

EXTERNAL LOCKING SOLUTION

FOR COMMERCIAL VEHICLES

Series 4 Category Medium Mod. B

IMPORTANT INFORMATION

Introduction

Dear Customer,

Thank you for buying GATELOCK VAN. The most reliable locking solution to protect your commercial vehicle.

Please read carefully the instruction of how to use & install the GATELOCK VAN, and so to avoid any mistake during the process.

Proper Use of the Lock

The lock actioned with the key and its components are suitable for environments with the following characteristics:

- Maximum relative humidity 95%
- Ambient temperature - 20°C + 60°C.

The accessories are made in such a way that they can be assembled on original components of the lock. If any unauthorized part is used on the lock, the characteristic of the lock will be compromise. The intended use for this purpose is a requirement for the use of the lock.

The operation of the lock and accessories, supplied by BLOCK SHAFT, has been checked. If third-party components are used, it will be necessary to inform the manufacturer if you are ensure about the suitability of the product.

To ensure the use in accordance with the purpose, proceed as follows:

- Providing people with relevant information and necessary instructions in this regard.
- To be installed by qualified personnel, in accordance with the installation instructions. In this regard, it is necessary to comply with the rules in force.

The intended use for this purpose is given, when the padlock and accessories:

- They are used as contemplated by the definition of specifications and installation data.
- They are not used inappropriately.
- They are treated periodically according t the instructions of maintenance and care.
- They are not used beyond their wear limit.
- They are repaired in case of failure, by qualified personnel.

The Contractor / The manufacturer declines all responsibility in case of injury to persons and damage to property as a result of inappropriate use or command, which is not in accordance with the purpose.

Improper Use of the Product

Improper use of the device, is :

- When you do not follow the guidelines used for the intended purpose.
- When proper operation is prevented by the contribution of foreign objects and / or non-compliant in the area with the aim of opening in the enclosure or in the feedback / cone.
- When the locking system or feedback / cone is subject to tampering , which shows a change in the structure , operation or function.
- When , to keep open the tailgate or damage is excluded inappropriately latch or other locking elements additional.

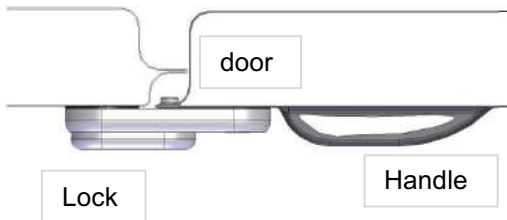
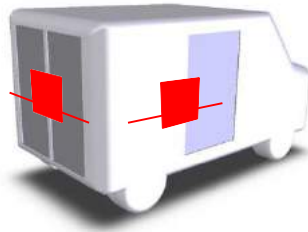
- When the closure elements are mounted and subsequently processed in such a way as to prevent the operation, eg. painting over the moving components, such as eg. the latch.
- When to use the key cylinder with normal hand pressure, excessive loads are transferred on the closing system.
- When the crack between the door and the door frame or door and necessary increases or decreases due to, for example, the displacement of the same or lowering the tailgate because of the failure of the hinges or due to deformation caused by shocks.
- When using gears, levers or the like to operate the locking system.
- When you operate the handle and the key at the same time.
- When the lock is locked / unlocked with inappropriate items.
- We use measures other than those listed in the technical data.

The safety instructions are for the installation and use of the lock. They should always be considered !

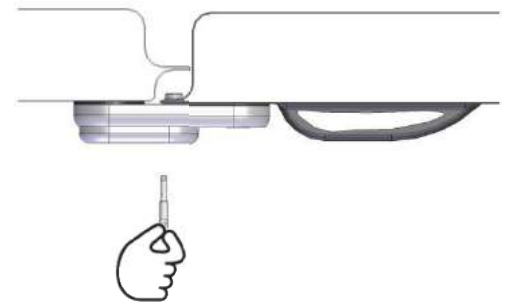
- The manufacturer declines any damage due to the use does not conform to the purpose.
- For safety reasons, the lock is designed to be combined with the original parts BLOCK SHAFT. Using non- BLOCK SHAFT will affect the characteristics of the padlock.
- The tailgate must be closed mechanically with ease.
- The installation and repair of lock requires expertise; therefore should only be performed by qualified personnel.
- For safety reasons it is not allowed to transform, modify, or perform temporary repairs. When replacing components, it is acceptable to use only genuine replacement parts.
- With regard to the safety features of the lock, the manufacturer is, under the rules in force, responsible only when the maintenance, operation and modifications have been performed by the manufacturer or by his agent, according to the manufacturer's instructions.
- BLOCK SHAFT disclaims all liability for damages of any kind caused by a faulty operation, modification, or maintenance.

FUNCTIONING (REAR & SIDE DOORS)

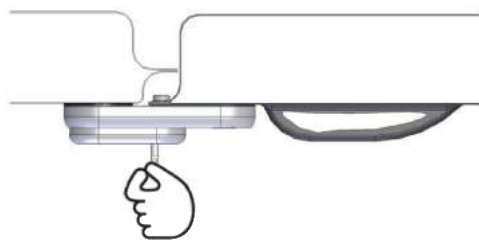
View from the top
and door section



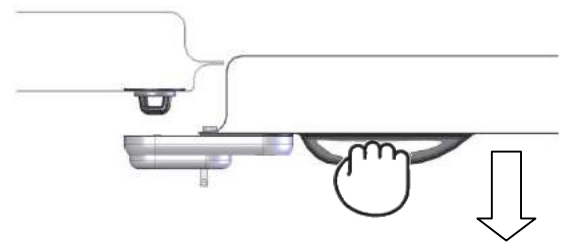
1. Closed lock and door closed



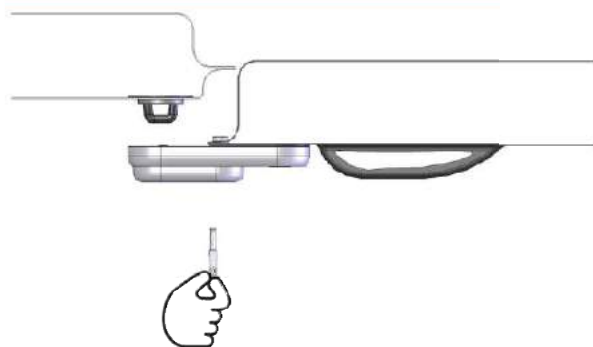
2. Closed lock & door closed.
Insert the key into the cylinder



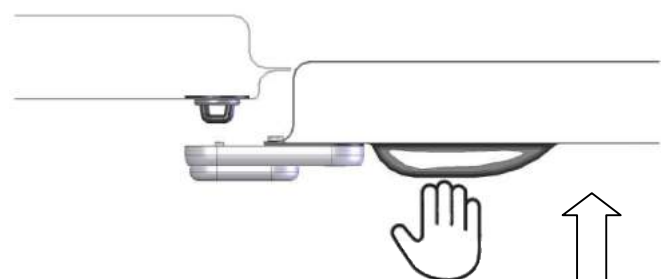
3. Open lock & door closed.
Turn the key of about 180°.



4. Open lock & door open.



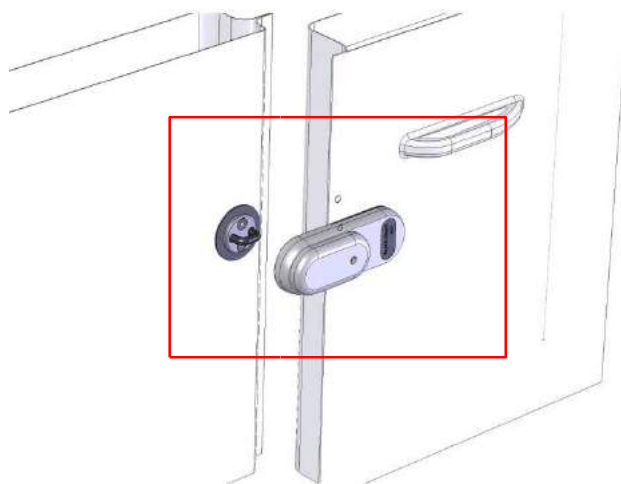
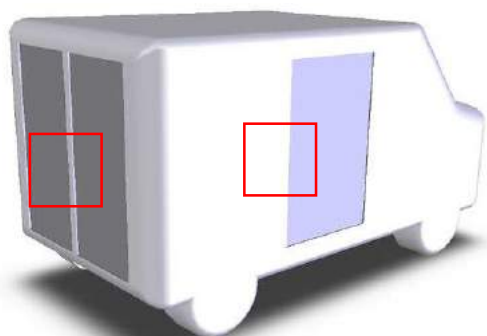
5. Lock prepared for locking and door open.
Turn the key in the opposite direction and
remove the key.



6. Closed lock and door closed.
Lock prepared for locking and door open.
Turn the key in the opposite direction and
remove the key.; the lock will close
automatically.

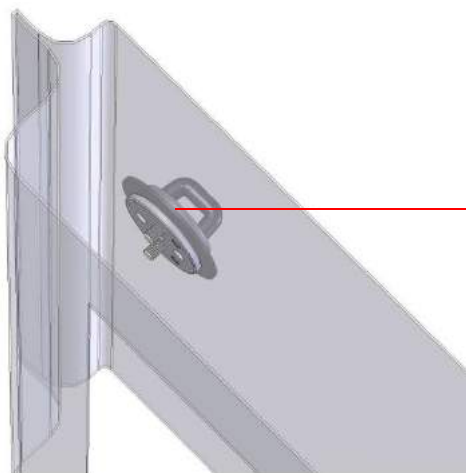
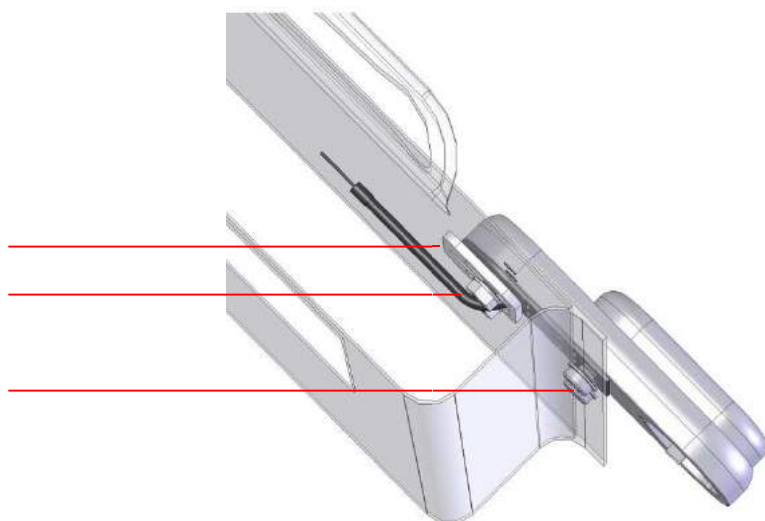
INSTALLATION

GATELOCKVAN is an external locking solution for commercial vehicles. The lock is directly mounted on the doors, and to install it, you need to drill holes through the sheet metal, as outlined below. The lock can be mounted either on rear and/or side doors (right and/or left sides). **The lock remains fitted to the doors.**



Armor

The lock is installed on the door that opens and is fitted over the edge of the door using **M8 bolts** screwed directly on the armor of the lock and two **M8 nuts**, screwed onto studs protruding from the same armor, inserting a special backplate inside the door.



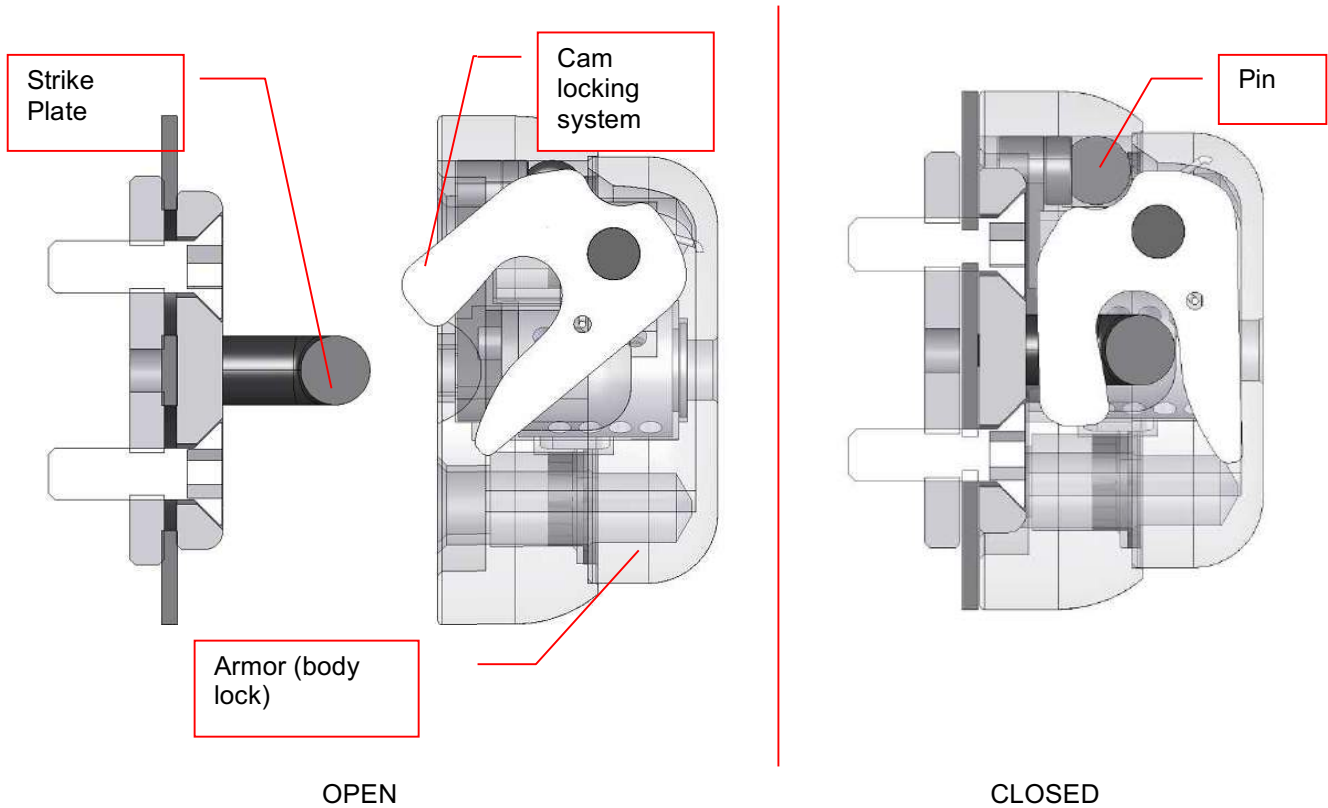
Strike plate

The strike plate attachment is obtained through 2 M6 bolts, screwed on a special backplate seal inside the door.

SPECIFICATIONS

Cam locking system

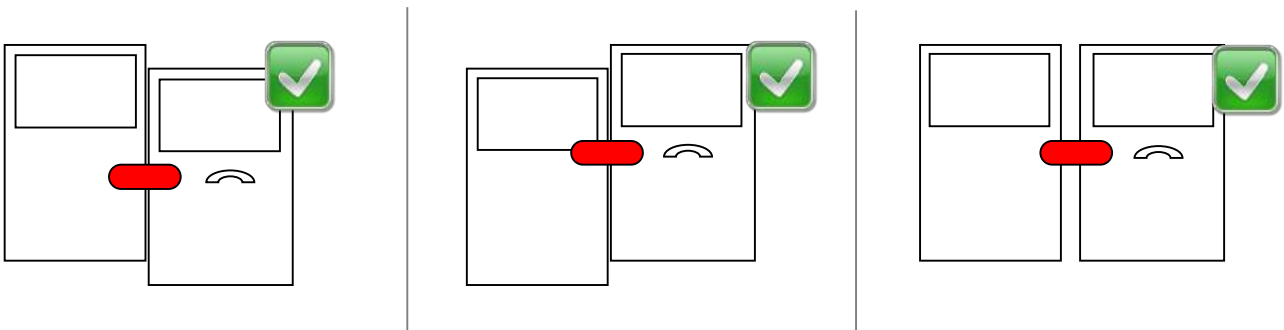
The lock uses a particular shaped cam "C" as locking member. This cam envelops the strike plate applied to the fixed part of the door in the closing phase. This has several advantages.



In the first place, when the lock is closed, the coupling armor-cam-strike plate generates a single body able to resist efficiently attacks of various burglary tools (hammer, chisel, crowbar, screwdriver, pliers ..) . In particular, the strike plate is inserted and almost disappears in the armor, thanks to the cam which joins securely.

