

Kendon Stand-Up™ **TRAILERS & LIFTS**

SINGLE RIDE-UP SRL* STAND-UP™ TRAILER INSTRUCTIONS

**Suspension Reactive Loading*



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Rev. 082715

⚠ 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 ramps as per this manual's instructions.

WARNING: The motorcycle must be loaded on the center loading ramp.

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: Ramps cannot be interchanged. Ramps are clearly marked. Right and Left ramps are not constructed to hold the weight of a vehicle and should never be used as a loading ramp for any vehicle. Right and Left ramps are for rider footing during the loading and unloading process.

WARNING: Never use ramps without both ramp pins fully engaged as instructed as this will cause the ramp platform to become unstable.

WARNING: Ramps must be properly secured to trailer prior to 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.

⚠ CAUTION**LOADING**

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

The motorcycle **must** be loaded only on the center loading ramp.

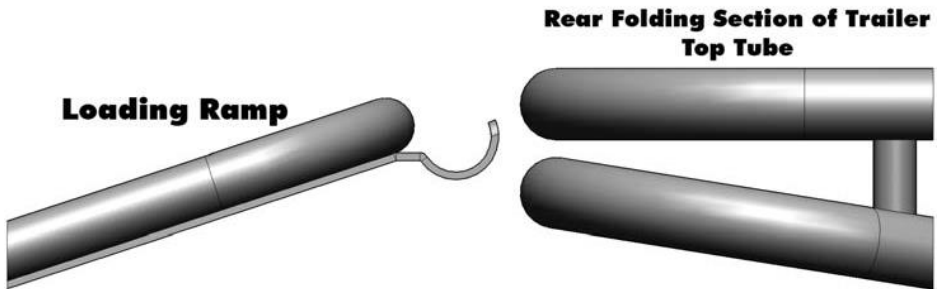
Ensure the wheel chock on the rail is in the open position (pg. 10).

⚠ CAUTION**LOADING RAMP**

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

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

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 Ride-Up Single SRL Trailer Instructions

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

Exactly what is SRL? The acronym is short for "Suspension Reactive Loading," or more simply put, it eliminates the apex created by a traditional ramp angle and the bed of the trailer when loading and unloading. The independent torsion suspension on the Kendon trailer works with the loading ramp to eliminate the apex and creates a smooth parallel surface for loading and unloading. This means that there is a much lower angle when loading/unloading a bike and virtually no point to hit the frame of the bike. The suspension compresses and lowers the bed of the trailer while loading a motorcycle and raises it back up to towing height after the bike is fully loaded onto the trailer.

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.

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

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 a 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 safety riding gear during the loading/unloading process.

WARNING

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.

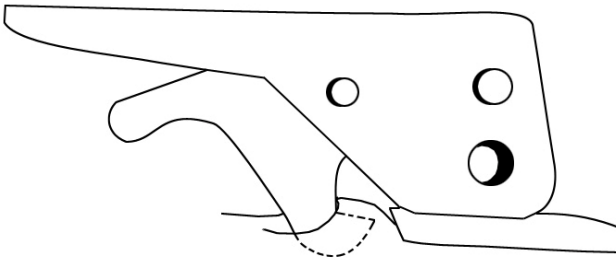
If you have any questions or need additional help or instructions, please contact us directly at 714-630-7144 or info@KendonUSA.com.

Usage Instructions for Kendon Ride-Up Single SRL Trailer

Thoroughly read and understand these instructions and the attached Owner's Manual for Kendon 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

