ROADLOK

XRA Spacer Reference

Spacer lengths, kit contents and shims for the XRA-80, XRA-100, XRA-108 and XRA-C100R.

Spacers fit between the lock body and the brake caliper, one at each mounting bolt. The spacer length sets where the BrakeBolt™ meets the brake disc. The spacer for your bike is chosen by testing on the bike, as described in Fitting Steps 3 and 4 of the **XRA Installation Manual**. All ROADLOK documents are at roadlok.com/documentation.

SPACER LENGTHS

Lettered spacers are stamped with their letter. To identify an unstamped spacer, or one whose stamp cannot be read, measure it and find its length in this table. The table runs from shortest to longest.

Spacer	Length
A	12.70 mm
B	14.86 mm
C	15.24 mm
D	16.26 mm
E	17.15 mm
G	19.20 mm
J	21.50 mm
K	24.20 mm
H	26.20 mm

XRA-80 spacers are not lettered. They are 15.0, 16.5 and 18.0 mm long.

Spacer kits are matched to your lock model, so your kit will not contain every size in this table.

Identifying an unstamped spacer

1. Measure the spacer end to end with a digital measuring gauge or a steel ruler marked in millimeters.
2. Find the closest length in the table above, or among the XRA-80 lengths below it.

A ruler cannot separate B (14.86 mm) from C (15.24 mm). Measure these two with a digital measuring gauge, or stand them side by side: C is the longer.

SPACER KIT CONTENTS

Lock	Spacers (one pair of each)
XRA-100 and XRA-108, standard	A, B, C, D, E, G, J
XRA-100, BMW and Harley-Davidson	B, C, E, K
XRA-C100R (Honda)	H, J, K
XRA-80	15.0, 16.5 and 18.0 mm (not lettered)

Every spacer kit also has one pair of 1 mm stainless steel shims. The 5 mm shims are packed with the mounting bolts. If a spacer is missing from your kit, email support@roadlok.com. Every new lock comes with the mounting bolts, spacers and shims for the bike it was ordered for. A separate mounting kit is needed only when the lock moves to a bike that takes a different bolt thread. See **Mounting Bolts: Thread Pitch, Thread Depth and Torque**.

SHIMS

1 mm shims (stainless steel)

Each kit has one pair of 1 mm stainless steel shims. A 1 mm shim goes on the bolt next to the spacer, between the lock body and the caliper (Figure 2), and adds 1 mm to the spacer length. Use one on each bolt when the BrakeBolt catches the edge of a hole but does not pass through, or when, looking through the empty BrakeBolt chamber with a disc hole lined up, a thin crescent of disc shows on the side toward the center of the wheel (Figure 1, B). For a change of more than 1 mm, use the next spacer size.

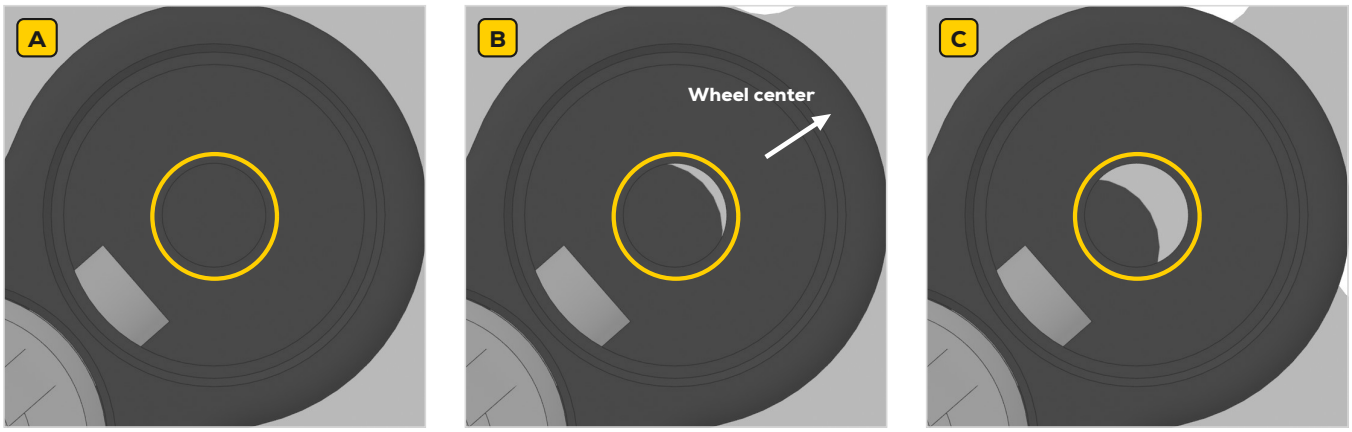


Figure 1. Looking through the empty BrakeBolt chamber with a disc hole rolled into line. The yellow ring marks the pin hole at the end of the chamber. In A the disc hole is lined up. In B a thin crescent of disc shows on the side toward the center of the wheel, and the 1 mm shims are the fix. In C the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

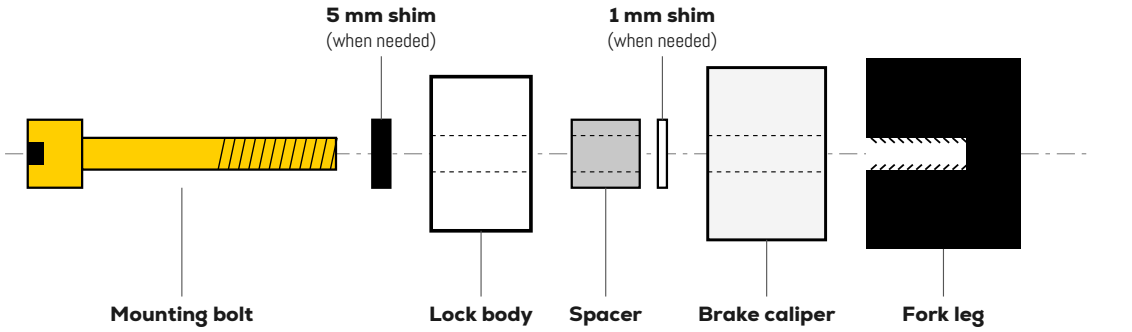
5 mm shims (black)

5 mm shims go under the head of a mounting bolt, never between the lock body and the caliper (Figure 2). They shorten how far the bolt reaches into the fork leg. A 5 mm shim under a 90 mm bolt gives an effective bolt length of 85 mm. Use them only when a bolt reaches the bottom of its threaded hole before its head is tight, as found in the thread depth check. The thread depth check is Fitting Step 5 in the **XRA Installation Manual**.

WARNING

Use only the bolts and shims supplied by ROADLOK. A substitute bolt of the wrong length, thread or strength can strip the fork leg threads or break in use. Either failure can cause loss of front braking, serious injury or death. If a part appears to be missing, email support@roadlok.com before fitting.

ORDER OF PARTS



Schematic, not to scale.

Figure 2. The order of parts at each mounting bolt.

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