

IN9301

Hooklock - Twin Rear Door

THANK YOU FOR PURCHASING A VAN GUARD HOOKLOCK

SUITS THE FOLLOWING MODELS

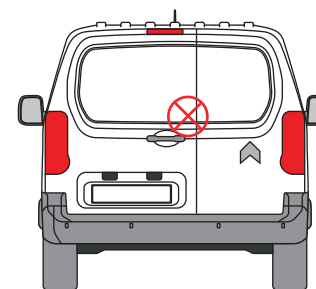
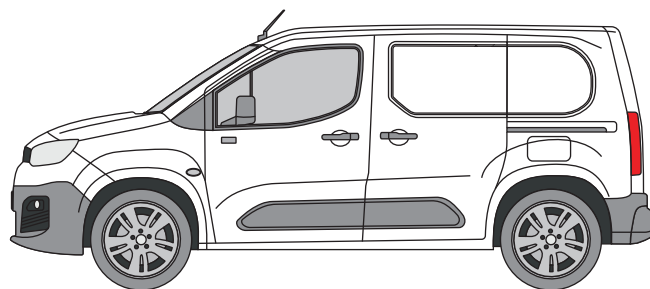
Vehicle:

Citroen Berlingo 2018 on
Fiat Doblo: 2022 on
Peugeot Partner 2018 on
Toyota ProAce City: 2020 on
Vauxhall Combo 2018 on

Door:

Rear - Twin (unglazed)

⊗ Indicates approximate placement of lock

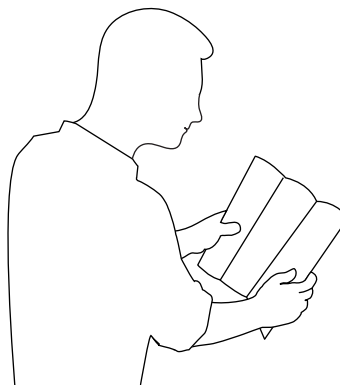


CAUTION

PLEASE TAKE THE TIME TO READ THROUGH THE IMPORTANT INFORMATION BELOW BEFORE PROCEEDING TO FIT THIS PRODUCT



FAILURE TO TAKE NOTICE OF THE FOLLOWING INFORMATION MAY RESULT IN DAMAGE TO THE VEHICLE.



Important: Follow the instructions and all measurements carefully. Double check measurements before making any cuts. Drawings are for guidance only. Every effort has been made to ensure the accuracy of the instructions provided however Van Guard Accessories Ltd accepts no liability for any inaccuracies of either the drawings provided or vehicle variations. All bare metal should be treated with a manufacturer approved anti-corrosion compound and no liability is accepted for any incorrect installation or corrosion to body panels or within cavities. It is the sole responsibility of the installer to ensure the suitability of both the vehicle and of the supplied parts before installation is started. No liability is accepted for the fitting of the products.

This FITTING INSTRUCTION is the property of VAN GUARD ACCESSORIES LTD. and must not be used for manufacturing purposes, copied nor communicated in any way to third parties without written permission from VAN GUARD ACCESSORIES LTD.
IN9301_E (CN:00108)

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SUPPLIED COMPONENTS

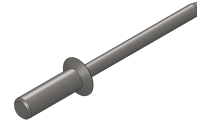
AS3520 X1
(LOCK CASE)



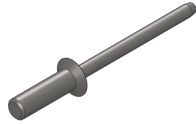
MA6121 X1
(ESCUTCHEON)



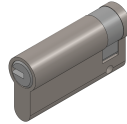
FX4251 X2
(COUNTERSUNK STEEL RIVET - 4.8 X 16)



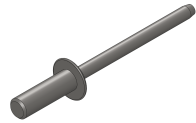
FX4152 X2
(COUNTERSUNK STEEL RIVET - 4.8 X 18)



MC9016 X1
(CYLINDER)



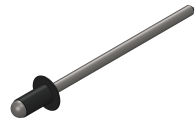
FX4153 X5
(DOME HEAD STEEL RIVET - 4.8 X 18)



ME3274 X1
(STRIKE PLATE)



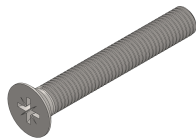
FX4155 X2
(ALUMINIUM RIVET - 3.2 X 6)



ME3409 X2
(LOCK CASE SPACER)



FX4159 X1
(COUNTERSUNK SCREW - M5 X 35)



MA6114 X1
(LOCK CASE GASKET)



Please note that for some products you may have excess components supplied that are not needed for the installation process due to our kitting process.



