

ARMAPLATE
CHALLENGER

NOTE

All
dimensions
are for
GUIDANCE
only!

APHK01

FORD
CUSTOM

2012 >

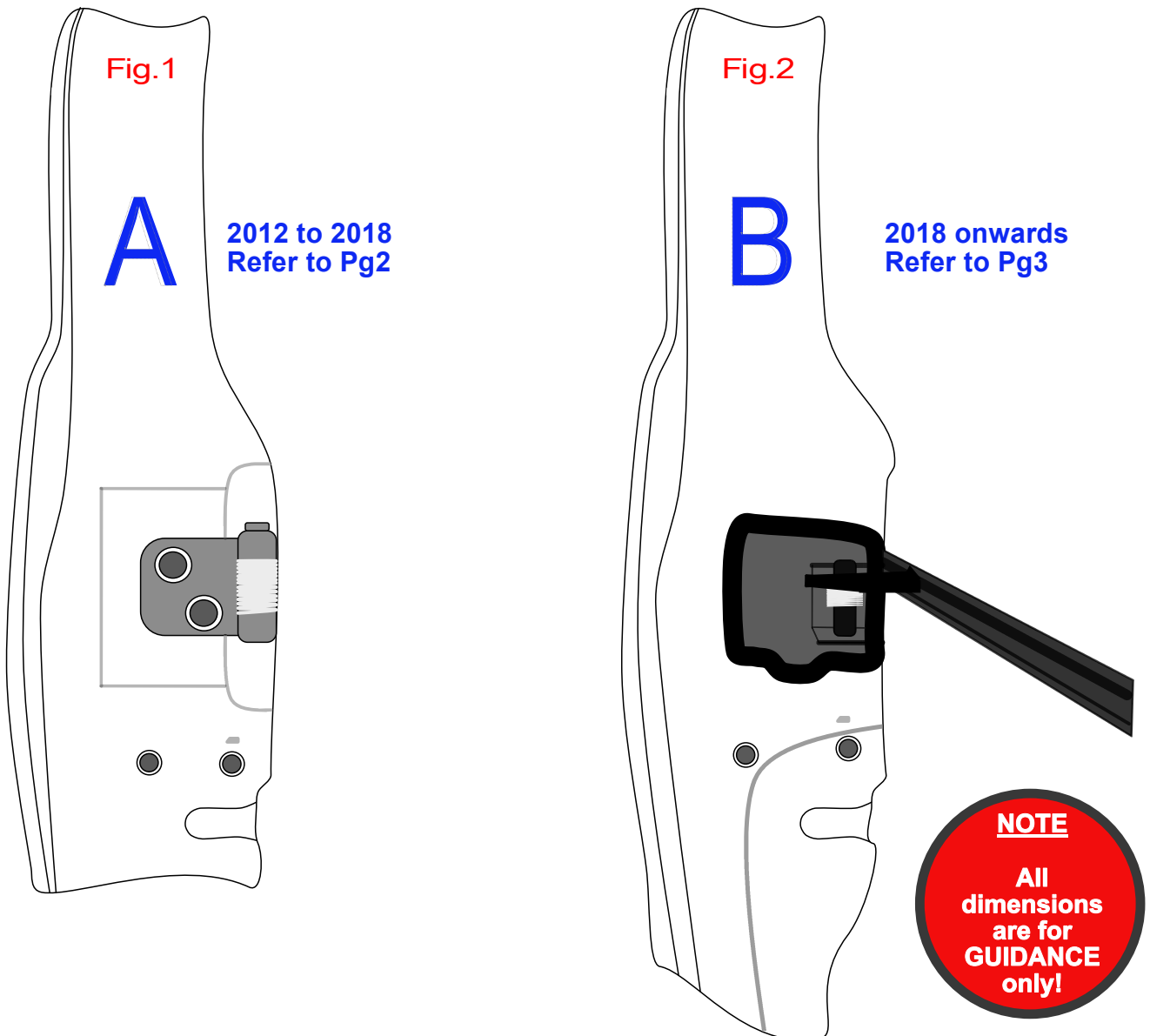
CAUTION

Double-check to make sure that you have the right kit for the van you are working on BEFORE proceeding with your installation. If you are in any doubt, please ring 0845 838 0700.

APHL03**Not suitable for a glazed door!**

IMPORTANT NOTE : There is a difference between the side load door following the “FaceLift” changes and you need to make sure which variation you will be working on. The Challenger HookLock fits both but the fitting measurements are different. Look at the images below to determine which door is fitted to your van - **A** or **B**.

