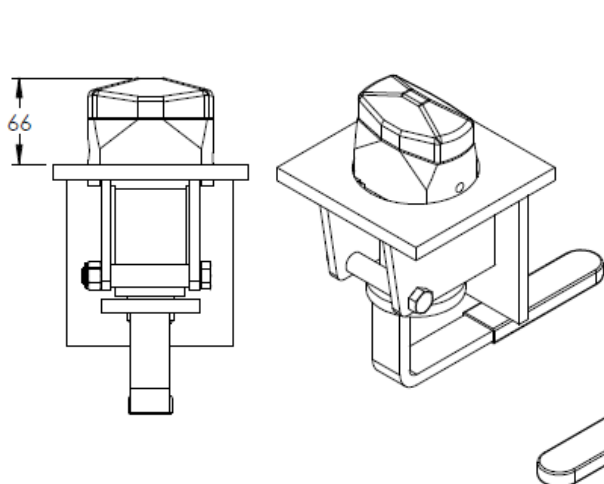


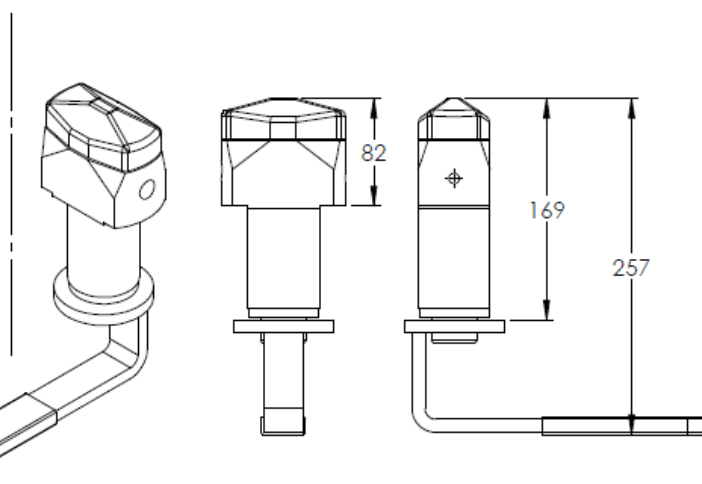
## TWIST LOCK

### Dimensions

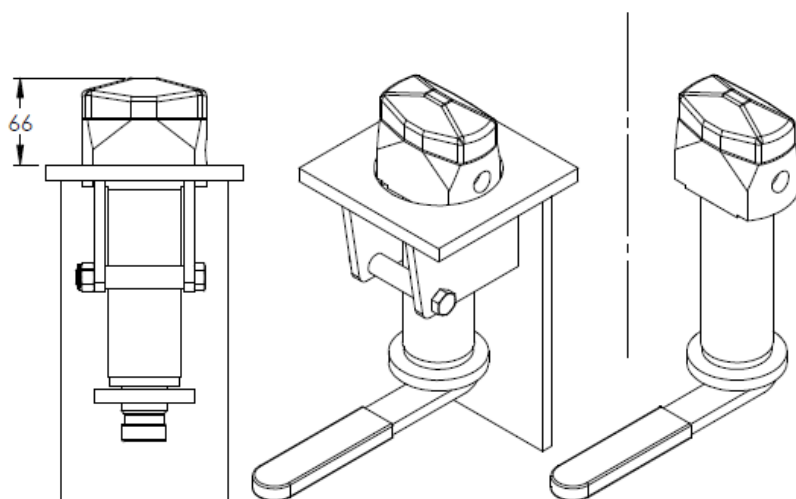
TL001  
(assembly)



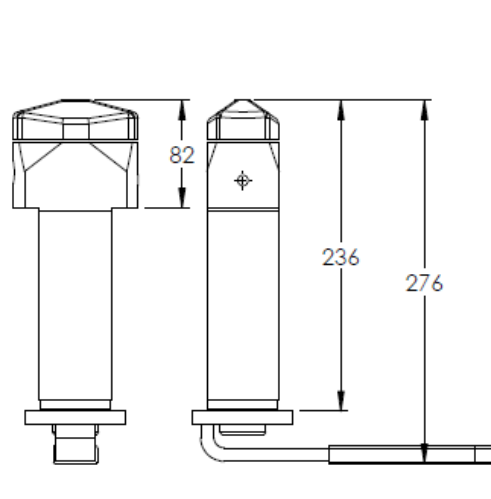
TL001/R  
(register)



