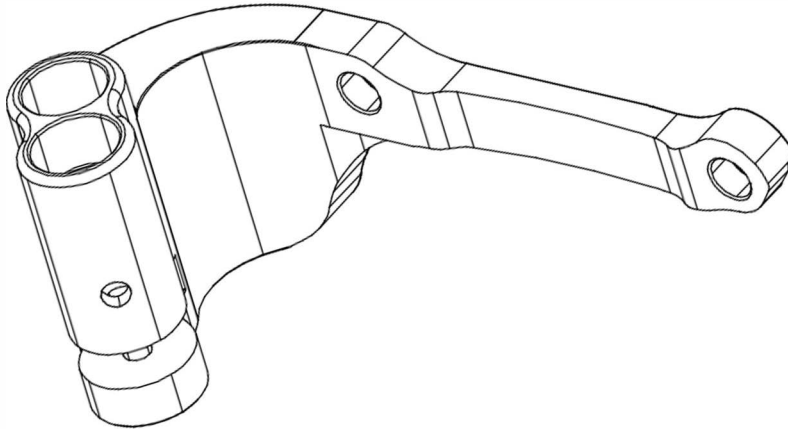


Thank you for choosing the RoadLoK system to protect your motorcycle. It is extremely important that the system is installed correctly, so read thoroughly to understand the installation process of your protection system.

**STOP**

**It is advisable to register your RoadLoK system before installation.**

There are over 700,000 combinations for the keys, and if lost, duplicates cannot be cut without the code on the metal tag attached to the supplied keys.

**Register at: [www.roadlok.com/registration](http://www.roadlok.com/registration)**



The RoadLoK is installed on your vehicle's braking system and therefore must be installed by a trained technician with a thorough understanding of motorcycle braking systems!

Improper installation of the system can severely compromise the safety of your motorcycle. Improper installation can lead to a loss of control or wheel lock up, with subsequent serious accident and injury or even death. If you have any question about the proper installation of your system do not ride your motorcycle. Take it to a local dealership who will have the appropriate tools and equipment to properly and safely install the system.



If you do not feel that you have the technical expertise to install this locking system, please visit your local trusted motorcycle dealer or service centre for proper installation.

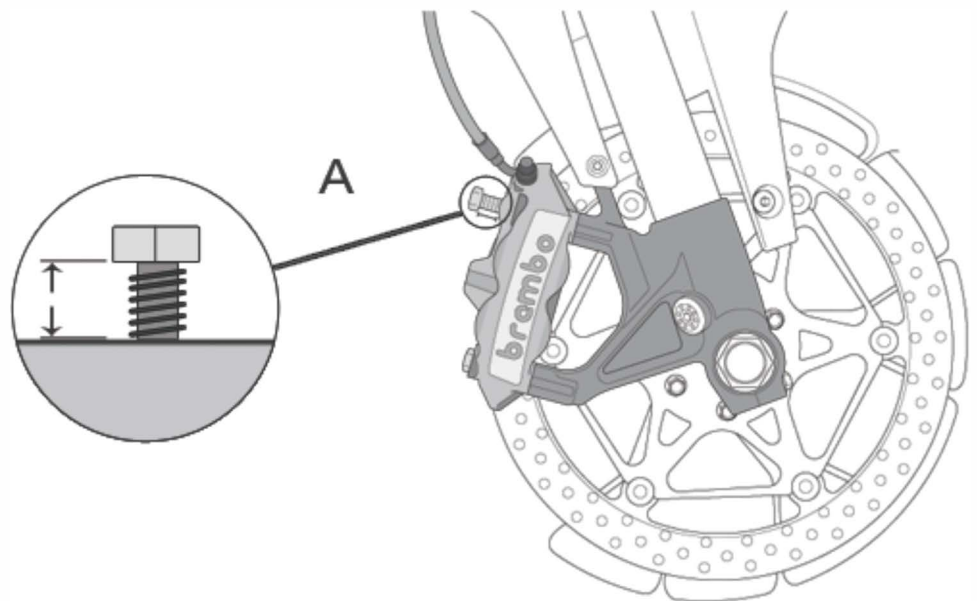
## INSTALLATION

1. Undo the top retaining bolt from your **right-side** caliper. Loosen the bolt entirely, but do not remove the bolt from the caliper. With the bolt remaining within the caliper, hold the bolt against the inner threads of the lower fork leg. **DO NOT BEGIN TO RETHREAD THE BOLT.**

### 2. MEASURE:

With the bolt in this position, measure the distance between the underside of the head of the bolt and the top surface of the caliper (figure A). This is the amount of thread that is necessary to properly secure the front caliper according to the manufacturer of your motorcycle.

