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# Motorcycle

## CONSUMER NEWS®

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SCOTT FOUSSEAU

### Honda's long-awaited VFR1200F...worth the wait

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#### Wheel Jockey

★★★★ review by Scott Fousseau

SOME MOTORCYCLE TASKS are so menial that we don't even bother to think about how they could be made easier or less time-consuming. For instance, have you ever stopped to think about the time and degree of difficulty involved in lubing a chain or cleaning the wheels on a heavy streetbike not equipped with a centerstand? It isn't exactly a breeze, requiring significant bike jockeying while you lube a portion of the chain or clean 1/4 of the wheel—or less on sport-tourers or cruisers with fixed saddlebags.

The Wheel Jockey is designed to speed up the process of lubing chains, cleaning wheels or inspecting brake rotors without requiring the use of an auxiliary stand and with virtually no prep time.

As time-saving devices go, the Wheel Jockey couldn't be simpler. When the aforementioned periodic maintenance is required, simply place the wheel jockey 2" in front of your front or rear wheel, with the unit's stationary rod facing the wheel, then roll the motorcycle up onto the rollers and lean the bike onto the side stand. You can then rotate your wheel forward or backward to your heart's content, saving a lot of time and hassle that you probably



didn't realize you were spending in the first place!

The Wheel Jockey consists of a steel frame with a pair of aluminum rollers supported by maintenance-free sealed bearings sturdy enough to accommodate a 750-lb. motorcycle. The unit is designed to raise the rear wheel about 1.5" off the ground. The housing features a durable powder-coated finish with a no-slip neoprene pad on the bottom that is impervious to most motorcycle chemicals. Measuring 4.5" long by 4" wide and weighing less than 1.5 lbs., it's also extremely portable and can be tossed into a saddlebag or even under the seat on many bikes.

Using the Wheel Jockey is pretty straightforward, although we did fail to cock the handlebars against the steering stop, and when our test bike's forks flopped, the wheel came off center—no big deal. Also, bear in mind that the wheel jockey is not a substitute for dynamome-

tor rollers and should never, ever be used with your bike's engine running, even if your side stand's neutral safety switch is out of order.

With an MSRP of \$54 plus \$6 for shipping, the Wheel Jockey is a pretty good value when you consider its ability to save you time. In fact, it's one of those items that we wish we had invented.

Wheel Jockey—5922 Weddington Menroe Rd., Suite A5-131; Wesley Chapel, NC 28104; 704-256-4049; www.wheeljockey.com



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#### Motorcycle Design—

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#### Local Motorcycling—

Final Hydraulics

#### Scient Motorcycling—

Far Vision

#### Evolution Of The Month—The

Leon Automatic Chain Oilier

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5922 Weddington Rd  
Suite A5-131  
Wesley Chapel, NC 28104

Phone: 704-256-4049  
Fax: 704-973-9675