

# mo.lock

**Instruction manual  
for the digital ignition switch**

by

# motogadget

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Thank you very much for purchasing a high quality product by *motogadget*.

Please read the following information and recommendations thoroughly and follow these instructions during installation and use of the device.

## **CAUTION FOR ALL U.S. CUSTOMERS**

**THIS PRODUCT IS NOT D.O.T. APPROVED AND INTENDED FOR SHOW USE ONLY!**

**CAUTION: IF YOU ARE NOT A CERTIFIED MOTORCYCLE TECHNICIAN PLEASE STOP HERE AND ASK YOUR LOCAL MOTORCYCLE SHOP FOR PROFESSIONAL INSTALLATION!**

**THE KEY WITH THE RED STICKER IS THE MASTERKEY. USING THIS KEY WILL DELETE ALL PROGRAMMED KEYS AND SET THE MO.LOCK INTO THE PROGRAMMING MODUS.**

**NON COMPLIANCE OF ELECTRICAL CONNECTING INSTRUCTIONS WILL LEAD TO SEVERE INJURIES. CARRY OUT ALL WIRING, CONNECTING, CHRIMPING, SOLDERING AND INSULATING WORK PROPERLY.**

**PLEASE CONTRACT A PROFESSIONAL IF IN DOUBT ABOUT THE PROPER INSTALLATION.**

### **Contact:**

motogadget GmbH  
Köpenicker Str.145  
DE- 10997 Berlin  
Germany

phone +49-30-69000410-0  
motogadget.com  
info@motogadget.de

# 1 Review of delivery

All products from *motogadget* are thoroughly checked to ensure they are completely fault free when dispatched. Please check the received goods immediately for possible transport damage. If you find any damage or other deficiencies, please contact us immediately.

In this regard we refer to our general terms of business and delivery, which are published under [www.motogadget.com](http://www.motogadget.com). Should a return of the received delivery be agreed, please note that we only take back goods in their original packaging. The instrument and its accessories must be returned within the legal period of time and without any traces of use. We do not assume any liability for returns which are insufficiently insured or packed.

## 2 Exclusion of liability

**MOTOGADGET ACCEPTS NO LIABILITY FOR DIRECT OR INDIRECT DAMAGE OR SUBSEQUENT DAMAGE OF ANY KIND RESULTING FROM THE USE, INSTALLATION OR CONNECTION OF THE DEVICE OR ITS ACCESSORIES. THIS EXCLUSION OF LIABILITY PARTICULARLY INCLUDES DAMAGE TO PERSONS, MATERIAL LOSSES AND FINANCIAL DAMAGES. THE USE IN AREAS OF PUBLIC TRAFFIC IS UNDERTAKEN AT THE USER'S OWN RISK.**

**DEVICE HOUSINGS AND ALL OTHER DELIVERED PARTS MUST NOT BE OPENED OR DISMANTLED. IN CASE OF NON COMPLIANCE ALL GUARANTEE CLAIMS BECOME INVALID. THE USE OF THE DEVICE AND ITS ACCESSORIES FOR RACING OR COMPETITIONS, AS WELL AS ALL USES THAT DO NOT CORRESPOND TO THE RECOMMENDED APPLICATION RENDER ALL GUARANTEE CLAIMS INVALID.**

### 2.1 Duty of registration

The mo.lock does not have to be registered.

Please consider the most modern motorcycle ignition switches already have the handle bar key lock included. In some countries a handle bar key lock is required by registration regulatory.

## 3 Technical data

Diameter and height	30mm / 14 mm
Weight incl. cable	30g
Treated fastening bores	2 x M3, 5mm deep
Current consumption	2mA stand by 100mA in operation
Operating voltage	7 – 18V (protected against voltage spikes)
Switching power	500mA
Switching distances	Tear Drop Key (20 – 40mm) Glas Tube Key (5 – 10mm; only the transparent end will triggering the mo.lock)
Operating voltage	-20 ... + 80°C

## 4 Preparation for installing and connecting the mo.lock

### 4.1 Required knowledge and abilities

Installing and connecting the mo.lock requires knowledge and abilities in electrical installation and connection. The device can be installed on a wide range of different vehicles with different specifications and equipment. For this reason it is not possible to cover all special cases within this description. In cases of doubt, please consult the information supplied on our web site. A second possibility is an installation in a professional shop.

