

Aeon

2004 Alpha Sports, Kaliber LS by AEON. The key is milled like the X4 or Curtis FC5 but the original has a shoulder and no pre-cut tip. Using my HPC 1200 and a micrometer card I found spaces as follows: (1) 130 (2) 240 (3) 330 (4) 445 (5) 545. I found depth (1) 284 (2) 258 (3)232.

Alpha Sports

03 Kaliber; Polaris key will work.

04 alphasports hyosung GT 250 sport bike; 5 wafers in all locks, used shortened KW14 blank.

Amigo

Handicap scooter; code A126 using ilco 1531 blank.

Aprilia

The key for the hard saddle bags & for certain small topcases on the Aprilia Scarabeo 150 scooter (& various other Aprilia scooters) uses a Silca LS13 (ilco L6S).

Good Zadi key codes for 2002 Aprilia luggage using ZD18EP – 7004, 7047, 7082, 724x (x=unknown number), 7266

2000 Pegaso luggage; Release lock uses ZD7, Zadi codes 01-1625. Latch locks say Sudhaus Key System; S 150, DBGM & Sudhaus on stamped key.

2002 50cc scooter; luggage trunk, X115 worked (ZD18EP is correct blank).

Sidewinder transponder key has code of Z3054 and Z3155.

2002 Scarabeo 150 storage trunk used ilco L6S blank.

2003 Scarabeo 50 Ditech (fuel injection model): the top case (trunk) key matches the ignition. The top case is an option so not all of these models have it. I took a hole tap tool, which basically is a reinforced, thin metal rod and tapped the two back pins that hinge the case, outward to inward. They pushed in just enough to open the case allowing me to reach in and open the lock. The top case lock has all 6 wafer tumblers and is easy to disassemble.

2003-2006 Scarabeo 500 & Atlantic scooters need red programming key at dealer.

2007 Scarabeo 500 has a remote that disables the ECU

Amigo Smart Shopper ADA Scooter

These market carts use an ESP switch lock. Cuts 4412 on ESP ES84 or Ilco 1531. Code A125 is stamped on pre-cuts but does not appear on lock.

Argo

ATV Strattec 322861 uncut blank will turn the ignition but it will come out in every position. They are all keyed alike.

Arctic Cat

Pre-96 pre-cut, 1 key fits all, dealer item.

96+ C,D,E,F11224-79897; same as Suzuki Intruder.

- 96 Wildcat Mountaincat snow mobile has cuts 51515 on CH3
 4-wheeler: X118 with code of D38591
 4-wheeler: YH50 with code of E72547
 2000 250 Quad: X117, the code was on the base of the lock, and if you pick the lock to the first position you can press the retainer through the poke hole and remove the cylinder.
- 01 300cc 4-wheeler, Fxxxxx code stamped on ignition, YH51; it had 3 star screws and the face cap to unscrew and the ignition was out.
- 02 Mountaincat 800LW, MercuryMarine code 1F on key had cuts 212 on CU12.
- 03 600 snowmobile used CU10 blank.
- 03 Code E64287 stamped on lock, lock on center of handlebars, 3 Torx 30 screws and plastic nut need to be removed.
- 04 400cc 4-wheeler, E62697 using YH50.
- 05 X117, no code on lock.
- 05 250 ATV; remove 4 screws on back of lock to remove switch and depress retainer to remove the plug; X118 with cuts of 44243.
- 06 Prowler 4-wheeler uses X72 blank; code on key 4007
- 06 Code was 4017, Ilco blank X72, cuts 11213; Spacing: 150/252/354/457/559 Depths: 1) 291 2)264 3)236
- 06 X256 fit good
- 07 Code A72591 on ignition lock (Yamaha code), X120.

ATK

1999 ATK 605 Motorcycle, ZD7, original key has "CEV" on the rubber part and the attached ring says "Brevetto 204302"

Atlantis

Scooter has Zadi Q1227 center-keyway ignition/steering lock and is the only lock.

Aztec

05 Aztec Campus 50 scooter used X121, Spacing from shoulder- 1=.147 2=.245 3=.342 4=.440 5=.538 6=.635 You might have to widen a little; Depth 1=.278 2=.258 3=.239 4=.219; seat and ign locks can be raked out, seat has 5 wafers and ign has 6 wafers.

Baja

Scooter; use pick in keyway to depress retainer and pull plug out for 2-6 and then impression the 1st space in the ignition, X121

ATV 150; remove bezel nut to remove lock, depress retainer through poke hole and pull plug out, X84 with standard Honda 5-space, 3-depth specs.

2007 SSR200; SUZ 11 / X187, had to cut down the shoulder a little bit to make room for the first space, you can rake the ignition cylinder on the bottom and the plug slides right out, ignition has 6 wafers, gas cap has 5/ 2-6 HPC card CM70

Bajaj

2003 Chetak scooter uses X270

Baotian

Moped; I took the lock apart from the back and was able to get the plug out and filed out a key X121.

Big Dog

-USED ILCO X262 KAWASAKI ATV BLANK CUT DOWN IN HEIGHT AND LENGTH.

-TH1P blank, codes may be 400R-449R like Ford Think golf carts -the lock is mounted on the left side of the cycle with the face to the rear, it has a cap similar to the g.m. "top hat"

-TH1P blank; very easy to impression; finger pressure only.

-2002 Big Dog Mastiff used the TH1-P blank; very easy to impression.

2002 Big Dog Pit Bull; X262 and cut down the height .010 Next cut the tip .200

The space cuts shoulder to tip are .150 .250 .350 .450.550

The depth cuts are .270 .250 .220

-2004: code was BD20 I used a X77 YH With YH HPC Card, cut a 2 all the way down then impressed.

B44/P1098E fit and turned the lock smooth.

-2006: did not have TH1P blank so used an X226 and cut the tip back by .080 so that the shoulders would bottom out; impressed, had 4 wafers.

BMS

250 ATV; X121 was the key blank. There is a retainer wafer in the bottom or back of the cylinder. Ign. doesn't have to be picked. The depth on the XF 80 card are right, but the spacing were wrong. I marked the spaces on the blank and cut them. Key worked good.

Boar

The Boar is a custom built chopper made in Florida. There is only one lock on the bike (ignition) and it turns about 90 degrees CW to on. No idea what the proper blank would be but an HD74/X84 fit nicely in the keyway. I had to trim the shoulders back about 1/8 so the blank would reach the last wafer. All the wafers are on the bottom side of the lock and impressed easy.

Bombardier

Blank: X23, Spacing: Five spaces beginning at .125 with .095" C-C thereafter, Depths: 1=.280" 2=.250" 3=.230"; Key is a convenience key, with tumblers in one plane only. Sixth position contains plug retainer, open bottomed to prevent removal from cylinder face. Straightforward disassembly from rear to access cylinder.

Code is stamped on side of ignition lock. A72897 using X120 (Yamaha).

Bombadeer snowmobiles have a transponder instead of a mechanical key! The "key", about the size of a plastic bottle cap, snaps onto a post on the sno-mo's

console just below the steering post. The key is permanently attached to a coiley cord and a snap clip to attach to the driver. If the driver falls off, the key becomes disengaged and the motor stops. A new machine comes with one key. Additional keys can be programmed into the snowmobile using a programming tool that connects at the key post. Bombardier watercraft that use the same system but their 4 wheelers use a regular type key.

2003 Traxer XT 500cc. Key code is B69021 on an X119

2005 ATV: The lock did not have a sticker or code on the lock. This one all plastic had a retainer hole for me to remove the plug. I also tried a hook pick and was able to depress the retainer, and pull the plug from the housing. The wafers were numbered and colored. Black-2 Copper-1 Gold-3 Silver-4. I used the X120 key and card MC80.

2006 4-wheeler; special transponder key, dealer uses laptop to program them.

2006 4-wheeler; DESS key = approx \$34.00 from the dealer, programming roughly \$55-\$65: Programmer needed - Price for a slightly used machine is \$1500.00, Unit is sold only to dealers and require an unlock code (aka password) to use.

Boreem

Tia 6021 Electric Scooter; trunk and ign keyed different. Both locks took a Honda HD108/X252 blank and used the Honda A-B-C-D 00-99 code series spaces & depths. (5 cuts with 3 depths) However since these bikes are made in China, you need to 'tweek' the cuts a bit. (widen them slightly). The ignition cylinder will hook pick out--BE CAREFUL, these wafers are NOT staked in and will really fly when the cylinder comes out!!!! If you take the trunk lock apart, an early Honda Civic door locka face cap #P-19-201 works very nicely as a replacement.

Fia 601a scooter; ilco 1637 SS5 blank, 4 wafers, only had to make one cut in the 4th space.

Boss Hoss

Monti Warren, owner of Boss Hoss. He told me that they use a variety of key blanks, but if you call him with the vin number of the cycle he can send you any info on that cycle. His number is 731-286-4915.

I made keys to one of these and it used a Y-11.

Bourget

2002 Fat Boy uses 1098m blank; appears to be a Cole Hearse switch mounted on the left side under the gas tank center

2006 Fat Daddy; used cole hearshy depths and spaces on a B1 blank, impressed with the code machine pretty quickly.

Bridgestone

1967 '75+ Dual Twin; Usual Taylor B74P, B74R, C74S and C78N do not fit; code 727, a 62DG blank will fit in the keyway, but you need to make a ward cut on the back and a taper on the tip to match the B74P blank before it will go all the way in.

BKM

Scooters – Q933 but X270 did not fit, X84 did
Scooters – X138 fits some that were not Q933

BMW

Saddlebags; DSD 784, 3 depths 0,1 and 2, 5 spaces,,62FD Blank works perfectly, , BUT MUST BE SHORTEDED or will bottom out in Cylinder.

<http://w6rec.com/duane/bmw/keys/index.htm>

Old round keys at; <http://w6rec.com/duane/bmw/ignkeys/>

57 R69 fork lock; Taylor S71W fits, similar to 63J.

61: Zundapp 63J blank

62: R60/2, fork lock and tool compartment in the gas tank, 63J blank, the shank of the key blank is 1-2 mm shorter than the original key, but if you take a bit off the tab that stops the key from going in any further into the lock it will work fine.

63: 63J blank (65J works too); has compartment on side of gas tank.

65; gas tank tool box (glove box) SR61N

66: R60/2; Y61, compartment on side of gas tank impressed fairly easy, ignition lock on headlight.

71 60/5 uses round key that goes into top of headlight.

Neiman steering lock removal; <http://w6rec.com/duane/bmw/lock/index.htm>

76 Krauser saddle bags; Sudhaus Key System key, # S324; stamped key; <http://cx500.gobinet.se/wwwboard/misc/messages/6058.html>

77 R100S; ignition - Y61, Blau gas cap – X132, Fairing Pocket – 62DM shortened.

78 R100/7 has ign in headlight and same seat lock just like 76 R90/6

80 & 82; has Trelock cable lock in tube under tank, SR61N or Y61 blank; can get lock and keys from BMW for about \$25.

81: Krauser hard bags; S150 and S324

82: B69K (SR61N)

83: ignition mounted in headlight.

83: R80ST code DA21134

85: K100RS code number from BMW, MN00015221 = 15221

85: K100RS has same locks as 89 K100RS in my manual.

86: K75S has same ignition lock as 89 K100RS in my manual.

92: K75S has same ign lock as 89 K100RS, Y61 OK but B69K needs shoulder trimmed down to same as Y61 to fully enter lock.

96 K1100RS uses Y61 blank.

97 K1100 LT uses Y61 blank.

97+: X59; gas, seat, helmet 1-6; ignition 1-8

97-99 F650: ZD23RCP using Q933 center keyway ign and off-center keyway gas & seat which will take the ZD16RP.

- 98 R1200C has 3-8 in gas cap and 1-8 in ignition, X59
- 99 R1100R had 7 wafers in gas cap lock instead of 6; spaces 1-7
- 99 R1200C has code tag with code of T25325P, key has cuts of 22132112, which is the same as for the standard code of H25325P.
- 00 R1200RT; ign 1-8, gas & seat 1-6, compartment on L/F has 7 and/or 8 and the plug is held in by a roll pin through the tailpiece; gas and compartment turn ccw while seat turns cw; X59
- BMW Pannier Boxes; laser internal 2-track keys have a tag with GKS on it and a key no. on the other side eg K5224, I suspect that these are made by Garelli (post from Ireland)
- 05 brand new bmw bike saw the key it was a high security sidewinder it almost looked like a lexus 4 track internal but real short maybe 5 cuts or so.
- 05 Hi-security keys came out for basically all the '05 models.it is internal 4 track.it has 3 depths and 5 spaces. YES IT HAS A TRANSPONDER! right now it is a closed system like the autos.keys can only be orded from BMW in Germany and you have to go through the dealer. the dealer has to program them in and when doing so that's when you have to input how many keys you want acctivated(like the Honda car on the t-code).all other keys will be illiminated. according to the dealer,there is no emergency way to program a key if someone lost their keys and you were to somehow make them a mech. key.the dealer can't even order uncoded locks and key them up themselves like they have been for years.all parts regarding keys and locks have to be orded from the dealer already coded from the VIN.
- 05 R1200ST has key code ZM30159; sidewinder key with transponder.
- 05 1200GS uses sidewinder key with transponder; order keys from dealer, takes 5 days.
- 06 sidewinder key; dealer gave code as K05582

Buell

Ignition, Harley tubular; gas cap and fork locks, SR61N (B69K), Silca NE44
Gas cap had code 273 on face of plug; DM10 with 4 cuts.
1996 Lightning S1 has Neiman steering lock, SR61N
When full production of 2003 [Buell Firebolt XB9Rs](#) gets underway this March, 1996 Lightning uses Neiman fork lock with code of BA23433, SR61N
2002, it will mark the end of production of all tube-frame twin-cylinder models (Cyclone M2, Lightning X1 and Thunderbolt S3T).
2002 Blast – Used X80 blank, worked good.

Brute

Brute 200 motorcycle had all 5 wafers in gas cap and X121 worked; could not depress retained through keyway.

Buyang

2006 Pocket Bike took a KA6 / X23 code card CMC 81. 5 cuts + retainer in the back, push down on the retainer with a diamond pick and the plug comes right out.

