

# **WHEELDOCK**

**THE PREMIER MOTORCYCLE CHOCK**

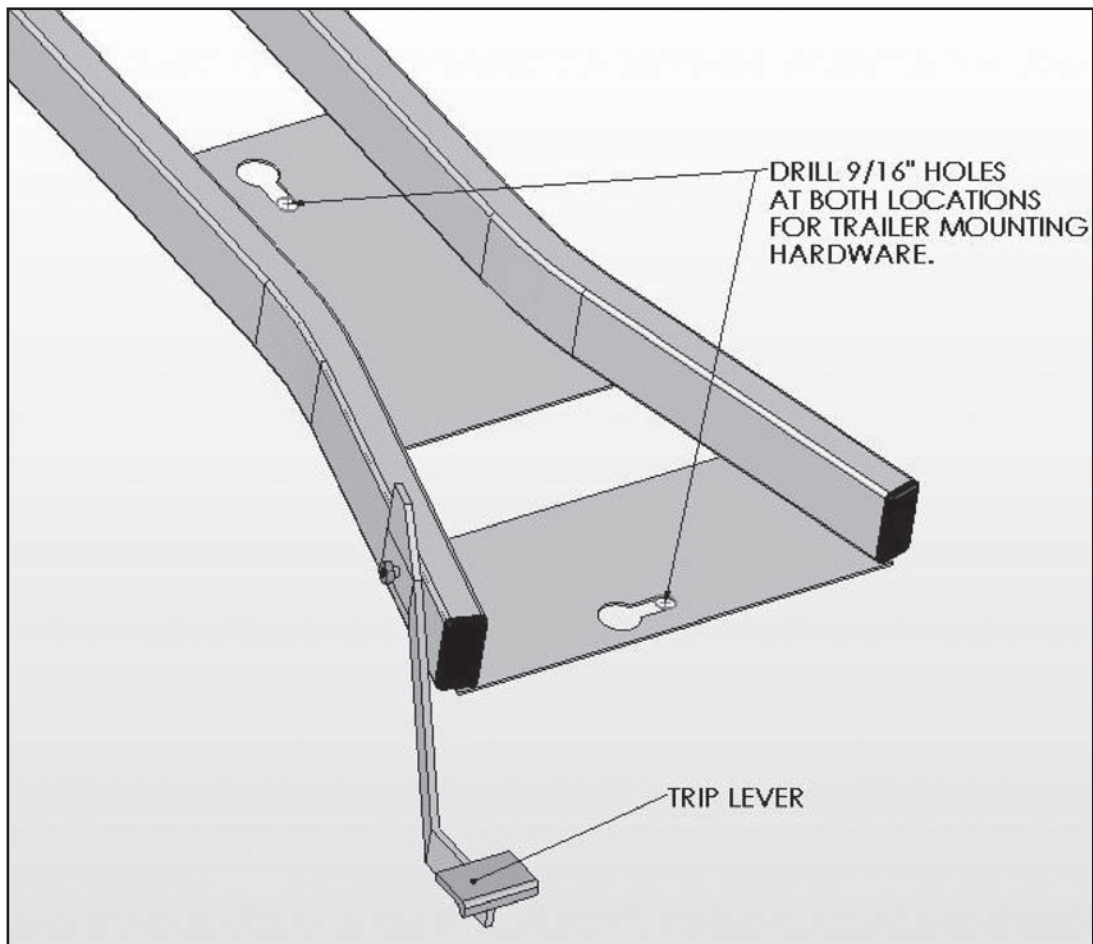


Figure A

## **Owner's Manual and Information Sheets**

Thank you for purchasing our WHEELDOCK. The following is required reading for getting the most from your new WHEELDOCK. Proper installation and operation will secure your favorite ride for transporting and will provide you the assurance that you and your motorcycle will arrive at your destination, ready to ride! We ask that if you have any questions, please give us a call.

Unpack your WHEELDOCK, and rotate the trip lever as shown in **Figure A**. Place the WHEELDOCK on a flat surface. It comes fully assembled and ready for use either freestanding or mounted on a trailer for transporting your motorcycle. Your WHEELDOCK is now ready to hold your motorcycle upright for cleaning and/or storage.

