



WHEELDOKK

Installation and Operation Instructions WheelDock Wheel Chock

NOTICE

DO NOT HANDLE WHEEL CHOCK WITH RETAINMENT SHOE IN THE DOWN POSITION (Fig 1)

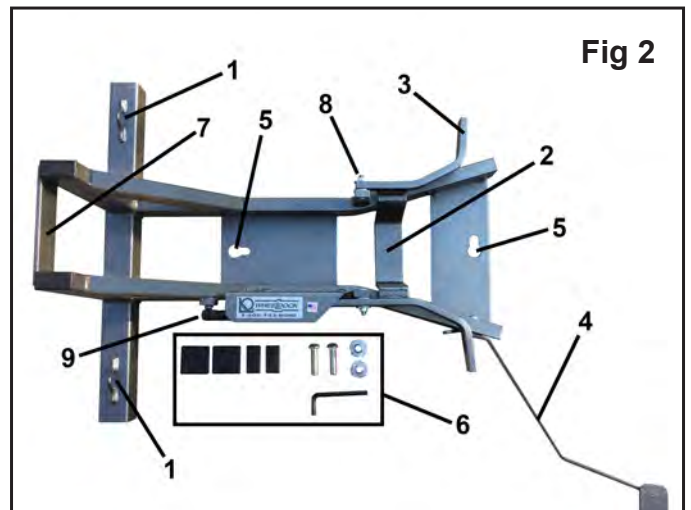
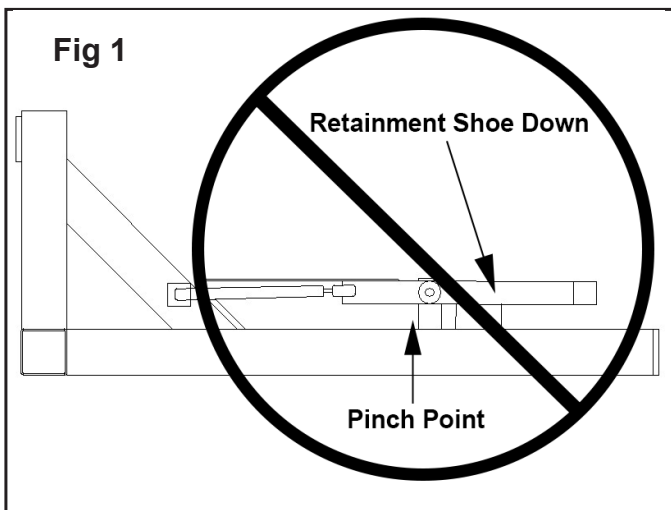
Prior to use, please read through the complete instructions. If possible, review our installation and usage videos found in the Resources area of our website (wheeldock.com)

Wheel Chock Fitment

- Standard wheel chock sizes are based on original equipment (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 2).
- Rotate Trip Lever outside of chock.
- Install End Caps.



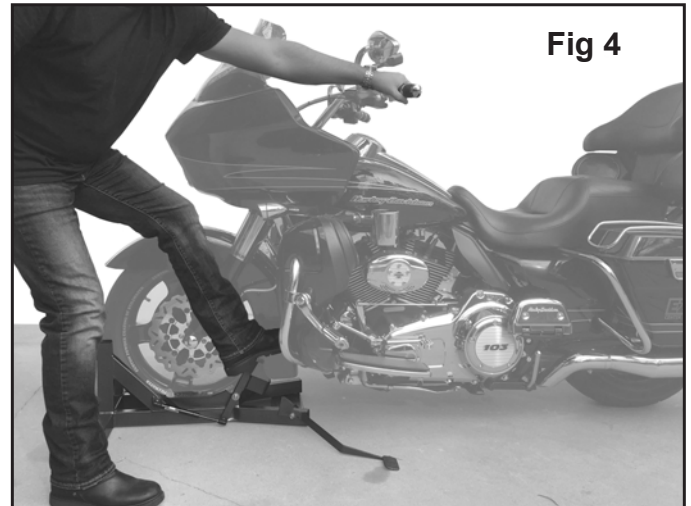
- 1) Cross Member D-Rin
- 2) Retainment Sho
- 3) Release Lever (Retainment Sho

- 4) Trip Lever (rotated outside)
- 5) Keyed Hol
- 6) Mounting Hardware & End Cap Packa

