

KendonStand-Up
TRAILERS & LIFTS

Kendon **GO!** **/// SERIES™**

GO! SERIES™ DUAL RIDE-UP STAND-UP™ TRAILER INSTRUCTIONS



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Rev. 112619


WARNING


- WARNING:** Serious injury, death and/or property damage could result through improper use of this product, including crushing or severing type injuries.
- WARNING:** Thoroughly read and understand all instructions and owner's manual(s) before using the trailer.
- WARNING:** For Adult Use Only. Keep children away from trailer at all times.
- WARNING:** You must check to ensure that the front wheel chock on the trailer will not contact the bottom rear of your front fender, fairing or other parts of your motorcycle **BEFORE** loading.
- WARNING:** Trailer should only be loaded and unloaded on a stable flat surface with the trailer properly connected to the tow vehicle.
- WARNING:** Properly attach the loading ramp as per this manual's instructions.
- WARNING:** The motorcycle must be loaded on the center of the loading ramp. Do not load on foot boards.
- WARNING:** Obey trailer cargo capacity limits.
- WARNING:** There is an inherent risk in the loading and unloading process. Failure to load your vehicle properly could result in serious injury and or property damage. Load and unload at your own risk.

WARNING: Only the center of the loading ramp is to be used to support the weight of the motorcycle while loading and unloading. The fold-out side wings are for foot support only.

WARNING: Ramp must be properly secured to trailer prior to towing or stored in tow vehicle. Ramp stores on top of the deck of the trailer while towing vehicles by securely tightening T-Bolts. Ramp stores on bottom of rear section for storage.

WARNING: Rear section foot extension must be removed and stored in tow vehicle when towing. **DO NOT** leave foot extension on trailer while towing. Place extension in tow vehicle. The foot extension is not intended to be attached on the trailer while towing. Failure to follow this warning could cause serious damage or injury.

WARNING: If towing two bikes with fairings, make sure both bikes are firmly tied down giving a separation between the fairings. Failure to properly tie down the motorcycles could cause fairings to collide while towing.

Trailer owner is responsible for complying with all the recommended procedures in this instruction manual. Use at your own risk. Kendon is not responsible for injury, liability, property damage and/or any consequential damage(s) caused by the misuse of this product.



LOADING

Properly attach the loading ramps as per this manual's instructions.

The motorcycle **must** be loaded only on the center of the loading ramp. The outer wings, or side steps, are only to support your feet. Do not use side steps for vehicle loading.

Ensure the wheel chock on the rail is in the open position (pg. 11).

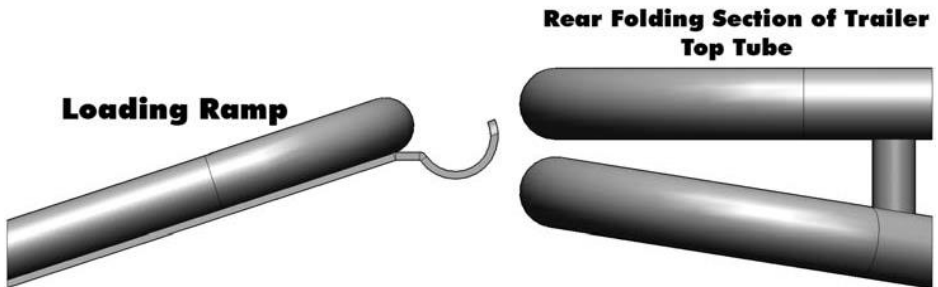


LOADING RAMPS

How to use the ramps on your Kendon Dual Ride-Up SRL Trailer:

Insert the ramp hooks as shown below between the tubular rails on the rear folding section of the trailer. There are two hooks on the ramp that must line up with the red "Insert Ramp Hook" stickers on the rear section.

This example might make it easier to understand: if the ramp hook was a spoon, it should be positioned as if you were using it to eat soup, rather than to pour soup out.



Please contact us directly at 714-630-7144 or info@KendonUSA.com if you have any questions about ramp use or attachment.