The WHEELDOCK is built with three feet or points of contact for stability.

**CAUTION:** When using the WHEELDOCK in the garage or driveway, be sure the feet are the only points touching and the center floor is not sitting on a high spot or piece of gravel. This condition may cause the WHEELDOCK to rotate easily, possibly tipping your bike.

There should be a slight clearance or gap under the center floor of the WHEELDOCK. Use a piece of card stock to check for this clearance before rolling your bike into the WHEELDOCK.

**TIP:** If necessary, place two rubber pads under the feet that are welded to the ends of the 2-inch square cross bar. This will raise the front of the WHEELDOCK and ensure three points of contact. This is only necessary when using the WHEELDOCK in its freestanding mode, never when mounting to a trailer.

**To mount the WHEELDOCK onto a trailer:** (*Watch Video On-line [www.wheeldock.com](http://www.wheeldock.com).*)

- Place the WHEELDOCK in its final position and drill two 9/16-inch holes where indicated in **Figure A** (at the end of the slot in the keyholes). Push the supplied T-nuts up from the bottom of the trailer floor into these holes. Use a hammer to seat the flange of the T-nuts flush with the floor. Be careful not to deform the flange or the barbs.
- When mounting to a metal floor, first cut 2-inch plywood-mounting blocks about 4-inches square and attach to the bottom of the floor centered on the 9/16-inch hole you have drilled. Use screws from the top of the trailer to hold these blocks in position. Using the holes as templates, finish drilling through the plywood and install the T-nuts as before.

**TIP:** Install a wood screw up from the bottom in a few places at the edge of the T-nut flange so the head of the wood screw bears against the lip of the flange. This keeps the T-nut from pushing out if you step on the bolt head with the bolt backed off. Hopefully this is the last time you will need to work under your trailer.

- From the top of the trailer floor, start the bolts into the nuts part way.
- Install the unit by first dropping the WHEELDOCK over the forward bolt head and pushing the WHEELDOCK forward until the other bolt comes through the remaining hole in the entry floor of the WHEELDOCK. Rotate the WHEELDOCK clockwise as far as it will go and tighten the bolts with the T-handled 5/16-inch wrench provided. Your WHEELDOCK is now ready to safely transport your bike.
- To remove the WHEELDOCK, loosen the two mount bolts and reverse the above instructions. At this point the bolts must either be removed or tightened down flush with the surface of the floor so as to not cause a tripping hazard.

**NOTE:** Be sure to read and understand WHEELDOCK strapping information contained in this instruction manual. Always use a safety strap through the front wheel and attach the strap hooks to the anchor points provided on the WHEELDOCK. **Always** transport your bike by strapping it down and forward from two mid points to stabilize the motorcycle. Use good quality straps and enough compression to remove all side-to-side movement.

