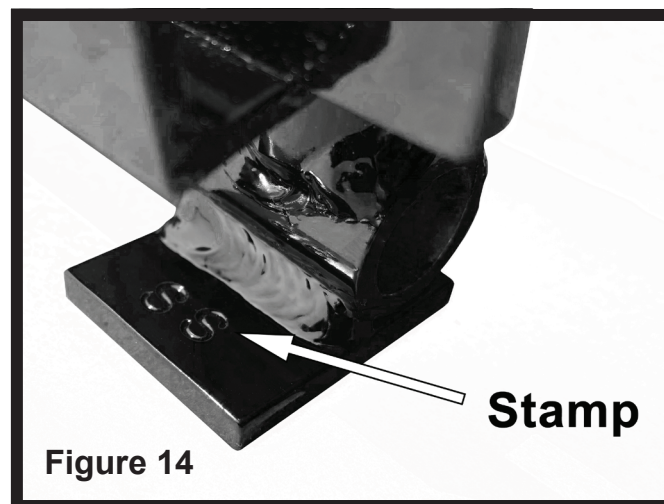
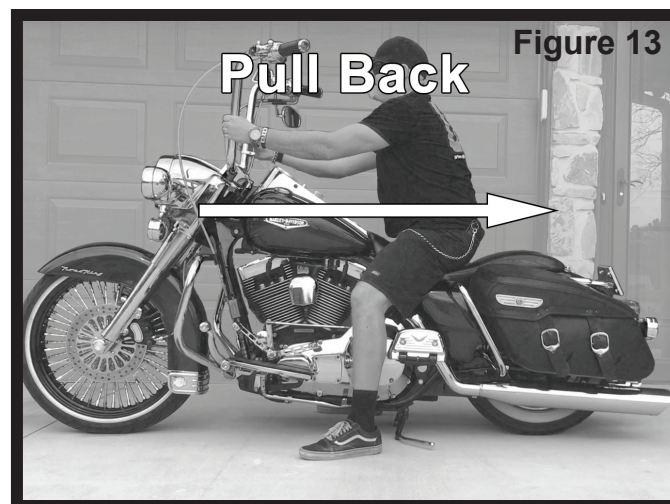


- 3) Release air pressure from the suspension allowing the center stand feet to make contact with the ground. Continue releasing pressure until the rear of the motorcycle rotates slightly backward (Figure 12). Completely depressurize the suspension.
- 4) Pull back on the motorcycle handlebars to ensure the center stand is resting in the forward most position (Figure 13).
- 5) **VERFIY STABILITY!** Variations in pavement can affect stability. Verify Stability every time the center stand is deployed. If the bike feels unstable, use the side stand.



Slammer Stand ID (Figure 14). "SS" = Slammer. "SP" = Slammer Plus.

### 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.

# Slammer Stand

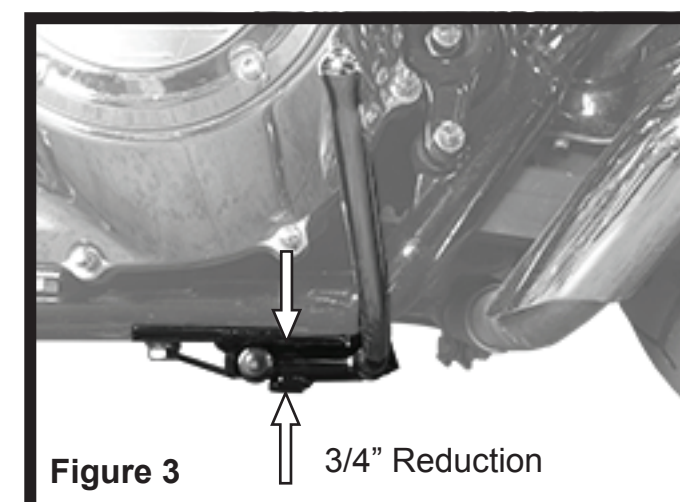
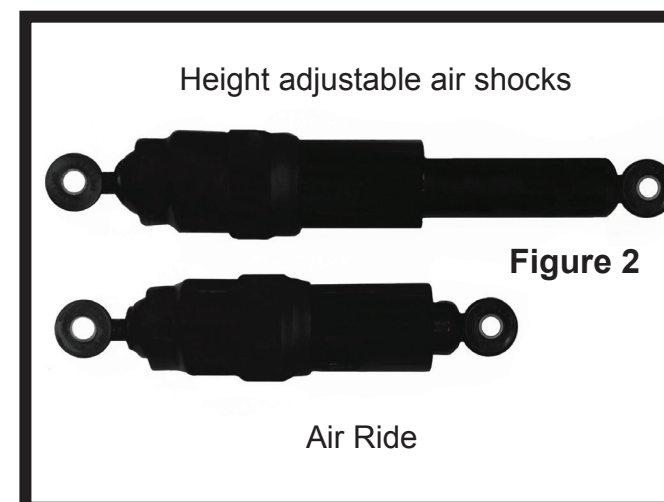
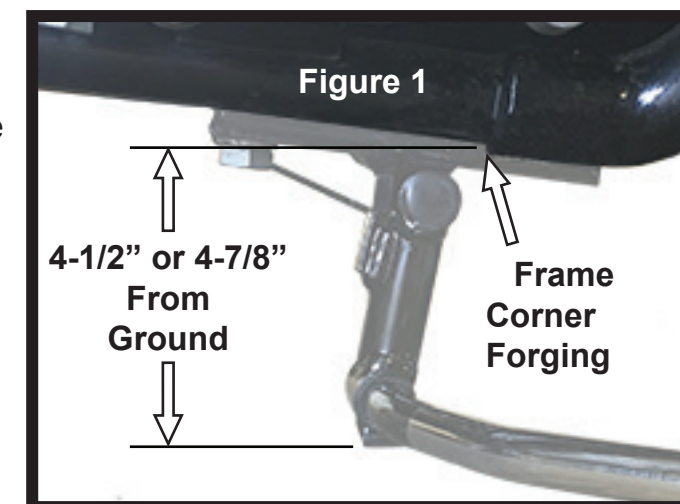
By **EZUp**  
CENTER STAND