Kendon Go! Series Dual Ride-Up Trailer Owner's Manual

Congratulations on your purchase of a Kendon Go! Series™ Stand-Up™ Dual Rail Ride-Up Motorcycle Trailer. Safety is our number one concern. Before using this product, please take the time to completely read these specific Dual Ride-Up trailer instructions and familiarize yourself thoroughly with the parts on your new Go! Series Dual Ride-Up Trailer. **In addition to these instructions, be sure to read and follow the Go! Series™ Trailer Owner's Manual for all Kendon Go! Series Stand-Up™ Trailers.**

Read and understand all warnings and warning labels on the trailer before use. Do not remove any warning labels or warning tags except for the warning label on the coupler that must be removed before use.

Towing any trailer, proper loading, unloading and securing of the load is serious business with inherent risks. Serious Injury, Death and/or property damage can result to operator and/or others through improper use of this product.

If you have any questions or need additional help or instructions, please contact us directly at 714-630-7144 or info@KendonUSA.com.

If you lost or need additional copies of any of the instructions manuals referenced here, please visit our web site at www.KendonUSA.com or contact us at 714-630-7144 or info@KendonUSA.com.

Visit us at **www.KendonUSA.com** for product updates, new products, and support.

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WARNING

Risk of injury and/or property damage: There is an inherent risk in the loading and unloading process. Failure to load your vehicle properly could result in serious injury and/or property damage.

Most Common Hazards

- Failure to read instructions.
- Loss of balance while loading.
- Slippery surfaces (wet, snow and/or icy surfaces are dangerous to load and unload on).
- Trailer not properly connected to tow vehicle. This is a common and expensive error causing the trailer to tip up and run into the back of your tow vehicle and also causing possible fall in the loading process. This can also cause expensive damage to tow vehicle.
- Loading a vehicle when under the influence; load and unload with the same mental capacity needed for riding or driving.
- Rider Error.

This is not a complete list of all risks. Physical strength, weight of vehicle and riding skills all vary widely. Only you can determine your comfort level through safe practice. Kendon wants you safe!

Loading and Unloading Process

Loading and unloading a motorcycle onto any vehicle, either a trailer or a pickup truck requires certain skills and techniques. Kendon recommends using two spotters while practicing the loading and unloading technique with your bike with your abilities. Most incidents occur from first time users with no experience in

loading and unloading a motorcycle. Practicing the process with two spotters is highly recommended. For your added protection, Kendon recommends wearing your riding gear during the loading/unloading process.

WARNING

ALWAYS USE A SPOTTER TO SAFEGUARD AGAINST LOSING YOUR BALANCE AND TO HELP GUIDE YOUR FRONT WHEEL INTO THE RAIL AND WHEEL CHOCK WHEN LOADING AND UNLOADING.

LOAD, UNLOAD AND TOW AT YOUR OWN RISK. KENDON INDUSTRIES, LLC IS NOT RESPONSIBLE FOR ANY INJURY, LIABILITY, PROPERTY DAMAGE AND/OR CONSEQUENTIAL DAMAGE(S) CAUSED BY LOADING AND UNLOADING A VEHICLE.

If you have any questions or need additional help or instructions, please contact us directly at 714-630-7144 or info@KendonUSA.com.

Usage Instructions for Kendon Go! Series Ride-Up Dual Trailer

Thoroughly read and understand these instructions and the separate attached Owner's Manual for Kendon Go! Series™ Stand-Up™ Trailers.

Attach the Trailer to Tow Vehicle making sure the coupler completely engages the ball and that the coupler latch is locked down. Refer to the diagram below for an illustration of the coupler latch in the closed position.

Coupler Latch in Properly Closed Position



Proper Ramp Attachment for Loading & Unloading

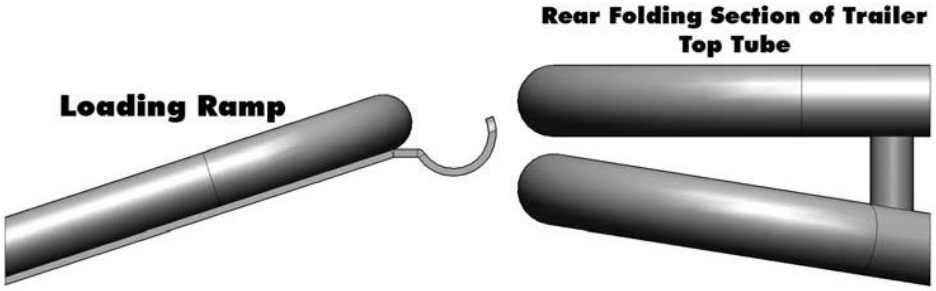
⚠ WARNING

Only the center of the ramp is to be used to support the weight of the motorcycle while loading and unloading. The fold-out side wings, or side steps, are for foot support only.

