



Kendon INDUSTRIES INC.

**STAND-UPTM
TRAILERS**

*Operations
Manual*

Kendon INDUSTRIES INC.

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The highlights will help you to find the detailed descriptions for each section. We hope you find them to be helpful, but you must read this entire manual. There is much important information contained inside.

Highlights

- 1) Your vehicle must have a 2" ball hitch (Pg. 3).
- 2) The top of the ball hitch must sit 15" above the ground with the vehicle loaded (Pg. 5).
- 3) Use a Class 2 or greater trailer hitch (Pg. 2).
- 4) Check and repack wheel bearings after the first 1,000 miles and every 2,000 miles thereafter (Pg. 2).
- 5) You can carry either one or two motorcycles on a Dual Big Bike Kendon Stand Up trailer. The trailer suspension is designed to ride especially well even if you are carrying only one bike on either the left or right rail (Pg. 5).
- 6) Tie Downs - use only Kendon locking ratchet tie down straps (Pg. 9).
- 7) Use two on the front forks, compressing suspension to 75% of travel (Pg. 9)
- 8) Use two on the rear of the motorcycle connecting the frame of the motorcycle to the tie down point in front of the trailer axle (Pg. 9)
- 9) Walk the motorcycle onto the trailer - do NOT ride up (Pg. 9).
- 10) Hook up trailer lights before operation (Pg. 4).
- 11) Always use the safety harness when towing trailer (Pg. 4). Attach so that if the trailer is separated from the ball hitch on the vehicle, the tongue of the trailer would be prevented from touching the ground (Pg. 9).
- 12) Obey trailer cargo capacity limits. Black Single Big-Bike Stand Up Trailer limit 1,000 pounds. Black Dual Big-Bike Stand Up trailer limit 1,000 pounds (Pg. 8).
- 13) When towing the trailer empty secure rear section in folded position (Pg. 11).
- 14) Please refer to tie-down diagram (Pg. 13)



We would like to take a moment to say "thank you" for purchasing a Kendon "Stand-Up"[™] trailer.

We believe these are the finest trailers manufactured on the market today and offer exceptional value with years of trouble free service

As with all new purchases you should read this manual carefully prior to use. Improper use of this product, or improperly securing the items you may transport on this trailer, could cause personal injury, death, and/or damage to property. We are dedicated to safe operation when using Kendon products.

If you ever have a questions or doubts please feel free to phone us at **(714) 630-7144, or (800) 847-8618.**



ABOUT YOUR AXLE

All Kendon trailers utilize a “**TORFLEX**” suspension system. This system, the finest available for our application, is a torsion type suspension which is completely self contained within the axle tube. It attaches directly to the trailer frame using brackets which are an integral part of the axle assembly. The TORFLEX axle provides improved suspension characteristics relative to leaf spring axles through the unique arrangement of a steel torsion bar surrounded by four natural rubber cords encased in the main structural member of the axle beam. The wheel hub spindle is attached to a lever, called the torsion arm, which is fastened to the rubber encased bar. As a load is applied, the bar rotates causing a rolling/compressive resistance in the rubber cords. The action provides the same functions as a conventional spring axle with several operating advantages - including independent suspension. **CHECK AND REPACK BEARINGS AFTER FRIST 1,000 MILES AND EVERY 2,000 MILES THEREAFTER.**

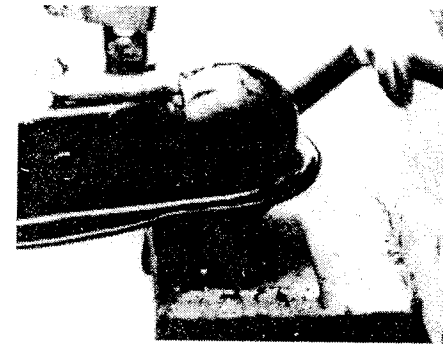
Your vehicle trailer hitch must be a class 2 or greater.



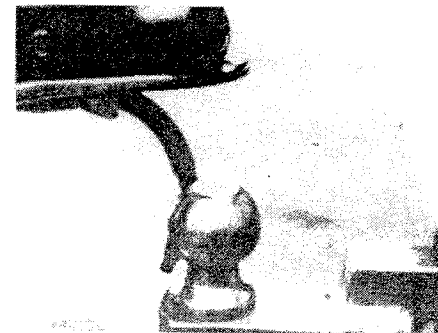
THE “PRE-TRIP” INSPECTION

Since 1999 Kendon trailers are built with a 2" coupler. If you have an older trailer, please check your coupler for the correct ball size. Hitching the trailer to your vehicle is usually a one person job, but it is easier if someone helps. Here are the basic steps.