If you are not too sure, contact us for assistance.

**NOTE: TREAT ALL BARE METAL AFTER CUTTING/DRILLING!**

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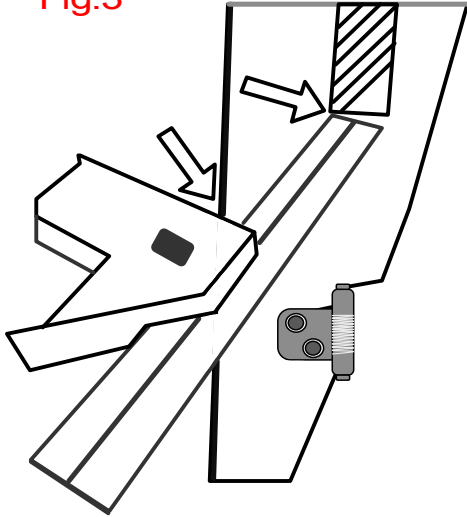
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APHL03

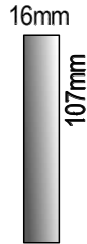
Not suitable for a glazed door!

Fig.3



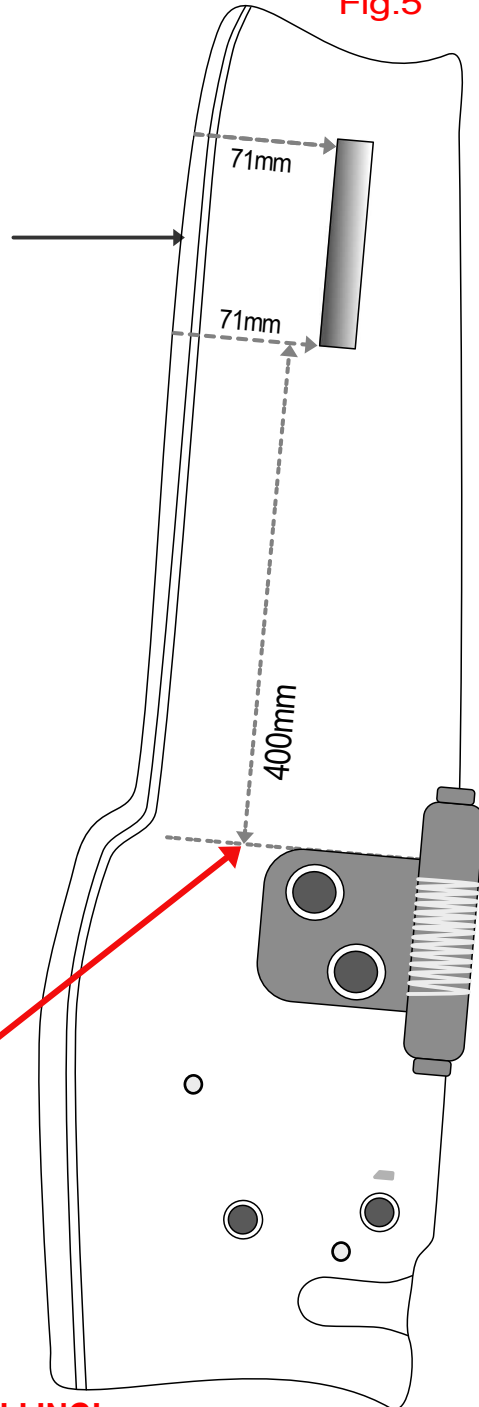
Door A

Fig.4



Cut Lockcase aperture to these dimensions

Fig.5



Measuring Method (example only)

- Use a Set-Square, set to 71mm.
- Position the Square on the edge of outer door skin and angle to the rear of the door, as indicated above.
- Mark the **FRONT** edge of the LockCase aperture, **TOP & BOTTOM**.
- Mark out the full aperture dimensions referring to Fig.4

Take measurement from top edge of the door runner bracket

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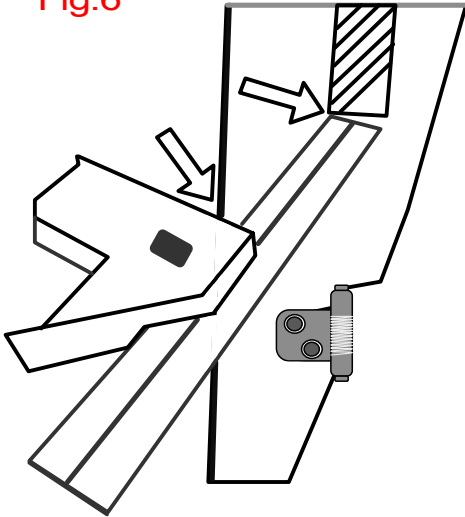
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Not suitable for a glazed door!