## 4.2 Required materials for installing and connecting the device

Since the mo.lock is suitable for a variety of vehicles, **additional materials** might be necessary in order to mount the instrument to an individual vehicle. Such materials can include:

- mounting bracket for the mo.lock and fitting screws for the bracket
- cables or cable extensions for voltage-supply and relay
- assembly materials such as cable ties, plug connectors, shrink hose, soldering iron, solder etc.

The use of the original wiring diagram is recommended.

In case you do not use the motogadget mounting accessories, you have to make your own mounting bracket.

## 5 Installation

### 5.1 General Safety instructions

- For safety reasons the vehicle **battery must be disconnected** prior to the installation.
- Take particular care that all delivered parts are fastened securely to your vehicle. This is extremely important for your own and other peoples' safety.
- Make sure that your vehicle is equipped with **interference suppressing spark plugs or high tension cables!** Use of with non-suppressed ignition systems can lead to serious damage to the devie.
- You must not machine the plastic housing (sawing, filing and drilling).

### 5.2 Location of attachment

The maximal distance between mo.lock and key should not greater than 40mm. Any kind of non conductive material, like carbon fibre, plastic or other can be located in between. This fact makes a hidden installation of the mo.lock possible. The device can be placed behind side covers or at other spots, invisible from outside. The area of attachment should be 30cm away from ignition coils, high tension cables and hot engine or exhaust parts.

### 5.3 Attachment

Make sure the mounting surface is planar. To ensure correct fastening two metric fastening screws must be used (M3). In order to avoid distortions of the threaded bores, the fastening bolts must be screwed into the instrument housing to a minimum depth of 3 mm and a maximum depth of 4 mm. It is therefore important to select screws appropriate to the thickness of the used mounting bracket. We also recommend the use of additional washers and screw adhesive (e.g. Loctite medium-strength). Furthermore, the maximum torque applied to the M3 fastening screws must not exceed 2 Nm.

## 6 Connection

### 6.1 Cable routing recommendations

Before routing cables look for suitable cable paths. The cables should be as far away as possible from hot parts of the engine. Look for a suitable place for the respective cables to meet with their plugs and for the plugs to be connected with one another. Make sure you take note of the required lengths of cables before cutting them for best fit. All cables should be routed free of kinks and should not be subject to any tension. In addition, the cables have to be properly isolated, especially in places where mechanical wear can take place. For fastening the cables we recommend cable ties of synthetic material.

## 6.2 Cable colours, functions, and connections

<b>cable colour</b>	<b>function</b>	<b>connection</b>
Red	Power supply mo.lock	Plus (+) directly from battery via 1A Fuse
Black	Power supply mo.lock	vehicle earth
Brown	Switching output (drain to +12V)	connect to the relay coil (second coil terminal connect to vehicle earth)

## 6.3 Battery and voltage supply

The mo.lock requires 12V directly from vehicle battery. Make sure this connection is fused with a 1A fuse. The device can operate in a voltage range from 7 V to 18 V DC. Operating the instrument without a battery, for example, using a direct connection to the vehicle's generator is not possible. Please ensure that the polarity of the voltage supply is correct.

The switching output drain to +12V and can switch loads up to 0,5A. The active output is displayed by an internal LED which is located between the mounting bolts on the rear side. The switching output can only operate a relay.

The delivered relay can switch a maximal current of 40A. The cable diameter for connecting the relay contact 87 and 30 to switch the vehicles power system must dimensioned depending on the maximal switching current. A cable cross section of 10mm<sup>2</sup> is adequate.

If a high compressed engine (i.e. RevTech, S&S) is cranked with a pure lead battery (i.e. Hawker Odysee) the high current flow will cause a voltage drop and the relay may release. Further cranking the engine is not possible. In this particular case a additional backing capacitor is necessary. This capacitor will supply the relay coil in the moment of high current flow. This part has to be ordered separately (article # 4002002). Please see the connection scheme for installation; observe polarity.

