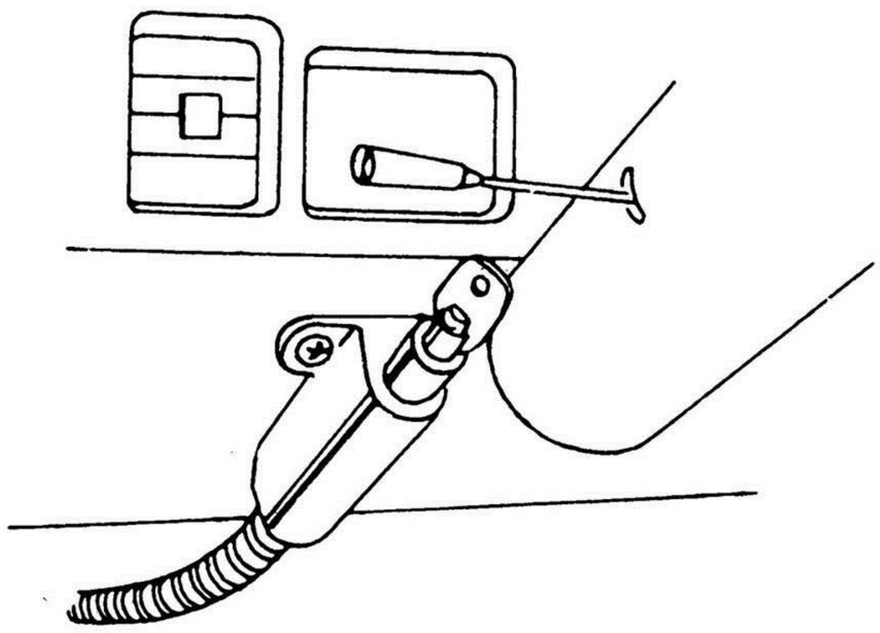
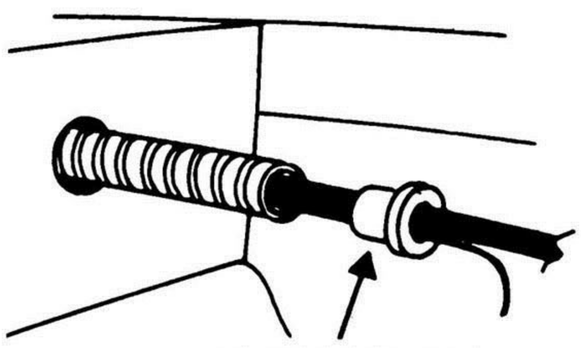
HOOD LOCK AND IGNITION CUT-OFF PROTECTION

Your new Protection Lock installed properly will provide years of dependable vehicle security. With an easy push of its round key, pick-resistant lock, your hood and ignition systems are virtually tamper proof.

