



FERRET IGNITION SWITCH LOCK BARREL INSTALLATION

Thank you for purchasing from FerretWare!

The lock enclosed is believed to be an original manufacture, high quality item to be used in various British military vehicles which utilized a Lucas ignition switch. I understand that due to a predictable loss of keys in the field, the locks were removed. The result is that virtually all the Ferrets in private hands today are without the lock barrel.

GENERAL DESCRIPTION

The Ferret ignition lock is a simple device which uses six blades which correspond to the pins in other locks. If you look at your lock with the key out, you will see that these blades protrude from the barrel. When inserted, the proper key lowers these six blades so that they no longer protrude from the barrel – that's all there is to it!

The barrel has a large registration pin at the end opposite the key slot. This pin fits in a corresponding hole at the bottom of the lock hole, and prevents the barrel from turning. **DO NOT TRY TO TURN THE KEY AND BARREL!** They do NOT rotate. *The ignition switch lever rotates around the barrel.* The blades, which are lowered when the key is inserted, allow the lever to turn counter clockwise out of the locked position. *The key must NEVER be turned while in the lock! The key is always vertical.*

LOCK LUBRICATION

Before inserting your lock barrel, make sure that the hole in the switch panel is free of debris. Use a strong blast of air if possible to dislodge and free the inside of any accumulated foreign material, especially dirt and grit. Protect your eyes when you do this. I suggest using graphite as a lock lubricant instead of any oil. Oil will eventually get sticky, and it attracts and retains dirt. Graphite as a dust will not gum up your lock, and will allow the switch lever to turn easily.

INSTALLING YOUR LOCK BARREL

With the key inserted, hold the lock barrel so that you are looking at the end where the key goes in with the key "teeth" and slot pointing down. You will notice a small brass pin protruding from the barrel towards the far end on the right side. This is the pin which retains the barrel in the switch assembly. At the far end of the barrel is the round alignment pin. Now look into the hole for the barrel. You will see a small round hole for the alignment pin. This should tell you the correct alignment of the lock barrel when inserting it into the switch.

IMPORTANT: *Inserting the lock barrel is a one time operation.* Once the brass locking pin snaps into the switch housing the only way to remove the lock barrel is by A) removing the switch panel assembly and taking it apart so you can depress the brass pin, or B) brute force with a slam hammer thereby ruining the switch as well as the lock! Make sure you have dusted your barrel with graphite and puffed some into the switch hole before you insert your lock. When you test your lock remember that the key and lock DO NOT TURN, only the switch lever turns. If it is a little sticky, hold the key vertical with one hand while you turn the switch lever with your other hand. After a couple of swipes back and forth the lever should move smoothly.

EXTRA KEYS

If you plan on having extra keys made, remember that it is far easier for a locksmith to cut extra keys if he has the lock barrel to check his work. You have done without a lock for this long, so why hurry! Besides, most locksmiths won't want to be climbing into and out of your vehicle testing the fit of the key. The correct key for this lock has these characteristics:

Key Profile.....	FA
Lock Code Marking	FV16 20
Key Cut Code (example).....	212321 (diagram of cuts below)
Curtis (USA) Blank Key.....	UN2
Ilco (USA) Blank Key.....	LF19 (Note: this is NOT the correct profile BUT it will work perfectly well)
OEM Union/Wilmot Breeden (UK) Round Blank Key ...	FA Profile, perhaps marked FVxx but as long as the key has a FA profile it will work in the lock.
Union/Wilmot Breeden "Paddle" Blank Key	FA Profile



62DG

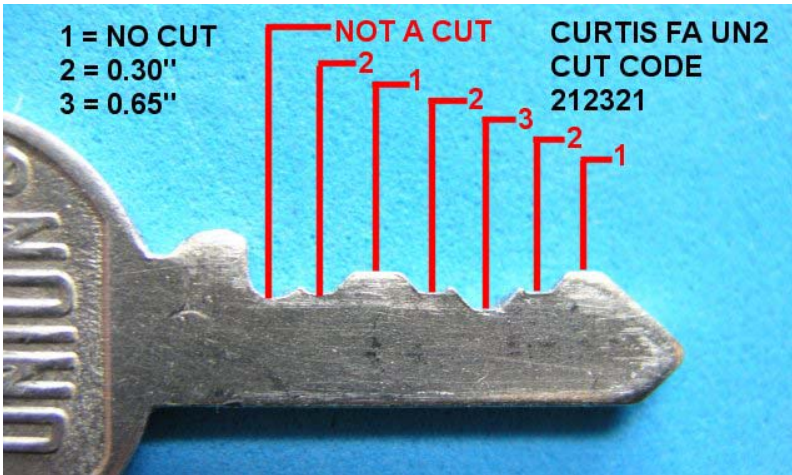
FA501-625

(UNION)

OEM Wilmot Breeden Key

(Note FA profile to the left of 62DG – this is the profile of the key as seen from the tip of the key. Cut code of this key is 322322)

HOW TO IDENTIFY YOUR SIX BLADE LOCK AND KEY CUT CODE



KEY CODE ARRANGEMENT FOR FA PROFILE KEY



**LOCK BARREL WITH KEY
NOTE BRASS PIN AND LOCK RETAINING PIN AT END
ALL BLADES MUST BE DOWN EVEN WITH THE
BARREL TO INSTALL THE BARREL**

