AUTOLOCK CABLE INSTALLATION INSTRUCTIONS

Step 1

Be sure all autolock components are included in the assembly package.
Do not crimp, attach or tighten anything yet. Included are:

a. Buttons: (2) Standard (1) Brass
   i. One will be crimped to each end of the autolock cable.
   ii. One will be crimped together on the autolock cable and act as the locking buttons.

b. One 3/16" aircraft cable _____ feet long.

c. Any additional hardware that was sent to replace or repair any broken or defective autolock parts. NOTE: When replacing or repairing any autolock part, take special care to reassemble the unit EXACTLY the way the directions specify or the way it was before disassembly.

Step 2

Be sure all components other than the autolock cable and buttons are correctly assembled and attached to the door. Included are:

a. An autolock drive should be included in you drive train.
b. An autolock arm should be attached to the vertical nearest your autolock drive.
c. An autolock idler assembly, which will consist of a pulley unit, two springs and a welded bracket from which to suspend the idler assembly.
   NOTE: The above components pertain to a single autolock type door. On double autolock type doors, simply double the components and parts list.

INSTALLATION:

NOTE: To simplify installation, complete step by step instructions in numerical order.

1. Place cable, buttons, crimper and cable cutter within easy-hands reach of autolock drive, but do not place on door.

2. Suspend autolock idler assembly from welded bracket with 1 spring only. Leave the other spring attached only to the bracket, not to the idler assembly. This will be attached later.

3. With the aid of "C" clamps or vise grip type devices, close the door to the fully closed position. Be sure rings are in proper position.

4. Attach the two lock cam cables to the appropriate turnbuckles on the autolock arm or arms. The proper setting is achieved when there is an equal amount to travel in the autolock arm above and below the horizontal centerline of the autolock arm. One measurement will be made when the lock arm is in the down position, which means the lock cams will be in the tightly closed position. The other measurement will be made when the lock arm is in the up position, which means the lock cam will be in the open position with the aid of the lock cam springs

5. Familiarize yourself with the autolock drive. The drive itself is composed of a short drive with a 12-inch drum with two rings on it. Pay special attention to the two rings. One ring is near the center of the drive and this ring will act the same as the rest of the pickup drum rings on the door. The other ring will be at the end of the autolock drive nearest the pillow block bearing. This ring acts, as the locking ring and this is the ring you will be concerned with first.

6. Unravel the autolock cable and securely crimp one button on one end only of the cable. The other end of the cable will be threaded through the ring in the next step.

7. With the aid of a ladder and an assistant, raise the door to its highest proper height allowed by its limit switch. CAUTION: Be sure door is unclamped before rising.

8. With the buttonless end of the cable in one hand, climb the ladder to a point where you can easily manipulate the end of the cable through the locking ring of the autolock drive. Be sure to thread the cable into the hole nearest the end of the drive so that when you pull the cable through the ring the button will end up on the outside of the ring rather than in between the two rings. Pull on button less end of cable until the button on the other end of the cable is snug against the outer opening in the ring.

9. CAUTION: With next step be sure ladder is not resting on door or in the way of the downward travel of the door.

10. With aid of an assistant, lower the door and keep tension on the cables. The cable will wrap on the drum as the door descends. When the door has reached its lower limit, clamp it shut again.

11. Wrap cable around drum one more full wrap in case of incorrect limit switch adjustment.

12. No while keeping moderate tension on the cable, thread the button less end of the cable through the small opening in the button bolt. The button bolt is located on the autolock arm between the pivot bolt and the turnbuckle bolt. When the cable extends through the large opening in the button bolt, place two copper buttons on the cable, but do not crimp them yet.

13. Still keeping tension on the cable, thread the cable through the idler assembly, around the top of the pulley and back down towards the unused ring on the autolock drive. NOTE: Be sure to keep the two locking buttons between the button bolt and idler assembly. Be sure travel of cable is not in the way of any moving parts or will not wear on any parts, especially on the autolock arm

14. Bring the unbuttoned cable end down to the drum and place one full wrap around the drum before threading it through the ring. NOTE: You will notice the direction of the cable wrappings and the drum sides at which the cables wrap will be opposite.

15. When you have the buttonless cable end through the ring and it is extending out of the hole furthest from the drum, slip a copper button on the cable. Then pull all the slack out of the cable and put a little stretch on the idler assembly spring. Crimp the button at this point and then attach the second spring.

16. To correctly crimp the locking buttons, be sure the door is tightly shut, then pull down on the autolock arm, this will take the slack out of the lock cam cables. When the door is shut and the arm is pulled down tight, slide the copper buttons down the cable until they are seated firmly inside the bored hole of the button bolt. Mark their location on the cable and then crimp both of them very tightly on the marked location. NOTE: Be sure to remove rough edges on the crimped buttons to insure smooth operation and travel through the idler assembly.

