

Instruction Manual for

☒ Item NO. : KA-9001-1

Universal Lockout Tool Set
(12 pc.)

☐ Item NO. : KA-6633

Deluxe Lockout Tool Set
(17 pc.)

☐ Item NO. : KA-6633-7

Lockout Tool Kit
(7 pc.)

VECTOR - pick lock, lock cylinder, is Ford "ten cut" key. Lock and ignition lock are different

VOLVO

240 SERIES: #1

700 SERIES: #1

850 SERIES - ALL: #8, 10 remove weather strip, a U-shape plastic guard is attached to rear edge of window track. Power door lock solenoid can be seen by looking from forward part of door. Place tip of tool on top of solenoid (white plastic belows) and pull up on linkage.

S70 - '97 and up: #1

V70 - '97 and up: #1

YUGO : #10

GENERAL INFORMATION:

This booklet does not show every possible way to open every vehicle. Once you are familiar with different types of locking mechanisms, you can apply this knowledge to opening most vehicles in several different ways. We are only suggesting the more common and easier methods for the vehicles that are showed in the booklet.

These tools are manufactured of carefully chosen materials that allow the user to bend or shape them to be used in various applications and positions required by the hundreds of different vehicles on the road today. If you bend them while using them, you are probably pushing or pulling too hard and could be risking damage to the vehicle.

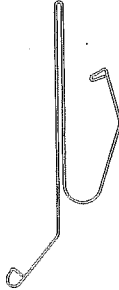
Above tools are not to be used unlawfully.

The Mfg. will not be responsible for the misuse of the tools.

These tools will be sold only to Security, Emergency and Automotive related industries.



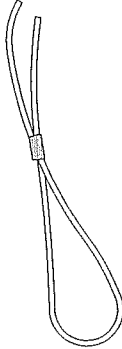
119-2 (page: 18)
GAS CAP KEY



119-3 (page: 7)
WONDER TOOL



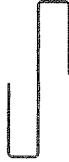
119-5 (page: 7)
WEDGE



119-6 (page: 5)
KNOB KNABBER



119-8 (page: 15)
SLIDE LOCK TOOL



119-9 (page: 16)
WIRE FORM S-HOOK

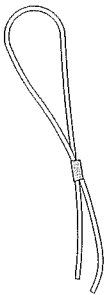


235-3 (page: 10)
THIN-BAR - 22"



235-4 (page: 10)
WIDE BAR - 24"

Instruction Manual



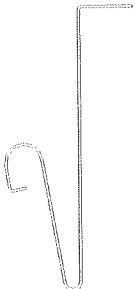
119-6 (page: 5)
KNOB KNABBER



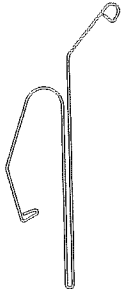
235-2-02 (page: 5)
SLIDE LOCK ZINGER



235-2-06 (page: 6)
JAPANESE BUTTON HOOK



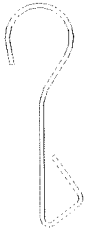
235-2-01 (page: 6)
BUTTONEER & AUX HOOK



119-3 (page: 7)
WONDER TOOL



119-5 (page: 7)
WEDGE



235-2-07 (page: 8)
PORSCHE TOOL



235-2-03 (page: 8)
CAMRY CHRYSLER TOOL

of tube and can be manipulated
PASCO - '96 and up - linkage is hidden, bend Buttoneer & Aux Hook out so you have a 90° bend, enter at door handle, just under door handle, push tool to rear of door and work tool up and down until you see button movement push down to open.

PICKUPS - '94: #6

RAV 4 - '96- Toyota Tiger similar to 6, enter forward of door handle, guarded rods connect to hidden bell crank, there is an opening just forward of plastic guards, push tool forward when you see movement. Rear door, Fondue Fork at door handle.

T100 PICK-UP - '94 and up: #6 also TACOMA

PREVIA - ALL: #6 or push down on plastic shield, center of door

SUPRA - ALL: #C2

TERCELL - 2 door: same as Paseo, C2

TERCELL - 4 door: similar to Corolla Wagon, lift button, C2

VAN/WAGON - '87-'92: has guard around latch assembly wedge at rear of door, insert #8 tool into a small hole at the lower outside edge, point tip to rear of wagon and push it as far as it will go, the bell crank should be just above the tool, twist tool to outside of wagon and pull up
VOLKSWAGON

BEETLE - ALL: #3

CARBIOLET - ALL: #3

CABRIO - '95-'97: #3

CORRADO - ALL: #8, 10

FOX - ALL: #3

GOLF - ALL: #3

GOLF III - '94-'97: #B2

GOLF III - 2 door-'94-'97: #3r

JETTA - ALL: #3

JTEA III - '94-'97: #D2

PASSAT - '89-'94: #3

PASSAT - '95 and up: #3

QUANTUM - ALL #2, 8, 10

SCIROCCO - ALL: #2, 8, 10

VAN/WAGON - power locks: #8, 10

VAN/WAGON - w/o power locks: #C2, 7 hook rod above latch assembly and lift up

EURO VAN - '93-'97: #3

VECTOR

use Dual Tool, enter with tool at 45° angle, as yo pass the window track, twist 1/4 turn inward and as you contact the power lock motor turn tip of tool upward and push the bell crank toward rear of door, all invisible

