

The National Locksmith[®]

January 2003
Volume 74
No. 1
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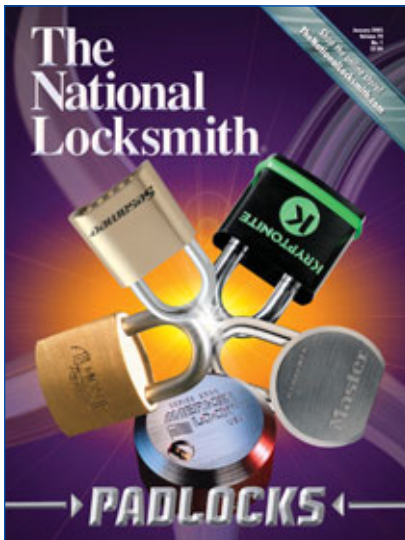
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On The Cover...



The ever evolving padlock market is always introducing something new and interesting for locksmiths.

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The National Locksmith® ISSN #0364-3719 is published monthly by the National Publishing Co., 1533 Burgundy Parkway, Streamwood, Illinois 60107-1861. Periodicals postage paid at Bartlett, Illinois 60107 and additional mailing offices USPS 040110. Subscriptions \$46.00 per year in the USA; \$58.00 per year in Canada; \$72.00 in all other countries. Single copies \$7.00 each. Postmaster, please send change of address to National Publishing Co., 1533 Burgundy Parkway, Streamwood, Illinois 60107-1861.
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Mary Poppins Doesn't Make House Calls!

Ya gotta love people who do the coolest things to get out of paying a fee to a poor old working locksmith; as if calling a locksmith was something crazy expensive, like say, calling a plumber.

Once in a while, we come across reports of people breaking out auto glass to save a locksmith call, when we all know the glass will cost far more than our fee. But the following story just about takes the cake for stupid-cheap-people tricks.

So with no further ado, enjoy the following article, which has a strange holiday tie in it. Yes, we would have charged this guy, but if you ever find a chubby guy in a red suit with beard, you might help him out for free.

Man Wedged in Chimney Blames Mary Poppins

FORT WORTH, Texas (Reuters) - It may work for Santa Claus and the singing chimney sweep in "Mary Poppins," but one Texas man found out that going down the chimney was no way to enter a home after he became wedged in the smoke stack.

Mark Vaughn was trying to help his family get back into their home in Fort Worth after they locked themselves out.

When his mother-in-law told him to get a locksmith, Vaughn said he got the idea of going down the chimney. His inspiration was the character of the chimney sweep played by actor Dick Van Dyke in the movie "Mary Poppins," which he had recently seen.

"What prompted me? I was watching the Dick Van Dyke movie a few weeks ago, you know the chimney sweeper movie," Vaughn told reporters Tuesday.

Vaughn said he thought he was going to make it all the way down the chimney, but he got stuck near the bottom. After about 30 minutes in the chimney, Vaughn realized he could go no further and yelled out for help.



I shoulda called a locksmith...

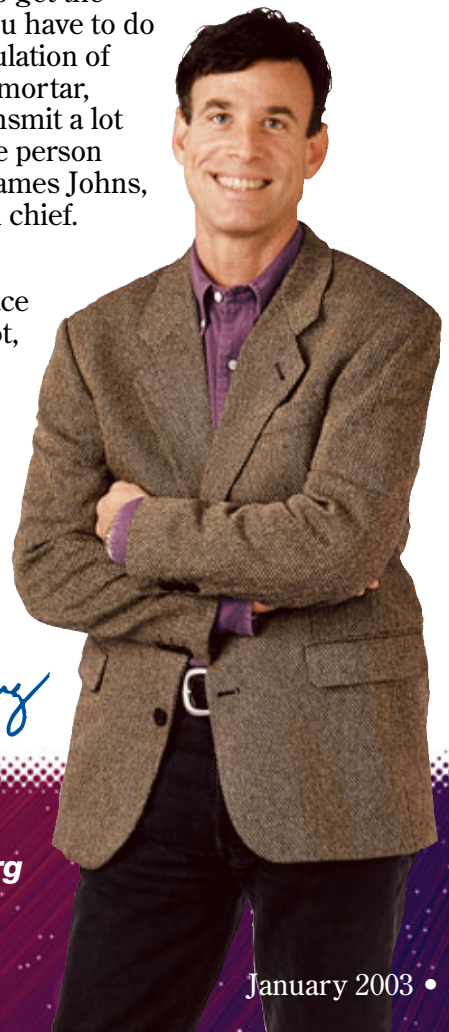
His family called for the fire department, and as he waited in the shaft, Vaughn said his arms and legs went numb.

Rescue workers carefully dismantled the chimney brick by brick and after about an hour, they opened a hole large enough to free Vaughn.

"In trying to get the person out, you have to do a lot of manipulation of the brick and mortar, which can transmit a lot of injury to the person inside," said James Johns, a fire battalion chief.

A grateful Vaughn, his face black with soot, shook hands with the firefighters who rescued him and said the episode left him shaken.

Marc Goldberg



Have questions? Want free technical help?
Free Locksmith Forums!

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Marc Goldberg
Publisher

Mango's Message

Learning The Hard Way

In over 10-years of writing a monthly editorial, this is the first time I have ever pulled one myself due to potential repercussions. The one you are currently reading, is not the one I originally wrote. By nature, I will usually vigilantly stand up for what I believe in, regardless of the ramifications, be it good or bad. However, as I have matured and mellowed (be it only slightly) I have learned — the hard way — that there are times when it is best to swallow the pill of pride, and fight battles that are less hazardous to my future.

The seed to this enlightened knowledge was planted almost 18-years ago. It still hasn't fully developed, although it's getting there.

My introduction to this trade was at Fuller's Alamo Safe & Lock Inc., in San Antonio, Texas. At the time I was a poor snot nosed kid (not unlike today) riding a motorcycle to and from work (not unlike today). Joe Fuller was president and running the operation. His dad Jerry (GS) Fuller, founded the company. Joe was the one who hired me, and fired me. That's right, fired me! At the time GS — as he is affectionately known — would just occasionally visit the operation.

Under the tutelage of my immediate supervisor, I learned just about all I needed to know about locksmithing. Before working there, I, like far too many others, didn't even know what a locksmith was, or did. Well, I quickly learned, and I loved it.

I spent a few years at Fuller's Alamo Safe & Lock and felt that during my tenure, I did a pretty good job. No, in fact, I felt that I did a darn good job. Well, one day I was presented a 55 gallon drum full of locked padlocks, and told Joe wanted me to make keys for them all. At the time I felt that I was being abused. I didn't take kindly to the request and had a few unflattering words to say about it. The gauntlet had been thrown and I was ready for battle.

Needless to say, my comments got back to Joe, and I was called into his office. When asked what I said, I repeated that he could stick the padlocks where the sun didn't shine. Only I didn't sensor myself as I have here.

Joe was a bit offended by my comments (I wonder why?) and proceeded to terminate me. Ouch! That war was over quick, and I believe I lost.

Well, it's 18-years later and I'm sure to everyone's amazement, including my own, I survived. It was a hard lesson to learn, but the seed that has developed into more rational thinking, resulting in a greater understanding of the consequences of my actions was planted.

A few years ago I would have relished the opportunity to print my original editorial, taunting, challenging, and even provoking a battle. Today I realize that the potential fallout could have been detrimental, and I would have probably lost, if not my job, the war itself.

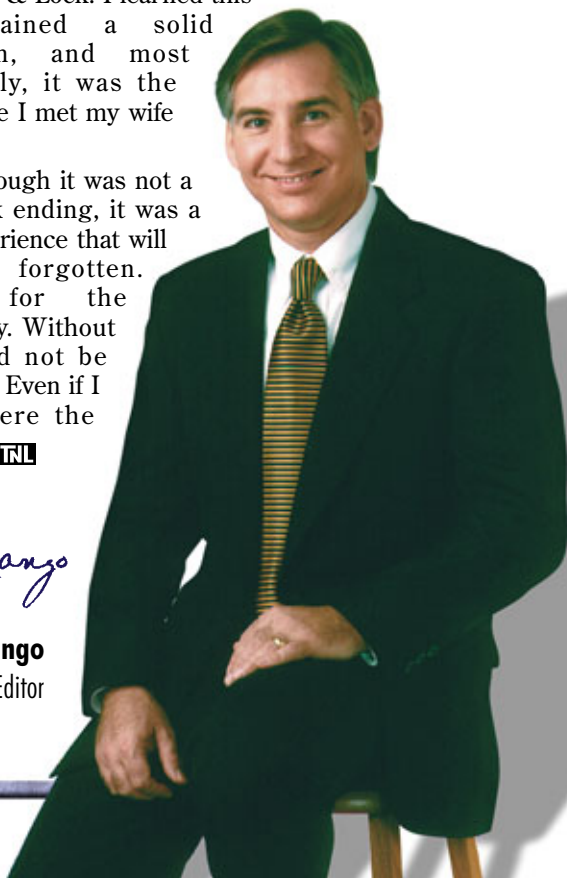
I recently learned that Jerry (GS) Fuller passed away on October 23, 2002. My condolences to the Fuller family. I didn't know GS well, but many in the industry did, and he was always very cordial to me. GS is survived by his wife Claudia of 49 years, his son Joe and three grandsons', who were knee high to a grasshopper when I knew them.

I have many fond memories of Fuller's Alamo Safe & Lock. I learned this trade, gained a solid foundation, and most importantly, it was the place where I met my wife Rachel.

Even though it was not a story book ending, it was a grand experience that will never be forgotten. Thanks for the opportunity. Without it, I would not be here today. Even if I did get here the hard way. **TNL**



Greg Mango
Editor



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Letters

The National Locksmith is interested in your view. We do reserve the right to edit for clarity and length.

Prize Winner

Thank you for the fine prize from Major Manufacturing for a recent Technitip I submitted. It has been used to good advantage. I appreciate it very much.

Technitips is usually the first thing I turn to each month. These tips, although simple, help a lot of people. Keep up the good work and keep the tips coming.

*Harold Wager
Florida*

The Loss of Two Treasures

Two Maryland treasures were lost recently. The oldest, largest and most prestigious white oak in North America, a 460-year-old landmark called the great Wye Oak fell on June 7. And, on that same day, a Baltimore legend, a superlative locksmith and an exceptional human being, Mr. Robert H. Easter Sr., also came to rest. Mr. Easter or as many affectionately referred to him as Mr. Bob will be greatly missed. He will go down in history amongst names like Earnest

Johannsen and Bill Reed as one of our renowned locksmiths.

We're all going to go some day. When it's my time, I can only hope that folks will be able to say just half as many good things about me as they have about Mr. Bob. I feel privileged to have met him early in my career, and I looked forward to getting to know him better. He was someone everyone liked. Mr. Bob was a man of great character, and he loved locksmithing. Even at age 76, he was still attending classes, always wanting to learn more. He was a role model for young Locksmiths. I observed his interactions with his employees and could see that they loved him. Yes, Mr. Bob made Easter a household name in Baltimore. His success was a byproduct of the love he had for our profession.

Like the great Wye Oak, Mr. Bob became old and frail. The winds of time caught up to them on the same day. Both were mighty and left their mark in their own unique way. So, here's to you, Mr. Bob, you will be missed.

*Lance Edwards
Maryland*

In Memory of Lew

Lew Noyes, CML, an ALOA life member, long time ALOA instructor and former ALOA board member passed on Sunday, November 3rd, 2002.

Lew is survived by his wife Eleanor.

My Profession Just Slipped

I read, with great interest, *The Lighter Side* column in your September, 2002 issue. Stop me if I am wrong, but I thought that honesty and integrity were two of the character traits that a customer should be able to depend on in a locksmith.

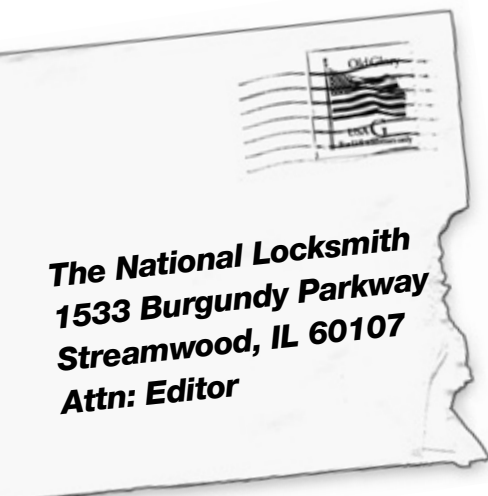


Apparently Keith thinks he's a very clever boy and is not bound by the constraints of those two admirable qualities. His "magic" that he performed on his customer's car was underhanded, deceptive, and as far as I am concerned, unethical. His deceit resulted in an angry customer and needless damage to the customer's property, the fact that the customer must have been very gullible, notwithstanding.

In my opinion, he should have told the customer that the passenger's side door was unlocked, and explained that he must charge for the trip anyway. It's possible that the customer would have laughed at his own fallibility, and would have certainly appreciated Keith's honesty.

Apparently, Ms. Probasco's definitions of humor and ethical practice are vastly different from my own. I don't know about anyone else out there, but the pride I take in my profession just slipped a bit after reading that story.

*Steven Dean
Nevada*



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Kwikset Round Pocket Door Lock

Thanks to its innovative design, the Kwikset Round Pocket Door Lock allows contractors and homeowners to install hidden pocket door fixtures up to six times faster and retain most factory warranties and guarantees provided by door manufacturers. This is because the door does not have to be notched to install the pocket door lock. Kwikset offers passage and privacy pocket door hardware, which is easily installed into a pre-bored standard 2-1/8" size door hole, at a low cost. The unique design of the Kwikset Round Pocket Door Lock is the best available for eliminating the need to notch doors, and the design is a revolutionary advancement in pocket door hardware.



The Round Pocket Door Lock Privacy mechanism features a unique locking clasp mechanism, which effortlessly locks into a reinforced brace in the door's frame. Pocket door locks provide needed door hardware for spaces like changing areas, bathrooms, washrooms, dens, pantries, home libraries and breakfast nooks, without requiring the swinging area of a traditional door, effectively improving the aesthetic quality of the entire home.

Framon Laptop with Genericcode ME Pre-Installed

Framon will be offering a laptop/software package, which will include the following; a refurbished laptop computer, the most current version on Genericcode ME preinstalled (currently 2002 version). The minimum system the purchaser will receive is; a Pentium 100 processor, windows 95, 16 MB RAM, 800 MB hard drive, Color Display, Built in mouse, 3 1/2" floppy disk drive (swappable with floppy), CD-ROM drive (swappable with floppy), AC adapter.



In addition, each laptop will carry a one-year warranty, which covers everything except the rechargeable battery. If the customer is planning on using the laptop away from an AC source, they should plan on purchasing a new battery.

MARKS F90 and F92 Grade 1 Cylindrical Lockset

To answer the challenge of security in today's classroom environment, MARKS USA Custom Lockset Division has developed the "Survivor Series" ANSI/BHMA F90 and F92 Function Locksets with the Clutch Design. MARKS USA has incorporated all of the standard features of the "Survivor Series"

SARGENT'S Decorative Levers

Beauty meets brawn in the new Costal Series line of decorative levers from SARGENT Manufacturing. The elegant designs are suitable for the architectural motif of a high-rise building; yet retain the brute strength required of a SARGENT product. The Costal Series features five new lever designs: Rockport, Coronado, Sanibel, Yarmouth and Greenport along with traditional and contemporary roses, thumb turns, turn plates and escutcheons.

All five levers are available for the SARGENT 8200 mortise lock and the 80 Series exit devices. The Costal Series will soon be offered for cylindrical locks as well.



(Clutch System, Super Strength Retractor, Long Life Lever Support Springs and a Life Test of over 1 Million Cycles) with their new ANSI/BHMA F90 and F92 Function Locksets.



The F90 Corridor (function T) Latch by lever either side unless outside locked by key or inside push button. Unlock by key, turning inside lever or closing door.

HF S'ecurit'e Offers The Key

A new key has been unveiled by French lock specialist, HF S'ecurit'e, for use with the company's euro profile cylinders, oval profile cylinders, round rim and screw-in mortise cylinders, round cylinders, cam locks, bolt locks and padlocks. The patented Axira key is supplied with a registration

card, which must be presented before a reproduction of the key can be made. Once the owner's name and address has been verified on HF S'ecurit'e's database, the replacement key is then cut from a secret combination stored within the computer files.

This high level of security is reinforced by the 1.8 million differs offered by the Axira system. The ergonomic key head is made from an enameled mazak alloy, while the blade is a nickel insert. The choice of materials,



allied to the fact that the key is masterable, helps to reduce both the weight and the number of keys carried by personnel. The Axira measures 2-5/8 inches in length and is 3/8 inch wide.

THE NATIONAL LOCKSMITH GUIDE TO MOTORCYCLES

VOLUMES 1 & 2

by John Blankenship

For years locksmiths have begged for a comprehensive service manual on motorcycles, and its finally here! Covering a wide range of service procedures, you'll know everything a locksmith needs to know about each cycle. Plus, you'll get step by step photographs and instructions.

Volume 1 covers:

Key Information • Progression Charts • **BMW:** 1997 R1100R; **Harley-Davidson:** 1938 Knucklehead • 1970 Sportster • 1980 Sportster • 1984 Wide Glide • 1994+ Tubular Ignition Lock; **Honda:** 1968 Mini Trail 50 • 1970 Trail 90 • 1971 CB750 • 1978 CB750 • 1978 Hawk • 1981 CB900 • 1982 Ascot • 1983 Shadow • 1984 Nighthawk • 1985 Rebel • 1990 Gold Wing • 1996 Nighthawk 750 • 1996 VFR750; **Kawasaki:** 1980 LTD250 • 1985 Ninja 600 • 1993 KLX650 Ignition Lock • 1994 Ninja Gas Cap • Neiman • Steering Lock; **Suzuki:** 1986 Intruder • 1990 Katana 600 • 1991 GSXR1100 Ignition Lock • 1998 Katana 600 • 1999 TL1000R; **Triumph:** 1995 Tiger • 1999 Legend; **Yamaha:** 1980 650 Twin • 1987 FZR1000 Ignition Lock • 1987 Virago • 1992 Yamaha/Polaris 4-Wheeler Ignition Lock • 1998 V Star Classic • 1998 YZF600R

Volume 2 covers:

Key Information • Progression Charts • **BMW:** 1976 R90/6 • 1989 K100RS • 1995+ Ignition Lock • 1999 F650 • Luggage using Y61; **Buell:** 2000 Blast; **Ducati:** 1993 Monster; **Harley-Davidson:** 1999 Road King Police • 1999 Sportster; **Honda:** 1975 CB550 Ignition Lock • 1980 CB400 Ignition Lock • 1983 CB650 Ignition Lock • 1985 Aero Ignition Lock • 1985 Gold Wing Luggage • 1987 250X 4-Wheeler • 1990 NS50 • 1992 Shadow • 1994 CB250 • 1997 Shadow • 1998 CBR1100XX • 1999 CBR600F4 • 1999 CBR1100XX • 1999 Shadow • 2000 CBR600F4 • LIPO 5-cut Ignition Lock • LJPO 8-cut Ignition Lock; **Kawasaki:** 7-cut Code Information • 1980 LTD250 Ignition Lock • 1983 GPZ Ignition Lock • 1986 ZX600R Gas Cap • 1986 ZX600R Ignition Lock • 1987 EX500 Ignition Lock • 1989 EX500 • 1991 ZX-6 • New Blank; **Suzuki:** 1968 T500 • 1981 GS550 Ignition lock • 1986 GSXR750RG Gas Cap • SM-2 Ignition Lock • SM-4 Ignition Lock; **Triumph:** 1970 Bonneville • 1973 Tiger; **Yamaha:** 1980 XS650 • 1982 Seca 400 • 1982 XV920 Ignition Lock • 1984 FJ600 • 1986 FJ1200 Gas Cap • 1989 Riva Jog Ignition Lock • 1990 XT350 • 1993 Seca II • 1996 Royal Star • Cruiser Ignition Lock; **Zadi:** Q637 Ignition Lock • Q933 Ignition Lock



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DEWITT Wallet Key Pal

Wallet Key Pal is unique by carrying an ID or driver's license in the back panel. Usual designs just have keys pushing in from each end, but this is a problem if an ID panel is added to the back of a spare key holder. When one holds it up to place a card in the back panel, the key in the down side always falls out. The Key Pal design prevents the key from falling out. It's a subtle, but very important refinement that no one would ever think about. When combining the novel key/card holder with the unique display, it becomes a new staple for every key cutting department. It also sells more spare keys!



This is the outgrowth of the plastic Credit Card Keys that sold millions before they were found to be unreliable. It certainly proved that the public will use spare keys in wallets if they are sufficiently motivated. Certainly the novel plastic keys caught the public's imagination, but this very attractive display and colorful key holders invite impulse buyers in a hurry. No other key accessory lends itself to impulse buying as readily. Others are more special purpose items such as J rings, wrist coils, etc.

New Knob Option for Kaba Ilco's Solitaire Locks

Kaba Ilco Inc., has a new knob option for its Solitaire line of stand-alone electronic locks. Both the Solitaire 710-II magnetic stripe keycard lock and the

SolitaireSMART smart technology/magnetic strip "dual technology" keycard lock can now be ordered with a knob (rather than a lever) on the inside and/or the outside housing. The



knob, originally developed for military applications, features a solid steel shaft for connection to the lock. The knobs are not ADA (Americans with Disabilities Act) compliant, but they are suitable for rooms that don't need to meet ADA requirements, particularly on special configuration doors.

The new knob option increases the ability of the Solitaire 710-II and SolitaireSMART to harmonize with any decor. The knob is available in satin brass or chrome, or bright brass, to match any of the available lock finishes.

Patented Yale KeyMark Being Introduced

Yale Commercial Locks & Hardware is introducing their Yale KeyMark line of utility-patented keyway cylinders and keys. Combining a unique Security Leg® and angled keyway system, Yale's KeyMark improves key control and increases pick resistance. The Yale KeyMark product is now available through authorized distributors.



The Yale KeyMark product line offers a higher degree of key control due to a U.S. utility patent. Plus, the keys are covered by a lifetime warranty against breakage. With Yale's KeyMark, building owners will enjoy utility patented key control without the added cost of high security.

L.F. King introduces Pick Keys

For car openers, quit poking and start picking! Pick Keys work great opening many auto locks from the early 1980s and on.



They make sets for Chrysler and Ford products, and others are being developed. Shipping is included in the price of the keys. A 10% discount for two sets or more. Sets include instructions.

Klein Journeyman™ Pump Pliers

Klein Tools has added the Journeyman™ pump pliers to its premium line of Journeyman comfort-grip tools. With robust teeth for sure gripping action, the new pliers are designed for various applications. They feature six machined tongue-and-grooves for smooth adjustments up to a maximum of 1-3/4". Like other Journeyman pliers, the pump pliers feature a state-of-the-art, dual-material handle design, giving the user a better grip without

sacrificing tool strength or durability. The ultra-soft, outer-surface handle material combines comfort with a firm grip, while the harder, inner-surface handle material is designed for extra toughness in harsh work environments.



Other features include induction-hardened jaws for longer life; a tension-loaded joint to reduce handle wobble; a contoured thumb area for additional comfort and a positive feel; and color-coded yellow handles for quick tool identification. The new pump pliers measure 10" nominal size, and carry a lifetime warranty.

Lucky Line Keytag Rack

When Lucky Line decided to develop a new 6 keytag rack, instead of just scaling down the existing 8-key rack, it opted for a comprehensive re-design.



The result is a modern-looking, durable, attractive rack that comes in gray and white. Easy to install, the racks come with adhesive tape and screw holes for option mounting. The packaging accommodates rack-mount displays.

IR Security & Safety SmartBar™ Request to Exit Bar

IR Security & Safety's Electronic Access Control Division (EACD) today introduced a new "smart"

Locknetics' request-to-exit (REX) bar that provides increased convenience and reliability when exiting a door featuring electromagnetic locks. The new 692 SmartBar employs two completely redundant and directionally opposed infrared detection circuits to activate a standard double pole throw (DPDT) relay. The relay, in turn, can be wired to release a lock as well as signal an access control system of a request to exit. When the user breaks either one or the other of the opposite traveling beams, the magnetic lock is released. There is no opportunity to pinch fingers as with mechanical push bars.



The new 692 SmartBar has been designed for years of trouble-free operation.

Because of the infrared beams, there are negligible components, and no incremental moving parts to wear out. The low profile of the new 692 SmartBar resists damage and wear. Versus mechanical models, it provides increased space for those exiting to pass through. Ramped heavy-duty cast end caps deflect blows and impart maximum durability. There are no hidden backup pushbuttons." Push to Exit" lettering is available in a variety of colors including red, white and green. Facilities may also select backlit and new "glow in the dark" lettering.

PRO-LOK Affordable Entry Level Safes

These new electronic safes are a great impulse sales item for retail stores. Each safe comes in an attractively printed full color box and includes a **FREE**

steel lock box with each safe. These safes are perfect for homes, offices, R.V.'s, autos, boats, closets, dorm rooms and an affordably priced holiday gift idea.