APHL03

Fig.6



Door B

Fig.7

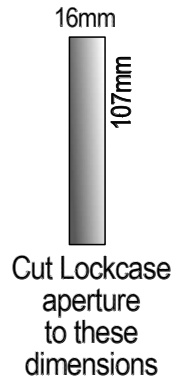
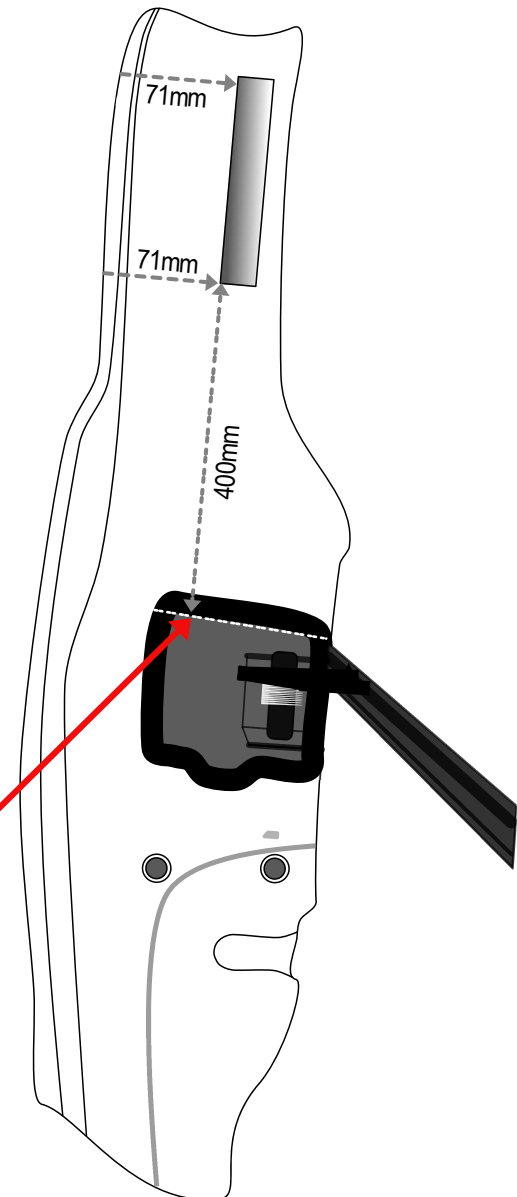


Fig.8



Measuring Method (example only)

- Use a Set-Square, set to 71mm.
- Position the Square on the edge of outer door skin and angle to the rear of the door, as indicated above.
- Mark the **FRONT** edge of the LockCase aperture, **TOP & BOTTOM**.
- Mark out the full aperture dimensions referring to Fig.6

