

IN9378

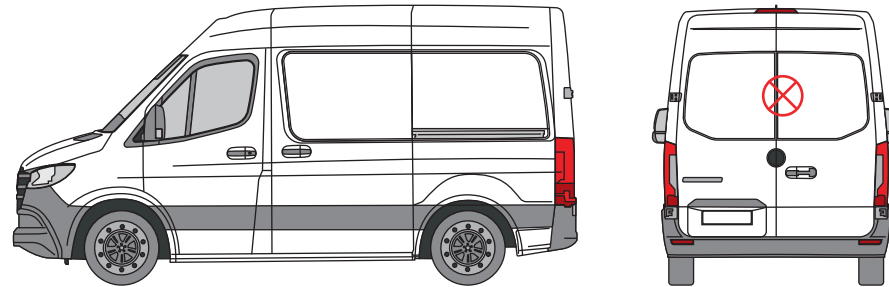
Hooklock - Twin Rear Door - High Position

THANK YOU FOR PURCHASING A VAN GUARD HOOKLOCK

SUITS THE FOLLOWING MODELS

Vehicle:
Mercedes Sprinter 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.

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IN9378_A (CN:NR)

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SUPPLIED COMPONENTS

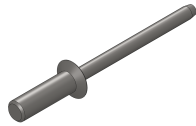
AS3520 X1
(LOCK CASE)



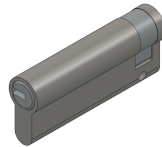
MA6121 X1
(ESCUTCHEON)



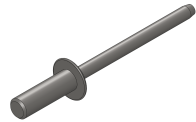
FX4152 X2
(COUNTERSUNK STEEL RIVET - 4.8 X 18)



MC9135 X1
(CYLINDER)



FX4153 X18
(DOME HEAD STEEL RIVET - 4.8 X 18)



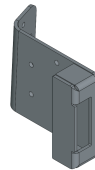
ME3482 X1
(LOCK CASE MOUNTING BOX)



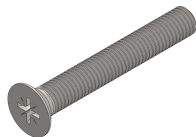
FX4155 X2
(ALUMINIUM RIVET - 3.2 X 6)



ME3481 X1
(STRIKE PLATE)



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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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.



