

Kendon

STAND-UP™ MOTORCYCLE TRAILERS & LIFTS

STAND-UP TRAILER™ OPERATION MANUAL



Rev. 05-17-07
KENDON INDUSTRIES, INC.
3707 East La Palma Avenue Anaheim, California, U.S.A. 92806
(714) 630 7144 Telephone (714) 630 7132 Facsimile

Loading

Caution:

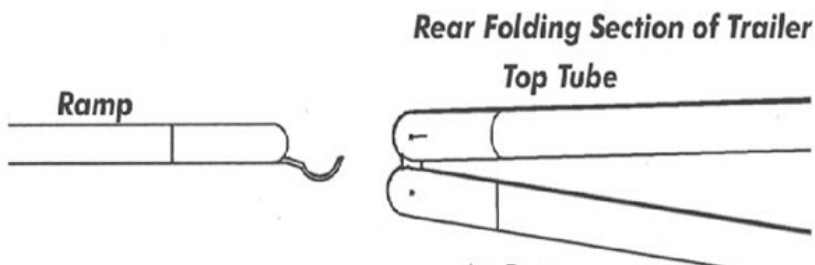
Ensure motorcycle clears trailer fender and license plate holder when loading and unloading.

How to use the ramp on your Kendon Stand Up Trailer

Insert the ramp hook as shown below between the tubular rails on the rear folding section of the trailer.

This silly 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 call Kendon at (800) 847 8618 if you have any questions about ramp use or attachment.



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These highlights will help you find the detailed descriptions for each section. We hope you find these highlights helpful, but please read the entire manual before operating the trailer. There is much important information contained herein.

HIGHLIGHTS

1. Your tow vehicle must have an approved ball height to carry the maximum approved weight for your loaded trailer. (Pg.4)
2. For the single, dual and 3 rail combo Stand-Up™ transports, the top of the ball hitch must be approximately 21 inches above the ground surface when the vehicle is loaded. (Pg. 4). For the ATV-Utility transport, the correct ball height is approximately 15" from the ground. All Kendon Stand-Up™ trailers must be LEVEL when being towed.
3. Use a Class 2 or better trailer hitch (Pg.4)
4. Repack wheel bearings after the first 1,000 miles, and every 2,000 miles thereafter. The hub does not need to be removed to grease the wheels. Use the easy access grease nipple on each wheel.
5. Either one or two Cruiser type motorcycles can be transported on the Kendon Dual Big Bike trailer. The trailer suspension is designed to tow and track perfectly with one or two motorcycles on board. A single motorcycle can be transported on either the left or right rail. (Pg.3)
6. Tie-Downs: We recommend using only Kendon high quality locking-ratchet tie down straps for safety. (Pg. 6)
7. Front Tie Down procedure: Use two ratchet tie-down straps on the front fork, compressing suspension to 75% of travel. (see Pg. 7 & tie down diagram). DO NOT OVERTIGHTEN straps. Correct tie tension will allow room for the motorcycle suspension to function ensuring that the motorcycle will not bounce as the trailer goes over bumps.
8. Rear Tie-Down Procedure: Use two ratchet tie-down-straps on the rear of the motorcycle connecting the frame of the motorcycle to the tie-down point IN-FRONT of the hinge on the bed of the trailer. (Pg. 7).
9. **NEVER RIDE** the motorcycle onto the trailer! ALWAYS walk the motorcycle onto the trailer when loading. (Pg.7)

10. Hook up the trailer lights prior to operation (Pg.5).
11. Always use the safety-cable/harness when towing the trailer (Pg.5).
12. Obey trailer cargo capacity limits. Single Big Bike Stand-Up™ Transport limit - 1,000 pounds. Dual Big Bike Stand-Up™ Transport limit -2,000 pounds. Three Rail/Dirt Bike Combo Trailer limit - 1,000 pounds. ATV / Utility Trailer limit - 2000 pounds (Pg. 6).
13. When towing the trailer empty, secure the rear section in folded position, using the rubber latch. Always stow trailer folded and secured when empty (Pg. 9). Please refer to tie down diagram (Pg. 14).
15. Axle Limited Warranty (Pg. 11).