Available in 2 sizes:
 MODEL# GLSF-08 (13-3/4" x 10" x 10" outside dimensions)

MODEL# GLSF-10 (15" x 12" x 12" outside dimensions)

- EASY TO PROGRAM AND CHANGE YOUR OWN COMBINATION IN JUST SECONDS!

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- ELECTRONIC SECURITY LOCK!
- FREE STEEL LOCK BOX INCLUDED!
- MANUAL OVERRIDE KEY FUNCTION!
- TWO BOLTS SUPPLIED TO ANCHOR SAFE DOWN!
- TWO STEEL LOCKING BOLTS FOR ADDED SECURITY!
- REMOVABLE INSIDE SHELF!
- 4AA BATTERIES (INCLUDED) TO OPERATE KEYPAD!

These are California approved firearms safety devices that meet the requirements of California Penal Code Section 12088 and the regulations issued thereunder.

These safes have passed the following tests: Picking, Manipulation, Forced Removal, Tensile, Shock, Plug Pulling, Plug Torque, Sawing, Dropping.



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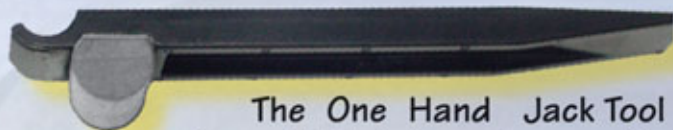


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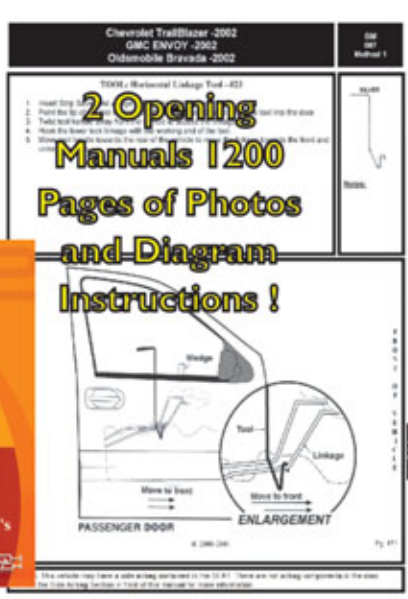
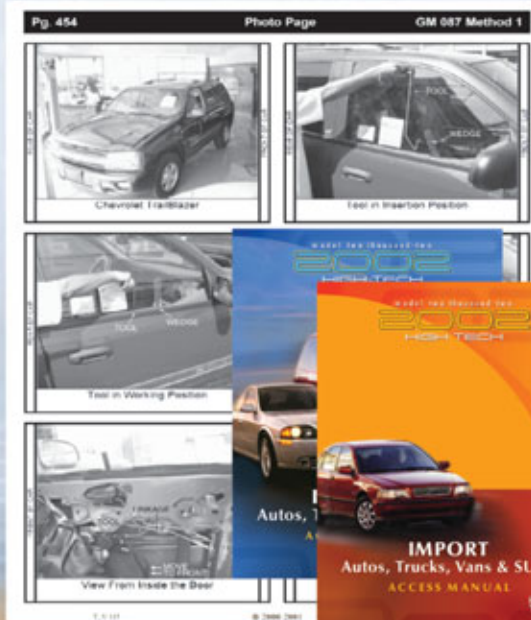
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AMERICAN LOCK[®] COMPANY



by
Bob Sieveking

American Lock Company began their rise to prominence in the security industry modestly, in 1912. John Junkunc, an immigrant machinist, invented a simple combination padlock. John had arrived from Hungary a few years earlier, and found employment as a railroad machinist in Boise, Idaho. The "keyless" combination padlock was born, it is said, out of specific need. One historical account credits the invention of the combination padlock to his frequently misplacing keys to a padlock used on the job. I would think that the combination padlock added security to the convenience of his invention.

His fellow workers were so fascinated with the keyless combination padlock, that he was soon swamped with orders. Everyone wanted one of Johns' keyless padlocks. He eventually had to quit his regular job with the railroad to devote full time to producing his revolutionary keyless lock.

John moved to Chicago a few years later, where he married and purchased a home on 76th street. Manufacturing of his original keyless padlocks continued in a basement shop of the family home. (See *photograph 1.*) John involved his brother in the little padlock business, and the Junkunc Brothers Company was born. After WWI, about 1919, the Junkunc Brothers purchased the American Cylinder Co, a lock cylinder manufacturer in Chicago, Illinois. (See *photograph 2.*) The new larger facility and added manufacturing capabilities allowed the Junkunc Brothers to develop and introduce the first "solid steel padlock bodies."

Junkunc innovation continued, when in 1920, the "Boss" purchased a brand new Model T Ford. Without delay, he set about developing a lock to secure the "steering wheel and throttle lever." The steering wheel lock was a Junkunc first. Junkunc also invented and manufactured a padlock with an "articulated shackle," to



1. The original keyless padlock.



2. After WWI the Junkunc Brothers purchased American Cylinder Co, in Chicago, Illinois.

secure the spare tire on the Model-T and some other early model autos.

During the twenties, Junkunc developed and perfected a process for hardening shackles and lock bodies. This was another first in the padlock industry. The 1930's saw the introduction of the "double ball locking padlock," and the "hardened shackle." The forties saw war production of a number of government padlocks produced to meet the specific needs of the time. The fifties brought in the new "Blue Dial" combination padlock. Over a year was spent in the development of this product, and many mechanical innovations were incorporated in its manufacture. The Blue Dial Padlock addressed the government, school, and institutional market.

The sixties, (1963) saw a number of major changes at American Lock Co. American Lock moved to its' present location in Crete, Illinois. The company also introduced the "removable 5-pin cylinder" padlock in the sixties. The improved service capability still carried Johns' original innovations; hardened steel shackle, hardened ball locking, heel and toe locking, and solid body construction. Hardened hasps were added to the American line about this time. Hardened, articulated, and specialty hasps, that approached the level of security set by the new hardened padlocks were also included.

The seventies saw introduction of the original "Shackleless Padlock," which was referred to it as the "Hockey Puck." A number of specialty hasp arrangements were manufactured for the Shackleless Padlock, which made it the premier choice for securing van and cargo doors. The sixties also saw the introduction of pick resistant "Serrated Pins" in most American cylinders.

The "Removable Under Cover Plate," was the rising star of the eighties. It greatly increased the ease of service. The early nineties saw the introduction of "hardened stainless steel combining pins." Hardened combining pins

American Lock Series 2500

- Hardened Solid Steel Body & Mechanism (body & mechanism are triple plated)
- Shackleless Design
- Stainless Steel Springs & Fasteners



The image shows a cylindrical shackleless padlock with a rotating cover plate. A key is inserted into the front keyway. A recessed locking piston is visible on the side. The top of the padlock is engraved with 'SERIES 2500 AMERICAN LOCK USA' and a logo.

- Easy Access Front Keyway
- Rotating Cover Plate
- Recessed Locking Piston
- Stainless Steel Pins
- Standard "American Lock" 6-pin Cylinder
- Locksmith Serviceable Design

3. The 2500 series shackleless padlock.

- Hardened Boron-Alloy Steel Shackle
- Black Chrome Plated
- Hardened Solid Steel Lock Body



The image shows an orange pop safety lockout padlock with a black shackle. The shackle has 'HARDENED' embossed on it. The lock body is bright orange with a black bumper. Two keys are shown below the lock.

- Polyester Powder Coat High Visibility Orange
- Plastic Bumper
- Proven 10-blade tumbler Cylinder for All Weather Service

4. The Orange Pop safety lockout padlock Designed to meet the needs of railroad safety.

severely complicated cylinder-drilling attempts. Stainless pins were introduced, only after a special process of "passivating" the stainless steel was developed, which prevented the galvanic action between the steel of the pins and the copper of the brass lock plug. Galvanic action is better known as corrosion. The "High Security Under Cover Plate," found only on the high security padlocks, introduced a free spinning hardened steel disc to protect the plug and shear line from drill attacks.

The need for harder security padlocks and hasps continues, and 2002 becomes one more link to be forged into the continuous chain of security innovations pioneered by American Lock. In 2002 American introduced the 2500 series shackleless padlock. (See photograph 3.)

This service friendly 2500 shackleless padlock has a spring loaded locking piston. The lock piston is recessed to prevent prying and hardened to increase the drill resistance. A front access keyway allows easier insertion of the key, but because of straight access to the keyway, it was necessary to increase the cylinder protection. A hardened rotating cover plate severely complicates drill attacks on the plug and shear line. The rotating cover plate also prevents any kind of pulling attack on the plug or cylinder. With all of the hardened security, the 2500 incorporates a number of additional durability improvements. The lock body, locking piston and internal components are triple plated to reduce corrosion, and all springs and fasteners are stainless steel.

Designed to meet the needs of railroad safety, the H10OPBCH (Orange Pop) safety lockout padlock shown is formidable. (See photograph 4.) The 7/16" shackle is Case Hardened Boron Steel, triple black chrome plated for ultimate rust resistance. The hardened solid steel body is powder coated with a special polyester material for high visibility and rust resistance. The lock body is also



5. A visit to the American Lock manufacturing facility at Crete, Illinois.

wrapped with a resilient orange bumper to reduce scratches and impact. The proven harsh environment and weather resistance of the 10 blade tumbler cylinder completes the package. The H10 is not a new padlock design, but the "Orange Pop" conversion makes it a visual standout on the job. The "Orange Pop" is dependable security, with a twist of orange... safety orange.

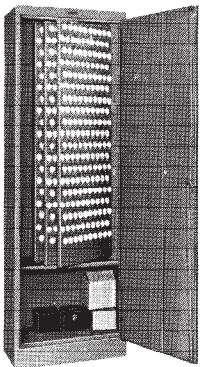
I recently had the opportunity to visit and tour the American Lock manufacturing facility at Crete, Illinois. (See photograph 5.) It is a spacious modern facility in a rural setting. American Lock employs about three hundred skilled workers.

William Gillette, demonstrates how each hardened shackle is individually fit to the machined lock body. (See photograph 6.) He explained that the hardening process sometimes warps the shackles, and small adjustments must be made to insure smooth operation of the lock. Attention to detail is absolutely essential. Company pride and loyalty is obvious in the neatness of the workstations and the friendly camaraderie of the employees. (Note the American Lock T-shirt Bill is wearing.)

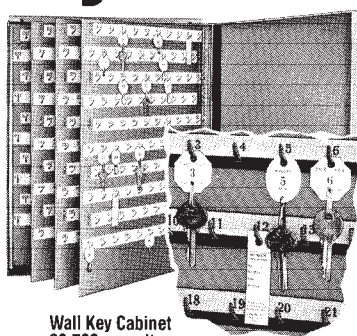
Corrie Brown, was working at one of the assembly stations. (See photograph 7.) She was assembling keyed cylinders into aluminum body lockout padlocks, and securing the bottom plates. "Every padlock I assemble is checked for smooth operation before it leaves my station," she remarked. Corrie laughed, and added, "Is this going to be in the swimsuit edition?" I had to tell her that The National Locksmith magazine hasn't had a swimsuit edition yet, but that I'd talk to the editor. A friendly attitude was evident in all of the employees I met at American Lock.

I had an extended interview with Greg German, vice president of marketing at American Lock. Greg pointed to increased employee productivity and expanded automation in the manufacturing process as the source of their continued success in domestic manufacturing. "American Lock is presently the only large company manufacturing padlocks in the United States, now that all others have moved manufacturing divisions to Mexico." Greg added, "We are the lone cowboy in this industry now." I understand that about ninety percent of the American Lock line is manufactured in the United States.

Visible Key Control



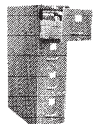
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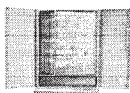


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6. William Gillette demonstrates how each hardened shackle is individually fit to the machined lock body.

In 1998, Minneapolis-based Goldner Hawn Johnson & Morrison Inc. purchased the American Lock Company. "Our focus is selling to security distributors, who then sell to locksmiths, and industrial distributors, who then sell to large factories and warehouses for perimeter security." "The new owners are more aggressive in the marketplace, in business-to-business competition," German added.

Greg stated that the American Lock line included about four hundred base model padlocks, multiplied by a number of keying and finish options. The new "Logo Line" of custom "Laser Engraved" locks is becoming



7. Corrie Brown assembling keyed cylinders into aluminum body lockout padlocks.

very popular with the locksmith market. American Lock also offers "Pad Printing." This is a process that offers inexpensive four-color printing on the lock body, to companies and institutions that want to increase their "Brand Awareness." They can lay down a four-color "magazine quality" image in plastic resin paint on most of their standard padlocks. Examples of this process were impressive.

To better equip the locksmith to handle the expanding removable core service market, American Lock has been offering the 3200 (Steel) and 3500 (brass) series padlocks to accept Best and Best format SFIC interchangeable cores. This year American Lock has expanded into the large format FSIC interchangeable core market, by offering the 3900 series padlock. The 3900 series padlock accepts the Schlage™ R/C cylinders, Everest™ and Primus™ R/C cylinders.

Asked, what the future looked like at American Lock, Greg assured me that American ingenuity was strong. The watch words at American Lock continue to be; "flexibility, security, serviceability and innovation." I commented that I was not familiar with a particular padlock he had on his desk, the day I interviewed him. He slipped it into a drawer and said, "You didn't see that." I guess that will have to be the subject for a future article.

For more information contact: American Lock Co., 3400 W. Exchange Rd., Crete, IL 60417. Phone: 800-323-4568 or (708) 534-2000; Fax: (708) 534-0531; Web: www.americanlock.com. Circle 352 on Rapid Reply.

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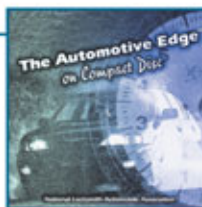
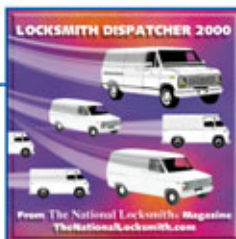
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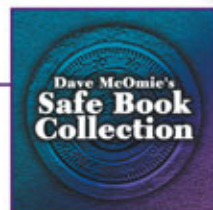
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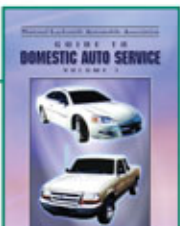
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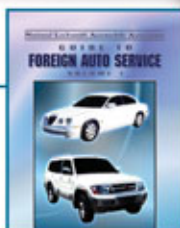
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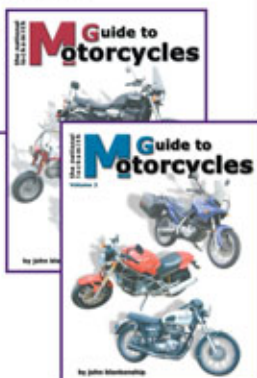
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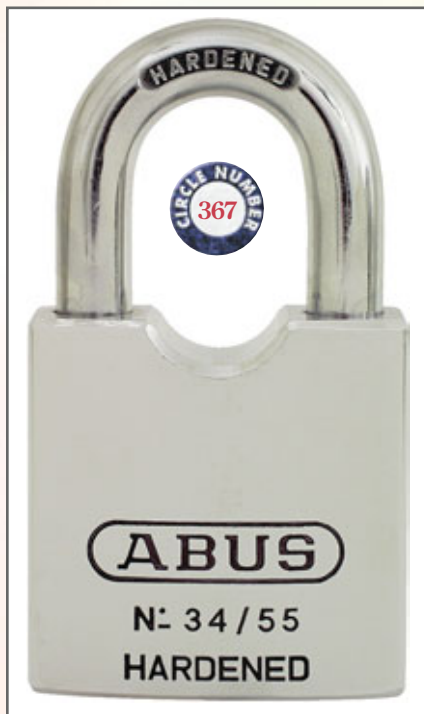
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PADLOCKS

ABUS Solid Steel Rekeyable Padlock

Hand crafted from high strength steel, hardened, and chrome plated, behold German Engineering at it's best! Created to meet the demands of high torsion usage, the new ABUS #34 Series rekeyable features a special teardrop design upper padlock body. This special design increases the shackle strength at its most critical point of stress – the shoulder of the padlock. The rekeyable cylinder is available in the ABUS keyway which keys into the Diskus®, Buffo®, and the #41 Series Laminated Steel Padlock with Keyway Guard™ making "cross-keying" easy and available. Shackle torsion is rated at over 775 lbs.; bolt cutter resistance is rated at over 16,000 lbs. of pressure.



This maximum-security padlock will accept the American® type cylinder with no special adapters, for easy crossover applications. The ABUS #34 Series padlock comes in two shackle lengths – 1" and 1-1/2" versions. Independent laboratory test results have classified this maximum-security steel padlock to surpass strict Housing Authority and Correctional Institutional Standards as well as ASTM's highest standards.

Perfect applications for this product are: Trucks, Vans, Storefronts, Tool Boxes, Gates, Chain Applications, Railroad, Vending Machines, All Industrial Applications, Harleys®, and anywhere a high strength solid steel padlock is needed. The ABUS #34 Series Padlock is 2-1/8" wide and features a 7/16th" shackle diameter.

CCL Keyless Combination Padlocks

The Sesamee line of solid brass, keyless combination padlocks have served the security industry for decades. It was the first of its category, with initial patents awarded in 1926. The basic features and design is what keeps this lock in demand. There have been numerous improvements over the years that have made this lock even better. The Sesamee padlock is the best solid brass, 4-dial combination padlock available. The internal design has been modified over the years to improve its security. The frame evolved from several pieces to two-piece construction to award winning one-piece construction in the 1980's. Bolt springs strengthened over the years, and window tolerances for the dials became minuscule to increase the difficulty in picking. Bolt and shackle design has improved to strengthen the engagement.



What has not changed, is the solid brass internal components. There are a lot of copycats attempting to gain market share. This is a compliment to the lock's popularity. However, there is no equal. Those with zinc die cast internal components will corrode within a year. Included is one such "copycat" along side of a Sesamee. Both were placed side by side under a wheel well last winter. The Sesamee could be taken off after the winter simply by dialing the combination and opening it. The copycat had to be cut off. The Sesamee quality is unmatched. I guess the old saying is correct..."You get what you pay for."

Continued on page 26

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Circle 316 on Rapid Reply

Herculock Solid-Brass Padlock

Fast delivery and all-weather endurance make Herculock solid brass padlocks affordable answers for myriad utility, agricultural, petrochemical and industrial security applications. Weather-ready solid-brass design eliminates possibility of corrosion damage due to salt spray, acid rain and other environmental pollution. The tumbler pin padlocks can be keyed alike, differently or matched to user's existing padlocks – and shipped in only two weeks – saving cost and eliminating multiple-key hassles.

The rugged padlocks are available in widths from 1-1/8 to 2-1/16", with shackle clearances from 7/8 to 8" and shackle diameters from 3/16 to 5/16". Rustproof lock shackles are made from brass or 300-series stainless. Pin-model padlocks are also available for newspaper racks, coin vending machines, meters, valves, etc. All internal lock components are precision machined from brass or stainless for maximum corrosion resistance, then graphite-coated for long-term lubrication and smooth operation without lubricant freeze-up. Lock bodies also have a drip hole



to prevent moisture entrapment, eliminating possibility of internal component freeze-up.

Keys may be ordered as blanks or cut-to-lock. A master key is available that will open all individually keyed locks. Herculock also offers custom lock and key monogramming/numbering, as well as accessories such as ID tags and brass or steel chains.

Kryptonite Professional Padlock Series

Kryptonite Corporation's new Professional Padlock Series consists of 14 solid steel padlocks with 6-pin changeable keyways for maximum user convenience. Each of these locks can be keyed alike and are interchangeable with cylinders from Schlage, Medeco and American Lock.

Kryptonite has also unveiled the EZ Touch Combination Padlock and the Chain and Padlock, both for low to moderate crime areas. The EZ Touch lock can be used for sheds, gates, lockers and any other areas where a



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padlock is needed. The Chain and Padlock is used for securing generators, larger power tools, lawn and garden equipment and other items needing a little more security than flex cables.

The Marine Grade Solid Stainless Steel Shrouded Padlock has a high security brass cylinder. The stainless steel shrouded shackle resists attacks from cutting and sawing.

The two weather resistant Solid Steel Shrouded padlocks have shrouded Molybdenum alloy steel shackles and dual steel ball locking mechanisms. The locks have high security 6-pin brass cylinders with a dual steel ball locking mechanism. The three Solid Steel padlocks have Molybdenum alloy steel shackles and dual steel ball locking mechanisms. The Heavy Duty Round Solid Steel padlocks have Molybdenum alloy steel shackles in three sizes and have a dual steel ball locking mechanism. The Chain and Padlock is a heat-treated 4'3" carbon steel chain with trapezoidal (4-sided) links. It secures with armor protected hardened shackle and double deadbolt locking system and is weather resistant. The multi-purpose patent-pending EZ Touch Combination Padlock secures with a hardened steel shackle. The sleek, ergonomic 50mm combination padlock is designed for convenient, one-handed use.

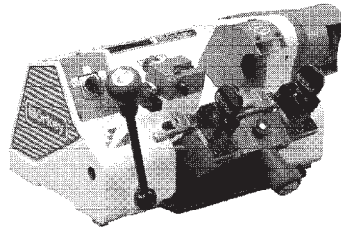
Master Lock Shackleless ProSeries®

Master Lock offers the Shackleless Round Solid Steel ProSeries® Padlock No. 6270, ideal for securing vans, trucks, gates and vending machines. The Round ProSeries® padlock features a 2-7/8-inch wide body with a 6 pin W7000 cylinder. This shackleless padlock defeats attempts to pry and cut, since there is no shackle to use for leverage and features a hardened solid steel lock body that withstands forcible attacks and also offers a high security 6-pin Pro Series® cylinder to resist picking.

This ProSeries® padlock works with the No. 770 Solid Steel Hasp, which is 9-inches wide and 4-1/2 inches high. This padlock is part of the ProSeries® line of padlocks from Master Lock, created to offer the supreme physical security and key security. The ProSeries® line includes solid steel padlocks that are either rekeyable or come with



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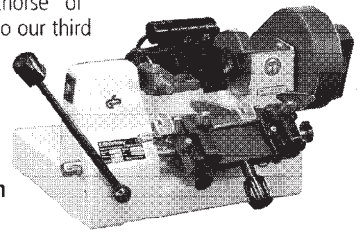
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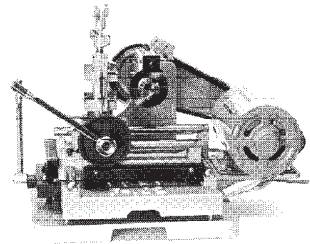
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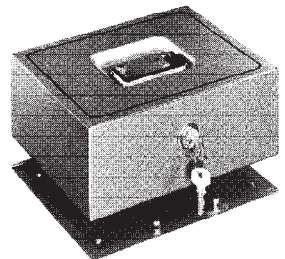
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an interchangeable core, iron shrouded padlocks that are available rekeyable, with an interchangeable core, or are door key compatible, plus various latches.

Almont Lock Solid Brass Padlock

The Almont Lock Company has been producing quality padlocks for almost 40 years. The solid brass body



padlocks can be rekeyed by locksmiths existing lock systems. The lock can be easily rekeyed by using a reloading tool and at the same time you can remove and replace the shackle, or change a 5 pin to a 6-pin system.

With its heel and toe type shackle retention using stainless steel balls makes the lock very rugged. Many keyways and shackle lengths are offered. Padlocks are available in two different sizes, a 1-3/4" body and a 1-1/2" body.

Federal Lock

For the last ten years, Federal Lock has been manufacturing industrial grade solid brass and steel padlocks for the locksmith industry. As more industrial and high security lock manufacturers added



interchangeable core cylinders to their product lines, we at Federal Lock recognized the need to expand our IC core padlock line to meet the needs of this growing market. Federal's IC core padlocks will accept Best, Arrow, Falcon, KSP, ILCO, MEDECO, Keymark, and KABA Peaks IC Cylinders. Our padlocks have double ball locking mechanisms and will accept 5, 6, and 7 Pin IC core cylinders.

Federal's IC core padlocks are all available with Quick-Change hardened steel shackles in three different lengths- One (1), Two (2), and Three (3) inches. They offer a Five (5) inch shackle for the 150 IC Series- 1-3/4" padlock. These IC core padlocks are available key retained / non-key retained and with brass or steel chains. Federal's quality padlocks are designed to give the commercial and industrial end user security and reliable service for years. These IC core padlocks are available for the professional locksmith giving them a quality product that was designed for the locksmith market.

