



HEAVY-DUTY MOTORCYCLE FRONT WHEEL CHOCK

MODEL NO: **FPS7.V3**

Thank you for purchasing a Sealey product. Manufactured to a high standard, this product will, if used according to these instructions, and properly maintained, give you years of trouble free performance.

IMPORTANT: PLEASE READ THESE INSTRUCTIONS CAREFULLY. NOTE THE SAFE OPERATIONAL REQUIREMENTS, WARNINGS & CAUTIONS. USE THE PRODUCT CORRECTLY AND WITH CARE FOR THE PURPOSE FOR WHICH IT IS INTENDED. FAILURE TO DO SO MAY CAUSE DAMAGE AND/OR PERSONAL INJURY AND WILL INVALIDATE THE WARRANTY. KEEP THESE INSTRUCTIONS SAFE FOR FUTURE USE.



Refer to
instructions



Wear safety
footwear

1. SAFETY

- ☐ **WARNING! Before use, ensure that there is nothing attached to the front forks or the fairing of the motorcycle, that will foul on the chock.**
- ✓ Maintain the chock in good condition (use an authorised service agent).
- ✓ Ensure the motorcycle wheel fits the specified size range before use.
- ✓ Always wear appropriate PPE, including safety boots.
- ✓ Replace or repair damaged parts. Use genuine parts only. Unauthorised parts may be dangerous and will invalidate the warranty.
- ✓ Locate the chock in a suitable area. Keep area clean and tidy and free from unrelated materials and ensure that there is adequate lighting.
- ✓ Ensure that the floor/ground is level and strong enough (preferably concrete) to take the weight of the chock and the motorcycle.
- ✗ **DO NOT** mount the chock on tarmac/adam, as the surface may be unstable.
- ✓ Ensure that the clamps are free from oil and grease before positioning a motorcycle in the chock.
- ✓ Keep the chock clean for the best and safest performance.
- ✓ Maintain correct balance and footing whilst positioning the motorcycle in the chock.
- ✓ Ensure that the floor is not slippery and wear non-slip shoes.
- ✓ Ensure that the motorcycle is adequately secured to the chock if to be used for transportation purposes.
- ✓ Keep children and unauthorised persons away from the work area.
- ✗ **DO NOT** use the chock for a purpose it is not designed to perform.
- ✗ **DO NOT** ride onto the stand or sit on the motorcycle once loaded.
- ✗ **DO NOT** work beneath a motorcycle secured in the stand.
- ✗ **DO NOT** operate the chock if it is damaged.
- ✗ **DO NOT** use the chock when you are tired or under the influence of alcohol, drugs or intoxicating medication.
- ✗ **DO NOT** allow untrained persons to use the chock.
- ✗ **DO NOT** make any modifications to the chock.
- ✗ This stand is not intended for long-term storage, such as winter storage
- ✗ Not suitable for aircraft applications.
- ✓ Before removing a motorcycle from the chock, ensure that there are no obstructions or persons in the path of the motorcycle.
- ☐ **WARNING: The warnings, cautions and instructions in this manual cannot cover all possible conditions and situations that may occur.**
- ✓ **It must be understood that common sense and caution are factors which cannot be built into this product, but must be applied by the operator.**

2. INTRODUCTION

Tubular section steel wheel chock secures motorcycle front wheel during transit or storage. Suitable for wheels Ø15"–21" (Ø380–535mm) with tyre widths from 50–130mm. Clamping jaw design use the weight of the wheel to grip and lock the bike securely in place. Can be used freestanding or fixed to any hard surface (fixings not included). Please note: Motorcycle must also be secured using tie-down straps for safe transport.

3. SPECIFICATION

Model No	FPS7.V3
Minimum/Maximum Tyre Width	50-120mm
Minimum/Maximum Wheel Diameter	380mm to 535mm
Nett Weight	9.5kg

4. CONTENTS

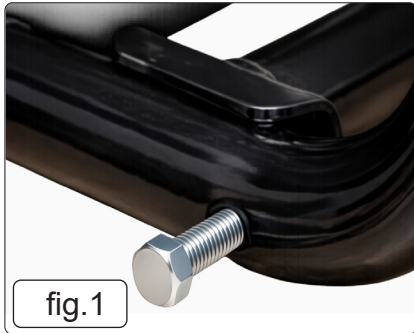
- 4.1. Refer to parts list for contents.



5. ASSEMBLY

5.1. INSTALL THE POST ONTO THE BASE (FIG.1).

- 5.1.1. Insert each bolt according to the orientation shown in the diagrams.
- 5.1.2.2. On the opposite end, install: washer → spring washer → nut.
- 5.1.3.3. Tighten lightly using the 17 mm spanners.
- 5.1.4.4. After all four bolts are in place, tighten fully.



