

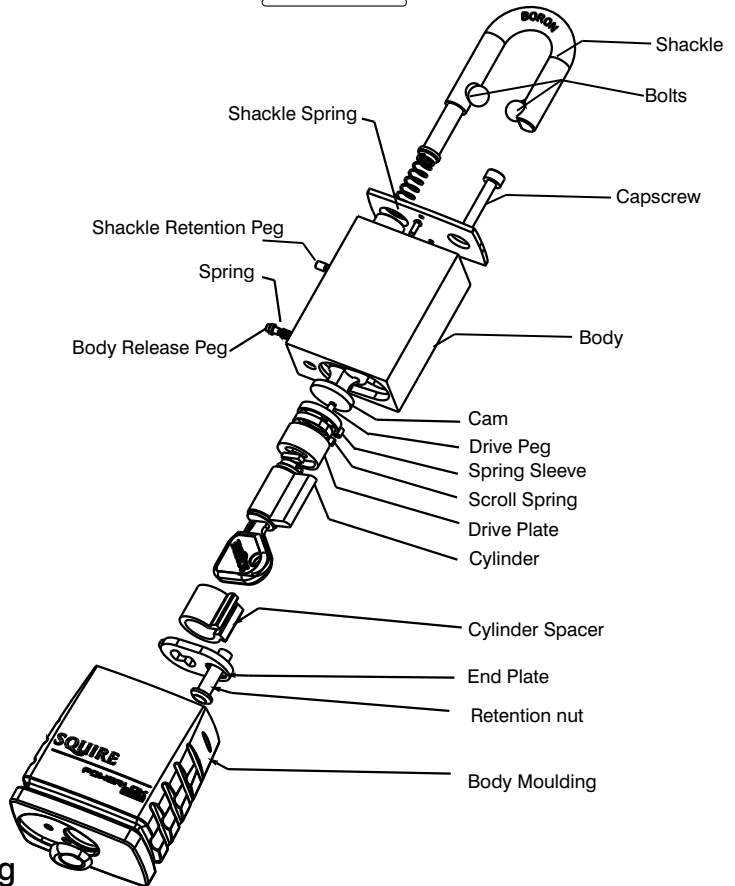


Lockmakers since 1780

Fitting Instructions

How to change the cylinder in the
Squire Padlock models Pol 45, Pol 45C, Pol 55, Pol 55C

POWERLOK™



Assembly Drawing

Henry Squire & Sons Limited

Hilton Cross Business Park, Cannock Road, Featherstone, Wolverhampton, WV10 7QZ

Tel: 01902 308050

Fax: 01902 308051

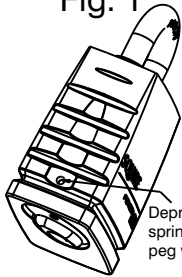
E-Mail: info@henry-squire.co.uk

Website: www.squirelocks.co.uk



Lockmakers since 1780

Fig. 1



Depress spring loaded peg with a tool such as a screwdriver

Fig. 2

Replace the cam and turn it to the 6 o'clock position

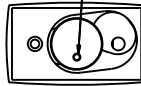
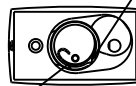


Fig. 3

Insert the spring sleeve making sure that the protrusion fits into the undercut provided



Insert the spring so that it fits inside the spring sleeve. The small tag on the outside of the spring should fit into the spring sleeve

Fig. 4

Turn the drive peg so that it engages with the spring



Fitting Instructions

IMPORTANT NOTES: READ ALL INSTRUCTIONS BEFORE PROCEEDING.

1. Using a tool such as a small screwdriver depress the spring loaded peg indicated in fig 1 Then pull the plastic body moulding away from the lock. Be careful not to lose the peg and spring when the moulding is removed. Also, be careful not to let the shackle retention peg in the side of the body fall out (This is located above the spring loaded peg)
2. Unlock the padlock and using a 3mm allen key unscrew the capscrew inside the shackle hole. This will allow the end plate and retention nut to be removed from the bottom of the lock.
3. Holding the lock upside down place the key in the cylinder and carefully remove it from the lock. Try not to disturb the components remaining inside the lock, however, if this does occur go to step 7.
4. Remove the spacer from the old cylinder and attach it to the replacement cylinder making sure you put it on the correct way around. Place the cylinder back in the lock using the key to engage the slot on the end of the cylinder with the tongue of the drive plate.
5. Remove the key from the cylinder making sure you do not pull the cylinder back out and then replace the end plate and retention nut. Replace the capscrew into the shackle hole, if it will not squeeze past the ball then you may have to turn the key in the cylinder to allow it to drop through. Re-fasten the capscrew.
6. Replace the spring loaded peg and spring and depress them so that the moulding can be pushed back on to the body. Check that the peg pushes back into the hole.
7. If you have disturbed the parts beneath the cylinder then you will have to reassemble those parts as well.
8. Place the first ball steel bolt into the bottom of the centre hole and push into the side hole so that it is visible in the short shackle hole, push the other bolt into the opposite side of the hole. Replace the cam and turn it to the six o'clock position as shown on fig 2.
9. Insert the spring sleeve making sure that the protrusion fits into the undercut provided and insert the spring so that it fits inside the spring sleeve as shown on fig 3. The tag protruding from the outside of the spring should slot into the spring sleeve.
10. Turn the drive peg (which is fixed in the cam) so that it engages with the spring as shown on fig 4.
11. Insert the drive plate so that slot fits over the drive peg and using an item such as a small screwdriver turn the mechanism until you feel some resistance from the spring. Back to step 4.