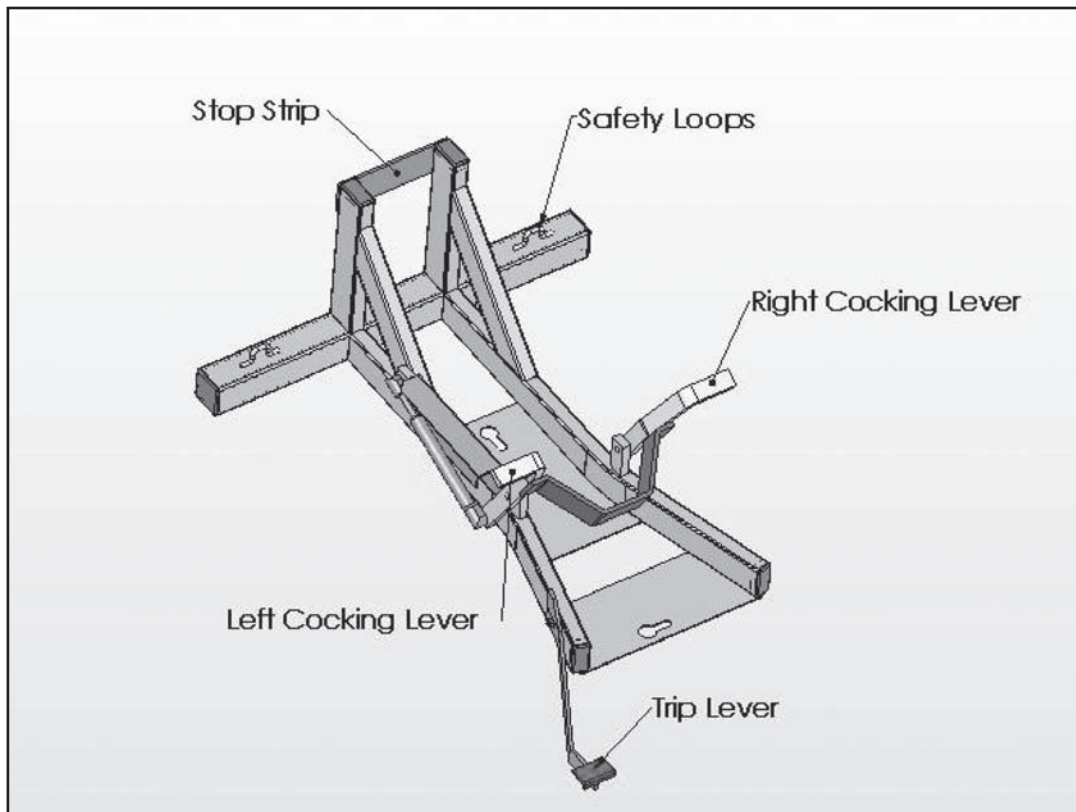


Figure B

### **General Operating Instructions (Figure B)**

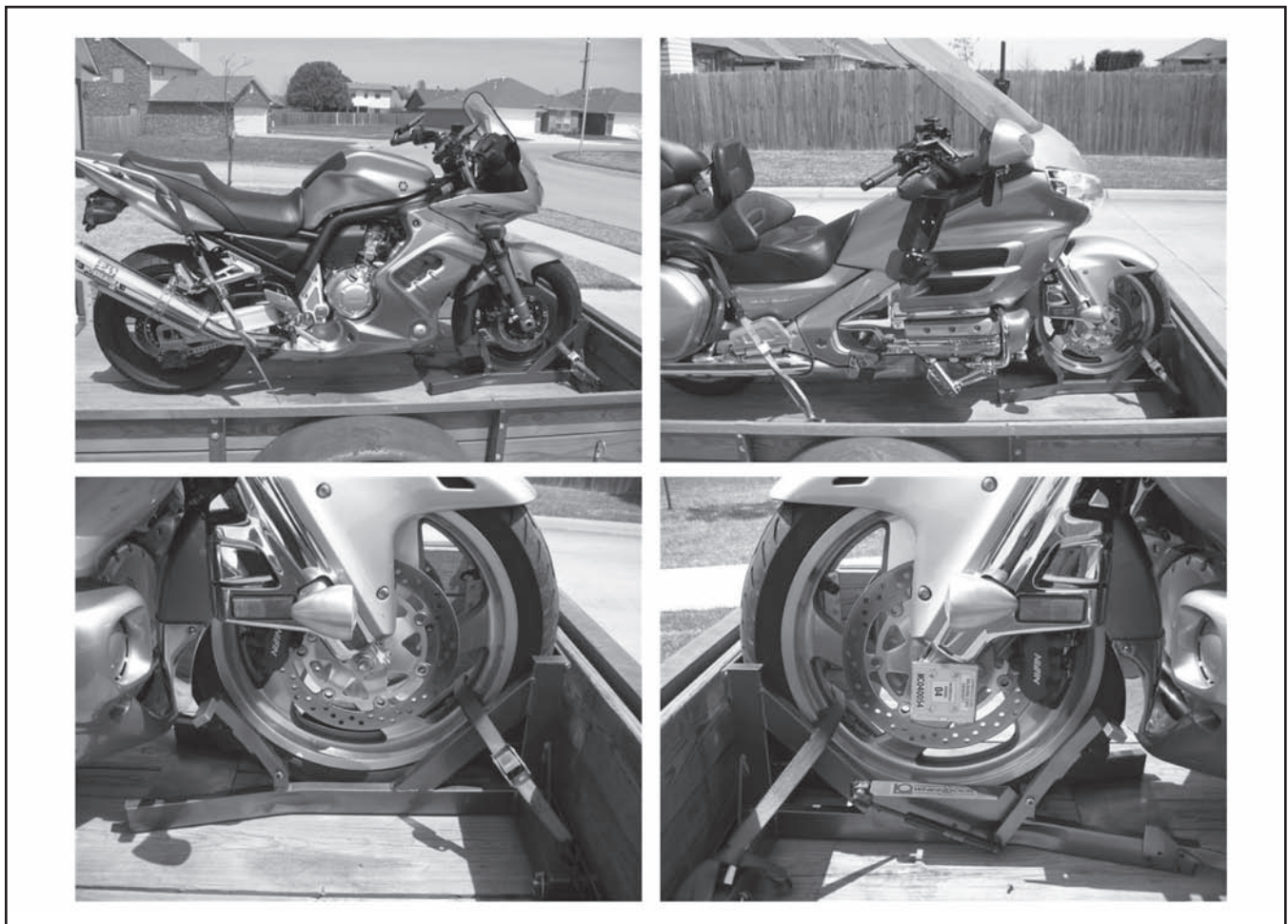
- Open the *shoe carriage mechanism* by placing your foot on the right or left cocking lever. This cocking movement is similar to kick-starting a motorcycle as the movement is down and back in an arc. This takes a good heavy push with your foot. Once cocked, the shoe is now open and flat on the WHEELDOCK floor and will remain open until you pull your bike into the WHEELDOCK and depress the Trip Lever.

