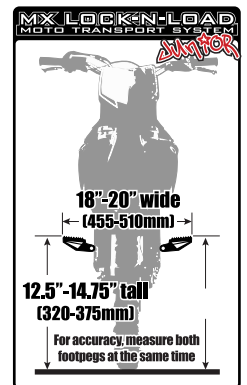
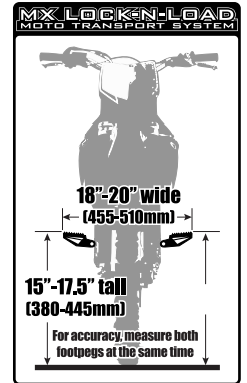


# MX LOCK-N-LOAD™

## MOTO TRANSPORT SYSTEM



**\*Truck plates are available for mounting in a truck bed**

### INSTALLATION:

1. Securely bolt the mounting plates to the main chassis of the Lock-N-Load using the 4 thumb screws.
2. Roll bike into the desired location in the trailer.
3. With the upper jaws extended in the "unlock" position, slide the Lock-N-Load into the desired floor placement under the bike with the upper tubes contacting the front side of the motorcycle foot pegs. *Do not lock jaws at this time.*
4. Mark the trailer floor through the holes in the mounting plate. Be accurate with your marks and be sure not to move the lock-n-load during this step.
5. Remove the motorcycle and the lock-n-load. Locate the 4 marks you made and drill through the trailer floor using a 3/8 inch drill bit. - **WARNING - BE SURE NOTHING IS BELOW THE TRAILER FLOOR BEFORE DRILLING (BRAKE LINES, ELECTRICAL WIRING, HOLDING TANKS, ETC)!**
- \* If you cannot access the bottom of your trailer to install washers and nuts, then use 5/16th inch lag bolts. Drill a pilot hole with a 3/16 inch drill bit and bolt the mounting plates to the trailer floor using a 5/16 inch lag bolt (not supplied).
6. Bolt the mounting plates to the trailer floor using the supplied mounting hardware. Be sure to install the washer and lock washer below the trailer floor as shown in the diagram above.

### INSTRUCTIONS:

#### LOCKING:

1. With the upper tube in the extended position, rotate the lock knob clockwise until it stops. The motorcycle is now ready to be loaded in place.
2. Slowly roll or ride the motorcycle into the the lock-n-load until the foot pegs hit the upper tubes. Be sure the motorcycle is straight, centered and both foot pegs are touching the upper tubes.
3. The upper jaws should be located directly over the foot pegs. Be sure and keep the bike vertical and step down on the upper jaws compressing the motorcycle pegs into the lower jaws until the lock-n-load automatically locks into place.
- \***TIP - Sit on the back of the seat. This will compress the rear suspension and make locking the jaws down easier.**
4. Place the redundant locking pins into the redundant locking pin hole for extra security.

#### UNLOCKING:

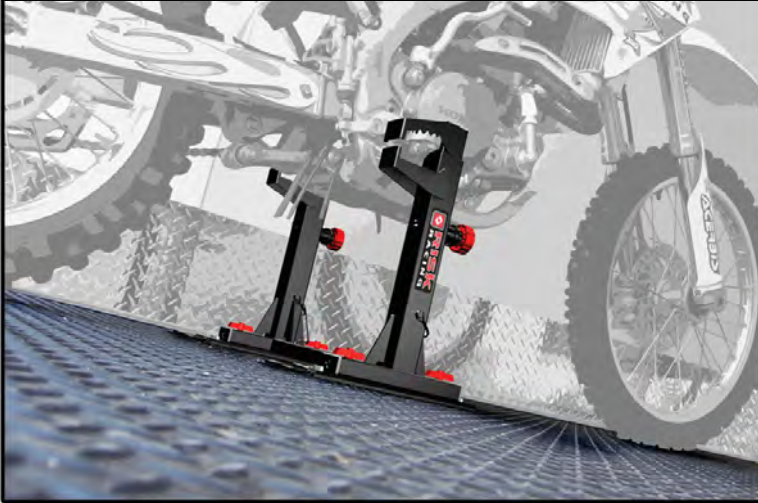
1. To release the motorcycle, turn the lock knobs counter clockwise until they stop.
2. Step on the top jaws and the lock-n-load will automatically unlock releasing the foot pegs.
3. Carefully roll the motorcycle backwards out of the lock-n-load.



