ROADLOK

BrakeBolt™ Pin Troubleshooting

The BrakeBolt will not go in, does not click through the brake disc, or will not come out.

The BrakeBolt™ goes into the lock body only with the key turned fully clockwise, to the stop. With the BrakeBolt held in, turn the key fully counterclockwise and remove it, then roll the bike forward or backward until the spring-loaded BrakeBolt clicks into place through a hole in the brake disc. The front wheel is then locked. The complete installation and daily use are in the **XRA Installation Manual**.

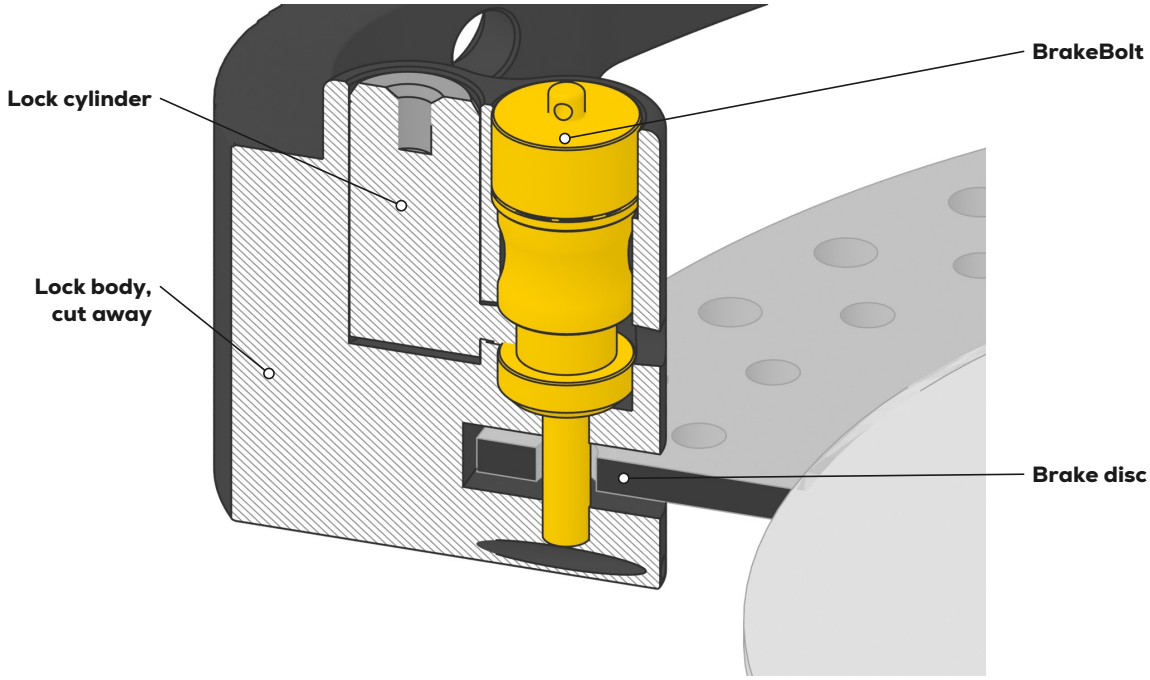


Figure 1. The BrakeBolt through a hole in the brake disc, with the lock body cut away.

THE BRAKEBOLT WILL NOT GO INTO THE LOCK BODY

Key position

Insert the key fully before turning it. If the key will not reach the stop, press it gently inward and turn it a little each way. If it still will not go in all the way, or if it feels stiff or gritty, see **Lock Cylinder: Care, Troubleshooting and Replacement**. Do not use oil or spray lubricants for routine care of the lock cylinder.

Dirt in the BrakeBolt chamber

Road grit or brake dust in the BrakeBolt chamber can stop the BrakeBolt. Rinse the BrakeBolt chamber with fresh water and blow it out with compressed air. Do not use oil.

THE BRAKEBOLT DOES NOT CLICK THROUGH THE BRAKE DISC

Wheel position

The tip of the BrakeBolt rests on the face of the brake disc until a hole lines up with it, normally within a few centimeters of rolling. Roll the bike forward or backward until the BrakeBolt passes over a hole and clicks through. Rinse out any dirt packed in the disc holes.

Spacer

If the BrakeBolt does not pass through a hole within a quarter turn of the front wheel, the spacer does not suit the bike. Remove both mounting bolts, clean the old threadlocker off their threads, and repeat Fitting Steps 3 to 7 in the **XRA Installation Manual**: start with the shortest spacer that lets the lock body clear the caliper and try each longer size in turn. A 1 mm shim on each bolt, next to the spacer, gives a final 1 mm adjustment (Figure 2).