AVALON - '95 and up: #4

CAMRY - '87-'91: #2, 7 (with astro end) - hook rod just below button, lift up fornt door, rear door, just below winow lock rod is unprotected near middle of door, push to rear

CAMRY - '92-'96" #6 rear door Camry Killer, front door lock rod angles upward, hook rod and push rearward and down

CAMRY - '97 and up: #7 at very rear of door, a 1" hole in door skin allows access to linkage rod, hook and pull up to rear of door

CAMRY CPE - '94-'96: #4 very tight

CELICA - '87-89-1/2- guard on top of lock, small hole top of guard modify Dual Tool insert tool into hole and push down on bell crank

CELICA - '90-'93: #2 above door handle, insert wedge, linkage rod lower about same height as outside door handle, push to rear

CELICA - '94 and up: #8

CRESSIDA - '86-'88: #3 hook lift rod with #7, 8

CRESSIDA - '89-'94: #C2 back of rear door under triangle window upper rod, push down and to rear of door

COROLLA - 2 door - '86-'88: #C2 center of door linkage is protected by rubber tubing, you can still grasp it

COROLLA - 2 door - '89-'92: #2

COROLLA - 4 door - '87-'92: #C2 just under window on rear door, and behind button, move rod to rear to unlock

COROLLA - WAGON - '87-'92: #D2 just under window on rear door, and behind button, move rod to rear to unlock

COROLLA - '93 and up - Hook rod under button with #7 or 8

COROLLA - '98: #3 slide up under button on rear door, opening in plastic shield

CORONA - ALL: #8, 10 Bell Crank behind metal guard, tip of tool to rear of window, slip down to metal guard, slide tool rearward and turn tip to outside. Alternate: back door, bell crank 3" below button, use Wide Bar

LAND CRUISER: #2, 4, 10

LAND CRUISER - '96: same as Lexus 450

MR2 - ALL -: #2

PASEO - '92-'94: #2 push down on black plastic tube covering linkage rod. Bell crank is at end

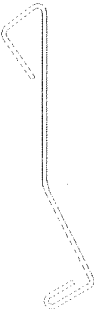
235-2-08 (page: 9)
ASTRO CAMARO TOOL



235-2-05 (page: 9)
DUAL TOOL



235-2-10 (page: 10)
BUTTON PULL



235-2-09 (page: 10)
DOUBLE CURVE



235-3 (page: 10)
THIN BAR - 22"



235-4 (page: 10)
WIDE BARD - 24"



235-2-04 (page: 15)
MERCEDES VOLVO TOOL



119-2 (page: 18)
GAS CAP KEY



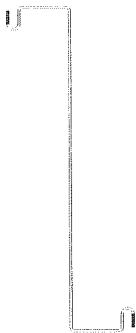
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Instruction Manual

MEDALLION: #2, 8 hook rod below button and lift up
ROLLS ROYCE

SILVER SPUR: #8, 10 same as Bentley Mulane

SAAB

900 - '93: #1, 3, 10

900- '94: #3, 2

9000 - ALL: #3, 10 a plastic shield keeps you from seeing inside of door, there is a bell crank outside of barriers, wedge window, look for a nut located to the outside of barrier at rear of door, insert tool into depression on the inside of the nut pull up to unlock
9-3 & 9-5 - '98: #E2

SATURN

ALL MODELS: #C2 back door is sometimes easier, push forward

STERLING

827 - ALL: #C2 lower rod back door

SUBARU

FORESTER - '97 and up: #C2

IMPREZA - '94 and up: #D2 lift up on rod, that angles upward

JUSTY - ALL: #2 lower rod, move forward, #8 hook rod on adjustment screw

JUSTY: #D2

LEGACY: #D2 buttom rod

LOYALE - ALL: #8, 10 lift up on bell crank attached to door latch at rear of door

LOYALE - 3 door - '86-'89: #8, 10

OUTBACK: #7 bell crank is behind and at front of outside handle, lift up

SVX: #3

XL: #2, 4, 10 back door, lift up on crank

SUZUKI

ESTEEM - Hook onto vertical rod with Astro/Camaro Tool or use "bent" Wide Bar, lift up