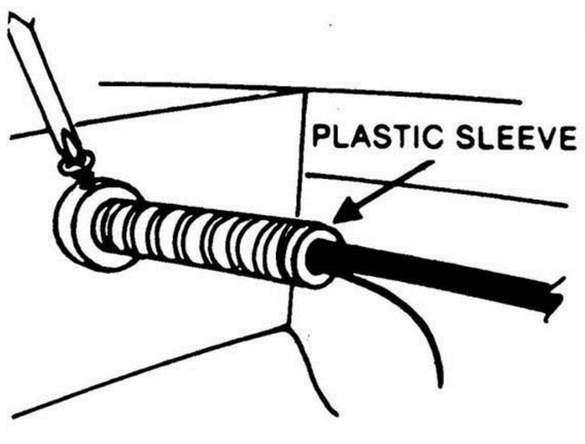
INSTALLATION INSTRUCTIONS



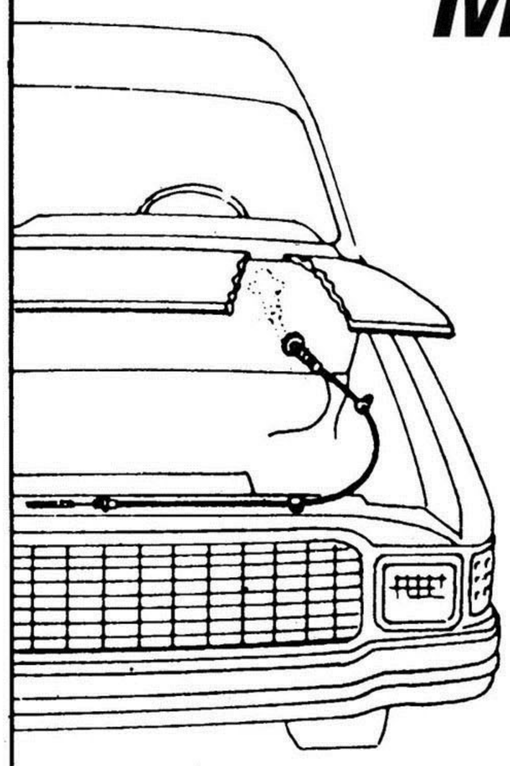
1. Your Protection Lock cylinder may be placed on either side of the steering column, where ease of installation and convenient operation will be obtained. Installs with one-way screws provided, using lock housing as template.
2. This location should permit the flexible tubing and inner cable easy access to the firewall. The tubing and inner cable should reach the firewall without sharp bends or kinks. **IMPORTANT:** see that the cable does not interfere with gas or brake pedals, linkage or moving functional parts of the vehicle.
3. **Check both sides of the firewall in the area of the cable, and be sure that they are free of vehicle parts as a hole must be drilled to allow the cables to enter the engine compartment.**



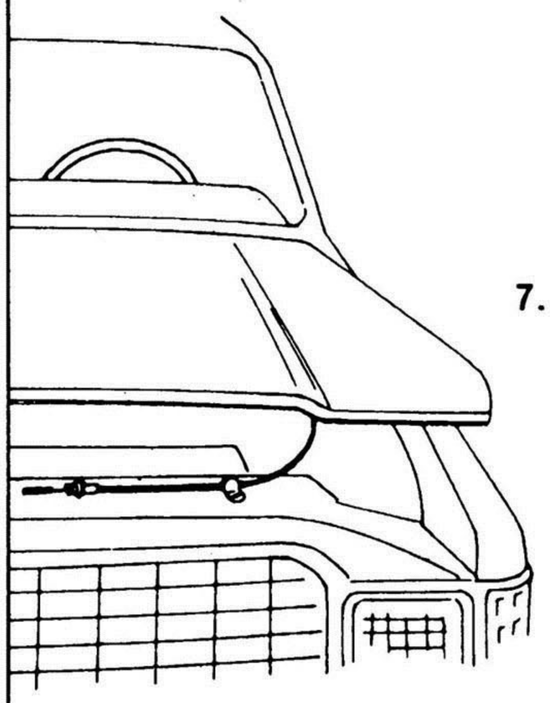
4. **Drill a 5/8 inch hole in the firewall, file clean of burrs and pass the flexible tubing and inner cable through the hole. Use care not to damage insulation on the ignition connection wire.**



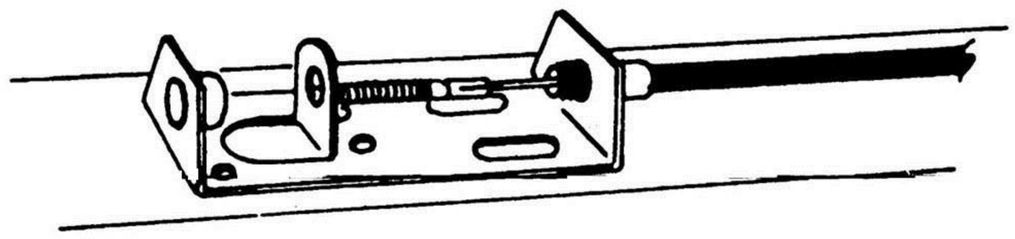
5. **A plastic sleeve on the inner cable is set into the opening of the flexible tube to help prevent water and dirt from entering the lock mechanism. Install the retaining ring with set screw on the flexible tubing and against firewall. Remove slack by pulling flexible cable into engine compartment before tightening set screw.**