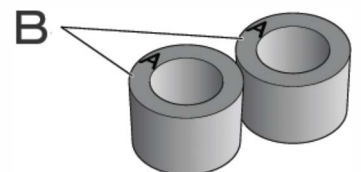
Note: this measurement is needed for installing the special mounting hardware included with the RoadLoK system.



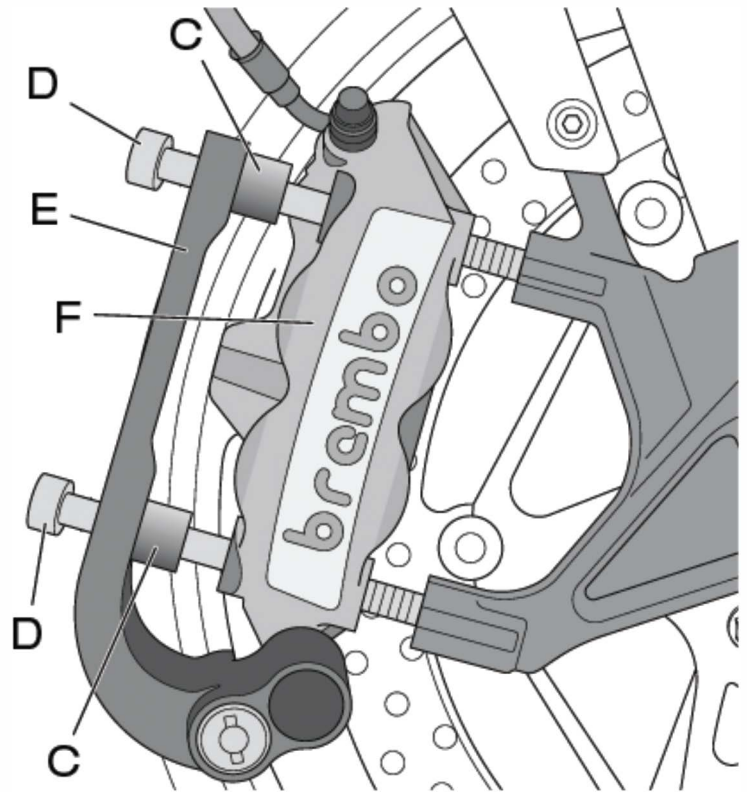
3. Your system includes 2 bolt sizes (80mm and 90mm), various sized spacers (see **Spacer Size Chart** at the end of this manual) and 5mm shims. The spacers are used to align the RoadLoK body so that the BrakeBolt pin properly passes through a rotor vent hole. The shims can be combined with the 90mm bolts to provide an 85mm effective bolt length if neither bolts size allows for proper fitment. Each spacer is assigned a letter indicating the thickness needed to adjust the distance between the RoadLoK and the caliper. Use the spacer measuring card to determine which spacer you are using.

Start the installation by choosing the spacer on the chart that corresponds to your motorcycle. (note: the spacers suggested on the **Motorcycle Spacer and Bolt Chart** (end of manual) may vary from model to model due to manufacturing processes of the motorcycle manufacturer)

If the spacer listed for your motorcycle does not allow the Brake Bolt pin to align with a rotor vent hole or if your motorcycle is not listed, start with the "A" spacer and work your way through the selection of spacers until the BrakeBolt pin passes through the rotor vent hole smoothly without binding with the bolts.



