

## CAN-AM RYKER Duo Locking System Installation Instructions

**\*\*Please read thoroughly before proceeding with installation in order to ensure proper fit & functionality\*\***

### TOOLS NEEDED:

Drill  
1/4" Drill Bit  
T30 Torx Bit  
T20 Torx Bit  
1/4" - 10mm Deep Socket  
Wire Crimps  
Silicone or Grease

### PARTS LIST:

Red Cable Housing  
Teflon Inner Cable  
Compression Spring  
Rubber Boot  
Eyelet  
Black Zip Tie

### STEP 1.



Release the 2 cover retainers from the bottom of the air filter service cover located on the left of the RYKER by the parking brake, lift up & away from the RYKER. This will expose the park lever mechanism.

### STEP 2.

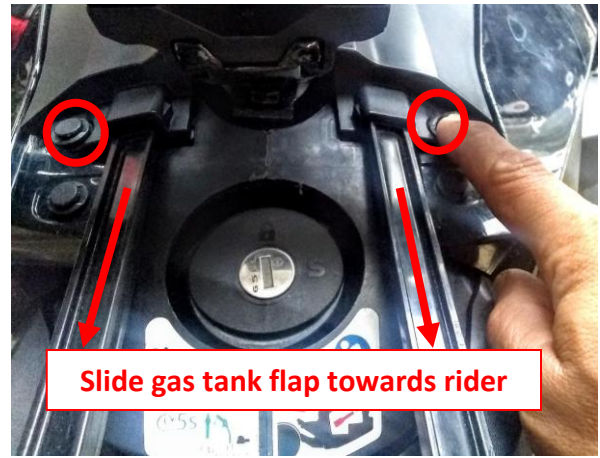


Ensure that the park lever is disengaged which should be pointed towards the ground.  
Use a T30 torx bit to remove the bottom M6 X 16 torx head screw.

### STEP 3.



Use a T30 torx bit to remove the side M6 X 16 torx head screw from the parking brake lever cable connection point.



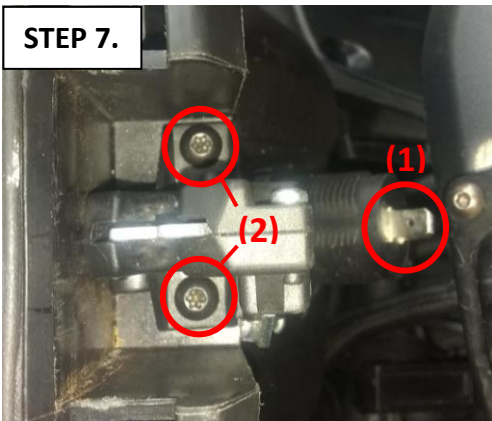
Remove the upper-fairing by sliding the fuel tank flap towards the rider. Assembly open and removing the pushpins.



Remove side-fairings by removing 3 pushpins from both sides.



Before removing storage compartment (FRUNK), disconnect the USB connector.



(1) Disconnect the positive and negative ports from the back of the glove box USB connector.  
 (2) Remove the 2-Torx Truss Screws with a T20 torx bit from the top of the push latch. Remove the latch & set it in the FRUNK box with the screws so not to lose them.



Pull lightly on the bottom of the parking brake lid to expose the top left corner where you will be drilling a hole with a 6mm drill bit for top mounted barrel adjuster.



You will need a 1/4" drill bit for STEP 9.

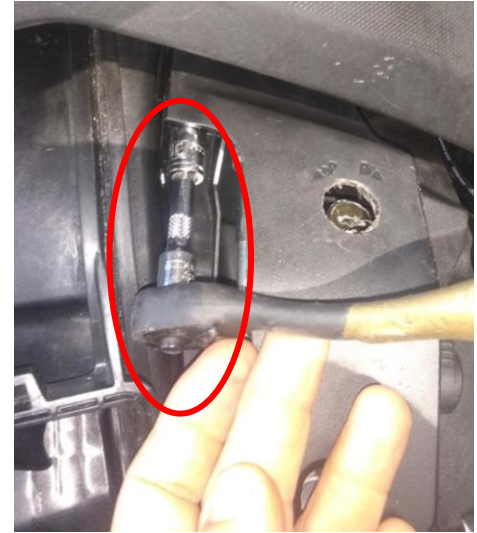


Insure that the 1/4" drill bit is centered along the top left corner of the parking brake lever housing as in the picture circled in red before you drill the hole.