**NOTE:** Always keep one hand on the bike to keep it from rolling back when the carriage is opened. We recommend leaving the bike in first gear so it cannot roll backwards when the shoe carriage is opened.

- When you ride into the WHEELDOCK, pull up to the forward stop and press the Trip Lever with your foot. This releases the air spring and clamps the wheel.

**TIP:** *Be sure to leave your motorcycle in first gear.*

- At this point, your motorcycle is secure against tipping and you can safely get off the bike.
- Follow the strapping instructions below before hauling your bike.



Figures C-F

### **Strapping Instructions** (See Figures C-F)

- *Always use a safety strap through the front wheel and attach the end hooks to the anchor points provided on the WHEELDOCK (see the bottom two photos). (see page 5 for a full description of our custom built front safety strap.)*

**TIP:** *Compressing the front suspension by strapping down is not necessary or advised.*

- Always transport your bike by strapping it *down and slightly forward* from two mid points. Find a point as high on the bike as possible to tie off to as this will stabilize the bike much better than a low point. Use good quality straps and only enough compression to remove all the side-to-side movement. Remember we are stabilizing the side-to-side shake out of the bike for transporting and not compressing both ends of the suspension. Let the WHEELDOCK do the work up front. Properly strapping the bike usually requires less suspension compression than riding the bike. See the top two photos for general strap locations.

**NOTE:** We use ratchet straps with built-in soft ties and locking hooks when transporting our bikes to shows and highly recommend these over the cam-lock straps, as those tend to slip and loosen. Because we leave the suspension room to travel, we recommend locking hooks as insurance against a strap coming unhooked from the floor rings. You can also use tape around the hooks or a bungee cord to always keep the hooks in tension. *(Before learning this, we had hooks come loose on several trips to shows; however, the WHEELDOCK held the bike up on each occasion).*



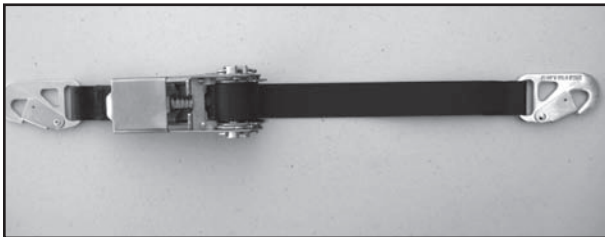
## ***WARNING!***

Individuals who fail to read and follow the instructions in the owner's manual and information sheets risk damage to property, serious personal injury and/or death! Always use at least 2 straps to anchor the rear of the motorcycle when traveling and always use a strap through the front tire to prevent movement. WHEELDOCK LLC assumes no liability for damage or injury due to misuse of WHEELDOCK or WHEELDOCK accessories.