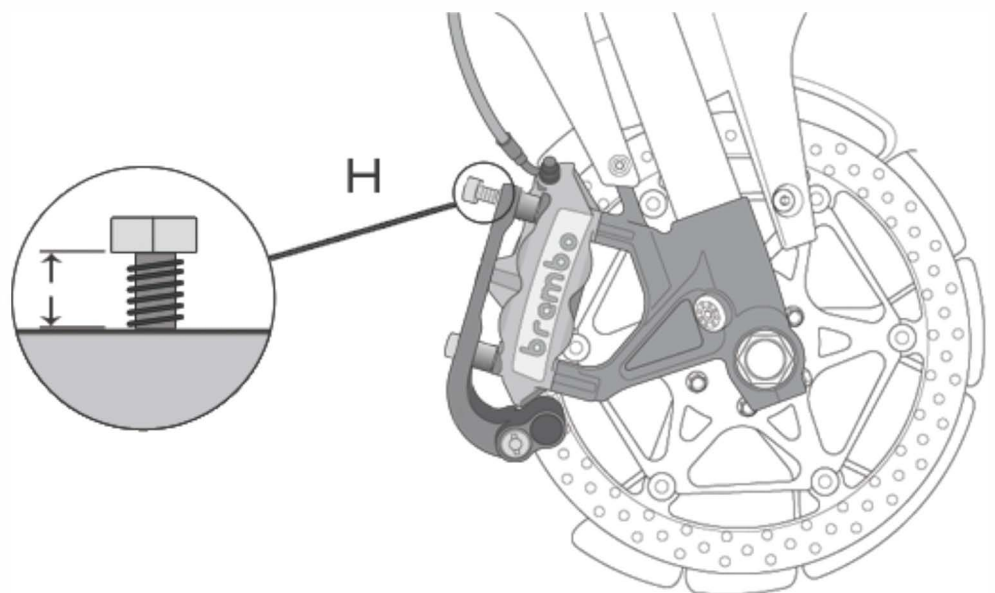
4. Place both spacers (C) between the RoadLoK (E) and the mounting points on the caliper (F). Insert two supplied mounting bolts (D) M10 x 80 through the RoadLoK body, through the spacers and caliper and into the fork leg. Tighten the mounting bolt closest to the key cylinder by hand. DO NOT THREAD THE UPPER BOLT INTO THE MOUNTING HOLE.



**5. MEASURE:**

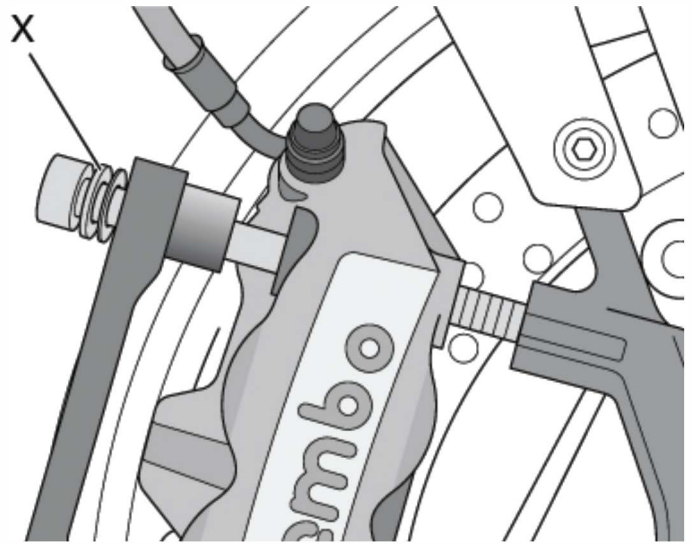
With the upper mounting bolt pressed against the internal threads, measure the distance between the mounting surface of the RoadLoK and the head of the bolt (figure H). This distance **MUST** be equal or greater than the measurement of the original mounting bolt. This is important to ensure the safe installation of the locking system on the brake caliper.

If the distance of the new bolt thread is **less than** the distance of the original bolt thread, use the larger 90mm bolts to allow for maximum thread depth.



**NOTE 1:** If proper installation requires a thread length in between 80mm and 90mm, the included 5mm shims (X) can be used between the bolt and the RoadLoK body. Combining the 5mm shim with the 90mm bolt will result in an effective 85mm thread length, which may be more appropriate for some models.

