

LOCK-N-LOAD PRO

MOTO TRANSPORT SYSTEM

The **LOCK-N-LOAD** Moto Transport System securely holds your motocross bike in your trailer without the use of tie-down straps, floor anchors or wheel chocks.

WARNING: Read ALL instructions carefully and only use as instructed. When installed and used properly, combined with safe driving technique, the Lock-N-Load is a premium method for transporting your dirt bike. However, improper installation, improper use, or unsafe driving, can lead to failure. Examples that could lead to failure include rotted wood flooring, poorly anchored floor bolts, a bike that is not intended for this system, rough off-road terrain, erratic driving, auto accident, improperly loaded bike, etc. Due to the fact that Risk Racing cannot control proper installation, proper driving habits, or proper use with this product, we **DO NOT** guarantee the safety, or insure your bike or vehicle (same situation using tie-down straps). Be sure and inspect your Lock-N-Load for signs of damage, such as cracked welds or bent tubes. **USE AT YOUR OWN RISK!**

INSTALLATION INSTRUCTIONS: Important, you should read this!

🔪 Install in your open or closed trailer, truck or van.

🔪 Never install in rotted wood, or a floor structure that is compromised.

🔪 The surface of the floor **MUST BE FLAT**. If not it will bend the mounting plate and the uprights will not slide side to side.

1. Install the uprights by sliding them into the mounting plate. Ensure the jaws are both facing the same direction, as shown in image #1.

2. Place your bike exactly where you want it in your trailer, truck, or van. Have a helper hold your bike in place so you can position the Lock-N-Load.

3. With your helper holding the bike in place, slide the Lock-N-Load assembly (both jaws installed on the mounting plate) underneath your bike (use open area between front wheel and engine to slide the Lock-N-Load under bike).

4. With the jaws fully extended (See operation instructions), slide the Lock-N-Load assembly towards the back of the bike until the extended jaws hit your foot pegs evenly (you may adjust the uprights in or out to match the foot peg width). This is the location where your Lock-N-Load mounting plate should be installed.

5. While holding your base plate in place (Don't let it move, or mark the outline of the plate so you know the proper location), remove your bike and the uprights.

6a. Wood Floor install: Simply screw the supplied wood screws into the floor. Ensure the screws are centered in the hole and go in straight, the heads of the screws **MUST** be flat and below the surface of the mounting plate to ensure the uprights slide smoothly (Reference image #2).

6b. Truck bed or Van install (Steel corrugated flooring): Identify the three holes on each end of the mounting plate. Find a hole that touches the raised part of the truck bed (There should be no air gap between the bolt hole and the truck bed. If you use a hole that does not touch the truck bed, it will bend your truck bed when the bolt is tightened). Mark the surface of the floor through the hole. Be accurate marking and drilling the center point so your holes line up. Drill a 5/16th - 3/8th hole. Install 4 bolts with washer and locknut. You may have to remove the spare tire to access the bottom of the vehicle. Ensure the screws go in straight, the heads of the screws **MUST** be flat and below the surface of the mounting plate to ensure the uprights slide smoothly (Reference image #3). Note: your bike will transport better if the tires rest in the bottom grooves of the truck bed.

7. Now that your mounting plate is securely bolted to the floor, you are ready to load your bike. Always inspect your Lock-N-Load before transport. If you have any issues, please call Risk Racing to discuss the best solution to ensure your Lock-N-Load is road worthy.

8. Maintain your Lock-N-Load. Store in doors when possible. Light lubrication in the telescoping jaws and in the channels of the mounting plates can provide smooth operation. To lubricate the telescoping jaws properly remove the top plastic bushing. so you can lube the inner walls of the main upright, which will lubricate the bottom plastic bushing.

See the opposite side of this sheet for proper loading and unloading.

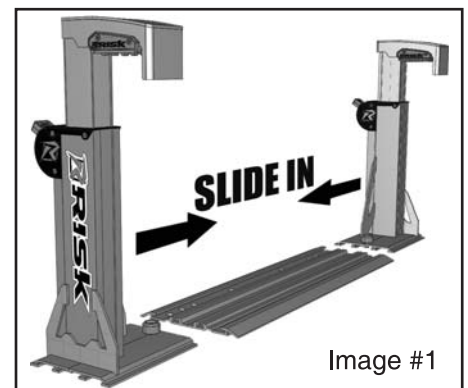


Image #1

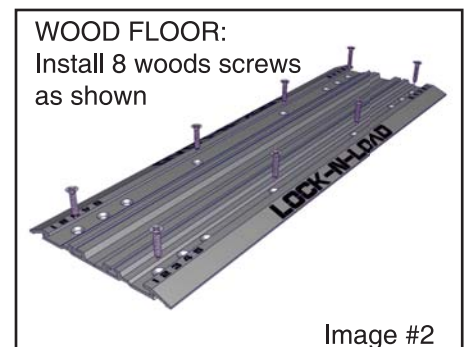


Image #2



Image #3

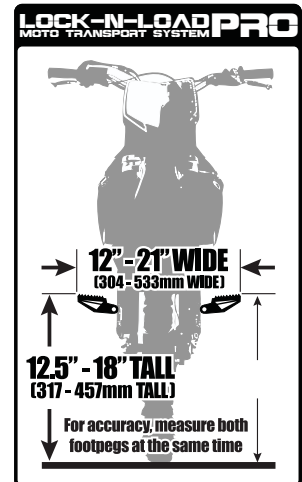


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LOADING & UNLOADING INSTRUCTIONS: *READ INSTALLATION INSTRUCTIONS FIRST*

