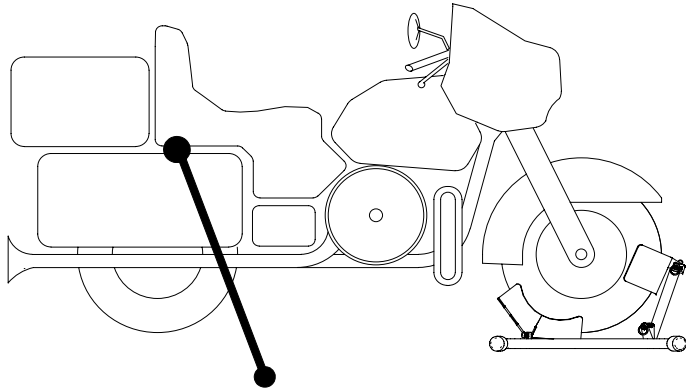
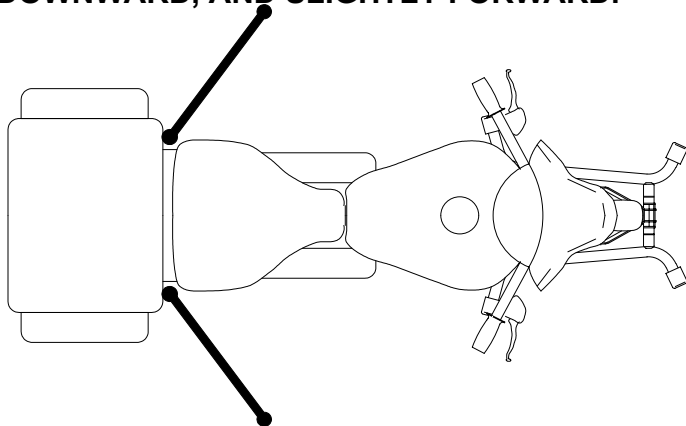


Proper Strap Location: attach straps to the side of the bike from the rear; straps should pull forward to keep the bike in the chock, down and outward. No straps are necessary on the front end of the bike as long as good strap procedures are followed on strapping the rear of the bike. Make sure straps are in good condition and sufficiently tight. NEVER TOW A MOTORCYCLE WITHOUT STRAPS.

ATTACH STRAPS HIGH ON MOTORCYCLE



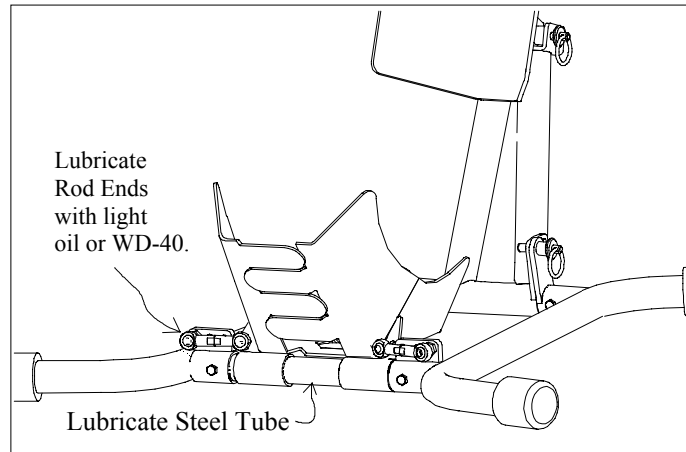
STRAPS SHOULD GO MOSTLY OUTWARD, DOWNWARD, AND SLIGHTLY FORWARD.



STRAPS SHOULD NOT ATTACH TO FLOOR FURTHER FORWARD THAN SHOWN

Periodic Maintenance:

Occasionally lubricate the stainless steel tube with a light coat of grease or oil to maintain a smooth action. Lightly lubricate the pivot assemblies with penetrant oil. Be careful to keep grease and oil away from the surfaces that contact the motorcycle tires.



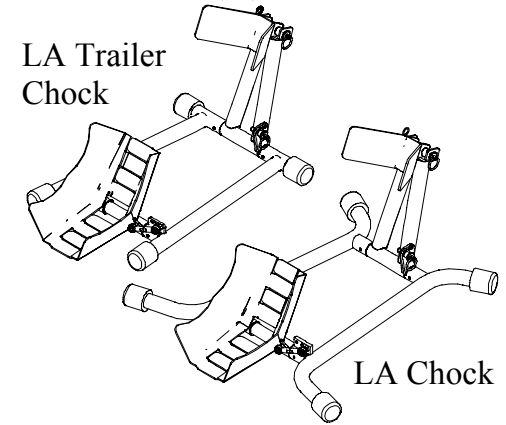
Dear LA Chock™ Owner: Thank you for buying one of our unique motorcycle stands. Baxley Trailer Company is a division of Baxley Blowpipe Co. Inc., a small family company that has been in business since 1946. God has certainly blessed this company and the Baxley family.

If you ever have a problem that cannot be resolved by your dealer, or if you have any suggestions or comments, please give us a call. We would love to hear from you. It is our desire that you will always have the same joy you had when you first bought this Baxley Trailer Co. product. It is our hope that this LA Chock™ will last until Jesus comes back to take His children home. It is our prayer that you will be a part of that great home going. May God bless you and keep you safe until then. Romans 6:23.

Jerome Baxley
President, Blowpipe Co. Inc.