Attach ramp to rear of trailer. The ramp installs in either of two positions; left or right.

Look directly at the new rear section of your new GDRU (Go! Dual Ride-Up), you will see open slots that line up with the ramp hooks. These slots are also marked with red "Insert Ramp Here" stickers. The ramp hooks must go into these slots only.

- Begin with ramp in closed position (side foot boards closed)
- Hold ramp at approximately 45 degree angle (ramp hooks are down, rear of ramp is up at approximately 45 degrees)
- Line up ramp hooks with slots on the rear section of the trailer
- Insert ramp hooks into slots (hooks should look like a spoon facing up)



- Lower the back of the ramp to the ground surface
- Ramp should pivot to the ground with no resistance

⚠ WARNING

If ramp does not freely fall to the ground and “hangs up,” you do not have the ramp hooks properly inserted into your trailer.

The center section of the ramp will support the weight of a heavy weight motorcycle with an average weight adult rider if you choose to ride the bike up or down. The vehicle must be loaded on the center of the ramp only. Outer foot boards are designed for a balance point for your feet only and will not support the weight of a motorcycle and rider. Note: Foot boards are designed with a slight upward angle for additional stability.



Installation, Use and Storage of Dual Ride-Up Foot Extension

There is only one (1) Ride-Up Foot Extension. It is used for both the left and right side for loading and unloading. This foot extension is designed only for a place to put your foot and to support the rider for balance only.

⚠ WARNING

THE FOOT EXTENSION IS NOT INTENDED TO SUPPORT THE WEIGHT OF A MOTORCYCLE OR THE PULLING WEIGHT OF A TIE DOWN. DO NOT USE AS A TIE DOWN POINT. DAMAGE OR INJURY COULD OCCUR IF IMPROPERLY USED.

Loading and Unloading:

Select the side you are going to load your motorcycle. Insert the small end tubes of the foot extension into the large open tube section of the rear trailer frame. Align the hinge tabs on the foot extension and the rear frame and insert detent pins (refer to illustration below).



Foot Extension Storage for Towing:

Rear section foot extension must be removed and stored in tow vehicle when towing. DO NOT leave foot extension on trailer while towing. Place extension in

tow vehicle. The foot extension is not intended to be attached on the trailer while towing. Failure to follow this warning could cause serious damage or injury.

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Foot Extension Storage When Trailer is Not in Use:

Lay foot extension on top of trailer rear section and attach detent pins as shown in illustration.



⚠ WARNING

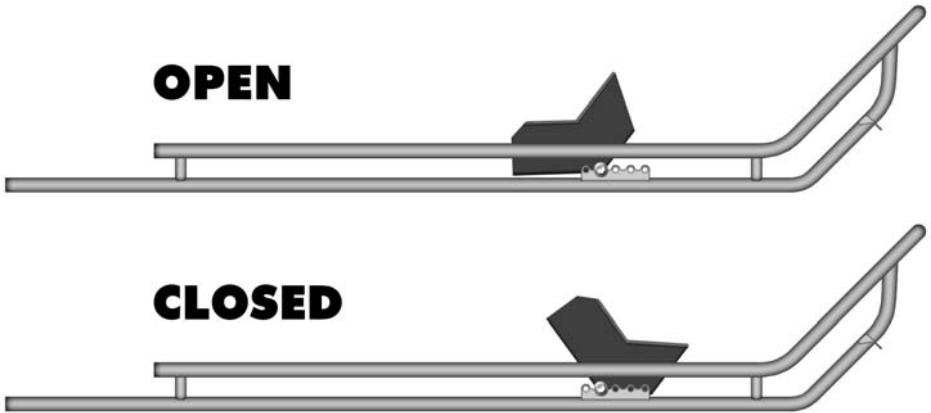
FOR STORAGE OF TRAILER ONLY. DO NOT LEAVE FOOT EXTENSION ON TRAILER WHILE TOWING.