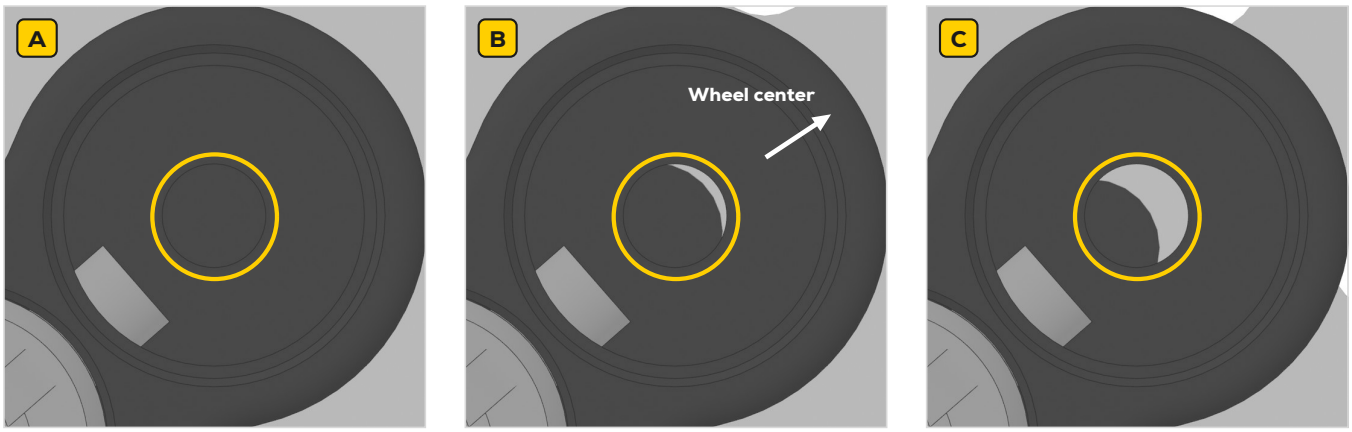


Figure 2. Looking through the empty BrakeBolt chamber with a disc hole rolled into line. The yellow ring marks the pin hole at the end of the chamber. In A the disc hole is lined up. In B a thin crescent of disc shows on the side toward the center of the wheel, and the 1 mm shims are the fix. In C the view is mostly disc, and the next spacer is the fix.

- ROADLOK's fitment list is based on the original brake discs. Aftermarket discs can place the holes differently. With an aftermarket disc, find the spacer by testing.
- On some bikes more than one spacer works. Any spacer that clears the caliper and lets the BrakeBolt pass through a hole is correct.

NOTICE

Do not tap or lever the BrakeBolt into place. Forcing the BrakeBolt against the disc marks the disc face and damages the BrakeBolt.

If no spacer lets the BrakeBolt pass through, email support@roadlok.com with your bike's make, model and year, the lock model, the spacers you tried and a photo of the lock on the caliper. Do not grind or file any part. If you do not have measurement 1 from Fitting Step 1, email support@roadlok.com before changing the spacer.

WARNING

After a spacer change, repeat the thread depth check (Fitting Step 5 in the **XRA Installation Manual**), using measurement 1 from Fitting Step 1, then apply a medium-strength threadlocker such as Loctite 243 to both mounting bolts and torque them to the motorcycle manufacturer's figure with a calibrated torque wrench. A loose mounting bolt, or one with the wrong thread, can release the caliper or strip the fork leg while riding, causing loss of front braking, serious injury or death.

THE BRAKEBOLT WILL NOT COME OUT

1. Insert the key fully and turn it fully clockwise.
2. Keep the key turned. With one hand, press upward on the handlebar on the same side of the bike as the lock, or push the front wheel or the fork leg gently against the direction the bike is trying to roll. With the other hand, pull the BrakeBolt at the same time.
3. If the bike is on its side stand, also turn the front wheel straight ahead with that handlebar, keep pressing upward on it, and pull the BrakeBolt again.
4. If the BrakeBolt is still held, rock the bike back and forth slightly while pulling it.
5. If the BrakeBolt still will not come out, do not use pliers on it or lever against the lock body. Email support@roadlok.com.

PREVENTING A STUCK BRAKEBOLT

Park on level ground where possible. On a slope, leave the transmission in gear.

CARRYING THE BRAKEBOLT

Carry the BrakeBolt on the supplied lanyard, on a keyring or in a pocket. Keep the dust plug in the BrakeBolt chamber whenever the BrakeBolt is out of the lock body. The BrakeBolt is the same for every XRA lock. Replacements are sold as the Replacement BrakeBolt in the ROADLOK store.

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