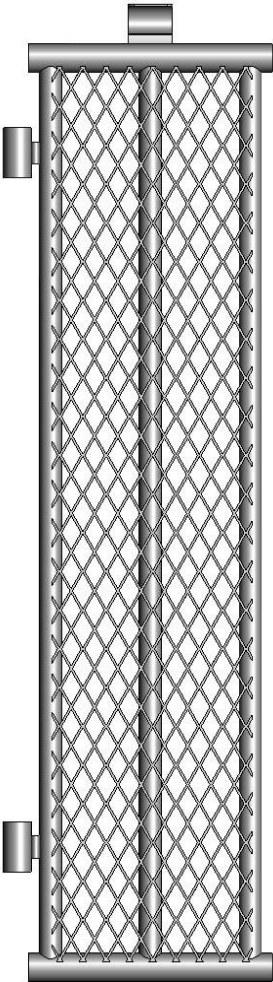
Remove the three (3) ramps from the trailer (be careful to not lose the mounting hardware). The Two (2) outer ramps are stored on top of the bed of the trailer and the one (1) center loading ramp is stored underneath the rear folding section of the trailer.

There are three (3) different ramp sections; Left Side Ramp, Center Loading Ramp and Right Side Ramp. Please refer to the following diagram for an illustration of the ramps.

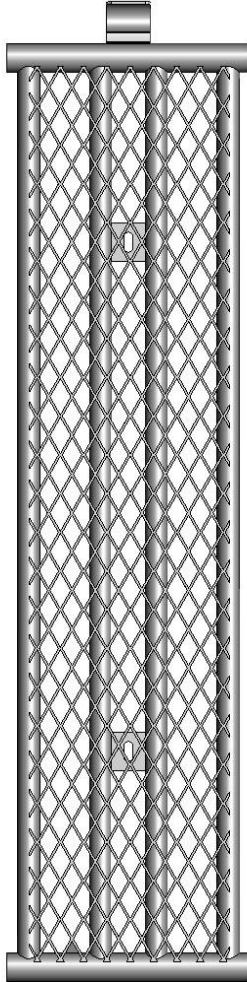
⚠ WARNING

Ramps are clearly marked, Right, Center and Left. They cannot be interchanged. The following illustration shows the correct ramp configuration. Right and Left Ramps are not constructed to hold the weight of the motorcycle and should never be used as a loading ramp for any vehicle. Right and Left ramps are for the riders footing during the loading and unloading process.

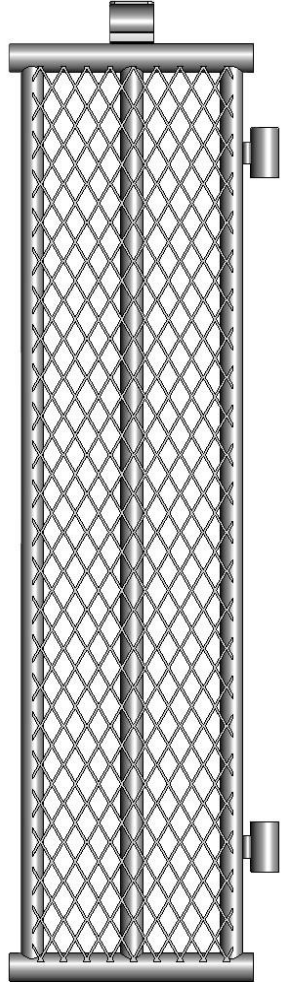
Left (Driver's Side), Center and Right (Passenger's Side) Ramp Configuration Diagram