1. Back your tow vehicle as close as possible to the trailer. It's easier and safer to do this than to pull your trailer to your car or truck.
2. Release the coupler locking device.

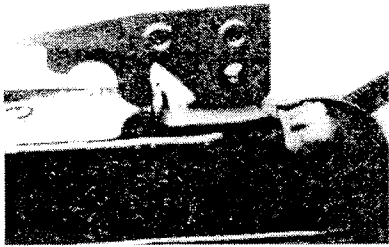
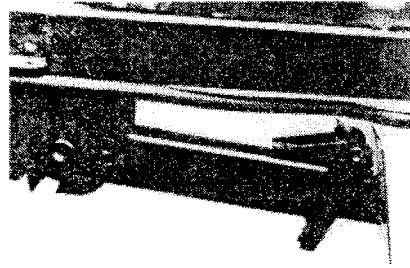


3. Raise the front end of the trailer coupler directly over the hitch ball, then lower it until it is seated on the hitch ball, covering it completely. Check under the coupler to ensure the ball clamp is **BELOW** the ball, and not riding on top.

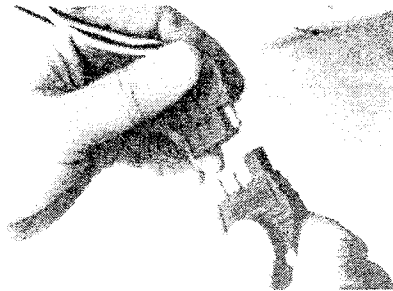




4. Latch the coupler to the hitch ball. Make sure it is locked in place by lifting the trailer tongue. If the coupler comes loose from the ball, unlatch it and repeat from step # 2. If secure we recommend locking the coupler using Kendon's coupler locking device.(KL064)



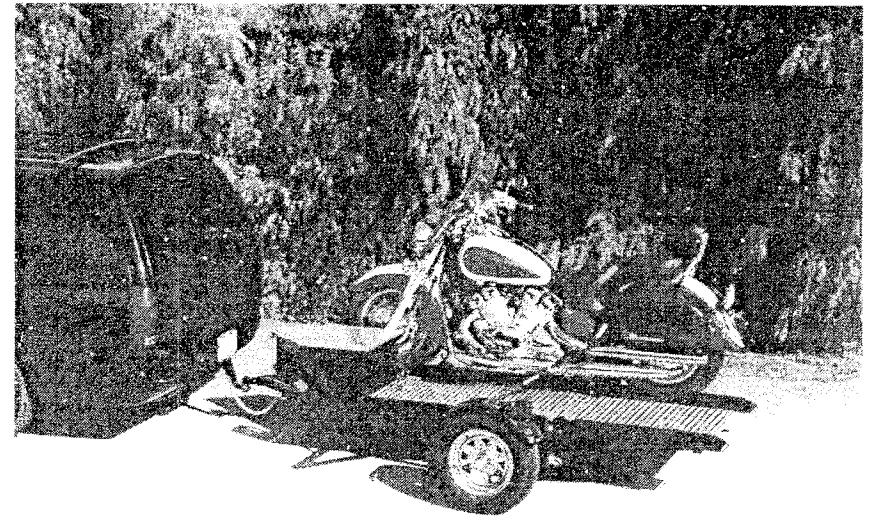
5. Make sure your jack stand is fully raised to the towing position



6. Attach safety chain and connect the trailer wiring harness to the lighting system of your tow vehicle. Check to determine that turn signals, brake lights and running lamps are operational. Never use this trailer if the wiring connections for lighting are not properly working. Refer to the enclosed wiring diagram for additional information. Electrical connector is a flat four-prong connector. Your trailer supply store can provide you with the appropriate fitting for your vehicle.



