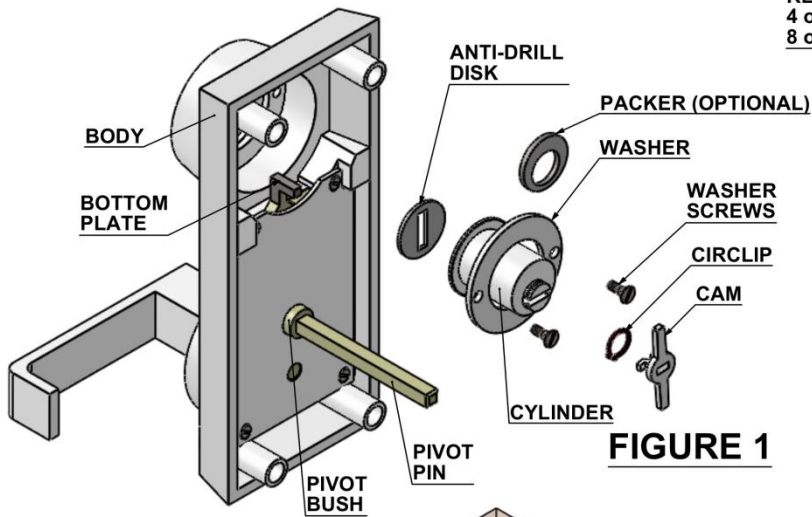


## **KEY AND LEVER INSTALLATION INSTRUCTIONS**

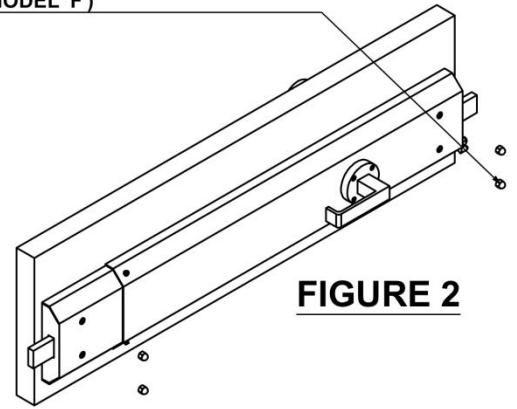
### **RETROFIT TO EXISTING MODEL D OR MODEL F SELF-LATCHING LOCK**

1. Check contents of box against packing list to ensure all components have been supplied.
2. This step only applies if cylinder is to be changed. Remove the tail cam circlip and then remove the two washer screws. (Fig 1)
3. This step only applies if cylinder is to be changed. Place new cylinder into Key and Lever body and check if the cylinder core 'bottoms out' on the anti-drill disk. If the core bottoms out, replace the anti-drill disk with the supplied packer. (Fig 1)
4. This step only applies if the cylinder is to be changed. Refix cylinder firmly with the washer and two screws, fit tail cam, circlip and check operation of the tail cam against the bottom plate. Key should be removable with lever handle in locked position.
5. Remove the existing Model D or Model F lock from the door by unscrewing coach screws or dome nuts. (Fig 2)
6. Locate the correct drilling template supplied with the Key and Lever. (Note that Model D and Model F locks have different templates.)
7. Align the existing lock body mounting holes on the door opening side with the drilling template. Mark out the cluster of five holes.
8. Drill four Key and Lever fixing holes and one centre hole 15mm dia. through door. Counter bore the outer four fixing holes 15mm dia. x 25mm deep from the outside.
9. Fit the Key and Lever body to the outside of the door and fix using pan head screws. (Fig 3)
10. Insert pivot pin into the centre hole ensuring it fits snugly into the pivot bush. Measure the projection of the pivot pin and trim if necessary so that the pivot pin projects 20-22mm from inside face of door. (Fig 4)
11. Re insert pivot pin into pivot bush.
12. This step only applies to Model D Locks. Remove the four screws from the back plate of the lock body. (Fig 5)
13. This step only applies to Model D Locks. Replace the existing cam with the supplied cam and refix cover plate. With locking bars in the extended position, ensure that the groove of the cam aligns with the marking on the backing plate. (Fig 5)
14. Position lock body on door, ensuring that the pivot pin is aligned with the cam. Fix lock with coach screws or dome nuts. (Fig 6)
15. Check operation of lock from outside. Locking bars should retract and hold completely when actuated from outside lever. If lock bars do not hold, check correct fitting of lock cam and pivot pin.
16. Check operation of lock from inside. Ensure Lock operates smoothly & without resistance. Excessive force should not be required to activate lock. Lever handle must operate in a downward motion & allow escape at all times.