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1. Follow the instructions and all measurements carefully. Double check measurements before making any cuts. Drawings are for guidance only. Every effort has been made to ensure the accuracy of the instructions provided however Van Guard Accessories Ltd accepts no liability for any inaccuracies of either the drawings provided or vehicle variations.
2. All bare metal should be treated with a manufacturer approved anti-corrosion compound and no liability is accepted for any incorrect installation or corrosion to body panels or within cavities.
3. It is the sole responsibility of the installer to ensure the suitability of both the vehicle and of the supplied parts before installation is started. No liability is accepted for the fitting of the products.



Wear the appropriate protective equipment (safety glasses & gloves) while fitting this product.



Dispose of packaging materials responsibly - Do not dispose until you have checked all parts and fixings are present.

1. FITTING THE LOCK CASE

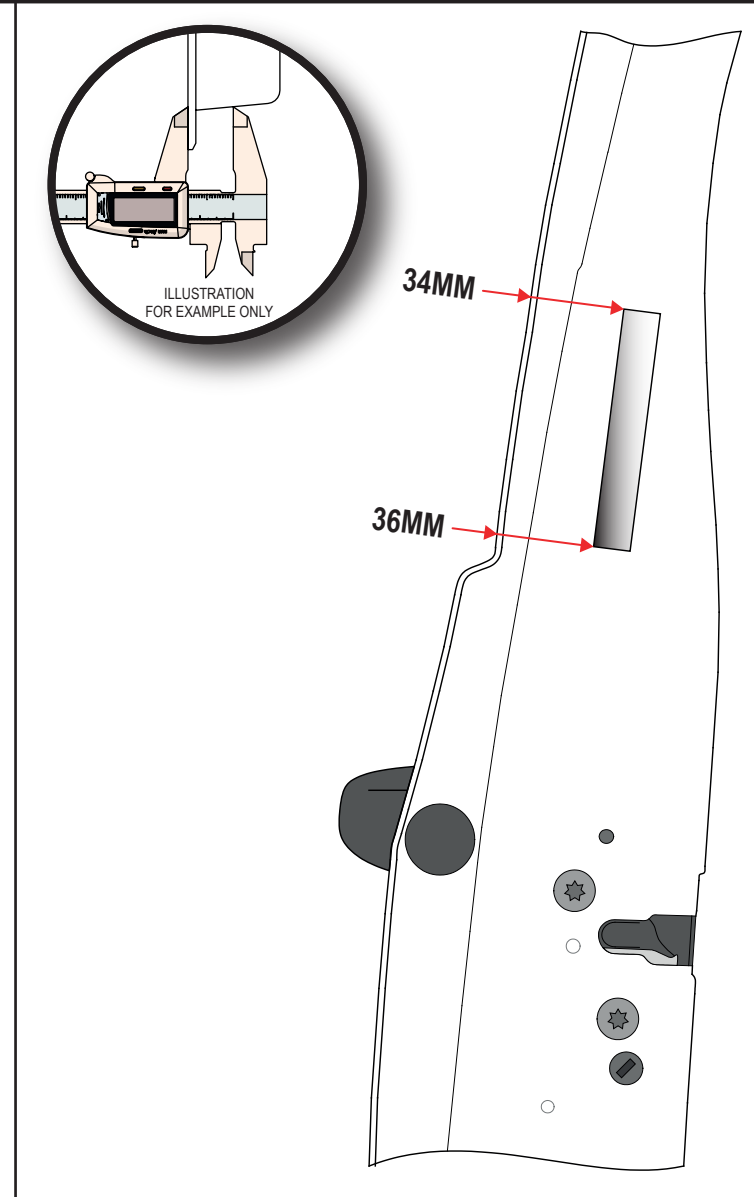
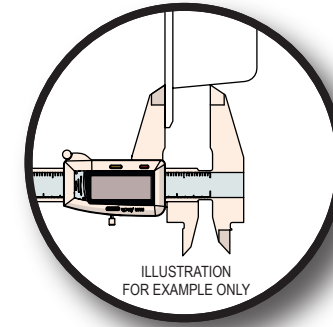
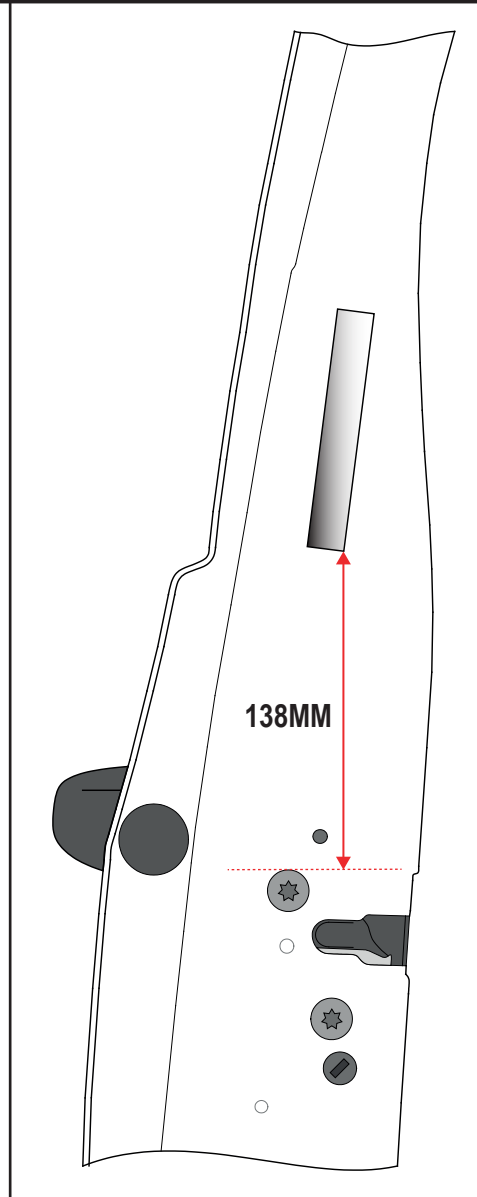
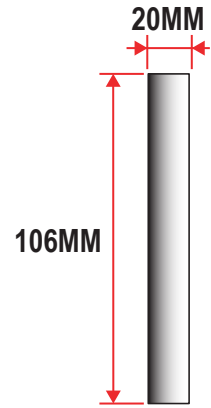
Cut required aperture for lock case using below measurements. **TREAT ALL BARE METAL with a manufacturer approved anti-corrosion compound.** Use a vernier gauge flat against the outside of the rear door to ensure the correct placement of the lock case aperture is achieved.