Take measurement from this part of the door runner opening

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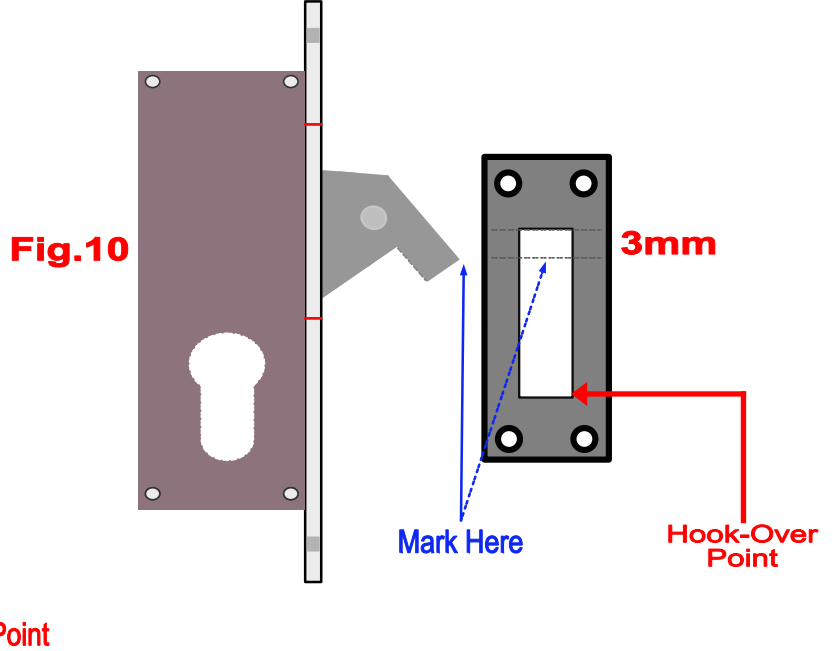
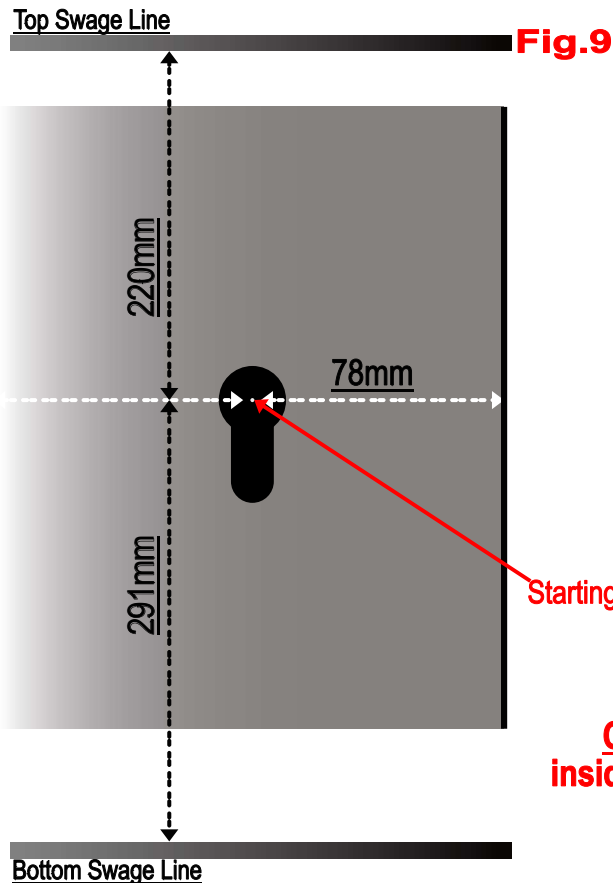
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APHL03



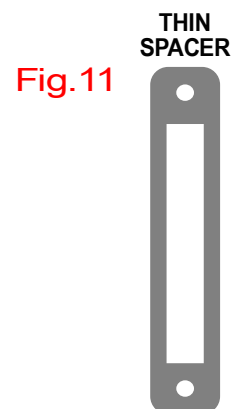
CYLINDER POSITION (Door A or B)



CAUTION!!! There is a wiring loom running down the inside of the "C" post where the strike-plate hole is to be cut

FITTING A STRIKE PLATE

- Apply Masking tape to the approximate strike-area of the door post.
- Mark tip of the HOOK with a dab of paint to show where the bolt is going to touch the post.
- Close door and turn key to move HOOK onto the door post.
- Mark 2-3mm above the paint mark, then using the strike-plate, line up the TOP of the aperture (see Fig.10)
- Mark out strike-plate aperture on doorpost.
- Gradually cut out the shape of the strike-plate aperture until lock operates properly.
- Temporarily attach plate over the hole (use masking tape then 2 screws as a temporary fix).
- When lock operates correctly, drill and secure with supplied 5mm rivets.



Slide the thin spacer over the Lockcase body to mate up to the rear of the frontplate.

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APHL04



Not suitable for a glazed door!

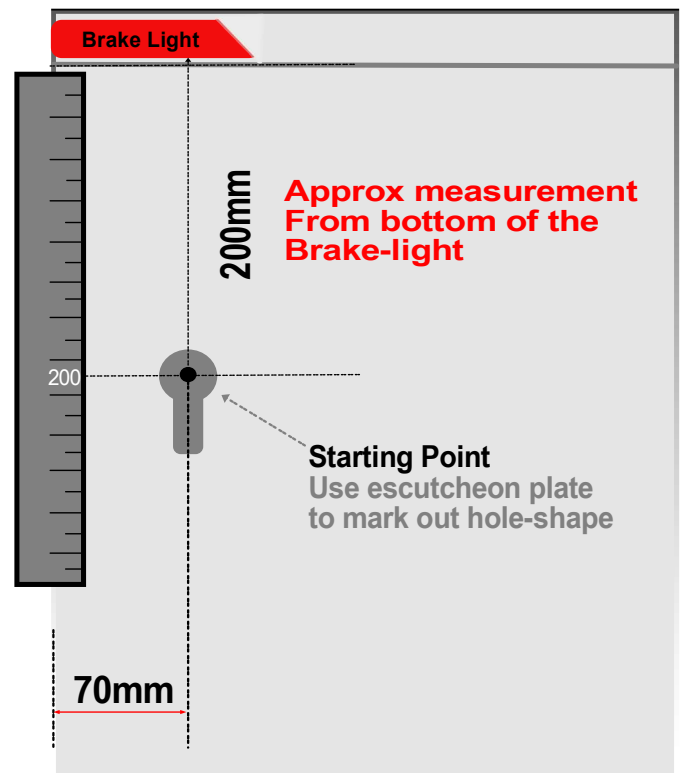
IMPORTANT NOTE : This is for a **LOW ROOF** van only! If your vehicle is HIGH ROOF, you will need to carry out the modifications to the rear bracket as detailed on Page 4 of this guide.

