



X-Eng is a division of
Foundry 4x4 Limited
The Old Bakery
Rear of Vale Terrace
Tredegar, Gwent. NP22 4HT

RHD Version 12/03/17

X-Defend Pedal Lock

Thank you for choosing to buy an X-Defend Pedal Lock.
Fitting and use is generally easy, and should take about an hour.

We support LandyWatch

LandyWatch is a network of Land Rover owners whose aim is to assist in the recovery of stolen Land Rovers and suggest ways to make our vehicles a less attractive target to thieves.

www.landywatch.co.uk

The kit is supplied with the lock plates & hinges assembled but the lock mechanism is for self assembly. This is because we feel that a knowledge of how the components fit together will assist in future when you need to clean, lubricate or service the kit.



In your kit, you should have received:

- 1 x Spring Retainer Plate
- 1 x Hinged Pedal Lock plate set
- 1 x Lock cover plate
- 1 x Lock Claw
- 1 x Lock Pawl
- 1 x Lock Barrel
- 1 x Lock Cam
- 1 x Lock Retaining nut

- 1 x Gravelly Fastener (retaining clip)
- 1 x Fixing kit comprising:
 - 9 x M8 Dome head screws
 - 30 x M8 Washers
 - 6 x M8 Security Shear Nuts
 - 3 x M8 Nylok Nuts

- 4 x 4mm CSK Screws
- 3 x Plastic Nut Protector Caps
- 1 x Stainless Steel Plate with elongated holes

Step 1

Remove your carpet and floor mats from the drivers side footwell – leaving a clean floor



Step 2

Undo the screw on the lock barrel to separate a small metal part. Insert this into the square hole in the lock cam and align as shown.



Step 3

Insert the lock barrel into the hole in the lock plate. There is a tab on one side of the rear of the barrel. This must sit away from the hinge as shown.



Step 4

Place the cam on to the back of the barrel. Before you fully tighten the screw, ensure that when the key is turned, the cam moves in the direction shown.



Step 5

Insert three of the M8 Screws through the holes in the plate with a washer under the heads. Assemble the Claw, Pawl and spring as shown. Also, place three washers over the third screw. One end of the spring is inserted in to the receiving gap in the rear of the Pawl.

Place the spring retainer plate over the third screw, followed by three more washers. This keeps the spring in place as well as acting as a spacer allowing the other parts to move freely.



Step 6

Lubricate the lock parts then place the lock cover over the three screws. This can be a bit fiddly! It may help if you partially withdraw the three bolts. Take the plate with the elongated holes and bend the tab on the plate up as shown using a pointy nose pliers. The exact amount of bend is not critical at this point. You will need to trial fit & adjust as necessary - explained later in the instructions.

Fit the plate by sliding the cam on the lock barrel into the slot on the plate until the holes line up, with the 2 bolts nearest the lock barrel. It may be necessary to withdraw these bolts but do not remove completely - leave a couple of threads showing through the plate.

If you are experiencing difficulty sliding it under the lock barrel, it may be necessary to slightly bend the plate where it goes under the barrel.



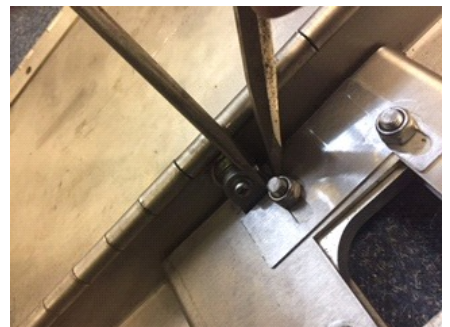
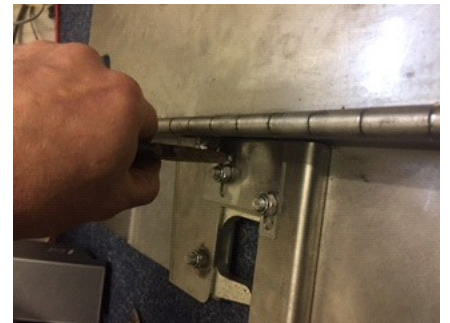
Now fit the nuts & washers and tighten to about 5 Nm then slacken the pawl & claw bolts (right on photo) by ¼ turn to allow them to move freely.



Ensure that the lock claw & pawl are free to move. The nuts want to be tight enough not to rattle, but loose enough to allow free movement.

Step 7

Now that the cover plate is all bolted Down you will need to adjust the bent tab so that it just clears the cam on the lock barrel. Enough clearance for the lock to move, but not enough to get a blade between the two. You can further reduce the chance of anybody being able to jam an object into the lock mechanism if you place a screwdriver up against the lock cam and using a small Chisel or punch and gently tap the tab down. This has the effect of totally sealing the cut out for the lock mechanism, but still allowing the lock cam to operate.



IMPORTANT NOTE: Check the lock mechanism still operates correctly before continuing any further with fitting, otherwise once fitted in the vehicle, it will be virtually impossible to open the lock. Adjust the tab accordingly if the lock cam cannot operate to release the lock pawl.

Step 8

Place the assembly in the vehicle and line up so that the claw is centred on the brake pedal.

It may help if you temporarily tape (Gaffer tape is good!) the bottom hinge flap to the floor. You can then adjust the position to engage with the pedal. The side of the claw will rub lightly on the plastic sleeve over the pedal return spring as the lock ratchets closed.



Step 9

Once you are happy with the side-to-side position, lay the assembly on the floor and make sure the top flap sits close against the seat box



Step 10

When you are happy with the position, drill through the second & third hole from the right. There will be nothing underneath these. Before you drill the others, make sure that any fuel pipes etc are protected with a sheet of wood etc. You may not be able to drill all the holes due to clearance issues. A minimum



of three screws is sufficient. Insert screws into the holes with washers, then screw on a security nut & washer on to each. The hexagonal portion of the nut must face downwards. Make sure you are happy with its operation before you fully tighten.

Step 11

Tighten the nut until the hex portion shears off, leaving the conical part in place.



Step 12

Your kit contains a twist fastener (called a Gravelly Fastener) which you can fit to your seat box using the supplied screws. Be careful as you drill the holes as your fuel tank may be on the other side of the panel!

If the lock barrel is initially hard to unlock, lubricate with light oil.

Put one of the keys in a safe place!

We are unable to immediately supply replacement keys for the locks as they are randomised and there are thousands of combinations.

Keep a note of the key number as we can order a key from the lock manufacturer (Lowe & Fletcher in the UK). However a replacement key costs more than a whole lock and can take several days to arrive!

We can also supply replacement lock barrels at reasonable cost.

If you have any problems or questions, please email us at:

Xeng@foundry4x4.co.uk

And we will do our best to answer promptly.