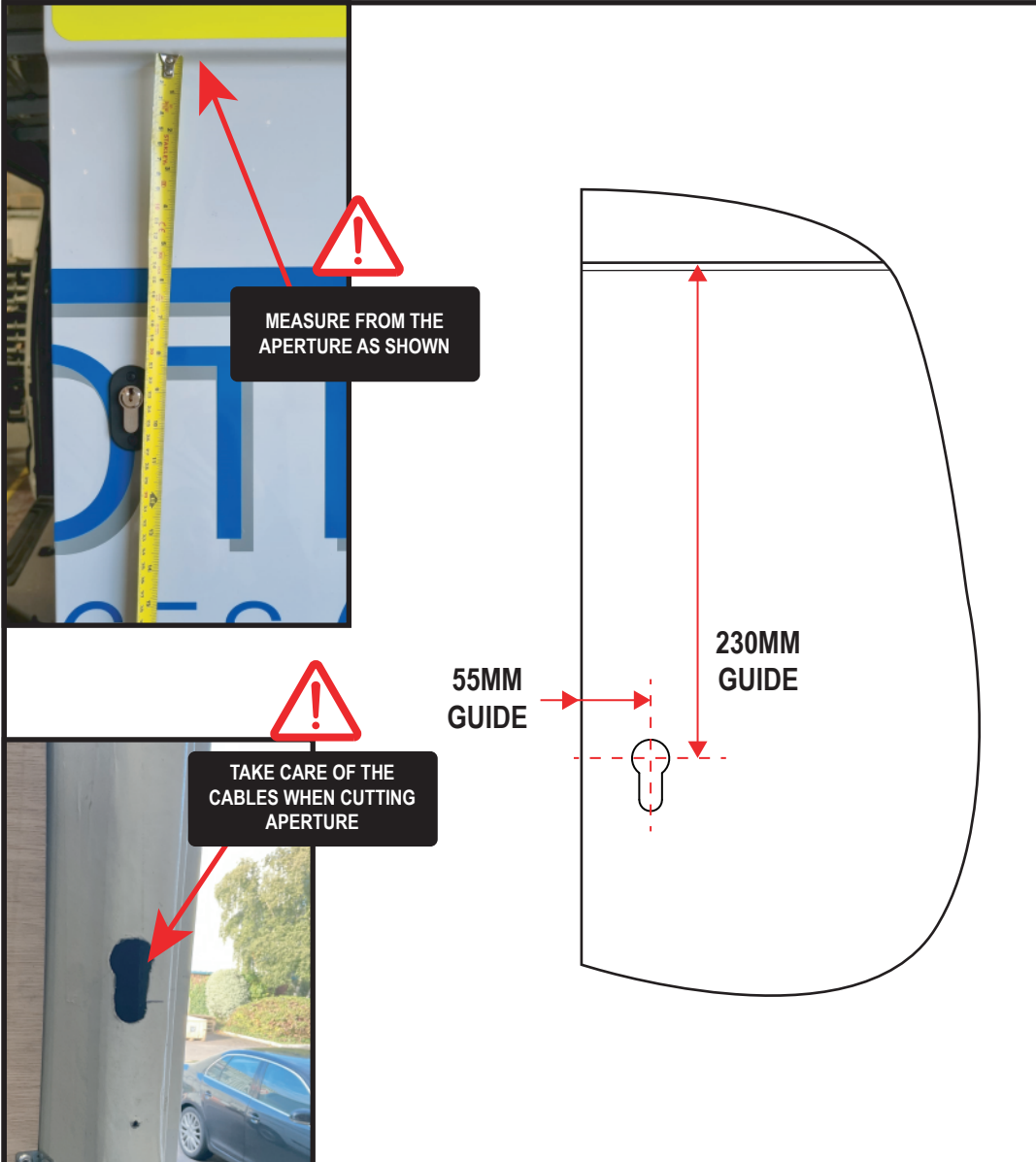
Wear the appropriate protective equipment (safety glasses & gloves) while fitting this product.



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

1.1. CYLINDER POSITION

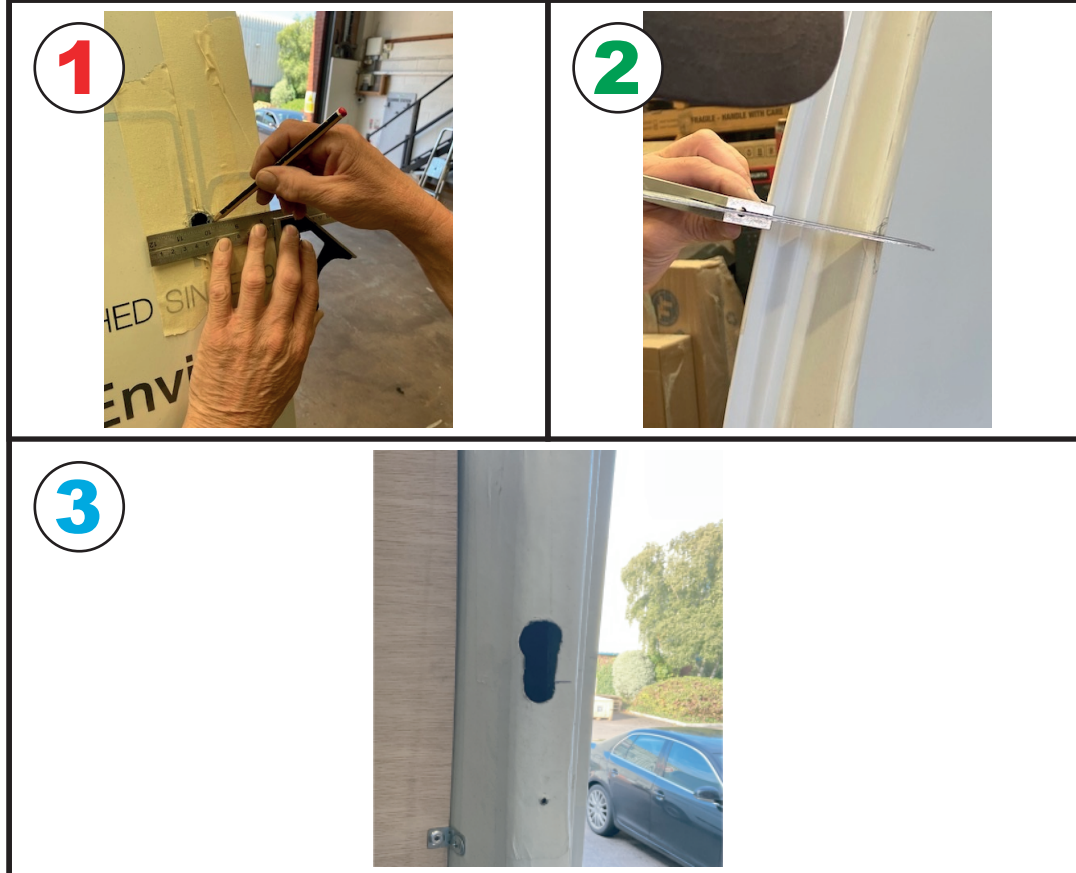
Use below measurements for placement of lock cylinder. Cut required aperture using the escutcheon as a template. Both the internal and external skins need cutting, see step 1.2 for our suggested fitting method for cutting the internal aperture. Cables run behind, take care when cutting this aperture. **TREAT ALL BARE METAL with a manufacturer approved anti-corrosion compound.**