TL002  
(assembly)



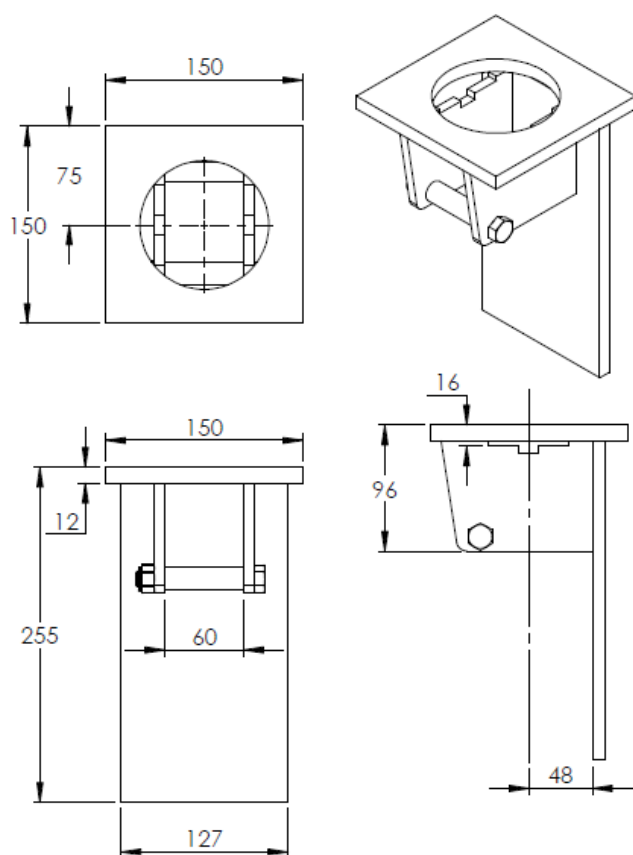
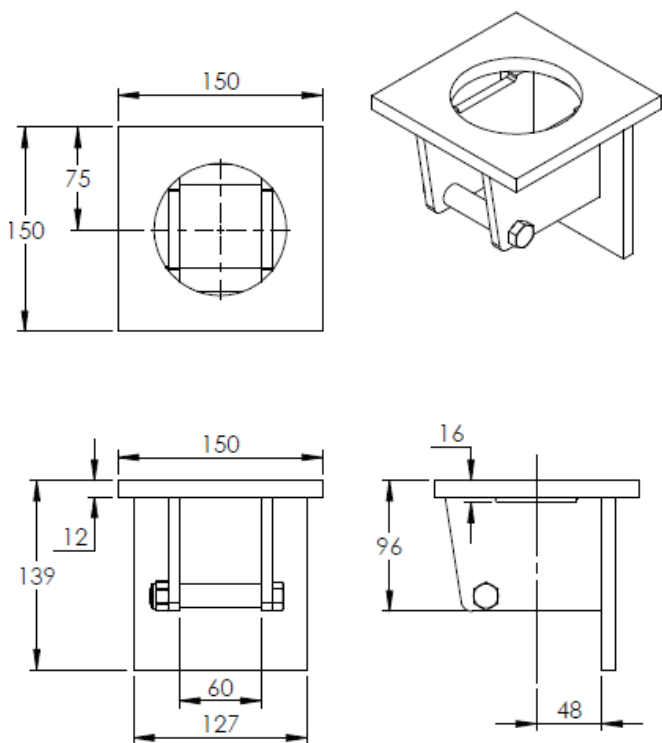
TL002/R  
(register)



