

KLR650

Homepage

Contact Me

You must remove the "REMOVE-THIS" in my email address for it to work.

Links

Miscellaneous Info

D.I.Y. Tips

Grease 101

Technical Articles

A1 Brochure

Conversions

KLR650 FAQ

Painting Plastic

Forms

Maintenance Log

Shim Record Chart

Pictures

Corbin Saddle

Procedures in PDF

12v Waterproof Outlet

This is a hobby website dedicated to the Kawasaki KLR650 motorcycle. I make no claim concerning the accuracy of the procedures, nor do I guarantee the success of any work done using them. All users of the material found here are advised that there is no real or implied warranty associated in any way with the website content, and that all content available here is for use at your own risk.

Copyright © 2001 Mark's KLR Pages

All Rights Reserved

No copying or other redistribution by any method will be permitted without my express written permission.

RAMP LOADING OF THE KLR

I've had a few questions concerning loading and transporting the KLR in a truck. I've posted a few pictures here, and included text that I hope will help out.

There are numerous ways to do this, as with pretty much anything. This will show how **I** do it, and you can take it from there.



The picture above shows the ramps set up on the tailgate of my truck, and ready to go. I used two 2x12 pressure treated boards for the ramps, and to the one shown on the right, screwed two 2x4's on edge along the whole length of the ramp. This keeps the tires from wandering off the side. Each ramp is 6 feet long.

Acerbis Disk Installation

Balancer Adjustment

Brake Pads

Cam Chain Timing

Carb Air Mixture

Carb Rain T-Mod

Decalifornication

Doohickey Upgrade

Easy Lift

Fork Oil Change

Horn Upgrade

Hydraulic Clutch

JC Whitney Trunk

Maier Woods Pro

Mirror Mount Repair

Oil Screen Cleaning

TIME-SERT

Radiator Cooling Mod

Ramp Loading

Safety Switch Bypass

Shark Fin Installation

Shim Storage Box

I had the maintenance shop at work make the ramp ends for me, but they are readily available from places such as Amazon. [[RAMP ENDS](#)]

Also, you'll notice the traction pads screwed to the surface of both ramps. These keep the bike AND me from slipping going up or down. These may be available elsewhere, but I got them at Amazon. [[TRACTION PADS](#)]



The above picture shows the use of tie-down straps to hold the ramps "into" the tailgate. *I* think this is a very important thing, as it prevents the ramps from kicking out or being knocked off / sideways. I just screwed a couple heavy eyebolts to the underside of the ramps, and ground off what little came through the top side.



The picture above shows me just starting the bike up the ramp. I just

Shim Value
Table

SuperBrace

Swingarm Maint

Torque Values

Tube Valve
Tools

Valve
Adjustment

Vista-Cruise
Lock

Water Pump
Seals

Wheel
Alignment

start the bike, put it into first, and work the throttle, brake and clutch to walk it up.



The picture above shows the bike almost in the bed. This is really an easy method of loading. My shoulders and knees aren't all that great, so this just about the only way I could get the bike into the truck without killing myself.



The picture above shows a 4x4 block set between the Superbrace and the top of the fender. I've read that it may be possible to strap down the front end so much that after bouncing around for a while in that position, the fork seals may blow. I don't know if this is a valid concern

or not, but using the block couldn't hurt. I have stock springs, with the fork tubes mounted flush with the top of the clamps - for me, 8" was the right length for this block.



The bike is loaded, and the tailgate is up. This truck has a 6' box, so I just kick the back end of the bike around, making it corner to corner. The tailgate shuts with a little room to spare. I'll use motorcycle tie-downs to all four corners, throw in the ramps and cable lock them to the eyebolts of the truck.