SAMURAI - ALL: #C2 push to rear of car

SIDE KICK: #3, 10

SWIFT - ALL: #D2 push rod to rear, 4 door, use back of door

X90 - Button Hook must negotiate window track

TOYOTA

4 RUNNER - '87-'89: #2, 8 fish under guard for bell crank, angle tool, lift up

4 RUNNER - 90-'95: #6 Toyota Tiger, back of door 3" down, opening in guard, lift up

4 RUNNER - '96 and up - rear door, bell crank is at the very back of door under door handle,

- LASER - '88-'89: #8, 10
- LASER - '90-'94: #2, 8, 10
- NEON - '95-'97: #2, 8, 10
- RELIANT - '85-'89: #10
- SUNDANCE - ALL: #10
- VOYAGER - '84-'94: #4, 10
- VOYAGER - '95: #4, 10
- VOYAGER - '96-'98: #2, 4, 10
- PONTIAC
- 2000 & J2000 - ALL: #2 upper rod move forward
- 6000 - ALL: #2, 8
- ACADLAN: #3
- BONNEVILLE - ALL: #2, 4
- FIERO: #2, 7
- FIREBIRE: #2, 7
- FIREFLY: #2
- GRAND AM: #2, 3
- LE MANS: #2, 3, 7
- SUNBIRD: #2, 4
- SUNFIRE: #2
- TEMPEST: #2, 3, 4, 10
- TRANS AM: #2, 4, 7
- TRANSPORT: #2, 4

PORSCHE

- BOXSTER: #4 if it will go under windows, driver's side only
- 911: #3, 8 pull up on linkage rod, below white connect on power door motor, low and to the inside of door, can use 8 or 2 may work
- 914: #3, 10 push down on plate at very back of door

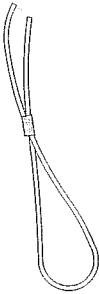
928: #5

944: #8, 10

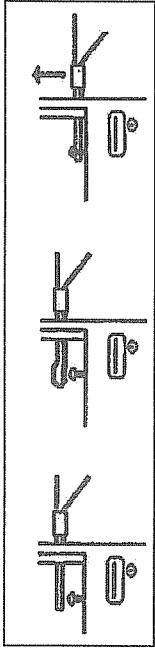
- 968: #10 lock is protected, but there is a gap in guard that will allow flat bar to enter, wedge above door handle, insert tool 3" to 4" in front of cylinder, lock cam is 1" behind lock cylinder, when you hook on to cam, lift up reasonably hard. The gap in guard, as well as the cam, may take a number of tries to hit.

RENAULT

ILLUSTRATION #1



119-6 KNOB KNABBER
GOES INSIDE PASSENGER COMPARTMENT &
LASSOES KNOB



THE KNOB KNABBER
is designed to slip between
the door and the door jamb
of vehicles with lift rods as
illustrated.

figure 1 figure 2 figure 3

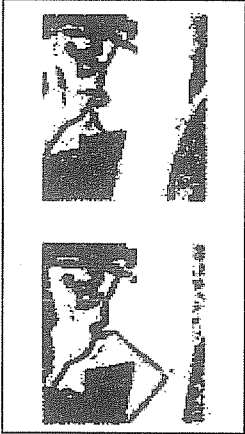
Directions:

Take the blunt or doubled over end of the KNOB KNABBER and work it between the door and the door jamb at whatever height you are able to as in figure 1. Move it into position about 1" to 1-1/2" above the button as in figure 2. Then manipulate the two ends that are in your hands by alternately pushing or pulling them to open up a loop inside of the passenger compartment and work the loop down over the button as in figure 3. Carefully pull the short end in order to lasso the button. Keeping tension on the KNOB KNABBER, work the KNOB KNABBER upward until the lift rod lifts up and unlocks the vehicle door. Use double faced tape inside of the loop of the lasso for rods that do not have a knob or button on the rod. Some vehicles are more difficult than others as the rubber molding is much tighter and it may be impossible to force the KNOB KNABBER into the passenger compartment so use a wedge to give a little help.

ILLUSTRATION #2



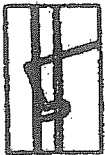
235-2-02 SLIDE LOCK ZINGER
IN ALL KITS,
A MOST VERSATILE TOOL
MATERIAL: stainless



A2 & B2 :
New style GM Latch 1991 & up - about all of
the GM cars bottom rod. Many locks are pro-
tected from above, use B2 alternate.

A2 B2

C2: Top rod old style GM & GM Pickups and others.
Many Chrysler products and imports.



D2: Bottom rod older Chrysler products.



E2: A slight twist and you can lift vertical rods.



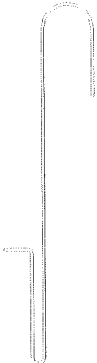
F2: Typical bell crank-use Slide Lock Zinger.



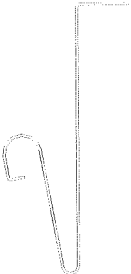
F2

Chevrolet Blazer, S-10, GMC Jimmy, S-15 95 & up-Lock rod runs diagonal from lock to lock button hole in inner door panel about 9" deep in door. Rotate tip of tool inward & slide toward front of door. Tool does not hook onto rod.
New style GM locks can be unlocked by lifting up on the cam beneath the latch. Use Slide Lock Zinger or any "L" shaped tool. Cam is greasy and it may try several times