Cagiva

87 Alazzurra; ignition, code 1533, FT37; seat !POZ 0579, end of key looks like L (ZD7?)

00 Gran Canyon; Q637 w off-center keyway, 2 gas caps w locks, luggage different key.

CanAm

2004 Outlander 400 ATV used X111.

2006 BRP Outlander Max ATV: YH46/X120 CMC80, 1-5 Ignition only, Plug rakes out easily, Numbers clearly stamped on wafers, Depths can also be ID'd by color.

2008 BRP Spyder 3-wheeler: You can program additional keys if you have a one working key. You will need to get a "Master" programming key (BRP part #529-036-106) from a dealership. These run about \$20. This key does not get cut. It is an uncut key that puts the machine in to programming mode to enter new keys. The programming sequence is similar to adding key to a Ford or GM by inserting the working key first and then the new key. It is about a 15 step process that is all onboard. (I am working on getting the specifics of that) If no keys are present then I believe it is a dealer only programming with a computer.

CCM

DS 644 uses ZD7 or ZD9P

2002 R30 uses ZD7 or ZD9P

Chinese scooters - various brand names

Soft Bag Trunk used X50 / AA3P blank.

X121, same spacing as the Isuzu code series C6001-C7042 and the depths were just a hair deeper than the Isuzu specs. If you cut them with the Isuzu specs the key will turn fine but you may see faint impression marks. Usually you only have to take the depths down 2 thousandths of an inch and your done. An EEZ reader works perfectly on these and impressing is easy too.

Chinese scooters usually have a retainer that can be depressed using a pick in the keyway and then pull the plug out.

Blank I used was an X105, to 1st cut .250, cut2cut .100

GS-12 pocket bike-made in China, ignition easy to remove and disassemble, X77 Scooter made in china, it's a 2005 and does not have any name on it, the ID tag on it says made by taizhou chuanl motorcycle mfg. co. ltd., the compartment lock has 5 wafers in it and the Ignition has 6, they showed me a key from another scooter and even tho it has shoulders on it, it is a tip stop key, I took the compartment lock apart to verify this, the only key I found to fit without modifying it was a DC1, the compartment lock cuts were 42214 (last 5) the first cut for the ignition was 2, I used the micrometer card to cut the key, the spacing I measured was - From tip .200 and .100 cut to cut, the depths i got were #1 .270 #2 .250 #3 .230 #4 .210

Qian Jiang_QJ-250H: Chinese knock-off of the Yamaha Virago uses an X138. They're made by "Qian Jiang" and go by a bunch of different names, such as "Defiant," "Yamati," "Spider," and "MC250." The same company also produces the "Vento," the "Vision," and the "Lifan." They all come out of the same place; same bike, different paint schemes.

05 markings include "ZIPr3i" "viva" "ISS"; pick/undo nut on gas comp. cam=cyl. in hand-pos. 2-6 OR pick tilt comp. on front of scooter, place hand under lock to catch spring and plastic latch (that will fall out)and depress VISIBLE!! retainer on top of lock= cyl. in hand- pos. 2-6. DC3, X121. No related depth/space info for x121 helped, but here's what woked: 1200 card: cf60 Datsun F,M,N,W series, cuts: 424224 (not a very good Xsection)

Scooter; Gas cap was a hd 74 or 75 it came apart like the honda cbr bikes, the ignition i removed with an allen wrench and the wiring harness was inside the head light,upon disassembly the ignition had six tumblers, i used a silca hon42 key and cut it on the itl #211 (for the cbr only 3 depths) it was the last six cuts, there was no other locks on the bike

CMC (China Motor Co)

00 scooter; code 2941, DC3?

CMT

Electric scooter used X137, impressioned, 5 wafers

Cobra Motors

Peirspeed Cheetah scooter uses X121 (DC3)

Cosmo

Comet ATV – X254, 5 wafers.

CPI

02 Popcorn scooter; X212 had the right width but I had to trim the shoulders back to reach the sixth wafer.

CSmoto (CFmoto?)

The tank lock contained all five wafers and actually came out by accident while trying to pick. Curtis DC3 blank without modification. Used Blackhawk code card 286 for Harley 5 cut, 3depth. Had to add 2 more positions on card. Card cut position 3 is key cut position 1, Card cut 4 is key cut position 2, etc. The spacing and depths were right on. The finished key fit all four locks; Ing, steering, gas and seat.

Cushman

58 Eagle scooter used Clum (code) 89 key, Ilco 1040B, cut different on each side.

Daelim

Daystar 125; After removing the face cap, I did pick it and pressed the retainer wafer on back of ignition lock which initially I didn't see due to all the grease around it. The plug came out and the rest was by impressing and reading the wafers.

Derbi

99+ Scooter; ZD23RCP, Q598 lock

99+ Scooter used ZD23RCP, removed side lock for all 6 cuts.

GP1 scooter used X270 in ign, seat & compartment locks.

02 Atlantis scooter has Zadi Q1227 ignition with centered keyway, X270, no secondary locks.

03 Boulevard 150 has transponder w different electronic code than Vespa unless customer did not program correctly but it uses the same transponder and key codes W0001-W9640; I cloned his key and it worked.

Diamo

07 ATV; removed cylinder from fender very easily, picked and removed core made key, no codes, X138 or X84.

Ducati

Ducati key blanks - Moto Guzzi (Zadi), Vespa or Kawasaki also worth trying Fiat key blank number FT-37 (was: F79-1). Yugo: (Ilco # YU2 X167 for boot/trunk), S2 key blanks; steering - Silca ZD11P, ignition - Silca AF5D, seat lock - Silca NE31. For the Darmah: Taylor blank # F69H or F69F. For 1980 900SS: ILCO (made in Canada) F91H/F69H (Original key says "BG" on the rubber part and "H3" stamped on the key itself. For the 750 Paso: JMA F161 (ignition) & Silca CE7 (seat). For the 906 Paso: Ilco FT46 X152 (ignition) and Ilco 9978 (seat). For the 907i.e. a blank from a 'Hinckley' Triumph has worked OK.

Old: X162/Cadillac Allante blank

70 Scrambler 450cc uses SR61N with codes 11111O-55555O and R63SP or F91EH with codes E01-E78.

72 759GT uses 63SP

74 750GT had code G05 on ign lock; cuts 1122 on F91G

74 750 Sport seat & fork lock; Star HBR11 & OBR11 worked with ITL 26; Ilco RA3 would not enter the keyway. (sounds like 63SP)

78 Darma used Taylor F69H, ilco F91HH

82 Pantah used ilco F91HH, Taylor F69H

85 S2 Mille; ignition code H54 using F91H (F69H); secondary code 0303 using ZD7 (ZD9P).

86 F1 750; helmet lock uses ZD7.

87 Paso; X152 (FT46), Silca GT6R(AP); helmet lock ZD7, code E666

87 Paso 750; SIPEA on original key but not on face of ignition, X152

88 Paso 750; Sipea ign X167 (YU2), Silca GT5(YP), seat ME2 (Meroni 4-pin), Silca MER1, code on key N1308 but code is 1308 (Meroni 1001-1500 codes).

88 X152 for the ignition. The seat lock was a Y54 (ME2)
90 Q302 center-keyway uses X167 (YU2), no gas, helmet right/front on side.
90 Race bike, 5001-6475, X167 (YU2), Silca ZD14RP, code on ignition lock
91 907ie; Q302 center-keyway, seat; X167 (YU2), Silca ZD14RP.
92 Super Sport 900 has B111111-B444444 code on back of ign lock, KW14
92-93 907ie Desmo, Q637 off-center keyway, gas, seat; ZD24RDP.
92 907ie Paso, Q637 off-center keyway, ZD24RDP (X270)
93 Supersport 900; ign. 1-6, gas 2-6, KW14, B111111-B444444; helmet lock-
pick, 1 Allen bolt; rear compartment lock.
91+: KW14; B111111-444444, direct digit tip to bow; code on back of ign. lock
New: KW15BP: 8 wafers in ignition; no codes ??
New: remove switch from back of lock and disassemble lock to decode. Shear
head bolts were difficult to start but once started the rest was easy (?) The switch
is made up of 3 loosely connected pieces with springs between them. Found 2
more screws inside case holding locking mechanism. Took those out and found
they also had a spring behind it. Lock cylinder held in with wafer retainer. Lock
code was A441323 bow to tip. Took X105 blank, KA11. 8 or 9 peices in lock that
will go together just as easily the wrong way as the right way
95 Supersport Desmond 900 had B111111-B444444 code on back of ignition
lock, could see code looking up from underneath, KW14.
96 Monster 900 had B111111-B444444 code on back of ignition lock, KW14.
97 Monster 900 did not have the code on the back of ignition lock, KW14
00 ST2 had Nonfango luggage that used X132 and had 5 wafers; probably
uses 001-200 or N001-N200 Eurolock (roof rack) codes.
00/01 ST4 luggage key has code 012 using reverse of ZD18EP, X22 / YS2
01 M900S4 Monster; transponder, long key, comes with 3 keys, one has a
red head and is used to program keys, 7 keys can be programmed, lost keys
require new module with keys, security light comes on when turned to ON.
Transponder key blanks are cloneable.
04 ST4S luggage; 1 used code M850 (ZD18EP), other used code 074 with
unknown blank that is reverse of ZD18EP.
05 1000DS luggage; used M760 code with same blank as M850 above,
ZD18EP fits.
06 Transponder ignition lock; I picked the lock one position and the big
window let me see all the wafers; all on the same side.
F8000 Codes: F8224 = 1342312, F8560 = 1122412

Escooter: YH21, X69

Escapade

motorcycle trailer; to open, insert screwdriver through upper/right license plate
hole with the tip angled upward and then move it down against the linkage; uses
757 blank.

Eton

00 4-wheeler; 1557 or 1561 will work.

?? 4-wheeler; Bauer double sided blank BD247 works good, 1557 did not.
02 PN2 scooter; I used an x179 to Impression it. Ended up cutting it on to a shorter key(x252). It worked the gas cap & Helmet locks good.
?? Dynomics motor bike: I disassembled the lock and found that the tumblers were of various colors and were numbered. I used a X119 or YH47 key blank. Tumblers were number 54511 bow to tip. Very usually because the 4 tumbler took a deeper cut than the 5. The 1 was a full width of the blank. Cuts started at .150. Spacing was .100. I used .270 depth for the 5 and .245 for the 4. I reassembled the lock and it works fine. Also the tumblers are all loaded from one side so if you wanted to impression, a single side is all that would have to be cut.

Extreme

2001: x121, shoulder stopped on all 3 locks. Ignition 1-6, gas cap 2-6, and seat lock was 1-5. I used card mc71 for spacing (1-6). For my depths I used my micrometer card. 1depth=.268, 2 depth=.248, 3 depth=.228, 4depth=.208. The gas cap plug will hook out and then progression space 1. The vin plate said manufactured by the Hunan Corp

FEI YING

Daytona scooter; x121 was a perfect fit.

Freedom

Scooter; X77 blank --5 wafers., Use hook pick to pull retainer down and pull plug out. Put in blank, sight read and cut.

Geely

Scooter: 5 wafers in the gas cap and 5 wafers in the seat lock, but the ign has 6. We used an ilco X119 with MC37 card and added a 6th space to make it work, other depth and spaces worked using 2-6 for the gas cap and progression / impression on #1.

QT2B 50cc scooter ignition lock looks like the ones on Honda scooters, has X246 keyway.

Scooter: used X103 blank to copy worked very well, code on key

C002, couldn't find it listed, seems to be 6 cuts, 5 in gas tank

(2-6), 2nd position no cut.

Scooter ignition lock; remove retainer screw and turn plug until the offset tail shaft aligns so you can pull it out a little, then turn it back the other way until it will pull out; X138 entered but needed to cut back the shoulders for 6 cuts.

2003 X103, HPC1200 card MC50 and has 6 cuts, easy.

Givi Luggage

YU1 (X153) – shortened - with 5 wafers.

X226, Zadi 01-210 code cuts, ITL 214; Monokey System & Maxia tailcase

X226 with code of 2130 had cuts 11322.

Topcases uses Orion YM41LP (Silca YH34RP); X111 works as does a Craftsman toolbox blank.

Handicapped Scooters

Scout Explorer by Burke - CG16, IN8, and Y11 all went in just fine. It impressed very easily.

Harley-Davidson

harley compartment and saddle bag locks before they went to the circular key was national (D8777) and Chicago (1041N) codes.

Saddle Bags/Luggage Rack: HD39=322113 using 1527; note from Roger-Note that the 1527 Ilco is not the same height as the National D8777, and the #1 and #2 depths (.290 and .265) shown are not going to touch a 1527 blank. Depths 1 through 3 are probably the only ones used on this series.

Saddlebag lock for the Harley Davidson code HD45. The correct blank for this lock is the D8777. There are only 5 wafers in the lock with the 6th position being void of any wafer. The cuts were 33132 using the National code series with the first cut starting at .156 and .093 spacing increments. The depths started with a #1 as a no cut @ .290 with .025 depth increments. The HD53 code was decoded as 231234. The HD55 code was decoded as 111232.

Saddle Bags; double sided X234 / HYD13 ..the lock is deeply stamped with "HD 32" on one of the flats of the cam lock. The cuts are 22112 with the 6th wafer (at the tip of the key) spot empty in the plug. The shutter has a loose spring that flies out the side of the plug when you disassemble ... the cam comes off with a screw .. but the plug is staked on the end to the shell it can be disassembled easily by picking, turning the plug 45°, and tapping it out gently and easily staked back in again after reassembly. Wafers are loose too and will fall out. The FIC1 / 1617 key is NOT wide enough to work properly ... but DOES operate as a tryout for any 1 and 2 depth cuts ... and could speed impressing if you didn't want to disassemble cuts should be transferred to the X234 blank for proper operation. Sorry no depth or spec specs I just hand filed the X234 key.

King Tour-Pak luggage, code HD95 on side of lock, used National D8777 blank.

Saddle Bags; Code 034 cuts 13351 Code 181 cuts 6=51555 Use Ilco 1605

Replaced the locks on a set of saddlebags; I used 1-3/16" Chicago C4160-KD 7 pin locks and it was a straight "bolt in". I did rekey to fit the ignition lock

Harley hard plastic saddle bags had code on key D215 used ilco 1605 blank.