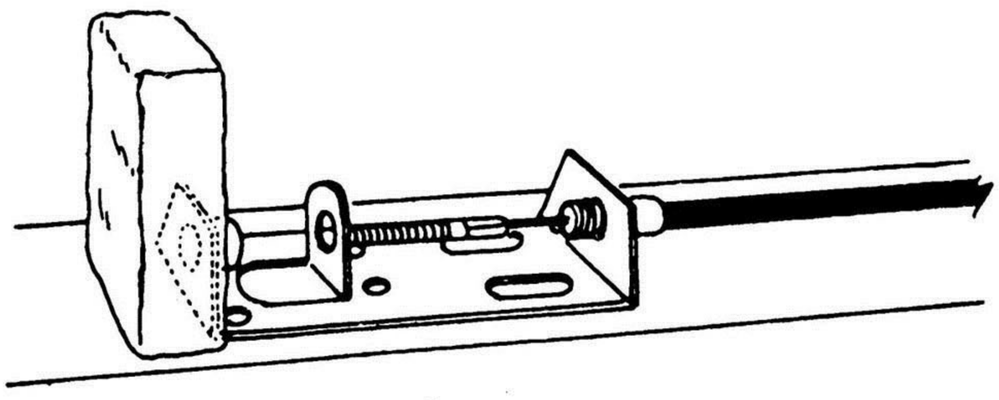
6. **Avoid sharp bends and kinks; dress inner cable along left side of vehicle. Using the two (2) hold-down clamps with self-tapping screws to keep cable in place. Sharp bends or kinks will prevent smooth operation of your lock.**



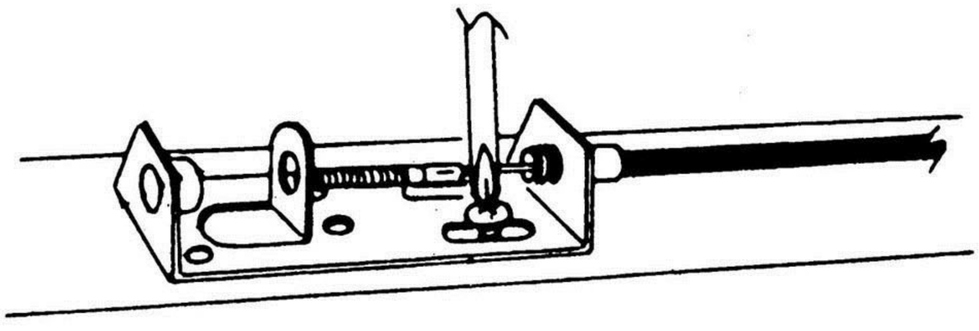
7. **The threaded end of the cable is brought to the center front of the vehicle Example: radiator cross support, or to a flat surface such as the grill support structure.**



8. **Place the bolt bracket onto the threaded end of the cable. The elongated slots in the bracket is placed closest to the cable end. Close hood to test for adequate clearance. Hood should close into its normal position.**



9. **Using the block of clay provided, place as shown. Close hood and see if clay is depressed. If not depressed, relocate bolt bracket; ideally, clay should compress to a height slightly above bolt bracket.**



10. **When proper clay height is obtained, drill two (2) 1/8 inch holes, approximately center in the two elongated slots of bolt bracket. Do not tighten as these screws will later be used for fine adjustment with the overhead hood bracket.**

11. Using the clay again, this time wet clay so as to leave a mark as a location point for the hood bracket. Carefully inspect that this mark is in an area where there is sufficient clearance in a double metal hood rib so that the self-tapping screws will not damage hood or paint.