CYLINDER POSITION

Fig.1



Fig.2



CAUTION :

It is advised to carefully remove the High-Level Brake Light and secure the cable inside to one side while cutting the Lock Cylinder holes. Remove the rubber grommet to access the brake-light retaining nut.

* Mark the cylinder position (see Fig.2)

* Neatly cut the **EXTERNAL** hole for the lock cylinder on the outer doorskin using the escutcheon plate as a guide.

* Cut the **INTERNAL** hole for the lock cylinder to pass through. The internal hole needn't be as neat, since it will be covered by the LockCase mounting box.

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APHL04



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FITTING THE LOCKCASE & MOUNTING BOX

Fig.3 Inside view of rear door

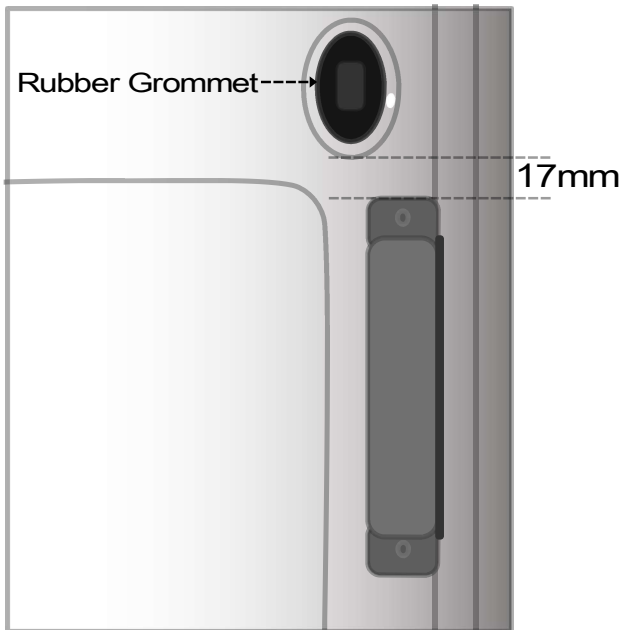
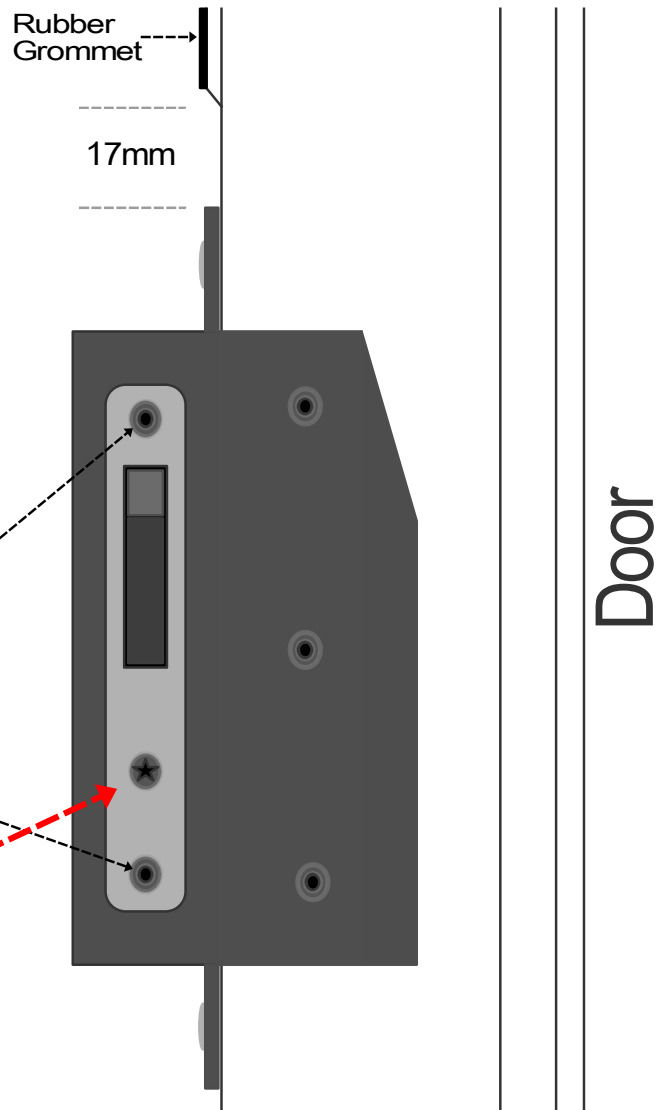