Second, this type of coupling between the armor and the strike plate, ensures a considerable movement of hatches that is especially critical, benefiting the operating conditions of the lock.

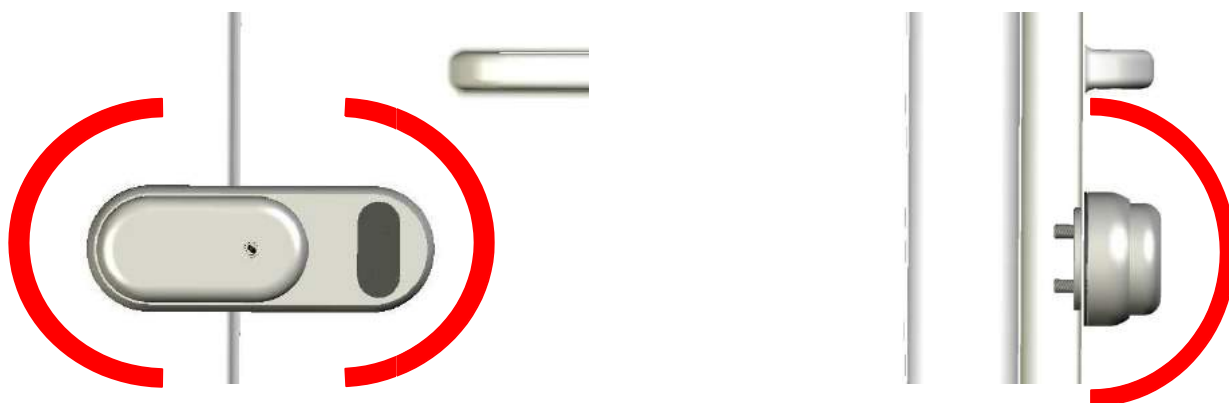
In this way, you can ensure the proper functioning of the lock even on deteriorated or imperfectly aligned doors.



Last, the engagement between the cam & strike plate comes softly thanks to the profile of the same cam, and being no spring or rough coupling, the friction in play during the closing phase are much reduced. This means that the strike plate is no stressed during closing of the lock and thus also the sheet metal (often very thin) on which the same strike plate rests, is minimally stressed avoiding potential deformation or damage of the door.

Geometries

The shape of the lock is fully rounded and connected, and this prevents the most common burglary tools (pliers, wrench, hammer and chisel, ..) to grasp and pluck the lock. In addition, inside the door, the lock can be anchored to the sheet metal through the use of reinforcing plates which prevent the tear in the event of forcing.



Thanks also to the sturdy strike plate and the cam (8mm thick), the device is able to withstand long against the attacks of unconventional burglary tools such as the hammer of 5kg and the crowbar.

Each sealing member is not easily accessible and therefore unassailable. In particular, the cam that locks the rotation is fully integrated into the shell, fired from the outside by several millimeters of carbo-nitrided steel. The lock body is made up of two components, both made from a steel bar full, and then machined with chip removal on CNC machines.

Finally, the construction material (alloy steel and stainless steel), surface hardening heat treatment (carbo-nitriding) and the thickness of the structure of the device are the natural defense against the use of the drill and hacksaw.

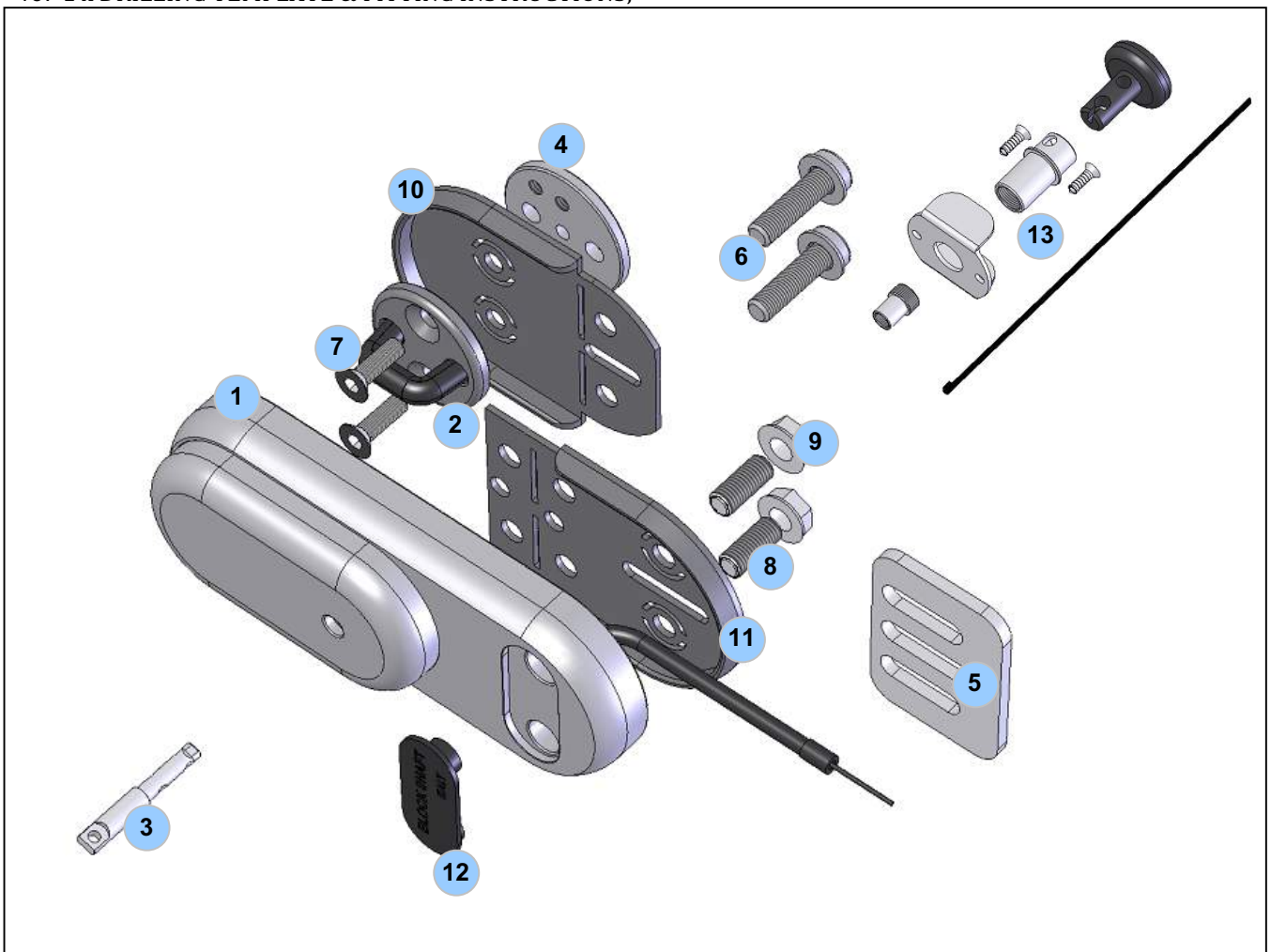
Obviously, attacks lasted for a long time can cause the collapse of one of the organs of the block. That is, however, the rule that a padlock appears to be a deterrent and not always the ultimate solution to the problem of theft; the device must be able to withstand as much as possible to tampering, increasing at the same time the risks of interception for whoever tries burglary.

In any case, in order to maximize the effectiveness of the lock is always recommended that a standard lock of the vehicle is running and enabled; in this way, the seal is maximized thanks to the joint action of the two locks (the original lock of the vehicle and the GATELOCK VAN).

The installation kit includes the following parts:

1. 1 x COMPLETE LOCK with SHEATED CABLE;

2. 1 x STRIKE PLATE;
3. 3 x KEYS + 1 x PROPERTY CARD;
4. 1 x BACKPLATE FOR STRIKE PLATE;
5. 1 x BACKPLATE FOR BODY LOCK (HOUSING);
6. 2 x M8 BOLTS CILINDRICAL LOWER HEAD WITH WASHERS;
7. 2 x M6 BOLTS COUNTERSUNK HEAD;
8. 2 x M8 STUDS;
9. 2 x M8 NUTS;
10. 1 x PLASTIC SPACER FOR STRIKE PLATE
11. 2 x PLASTIC SPACER FOR BODY LOCK (HOUSING)
12. 1 x PLUG SEAT BURGLAR BOLTS
13. 1 x KIT FOR EMERGENCY CABLE WITH SEAL PROTECTION
14. 1 x RESIN ADHESIVE GEM (ONLY CUSTOMIZED);
15. 1 x DRILLING TEMPLATE & FITTING INSTRUCTIONS;



PROCEDURA INSTALLAZIONE GENERICA

The sequence of installation involves a few simple steps that vary from vehicle to vehicle only for a few details. In particular, the height positioning of the armor of the lock is a specification of the vehicle

STEP 1

First check the correct alignment of the doors. In the case where the edges of the doors are perfectly aligned (fig.1, fig3), to perform, recording through the STRIKE PLATE (fig.2) and / or the hinges. In the case of doors deteriorated, you need to replace the hinges or back reinforcement.

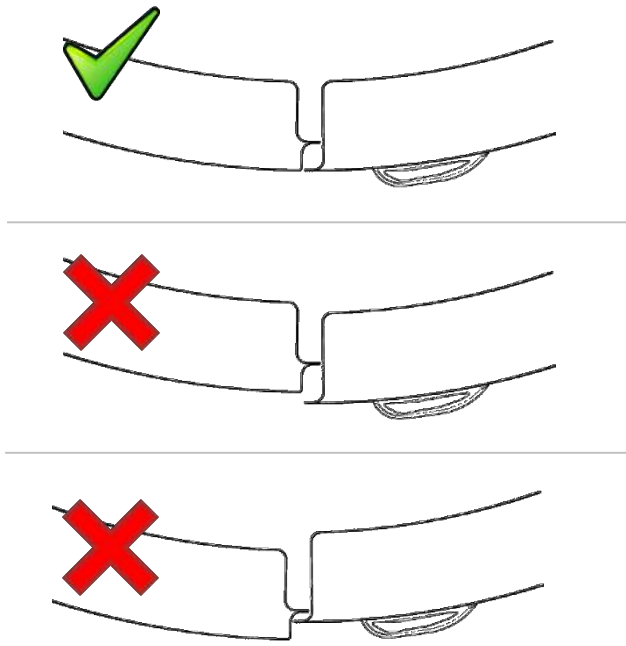


Fig.1

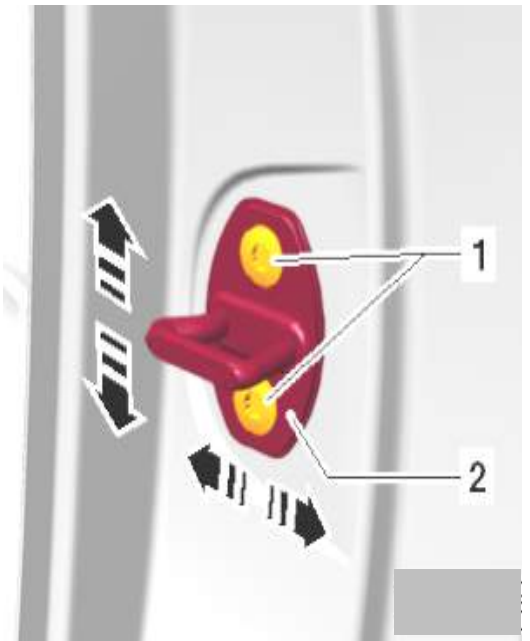
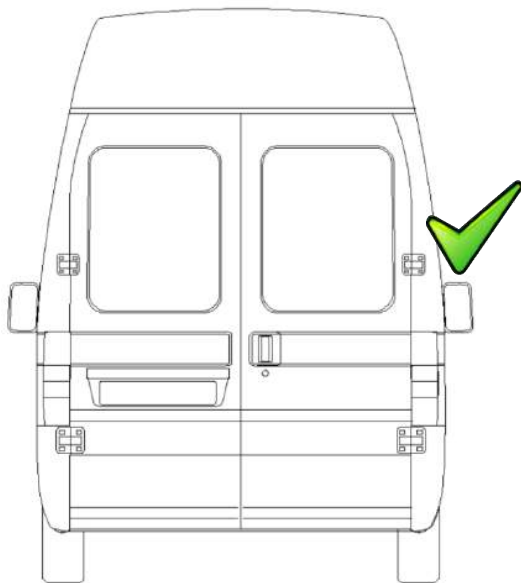
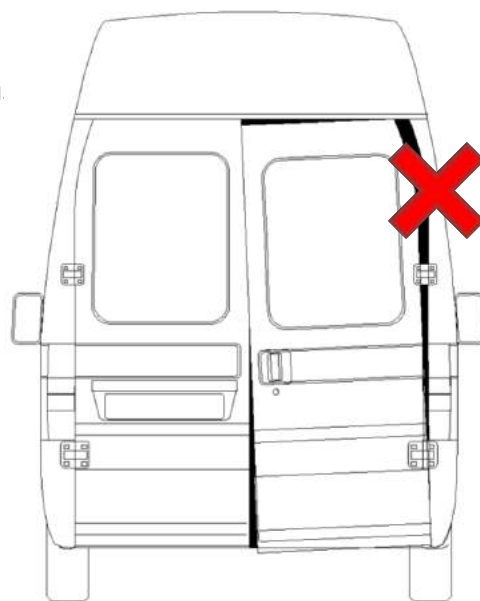


Fig.2



Fig



STEP 2

Evaluate one or more possible positions of the lock. To this end, there are in general some valid criteria:

- The positioning of the armor, with respect to the lower edge of the door "H", must be such as to maximize the efficiency, thus **the most possible to the center of the door** (see fig.4).

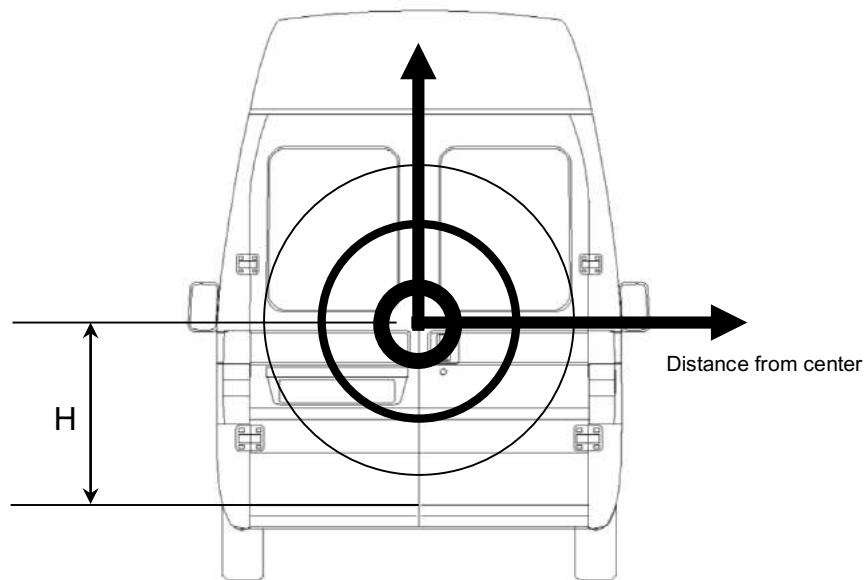


Fig.4

- **The position of the first two 9mm holes is about 10 ± 2 mm from the vertical edge of the door that opens** (see fig.5). It is a very durable surface of the door. The stated tolerance is necessary to allow the placement of the M8 cylindrical bolts head within the edge and never over it

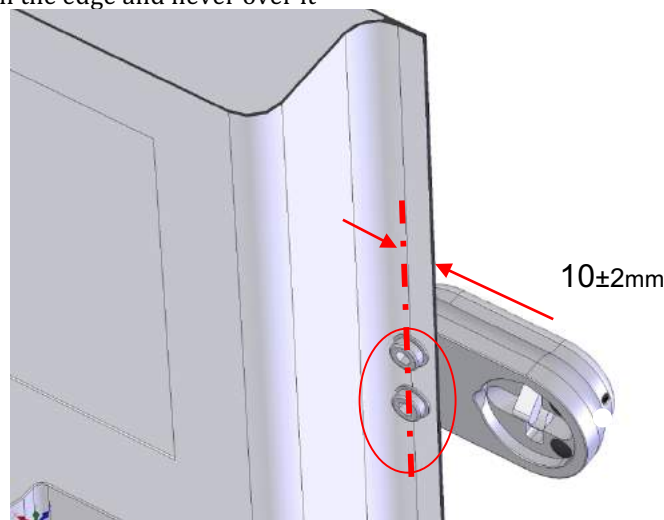


Fig.5

- **The position of the strike plate & armor must ensure the correct positioning of the backplates and the insertions.** **Must, also, ensure the subsequent tightening with accessing tools.** You may need to bend / mill some parts of the sheet metal with that;
- **Avoid ribs and special bends of the external sheet metal of the door, applying the armor (body lock) in a proper position.**
- **The final position is also subject to the type of attachment that you want to use.** Therefore, the above conditions must be integrated to the following, in order to identify the best solution.