BAXLEY Trailer Company

3300 E. Cottonwood Rd.
Dothan, AL 36301
(334) 794-2393
Fax (334) 671-1351



Patent #5,988,402
Patents Pending

LA Chock™ Owner's Manual

CAUTION

CAUTION: Depth adjustment #3 (deepest) should only be used with 21" diameter tires or 150mm wide tires. Damage could result to fairings of smaller tires at this depth setting.

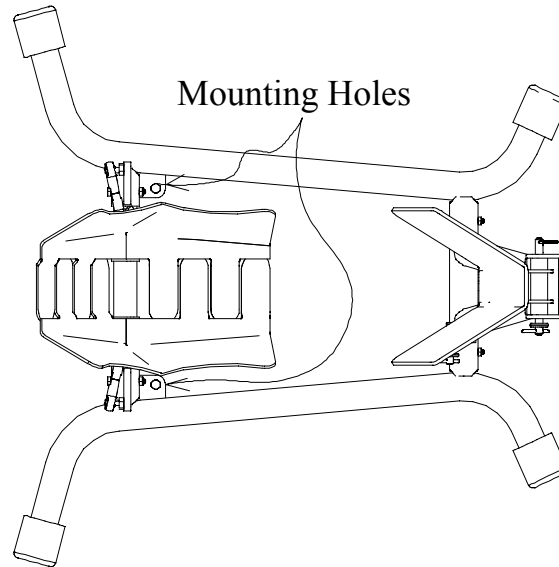
BEFORE USING THIS STAND CHECK THE FOLLOWING ITEMS:

- Make sure stand is properly adjusted for your tire. (see **Adjustments**)
- Capture shoes slide freely and smoothly.
- Check that front shoe is set to the correct angle.
- Check that all four rubber feet are in place
- Make sure all bolts are in place and tight.
- When towing, make sure the stand is mounted securely to trailer.
- Before towing, make sure motorcycle is securely strapped (see **Proper Strap Location**).

TIE DOWNS MUST BE USED WHILE TRAILERING A MOTORCYCLE. STRAPS SHOULD HOLD MOTORCYCLE SECURELY FORWARD AND SIDWAYS. SEE REVERSE SIDE FOR PROPER STRAP PLACEMENT.

LA Chock™ Operation:

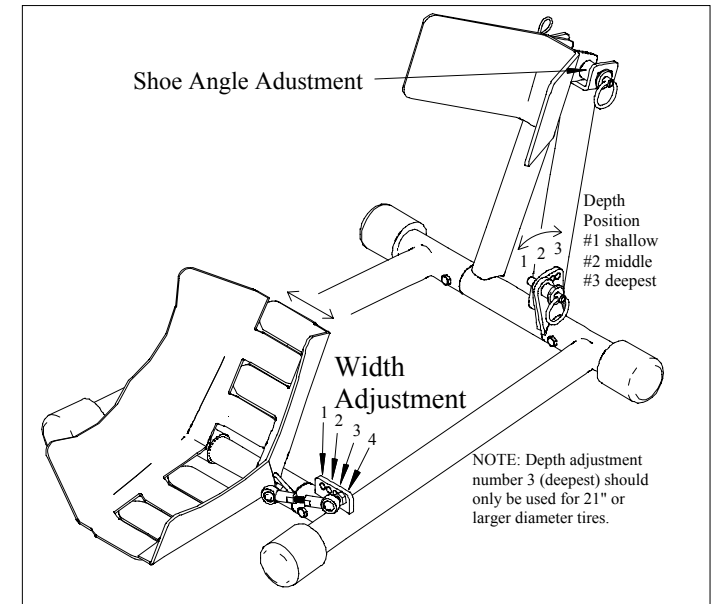
1. **Make sure that stand is adjusted properly for your tire.**
2. Ride or push the motorcycle into the stand. Aim for the center of the capture mechanism. The stand will automatically capture the front tire and hold the bike upright.
3. To release, first make sure bike is in neutral. A firm rearward pull will release the motorcycle from the stand.



Mounting the LA Chock™:

The LA Chock™ has the extended legs as shown in the above diagram and is very stable when used as a free standing floor stand. If the LA Chock is placed in the bed of a truck it does not need to be bolted down as long as the chock is against the front of the bed and the bike is strapped down properly. In a utility trailer or an enclosed trailer, the stand should be bolted down using mounting locations provided (see above diagram).

The LA Trailer Chock (see picture on the front) has the legs cut short for applications where space is a premium. It can also be used as a free standing unit but will have less stability than the LA Chock. The LA Trailer Chock should always be bolted down when used in a trailer. Use the special Mounting Hardware Kit (sold separately) for easy installation and removal from a trailer.



Adjustments:

Width: using a 7/16" and 1/2" wrench, adjust the width of BOTH the outside rod ends to the correct position. THESE ARE ROUGH GUIDELINES ONLY! SHOES SHOULD CONTACT FIRMLY ON BOTH SIDES WHEN ENGAGED.

Tire width	Adjustment pos.
80 to 110mm (MH-MM)	hole #1
110 to 130mm (MN-MR)	hole #2
130 to 150mm (MT-up)	hole #3
150 to 180mm	hole #4

Note: you can make finer width adjustments by setting the rod ends one position different from side to side; for example; left side on position #1 and the right side on position #2. Do not set up more than one position different from side to side.

Depth Adjustment: the depth should be set so that the bike sits securely in the stand. **Caution:** Depth adjustment #3 should only be used for 21" diameter tires or 150 mm wide tires!