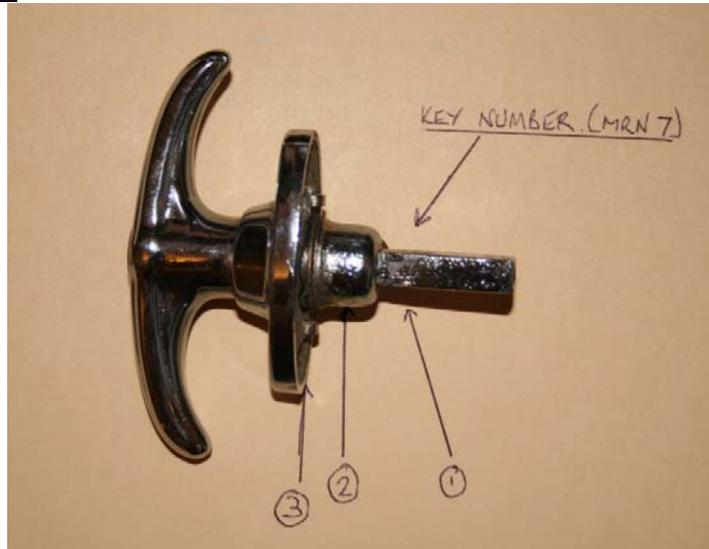


HOW TO REPAIR A DOOR/BOOT LOCK

By Neil Wakeman (Y3498)

The component parts



This is a typical MGY boot lock – the only visible difference is that this one has had the raised corners of the shaft filed off (1) to enable the removal of the domed cap (2), to access the cylinder release pin which is under the cap. Note that the key number has been stamped into the shaft. The escutcheon is shown as part (3)



Underneath the cap is a spring with two shaped washers, one on each side of the spring. Having removed the cap, we can now access two small pins – one to hold the shaft into the handle assembly, and the second to hold the lock cylinder in place. At this point we only want to remove the lock cylinder.



After the small retaining pin is removed, the lock cylinder should come out of the handle. My whole lock was put through a chrome plating process by the previous owner of my car, 20 or 30 years ago, and as a result the cylinder it was well and truly stuck in the handle. (I will explain how I got it out later).

Once the cylinder is removed, the small slotted locking bar can also be removed.

How it works (a layman's explanation)

The cylinder has a series of little spring loaded plungers which fit into a groove inside the door or boot handle. Note the little off centre pin on the end of the cylinder – this fits into a slot on the slotted locking bar shown in the picture above.



When the correct key is inserted into the lock, all the plungers disappear into the body of the cylinder, enabling the cylinder to be rotated inside the handle.



The off centre pin on the end of the cylinder pushes the small locking bar into a slot in the door lock escutcheon and when the key is removed, the door is locked.



Reassembly is simply a reversal of the dismantling operation

1. Insert the small locking bar into its slot in the handle, with the slot facing the lock cylinder
2. Insert the lock cylinder and jiggle the cylinder or the locking bar to ensure that the small pin on the end of the cylinder locates into the locking bar's slot
3. Insert the small pin, to secure the lock cylinder in the handle



4. Fit the escutcheon plate, one dished washer, the spring, another dished washer, then the domed cap.
5. Because we have filed off the burred corners of the shaft, we need to drill a small hole through the shaft and fit a suitable split pin, to hold the cap on.



How to remove a stuck cylinder

As noted, the previous owner had my door locks replated, with the locking cylinder still inside. As a result, the cylinders filled up with plating chemicals. This all happened 20 or 30 years ago, so they were well and truly stuck.

Your cylinders may not be as permanently stuck, and soaking them in your favourite release agent (WD40, or whatever) may do the trick. After a few days, you may be able to rotate the cylinder with your key, but nothing I tried worked so I had to resort to desperate measures – after all they were never going to lock for me so I could hardly make the situation worse!

I dismantled the handle assembly as described above. In addition to removing the little pin which secures the locking cylinder, I also removed the locking pin for the square shaft and removed the shaft.

I then drilled a very small hole through the base of the handle (from where the square shaft was), and continued drilling until I had drilled right through the locking bar. I then used a thin nail (1.68mm) slightly smaller than the hole I had drilled (2mm) to tap/punch the lock cylinder out of its housing.

This process destroyed the little locking bar, so I made a new one out of a piece of 3/16" steel, and filed the right sized slot in it. Sounds like a fiddly task, but not really – took about 10 minutes. If you're lucky, you might even be able to re-use the locking tab. Keep your fingers crossed that the drilling operation doesn't damage the little knob on the end of the cylinder. If you use a very small drill (2mm) and drill as close to the centre as possible, it should be OK because the knob is off centre (see earlier pictures).

It was then a matter of cleaning up and lubricating all the moving parts replacing the square shaft and reassembling the whole thing.

An important lesson from this – if you intend having your locking handles replated, I would recommend that you remove the cylinders first!