

ARMAPLATE
CHALLENGER

NOTE
All
dimensions
are for
GUIDANCE
only!

APHK08

VW

CADDY

2016 >

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.

APHL38

Not suitable for a glazed door!

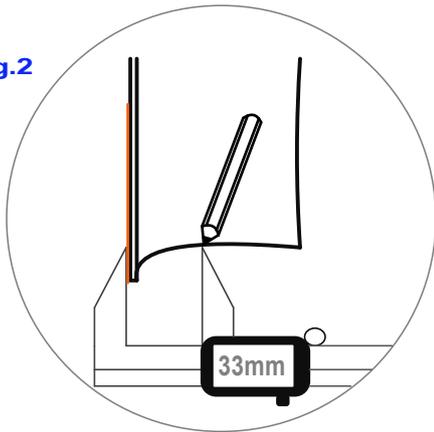


Read ALL instruction pages **before** starting!

FITTING LOCKCASE

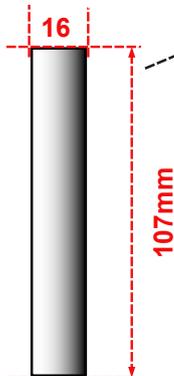
Fig.1

Fig.2



Protect paintwork by Applying **Masking Tape**

Fig.3



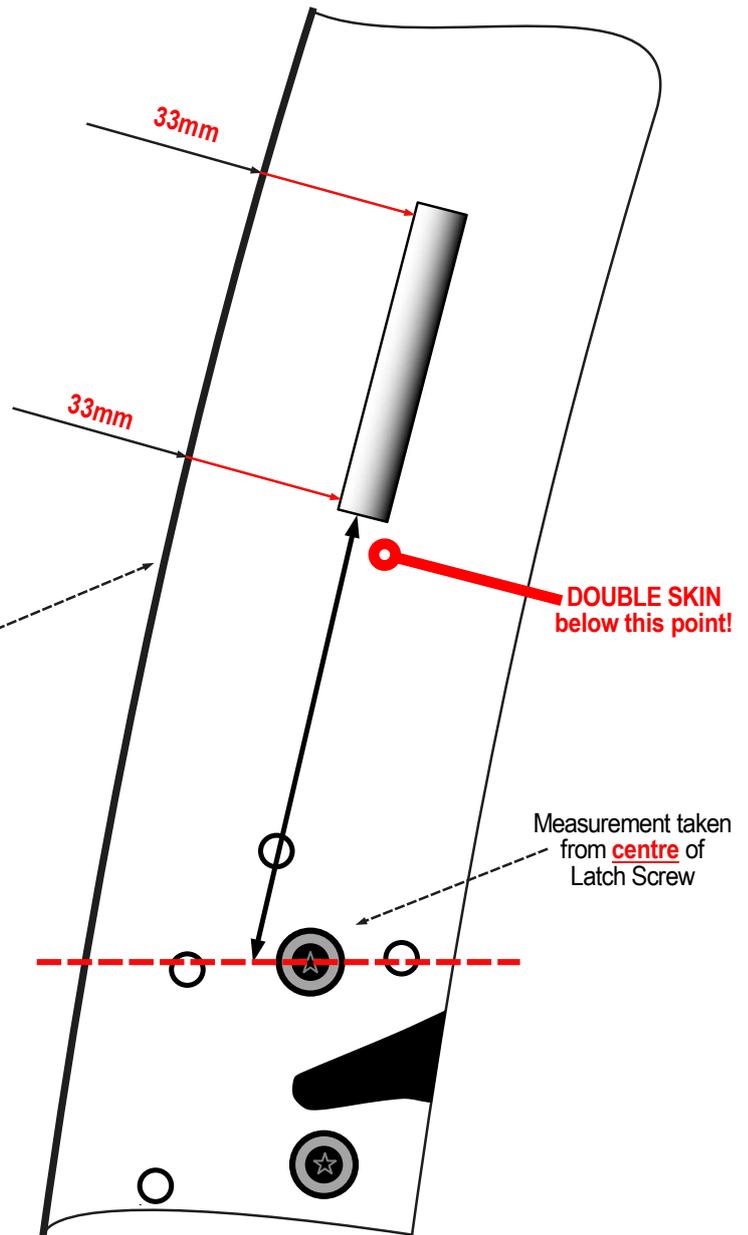
Lockcase Aperture Dimensions

SPACER

Fig.4



Fit this spacer between door-skin and Lockcase



DOUBLE SKIN below this point!