STEP 3

The installation involves the removal of the internal panels of the door; it will be necessary to identify suitable areas for placing the lock, free from ridges, molded, original lock, rods and levers. You may need to disassemble the original lock or shape some portions of the sheet metal.

The fixing is done with (fig.6):

- 2 M8 bolts on the armor through the edge of the door;
- 2 M8 threaded nuts on the armor and two M8 studs to be applied from inside, interposing the backplate between

- them, on which is arranged a slot for the passage of the two nuts;
- 2 M6 bolts to fix the strike plate directly on the threaded backplate.

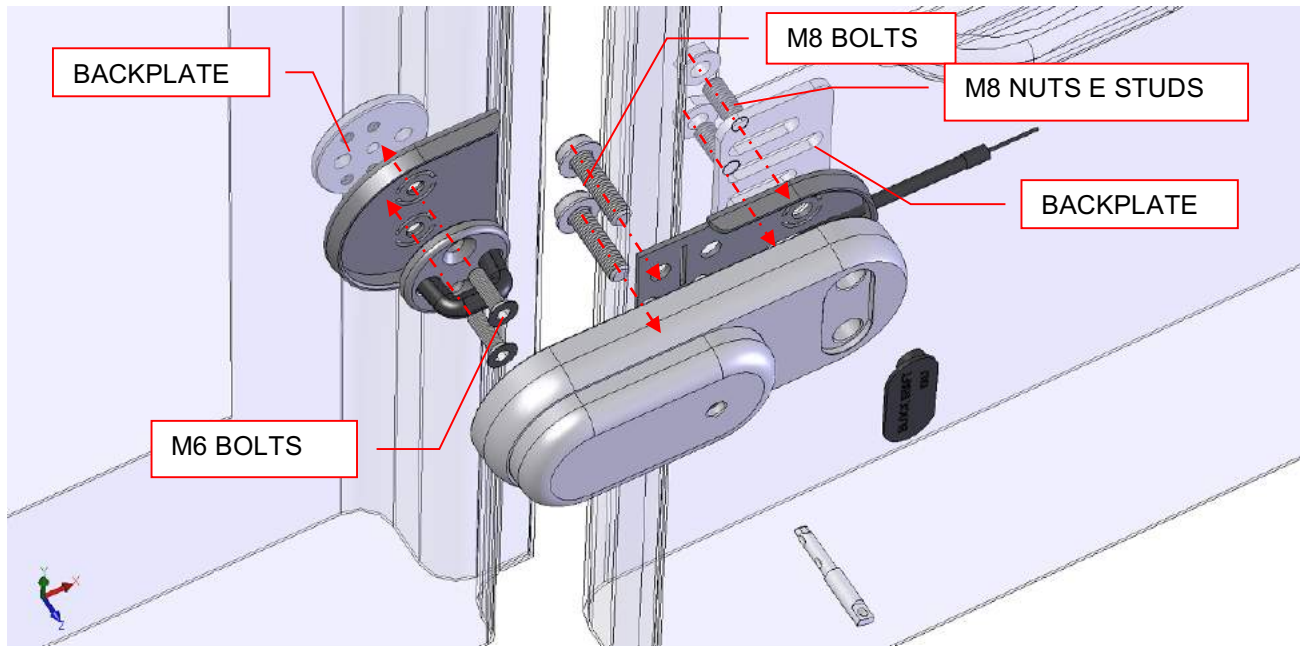


Fig.6

Proceed as indicated below

Place the drilling template on the door (fig. 7), using the specify axes as reference points overall.



BEFORE DRILLING, CAREFULLY CHECK THAT THERE ARE NO INTERFERENCE INSIDE, ENSURING THE POSSIBLE APPLICATION OF THE BACKPLATES.

Execute:

- 4 holes of diameter 9mm for the fixing of the armor;
- 2 holes of diameter 9mm for fastening the strike plate;
- 1 hole of diameter 9mm for the passage of the emergency release cable.

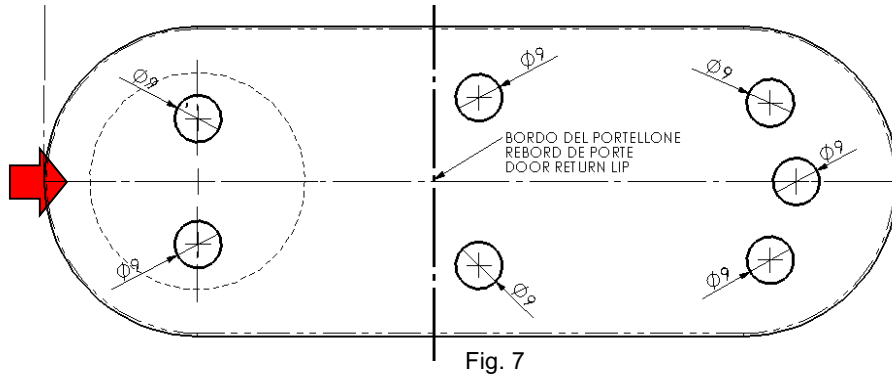


Fig. 7

To place the drilling template is recommended to draw an horizontal line at the height defined and align the drilling template by aligning the centerline with the line just drawn and the vertical edge of the door (the side that opens) with the vertical line drawn on the template (otherwise draw a line about 10 mm from the edge and align with the center of the first two holes of 9mm) (fig. 8).

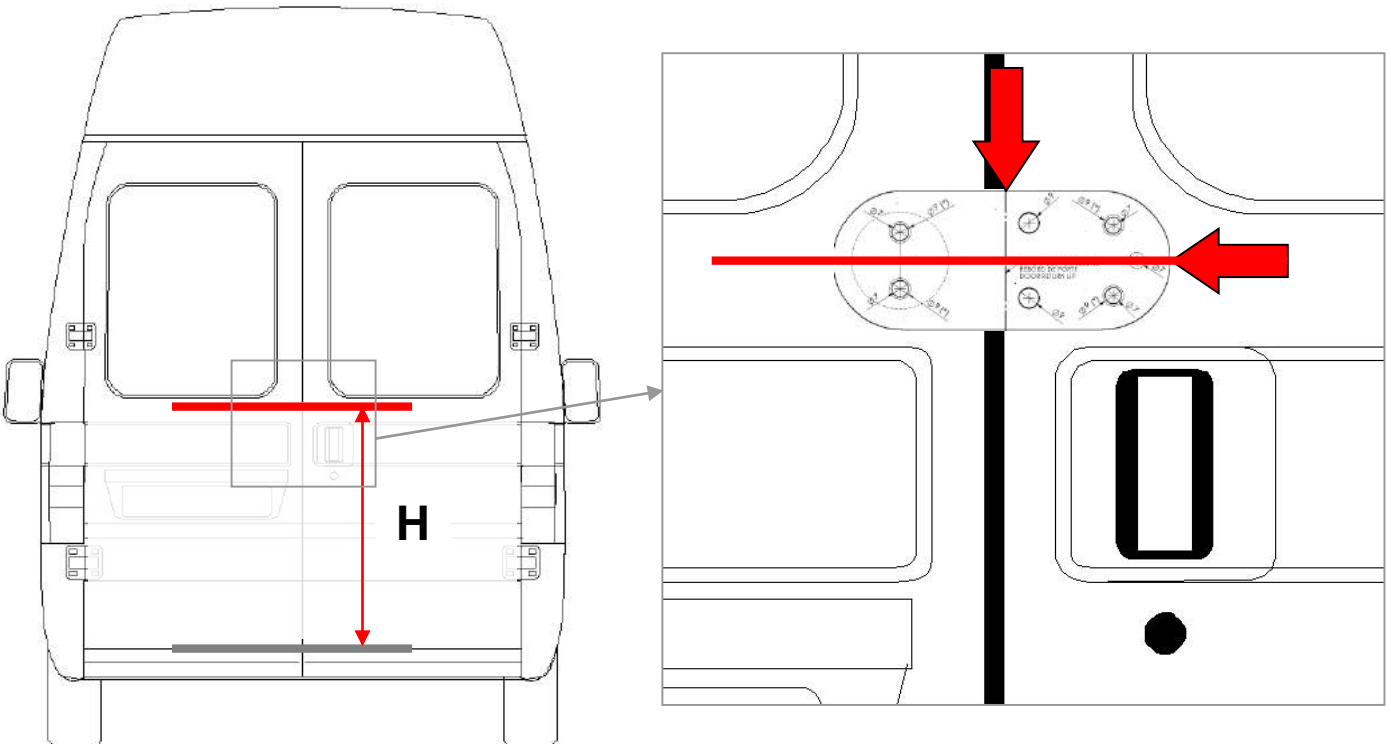


Fig.8

At this level, mark the points with a tip where the holes must be performed in order to have a centered drilling.

FASE 4



Before drilling, remove or move the original lock of the vehicle or the handle if interferes with the holes in order to avoid future damages of internal components and to facilitate the subsequent assembly step of the lock using the backplates.

The fixing of the armor normally involves the holes on the extreme edge of the door using the two M8 button head bolts.

Before drilling, check that the head of the M8 bolt is contained in the edge (see Figure 5).

in the case where the sheet metal over the holes is not perfectly flat and therefore does not allow a flat accommodation

of the M8 bolts head, is recommended to flatten the same sheet metal with a pair of pliers and a piece of plastic

(not to bend or damage the external sheet metal) (fig. 9) or alternatively, apply a plane plastic gusset (fig. 10) the external sheet metal) with bolts and aluminium /plastic spacers placed between th screwing the bolts, the sheet metal will flat, allowing the place of the bolts (fig. 11).

Then cover the edges of the holes with protective varnish.



Fig.09



Fig.10



Fig.11

In addition, if at the holes there is a double inner sheet metal with excessive space, in order to avoid the dangerous deformation of the sheet metal with the consequent visible bruise (Fig.12), it is recommended to proceed with one of the following two solutions for the fixing of the bolts (in case it is not possible another locati n to avoid double inner sheet metals or you cannot outdistance the internal plate by bending it): (A) filling washer (not supplied) applied inside and positioned between the two plates (fig. 13) or (B) spacer (not supplied) applied externally in a counterbore formed in the sheet metal. The counterbore should be of a diameter that doesn't exceed the maximum dimensions of the housing, so that the same may hide the counterbore hole (fig. 14).

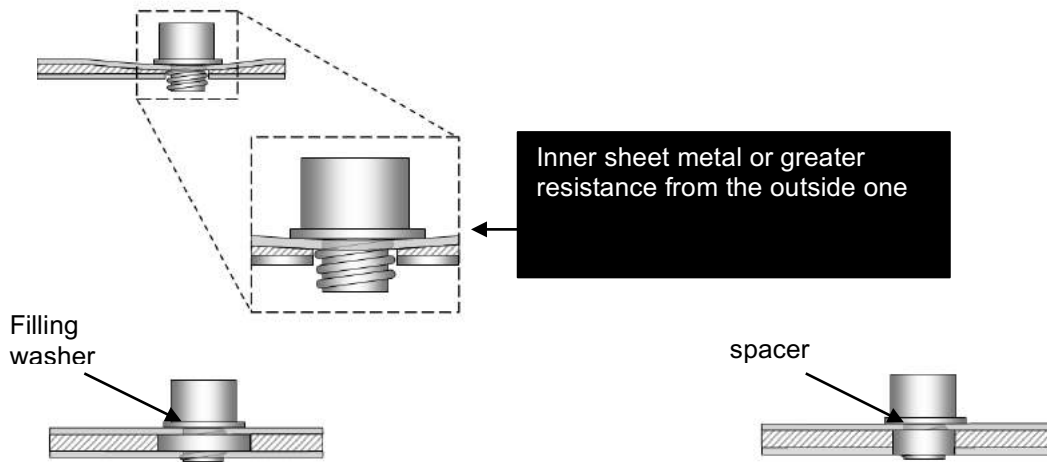


Fig.13

Fig.14

FASE 5

Place the backplates inside the door .

In the event of unavoidable interference between the backplate and inner sheets or molded or ribs, you can edit (cut, shorten, turn, bend) the backplate according to any needs.

At this stage, you may need the help of a second person inside the vehicle that support the backplate or alternatively you could use the M6 nuts (not supplied) that can allow the implementation and support of the backplate from inside and then be removed from the outside one at a time, starting from the lowest one, to screw the corresponding nut (fig.15).

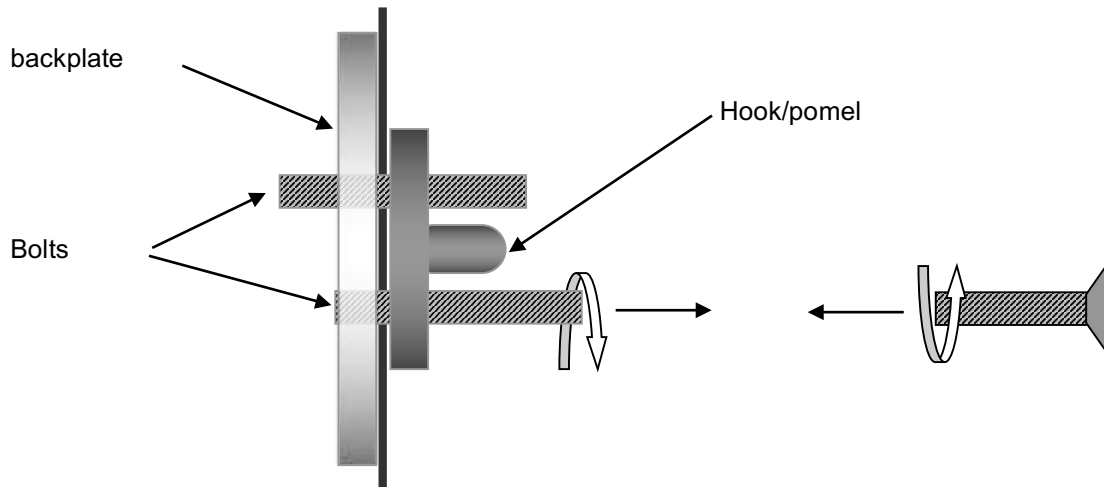


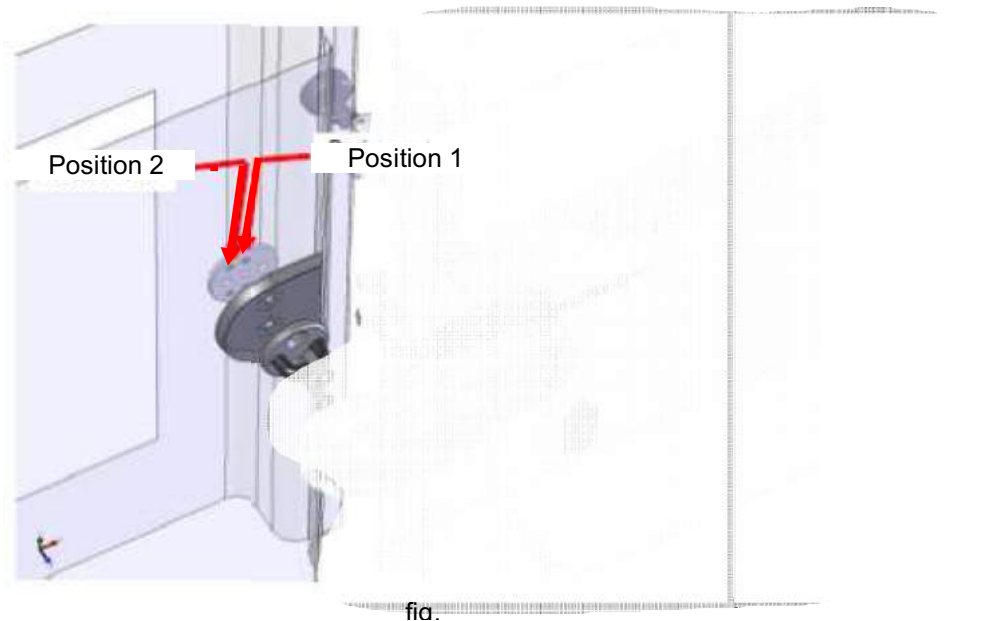
Fig.15

STEP 6

Insert the plastic spacer between the sheet metal and the strike plate (as shown in fig.16). Make the strike plate fixing using the M6 nuts with a countersunk head (fig.16).

