

THE RIDE PRODUCT TEST

# Paddock stands

If your bike doesn't have a centrestand, you need a paddock stand. But which is best? We test 14 to find out

Words and photography Matt Hull

A PADDOCK STAND CAN be a very useful thing. If you own a sportsbike or a street bike that doesn't have a centrestand, it's almost an essential for home maintenance – though if all you need it for is lubing the chain or parking the bike upright in the garage, then you may only need the most basic rear stand.

If you're planning to use tyre warmers at trackdays then you'll probably need a pair of front and rear stands – ideally ones that are easy to use quickly. If you plan to have the bike up on stands while you work on it, you'll want something fairly heavy-duty, but you need to

consider the jobs you plan to do and the space in your garage – a shorter stand needs less space, but it's harder to physically lift the bike.

Finally, before buying any stand you need to be clear on its use. Will it just be for one bike or do you have several? If one rear stand has to work across several machines, you may be best with one that uses cups instead of hooks and can be adjusted without tools. Front stands need to match your bike's fork bottoms – some of which are uneven and don't suit stands that use spigots. If you'll be working on the bike, a front paddock stand that lifts from the headstock may be best. →

## Our tests

We tested seven rear paddock stands and five front paddock stands, as well as two that lift the whole bike. We took them to Seastar Superbikes in Norfolk, where we could use the stands with a variety of new and used bikes – selecting bigger, heavier bikes to check the sturdiness of each stand. We tested each stand on a smooth tiled floor and on a metal bike ramp. We scored each stand on the following criteria:

**Quality** Our assessment of the quality of materials and finish, including how easy it was to assemble stands that weren't pre-built.

**Ease of use** A straightforward rating on how easy it is to engage the stand and lift the bike.

**Versatility** A check of how adaptable

the stand is to different bikes and the different surfaces.

**Stability** Wobbly is bad, solid is good: this is our rating for how securely each stand holds the bikes up.

We measured how high each stand lifted the bikes (though higher isn't necessarily better and all bikes will be different).



**ABBA A BIG HIT**  
One of our best buys is this Superbike kit 2: sturdy, easy to use and popular with bike shops for those reasons



**ZED BEND**  
A reasonably hefty Kawasaki Z1000 was used to test stands' big bike lifting credentials

## BUYING CHECKLIST

### Paddock-stand basics

■ You should be able to use the stand on your own, but if possible it's safer to have someone help.

■ If you're undoing the rear wheel, crack the axle bolt before putting the bike on the stand. When taking the bolt off, always crank down, not up – the effort (if you haven't loosened the nut) could lift the bike off the stand.

■ Never use a front paddock stand on its own (the bike won't stay on it) – always put your bike on a rear stand first.

■ Does your swingarm have threaded holes near the chain adjusters? Those are for bobbins (check diameter before buying) to be used with a forked stand.

■ If using cups, make sure they're properly in place with their vertical side snugly against the swingarm on both sides before any lifting takes place.

■ Consider fitting protective film around the area of the bobbins or where you would normally fit the cups, as it's easy to scratch the

swingarm. We'd avoid stands with drop-down hooks: they can scratch the swingarm too easily.

■ Before buying a front stand make sure your fork bottoms are identical on both sides – you may be better with a stand that uses prongs instead of spigots.

■ If using a front paddock stand that lifts from the headstock stem, make sure you use the correct pin: using the wrong one will mean the bike isn't stable. It could also damage a fairing.

# Rear stands



**1 Renntec Moovamoto £99.95**  
**Construction:** Steel tube, hammer-finished, plastic lockable rotating wheels **Raises by:** 90mm [www.moovamoto.com](http://www.moovamoto.com)

> This superbly finished stand is really handy. It has four lockable castors that allow you to manoeuvre the bike around easily, even if the rear wheel is removed. It also lets you move the bike to fit into a small space. It is large, heavy and the most

solid rear stand on test – there are not many others you would feel safe sitting on the bike with. It comes with either forks, lifting bobbins, or with under-swingarm cups. If you get it with one set, you can always buy the other. The only downsides are that

lining the forks up with the bobbins is a bit fiddly and the first part of the lift isn't the easiest here. Once rocked onto the wheels it becomes much easier. It works a charm on a tiled floor, but the plastic wheels are a bit tricky on the bike ramp.

