BASIC SIDECAR INSTALLATION INSTRUCTIONS

This letter will provide a few tips on mounting your sidecar to your motorcycle. It is important to install the two upper mounts as high up on the bike frame and as far apart as possible. Close to a main frame intersection or reinforced area on the frame is best. The lower two mounts should also be as far apart and as low on the motorcycle as possible. Good triangulation is very important to strength. On some motorcycles it is necessary to spread the load out through a sub-frame, attaching it in as many places as possible. Designing mounts to cross over to the other side of the motorcycle is a good way to provide more lateral strength to the rig. This is one area that is often missed. A sidecar applies a lot of side load on the motorcycle and this must be considered in any mounting situation.

Before attaching the sidecar to the motorcycle, the sidecar should be set-up level using a bubble level. The motorcycle rider should sit on the motorcycle to compress the suspension for ride height. While the rider is sitting on the motorcycle a second person should use tie downs to hold the suspension compressed in this position when the rider gets off. This will allow the rig to be level when ridden out on the road. Install mounts.

Now you are ready to position the sidecar beside the motorcycle referring to the drawings on the other sheets and connect the two lower bike side and sidecar side mounts. Wheel lead should be set as close as possible at 10%-15% of the motorcycles wheel base measured from the front to rear axles. With wheel lead and toe-in set, you can now snug the mounting bolts and re-check the settings. Now tighten the bolts. Check the lean out of the motorcycle and then attach to two upper struts. It may be necessary to adjust the lean a few times, to get the rig to track straight down the road with no pull to either side. Also check the tire pressure on the sidecar tire. A lower tire pressure may provide a more comfortable ride for your passenger.

Some sidecar frames such as the Ural may have non-adjustable lower mounting positions. These can be cut off and new attachments can be provided by DMC Sidecars to allow better adjustment for positioning the sidecar safely.

It is common for sidecars to cause a slight head shake at the handlebars at lower speeds. This can sometimes be adjusted to a minimum by fine tuning the toe-in at 1/8” at a time. If the shake is still a problem, a steering damper can be added or we can provide other front end modifications like leading links or leading legs. Other methods of reducing the trail to reduce steering effort are available and flat profile tires are also available in limited sizes. However once steering is modified, your rig becomes a committed three-wheeled vehicle and cannot be ridden safely as a two wheeler. Be responsible and take a Sidecar Trike Education Class and read your “Driving A Sidecar Outfit Manual” before operating your sidecar rig. Safe riding to YOU!

If you need any more information, please contact us!
SIDECAR ALIGNMENT DIAGRAM

TOP VIEW

REAR BIKE AXLE

STRAIGHT EDGE

FRONT BIKE AXLE

A

C

B

SIDECAR AXLE

STRAIGHT EDGE

TOE-IN: MEASUREMENT “B” SHOULD BE _______ LESS THAN “A”.

WHEEL LEAD: “C” IS THE AMOUNT THE SIDECAR AXLE LEADS THE AXLE OF MOTORCYCLE. WHEEL LEAD 10-15% OF AXLE TO AXLE.

LEAN-IN EXAMPLE

1/4” LEAN OUT EXAMPLE LEAN OUT

DAUNTLESS MOTORS

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