



YOU MUST READ THE BELOW RESTRICTIONS AND REQUIREMENTS **BEFORE** YOU REMOVE THE TAPE ACROSS THE CRADLE OF THE SLICK WHEELIE. IF YOU REMOVE THE SECURITY TAPE, THE PRODUCT WILL BE DEEMED USED; AND AS PER THE RETURN POLICY, YOU WILL NOT BE ABLE TO RETURN IT.

Vehicle Requirements

1. The bumper of the tow vehicle must measure 12" – 16" in height from the ground to the center of the receiver opening. If it does not, a drop receiver extension can be used.
2. Use **ONLY** a Class II or Class III receiver. Class II and Class III receivers have a 2" square opening.
3. A Class I receiver has a 1.25" square opening. If you have a Class I adapter, **DO NOT** use it with **The Original Slick Wheelie™**.



WARNING: A Class I adapter is a device used to convert a Class I receiver to a Class II receiver. This adapter is not stable enough to work in conjunction with **The Original Slick Wheelie™**. Although some internet sites may suggest the use of the two products together, **DO NOT**. Failure to heed this warning may result in damage, injury, or death.

Motorcycle and Tow Vehicle Requirements for Attachment

Most 2-wheel motorcycles can easily be towed with **Slick Wheelie™**. Trikes and side cars do not allow for the lean necessary for turning.

1. The front tire must allow for a strap to wrap around the rim, so there needs to be an opening. Otherwise, the front wheel cannot be secured in the cradle.

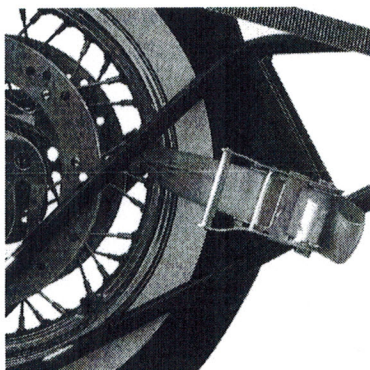


Image 1 This wheel is compatible.

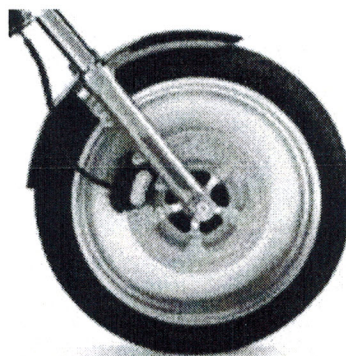


Image 2 This wheel is NOT compatible.

2. **DO NOT** place straps over OR wrap around fairings, windshields, or anything that may interfere with the attaching of the motorcycle to the bumper. The stabilizer straps must be able to attach to the handlebars or upper triple-tree – not the forks. The straps that connect the motorcycle to the tow vehicle must be taut. As fairings and windshields can bend or break, attaching to either one may cause the straps to slip and become loose. The resulting situation may cause damage to the fairings or windshield, damage to the tow vehicle, injury, or death.

3. When attaching the straps to the tow vehicle, each strap **MUST** be attached **at least 20"** away from the receiver hitch on each side of it. Make certain that the points at which the hooks attach to the bumper on the tow vehicle do not allow slippage. The objective is to try to create a wide based triangle. The closer the straps can be attached towards the ends of the bumper, the wider the base of the triangle will be. This type of triangulation will keep the bike upright and make it more stable. **DO NOT** attach to weak body parts such as plastic bumpers or anything that may flex or break off.

NOTE: Due to the "rake," of the fork, the motorcycle will lean **AWAY** from turns. This is normal and should not cause a problem. Especially low mufflers or floorboards may scrape in extremely sharp turns. The higher the wheel cradle, the more pronounced the lean; however, be sure to leave enough ground clearance to traverse road dips, driveways, curbs, and etc.

4. Custom raked front ends cannot extend more than 3 or 4 inches over the original stock lengths.
5. **Slick Wheelie™** can accommodate front tires up to 5.5" wide.
6. Motorcycles exceeding 1000lb cannot be used with this product.

Raising the Motorcycle

1. After attaching the straps from the handlebars or triple-tree to the bumper, use the ratchets to remove most of the slack. Do not tighten them completely. Doing so will not allow the front wheel to rise. The bumper straps will tighten as the wheel is elevated.