**SCORES**

Quality .....	10/10
Ease of use .....	8/10
Versatility .....	7/10
Stability .....	10/10
<b>OVERALL .....</b>	<b>35/40</b>



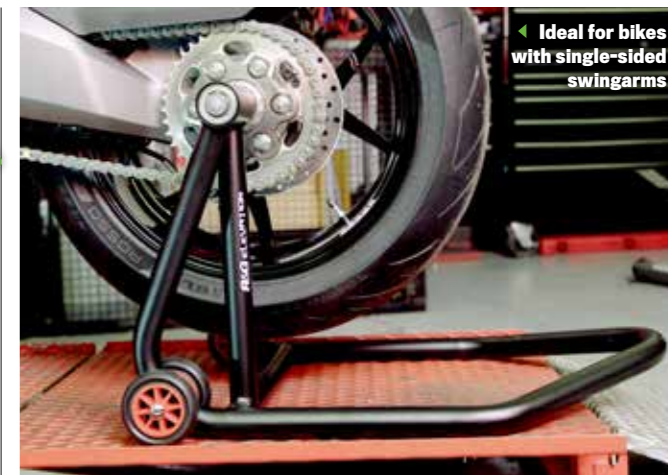
**2 Harris stainless steel stand £90**  
**Construction:** Stainless steel, rubber wheels  
**Raises by:** 75mm [www.harris-performance.com](http://www.harris-performance.com)

> A simple but effective stand, beautifully welded and finished. Allen bolts hold the bobbin forks in place, while the ratio of length and lifting height means it feels safe and secure when lifting. Once the bike's up, it's utterly solid. The bare stainless finish doesn't mark easily, though it would be good to have rubberised fork prongs. There are no options for cups, so it works only on bikes where

bobbins can be fitted. Our sample had plastic wheels, but it now comes on rubber wheels. It was as good on the bike ramp as the floor.

**SCORES**

Quality .....	9/10
Ease of use .....	9/10
Versatility .....	6/10
Stability .....	10/10
<b>OVERALL .....</b>	<b>34/40</b>



**3 R & G Elevation single-sided rear stand £117.50 + pin (£20.40 - £36)**  
**Construction:** Powder-coated steel tube, rubber tyres  
**Raises by:** 80mm [www.rg-racing.com](http://www.rg-racing.com)

> Bikes with single-sided swingarms are even harder to hold up, but this well-made R & G offering is just the job. It has a wide base and holds the bike securely. When buying the stand you need to order the correct pin for your bike, which then fits inside bearings with a circlip. The stand is nicely angled so it's easy to slot into the hub and when the bike is on, it

it sits correctly. Though if the stand was a fraction longer for easier lifting, it would be perfect.

**SCORES**

Quality .....	9/10
Ease of use .....	7/10
Versatility .....	8/10
Stability .....	9/10
<b>OVERALL .....</b>	<b>33/40</b>



**4 Oxford Premium rear stand £69.99**  
**Construction:** Powder-coated steel tube, rubber wheels  
**Raises by:** 80mm [www.oxfordproducts.com](http://www.oxfordproducts.com)

> This is a sturdy stand that will fit almost any bike and comes with both cups and forks. The forks are a good shape for different bobbin diameters, though the cups can turn when engaging if you're not careful. It's a wide stand and even the 190-tyred Z1000 needed the fork arms to be fully extended. It's quite long, which gives decent leverage to make lifting easy – though there is a little flex, as

the bolt holes where the three parts bolt together are too big even if bolts are really tight. Rubber wheels give good grip on solid floor or bike ramp.

**SCORES**

Quality .....	7/10
Ease of use .....	8/10
Versatility .....	9/10
Stability .....	7/10
<b>OVERALL .....</b>	<b>31/40</b>



**5 Biketek Elite Pro rear stand £49.99**  
**Construction:** Powder-coated stainless steel tube, oversize wheels  
**Raises by:** 92mm [www.bikeittrade.com](http://www.bikeittrade.com)

> This nice-looking stand is easy to assemble and has large rubber wheels. There's no option of cups, just forks for lifting swingarm bobbins. A nice touch is that one prong of each fork is rubberised to avoid scratches. It's a lightweight stand that lifts the bikes easily, but the plates holding the wheels did splay outwards when it was asked to lift the heavier Z1000. Even when fully

up the bike would move on the stand. It was easy to use on all surfaces, but wheels had to be chocked on the bike ramp to stop it moving.

**SCORES**

Quality .....	8/10
Ease of use .....	8/10
Versatility .....	6/10
Stability .....	5/10
<b>OVERALL .....</b>	<b>27/40</b>



**6 Oxford Big Black Bike rear stand £49.99**  
**Construction:** Powder-coated steel tube, plastic wheels  
**Raises by:** 92mm [www.oxfordproducts.com](http://www.oxfordproducts.com)

> This is a long stand which lifts the back wheel a fairly long way from the ground, yet requires little effort – it probably demands the least effort to lift a bike of any rear stand here. It comes with cups, which make it a bit fiddly as they can spin upside down when trying to get the swingarm to rest on them. It's basic, but light for a steel stand and doesn't flex as much as the more expensive Oxford stand,

but the finish is thin and scratches easily. The plastic wheels turned easily on the floor, but not so well on the bike ramp.