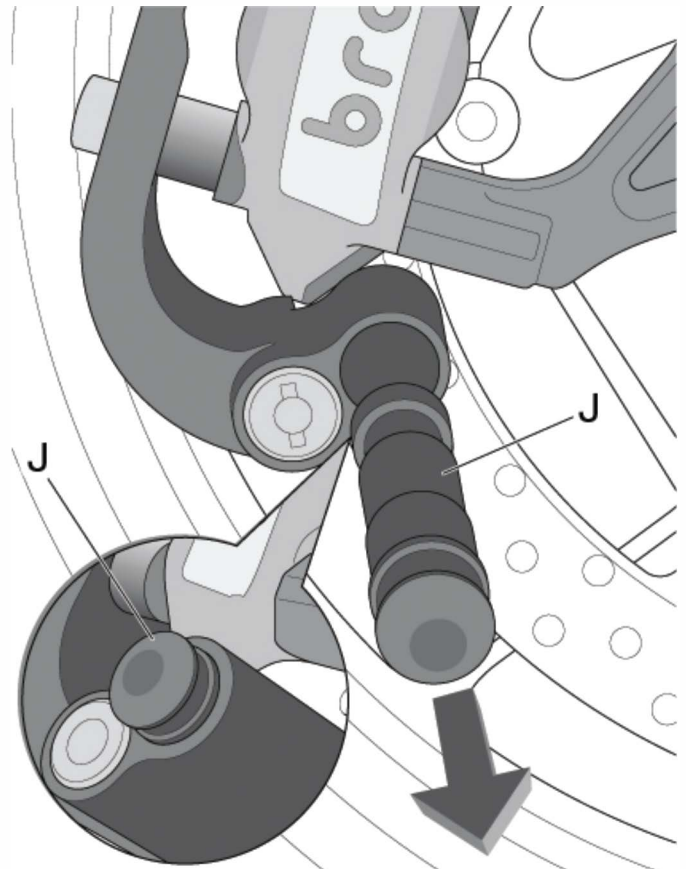
**NOTE 2:** BMW kits only come with 90mm bolts. If the bolts are too long, combine them with the 5mm shims.



## 6. OPERATING THE SYSTEM:

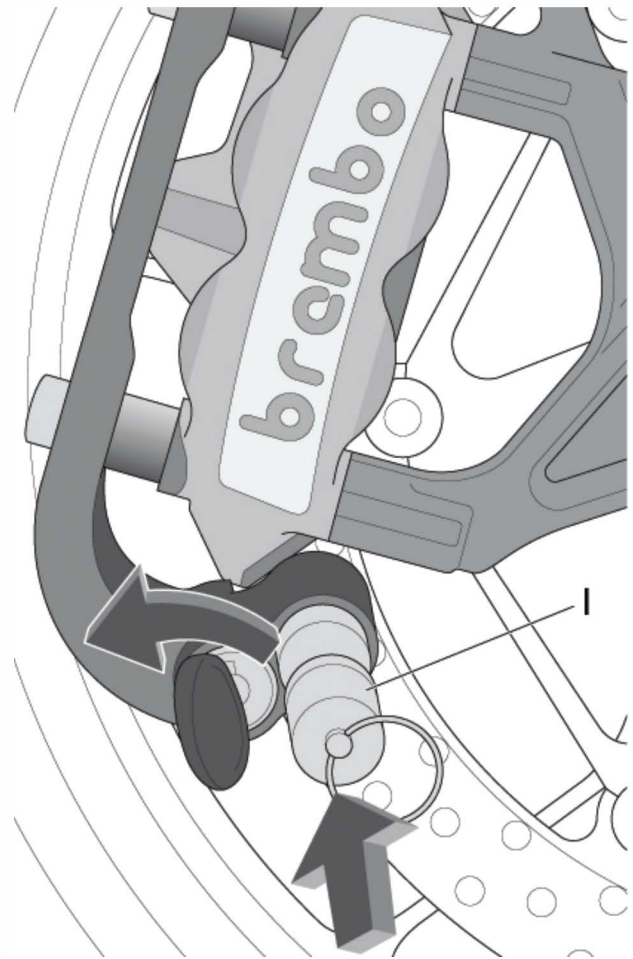
The system is shipped with a black plug that can be used to keep unwanted dirt and debris out of the pinhole when riding.