34 code B284 on face of lock, B3

53 code B317 on face of lock, B3

59 spare tire lock on Harley sidecar had Harley code B369 stamped on it; a B2 with cuts of 33135 worked.

60's B3

65 Topper scooter; CG1 (1041G) blank with codes EC1-EC11 and needs to be cut by using a Chicago pattern key.

68 Shovelhead, X97, code stamped right below the bezel nut threads

70's X93-X127

?? Sprint; code E011 (E11) with Chicago blank H2049

71 AMF 125 dirt bike has code 03 on face of ign lock, Ilco H78KR

72 125 Enduro had 70 stamped on face of plug, code F70 uses ilco 63SP

72 AMF 250 Sprint; code 25 on face of lock, 63SP blank.

Codes: E01-E78 using Blank: F91E

Codes: F01-F78 using Blank: F91F

Codes: G01-G78 using Blank: F91G

Codes: H01-H78 using Blank: F91H

Sp: (tip stop) 1=539 2=437 3=335 4= 217

Depths: 1=266 2=236 3=207

Card: XF92

75 Harley Italian Lightweight used F69F (63SP)

75 Z90 has code 25 using H78KR blank.

76 AMF 175; 63SP or R63SP with card XF92

78 aftermarket key with code 6204 and NL on key, duplicated on X255 and it worked good; another report says it worked on X121.

79 FLH; Custom Chrome aftermarket lock sits on top between tanks, DC-3 fits.

80 FLT had 025 on the original key and used an X134.

81 Tour Glide Classic; code FLT85 (085 stamped on key), HYD11

81 Sturgis FXB used X94

83 Sportster XLH had 006 stamped on the key, used ilco/Dominion HD51

84-95 X226

X141 & X142; The gas cap lock is the reverse keyway of the ignition. They are both cast metal with heavy chrome plating.....the gas cap lock had a plastic spring bolt on it...the ignition says simple ON OFF on it and has a gold arrow at the top The locks are stamped.. Gas Cap 9B80A and 516 in smaller type below, Ign Lock 9A80A P and 517 in smaller type; 516 & 517 are the codes. Neither lock is going to be easy to disassemble one had two brass rivets and the other has one or two brass pins peened in.

Gas cap using 500 series codes turns ccw to unlock.

Code 528 cuts were different than code books, they are 232332.

85 FLHTCU Electraglide uses X141 with 500 code series.

88 Sportster uses Taylor X95

88 Heritage: S91WR

88 electroglide police special. 540 and 7b80a stamped on the bottom of the gas cap; 540 is the code; X141

89 FLHS has code of 530.

90 FXRS used Silca HY6R, code on aftermarket? key 327.

91 Low Rider FXRS or FXR; number on the key is 0109; code series 43-118 using X98 with cuts 221; code program spacing was off; use Spacing 1=220 2=395 3=570, Depths 1=282 2=250 3=235

92 Electraglide; X142.... Even though there are only 5 spaces to actually cut the key must be cut in 7 spaces beforehand to enter the lock. You have to cut the 1st 5 spaces to all #1's, cut space 6 to a #3 and space 7 to a #4. Lazer cutting the key is preferred... From then on impression the 1st 5 spaces which are super easy since I believe they are pin's and not wafers; remember to pre cut the key first.

92 tool box: key with 2 prongs-you can use anything that will go into lock; if tubular, an 1137B blank will work.

93 FXRP Police Bike: code 306 on original key has cuts of 211, uses X126.

93+ Briggs & Stratton 50025 fork lock

93 Sportster 1200 used an ILCO HYD4

94+ X234 for Sportster; X234 hook retainer with pick & remove plug

94+ Sportster; X234 won't always fit, use X252 or X262.

95 Sportster, code H is 21122 on X234.

99 Sportster: good code numbers N2 & N3=21211 & C=12112; X234

Harley tubular lock picking: the most essential thing to do before you pick the keyway is to clean/lube the lock out and then run a blank ACE key in and out.

Tubular problems: cylinder became unaligned so to speak so the key would no longer go into the cylinder in its conventional form. So, I ground off the "tit" of the key and then it worked; can use tubular saw to get lock to turn.

Tubular Harley key has a 1/16 hole through the side of the key between the 5 and 6 cut. Harley tubular keys that have the hole in them are used on the models that have the ign. on the side of the bike. The hole sets in a small ball bearing so that the key does not fall out when riding down the street. All other models do not have the hole.

Tubular ignition lock removal: To disassemble, you need an angle hook pick tool. Not a lock pick, but like a bent ice pick. If you look down the lock by the notch, you will see that there is a pin on the side that holds the cylinder into the housing. You can stick the pick into this area and poke the retaining pin out enough to release the cylinder. After that it is like most ace locks. The above works great on the tubular locks that are not mounted on the tank, but I think that the tank mounted locks are similar.

03 Sportster now uses 4 depths: 1=.300, 2=.280, 3=.260, 4=.240; same spacing on X234.

Harley golf cart uses X70.

03 Tubular lock with alarm; called local Harley dealer today to get the fob. asked if the programming instructions were included they did not know but said if that were not they would tell me how to program it. i also told them that the alarm was set off and did not know the pass word. they then said that you cannot program a fob with out having another one to program from. they said the computer had to be replaced at a cost of 500.00 to 600.00. They also said that if the alarm was going off and you unhooked the battery they would have to replace another computer and the cost would be another 300.00. the job with key and a fob and computers was 1100.00\$.

*Harley tubular lock pin spring was collapsed, the pin would not return to shearline, and rapping on the lock did not help; I put the key in the lock, pushed down and blew canned air around the key. The air lifted the pins and the lock opened!!

*Today a customer brought in a key for a Harley gas cap. These are sold at the Harley dealers and use a flat key, not an ACE key. After looking for a blank that was close we found that a HD108/X252 was perfect fit but there is more we found out too. We decoded the Harley key and came up with 5 spaces and 3 depths. The cuts we ended up with were 23223. I took an HD108 and cut the key as 23223 on my ITL with #214(Honda) as the manufacturer. The key came out

exactly the same as the Harley key and worked perfectly. Now the next time we run into these we will now use ITL# 214 since it is exactly the right info to cut these keys. These gas caps should pick easily and sight-reading is definitely possible with only 3 depths. The code on the Harley key was 9959. The code we ended up on the Honda blank was D80.

04+ Sportster now has steering lock that uses the same key as ignition lock, X234 fits it but not all ignition locks, use X252.

04/05 Sportster has 4 depths using X234, depress retainer and pull plug out of ignition lock, steering lock uses same key.

new design harley ign. lock: if the key works and bike doesn't run, then the rod is broken. remove the decal with on/off on it. it's just adhered on. there are 3 torx on the housing in a triangle. remove ONLY the bottom one (security torx and then you can lift the housing up. then turn the rod to start the bike to get them running. 07 FXSTC Softtail Custom; All locks are ACE and work as previous models. The security FOB is a proximity device and the security system is activated when you move 20' away from the bike. HD warns not to leave the spare attached to the bike. When you get within 20' the security system is disarmed and the bike will start.

Hawk

2005 70cc scooter used X138.

Heinkel

1960 scooter made in Germany had code 29141 on key; looked to use ilco 62BM, Taylor 63J blank.

Hepco & Becker Luggage

Key blank for luggage on 1998+ Moto Guzzi uses Ilco L6S, Silca LS13
Code 136 key for luggage on 2003 Moto Guzzi, blank Ilco L6S, Silca LS13; can get cut key at Eurotech Motorsports, Chico, CA, 530-345-7145,
<http://www.eurotechmotorsports.com/>

Luggage that uses a small red semi-el shaped key, can be duplicated on an X41

Hercules

62 K100 uses SR61N for steering and toolbox; ign key is precut with plastic teardrop shaped bow.

Honda

Old Honda saddle-bags. The blank was an Ilco HD11. It fits extremely sloppy but works.

Hondaline luggage code 431 uses ilco LF10.

Aftermarket saddle bags on Honda used double-sided National blank (D8777)

62 Honda 50 – C102E has code of 3533 using HD11 (H76K)

64/65 Trac55 has code of H2130

65 305 Dream had T1346 on locks but key T1364 worked

NOTE: Original Honda T1346 key had cuts of T1364

65 Scrambler has code NA850 on face of ignition lock
66 S90 used HD10 (H76WR) blank
67 CM91 Step Through motorcycle has code T1346 on locks.
NOTE: Some vintage Honda locks are stamped T1346 but they actually use a T1364 or on one that is stamped T1346 but actually has cuts of T1364.
68 CB160 has CODE T1346 on locks but an original T1346 would not work; I had an original Honda key stamped T1346 but the cuts were T1364, I tried it and it worked.
68 CL90 has code H5064 using H77P blank without ward.
69 gas cap; code on cap is 133. Direct digit and use reverse depth. Spacing is .135; .275 and .415 on an H69T or an H69TR. Depth 5 = .210, Depth 3 = .180 and depth 1 = .150. Alternate blank is H77RR.
70 CT90, code H4450 used HD38 without ward
70 SL350 has key code 12C on key; HD67 blank.
70/71 CT70, production date 8/70 had code H9093 using HD47, X42, HD65
71 C70, VD12C on back of ign lock, code 12C?, HD36? HD67?
72 Trail 90,H9306, HD38
72 Trail 90, H8098, HD68
72 125; code H8078 calls for ilco HD68 or Taylor X43 (not ilco X43), used Taylor B69K (ilco SR61N) with tip shortened slightly.
72 500cc; code N5465 not a good code due to no #5 cuts in series; must be aftermarket lock, did not match seat lock and had odd code and cuts, used X43 and only has 2 cuts of 42 using correct spacing and depths.
72 XL250: T code stamped on face of ignition lock.
HD65 blank; X42 did not fit but HD46 & HD66 both fit.
72 CB350 had code A364 on face of locks; code NA364 using H73Z blank.
73 CB450 has T7546 code stamped on face of seat lock, not ignition
74 CT-70 Honda Trail 70 has code of H1303; X43 fit, H77PR did not fit.
74 ST-90 had code H1230 using HD67.
75 XL250 has 21I (21i) code using HD66 blank.
75 CB200: T code stamped on face of ignition lock
75 CB200: T code stamped on face of locks.
75 CB125S; number stamped on the fork lock is 4RIH4460, code is H4460
75 CB750K: code T1697 stamped on face of ignition lock.
75 CB750; code 32F on key, HD68
75 CL360; code T7546 using HD61
75 double-sided (X57,58)
76 Elsinore MT250 uses Taylor H76H
Hondaline luggage code 433 not the same as ignition code 433; blank won't fit.
Hondaline luggage code 432 used B5 blank, 3 wafers, impressed, looks like cuts are approximately 232.
76 CB400F has code 87907 using X58
77 X84,138; 4 depths
78 CT90, code 21G
79 CT90, Trail 90; code 22G on side of ign lock

80's: Some aftermarket ignition locks use X84,X138 with own codes (H15); has 4 wafers in 5 chambers, different spacing than stock, probably different depths; impression or disassemble.

80: Express, 50cc, code H2012 on helmet lock used X43, HD67.

80: C70 has code 1DA813 on ignition lock, X84

81: Trail 70; We took the ign out by removing the black face cap and then there are 3 black plastic tabs that we pulled out and the whole ign assembly came out. The number was on the housing but we couldn't read it. The plug has a retainer that we depressed so we took the plug out that way and read the wafers.

81: CT110 has code on ign lock, 316 using X84

81: CB650 had code 0TC514 (514) stamped very small on chrome sleeve around the cylinder of the ignition/steering lock; X84.

81: CMX400, depress helmet lock retainer with pick in keyway and pull it out.

82: Sabre has ignition/steering lock; X84/X138

82 Urban Express (50cc) moped has code on ignition lock, 419

82: CT70 uses X84 or X138

82: CB900; had to remove cylinder, lock not part of gas cap, cap has rectangular slot in center and locking bar fits in this and locks in above the cap, real easy to pick, took HD74 cuts 12414, removed gas cap but could not see code, lot of rust on bottom.

A-30-150 pinning kit is supposed to do some Honda motorcycles.

83: **Changeover Year**; CB450, CB650 101-840; another CB650 had B24; one Shadow had B07 and another Shadow had 112.

83: XL200R has 0DKD01 stamped on ignition lock; code is D01.

84: Honda Magna; code on bottom of gas cap hinge after removing 2 Phillips screws.

84: CB700SC has code stamped on bottom of gas cap hinge.

84: CT110 uses A, B, C, D00-99 codes with a stubby blank.

85 Shadow 500; no code on gas cap, easy to read; ign/steering lock by handlebars.

85 VF700F Interceptor; code on bottom of gas cap mounting plate, you have to remove the 2 screws that hold it on the gas tank.

84 X84,138; 3 depths

86 Shadow 700; code on bottom of gas cap hinge.

86 V65 Magna: 2 10mm bolts hold the helmet lock on, remove bolts, rear shock and molding have to be moved out of the way, code stamped on back of helmet lock, there are 6 characters but the code is the last 3.

86 Elite 150 Scooter. Ign and Seat were the same key, C39, which was stamped on the Seat Lock. Rear compartment was another key with a code of B48. Ign/Seat X139, Rear Compartment X84, CMC37 Code Card

87 Spree scooter; code on seat lock, X84 & X138

87 Honda GB250 Clubman import; the code on the original key is C18

87 Helix with A47 codes uses X84

88 Helix; code D22 on back of helmet lock, X138

91 Nighthawk; code on bottom of gas cap hinge, have to remove to see it.

92 NR750 has code P71 on HON42 blank; cuts 12313233.

94 CT70 uses X84 or X138

94 Elite scooter; ign, seat, and front comp, code on all locks, X84 & X138

95 Magna; side mounted ignition lock, code on ign and gas cap, X84 & X138

97 CBR900RR has code of B45 using X84; should be J to U code using X265
– midyear change???

97 650L XR; code on bottom of locking gas cap

97 Foreman 400; code on ign visible without removing it, A88.

99 Elite; code on compartment lock.

99 X265; 3 depths; gas & seat 4-8; ignition 1-8

99 Foreman 400-- Ignition lock held in a plastic shroud by two 'ears' on the ignition housing. squeeze the ears together, and the whole switch pops out the top. Last three digits on the housing was A49

00 CBR600F4: ignition 1-8, gas 4-8, seat 2-6

00 Foreman 4-wheeler; A-B-C-D 00-99. Depress tab on lock housing, lock pops out of cowling to read code numb

00 4-wheeler; J-U 8-cut codes with steering lock that is hard to remove.