W-LOK Corporation Stainless Steel Security Solutions

W-LOK Corporation has patented 100% stainless steel security solutions with PadLok, PinLok, VersaLok, MegaLok, ShackleLok and LoopLok styles. And they have just introduced the MaxiLok, DiscLok,

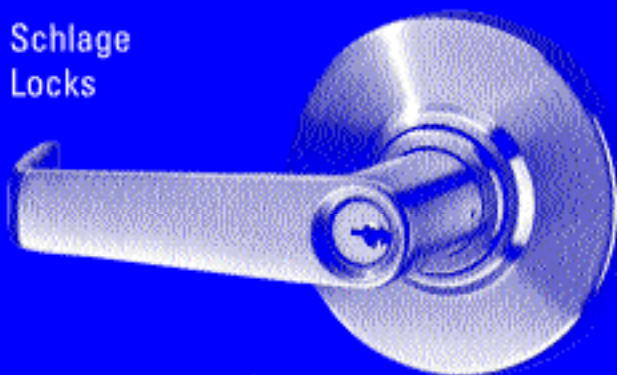


Clad LoopLok, Clad Cable and a line of Hasps. Not just the lock bodies of these styles are stainless steel, the shackles, cylinders, rotating-discs (tumblers) and even the shackle springs (where used) are made of stainless steel. Stainless steel offers more than just good looks. It is very strong and corrosion resistant making W-LOK's line of locks highly impervious to physical and environmental attack. High quality and high security make W-LOK locks superior to traditional padlocks.

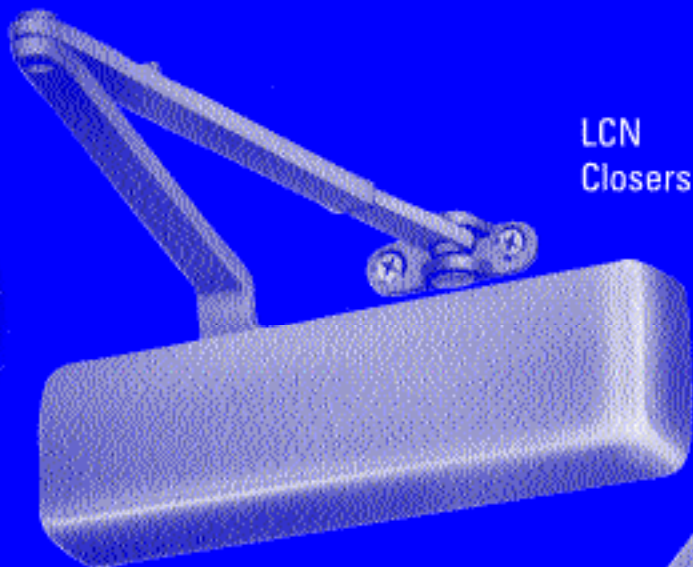
Key control and key safety are featured with W-LOK's patented 270/360-degree rotating-disc cylinder design. The key, with serial number and one-of-a-kind password, are cut at the factory to maintain the end users security from unwanted duplication. W-LOK Corporation offers master key, key alike and key different systems. W-LOK Corporation has new models on the drawing board – good news for the lock industry and for customers looking for high quality and high security in cutting-edge stainless steel locks. W-LOK is also reviewing OEM requests for lock production using its patented cylinder. **NL**

IR Security & Safety

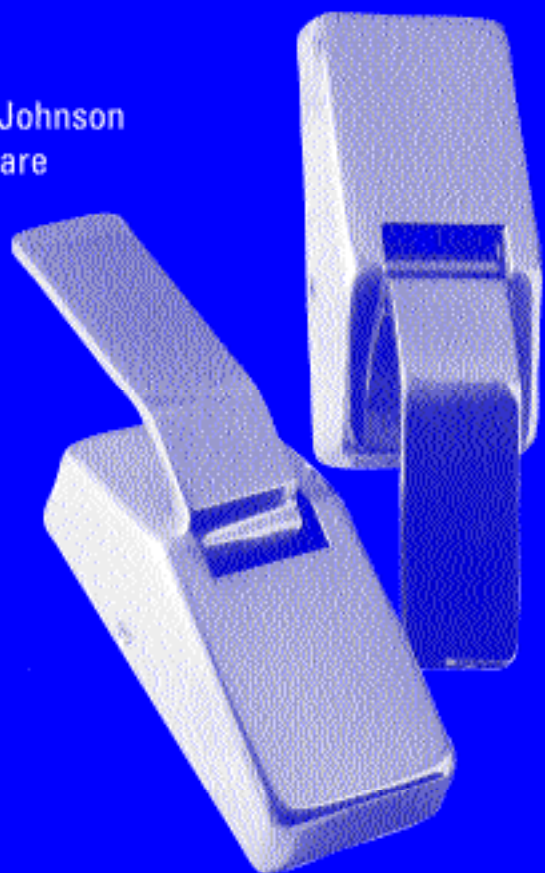
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Locks



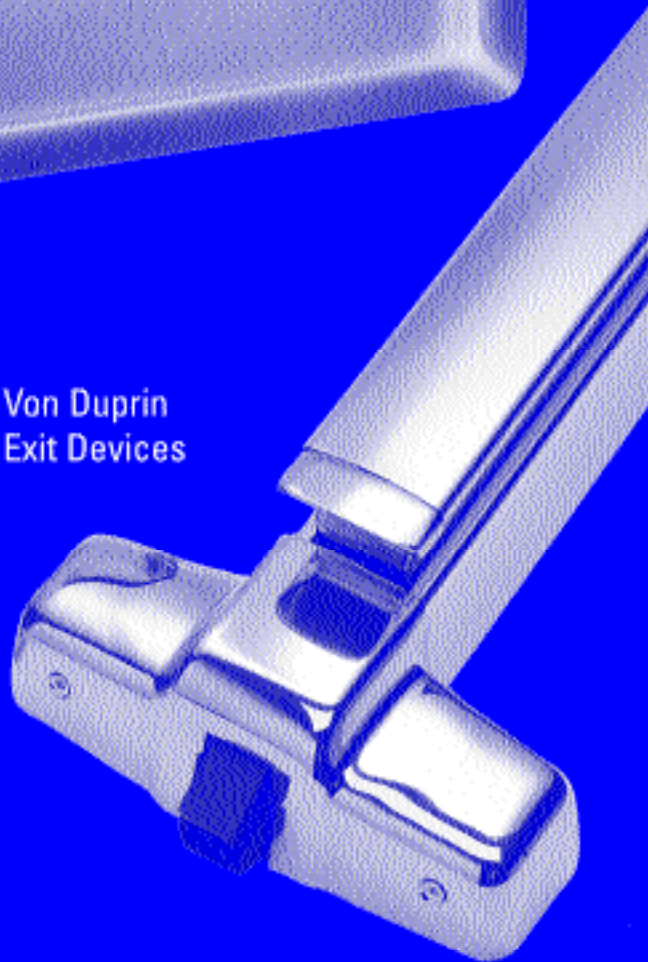
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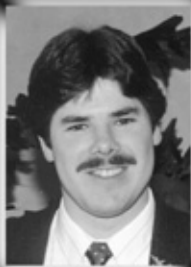
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Circle 305 on Rapid Reply



by
Michael Hyde

1989 Mercedes Benz SEL



PART 1

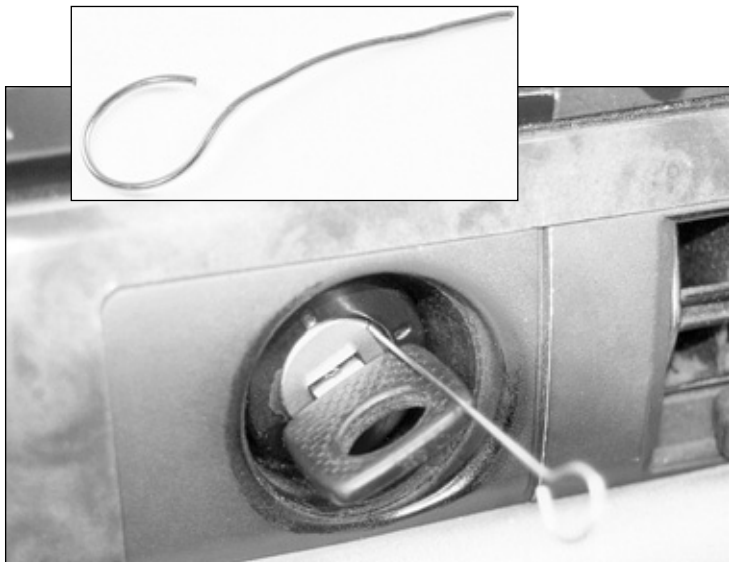


1. This is the first part of a multi-part series to show different aspects of servicing this common high-security vehicle. This car uses the Mercedes Benz 4-track high security keyway.



IGNITION LOCK

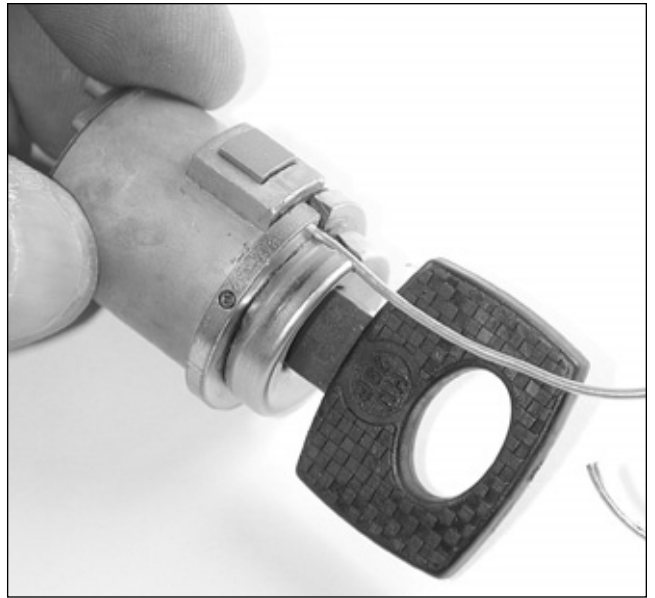
2. The Mercedes ignition lock can be a real pain to work on without knowing how it works or what are common problems associated with this type of locking system. This model is a high security 4-track external keyway. The ignition lock cylinder has a pot-metal plug and case. The cylinder plug has a silver hardened steel facecap mounted on the front of it. The ignition lock cylinder slides into the steering lock housing (bolt works) and has a black security cup that screws on to the steering lock housing. This security cup is also hardened steel.



3. When the ignition lock is working properly and you have a working key, servicing this lock is rather easy. Insert the working key and turn it to the first ON position. With a wire clip made from a simple throwaway key ring. Just bend it straight with pliers. Insert the wire and wiggle it into position to pull down the retainer.



4. The black security cup can be difficult to unscrew because it doesn't get much use. I am using a gripping tool made to aid in the unscrewing of this security cup. The dash trim also gets in your way.



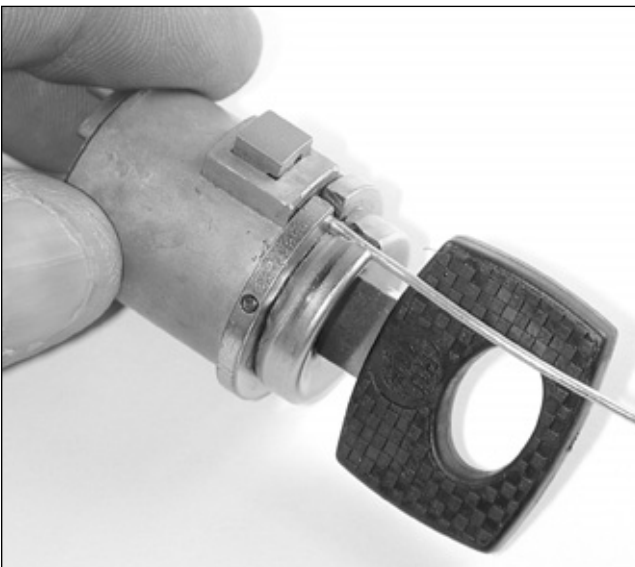
7. With the wire inserted correctly, the retainer block is pulled down.



5. When the security cup is unscrewed you can remove the lock cylinder and security cup together.



8. Looking on the inside of the security cup you see the cutout for the cylinders active retainer.



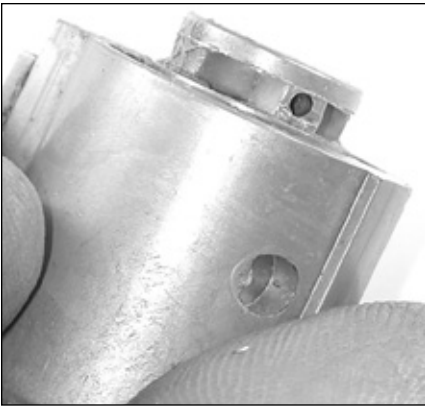
6. Here is an example of the active retainer block with the wire inserted from the front of the cylinder.



9. The silver hardened steel facecap for the cylinder plug is held in place by a single roll pin.



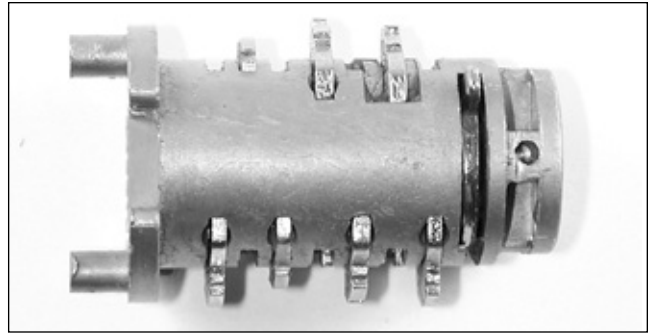
10. There are different ways to remove the facecap. You can try and drill out the roll pin, but you might snap the drill bit off in the facecap. You can also use a Dremel around the roll pin and then pull out the pin. Another option that I use is to gently, but firmly, apply pressure at the opposite end of roll pin on the cap and slowly pry off the cap. The roll pin in the cap will bend.



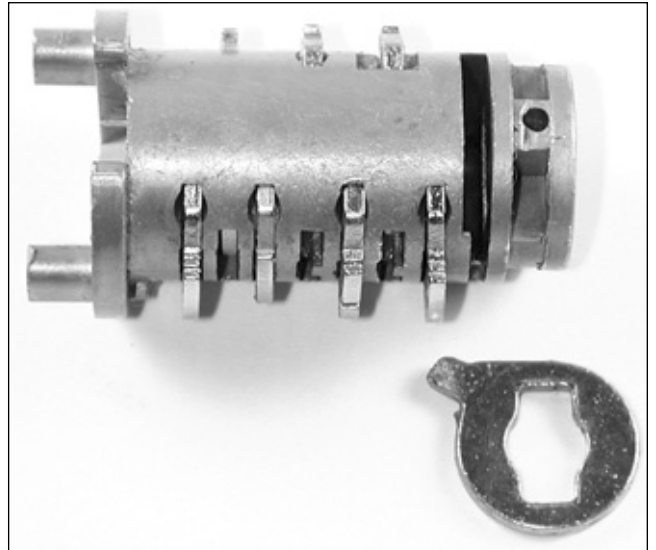
11. On the front of the cylinder plug is the cavity for the roll pin. On older versions on this cylinder there is a lot less support for the roll pin. The front of the plug can break off or crack when trying to remove the facecap.



13. The ignition lock cylinder plug has 10 tumblers in it.

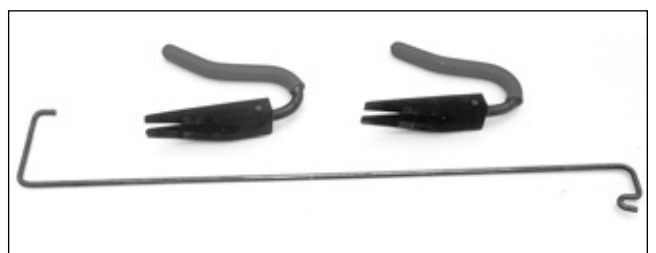


14. This is a bi-directional tumbler arrangement. There are four solid and 6 split tumblers.



15. On the front of the cylinder plug is the keyway security tumbler. It is round and has a slot in the center to allow the key to pass. The cut out for the security tumbler in the plug also weakens the plugs integrity and can crack or break apart in that area.

OPENING



16. Opening this car was pretty easy. We start out with two wedges and a simple slide linkage tool.

Continued on page 34

12. Once the cap is removed you can see both the top and bottom tumbler chambers. The cylinder plug slides out the back of the cylinder shell.



17. Gently wedge the door and slide the tool in and feel around the latch and you will see the button move.



18. The Mercedes door handle also houses the door lock cylinder.



19. There is a Phillips head bolt that holds the handle in place. It is located on the edge of the door.



20. Remove the black plastic cap and then remove the #3 Phillips bolt.



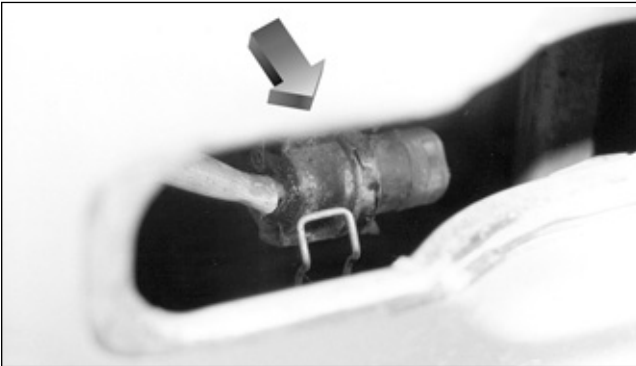
21. You can now slide the handle forward. If it is difficult to move, put the Phillips headed bolt back in with just a couple of threads and tap the bolt forward.



22. If you have a working key you can insert the key into the lock and turn it to release the warded tailpiece.



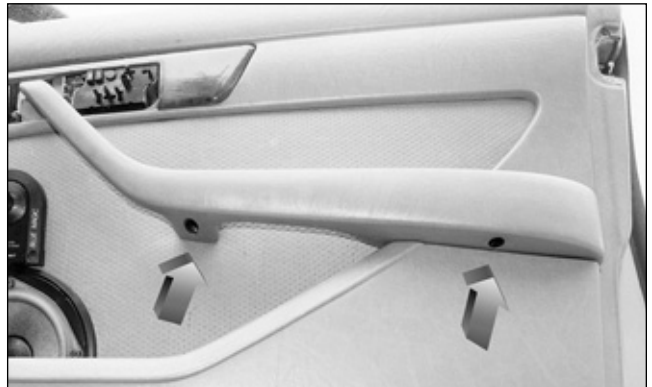
23. This model has a factory alarm system. The white alarm wire is attached to the lock cylinder in the handle.





24. The connector for the alarm sits in a clip inside the door cavity.



25. Most of the time you will not be rekeying these cars, but making keys to them. Since you usually won't have a key to easily remove the door cylinder, you will have to use another method that includes the removal of the inside door panel.

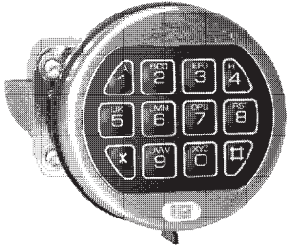


26. Remove the large Phillips head screws on the armrest.

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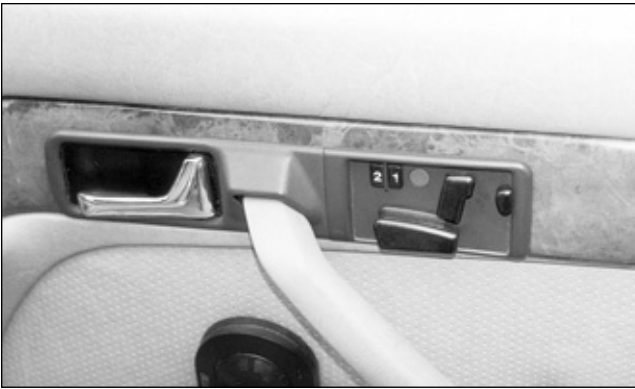
K436 — 1" Shackle K437 — 2-1/4" Shackle K440 — 4" Shackle

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27. You now need to remove the trim for the seat controls and inside door release.



28. Start out with the inside door release trim. There is thin plastic insert behind the release handle.



29. Use a small flat blade screwdriver to gently unsnap the front section of the trim.



30. Remove the rear section of the trim the same way, take caution as these become brittle over time.



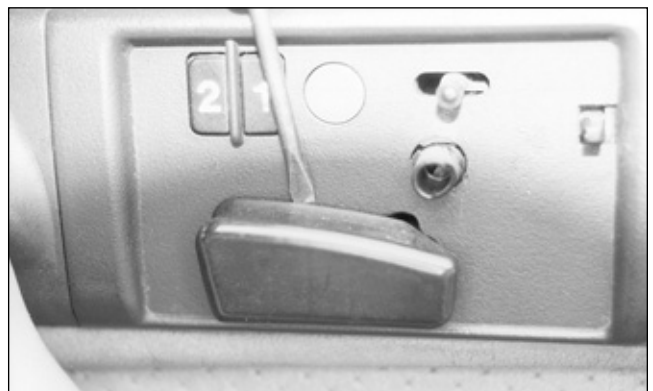
31. Underneath the trim you will find a screw that must be removed.



32. The next parts to remove are the seat control trim pieces. Use a small flat blade screwdriver to gently unsnap the seatback control button from behind.



33. Under the seatback control button is a very small round plastic ring that will have to be removed.



34. Next, you will need to gently unsnap the seat bottom control button.

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35. You will now be able to remove the seat control trim faceplate.



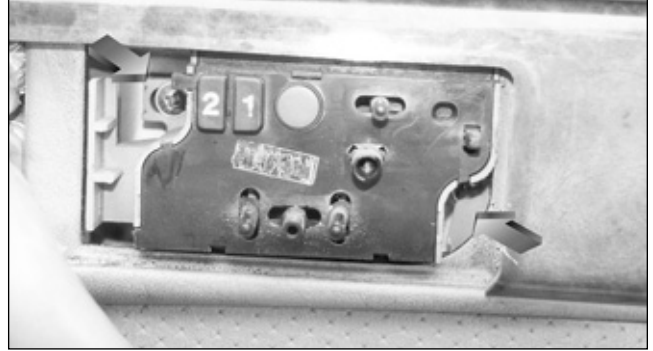
36. The next trim plate to remove is for the inside handle release. It won't remove entirely until the last armrest bolt is unscrewed.



37. Under the inside handle release trim plate will be the armrest bolt. The bolt will need to be removed. You can always tell if someone has been there before you because there is a piece of foam that sits over the armrest bolt from the factory. If the foam is missing, then most likely someone else has had that door apart before.



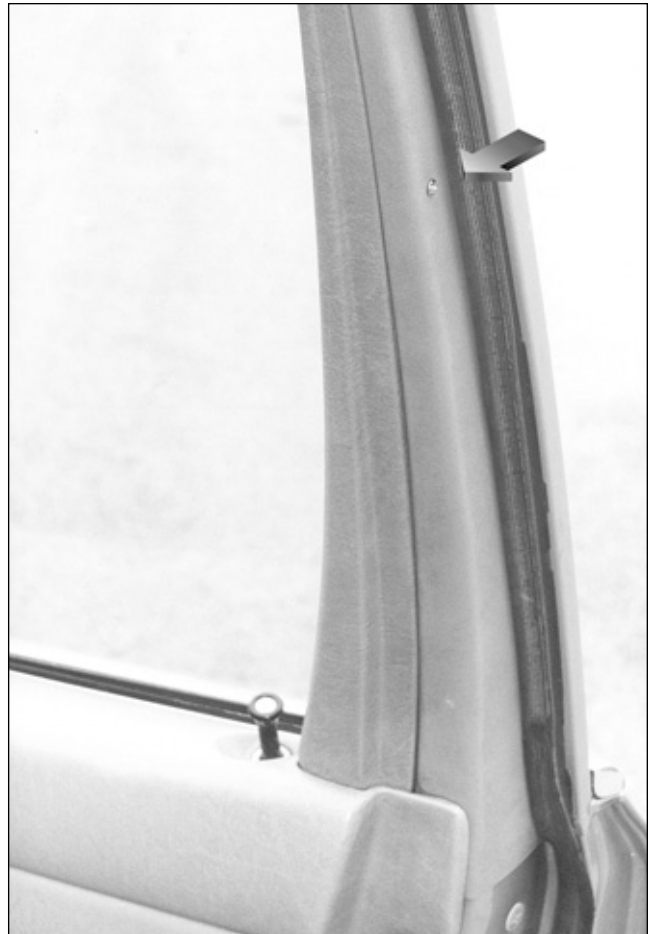
38. Now that the trim plate has been removed you can see the actual seat control module.



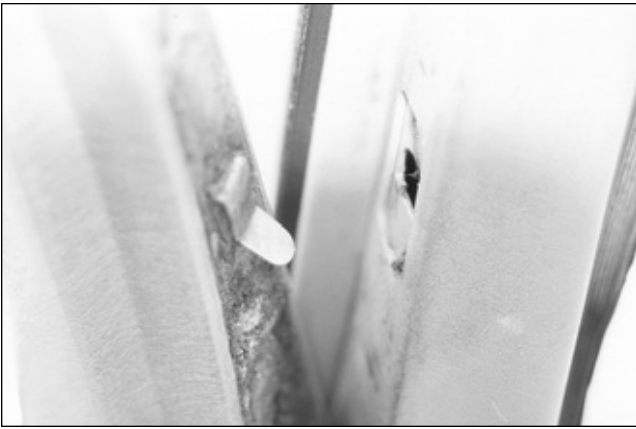
39. The seat control module has to be unscrewed to allow easier mobility when removing the door panel. There is a screw on each side that should be removed.