For additional strength to unscrewing, it is recommended to apply an unthreaded oil to the bolts or, alternatively, lightly contuse the thread of the bolts.

The backplate of the strike plate provides 2 different mounting positions. Determine the most suitable according to the available space (fig.16).



The strike plate can be installed in 2 different configurations. Furthermore, you can rotate its backplate of 90° and lock the 2 M6 bolts with studs (not supplied with the kit) from inside the door. This way, is possible to open the lock in case of damages by only removing the studs from inside.

STEP 7

Similarly, attach the housing using the 2-pin M8 cylinder head on the edge of the door and the 2 M8 threaded studs on the housing, plus the two M8 nuts to be used directly from inside, by interposing the backplate, on which is arranged a slot for the passage of two studs (fig. 17).

For this mounting, it may be necessary to remove the standard lock or simply move it away from its seat

where the sheet metal of the door is thick or has a double sheet (so it is strong enough to tear), you can omit the counter. In addition, the counter can be used to give depth to the inner sheet.

In the event of unavoidable interference, you can edit (cut, shorten) the counter-subject to any necessary. Interpose the special plastic spacer to protect the sheet.



Do not tighten the M8 nuts definitively; later, you will need to perform the centering of the housing. At the same time, insert the sheath of the cable for the emergency opening. The sheath should be inserted into the hole and should enter the door to reach the interior of the vehicle.

Be careful not to pinch the wire emergency, which should flow freely

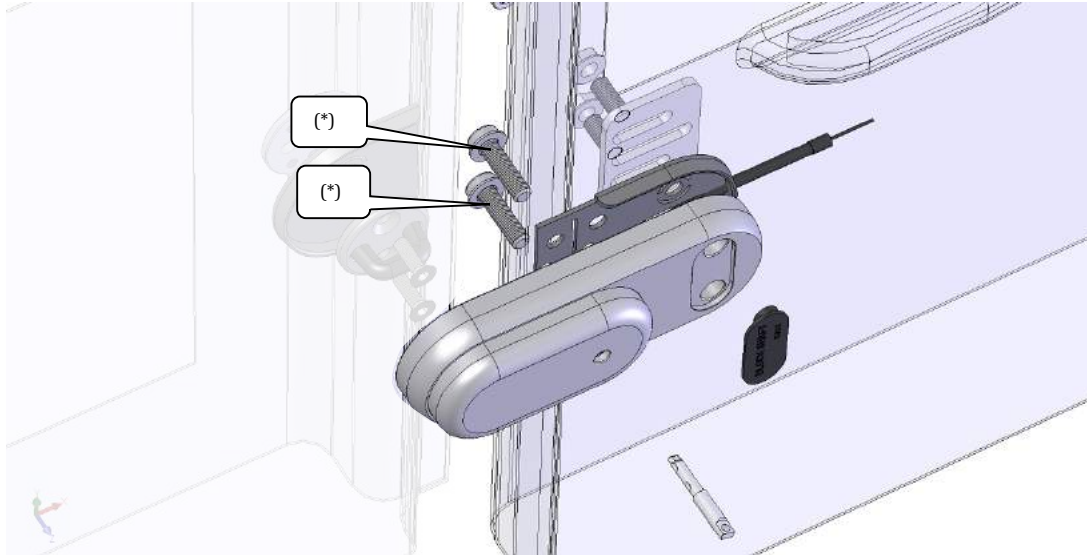
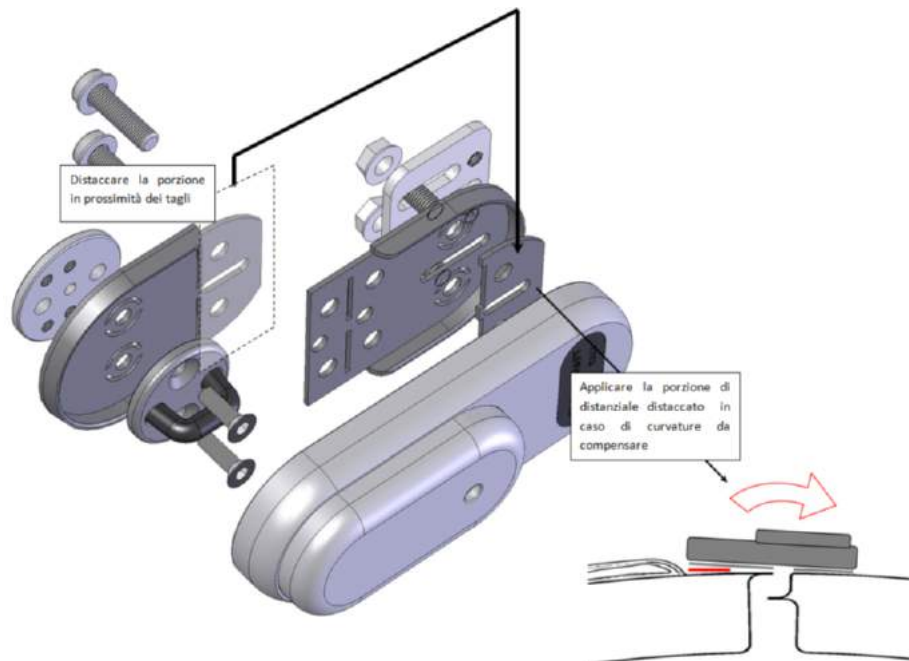


Fig. 17

To compensate eventual misalignment or special bends of the doors, you can apply a second spacer under the housing, cutted in line with the stated cuts. In this way, the lock will bend back on itself and allow the strike plate to align correctly with its own place inside the housing (fig.18).



STEP 8

Perform some closings of the door to check the correct alignment of the strike plate. **Align the housing, if necessary, using a plastic hammer.** By exploiting the coupling with remarkable game, having already definitively established only the strike plate, the housing can make small movements to perfectly align the two sides.

This operation must be carried out in open lock (so the key is inserted and rotated of 180°).



Ensure that the cam is open before closing the door (the cam would impact violently against the strike plate) (fig.19).

If it is closed, the lock may be closed or the spring back of the cam may be damaged

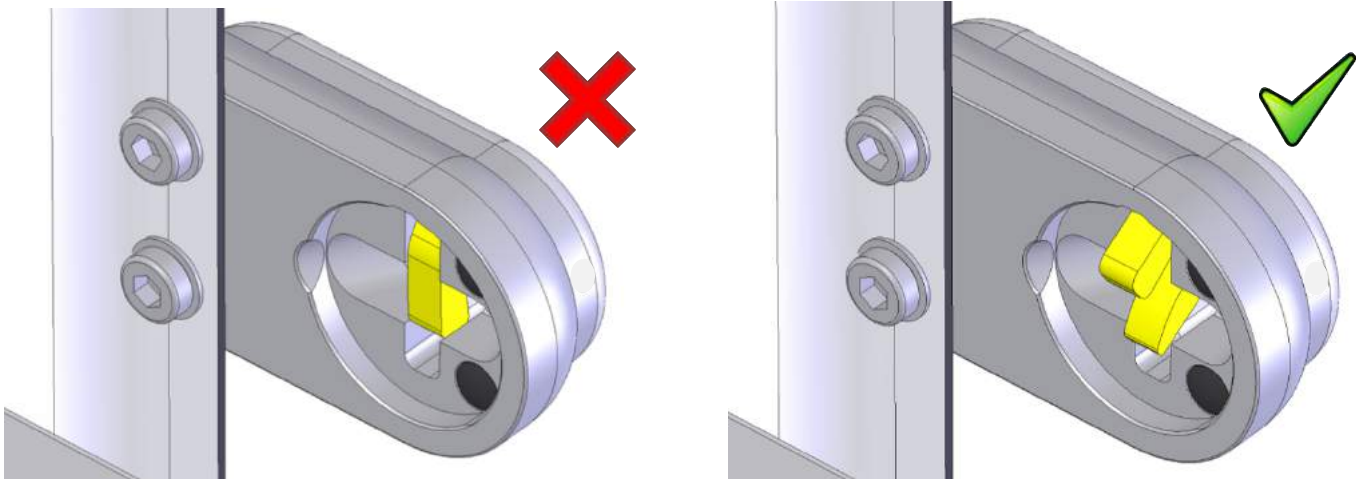


Fig.19

Furthermore, for models that require disassembly of the standard lock, you will need to o the cargo entering through the side pulling the right levers to unlock.

Finally, check the free rotation of the key: must open without straining the key. Finally tighten the nuts and bolts of the armor.

STEP 9

Once verified the correct functioning of the lock, including the operation of the status pin that indicates the opening, proceed tightening all the pins.

Apply the plastic cap on the armor to seal the cavity (fig.20). On top of it apply the adhesive resin customized (if supplied).

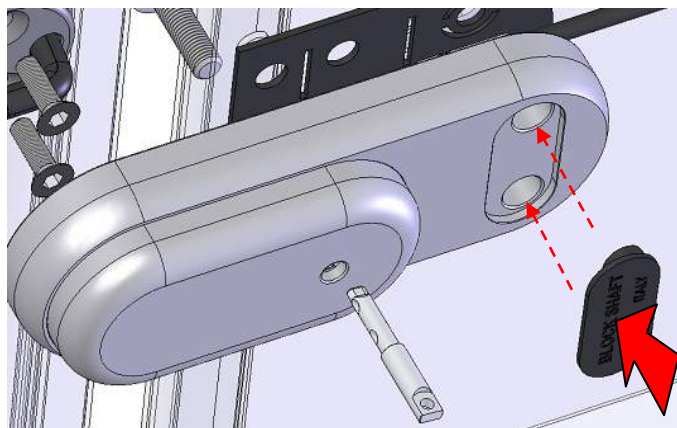


Fig.20

FASE 10

Straighten the emergency cable by placing it in an appropriate housing (It should be applied outside the inner panels of the doors in order to avoid future holes and giving the possibility of removing the panels without removing the emergency cable) and apply the supplied **emergency knob**.

The system involves a traction knob inside a metallic support attached to the door and locked with a seal (fig. 21). In this way, an access from inside involves the **breaking of the seal** (Which must be restored after the opening in order to avoid improper uses of the lock – for example: the cable straighten all time and so the lock unlocked) and the traction of the knob with 2 fingers putting in the appropriate housing. Accedendo dall'alto o dal basso non è possibile estrarre il pomello che rimane protetto da un settore del supporto in metallo. Quindi, in caso di effrazione, se si dovesse creare un'apertura dall'esterno della lamiera del portellone, la trazione del pomello non risulterebbe possibile a mano. Inoltre, ai fini dell'antimanomissione, il cavetto di emergenza, che durante l'apertura scorre indietro, è completamente nascosto dal pomello, dotato di un'apposita sede interna non accessibile.

ATTENTION: The preferable position is close to the armor, leaving the cable the more relaxed as possible, without bending at the elbow (>90°).
On the sliding side door, be careful in order not to have interference between the knob and the sheet metal. In case of interference, place the hook at the top part of the door.

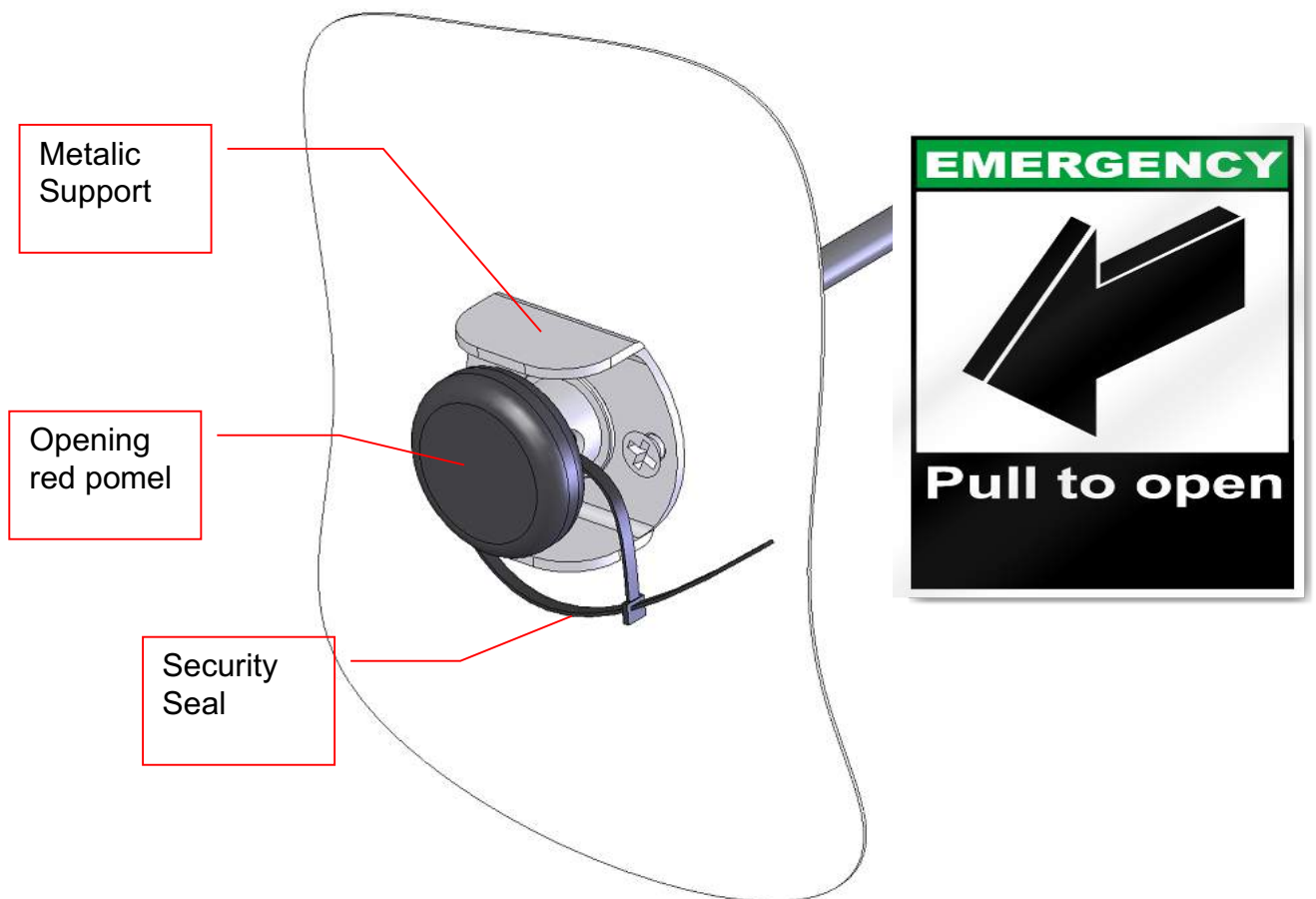
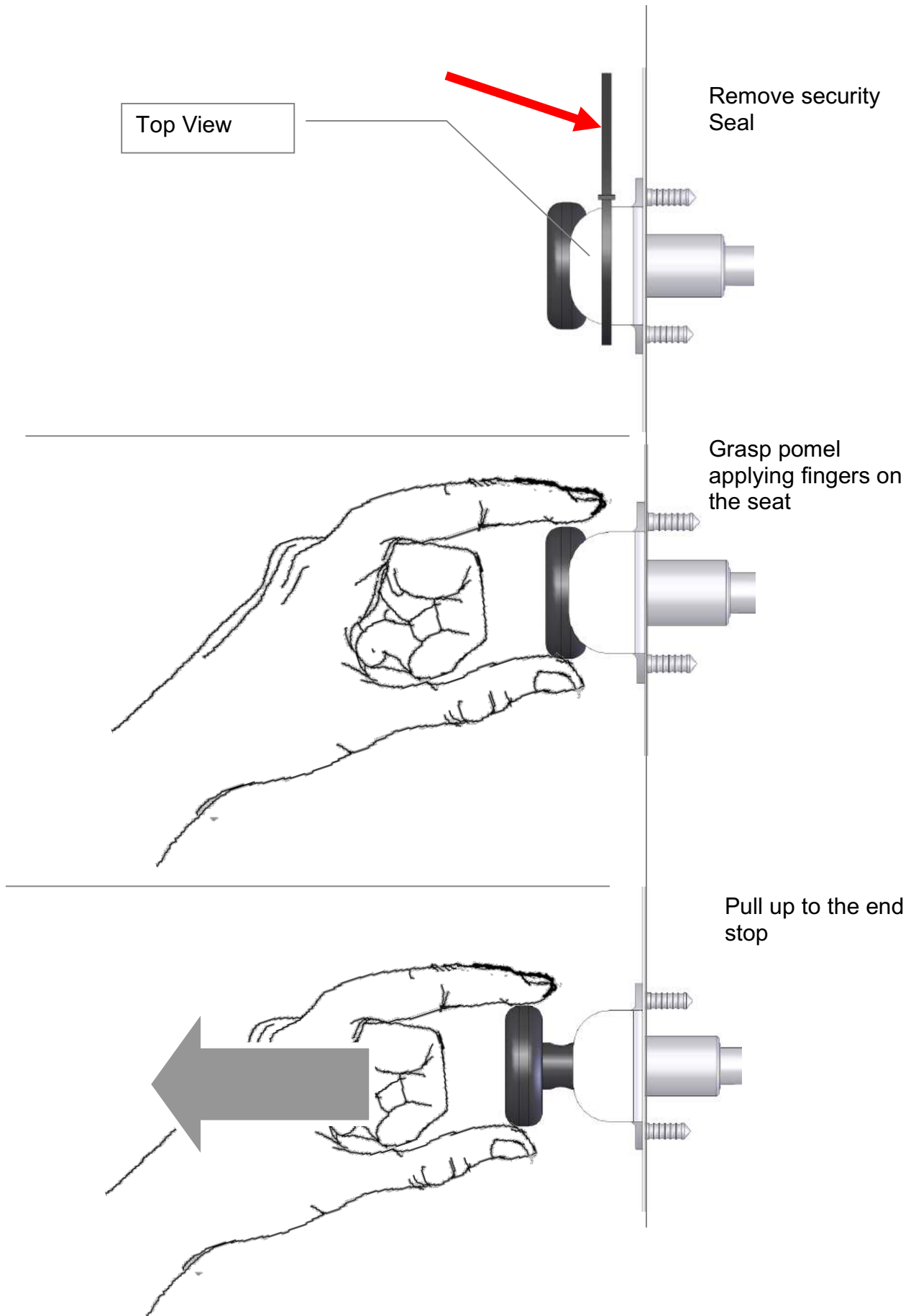


Fig.21

Opening sequence





Before installation, with the opened door, open the lock and keep the key rotated up to limit (fig. 22). During opening, the cable flows as per the same length as the locking pin (around 1cm) and also the spherical end has to slide freely.