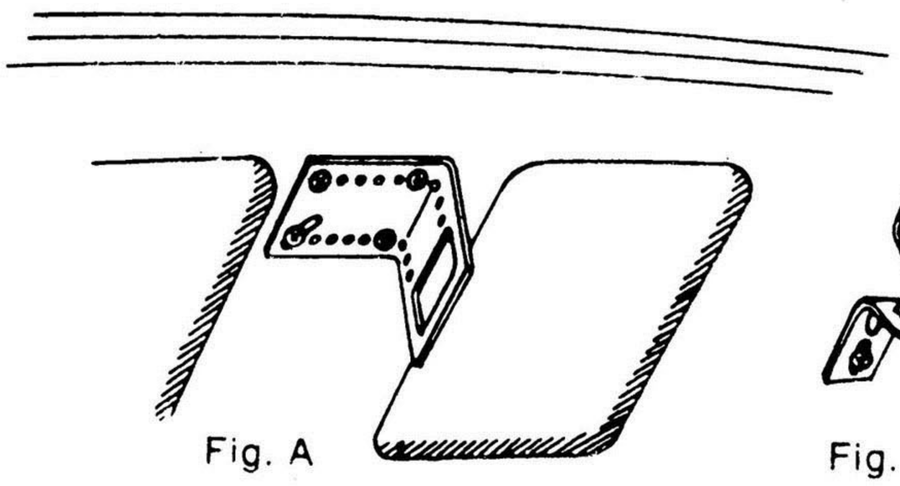
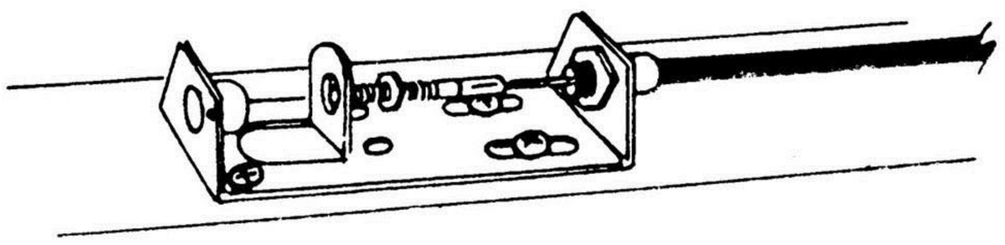


Fig. A

Fig. B

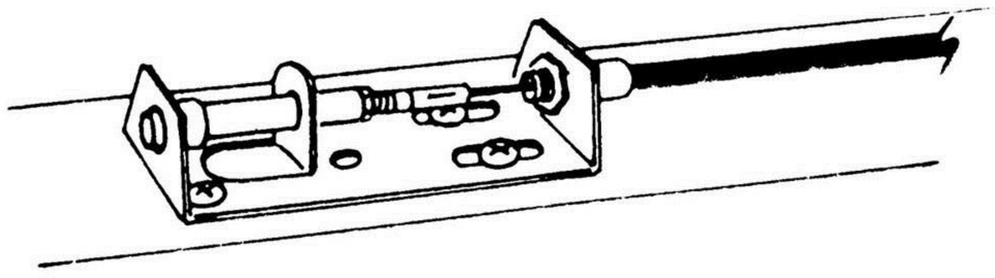
12. Wherever possible, use hood bracket shown (Fig. A). Bend to the approximate size as determined by the height of the clay. Use the slotted strap if odd shapes or bends are required to meet bolt bracket. (Fig. B)

13. Drill only one (1) hole 1/8 inch on position indicated by moist clay. Use bracket hole as a template. Mount hood holding bracket, replace clay against bolt bracket again, and lower hood to again check alignment of holding bracket. If mark in the clay is correct, drill additional 1/8 inch holes to firmly secure holding bracket to hood. Use self-tapping screws provided.