Remove the black plug (J) with the supplied key. Insert the key into the key cylinder and rotate clock-wise. The black plug can now be removed.



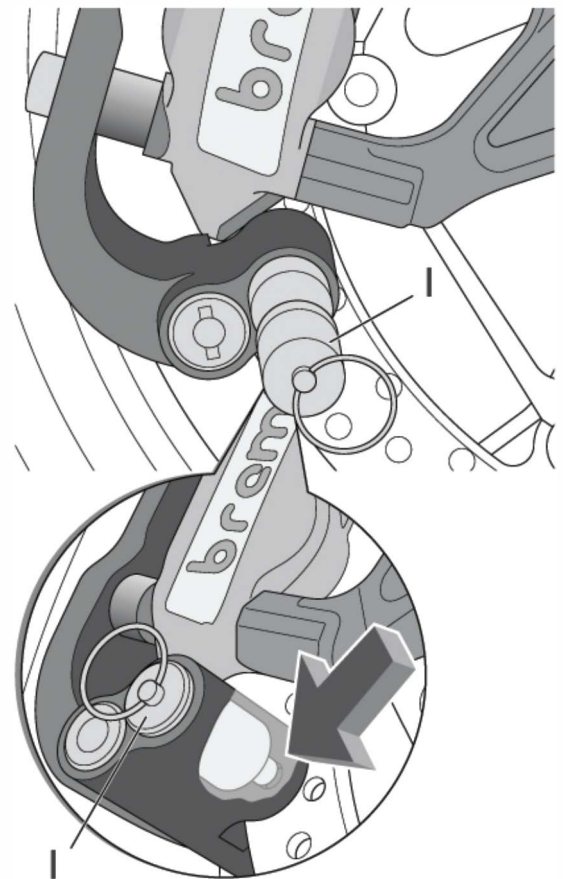


7. Insert the pin (I) into the hole where the black plug was removed. The key must remain rotated fully in the unlocked position to allow the pin to be inserted. While the pin is fully inserted being held by finger pressure, the key can be rotated anti-clockwise and removed. *The cylinder uses a dead-bolt latch to hold the pin in the lock body.*



#### 8. TESTING ALIGNMENT:

The front wheel must be rotated to allow the spring loaded pin (I) to fully extend through the vent hole in the rotor (see image). The wheel will then lock in place. If the pin does not fully extend through the vent hole (see image), repeat steps 3 through 5 using the available shims and/or spacers as required, and re-measure the mounting bolt (step 6).



## 9. TORQUE:

After the correct function of the pin has been checked, torque both the upper and lower mounting bolts to securely fasten the RoadLoK, spacers and caliper to the lower fork leg. (Refer to **Motorcycle Spacer and Bolt Chart** below for the appropriate torque specification)

## 10. OPERATION:

Before riding, remove the pin (I) from the hole and replace with the black plug. NOTE: The key must remain turned fully clockwise to insert the black plug, then turn the key anti-clockwise to secure the black plug into the body.

## ADDITIONAL INFORMATION

**The XRA system is mounted to your front brake caliper. It is extremely important that the correct length bolts are used when securing the locking system to ensure that there is no change to the original braking system. Failure to use the correct mounting bolts could result in serious injury or death.**