Fig.4



- * Secure the LockCase to the Mounting Box using the supplied 5mm CSK Rivets
- * Align the top tab of the Mounting Box approx **17mm** from the **BOTTOM** of the raised area surrounding the rubber grommet and place a mark.
- * Engage cylinder with LockCase and make sure that the Mounting Box will fit in the right position.
- * Fit cylinder securing-screw (ideally cut to approx 40mm length)
- * Make adjustments to the cylinder-holes on doorskins if necessary.
- * Mark the rivet-hole positions for Mounting Box, drill 5mm holes and secure the box with supplied 5mm Dome-Head rivets. <https://www.clearskyinstitute.com/ham/HamClock/>
- * Drill remaining holes and secure with rivets.

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APHL04



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FITTING THE RECEIVER

Close both rear doors and operate the cylinder so that the hook is fully extended in its locked position.

From INSIDE the van, offer the Receiver Bracket into position, ensuring that the **BOTTOM** of the slot sits under the hook with just a couple of mm clearance (see Fig.5).

Hold the bracket in place with masking tape and then from outside, test the lock operation carefully, adjusting the bracket position accordingly until you are happy with it.

When the lock operates correctly, drill the bracket holes and secure it in position with the eight 5mm dome-head rivets.

Fig.5

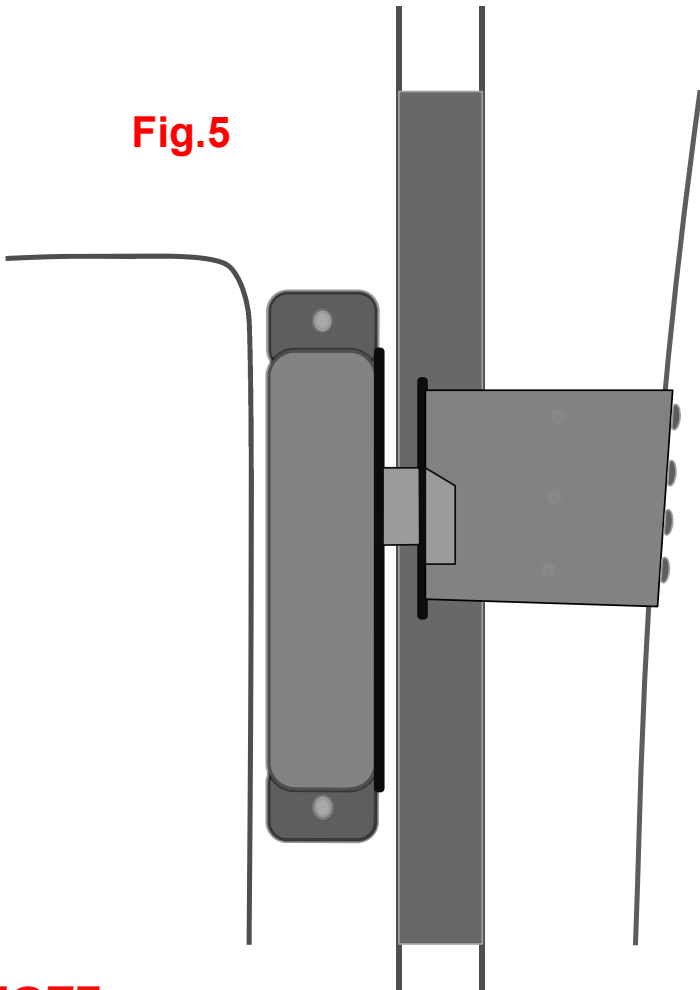
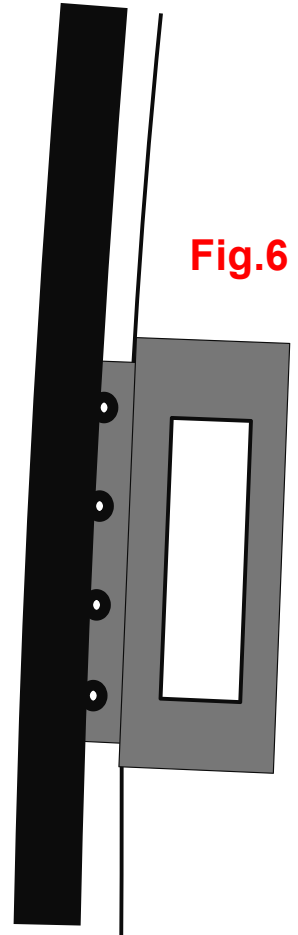


Fig.6



FITTING THE ESCUTCHEON PLATE

Fit the escutcheon plate around the cylinder cut-out and secure it with the supplied 3.5mm rivets.