NOTE: If cranking becomes difficult, the straps may be too tight. Loosen them slightly and continue to crank. Add lubricant to the rod if it is still too difficult to crank.

2. Be sure not to over compress the motorcycle shocks while lifting. The fork should compress approximately 50%.
3. Tighten the straps once the cradle has been raised to the desired height. Again, do not over compress the motorcycle shocks; the fork should compress approximately 50%.
4. Once the motorcycle is secure and stable, raise the kickstand and put the bike in neutral.

WARNING: DO NOT LEAVE THE KICKSTAND DOWN. Confirm that the return spring is in perfect working order. If you have any doubt about its ability to hold the kickstand in place, tie it up. Failure to do so can result in damage to your bike, injury, or death.

5. Make sure that the handlebars are level.

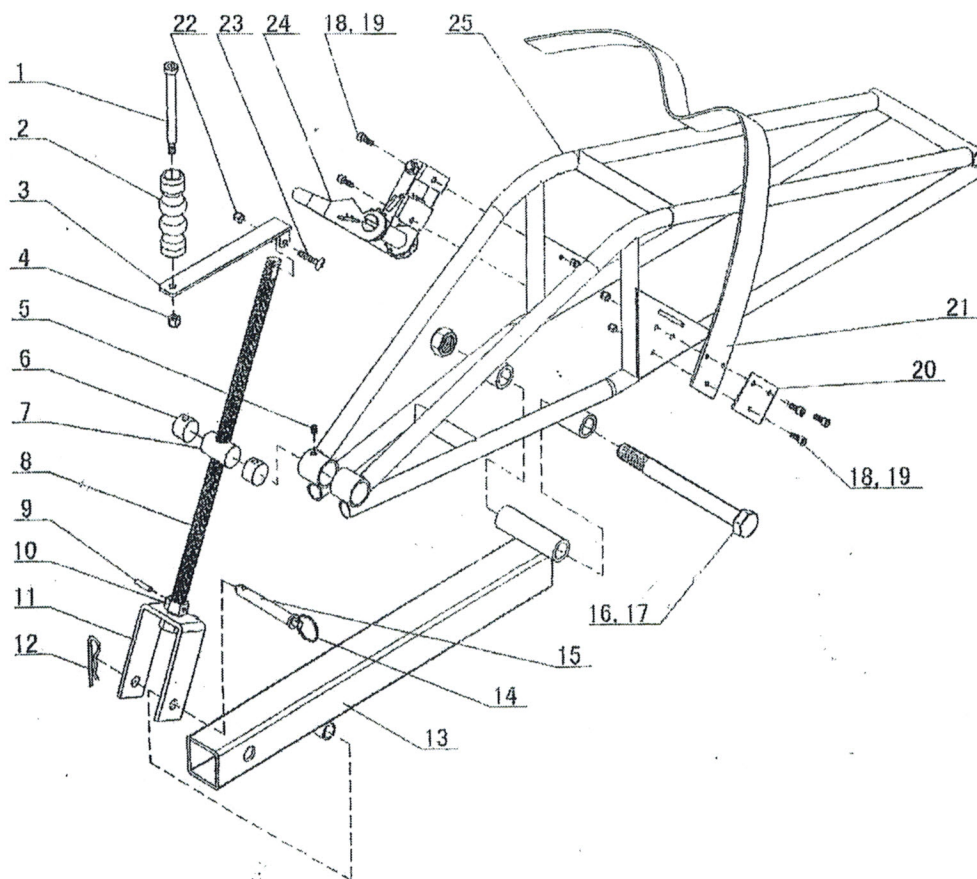
Use of **The Original Slick Wheelie™** trailing unit is at the owner's risk. The unit has been tested under many conditions and with many different bikes in an effort to produce a quality product with the widest range of applications.

The Original Slick Wheelie™ should be used only by experienced drivers familiar with the characteristics of motorcycles and are proficient at towing and maneuvering trailers.