00 CBR929 has 4-8 in gas cap and seat lock.

00 SK50M scooter, Canada; Number on back of switch was 9MBB70. Code cut the key to B70 on X246 and it worked perfectly.

01 CBR929RR: tail compartment has 4-8.

01 CBR929RR used X265 instead of modified X265; mid-year changeover?

01 300EX ATV; xxxD20 on side of lock, 32132 on X138

01 XR650L; The code is on the gas cap. C88. All 5 wafers are in gas cap.

01 Helix 250 scooter; I found code on all the compartment locks and gas cap cover. The last three digits are the code. A & B codes use X246, C & D codes use X252.

02 Reflex scooter; original blank, 35121-KPB-007, HON41; HON42 will work; direct read codes, 8 spaces.

Gas Cap: just pick it and the code is under there. sometimes you have to take the screws on the hinge out and codes will be on back side of hinge. (mounted down against body) You can remove the two screws that hold the gas cap on and the spring will flip it up so you can see the code number while the cap is still locked in place.

Transponders: We tested Silca T14 transponder and it works on Honda motorcycle. You could program it just once. It can't be programmed on some other vehicle again after programming on the first one. T14 Silca transponder is the same transponder like in key for Citroen Xsara Picasso SX9T14. Pavle

02 CBR 600 FS 2002 (Spanish model): Keys lost; I have de metal-plate code (5 numbers and a letter at the end) and I have contacted my Honda dealer, they told me that as the bike has the HISS system is needed to change the ECU of the bike although I have this "plate code".

02 Elite 80; pick glove box cw, code on lock, X138

02 Reflex; no code on ign lock; wafers staggered in pairs.

02 CBR954RR; read 4-8 in tip-stopped gas cap, read 2-3 in tip-stopped seat lock (1st space always #1), then used factory blank to trim back shoulders.

02+ Metropolitan; shorten X265 for A & B codes.

02+ Metropolitan/Ruckus; C & D code on gas cap; I used an X241 blank and cut the bow way back to make it fit.

03 Rune uses a crypto chip that is read/write. Once it is programmed to a bike it can never be programmed to another. If you have a working key you can program another. Remove the bolts on the forward side of the gas tank. Lift and tilt it back. On the LH side there is a connector for the ignitor. Remove it and use jumper wires or the special tool from the Honda dealer (\$50.00). There is a sequence to plug/unplug the wire to program another key. On the RH side of the "cluster" it says HISS. That means is transponder equipped. If all keys are lost the ECM has to be replaced. If you order a key from the dealer it comes in 3 pieces. One has the head and blade with chip. The other 2 are the stickers on each side.

03 Ruckus same as Metropolitan except helmet lock instead of seat lock and it is held on by 1 shearhead bolt that is easy to get to. The code should be on the back of the helmet lock.

Metropolitan scooter is called JAZZ in Canada.

04 XR650L; no locking gas cap, removed shear head bolts and read code on the back of the helmet lock, C48 using X138.

04 CRF230F dirt bike; code on the black plastic ign. With the wheel turned hard right, the code was visible, B29.

04? In Singapore; 400 cc Honda Vtech-1 ...Vtech-2 is equip with transponder; X265, seat, helmet 4-8, gas, ign 1-8.

06 Gold Wing; Even though the gas cap lid has a lock you can pull the cover back a hair and it opens on up every time. All Goldwings have a gas cover that is slack so you don't need to even pick the lock. The code is on the lock.

07 Ruckus scooter; duplicated original key onto X265 using tip stop.

Honda Transponder Info from Ireland: Genuine keyblank ref is 35121-MBW-601 this is a HON63FP with a Crypto2 (46) chip. It is programmed using a 'lead' and only when one (or more) keys exist. If all keys are lost...then new ECU!!!

Helix (93+) has code on bottom of gas cap (B79) but not on ignition lock; A & B codes use X246 and C & D codes use X252.

Hummer

07 Venture 110 ATV; used pick in keyway to depress retainer and pull the plug out; used X84 with standard Honda 5-space, 3-depth specs.

Husaberg

Blank: Silca ZD7 or ZD9P; Spacing: 1=.158 2=.256 3=.355 4=.453 5=.551;
Depths: 1=.231 2=.212 3=.192 4=.172

Husqvarna

E02 stamped on steering lock is not the code, ZD7 or ZD9P

00 TE410E uses ZD7 or ZD9P
06 ignition ZD7 or ZD9P; gas cap X270 or ZD24RDP

Hyosung

Sense; X58 cut back the shoulder slightly and filed a key to fit the seat lock with 7 cuts. It worked the ignition also.

2002 Hyosung/Kasea Sense; impressed seat lock with X121, it worked ign too
2004 Alpha Sport GT 250; Got 5 cuts from gas cap and impressed the gas cap for the remaining cut, KW14 blank.

Scooter; impressed ignition lock using X243.

Motorcycle; X6 worked perfectly.

The scooters use x210. The motorcycles use x210 with the shoulders shaved back .23 inch.

2007 Motorcycles & Scooters: cut back shoulders on ilco X6 so shoulders to tip is 1.075 inches.

Example of key code is 4587.

Spacing: 1=.295 2=.394 3=.492 4=.591 5=.689 6=.788 7=.887

Depths: 1=284 2=264 3=244 4=224

Indian

48 1200cc: Y11

50 Scout: B1, ign on top of gas tank, impressed easy.

02 Spirit: The ignition key with Indian in the plastic head has a code 151 stamped on the blade. The CG16 appears to be a good duplicate. The cuts appear to be B-T 34242 if a 1 depth is a no cut.

02 ignition 124 cuts looked like 32121, gas cap was c58 usedx111 cuts 14224

03 The key was a 1041T (CG16). The Y11 would not enter the keyway. This ignition lock did not have a poke hole. I did use the HPC Card 55 but the spacing for the cuts were located centered between each space mark on the card. The last space was marked equally on my card past the fifth mark.

03 pull switch off and the retainer is about 3/4 of the way towards back (within the nut threads)

03 Spirit: Gas cap uses X226, ign Y11

04 Gas uses X226 with code of C69, cuts 23331, appears to be Honda 5-space, 3-depth codes.

Ironhorse

Chopper; used Harley tubular lock on top of gas tank.

2002 The ignition looks like the ignition used in one of the older Harley Sportster. The ignition was easy to remove -4 bolts and one large nut securing the ignition to the bracket. the ignition will not come out the front and it appears it was not made to disassemble. . This lock has no codes. I impressed the lock using a Ilco 1610 (TM10) blank with no modification. The two gas tank locks used an X69 blank

2003 Chopper used X127 with one shallow cut.

2003 There is only one lock on the side of the cycle, it has a lock screw ring on the lock. on the back of the triangle shaped cover you can see 2 round head knurled bolts for a Allen key. if you use a Allen key to loosen these you can use small pliers to take them off and the housing comes off and from the back you can remove the wires from the back of the lock and have it in your hand. there are 4 wires 2 red together and a yellow and orange together the red are on the (I) post and the yellow orange on the (G) Post. Found that a YH27 fit the lock and it impressed easy the lock turns in 3 positions.

2006 Legend, code AH07 has cuts of 2232 on TH1P blank.

Italjet

Velocefero uses ZD7

Velocifero U50 scooter; SR61N fits ignition, steering, and seat; ZD7?

98+ Dragster uses motorcycle Zadi gas cap, ZD23RCP

2001 Dragster 180: Zadi Q933 center ign, off-center tool box, front & back seats

Shad lock on luggage rack for an Italjet used Bauer VLK blank by making the groove wider.

Jetmoto

03 150cc scooter uses X121

John Deere

ATV uses Yamaha codes; one was A52840.

Kazuma

X121, 6 spaces, precut tip was 6th space, spacing 140, 240, 340, 440, 540, 640, disassembled from rear to access retainer.

Kasea

90cc; Honda A16 code on ignition lock, X84

Kawasaki

Code 912 uses X65 blank; odd numbers use X66.

4-wheelers: code on side of switch.

72 M500 had code 182 on ignition and code 268 on gas cap.

73 Enduro X104, code on face of locks.

74 H-2B (triple) code 915 (odd) uses X65.

76 KZ900: code 788 on seat lock uses X104

78 KZ200: code G16 stamped on lock, X91

78 KZ400D: code N29 on ignition lock, seat lock, and key.

78 KZ750: code 829 on ignition lock uses KA12 or shortened X103

78 KZ1000: code 752 using X104

79 KZ650; steering lock uses X103, similar to Neiman, 90 ccw locks it.

79 KZ650: X103 for ign & gas; code 803 on seat lock, KA12 (short X103).

80's X103: 84-92 - Ignition 1-6, gas cap 2-6

81 KZ305A had code, B243431 using X91, on silver tape stuck to ignition lock.

82 KZ or GPZ550: X103, Z code on bottom of seat lock, no need to remove it.

82 550: code on ign & seat, Z5870
82 KZ440 LTD: KW14, B111111-B444444, code not on ignition??
Mid 80's KZ650; can use pick in ignition lock to depress retainer and pull plug out, X103.
84-85 ZN700 LTD: X103, Z5528 not on ignition but on gas cap and tool box.
84 ZX900A: Z5267 code on back of helmet lock.
85 Vulcan had code on back of helmet and rear compartment locks; Z5022.
85 300 4-wheeler: X106; plug would not rake out.
85 454 LTD (450cc) has Z5000 code on back of helmet lock (1 screw), X103
87 305 had silver tape on ign/steering lock (front of mounting bracket) with A232234 code using KW14R.
88 EX500 uses X103 with Z5000 codes; code stamped on ign lock.
88 Voyager XII had code Z5761 on cam of glove box on right front, picked cw.
89 Spectre 550: X103, Z5001-Z6000, code on back of helmet lock.
89 Eliminator 250 had Z5001-Z6000 code stamped on ignition lock.
90-91 Vulcan: A113132 cuts 231311; KW14R
90-91 Zephyr; seat has 1-6, X103, Z5001-Z6000
91 ZX600E: Gas cap 3-7
91 Vulcan EN500A, A242342, KW14R, code on black tape on ign; German bike
92 Vulcan EN 500 had code A113222 on ign lock, KW14R, direct read tip to bow.
92: Seat lock had all wafers; easy to remove cowling around rear seat
92 ZX6 seat lock has 3-5.
92 big bike: Tubular ignition key; Gas Cap X103
93 KLR & KLX; KM-1 ign lock, KW14 or KW14R, drill point 1 3/16" from face of plug, codes A or B111111-444444 direct read tip to bow.
93 Vulcan: X103 w Z codes, small compartment lock on the back of the passenger back rest, I picked this open and found all 6 wafers in it, which were 323133, cut a key using the CMC50 card, and it worked everything on the bike???

93 Vulcan: gas & helmet 4-6, seat 3-6, ign 1-6, KW14R ?
93 Vulcan 750: Z5000 code on tailpiece of rear compartment, X103
93 Ninja ZX6: helmet lock has 3-7, pick lock & remove 1 Phillips, KW15BP
93 Ninja EX500 code Z5343 used new bittings of 242143, not 332222.
94 Ninja: KW15BP; Gas 3-7; Seat has 1&2
94 Ninja 500 uses a KM-5 ignition lock.
95 Ninja 500; pick seat lock and Z5001-Z6000 code is on top of it.
95 600R; X103, card MC50, 2-6 in gas cap, 1 in ignition.
95 KLX650: KW15BP, B8001-B9000, Ignition: 1-7, Helmet: 2-6, Gas: 5-7
95 ZX11: X103, Z5xxx codes, gas has 2-6, ign & seat have #1, code on back of seat lock, milling short on Ilco X103 for ignition.
95 ZX11; Z5796 on glove box lock.
95 Police Pursuit 1000: X103, 5-cuts in ignition, less in gas cap.
95 Vulcan 800: Glove & tool box 3-6; Helmet 2-5; Ignition 1-6; KW14R (X106?)
95 Voyager XII: X103/5-cuts; pick trunk lock, e-clip removes plug with all 5 cuts
Helmet locks aftermarket/different key
95 GPZ1100: KM-5, X103, seat 1-6, gas 2-6

96 GPZ900 (Europe): X103, Z5000 code on ign lock, gas has 2-6.
96 Ninja 600: KW15BP; precut tip raises 8th tumbler in ignition
ignition needs key to turn plug for disassembly
96 ZX6: Ignition 1-7, Seat 1-3, Helmet 3-6, tank 3-7
96 Vulcan 1500: ign, gas cover, steering, seat & helmet locks; seat has 1-5, pick seat lock, lift seat, remove 2 8mm bolts, remove lock, remove 2 Phillips screws, remove cap, return spring & plug, progress space 6 in ign
96 Vulcan Classic; gas cap has 4-6, tool box on left side has 4-6, KW14R.
96 Bayou 4-wheeler; X257, card MC51A
97 Kawasaki V Classic. It uses the KW14R blank. There is a fork lock on the right side of the forks. There is a compartment with lock on the lower rt. side. There is the ignition switch and a small toolbox with lock on the left side. The easiest to work with is the toolbox lock on the rt. side. Pick lock and there is a screw ring on back of lock holding it in. The cam on back of lock is held on with 2 screws like a mortise cylinder tailpiece. Remove and slide cylinder out of the front. Watch out for tumblers to fall out. This lock will give you the cuts in 3-6. Then progress the 1-2 spaces. This is a convenience key with cuts on both sides but only 1 side is needed to operate the locks. Code series is A111111- A444444
97+ 4 wheeler; code? on lock is 7620, cuts 411324 on YH31R Yamaha/Suzuki code, he cut 423114 (reversed) on X259 (reverse keyway) and it worked; X258 (reverse of X259) entered keyway but would not work with same cuts.
97 VN800A Vulcan 800; KW14/KW14R, ign. 1-6, steering 1-5, helmet 2-5, compartment 3-6, gas 4-6.
98 Voyager 1200: X103, pick trunk lock 90 degrees clockwise, c-clip removes plug with all 6 cuts.
98 Ninja 500: X103, KM-5, Helmet 1-4, Seat has 5&6.
98 Ninja: seat 5-7 ??, gas 3-7, ign 1-7, KM-4, KW15BP
98 Ninja ZX9R: ign 1-7, gas 3-7, seat 1-3, KM-4, KW15BP
99 Vulcan 1500: saddlebag has 2-6, watch ball bearing and spring at the end of the plug when disassembling, KW14 or KW14R.
99 VTT 4-wheeler; x256 and code, 283K, is stamped on key blank corner under plastic dust cover.
99+ KW16CP; can sub KW15BP by cutting fin off next to milling and duplicate an X103 onto it.
00 KZ1000 P-19 Police Edition Bike; I was able to pop the seat off by removing the 2 hinge pins on the opposite side of the seat; the key code is stamped on the side of the seat lock, Z5001 to Z 6000 using X103.
00 EX250 Ninja; no code on helmet lock that had 1-4; X103
00 ZX600 Ninja; 3-7 in gas cap and then 1-2 from seat lock, KW15BP.
00 Vulcan Nomad: A,B111111-444444; KW14/KW14R(X105/X106)
00 Bayou 300 four wheeler; X255 blank, only 5 wafers, I took the ignition apart and it came out of the front just as you said.
00 Super Sherpa KL250 uses KW15BP with B8000 codes
01 EX500R; helmet lock has code on back and has spaces 1-4.
01 Eliminator 125: ignition 1-6; steering 1-5; gas/helmet/side panel all had 3-6; KW14 or KW14R; codes A111111-A444444 or B111111-B444444.

