Please read the User’s Guide fully before using the lock.

**CYLINDER PROTECTOR**

To open:
- Insert the key until it comes to a stop, turn the key clockwise and pull out the shackle.
- **NEVER** use force when turning the key.
- **NEVER** use bent or damaged keys.

To close:
- Insert the shackle and turn the key counter-clockwise.
- Remember to close the cylinder protector.

TO OPEN THE LOCK

TO CLOSE THE LOCK

For more information: www.onguardlock.com
BIKE LOCK DO’S & DON’TS

- Do mark your bike and take a photo of it for future identification. Then for free or a minimal fee, register or license your bike at the local law-enforcement office.
- Do lock your bike to something solid in a visible place. Don’t lock your bike through a chain-link fence – anyone with a set of wire cutters can easily snip the fence and steal your bike. Don’t lock your bike to wooden railings – thieves can break them.
- Do use underground parking lots with ample video surveillance cameras – cameras are excellent deterrents.
- Do lock your bike next to other bikes where possible.
- Do keep an extra key to your lock in a safe place. If yours is a combination lock, keep the number in a secure place.
- Do remember that an ounce of protection is worth a pound of cure. The few moments it takes each to time to lock up your bike will save you the time and money it would take to replace your bike.
- Don’t park your bike in dark alleys. Do select highly visible locations such as busy streets or in front of stores. Thieves are less likely to bother with your bike if it’s locked out in the open.
- Don’t lock your bike in the same spot each day. Thieves “case” behaviour patterns and thrive on predictability. Do lock your bike in a different location each day.
- Don’t let your lock rust. A frozen lock is simply dead weight. Use a periodic squirt of WD-40 to keep your lock in as good working order as your bike.

HOW TO LOCK UP YOUR BIKE

One-Lock Method
- Remove the front wheel of your bike (Pic. C, D) or make sure your lock encircles the rim, not the spokes, of the wheel, as well as the bike frame (Pic. B).
- Lock your bike to a fixed object that cannot be easily broken, cut or removed. Some thieves go so far as to remove bolts from sign posts. Once you’ve locked your bike around a seemingly secure pole, the thief simply lifts the post out of the ground and slips off the lock.
- Position the key entry so it faces the ground.
- Position your lock as high above the ground as possible to make it harder for a thief to find leverage and to make the lock obvious to passers by.
- Remove unsecured bike parts, such as the seat.

Multiple-Lock Method
- All locks can be broken. Your job is to present an illusion of above-average resistance, convincing a thief that stealing your bike will require too much effort.
- Use a maximum U-lock or chain lock in conjunction with a cable lock. Chances are a thief will see two locks and move on to another victim.
- Set up the U-lock around your rear tire, frame and some fixed object. Then snake the cable through your front wheel, saddle rails, frame and the U-lock (Pic. A). You may still walk away feeling wary, but you’ll know that you did the best you could.

HOW TO CARE FOR LOCKS

Every OnGuard Lock is ruggedly built for long life and trouble-free service. With minimal care, your OnGuard Lock will provide security and smooth operation for many years to come.

Here are a few tips that will help you keep your lock working efficiently:

1. Lubricate your locks periodically with a light machine oil. Do not use graphite in any form! Your OnGuard Lock is a precision instrument, and graphite may actually cause the locking mechanism to stick. Apply oil in both the keyway and shackle openings.
2. Locks used outdoors may require occasional cleaning. To do this, submerge them overnight in kerosene – let them dry thoroughly — and apply oil.
3. When a lock is operated infrequently or exposed to severe weather conditions, internal working parts may become tight. In these cases, exert a slight downward pressure on the shackle while the key is being turned. Doing this 3 or 4 times will relieve any tension and will usually restore easy and normal operation of the lock.
4. Use compressed air to help dislodge debris in the cylinder.
5. keep locking assembly out of dirt and sand, debris will hinder the performance and function of your lock.