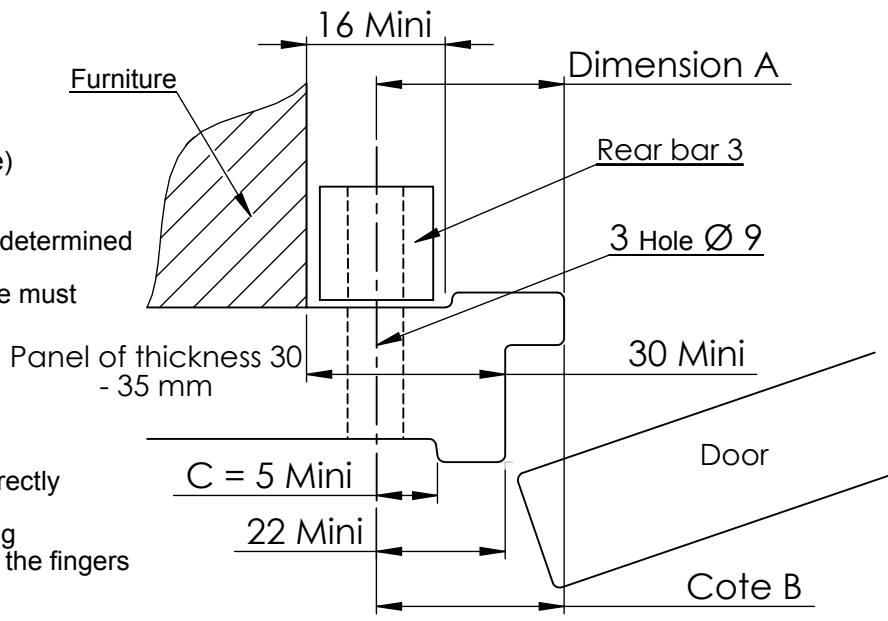


KEY

- 1 - Base
- 2 - Pinion
- 3 - Rear bar
- 4 - Crank pin
- 5 - Key-operated slider
- 6 - Slider without key
- 7 - Ring
- 8 - 2 x FHC M8 stainless steel screws
- 9 - 2 x HC M6 stainless steel screws
- 10 - 2 x FHC M5 stainless steel screws
- 11 - Teflon block for cutting
- 12 - Spring
- 13 - Lock

N.B.

- The version with lock will not include component n° 6
- The version without lock will not include components nos. 5, 7, 10 & 13



Position rear bar (3) and measure dimension A (from central axis of hole to edge of the door frame)
 Transfer and mark dimension A at B on the outside of the vehicle
 Ensure that the minimum values of 22 mm and 5 mm are observed for dimension C
 Cut the white Teflon block (11) from the ungrained side, transferring dimension C which has been determined from the axis of the holes
 Offer up the cut section of the block to the supports on the edge of the frame: the centre of the hole must match the marking of dimension B
 Use the block as a template for the marking of the 3 x Ø 9 holes
 Drill 3 holes, ensuring that these are parallel and horizontal
 Pass the 2 M8 screws (8) obliquely through the base (1), then through the Teflon block (11)
 Pass the screws through the drilled panel (the M6 hole side in the base must be on the door side)
 Attach the 2 screws (8) to the rear bar, without tightening
 Fit the pinion (2) with its spring (12), and confirm that the spring is executing its return function correctly
 Realign the whole assembly, if required, and permanently tighten the 2 screws (8)
 With the pinion aligned to the front of the base, mark the stem to the rear of the crank pin for cutting
 It must be possible for the crank pin to rotate whilst maintaining clearance of 15 mm to the rear for the fingers
 The stem can be cut to a longer length initially, then trimmed
 Fit lock (13) with the screws (10) and the ring (7) on the slider (5) (version with lock)
 Thread the slider (5 or 6) onto its guide from the side, with the rack at the top (except in the UK)
 The pinion will then be positioned naturally on the interior, to the right or left of the slider, and will interlock with the latter
 Attach and lightly tighten the short M6 screw (9) in the base (1)
 Fit the long M6 screw to the correctly aligned crank pin (4): locking in the lower position

For your safety, drive with the bolt open and the lock secured

Like any precision mechanical device, this lock should be protected against sand
 Advice: In case of difficulty in operation, lubricate the slider, the rack or the pinion axle (using oil or vaseline)

Operation:
 From the inside: Pull on the crank pin (4), commence rotation and release tension. The position of the latter will be restored at its limit of travel
 From the outside: Release the lock, slide the assembly to the right or left, secure the lock
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