The Original Slick Wheelie™

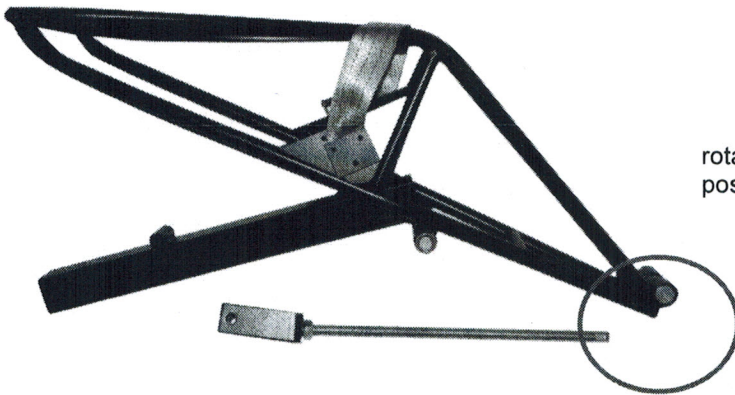
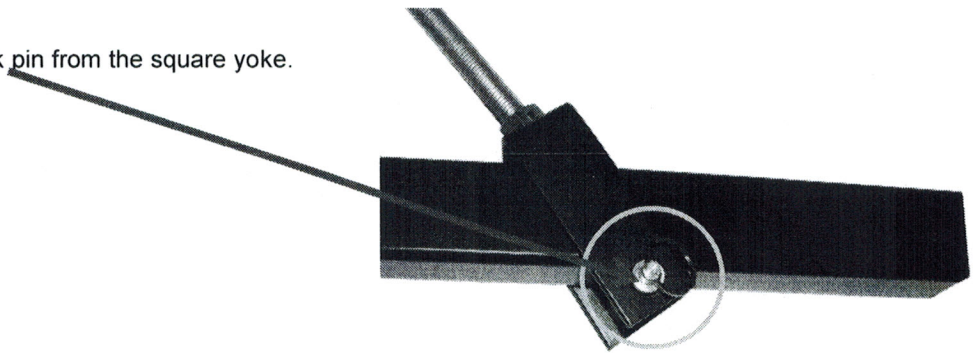
Why reinvent the wheel? Reinvent the wheelie!

PART #	DESCRIPTION	QTY	PART #	DESCRIPTION	QTY
1	Inside Hex Shoulder Screw	1	14	Ring	1
2	Grip	1	15	Hitch Pin	1
3	Handle Weldment	1	16	Hex Bolt M18x190	1
4	Nylock Nut M8	1	17	Nutlock Nut M18	1
5	Inside Hex Bolt M6x12	1	18	Inside Hex Bolt M5x14	5
6	Counter Shaft	2	19	Nylock Nut M5	5
7	Joint	1	20	Belt Fix Plate	1
8	Screw Rod	1	21	Belt	1
9	Roller Pin 5x25	1	22	Nylock Nut M6	1
10	Nut Place Limiting	1	23	Pan Head w/Cross Slot Bolt M6x30	1
11	U Fork	1	24	Ratchet	1
12	R Pin	1	25	Trailing Frame	1
13	Tongue	1			



Preparing the Cradle

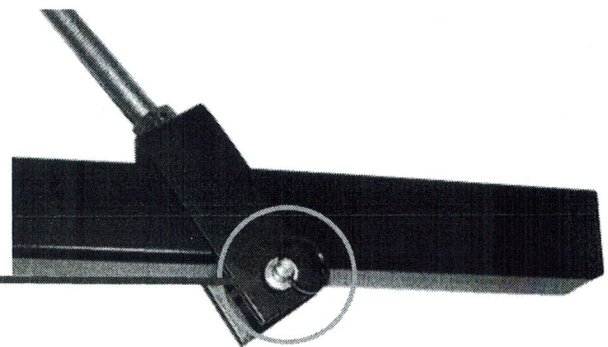
1. Remove the large quick pin from the square yoke.

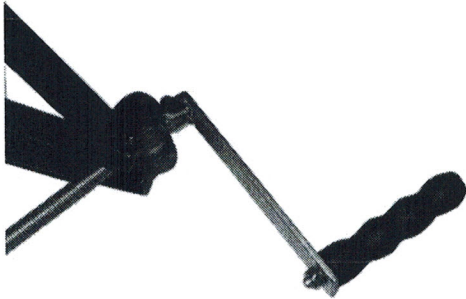


2. Fully unscrew the threaded rod from the joint, rotate the joint and reattach the rod in the upright position.

NOTE: If turning the rod becomes difficult when raising the cradle, LOOSEN THE STRAPS running from the bike to the tow vehicle.

