



DoD Lock Program

Information Bulletin

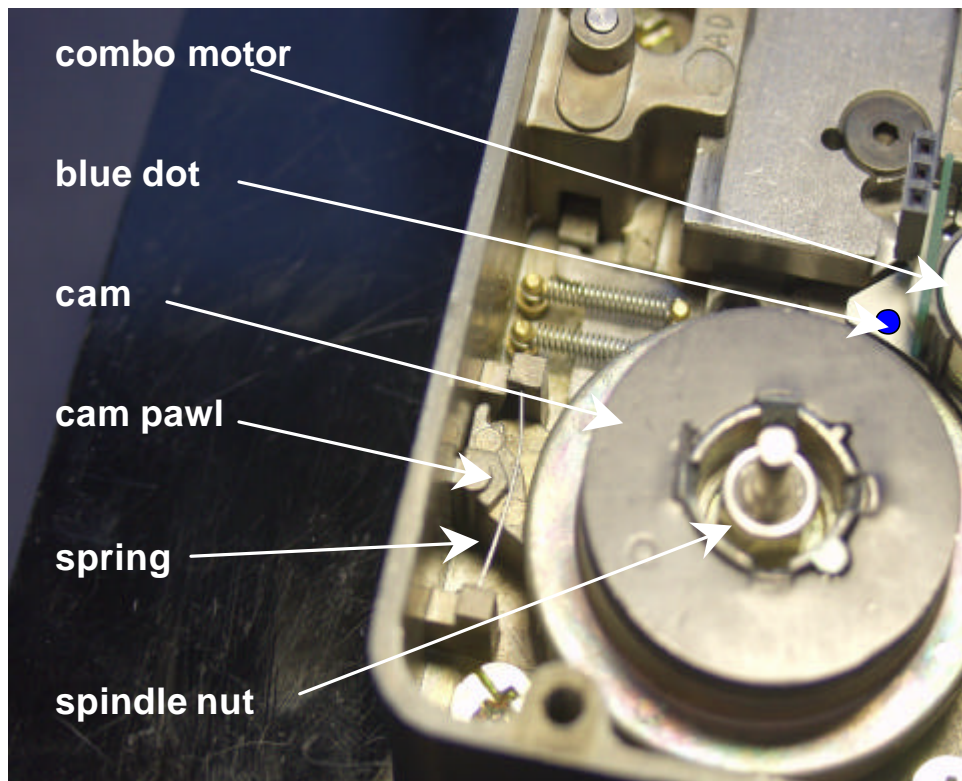
Correction to:

“WHAT TO DO IF YOU RECEIVE A NEW CONTAINER AND THE DIAL WILL NOT SPIN” Article in the Security Facts Newsletter, Vol. 6 #2

An article in the Spring 2003 issue (Vol. 6 #2, page 4) of “Security Facts” newsletter contains an error. The article dealt with removal of the cam pawl and its spring from the X09 combination lock. The photograph in the article incorrectly identified the cam pawl spring as a coil spring. THAT SPRING SHOULD NOT BE REMOVED. The cam pawl spring is correctly identified in this photograph. bulletin

Here is the correct procedure for removing the cam pawl spring and cam pawl. Holding the dial with one hand, remove the spindle nut with a 5/16” nut driver. Remove the drive cam from the spindle. Remove the cam pawl spring and the cam pawl. Replace the drive cam on the spindle. Replace the spindle nut on the spindle. Turn the drive cam so the gear teeth are near the end of the lock case (at the bottom of this photo). Brace the tip of a #1 Phillips screwdriver against the gear teeth of the drive cam to hold the cam steady as you tighten the nut.

Many of the locks that had cam pawls also had combo motors that should be replaced. (If a lock was manufactured without a cam pawl, it was made after early 2003 and its combo motor does not need to be replaced.) While you have the cover off the lock, check the combo motor. If there is not a blue dot at the location shown by the arrow, and if the lock was manufactured in 2002, the combo motor should be replaced. Contact the DoD Lock Program to obtain a replacement combo motor. Removing the existing motor and installing a new one will require a T8 Torx wrench.



Visit us at <http://locks.nfesc.navy.mil>
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