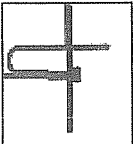
ILLUSTRATION #3



235-2-06 JAPANESE/BUTTON HOOK
UNDER WINDOW, LIFTS KNOBS
MATERIAL: stainless

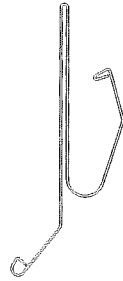


235-2-01 BUTTONEER & AUX HOOK
LIFTS INSIDE BUTTONS THAT
ARE FLUSH WITH THE PANEL
MATERIAL: stainless



- AURORA: #D2
- BRAVADA: #D2
- CUTLASS CIERA: #2, 4
- CUTLASS CLASSIC: #4
- CUTLASS SUPREME 2 door: #2
- CUTLASS SUPREME 4 door: #2
- CUTLASS CRUISER: #3
- CUTLASS - '97: #2
- EIGHTY EIGHT - ALL: #2, 4
- NINETY EIGHT - ALL: #2, 4
- FIRENZA - ALL: #2, 4, 7 linkage visible at rear of front door, move forward
- INTRIGUE: #2 linkage rods cross the more forward, is upper rod
- LSS '95 and up: #2 new style GM lock
- SILHOUETTE: #2, 4
- SILHOUETTE - '97: #2, 4
- TORONADO - ALL: #2, 4
- TROFEO: #2, 8, 10 rod is exposed at rear of door also the cam can be attacked from underneath
- TOURING SEDAN - ALL: #2
- PEUGEOT
- 205: #3, 10
- 405: #1, 3, 10 rear door, bell crank is 3" to 4" below inside lock
- 505: #1, 3, 10 lift up on horizontal rod, located between the rear of window and pull button
- PLYMOUTH
- ACCLAIM - '89-'94: #8, 10
- BREEZE - '96-'98: #1, 2, 10 linkage rod bends 90° and can be easily lifted
- COLT - '85-'88: #2, 8, 10 lift up on rod under button
- COLT - '89-'92 2 door: #2 upper rod, move forward
- COLT - '89-'92 4 door: #3
- COLT - '93-'95 2 door: #2 lower rod move forward
- COLT - '93-'95 4 door: #8, 10
- COLT VISTA - to - '91
- COLT VISTA - '92-'95: #3
- CONQUEST - ALL: #8, 10 push down on protrusion from lock plate
- HORIZON - ALL: #3

PAJERO - '97 and up: #C2 lower rod move forward same as Montero	
PRECIS: #3	
STARION - ALL: #8, 10 same Magna	
TRITON: #3 same as Mighty Max	
VERDA - ALL: #D2 same as Diamante	
VISTA - ALL: #8, 10 same as Nimbus	
3000 GT- ALL: #2 upper rod center of door, move forward	
<u>NISSAN-DATSUN</u>	
200 SX: #8, 10	
240 SX - '88-'94: #8, 10	
240 SX - '95 and up: #D2	
300 ZX: #8, 10	
300 ZX: #D2	
AXXESS - ALL: #C2 below lock button, rod is exposed	
ALTIMA - ALL: #C2, D2 linkage rod is high in door, move forward, rear door is easier on '98 and up	
CEDRIC - ALL: #3	
FRONTIER - '98 and up: #C2 forward of bell crank-opening in shield.	
MAXIMA - to '94: #3	
MAXIMA - '95 and up: #4	
NX1600: #8 same as before: #10	
NX2000 - ALL: #2, 8 meatl guard protects linkage rod, there is a gap in guard, lock linkage can be moved forward, handle linkage is above the guard, just forward of door handle	
PATHFINDER - '90: #2	
PATHFINDER - ALL OTHERS: #3, 8, 10 bell crank unprotected, lift up	
PICKUP - ALL: #3, 9, 10 bell crank unprotected, lift up	
PINTAR - ALL: #3	
QUEST: #3, 2 at the lock, slip under plastic guard and lift the rocker arm up, may need to angle tool to get lift	
SENTRA: #D2, 3, 4	
TSURU: #2 just under window	
VAN - ALL: #3	
VECTOR: #3	
<u>OLDSMOBILE</u>	
ACHIEVA: #A2, B2	



119-3 WONDER TOOL

UNDER THE WINDOW & INSIDE-OPENS VERTICAL, HORIZONTAL & ELECTRIC DOOR LOCKS



119-5 WEDGE

IT IS NECESSARY FOR ALL DOOR OPENINGS

Insert the wedge between the glass and the weather stripping near the lock mechanism of the door as in figure 4. Carefully slip the Wonder Tool down into the door. Do not force the tool. Keep the tool vertical if at all possible.

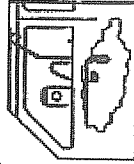


figure 4

Work the Wonder Tool down until the large bend of the tool is at the bottom of the glass as in figure 5. Remove wedge. Carefully work the tool up until it appears inside of the vehicle.

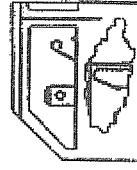


figure 5

Rotate the tool and lower it over the inside edge of the door as seen in the cross section cutaway as in figure 6. For vertical buttons, hook the tool under the button and lift. For horizontal buttons, place the tool end next to the button and slide forward. For electric locks, simply push the locking button with the end of the tool.