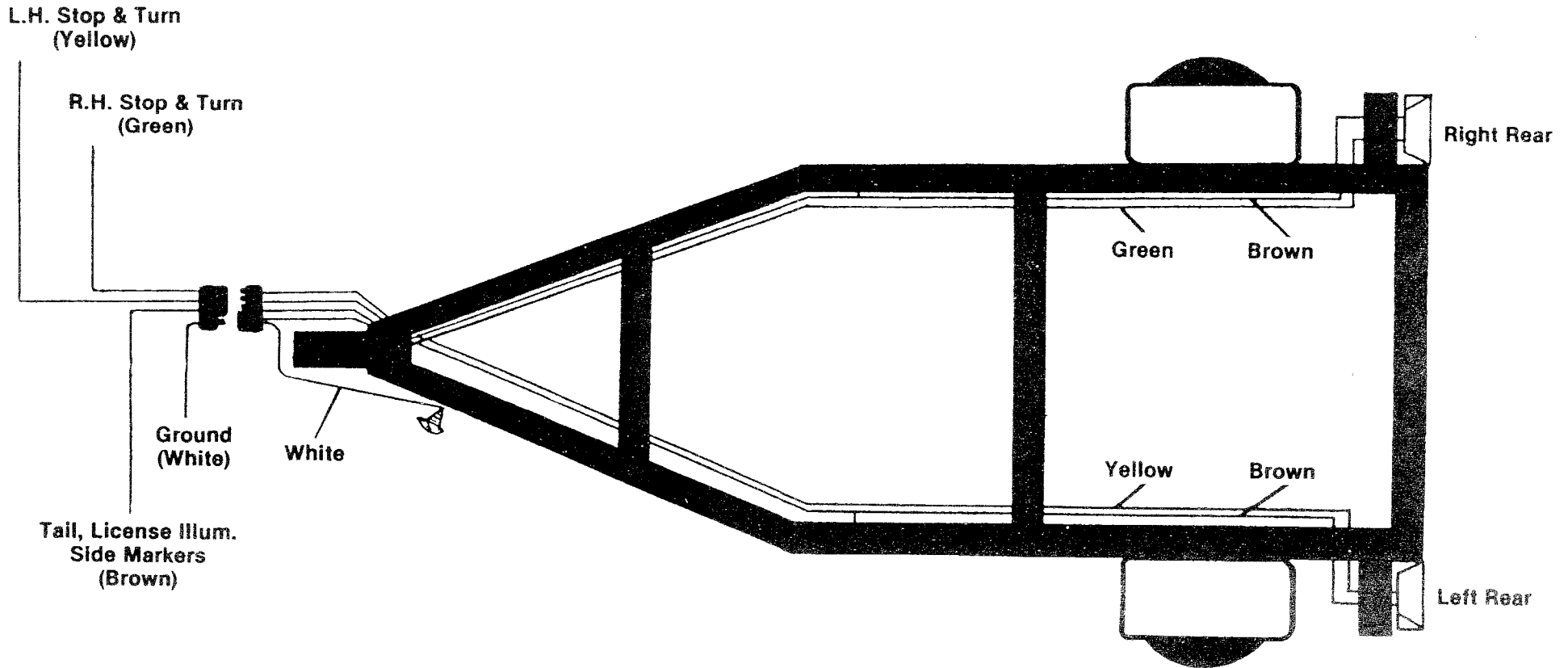
7. It is important that all trailers are towed **level to the ground**. The ball height is measured from the ground on a level surface, to the top of the trailer hitch ball. Failure to follow the above may result in an accident while towing. (See photo below). Measure from the ground to the top of the ball on your vehicle hitch. The maximum height with vehicle loaded cannot exceed 15 inches. Note trailer is level in photo below.
8. Inspect tires for excessive wear, tears, or any damage before any use. In addition, the tire should be properly inflated to the manufacturer's specifications when cold. Improper tire inflation will affect safe usage of this and all trailers. Do not over-inflate the tire or exceed the maximum capacity of the wheel. Wheel nuts and bolts should be torqued before first road use and after each wheel removal. Check and re-torque after the first 10-25 miles and again at 50 miles. Check periodically thereafter. Proper wheel torque specifications should be 60 foot-pounds using a proper torque sequence. Check and/or pack your wheel bearings every 12 months, or 2,000 miles. Excessive use requires more frequent inspections.



The Dual Big Bike trailer is specially designed to carry either one or two motorcycles. The trailer will handle very well even when carrying a single motorcycle on either the left or right rail.

CONGRATULATIONS! You have purchased the best trailer light kit or harness available! To be sure that you receive the long life dependability we designed into them, please follow the instructions carefully.

SPECIAL TIPS - Avoid routing wires over sharp edges or pinching them. All splices should be sealed with a flexible waterproof caulking for extra protection.

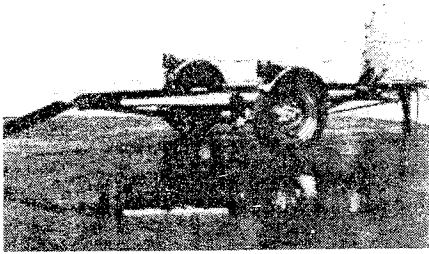


Kendon INDUSTRIES INC.