QUESTIONS:  
[INFO@RISKRACING.COM](mailto:INFO@RISKRACING.COM)  
[WWW.RISKRACING.COM](http://WWW.RISKRACING.COM)

# MX LOCK-N-LOAD

## MOTO TRANSPORT SYSTEM



### TIPS AND FREQUENTLY ASKED QUESTIONS:

**Question:** Is the bike stable without tie-downs or wheel chocks?

**Answer:** Yes, the bike is very secure and stable as you drive down the road. The front tire may move a little from left to right, but is generally held in place by the rake of the suspension. If you do find movement of the front tire, it will not affect the security of the bike.

**Question:** Can I leave my bike clamped in the Lock-N-Load overnight without damage to my suspension?

**Answer:** Yes, the Lock-N-Load is designed to put minimal pressure on your suspension. The bike sits at less than pre-load height and distributes the pressure to both front and rear suspension.

**Question:** Why can I wiggle the bike a little bit when I shake the handle bars or press on the seat?

**Answer:** The Lock-N-Load is designed to hold your bike securely as you travel down the road. When being transported, all the forces on the bike come from the trailer floor and are transferred directly to the tires and foot pegs, not the bars or the seat. You can see from the videos online that the bike travels very securely when held in this manner.

**Question:** Can I mount bikes close together with the Lock-N-Load?

**Answer:** Yes, in fact you can mount them right next to each other, shroud to shroud. In a common toy hauler, or wide body trailer, you can mount 4 bikes wide by slightly staggering the handlebars as shown in the image above. You can also mount them fairly close to the trailer wall.

**Question:** Will my bike fit in the Lock-N-Load?

**Answer:** We now have two sizes of Lock-N-Loads (The Lock-N-Load and The Lock-N-Load **JUNIOR**). The Lock-N-Load is designed to fit FULL SIZE MX BIKES, or bikes with similar geometry (Foot peg width from tip to tip: 18"-20" (455mm-510mm), foot peg height: 15"-17.5" (380mm-445mm)). The Lock-N-Load **JUNIOR** is designed to fit 85cc MX BIKES, or bikes with similar geometry (Foot peg width from tip to tip: 18"-20" (455mm-510mm), foot peg height: 12.5"-14.75" (320mm-375mm)). A final note: Often trail bikes WITHOUT a folding shift lever will not fit.

**Question:** Can I mount the Lock-N-Load in the bed of my truck?

**Answer:** Yes, we have a truck bed accessory plate that spans the corrugation of your truck bed and mounts the Lock-N-Load in the bed of a truck. This eliminates the need for a brace on the front of your truck bed to prevent the front of the bed from bending. You can also stagger the mounting and easily put three bikes in a standard truck bed without putting one in backwards. Additionally, the Lock-N-Load is quick release from the truck bed leaving only the low profile mounting plates so you can still use your truck as a truck! (Truck Bed Adapter plate MFG#:77879)

**Question:** Will the Lock-N-Load work with my 2-stroke?

**Answer:** Yes, but the large collector area of your 2-stroke exhaust may be an obstacle. Simply lower a jaw when loading the bike or simply put the bike in backwards. It will work either way.

**Question:** Why do the mounting plates have D-Rings?

**Answer:** The D-Rings have nothing to do with the Lock-N-Load. They are simply there as an additional tie-down location for other items you may have. The low-profile mounting plates are mounted to your trailer floor so they might as well be another functional part of your trailer.