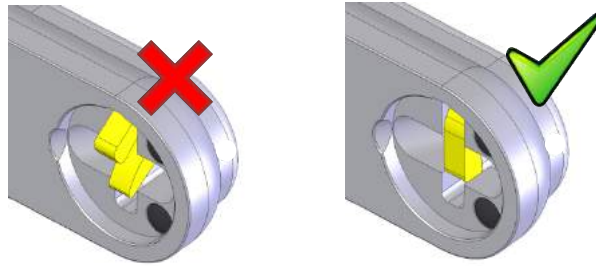
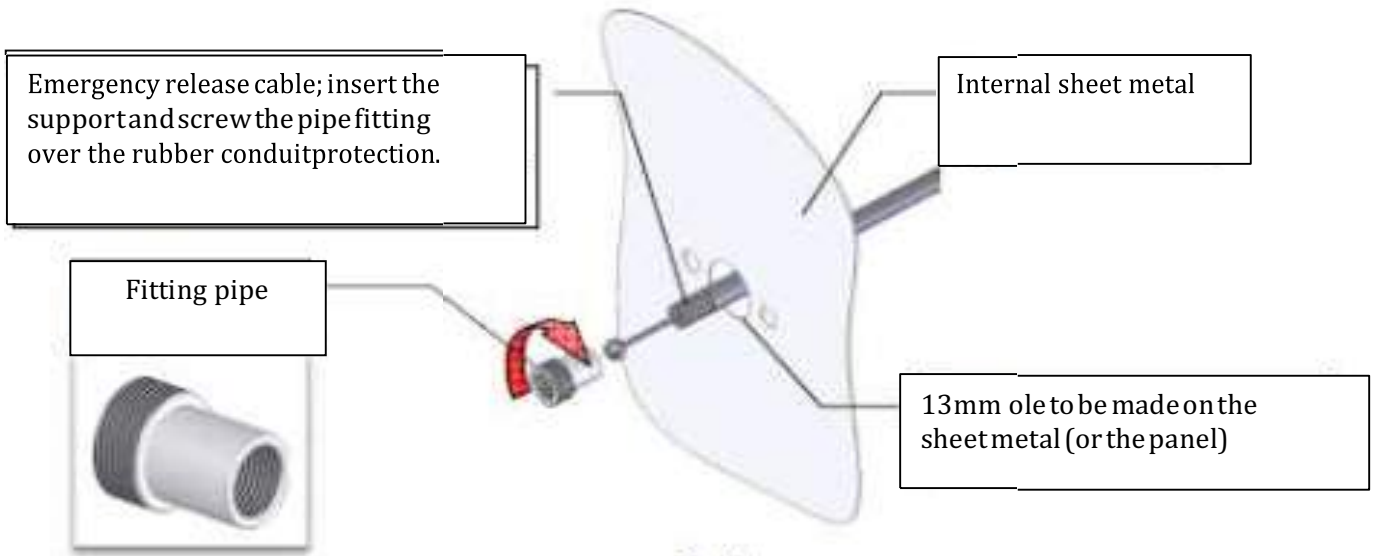


fig. 22

The installation involves the following steps.

Step 1: Drilling of the door (and/or the panel). Insert the cable into the metal support and screw the fitting recording



(fig. 23)

STEP 2: Apply the fitting pipe and screw it on the tube

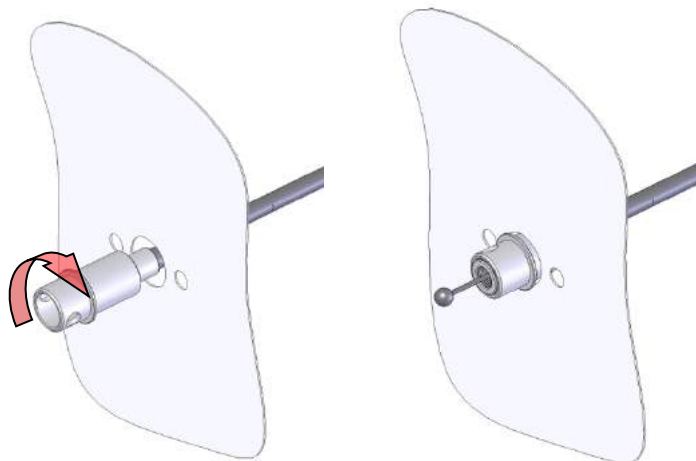
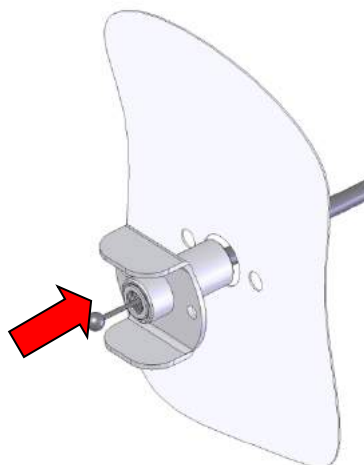


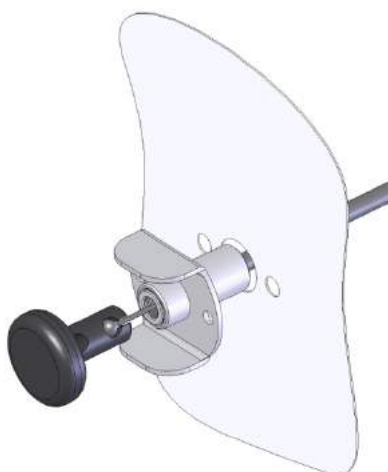
Fig. 24

Step 3: Insert the support on the fitting pipe.



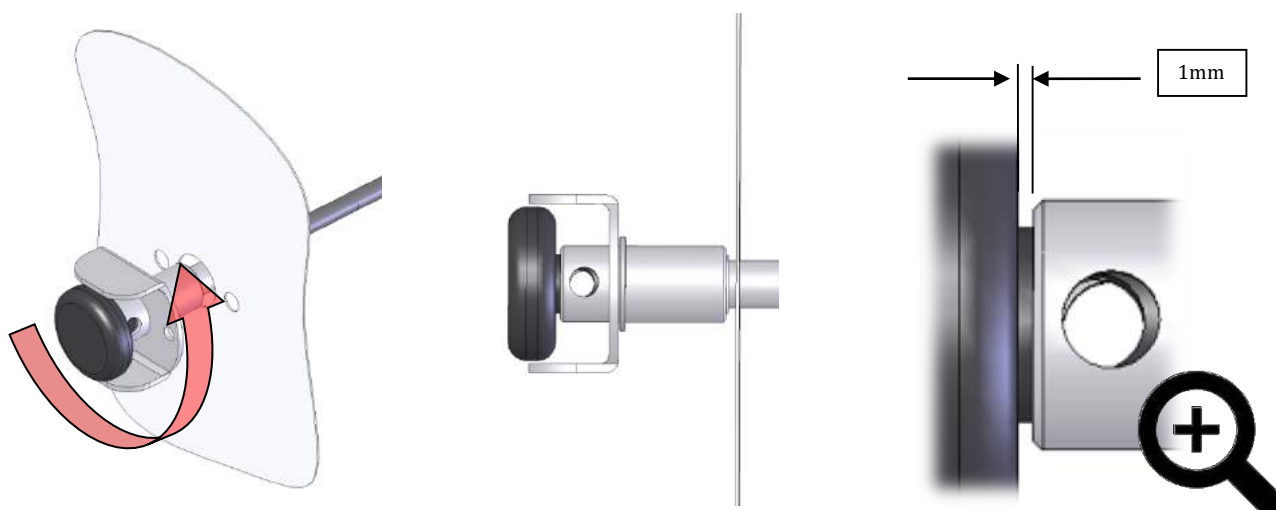
(fig.25)

Step 4: Apply the red pommel putting the steel ball inside its place on the pommel.



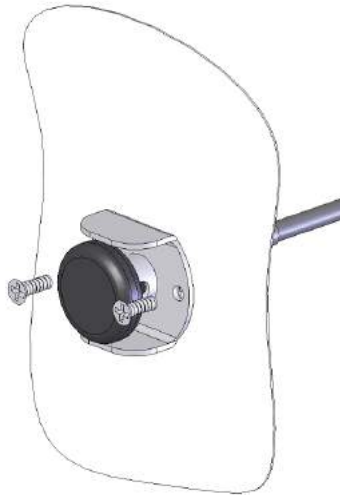
(fig.26)

Step 5: Fix the Screw in reverse the perforated pipe, causing rising up the pipe fitting, until leaving about 1mm of play between the knob and the same tube - careful not to unscrew the fitting pipe.



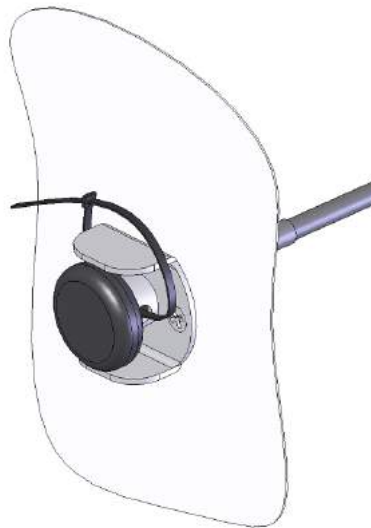
(fig.27)

Step 6: Fix the plate bent at the U plate tailgate or the panel, using the self-tapping screws (figure 28). Verify that the through hole of the knob and that of the pipe are horizontal in order to ensure the passage of the security seal.



(fig. 28)

Step 7: with closed lock and aligned knob, apply the security seal (Pic. 29).



(fig. 29)

PORTELLONE SCORREVOLE LATERALE

È necessario seguire le stesse fasi indicate per il portellone posteriore.

In particolare la posizione del lucchetto è normalmente al di sotto della guida scorrevole orizzontale del portellone.

Verificare in particolare che il riscontro non interferisca con il portellone durante lo scorrimento in apertura (fig.30).

Verificare anche che il pomello per l'apertura di emergenza non interferisca con il portellone durante lo scorrimento in apertura.

Posizionare la dima di foratura con l'asse longitudinale parallelo alla guida scorrevole e l'asse verticale allineato con il bordo del portellone. Qualora questa posizione dovesse generare interferenze è possibile spostare di alcuni millimetri la dima a destra o a sinistra rispetto all'asse verticale.

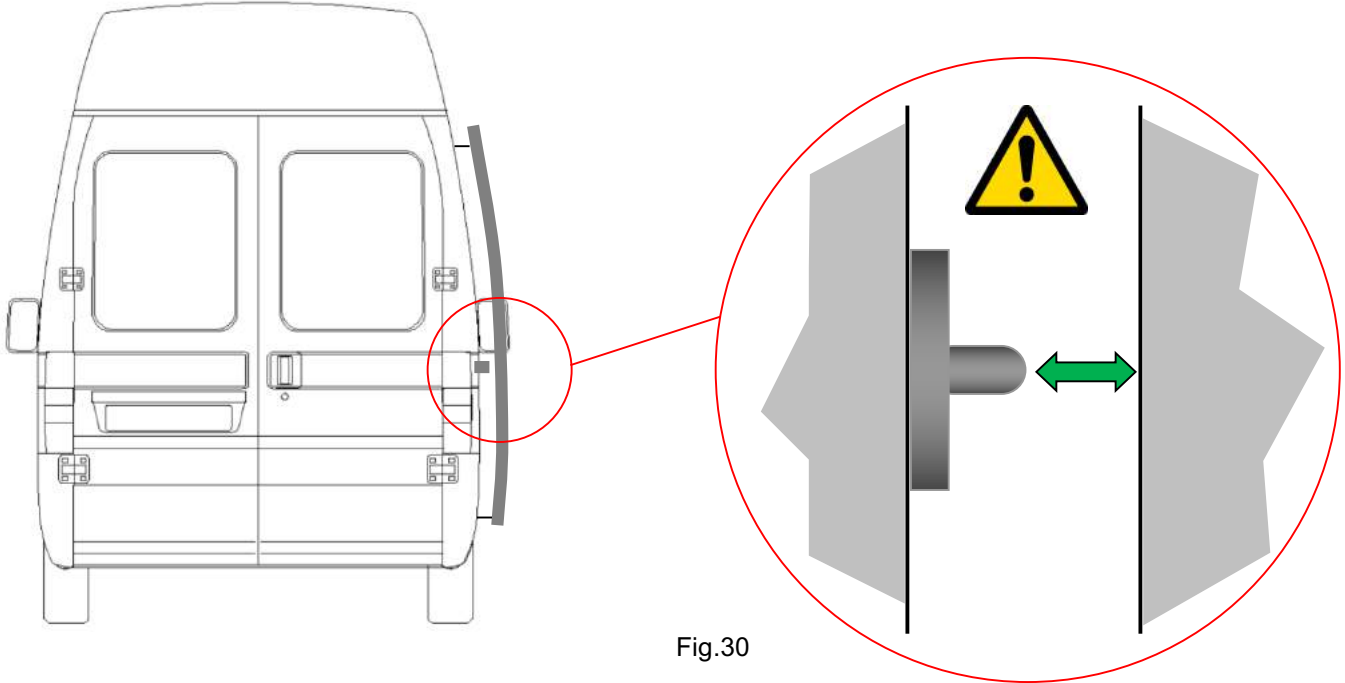
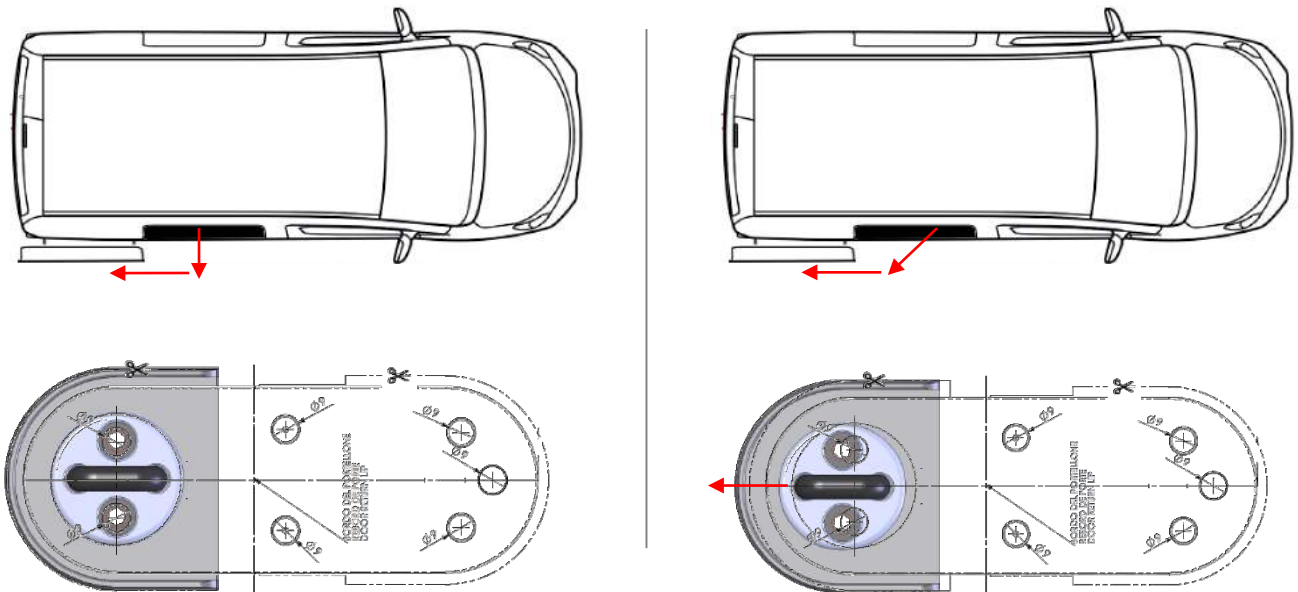


Fig.30

Le porte scorrevoli laterali hanno differenti cinematiche di apertura. La porta infatti potrebbe uscire perpendicolarmente al veicolo e scorrere verso dietro oppure scorrere in maniera angolare e poi lineare verso dietro. Nel secondo caso potrebbe essere necessario (solo per quei veicoli con eccessiva angolazione in apertura) spostare di 1-2mm il riscontro/gancio in direzione dello scorrimento della porta, allontanandolo dalla posizione segnata con la dima (fig.31). In tal caso, se necessario, bisogna asolare i fori del gancio/riscontro.



