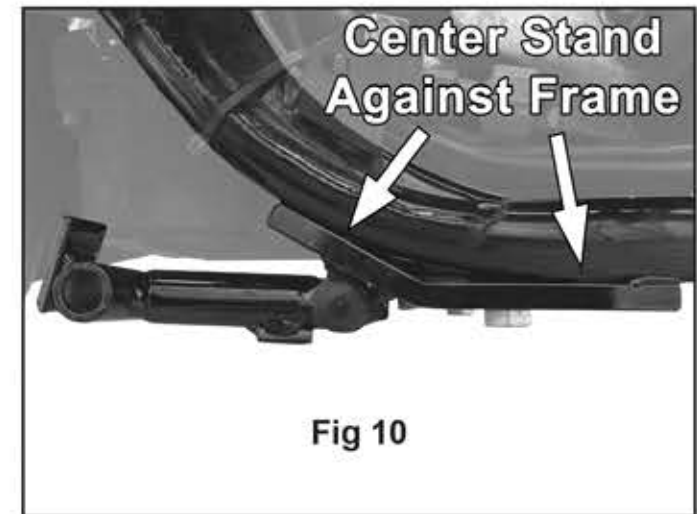
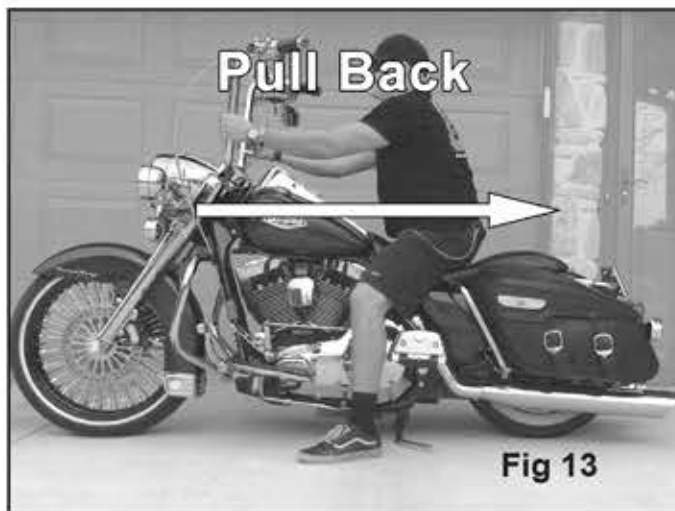
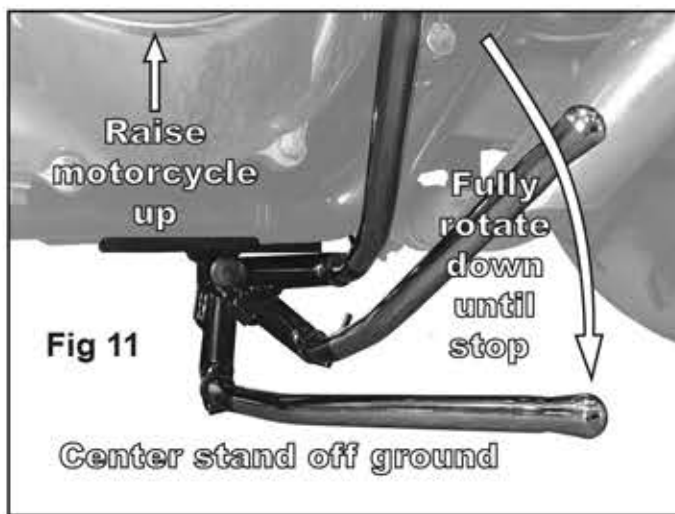


Installation

- For best access, work from the right (throttle side) with the motorcycle on its side stand.
- Place the square nuts (Fig 5) into the existing holes of the motorcycle cross member. The circular boss of the square nuts should locate in the cross member holes (Fig 6).
- If the cross member is bent so the square nuts won't locate properly, straighten the cross member. This can be accomplished using a pry bar, long heavy screw driver, or wrench handle (Fig 7)
- Start the far (left side) mounting bolt. If needed, use a small weight on top of the square nut to provide resistance when starting the bolt (Fig 8).
- With the center stand hanging from the first bolt, start the second bolt. If needed, use a screwdriver to lightly push on top of the second square nut when starting the bolt (Fig 9).
- Ensure the base of the center stand sets against the frame on both sides (Fig 10).
- Tighten both bolts. If the cross member is bent, continue to tighten the bolts until the base of the center stand makes contact with the motorcycle cross member. Torque bolts to 30 ft-lbs minimum.





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 Slammer Center Stand

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.

- 1) Raise the motorcycle enough to allow the center stand to fully rotate down without making contact with the ground (Figure 11).
- 2) Using your left foot, slowly push down on the lever arm until the center stand is fully rotated forward against stops (Figure 11).
- 3) Release air pressure from the suspension allowing the center stand feet to make contact with the ground. Continue releasing pressure until the rear of the motorcycle rotates slightly backward (Figure 12). Completely depressurize the suspension.
- 4) Pull back on the motorcycle handlebars to ensure the center stand is resting in the forward most position (Figure 13).



Installation and Operation Instructions 2008 and Earlier 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

Classic Slammer Stand

Important Notifications

- The EZ Up Classic Slammer Stand is designed to fit on the cross member of 2008 and earlier Harley Davidson Touring Model motorcycles.
- The EZ Up Slammer Stands are for parking a motorcycle with height adjustable (air) shocks in the upright position. The center stand will not work with conventional shocks.
- The Slammer Stand will slightly reduce ground clearance of the motorcycle (Fig 1). **DO NOT** operate the motorcycle in the lowered position. Care must be taken when riding over speed bumps and other obstructions in the road.
- Riding the motorcycle with the suspension in any condition other than completely extended increases the risk of damage to the center stand. Damage to the center stand will void all warranties.

Verify Center Stand Fit

- Completely depressurize the suspension.
- Locate the center line of the motorcycle cross member (Fig 2).
- Have an assistant hold the motorcycle vertical.
- Measure from the bottom of the frame to the ground at the cross member center line (Fig 3).
- Verify the motorcycle will drop lower than 4-1/2" (Fig 4). Do not use the Slammer Stand if your motorcycle does not meet this specification.

Warnings, Tips, & Troubleshooting

- Never use the EZ-Up Center Stand on soft surfaces.
- Never deploy the center stand with the motorcycle facing downhill.
- Practice using the center stand on a solid flat surface with the side stand out.
- 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.
- Once the center stand is deployed, always pull back on the motorcycle to ensure the stand is over center.
- Check the motorcycle for stability once the center stand is deployed. If the bike feels unstable, use the side stand.
- Changes to the wheels or suspension may affect the performance of the center stand.