

## \*\*\*\*\* The LegUp System \*\*\*\*\*

Last month's newsletter highlighted, in both Bob's and Rich's newsletter articles, a problem that catches up with many of us "older" riders — balance problems during low speed maneuvering. I found that I was duck-walking more, and I even stopped in the middle of the parking lot to allow Carol to get off the bike so I could duck-walk through the last 90 degree turn into the parking space. A trike did not fit in the budget, so I explored the Internet for alternatives. I found many companies that offer trike conversion kits, and then I came across the LegUp system, built and marketed by Chopper Design in Longwood, FL ([www.landinggear.com](http://www.landinggear.com)). After watching the videos and reading the info presented on their website, I decided this was the best and most affordable system for me.



We have friends in Georgia, so we headed south in the car. I dropped Carol with our Georgia friends and then headed to LegUp. Pete G., the owner of Chopper Design, put his personal bike on the lift, removed the saddle bags and had one of his mechanics give me a detailed class on installing the LegUp system. Chopper Design will install a system for you, but since I wasn't on my bike, I purchased a system and loaded it in the truck.



After arriving home, a riding buddy came over and in four hours we had the system installed and ready for the first test ride. Every component was bolt-on or plug-in, no modifications were needed. The hardest part of the installation was removing and installing the exhaust system.

This is the most unique accessory I have ever seen for my Harley Electra-Glide Classic. I have the ability to steady my bike as I come to a stop, have it held upright at a light or stop sign with my feet on the pegs (you really should put them down, but you don't have to!), then have the support automatically retract as I accelerate! The wheels can be raised or lowered either manually or in the automatic mode. With my riding style, I prefer using LegUp manually.

The wheels tuck neatly under the bags when not deployed, allowing the bike to be leaned and handle exactly as it always has; can't do that with a trike or other outrigger systems. I occasionally scrap a footboard but have never scraped the LegUp wheels.

Using the LegUp system requires practice, practice, practice. The first time, in the automatic mode, when you slow to a stop and you feel the wheels lower, it is a sensation different from all the thousands of stops you have made in your years of riding. It is not a “bad” sensation, just different. Learning to turn at low speeds is definitely a different feeling and requires practice but makes low-speed maneuvering a much steadier and safer maneuver.

After using the LegUp wheels for several months, while I am not the parking lot jockey I used to be, I am safer and more stable at low-speed maneuvering. LegUp is not a replacement for a trike but does add stability to low-speed riding for two wheels. Please feel free to check out my “training wheels” anytime you catch Carol and me at a meeting or ride.



Dave Raines