**LEFT
RAMP**

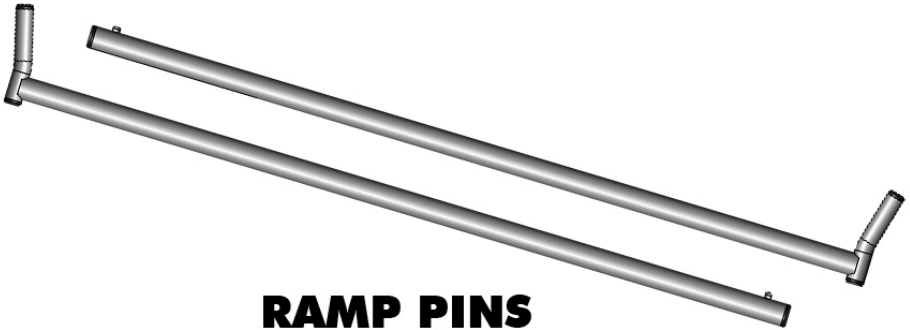


**CENTER
LOADING
RAMP**



**RIGHT
RAMP**

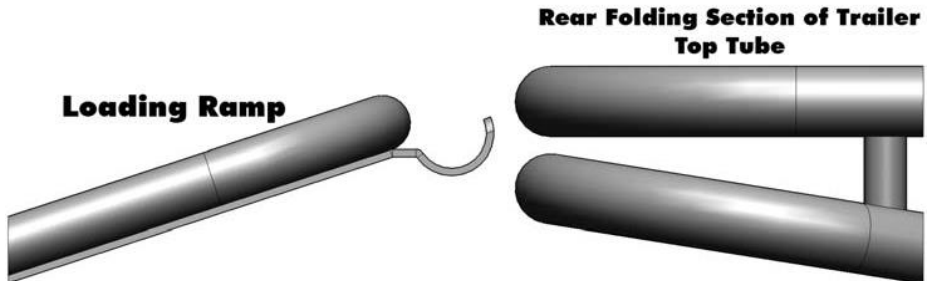
There are two (2) Ramp Pins and they are both the same. One (1) ramp pin unites the ramps at the top and one (1) unites the ramps at the bottom creating one connected loading platform.



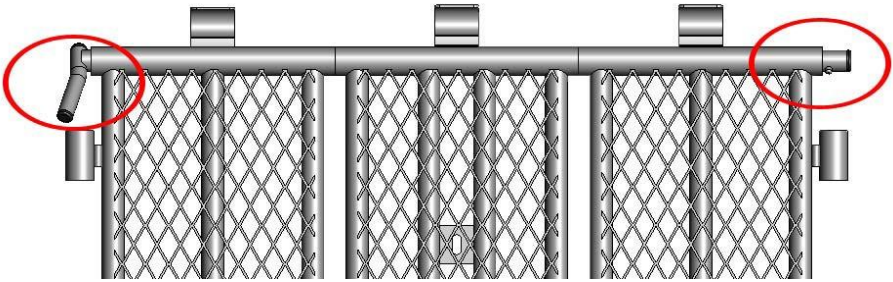
RAMP PINS

Hook each ramp to the rear folding section of the trailer going in the following order: Left, Center and Right ramp.

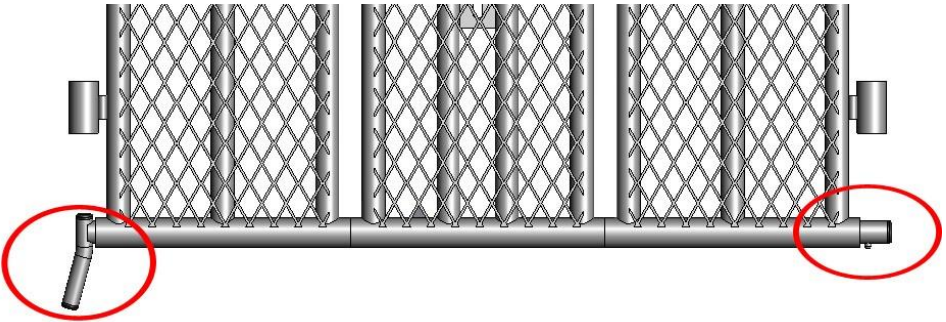
Each Ramp Hook needs to face up like a spoon and the expanded metal deck needs to be on the top of the ramp (pointing up towards the sky).



Once the ramps are attached, slide a ramp pin through each of the three (3) ramps making sure the pin goes all of the way through so that the lock button is popped out on the opposite end of insertion point. *Note: The Ramp Pins can be installed from either side.* Align ramps with pins by hand as you thread the pins through all three (3) ramp sections.

Properly Installed Top Ramp Pin

Slide the second ramp pin through the ramps following the same process.