WARNING: Never use the Lock-N-Load system to haul a bike the product was not designed for. The Lock-N-Load PRO is rated for dirt and trail bikes up to 315 lbs. See all fitment guides to ensure the proper size bike is being loaded into this system. Due to the fact that Risk Racing cannot control proper installation, driving habits, or proper use with this product, we DO NOT guarantee safety, or insure your bike or vehicle (same situation using tie-down straps). Be sure and inspect your Lock-N-Load before each use. **USE AT YOUR OWN RISK!**

Bike examples:



BIKE SIZE RANGE: 85ccMOTO → 450cc → 690 Enduro **MAX WEIGHT: 315LBS**

(For smaller bikes, such as 50cc, 65cc, and small trail bikes like KLX 110, See the Lock-N-Load PRO *MINI*)

Always verify that the Lock-N-Load is mounted properly before use (See opposite side for mounting instructions).

How to lock and unlock the Lock-N-Load PRO...

1. To lock the jaws down, flip the red locking switch down, then press the jaw down. You will hear the ratcheting lock mechanism click. The jaw will lock in the lowest position that it is pressed down to (Image #1).

2. To unlock the jaws, flip the red locking switch up, then press the jaw down slightly. This will release the locking mechanism and the jaw will spring up to full height (Image #2).

How to load your bike...

1. With the uprights properly installed in the mounting plate, make sure the jaws are at their tallest position and that they are wide enough to roll your bike between them. Stop when the foot pegs hit the extended jaw tubes, or when the jaws are in-line with the foot pegs.

2. If the jaws are not close enough to the mounting point of the foot pegs, slide the jaws closer to the bike (Image #3). You do not want to grab the end of the foot peg. Always make sure the jaws are covering the majority of the foot peg, close to the mounting point on the bike.

3. Make sure the red locking switch is in the down position.

4. Step down on the jaw. The jaw will ratchet into a locked position. Each bike requires a different height to ensure safe and proper transport. A rule of thumb would be to ensure the bike is at least at "race sag" height or compressed slightly more. The suspension of the bike should be putting pressure on the jaws. If the bike does not feel secure, compress the jaws to the next depth until the bike feels secure.

HINT: Sitting or placing your body weight on the seat near the back of the bike will compress the rear suspension, making locking the jaws easy. It is often easier than jumping on the foot pegs.

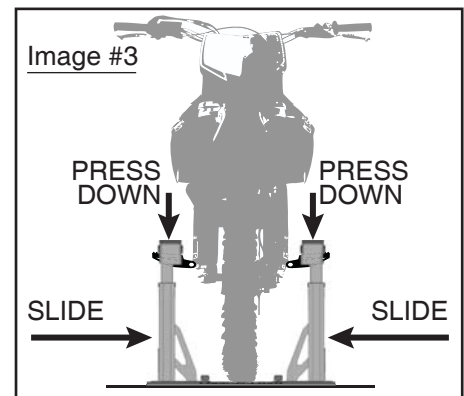
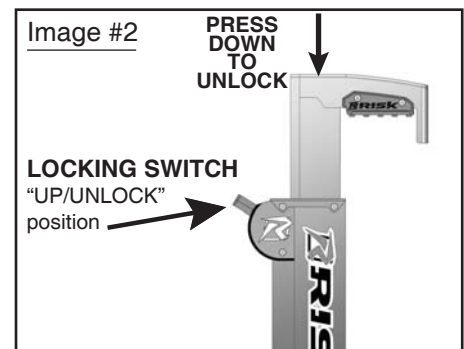
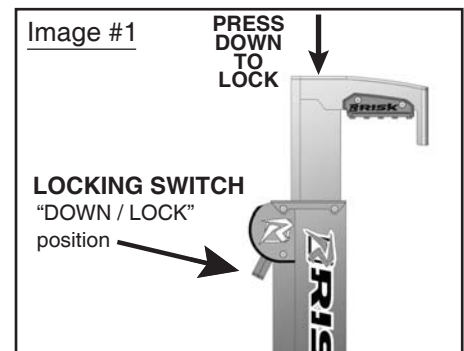
IMPORTANT: Make sure both pegs are compressed to the same height. Uneven compression will lead to an unstable bike.

How to unload your bike...

1. Flip the locking switch to the "UP" position.

2. Press down on the jaw. You will need to compress the bike a little to release the locking mechanism. Once again, weight on the back of your seat can be helpful. Once the locking mechanism has been released, the jaws will spring into the max height position.

3. Make sure the uprights are wide enough to back your bike out, and remove your bike.



It is best to remove the uprights and store indoors when the Lock-N-Load is not in use