Proper Loading & Securing of Vehicle

⚠ WARNING

Front Wheel Chock Position must be flipped into the “open” or “load” position with the rear section of the wheel chock flat on the trailer rail. Failure to have the front wheel chock in the correct position will cause the front wheel to hit an obstacle during the loading process resulting in a possible loss of balance and or fall.

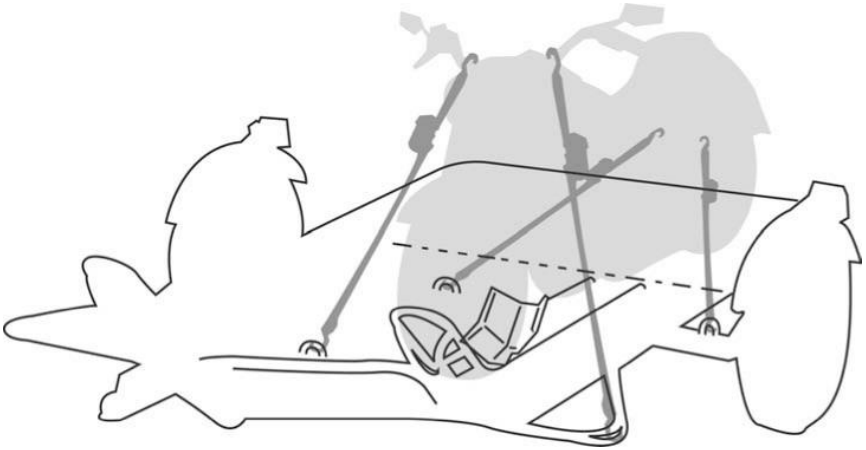
Ensure the wheel chock is in the open position before the motorcycle is loaded up on the trailer platform. The wheel chock is in the open position when the wheel chock is rotated towards the rear of the trailer and the rear section of the wheel chock channel lays flat on the trailer rail. Please refer to the following illustration for proper wheel chock positions.



Load your motorcycle by either riding or walking it up onto the trailer. Once loaded, make sure to tie down the motorcycle in four (4) places as outlined in the Go! Series Trailer Owner’s Manual.

KENDON USES A FOUR (4) POINT TIE DOWN SYSTEM. IT IS NOT SAFE TO TOW YOUR MOTORCYCLE WITHOUT TYING IT DOWN OR BY ONLY USING THE FRONT OR REAR TIE DOWNS.

The following illustration shows four (4) most common points for tying down a motorcycle.



Proper Ramp Storage

There are two (2) different ramp storage locations.

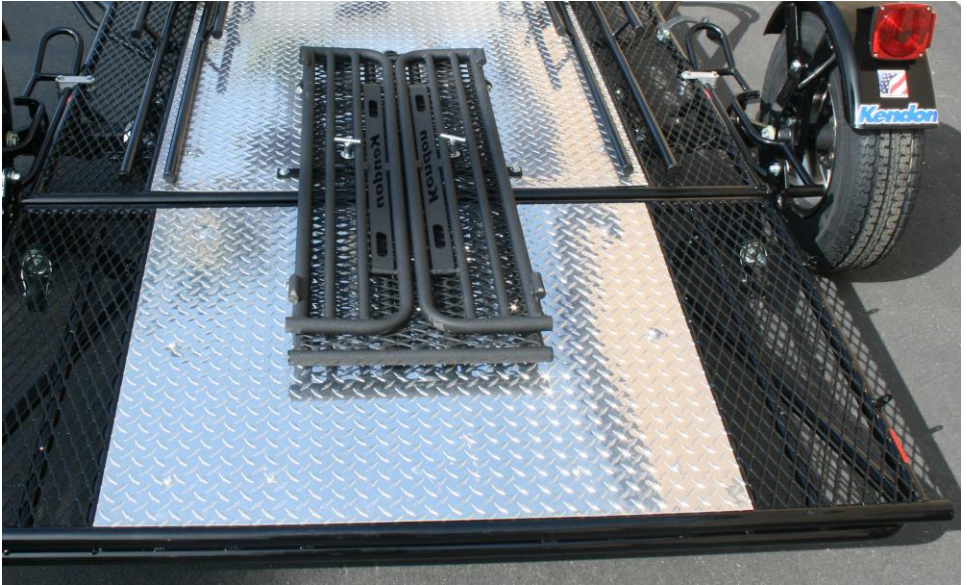
1. Storage while towing.
2. Storage when trailer is folded up and stood up for storage.