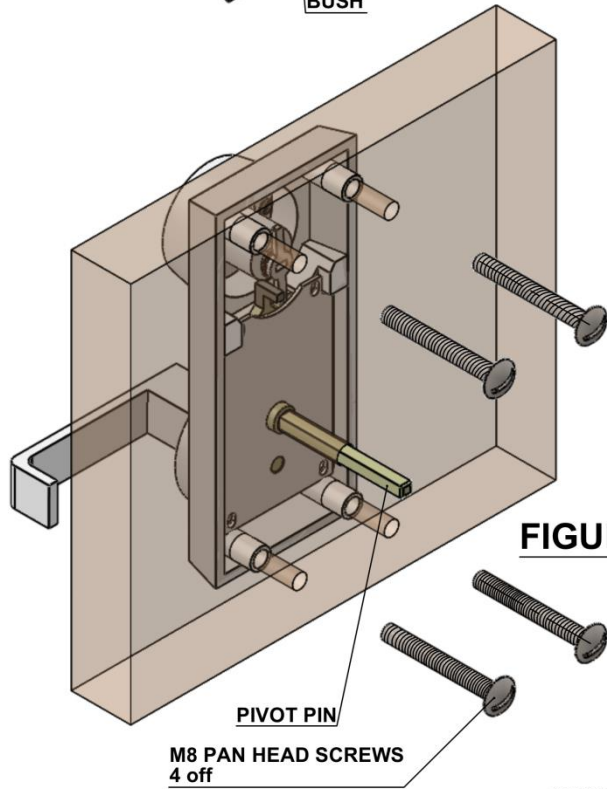


**FIGURE 1**

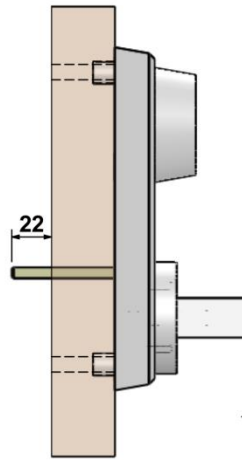
REMOVE DOME NUTS/COACH SCREWS  
4 off (MODEL 'D')  
8 off (MODEL 'F')



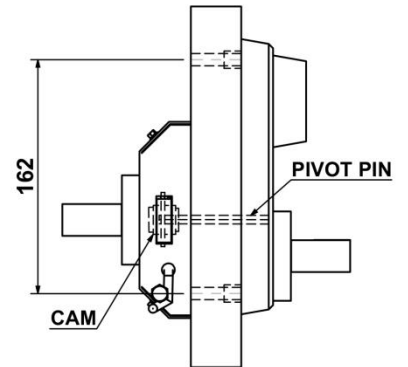
**FIGURE 2**



**FIGURE 3**



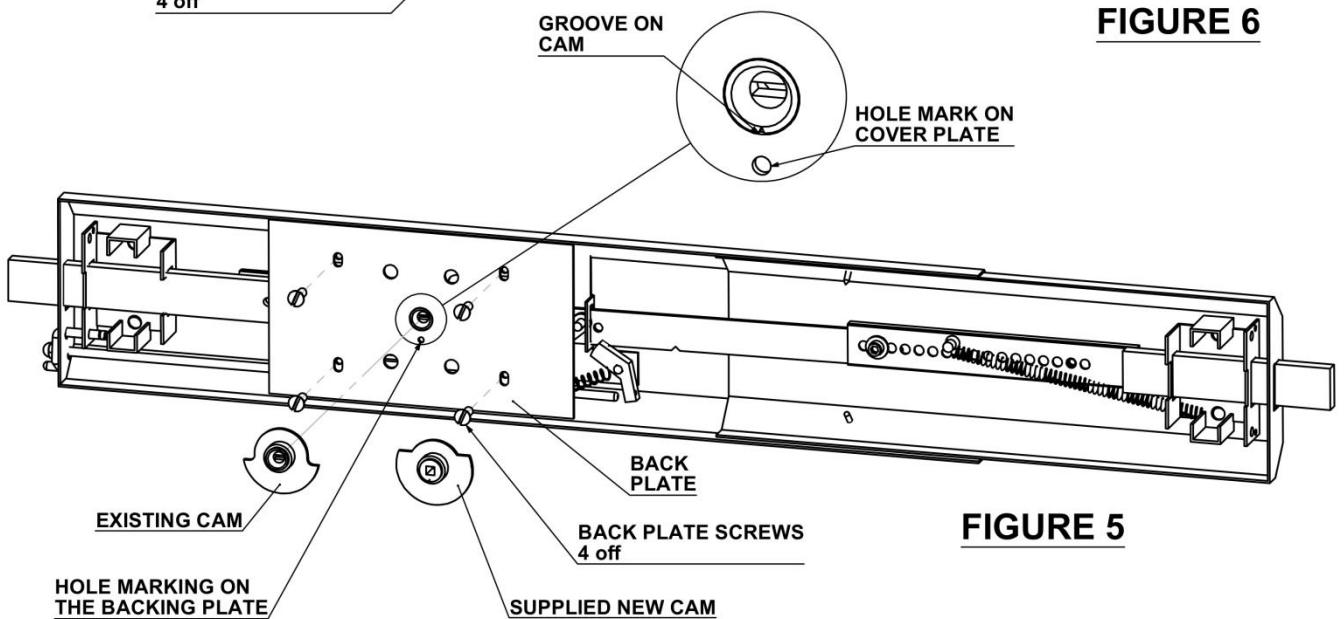
**FIGURE 4**



**FIGURE 6**

GROOVE ON CAM

HOLE MARK ON COVER PLATE



**FIGURE 5**