### **ATTENTION!**

**THE LEAST CROSS SECTION OF THE MO.LOCK VOLTAGE SUPPLY CABLE IS 0,5MM<sup>2</sup> (RED CABLE OF THE MO.LOCK). YOU MUST FUSE THIS CABLE WITH A 1A FUSE. IF DEVICE WILL BE USED WITHOUT FUSE, DAMAGE AT THE CONNECTING CABLE OR THE MO.LOCK ITSELF CAN CAUSE A SHORTCUT AND A CABLE FIRE.**

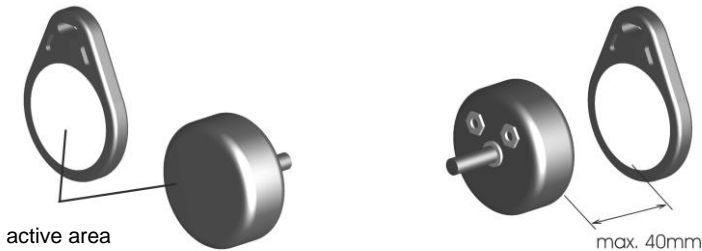
**THE MAIN VEHICLE POWER SYSTEM CABLE IS SWITCHED BY A RELAY. THE BATTERY SUPPLY CABLE MUST BE DIMENSIONED AND FUSED IN A PROPPER WAY. THE DELIVERED RELAY MUST NOT EXEED A SWITCHING CURRENT OF 40A AND MUST CONNECT WITH THE BATTERY SUPPLY CABLE PROPERLY. CONTACT RESISTANCE AT FAULTY CONNECTION JOINTS WILL LEAD TO HEAT GENERATION DURING CURRENT FLOW. MAKE SURE THE INSULATION OF ALL CONNECTION CABLES AND CONNECTION JOINTS IN PARTICULAR THE BATTERY CABLE IS DONE IN A PROPPER WAY. A SHORT CIRCUIT WILL LEAD TO A CABLE FIRE AND TO THE EXPLOSION OF THE VEHICLES BATTERY. THIS MAY LEAD TO SERIUS OR LETHAL INJURIES.**

**NON COMPLIANCE WITH THESE INSTRUCTIONS WILL LEAD TO SERIUS OR LETHAL INJURIES. YOU MUST CARRY OUT ALL WIRING, CONNECTING, CHRIMPING, SOLDERING AND INSULATING WORK PROPERLY. PLEASE CONTRACT A PROFESSIONAL IF IN DOUBT ABOUT THE PROPER INSTALLATION.**

periods of not using the motorcycle longer than 5 months (winter).

## 8 Operation

For switching the vehicles power system the active area of the key must approximate to the active area of the mo.lock. For safety reasons the maximum operation distance between key and mo.lock is limited is to 40mm (this distance is varying on key shape and type). Furthermore a switching delay is existing. Once the power is switched on it can be switched off only after a delay of 2 seconds.



## 9 Keys

Part of delivery are two keys in tear drop shape:

- Master key (marked with a red dot; do not use for activating the key lock!)
- User key (blue sticker)

### 9.1 Master key

The master key is used to teach other user keys to the mo.lock. This key is marked with a red sticker. This key has to be remaining in safe place at home.

#### 9.1.1 Apply the master key

If approximating the master key to the mo.lock the vehicle power will be switched on and after 1 second off again. This is the signal to start the teach procedure. Now the new key(s) have to be approximate to the mo.lock one by one. At each new recognized key the vehicle power will be switched on and off shortly. If the teach procedure is once started all former keys will be deleted. This means all keys which will be used with the mo.lock must teach during one procedure. Maximum three keys can be teach to the mo.lock.

The teaching procedure will be finished if:

- maximum amount of tree keys has been reached
- approximate the master key again to the mo.lock
- if no more key will approximate within 60 seconds.

