

Danger

When using E -Z Trainer/Universal Trainer you should:

- NEVER : ride without adult supervision.
- NEVER : ride with or place feet in front of Universal Trainer.
- NEVER : ride in congested areas.
- NEVER : ride on the road.
- NEVER : ride faster than the ability of the rider. Always start slowly and gradually increase speed.
- NEVER : ride without proper safety equipment. (Always wear helmet, pants, shirt, gloves, and shoes.)
- NEVER : ride on rough ground nor horizontally on steep vertical inclines.
- NEVER : hit objects with Universal's wheels. This may cause damage or injury to the rider and the bike.
- NEVER : run into any object or objects. This may cause damage or injury to the rider and the bike.
- NEVER : ride more than one person at a time.
- NEVER : modify the motorcycle or Universal Trainer.
- NEVER : ride over objects with only one training wheel. This may cause dismounting of rider and damage to Universal Trainer or your bike. Remember to avoid objects whenever possible.
- NEVER : ride the Universal Trainer in soft sand. Universal Trainer is not designed for this function.
- NEVER : use Universal Trainer for any other purpose than what they were designed.
- NEVER : change the size of the wheels.
- NEVER : ride at speeds that exceed 10 mph.

FAILURE TO USE THIS APPARATUS CORRECTLY CAN RESULT IN SERIOUS INJURY OR DEATH. ONLY USE UNIVERSAL TRAINER FOR IT'S INTENDED PURPOSE.

THIS IS ONLY A TRAINING AID!!!

MOOSE
RACING

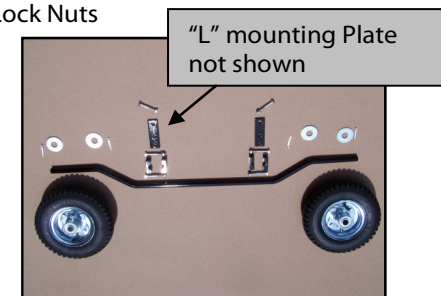
Installing Universal Trainer Motorcycle Training wheels

Hardware Pack : (included)

(4)-1/4"x2" Bolts, (4)-1/4" Lock Nuts
(2)-3/8"x2 1/2" Mounting Bolts, (2)-3/8" Lock Nuts
(2)-5/16" x 2 1/2" Bolts , (2)-5/16" Lock Nuts, (4)-5/8"Washers, (4)- 1/8"x 1" Cotter pin, (2)-Axle Mounting Plates (one straight-one "L" shaped), (4)-Axle Mounting Blocks

Tools Needed:

1/4" , 3/8" , & 5/16" Wrenches or Sockets, Pliers, & Tape Measure



Instructions for installation:

1. After removing Universal Trainer from the box, place hardware pack and Trainer Components next to your motorcycle.
2. Using your pliers, remove original foot pegs from motorcycle by unfastening the pins attached to the foot peg bolts. *(Some motorcycles may use bolts with nuts instead of cotter pins.)*



2.1 Set the foot pegs, fastening pins, and foot peg bolts to one side for later use.

Assembling the Axle Mounting Plates:

3. Take the two (2) 3/8"x 2 1/2" Mounting Bolts, Axle Mounting Plates, and your motorcycle's original foot pegs and re-install them using longer Bolts supplied.



(Either, use the 3/8" Bolts or the 5/16" Bolts depending on your motorcycles foot peg pen size.)



3.1 Make sure you install the Axle Mounting Plates behind (bottom side) of the foot pegs. (If your motorcycle has an off-set foot peg mount, you may need to place one Axle Mounting Plate behind one foot peg and the other in front of the other peg.)

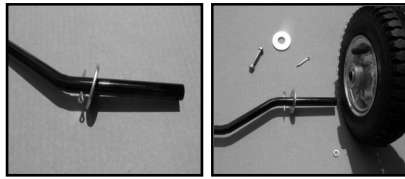
3.2 The "L" shaped plate always goes on the right side, brake side. If the foot brake interferes with the plate

move the plate out (to the right) so the first hole can be used for attachment. **
(With some units placing the "L" plate on the front side of the foot peg location helps to prevent it from hitting the foot peg. If you do decide to use this method you need to put the axle behind instead of in front of the plate when assembling.)