Fig.7



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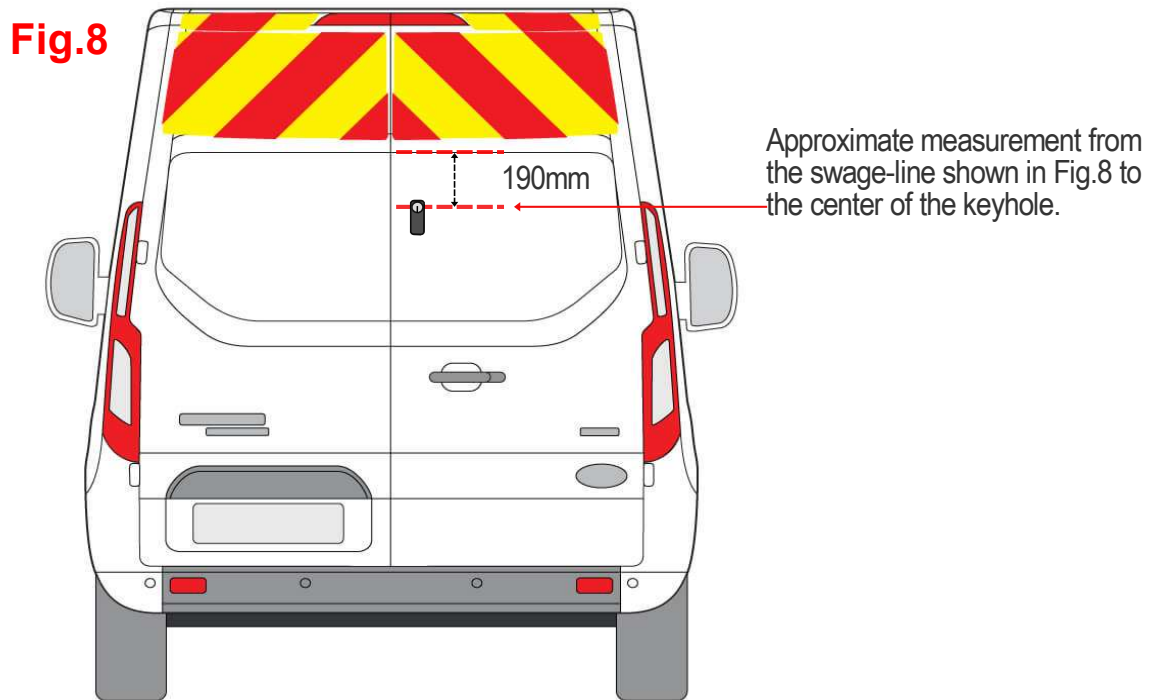
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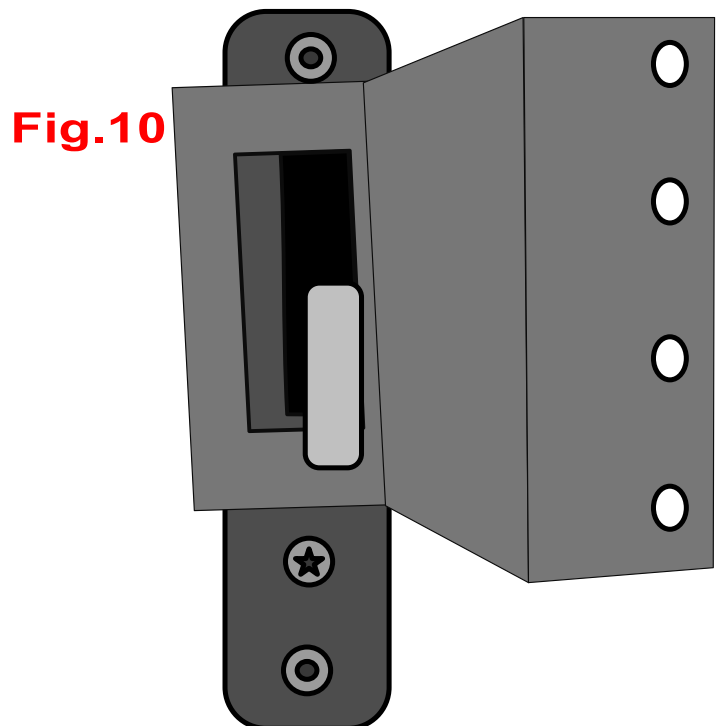
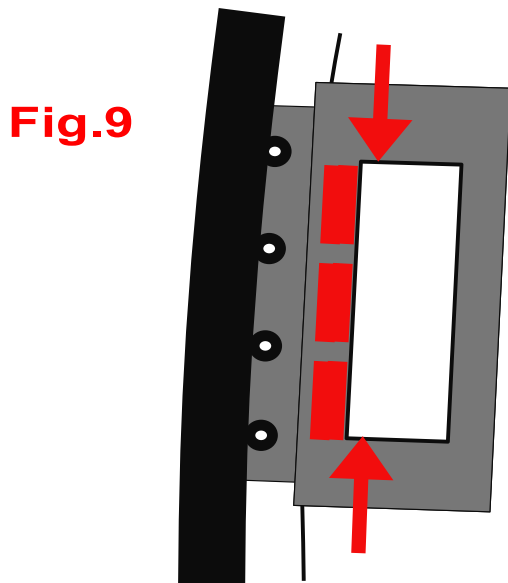
Not suitable for a glazed door!