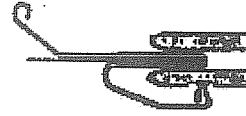


figure 6

Warning:
To Remove The Tool

Do not try to remove the tool from the outside of the door. Open the door and insert the wedge between the inside weather stripping and the glass. Push the Wonder Tool back down inside the door. Insert the wedge on the outside of the door. Retract the tool from the door. Work it out of the door. Do not yank it out or force it out. You can use a wide or thin bar to guide the Wonder Tool out of the door if it becomes caught or "over shaped".



235-2-07 PORSCHE TOOL

PORSCHE 928, DRIVERS DOOR

MATERIAL: stainless

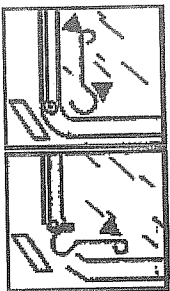


figure 7

The Porsche Tool is designed for emergency entry into the Porsche 928. Be advised that it will only work on the driver's side of the car. Orient the tool as in figure 7 at the lower rear corner of the window of the driver's door.

Keep the tool horizontal and push it toward the rear of the car until the tip is past the window glass. Turn the tip toward the inside of the vehicle while pulling up on the door handle until the tip of the tool touches the inside of the base of the lock button.

Warning: Once the lock button has been lifted, a motor starts which raises the button the rest of the way. DO NOT PULL UP ON THE HANDLE UNTIL AFTER THE MOTOR HAS STOPPED.

ILLUSTRATION #6

235-2-03 CAMRY/CHRYSLER TOOL

CHRYSLER PRODUCTS WITH WEEP HOLE IN KEYWAY,

ALSO '92 - '96 CAMRY (MATERIAL: stainless)

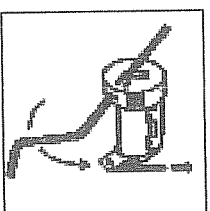


Insert the end of the tool into the weep hole at the bottom of the lock cylinder. Push down about 2 to 2-1/4".

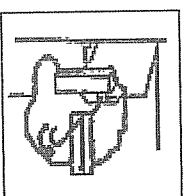
Turn the tool counter clockwise 160° and pull the tool up & toward you to rotate the cam and to thus push the attached vertical rod and locking button to the unlocked position.

CAMRY KILLER

'92 TO '96 - 4 DOOR TOYOTA CAMRY



REAR DOOR: Lift the door handle. Insert the tool into the back hole with the tip to the rear of the car. Probe around until you see the inside lock move a little. That means that the tool is resting on the bellcrank. Lower the handle with a small amount of pressure and twist the tool so that the tip goes downward. The door can not be opened with the handle in the up position.



Rear passenger door

SABLE - '96 & up: #2, 4, 8

TOPAZ - ALL: #3, 4, 8

TRACER - '91-'96: #3

TRACER - '97: #3, 8 make Hook, 10

VILLAGER - '93 and up: #2 lift up Slide Lock Zinger, 10

ZEPHYR - ALL: #3

MERKUR

SCORPIO - ALL: #10, 2 power door. Push down on rod to activate solenoid, may have to shape tool to reach rod, rear of door

XR4TI - ALL: #2

MITSUBISHI

CORDIA - ALL: #10 lazy cam, just below handle and above lock cylinder

DIAMONTE : #D2 back of rear door, lower rod, move to rear

DIAMONTE - '92-'96: #3

DIAMONTE - '97 and up: #C2 front door, upper rod, or same as '96 on rear door

ECLIPSE - '89 and up: #C2

EXPO - '92 and up: #3

GALANT SIGMA: #10 plate at back of door has V shape, rest tool on V and push down, bend

#10 in

GALANT - '93: #3 pull on bell crank, 10

GALANT - '94 and up: #C2 upper rod rear door just below glass, move forward

LANCER - 2 door: #C2 upper rod at back of door

LANCER - 4 door: #3

MAGNA - ALL: #10 6" below lock push down on lower end of linkage rod connected to rocker plate

MIGHTY MAX: #3, 10

MIRAGE - '89-'92 2 door: #C2 lower rod rear of door behind handle, move forward

MIRAGE - '93 and up - 4 door: #D2 rear door, 2" to 3" forward of door handle, move linkage rod forward, rods cross in door, go for lower rod

MONTERO - to '92: #9 vent window

MONTERO - '93 and up: #3

MONTERO SPORT - '97 and up: #C2 front door lower rod, move forward

NIMBUS - ALL: #10 push down on bright plastic connector on linkage rod at rear of door

PAJERO - to '92: #9

PAJERO - '93-'96: #3

MILLENNIA - '95 & up, rear door: #2 slide rod rearward
MPV - '89-'95: #8 hidden linkage, lazy cam, push down on cam, must twist tool in place, just forward and below lock
MPV - '96 and up: #7, 8, 10 hook rod below button and lift up, use bar
MX 6 - '85-'92: #2, 10
MX 6 - '93 and up: #2
MX3 - ALL: #4
NAVAJO - ALL: #3
PROTIGE - to '94: #3
PROTIGE - '95 and up: #7, 8 hook rod as MPV
RX7 - to '92: #8, 10 push down on rod or cam
RX7 - '93 and up: #2, 8 rear door, no rods, cable attach to small bar about 3" from back of glass and about 6" below. Lift up on bar.