40. This model has the old style door lock button that will unscrew to remove it.



41. On the rear edge of the window frame is a screw that holds the upper leather trim pad in place. Remove the screw.



42. Once the screw has been removed you can slide up and pull away the trim piece.



43. The door panel does not use the standard push-in plastic clips that other cars use.



44. Most Mercedes use a hook clip that is built into the panel itself. You will need to pull up on the panel to remove. Take note of any wires attached to the panel. If you decide not remove the wiring and let the panel lean against the door you should put a towel under the edge of the panel not to scratch this expensive panel.




45. Since the tailpiece is warded, you can't get the lock assembly out without a working key. You will need to simulate this procedure. The way to do that is first remove the three large Phillips head bolts that secure the latch assembly.

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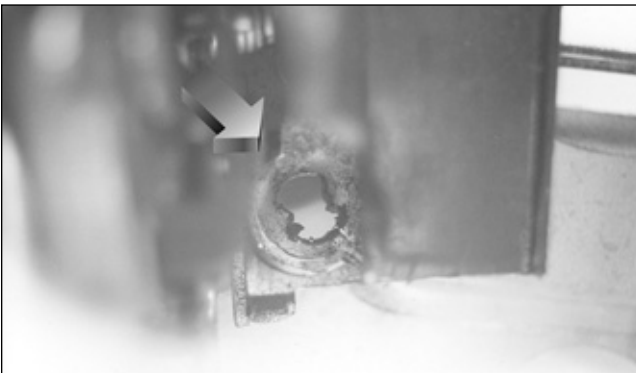
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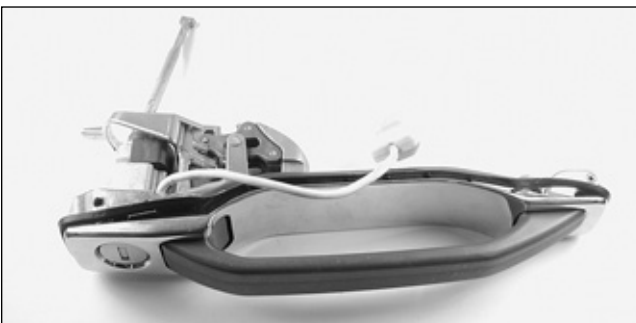
46. Once the latch bolts are removed you will find that you have more freedom of movement with the handle assembly, but it will still not release. The trick is to rotate the latch in one direction and the handle in the opposite direction. It may help to push down on the locking button or pull up on it.



47. The handle should then release and can then be removed.



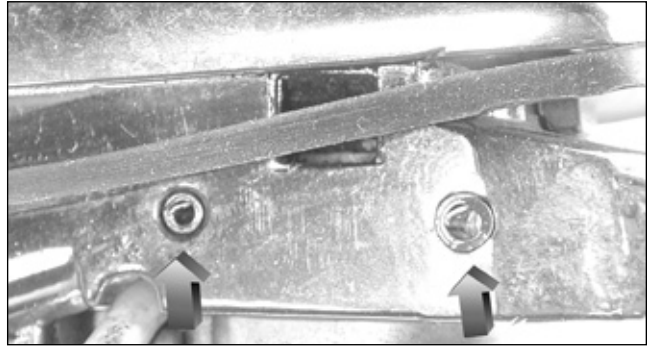
48. Here is a view of the warded receptacle in the latch for the lock tailpiece.



49. The lock/handle assembly removed from the car.



50. You will need to remove the roll pin that holds on the tailpiece.



51. To decode the lock cylinder you will need to remove it from the handle assembly. There are two roll pins. The roll pin on the left travels through the other side of the handle and can be easily be pushed out with a pin punch. The roll pin on the right is a blind pin and is more difficult to remove. I start out using a drill bit that barely fits in the center of roll pin and drill the center. I move up one bit at a time until the bit I'm using grabs the roll pin and spins it out of the handle.



52. In some cases it may be necessary to loosen the latch lever slightly to get the cylinder out of the handle. Make sure you remember how many turns you back it off, so you can put it back to the same adjustment.



53. The cylinder assembly slides out of the handle assembly as shown.

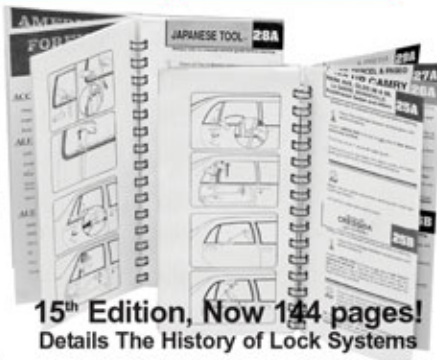
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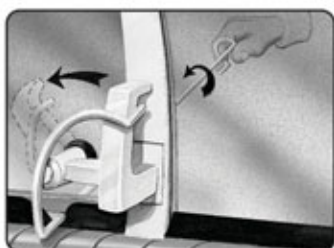
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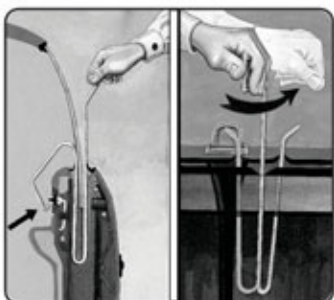
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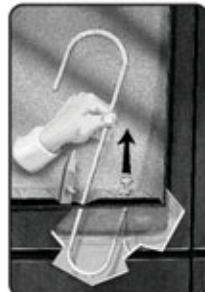
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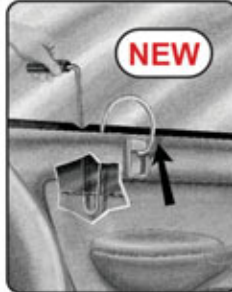
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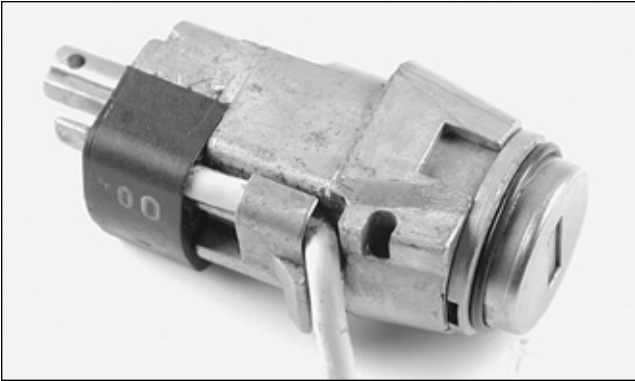
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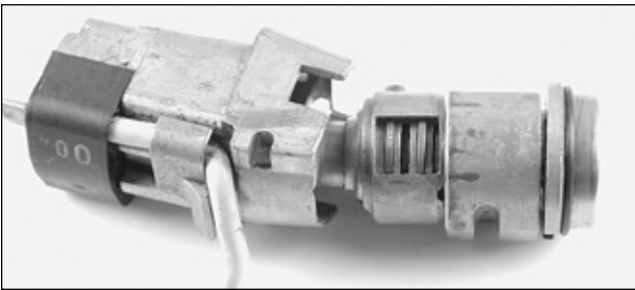
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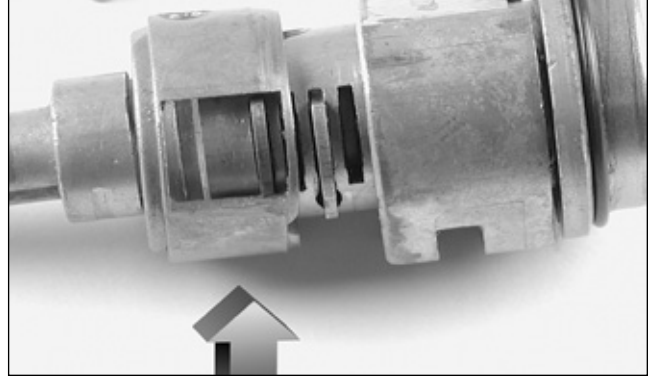
Circle 340 on Rapid Reply



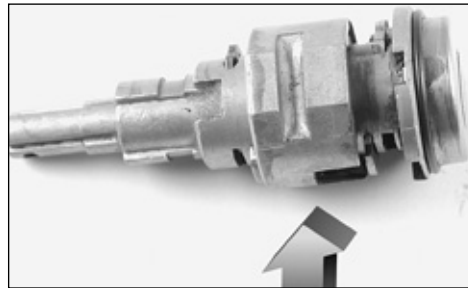
54. The cylinder assembly removed from the handle. Do not disconnect the alarm switch as you may crack it if removed.



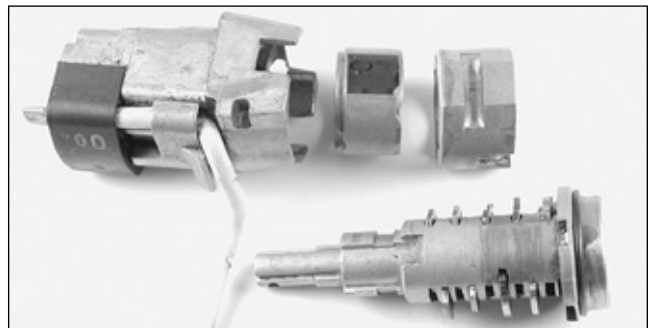
55. Mark the pieces before disassembly. The cylinder assembly is made up of several pieces. Push the plug out from the back by pressing on the tailpiece stem at the rear of the lock.



56. Mark the pieces before disassembly. Slide off the rear secondary sleeve. You will have to depress the tumblers to move it.



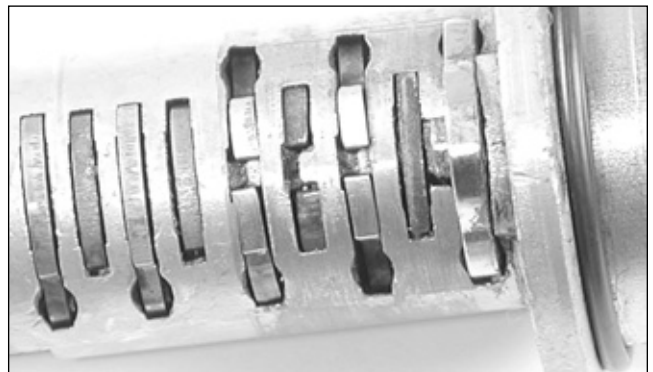
57. Mark the pieces before disassembly. Next remove the forward secondary sleeve it should slide right off.



58. Here is how the cylinder assembly lays out.



59. The door lock cylinder plug contains 11 tumblers. There are five solid tumblers and six split tumblers.



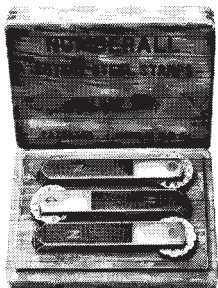
60. The set of six split tumblers is also called a six-pack. As the lock cylinder wears from years of use, the cavities that the six-pack occupies will wear out and become egg-shaped.



ROTARY STEEL STAMPS

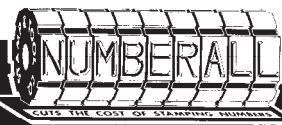
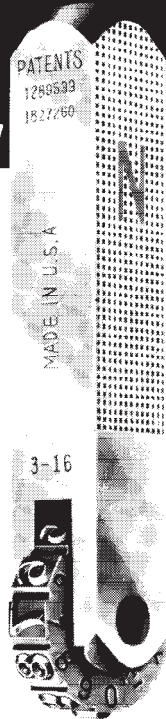
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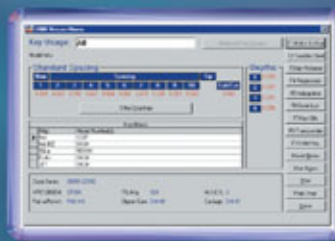
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STEP
1



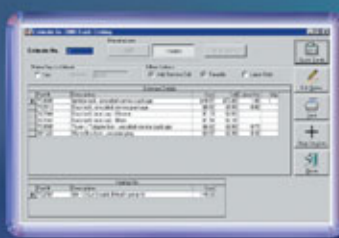
Choose the car

STEP
2



See all data
including spaces/
depths, key blanks,
parts, code locations
and more.

STEP
3



Click "Parts Dept"
to select which
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STEP
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Quick Entry

UPDATE

by
Steve
Young



TECH TRAIN PRODUCTIONS

2002 KIA OPTIMA

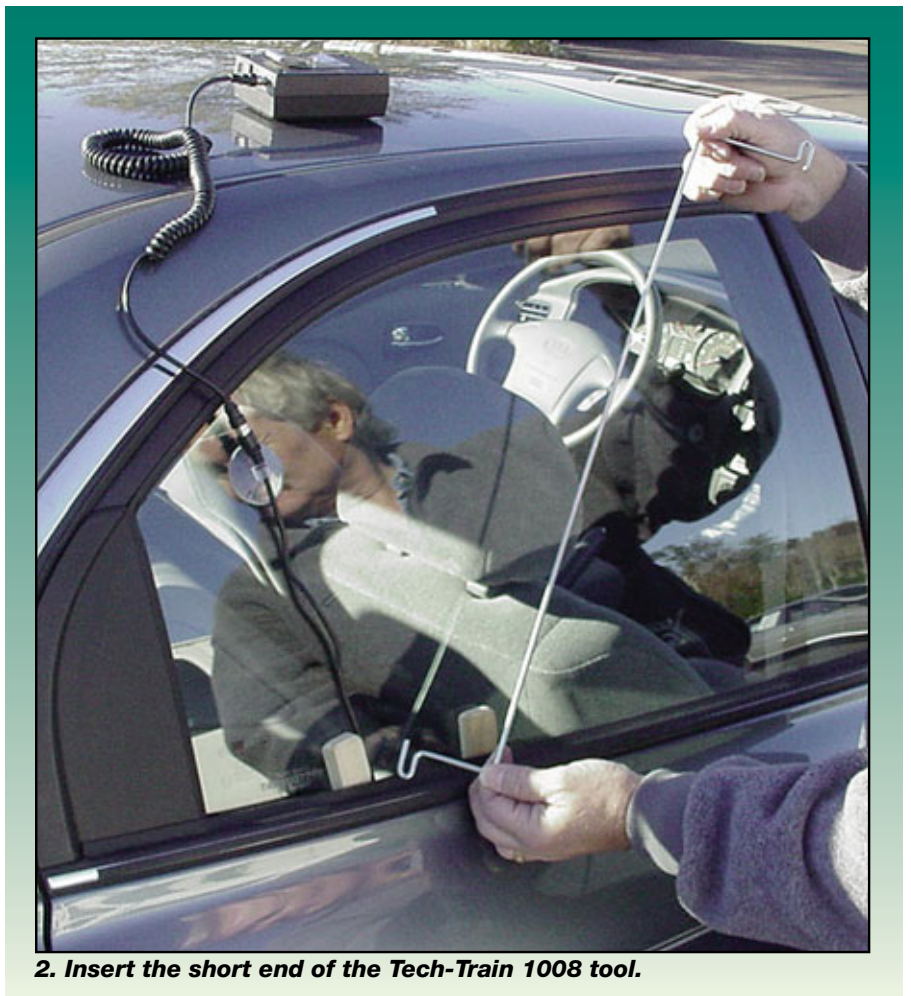
The Kia Optima was introduced in 2001 as the new flagship of the Kia line. (See photograph 1.) In the advertising for this vehicle it claims, "You can finally have the luxury sedan with all the styling, features and options you want, without the usual hefty price tag." After having driven one, I would definitely agree that it is a nice car at a relatively low price. While it's no Cadillac, it certainly is a far cry from the Korean made cars of a decade ago.

One interesting thing that I did notice while disassembling the doors on the Optima was the similarities between the Optima and other Korean made "luxury sedans." Inside the rear door, the construction is very similar to that used on the Hyundai Sonata and the Hyundai XG. All three of these cars have similar linkage systems and can be unlocked with slight variations of the same technique. And, all three feature a heavy-duty, thick-lipped multi-layer weather-stripping system that requires special attention. In addition, the Kia Optima even uses Hyundai locks and key codes.

To unlock the Optima, begin by carefully wedging open a gap between the weather-stripping and the base of the window just forward of the outside door handle on the rear door. As you do this, use care as you insert your wedge to prevent the lower



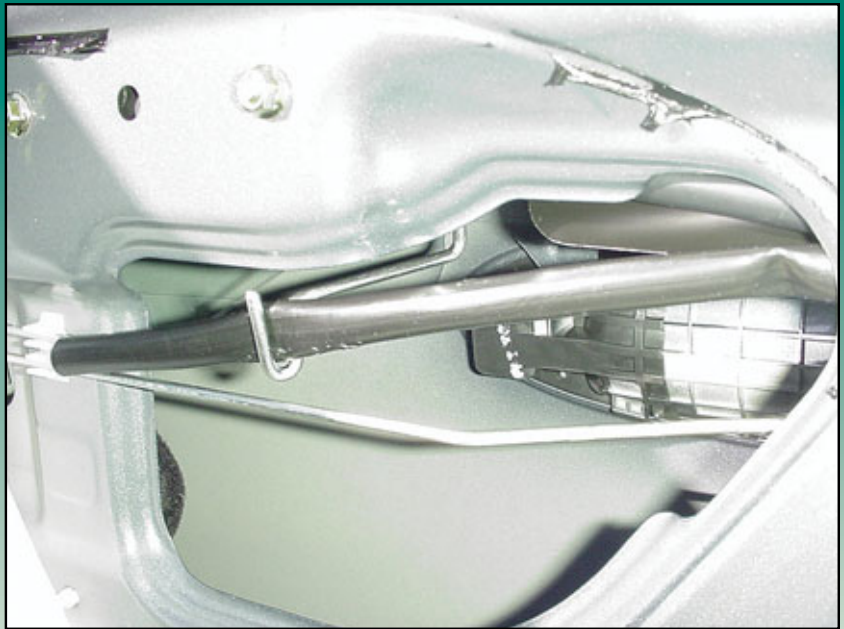
1. 2002 Kia Optima.



2. Insert the short end of the Tech-Train 1008 tool.

lip of the weather-stripping from rolling under. I insert a thin plastic card between the glass and the weather-stripping and then slip my wedge between the plastic card and the glass. After the wedge is past the lower layer of the weather-stripping, I remove the plastic card and set the wedge.

If you insert an inspection light into the door it will help you to locate the linkage visually, but I found that the linkage could also be located easily by feel. Next, insert the short end of the Tech-Train 1008 tool into the door at the forward edge of the outside door handle and lower it until it is just below the level of the handle. (See photograph 2.) Rotate the tip of the tool until it is pointed away from you, and then slowly pull up on the tool until it stops. At this point, the tip of the tool should be hooked around the horizontal portion of the inside lock control linkage rod as shown in photograph three.



3. Inside the door, a black rubber tube surrounds the lock control linkage. The tool is used to bind the tube and the linkage rod together so that the rod can be moved to the unlocked position.

Notice in the photograph that a black rubber tube surrounds the linkage rod. (See photograph 3.) This tube is not necessarily designed as a guard for the

linkage, but rather it is intended to prevent the linkage rod from rattling inside the door. Even though it is not a true guard, it does an effective job of shielding

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the linkage if you are not aware of what you are dealing with.

When your tool makes contact with the linkage it will feel "mushy" as you seat the tool around the tube and the linkage rod. The rubber tube will slide back and forth on the linkage if you do not get a firm grip on the linkage. Once you are sure the tip of the tool is hooked around the linkage and the tube, twist the top of the tool hard in order to bind the rubber tube and the linkage rod together.

After you have a firm grip on the linkage rod, lever the linkage rod forward by moving the handle of the tool toward the rear of the car to unlock the door. (See photograph 4.) If you are working without an inspection light and are having trouble locating the linkage rod by feel, watch the inside lock control rocker for movement as you probe for the linkage rod.



4. Once you have a firm grip on the linkage rod, lever the linkage forward in order to unlock the door.

Quick Reference Guide

Vehicle:

2001–2002
Kia Optima

Direction Of Turn:

Counter Clockwise (passenger's side)

Tool: TT-1008

(short end)

Lock System:

Hyundai 9-Cut system

Code Series:

S0001–S1000

Key Blanks:

Iico/Taylor X232; Curtis HY-8 EZ HY12;
Jet HY12-NP

Bitting:

Ignition 1–8, Doors 1–8, Trunk 1–9,
Glove box 6–9



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Incidentally, you see the MS Maglock here, being hoisted by the tough little guy on the right? It's actual size.

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TRANSPONDER PROGRAMMING



by
**Tom
Seroogy**

Over the last year, Lockmasters PUREAuto Pit Crew has had the opportunity to tour the U.S., offering automotive classes and certification on the ever-changing world of automotive locksmithing. Needless to say, keeping up with all of the change is quite challenging. Following is one of those changes that has been a silent, but continuous problem for locksmiths working with newer GM vehicles.



1. GM currently employs the PKIII and PKIII Plus transponder systems.

GM's PKIII

GM introduced PKIII in 1997, first employing it on the Buick Park Avenue. Although GM has been integrating electronic security on its vehicles since the introduction of PKI and PKII (VATS) in 1986, this is their first use of transponder technology. To date, this system has been added to the Cadillac Seville, Buick Le Sabre, and the U-Body Chevrolet Venture, Buick Montana, and Oldsmobile Silhouette. Although the Cadillac Catera and newer CTS is also part of the list of GM vehicles using transponder security, their systems are designed by Opel of Germany and are not PKIII. (See photograph 1.)

To date, only two types of master keys have been used for the PKIII system—the STRATTEC 690552 (75 groove)/690556 (88 groove) or Ilco B103PT (formerly

the B97PT) and the Ilco B99PT or Lockmasters LKMB99PTJ. Valet keys are also available for select models of PKIII equipped vehicles. (See photograph 2.)

Quite fortunately for the locksmith, programming the PKIII key has been a fairly simple and straight-forward onboard process. In fact, there are only two prerequisites for onboard programming.

1. Only a master key can be used to initiate the programming mode, and

2. Ten keys maximum can be programmed into the vehicle.

Following are the programming instructions for the GM PKIII vehicle.

To add extra or duplicate keys:

The original key must be a master key.

This procedure does not erase any previously programmed key(s).

1. After duplicating the original key onto the appropriate blank, insert the original key into the ignition and turn to the ON position. The SECURITY lamp will light solid.

2. When the SECURITY lamp goes out, insert the duplicate key and turn to the ON position. The SECURITY lamp should light solid. When the light goes out turn the ignition lock OFF, the key is programmed.

It should be noted that some models use a message center and not a SECURITY lamp. In these cases, simply count to 3 for cycling the keys.

To program new keys when no keys are available:

The first key being programmed must be a master key.

This procedure erases all previously programmed keys.

1. After generating a new key, insert the key into the ignition lock and turn to the run position. The SECURITY lamp will light solid.



2. Transponder security is expanding across more of the GM line.

2. When the SECURITY light goes out, about 10 minutes, cycle the ignition lock from ON to OFF to ON. The SECURITY lamp will light solid.

3. When the SECURITY light goes out, about 10 minutes, cycle the ignition lock from ON to OFF to ON. The SECURITY lamp will light solid.

4. When the SECURITY lamp goes out, the key is programmed. Turn the ignition lock to the OFF position before using.

It should be noted that some models use a message center. In these models, the ENGINE light and MESSAGE Center will flash alternatively. Simply time out to 10 minutes before going onto the next step.

GM's PKIII Plus

In 2001, GM made revisions or changes in programming that confused the dealer as well as the locksmith. The change affects 2001 and up PKIII equipped GM "Export" vehicles. "Export" by GM's definition is any vehicle that is produced for export to another country. That is, a GM vehicle produced in Canada or Mexico for sale in the United States is considered an "Export" vehicle because it is being exported from its country of origin.

The locksmith can easily determine whether a GM is considered an Export by looking at the first digit of the Vehicle Identification Number or VIN. This digit reveals the vehicle's country of origin. The number "1" is assigned to the United States, "2" to Canada and "3" to Mexico.

When working on a late model PKIII equipped GM, if the first digit of the VIN is a "2" or "3," it is considered an Export vehicle and employs the PKIII Plus system.

The major difference between the PKIII and the PKIII Plus systems is in the procedure for adding duplicate keys using onboard programming. The standard PKIII system required one working master key (see PKIII programming above). PKIII Plus requires two working master keys, similar to Ford's PATS II system.

To add keys for a PKIII Plus vehicle:

Two working master keys are required to initiate programming.

This procedure does not erase previously programmed keys.

