5) Keyed Holes | 8) Pivot Bolts |
| 3) Release Lever (Retainment Shoe) | 6) Mounting Hardware & End Cap Package | 9) Gas Spring |

Wheel Chock Entry

- To release the retainment shoe without a motorcycle, place your foot in the valley of the shoe and step down (Fig 2).
- Roll the front tire of the motorcycle into the chock until it makes contact with the wheel stop.
- Activate the retainment shoe by pressing the trip lever with your foot.
- Pull back on the motorcycle to ensure the retainment shoe is in place.
- Lightly push the motorcycle side to side to ensure stability.

Wheel Chock Release

- Facing the rear of the motorcycle, hold the handlebar while placing one foot on the release lever of the retainment shoe.
- Pull back on the handlebar while pushing forward and down on the retainment shoe (Fig 3).
- Once the retainment shoe is released, the motorcycle will naturally lean to one side. Resist lean by maintaining one hand on the handlebar throughout this process.
- While maintaining the motorcycle upright, mount the bike.

Wheel Dock offers many accessories and mounting options. For more details, please visit our website at www.wheeldock.com

Individuals who fail to read and follow the instruction in this manual risk damage to property and/or personal injury. Always use two straps to secure the rear of the motorcycle when transporting. WheelDock assumes no liability for damage or injury due to improper use of our products.

Free Standing Usage

- The wheel chock should be used on solid surfaces (concrete, asphalt, wood decking, and the like). The softer the underlying surface, the less stable the chock.
- To ensure stability, the wheel chock must rest on three contact points under the chock (Fig 4). Verify there is a gap under the chock and its only resting on the three points.
- Once the motorcycle is secured in the chock, ensure the wheel chock is resting on the three contact points by attempting to turn the handlebars.
- Lightly push the motorcycle side to side to ensure stability.

Wood Deck Mounting

- Locate the wheel chock on the deck.
- Mark the location for the chock mounting holes. Locate the mounting bolt hole in the narrow section of the keyed hole (Fig 5).
- Drill 1/2 or 9/16 inch holes in the marked locations.
- From underneath the deck, tap the T-Nuts into the drilled holes until the flange of the T-Nut is seated against the deck.
- Install (2) wood screws so the body of the screw (threaded section) sets in the notch of the T-Nut and the head of the screw overlaps the flange of the T-Nut (Fig 6).
- Fasten the wheel chock using the supplied 1/2"-13 button headed cap screws.

Wheel Chock Fastening / Removing

- The Wheel Dock chock uses keyed holes to retain the chock. Allowing for quick fastening and removal.
- To remove the fastened chock, loosen the mounting bolts enough to slide the chock so the bolt head clears the opening in the slot (Fig 7). Lift and remove.
- Snug the button headed cap screws against the deck when chock is not in use.

Motorcycle Strapping

- Fasten the wheel chock and secure the motorcycle in the chock.
- Place a towel on the motorcycle seat.
- Strap over the seat to the opposite side of the motorcycle on both sides (two straps) (Fig 8).
- To minimize marred surfaces, it's best to use a soft tie on the motorcycle end of the strap. Strap to the motorcycle Saddlebag Crash Bars, Rear Shock Mounts, Passenger Footrest Brackets, or other component securely mounted to the motorcycle (Fig 8 & 9).
- Place the towel so that no part of the strap or soft tie is making direct contact with the motorcycle or seat.
- Secure the other end of the straps to the trailer pulling slightly forward and out (Fig 10 thru 16).
- Shake the bike side to side and tighten both straps evenly. Tighten just enough to keep the motorcycle from swaying excessively.
- Keep in mind, the Wheel Dock chock is securing the front of the motorcycle and maintaining it upright. The straps are controlling the side to side sway and rear of the motorcycle (tail whip). No excessive force on the straps are required.

Other Strapping Suggestions

- Use quality ratchet straps. Do not use cam lock straps. Cam lock straps are difficult to obtain a balanced force and slip over time.
- Because the Wheel Dock chock allows for an active suspension, straps with a locking hook are recommended. This will ensure the strap doesn't unhook from the floor rings.
- Check the strap force after two or three hours of travel. A couple extra clicks on the ratchets may be required after everything has settled in place.
- Do not use the D-Rings on the cross member of the chock for strapping the motorcycle.
- For more information, visit the Information area of our website (wheeldock.com).

Troubleshooting / Maintenance

- Soft surfaces (rubber or carpeted decks) may cause the retainment shoe to unintentionally trip as the motorcycle is being removed from the chock.
- A new front tire can unintentionally trip the retainment shoe. To correct, place a thin coating of liquid dish soap or clear silicone lube on the inside of the retainment shoe. Once the tire gets washed a few times, the issue will correct itself.

- If the trip lever will not rotate the retainment shoe. Place a drop of oil on the trip lever pivot bolt between the chock frame and lever. Tighten the pivot bolt until the trip lever slowly falls under its own weight.
- The gas spring is warranted by the manufacture for one year. Replacement gas springs can be purchased from Wheel Dock or many auto parts suppliers.
- Periodically lubricate the two retainment shoe pivot bolts and the trip lever pivot bolt.
- Prevent the gas spring shaft from rusting.
- Do not power wash the wheel chock.