MERCEDES

190E & 190D: #1, 8 bell crank is 5"- 6" down behind door handle. Rotate tool to inside and by feel you can lift lock button.
260E, 300E 300TE: #1 rear door use a Dual Tool and bend L end 1/2 closed and go into opening in door panel. Button will move when you are connecting.
300 SEL, 400SEL - ALL: #3 hard to lift
500 SEL : #3

MERCEDES S CLASS - '94 and up: #1 use Knob Knabber ONLY! DO NOT attempt to wedge window. Much damage, big bucks!

MERCEDES C CLASS: #1

MERCEDES E CLASS :#1

SL CLASS - '96 and up DO NOT ATTEMPT TO OPEN

MERCURY

CAPRI - ALL: #3, 2, 8, 10 also lift button on back door

COUGAR: #1, 2, 4, 10

GRAND MARQUIS: #3

GRAND MARQUIS: #3

LYNX - ALL: #8, 10

MOUNTAINEER - '96 and up: #3

MYSTIC: #4

SABLE - '85-'91: #3 button lift

SABLE - '92-'95: #2, 10

235-2-08 ASTRO/CAMARO TOOL

OPENS FOREIGN - MADE, ALSO

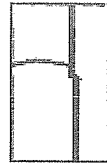
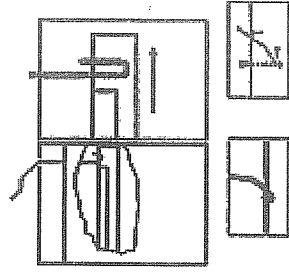
MATERIAL: stainless

ASTRO VAN

Insert the wedge between the window glass and the weather stripping to the left of the lock cylinder on the driver's side of the vehicle. Insert the curved end of the tool directly above the lock cylinder. Slide the tool in approx. 8". Twist the tool 90° clockwise away from the glass. Hook the top horizontal linkage rod and gently twist the tool towards the glass until the hook catches on the rod. Twist the tool to bind the hooked end on the rod and maintain the twisting pressure on the tool as you move it toward the front of the vehicle to unlock the locking mechanism.

CAMARO/FIREBIRD

Insert the wedge between the glass and the weather stripping to the front of the door handle. Insert the tool about 6" & turn the tool 90° in a counterclockwise direction. Lower the tool until you feel it rest on the horizontal linkage and then rotate it 90° in a clockwise direction until the tool end engages the "kink" in the horizontal linkage rod. Continue to rotate the tool in a twisting motion to move the linkage toward the front of the car to unlock the locking mechanism.



235-2-05 DUAL TOOL

A HANDY TOOL FOR FORD PRODUCTS

MATERIAL: stainless

Pickup / Bronco

Ford trucks, Broncos, Pickups and Explorers can be easily opened with the DUAL TOOL.

Simply use the WING THING if they have vent windows.

NOTE: The DUAL TOOL is made to be able to be "kinked" and bend into various shapes to reach hard to get locks.

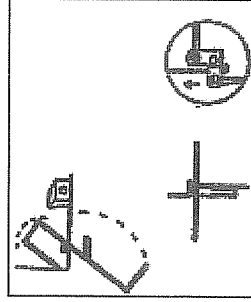
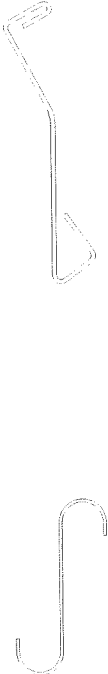


ILLUSTRATION #9



235-2-10 BUTTON PULL

MATERIAL: stainless

235-2-09 DOUBLE CURVE

MATERIAL: stainless

THESE TWO TOOLS OPEN ALL VENT WINDOWS ON VANS, PICKUPS & TRUCKS.

Insert the **DOUBLE CURVE** between the rubber molding and the bottom of the wing glass. Extend it 2 or 3 inches inside of vehicle and position it under the locking lever.

Insert the **BUTTON PULL** behind the locking lever and position the tool so that it will depress the locking button when you pull on the **BUTTON PULL** tool. Bring the **DOUBLE CURVE** up to the locking lever and turn it to flip the locking lever open while the locking button is depressed.

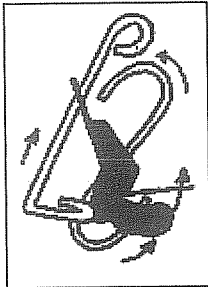


ILLUSTRATION #10



235-3 THIN BAR-22"

MATERIAL: stainless



235-4 WIDE BAR-24"

MATERIAL: stainless

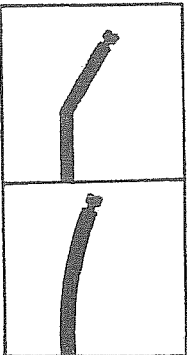
Moving the Bell Crank mechanism up and down (vertical) or side to side (horizontal) will unlock many cars & trucks. The Wide & Thin bars are constructed of material that allows you to bend & shape them. Many of the newer vehicles as well as older ones can still be opened with these tools. A **WORD OF CAUTION:** They are crafted to hook onto the Bell Crank & if you exert too much push or pull, you could knock a linkage rod free. They are so many vehicles The Bars will unlock, that it is impractical to list.