01 ZX6 has helmet lock with 3-7, pick it & remove 1 Phillips screw to remove and disassemble; KW15BP; ZX6R does not have a helmet lock, gas cap has 3-7.
01 ZX12R: KM-8 ignition, Z5001 codes, X266, no helmet lock, no code on gas cap, can disassemble cap; code probably on seat lock.
01 ZXR1200 has code on back of helmet lock and on seat lock; Z5001-Z6000 using KW16CP.
01 Bayou 4-wheeler; X254, 101K-400K, easy to impression.
Mule: no codes; X254
Mule: code 3137 uses X254, code 3243 uses X255
Prairie: 358K, X257
01 late 2001 model; 1500 Classic Fi, KW15BP with B8001-B9000 codes, ign on side like early 2001 that uses KW14/KW14R.
01 Vulcan Nomad 1500 Fi, KW15BP, B8001-B9000, all 7 wafers in ign
02 ER500 in Ireland has KM-8 ignition lock using KW16CP.
02 Ninja 250R; X103 groove too short to work in ignition lock, used KW16CP.
02 ZX6R has 1-3 in seat lock, 3-7 in gas, 1-7 in ignition, KW15BP, B8001-B9000
02 EX500 (Ninja 500R) has 1-4 in helmet lock, 2-6 in gas and 1-6 in ignition; code stamped on back of helmet lock can have 2 different sets of bittings.
02+ Mean Streak; KW14, side compartment has 4-7, ignition on top of tank has 1-7 and you need to turn the plug past start position to align lug & depress wafer retainer to pull plug out.
02 4 wheeler. X257, Impressioned, You can not take it apart from the back and I could not get it apart even after picking it.
03 KLX 400, C52827 ign and CA23312 steering.
03 ZX6R; Z5627 code on the seat lock held on by 2 security Torx screws, uses KW16CP blank.
03 KFX700; 5 wafers, used X120 (X254), Scoped the wafers, saw 113xx. Ended up cuts weere 11332
03 Super Sherpa KL250 uses KW15BP with B8000 codes
03 Mean Streak; KW14, ign 1-7, helmet 3-6.
04 Super Sherpa; KW15BP, helmet 3-7
04 ZX6R; KW16CP, gas 2-6, ign 1-6, seat 1-6?
04 KLR650; KW14R
04 Bayou; 5 wafer, X256, impressioned.
04 4-wheeler; blank X259; impressioned lock.
04 Vulcan 750; gas cap has 4-6, ignition has 1-6, sissy pad/tool box lock has 1-6 and has a Z5001-Z6000 code stamped on it, X103, easy to pick and pull sissy pad lock.
2005 Vulcan1600Nomad;gas 5-7, helmet 3-6, ign 1-7, KW14, codes G8001-G9000
2006 KLR650 is the same as the 2001 KLR650 in Volume 3.
2006 Mule 610; code on key is A12331, direct read tip to bow on X120.
2006 Ninja 650R has KM-8 ign, KW16CP, code Z5464
2006 VN900 Vulcan; the KW14's shoulders have to be cut back by .980 for the ignition, gas cap, steering lock and seat lock are all tip stops. (KW15BP is the correct blank).

2006 Concours had new code series Z6065 on back of helmet lock; KM-5 ignition, X103 milling may be too short.

2007 VN900 Vulcan; KW15BP, Ignition: 1-7, Gas: 5-7, Steering: 2-6, Helmet: 3-6, pick and disassemble the helmet lock for 3-6, progression 7 in the gas cap, progression 2 in the steering lock, and then progression 1 in the ignition lock.

2007 900 Vulcan; 3-7 from gas and then fill for 1-2, KW15BP, codes B8001-B9000.

2007 VN1600; KW14 with code G8001-G9000, ign 1-7, helmet 3-6, gas 5-7; 3-6 from helmet, progression 7 in the gas, and use software/progression 1-2 in ign.

2007 Brut Force ATV; make key like the 1989 Kawasaki Bayou 300 Ignition Lock section in Volume 6 of my manuals.

2008 Ninja 205 has new key blank; key code on tag is 1735 and it is also stamped near front of ignition lock and is visible; close to X263 but has shoulder; no transponder; 8-cut or more.

Kenetic

2000 Kinetic Milano scooter, It had 3 locks: ign (7 wafers), seat (5 wafers, cuts 3-7), and storage compt (4 wafers, cuts 4-7). All locks are single-throw, tip stop.

The storage compt locks is a plastic cam lock...picks & comes apart easily. After I got those four cut, impressed the seat lock for cut 3, and the ign for cuts 1 & 2. MZ16 (X178) worked perfectly. I thought it might be too long, but the entire length was needed in the ign lock.

2003 MILANO; sub key was X179

Krauser

saddle bags; Sudhaus Key System key, # S324; stamped key.

luggage on a 1974 BMW R90/6 has 1D 540 stamped on key and uses ilco DM10

KTM

1997 Duke; Zadi Q637 off-center keyway, ZD22RBP

97 620 RXC uses ZD7 or ZD9P

1998 620 RXCe; ZD7 or ZD9P for steering lock, not ign

2003 450EXC only has a steering lock that uses ZD7 or ZD9P

2003/2004 625 SXC has ignition and steering locks that use ZD7 or ZD9P

Key codes: 2078=31324, 2272=11321, 2414=23421, 2723=44242.

2007 525 EXC uses ZD7 or ZD9P blank

Kubota

RTV900 Quad/Utility Vehicle uses pre-cut key BD555 (Blue Dog).

Kymco (Kwang Yang Motor Co.)

ZX50 scooter: ign/seat/glove; pick glove, 1st 3 digits are Honda code (B50)

ZX50 scooter: like above; the glove box is a wafer lock and picks quite easily. The code is visible without taking the lock off the door. There is also a locking compartment under the seat on the left side. This is a lock just like the glove box lock, easy to pick, and the code is easy to read. Honda A, B, C, D00-

99 codes, 3 characters and the code is the first 3, 5 cuts and you use spaces 3-7 of the Honda 8-cut spacing.

2002 Scooters & Quads: extra long X84 & X138 blanks using 5 cuts toward tip
Lupa: Scooter said LUPA on the mud shield. Said KYMCO on the instrument panel. Kymco has 2 blanks KYM1 & KYM1R. To impression KYM1 use DC3. To impression KYM1R use TR33. Shorten either blank by 1/16th to get rid of the built in #2 on the tip. (Shorten tip by 1/16th); that means cut the shoulder back 1/16th; and then shorten the tip also. Use card CF73, ITL 211 spaces 3-7

2003 Moped: the blank i used was a X137 cut shoulder back and tip use the spacing and depth you gave me code card XF73. What i found was you use cuts 1-7 for ignition and cuts 3-7 for glove box and seat lock I took the glove box lock apart had to remove cap and put it back on you can't see tumblers without doing this and it gave me cuts 3-7 then i impressed the first two cuts for the ignition. I had a cut key for a different Kymco to look at. X138 would of worked also just cut shoulder back cut key then cut tip down if you have to.

Scooter; I removed the seat lock got cuts 3-7 Picked the petrol cup got cuts 1-5 a complete key for the ignition. It has no glove box. I used a modified LS11R Silca key blank.

2003 Bet and Win scooter has C153 on key, uses KYM1RP.

2004 People scooter; Had 7 spaces and took the CM1200 card CF73. Used a X121/DC3 key blank with the exception that if there is a #1 wafer in the 7th space it will not work due to the funny slope of the tip of the key blank. I just took a little off the shoulder on both sides and it worked pretty good. The wafers are kind of color coded and marked accordingly, #1 was gold color and the #2 and #3 are silver colored. There are only 3 depths. There are also 3 locks on the scooter. The seat/gas/oil lock (oil and gas are put into the machine under the seat), the glove box lock under the handlebars, and the ignition lock. The glove and seat locks have wafers 3 thru 7 and the ignition has 1-7. There is no #8 cut so don't look for one and when the CF 73 card is used --start with #1.

???? DINK 250cc scooter; used HON41 blank but had to shorten tip; read wafers (7 wafers, 3 depths) in ignition lock, used space 2-8 of Honda 8-cut.

2004 Venox 250 motorcycle; 1-5 in the gas cap, progress 6&7 for the ignition. 1-7 in the ignition. gas cap is shoulder stopped wafers all on one side. Gas cap is easy to take apart to get the first five but somewhat tricky to put back together due to the way the cap is spring loaded. Sight reading would probably have been a better option on hindsight. I used a DC3 for the key blank. It didnt require any trimming or adjusting. I found it to work fine with no modifications necessary. These were the only two locks on this bike. I used the cf73 cut card for honda three depth using the first 7 spaces.

Scooter; I impressed the ignition fairly easily on an X138 with a shoulder cut back about 3 spaces and that works really well.

Scooter; Ilco X137 (Toyota) blank and card XF73 (Honda) I did so by taking the X137 key and just taking the cutter til it just makes a mark on the blank for my spacing using the XF 73 card and then putting same in the lock and apply a little bit of torque which in turn gave me slight impression marks. When marks

appeared, I took them down on 1/2 cuts til they no longer marked and all worked out wonderfully.

Kymco people: code B066 on seat and compartment locks. Disassembled seat lock for 1-5 and progressed 6th cut; 123133, X121 and cut the first 6 spaces on CF73 card.

Motorcycle; Blank JMA KYM1P, also its reverse (KYM1RP ?) No codes found on lock cyl. Ignition cylinder must be in "ON position to remov. Easily picked.

Spacing: .110 to first cut, .100 CTC, Depths: 1- .285 2- .260 3- .235 4 .210

Laverda

Use Suzuki 101-499 codes with X87.

Leatherlyke Saddle Bags

KS720 (OKB64, Ilco 1611R, 1623/TM15, X40) blank; code J202 = 34423, sp: 1=122 2=217 3=311 4=406 5=501 dp: 1=no cut 2=262 3=242 4=222 5=203 (under Eberhard tool box codes). Blue Dog stocks all 28 pre-cuts for this J series.

Linhai

ATV 4-wheeler used DC3 blank.

We used x121 with Mitsubishi card with a little bit offset and it came pretty good. Some things that I found out and I want to share with you in case it will help you; Linhai is a Yamaha replica but uses no Yamaha locks. There are 5 cuts on and 3 depths on the key, and you can find all of them in all the locks. Indeed you can take the plug out by pushing the retainer with a pick. Linhai Importer; I spoke with them and they didn't have any key blanks in stock. (said they'll call me within a week but never did....) They have no records of codes by VIN, so they just replace the ignitions.

Lucas

most lucas key switches are UNION FS or FP AND LF 92000 series

Lu Chung

use a TR33/X137 and cut about .060 off the tip.

Madami

Scooter; The Ign. is held on by 2 shear head bolts. There are 5 tumblers in the gas cap. There are 6 tumblers in the ign. I used an X141. The 1st space from the shoulder is .150; #1 depth is .310 and depth to depth .020. This lock had only 1s 2s and 3s. The actual cut was 321212.

Malaguti

Q933 center-keyway, ZD24RDP

2002 Ciak 150; Q933 center-keyway, ZD24RDP
2002 Madison 250 in UK does not use a transponder, ZD23RCP.

Manco

Hornet 50 scooter; key that looked like Ilco DC1-P but I didn't have that blank. Used X-87 and impressed gas cap and it worked all locks. Gas cap is one sided 5-wafer convenience.

Mart Cart

ADA Supermarket scooters; CG16 with cuts of 41325, remove last steeple (file flat to end) for smoother entry into keyway.

Milwaukee

03 200; rebadged Asian import, The bike uses a gas cap and ignition on the HD-74 keyway. No code on the locks but the gas cap is by far the easiest gas cap I have ever taken apart. It has a fork lock on a separate key resembling a Neiman fork lock but uses wafers instead of pins. They didn't need the fork lock key so I don't have any info on it. The gas cap has 5 wafers but only uses wafers in the 1st, 2nd, 3rd and 5th positions. I just progressed the missing space and it turned the ignition. Here is the cutting info. The spaces are exactly like the 84+ Honda models using ITL 214 but the depths are slightly different.

Spaces; .098 .196 .295 .393 .493

Depths; .276 .236 .204

Moto Guzzi

67: Saddlebag locks; Ilco Y61 (SR61N), pin tumbler lock, 4 spaces, double upper chambers (reminds me of BMW seat lock using 11111-55555 codes??)

68: Original saddlebag lock, Chicago double-sided cam lock, code on face of lock 2028, CG1 blank.

72: El Dorado; code F26, 63SP (F69F)

72: Euro. version V7 Sport ; Sipea 50050 Ignition using X109

73: V7 Sport; Sipea 50050 Ignition using X109, Side Compartment Y61

73: El Dorado uses SR61N for tool box (2-5) and Neiman steering lock (1-5).