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

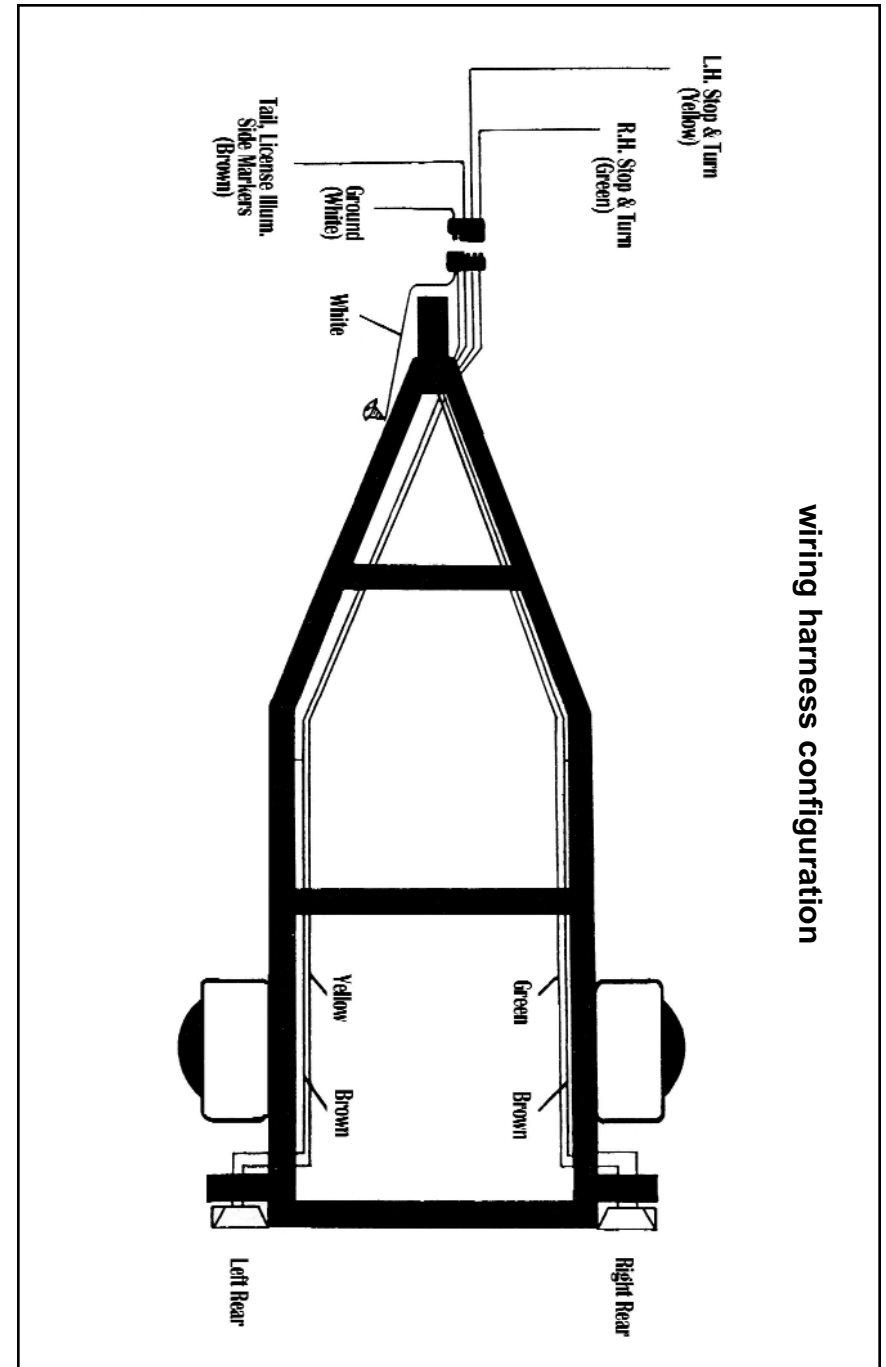
We believe these are the finest power sports transports manufactured and offer exceptional value with years of trouble free service.