- 7) Wheel S p
- 8) Pivot Bol
- 9) Gas Spr g

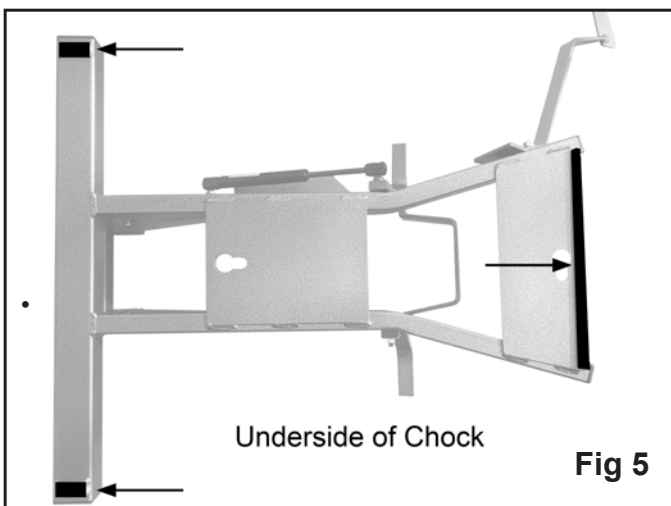
Troubleshooting / Maintenance

- 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 actuate 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 manufacturer for one year. Replacement gas springs can be purchased from WheelDock or many auto parts suppliers.
- Periodically lubricate the two retainment shoe pivot bolts and trip lever pivot bolt.



Wheel Chock Entry

- To release retainment shoe without a motorcycle, place your foot in the valley of the shoe and step down (Fig 3).
- Roll the motorcycle front tire 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 4).
- Once the retainment shoe is released, the motorcycle will naturally lean to one side. Resist lean by maintaining one hand on the handlebar throughout the process.
- While maintaining the motorcycle upright, mount the bike.

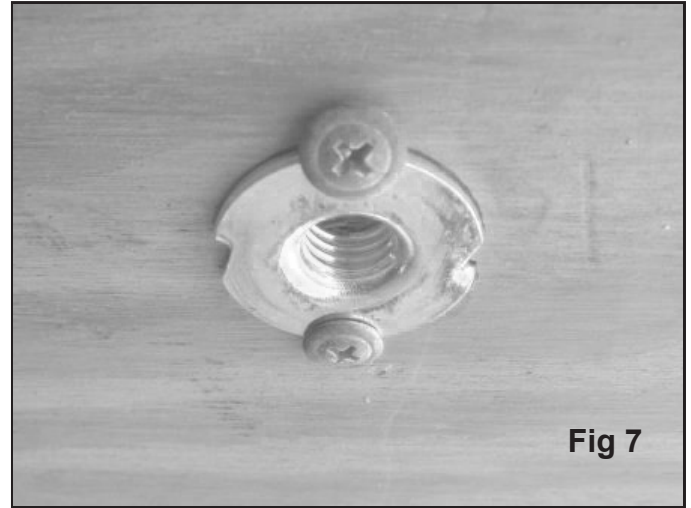
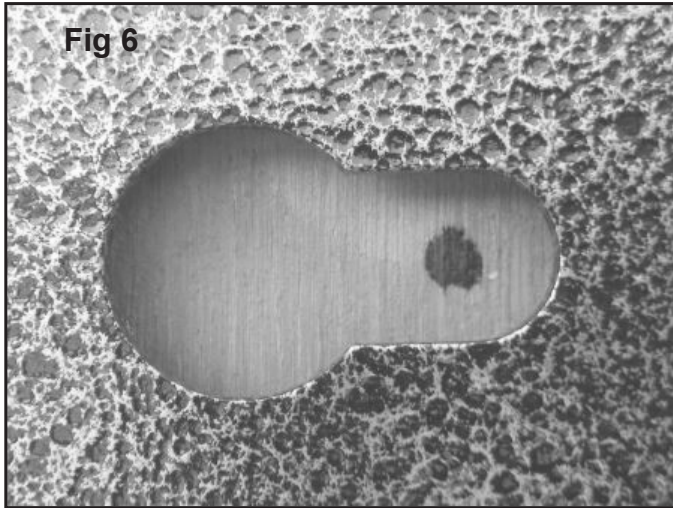


Free Standing Usage

- The wheel chock should only be used on solid surfaces (concrete, asphalt, wood decking, and the like).
- To ensure stability, the wheel chock must rest on three contact points under the chock (Fig 5). Verify there is a gap under the chock and it's only resting on the three points.
- Once the motorcycle is secured in the chock, ensure the wheel chock is resting on three contact points by attempting to turn the handlebars.
- Lightly push the motorcycle side to side to ensure stability.

