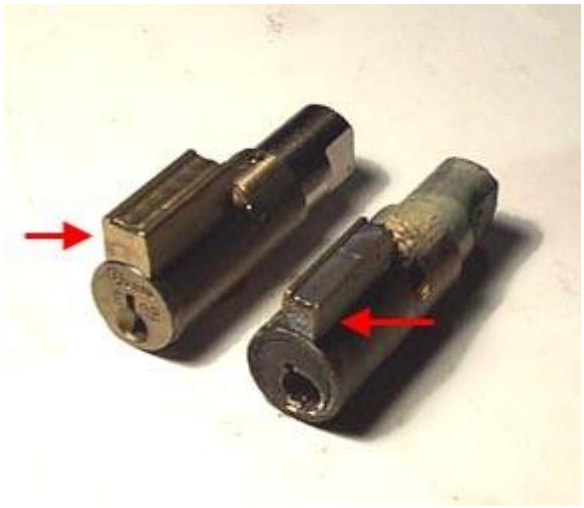
Steering Locks

One thing that always seem to get lost on scooters that have been sitting for a while are the keys. This section shows how to replace the steering lock on a most 70's Vespa large frame bikes and most small frames up to the 100 Sport.

To replace a large frame steering lock you'll need:

- An electric drill.
- 1/4 or 3/8" bit (must be sharp).
- A flathead screwdriver.
- Finish hammer.
- New lock cover rivet.
- Vise-grip type pliers.
- Some grease.



Be sure that you get a new lock that is the same as the one you are removing. There are two types of steering locks that look almost identical except for the flange on the top. The 4mm lock is shown on the right down below (after I drilled out the pins). On the left is a 6mm lock. Make sure you get the right one for your bike.

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First, you need to remove the metal cover from the lock as it obscures part of the lock body from being pulled out.

Using a pair of vice-grips, carefully grab the single rivet and turn and pull at the same time. Unless it is unusually stubborn it should come out of the body. Be careful to save the small washer that goes between the rivet head and the cover.

Next, chuck up the 3/8" bit and drill directly into the brass body of the existing lock. Take it slowly and only drill about 3/4" into the lock. What you are trying to do is destroy the small wafers that make the lock work so that it will turn with a flathead screwdriver.

Once the wafers are destroyed you should be able to turn the lock about a 1/4 turn anti-clockwise. and then pull the entire lock body out of the frame as shown above.Save the small spring that should come out with it.

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The new lock is just a single piece but the spring can be reused from the previous lock.

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Clean the inside of the body area for the new lock. A blast of WD40 always works well. Make sure the little hole for the new rivet is clean and grease up the new lock and spring before inserting it into the frame hole.

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You will see a small external pin sticking through the lock body. Push the lock into the body and get this pin in the upper slot of the hole. Then, with the key in the lock, turn the lock body about 1/4 turn clockwise and the small external pin and the upper tab will align and the lock should slide all the way in. Test out the lock before putting the cover back on.

To lock it, turn the headset all the way to the left, turn the key a quarter turn anti-clockwise, and push the entire lock body into the frame. It may not go immediately so as you are pushing the lock body in, slowly turn the headset to the right and the lock will drop into a slot in the forks. Once the lock moves in, turn the key clockwise a quarter turn and the lock should remain in place when the key is removed. If all is well you can move on to refitting the metal cap and rivet.

The rivet just need to be hammered into place. Fit the cap, small washer and rivet as shown above, and using a finish hammer (not a framing hammer with a waffled head) tap it far enough in that the cap won't rattle around when you are driving and the cover is not so tight it can't move.

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That should do it. You can now lock your bike's steering. If you leave it outisde always lock it to something as well, as scooters are light and easy to throw in the back of a pick-up whether the steering lock is on or off.