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.

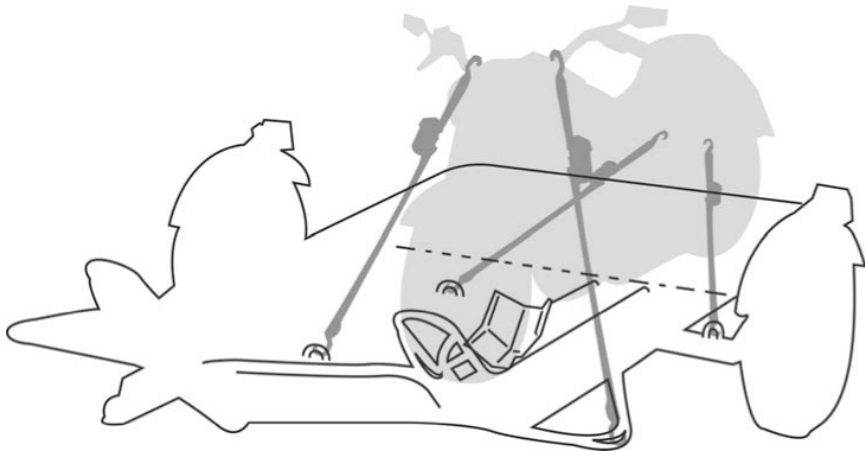
If you ever have any questions or doubts please feel free to phone us at(714) 630-7144, or (800) 847-8618.

ABOUT YOUR AXLE

All Kendon trailers utilize the finest available axle for our application; 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. Compared to a leaf spring system, the torsion-style suspension



DRAWING - TIE DOWN LOCATIONS



Front Tie Down Procedure: Using heavy-duty ratchet-style tie down straps, use the handlebar (if it is a solid bar-style handlebar) or another strong and secure attachment location to compress the front suspension of your motorcycle to 75% of its full travel. There should be 25% of the motorcycle suspension travel remaining, but it should be difficult to push the motorcycle suspension down further with your hands. Ensure that the tie down hooks are completely engaged so that they cannot slip off. Use the front tie down hook locations as shown on the drawing above. **Rear Tie Down Procedure:** Attach two heavy-duty ratchet-style tie down straps to frame locations on the left and right rear portion of the motorcycle. If the tie down straps can be located so that they will not slip off, the passenger foot pegs are often convenient. These should be connected to the tie down hooks on the trailer axle and trailer bed (on a Dual Rail trailer) as shown on the drawing above. This procedure ensures that the rear wheel of the motorcycle is pulling down upon & locking the rear folding section of the trailer in place so that it cannot bounce when the trailer is in tow.

IF YOU HAVE ANY QUESTIONS ABOUT HOW TO TIE YOUR-MOTORCYCLE DOWN ONTO YOUR TRAILER, CALL KENDON BEFORE USING YOUR TRAILER AT (800) 847 8618

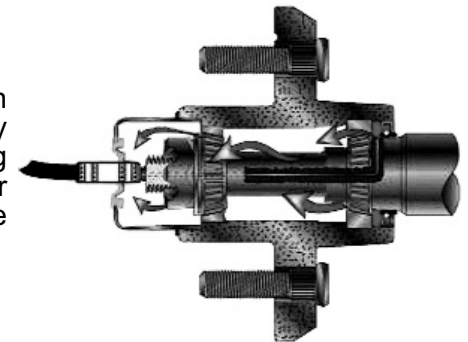
axle provides superior suspension characteristics through the unique arrangement to a steel bar surrounded by four natural rubber cords, encased in the main structural member of the axle beam. The wheel hub spindle is attached to a lever, called the torsion arm, which is fastened to the rubber-encased 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 leaf spring axle with several operation advantages including independent suspension.