LOADING YOUR TRAILER

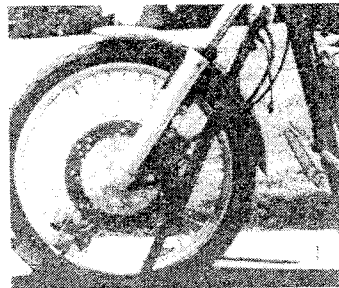
1. After your trailer has been properly attached to the tow vehicle as previously described, you must fold out the back half of the trailer to load motorcycle(s). Make sure the area you are working in is level, and both the surface area and trailer are dry to avoid slipping.



2. If your trailer is equipped with a loading ramp make sure the ramp is properly secured to the trailer prior to loading motorcycle(s). **Never attempt to ride your motorcycle(s) up or down the loading ramp.** The ramp is secured to the underside of your trailer.

3. Because of the many designs and weight of motorcycles, it is the owners responsibility to determine if assistance is needed to load or unload your particular equipment. However, we believe that in the interest of safety, help should be acquired prior to any attempt to load or unload motorcycles.

4. The Gross Vehicle Weight Rating of your trailer should never be exceeded. Gross Vehicle Weight Rating (GVWR) is the total of the trailer, and all equipment carried by the trailer. The maximum load you may place on any Kendon trailer is 1000 pounds U.S. with the exception of the Dual-Rail Big bike transporter that has a load capacity of 2000 pounds U.S. If you have any questions concerning your particular application please call us at Kendon for advice.



5. Motorcycle(s) should be properly secured to the trailer with Kendon locking ratchet tie-down straps. Motorcycle(s) being transported are recommended to have at least six tie-down locations as to triangulate the system to ensure stability during transportation. Should you not want to use all six locations, it is **MANDATORY** the following two locations be used:

- 1.) In the tree or fork area to the most forward tie-down area on the trailer (outrigger). Tighten the ratchet tie-downs so that the front suspension of the motorcycle is compressed to at least 75% of total travel. This is critical to ensuring the motorcycle remains stable on the trailer.
 - 2.) From the rear swing-arm or suspension area forward to the mid-tie-down area (forward of the trailer axle location)
- These locations provide the stabilization & triangulation needed to secure the bike.

* See enclosed tie down location chart.

Always use the Kendon Stabilization System, and Kendon locking ratchet tie-down straps. They are of exceptional quality, and are designed for our trailers. There are many other tie-down strap manufacturers in the marketplace, but we do not believe you should compromise the integrity of your security system. These items can be acquired directly from Kendon by phoning our order desk at:

(800) 847-8618.

It is the users responsibility to ensure that the motorcycle(s) are properly secured to the trailer for transport. Because of the variety of terrain and variable factors involved the user must use common sense when securing the load. Again if you have **ANY** doubts, please call Kendon for advice.

6. **NEVER** ride your motorcycle(s) onto the trailer under power. We recommend staying on the ground while loading these items. If this cannot be accomplished safely alone, we suggest you seek help from another individual. Walk your motorcycle onto the trailer.
7. Remember when it is time to unload your motorcycle(s) be careful to release the straps slowly to avoid "jumping" since the suspension components are compressed. Sudden movement can cause load to fall. and cause injury, death, or property damage.



TRAILERING TACTICS

With a trailer in tow, you are operating a vehicle that is longer, heavier, and sometimes wider and taller than you are used to. So you will have to make some compensating adjustments in your normal driving practices.

1. Take a "Shakedown" Drive - make at least one short trial run before your first trip will help you familiarize you with your trailers operating characteristics. It will also let you know that the lights, brakes, etc. are working properly.
2. Slow-down - Moderate to slow speeds put less strain on your car and trailer. Never drive faster than is safe for conditions, and never exceed the posted speed limit.
3. Always allow extra time and space when both passing and stopping, especially since Kendon trailers are not equipped with brakes.
4. Check your rear view mirrors - Doing this frequently will let you know that your trailer is riding properly. We recommend outside rear view mirrors on both sides of your tow vehicle.
5. Swing Wider - You need to make wider turns and wider corners because you are towing a trailer.
6. Pass with extra care and watch for wind - Passing will take more time since you are towing a load. Be prepared for sudden changes in air pressure and wind-buffering when large vehicles are passing from either direction. Slow down a bit, and keep a firm hold on your steering wheel. Aim straight down your lane.
7. Avoid sudden starts and stops - This can cause skidding, sliding or jackknifing. Avoid quick stops while turning. Extra caution should be used when backing to avoid jackknifing trailer. Do not back up unless you can clearly see where your trailer is at all times.
8. Always be Courteous - Signal your intentions to change lanes, turns, etc. since others need to know your driving plans. Never tailgate - you should be at least one car and trailer length for each 10 m.p.h. of speed traveling. Three seconds should be a minimum distance.