If the teach procedure is finished successfully the vehicle voltage is switched on for 3 seconds and off again. The teach process can be repeated as often as required.

### 9.2 User key

The user key is used to switch the vehicles power on and of.  
All user keys can swap without restriction.

#### 9.2.1 Apply the user key

If approximate the active area of the user key to the active area of the mo.lock closer than 40mm the vehicle power will be switched on and if approximate again it will switch the power off.

For safety reasons a time delay of 2 seconds is between both switching activities.

If the mo.lock is not used for 48 hours it will activate the current save modus. This means switching vehicles power the first time after a rest longer than 48 hours requires an approximation time from key to mo.lock of 2 seconds.

## 10 Troubleshooting

### 10.1 After Installation

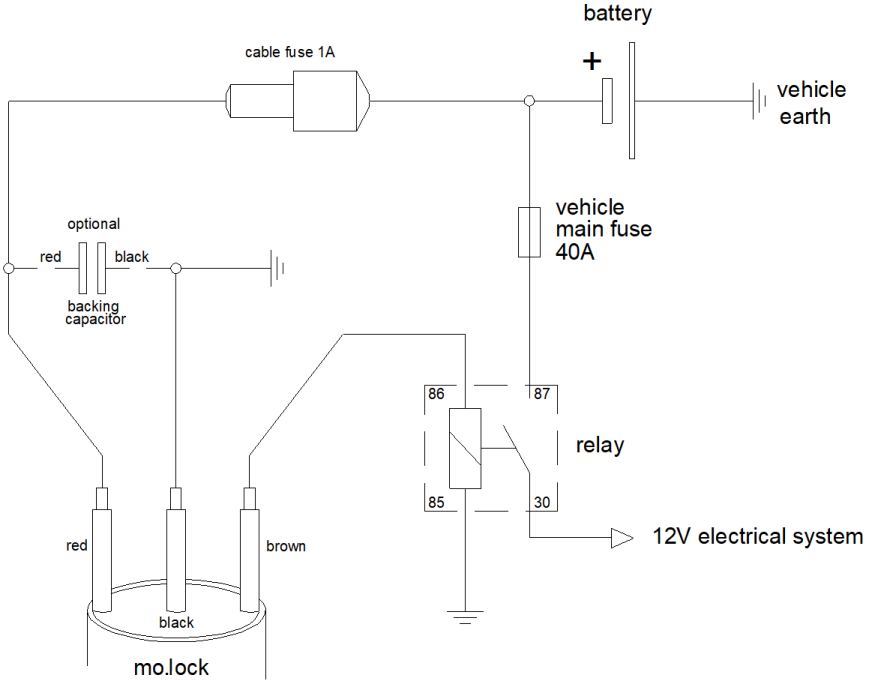
- The vehicle voltage should larger than 9V. If during cranking the engine the vehicle voltages drop below 6V the relay will release and causes a vehicle power shut down. Therefore make sure the battery is in a good condition and fully loaded.
- Check all cables and connections for correct connection and proper contact.
- Check all cables for reverse polarity and short circuit.
- Make sure your vehicle is equipped with interference suppressing spark plugs or high tension cables. Use of the mo.lock with non-suppressed ignition systems can lead to serious damage to the device!

### 10.2 Return and complains

If you like to return a defective item for repair or change please observe following issues:

- Make sure again there is no connection failure. In doubt use a different voltage source to recheck.
- print and fill the repair return form (refer link below) and attach it [http://motogadget.com/media/downloads/support/form\\_return\\_repair.pdf](http://motogadget.com/media/downloads/support/form_return_repair.pdf)
- Not prepaid shipments will be rejected.
- The shipment to motogadget is carried out by your own risk - you are responsible for a sufficient insurance and adequate package
- If you are located outside the EU, you have to declare "repair item" and value 1 Euro in shipment custom declaration.
- Service provided for all not product related malfunctions (i.e. defective connectors, wrong use or other vehicle related problems) will be charged with 20 EUR

# 11 Connection scheme



The *motogadget* team wishes you pleasant and safe riding, and lots of fun with your new mo.lock.