CHECK AND REPACK BEARINGS AFTER FIRST 1,000 MILES AND EVERY 2000 MILES THERE AFTER.

Dual Rail Big Bike Transport-Carrying One or Two Big Bikes

Yes, you can safely and easily haul one or two motorcycles on the Dual Rail Transport because of the independent suspension offered by the torsion axle, even if you are transporting only one motorcycle the independent suspension guarantees safe comfortable operation.

The independent lubrication of the wheel bearing is easily applied to the inner bearing which travels to the outer bearing providing ultimate lubrication protection.



1. Remove rubber dust cap. You do not need to remove the hub to repack bearings.
2. Zerk fitting inside.
3. Pump lube grease into fitting until overflow appears on the outer bearing. Do not overfill excessively, inside bearing seal may push out causing grease to escape and spill onto inner wheel.
4. Stop pumping-clean off excess.
5. Replace rubber dust cap.

Hitch Information

Since 1999 Kendon trailers have been built to receive a 2" ball in the coupler. If you have an older trailer, please check your coupler for the correct ball size. Some newer vehicles are sold with 1¼" receivers. Please ensure that your vehicle will accommodate a hitch and ball to tow a trailer with a 2" ball in the coupler.

Hitch Height

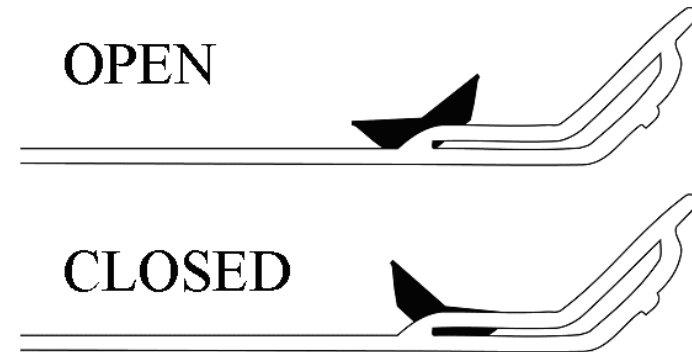
You must use a Class 2 or greater hitch on your towing vehicle. Please consult a trailer hitch expert to ensure that you have purchased the correct class of hitch. Please purchase a hitch for your towing vehicle that makes the bed of your Kendon Trailer level when in tow. Generally, for all trailers, the distance from the ground to the top of the ball on the hitch will be approximately 21", although this may vary depending upon the load carried in the towing vehicle and the weight of the motorcycle(s) being towed. Correct ball height for the Utility/ATV Trailer is approximately 15".

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, and 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 jackstand (if your trailer has one) is fully raised to the towing position.

Tie Down Instructions

IMPORTANT-Read and understand tie down instructions thoroughly **BEFORE** attempting to transport your motorcycle. A Word About Wheel Chocks:



The Wheel Chock is the device that flip-flops back & forth into the "Open" or "Closed" position on the motorcycle rail. It is open when the rear section of the Wheel Chock is down so that the motorcycle can be wheeled into place on the motorcycle rail. It is closed when the motorcycle front wheel is fully engaged in the wheel chock & the front of the Wheel Chock is lying down flat against the motorcycle rail. The Wheel Chock must be in the open position before the motorcycle is wheeled upon to the trailer platform. After walking your motorcycle up the ramp & onto the trailer platform, allow the front wheel of your motorcycle to lock securely into the Wheel Chock system on the motorcycle rail assembly. When the motorcycle is correctly secured in the Wheel Chock, it will stand by itself - there will be no need to hold the motorcycle upright. Now, you can securely tie down your motorcycle using Kendon heavy-duty ratchet-style tie down straps.

possession of the customer.