1. Insert first programmed master key into ignition and turn to ON. Wait two seconds, turn ignition OFF and remove key.

2. Insert second programmed master key into ignition and turn to ON. Wait two seconds, turn ignition OFF and remove key.

3. Insert non-programmed duplicate key into ignition and turn to ON. Wait two seconds, turn ignition OFF and remove key.

If only one key is available or keys do not exist, new keys can be generated using the standard onboard PKIII key generation procedure outline above. Remember, however, that this procedure erases all currently programmed keys.

A master key must be used to initiate programming.

Two master keys are required for properly completing programming.

This procedure erases all previously programmed keys.

1. Cut a master key, insert it into the ignition and turn to ON.

2. Wait 10 minutes and cycle ignition OFF-ON.

3. Wait another 10 minutes and cycle ignition OFF-ON.

4. Wait another 10 minutes then turn ignition OFF and remove key.


Unlike the standard PKIII system, a second master key must now be added to the vehicle.

To add second master key:

5. Within 20 seconds of removing first key, insert a second master key into the ignition.

6. Turn ignition ON, wait 2 seconds and turn OFF. Remove key.

7. To program additional keys, insert next master key within 20 seconds of removing last key and cycle ignition ON-OFF. If at any time during the process, a valet key is inserted and the ignition turned to ON, the key will program and the program mode will shut down. Up to 12 keys total can be programmed.

Tom Seroogy works for Lockmasters and directs Lockmasters PUREAuto Automotive Training and the PUREAuto Pit Crew. The above material was provided through PUREAuto and PUREAuto Pit Crew members Randy Mize and Tom Mazzone. If you have questions on PKIII, PKIII Plus, or any other transponder or automotive topic, contact Lockmasters at (800) 654-0637. 



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by
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When it comes to narrow stile aluminum doors, there are not a lot of options in the area of push button electronic access control. One such lock is GardLok from Saflok. Two

versions are shown in *photograph 1*. At the left is a back view of the model E301 that is designed for use with an Adams Rite MS 4710 latch lock. To the right is a 300 series lock intended for an Adams Rite MS 1850 swing bolt. They are nearly identical to each other, with a few subtle differences. The electronics and programming are the same.

Both are designed to replace the standard keyed cylinder normally used to open the lock on the outside. This electronic lock unit has a ten-digit keypad and operates with a single 9-volt battery. The GardLok has one Master code and can have up to an additional nine user codes. The Master code (in addition to use for programming) will act as a tenth

user code. The lock installs rather quickly and has a low battery warning.

– Installing the GardLok –

The installation procedure is relatively simple. Included with the lock are two clear plastic stick-on templates - one for each side of the door. The outside template can be seen in *photograph 2*. The template is positioned in relation to the circular outline of the lock cylinder opening. The three drilled holes are

positioned in relation to that spot. The lock being demonstrated is for the MS 4710 latch lock, so the interior handle will have to be removed for the inside template to be used. Three holes in the same relative positions are drilled on each side. Note that if the round cylinder hole in the aluminum door is not exactly concentric with the cylinder opening in the lock, you may have to adjust your templates to the lock cylinder openings.

Three 1/4" holes are drilled from each side and should be identically positioned on both inside and outside door surfaces. An actuating disk is shown in *photograph 3*, that looks like the back side view of a typical keyed lock cylinder. It has an Adams Rite style cam that will actuate the latch lock. *Photograph 4*, shows the front side of the disk that will interact with the GardLok unit, and the back of the

Continued on page 52



1. The GardLok from Saflok.



2. The outside template.



3. An actuating disk.



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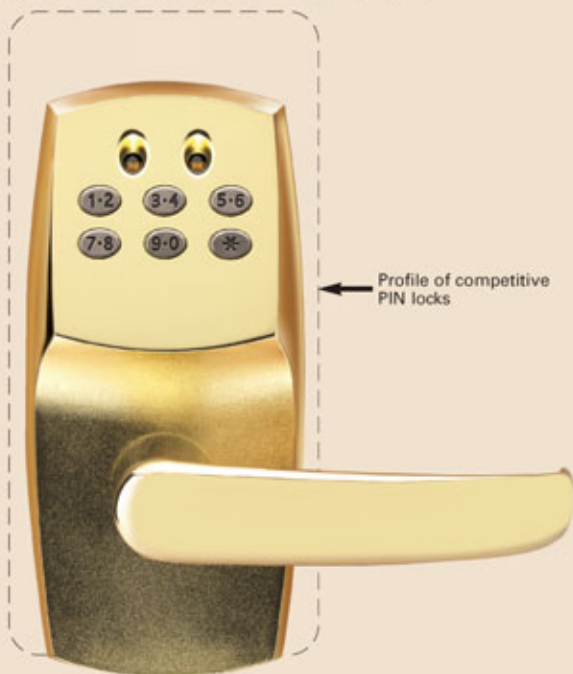
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4. The disk that will interact with the lock.



5. The mortise positioning block.



6. The actuating disk has been positioned.



7. Two mounting screws have been inserted.



8. The view from the inside door surface.



9. The inside lever handle attached.

GardLok where it mates. A kind of stabilizing plate (called the mortise positioning block) is shown in *photograph 5*. The two main mounting screws for the GardLok are intended to pass through the plate while a threaded side hole is where the Adams Rite latch lock attached to the plate. The plate is positioned in the hollow aluminum door just above the latch lock.

In *photograph 6*, the actuating disk has been positioned in the opening normally designed for the keyed lock cylinder. It doesn't thread in, but it still uses the side set screw to retain it after it is properly positioned. The GardLok unit will then be placed on the outside of the door aligning with the actuator and the mounting holes. Two mounting

screws have been inserted from the inside surface of the door, in *photograph 7*, and have been tightened most of the way into the GardLok unit. *Photograph 8*, shows the view from the inside door surface. Countersunk style mounting screws are used with the latch lock version because an inside door handle or paddle will have to be installed over the top of the mounting screws.

The Adams Rite inside handle actuating unit is visible in the circular cylinder hole. If a swing bolt style lock is used with the GardLok, you

would more likely see a thumb turn unit there (although a push/pull handle is sometimes used on the inside for those locks too). The side view in *photograph 9*, shows the inside lever handle attached, but you might also see different style levers or even push or pull handles on other Adams Rite latch type locks.

Please note that the lever handle is installed backwards in *photograph 9* and a few other photos. The handle should actually be pointing in the opposite direction. I didn't realize it was backward the first few times I looked at the photos. I went through the photos quite a few times before I realized that I had assembled the handle backward on



10. The cover and screw.



11. A top view of the mounted lock.



12. Except for the side plate, the assembly is complete.

the lock mount. As they say on TV, please don't try this at home. Referring back to *photograph 9*, all that is left to complete installation is to add the side plate on the lock and make sure the battery and battery cover are attached.

The third screw hole in the door is for the slide cover that conceals the battery. A glimpse of the cover and screw can be seen in *photograph 10*. A top view of the mounted lock shows how the screw goes through the door and into the slide cover

seen in *photograph 11*. Except for the side plate, the assembly is otherwise complete in *photograph 12*.

Before closing and/or locking the door, you should test the operation of the lock by entering the default Master code on the keypad. All user PIN codes are six digits in length, and the (default) factory set Master code is: 111111. If the thumb-turn movement is rough or tight, you may need to make some minor adjustments in the positioning of the lock unit. Once the smooth

operation is confirmed, you are ready for programming.

– Programming the GardLok –

Like many other keyless locks with factory set codes, it is a wise idea to change the Master code before the lock is put into service. The Master code of all 1's is not that much of a stretch for someone just playing with the keypad or just

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guessing codes, even if somebody trying didn't know that GardLok had a default code of 111111.

Very much like the speed dial keys of a telephone, the ten individual keys on the keypad identify individual user codes for programming purposes. The #1 key represents the Master code. Keys 2 through 0 represent nine possible different user codes. Only the Master code comes set from the factory. It can only be changed. It can't be disabled or deleted. Individual user codes can be programmed or changed, plus they can be disabled and re-enabled. Only the Master code can program, change or disable/enable any of the other codes. The other user codes can only operate the lock. The basic programming procedure is as follows.

– Programming Procedures –

1. Hold down the zero key until the lock beeps twice.
2. Enter the Master code.
3. Enter the position of the code you want to program or change. That will be a numbered key from 2 to 9 if a user code, or 1 if the Master code. The lock will beep twice.

4. Enter the six-digit code twice. The lock will beep twice after the first time the new code is entered. There will be single long beep after the same six-digit code is repeated the second time.

That completes the programming process. Your actions will have either added a new code or changed an old one. Again, only the Master code can be used to change other user codes or itself.

You can also disable an existing user code without changing it. This effectively denies access to individual users without changing the access code itself. The code can be later re-enabled (turned back on) without having to reprogram the same code number all over again. The Master code can never be disabled, only changed.

The procedure required to "Enable" or "Disable" a user code is as follows.

1. Hold down the zero key until the lock beeps twice.
2. Enter the Master code.
3. Enter the position code of the code you want to disable/enable (2 to 0).
4. Push the #2 key and hold it until the lock beeps twice. The user code is now disabled (or enabled if previously disabled).

The procedure is identical to either disable or enable a code. It just reverses whatever happens to be the current condition. An enabled code becomes disabled, and a disabled code becomes enabled.

– Code Guessing and Low Battery –

Like many other electronic keyless locks, there is a shutdown mode that engages after a number of wrong attempts. GardLok enters that mode after six wrong guesses. The lock will enter a "time-out mode (or shut down) for one minute and fifteen seconds. Then new entries will be allowed. This is designed to slow down or deter someone trying to guess a valid user code, and reduce the likelihood of a wrong person opening the lock.

The lock will reveal a low battery condition when a Master or user code must be entered twice (before the lock will open) and the lock beeps eight times rapidly. This warning condition will occur for only twenty openings. After that, either code will have to be entered three times before the lock will



13. Inside the GardLok with the weather seal removed.

open. If the low battery warnings are ignored for too long, the battery can go dead and you will discover a lockout condition. Since there is no key bypass for this lock, your response will depend on whether or not there is access to the same interior area by another door or by some other point of entry.

If you have access by other means (or the door had not been locked shut yet), you can merely remove the screw that retains the battery slide cover to remove the cover and change the battery. It appears that the GardLok unit has non-volatile memory as the programmed codes were retained after quite a few hours with the battery removed. I don't know if there is a time limit where it will ultimately revert back to factory default code. It is my impression that it probably doesn't.

If the battery goes dead and you have no other means of access, you will likely need to drill discretely to remove the battery slide cover (without doing damage to the electronics). With the slide cover off, you should be able to remove the

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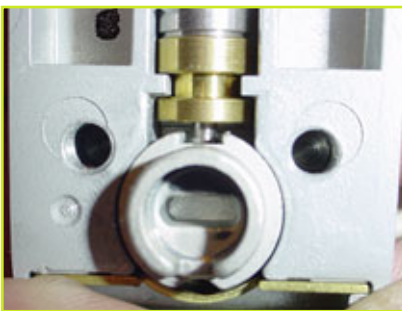
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14. The electronic circuitry.



15. A close-up view of the solenoid.


dead battery and replace it with a good one. You should then be able to enter a programmed user code and gain entry.

– Inside the GardLock –

Photograph 13, shows what is inside the GardLock with the plastic weather seal removed. When the battery is moved out of the way, in photograph 14, you can see the electronic circuitry behind where the battery was. Programming data and user codes are obviously contained within the electronic circuitry of the lock. Much further down, below the circuitry is a solenoid that is powered by the battery and allows the outside lock handle to turn and operate the lock. There is an opening in the casting for the solenoid, but it appears to have a few touches of silicone sealant (one on each side) to keep it in place. A close-up view of the solenoid is shown in photograph 15. A small pin from the solenoid extends downward into a slot in the actuating piece connected to the outside handle. Activation of the solenoid lifts the pin from the slot and allows rotation.

In case of a lock malfunction, rather than just a dead battery, it may be feasible to drill through to where the locking pin catches. The outside handle is held in place by a setscrew in a hole in the very bottom of the handle. Less drilling would be required if the handle were removed first.

The GardLock is available in a few other formats including residential style latch locks and deadbolts. The outside assembly and electronics appear to be mostly the same for all versions and programming should be the same. In the future I will do a follow up article where I will deal with entry methods when locked out from a dead battery or unknown access codes. I may even deal with drilling for the solenoid in a general malfunction.

For additional information on the overall GardLock product line, contact: Computerized Security Systems, 1020 West 17th Street, Cost Mesa, CA 92627. Phone: (949) 722-5400, Toll Free: 800/523-9605, FAX: (949) 722-7017. Or find them online at: www.Saftlok.com. Circle 355 on Rapid Reply. 

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The MS Maglock from Adams Rite Manufacturing Co., is truly a breakthrough in magnetic lock technology. Weighing in at only 4 pounds, the MS Maglock can withstand up to 4,000 pounds of pulling force, which is 2.5 times the strength of a traditional 1500 pound rated maglock over twice its size and weight.

How was this engineering feat accomplished? The MS Maglock is an ingenious combination of a magnetic and mechanical lock. Basically, in the event of a forced entry attempt, two hardened steel mandibles instantly clamp down onto two heavy tabs machined onto the armature. With the mandibles engaged, it takes over 4,000 pounds of force to breach the lock. The chances are much greater of the door or frame failing before the MS Maglock breaks loose.

Adams Rite has long taken the Maximum Security label very seriously, dating back to the year 1955 with the original MS 1850 Deadbolt. The idea behind the MS Maglock was to produce the strongest possible magnet in the smallest, lightest and easiest to install package.

Installation

Maglocks are used in a wide variety of applications and it is very important to inspect the placement area of the device for defects and durability. For optimum performance, the mounting surface

should be strong enough so the full holding strength of the MS Maglock can be utilized.

Before installing any maglock, there are a couple of important points to keep in mind:

1. All measurements should be made with the door in the closed position.

2. If used on door frames with an integral jamb, or narrow doors where the MS Maglock would not be fully supported, use the appropriate filler plate or angle bracket to fully support the base of the MS Maglock.

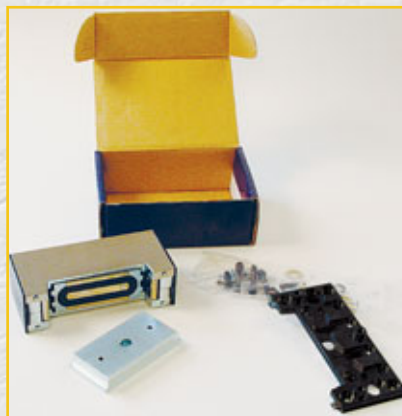
The MS Maglock comes with all required fasteners, mounting plate, marking template and installation instructions. (See *photograph 1.*) Filler plates, angle brackets and Z-brackets are available separately for different conditions.

For this demonstration, we chose a wide stile aluminum door with an aluminum frame. We used a 1/2" aluminum filler plate, a common requirement in this type of installation.

Before you mark and drill holes in the filler plate, make sure they will not interfere with the holes and screws in the mounting plate. Place the two parts in the planned mounting position before marking the mounting plate slots and holes on to the filler plate. (See *photograph 2.*) After drilling the three mounting holes on the filler plate, hold the plate against the frame and mark and drill the door frame, keeping the drill as straight as possible. (See *photograph 3.*) Finally, secure the filler plate to the frame with the mounting screws provided. (See *photograph 4.*)

Now, with the door in the closed position, mark it for the mounting

Continued on page 58



1. The MS Maglock comes with all required installation components.



2. Place the two parts in the planned mounting position first.

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3. Mark and drill the door frame.



4. Secure the filler plate to the frame.



5. Locate the two slots and mark.



6. Drill and tap holes for the mounting bolts.



7. Attach the MS Maglock mounting plate with the provided bolts.



8. Holding the marking template mark the required three holes.

plate. There are two small, extended tabs on each end of one side of the plate. The tabs must rest firmly against the face of the door. This feature of the mounting plate helps ensure accurate alignment of the assembly.

Locate the two slots in the middle of the mounting plate and mark. (See [photograph 5.](#)) Then, drill and tap holes in the filler plate for the mounting bolts. (See [photograph 6.](#)) Attach the MS Maglock mounting plate with the provided bolts, but keep it loose enough so you can adjust the plate to the optimum position. (See [photograph 7.](#)) This is done by closing the door and sliding the plate so the alignment tabs on the plate are flush against the door. When this is accomplished, the mounting plate can be tightened securely to the filler plate and frame.

Complete the mounting plate installation with the four additional screws supplied. This will prevent the plate from sliding on the elongated mounting holes and keep the MS Maglock in shear with the door.

The next step is to drill a 3/8" hole in the filler plate for the maglock wiring to pass through. Now we're ready to mount the armature.

With the door closed, align the armature marking template with the tabs on the mounting plate. While holding the marking template against the door, mark the required three holes. (See [photograph 8.](#))

Now, locate the center marked hole. Start the hole with a center punch and drill a 3/8" hole completely through the door. Next, carefully enlarge the hole on the outside face of the door to 1/2". This will allow the shoulder bolt and sex bolt used to mount the armature to fit properly.

If the installation is on a wood door, simply drill a 1/2" hole completely through the door.

Locate the two side hole locations on each side of the center hole that you marked with the armature template. Again, start the holes with a center punch and a couple of taps with a hammer. Drill two 1/4" clearance holes in the inside face of the door for the two anti-rotation pins. Insert the two provided roll pins into the armature and tap the pins gently until they are firmly seated in the holes.

Insert the sex bolt from the outside face of the door. Place the o-ring on

the shoulder screw and insert through the armature. Place the spring washers on the exposed side of the shoulder screw and locate the armature onto the door. (See [photograph 9.](#)) Fasten the shoulder screw to the previously inserted sex bolt and tighten with an Allen wrench.

You are now ready to mount the MS Maglock. Lift the assembly up to the attached mounting plate and thread the wiring harness through the mounting and filler plates. (See [photograph 10.](#)) Then, use three cap screws to attach the MS Maglock to the mounting plate. (See [photograph 11.](#)) This is the step where you will really appreciate the device's light weight.

Before installing the MS Maglock cover, do a final check of the alignment of the armature and lock assembly after closing the door. Align the holes of the cover with the tapped holes on the MS Maglock and push up until the cover lip snaps into place and is secure with the top. (See [photograph 12.](#)) Finally, fasten the cover with two flathead screws. The cover conceals the fasteners and wiring for clean looks and effective tamper resistance, since you can't remove the cover screws while the door is closed. (See [photograph 13.](#))



9. Locate the armature onto the door.



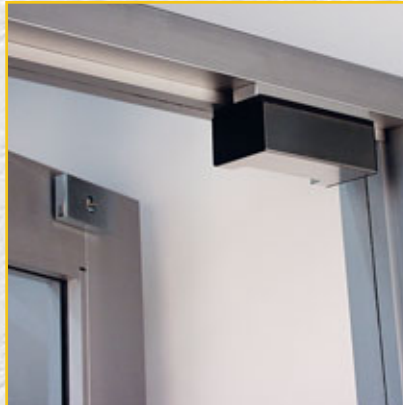
10. Thread the wiring harness through the mounting and filler plates.



11. Attach the MS Maglock to the mounting plate.



12. Push cover lip up until it snaps into place.



13. The cover conceals the fasteners and wiring.



14. The 8099 Pushbar/Switch device fastened to the door.



15. The metal end caps screwed into place.




16. Wiring was run through a wire transfer cable attached to the door.

To complete our test installation, we utilized a 8099 Pushbar/Switch to activate the MS Maglock. First, the pushbar mounting and wiring holes are marked and carefully drilled.

The 8099 Pushbar/Switch device is fastened to the door (*see photograph 14*) and the metal end caps screwed into place. (*See photograph 15.*) Finally, wiring for the 8099 Pushbar/Switch was run through a wire transfer cable attached to the door. (*See photograph 16.*) It should be noted that a key feature of the MS Maglock is its ability to operate from 12 to 24 volts of power, with only a 200ma power draw.

In less than two hours, we were completely finished with the installation of both components. The MS Maglock is not only compact, lightweight and incredibly powerful, but the satin finished, stainless steel cover gives the whole assembly a polished look.

For more information about the MS Maglock, contact Adams Rite Manufacturing Co. at: (800) 87-ADAMS, or visit www.adamsrite.com. Circle 353 on Rapid Reply. 

A NOTE FROM THE CIRCULATION MANAGER

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CSS QL3 Remote Access Safe

part 2

by
Richard
Allen
Dickey



For those that missed the last article, here is a quick recap of where I am heading with this. Many Loss Prevention Managers (LPM's) have a very wide area to manage. If money is missing from a safe due to an internal loss, the LPM is the person expected to investigate the loss and do whatever is necessary to prevent the same thing from happening again. How can they do this?

There are a lot of different ways. One of the most effective ways is to give each person that has access to the safe, their own combination. With an audit trail you will be able tell if the door was left open or if a person accessed the safe at some time other than during their regular shift.

in a matter of only minutes? It would save a lot of time and money. There is only one system on the market that has this capability. It is the QL3 from Corporate Safe Specialists.

computer. Computer control has been in use for many years and has been proven in the field. Now lets look at the software that controls the safe.



2. This software is called "PC Anywhere" and is made by "Symantec™"

The software that controls the safe is very easy to use and has a lot of features. It is also touch screen compatible. What is touch screen? It is when you are able to actually touch the computer monitor with your finger instead of using a mouse or keyboard. Some like it and some don't. It does have advantages.

The "log on" screen is looking for two things. A user ID and a Pin number. The user ID can be from one to four numbers in length. The pin number can be from one to six numbers in length. Obviously the four number user ID and six number pin is the most secure.

After the log on screen, you are given access to the main menu. The main menu allows access to six options. (See photograph 3.) They are the "Log out," "Open door," "User setup," "Audit trail," "Setup menu" and the "Manual drop." Since the "Log out" is self explanatory, I will jump right to the "Open door" option.



1. Here is the log on window for the QL3 system.

Last month I covered the safe along with all of its associated parts. Now it is time to reach out there and control the system from a remote location.

There are two pieces to this puzzle. The first piece is the computer software that operates the safe. (See photograph 1.) The second piece is the software that connects the computer at the store location to the computer at the remote location. (See photograph 2.) The remote location can be anywhere, but would typically be the office of the LPM.

Is there still some of you that think computer control is a bad idea? Well, think about this. The cash registers are all computer controlled. They are also linked to inventory control. The inventory systems are computer controlled. Many alarm systems are computer controlled as well as remotely monitored. Even video cameras can be remotely controlled by a



3. From the main menu, several options are available.

Another simple preventive measure is to change the combination when an employee leaves the company. Sounds easy, but how much time and money does it take to do this? Does the LPM drive to that store and make the changes?

What if these changes and even more, could be done from an office

By touching or clicking the “Open door” button, you are taken to the open door window. The left side of the window shows the user ID, date and time. On the right side, you will see four safe doors with four “open” buttons. The software will control up to four safe doors. If you only have one door, three of the four buttons will be faded, indicating they are not available.



4. The “open door” option allows a user to open one of up to four safe doors.

Touch or click on the “open” button associated with the door you want to open. (See photograph 4.) At this point you will have several seconds to turn the handle and open the door. Each door is equipped with a set of magnetic contacts that tell the computer if the door is open or closed. You will not be able to return to the main menu until the door is closed.



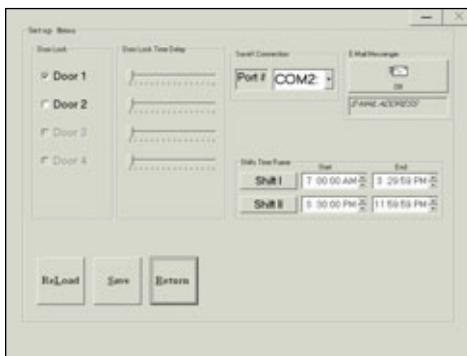
5. The user setup option allows you to add, modify or delete users.

The “User setup” option that is accessed from the main menu will let you add, delete or modify a user. (See photograph 5.) When adding a user you are prompted for a new user ID, pin number and the security level. (See photograph 6.) There are five security levels that range from level one, which only provides the ability to use the money drop, all the way to level five, which is full administrative access.



6. The add user option requires a new user ID, user pin and security level for the new user.

The setup menu, accessed from the main menu, is where the computer is told how many doors the safe has, which com port to use to communicate with the safe, shift times and e-mail notification as well as other options. (See photograph 7.) This is one of those areas that will be used when the system is originally set up and probably never touched again.

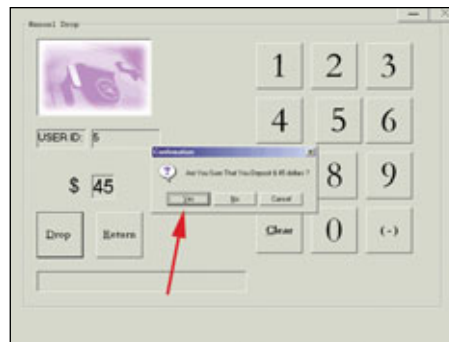


7. The setup option is used to tell the computer how many doors the safe has, which com port to use as well as several other settings.



