Put a LOCK on Maintenance

There's no TM for the high security padlock (HSP), like the one on your arms room door. But it still needs PM to do its job.

Here's the key to good security.

Lock Maintenance

Clean locks every 6 months. You will need the following items for the job:

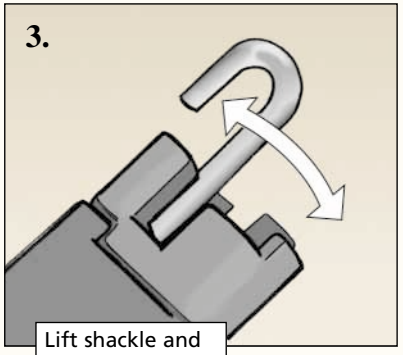
ITEM	NSN
Wire brush	7920-00-449-6859
Aerosol cleaning solvent	6850-01-061-5493*
Molybdenum disulfide powder (graphite)	6810-00-264-6715
Corrosion preventive compound	8030-00-938-1947
Molybdenum disulfide grease	9150-00-943-6880

***Order it on a DD 1348-6 from SOS S9I and note "NSN not on AMDF" in the REMARKS block.

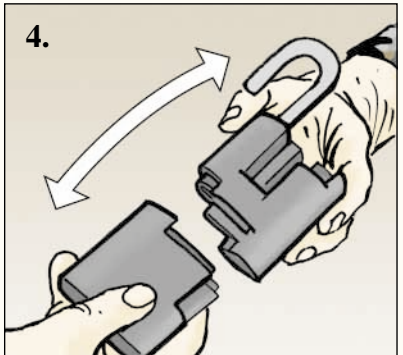
To clean the lock, follow these seven steps:

1. Hold the lock in your hand. Insert the control key fully in the keyway.

2. Rotate the key 1/4 turn counterclockwise.



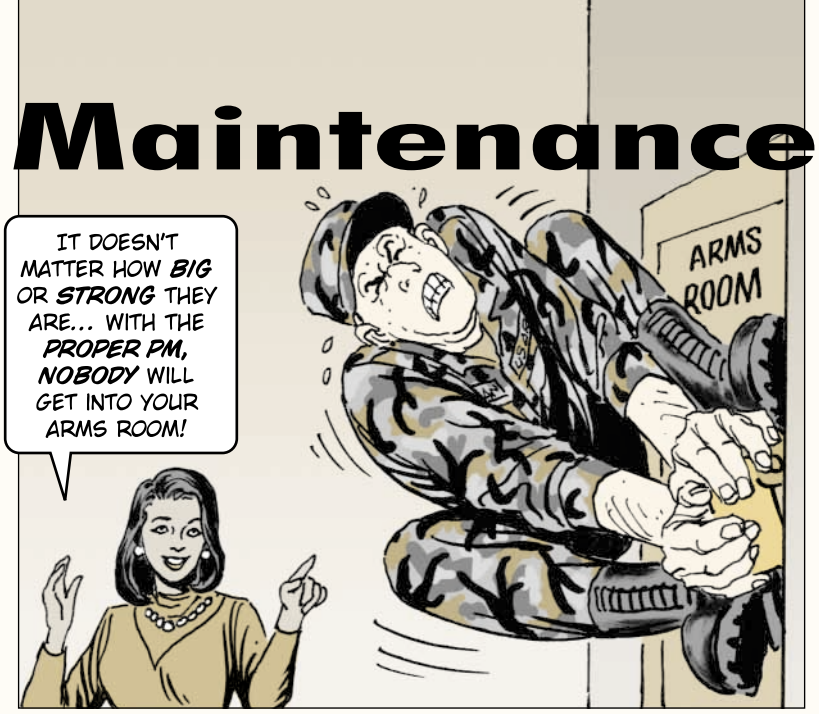
Lift shackle and rotate 1/2 turn

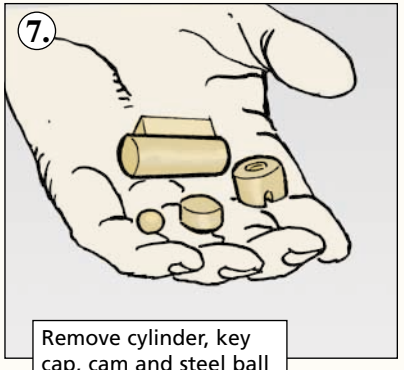


Slide upper and lower case apart and set upper case aside

5. Rotate the key back to the locked position and take it out.

6. Cover the top of the lower case and turn the case upside down.



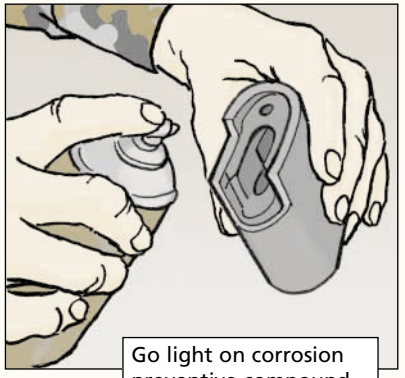


Remove cylinder, key cap, cam and steel ball

All parts and both cases can now be inspected and cleaned with the cleaning solvent.