17. Remove clamps holding the door shut. Open and close door to insure correct locking operations. Any minor adjustments can be made using the turnbuckles. Otherwise careful use of the limit switch can be used to tune your autolock system.

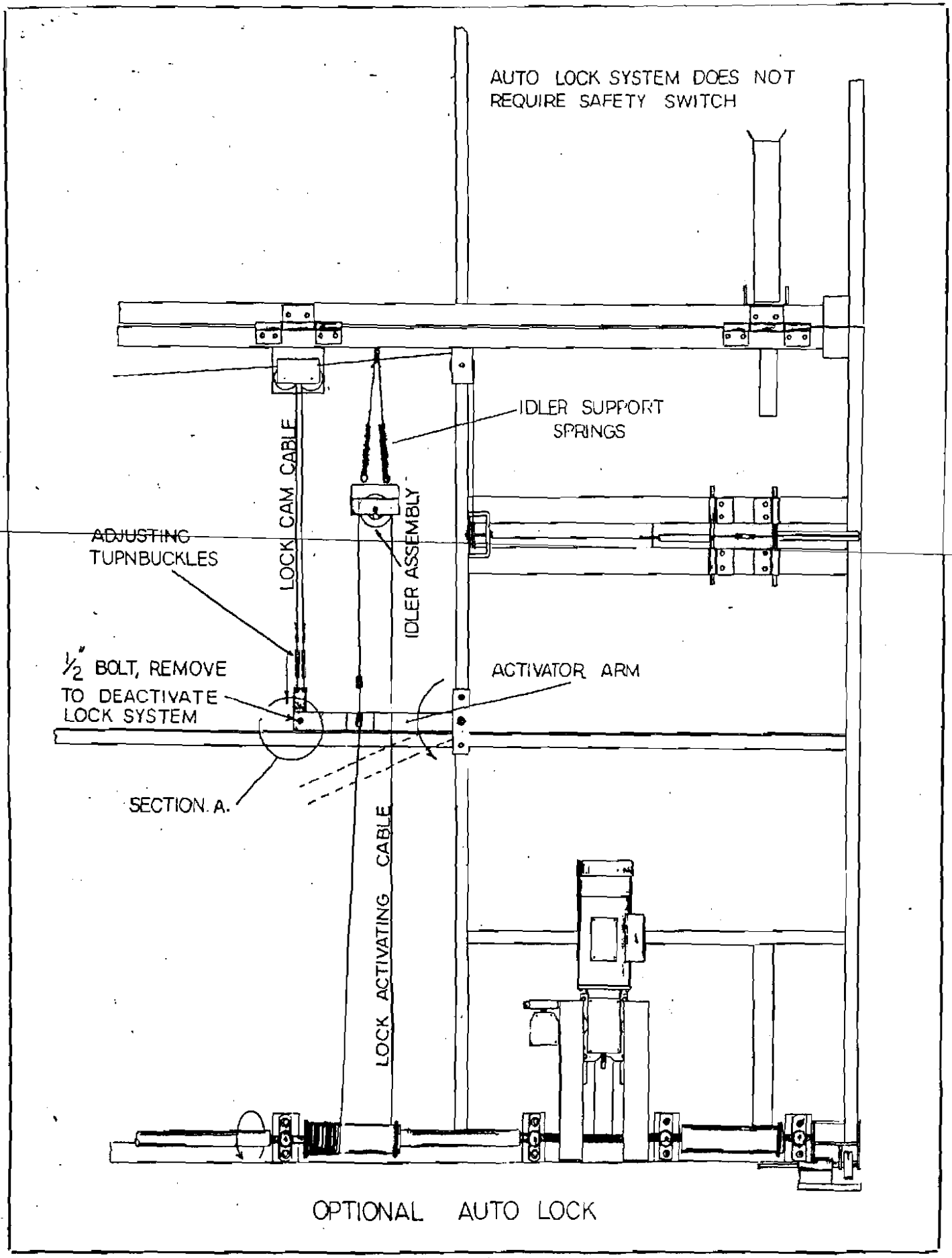
AUTO LOCK SYSTEM DOES NOT REQUIRE SAFETY SWITCH
IDLER SUPPORT SPRINGS
LOCK CAM CABLE
IDLER ASSEMBLY
ADJUSTING TURNBUCKLES
½" BOLT, REMOVE TO DEACTIVATE LOCK SYSTEM
ACTIVATOR ARM
SECTION A.
LOCK ACTIVATING CABLE
OPTIONAL AUTO LOCK

Figure 73