## 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)

### Important Notifications

- 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.
- Before installing, verify your motorcycle will drop **lower** than 4-1/2" (Slammer) or 4-7/8" (Slammer Plus) measured at the frame corner forgings (Fig 1). **Do not use the EZ Up Slammer Center Stand if your motorcycle does not meet this specification.**
- The EZ Up Slammer Center Stand is for parking a motorcycle with height adjustable (air) shocks in the upright position (Fig 2). The center stand will not work with conventional shocks.
- **DO NOT** operate the motorcycle in the lowered position. Care must be taken when cornering, riding over speed bumps, or other obstruction in the road. The center stand will reduce ground clearance of the motorcycle by approximately 3/4" (Fig 3).
- 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.

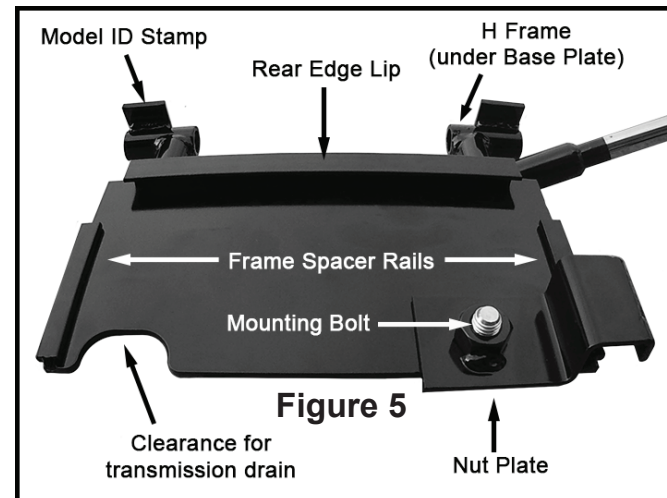


**Note:** If the center stand is difficult to operate and / or excessive force is needed to deploy the stand, something is wrong. Please review the usage instructions, videos, or contact Wheeldock if you have any concerns. Using excessive force will bend the lever arm. Bent lever arms are not covered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