**SCORES**

Quality .....	6/10
Ease of use .....	7/10
Versatility .....	6/10
Stability .....	7/10
<b>OVERALL .....</b>	<b>26/40</b>



**7 R & G Elevation rear stand £76.49**  
**Construction:** Powder-coated tubular steel, rubber tyres  
**Raises by:** 110mm [www.rg-racing.com](http://www.rg-racing.com)

> Why does this paddock stand cost more than £75? It only comes with bobbins – which limit its usefulness – and the proportions are just fundamentally wrong. It lifts the rear wheel so high that the bike ends up moving more than on other stands here, yet because the stand itself is so short, it takes a lot of effort to lift the bike. It's by far the hardest to use here and flexes as the bike is lifted. It

does fit together easily without bolts, but the finish scratches easily. The rubber wheels are a good size and work well on all surfaces.

**SCORES**

Quality .....	7/10
Ease of use .....	5/10
Versatility .....	6/10
Stability .....	6/10
<b>OVERALL .....</b>	<b>24/40</b>

## Complete lifts



Abba stand is flexible, easy to use and rock-solid

**RIDE MAGAZINE**  
BEST BUY

### 1 Abba Superbike kit 2 £139.90

**Construction:** Powder-coated box-section steel, extending lever  
**Raises by:** 30mm front, 45mm rear [www.abbastands.co.uk](http://www.abbastands.co.uk)

> Go into your local MoT centre and you're likely to see an Abba stand. It is one of the very few stands that allows you to test for wheel and steering-head bearings as it holds the bike on the swingarm pivots. It is also ideal if you want to remove a rear shock or swingarm. The extending lever makes lifting easy, though fitting the stand to the bike takes a little longer than other stands. There's a

basic stand that raises only the rear (£99.50 with one fitting kit; extra kits are £8 each). For the price, nothing comes close in term of usefulness.

#### SCORES

Quality .....	9/10
Ease of use .....	9/10
Versatility .....	9/10
Stability .....	9/10
<b>OVERALL .....</b>	<b>36/40</b>

## Front stands



**RIDE MAGAZINE**  
BEST BUY

Decent value and fits a wide range of machines

### 1 Oxford Premium front stand £69.99

**Construction:** Powder-coated stainless steel tube, plastic wheels  
**Raises by:** 45mm [www.oxfordproducts.com](http://www.oxfordproducts.com)

> This is a good front stand that fits most bikes. It's easy to assemble and the materials are fairly sturdy but when lifting there is some twisting where the stand is bolted together. It's easily adjusted and is easy to lift, with rubber prongs holding the forks. It lifts the bike to a sensible height but, like the Premium rear stand, could be just a little more stable where it all bolts together.

Rubber wheels worked well on both tiled floor and bike ramp and the finish looked durable enough for a mid-price product.

#### SCORES

Quality .....	7/10
Ease of use .....	9/10
Versatility .....	9/10
Stability .....	8/10
<b>OVERALL .....</b>	<b>33/40</b>



**RIDE MAGAZINE**  
RECOMMENDED

Not the highest, but high enough for most front end jobs

### 2 Biketek Front head stand £75.99

**Construction:** Powder-coated stainless steel tube, plastic wheels  
**Raises by:** 35mm [www.bikeittrade.com](http://www.bikeittrade.com)

> This stand locates into the headstock, which will allow more jobs to be done, like removing forks for example. It's easy to assemble, well-finished and comes with several pins to fit a range of bikes. Using the right pin is essential, but it does lift the bike easily. It's not the highest stand here, but it does get the bike up to a useful height. Once it's on the stand, it's pretty stable, though there

is a bit more movement than on some of the others here. It's a well-finished product, with plastic wheels that worked well enough on both surfaces.

#### SCORES

Quality .....	8/10
Ease of use .....	8/10
Versatility .....	8/10
Stability .....	7/10
<b>OVERALL .....</b>	<b>31/40</b>



Simple, but with a tendency to flex

### 3 R & G Elevation front paddock stand £76.49

**Construction:** Powder-coated stainless steel tube, oversized rubber wheels  
**Raises by:** 45mm [www.rg-racing.com](http://www.rg-racing.com)

> A simple stand that goes together without nuts and bolts. It lifts easily to a sensible height, but still flexes at the join when lifting - though not as much as the matching rear stand. Once the bike is up, it is reasonably stable, though there is still a little movement. As it uses spigots to engage the bottoms of the fork legs, it's only suitable for bikes with identical fork bottoms. Its large

rubber wheels roll nicely on both the tiled floor and the metal bike ramp. The black finish is pretty classy, if that's important to you.

