Pit Bull Trailer Restraint System Installation and Use:

GENERAL INFORMATION: The Pit Bull Trailer Restraint System (U.S. Patent 7,287,942) is a revolutionary way to transport your motorcycle using a combination of features never seen before. It holds the bike from its rear axle and allows both tires to rest on the floor of the trailer or transport vehicle.

ADVANTAGES: It offers the following three advantages: 1) there are no straps holding the bike down. This minimizes space used in the trailer and eliminates the chance of damage caused by straps. 2) The motorcycle rests on the trailer floor with no added force on the suspension. This means no more blown fork seals caused by heavy strap tension, and a flat tire on the bike will not change how securely the bike is held. 3) This is the quickest, easiest system available for loading/unloading your bike for transport. One person rolls the bike into place until it is captured.

Figure 1

THE KIT INCLUDES:
- Frame Assembly,
- Base Plate,
- Latch Assemblies (1 LH, 1 RH),
- 3/8" Button Head Screws (4),
- Mushroom Standoffs (4),
- 3/8" Nylock Nuts (4),
- 3/8" Flat Washers (4),
- Pin Kit for Bike (may be installed on frame assembly).

INSTALLATION AND USE: Step 1): Decide where to mount the base plate. Use the base plate as a drill template and drill four holes using a 3/8" drill bit as shown in Figure 2. As each hole is drilled, insert a 3/8" button head screw and mushroom standoff (flange side up). Do not over-tighten as that could cause the mushroom standoff to contract. Torque Value not to exceed 8 ft pounds! Step 2): Install the left and right latch assemblies as shown in figure 3 by sliding slots under the mushroom standoffs until the spring loaded pin locks into place with an audible click. Step 3): Using correct pin assembly for your motorcycle (see fitting chart), install frame assembly onto rear axle of motorcycle as shown in figure 4. This can be done while motorcycle is on rear stand or side stand. Note: for single sided swingarms, the bike must be off rear stand. Lock pin into place with safety pin (not shown). Use bungee cord as shown in figure 5 to hold frame assembly up for rear stand operation or for pushing bike through garage or paddock area. Step 4): Roll motorcycle into trailer and allow frame assembly pegs to be captured by latches as shown in figure 6. Secure latches with safety pins as shown in Figure 7. Step 5): Shake bike to ensure it will not contact other items within the trailer during transport and visually inspect to ensure no items are touching bike. Double check to make sure all safety pins are secure.

REMOVAL: Hold bike securely and remove safety pins from latches, then flip latches open and roll bike so pegs come out of latches. Remove pin from rear axle. Latch assemblies can be removed, leaving a flat trailer floor.

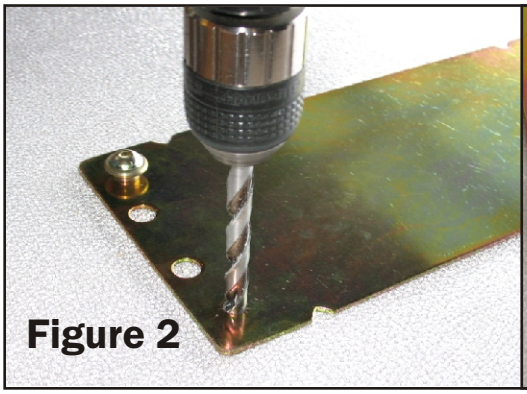
Figure 2

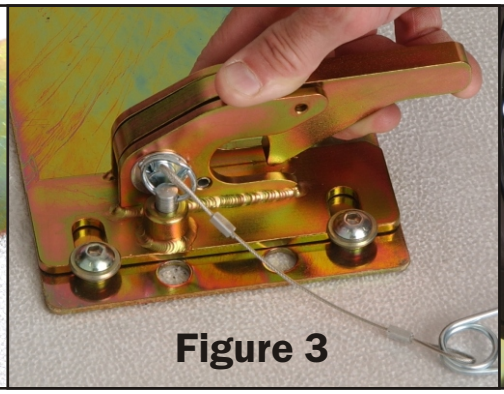
Figure 3

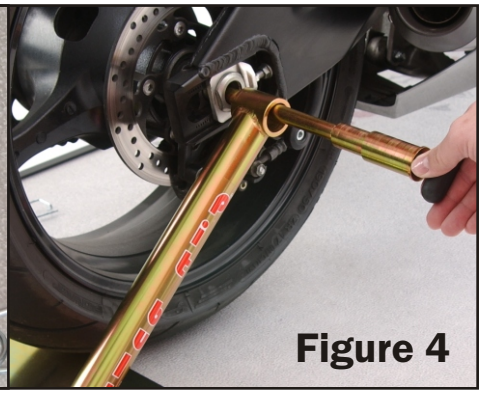
Figure 4

Pit Bull Trailer Restraint System Installation and Use (Cont.):


