

# Dustriders Motorcycle Hoist



Like most motorcycles, big adventure bikes are fine when they're moving. But when a two-story-high, luggage-equipped moto-camel decides it's time for a dirt nap, it's probably going to take at least two people to get it back on its feet—maybe more if the surface is sandy, muddy or off-camber. If you can't buddy up every time you ride off into the wild, Dustriders' motorcycle hoist will be your mechanical buddy.

The Dustriders hoist is rated to lift 775 pounds and is designed to work best with off-road and dual-sport bikes with limited plastic bodywork, since the hook needs to be looped around something solid like a frame rail or footpeg bracket. In essence, it's a single ratcheting tie-down coupled to a Y-shaped metal frame that breaks down into four pieces and stows away in a sturdy carrying case; the packed hoist measures 19.3 x 8.3 x 3 inches and weighs about 9 pounds. You'll want to strap it to the outside of the bike where you can get at it, and not in a pannier, for example, only to discover you have to lift the bike up to get your bike lift out.

My friend Larry volunteered his Kawasaki KLR650 to test the hoist, and then the *Rider* staff followed-up by trying it on a much larger KTM 1290 Super Adventure. After rolling the KLR onto the lawn and flopping it on its side, I assembled the hoist, set it on the ground next to the bike, and looped the hook under a saddlebag guard. From there it was just a matter of ratcheting the tie-down to slowly lift the bike. The higher it went the harder it was to operate the ratchet as leverage tried to tilt the top of the hoist toward the bike, so even though I could have gone higher, I stopped at about a 45-degree angle and righted the bike by hand without much effort.

Despite the large bags on the Super Adventure, we were able to lay the bike down into a fully horizontal position on its left side, back wheel off the ground, before reaching under and hooking the hoist to the centerstand. By placing the hoist feet as close as possible to the bike, we were able to ratchet the 598-pound KTM quickly and easily to nearly upright, where we could deploy the

sidestand. Had we laid the bike down on its right side, it would just be a matter of hoisting the bike to nearly upright, then walking around to the left side to pull it over onto the sidestand.

The lawn and dirt parking lot we used for the KLR and KTM were both fairly firm. On a softer and unstable surface such as sand, mud or gravel, you would probably have to find something solid to put under the hoist feet, like a board or rocks.

The Dustriders hoist is a bit on the heavy side, and some riders will say it's inconveniently large when packed, but it has the potential to save you from a long wait for help or a long walk home if your motorcycle becomes one with the earth. The Dustriders motorcycle hoist is available from ADV Motorrad for a suggested retail of \$249.95.

**Jerry Smith**

**For more information:**

Call (585) 310-2386 or  
visit [advmotorrad.com](http://advmotorrad.com)