C. Unreasonable use (including failure to provide reasonable and necessary maintenance.)

D. Improper wheel nut torque.

4. The exclusive remedy offered under this warranty is repair or replacement of a covered defect and the Company shall determine whether repair or replacement is appropriate. The company shall not be liable for any incidental or consequential damages, including any towing fees, hotel bills, telephone calls and meals for breach of any express or implied warranty on the running gear.

5. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

6. Inquiries regarding this warranty should be sent to the address below:

TIE DOWN ENGINEERING
5901 Wheaton Drive
Atlanta, GA 30336
Ph(404) 344-0000
Fx(404)349-0401

Wheel & Tire Warranties The original manufacturer of the wheels & tires used on the trailer provides Wheel & Tire Warranties. Refer to the supplied literature on the wheels& tires received with the trailer, or contact Kendon directly to be referred to the particular correct manufacturer in regards to your wheels and tires.

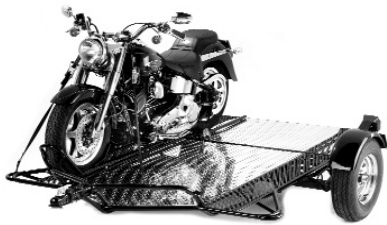
6. Attach safety cable to an appropriate place on your hitch. If the coupler were to detach from the ball, proper application of the safety cable would keep the coupler from hitting the ground. The best method of attachment would be to cross two cables underneath the coupler. Extra cables are available through Kendon.

7. 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. The electrical connector is a flat four-prong connector. Your trailer supply store can provide you with the appropriate fitting for your vehicle.

8. When towing it is important that the trailer bed is perfectly level (parallel to the road surface) for correct tracking. 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. The top of the ball hitch must rise to approximately 21" above the ground with the vehicle loaded for the Single, Dual and 3Rail/Combo transports. Correct ball height is approximately 15" from the ground for ATV / Utility Transport.

9. 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. Higher mileage use requires more frequent inspections.





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, you will find it secured to the underside of the rear section. On the ATV/Utility Trailer you'll find two ramps secured next to the front guardrails. Make sure the ramp is properly secured to the trailer prior to loading the motorcycle(s). Never attempt to ride your motorcycle(s) up or down the loading ramp.
3. Because of the many designs and weight of motorcycles, it is the owner's 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 Dual-Rail Big Bike Transporter and ATV / Utility Transport that have 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 must have at least four tie-down locations as to triangulate the system to ensure stability during transportation. It is MANDATORY that the following four locations be used:

Tie Down Engineering Axle Limited Warranty Tie Down

Tie Down Engineering (the Company) extends to the original purchaser only, a limited warranty on each Tie Down axle assembly against defects in material or workmanship of a period of one(1)year from the date of purchase. THE FOREGOING WARRANTY IS EXCLUSIVE & IN LIEU OF ALL OTHER WARRANTIES EXCEPT THAT OF TITLE, WHETHER WRITTEN, OR IMPLIED, INFACOR INLAW (INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.) A warranty period of five(5)years is extended On ELIMINATOR Torsion Axle suspension, exclusive of hubs, drums, brakes, bearings and seals which are covered for a period of 1 year from the date of purchase.

- 1.To obtain warranty service, please send the following information to the address listed below.
 - A.Name and mailing address of purchaser.
 - B.Proof of date of purchase
 - C.Number of miles.
 - D.Name of manufacturer of unit under which axle is mounted.
 - E.Model, year and serial number of unit.
 - F.Name and address of dealer from whom unit was purchased.
 - G.Serial number of axle.
 - H.Description of the defect.
- 2.This warranty does not extend to:
 - A.The connecting of brake wiring to the trailer wiring or trailer wiring to the towing vehicle wiring.
 - B.The attachment of the running gear to the frame.
 - C.Hub imbalance, or any damage caused thereby.
 - D.Parts not supplied by the Company.
 - E. Any damage whatever if caused by or related to any alteration of the axle.
 - F.Use of axle assembly on unit other than that to which it was originally mounted.
 - G.Normal wear.
 - H.Alignment.
3. This warranty does not cover defects caused by:
 - A. Improper installation
 - B. Damage (not resulting from defect or malfunction) while in the

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 up and forward towards the tongue.