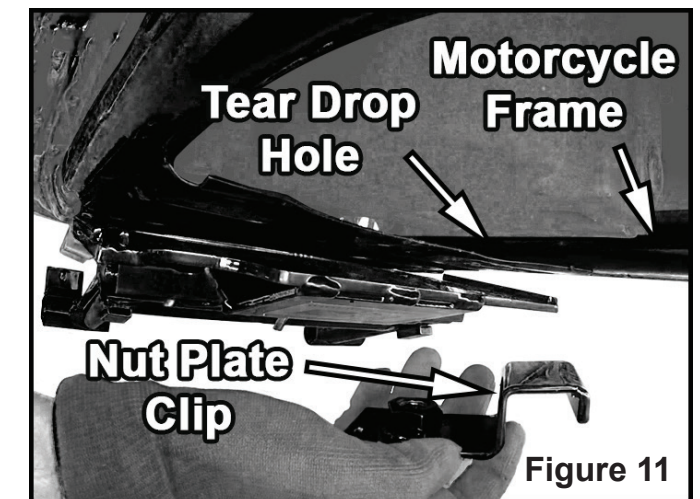
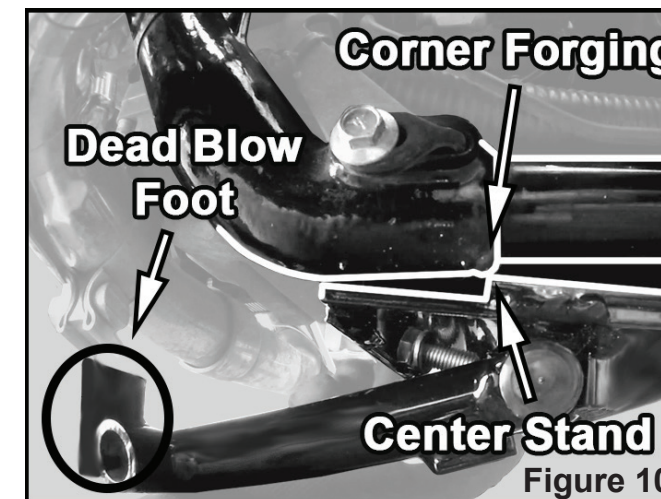
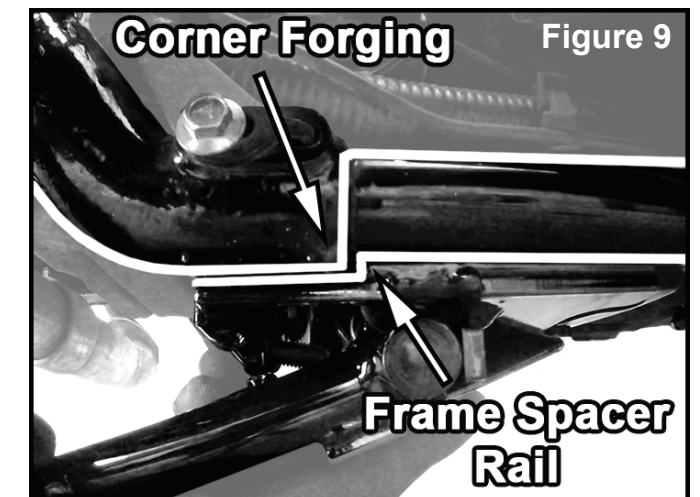
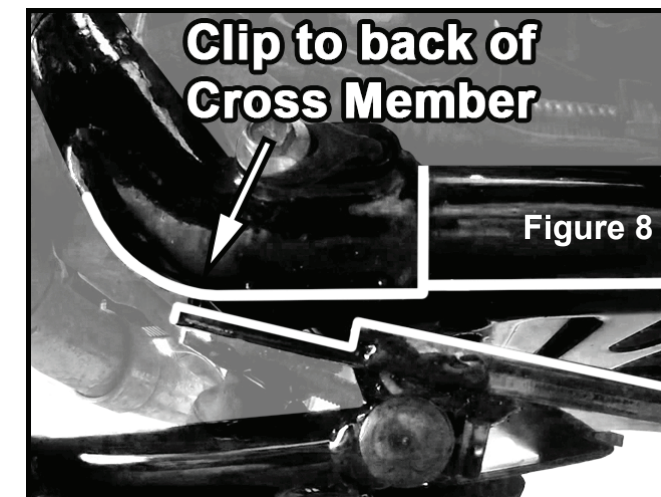
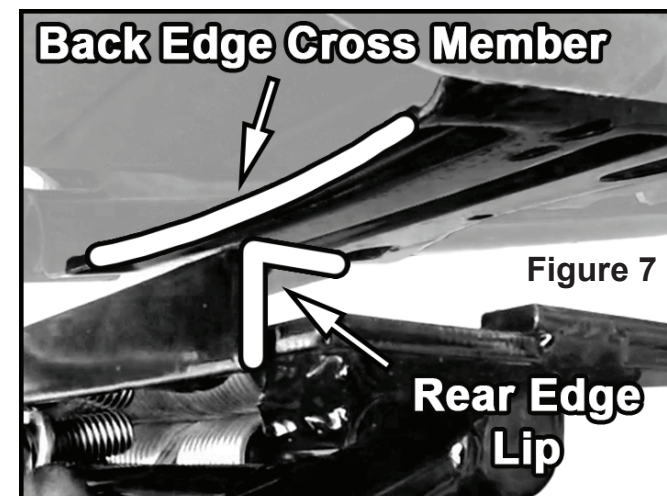
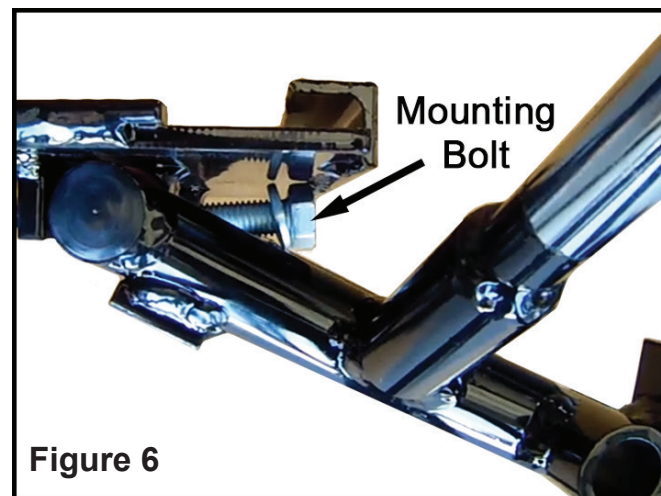


The EZ-Up Center Stand is designed to fit on the frame cross member of 2009 and later Harley Davidson Touring Models. See Figure 4.

1) Familiarize yourself with the components of the EZ-Up Center Stand in Figure 5.



- 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 6. 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 7 & 8.
- 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 9.
- 6) If it's 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 10.
  - 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.



- 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 11).
- 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 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](http://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).