8. The manual drop option allows the deposit of money through the drop door.

The manual drop window allows a user to deposit money into the safe without opening the safe door. The manual drop window is set up so the amount of the drop can be entered. (See photograph 8.) The



9. After entering the amount of the drop, a confirmation window comes up to give you the chance to change your mind.

computer keeps a running total of all drops. When the drop amount is confirmed (see photograph 9), the drop tray can be slid open so the money can be inserted. (See photograph 10.)

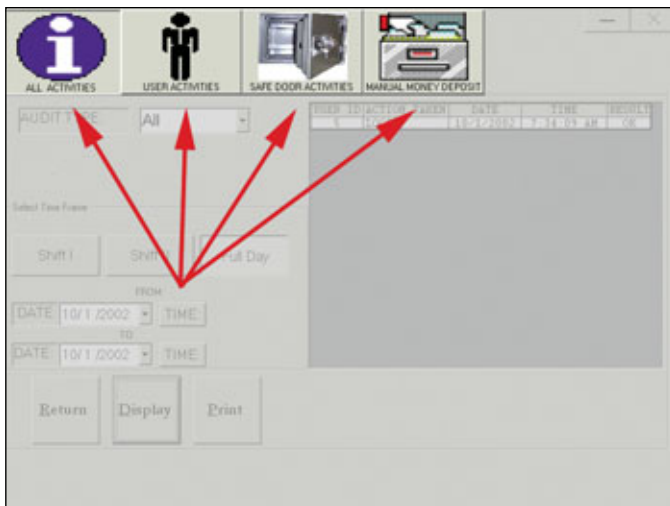


10. Here is the drop door in the fully open position.

The last and most interesting option is the “Audit trail.” From this window you are able to check on the activity of individual users, safe door activity, money deposited or every activity in every category all at once. (See photograph 11.)



11. The audit window allows several requests to be made about the type of information that will be displayed.



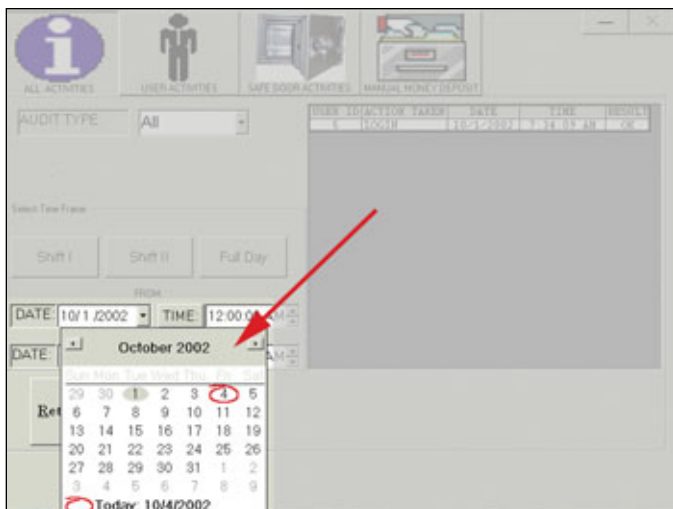
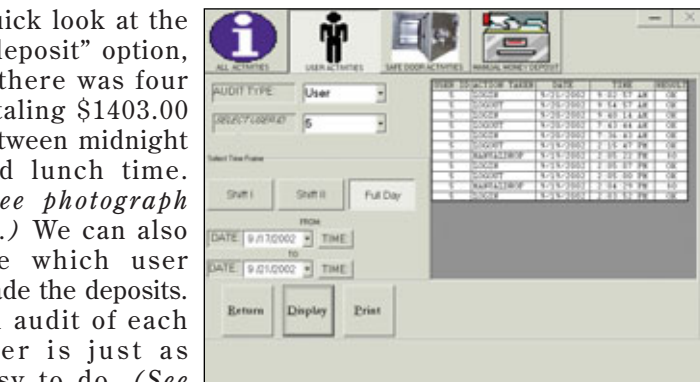
12. What type of audit do you want?

Since the system can store an unlimited number of events, the list could get very long. To make things simpler, you can have the system display a specific type of activity (see photograph 12,) between any date (see photograph 13,)

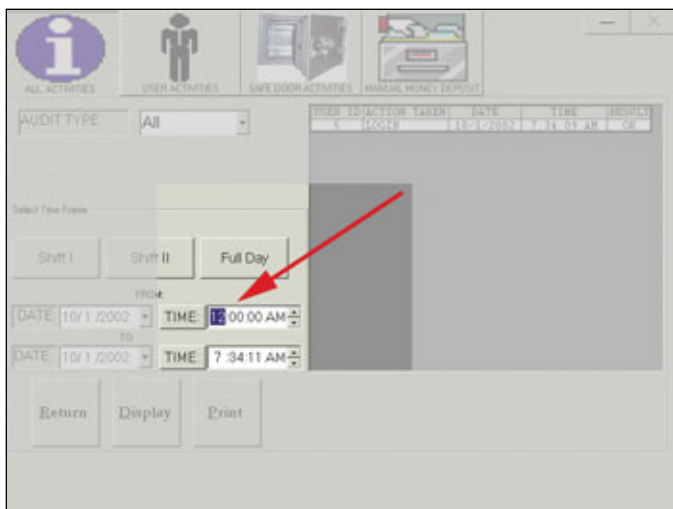
and time that you choose. (See photograph 14.)

If we take a quick look at the “manual money deposit” option, we can see that there was four manual drops totaling \$1403.00 between midnight and lunch time. (See photograph 15.) We can also see which user made the deposits. An audit of each user is just as easy to do. (See photograph 16.)

15. With the money audit you can see who, when and how much is involved with each deposit as well as a running total at the bottom.



13. Pick any range of dates for the audit.



14. Pick any time desired.

16. The user audit shows all activity of the desired user or all users.

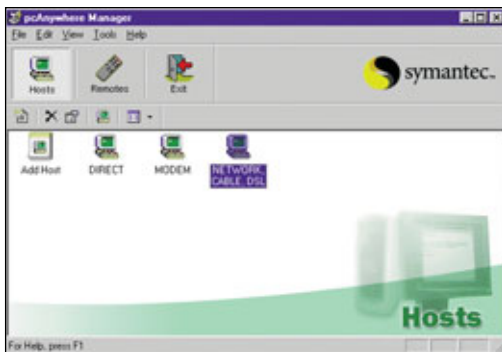
Everything I have talked about so far is available for a manager at the store level if the manager has the proper security level. How is the LPM able to look at the same information from the comfort of an office? They use an additional program called “PC Anywhere.”



17. PC Anywhere is used to link the computer used by the LCM to any remote computer.

PC Anywhere is a program sold by “Symantec™” that is designed as a very secure, remote control and file transfer program. It has to be installed on the computer that will

be used by the LPM, which is referred to as the “remote” as well as the computer that is located at the store level that actually controls the safe. (See photograph 17.) This one is referred to as the “host.” (See photograph 18.)



18. It is also used at each of the remote computers to allow access by the LCM.

You are probably wondering how these computers actually connect together so the information can be shared. I don't want to bore anyone, so I will just briefly cover how this works.

The computers are connected in one of two ways. Through a telephone line connection, or through the use of a Wide Area Network (WAN). What is a wide area network? The Internet is a good example of a very large wide area network that can be used by anyone. Many large companies use private WAN's. Smaller companies do use the Internet to save money. These WAN's are already in place and used by every division of large and small companies alike. Since the computers are already in place and WAN's are already in place, why not use them to control and monitor the safe?

That was the question presented to Corporate Safe Specialists and the QL3 is their answer. This is only the beginning of what will eventually be a concept that is not just common place, but expected by small and big business alike. I see the train leaving the station. Do you have a ticket?

For more information about the QL3 or any other products from Corporate Safe Specialists, 14800 South McKinley Ave, Posen, IL 60469. Phone: 1-800-342-3033; E-mail: Sales@corporatesafe.com. Web: www.corporatesafe.com.



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Beginner's Corner



By Ken Holmlund

Regaining “Control” of an IC Core System

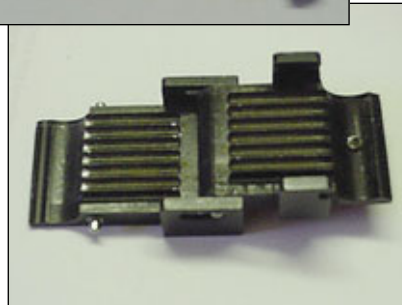
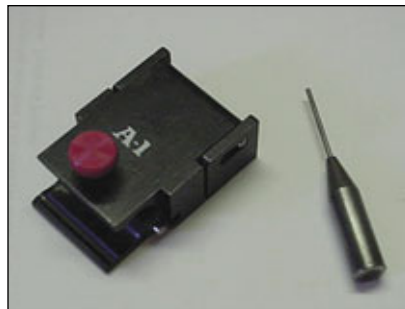
Working for the public makes for an interesting lifestyle. I never know what I will be called upon to do and that is why I enjoy the profession. No two days are ever the same.

This call came from a new company just moving into our area. They had purchased a building that had been vacant for some time and needed to move in as soon as possible. They asked if I could come and “redo” their locks? It has been my experience that very few people really understand what it is that we do and their grasp of our nomenclature is very limited at best. What exactly is meant by “redo” can be anyone’s guess, but after a few questions I came to understand that they wanted their building rekeyed.

Upon arrival at the agreed upon time and location, I was let into the building by the owner and shown the job. They had IC-core locks and they were Falcon. A quick perusal of the key told me it was the C keyway. The one problem I had not counted on was that they did not have a control key to remove the cores, and in fact had no idea what I was asking about. We checked all possible locations for the control key, places like the key box, drawers and the safe—which was open, but none could be found.

In the process of our search, a box of combined cores, complete with change keys and a master was discovered, but still no control key. I explained what was needed to get the old cores out and that if he wanted to, the new cores could be used to

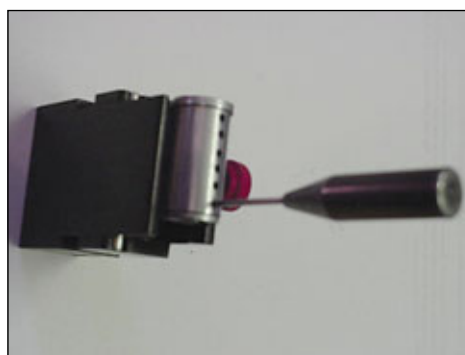
replace the old. I could then rekey the old cores and he would have a complete replacement set



1. The A-1 Decoding Block.

for the next time he wanted to “redo” the buildings locks.

He agreed to the proposal, but the problem of no control key still existed. Since I would have to make a control key for the new cores anyway, I chose to do that set first, hoping it would be the same as the old cores. Murphy’s Law does not always

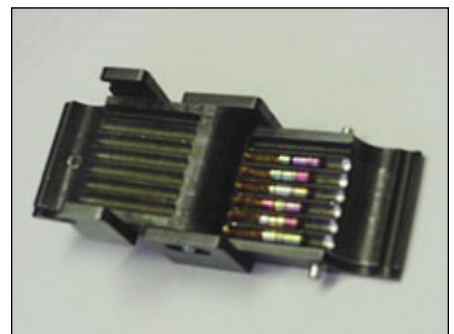


2. Knock the pins into the slots.

work against locksmiths, it just seems like it does.

The first step in establishing the control key biting is to remove the pins from one of the cores. I use the A-1 Decoding Block to decode IC cores and it works beautifully. (See *photograph 1.*) First knock the pins into the slots with an ejector punch. (See *photograph 2.*) Then checked to make sure all the pin stacks are the same height. (See *photograph 3.*) This is critical, because having the wrong pins in just one stack can throw off the process.

All the stacks were the same, so I set out to establish the control key biting. Since Falcon and Best are the same basic system, this procedure will work for both. By decoding a couple of



3. Make sure all the pin stacks are the same height.

the keys already cut for the new cores, I had established the system to be the A2 system. I will go through the procedure for the A2 and then detail the differences for the other systems at the end of the article. It really is quite simple.

Using a dial caliper, I measure the top pins and write them down,

Continued on page 66



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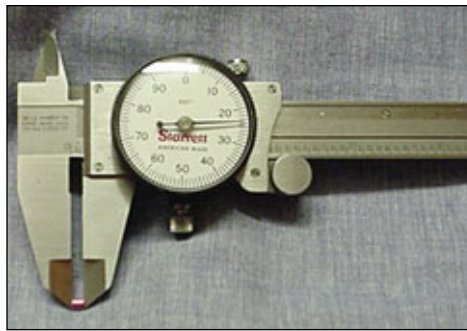
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tip to bow. (See photograph 4.) This can be confusing since we are much more accustomed to working bow to tip with our cuts. If that presents a problem, just reverse the order of cuts once all positions are established. Just remember that you have reversed the cuts when you make the key and you will be fine.

Having established the lengths of the top pins, I now divide the decimal equivalent of the length of each pin by .0125 and convert it to the nearest whole number, i.e. pin one was .137 so I divide that by .0125 and determine the number to be 10.96. I convert it to 11 and then subtract that number from 13 and I have the control bitting for that chamber, which is 2. I do the same for each of the six chambers and I should have a working control key for that core.



4. Using a dial caliper, I am measuring a top pin.

I have made my own form for keeping track of the information. (See figure A.) It isn't necessary to get this fancy, but I find it helps me to keep things better organized, and I don't have to try to remember what it is that I have done or where I was at if I get interrupted during the job.

I now cut the control key on my code machine, remembering that I have been working tip to bow. A


quick test in a couple of the other new cores tells me that the key is correct, and I head off for the old cores, hoping for the best. It is my hope that the locksmith that had done the system for the original owners maintained the same control key from set to set of cores.

Like I said earlier, Murphy does not always work against us. I put the control key into the first core and it turned to about 1 o'clock. The control key had been maintained and I was one happy camper. Now it was just a simple process of removing the old cores and replacing them with the new set. IC-cores are wonderful to work with if you have the control key, but they can be a bearcat if you do not have the key.

The owner agreed on my price to rekey the old cores to fit his needs in the future, and agreed I would send them to him the next week. I collected my fee and was on to the next job; happy for the information I had been given a long time ago about how to establish the control key for A2 systems of IC-core.

The only difference between how control keys are established for A3 and A4 systems is in the numbers used to establish the bitting. In the A3 system, divide the top pins decimal length by .018 and subtract that from 9 to get the bitting. In the A4 system, divide by .021 and subtract from 8. Remember to round the pin length to the nearest whole number.

One quick note: If you have an IC rekeying kit readily available, the length of the pin can be established without the division by simply finding the corresponding number for the length of the top pin. Use a good quality dial caliper and the job will go smoothly.

Don't back away from IC work simply because you have no knowledge of how they work. Get the proper pinning kit and the right tools and tackle the job. Just remember, these are very exact systems and there is no room for error. Do the job correctly and it can be very profitable work. Learn and prosper. 

LOCATION						
LOCK NUMBERS						
	1	2	3	4	5	6
GMK Bitting						
MK Bitting						
SMK Bitting						
CK Bitting						
CK Bitting						
Select Bottom Pin						
Select Master Pin						
Select Master Pin						
Select Master Pin						
Select Master Pin						
Control Key Bitting						
Add	10	10	10	10	10	10
Your Control Number	10	10	10	10	10	10
Total Bot & Mast Pin	0	0	0	0	0	0
Control Pin	10	10	10	10	10	10
Total Allowed Pins	23	23	23	23	23	23
Control Number	10	10	10	10	10	10
Driver Pin	13	13	13	13	13	13
Bottom Pin	0	0	0	0	0	0
Master Pin	0	0	0	0	0	0
Master Pin	0	0	0	0	0	0
Master Pin	0	0	0	0	0	0
Master Pin	0	0	0	0	0	0
Control Pin	10	10	10	10	10	10
Driver Pin	13	13	13	13	13	13
Pin Total	23	23	23	23	23	23

A. My own form for keeping track of information.

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The Lighter Side

As in "BEE"



by Sara Probasco

From time to time, in various parts of the country, "sting" operations directed at our locksmith industry seem to crop up. They may run the gamut from simple, but deliberately fabricated calls for a locksmith to open a building or automobile that the caller neither owns or rents, to elaborate media-sponsored operations, complete with hidden cameras, microphones, and a full staff of actors, commentators, and behind-the-scenes crew.

A couple of years ago, the latter type group hit some locksmiths in San Antonio with a set-up where a woman-in-distress called several locksmiths asking if they could get her into her locked house, because she had (supposedly) lost her keys. The TV reporter in charge of the project had arranged with the home owner to "borrow" the house for the occasion. There were numerous hidden cameras and microphones about (inside and out), waiting to catch the unsuspecting locksmith as he picked open the door, and woe to him if he failed to require proper credentials from the customer, first.

One angle of this widespread project that rankled several of the locksmiths in the area was, those locksmiths who were contacted and informed the caller up front, that they would require proper identification and proof of residence before opening the locked house were told "never mind" by the caller. Only those locksmiths who were careless or imprudently eager to help were filmed and recorded for voracious viewers of the evening "investigative" news to observe.

Enter the irate locksmith!

One particular member of our locksmith association had enough. He called the TV station and demanded, "equal time." The newscasters agreed to tape a 20-minute interview with him,

supposedly to give the locksmith's point of view. However, when it finally aired, only about 15 seconds were shown, giving a very distorted view of the locksmiths' "rest of the story." Obviously, they were after a sensationalistic story, rather than the truth of the matter, and—as so often happens in such situations—the facts became distorted. (Who was it that said, "Don't confuse me with the facts!?" Must have been a news reporter.)

A different sort of "sting"—this one not directed towards locksmiths—was pulled by the Feds in a west Texas jail facility, but it didn't get much publicity, except in closed circles. It wasn't a maximum security prison, and the key in question only opened offices and various access areas within the facility, not any cells or outside gates. However, somebody was getting into these locked areas and pilfering various goods stored there. The warden and guards couldn't figure out how they were doing it, so the FBI put a "plant" inside the prison.

For four or five months, the man posed as a prisoner. Then, sure enough, the G-man began to hear rumors about a "master key" that would open all of the low-security, internal locks. He quietly put out the word that he might be interested in buying or trading for such a key, if one, in fact, existed.

Unlike the "master key" we locksmiths are often told about by customers—you know, that can open any lock in the world, or at least any car in the world—this particular master key really did exist. One of the prisoners had somehow managed to manufacture a key that would open every Sargent lock in the place, and there were quite a number of them, internally. There was absolutely no telling how long he had access to everything, or

what all had been pilfered in the time it had been used. So many locks were involved in that large facility, it took a seasoned locksmith and two helpers about fourteen hours to rekey all the locks that had been compromised.

In a different situation—that we suspect was a "private" sting operation—a man came into our store asking to have an ASSA high-security key duplicated.

"Well, they're at it again," Don said when the man had left.

"What do you mean?" I asked.

"I smell a sting," Don replied, pointing to the man who was climbing into his pick-up, out front. "He was trying all sorts of tricks to get me to duplicate an ASSA key for him, without proper authorization."

"Like what?"

"Oh, giving me the old, 'Everybody else with a key is out of town for the weekend. What if I lose the only one I have?' routine, and then 'Well, to tell you the truth, the fellow who put in this system just leases the building from me, and never gave me a key. According to our lease contract, I have a right to one.' Then he broadened that into, 'He asked me to check on things while he was away, and told me to get a duplicate made for myself, while I had the key.'"

"He was full of ideas, wasn't he?"

"Yeah. Finally, he said he'd actually just been pulling my leg. That he'd bought the lock off an old guy at an auction a few weeks back, and needed a spare key."

"And you told him...?"

"I said I was sorry, but he was out of luck without proper authorization. He said he'd just get one cut in San Antonio, so I wished him well, and he stomped out."

Don picked up the telephone and punched in a number.

"Mr. Hallsford, please," he said.

"Who's he?" I asked.

"The guy we installed those ASSA locks for in the first place. He needs to know somebody's trying to breach his system," he whispered. "Ah, Mr. Hallsford," he said into the telephone, "A man was just in here wanting me to duplicate a key to your ASSA lock system, but he didn't have the necessary written authorization. If you'll fill out one of the forms I left with you and have him bring it in, we'll be happy to make that key for him."

The man never returned, nor did anyone else come for a key to Mr. Hallsford's system. However, Mr. Hallsford did call a couple of months later to have Don install ASSA systems at two other of his business locations.

We never knew if Hallsford had sent the man to check out our integrity (and the ASSA system), but he was apparently pleased enough with his choice to enlarge the scope of it.

We all know it pays to be cautious, and that our customers' security should be very important to us, whether anybody else is watching, or not. But, sometimes, no matter how careful you are, it's not enough.

Have I mentioned a locksmith we know in a large city who told us about a call he took one evening to open a locked apartment? The way the customer told it, he had left town earlier in the week on business, taking his keys with him. His wife had left town that morning, taking her set of keys with her. Upon arriving home from the airport, the man realized he had lost his keys somewhere along the way. He tried in vain to locate the apartment manager to let him in, and finally called the locksmith.

The locksmith, a highly conscientious fellow, tried to determine some way the man could identify that the apartment was, indeed, his residence.

He asked to see the man's driver's license. It bore his photo ID and the apartment address. The locksmith stopped a young woman who was exiting the next-door apartment and asked if she knew the man. She said she hadn't met him, but she had seen

him coming and going from the apartment, from time to time. He asked the man to describe something inside the apartment. The man said wife always stacked his mail on a small table just inside the front door, and the closet and dresser in the bedroom contained his clothes.

The locksmith agreed to open the door, but said he wanted to check out the mail on the table before admitting the man. The man agreed. Everything was exactly as represented.

The man asked if the locksmith could change the locks, since the keys

had been lost. While the locksmith was working on that, the man took a shower, changed into different clothes, then paid the locksmith and took possession of the keys.

It wasn't until a very irate woman stormed into the locksmith's store the next afternoon that he learned the man was her former live-in boyfriend, whom she had evicted the week before. She had kept all his belongings there, because he owed her money.

Ah, well. Looks like no matter how careful we are, we just can't win 'em all. But let's keep trying. **TNL**



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by
Dale W. Libby, CMS

Double Door

Every once in awhile I am called on to open a safe destined for destruction and disposal. There are many companies that are going out of business and end up with a locked safe that no one has the combination to. Before the company can safely dispose of the unit, they want it opened. I love these down and dirty safe jobs where anything goes.

Photograph 1, shows the classic Meilink dial and handle arrangement on the large double door safes. There is a letter "M" reproduced four times on the face of the dial. There is a large duplicate set of long vertical handles used to throw the bolts when the lock is opened. The safe was either a two or four hour rated unit with a thin hardplate protecting the lock and handle cam.

On smaller Meilink office and home safes, the handle cam can be punched. The lock is mounted horizontal left (HL). The drill and punch measurements for the small Meilink safe is 2-5/8" left of dial center and 5/8" down. After drilling the outside and inside skin, a thin punch is inserted and the handle cam is pushed behind the combination lock bolt and the handle is forced open. This trick will not work on these large Meilink safe units.

A close up of the combination lock dial is shown in *photograph 2*. I just wanted to show the opening index at the top of the dial ring and the changing index 8 numbers to the left. This would, and did, indicate a key change S&G lock. This is the standard configuration for an S&G

lock, as well as many other brands of key changeable locks.

This particular spy proof ultra large dial proves a problem for standard dial pullers. The striated part of the dial is angled sharply, and is too large for ordinary dial pullers. The proper way to pull this dial if you do not have a giant Paul Bunyon type puller, is to tap and drill the center of the dial. I use an 8/32" drill and tap set and run in a long 8/32" hardened setscrew. This pulls the dial nicely on the older units.

Since this safe was a 'crash and burn' I opted to use my hardened long sharpened screwdriver/chisel for the job. (*See photograph 3.*) I drove the driver in on one side of the dial, then the other side. I then rotated the dial and proceeded to slowly inch the dial off the end of the spindle. If you are careful you will not break the spindle off flush with the door. The dial and ring are not usually reusable and must be replaced. For speed and comfort, take it slowly and the dial will pull off nicely.

In *photograph 4* is the unbroken spindle and dial ring. On this unit, the ring was held in place with two self-tapping sheet metal screws. Remove the two screws and proceed to mount the StrongArm drilling base template.

I re-tapped the upper hole to accept the standard 8/32" mounting screw so the drill mount fixture would be mounted flush with the base template. I used the sheet metal screw on the bottom hole. If you look at *photograph 5*, you will see the fixture mounted at a slight angle due



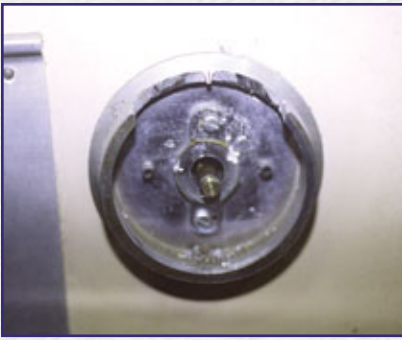
1. Double door Meilink 4 hour rated fire safe. Note "M" on dial.