#### SCORES

Quality .....	8/10
Ease of use .....	8/10
Versatility .....	5/10
Stability .....	8/10
<b>OVERALL .....</b>	<b>29/40</b>



**RIDE MAGAZINE**  
RECOMMENDED

Superbly engineered and useful stand

### 2 1Jac bike lift £326.00

**Construction:** box-section steel body, stainless steel lifting gear, nylon wheels  
**Raises by:** 20mm front, 105mm rear [www.1jac.com](http://www.1jac.com)

> This is a really clever lift. You buy it with the dedicated kit for your bike (extra kits cost from £39) and then just offer the lift up to the bike... and lift. It's that easy. Your bike can then be manoeuvred around easily and securely even into the tightest of spaces, though the wheels find rough surfaces tricky. British-made, the quality is first rate and, like the Abba stand, it lets you work on steering,

swingarm and suspension. Probably best for use with one bike, as it takes a little time to set up exactly for each machine, but so easy to use.

#### SCORES

Quality .....	10/10
Ease of use .....	9/10
Versatility .....	7/10
Stability .....	9/10
<b>OVERALL .....</b>	<b>35/40</b>



So little lift, you'd struggle to fit tyre warmers

### 4 Oxford Big Black front stand £49.99

**Construction:** Powder-coated stainless steel tube, plastic wheels  
**Raises by:** 12mm [www.oxfordproducts.com](http://www.oxfordproducts.com)

> A simple, basic stand that's easy enough to assemble - though the finish is thin and easily scratched. It's easy to operate and fits most bikes, with rubber prongs holding the fork bottoms. The catch is that it only raised our Z650 12mm. Giving so little elevation does mean it's fairly stable but that also limits its versatility: for instance, if you wanted to use it with tyre warmers, they would practically

be dragging in the dirt. It costs twenty quid less than Oxford's Premium stand, but it doesn't feel substantially less solid or useful.

#### SCORES

Quality .....	6/10
Ease of use .....	7/10
Versatility .....	8/10
Stability .....	8/10
<b>OVERALL .....</b>	<b>29/40</b>



Not so good when used on heavier machines

### 5 Biketek Elite Pro front stand £49.99

**Construction:** Powder-coated stainless steel tube, oversize wheels  
**Raises by:** 65mm [www.bikeittrade.com](http://www.bikeittrade.com)

> A lovely looking stand that goes together nicely but, like the rear version, it's not as stable as it should be. It lifts fairly easily but does hold the bike high and, worse, it flexes when lifting a heavy machine and the wheels splay out. It comes with spigots that will only fit into bikes with identical fork bottoms - if you have damping adjusters in one leg bottom and the spring in the other, it

may not hold the bike evenly. Its oversized wheels roll well on either surface and the finish appears to be very durable.

#### SCORES

Quality .....	6/10
Ease of use .....	8/10
Versatility .....	5/10
Stability .....	5/10
<b>OVERALL .....</b>	<b>24/40</b>

## THE RIDE VERDICT

**WHICH IS THE** right stand for you? It will depend, to an extent, what you're going to need to do with it. However, there is nothing you can't do - and do well - with the Abba Superbike kit 2 stand. It's easy to use, stable, lifts both front and rear wheels and fits almost any bike. It earns our Best Buy triangle - not just as the best stand in its class but as the best all-round stand in the test. It is more expensive than either a front or rear stand, but it works out cheaper than buying both a front and a rear stand. Even more expensive, but so easy to use, versatile and well-made, the 1jac lift is worth considering if you're going to use the stand a lot and need to move the bike on it.

For the budget-conscious, the Oxford Premium front and rear stands deliver decent performance for reasonable prices, earning Best Buy triangles. Though if you don't think you'll need a matching set of stands the Renntec Moovamoto and Harris rear stands offer greater performance, while if you want to work on the front end, the versatile Biketek front stand may serve you better. They're worthy all Recommended products. **R**

## THANKS

**A MASSIVE THANKS** to Vince and the team at Seastar Superbikes for helping us test all the stands at their Ducati and Kawasaki dealership. See [www.seastarsuperbikes.co.uk](http://www.seastarsuperbikes.co.uk) or call 01508 471919.