3. Swing the square hitch tube and position as shown within the square yoke.
4. Attach square yoke to square hitch tube by passing the large quick pin through the tube welded to the square hitch tube. Secure the quick pin.

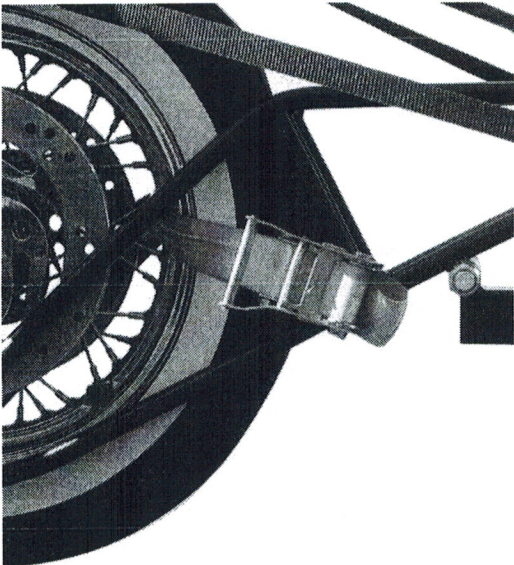




5. Attach the handle to the threaded rod using small bolt and lock nut.

NOTE: Be sure to thoroughly lubricate the threaded rod before use.

6. When **Slick Wheelie™** is pre-assembled as shown, slide the square hitch tube into a Class II or Class III 2-inch hitch receiver and secure with hitch pin.
7. Crank the cradle down to ground level.
8. Carefully roll the motorcycle's front wheel into the cradle. Be sure to leave the kickstand down.



9. Route the ratchet strap through the spokes and around the rim being extremely careful not to bend any spokes. Use the ratchet to secure the wheel to the cradle. Do not over-tighten. To avoid rim damage, tighten the strap until the tire compresses slightly.

NOTE: The strap must run directly from the ratchet through an opening in the wheel. **DO NOT** pass it over the top tube of the cradle before passing it through the wheel. Failure to properly position the strap will result in improper and unsecure seating of the tire in the cradle which can ultimately lead to damage to the motorcycle while in transit.



WARNING: Before each use, it is imperative that the straps be inspected for wear and confirmed to be in good overall condition.

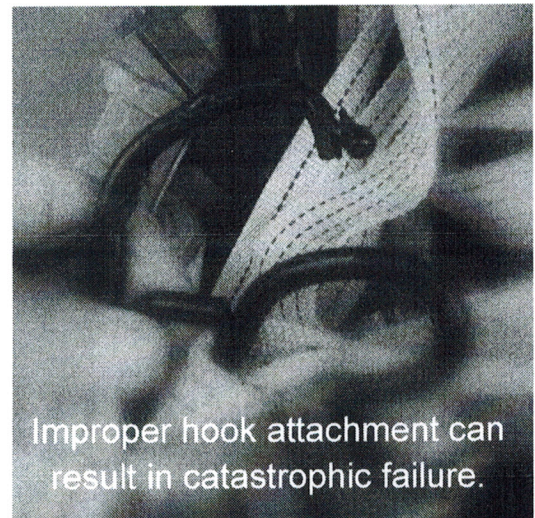
DO NOT place straps over OR wrap around fairings, windshields, or anything that may interfere with the attaching of the motorcycle to the bumper. The stabilizer straps must be able to attach to the handlebars or upper triple-tree – not the forks. The straps that connect the motorcycle to the tow vehicle must be taut. As fairings and windshields can bend or break, attaching to either one may cause the straps to slip and become loose. The resulting situation may cause damage to the fairings or windshield, damage to the tow vehicle, injury, or death.

Attaching to the Tow Vehicle and Raising the Motorcycle

10. When attaching the straps to the tow vehicle, each strap **MUST** be attached **at least 20"** away from the receiver hitch on each side of it. Make certain that the points at which the hooks attach to the bumper on the tow vehicle do not allow slippage. The objective is to try to create a wide based triangle. The closer the straps can be attached towards the ends of the bumper, the wider the base of the triangle will be. This type of triangulation will keep the bike upright and make it more stable. **DO NOT** attach to weak body parts such as plastic bumpers or anything that may flex or break off.