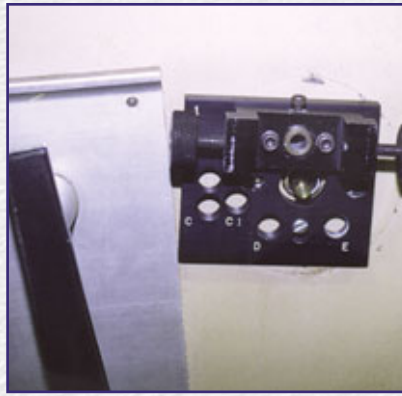
2. Spy proof dial with key changing and opening index reminiscent of S&G type locks (6700 series).



3. Easy dial removal with sharpened screwdriver and hammer.



4. Dial ring held on with sheet metal screws. Gentle prying of dial with screwdriver did not break off spindle.



5. StrongArm template mounted at a crooked angle on door.



6. Note tube around dial spindle to keep insulation away from dial spindle.

to the misalignment of the original dial ring screw holes.

If you desire a perfect hole, then the drilling fixture must be mounted straight and level on the door. With the advent and use of borescopes, perfect alignment is not necessary. Usually when drilling at the drop-in position, one can use an otoscope to align the wheels directly under the end of the fence. It's easy to do. When the hole is a little off, as this hole turned out to be, then a Hawkeye borescope can easily solve your viewing problems.

The hole drilled was very deep, and it was too long to use an otoscope. The actual hole showed the end of the lever at the bottom of my drilled hole, and I could not see the wheels or wheel gates with a direct view. When I added the right angle mirror to the borescope, the wheels and gates jumped easily into focus.

Dial the three wheels so that the gates line up under the fence, remove the borescope and turn the dial spindle to the right. The lever will drop into the gate in the drive cam when the fence drops into the

three wheel gates. Turn right to stop and the handle will turn counter-clockwise (CCW) to retract the bolts and allow the door to open.

After removing the drilling fixture you can see the standard outside award winning shot. (See photograph 6.) The drilled hole is just to the left of the top dial ring-mounting hole. Another interesting feature of this picture is that there is a tube around the dial spindle. This tube protects the dial ring from the safe insulation. This ring is attached to the lock body of the Sargent and Greenleaf lock body.

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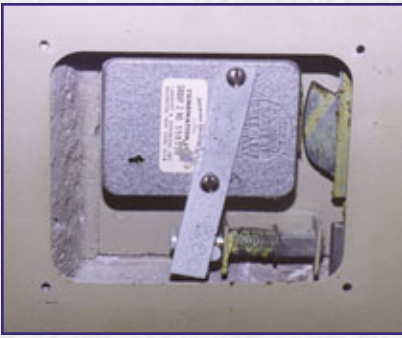
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OID 11/02



7. Rear configuration of lock and relocking device. Handle is in the open position.



8. Close up of the fired relocker fitting into cut out on vertical bolt bar.

In the old days, when installing this type of lock, one had to cut the dial spindle tube to the proper length and attach the special dial to the end of this cylinder. I do not know if this option is still available. Most safes now have a built in tube that is part of the safe and not part of the lock body. By doing this, any standard 6700-type lock can be installed and the spindle will still be protected from insulation fouling.

I feel that *photograph 7* is the most important of this article. It shows the lock mounted horizontal left (HL) with the relocking device mounted below the combination lock body. This was a standard type mounting for older locks. The relock bar is held on the lock body with two screws.

The upper screw holds the relock bar and the back cover in place. The lower screw on the relock bar is tapped into the back cover of the lock. There is another screw not visible on the bottom that holds on the cover. To remove the back cover, three screws must be removed. Also shown in this picture is the relock cut out. It is about 1/2" above and to

the right of the relock trigger. The handle is turned and has raised the cut out. When the safe door is locked, the cut out is in line with the relocker. The relock bar is located 2" below the centerline of the combination lock bolt.

A good drill measurement for the relocker is 2-1/2" to the left of dial center and 2" down. This will put you in position to either drill, punch, or pry the relock bar back. There is no cross locking function, so the relock bolt will not lock into position. It can be pried back to allow the vertical bar to move.

Photograph 8 shows a close up of the fired relocking device positioned in the cut out of the bolt carriage bar. You can see how this would prevent the movement of the bar, preventing the locking bolts from retracting.

The safe job took about 1 hour to complete. Most of the time was taken up with set up, clean up, and disabling the safe so it could not be locked. Drilling and scoping took the least amount of time.

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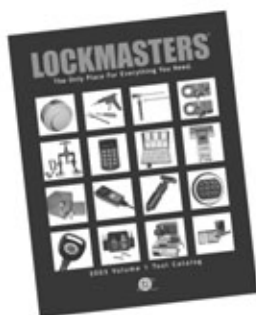
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Circle 325 on Rapid Reply

2002

HONDA Metropolitan

by
John Blankenship



1

This little 50cc scooter was introduced in 2002. The key blank it uses is new for the USA but the codes have been in use since 1983.



2

The ignition/steering/seat lock is located below the instrument panel on the right side.

3

The ignition lock is shown in the OFF position. To raise the seat, turn it one position clockwise and push the plug in. The back of the seat will pop up so



you can raise it and gain access the storage compartment. Turn it one more position clockwise to turn the ignition ON. To lock the steering, turn the handlebars all the way to the left or right, push the plug in, and turn it counterclockwise to the LOCK position. You also have to push the plug in to turn it from LOCK to OFF.



4

The gas cap cover is located on the floorboard in front of the seat.

Continued on page 78

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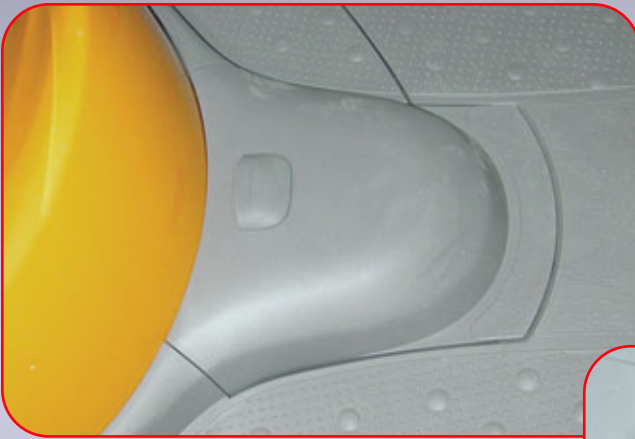
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5

To raise the gas cap cover, push the button forward and pull it up.

6

Pick the gas cap lock 90 degrees clockwise to unlock it; this one picked easily with a rake. Turn the gas cap counterclockwise to remove it. The keyway is wide open and I easily read the height of all five wafer tumblers; there are only three depths. A #3 depth wafer in the first space is visible in the photo. The #2 wafers are not silver in color like on most Honda motorcycles; all of the wafers are bronze.



Continued on page 80

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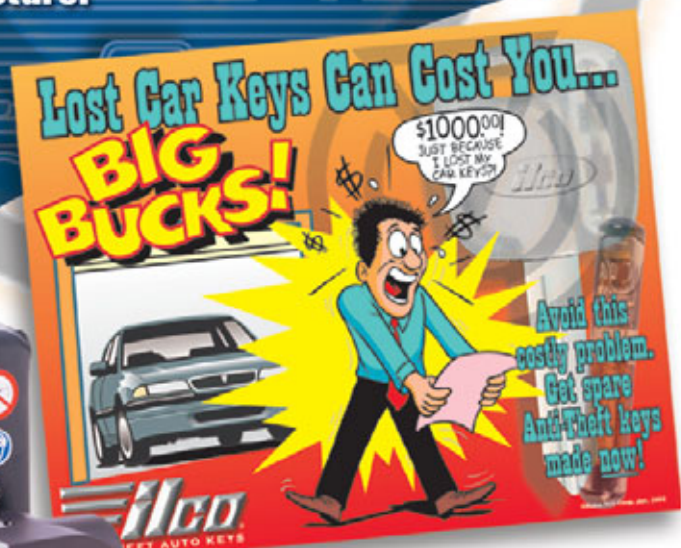
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7 The code is located on the side of the gas lock housing.



8 The code is the last three characters so in this case the code is D78.



9 The original key is shown with cuts of 32223.

Continued on page 82

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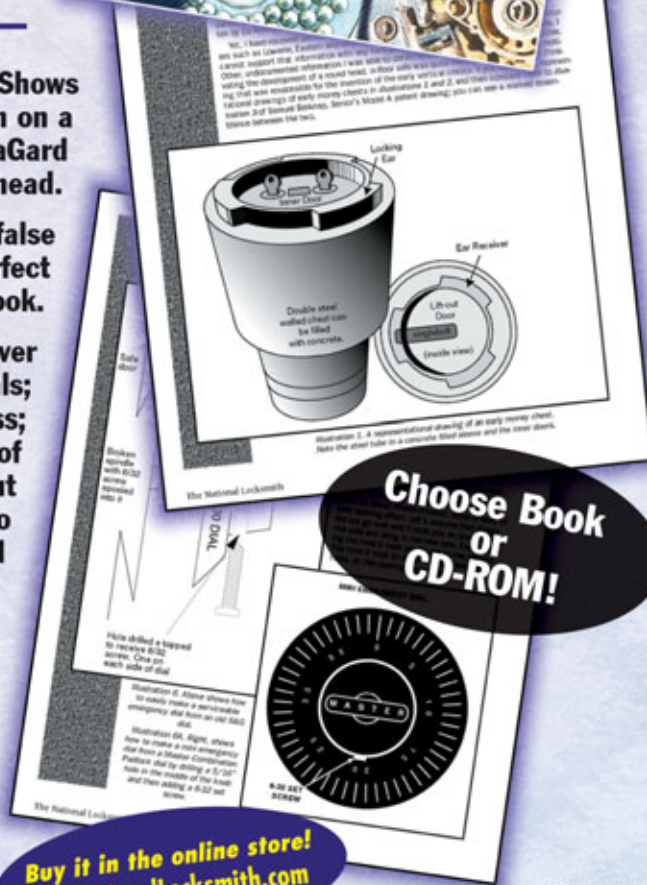
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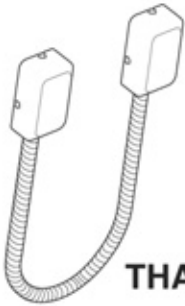
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10 The code, D78, is stamped on the original key.



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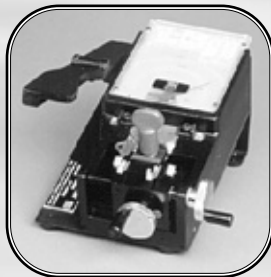
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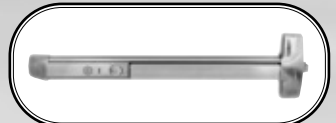
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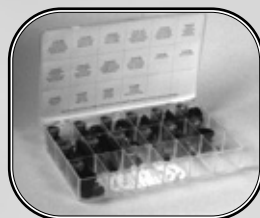
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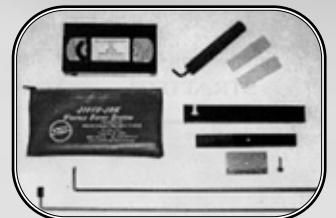
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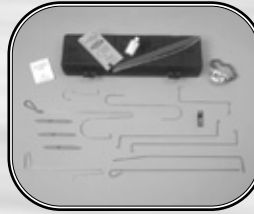
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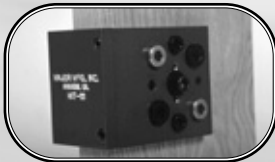
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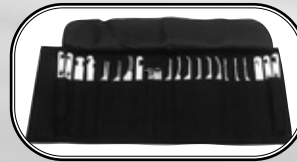
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screw removal tip.

21st Prize

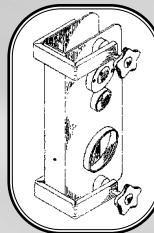
Rodann's RV 500 Annunciator
System



Ted Swirsky from New Jersey,
for his drill guide tip.

22nd Prize

A-1 Security Manufacturing
Installation Jig



Doug Greenberg from
Pennsylvania, for his
follower tip.

23rd Prize

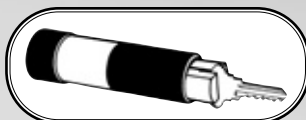
Keedex Sampler



Rod Springfield from
Texas, for his deadbolt
drill rig tip.

24th Prize

Framon Impressioning Handle



Peter Gamble from North
Carolina, for his tip on
using I-core for servicing
panic devices.

25th Prize

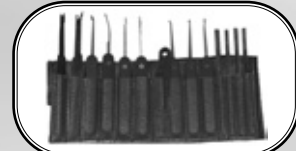
Gator Tool Multi-Purpose
Facecap Tool



Ralph Iden from Michigan,
for his KEEDEX tip.

26th Prize

Peterson Picks,
by Peterson Manufacturing



Michael Maldonado from
New York, for his cylinder
removal tool trick.



**JET KEY BLANKS
WINNER:
Inspection Light
Holder Tip**

I have two inspection lights that I use for car openings which both use AAA batteries. However, I had a problem keeping the light in place while I worked inside the door cavity. I have seen some models in the catalogs that had suction cups with clips on them to hold the light up on the window. I really didn't want to spend \$15.00 plus shipping to get one, so I went to an aquarium store (Steve Young gave me the idea) for the needed accessories.

There they had a clip with suction cups used to hold the filter tubes to the fish tank, and the tubes are almost the same diameter as the inspection lights battery case.

I just snapped it on, set my light in the door and pushed the suction cups to the window. It was that simple and it cost me under \$4.00!

*Frank Kitchen
Indiana*



**WEDGEKO KEY
EXTRATOR WINNER:
Finding A Lost Trilogy
Code**

I had to service a Trilogy lock where the manger used his key to push the buttons when he entered the store. As a result, one of the buttons stuck and created a lockout.

Looking in the service manual, I read: "To immediately erase all codes, remove the batteries and press any button." Since I was trying to get the unit to accept a code anyway, I just pulled all the batteries and the "stuck" key acted as a depressed key and cleared all the codes in the lock.

The following is how to reset the master code and reprogram the program code.

1. Enter Master Code 1-2-3-4-5. A beep will sound and the lock will open (provided this is the master code). If not change the batteries. On the 2700's I have worked on, this resets the master code.

2. Within 5 seconds enter Master Program Code (AL-1-AL).

3. Within 5 seconds enter new master code 5-4-3-2-1 or whatever you are going to use.

4. For master code only press (AL).

5. Enter the master code again to

A Few Words From Jake...

Happy New Year!

It just hardly seems possible, but here we are at the beginning of another brand-spanking new year! That means that I have to name the winners of *The National Locksmith's Technitips Year End Prize Drawing!*

For those of you who might be new or haven't been paying attention, anyone who has a tip published during the year wins a prize for the month in which the tip was published. Each tipster then becomes eligible for our year-end drawing and gets a shot at another really great prize!

The prizes—both monthly and yearly—are donated by various manufacturers, distributors, and others interested in seeing this industry grow and prosper. They donate thousands of prizes every year to encourage the exchange of information, ideas, tricks and tips to help other locksmiths grow and accomplish their tasks quicker and easier.

Each of the prize contributor's have my heart-felt thanks for their contributions, since without your obvious generosity (and many contribute both monthly and yearly prizes) this column would not be as successful as it has been during the last nine years.

I want to tell each of you that I am grateful for your support and let you know that without your contribution, I would not have been able to maintain a column like this for very long. Also, I want to wish you all a very, very prosperous New Year.

The other group of people (aside from *The National Locksmith* staff) that make this column what it is are the locksmiths that take the time to write down and send me their favorite way of doing something. I've been editing and compiling those tips, tricks and ideas now for nine years, and am sincere when I say that I'm really impressed with you all. I've learned and passed on a lot of information over the years.

Since I've been doing my Tips, Tricks and Stuff seminars this past year, I'm amazed at how many folks come to me and talk about tips they have read in this column, and then used it in the field.

I owe each of you that have contributed your time to keep this column informative, interesting and fresh, a heart felt "Thanks!" I hope to hear from you all—and many others—in this new year.



**by Jake
Jakubowski**

validate (only master code must be validated) 5-4-3-2-1. Six beeps will sound.

6. Test the new master code 5-4-3-2-1 a beep will sound and the lock will open.

Management Code:

1. Enter master code 5-4-3-2-1. A beep will sound and the lock will open.

2. Within 5 seconds enter management program code (AL-2-AL).

3 Enter the management code 2-3-4-5-1, or whatever you are going to use.

4. Test the management code 2-3-4-5-1. A beep will sound and the lock will open.

User Codes:

The 2700 will accept up to 15 user codes in 3 banks, each containing 5 users. User codes are programmed by either a MASTER Code or a MANAGEMENT Code.

Users may be locked out either individually or by bank.

Consider which users or groups will be denied access on a regular basis to simplify the lock out procedure.

Table:

Bank 1 Program Code

User 1 AL-1-1-AL

User 2 AL-1-2-AL

User 3 AL-1-3-AL

User 4 AL-1-4-AL

User 5 AL-1-5-AL

Bank 2 Program Code

User 1 AL-2-1-AL

User 2 AL-2-2-AL

User 3 AL-2-3-AL

User 4 AL-2-4-AL

User 5 AL-2-5-AL

Continued on page 88

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Bank 3 Program Code

- User 1 AL-3-1-AL
- User 2 AL-3-2-AL
- User 3 AL-3-3-AL
- User 4 AL-3-4-AL
- User 5 AL-3-5-AL

Note: A one time service code (AL-3-AL) may be programmed in place of user 5 bank 3.

Program User Code:

1. Enter the Master code 5-4-3-2-1 or management code 2-3-4-5-1. A beep will sound and the lock will unlock.
2. From above table enter the respective Program code for the selected user.
3. Enter the user code (1-3-5-2-4) example. Six beeps will sound.
4. Test the user code.

Note: If several user codes will be programmed at one time. It is not necessary to re-enter the Master or Management Code for each, as long as the lock is not allowed to relock. After the 6 beeps repeat steps two and three.

*Eugene Hansen
Nebraska*



**STRATTEC WINNER:
Monarch Lever Fix**

A problem I have encountered with the Monarch lock which has an outside lever, is the key suddenly refuses to operate the cylinder and the outside lever cannot be locked.

The locking mechanism consists of a shaft within a larger shaft with a press-fit washer holding the smaller diameter shaft inside the larger.

What happens is the washer wears and becomes loose. When the washer loosens sufficiently, or actually comes off, these shafts do not engage properly when operating the key to lock the lever.

My fix for this problem has been to "seat" the washer over the smaller shaft (which is inside the larger tube) and make sure the washer is solidly staked to the shaft. This has worked very well and holds the shaft in position so it can actuate the locking mechanism.

If the washer is staked strongly enough, it will hold indefinitely.

*Merlin Bechtel
Mississippi*



**HPC WINNER:
Roll Pin Tip**

All of us have had to remove roll pins. Sometimes they come out easily, and other times they fight you every millimeter of the way.

I recently mashed a finger prying one out. After that I began looking for a better way to remove them.

I insert a spiral broken key extractor into the roll pin. Pick one that fits tightly, then simply peen the top of the roll pin over into the extractor, crimping the wall of the roll pin against the extractor.

Then all I do is pull the roll pin out with a pair of ViseGrip® pliers.

I find this method quick, simple, and a lot easier than drilling and prying.

*Rick Albach
Oregon*



**SARGENT AND GREENLEAF WINNER:
Kwikset / Yale Conversion**

One of my regular bank customers wanted a key made to a lock that had none. When I arrived and looked at the lock, I discovered that it was a Yale with a GC keyway. Of course, I did not have a blank on my van.

Not wanting to drive over seventy miles round trip to get the proper blank, I took the plug to my truck and started trying to fit different blanks into the keyway.

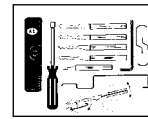
Surprisingly, I found that with a little modification (I ground off a portion of the bottom of the key) a Kwikset blank worked!

The broachings were almost perfect. Its not the right way to do it, but it got the job done. I told the bank personnel what I did and that I would bring the proper blanks the next time I came over that way. They were happy to get a working key made and were willing to wait for the proper key the next trip.

*Jess Tom
Iowa*

Editor's Note: Jess, I've always said that when you are in the field you often have to make do with what you have to work with. Judging from your tip, you did exactly that. However, I'm curious. I compared (Ilco Key Catalog) a KW1 blank and a 999GC. Although I can see where with a little modification you could possibly make this work, I'm wondering about the differences in height and also the broaching differences between the

two. I do know that many times, you can substitute various blanks for others. However, this is the first time that I have heard of substituting a Yale number with a Kwikset. Oh, well, Jess, you apparently made it work. Thanks for the tip.



**A-1 SECURITY PRODUCTS WINNER:
Hole Saw Trick**

I've always had trouble getting a hole saw to reposition a hole in a door without a guide. To solve this problem, I simply use a "C" clamp and clamp a piece of 1/4" plywood on the door, over the existing prep. Then I mark the plywood as if it is a first time prep. The plywood acts as a guide and allows the new hole in the door to be cut without the hole saw wavering.

*Gary Siebring
Iowa*



**ILCO KEYBLANKS WINNER:
Shim Trick**

Every once in awhile, I have trouble getting a shim into the rear of a Kwikset cylinder to shim pick the cylinder. The difficulty appears to be caused by the "step" on the rear of the plug.

I've learned that if I trim my shims to a rounded point the shim will slide over the step much easier and with less aggravation.

I've also had trouble shim picking locks because the pins are stuck, or the springs are corroded and won't put the proper tension on the pins. Flooding the cylinder with WD-40 is effective but messy.

What I do is insert a shim, turn the cylinder upside down and hold it at an angle with the back of the cylinder pointing up. Then I gently spray WD-40 onto the shim and the curve of the shim, which is now upside down, funnels the WD-40 right into the cylinder.

*R. Lazich
Wisconsin*



**KEEDEX WINNER:
Impressioning Tip**

To make impressioning keys a little easier, take your blank and "dress" it by cleaning the top of the blade. Then take your trusty propane torch (I have seen pocket propane torches on the market that would work very well for this application) and heat only the tip of the blank to a cherry red. Be sure to hold the blank with pliers or ViseGrips!

Safe & Vault Openings are available on two CD-ROMS!

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- Dave McOmie on Vault Doors, Volume One: Bank Vaults
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SYSTEM REQUIREMENTS: A 486 or better personal computer with a CD-ROM drive / Microsoft Windows 95/98/NT® or later / 8MB of RAM (16MB for Windows NT.)

Let it cool off and then carefully, impression your key in the regular way. What you are doing is annealing the blank or making the metal softer. This is also why you don't want to use super heavy pressure, because the key blank will be considerably softer.

After annealing the blank, it will show the marks a whole lot better.

This works best on brass blanks. You can get brass blanks for Ford 5 cuts and the 6 cut GM's (if you know how to impression side bars.) Of course all house, apartment, padlock, etc., blanks come in brass.

By softening the blank in this manner, it does aid in impressing a key, but again, I must caution you to cut way back on the pressure you use to get your marks as the blank can break easier.

Joan Yarrington
Texas

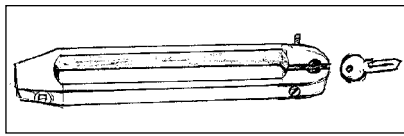


TECH TRAIN
TRAINING VIDEO
WINNER:

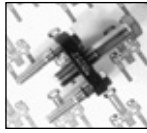
Impressing Handle

I have found that an old Lockwood door closer arm can be converted into a very effective impressing tool. (See illustration A.)

David Martinez
Texas



1. Illustration A.



SIEVEKING
PRODUCTS GM E-Z
WHEEL PULLER
WINNER:
Triple Play Tip

Here are three things I have found useful over the years.

1. I thought this would have been second nature until I saw a friend having trouble shimming a stubborn cylinder. I find in such a case a little lubricant makes things much easier.

2. I was in need of a piece of flat spring-steel and could not find flat spring in my kit. I noticed that a pair of old windshield wipers that I had just replaced had a steel strip running down each side. I pulled one of these out and found there was more than enough spring to suit my purpose. I just had to cut off the length I needed.

I have since found these steel strips are strong enough for many uses—making springs, picks, probes, retrievers' etc.

3. The "ears" on Ford 10-cut ignitions have a habit of coming loose.

I have found that if the cylinder is removed from the sleeve and the ears are staked at the seam (where they meet the cylinder with a sharp pointed punch) the ears will stay in position. I stake them in several places. I have not had a failure yet.

Bob Sloan
Canada

Major MANUFACTURING, INC.
MAJOR
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PRODUCTS
WINNER:

Suzuki Motorcycle Key Tip

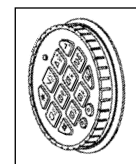
I was recently making a key for a Suzuki motorcycle and only had two key blanks to work with. After making a working key for the gas cap, I used code software to determine the remaining cuts.

As there were many choices, I ran out of useable blanks quickly. Wanting to finish up the job, I filled the needed cuts of the key blanks with silver solder, reshaped the blank with a file and re-cut the blank. With this process, I was able to make two working keys for the bike.