74: 850T side covers use SR61N blank, code is 12531O (O is a letter)

74: Ignition NE9 (F74T); Side Compartment B69K (SR61N)-see 73 above

Codes E001-710 use Silca ZD9

75: Sipea ignition with 50050 on face (not code) uses X109.

76: Convert model; code on key is H37 using F91H (F69H)

77: Convert model; code on ign is F06 using 63SP, Neiman steering lock.

78: Lemans ignition, code H77, F91H

79: V50 II, ign. ZD7 (replacement?), gas FT37 with code 1523 on face of lock.

80: T3 California, gas FT37 with code of 1524 on face of lock.

81: V50III, ign. 1822; gas & seat 1578 on FT37

81: G5 uses FT37 with 1501-2000 codes.

81: CX 100 had key code 1540 using FT37.

83: FT37 with code of 1607; original has folding knob bow.

- 84: 650C uses FT37, code was 1573
84: LeMans III ign & gas has code 522 using FT37; same as code 1522.
88: Ilco 63SP, codes F01-F78; Ilco R63SP, codes E01-E78; steering NE44
89: LeMans 1000; ign code H29 using F91H (sub F91HH), gas code 1523 using FT37.
94: California ev 11i uses Silca ZD7 blank
94: California 1100 uses ZD7 or ZD9P for all locks.
95: Sport 1100 uses ZD24RDP
96: California 1100; ign/gas ZD9P, steering SR61N.
97: ZD16RP
97: California 1100i model uses Hepco Becker luggage made in Germany; shorten and thin F91C.
00: Jackal; Zadi Q637 off-center keyway ignition/steering lock
mmuller@motoguzzi.us.com is Moto Guzzi rep.
03: Hepco & Becker Luggage code 136 key, blank?, can get cut key at Eurotech Motorsports, Chico, CA, 530-345-7145.
06: Brevia V1100 has high security key w Securnet Immobilizer transponder with key code of Z26662.
07: Brevia 1100 has code of Z6015 w transponder.

MZ

- 00 Mosquito SX scooter uses Yamaha/Suzuki card XF80 with blanks A-F.
03 Mosquito scooter uses YH34 (X74)
Mosquito scooter uses RN25/x92
Scooter, YH50 or YH51, used pick in keyway to depress retainer and pull plug
06 Mosquito scooter uses shortened X141 with 5 spaces and 4 depths; disassembled gas cap and hand filed.

Nan Yang motorcycle locks

China 49cc bikes and quads. They have keys for some, Nan Yang (NY) is on the key. Out of the 5 bikes, I raked 4 of the keyed plugs right out, no problems then made keys. Between three styles of locks, they used X44 Honda blanks and one used a X138 Honda blank but I had to cut the shoulder back equivalent to one space.

Neiman Steering Lock

BMW, Suzuki Intruder, Moto Guzzi, mopeds, plug turns ccw to unlock or pull plug out. Codes BA11111-55555, NE44, SR61N (B69K)

Norton

- 71 Commando ignition lock has key code FS910 using 62FS blank
75 uses a Neiman steering lock, SR61N

Omega

Scooter; pick open compartment.HD74 key.this contains 2-6 wafers.use honda mfd#205 in ITL.cut back shoulders a little and progress to get 1st cut in ign.

Oxygen

05 Model E electric scooter uses X270 with codes 8001-9554; it also requires plugging in a chip plug before it will run.

Panda

99 Commute moped (Suzuki) SUZ10, X84 should work; Honda 101-840 specs.

Pantera

Scooter ignition contains 6 wafers(retainer on end of plug) and a DC3/X121 key is needed. Basically the spacing is dead on if you use the DC3 ITL# for Isuzu and the depths are very close. The only thing I had to do is cut a few thousandths deeper on 2 spaces and it worked perfectly. Disassembly of the lock is similiar to a Suzuki SUZ18 ignition where you have to disassemble the lock from the rear starting with the electrical switch until you eventually see the retainer inside the lock in the end. If you just use the ITL for the DC3 keyway you will almost have a perfect key and then from there just cut whatever space a few thousandths deeper and your in business.

Fusion Panterra Scooter; sold at Pep Boys, DC3 blank, I used the center console to get 4 cuts & progressed the rest in the ign. The helmet/seat lock can be removed by putting your hook pick to the back of the lock and pushing down the retainer and walk the lock plug out. The seat /helmet lock will have tumbler spaces 2-6 in it, then progression space one, X121 or X137.

Peugeot

SV80 scooter uses Silca NE74P but it was impressed using an X179; the code series is CP11111111-CP44444444 direct read. This scooter was brought in from France by the owner.

Piaggio

05 Typhoon uses X270

06 Typhoon has key code number 6482 using NE57, Silca GT10 ?

06 Fly 150 has transponder; same as Vespa with W001-W9640 codes.

07 MP3 (3-wheeler) uses FI16.P transponder blank, need programming key

RW2 OPERATIONAL KEY DATA:

ED3E41FB BE00000011

ED3E41FB BE00000039

Pioneer

2007 scooter used X84 with standard Honda 5-space, 3-depth cuts.

Polaris

Old: X69; 3201-3250 (Yamaha)

85 to 99 use X69 with codes of 3201-3250 or X77 with codes of 3101-3150

89 X117; code C59841; code on side of switch.

92 4-Wheeler: X119, 3201-3250, code on face of lock

92, 93 & 94 snowmobiles used CH1 through CH7 with cuts of 51515
95 4-Wheeler: X76
96? 4-Wheeler: X120, 3124 on face of lock (3101-3150)
96 X69
96 Magnum; X77, MC 80 code card, 5 wafer 3 depths, removed switch and depressed retainer.
97 Trail Blazer 250; X120, 31311, 7606 on lock not code.
97 to 01 Ranger uses CH3, CH4, CH5, CH6 or CH7 blanks. They all have cuts of 51515 and use card 4, DSD 5 & ITL 24.
98+ KW14; codes B111111-444444 (direct read tip to bow)
98 Sportsman 500; Opposite the drain hole and one more space towards the face of the lock I drilled a 1/8" hole and depressed the retainer and made a key using a YH51.
99 Scrambler 500 4x4; X255, impressed on X103
99 4 X 4 Magnum used X77, removed switch and depressed retainer.
99+ X254 to X262 (Kawasaki), no codes on locks
Early 2000+ Polaris X112 blank CODE 2385 Bitting 32321, Bitting Matches Code 4843 from Yamaha (Series 4801-4850)
00+ X259; can use pick in keyway to depress retainer and remove lock.
00+ X74, X75
00 Used YH36 (X72) to make key.
00 500 Sportsman; key unknown, good codes are 6719, 6721 (like Club)
00 Sportsman 4-wheeler; X257, 6 cuts, code 3887
00 X111
00 X112
01 Owner of Polaris ATV furnished 2 keyblanks with #1235 stamped on shank of key just below the bow. I can't find the Ilco # for this keyblank in my sources. By visual check I found a YH39 in my ilco key catalog that looks right
01 Snowmobile; CG16
00, 01, 02; X69 went in all of them.
Gale Johnson; new ones use X69 to X112 shown on page 1/126 of the Ilco catalog.
01 YH47
01 X118
01 Ranger: single-sided key looks like CU10; see polaris1 & 2 in photos.
02 Turn the lock to the start position and the retainer will be plainly visible in the hole. I shortened an X159 (TR37) blank.
02 4 wheeler ignition lock: hook the retainer, pull plug, read the cuts.YH48 (X117) blank, mc81 card
Code 2206: All of these blanks would enter the lock as smoothly as the original: X71/HD70U, X84/HD74, X87/SUZ11, X118/YH49, X119/YH47, X103/KA14, X104/KA13, X246/HD105, X257, X259, AND X261.
2002 Polaris Magum 325 4 wheeler: Used X120/X77 key blanks, MC80 depth card (Yamaha), 4 depth, 5 space double sided single acting. Read real easy. Dealer code was #2047 which turned out to be cuts 34134 (bow to tip).

02 250 4 wheeler You can read the depth numbers stamped on the wafers on the odd spaces; not all are like this.

02 4 wheeler ign assy, 2 poke holes, one I could see the retainer wafer and pulled the plug out, X118.

02 Quad, YH51, used otoscope in keyway to read depth numbers on wafers.

02 4x4 Scrambler ignition lock; around the cylinder there were three holes. One hole revealed the retainer wafer. Plug slipped out easy. Inserted X118 key blank, wafers appeared as 14113. Used MC80 card in HPC 1200CM.

02 HL Sportsman 500 4 Wheel ATV; ignition has 5 wafers and a retainer, X75, hook pick to the back of plug, depress retainer and plug will pull out.

#1 cut bronze colored tumbler uses Yamaha depth .295

#2 cut silver " " " " " .266

#3 cut brass " " " " " .236

Yamaha spacing .099, cuts start at .157

03 Oem # for the 4 key blanks used by polaris:

4010278, 4010321, 4110141, and 4110148

CMC81 card was used on this one.

#1 cut = Bronze/copper color waffer

#2 cut = Black waffer

#3 cut = Standard brass/gold color waffer

Cuts were 12131

Blank used was 4010278

01 XC800 Snowmobile used IN8, impressioned one space.

01 Hunter 4-wheeler; Pulled out the back of the ignition, it had a wafer retainer. I didn't have any Yamaha key blanks but I found a TR80 that worked.

03 Trail Blazer; X69, card MC81, 3 tabs holding the back plate of the ignition in. Push down on the tabs and remove the back plate. Then remove two black plastic cam like pieces on the inside at the back of the plug. One of these had a rubber "O" ring on it. Pull each out gently. Once these are out you will be able to see the retainer in the back of the plug.

03 Predator; 5 cuts and 3 depths, key code is 237, cuts are 31322. The key blank is longer than the X138 and shorter than the X77. The milling is reverse to the X84. 4 wheeler: today I found after duplicating the original key to my X138 that it turned the ignition lock smoothly. I found that the X77 would not work. The X77 is longer and it contains a complete last cut of the original key and space for a 6th cut. The X138 being shorter has only what appears to be a half cut in the last space. There were two 4 wheelers sitting side by side on the showroom floor. One used the X138 and the other use the reverse milling like the X84 and it being the same length as the X138 you would not have a complete cut in the last space.

03 330 4-wheeler; impressed on X73 using CMC80 card.
Around 04 250 & 400; used pick in keyway to depress retainer and pull plug out,
one used YH47 and the other used YH50.
04 Magnum: Code 2136, Cuts 12132, OEM blank #4010278, \$6.70 ea.
04 700 Sportsman used X112
05 Ranger utility vehicle uses Ilco 1617 (FIC1)
2006 Polaris Trailblazer 250cc, Code 2274, X112, cuts 21421
2006 Polaris Predator 50cc, Code 515, X119, cuts 23133
2006 Sportsman 450 ATV. The cylinder was removed with a hook pick. There
were five wafers on keyblank X69. Cut it on the old Yamaha card CMC81.

Power Max

260 4 stroke scooter; DC3 - cut tip back so it shoulder stops, disassemble hatch
lock for all 6 spaces, need both sides cut for ign.

Pride

Mobility scooters keys;

http://pridegear.pridemobility.com/index.php?main_page=index&cPath=12&zenid=e74424a0c2f8e40a6fbb02a5aef74ab4

Rabbit

2005 Rabbit(SL50QT-16) manufactured by: Shanghai Meitian Motorcycle Co,
China used an X121.

Rally

Electric scooter; the key is like a stereo headphone plug. I went to radio shack
and purchased 2 audio ends and soldered the terminals together and it worked.

Rascal

ADA scooters for disabled people, it takes a Y11 among many other blanks.
All of the rascals use the same key, just use a tryout key for any cam lock, I use
the S-IN8 Blank, that's a southern lock key.
Used card CX32 and widened the cuts slightly, worked great.

Ridley

100 % AUTOMATIC, AMERICAN MADE, Double bitted locks, Code Range: 6200
- Blank Silca KW14 shortened to 5 spaces; ilco X104 too short for shallow cut in
last position.

Spacing: .170" to first cut .095" cut-to-cut

Depths: 1- .275 2-.245 3 - .215 4 - .185

Code 6202- 12123, Code 6204- 11232

Roketa

2007 Touring Bali 250cc, Tank makes the same scooter, X121 or Silca KYM2
KYM1 or KYM2

Royal Enfield

Bullet 65 had code 5137 on gas cap, FT6R or ZD11(short ZD7)?
A143 key code, X84 blank and D/S are quite similar; this year (2006) uses the X138 keyway.

Sanl

Minibike had ign, gas and steering locks; used X121.

Saxon

2006 Custom; Standard Y11 specs worked fine. On this lock you must plunge cut the key only... If you laser cut the key it will fall out of the lock when it is being driven...

Schwin

05 scooter; made by BVIG Co. Ltd. in China, used X84 blank in ign/steering & seat locks.

Skootster

scooter.used a Honda H75, 5 wafer and ITL#214. No # on face of lock.the lock was on the bottom between the fork tubes.one heck of a place if you had to impression. Once I found the right blank ,I read the depths of the wafers.cylinder did not come out with a hook pick and could find NO easy way to remove the lock for service.

Silver Fox

Electric handicap 3-wheel scooter used x118 for ignition and x117 for seat

Ski-Doo

91: V5016

2002 Formula Delux Ski-Doo snowmobile, CG16, lock needs resistor.

Skoda

Ilco FB7

Snowcat

Snowmobile uses precut Craftsman lawnmower key - Sears garden dept.

Spirit

Electric scooter used YH6

Stella

03-05 India manufactured, like old Vespa, x142 worked, spacing 1- .114 2- .228 3- .341 4- .443 5- .554 6- .665, i was only able to determine two depths as the locks only contained two: .280 .255, i didn't find a "one" or "no cut" type of depth. Scooter has 3 locks: ignition, front compartment, and seat. There are probably

several 2-sided blanks that will work on this scooter, but I picked a Honda X142, and it worked well for me. Compartment lock picks and disassembles easily. It has six wafers. Measuring as best I could, spacing was: #1-.120, #2-.227, #3-.334, #4-.441, #5-.548, #6-.655. Don't know how many depths the scooter lock system might have, but this particular one had three depths, so I'll refer to these as 1, 2 & 3. #1 depth-.315 (no cut), #2-.290, and #3-.265. Once I had a working key for the compartment lock, found that it fit the ignition, also. As in the compartment lock, the wafers in the ignition are all on one side.