Note – 2X lock case spacers are used in this installation - insert spacers before the lock case.

Note – Once the lock case is installed, check the hookbolt will throw without fouling the opposite door before fitting the strike plate. If necessary, mark the position and cut out an aperture behind the strike plate to allow the bolt to throw – This is due to a variance in the manufacture of the van, so may be needed in some cases, but not in others.



LOCK CASE APERTURE

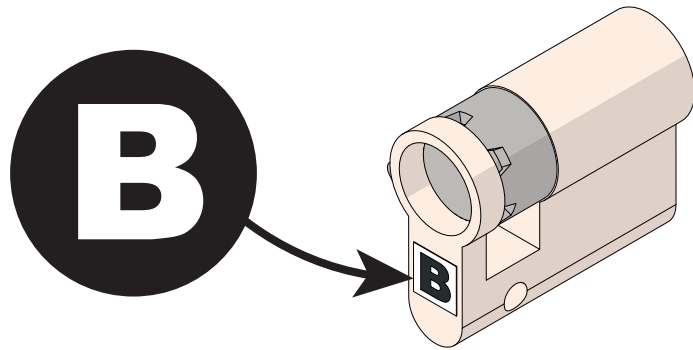
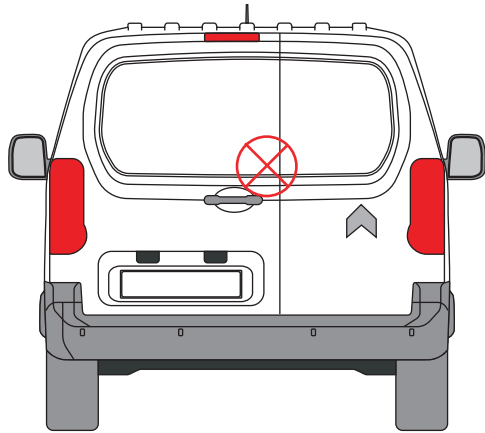


2. CYLINDER ORIENTATION

Important - Cylinders are handed by the orientation of the cam, ensure the cylinder used in the installation is labelled as follows.