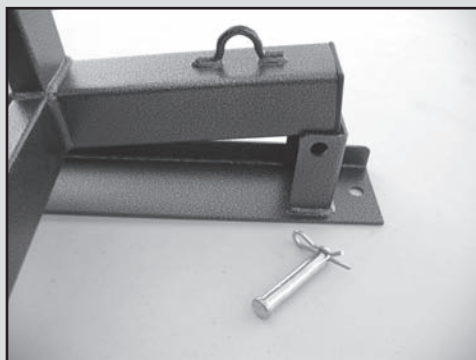
### **WHEELDOCK Ratchet Straps with Soft Ties and Locking Hooks (1 pair)**

Our straps, rated for 2,800 lbs., are custom-made to our specs (with all of the features previously discussed) and are available from the WHEELDOCK web site [www.wheeldock.com](http://www.wheeldock.com) or by calling **405-743-8080**.



### **Front safety strap (1 strap)**

Front safety strap with offset ratchet and locking hooks for securing the front wheel for transport.



### **Mounting and Use of Optional Quick-Detach Transport Bar**

- Affix the Transport Bar by drilling through the  $\frac{1}{2}$ -inch holes at either end, now open the hole in the trailer floor up to  $\frac{9}{16}$ -inch and install T-nuts as previously instructed. Install bolts and tighten.
- Place the WHEELDOCK into the bar and install the cross bolt and safety pin. This secures the WHEELDOCK for transport and allows for quick removal of the WHEELDOCK by reversing these steps.