Properly Installed Bottom Ramp Pin**⚠ WARNING**

NEVER USE RAMPS WITHOUT BOTH RAMP PINS FULLY ENGAGED AS INSTRUCTED AS THIS WILL CAUSE THE RAMP PLATFORM TO BE UNSTABLE.

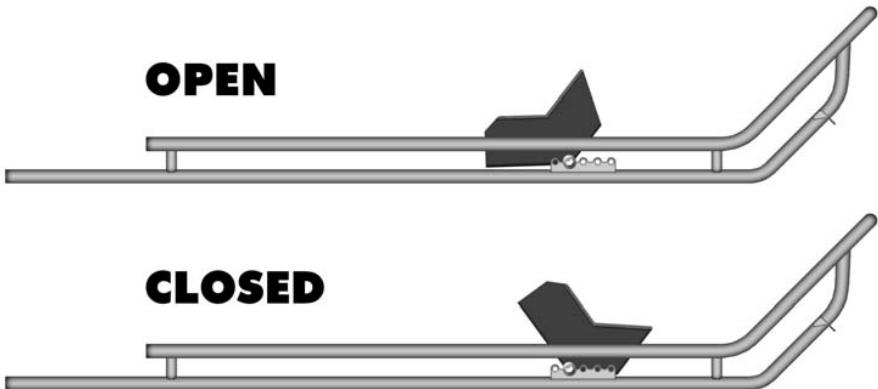
The center ramp will support the weight of a heavy weight motorcycle with an average weight adult rider if you choose to ride the bike up or down.

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.

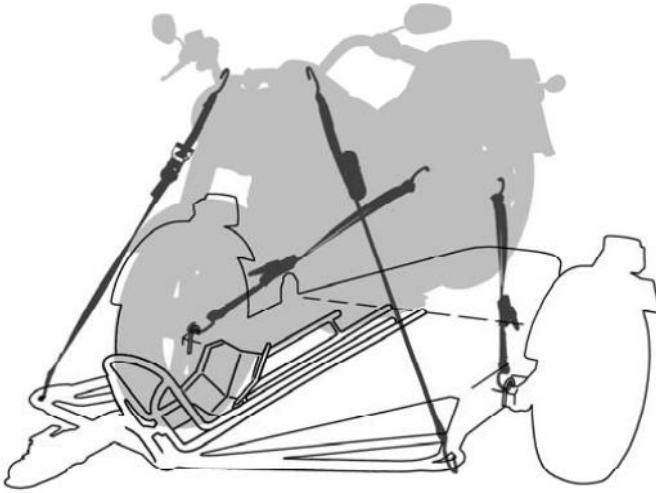
Ensure the wheel chock is in the open position before the motorcycle is loaded up on the trailer platform. The wheel chock is in the open position when the wheel chock is rotated towards the rear of the trailer and the rear section of the wheel chock channel lays flat on the trailer rail. Please refer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

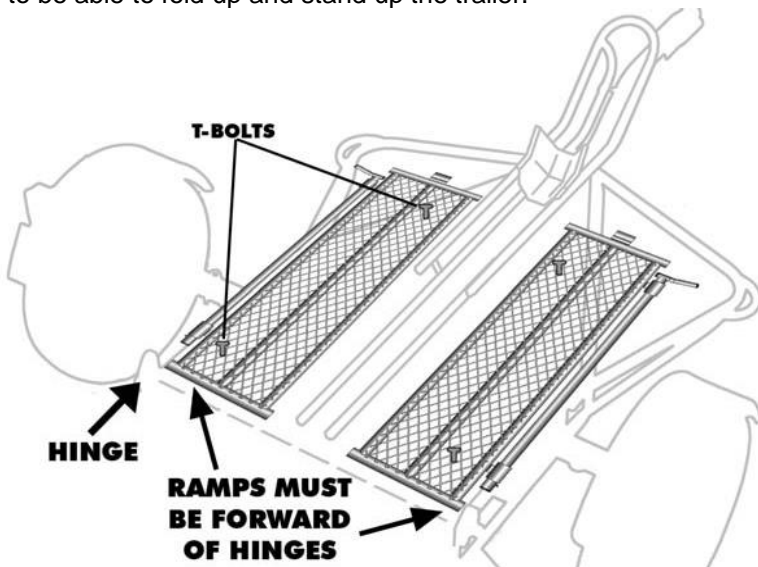
The following illustration shows four (4) most common points for tying down a motorcycle.