- 3.3 Do not tighten the nuts at this time. Leave them loose so you can move them side to side.

Assembling the Axle:

4. Take one cotter pin and put it in the inside most hole of the axle. Use the pliers and bend the pin over. (Repeat this on other side of the axle.)



5. Take a washer and slide it onto the axle. (Repeat this on other side also.)
6. Take the wheels and place them on the axle with the grease fitting to the inside (toward the bike). (The wheel bearings may fit tight. If tight sand paint off axle.)
7. Place a washer on the outside of the wheel (both wheels). Place a cotter pin into the outside most hole on the axle and bend over using your pliers.

Attaching Axle to Axle Mounting Plates:

8. Use two (2) half-round mounting blocks and four (4) 1/4" x 2" Bolts. Slide the bolts through both, the Axle Mounting Plate and the Half-Round Mounting Block using the bottom two holes of the Axle Mounting Plate. Make sure the half-round shape is facing outward.
9. Take the axle, two (2) half-round mounting blocks, and four (4) 1/4" lock-nuts.



9.1 The axle should have the bend facing the front of the motorcycle.
When the wheels are attached they should be in front of the foot pegs.

9.2 Place the axle between the bolts and into the half-round mounting blocks. Place the remaining two mounting blocks over the axle. The bolt holes should line up. Use the lock-nuts to attach the blocks together. **Do not tighten the bolts at this time.**



10. Adjusting the Universal Trainer:

10.1 Standing over the motorcycle make sure the Axle Mounting Plates are pointed straight down from the foot pegs. (*Not pointed in or out from the foot peg.*)

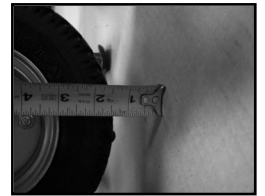
10.2 Tighten the Axle Mounting Plates at the foot peg location.

10.3 Measure from the bend in the axle to the Axle Mounting Plates on both sides. Slide the axle to make the measurements equal. lightly tighten the bolts at the mounting blocks.



10.4 Make sure the spacing between the two mounting blocks stay the same. You can do this by counting the amount of turns made when tightening the nuts. **Stop tightening** when the axle is snug but can be moved up or down with a little pressure.

10.5 Standing over the motorcycle. Hold the motorcycle straight up and down. Measure 1 1/2" – 2" from the ground to the bottom of the axle wheels. (Lower for beginning riders)



10.6 Tighten the bolts to hold the axle in place.

11. Double check all fastening points at this time. Push the motorcycle from side-to-side and make sure your Universal Trainer wheel height is correct.
12. You can adjust for less lean by lowering the Universal Trainer wheels. The opposite can be done to adjust for more lean. **(If you give the motorcycle more than 2-1/2" of lean, the motorcycle will be able to flip over in corners or turns or will ride leaning to one side.)** **Not good for educating your rider!!

NOTE: Universal Trainer operates best with tires a few pounds lower (3-5 lbs.) rather than fully inflated. You may check tire pressure by using a tire gage. (*You can also help your rider gain confidence by raising the wheels higher off the ground or by lowering wheel's air pressure. Use this technique when starting to move riders off the training wheels. ***REMEMBER** do not raise the wheels more than 2-1/2" off the ground, tip-overs will occur.)

Caution:
Never hit holes or other objects with Universal Trainer. A situation such as this could not only throw the rider, but you could damage the Universal Trainer and/or your motorcycle. Do not exceed speeds of 10 mph while using Universal Trainer .

****This is only a training aid apparatus not meant for jumping and racing conditions. Failure to use the Universal Trainer in its designed way may cause bodily injury or Death!**

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RACING**