FITTING TO REAR DOOR OF A HIGH-ROOF VAN

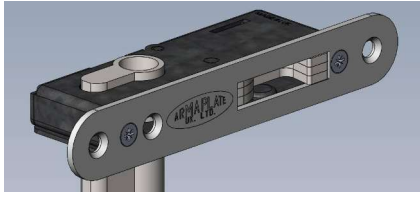
The HIGH ROOF rear doors have an additional UPPER LATCH, so **Strike Bracket** in the supplied kit will need modification in order to be able to function normally. See instructions below...



Close the rear doors and step into the cargo area. With the Lock Assembly in position, assess how much material is required to be removed from the Strike Bracket Aperture so that the hook will engage without catching.



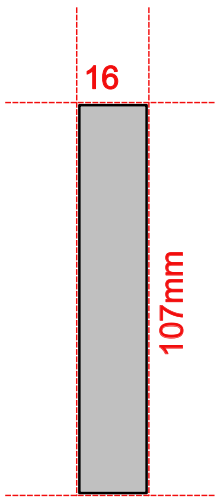
NOTE: Treat all bare metal with rust-inhibitor



How do I cut out the LockCase Aperture?

We always recommend that security products are installed by professional engineers who can guarantee that the highest levels of security and reliability are achieved, but if you wish to install the product yourself, you can use the Fitting Guide provided in the kit. Bear in mind that all dimensions are provided as nothing more than an approximate guide and it is the installers responsibility to determine the final fitting positions of each component.

When it comes to cutting out an aperture for the LockCase to fit in, there are a few different methods. People who install HookLocks on a daily basis will want to invest in specific tools such as nibblers, reciprocal saws, air-saws and die-grinders, etc, but if you are an owner-driver who will only be fitting a security device once, then you may choose to employ the most basic method of installation as shown below.

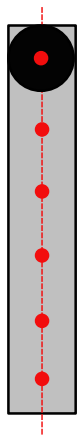
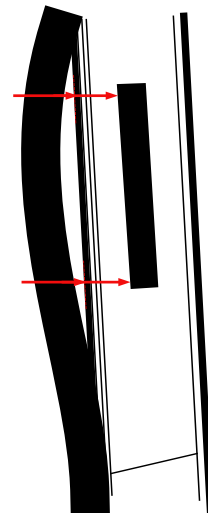


The first job is to refer to the main guide for the dimensions of the aperture cut-out and mark the area to be cut on your van.

Before you cut or drill *anything*, check and double-check that you have got the dimensions right. Measure twice, cut once!!!

If in any doubt, seek help before cutting.

EXAMPLE



Mark out a centre-line and drill-points and then proceed to drill out a series of 16mm holes as shown on the right to remove the bulk of the metal.



Use a file to remove the excess metal to attain straight sides and sharp corners. You can employ a similar method for the *lock cylinder* aperture.

Make sure the edges are protected from corrosion by applying a liberal coats of rust-inhibitor.

NOTE: Treat all cut edges with rust-inhibitor!