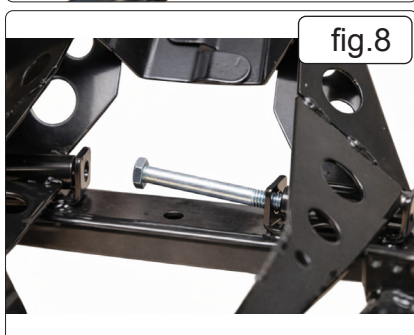
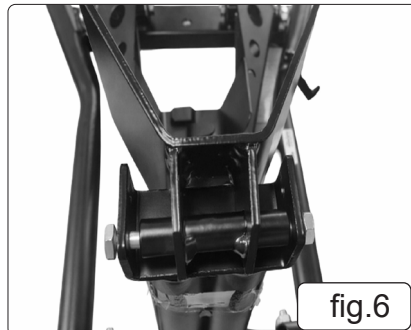
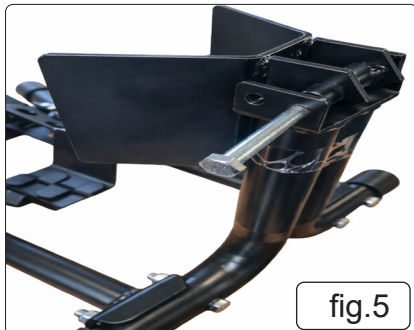
REQUIRED TOOLS

- 2 × 10 mm spanners
- 2 × 17 mm spanners
- 2 × 19 mm spanners

NOTE: Before assembly, organise all components and fasteners for efficiency.

5.2. ATTACH THE CRADLE CLAMPS

- 5.3. 1. Position the wheel support plate inside the slot.
- 5.4. 2. Insert the fixing pin through the selected hole set (based on wheel diameter).
- 5.5. 3. Install the safety clip fully.



5.6. INSTALL THE WHEEL ADAPTERS

- 5.6.1. Set the wheel shoe to the open position.
- 5.6.2. Insert bolts from the inside facing outward.
- 5.6.3. Thread the nuts on only after bolt tips protrude.
- 5.6.4. Tighten both bolts fully using 19 mm spanners.

5.7. INSTALL THE HOOK

- 5.7.1. Align the hook's smaller mounting hole with the outer slot hole.
- 5.7.2. Insert the small bolt, install the nut, and tighten.



6. OPERATION

6.1. ADJUSTING THE CLAMPS

6.1.1. The cradle stop has two locking positions, and the hook has one locking position that can be secured with a padlock. To adjust the cradle clamp, remove the M8 nut and washer and withdraw the M8 bolt. Reposition the clamp as required, then refit the bolt and secure it with the M8 washer and nut.

6.1.1.1. To obtain the optimum fit for differing sizes of motorcycle wheel, adjust the position of the bolt and then test as necessary.

6.2. POSITIONING MOTORCYCLE IN THE CRADLE STOP.

6.2.1. Ensure the wheel adapters are in the open position, then align the motorcycle with the cradle stop.

6.2.2. Push the motorcycle firmly into the cradle stop so that the front tyre runs through the tapered part of the wheel adapters.

6.2.3. As the weight of the wheel passes over the wheel adapters, it will cause the clamp to flip over. The front of the tyre will be supported by the cradle clamp and the rear of the tyre by the wheel adapters.

6.2.4. Check that the motorcycle is stable within the chock before leaving it. If the wheel is loose, or too high in the cradle stop, extract the motorcycle from the cradle stop and adjust the positions of the front support bolt until the optimum fit is achieved.

6.3. REMOVING MOTORCYCLE FROM THE CRADLE STOP.

6.3.1. More effort will be required to remove the motorcycle from the cradle stop. Ensure that the space into which the motorcycle will move is free from obstructions and people.

6.3.2. Take a firm stance and hold the motorcycle handlebar grips.

6.3.3. Pull back the motorcycle with sufficient force to overcome the hold of the wheel adapters and release the motorcycle from the cradle stop.

7. MAINTENANCE

7.3.1. Inspect fasteners regularly; tighten if required.

7.3.2. Clean with a slightly damp cloth only—no solvents or aggressive cleaners.

8. END OF LIFE

When the product is no longer in service, it should be safely dismantled. Components must be carefully removed and sorted for recycling, reuse, or disposal in accordance with safety and environmental regulations, ensuring that all parts are handled responsibly and any hazardous materials are managed appropriately.



ENVIRONMENT PROTECTION

Recycle unwanted materials instead of disposing of them as waste. All tools, accessories and packaging should be sorted, taken to a recycling centre and disposed of in a manner which is compatible with the environment. When the product becomes completely unserviceable and requires disposal, drain any fluids (if applicable) into approved containers and dispose of the product and fluids according to local regulations.



REGISTER YOUR
PURCHASE HERE

Note: It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice.

Important: No Liability is accepted for incorrect use of this product.

Warranty: Guarantee is 12 months from purchase date, proof of which is required for any claim.

Jack Sealey Ltd t/a Sealey Group, Kempson Way, Suffolk Business Park, Bury St Edmunds, Suffolk, IP32 7AR UK

Jack Sealey (EU) Ltd t/a Sealey Group, Farney Street, Carrickmacross, Co. Monaghan, A81 PK68 Ireland

Tel: 01284 757500 • **Email:** sales@sealey.co.uk • **Web:** www.sealey.co.uk