INSTALLATION WARNINGS AND INSTRUCTIONS FOR PROPER USE



1. Drill the holes of the size specified in the **work instructions**;
2. **Verify always the alignment between strike plate/armor in vertical and horizontal position.**
3. **Verify the free sliding of the locking pin that activates the cam, using the emergency cable;**
4. During and after installation **never left the keys of the lock** inside the load compartment;
5. **Lubricate the cylinder** every six months using an idrorepelent spray, anti-corrosive, lubricated, detergent, (example: WD40) with no additives that can attract dust or dirt. Do not use corrosive unlocking spray.
6. **Grease the strike plate and the cam;**
7. When washing the vehicle, do not spray water directly onto the cylinder;
8. A proper use of the lock that avoids unnecessary and arduous operation require that the lock should be opened before opening the handle of the door.

MAINTENANCE

- Check that the safety components are properly installed and check their wear. If necessary, retighten the locking pins and replace defective components.
- At regular intervals (at least once every three months), check the operation and handling of the lock with the key.
- Grease at least once a year (depending on the intensity of use , most often) , all moving parts and all sliding surfaces with vaseline , and check the operation.
- Lubricate the cylinder every six months (depending on the intensity of use , most often) by using a spray water repellent, anti-corrosive , lubricant, detergent , degreaser that does not contain additives that can attract dust or dirt (or es.WD40 specific locks) and that is not corrosive .

In order not to compromise the protection of the parts against corrosion , use only neutral detergents and cleaning products , free of abrasives.

DUPLICATION OF THE KEY

1. It is recommended that the customer sign the Card immediately after purchase, and who keep the card in a safe place. The retailer is obliged to provide duplicate keys only to customers who present the Card.
2. If at the time of the request for additional keys the card has not been signed on the back , you can not produce duplicates.
3. When a signed card is presented by the holder, the retailer will have to check and validate the signature on the back of the card by comparing with the signature on a document of identity.
4. If a customer ordering duplicate key is not who signed the back of the Card must be presented to a delegation requesting duplicates with the same signature as the back of the card and specifically which authorizes and identifies the name of the person who is calling the duplicate. It must be kept in the archives of the retailer. The retailer must validate the signature on the letter with the signature on the Card The retailer must also validate the identity of the person requesting duplicates asking to submit an identity document that reflects the details described in the declaration.
5. The customer must make sure that they withdrew Card.
6. If the keys are not duplicated at the dealer, the dealer must provide the duplicates with a reasonable date.

WARRANTY TERMS

Block Shaft Srl Submit all its products to striate quality test, and in case of failure of the Gatelock[®] Van, we recommend you to contact us immediately.

DURATION & CONTENT

Block Shaft Srl Unip. guarantees, according to the following modalities, the proper functioning of the external locking solution for commercial vehicles GATELOCK VAN ® and that the product is free from manufacturing defects .

If, during the warranty period the product fails, Netoma Srl, in its sole discretion, will pay to repair or replace the product or a part of it.

The replacement of defective parts or their repair be made ex works and, therefore, the cost of shipping or shipping of the product, are also charged to the customer, the costs of any requests for inspections by authorized dealers and / or technical the Netoma Srl.

Any delay in the reconditioning of the vehicle, do not lead to the Customer any right to claim damages, nor does it involve any extension of the duration of the warranty

Requests for warranty service shall be taken into consideration only if communicated to Block Shaft Srl within eight days after discovery of the defect.

The only guarantee is provided by Netoma Srl , and therefore excludes any other.

For components not manufactured by Netoma Srl , apply only the warranties provided by the third party.

WHAT IS GUARANTEED

Block Shaft Srl ensures that all the parts that make up the anti-theft device GATELOCK VAN ®, are made and assembled at the factory , they are FREE from defects in workmanship or materials , if used correctly.

The guarantee is valid for a period of 24 (twenty four) months from the date of purchase shown on your receipt or invoice..

WHAT IS NOT GUARANTEED

The warranty does not cover:

- Interventions for which it is impossible to determine the date of purchase of the product;
- Any defect that occurs due to damage resulting from improper use not in accordance with the technical instructions , accident, theft, attempted theft, fire ;
- Since the guarantee covers only measures of a technical nature, are excluded from it pecuniary compensation for the damage from any cause may be due. To this end, specific , by way of example only , that will not be compensated for damages resulting latch technical means , incidental or consequential damages such as loss of use , even temporarily, of the medium , the inconvenience or commercial loss .
- Periodic checks , maintenance, repairs or replacement of parts due to normal wear .

- No responsibility can be accepted by Block Shaft Srl. for damage to persons or property resulting from improper use of the product or due to malfunction.

REVOCAZIONE

You lose the right to warranty:

- if the device is damaged due to incorrect installation ;
- If the product has been used for different purposes and uses to whom it is intended and for which it was designed and built ;
- if the defects complained depend on accidents and negligence;
- If the product has been modified or repaired by unauthorized third parties;

WHAT THE CUSTOMER MUST DO

Denouncing faults, defects or malfunctions within the time limits mentioned above, in the dealer from whom you purchased the device, or by directly contacting Netoma srl.

To take advantage of the guarantee, the customer must take care of:

- make correct use of the device;
- keep the documents related to the purchase (invoice or receipt, and this document), which are required to obtain warranty repair at an authorized Service by Netoma Srl;

The place of jurisdiction for any disputes concerning the interpretation or execution of this warranty is solely the Court of Bari, ITALY.

FITTING INSTRUCTIONS

FIAT FIORINO PEUGEOT BIPPER CITROËN NEMO

From 2007
[3° Generation]



**BEFORE PROCEEDING, PLEASE CHECK THE
PRODUCT TECHNICAL INFORMATION FOR
A PROPER INSTALLATION**

REAR DOORS

Remove the internal panels of the rear doors.



Apply the drilling template.

In particular the longitudinal axis of the shell is at 57.0 cm from the bottom edge of the tailgate.

Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

Pay attention to the holes on the extreme edge; before drilling to verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible positions



It is advisable to remove the lock, for easy mounting.

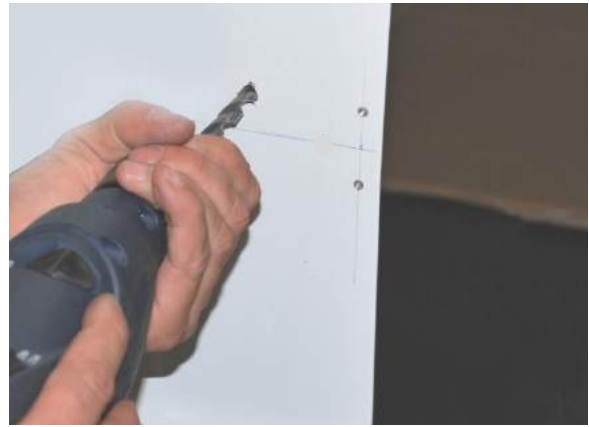
Simply unscrew the three screws on the plate and unhook the cables and levers shown in the figure and finally the electrical connector.



Drill holes as indicated by the GENERAL PROCEDURE.

In this model of vehicle is not necessary to apply the inner-plate behind the outer-shell due to the presence of strong double inner sheet.

Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION



SIDE DOORS

Remove the side door paneling and molding.



Apply the drilling template.

The axis of the outer-shell is 4.5 cm from the edge of the seat slide rail (see photo).

Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

Pay attention to the holes on the extreme edge; before drilling to verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible positions
Proceed with steps 4, 5, 6.



FIAT DOBLÒ
OPEL COMBO D
FROM 2010
II Series



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

REAR DOORS

Remove the internal panels of the rear doors.



Apply the drilling template and drill.
The longitudinal axis of the outer-shell is at 56 cm from the bottom edge (see picture).
Align the vertical axis (dash line point) to the edge of the tailgate.
Mark the 4 holes of 9mm extremes.
Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.
Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.
The position indicated is not binding, and does not exclude other possible positions



To fix the outer-shell is preferable to detach the lock, without removing it completely.
Remove the outer screws and thus release the two rods at the plastic catches (circled in photo).
Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

After removing the paneling and the right side sliding door, apply to the drilling template.

The longitudinal axis of the outer-shell is at 11 cm from the top edge of the band of coating of the seat slide rail (see detail photo)

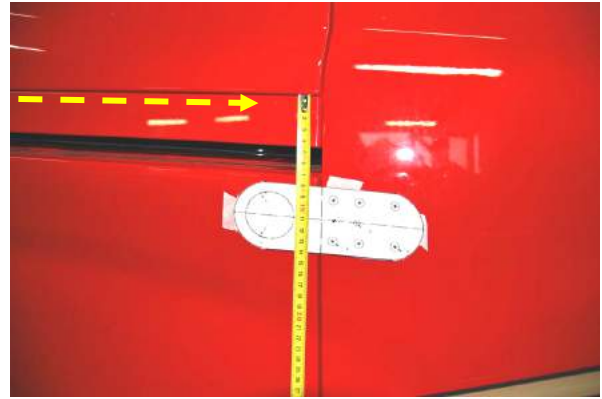
Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible positions.



To fix the outer-shell is preferable to detach the lock, without removing it completely. If necessary, modify the inner-plate to avoid crushing the cable for the emergency release.

Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION



OPEL VIVARO
RENAULT TRAFIC
NISSAN PRIMASTAR
FIAT TALENTO
From 2014



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

REARS DOORS

Remove the paneling of the two doors of the rear door.

The internal handle is connected to the lock with a shaped rod that fits into an eyelet, as in the picture.



The longitudinal axis of the armor is 59 cm from the lower edge of the door.

Align the vertical axis (dash line) with the edge of the tailgate.

Mark the 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door.

Proceed with the steps according to the **GENERIC INSTALLATION PROCEDURE..**



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

Remove the side paneling and the sliding door.

To remove the paneling it is necessary to release the internal handle (first unscrew the screw under the plug) and the knob of the safety.



Apply the drilling template.

The armor axis is about 25 cm from the lower edge of the sliding guide seat.

Align the vertical axis (dash line) with the edge of the tailgate.

Mark the 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



CITROEN JUMPER
FIAT DUCATO
PEUGEOT BOXER
From 2006



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

REAR DOOR

Remove the paneling of the two panels of the door.



Apply the drilling template.
The longitudinal axis of the outer-shell is at 66 cm from the bottom edge of the tailgate.
Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.
Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.
Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible positions
Proceed with the steps according to the **PRODUCT TECHNICAL INFORMATION**



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

Remove the panels of the sliding door and the right side.

Remove the plastic cover as to get in the area where the backplate of the hook has to be placed.



Apply the drilling template.

The longitudinal axis of the outer shell is 41.5 cm from the edge of the seat slide rail (the upper edge of the lock must align with sheet metal bending). Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes 9mm extremes.

Pay attention to the holes on the extreme edge, before drilling check that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The solution adopted is not binding, nor does it exclude other possible solutions.



In correspondence of the center of the knob, practice with a hole saw from 50 a hole from the inside of the load compartment to remove the double inner sheet and to be able to apply the inner plate of the knob.

Use of a guide hole runs from the outside, in correspondence of the center of the knob.

Be very careful not to reach and damage the outer sheet.

The solution adopted is not binding, nor does it exclude other possible solutions.



Fix the outer shell with the appropriate inner plate.

Proceed with steps 4, 5, 6 as shown in PRODUCT TECHNICAL INFORMATION.



RENAULT KANGOO
MERCEDES CITAN
FROM 2008
[2° Generation]



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

REAR DOOR

Remove the panels from the two rear doors. To remove the panel will be necessary to separate the opening lever without removing it completely.



Apply the drilling template.
The longitudinal axis of the outer-shell is at 57 cm from the bottom edge of the tailgate.
Align the vertical axis (dash line point) to the edge of the tailgate.
Mark the 4 holes of 9mm extremes.
Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.
Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.
The position indicated is not binding, and does not exclude other possible positions



For an easy access to the area where the lock has to be placed, you can remove the standard lock, separating from the working area without removing it completely. Proceed with the steps according to the **PRODUCT TECHNICAL INFORMATION**



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

Remove the panels of the sliding door and the right side.



Apply the drilling template.

The longitudinal axis of the outer shell is 4 cm from the edge of the slide seat rail. Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 3 holes of 9mm shown in the picture to fix the outer shell.

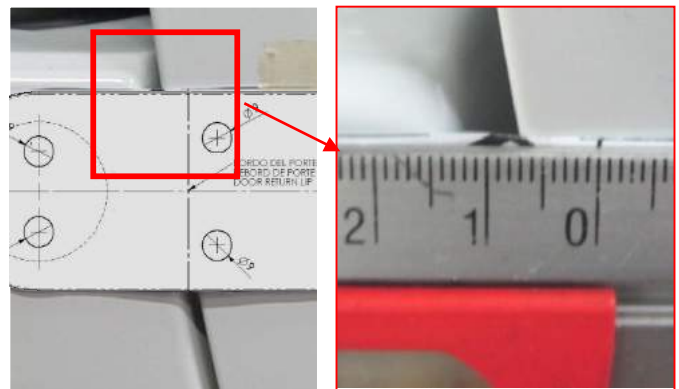
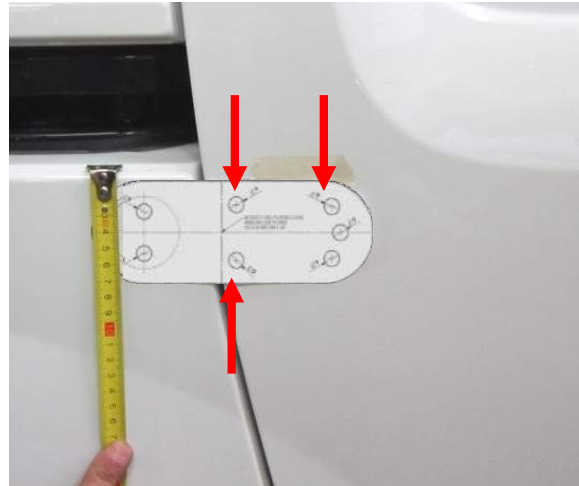
The fixing of the outer shell can be made also with 3 studs (see picture). To use the 4th stud, an M8 stud with flatten head should be placed (not in the kit) in replacement of the standard M8 stud.

Pay attention to the holes on the extreme edge, before drilling check that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The solution adopted is not binding, nor does it exclude other possible solutions.

Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION.



**PEUGEOT PARTNER
CITROËN BERLINGO
FROM 2008**



**BEFORE PROCEEDING, PLEASE CHECK THE
PRODUCT TECHNICAL INFORMATION FOR
A PROPER INSTALLATION**

REAR DOORS

Remove the panels from the two rear doors.



Apply the drilling template.

The longitudinal axis of the outer-shell is at 46 cm from the bottom edge of the tailgate. Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible positions



Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION.

**BEFORE PROCEEDING, PLEASE CHECK THE
PRODUCT TECHNICAL INFORMATION FOR
A PROPER INSTALLATION**

SIDE DOORS

Remove the panels from the sliding door and the side part.



Apply the drilling template.