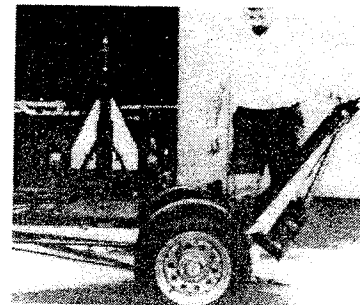


9. If a problem occurs - **DON'T PANIC!!** - Stay cool. Avoid jamming on the brakes, mashing the accelerator or sudden turns. Brake slowly to a complete and straight stop. If the trailer were to fishtail, back off the accelerator a bit. This could mean improper tongue weight - check your motorcycle(s) to determine if the load is properly secured and has not shifted. We recommend you stop to check your load after 5 or 10 miles, and every 50 miles thereafter during your trip.
10. Make sure your ramps and spare tire are properly secured to the trailer after use and before towing.
11. **Never** tow an empty trailer folded out. Fold the trailer in half at the hinge, and secure the back half of the trailer to the front-half using the rubber latch as shown.



STORAGE OF YOUR KENDON TRAILER

1. All of Kendon's STAND-UP™ Trailers are designed for compact storage when not in use. To prepare the trailer for storage safely remove all cargo. If your Kendon trailer is equipped with our stone guard or utility box it **must** be removed before attempting to stand your trailer up for storage.
2. Once the trailer is empty, fold the back half of the trailer forward towards the tongue.



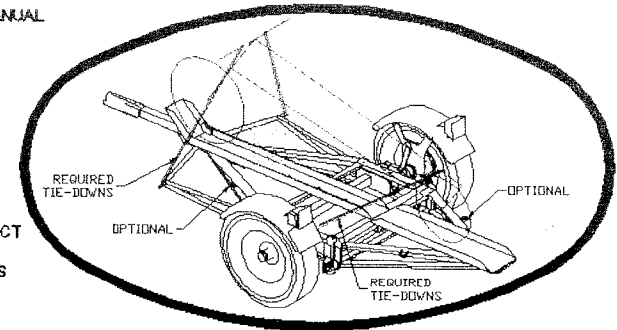


3. Once the trailer is folded in half, secure it using the rubber latch as shown on page 11.
4. Disconnect the trailer from vehicle and roll by tongue to storage location with weight on the street tires not the casters. Lift properly and safely to avoid injury.
5. Final storage area must be smooth and level. A good example would be a concrete floor in a garage. Double check to ensure the back-half of the trailer is secure using rubber latch. Lift the tongue of the trailer upward and the rear of the trailer will rotate from the street tires onto the casters. Once the trailer is on the casters it may be slowly rolled to its final storage area. Again, the surface must be smooth and flat with no slope. Failure to follow this instruction could cause the trailer to fall, and cause injury, death, or property damage.
6. We recommend securing the trailer to the wall at its final storage location. This can be accomplished by securing the safety chain to an eyebolt in the wall that would support the falling weight of the trailer. Common sense must be used by the user.
7. Remember, should you have any questions, call your local Stand-up™ dealer or Kendon Industries.

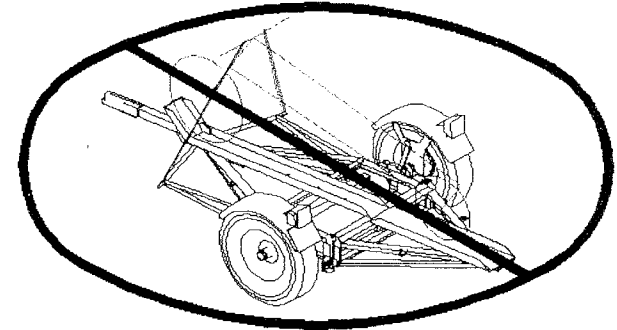
READ YOUR OWNERS MANUAL

YES

THESE ARE THE CORRECT
LOCATIONS FOR
REQUIRED TIE-DOWNS



NO



NO