#### STEP 10.

Before continuing, remove the bottom 10mm nut and washer on the end of the barrel adjuster. Gently push the cable into the cable housing until the cable end is just inside the bottom of the barrel adjuster. Gently continue to guide the cable housing up until the bottom of the barrel adjuster clears the top of the parking brake lever cover.

**STEP 11.**



While holding down the barrel adjuster, place the washer over the adjuster then start threading the 10mm nut that was removed in STEP 11 onto the bottom of the adjuster. Use a 1/4" 10mm deep socket

**STEP 12.**

For this step, you will need the push latch that was removed in STEP 7. Remove the 10mm nut #1 from the barrel adjuster and insert the barrel adjuster through the existing hole in the push latch towards the ferrule as in the picture. If the adjuster does not freely go in the hole, use a 1/4" drill bit to bore it out. Hand-tighten the nut #2 until the barrel adjuster is snug.

**STEP 13.**

You will need the rubber boot and eyelet for this step. The cable should have already been routed through the parking brake lever housing. Ensure that the cable is pulled completely through the housing, with the wider opening pointing up, insert the boot from the bottom of the cable end and push the boot up until it stops at the bottom of the adjuster screw.

**STEP 14.**

Push the rubber boot up to expose the pre-marked white spot on the cable. In the event that the white paint is faded, it is 1/4" from the bottom of the cable. That is the amount of cable that should be exposed from the bottom of the eyelet ferrule. (see pic)

Take the eyelet and attach it to the cable end until the cable end is exposed no more than 1/4" through the ferrule.

Use a pair of crimpers to secure the eyelet to the cable.

**\*\*Tip to prevent the tip from fraying, add a drop of super glue onto the tip of the cable and sprinkle some baking soda onto the superglue\*\***

**STEP 15.**

Slide the boot end over the crimped section of the eyelet.

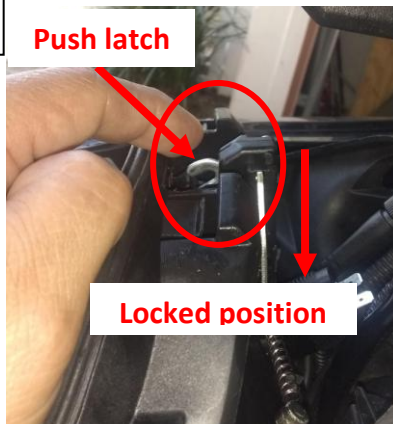
Take silicon or grease and add a small amount to the cable where the cable enters the bottom of the adjuster to help lubricate the cable to prevent friction. The cable housing has been pre-lubricated.

Slide the rubber boot over the bottom of the adjuster screw to prevent dust from entering the housing.

Push the cable up into the housing until the eyelet is lined up with the parking brake lever cable attaching point.

**STEP 16.**

Before reinstalling the storage compartment (FRUNK), make sure that all cables from the OEM wiring harness are secure to ensure a proper fit of the FRUNK. When installing the FRUNK, make sure that the cable housing is properly routed as to not cause any kinks.

**STEP 17.**

Install the side-fairings and secure the fairings and FRUNK using the push pins removed in STEPS 5 and 6.

Before installing the upper fairing that was removed in STEP 4, the final step is to inspect for proper installation and functionality.

With the parking brake lever in the unlocked (pointing straight down) position, press the catch latch on the top of the push latch. Once released it should spring up into the opened position.

Next step, press the catch latch down into the closed position and release. The catch latch should remain engaged in the locked position.

Next pull the parking braked lever up into the locking position, this action will lock the parking brake as well as the storage compartment (FRUNK).

To check that the storage compartment catch latch push latch has engaged into the locked position and the duo lock cable system has been installed properly, attempt to push down on the FRUNK catch latch and release. The catch latch SHOULD NOT disengage or unlock.

If the lock remains engaged, you have successfully installed your kit.

Next, reinstall the upper fairing and push pins that were removed in STEP 4 then reinstall the air filter cover that was removed in STEP 1.

Now that all components have been re-installed, ensure that the parking brake lever is in the unlocked position (lever pointing down), close the FRUNK lid and push down on it to disengage the locking mechanism. You should be able to open the lid freely.

Next, close the FRUNK lid and make sure it is closed, place the parking brake lever in the locked position (pointed up), attempt to push down on the lid to disengage the locking mechanism. The lid should remain in the locked position. **INSTALLATION IS COMPLETE!**

**\*\*For maintenance, check the cable and boot periodically for any tears or fraying. Add a small amount of silicone or grease to the cable to keep it lubricated to prevent any fraying or damage from dust or debris causing friction.\*\***