The longitudinal axis of the outer shell is 10 cm from the edge of the seat slide rail. Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the four 9mm holes.

Pay attention to the holes on the extreme edge, before drilling check that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The solution adopted is not binding, nor does it exclude other possible solutions.

Proceed with the steps according to the
PRODUCT TECHNICAL INFORMATION.



CITROEN JUMPY
PEUGEOT EXPERT
TOYOTA PROACE
From 2016



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

REAR DOORS

Remove the paneling of the two doors of the rear door.



Apply the drilling template.
The longitudinal axis of the armor is 59 cm from the lower edge of the door.
Align the vertical axis (dash line) with the edge of the tailgate.
Mark the 9mm holes.
Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.
Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door..



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

SIDE DOOR

Remove the side paneling and the sliding door.



Apply the drilling template.

The longitudinal axis of the shell is 26.5 cm from the edge of the sliding guide seat.

Align the vertical axis (dash line) with the edge of the tailgate.

Mark the 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



RENAULT MASTER
OPEL MOVANO
NISSAN NV400
FROM 2011



**BEFORE PROCEEDING, PLEASE CHECK
THE PRODUCT TECHNICAL INFORMATION
FOR A PROPER INSTALLATION**

REAR DOOR

Remove the panels from the two rear doors.



Remove the the handle, releasing the
internal levers.
It is not necessary to remove the standard
lock.



Apply the drilling template.
In particular the longitudinal axis of the
outer-shell is 57 cm from the bottom edge
of the tailgate.
Align the vertical axis (dash line point) to
the edge of the tailgate.
Mark the 4 holes of 9mm extremes.
Pay attention to the holes on the extreme
edge; before drilling verify that the head of
the pin M8 is contained in the board.
Pay attention to the hole for the passage of
the emergency cable: drilling only the
external sheet to allow the insertion of the
cable in the tailgate.
The position indicated is not binding, and
does not exclude other possible positions
Proceed with the steps according to the
PRODUCT TECHNICAL INFORMATION.



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

Remove the panels of the sliding door and the right side.



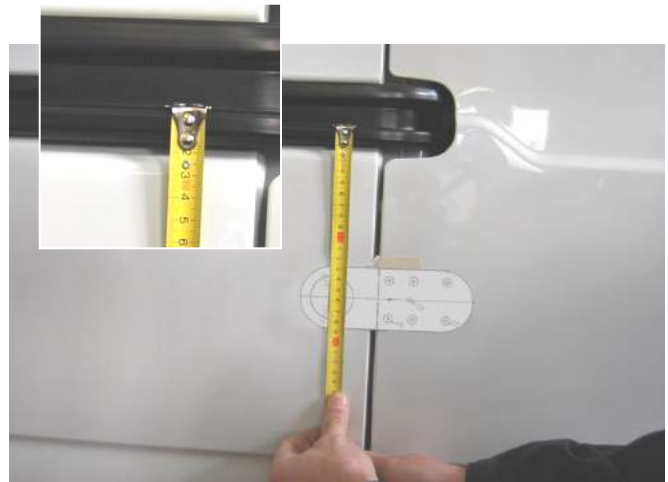
Apply the drilling template.

The longitudinal axis of the outer shell is 16.5 cm from the edge of the seat slide rail (the upper edge of the lock must align with sheet metal bending). Align the vertical axis (dash line point) to the edge of the tailgate. Mark the 4 holes 9mm extremes.

Pay attention to the holes on the extreme edge, before drilling check that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The solution adopted is not binding, nor does it exclude other possible solutions. Proceed with the steps according to the **PRODUCT TECHNICAL INFORMATION**.



VOLKSWAGEN TRASPORTER T5

From 2009



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

REAR DOOR

Remove the panels from the two rear doors.



Apply the drilling template.

In particular the longitudinal axis of the outer-shell is 67 cm from the bottom edge of the tailgate.

Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

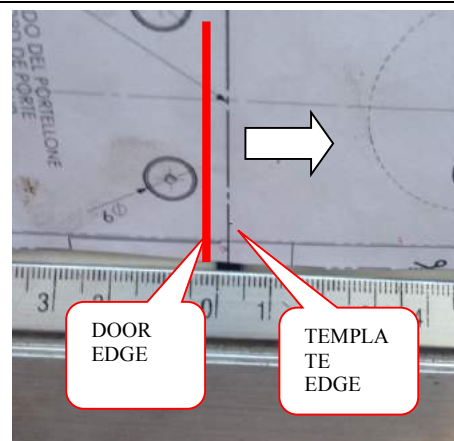
Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible positions



Since the dimension of the inner edge containing the M8 bolt head is small, move the **drilling template up to 2-3 mm to right** (in order the holes to be in proximity with the edge).



Make the pre-holes of a smaller diameter to those indicated in the drilling template (ex. 4-5mm).



With a burin or a Teflon wedge from the body, deform the sheet in correspondence with the holes to be able to house the head of the pin supplied (to be applied without a washer).



Then enlarge the holes up to 9mm from the outside.



Apply silicone on the sheet metal around the bolt to protect it from water.



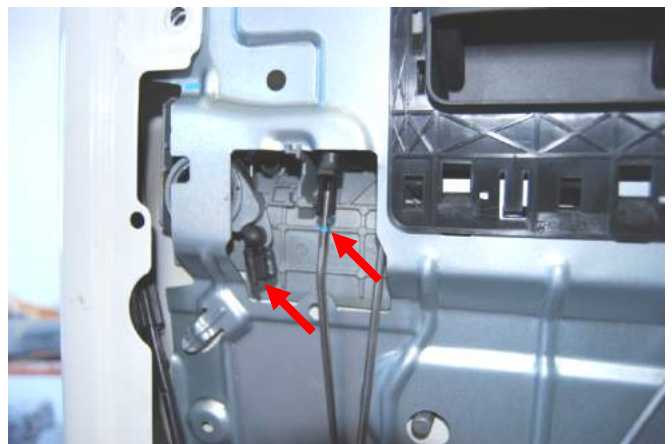
In order to apply the backplate, you must access the sheet from the inside, removing the standard lock. Proceed as follows.
Lift the rod shown.



Unhook the rod as shown.



Unhook the rods shown in the picture, taking care to mark the position of origin (use a marker or tape).



Unscrew the two screws and two nuts shown in the picture. And remove the plate complete with lock to access the internal fixation of the outer shell.
Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION.



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

Remove the panels from the two rear doors.



Apply the drilling template.

The longitudinal axis of the outer shell is 63 cm from the edge of the seat slide rail (the upper edge of the lock must align with sheet metal bending). Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes 9mm extremes.

Pay attention to the holes on the extreme edge, before drilling check that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The solution adopted is not binding, nor does it exclude other possible solutions.

Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION..



MERCEDES VITO FROM 2003 TO 2014



**BEFORE PROCEEDING, PLEASE CHECK
THE PRODUCT TECHNICAL INFORMATION
FOR A PROPER INSTALLATION**

REAR DOOR

Remove the panels from the two rear doors.
(unhook the plate interlocking handle)



Apply the drilling template.
The longitudinal axis of the outer-shell is at
32 cm from the bottom edge of the tailgate.
Align the vertical axis (dash line point) to
the edge of the tailgate.
Mark the 4 holes of 9mm extremes.
Pay attention to the holes on the extreme
edge; before drilling verify that the head of
the pin M8 is contained in the board.
Pay attention to the hole for the passage of
the emergency cable: drilling only the
external sheet to allow the insertion of the
cable in the tailgate.
The position indicated is not binding, and
does not exclude other possible positions



**BEFORE PROCEEDING, PLEASE CHECK
THE PRODUCT TECHNICAL INFORMATION
FOR A PROPER INSTALLATION**

SIDE DOOR

Remove the panels of the door and the side
part.



Apply the drilling template.

The longitudinal axis of the outer shell is 23 cm from the lower part of the side rail (see picture). Align the vertical axis (dash line point) to the edge of the tailgate. Mark the 4 holes 9mm extremes.

Verify that there is no interference between the conical knob and tailgate when scrolling at the opening.

Pay attention to the holes on the extreme edge, before drilling check that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The solution adopted is not binding, nor does it exclude other possible solutions.

Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION.



MERCEDES SPRINTER

From 2018



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

REAR DOOR

Remove the paneling of the two doors of the rear door.

The configuration and position of the latches for the release of the internal standard handle are shown alongside (non-frontal fixing but lateral sliding)



Apply the drilling template.

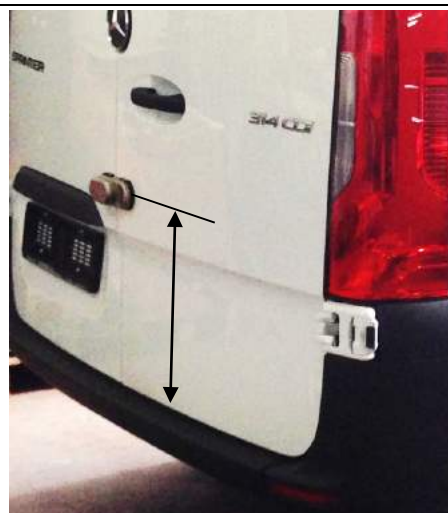
In particular, the longitudinal axis of the shell is 42 cm from the lower edge of the door.

Mark the 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door.

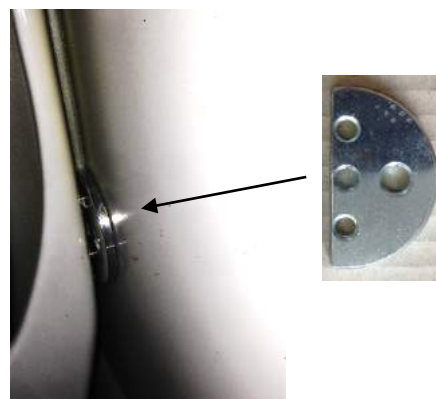
To simplify the positioning of the counterplate it is advisable to detach the standard lock without removing it completely.



Cut the counter plate of the hook for a portion of about 27mm as shown in the next image.

This plate is housed below the reinforcing rib without generating shrinkage and interference.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

REAR DOOR

Remove the side door and side panel paneling.



Apply the drilling template.

The armor axis is 51 cm from the lower edge of the tailgate (see photo).

Align the vertical axis (dash line) with the edge of the tailgate.

Mark the 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

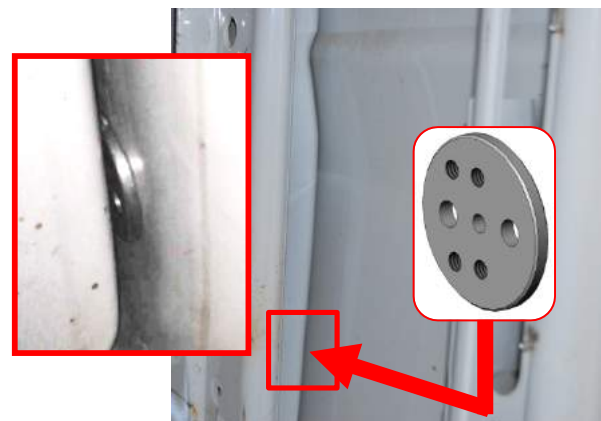
Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door.



Interpose the counter plate of the hook between the external plate and the vertical column (gap of about 4mm).

This prevents the external sheet from shrinking after the hook is fixed.

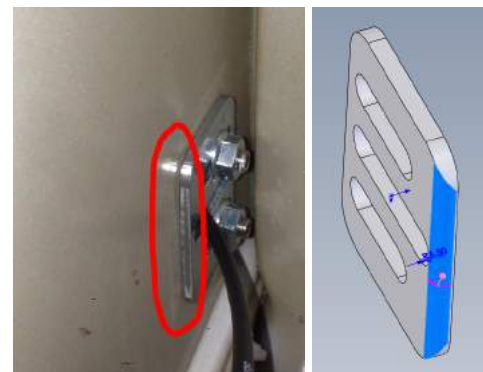
It is advisable to lightly bend the inner plate of the steering column through the lower outer hole of 9mm (that of the hook) in order to slightly distance it from the external one and allow the free insertion of the counter plate (do not force the insertion).



In order to avoid damaging the outer plate of the tailgate near the armor and along the edge of the internal counterplate (an effect that can be generated due to the high stresses during the closing of the door), it is advisable to further round off the same plate.

Alternatively, use a wider plate.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



VOLKSWAGEN CRAFTER II

From 2017



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

REAR DOOR

Remove the paneling of the two doors of the rear door.



Then proceed with the application of the template and the drilling.

In particular, the longitudinal axis of the shell is 49cm from the lower edge of the door (see photo)

Align the vertical axis (dash line) with the edge of the tailgate.

Drill 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: drill only the external plate to allow the insertion of the cable in the door.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

REAR DOOR

Remove the paneling from the door.



Then proceed with the application of the template and the drilling.

In particular, the longitudinal axis of the shell is 35m from the lower edge of the sliding guide (see photo below).

Mark the 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



IVECO DAILY

From 2014



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

REAR DOOR

Remove the paneling of the two doors of the rear door.



Then proceed with the application of the template and the drilling.

In particular, the longitudinal axis of the shell is 5cm above the upper edge of the convex surface of the door (see dotted line in the photo) at the flat surface.

Drill 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door.



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

SIDE DOOR

Remove the paneling from the door.



Then proceed with the application of the template and the drilling.

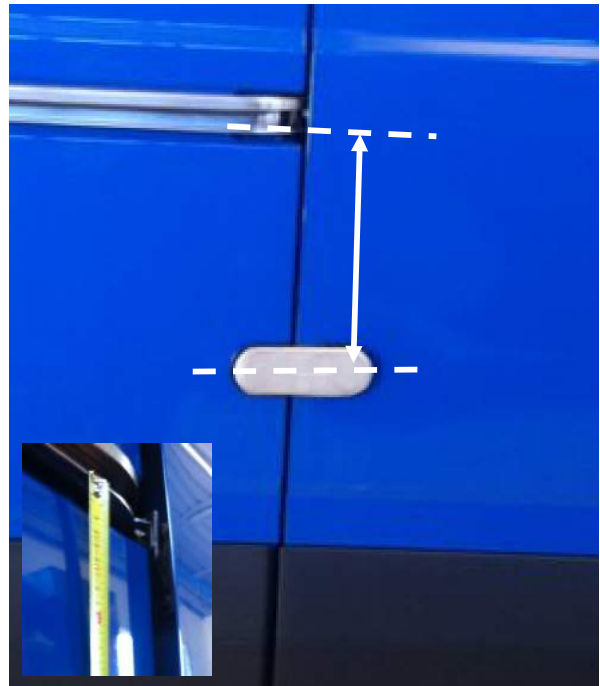
In particular, the longitudinal axis of the shell is 28mm from the lower edge of the slot of the sliding guide (see photo)

Mark the 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



FORD TRANSIT COURIER

From 2014



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

REAR DOOR

Remove the paneling of the two doors of the rear door.



Apply the drilling template.

In particular, the longitudinal axis of the shell is 48cm from the lower edge of the door.

Align the vertical axis (dash line) with the edge of the tailgate.

Mark the 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: pierce only the external sheet to allow the insertion of the cable in the door.

Be careful when drilling to avoid damaging the standard lock inside the door.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



READ THE GENERAL INSTALLATION PROCEDURE CAREFULLY BEFORE PROCEEDING WITH THE SPECIFICATIONS

SIDE DOOR

Remove the side door and side panel paneling.

Apply the drilling template.

In particular the longitudinal axis of the shell at 13cm from the sliding guide seat (see photo detail.

Mark the 9mm holes.

Pay attention to the holes on the extreme edge; before drilling, make sure that the head of the M8 pin is contained in the edge.

Pay attention to the hole for the passage of the emergency cable: drill only the external plate to allow the insertion of the cable in the door.



Combine the counterplate with a rod / slab (with a thickness of less than 3mm) in steel or plastic, using gummed paper (or other adhesive tape) to have good handling and stiffness.

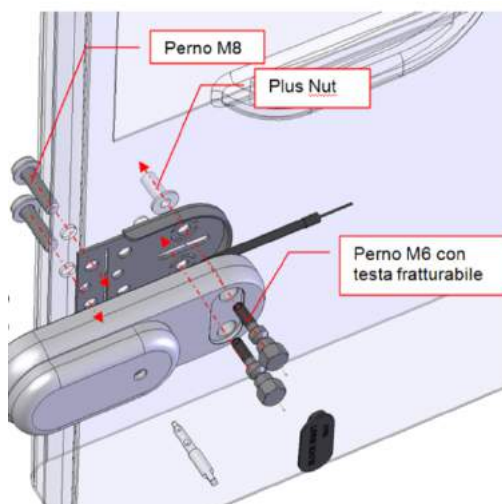
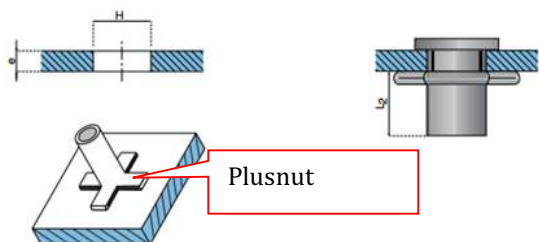
Insert the counterplate from the side up to the position and using the template from the outside (using the 9 holes made) center the counterplate and tighten.

