

How to secure your motorcycle for transport

There are 2 aspects to securing your motorcycle and an important consideration on how you should pack.

One aspect is **tying the load down** and another is to **limit it moving around**.

In holding the load down, unsprung fixing points are the answer and here the wheels are the most obvious spots. It's worth being aware that over the wheel straps or clamps are vulnerable to slow punctures and may loosen along the way.



A lashing through the front wheel is recommended..

Some arrangements use clamps on the foot pegs though they are usually not designed for this purpose and may not be strong enough.



Lateral movement is best constrained through “stays” higher up on the bike. Take care to avoid over-tightening, so as to prevent damaging fork seals and secondly, so as not to bend the handle bars or damage the throttle return.



It's worth noting that *sharp edges* are NOT your friend. This means that straps with spring cleats are not a long term solution because their teeth will cause the strap to wear. So, the strap can be expected to eventually break. Watch out for sharp edges on the bike too. They may cause straps to fray prematurely.

Conclusion

So, ratchet straps are suggested here, since they lock positively and have no sharp edges.

Secondly, ratchet straps have hook terminations that work well with soft loop straps.

If you're worried about hooks scratching the paintwork, PVC hose could provide extra cushioning, while Duct tape is useful to stop strap ends flapping about. On long journeys, it's better to have excess straps than too few.

Finally, the CoG (centre of gravity) of the load should be just in front of the axle. Having it too far forward may overload the rear suspension of the towing vehicle. While having the CoG too far back can cause a whip action resulting in the trailer fishtailing.