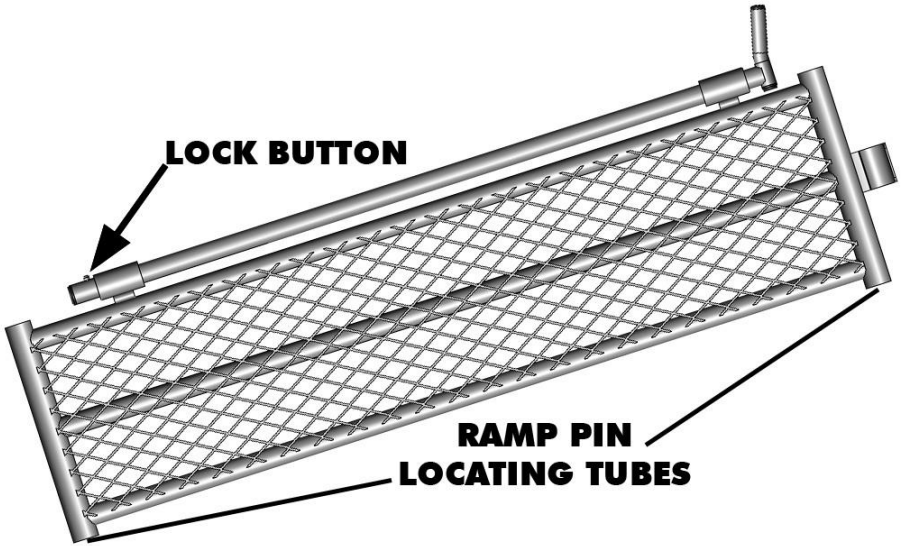
Proper Ramp Storage

Before the ramp pins can be slid out, you will need to depress the lock button at one end of each pin. Once the lock button is pressed, you can slide the ramp pins out. Repeat this procedure for both top and bottom ramp pins.

Detach the ramps from the rear section of the trailer. Attach ramps back on the trailer in their original positions being careful that side ramps do not overlap the rear folding section of the trailer. Ramps must be forward of the rear hinge section to be able to fold up and stand the trailer.



One (1) ramp pin can be stored on the side of either one of the side ramps. Make sure to slide the ramp pins all the way through so that the lock button is popped out on the opposite end of insertion point.



Position the open diamond shape of the expanded metal on the ramp with the attachment points on the trailer. Attach T-Bolts through the ramp and tighten.

⚠ 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.

Unloading

Attach ramps as instructed on pg. 6.

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.

Care and Maintenance of Ride-Up Single SRL Trailer

Keep ramp pins and ramp pin locating tubes clean. A light lubricant (silicone spray, WD 40 or equivalent) on the ramp pins will keep them working smoothly. Ramp Pins are plated to prevent oxidation but an extra step of care will prevent pins from becoming hard to insert or remove due to any dirt and/or oxidation.

Please refer to the Kendon Trailer Owner's Manual for additional care and maintenance instructions for your Stand-Up™ Trailer.

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

Ride safe
Trailer safe

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Stand-Up™ Trailer Parts & Accessories



Dowco Trailer Cover
DOWCO107



LED Tail Light Kit
LEDTLK



Trailer Jack Stand
SU207



Aluminum Wheel and Radial Tire Kit
HPRTWK13



Crank Down Swivel Jack Stand
TSJS



Tie-Downs
TDK107



Single Stone Guard
SG107



Single Utility Boxes
BX107



13" Spare Tire
BB206N

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

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