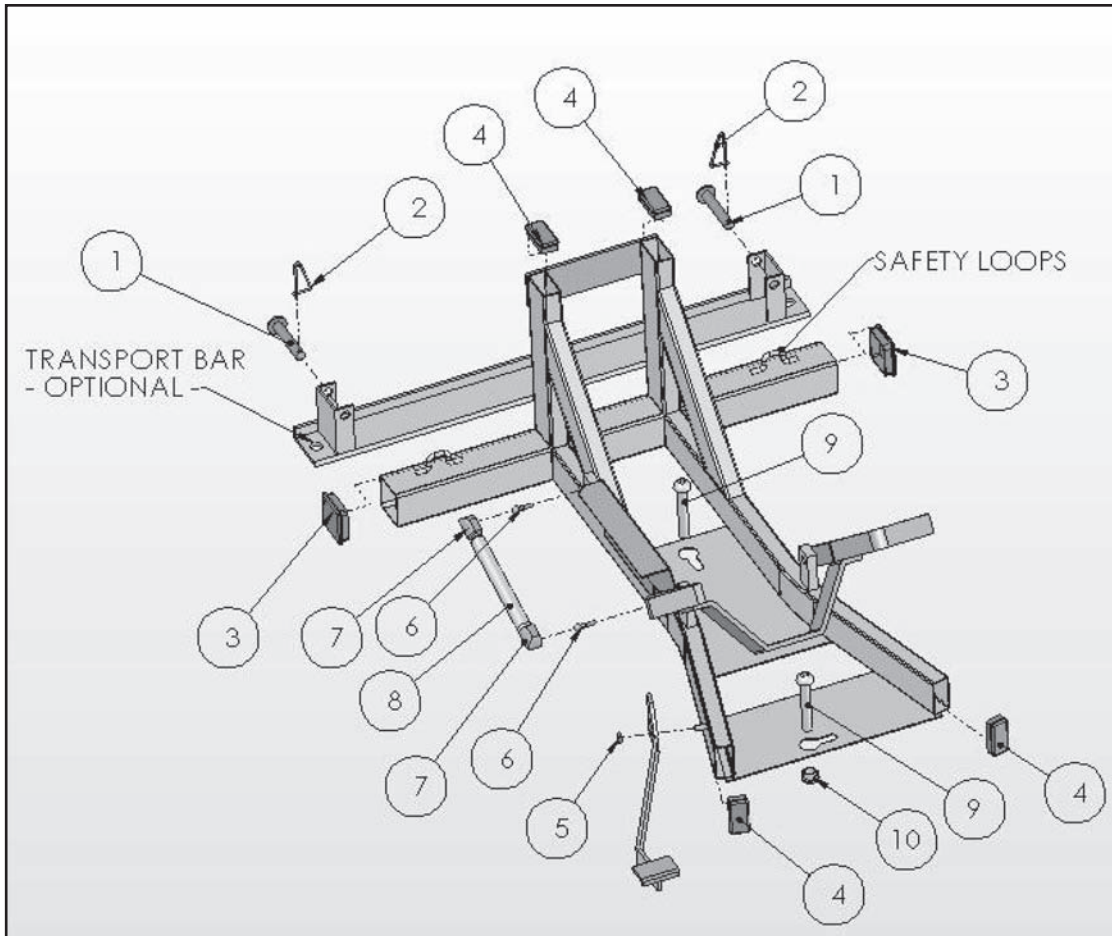


Figure G

**Replacement Parts Chart:**

Replacement Item Number	Replacement Item Name
1	Locking Bolt
2	Locking Pin
3	Large Plastic Cap
4	Small Plastic Cap
5	Locknut
6	Spherical Air Spring Stud
7	Air Spring Metal Ends
8	Air Spring
9	Mounting Bolt
10	T-Nut
11	5/16" Allen Wrench

**For replacement parts, please contact:  
 WHEELDOCK LLC  
 Ph. 405.743.8080**

**Maintenance Instructions:**

- Occasionally use a drop of oil at the two pivot bolt locations.
- WHEELDOCK LLC does not recommend washing the WHEELDOCK with high-pressure washers.

## Return Information:

*IMPORTANT*

- **BEFORE RETURNING A WHEELDOCK FOR ANY REASON, YOU MUST HAVE A RETURN AUTHORIZATION NUMBER. TO OBTAIN YOUR AUTHORIZATION NUMBER, CALL 405.743.8080**

## **LIMITED LIFETIME WARRANTY**

The liability of WHEELDOCK, LLC shall be limited to the repair or replacement of defective parts covered by warranty.

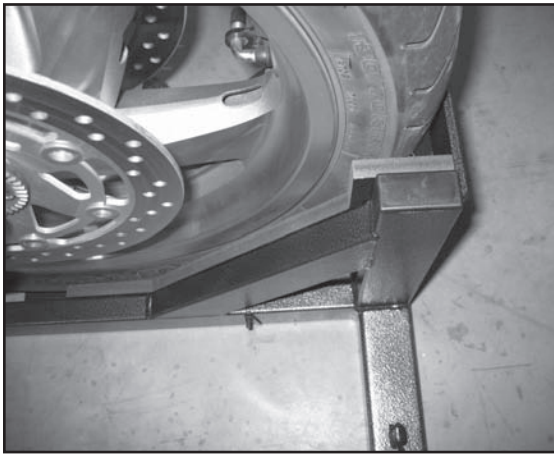
This Warranty is limited to the first purchaser and is not transferable. Proof of purchase from WHEELDOCK, LLC or an authorized dealer must accompany any returns.

WHEELDOCK, LLC (WHEELDOCK) provides a limited lifetime warranty on all WHEELDOCK products against defective material or workmanship. The purchaser must provide WHEELDOCK notice of the defect and establish that the equipment, parts, etc., have been properly set up, maintained, and operated within the limits of rated and normal usage. The original purchaser must also return the defective part or parts to WHEELDOCK for inspection. This Warranty shall not cover any cost of labor, transportation, freight, installation, misuse, abuse, negligence, accident, rust, or failure of the air cylinder, but shall be limited to repair or replacement of those parts, which upon inspection by WHEELDOCK appear to have been defective in material or workmanship.

EXCLUSION OF INCIDENTAL AND CONSEQUENTIAL DAMAGES TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, IN NO EVENT SHALL WHEELDOCK, LLC BE LIABLE FOR ANY SPECIAL, INCIDENTAL, INDIRECT, OR CONSEQUENTIAL DAMAGES WHATSOEVER (INCLUDING, BUT NOT LIMITED TO DAMAGES FOR: LOSS OF PROFITS, USE OF ANY EQUIPMENT, IMPROPER PERFORMANCE OF WORK, PENALTIES OF ANY KIND, DAMAGE TO PROPERTY, NEGLIGENCE, AND ANY OTHER PECUNIARY OR OTHER LOSS WHATSOEVER) ARISING OUT OF OR IN ANY WAY RELATED TO THE USE OF OR INABILITY TO USE THE WHEELDOCK PRODUCTS.