Sudhaus

Stamped motorcycle luggage keys with codes S150, S324, S325, S326, S327 & S328 available from Blue Dog.

Sundiro

Ignition is a 6 wafer and has a very easy retainer to access through the keyway, just put any type of pic into the back of the keyway and it will almost release on it's own. I pulled plug out and read and measured the wafers. This isn't probably exactly on the money but will work.

Key Blank: DC3

First Cut @ .155

spacing of .104

Depths, 1) .278 2) .252 and 3) .226

Spaces .155, .259, .363, .467, .571, & .675

2001 Used X166 blank

SunL

2006 Quad; x121 and it impressed well.

Suzuki

Junkin repl. ign. for a suzuki. Couldn't find blank, it matched a little with a SUZ11 except the shoulder wasn't far enough back. I lined up with two keys at the tip, pulled the SUZ11 shoulder back, worked.

71 Trail Hopper MT50 with code 42234 stamped on face of the 5-wafer switch.

74 T500 had code 42344 on face of lock, X11

77 GS550, code 155 stamped on face of seat lock, X87.

79 SP400, code 423 stamped on face of ignition & steering locks, X87.

80 GN400: same ign lock as 1979 Suzuki GS750 in Volume 3, code 108 on helmet lock, X87.

81 Katana; code 252 on helmet lock, X87, ITL 406.

82 1100: ignition & gas 1-5, seat 4-6; disassembled gas cap, spring retainer.

82 GS850G: read helmet lock (no dust shutter here) or pick it to open and remove to view stamped code on back of lock. 5 wafer, 4 depth, code series 101-499, X87, CMC70 code card

83 GS750 has code on back of helmet lock held on by 2 Allen screws, X87.

86 Intruder: C to F Yamaha codes.

85 Madura: code stamped on ignition housing. The code series was C11224 - 79897 on an X117.

88+ X179

90 Katana: Ignition 1-7, gas 3-7, seat 2-4, X179

90-97 Katana: X179; Ignition 1-7; Gas 3-7; Seat 2-4

get 3-7 from gas and progression 2 in seat, then 1 in ignition

90 GSXR750: X179; Ignition 1-7; Seat 4-7, Gas 3-7; 6001-7000

90's Intruder & Savage; look for the code faintly stamped into a piece of black tape stuck to the ignition lock; C to D Yamaha codes.

91 GSXR750: Gas cap 3-7

91 Intruder 750: X118; Gas Cap has all 5 wafers

92 DR650 has SM-2 ignition/steering lock w shearhead bolts, X179, 6001-7000

92 GSXR750: Ignition 1-7, gas 3-7, seat 2-4, 6001-7000, X179

92 Intruder 1400; Tool box lock was built in sissy bar back between vertical uprights. It used a yh50 card cmc80 and bitting was 32432. It didn't impression very well so I ended up picking and reading wafers and finished by impressing.

92 Katana GSX1100F Katana used an X87 in original ignition and seat locks, code 360 was on the back of the seat lock, code series 101-499.

93 DR125; x117, picked helmet lock, removed, decoded for all 5 cuts.

93 Katana 600: Ignition 1-7, gas 3-7, seat 2-4, 6001-7000, X179

93 Katana: Ignition: 1234567, Gas Cap: **34567, Helmet: *234***

93 Katana 1100: Used hook pick in gas cap to depress retainer and pull the plug out for 2-6 then progress the 1st space in the ignition, X87 with 101-499 codes.

93 GSXR1100: seat does not have space 2.

93 Quad Runner: Ignition housing is held on by 2 of the 4 bolts that hold the handle bars on. Remove top 2 bolts & housing comes off. Turn housing over & remove 4 screws. Separate housing & remove plastic nut that holds ignition in. code was stamped on plastic.# D39027, X118.

94 Katana: same as 93 above and 90-97 above.

94 Katana: SM-2, X179, ign 1-7, gas 3-7, seat 2-5; this was my observation.

94 Katana: seat has 3 tumblers

94 RF600: X179, seat 3-6, then ignition 1-2. (??)

94 GSXR1100: X179; Gas 3-7; Seat 4-7; Ignition 1-7

94 Intruder had piece of black tape stuck to the ignition lock with the code faintly stamped on it; E34823 using YH50.

95 Katana uses shearhead bolts on ignition lock

95 Canadian GSXR had SM-4 ignition lock using X241

96 Katana 600: Same as 90-96 above; can rake out seat lock.

97 Katana 600: X241, SM-4 ign, gas 3-7, seat 2-4, no helmet lock: mid year switch?

97 Katana has an SM-2 ignition, X179: Confirmed from 3rd source: mid year switch?

97 GS500E: X179, gas 3-7, seat has space 2.

97 Marauder: X179, 6001-7000, all 7 wafers in side-mounted ignition lock.

98 Intruder 1500; X179, 7 wafers in ignition lock, switch screws broke when removed.

98 DR350 has Neiman steering lock.
98 GSXR600: X241; A6001-7000; Gas Cap 3-7
98 Katana: Ignition 1-7, gas 3-7, seat 1-4, helmet 1-5
99 DR200: X117, 5 wafers in ignition lock, remove switch and depress retainer.
99 DR350 has a key code of E78043
99 LS800; X117; Neiman steering lock.
99 600: X241; Gas 3-7; Ignition 1-7
99 TL1000R: Ignition 1-7, gas 3-7, seat ?
99 GSX1300R Hayabusa: Ignition 1-7, gas 3-7, seat 1-3 or 1-4, X241
00 GSX1300R Hayabusa: ditto
1500 Intruder uses X179 with 7n wafers in ign, has security Torx screws holding switch on, screws break off easy.
99 Intruder: same seat lock as 86,
00 Intruder: X117, gas cap under door w easy cam lock w 5 cuts.
00 DR200,400: X118, gas, helmet has 1 security torx
00 DRZ400 – X117
01 GSXR1000 has 2 T-40 tamper-resistant Torx bolts securing the ignition lock.
01 TL1000; I went under the back seat and figured out how to unlock it by pulling on the little cable by hand. Then I removed the plastic piece being held by four bolts, and there in front of me was that lock. A little screw in the back of the plug permitted the lock to slide right out, and voila seven wafers.
01 VS800 Intruder; X117, 5 wafers in ign., Phillips screws holding switch on, screws snap off easy so use helmet lock to make key.
4-wheelr; X117, code on lock; code can be on tape around ign lock wires.
02 GSX1400; SM-4 ignition lock
02 unknown model had 1-6 in the helmet lock so blank must have been X179 or X241.
01 Katana 600; I just took the ignition cylinder off. It was pretty easy. Just take out the 2 Torx security bolts out and the 2 philips screws off and the cylinder slid right out in the unlocked position.
02 1200 RS Bandit; helmet 4-7, gas 3-7, ign 1-7; removed helmet lock held on by two T-30 tamper resistant screws, no need to pick lock.
02 Volusia; ign 1-7, helmet 3-7, gas 1-5, X241
03 Hayabusa 1300: seat 1-5, gas 3-7, ign 1-7, x241.
03 Volusia: ign 1-7, helmet 1-5, gas 1-5, X241; T30 security-Torx bolt holds helmet lock on.
03 TL1000R same as 99 in Volume 1.
03 Burgman; gas has 3-7 and X241 is too short to push ignition lock in to open seat and lock steering. The ignition lock is different than on sport bikes.
04 early model; Marauder 800, 3-7 from gas cap, software for 1-2, X179
04 Eiger Quad Runner has code on lock, D38621 using X118.
04 GSXR1300: gas cap for 3-7 and software/progression 1-2 in ignition, X241
04 Burgman: gas 3-7, X241 too short so trim back bow; The ignition was around 12-13 inches long and disassembly was VERY DIFFERENT than the standard sportbike style ignitions. If anyone has to make a key by pulling a lock I would suggest working off the gas cap. This ignition isn't as friendly as the other Suzuki

ignitions. If the hardened shutter is blocking the ignition keyway you will need to remove the ignition lock. Once the ignition is taken out getting to the shutter portion is just a matter of a few screws so it's pretty easy. Once you get to the shutter you can just move it back to the open position with your fingers or even remove it.

Burgman scooter; a 5 lb magnet off one of those cheap telescopic reach magnets combined with a pair of stubby flat duckbill pliers will turn the shutter counter clockwise easily to gain access to the ignition.

06 GSXR600 uses longer X241, can grind back head on X241.

06 Boulevard M50 has 3-7 in gas cap and in side panel, then progress 1-2 in ignition lock, X241

07 LTR450 Quad Racer; no code on lock, I picked the the lock to the "ON" position, pushed the wafer retainer and the plug came out in my hand. C,D,E,F codes using X117, X118, YH50 and YH51.

Tank

Scooter, X121 worked. Three locks. Ignition, gas flap and saddlebag.

Also see **Roketa**

TGB

06 scooter uses KYM1 or KYM1R like Kymco scooter.

Titan

X226; ign on tank.

2000 Titan ZRM Custom Motorcycle uses 1137B.

2000 Phoenix model uses 1137B

Tomos

Targa; turn the gas cap lock counter clockwise to open; Ilco SAA1 is exactly like it just shorten the blade; Silca ZD18EP works.

02 Revival; ZD7, may have to thin blank for ignition, code 2244

Codes: Zadi 2000 series; not available at this time.

Blank: Silca ZD7 or ZD9P

Spacing: 1=.158 2=.256 3=.355 4=.453 5=.551

Depths: 1=.213 2=.212 3=.192 4=.172 5=.153

Luggage; picked lock and found code C38, X138 Honda code

Sprint moped only has Neiman steering lock.

Triumph

70 Trophy: Ign. is easy to remove, picked cyl. to on position. There is a small rubber plug in the housing that comes right out revealing a spring retainer, one push and the plug is out. When you pull the core out it should have a code on it, the code does not always have the letters mostly just the numbers.

95-96 seat lock has 2-4. That means you can get 3-7 from the gas cap, progress space 2 in the seat lock, and then progress space 1 in the ignition lock.

95 Tiger uses KM-3 ignition lock

95 Seat lock has 3-5, gas 3-7, ign 1-7
96 Adventurer had Zadi locks using X270.
95-97: Asahi-denso locks; codes C8001-C9000; C8483=1443432 tip to bow;
spacing 1=118 2=217 3=315 4=413 5=512 6=610 7=709; depths 1=295 2=256
3=217 4=177; MC51A, drop 7 & add 1st space toward bow.
95-97: Codes; C8430 = 1241421, C8600 = 1132213 bow to tip
98 Trident has KM-3 ignition lock using shortened KW14.
00 Tiger; ign X270, luggage uses 95-97 Triumph blank.
01 TT600; zadi ign Q637, pick/disassemble gas cap for all 6 spaces; ZD24RDP
01 Thunderbird uses X270 / ZD24RDP
02 Sprint use X270 but luggage uses shortened KW14 with spaces 3-7; same
key that 95-96 Triumphs use for ignition lock.

UM (United Motors – Made in Korea)

Motorcycle; used an X6, cut the shoulders back and thinned them.

Ural

Ural part # is 43-59. The blank is \$2.20 and is in stock in WA. There email is uralinfo@ural.com I am sorry, but we do not have key blanks. Try one of these #'s and see if it fits: ILCO: #C1098A, TAYLOR: #D72D, ILCO: #X106/KA15
Ural, year unknown, 5-pin lock, impressed on Y14; may have to widen center groove slightly.

Used 01122R and I was able to impression close enough to be able to decode and cut a key using the yale disc card. Cuts 4332.

07 Tourist; Y14 needs center groove widened slightly.

Venis

2003 QS50Qt5 motorcycle ignition lock; X142 blank, 6-disc tumblers all on same side, hand fit, very easy reassembled.

Vento

Scooters – some X84, some X138, some ?

Vthunder motorcycle – like small X138 ?

Zipr3i Scooter; KW12bp, 2-6 Compartments, 1-6 Ignition, C#-mc37

Some scooters have an immobilizer/alarm.

Vertemati

2002 Italian supermotard bike – Neiman steering lock only, Y61, SR61N

Verucci

2002+ SportR 50 Avispa scooter; impressed ign with X103 with CMC50 card, 1 key fits ign, seat and storage.

Vespa

1957 150 VL3. Key has "1839" stamped on it and uses ilco VS3.

1967 50cc; steering lock uses Silca FAS1 or FAS3, glove box uses ZD6 or ZD7.

TAYLOR F69F - ignition (Vespa P125, P200 1978-1983 , also fits Vespa 50 and Vespa 100 from 1979-1983)

TAYLOR B69K - column lock for every vespa from 1966-1983

1968 fork lock uses SR61N.

1968; only lock was a Neiman steering lock using an SR61N.

1969; Ign. is the only double-bit and has code D126 and the name Long Jump.

Others are Everreign with the code 106, Neiman, Tri-circle. One of the last three, don't remember which, was hand-made from the wrong blank.

1973 Vespa racer fork lock uses NEIMAN key no 43323O, SR61N or Y61

1976 Vespa has Neiman steering lock using SR61N

1977 P200E - There are 3 keys for the Scooter. One for the ignition, one for the seat lock which gives access to the gas and oil, and one key (SR61N) that fits the glove box (has 2-5) and steering column (Neiman steering lock; has 1-5).

79 P200 has code F77 using 63SP

1980 Sport 100: 63SP, F01-F78

1980 P200. Key has "F49" stamped on it; blank is 63SP, F69F

1980 scooter: 63SP, code F29.

1980 P125X has code F12 on lock and key, uses 63SP / F69F blank.

1981 European model P125 X; Ignition: Silca MM1P (F91E), Glove box: Silca NE5P (SR61N)

1982 Pagini uses Silca XOM2 nail key.

1985 ET3 uses ZD7 or ZD9P for the steering lock.

Scooter; NE5 or NE62 BMW blank **Note:** i am not sure but i think i told you that the ne-5/ne62/ is for the Vespa .it could be for the Cushman scooter out of china instead.