Remove any corrosion with the wire brush.

Clean and **very sparingly** lubricate the cylinder by spraying it with corrosion preventive compound.



Go light on corrosion preventive compound

Lube the shackle, steel ball and cam with a **small amount** of molybdenum disulfide grease. Using too much grease or lubricant can gum up the works.

If you use the molybdenum disulfide powder (graphite) to lubricate the keyway and cylinder, lube it this way:

1. Dip the key in the can of lubricant. Remove excess lube by lightly tapping the key against the interior rim of the can.

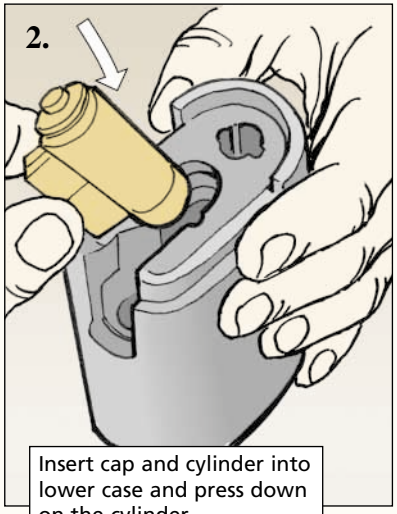
If you use a corrosion preventive compound lubricant on the cylinder, **don't use** graphite at the same time. This, too, can really gum up the lock cylinder's internal components.

2. Insert and remove the key several times, turning the key from LOCK to UNLOCK each time.

Avoid using petroleum-based products like Lock-Eze or WD-40 on the lock. They are big collectors of dust, sand and other elements that get into the lock cylinder.

Put the Lock Back Together

1. Place the key cap over the end of the cylinder.



3. Insert the control key and rotate it 1/4 turn counterclockwise. **Don't** remove the key from the lock.

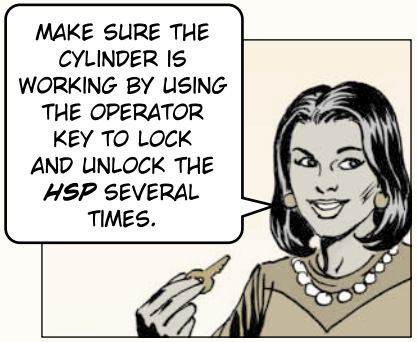
4. Place the cam on top of the cylinder.

5. Slide the upper case assembly back into the lower case.

6. Rotate the shackle back and insert it into the shackle hole.

7. Turn the key 1/4 turn clockwise.

8. Remove the key.



Won't Work?

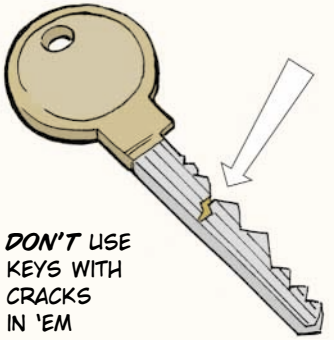
If you've disassembled, cleaned and reassembled the HSP, and the cylinder doesn't work, order a new cylinder with NSN 5340-01-323-1087. Order it on a DD 1348-6 from SOS S9I and note "NSN not on AMDF" in the REMARKS block.

Maintaining Keys

A key's deep cuts and sharp angles make it easy to crack if forced or twisted before it's fully inserted into the cylinder. If the key doesn't go in or turn easily, clean and lube the lock as above.

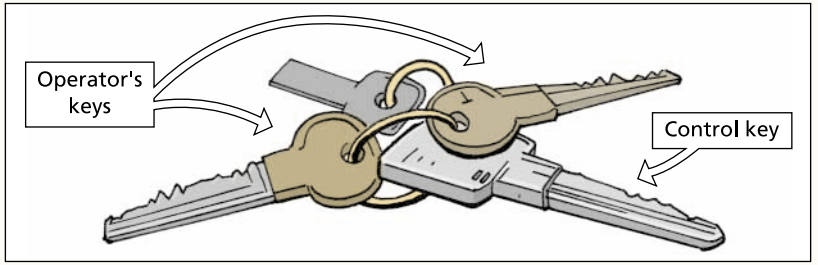
Use the control key only to service or replace a cylinder.

Check the keys every time you use them. When you see cracks in a key, stop using it and start using your spare operator key until you can get a new one made. Call the Defense Locking Systems, at DSN 482-1354/(812) 854-1354, for assistance on ordering new keys.



Sargent and Greenleaf (S&G) Model 833C, NSN 5340-01-217-5068, has replaced High Shear Model LK-1200 and S&G Model 831B. When the older models become unserviceable, replace them with 833Cs.

Each padlock has its own matched set of serial-numbered keys–-a control key (with a square bow) for servicing or replacing a cylinder and two operator keys (with a round bow) for day-to-day operation.



A good way to remember which keys match which cylinder is to mark the serial number of the keys on the matching cylinder. Use a fine-point permanent marker. **Never etch** the **number** on the cylinder, or you'll damage its Teflon coating.