This warranty is expressly in lieu of all other warranties expressed or implied (including those of merchantability and fitness of any product for a particular purpose) and all other obligations of liabilities on the part of WHEELDOCK, LLC and WHEELDOCK, LLC neither assumes nor authorizes any other person to assume for WHEELDOCK, LLC any other liability in connection with the sales of WHEELDOCK products. There are no warranties, which extend beyond the description of the face thereof.

WHEELDOCK, LLC



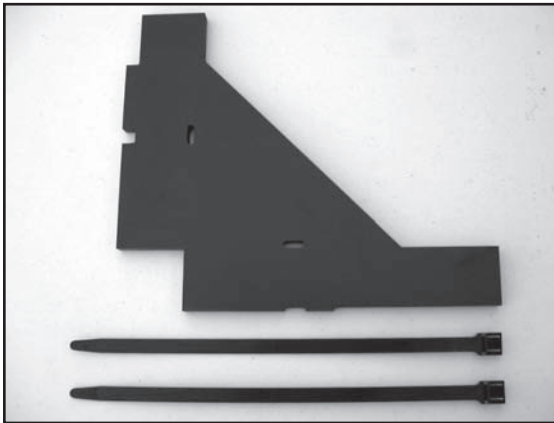
## The WHEELDOCK Reducing Spacers

These spacers are designed to reduce the distance or gap between the rails of the Wheeldock chock; therefore, one chock can now be made to fit several narrower tires. Our spacers are sold in kits or by individual thicknesses. Kits go up to the total thicknesses indicated in the list below and will create any thickness needed in 1/8-inch increments. We ship our spacers with a pair of reusable nylon cable ties. Extra ties can be ordered from Wheeldock.

**Kit A = 7/8" total thickness.....3 spacers 1/8"- 1/4"- 1/2"**

**Kit B = 1- 3/8" total thickness.....4 spacers 1/8"- 1/4"- and 2-1/2" spacers**

**Kit C = 2-3/8" total thickness.....6 spacers 1/8"- 1/4"- and 4-1/2" spacers**

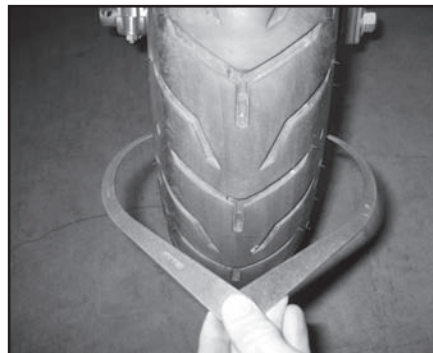


First, determine how much total gap you have to fill. You can find this dimension by rolling your bike into the chock and measuring the gap. This will take two people, and you will need to hold the bike straight up for accurate measurement. You can also measure the overall width with a C-clamp, which just touches the sidewalls at the widest point and measured with a scale. We also list the different widths needed on our sizing chart. See Chart Below.

<b>Model #5</b>	1/2"	3/4"	1 1/2"	2 1/8"
<b>Model #4</b>		1/4"	1"	1 5/8"
<b>Model #3</b>			3/4"	1 3/8"
<b>Model #2</b>				5/8"
<b>To this Model#</b>	<b>Model #4</b>	<b>Model #3</b>	<b>Model #2</b>	<b>Model #1</b>

**When fitting a narrower tire into a wider chock, you will need spacers measuring the thickness found where the two sizes intersect above.**

**Example:** You have a model #5 chock for your H-D Ultra and you occasionally need to transport a bike with a narrower tire such as a Honda Goldwing or a 2009 or later Ultra which both requires a model #4 chock. You would need a single 1/2 inch spacer to reduce the #5 to a #4. For measuring the overall width we have found the following methods work well.



[www.wheeldock.com](http://www.wheeldock.com)