

# INSTRUCTIONS

## A1 Service Kit for GM 10-cut *In-Dash* Ignitions #PS3

The following items are included with the #PS3:

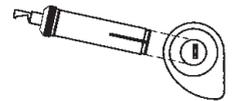
Drill Jig Removal Tool Side Bar Tension Tool Rocker Picks (2) Cylinder Release Tool Drill Bit Extension Decoder

### IMPORTANT:

*It is extremely important to register this product.*

**Replacement parts & Updates will be available only to registered owners.**

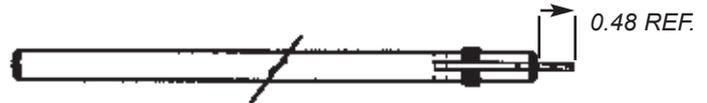
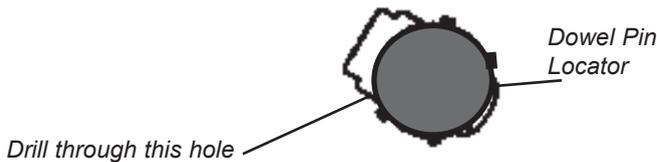
1. Insert slotted end of Removal Tool (PS3-022) into the bezel of the ignition. Tighten the brass thumb nut. Gently rock the tool up and down while pulling toward you to remove the bezel. Loosen brass thumb nut and remove tool from bezel.



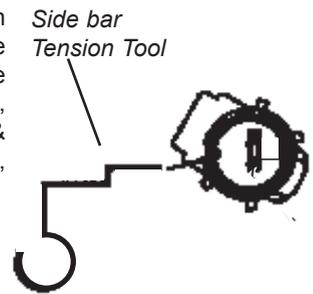
2. Place the hooked end of the removal tool against the ignition cap at the 9 o'clock position. The "hook" must be under the lip of the ignition cap. From this point, "CAREFULLY" pry the cap with it's inner black plastic support from the ignition. Using needle nose pliers, straighten the (3) tabs on the cap and set it aside for reuse. Keep the inner black support with the cap.



3. Position and hold the Drill Jig (PS3-020) against the face of the ignition plug with the alignment pin of the jig at the 3 o'clock position and seated in the notch on the outer edge of the plug. Using a hand drill and the Drill Bit Extension (PS3-A28), drill a 3/32 diameter hole thru the face of the ignition plug and into the opening of the side-bar slot. Set aside the jig and the extension.



4. Insert the Side Bar Tension Tool (PS3-026) thru the hole just drilled and onto the side-bar. When inserting this tool, the loop end should be at 6 o'clock and the inserted end at 12 o'clock. Insert the #5 Rocker Pick fully into the keyway. Apply very light pressure to the side-bar by rotating the looped end of the pressure tool clockwise. Rock the pick up & down and as the side bar drops in, the pressure tool loop will move to the 8 - 9 o'clock position. You may have to repeat the "rock & pick" procedure several times to pick the lock. If after 30 to 40 seconds the side-bar will not drop, release side-bar pressure and try again using pick #6.

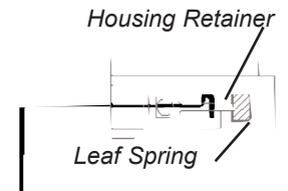


5. Once the side-bar is depressed, turn the plug until rotation is stopped by the pressure tool binding. At this point, preventing counter-clockwise rotation of the plug, pull out the side-bar pressure tool and then continue rotating the plug to the "on" position.

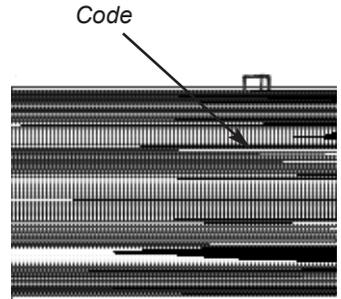
**IMPORTANT:** The lock cylinder plug must be in the "ON" position to remove it and the lock cylinder housing from the dash.

6. Push the lock cylinder into the dash to relieve pressure on the cylinder housing retainer. Insert the Cylinder Release Tool (PS3-025), with curve toward the lock cylinder plug, between the lock cylinder housing & the dash housing at the 4 o'clock position. As you slide the tool between the housings, apply pressure on the lock cylinder retainer "leaf spring" disengaging the retainer from the in-dash housing.

NOTE: You may need to pull on one of the bezel pins with pliers to help with the removal of the plug and housing.

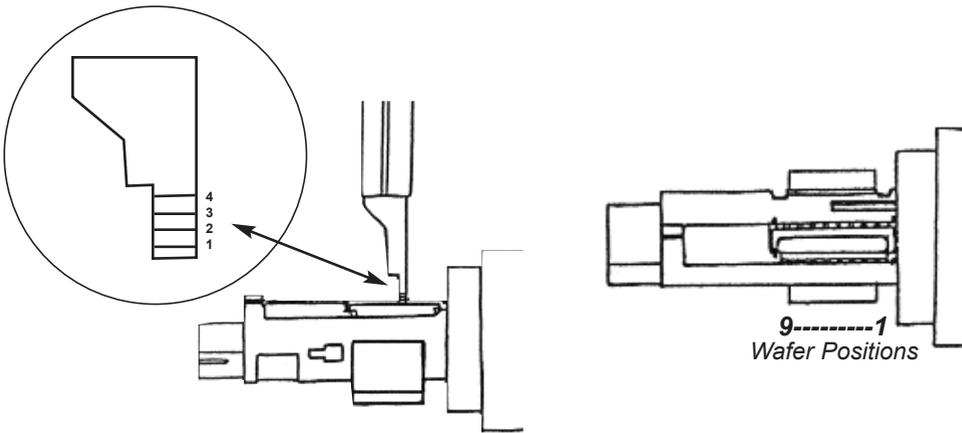
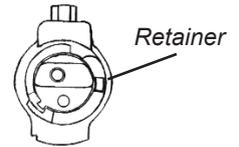


7. Obtain the key code from the lock cylinder housing. This code will be a dot style of print on the curved rear part of the lock housing. HINT: To enhance code visibility, use a black felt marker or lead pencil to darken area of code, then wipe surface with a cloth to highlight the dot style code marking. NOTE: If no code is stamped on the housing, than decode the lock as instructed in step 10 below.



**DEBURRING and DECODING**

8. Maintaining the "ON" position of the lock cylinder set, press the lock plug retainer inward, releasing it & allowing the lock plug to slide out of the housing. Let the plug come out of the housing far enough to expose the lock plug retainer. This will allow you to keep thumb pressure on the retainer so the plug can be fully removed & the retainer & spring can be safely set aside for use at reassembly.



**IMPORTANT**

In order for the lock to function properly, you must debur the underside of the plug face to remove metal projections from drilling.

9. Using the same procedures as in steps 4 & 5, repick the plug while holding light pressure on the sidebar. Once the lock is picked and the sidebar drops in, continue applying pressure on the sidebar holding it in place. Then insert the Decoder (PS2-A05) into tumbler cavities #1 thru #9 recording the depth for each position. NOTE: The 10th position is not in the ignition lock plug. Having the code, cut a new key and check for proper operation.

**REASSEMBLY**

10. Align and assemble cap & support (from step 1) to face of plug. Stand plug and cap assembly on bench, cap side down. Put downward pressure on plug and carefully fold over the three tabs to clinch the cap onto the plug. Put key in plug, reassemble spring and retainer (from step 9) to plug and then plug to housing. Reattach bezel to housing being careful to properly align bezel mounting slots with mounting pins on housing. Turn key to "ON" position and reinstall unit back into dash housing.



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