WARNING: The hook is designed to bear the load in its trough. When attaching the straps to the tow vehicle, it is absolutely imperative that you fully engage the hook at its trough rather than at its tip alone. Failure to do can lead to loss of control of the motorcycle and result in catastrophic damage, injury, or death.



Improper hook attachment can result in catastrophic failure.

NOTE: Due to the "rake," of the fork, the motorcycle will lean **AWAY** from turns. This is normal and should not cause a problem. Especially low mufflers or floorboards may scrape in extremely sharp turns. The higher the wheel cradle, the more pronounced the lean; however, be sure to leave enough ground clearance to traverse road dips, driveways, curbs, and etc.

- a. After attaching the straps from the handlebars or triple-tree to the bumper, use the ratchets to remove most of the slack. Do not tighten them completely. Doing so will not allow the front wheel to rise. The bumper straps will tighten as the wheel is elevated.

NOTE: If cranking becomes difficult, the straps may be too tight. Loosen them slightly and continue to crank. Add lubricant to the rod if it is still too difficult to crank.

- b. Be sure not to over compress the motorcycle shocks while lifting. The fork should compress approximately 50%.
- c. Tighten the straps once the cradle has been raised to the desired height. Again, do not over compress the motorcycle shocks; the fork should compress approximately 50%.
- d. Once the motorcycle is secure and stable, raise the kickstand and put the bike in neutral.



WARNING: DO NOT LEAVE THE KICKSTAND DOWN. Confirm that the return spring is in perfect working order. If you have any doubt about its ability to hold the kickstand in place, tie it up. Failure to do so can result in damage to your bike, injury, or death.

- e. Make sure that the handlebars are level.

11. Be sure all straps are secure before towing.

WARNING: It is strongly recommended that you periodically check the straps when towing on long trips.

12. **DO NOT** leave the motorcycle in gear. Put the transmission in neutral. Failure to do so will result in serious damage to your motorcycle.

READ THE FOLLOWING NOTICE AND WARNINGS CAREFULLY BEFORE OPERATING THIS PRODUCT!

NOTICE:

Use of **The Original Slick Wheelie™** trailing unit is at the owner's risk. The unit has been tested under many conditions and with many different bikes in an effort to produce a quality product with the widest range of applications. This product may not be suitable for all motorcycles or may require modification to the securing system to adapt to a particular bike. In general, most open front wheel (spoke or mag) bikes will trail well. Some fairings, Café style bars or windscreens may inhibit the suggested tie-down methods. Some bikes may require that the drive chain be removed for long distance towing. Check with the motorcycle manufacturer. It is the owner's responsibility to ensure that the tie-down straps are secure, the hitch and receiver are in good working order and that reasonable care is used in the operation of this product. It is recommended that the owner check local laws regarding trailers. **The Original Slick Wheelie™** should be used only by experienced drivers familiar with the characteristics of motorcycles and are proficient at towing and maneuvering trailers.






WARNING:



The front wheel strap should be tight, but not tight enough to bend the rim. Ratchet down the strap until tire is slightly compressed against the bar.



Handlebar straps should be tightened to the point of 50% load on the front shocks. Changes in incline (up or down steep hills, driveways, curbs, etc.) will cause the straps to loosen or tighten. The shock absorbers will absorb most of this, but care should be exercised. Once level again, the straps should return to their set tension.

-  The handlebar straps should be attached to the rear bumper of the towing vehicle at the farthest possible outside point to prevent the hooks from sliding inward and loosening the straps. Try to attach to a bumper bracket or mounting hole to prevent slipping.
-  Before each use, it is imperative that the straps be inspected for wear and confirmed to be in good overall condition.
-  Due to the "rake," of the fork, the motorcycle will lean AWAY from turns. This is normal and should not cause a problem. Especially low mufflers or floorboards may scrape in extremely sharp turns. The higher the wheel cradle, the more pronounced the lean, however, be sure to leave enough ground clearance to traverse road dips, driveways, curbs, etc.
-  Backing a bike under tow can be difficult due to the inability to see the bike. Extreme caution and a second person directing the maneuver are highly recommended.
-  It is strongly recommended that you periodically check the straps when towing on long trips

Drive safely and enjoy The Original Slick Wheelie™!

Should you have any questions or concerns, please feel free to contact us at

info@TowBlazer.com.

We really appreciate your business!



TowBlazer, Inc. d/b/a The USA Trailer Store