Measurement taken from **centre** of Latch Screw

Nearside shown, mirror for offside door!

NOTE: Treat all cut edges with rust-inhibitor!

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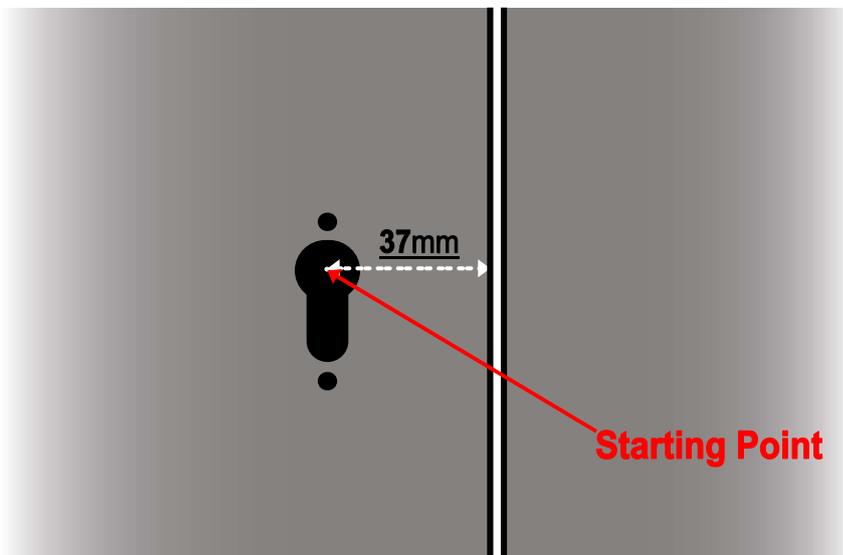
Not suitable for a glazed door!

CYLINDER POSITION

Fig.5

IMPORTANT!!

Due to the severe angle of the back edge of the door, the lock cylinder will protrude at quite an angle and the Cylinder hole will need widening more than normal,



FITTING RECEIVER BRACKET

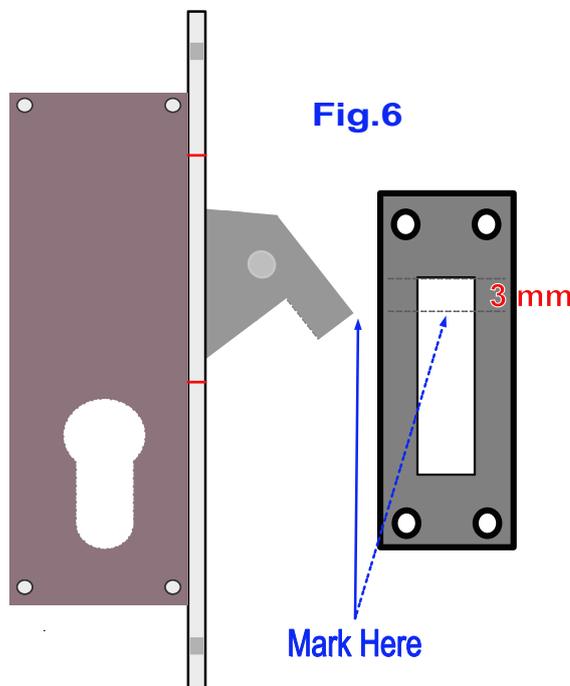
With door fully closed, assess the LockCase HOOK position by marking the TIP with a dab of paint (see Fig.6).

Mark out top of Receiver hole to approx 3mm above the paint mark (see Fig.6).

Cut out the shape of the Receiver Bkt hole until the lock operates. When you're happy with the plate clearance and the HOOK is engaging with the cut hole properly, hold the receiver plate in place with Masking Tape and **again** check the operation of the Lock.

When happy with the plate position, secure with supplied 5mm CSK rivets.

Finally, fit the steel escutcheon plate over the lock cylinder, remembering that the escutcheon plate hole may need widening due to the angle of the cylinder.



Nearside shown, mirror for offside door!