**It is recommended that the XRA system be installed by a certified professional.**

<b>APRILIA</b>						
	<b>MODEL</b>	<b>YEARS</b>	<b>PART #</b>	<b>Suggested Spacers</b>	<b>Suggested Bolts</b>	<b>Torque</b>
	RSV1000R	2004-2008	XRA-307	A	80mm	36.2 ft/lb.
	RSV1000R Factory	2004-2008	XRA-307	A	80mm	36.2 ft/lb.
	RSV4	2009-2014	XRA-307	A	80mm	36.2 ft/lb.
	RSV4 Factory	2009-2014	XRA-307	A	80mm	36.2 ft/lb.
	Tuono 1000 R	2005-2009	XRA-307	A	80mm	36.2 ft/lb.
	Tuono 1000 R Factory	2005-2009	XRA-307	A	80mm	36.2 ft/lb.
	Tuono V4	2010-2014	XRA-307	A	80mm	36.2 ft/lb.
	Tuono V4 Factory	2010-2014	XRA-307	A	80mm	36.2 ft/lb.
<b>DUCATI</b>						
	<b>Model</b>	<b>Year</b>	<b>PART #</b>	<b>Suggested Spacers</b>	<b>Suggested Bolts</b>	<b>Torque</b>
	999 R	2004-2006	XRA-307	A	80mm	36.2 ft/lb.
	1098	2007-2009	XRA-307	A	80mm	36.2 ft/lb.
	1198	2009-2011	XRA-307	E	80mm	36.2 ft/lb.
	1199 Panigale	2012-2015	XRA-307	E	80mm	36.2 ft/lb.
	749 R	2004-2006	XRA-307	D	80mm	36.2 ft/lb.
	848	2008-2012	XRA-307	D	80mm	36.2 ft/lb.
	899 Panigale	2013-2015	XRA-307	D	80mm	36.2 ft/lb.
	Desmosedici	2006-2008	XRA-307	A	80mm	36.2 ft/lb.
	Hypermotard	2007-2015	XRA-307	A	80mm	36.2 ft/lb.
	Monster 1200	2013-2015	XRA-307	B	80mm	36.2 ft/lb.
	Monster 1100	2010-2012	XRA-307	B	80mm	36.2 ft/lb.
	Monster 796	2010-2014	XRA-307	D or B	80mm	36.2 ft/lb.
	Monster 696	2010-2015	XRA-307	C	80mm	36.2 ft/lb.
	Monster 659	2010-2014	XRA-307	D OR B	80mm	36.2 ft/lb.
	Monster 821	2015	XRA-307	B	80mm	36.2 ft/lb.
	Multistrada 1200	2010-2015	XRA-307	E	80mm	36.2 ft/lb.
	Street Fighter	2009-2015	XRA-307	D	80mm	36.2 ft/lb.
	Diavel (all submodels)	2011-2015	XRA-307	D	80mm	36.2 ft/lb.