1994 Cosa uses Silca ZD14RP.

TRANSPONDER keys, and if you lose the Orangish/Reddish/Brownish key, you are screwed... much like the Honda, with the RED key. Supposedly, the 4 stroke models have Transponder, not the 2 stroke. Keyway not verified, as yet. It is NOT the ZD24RBP. Odd thing with this one, dealer can NOT electronically lock out lost keys, and you can only use the RED/ORANGE key to add up to a TOTAL of 4 user keys, before the Immobilizer locks out. Dealer parts 350.00 plus labor!

Transponder: codes W0001-9640, Silca GT15RDT5

Transponder equipped scooters , just the 4-strokes; no keys and no red key=new ECM.

ET2 scooter; 2-stroke; pick seat lock ccw, remove C wire clip from back of plug and remove plug, all 9 wafers in plug, codes W0001-W9640, GT15RAP (X16 will sub), cut shoulders back and trim tip on X50 (AA3) or X82 will work with no modification, last 4 numbers on plug is code, add W to the beginning. Seat and Ign are KA, pick seat CC or if it wont pick pull up or wedge up the seat a bit and look up at the rear of the lock you should see the wire clip that holds the plug in, slide it off toward the front of the scooter with a small screwdriver or awl, then remove the plug. Code is ink stamped use last 4 digits and add W prefix or make from sight, 9 tumblers. My last one had a KD carry cubby behind the seat. Same Keyway, would not pick, I air wedged enough gap on the pass side to see inside

at the back of the lock, then using a long driver I pushed on the spring loaded cam toward the drivers side to open. Then I took the nut off to remove the lock, then a small nut holds the cam on and the plug in, Same stamped code setup here.

: ET-4 150 model with broken blade from transponder: tape transponder to right side of ring surrounding the face of the cylinder (behind the front cowling) and use X-13 blank to duplicate mechanical working key.

02: seat lock impressed easy on FC7.

04: after programming the key you need to squeeze the left lever (rear brake) before it will start.

05: GT200 has transponder.

05: PX150 has code 6107 on key ring tag.

Transponder programming instructions: The programming instructions in the Owner's Manual could be a little clearer though - Kill switch needs to be in the Run position; when the instructions say 1-3 seconds, they really mean more like 1 to 1.5 seconds, but I got through it. The key works fine.

2006+ key codes are new but they use the same blank, spacing and depths as the Fiat/Piaggio/Vespa code series W0001-W9640 but they do use a transponder blank. Codes 2794=131232113; 3038=213123213

Victory

2000 Ignition & fork locks have 1-6; seat has 1-3; KW14, B111111-B444444
2000 KW14 blank, seat lock rakes out, contains 3 tumblers, made key for the seat lock, picked up one more tumbler from fork lock and another couple from ignition.

???? Ignition & forks have 1-6; seat has 1-3, KW14, ITL 260.

XIN-F

Storage box on Harley had XIN-F on the latch and used an X252 that was tip stopped.

Xingyue

2007 scooter; X121, The luggage compartments were easy to impression. The ign. was something else, I could not remove the plug. I used my 1200 to cut the key, instead of a file, the ign did not make good marks, the luggage locks used spaces 2-3-4, Ign 1-2-3-4-5

Yamaha

66 Trail 80 uses Taylor Y71P, Curtis YM8 or ilco/Dominion YH3.

67 Yamaha 125; code MM133 = 11455 on Y11

Chappie; helmet lock coded 2665, YH28, X67 worked.

70 L5 Trailmaster 100; code 2552 using Taylor Y77GR

72 350 R5; code 2618, X39

72 DS7; code on ign 2620, has steering lock

73 73cc YG1 had code of 2844 using ilco YH20 or YH22 single-sided blank.

74 GT80B Enduro has code 231 stamped on lock, uses X66
80 Yamaha 50 Code was on face of lock, 4364, Taylor X62
80+ X117-X120
81 Yamaha 185: codes 3151-3200, X117, all 5 tumblers in helmet lock.
82 Maxim; use pick in helmet lock to depress retainer and pull out, X119.
82 750 Maxim; F39647 stamped on back of ignition lock.
82 Seca 750 ignition lock retainer is 1.125 or 1 1/8 inch from face of plug if you want to drill a poke hole.
83 Seca 550, E31312
83 Venture; AB,C,D,E,F code on back of ignition lock.
84 180 scooter: use pick in helmet lock keyway to depress retainer and pull the plug out; used X119.
84 Virago: codes on face of locks???
84 Virago: code stamped on back of ignition lock, remove headlight to see, A,B,C,D,E,F32010-79897 codes.
85 ff440j snowmobile; took switch out and found code # 3149
85 Maxim; remove 2 Phillips screws to remove and disassemble helmet lock for all 5 cuts; X118
85 RZ350; code C52691 on ignition lock, X117
87 Yamaha Razz Moped: 2 locks (Ignition and Seat) take off the 10"x6" trim plate covering the front steering column. 2 screws on lower part of cover. read the code off the ign. switch. (my code was B54511)
87 Radian; helmet lock held on with Torx that can be removed without picking and is easily disassembled, retainer has open bottom so it cannot be depressed using a pick in the keyway; used YH50 blank.
88 YSR50 had code C79593 stamped on back of ignition lock; helmet lock held on with Torx that can be removed without picking, retainer has open bottom so it cannot be depressed using a pick in the keyway.
88 YFM225S 4-wheeler; code on face of lock was 3209 using X69
90 YZF600 has code on back of ignition lock, E72643
92 4-Wheeler: X120, 3201-3250, code on face of lock
92 TDM 850 – code A78027.
92 Seca II – code D58697 on back of lock and on key.
93 Virago 750: X120; 5-cut; Remove helmet lock to get all 5 cuts (Torx bit)
94 Virago 535: code D52510 faintly stamped on black tape stuck to ign housing, X118
94 FZR600: code B64547 using X119
95 FZR1000: 3-7 in gas cap; 1-7 in ignition
95 Seca II has YM-8 ignition with 1-7, 3-7 in gas and seat locks; X248.
96 Yamaha Virago 750CC; Code F59043
96 RAZZ scooter; X77, ign. 1-5, seat 2-5
96 Royal Star: gas & steering 3-7, YM-8 ign with 1-7, X248
96 FZR600: read code stamped on back of ignition lock, A to F series
96 FZR600: ign plug retainer is 1 3/32 or 1.110 inches from face of plug.
?? YZF600; ignition would not progression, recut key 1/4th high and it solved the problem.

97 4-wheeler: X117, X118, X119, X120; code on tape on ignition lock.
97 XJ600 Seca II uses X248 with 7 wafers in ignition.
97 Zuma Sports Scoot moped: code on lock, 1-700, Silca ZD16RP, modify X179
?? Zuma had cuts of 321224, no 1-700 code, code 8895 matched; 260 was on
lock but does not match cuts.
97 Virago: YH51, SU13; 5-cut; pick & disassemble gas cap to get all 5 cuts 4
locks-ignition, seat, gas cap, rear compartment
97 FZR600: X120
98 FZR: made key from helmet lock as it has all 5 wafers, code B58621 on X119.
98 V Star: Ignition 1-7, gas 3-7 for Classic; plain V Star has helmet lock with 3-7
98 YZF600: Ignition 1-7, gas cap 3-7, seat 4-7; YM-8 ignition lock
98 Big Bear 350; YH-47, cmc80, code on black tape read B64640
99 XT225 had code of F34527 using YH51 but an X118 also worked.
99 Virago; remove headlight to read code on back of ignition lock (not 250)
00 YZF600R: same as 98 above
00 Blaster 4-wheeler; code on side of lock (faint), A38521, X120
00 350cc Warrior 4 wheeler, B32010-79897, X119. Code number on black tape
on underside of lock.
00 Kodiak 4-wheeler: X119, B61567
00 V Star 1100; seat lock on left side; key with 3-7 opened it.
00 Jog moped, A-F codes on ignition lock.
00 Zuma has Q598 Zadi ignition lock with off-center keyway using X270
01 660R Raptor 4-wheeler; code on side of lock (faint), B32010, X119
01 Vino: X248, remove switch and depress retainer to remove plug; code
stamped on ign lock.
01 or 02 Vino: X248; picked the gas cap & disassembled, got cuts 1-5
impressioned seat lock to get cuts 6&7; key cut 3-7 works seat lock.
01 Warrior 4-wheeler, A62810 on tape
01 YZF R1; 4 shearhead bolts hold face cap on. ?
01 Zuma scooter: pick seat lock cw, remove 2 Phillips screws to remove, then 2
more Phillips screws to remove backing plate, spring, latch, and depress retainer
to remove plug; ZD16 or ZD23; trimmed X80 or Allante door blank would not
enter the lock but a trimmed X144 would.
XJR1300 has YM-8 ign lock
01-03 Zuma; Uses reverse of X248, KW15BP with trimmed tip works, code
C7203; the original key has same head as Vino key and looks the same except
reverse.
01+ Zuma; codes are B7001-B8000 using key X248 & C7001-C8000 using
reverse blank. ITL 523
01+ Zuma C codes; C7020 = 2112142, C7215 = 3123144, C7275 = 1324342,
C7390 = 2342143, C7534 = 3142243, C7553 = 4211434, C7685 = 3311443,
02 (01 too) TTR250; This bike had no secondary locks. The Ign. was at the
juncture of the forks and frame with a cover on the opposite side of the bike over
the backside of the ign. This was held on with one torx screw, which when
removed let the cover come off exposing the rear of the ign. Big as life was a
black piece of tape with code on it. It turned out to be an "E" code. Easy!!!!

01 Zuma; cut shoulders back on X119; use X248 as pattern.

02 V Star with sidecar; sidecar trunk used Y11 with 5 wafers-impressioned easy.

02 Zuma; ign needs to be in OFF position to pull plug out, can pick from LOCK, 7 wafers in plug.

03 Zuma seat compartment lockout: There is a body trim piece that is right behind the seat and over the tail light that is held on with two screws (one on each side). After removing the screws and sliding the trim peice back and shining a bright light under the back of the seat I could see the cable and the mechanism it was attached to. A push with a long thin screwdriver and the seat popped open!! I was told that the "Hinge Pin" can be removed and the seat opened that way so we have two ways to defeat the seat.

04 Zuma; took apart the ignition held in by 2 Phillips screws, on the lock is a code typed in ink it was a C and 4 numbers, removed the two shear head bolts on the top and the plug slid out and there was numbers on the wafers.

04 Zuma; took 2 screws off ,no code on the lock , read number on the wafer and cut key on KW15BP blank

04 FJR1300 in Canada uses a transponder.

04 Kodiak 450--Ignition lock held in a plastic shroud by a plastic nut visible on top. Black piece of tape on the lock housing has the code. It was VERY faint

04 Rhino 660 ATV; the key has "5034" stamped on it, looks like YH51 or X111. Other Rhino key numbers are 5013, 5160, 5198 & 5271.

04 Rhino with code 5054 uses X112

04 Vino 125 scooter used reverse of the X248 and code on it was A0409211; use a modified X119 or KW15BP.

Vino scooter; The plastic bezel around the ignition pops off and if you look down the side next to the column, you will see the code stamped very deeply into the metal ignition housing.. The bezel just pops back on; codes are A3201001-A7989769.

04 TTR90; code B62521
TTR50; code B34590

04 TTR125; no code on lock, used X120, impressioned well.

04 Warrior; X248, 3-7 in gas and then use software/progression 1-2 in ignition.

05 XT225 had code stamped on key of C78090 using X117.

05 Banshee 4-wheeler - B52010-B79897, X119, Ignition only lock on vehicle.

05 Zuma; code on lock C7685 (=3311443); I read the wafers as best I could and cut half depths to get the plug to turn to the unlock position and removed the plug. All wafers were numbered. I used a KW15BP and copied over the length from an X248.

05 Zuma had code B7762 on ignition lock, cuts 2144323 on X248.

06 BWS Sport Scooter; code stamped on ignition lock is C7935; uses Zuma lock.

06 TTR250; code from customer was E64027, used Silica YH30R, ilco YH50.06

06 Raptor 700 4-wheeler; The code is stamped on a piece of black tape stuck to the ignition lock. It is very faint and you have to angle it into the light just right to read it. Codes: A,B,C,D,E,F32010-79897

07 V Star 1100 uses X248 and is the same as earlier models; 2006, 2005, etc.

?? Royal Star used X248 and the luggage used X120 with code A32621
07 Virago 250 had code faintly stamped on piece of black tape stuck to the
ignition lock; code C34031 using X117.

YM-8 ignition/steering lock; It was the type that you have to push in to turn from
'Lock' to 'Off'. 'Off' is where the cylinder needs to be in order to get it out for key
generation. After you remove the outer sleeve and hardened steel disc you have
a clear view of the cylinder. However, since the cylinder has to be pushed in to
pick and turn, it's difficult to do both with just two hands. I came up with a way to
pick the lock in a matter of seconds. Laser cut a key to all #4 depths. (Leave the
precut tip cut.) Insert the cut key in and push the plug in. The key will pick all the
4's and the others will stick out the bottom of the plug which you have a wide
open view of. Take a broken pick and all at one time, raise all the exposed
wafers using the blank as your turning tool. The cylinder picked right over!

Yamaha 4x4, B68841 stamped on case, YH47; cylinder must be rotated to
remove the tailpiece behind the electrical switch. That will allow access to the
retainer.

Yamaha 25 & 55hp boat motors uses X117, YH50, X120....

Yamaha golf cart code 1922 had cuts of 31132 on X77

Z-SCOOTER (China)

I duplicated a key on a DC3 key blank. It worked as good as the original.

Zong

2005 LZSwinner motorcycle; used pick in keyway to depress retainer and pull
plug out to hand file key on Silca HON42 key blank.

Zongchen

Scooter: Silca HON41P, Six Spaces, Four Depths

Spacing begins at .390 with spacing .095 CTC

Depths: 1- .275 2- .255 3- .235 4- .215

Pick/Read gas cap for spaces 2,3,4,5,6; Seat lock also uses (spaces 2,3,4,5,6);

Position six is last .035 of blade; Ignition has/uses all six cuts. Read/progress cut
in first position.

Zoom

Pocket Bike; X137, retainer on the bottom pushes down with a diamond not a
hook pick. I attempted to put it back with a hook pick and went back to my bench
for a diamond. Five wafers from the top if you are going to attempt to impression.

Zundapp

1963; seat lock key code 12421Z, which is a BMW direct read key code but you
need to use an ilco 65J to reach through the hole and fully enter the seat lock.