1.2. CYLINDER POSITION

Suggested method for cutting the internal aperture on the inner door frame.

1. Draw a guide line from the centre of the top of the cylinder aperture with a set square against the edge of the door to ensure it is square.
2. Line the set square up with the guide line, and rotate until the rule touches the inner door frame face. Mark here as the centre line for your aperture cut.
3. Cut out the inner door frame for the cylinder to pass through. We advise using a dremel to cut this aperture. Cables run behind, take care when cutting this aperture.

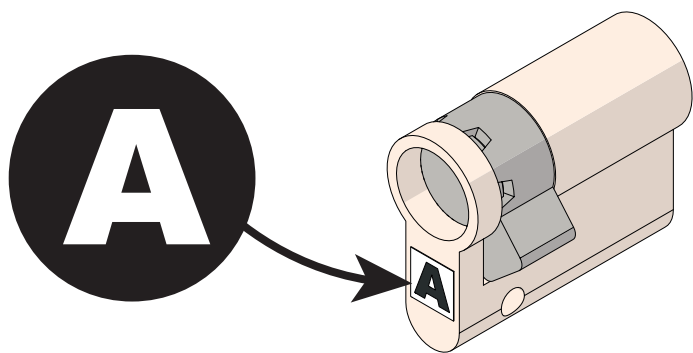
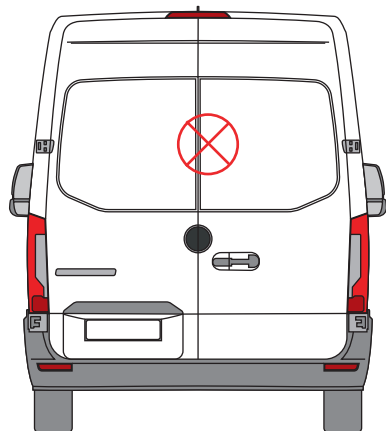


2. CYLINDER ORIENTATION

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

Twin rear door = A

TWIN REAR DOOR = A



3. LOCK CASE MOUNTING BOX FITTING

With the lock case held in position place the cylinder through the previously made aperture and ensure that it locates correctly with the held-up lock case. Carefully check that the door closes before securing the lock case in place. If happy mark out the holes to secure the mounting box and then secure in place using the supplied fixings.



4. CYLINDER TRIM / ESCUTCHEON

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



5. FITTING THE STRIKE PLATE

Close the rear doors and from the inside of the van offer the strike plate bracket into 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.





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.