When using the Thin Bar or Wide Bar, instruction may require bending the tool "In" or "Out".

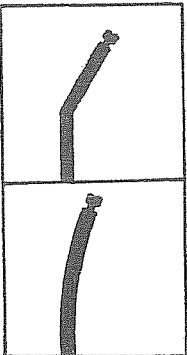
"In" means bend lower end of bar toward the car.

"Out" means bend lower end of bar away from the car.

RIGHT METHOD



WRONG METHOD



ES 250: #2, 4 passenger side

ES 300 - '97 and up - rear door: #7

GS 300 - '94-'98: #4 rear door

SC 300 - '92-'97: #4 rear door, push control to rear

SC 400 - '92-'98: #4 rear door, push control to rear

LS 400 - '91-'96: #4 front door

LS 400 - '97-'98: use light to locate brightly colored plastic connector. Push to back of door.

Very Difficult. Rear door: #6, 10

LX 450 - '96-'97: #8 wedge rear window and reach spring loaded latch, alternate same as

Toyota Land Cruiser

RX 300 - '98 & up: #4 center of door

LINCOLN

CONTINENTAL MK 7 - ALL: #3, #10 bend in 4"

CONTINENTAL - '88-'94: #2 pull up on Bell Crank, behind outside door handle

CONTINENTAL - '95 & UP: #3, 10

MARK VII - ALL: #3, #10

MARK VIII - '93 & up: #8, 10 Modify #8 to grasp rod under window

NAVIGATOR - '97 and up - Fondue Fork - opening to rear on handle, also #3

TOWN CAR - '85-'89: #3

TOWN CAR - '90-'97: #2 lock rod has anti-rattle tube, alternate push down on solenoid

directly behind latch

TOWN CAR - '98: #E2, 3, 10

MASERATI

BITURBO - ALL: #8, 10 lazy cam, locate linkage vertical rod wedge at rear of door, a white

connector is at the base of linkage, lift up

TC- (CHRYSLER): #8, 10 lazy cam points to front, pull up

MAZDA

PICKUPS - ALL: #3

323 - ALL push down on lock rod, with #2, 10

626 - to '92 push down on lock rod with #2, 10

626 - '93 and up: #2, 10 front door rod has bend in it. Slide Lock Zinger or Bar may be used to lift

929 - '85-'91: same as 323 and 626, #2, 10

929 - '92 and up: rear door, slide #8 along rod, push to rear to unlock

MAZDA MX5 - ALL center of door: #2 upper rod move forward

"fish" for rod, it is same height as door handle.

QX4-'97 and up: #C2 just under glass

ISUZU

AMIGA - ALL: #3

HOMBRE - '96 and up: #C2

I-MARK 8: #10

INPUlse - '85-'89: C2 move forward, middle of door lower rod

INPUlse - '90 and up: #C2 lower rod, near back of door, move forward

OASIS - '96 and up: #8, 3, 10

PICK UP - ALL: #3, 10

RODEO - all: #3, 10 '98: #C2 rear door

STYLUS - ALL: #C2 upper rod, center of door

TROOPER - ALL: #1, 3

JAGUAR

XJ 6 - '87-'95 - Lazy cam #8, 10 may need to move moisture barrier, rear of door push down on bell crank

XJ S - '87-'95: #8 at rear of door a white plastic connector is located on top of power door lock motor, plastic moisture barrier hides motor, move it if necessary, place "L" end of tool below the white plastic connector and lift up to unlock

XJ S - '96: #1 Knob Knabber

XJ 12: #1 Knob Knabber

XJ 16 - '96: #1, Knob Knabber

JEEP

COMANCHE - ALL: #9

CHEROKEE - '85-'92-with vent window: #9

CHEROKEE - '85 and up: #C2

WAGONEER - '85-'92: #9

WAGONEER - '93 and up: #C2

WRANGLER - to '96: #2

WRANGLER - '97-'98: #10 push down on lock cam, can use #8

KIA

CREDOS - '97: #2 at rear of door

SEPHIA - '95-'97: #2

SPORTAGE - '96-'98: #3

LEXUS

LEGEND

- ↑ : HOOK AND PUSH UP
← : PUSH SIDWAYS
↓ : PUSH DOWN
± : 0.5 = HALF INCHES + OR -
D : DEPTH
AB : ANGLE OF BEND IN INCHES
TU : BEND OUT
IN : BEND IN
FT : ANGLE TOP OF TOOL TOWARD FRONT OF CAR
RR : ANGLE TOP OF TOOL TOWARD REAR OF CAR

