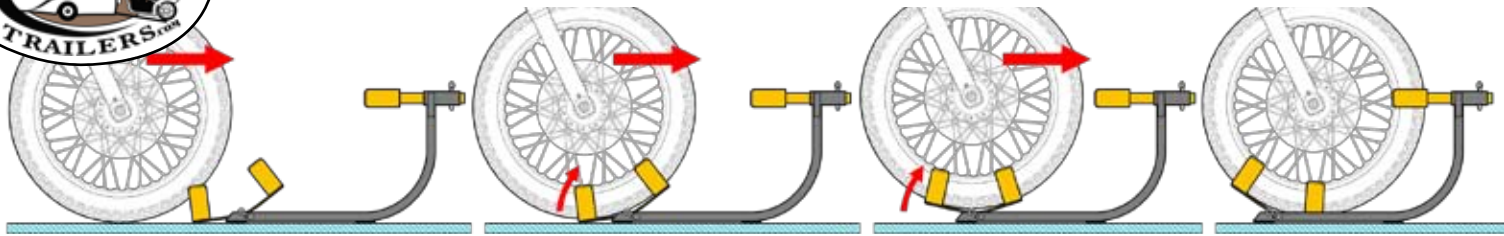




The Ironhorse Wheel Chock User Instructions

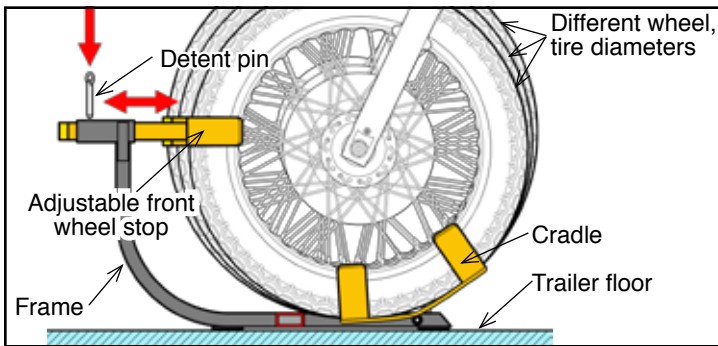
© 2012 Ironhorse Trailers



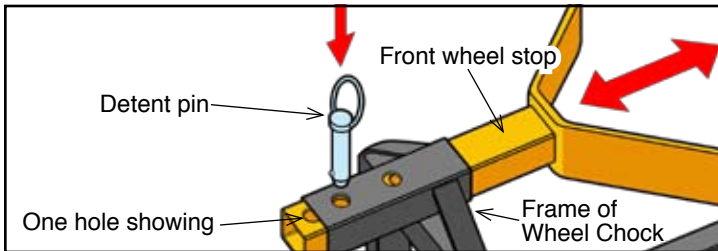
Adjusting Wheel Chock

The Wheel Chock can be easily adjusted to suit a wide variety of wheel/tire diameters; see diagram below.

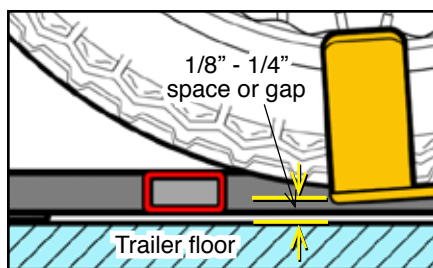
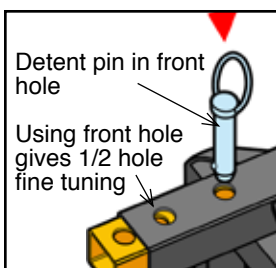
CAUTION: Ironhorse Wheel Chocks may not work with "tail-dragger/tire -hugger" front fenders. Putting this type of motorcycle into an Ironhorse Wheel Chock may cause damage to the fender. Check your motorcycle carefully! Make sure no portion of the front fender is **lower than 6"** from where the front tire touches the road.



- 1) Insert the detent pin into the main body of the Wheel Chock securing the front wheel stop with one hole exposed. (see diagram below).
- 2) Roll your motorcycle front wheel into the Wheel Chock. The front tire will be "wedged" by the front stop and the rear cradle. These will hold the motorcycle upright in the Chock.

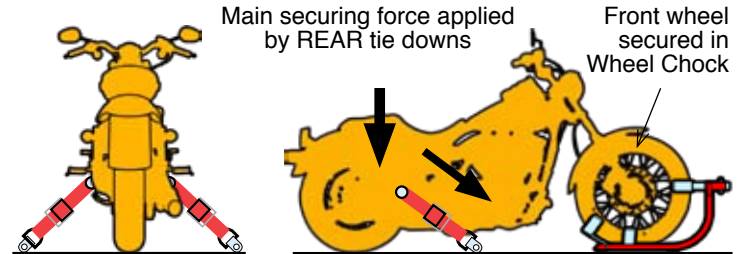


- 3) With an assistant, check to see there is approx. 1/8" - 1/4" of space or gap between the bottom front of the rear cradle and the floor of the trailer or garage. See diagram below right.
- 4) If the space or gap is not correct, adjust with front wheel stop. With an assistant, rock the front wheel backwards or forwards to obtain correct clearance.
- 5) When you have correct adjustment, secure front stop with pin.

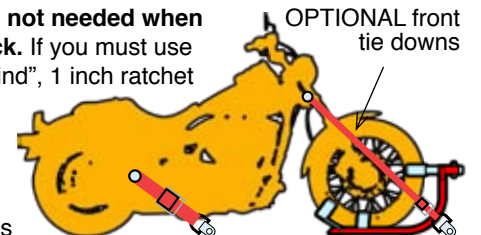


Tie-down instructions

Make sure both rear anchor points are approximately 45° **IN FRONT** of the tie-down attachment points on motorcycle, see diagram below.



- 1) Ride or push motorcycle to secure front wheel in Wheel Chock.
- 2) Use two inch ratchet style tie downs to tie down your motorcycle as shown above. The lower ends of the tie downs should be attached to D rings in the floor. The upper ends should be attached to the motorcycle's frame OR to points NEAR the frame on fixtures rigidly attached to it—like upper shock mounts, passenger peg brackets, bag guards, etc. **NEVER** attach these two tie downs to the swing arm of your motorcycle. Once these two tie downs are properly attached, tightening them will pull the motorcycle **FORWARD** and downward against the wheel chock's cradle partially compressing both the front & rear motorcycle suspension.
- 3) **Front tie downs are not needed when using a Wheel Chock.** If you must use them for "peace of mind", 1 inch ratchet style are suitable.
- 4) Only **lightly tighten the front tie downs.** The Wheel Chock and the rear tie downs secure the motorcycle. **Excessive tightening of front tie downs will loosen the rear ones destabilizing the motorcycle. NEVER transport a motorcycle using only front tie downs.**



WARNING

Read these instructions carefully and make sure you fully understand them. This is important if you have never used a Wheel Chock before as it works in a different way to how you would normally secure a motorcycle.

Before loading a motorcycle into your Wheel Chock make sure the Chock is securely attached to the trailer floor. Make sure the trailer is securely hitched to the tow vehicle or that the rear stabilizers are down and the wheels chocked.

NEVER drive away without tying down your motorcycle!

Ironhorse Wheel Chocks are only designed to hold your motorcycle without tie downs when the trailer is stationary and level.

On 1500 Honda® Goldwing® DO NOT use the rear bag guards to tie down the motorcycle. Doing so will pull the guards off!

NEVER TRANSPORT A MOTORCYCLE USING ONLY FRONT TIE DOWNS.

When using power tools make sure you follow the manufacturer's directions, always wear eye protection.