Figure 5

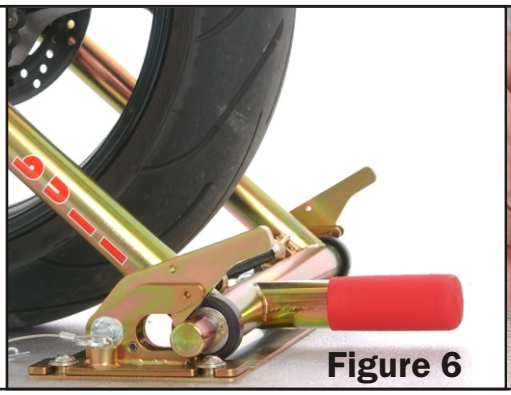
Figure 6

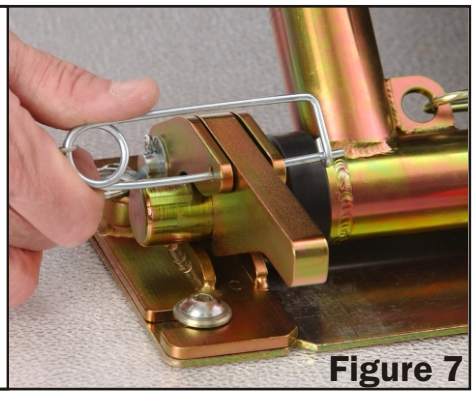
Figure 7

WARNINGS: Use only the correct pin kit specified for the bike being transported. Gap between shoulder of pin and axle should be .08 inch (2mm) total both sides to limit side movement (more side movement is allowed at latch assemblies). Inspect system after each use for excessive wear or deformation of mating parts that may occur due to severe driving conditions. If cotter pin, retaining ring or safety pin is removed from bike for trailer restraint system use, be sure to replace it before riding bike.

INSTALLATION OPTIONS: The most common way to configure the Trailer Restraint System is as shown in Figure 8A. There are at least three other ways to install the system into the trailer to accommodate space requirements, structural constraints or personal preference as shown in Figures 8B, 8C and 8D.

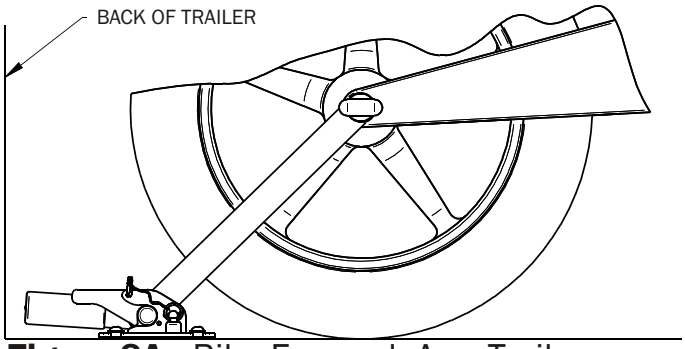

Figure 8A: Bike Forward, Arm Trails

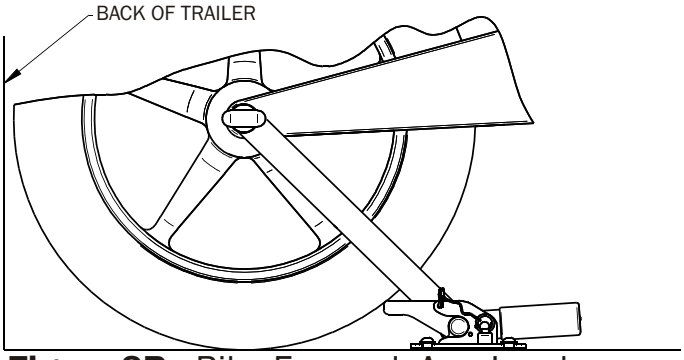

Figure 8B: Bike Forward, Arm Leads

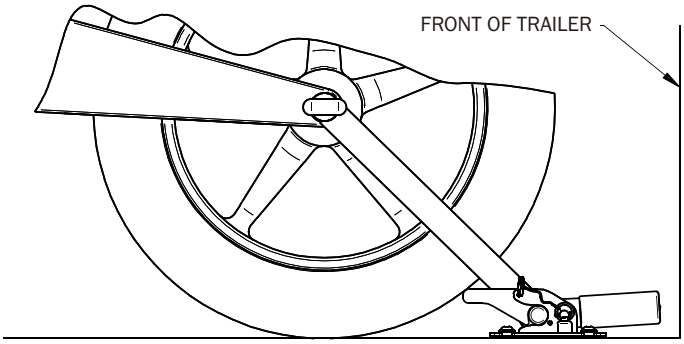

Figure 8C: Bike Rearward, Arm Leads

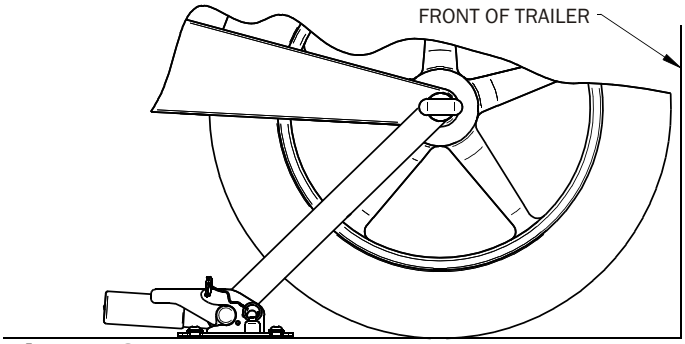

Figure 8D: Bike Rearward, Arm Trails

OTHER USES: The Trailer Restraint System can also be used to hold a bike upright on the floor or service table or for displaying a bike.

WARRANTY: This product is warranted for five years from date of purchase against manufacturing defects and structural failure of metal parts. Warranty is strictly limited to replacement of trailer restraint system parts up to and including entire system. We are not able to cover damage caused by vehicle collision or any situation that creates collision-like conditions. Further, we are not able to cover damage incurred by failure or attachment media (i.e., trailer floor), improper installation or use of system after it has been damaged.