Ramp Storage while Towing:

The ramp attaches on top of the fully open deck on the diamond plate in the middle of the trailer. The ramp must be in its folded position in order to properly attach to the trailer bed. Align the slotted brackets on the ramp to the extension nuts on the auxiliary ramp bracket mounted to the top of the trailer. Lock the ramp down with the provided T-Bolts and firmly tighten T-Bolts. Ensure that the T-Bolt handles are aligned perpendicular to the trailer bed to lock the ramp flaps in place. *NOTE: Due to the various sizes of tie downs and bikes, you may be required to store the ramp in tow vehicle when fully loaded.*

⚠ WARNING

Failure to properly attach and tighten ramp and T-Bolts could cause ramp to separate from trailer causing damage, injury and/or death. It is recommended to check the T-Bolts regularly at pit stops.



Ramp Storage when Trailer is folded for Storage:

- Start with trailer in horizontal position, just like it is hooked to your tow vehicle.
- Fold up rear frame section and attach rubber latch to secure rear section to front section.
- Locate ramp onto the rear section that is facing up.
- Align slotted brackets of folded ramp with extension nuts.
- Lock down and tighten ramp with T-Bolts. Ensure the T-Bolts are securely tightened and the T-Bolt handles are aligned parallel to the trailer bed to lock the ramp flaps in place.

Note: There is an additional benefit to this storage location. This puts more weight at what will be the bottom of the trailer when it is in the storage position making the trailer easier to lift into the standing position.



⚠ WARNING

Ramps must be properly mounted on the trailer with supplied mounting hardware firmly tightened down. Loose mounting hardware can cause a ramp to come off of the trailer causing serious damage or injury to following traffic. Owner assumes responsibility for properly securing ramps.

Foot Extension Storage When Trailer is Not in Use

Lay foot extension on top of trailer rear section and attach detent pins as shown in illustration.



WARNING

FOR STORAGE OF TRAILER ONLY. DO NOT LEAVE FOOT EXTENSION ON TRAILER WHILE TOWING.

Unloading

Attach ramps as instructed on pg. 7.

Remove all four (4) tie-downs from vehicle.

The motorcycle will not easily roll back to unload due to the design and function of the front wheel chock.

Tips and Technique

When the trailer is loaded, the front wheel chock captures the front wheel of the motorcycle. To unload, you have to get the wheel chock over its center point and then it will release.

With the motorcycle Off and in Neutral, straddle the bike with both feet firmly on the trailer. Aggressively pull up and back while keeping your hand on the front brake lever (brake not applied), your motorcycle will ride up the wheel chock. At the peak grab your front brake so the bike does not roll back forward into the locked position. Now take one more pull rearwards while releasing the front brake and your front wheel will easily roll out of the wheel chock. Don't worry if you don't accomplish this on the first try. The bike will simply come back to rest in the wheel chock. It may take a few attempts until you learn this technique. It is also perfectly acceptable to get help and have someone help push the bike backwards to get out of the front wheel chock.

Once out of the front wheel chock, continue to use the front brake to carefully and slowly back your motorcycle down off of your trailer. Use at least one spotter to avoid the risk of losing your balance and dropping your bike.

Thank you again for purchasing our Kendon product. If you have any questions on the proper use of this trailer or its parts please contact Kendon Direct at 714-630-7144 or info@KendonUSA.com.

Enjoy your Kendon Go! Series Dual Ride-Up Trailer.

Ride safe

Trailer safe

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NOTES

NOTES

Stand-Up™ Trailer Parts & Accessories



Dowco Trailer Cover
DOWCO207



LED Tail Light Kit
LEDTLK



Crank Down Swivel Jack Stand
TSJS



Aluminum Wheel and Radial Tire Kits
HPRTWK13



13" Spare Tire
BB206NR



Accessory Tie-Downs
TDK207



Optional Center Rail
OCD207



Swing Out License Plate Holder
SOLPH



Low Profile Rail and Wheel Chock Kits

Visit us at www.KendonUSA.com for product updates, new products, and support.



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