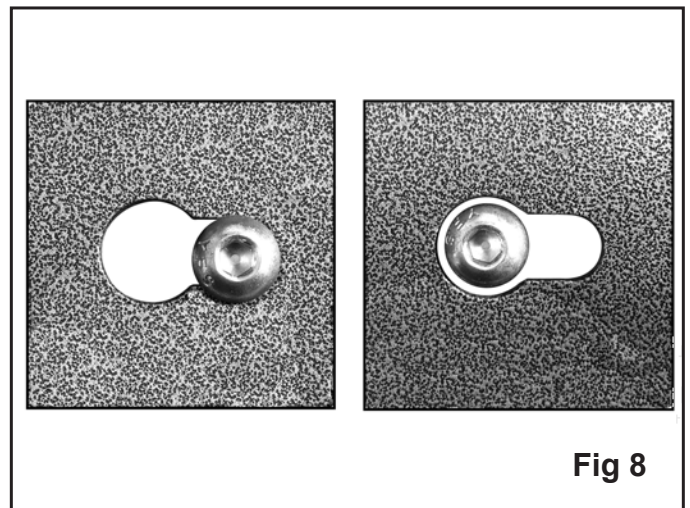
Wood Deck Mounting

- Locate wheel chock on deck.
- Mark locations for chock mounting holes. Locate the mounting bolt hole in the narrow section of the keyed hole (Fig 6).
- Drill 9/16" 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 T-Nut Flange (Fig 7).
- Fasten the wheel chock using the supplied 1/2"-13 button headed bolts.



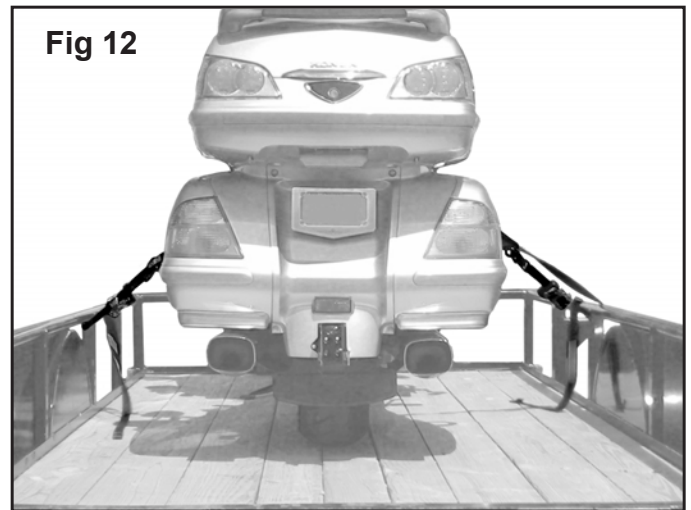
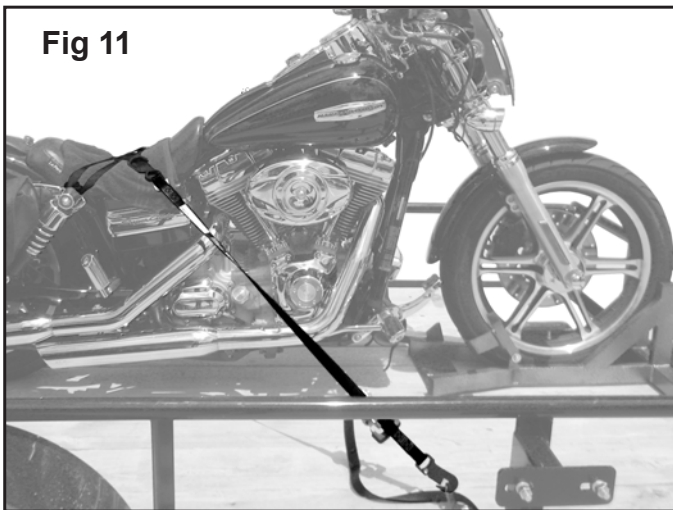
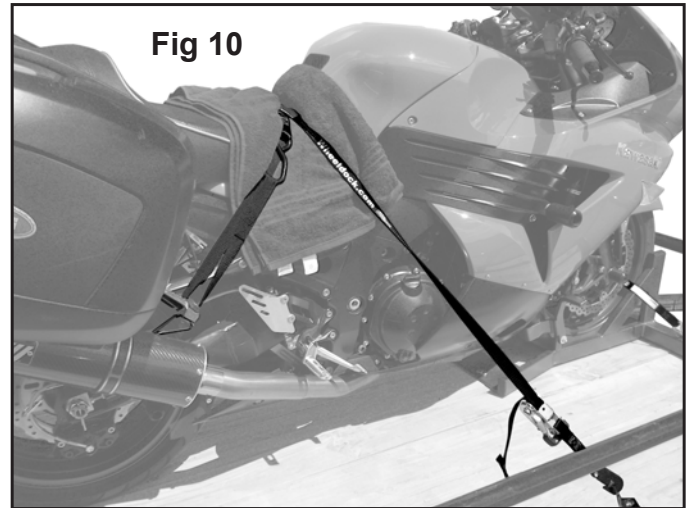
Wheel Chock Fastening / Removing