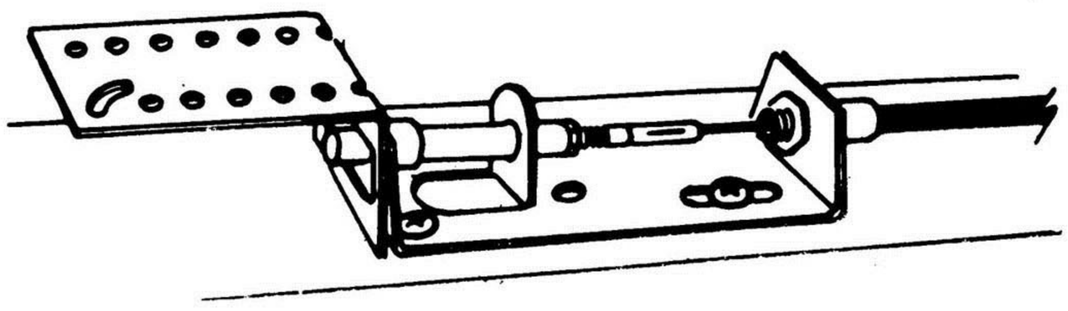
14. Now finish the installation of the bolt bracket. Place large nut in position and tighten, securing bolt bracket to the cable. Using bracket as a template, drill additional holes and secure with self-tapping screws.

Place small nut in position on threaded inner cable.

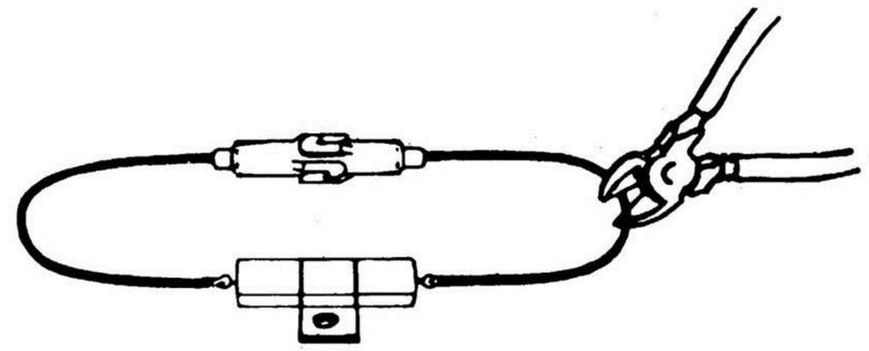


15. Screw the bolt rod onto the threaded inner cable, using the small nut as a stop. Position the bolt rod to extend approximately 1/16 inch beyond end of the bolt bracket. Key lock should be in open or out position. Tighten nut against bolt rod.

16. To insure that no water enters the flexible tubing, use clay to seal opening. Clay can also be used to seal hole at firewall where flexible cable is brought through.



Above illustration shows completed installation of Slide Bolt Bracket and Hood Bracket.

