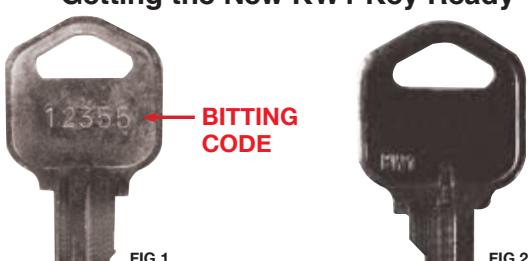
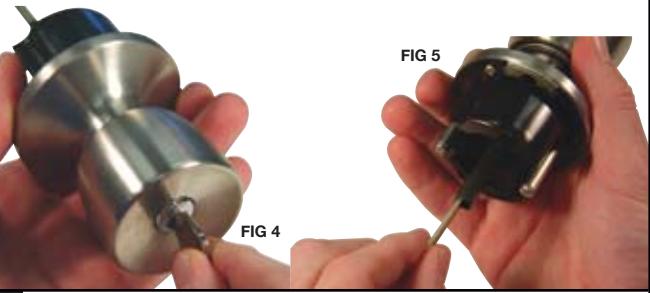
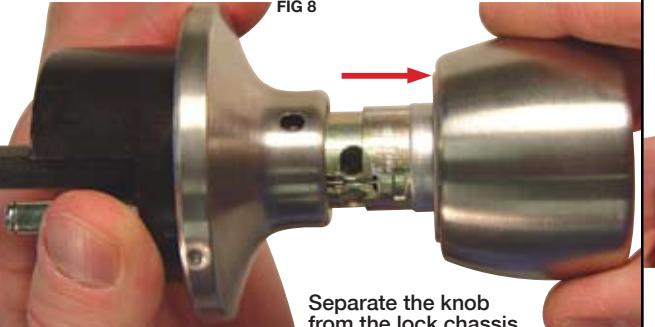
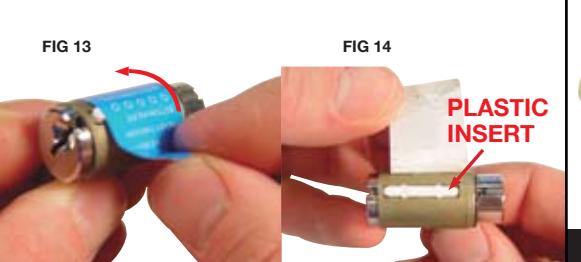
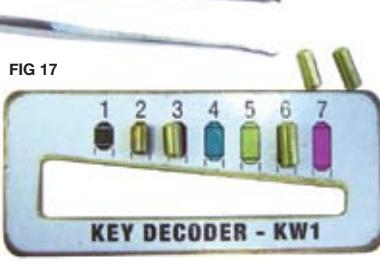
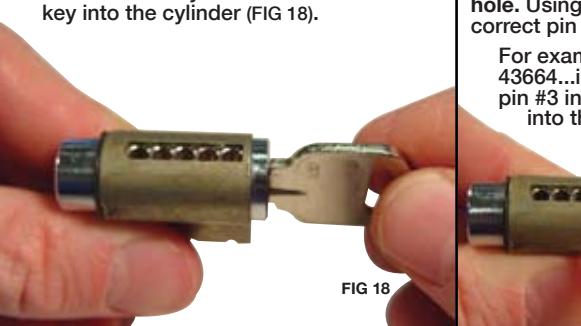
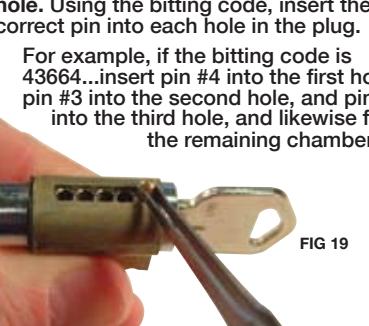
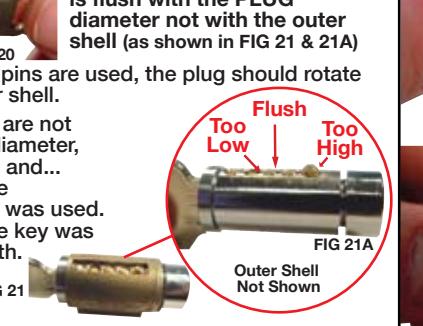
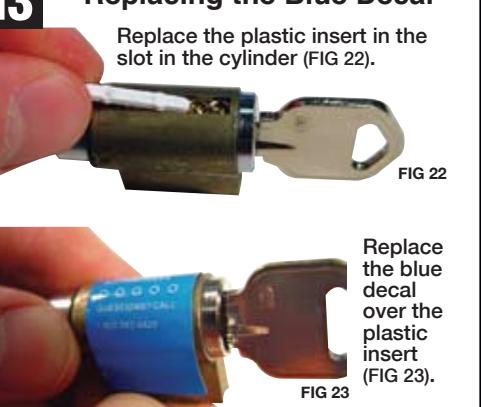
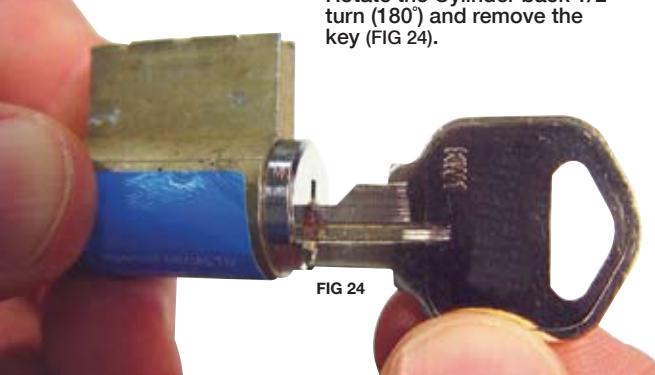
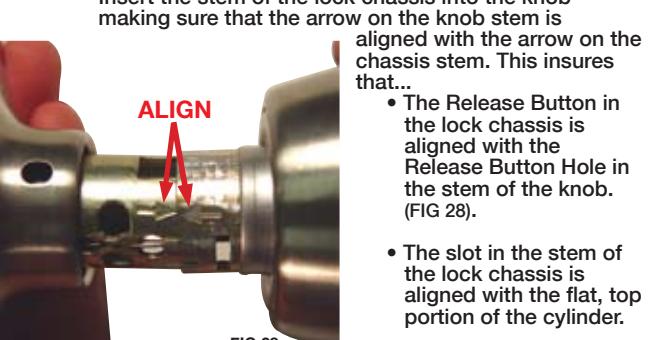


How to Rekey Your Lockset

<p>1 Getting the New KW1 Key Ready</p>  <p>Determine the bitting code of the new key. The bitting code is the sequence of cut depths. In some cases, the bitting code of the new key may already be stamped on the key (as shown in FIG 1). If there is not a code on the key, use a KEY DECODER to determine the bitting code.</p>	<p>2 Using the KEY DECODER</p> <p>To use the KEY DECODER to determine the bitting code of the key...Insert the key through the large end of the cutout until the first key cut (closest to the head of the key) is aligned with the KEY DECODER.</p>  <p>Slide the key towards the smaller end until the key stops and note the pin number directly above or closest to where the key stopped.</p> <p>Record the pin number. This number is also the cut depth. Repeat for the remaining cuts on the key.</p>	<p>3 Unlocking the Lock Assembly</p> <p>Make sure the lockset is UNLOCKED. The lockset can be unlocked by using the key (FIG 4) or by turning the flat blade coming out of the center drive shaft (FIG 5).</p> 
<p>4 Removing the Knob From the Lock Assembly</p>  <p>Turn the knob until the release button is visible through the hole at the base of the knob (FIG 6). Using a small screwdriver, depress the release button while applying a slight pulling force on the knob (FIG 7).</p>	<p>5 Removing the Knob From the Lock Assembly (Cont.)</p>  <p>Separate the knob from the lock chassis.</p>	<p>6 Removing the Cylinder From the Knob Assembly</p> <p>Remove the Knob Cylinder Cover Plate (FIG 9, FIG 10, FIG 11).</p> <p>Carefully remove the cylinder from the knob (FIG 12).</p> 