Since I was using a nickel-plated key, you could hardly see where the repair had been made. The key blank was almost as strong as the original and got the customer moving again in short time.

If you use this process, make sure the blank is hot enough to make a good bond and replace the key with an un-modified one as soon as possible just in case the repair fails.

Jim Pakkala
Michigan



LAGARD WINNER:
Retainer Spring Trick

You can almost learn to hate those lugs with screw caps. Try to knock out the retainer spring after taking out the retainer and it refuses to budge, no matter how many times you rap it on the workbench.

Yet, somewhere during the process of re-pinning the cylinder, the retainer spring disappears and then what?

It really doesn't happen enough for me to add retainer springs to my truck, however, when it does happen, I have a quick and simple solution. I figured out that wafer lock tumbler springs fit even the cheapest import locks.

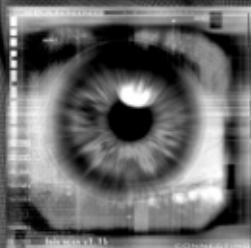
Also, I found out that if the wafer spring is too short, I can put two of them in the hole and that adjusts the height of the retainer pin and does not interfere with re-assembly of the plug.

Rick Bridges, CRL
Illinois



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BUSINESS BRIEFS

Access Hardware Supply Carries The Simplex 5000 and Schlage Cobra

The latest addition to Kaba Ilco's line of mechanical push-button locks, the Simplex 5000 offers unparalleled strength, convenience and flexibility. For strength, there are internal drive parts of cast stainless steel and clutch-free direct-drive design. You get



the convenience of keyless entry with no cards or keys, low maintenance, no batteries to maintain and quick installation. There's the flexibility of many cylinder options and combinations that change in seconds.

Cobra by Schlage is an architecturally designed, programmable locking system. This attractive, battery-powered electronic cylindrical lockset is ideal for new construction or retrofit applications where aesthetics are important and program flexibility at the lock is critical.

Securitron Embraces Kaizen

What does the Japanese term kaizen, meaning "continuous improvement" have to do with building the best electromagnetic locks in the business? Plenty! Several ASSA Abloy Group companies have used kaizen successfully and Securitron began its kaizen process last fall to meet three important goals: Increase efficiency; improve quality of products and services and to eliminate wastes of all kinds.

After the training, the team chose several product lines to concentrate on. The existing processes were reviewed and documented, followed by a brainstorming session to determine methods to make us better, faster, and more efficient. These new ideas were then implemented and studied. Each new process is reviewed after 6 months and if necessary, the process begins again.

ESSEX Building Security Program

ESSEX Industries is offering a nationwide Building Security program that provides a single source for commercial security equipment, consulting and services. Products available through ESSEX Building Security range from locks and doors to electronic systems for alarms, access control, badging and CCTV. In addition, ESSEX Building Security provides consulting services including crisis preparedness planning.

Several factors put ESSEX in a good position to offer this program. First, any security system begins with a locked and often wired doorway, the company's core business. In addition, the company has a national network of sales representatives, specification specialists and distributors who are routinely involved with architects, building owners and facility planners in the concept and design phase of the full range of facility projects from schools and hospitals to airports and metro stations.

Interested parties can call 1-800-ESSEX-4-U or visit www.essexopenings.com.

Gil-Ray Tools Has New Phone Number

Gil-Ray Tools key cutter sharpening service has changed their area code from 517 to 989. The mailing address remains the same at 1306 McGraw St., Bay City, MI 48708 and the Web address is <http://www.angelfire.com/biz/GilRayToolsInc>.

Baran/Tec Keypad Securing Cockpits

Baran/Tec, Inc. was recently awarded FAA Certification for the company's new Cockpit Door Access Control Keypad, giving them the only certified keypad for flight deck doors in the security industry.



A key benefit of the new keypad is its ruggedness and reliability. Its totally sealed, all-metal construction makes it ideal for hazardous or extreme user pattern applications. By utilizing a patented solid-state piezo design, Baran/Tec is able to manufacture totally sealed, all metal products that have no moving parts and therefore unprecedented life expectancy.

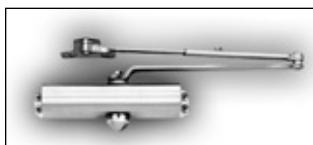
The piezoelectric effect is the property exhibited by certain crystals of generating voltage when subjected to pressure and conversely, undergoing mechanical stress when subjected to an electric field. Piezo products are perfect for high security traffic areas or where there is concern over vandalism.

The keypad is part of a complete flight deck door solution that also includes a reinforced panel door and a locking device.

For more information, contact Baran/Tec, Inc., Plaza 777, Passaic Avenue, Clifton, NJ 07012. Phone (973) 779-8774; Fax (973) 779-8768; Email Info@barantec.com, Web site www.brantec.com

JLM Wholesale

JLM is now selling Norton. They are stocking Norton 1600



Series Closers and 6600 Series Powermatic Door Controls.

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New G-U Hardware Headquarters Dedicated


Friday, October 27, 2002 marked the dedication of G-U Hardware's distribution center and assembly facility, located in Patrick Henry Commerce Center in Newport News, VA. The Event also celebrated the company's fifteenth anniversary of outstanding performance in the window and door hardware industry.



Master of Ceremonies for the event was Allen Jones, Jr., Chairman of the Newport News Industrial Development Authority, who praised G-U Hardware as a model corporate citizen and employer.

Kevin McDaniel, Managing Director of G-U, pointed out that the move into the new headquarters had nearly doubled their workspace. McDaniel personally recognized his G-U team of employees, vendors and marketers and thanked them for their untiring efforts on behalf of the company. Representatives from the corporate headquarters of Gretscht-Unitas of Germany were present earlier in the month for the ribbon cutting and "christening" of the building.

Further remarks were made by the Honorable Charles Allen, Vice Mayor of the city of Newport News; Mark Kilduff, Executive Director of the Virginia Economic Development Partnership; and Joe Ritchie, President of Ritchie-Curbow Construction Company, Inc.

For more information on G-U Hardware, visit their website at www.g-u.com 

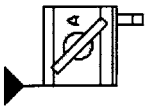
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COLLECT 'EM ALL!!

Spaces		Depths		Cutter: CW-1011		IC #: 095	
mm	Inch	mm	Inch	Jaw: A	Series	Original	
1	400	157	1	750	295	6001-7000	Original
2	650	256	2	700	276	A301-A500	
3	900	354	3	650	256	A6001-A7000	
4	1150	453	4	600	236	A7001-A8500	
5	1400	551				B301-B500	
6	1650	650					
7	1900	748					

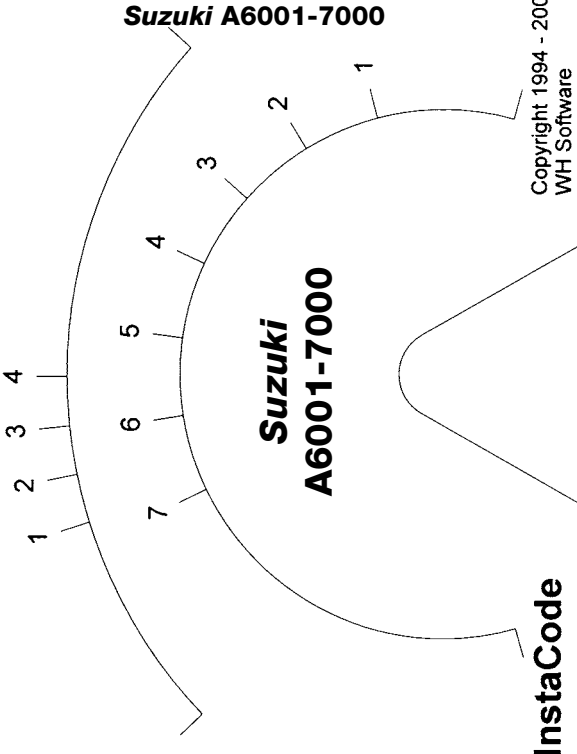
Align: Shoulder



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Suzuki A6001-7000



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InstaCode

Cut Along Outside of Card and Laminate To Use

Spaces		Depths		Punch		IC #: P095	
mm	Inch	mm	Inch	Jaw: A	Series	Original	
1	400	157	1	750	295	6001-7000	Original
2	650	256	2	700	276	A301-A500	
3	900	354	3	650	256	A6001-A7000	
4	1150	453	4	600	236	A7001-A8500	
5	1400	551				B301-B500	
6	1650	650					
7	1900	748					

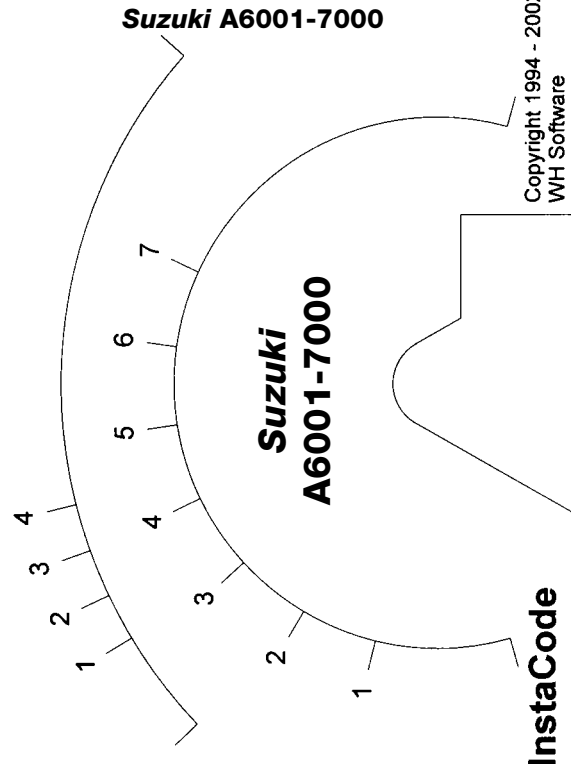
Align: Shoulder (Right Insertion)

Insert key such that face of jaw meets key profile

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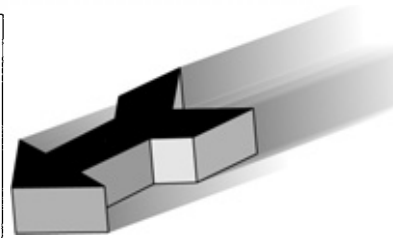
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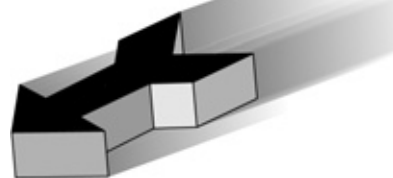
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BONUS Code Card

For the 1200CMB™

Flip 'em over for Silca, Curtis, Framon, A-1 and ITL specs!



Code Card

For the 1200PCH™

Courtesy of INSTA-CODE 2002™ from The National Locksmith

KEY CODES

Suzuki A6001-7000

Manufacturer: Suzuki Motorcycle

Code Series: __6001 - 7000

Key Blanks:

Boerkey: _____1592
CEA: _____SK10S
Curtis: _____SU-14
Fuki: _____M364E
Ilco: _____SUZ12
Ilco EZ: _____SUZ12
Lotus: _____SZ19
Orion: _____SU20L
RR: _____S122
R Clover: _____FM364
Silca: _____SZ10R
Taylor: _____X179

Number of Cuts: _____7

M.A.C.S.: _____2

Key Gauged: _____Shoulder

Center of First Cut: _____.157

Cut to Cut Spacings: _____.098

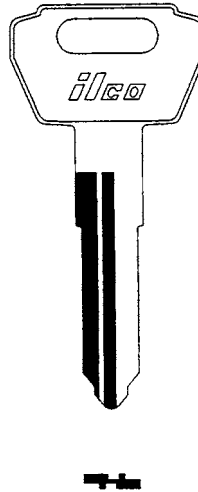
Cut Depth Increments: .020

Spacings:

1 - .157
 2 - .256
 3 - .354
 4 - .453
 5 - .551
 6 - .650
 7 - .748

Depths:

1 = .295
 2 = .276
 3 = .256
 4 = .236



HPC 1200CMB

Code Card: _____CMC71

Jaw: _____A

Cutter: _____CW-1011

Gauge From: _____Shoulder

HPC 1200PCH (Punch)

PCH Card: _____PMC71

Jaw: _____A

Silca UnoCode

Card Number: _____289

HPC CodeMax

DSD #: _____441

Jaw: _____A

Cutter: _____CW-1011

Curtis No. 15 Code Cutter

Cam-Set: _____MX-3

Carriage: _____SU-2A

Framon #2

Cuts Start at: _____.157

Cut to Cut Spacing: .098

Block #: _____3

Depth Increments: _____.020

Cutter: _____FC9045

ITL 9000 & 950

Manufacturer ID: _____.523

A6001	3421344	A6021	2432334	A6041	1443123	A6061	1421331	A6081	1443432	A6101	3143211
A6002	3244131	A6022	2132412	A6042	2431431	A6062	3134344	A6082	2331342	A6102	2132442
A6003	2321124	A6023	2342244	A6043	1341234	A6063	1431312	A6083	1324314	A6103	1332411
A6004	3221214	A6024	2412423	A6044	3322311	A6064	1334232	A6084	2213424	A6104	2131143
A6005	3143223	A6025	2324412	A6045	2132211	A6065	1142424	A6085	1223412	A6105	1321413
A6006	1422324	A6026	2314134	A6046	3311412	A6066	2121342	A6086	2112123	A6106	1321323
A6007	3223434	A6027	2334321	A6047	2242314	A6067	2342133	A6087	1134231	A6107	1411422
A6008	2313324	A6028	2121324	A6048	1312443	A6068	2413224	A6088	1433232	A6108	1313244
A6009	3424314	A6029	2123211	A6049	2122131	A6069	2442321	A6089	1213224	A6109	2432211
A6010	3411342	A6030	3431223	A6050	2344233	A6070	2441232	A6090	3121434	A6110	2434242
A6011	3234312	A6031	3323211	A6051	2143134	A6071	3314211	A6091	3243144	A6111	3413124
A6012	3213123	A6032	2442342	A6052	1321221	A6072	2212434	A6092	2313342	A6112	2321133
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A6014	1243413	A6034	1441224	A6054	2433144	A6074	1412433	A6094	2213214	A6114	1411242
A6015	1232331	A6035	3213231	A6055	2114433	A6075	1231323	A6095	1243323	A6115	3123321
A6016	1312332	A6036	3423132	A6056	1421133	A6076	2331432	A6096	1441332	A6116	1322421
A6017	2213112	A6037	1121244	A6057	3121323	A6077	3142431	A6097	3411432	A6117	1433244
A6018	1143423	A6038	1133412	A6058	2241243	A6078	3342312	A6098	1241124	A6118	3321231
A6019	1424313	A6039	1232124	A6059	1424334	A6079	1312212	A6099	3221211	A6119	2314131
A6020	3412314	A6040	3113244	A6060	1434243	A6080	2342412	A6100	3442332	A6120	2412114

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A6121	1442142	A6141	3423114	A6161	3312324	A6181	2342433	A6225	2334234	A6269	3231144
A6122	2343234	A6142	3113442	A6162	3411324	A6182	2313144	A6226	3113322	A6270	2243124
A6123	2431134	A6143	3314232	A6163	2244342	A6183	3211314	A6227	3244323	A6271	2321211
A6124	3231312	A6144	3434211	A6164	1323324	A6184	1324422	A6228	3122112	A6272	1122324
A6125	3243312	A6145	1241313	A6165	2331411	A6185	2331132	A6229	3314214	A6273	3341142
A6126	1122132	A6146	3242112	A6166	2213244	A6186	1412133	A6230	3432432	A6274	1413312
A6127	2114232	A6147	3211434	A6167	3321342	A6187	1324233	A6231	1442433	A6275	2143413
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A6218	2312313	A6262	3112143	A6306	1434321
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A6221	3241233	A6265	1334421	A6309	2142213
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A6223	1234122	A6267	1124313	A6311	1231314
A6224	1122123	A6268	3131223	A6312	1424343

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A6313	3242211	A6357	3243432	A6401	2411433	A6445	2232411	A6489	2213421	A6533	3231423
A6314	3243321	A6358	2423142	A6402	3241131	A6446	2331243	A6490	2423442	A6534	2141313
A6315	1244121	A6359	3212442	A6403	3233442	A6447	1223421	A6491	1321443	A6535	3212142
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A6356	2213121	A6400	2312331	A6444	3322434	A6488	2133231	A6532	1221132	A6576	1434123

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A6577	2422131	A6621	2334231	A6665	2342334	A6673	2324121	A6681	1241133	A6689	3213411
A6578	2143434	A6622	2123313	A6666	3231342	A6674	2142432	A6682	3212211	A6690	3422242
A6579	1213434	A6623	1441233	A6667	3141321	A6675	3341232	A6683	1341312	A6691	2142342
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A6600	3422331	A6644	2131224								
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A6603	2313234	A6647	1221423								
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A6605	1321314	A6649	2342124								
A6606	1243224	A6650	3441213								
A6607	1344312	A6651	2324313								
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A6610	3143421	A6654	2322144								
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A6616	3322314	A6660	1331244								
A6617	1121334	A6661	2332413								
A6618	1312413	A6662	3214332								
A6619	1433442	A6663	1322112								
A6620	2443221	A6664	1412231								

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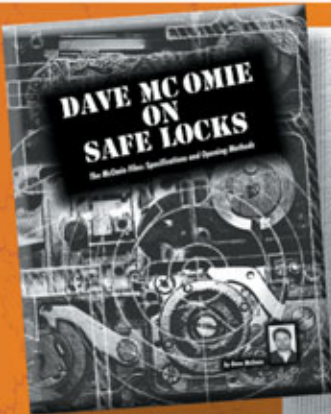
NEL

NORTHEAST LOCK CORP.

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A6697	1313412	A6706	2343321	A6715	1314243	A6724	3314112	A6733	3422433	A6778	3121143
A6698	2141322	A6707	3214434	A6716	3224343	A6725	1434231	A6734	3412311	A6779	3421434
A6699	2311332	A6708	2142243	A6717	2211231	A6726	1342242	A6735	1143312	A6780	1314321
A6700	2234112	A6709	3124224	A6718	2324331	A6727	3221124	A6736	3113421	A6781	3241344
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A6705	3233244	A6714	3244311	A6723	1421322	A6732	3123411	A6741	1432314	A6786	2424321

A6742	3231123	A6787	1233423
A6743	3213342	A6788	1423434
A6744	2234124	A6789	1432143
A6745	2232144	A6790	2323113
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A6747	2212134	A6792	1124133
A6748	1134213	A6793	3344322
A6749	1241331	A6794	3212313
A6750	2131422	A6795	2442243
A6751	1234311	A6796	3412431
A6752	3214431	A6797	1342323
A6753	1441122	A6798	2133132
A6754	2433234	A6799	1421142
A6755	3212412	A6800	2311221
A6756	3424221	A6801	1412142
A6757	3321234	A6802	3212433
A6758	2231214	A6803	2234214
A6759	2214234	A6804	1142322
A6760	3144132	A6805	2133432
A6761	3423144	A6806	1224411
A6762	1213123	A6807	3132432
A6763	3142422	A6808	2423244
A6764	2143344	A6809	1434342
A6765	1242432	A6810	3144114
A6766	1343211	A6811	1322433
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A6768	2214321	A6813	2141223
A6769	1213422	A6814	1422144
A6770	3124332	A6815	3312321
A6771	2131221	A6816	2342211
A6772	3412413	A6817	1213221
A6773	2433213	A6818	3211431
A6774	1123413	A6819	1243134
A6775	2331321	A6820	2343312
A6776	3113124	A6821	3421221
A6777	2412312	A6822	3122313



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A6823	3442242	A6845	1134234	A6867	3431124	A6889	2413443	A6911	3212331	A6956	2123124
A6824	1314234	A6846	2243121	A6868	2331231	A6890	1424121	A6912	1242213	A6957	2212113
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A6939	3432231	A6984	2413242
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A6942	1123122	A6987	1243212
A6943	3114243	A6988	1424214
A6944	1324431	A6989	2242311
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A6946	1212144	A6991	3411243
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A6953	3124422	A6998	1142124
A6954	3214311	A6999	1213431
A6955	2214342	A7000	3214413



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Herbert L. Flake Company, headquartered in Houston, TX, has been in the locksmith distributions business for decades. The company is run on a quite modern basis though, with a secure web site offering a variety of features for the locksmith.

An online catalog allows registered users to research the thousands of products offered through Flake. One function online that we admire allows any locksmith to contact the company's CEO with a single button click. Now that's access to the top!

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Pro Series IC Padlocks by Master Lock



DESCRIPTION:

Master has long been known for its quality padlocks at an affordable price, and with the all weather PRO SERIES they have continued this tradition. The IC series is a rekeyable padlock, but the best part is that it can be keyed to match a customer's existing door hardware system. This is done by using the ILCO or GMS key in knob replacement cylinders that we all have in stock. A driver is needed to connect the cylinder to the lock mechanism, and they are available from your distributor.

The PRO SERIES IC padlocks are available in various body widths from 2-1/8" to 2-5/8" and several shackle lengths and diameters as well. The PRO SERIES is also available in the conventional rekeyable, using Master's keyways or non-rekeyable in keyed alike or keyed different.

COMPONENTS:

As seen in the photo, several parts are needed to make the IC lock function. Straight from the box you will get a padlock with a loose shackle and a small sack of parts. The parts include two ball bearings, a spring loaded lock mechanism, a holder for the replacement cylinder and the screw to hold it all together. This looks a lot more complicated than it really is, and they are easily assembled in the field.

As I mentioned before, a driver is needed to connect the cylinder to the mechanism, and it is not included in the lock package. You will have to order the driver from your distributor because different drivers are needed with different locks. Be sure to get the correct driver.

INSTALLATION:

Empty the parts from the sack and lay them in a convenient place where you will not knock them off, and possibly lose a critical part. I have found a small bowl works well to help me keep them in order, and I must say, if Murphy's Law were not already a part of our daily lives, a locksmith would have to invent it. Murphy is a working partner of every locksmith.

First insert the two ball bearings into the opening on the bottom of the lock. The bearings serve as the locking mechanism for the shackles. Push one towards each shackle. They will be held in place by the grease already there.

Next, place the spring-loaded mechanism into the opening. You will notice that it has two indentations that allow the bearings to be pushed outward when the lock is opened. Carefully position the mechanism so that the arm holding the end of the spring fits into the cutout in the opening. Do not force this piece into place.

Now place the cylinder into the holder and position the driver on the end of the cylinder. The driver can fit any one of four directions, so you will have to determine which position is correct. Carefully insert the cylinder, holder and driver into the opening, making sure the driver does not come off.

Before you insert the screw and tighten it in place, try the padlock to make sure it is installed correctly. Hold everything in place and lock the padlock. Insert the key and open the padlock, maybe even twice to be sure it operates. It is a lot better to find out

IN SUMMARY:

DESCRIPTION: An all weather steel padlock series that is keyable to an existing system.

PRICE: From \$11 to \$24 wholesale.

COMMENTS: An excellent lock with many applications.

TEST DRIVE RESULTS: Easy to rekey in the field, holds up to the elements.

that you have the driver in wrong now, than after you have tightened the screw. If all works well, insert the screw and tighten with an Allen wrench.

As with most things we do, the first time is the most difficult. Once you have assembled a couple of these padlocks, they will not be a challenge at all. I estimate it takes about 30 seconds to assemble one from the box to a finished product.

PRICE:

The cost of these padlocks will vary with distributors, but you can find the Pro Series IC padlocks in the \$11.00 to \$24.00 range, depending on the body and shackle dimensions you require. Consult your supplier for exact pricing.

CONCLUSION:

I have several of these padlocks in use and have for some time. I have not had a single return from a customer and that includes the twenty-five or so padlocks in the oilfields of eastern Montana. Anyone who works with oilfield personnel knows they can really test a product and these have held up well.

I have no reservations about suggesting this series of locks to a customer.

For more information contact: Master Lock Company, 2600 N. 32nd Street, Milwaukee, WI 53210. Phone: (414) 444-2800; Fax: (414) 449-3162. Master Padlock has a flyer for most of their products that will tell you all you need to know about them. If you want the exact specs, go to www.masterlock.com.



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Clark's second location in San Diego.
-circa 1965



Clark's current location in San Diego
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For 50 years Clark has helped the Security Professional build and grow their businesses. Back in 1953 Clark Security Products formed as its own corporation, having been the small key department in the Wilson F. Clark Wholesale Hardware Co. in San Diego. The young business strove to be the best source for Locksmith supplies, and understood the importance of putting its customers first. Clark Security Products was founded with a tradition of care and concern for locksmiths and their businesses, both large and small, and although times have changed, that tradition hasn't.

Over the years we have expanded our services to include hands-on educational classes (like our new Access 201 class), trade shows, programs to develop skills, business building programs, electronic ordering capabilities, and 13 locations with eager sales folks to help you every day. So although some things have changed, our guarantee to the Security Professional hasn't:



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