▲ Take care to avoid detaching the counterplate from the drive rod before fixing.



For fixing the armor:

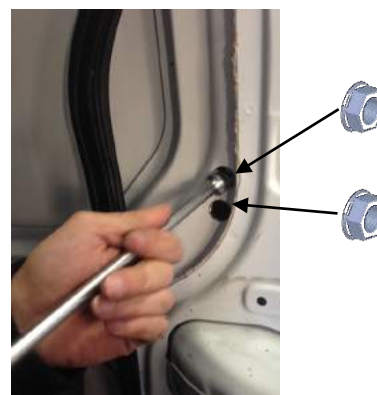
- (1) Fixing with Plusnut (steel rivet) and anti-burglar pin to be applied from the outside.



-
- (2) Fixing with nuts and without counterplate

From the outside, make 6 holes so that they can then be centered from the inside and widen with a hole cutter and create access for the M8 nut and the socket wrench. In this case the seal is guaranteed only by the head of the nut.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



FORD TRANSIT CONNECT FRM 2013



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

READ CAREFULLY THE SLIDING SIDE DOOR INSTRUCTIONS

REAR DOORS

Remove the panels from the two rear doors



Apply the drilling template.
The longitudinal axis of the outer-shell is at 56cm from the bottom edge of the tailgate.
Align the vertical axis (dash line point) to the edge of the tailgate.
Mark the 4 holes of 9mm extremes.
Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.
Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.
The position indicated is not binding, and does not exclude other possible position



To facilitate the fastening of the armour backplate from inside, it is preferable to detach the standard lock and the outside handle. Simply unscrew the fixing screws and remove it without disassembling the lock body.



Lateral to the tailgate, unscrew the screw seal block outside of the handle (without removing it completely).
Pull out the block and pull the grip of the handle.



Unscrew the screws holding the handle support and detach the same support without removing it from the tailgate. The displacement is sufficient to ensure access for fastening the backplate.



Next, view from the inside of the door with space to maneuver.

Proceed with the steps according to the **PRODUCT TECHNICAL INFORMATION**.



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

Before proceeding it is noted that the fastening of the armor provides one of the following procedures:

- (1) the use of rivets and burglary pins (see if supplied in the kit);
- (2) the execution of a window of access to the backplate;
- (3) drilling for the passage of the M8 nuts (without backplate).

To fasten the hook is recommended to create a large access hole with a hole saw.



Remove the paneling of the side door and the side panel.
Disassembly of the side part needs the disconnection of the power socket for 12V.



Apply the drilling template.
In particular, the longitudinal axis of the shell is at 17cm from the slide side rail (see detail photo).

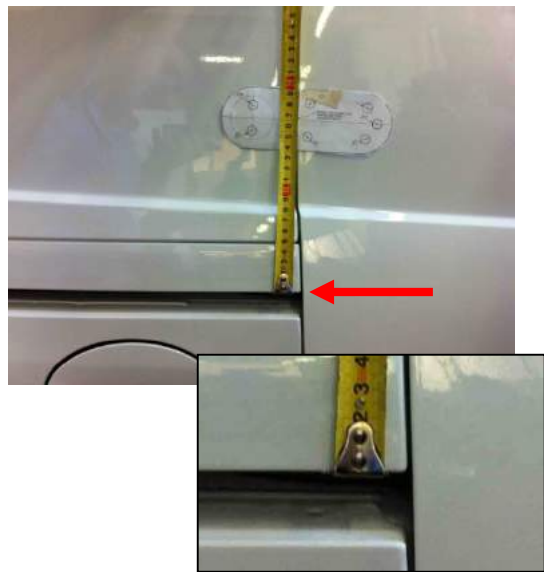
To compensate the high inclination of the edge of the tailgate, it is recommended to misalign the vertical axis of the drilling template of 6mm from the edge at the top part (see photo)

Mark holes 9mm.

Pay attention to the holes on the top edge; before drilling to verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The location given is not binding nor exclude other possible positions



Proceed with the steps according to the
PRODUCT TECHNICAL INFORMATION

To insert the backplate of the hook, perform an access hole with a hole saw from the inside of the upright.

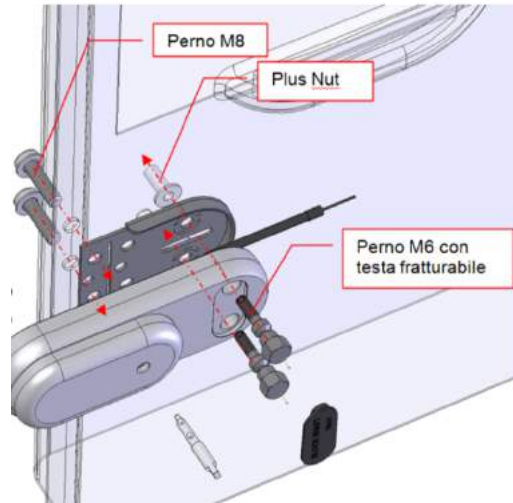
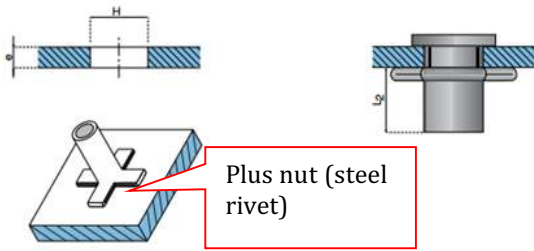
Alternatively, put the backplate into the gap (sp.4mm) using a blade with adhesive as shown below.



For fixing the armor:

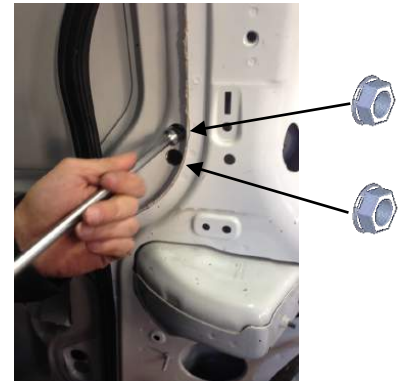
(1) (1) Fixing with Plusnut (steel rivet) and burglary pin to be applied from the outside.

(2)



(3) Fitting with bolts & without backplate

From the outside, run holes of 6mm able to be then centered from the inside and enlarge them with a holesaw and to create the access for the M8 nut and the socket wrench. This way, the seal is guaranteed by the head of the nut.



FORD TRANSIT CUSTOM From 2012



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

REAR DOORS

Remove the panels from the two rears doors.



Apply the drilling template.

The longitudinal axis of the outer-shell is at 55cm from the bottom edge of the tailgate.

Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible position

To facilitate the fastening of the armor backplate from inside, it is preferable to detach the original lock fittings. Simply unscrew the fixing screws and remove it without disassembling the lock body.

Proceed with the steps according to the **PRODUCT TECHNICAL INFORMATION**.



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

Apply the drilling template.

In particular, the longitudinal axis of the shell is at 19cm from the slide side rail (see detail photo).

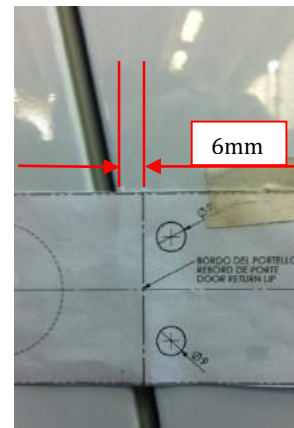
To compensate the high inclination of the edge of the tailgate, it is recommended to misalign the vertical axis of the drilling template of 6mm from the edge at the top part (see photo)

Mark holes 9mm.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The location given is not binding nor exclude other possible positions

Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION



FORD TRANSIT

From 2013



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

REAR DOORS

Remove the panels from the two rear doors. Remove the plastic part to detach the transparent film.



Apply the drilling template.

In particular, the longitudinal axis of the body lock is at **12cm** from the upper edge of the plastic moulding of the door.

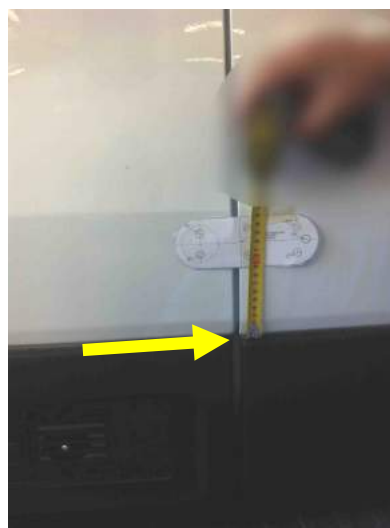
Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible position



To facilitate fixing of the armor counter-plate from inside, it is preferable to detach the standard lock. It is sufficient to unscrew the fixing screws and simply move away without dismantling the body of the lock.

Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION.



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOORS

Remove the panels from the sliding door and the side part.

Apply the drilling template.

In particular, the longitudinal axis of the shell is at 26cm from the slide side rail (see detail photo)..

Mark holes 9mm.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The location given is not binding nor exclude other possible positions.



To insert the counter plate of the hook / striker into the gap of the upright, use a slat fixed with double-sided adhesive.

Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION..



NISSAN NV200

From 2009



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

READ CAREFULLY THE SLIDING DOOR INSTRUCTIONS

REAR DOORS

Remove the panels from both rear doors.



Apply the drilling template.

The longitudinal axis of the outer-shell is at 75cm from the bottom edge of the tailgate.

Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.

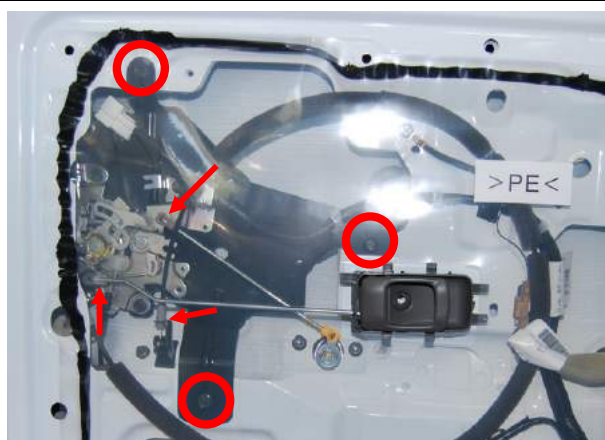
Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible position.



To apply the backplate and nuts, you need to remove (not completely disassemble) the lock.

Simply release the bolts indicated in picture (arrows) and unscrew the pins (circled in photo) of the plate that hold the entire lock. Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION.



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

Before proceeding, it should be noted that the fixing of the shell provides for the use of flower rivets and burglar-proof pins from the outside (check if supplied in the kit). There are no spaces necessary to easily apply and fix the counter plate of the armor..

Remove the panels from the sliding door and the side part.



Apply the drilling template.

In particular, the longitudinal axis of the shell is at 27.5cm from the slide side rail (see detail photo).

Mark holes 9mm.

Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

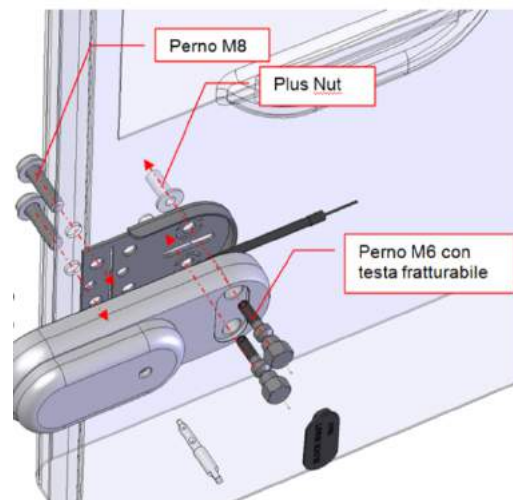
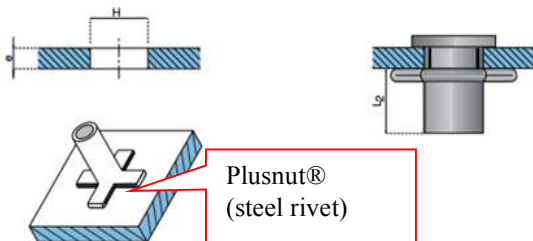
Pay attention to the hole for the passage of the cable of emergency and to the holes of the two pins closest to it: drill only the outer sheet metal to allow the insertion of the cable in the tailgate and the pins without exceeding the internal plate.

The location given is not binding nor exclude other possible positions

Proceed with the steps according to the **PRODUCT TECHNICAL INFORMATION**.



To fix the armor use the Plusnuts® (steel rivets) and the burglary pins applied externally.



DACIA DOKKER

From 2012



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

REAR DOORS

Remove the panels from the sliding door and the side part.



Apply the drilling template.

In particular, the longitudinal axis of the body lock is at 4cm from the bended sheet metal over the door handle (see picture at right).

Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible position.



Cut the backplate as shown in picture. This way, it will be possible to insert it inside a seat created inside the door.

Proceed with the steps according to the PRODUCT TECHNICAL INFORMATION.



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

Remove the panels from the sliding door and the side part.



Apply the drilling template.

In particular, the longitudinal axis of the body lock is at **6cm** from the lower part of the sliding side rail.

Mark the 9mm holes.

Pay attention to the hole for the passage of the emergency cable: drill only the outer sheet metal to allow insertion of the cable into the tailgate.

The location given is not binding nor exclude other possible positions.



Proceed with the steps according to the **PRODUCT TECHNICAL INFORMATION**.

To fix the armor, in order to avoid the withdrawal (deformation) of the external sheet, it is advisable to interpose the counter-plate and apply the nuts from the outside of the door (nuts on sight - see photo below)



HYUNDAI H350

From 2014



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

REAR DOOR

Remove the panels from both rear doors.



Apply the drilling template.

The longitudinal axis of the outer-shell is at 69cm from the bottom edge of the tailgate.

Align the vertical axis (dash line point) to the edge of the tailgate.

Mark the 4 holes of 9mm extremes.

Pay attention to the holes on the extreme edge; before drilling verify that the head of the pin M8 is contained in the board.

Pay attention to the hole for the passage of the emergency cable: drilling only the external sheet to allow the insertion of the cable in the tailgate.

The position indicated is not binding, and does not exclude other possible position



Cut the striker plate as shown next (approx. 3cm). In this way the same will fit perfectly into the existing internal site. Check that there is no interference with the standard lock.

Proceed with the steps according to the GENERIC INSTALLATION PROCEDURE.



Pay attention to house the armor counter-plate inside the double inner sheet in order to avoid the withdrawal of the external sheet (see photo beside).



BEFORE PROCEEDING, PLEASE CHECK THE PRODUCT TECHNICAL INFORMATION FOR A PROPER INSTALLATION

SIDE DOOR

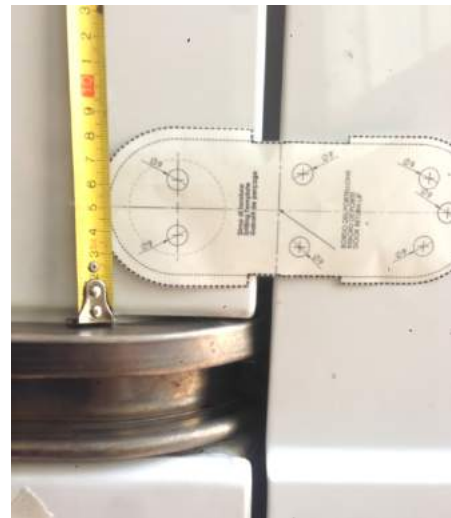
Remove the panels from the sliding door and the side part.

Apply the drilling template.

In particular, the longitudinal axis of the body lock is at **5cm** from the upper side of the sliding side rail (see picture).

Mark holes 9mm.

Pay attention to the hole for the passage of the emergency cable and the two closest bolts: drill only the outer sheet metal to allow insertion of the cable into the tailgate.



For the fitting of the hook/striker, it is necessary to create an access through the structure of the column. One possible solution is to create two adjacent holes and join them.

Cutting the counter-plate as in the case of the rear door and using a stud to support access and positioning is easier.

Proceed with the steps according to the **GENERIC INSTALLATION PROCEDURE**.