<p>7 Removing the Decal From the Cylinder</p> <p>Remove the blue decal and the plastic insert that covers the pins in the bottom slot (FIG 13 & FIG 14).</p> 	<p>8 Inserting the Original Key</p> <p>Insert original key into the cylinder and rotate 1/2 turn (180°) until the pins are visible through the holes at the bottom of the cylinder (FIG 15).</p>  <p>FIG 15</p>	<p>9 Removing the Original Pins</p> <p>Dump the pins out.</p>  <p>FIG 16</p> <p>It may be helpful to move the key slightly back and forth to help eject the pins (FIG 16).</p> <p>10 Measuring the New Pins</p> <p>Use the Key Decoder to confirm the lengths of the new pins. Lay out the pins in the order of the bitting code.</p>  <p>FIG 17</p>
<p>10 Inserting the New Key</p> <p>Remove the key and insert the new key into the cylinder (FIG 18).</p>  <p>FIG 18</p>	<p>11 Inserting the New Pins</p> <p>Insert the correct length pin into each hole. Using the bitting code, insert the correct pin into each hole in the plug.</p> <p>For example, if the bitting code is 43664...insert pin #4 into the first hole, pin #3 into the second hole, and pin #6 into the third hole, and likewise for the remaining chambers.</p>  <p>FIG 19</p>	<p>12 Checking the New Pins</p> <p>Confirm that each inserted pin is flush with the PLUG diameter not with the outer shell (as shown in FIG 21 & 21A).</p> <p>If the correct length pins are used, the plug should rotate easily in the cylinder shell.</p> <p>If the inserted pin(s) are not flush with the plug diameter, dump out that pin(s) and...</p> <ul style="list-style-type: none"> • Make sure that the correct pin length was used. • Make sure that the key was cut to proper depth.  <p>FIG 20</p> <p>FIG 21</p> <p>FIG 21A</p> <p>Outer Shell Not Shown</p> <p>13 Replacing the Blue Decal</p> <p>Replace the plastic insert in the slot in the cylinder (FIG 22).</p>  <p>FIG 22</p> <p>Replace the blue decal over the plastic insert (FIG 23).</p> <p>FIG 23</p>
