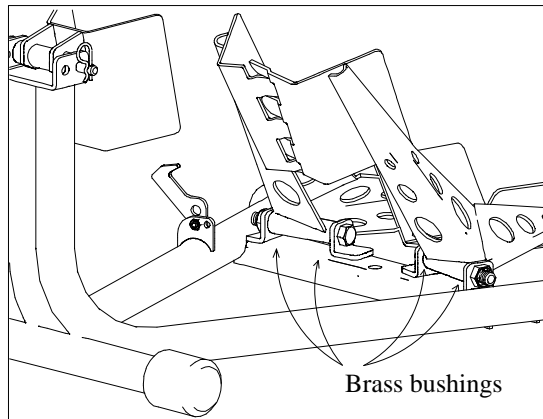


Proper Strap Location: attach to each side of bike near the rear; strap should pull forward, down and outward. No straps are necessary on the front end of the bike.

Periodic Maintenance:

1. As paint wears off underneath the “fingers” in each shoe, spray a light amount of WD 40 or equivalent on your fingertip and lightly apply to exposed metal to prevent surface rust. The tire should not contact this area during use.
2. Periodically check the pivot points and lubricate if necessary. Movement should be smooth and may be “free” or “tight”, stand should operate equally well in both cases. Periodically check for excessive wear of the brass bushings.



Dear Sport Chock owner,

Thanks for buying a Sport Chock, the finest motorcycle stand available and 100% made in the USA.

BaxleybyProvidence has purchased the chock manufacturing portion of Baxley Trailer Company and is excited to be providing the finest motorcycle chocks and accessories available today. We're committed to the same superior quality and customer service that made the Baxley Sport Chock and LA Chock the standards by which all others are measured. We have retained the same skilled workers and will continue to manufacture the finest products while also remaining 100% MADE IN THE USA.

If you have any questions or concerns please don't hesitate to call us.

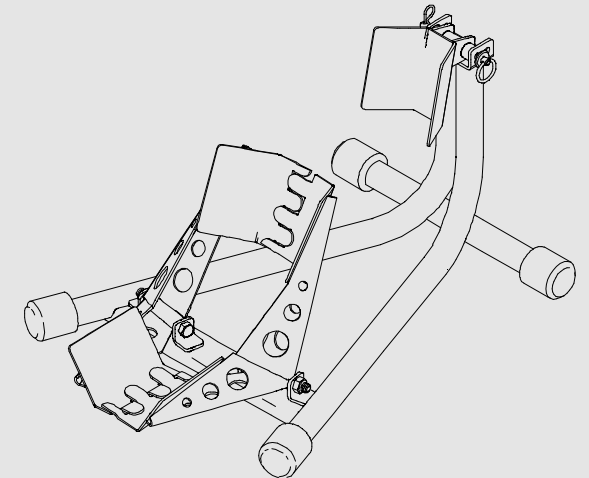
Thank you,

Chip Mayfield
BaxleybyProvidence
info@baxleybyprovidence.com
(888)988-8833



BAXLEY By Providence

6150 Hwy 431
Waverly, AL 36879
(334) 794-2393
Fax (334) 671-1351
www.baxleycompanies.com



Patented

Sport Chock™
Owner's Manual

CAUTION

BEFORE USING THIS STAND CHECK THE FOLLOWING ITEMS:

- Check that stand pivots smoothly forward and backward and there is no binding of the “fingers” inside each shoe.
- Make sure stand is on firm, level ground and will support the weight of the bike.
- Check that all four rubber feet are in place
- Make sure all bolts are in place and tight.
- Make sure the locking tab is rotated out of the way of the capture mechanism or damage may occur.
- Make sure capture mechanism is rotated rearward and in the ready position.
- When using on a trailer or in a vehicle, make sure the stand is mounted securely down.
- Before towing, make sure motorcycle is securely strapped. See **Proper Strap Location**.

NOTE: TIE DOWNS MUST BE USED WHILE TRANSPORTING A MOTORCYCLE IN A VEHICLE. STRAPS SHOULD HOLD MOTORCYCLE SECURELY FORWARD AND SIDEWAYS

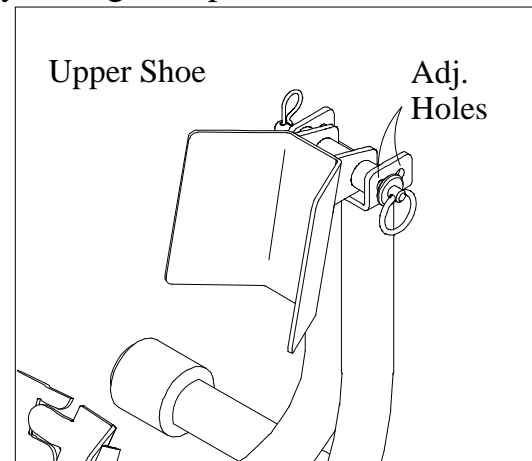
Sport Chock™ Operation:

1. Detach locking tab, rotate the capture mechanism rearwards into the ready position.
2. Ride or push the motorcycle into the stand. Aim for the center of the capture mechanism. You will feel the motorcycle roll over a small bump and then the Sport Chock will automatically capture the front tire and hold the bike upright.

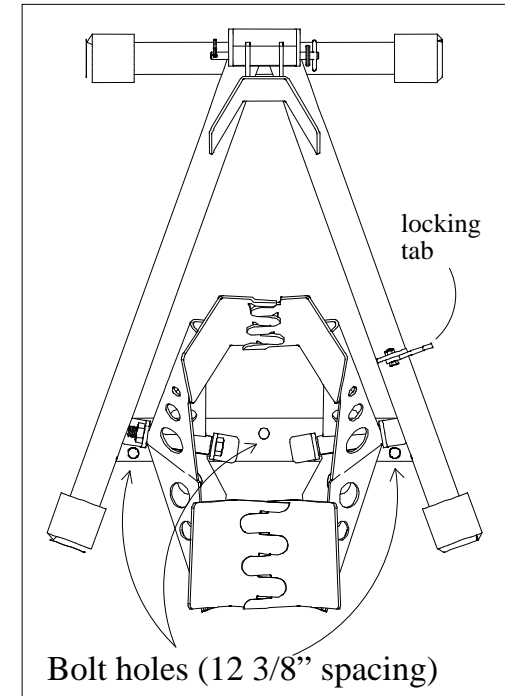
3. If you are leaving the motorcycle for an extended period of time, it is wise to engage the optional latch to prevent any unintentional disengagement of the stand (particularly in earthquake prone areas). Leaving the bike in gear also gives added security.
4. To release, first make sure bike is in neutral and the locking tab is disengaged. A light rearward pull will release the motorcycle from the stand. If you have extremely hot, sticky race tires, a gentle side to side movement will break any “stiction” and free the bike.

Adjusting the Sport Chock:

The upper shoe has two locations. The “short” location will hold a sport bike tire and allow easy in and out action. The “deep” setting will allow a tire to engage farther into the stand for added stability during transport.



Mounting the Sport Chock™:



The Sport Chock™ may be placed in the bed of a pickup truck and should not require any further mounting if the bike is strapped down properly. For extra stability in a utility trailer or an enclosed trailer, the stand may be bolted down using one or all mounting locations provided (see above diagram). The center bolt location is recommended for most applications and will provide easy access to the bolt and good stability.

NOTE: Do not over-tighten bolts that hold down the chock. The bolts should be snug enough to provide good grip of the rubber feet but not so tight so as to bend the plate through which they bolt.