# INSTALLATION, MAINTENANCE & SERVICE BULLETIN

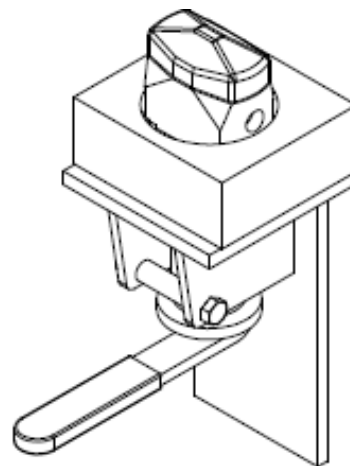
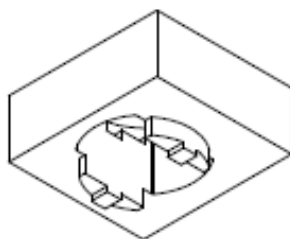
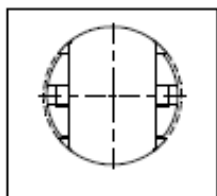
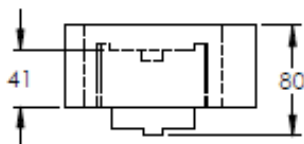
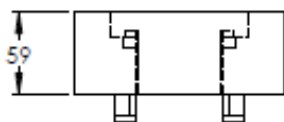
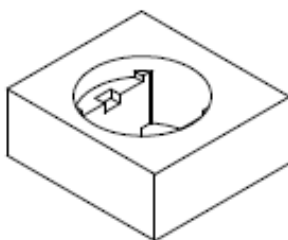
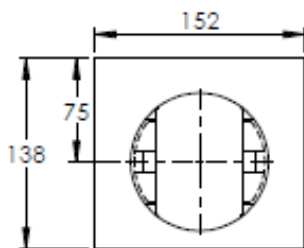
TL001/B

TL002/B

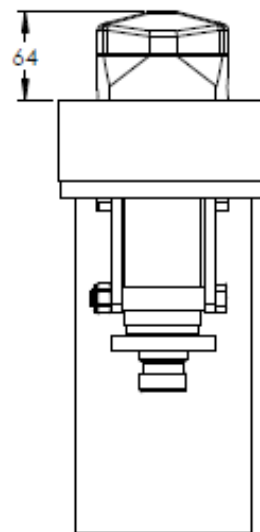


# INSTALLATION, MAINTENANCE & SERVICE BULLETIN

TLB01  
 (spacer block)



TL002 fitted  
with TLB01



# INSTALLATION, MAINTENANCE & SERVICE BULLETIN

## Attachment Guidelines

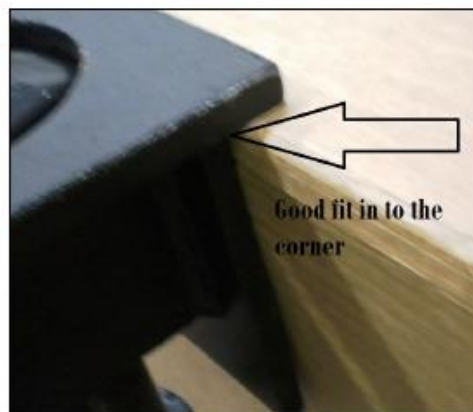


There is no weld on the back between the Top Plate and the Back Plate.

That is to ensure that the Twist Lock fits tightly against the chassis attaching point.