<p>14 Removing the New Key</p> <p>Rotate the Cylinder back 1/2 turn (180°) and remove the key (FIG 24).</p>  <p>FIG 24</p>	<p>15 Lubricating the Cylinder</p> <p>For smoother operation, it may be necessary to lubricate the cylinder assembly. A dry film lubricant is recommended, instead of graphite powder or wet spray lubricants. (FIG 25).</p>  <p>FIG 25</p>	<p>16 Assembling the Knob</p> <p>Carefully insert the cylinder back into the knob (FIG 26).</p>  <p>FIG 26</p> <p>Replace the Knob Cylinder Cover Plate back onto the knob (FIG 27).</p>  <p>FIG 27</p>
<p>17 Assembling the Knob (Cont.)</p> <p>Insert the stem of the lock chassis into the knob making sure that the arrow on the knob stem is aligned with the arrow on the chassis stem. This insures that...</p> <ul style="list-style-type: none"> • The Release Button in the lock chassis is aligned with the Release Button Hole in the stem of the knob. (FIG 28). • The slot in the stem of the lock chassis is aligned with the flat, top portion of the cylinder.  <p>FIG 28</p>	<p>18 Assembling the Knob (Cont.)</p> <p>Press the lock chassis into the knob until the knob locks into place. (FIG 29).</p>  <p>FIG 29</p> <p>Note: If necessary, it may be helpful to depress the Release Button while gently pushing the knob onto the chassis.</p>	<p>19 Checking the Lockset Operation</p> <p>Insert the new key and confirm that the lockset is fully operational. (FIG 30).</p>  <p>FIG 30</p>

CONGRATULATIONS!!! You have successfully rekeyed your lockset and it is ready to be installed.



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