ROADLOK

Lock Cylinder: Care, Troubleshooting and Replacement

The lock cylinder is the keyed part of the lock body. It can be cleaned, and if necessary replaced, with the lock body still on the bike.

THE KEY WILL NOT GO IN FULLY OR WILL NOT TURN

The lock cylinder contains small internal discs that must line up before the key can go in fully and turn. Turning the key before it is fully inserted can push these discs out of line. The key then will not go in all the way and the lock will not operate.

NOTICE

Do not force the key or turn it with heavy force. A key that breaks off in the lock cylinder means the cylinder must be replaced.

Realigning the discs

1. Insert the key as far as it will go and press it gently and steadily inward.
2. Keep that pressure on and turn the key gently all the way one way, then all the way the other way. At each end of its travel, push the key further in. When the discs line up again, the key goes in fully and the lock works normally.
3. If the key still will not go in all the way, puff dry graphite lubricant into the keyhole and repeat steps 1 and 2.
4. Only if graphite has not freed the cylinder, flood the mechanism with a penetrating oil such as WD-40 (see the notice below) and repeat steps 1 and 2. When the key works, clean and lubricate the lock cylinder as described in Cleaning and lubrication below.
5. If the key still will not go in, email support@roadlok.com for a replacement cylinder.

NOTICE

Use penetrating oil only to free a lock cylinder that has seized or misaligned and has not responded to dry lubricant. Never use it for routine care. See Cleaning and lubrication below.

To prevent the fault, insert the key fully before turning it. The BrakeBolt™ goes into the lock body only with the key turned fully clockwise, to the stop. If the key will not reach the stop, it is not fully inserted. Press it gently inward and turn it a little each way, then try again.

CLEANING AND LUBRICATION

Rinse the lock cylinder with fresh water and dry it with compressed air every 2 to 3 months. After cleaning, puff a dry lubricant such as graphite into the keyhole. Do not use abrasives or solvents.

Do not use oil, spray lubricants such as WD-40, or white lithium grease for routine care. The one exception is freeing a cylinder that has already seized or misaligned, as described above.

Also apply graphite whenever the key feels gritty or needs more force to go in. In harsher climates or riding conditions, such as salted roads or a bike kept outdoors, clean and lubricate the lock cylinder more often. If the bike is stored for a long period, especially outdoors or uncovered, do not leave the lock unused. Turn the key and operate the lock, and clean and lubricate the lock cylinder, at regular intervals during storage.

While riding, keep the dust plug in the BrakeBolt chamber and the rubber lock cylinder cap fitted.

REPLACING THE LOCK CYLINDER

The lock body stays on the bike. The cylinder comes out through the keyhole end of the lock body.

You need one small flat-blade screwdriver that fits through the cross-hole in the lock body. A replacement lock cylinder comes with two keys and a new service hole sticker, and is ordered through support@roadlok.com. A video of the removal is available from support on request.

Removing and fitting

1. Remove the rubber lock cylinder cap. Insert the key and turn it fully clockwise, to the unlocked position.
2. Remove the BrakeBolt or the dust plug, so the BrakeBolt chamber is empty.
3. Find the cross-hole, a small hole in the side of the lock body, opposite the point where the deadbolt latch enters the BrakeBolt chamber. The deadbolt latch is the part of the lock cylinder that holds the BrakeBolt or the dust plug in the BrakeBolt chamber. If a service hole sticker covers the cross-hole, peel it off.
4. Push the screwdriver through the cross-hole, across the empty BrakeBolt chamber, and press firmly on the deadbolt latch to push it back into the cylinder (Figure 1, A).
5. Keep pressing with the screwdriver and pull the key. The cylinder comes out of the lock body with it (Figure 1, B).
6. Fit the new cylinder with its deadbolt latch facing the cross-hole, and push it in until it stops.
7. Press the new service hole sticker over the cross-hole. It keeps road dust and debris out of the lock.

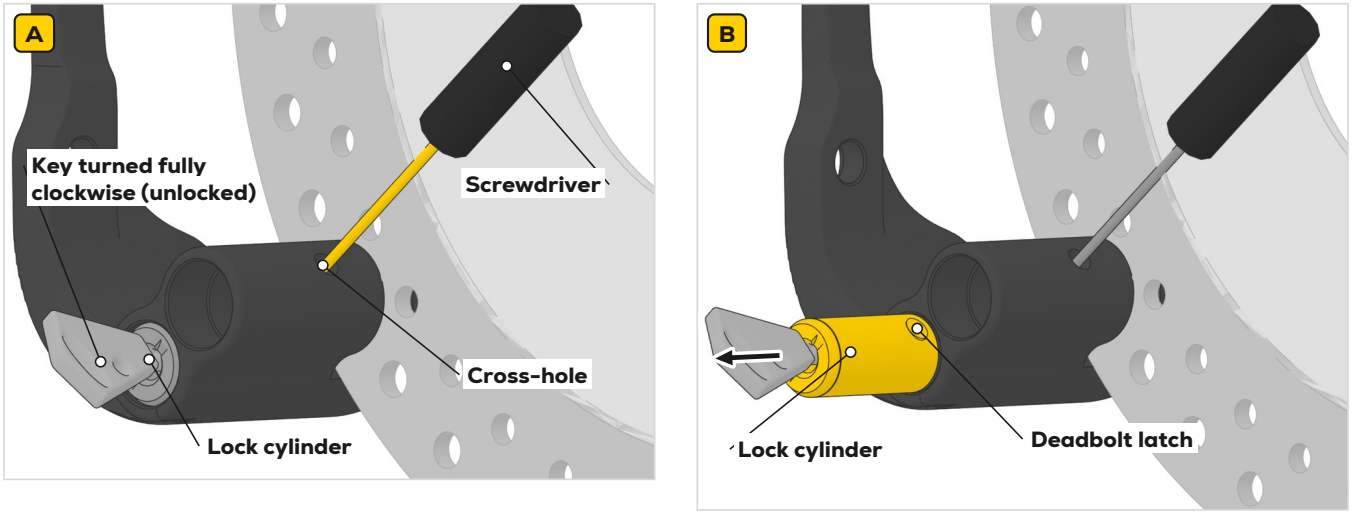


Figure 1. Replacing the lock cylinder. In A the screwdriver passes through the cross-hole and presses the deadbolt latch back. In B the cylinder comes out with the key.

After fitting

1. Turn the key in the new cylinder from locked to unlocked several times.
2. Test the lock on the bike. With the key fully clockwise, push the BrakeBolt fully into the lock body and hold it there, turn the key fully counterclockwise and remove it, and roll the bike until the BrakeBolt clicks through a hole in the brake disc. Then insert the key, turn it fully clockwise and remove the BrakeBolt.
3. Push the dust plug fully into the BrakeBolt chamber, turn the key fully counterclockwise to secure it, and remove the key. Fit the rubber lock cylinder cap over the keyhole.
4. Register the new keys at roadlok.com/registration.

AFTER REPLACING THE LOCK CYLINDER

REGISTER THE NEW KEYS

A new lock cylinder has new keys. Register them at **roadlok.com/registration**.

SCAN TO REGISTER

Replacement keys

Replacement keys are cut to your key code and supplied only by ROADLOK, two keys per order. Order them from the ROADLOK store using your key code, and allow 2 to 3 weeks for delivery. If you do not have the key code, email support@roadlok.com. Support can find the code if it was registered. Register your key code at roadlok.com/registration.

Version 2.5, September 2026.