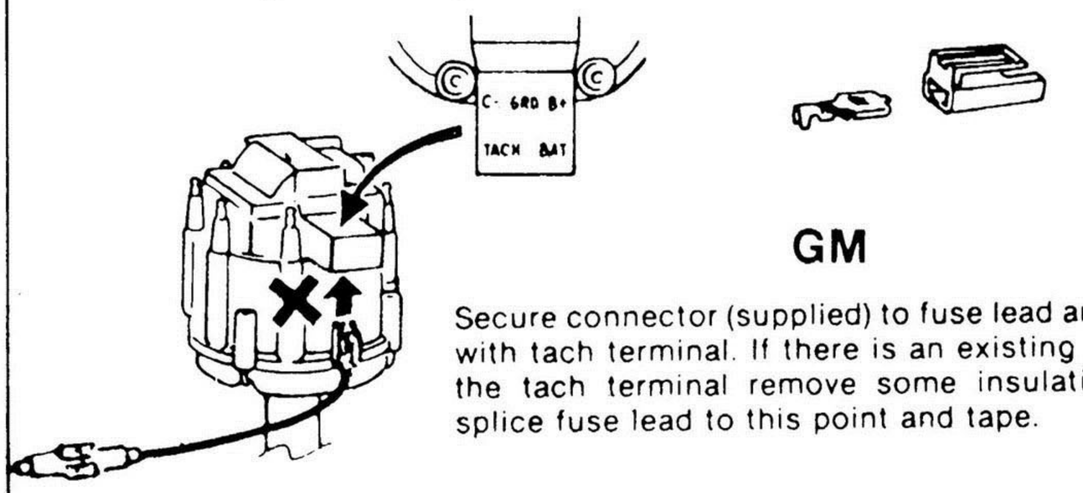


17. Cut wire between load resistor and fuse holder.

18. Mount the load resistor on the firewall or any other convenient location. Drill a 1/8 inch hole and secure the resistor with self-tapping screw provided.

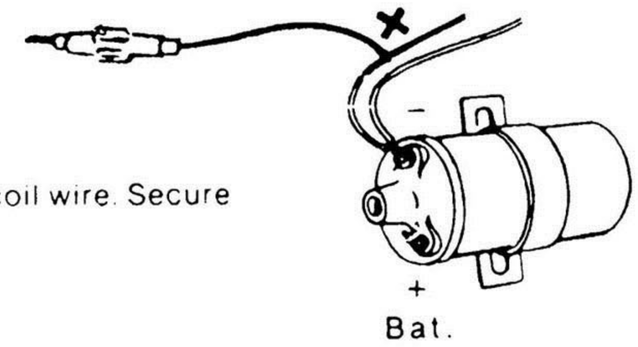
19. Connect wire that comes from lock cable to load resistor.

20. Connect fuse lead wire to ignition. For your connection, use the following drawing that most resembles your ignition system. Tape all connections and place wires so as not to TOUCH ENGINE. **NOTE:** Wire should be positioned so as not to touch engine causing melting or damage to insulation.



GM

Secure connector (supplied) to fuse lead and mate with tach terminal. If there is an existing wire on the tach terminal remove some insulation and splice fuse lead to this point and tape.

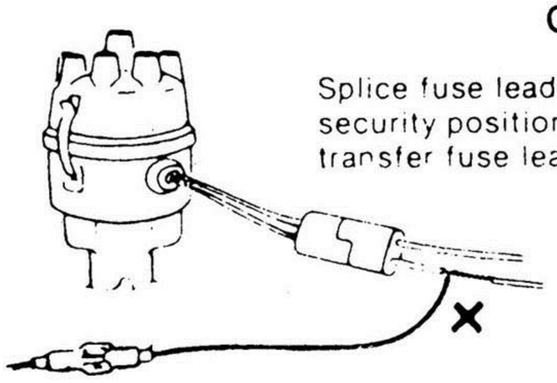


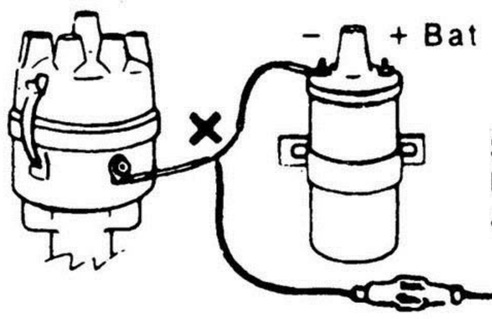
FORD

Splice fuse lead to the distributor coil wire. Secure and tape.

CHRYSLER, AMC

Splice fuse lead into distributor plug wire. Place lock in security position. Start engine. If engine starts and runs, transfer fuse lead to other plug wire and tape.





NON ELECTRONIC

Splice fuse lead into the wire that connects between the distributor and coil. Secure and tape.

NOTE: *Do not cut any wire—simply peel off insulation, splice and tape.*

21. TO TEST: **Simply push on your lock.** This is **your security position.** Now try to start vehicle; if all connections are correct, engine will not start and hood will be locked.

22. **IMPORTANT:** Do not close hood with lock in security position as it will damage lock brackets.

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