Top Plate

Back plate



Rest the Top Plate on to the chassis

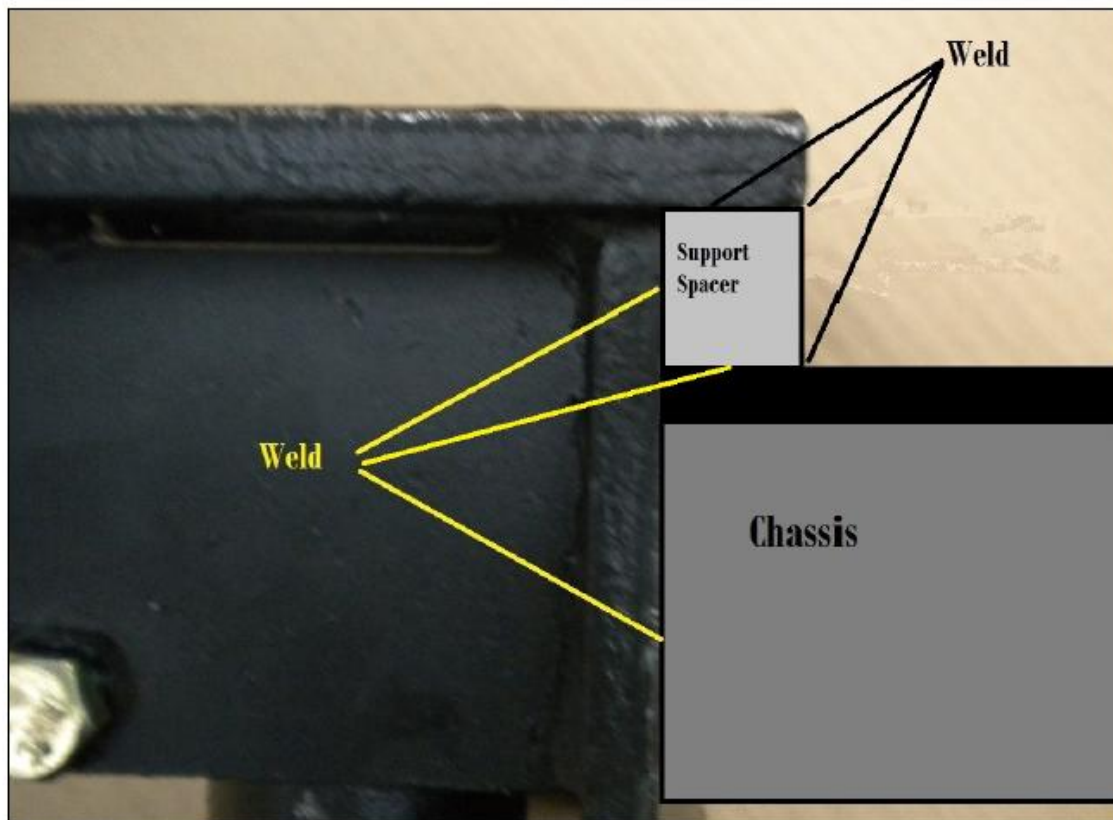


Weld the Top Plate and the Back Plate all around to the chassis.



## INSTALLATION, MAINTENANCE & SERVICE BULLETIN

The following is for a case where the Twist Lock needs to be above the chassis, or if the top plate is not resting directly on the chassis.



Add in a Support Spacer (plate) between the top plate and the chassis, which allows the top plate again to rest on the chassis.

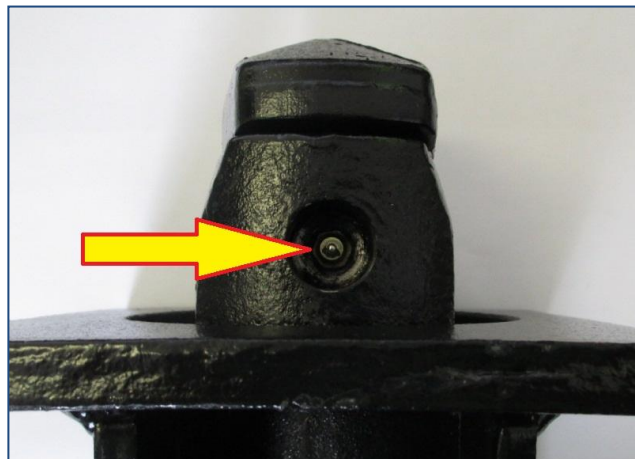
The Support Spacer needs to be the full width of the Top Plate. Weld the Support Spacer 1<sup>st</sup> to the Twist Lock and then place the assembly on to the chassis.

Top Plate, Support Spacer, Back Plate and the chassis all need to be welded together (approx 8mm fillet weld).

# INSTALLATION, MAINTENANCE & SERVICE BULLETIN

## Maintenance

**Lubrication** on a FKH twist lock is done via a grease nipple in the main body. Any normal style chassis grease is acceptable and should be applied on a regular basis. (The frequency depends on the environment and the application).



**Functional checks** should be done on a regular basis. The lock must move freely and lock in to the 90° positions.

**Check for wear and damage:** Look out for bent body plates, bent handle, excessively dished washer, bend retaining bolt, excess wear on the locking head.