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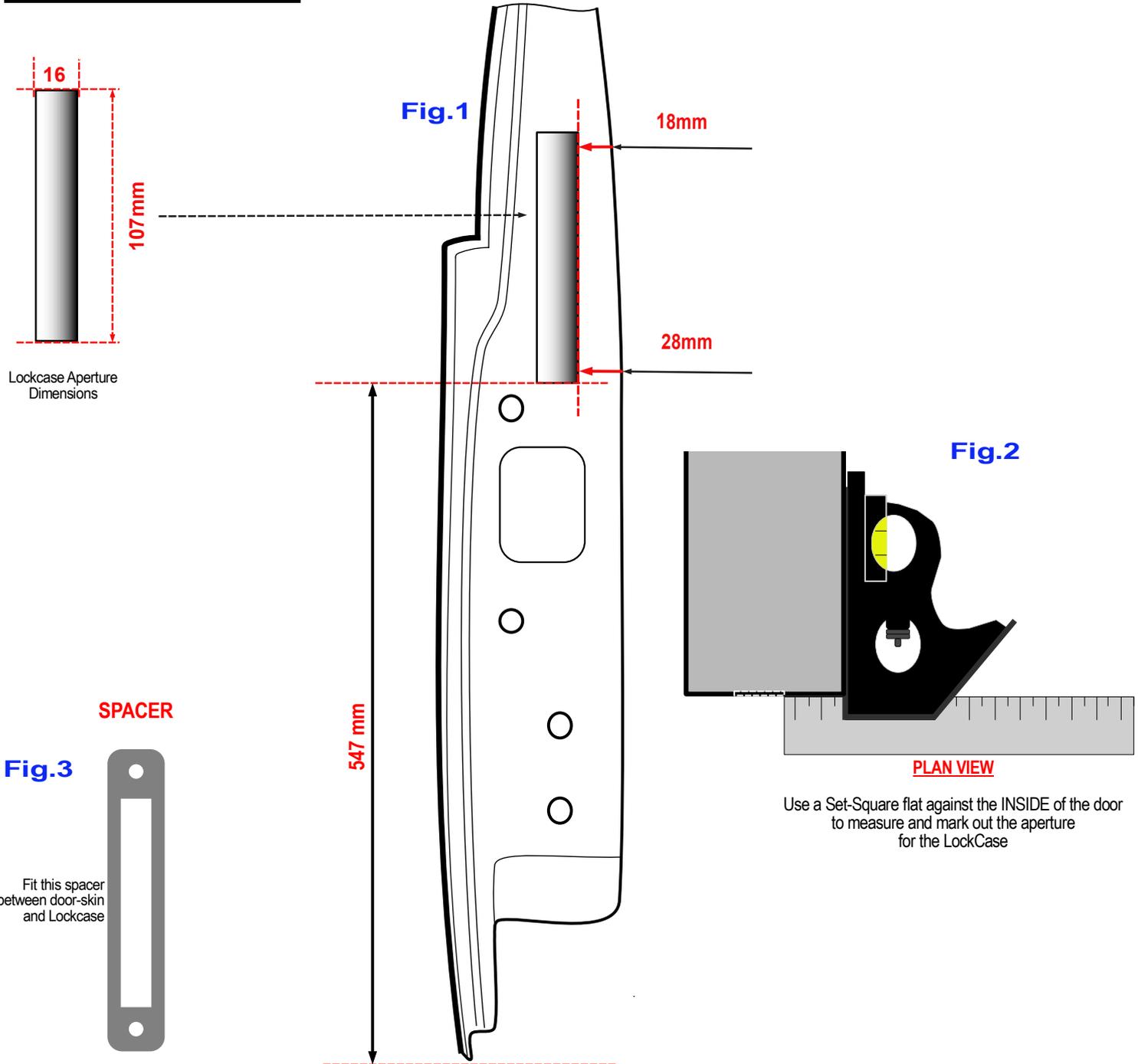
APHL39



This kit WILL fit a glazed door!

Read ALL instruction pages **before** starting!