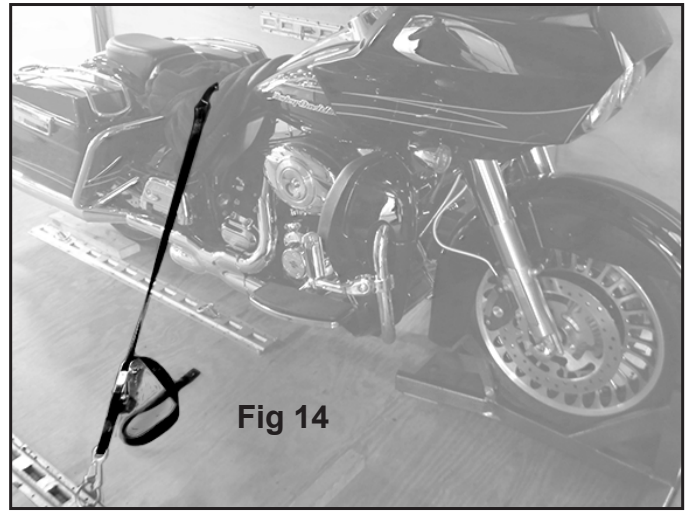
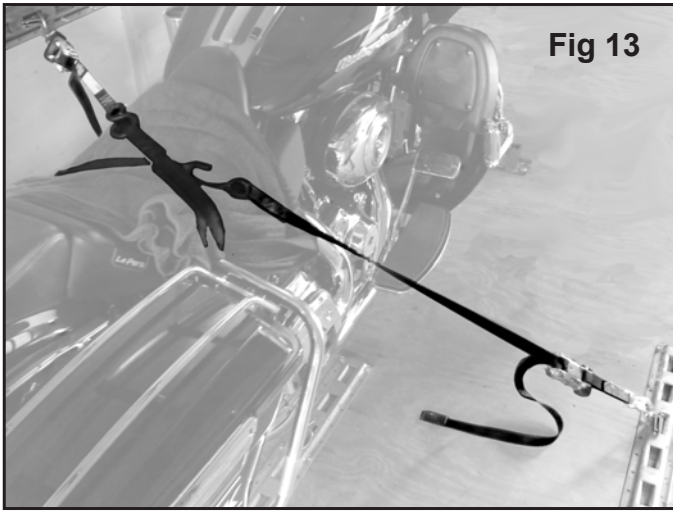
- The WheelDock chock uses keyed holes to retain the chock, allowing for quick fastening and removal.
- To remove the fastened chock, loosen the mounting bolts enough to slide the chock so the bolt head clears the opening in the slot (Fig 8).
- Lift and remove.
- Snug the button headed bolts against 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 9).
- 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 components securely mounted to the motorcycle (Fig 9 & 10).
- 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 14).
- Shake the bike side to side and tighten both strap evenly. Tighten just enough to keep the motorcycle from swaying excessively.
- Keep in mind, the WheelDock 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 WheelDock chock allows for an active suspension, straps with locking hooks are recommended. This will ensure the strap doesn't unhook from the floor rings.
- Check 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 Resources area of our website (wheeldock.com).

WheelDock offers many accessories and mounting options. For more details, please visit our website (wheeldock.com).

Individuals who fail to read and follow the instructions 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.