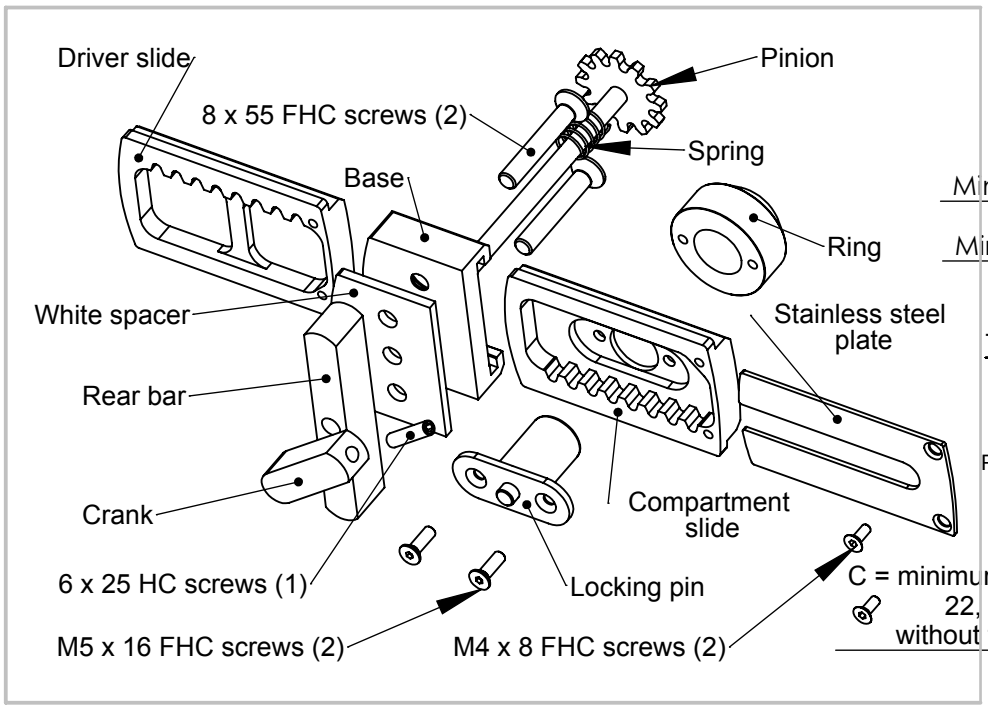

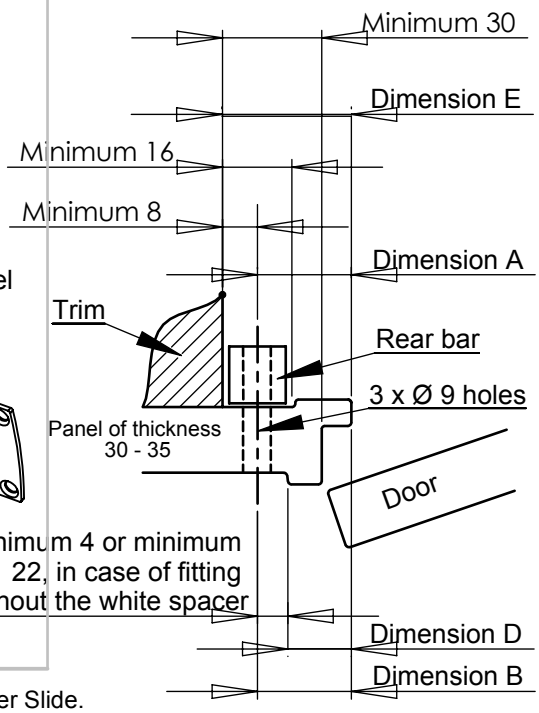

The Compartment Lock does not include the Driver Slide.
The Driver Lock does not include: the Compartment Slide, the Ring, the Locking pin, M5 x 16 FHC screws

Hello and thank you for choosing one of our products to secure your vehicle

Fitting without the White Spacer
In this case, the clearance between the Panel and the Slide will only be 8 mm
Establish Dimension D, preferably using a try-square
Dimension E must be at least equal to: Dimension D + 30 mm
Example: Dimension D: 22 mm + 30 mm = 52 mm; Dimension E must be at least 52 mm
Obviously, there must be sufficient clearance to fit the Rear Bar between the door frame and the Trim
If this is OK, you may proceed with drilling, using the uncut White Spacer as a template, resting against the door frame
A “dry run” may be undertaken, but it will probably be necessary to cut the two M8 x 55 FHC screws
During fitting, we would advise the application of a film of grease between the Base and the Panel, in order to ensure leak-tightness
If this fitting operation is possible, proceed directly to Final Fitting
If not, use the method for “Fitting with the White Spacer

Fitting with the White Spacer for clearance above the door frame (see photos overleaf)
Position the Rear Bar and measure Dimension A (from the centre line of the hole to the edge of the door frame)
Transfer and mark Dimension A at B on the exterior of the vehicle.
Ensure that the minimum dimensions of 22 and 4 mm for Dimension “C” are observed
Cut the White Spacer on the untextured side, transferring the Dimension “C” determined by the measurement of the hole centre line
Offer up the cut section of the White Spacer to rest on the edge of the door frame
The centre of the hole should coincide with the marking of Dimension “B”
The White Spacer should be used as a template for the marking of the 3 x Ø 9 holes

Final Fitting (see photos overleaf)
Drill 3 holes, taking care to ensure parallel and horizontal alignment
Insert the two M8 x 55 FHC screws obliquely through the Base, then through the White Spacer
Pass the two M8 x 55 FHC screws through the drilled panel (the flat side of the Base must be on the door side)
Secure the two M8 x 55 FHC screws in the rear bar, without tightening completely
Fit the Pinion with its Spring, ensuring that the latter is able to exercise its return function
Realign the assembly if necessary, and fully tighten the two M8 x 55 FHC screws
With the Pinion aligned to the front of the Base, mark the shank on the rear of the Crank for cutting
The Crank must be capable of rotation whilst maintaining a finger-width clearance of approximately 15 mm to the rear
The shank may be cut to an excess length initially, and trimmed subsequently
Fit the Locking pin using the two M5 x 16 FHC screws and fit the Ring to the Slide (Compartment version)
Fit the Slide onto its guide from the side, with the rack positioned at the top (except in the UK)
The Pinion will then be positioned naturally on the interior, to the right or left of the Slide, securing the latter
Insert the Stainless Steel Plate between the Base and the Slide and fully tighten the two M4 x 8 FHC screws
Fully tighten the HC M6 screw in the correctly-aligned Crank: this is the lower locked position

Operation:
From the interior:
Pull on the Crank, and commence rotation by the release of tension. The latter will assume its position at the end of travel.
From the exterior:
Release the locking pin, slide the assembly to the right or left, tighten the locking pin.

Dismantling:
Remove the M4 screws, then the stainless steel plate. Pull the Crank right back and remove the Slide

Maintenance:
Like any precision mechanism, this Lock will be adversely affected by sand.
Hint: in case of difficulties in operation, lubricant (Vaseline oil) may be applied to sliding components, the rack and the pinion shank

For safety, you are advised to drive with the lock open and the locking pin secured

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