FITTING LOCKCASE



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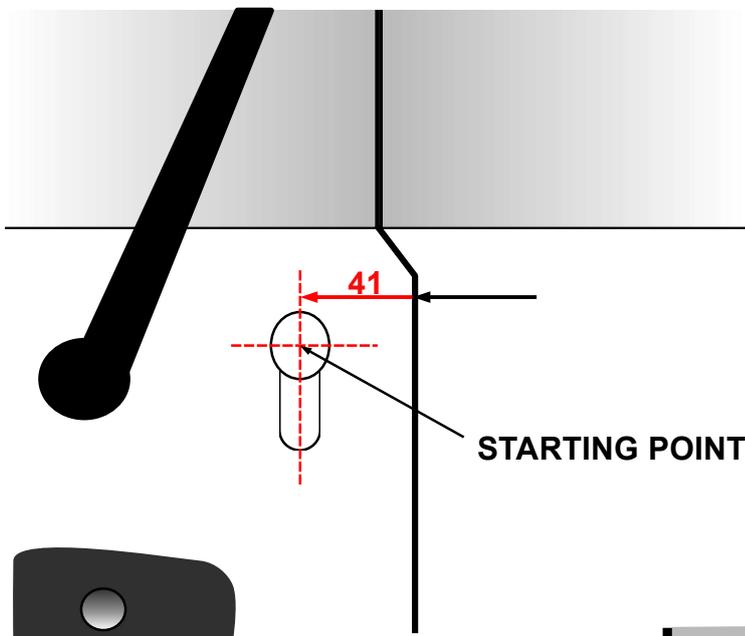
APHL39

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CYLINDER POSITION

Fig.4



FITTING RECEIVER BRACKET

DO NOT secure the LockCase until the Receiver Bracket clearance has been checked!

Clearance can be checked from inside the van. Hold the bracket in place with Masking Tape and adjust the LockCase aperture hole if more clearance is required.

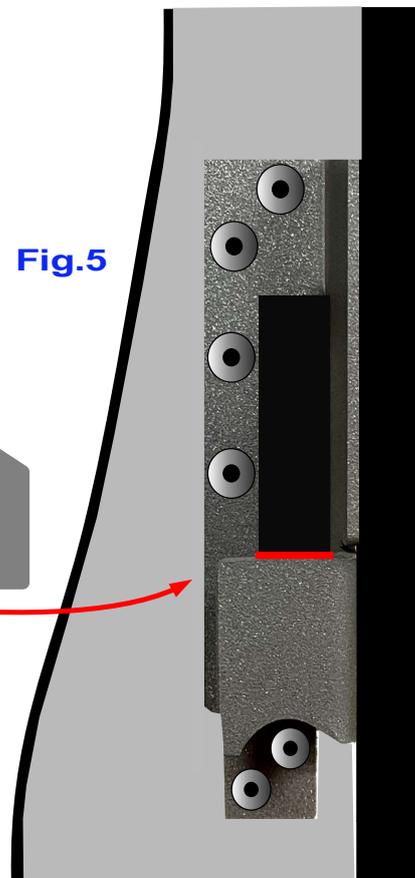
Position the **inside** of the HOOK over the return of the Receiver Bracket and mark the position

When you're completely happy that the lock operates perfectly, drill and secure the bracket with supplied 5mm dome rivets.

Fix the LockCase in position with supplied 5mm CSK rivets.

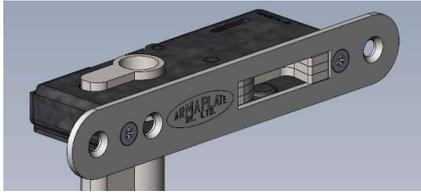
Finally, fit the steel escutcheon plate with supplied rivets.

Fig.5



NOTE: Treat all cut edges with rust-inhibitor!

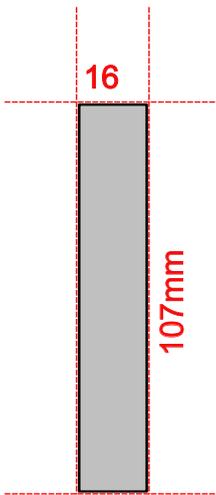
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How do I cut out the LockCase Aperture?

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.

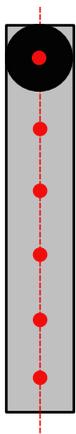
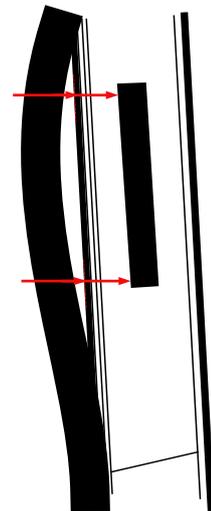


The first job is to refer to the main guide for the dimensions of the aperture cut-out and mark the area to be cut on your van.

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!