

Lagondaforum: Rear Boot Lock and Key

Rear Boot Lock and Key

Written by SRD at May 31, 2012 7:49 pm

This is the last lock I needed to access to have a key cut.

Remove the strip of carpet from leading edge platform to boot, which is glued in place.

This will reveal two pieces of raised panel across the car. This covers the steel fuel tanks balance pipe (1.5 inch diameter), and the panel is held in place 3 by self-taping screws to boot floor and there are 3 more on leading edge of boot. You need to prise off the boot lip seal to allow top 3 screws to be removed. There is also a section of black tape covering the join of the two panels which needs to be removed.

This then shows the boot lock assembly, four more screws to undo, and this then allows with some fiddling removal of the whole unit.

The lock assembly has two rivets which need to be drilled out, and this then separates the lock from the key barrel.

Attachments:

[Boot lock in place.jpg](#) (filesize: 52.27 KB)

[Boot panel join and tape.jpg](#) (filesize: 79.32 KB)

[Boot raised panel with carpet removed.jpg](#) (filesize: 57.93 KB)

[Boot lock Assembly.jpg](#) (filesize: 76.32 KB)

[Book Lock 2nd View.jpg](#) (filesize: 47.78 KB)

Re: Rear Boot Lock and Key

Written by SRD at May 31, 2012 8:01 pm

Pictures of boot lock dis-assembled:

Lock is nice quality and in full working order after a good clean and regrease. Sent off for a set of keys, and then fun putting back in place,

Attachments:

[Boot lock and Mechanism Separated.jpg](#) (filesize: 38.32 KB)

[Boot Lock in Pieces.jpg](#) (filesize: 36.79 KB)

Re: Rear Boot Lock and Key

Written by randall977 at May 31, 2012 8:18 pm

The lock is the same as a mk2 Jag one but with a slightly larger diameter lock body - the escutcheon is also off a mk2 Jag but the hole is reamed out to fit...

Re: Rear Boot Lock and Key

Written by SRD at May 31, 2012 8:38 pm

Same lock used on a DB4 as well, nice to know where it was sourced from !

Re: Rear Boot Lock and Key

Written by SRD at Jun 12, 2012 3:43 pm

A small update, we now have door keys for the car as well, so one lock left at last.

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I am working on the boot lock, since my lock smith was unable to take it to pieces with out causing damage.

However, the boot lock is proving very difficult to access to take to pieces.

I have drilled out one fine steel retaining pin, which held the brass locking nut in place, nice but no access.

Now, going to drill out a second more substantial pin in brass, this is the only other pin which can be drilled out, so it should hopefully allow the lock to be dismantled.

If it fails, then have found a possible replacement from Jaguar Mk 2 / Daimler 250 :

http://www.ebay.co.uk/itm/JAGUAR-MK2-DAIMLER-250-V8-BOOT-LOCK-KEY-/130701702783?pt=UK_CarsParts_Vehicles_CarParts_SM&hash=item1e6e6db67f

Re: Rear Boot Lock and Key

Written by SRD at Jun 19, 2012 9:16 pm

A couple of images of the boot lock and key and also door lock with key.

After re-assembling them and checking the keys work smoothly, I will be taking the locks apart again, to get the top signed Yale face plate re-chromed.

There is a fair degree of wear to the chrome and they have not polished up very well.

I don't plan to put any of these locks back on the car until it is finished, but will be nice to put back on fully restored units.

Attachments:

[a2.jpg](#) (filesize: 44.33 KB)

[c.jpg](#) (filesize: 32.73 KB)

[b.jpg](#) (filesize: 42.09 KB)