Twin rear door = B

TWIN REAR DOOR = B



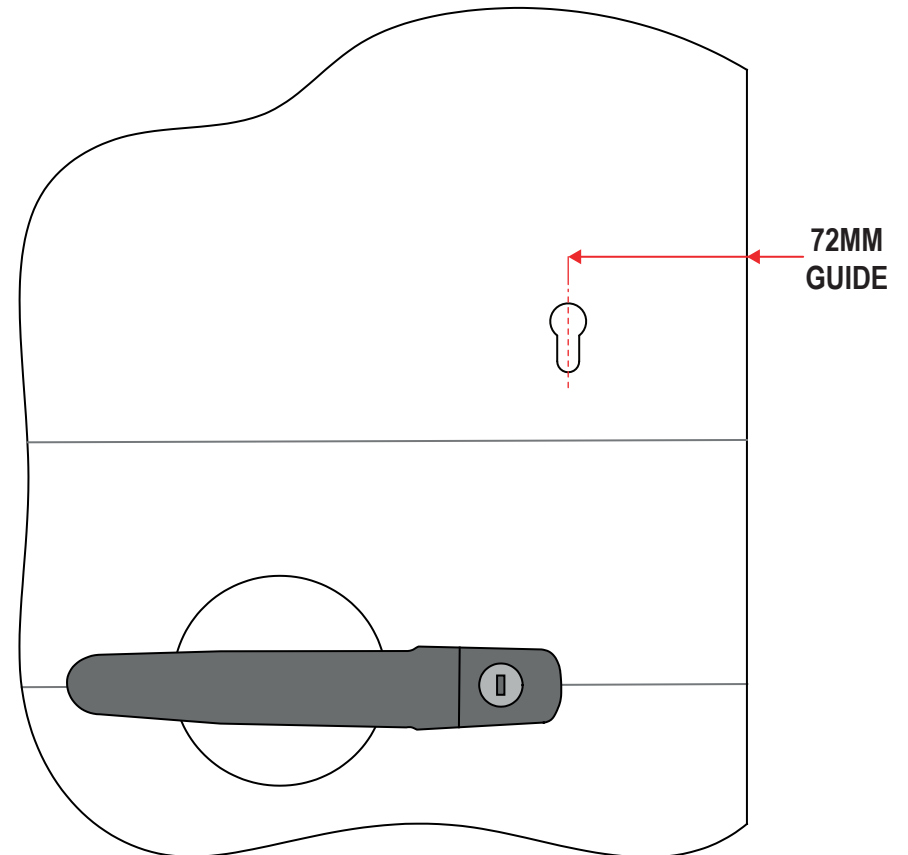
3. CYLINDER POSITION

Use below measurements for placement of lock cylinder and cut aperture accordingly. Ensure cylinder locates with lock case fully and operation is smooth. Do not fully fix in place until clearance of the strike plate bracket has been checked (next stage).



THE MEASUREMENT PROVIDED IS FOR WHEN USING TWO SPACERS

Tip: Utilise escutcheon as a template for lock cylinder aperture



4. FITTING THE STRIKE PLATE

Note – With the lock case in place, check the hookbolt will throw without fouling the opposite door before fitting the strike plate. If necessary, mark the position and cut out an aperture behind the strike plate to allow the bolt to throw – This is due to a variance in the manufacture of the van, so may be needed in some cases, but not in others.

Place strike plate bracket in approximate position and hold with masking tape or similar. Close doors and actuate lock to check that it does not interfere. If needed, relocate until lock actuates without interference. When lock operates as it should, drill bracket holes (see tip below). Once double-checked, affix using supplied fixings.

Tip: Test again holding bracket in place with screws



5. FULLY ATTACH LOCK CASE & ESCUTCHEON

Use supplied fixings to fully fix lock case into position.

Place escutcheon over lock cylinder, mark holes, remove and drill. Secure in place using supplied fixings.





BEST FITTING MAINTENANCE

TREAT ALL BARE METAL with a manufacturer approved anti-corrosion compound.

LOCK MAINTENANCE

Regular maintenance of the locks should take place. Using a suitable lubricant will help keep the key and the lock mechanism working smoothly.

COMPLETED NOTE

Depending on the door, the completed lock cylinder and escutcheon may well protrude at an angle. This is normal.