<b>HONDA</b>						
	<b>Model</b>	<b>Year</b>	<b>PART #</b>	<b>Suggested Spacers</b>	<b>Suggested Bolts</b>	<b>Torque</b>
	CBR1000RR	2004-2014	XRA-308	A or C	80mm	27 ft/lb.
	CBR600RR	2005-2014	XRA-308	A	80mm	27 ft/lb.
<b>KAWASAKI</b>						
	<b>Model</b>	<b>Year</b>	<b>PART #</b>	<b>Suggested Spacers</b>	<b>Suggested Bolts</b>	<b>Torque</b>
	1000Z	2007-2014	XRA-308	B	80mm	27 ft/lb.
	Concours14	2008-2014	XRA-308	D	80mm	27 ft/lb.
	Vulcan 1600 Mean Streak	2006-2009	XRA-308	B	80mm	27 ft/lb.
	ZX-10R	2003-2014	XRA-308	B	90mm	27 ft/lb.
	ZX-12R	2004-2005	XRA-308	B	80mm	27 ft/lb.
	ZX-14	2006-2014	XRA-308	B	80mm	27 ft/lb.
	ZX-6R	2003-2014	XRA-308	G+F	90mm	27 ft/lb.
<b>KTM</b>						
	<b>Model</b>	<b>Year</b>	<b>PART #</b>	<b>Suggested Spacers</b>	<b>Suggested Bolts</b>	<b>Torque</b>
	990 Super Duke	2005-2014	XRA-307	E	90mm	36 ft/lb.
	990 Super Duke R	2007-2010	XRA-307	E	90mm	36 ft/lb.
	1290 Duke/R		XRA-307	D	80mm	36 ft/lb.
	990 Supermoto	2007-2014	XRA-307	G	85mm	36 ft/lb.
	990 Supermoto R	2009-2014	XRA-307	G	85mm	36 ft/lb.
	990 Supermoto T	2009-2014	XRA-307	G	85mm	36 ft/lb.
	1190 Adventure		XRA-307	E	80mm	36 ft/lb.
	RC8	2005-2014	XRA-307	D	80mm	36 ft/lb.
	RC8 R	2009-2014	XRA-307	D	80mm	36 ft/lb.
<b>MOTO GUZZI</b>						
	<b>Model</b>	<b>Year</b>	<b>PART #</b>	<b>Suggested Spacers</b>	<b>Suggested Bolts</b>	<b>Torque</b>
	SMR	2010-2014	XRA-307	A	80mm	36.2 ft/lb.
	Griso 8V	2008-2014	XRA-307	A	80mm	36.2 ft/lb.
	California 1400 Touring	2014	XRA-307	A	80mm	36.2 ft/lb.
	Steivio 1200 4V	2008-2014	XRA-307	A	80mm	36.2 ft/lb.
<b>SUZUKI</b>						
	<b>Model</b>	<b>Year</b>	<b>PART #</b>	<b>Suggested Spacers</b>	<b>Suggested Bolts</b>	<b>Torque</b>
	GSX-R 1000	2003-2014	XRA-308	D	90mm	27 ft/lb.
	GSX-R 750	2004-2014	XRA-308	E	90mm	27 ft/lb.
	GSX-R 600	2004-2014	XRA-308	D	90mm	27 ft/lb.
	Hayabusa	2008-2014	XRA-308	E	90mm	27 ft/lb.
	Boulevard M109 R	2006-2014	XRA-308	G	90mm	27 ft/lb.
	V-Strom 1000 ABS	2012-2014	XRA-308	G	90mm	27 ft/lb.
<b>TRIUMPH</b>						
	<b>Model</b>	<b>Year</b>	<b>PART #</b>	<b>Suggested Spacers</b>	<b>Suggested Bolts</b>	<b>Torque</b>
	Daytona 675	2006-2011	XRA-308	E	90mm	26 ft/lb.
	Daytona 675 R	2006-2013	XRA-308	E	90mm	26 ft/lb.
	Street Triple R	2012-2013	XRA-308	A	80mm	32.5 ft/lb.
	Speed Triple / R	2005-2013	XRA-308	A	80mm	32.5 ft/lb.
	Tiger	2007-2011	XRA-308	E	90mm	32.5 ft/lb.
<b>YAMAHA</b>						
	<b>Model</b>	<b>Year</b>	<b>PART #</b>	<b>Suggested Spacers</b>	<b>Suggested Bolts</b>	<b>Torque</b>
	FZ6R	2009-2014	XGC-312			
	FZ-09	2014	XRA-308	C	90mm	26 ft/lb.
	Road Star Warrior	2007-2013	XRA-308	D	90mm	26 ft/lb.
	V Max	2009-2014	XRA-310	H	80mm	26 ft/lb.
	YZF-R1	2004-2006	XRA-308	A	90mm	26 ft/lb.
	YZF-R1	2007-2011	XRA-310	F	80mm	26 ft/lb.
	YZF-R6	2005-2014	XRA-308	E + Shim	90mm	26 ft/lb.


**Please Note: This spacer and bolt chart is for suggestions ONLY!**  
**Braking systems vary from motorcycle to motorcycle - proper measuring is required to ensure safe operation.**

## Warnings and Notifications

 When parking your motorcycle on an incline or slope with an installed RoadLoK keep the transmission engaged so that the pin (1) does not take on the full load of the motorcycle.

The pin will be more difficult to remove if there is a considerable amount of force applied by the rotor vent hole. If the pin is difficult to remove due to weight from the motorcycle, relieve pressure by pushing in the opposite direction of the force on the fork leg or wheel itself. The pin will be able to be removed.

 Check the torque of the mounting bolts periodically.

 Proper maintenance of the RoadLoK includes periodically cleaning the locking cylinder. This is best accomplished with a stream of fresh water and compressed air. It is not advised to use oil as this attracts dirt and may cause the cylinder to lose performance or impede operation over time. If your lock cylinder is not operable, refer to your warranty information.

For Additional Support Contact: [ecommerce@roadlok.com](mailto:ecommerce@roadlok.com)