3. Once the trailer is folded in half, secure it using the rubber latch.

4. Disconnect the trailer from vehicle & roll it by tongue to its 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 the 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 eye-bolt in the wall that would support the falling weight of the trailer. The user must use common sense.

7. Remember, should you have any questions, please call your local Stand-Up™ dealer or Kendon Industries direct.

Trailer Frame Limited Warranty

The frame assembly on all Kendon Trailers is warranted against defects in manufacture or design for a period of one year from date of original purchase. This is a LIMITED WARRANTY and this written warranty is offered in lieu of all other warranties express or implied, except as may be required by law. In order to be eligible for warranty service, the Warranty Registration Card received with the trailer must have been completed and submitted to Kendon by the customer. To request warranty repairs, the trailer frame must be returned to the Dealer from which the trailer was purchased, freight prepaid, with a copy of the original purchase receipt. Should the trailer need to be returned to Kendon for repair, the Customer is responsible for all shipping costs to and from Kendon Industries Inc, 3711 East La Palma Ave, Anaheim, California 92806.

This warranty is not transferable and may be claimed only by the original purchaser of the trailer. This limited warranty becomes null and void in the event that any customer modifications are made to the trailer. This limited warranty provides repair or replacement to the frame only at Kendon's discretion. This Limited Warranty covers no consequential damages, or normal wear and tear. In the event of any dispute regarding this Limited Warranty between Kendon and the customer or any other party, each party shall bear their own legal costs and fees.

A. Front Tie-Down Procedure. In the tree or fork area of your bike attach two ratchet tie-downs 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. The Compression of the front suspension of your motorcycle should result in very little additional compression being possible. As the trailer is towed, the motorcycle should not further compress its suspension on account of its own weight. Otherwise, Tie-Down hooks could become disengaged, resulting in the motorcycle becoming unattached.

B. Rear Tie-Down Procedure. From a frame attachment point on the motorcycle (e.g., the rear swing-arm or suspension area) attach two tie-downs forward to mid-tie-down area (forward of the trailer axle location). These locations provide the stabilization and triangulation needed to secure the bike. The critical factor in securing the rear section of the motorcycle to the trailer is that the rear tire on the motorcycle locks the rear section of the trailer in place. This results because the rear motorcycle tire is pressing down on the rear folding section of the trailer, but the tie-down straps are secured to the trailer IN FRONT of the trailer axle.

See enclosed tie-down location chart (pg. 14)

Always use 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 user's 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 the bikes. If this cannot be accomplished safely alone, we suggest you seek help from another individual. Walk your motorcycle onto the trailer.

7. Our Kendon "Wheel Chocks" can enable a single person to load

a bike easily. Newer trailer models come equipped with Wheel Chocks. Our Wheel Chocks can be purchased from Kendon for easier loading. To load your bike onto a trailer with Wheel Chocks:

- A. Set the chock to the open position (see diagram pg. 13).
- B. Push bike into the chock.
- C. Keep pushing bike forward until the bike chock teeters over into the closed position.
- D. The weight of the bike moving forward activates the closing of the chock.
- E. The front wheel is captured between the chock & the front of the motorcycle rail on the trailer bed.

CAUTION: DO NOT transport bike using the Bike Chocks ONLY. Secure the bike to the trailer with locking ratchet tie-downs, as per this owner's manual.

8. 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 the load to fall, which may 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. It will help familiarize you with your trailer's 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 rearview mirrors on both sides of your tow vehicle.

5. Swing Wide - 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 buffeting 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. Because we designed a trailer to fit within normal garage ceiling heights in the standing position, the tongue of the trailer is short. Therefore, 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 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 Kendon's STAND-UP™ Trailers are designed for compact storage when not in use. To prepare trailer for storage, safely remove all cargo. If your Kendon trailer is equipped with our stone guard or utility box,