 D=6-14" AB=0.5"±	 D=7-10" AB=0.5"± FT=20-25°	 D=8-10" AB=0.5"± RR	 D=8-15" AB=0.5"± FT slightly
 D=8-10" IN=0.5"±	 D=8-16" IN=0.5"-3"	 D=10-15" IN=0.5"-2" RR	 D=8-12" TU=0.5-2"
 D=4-9" TU=0.5-2" try both slide of lock	 D=5-14" TU=0.5-2" FT=20-25°	 D=6" TU=0.5-1" face hook to rear of car	 D=6-10" TU=1-3" FT=30° try various angles
 D=13-16" TU=1-2" push down	 D=8" TU=0-2" try various angles	 D=8-10" TU=0.5" FT	 D=6-18" TU=0.5-1.5" Caution:wires
 D=7-10" TU=0.5-1.5" FT slightly	 D=5-8" TU=1.5-2" FT try both sides of lock	 D=10-15" TU=0.5-1.5" FT=20-30° down only	 D=8-10" TU=0.5" RR

Note: Refer to the table below for accurate depth measurement of the model.

CIVIC - ALL: #2, 3
CIVIC WAGON - ALL: #10

CL SERIES: #2

INTEGRA - '87-'93: #10
INTEGRA - 2 door - '94 and up: #4
INTEGRA - 4 door - '94 and up: #2
LEGEND - '87-'88-1/2: #10
LEGEND - '88-1/2-'90: #10
LEGEND - '91-'96: #3

NSX - ALL: #3

ODYSSEY - '95 and up: #3, #8, #10
PASSPORT - '94 and up: #3, '98 #C2, rear door
PRELUDE - '85-'96: #2 lower rod
PRELUDE - '97-'98: #4, with caution, #2
ACURA/RL SERIES - '96 and up, Rear door : #2 may have to try a number of times, slide forward (bend tool inward), #4 up near front of front door
TL SERIES - '96 and up: #2 rear door

HYUNDAI

ACCENT - '95-'98: #3
ELANTRA - '92-'95: #7 just under window or bend #8
ELANTRA - '96 and up: #2 back door, upper rod, middle of door
EXCELL - '87-'89: #10 back of lock
EXCELL - '90-'95: #3
SONATA - '90-'95: #3
SONATA - '96 and up-fondue fork & #3
S-COUPE - ALL: #3

TIBURON: #2

INFINITI

G-20-'92-'94: #D2
G-20-'95 and up: #4

I-30-ALL: #4

J30-ALL-fondue fork rear door forward hinge hole, lower handle

M-30-ALL: #D2

Q-45-'91-'96-fondue fork rear door, forward hinge hole, lower handle
Q-45-'97 and up: #C2, wedge at forward end of door handle. Rod runs upward and you must

Car Models	Diagram No.	Depths	Remark
ALPHA ROMEO	1	8 - 12"	
BRONCO	1	8 - 12"	
CHALLENGER	1	7 - 10"	
CITATION	4	8 - 12"	FT slightly
CLUB WAGON	1	11 - 13"	
CORDOBA	1	0"	
DATSUN PICKUPS	1	8 - 12"	
DATSUN Z CARS	3	8 - 10"	RR
EL DORADO	4	8 - 12"	FT slightly
FAIRMONT	4	13 - 15"	FT slightly
GM VANS AND PICKUPS	4	8 - 10"	FT slightly
JAGUAR	1	8 - 12"	
* LINCOLN TOWN CAR 1980	1	8 - 12"	Caution: wires
* LTD	1	8 - 12"	Caution: wires
MAVERICK	1	8 - 12"	
MAZDA	1	8 - 12"	
MONTE CARLO	1	8 - 12"	
MUSTANG (1979 - 89)	4	13 - 15"	FT slightly
OMEGA	4	8 - 10"	FT slightly
PHOENIX	4	8 - 12"	FT slightly
SEVILLE 1979	1	12 - 14"	
SKYLARK	4	8 - 12"	FT slightly
TOYOTA CELICA (1978 - 89)	2	7 - 10"	FT 20 - 25°
VOLKSWAGEN	1	6"	

* Gently insert tool as you pull door handle toward you.
Work tool down and toward rear of cars.

Caution: Wires

METRO - '90-'94 - 4 door only - rear door: #2
METRO - '95 and up: #D2, front door, #C2 top rod
SPECTRUM - ALL: #8, 10
GMC
STORM - ALL: #2
TRACKER - ALL: #3
CABALLERO - ALL: # 2, 7, push lock cam toward rear of car, 7" in front of lock and angle toward rear
FULL SIZE PICK-UP - '83-'87: #9 vent windows
FULL SIZE PICK-UP - '88-'97: #C2
FULL SIZE VAN - '83-'95: #2, 10
FULL SIZE VAN - '96-'98: #C2 rods cross-rod to outside
K5 JIMMY - ALL : #2, 9
S-15 - ALL: #2
SAFARI: #2 same as Astro Van
SAVANA: #2
SONOMA: #C2
SONOMA - '94 and up: #D2
SUBURBAN - '85-'91: #2
SUBURBAN - '92-'98: #C2
YUKON - '92-'98: #C2
HOLDEN
APOLLO - ALL: #1, 3
JACKAROO - ALL: #9
NOVA - ALL: #1, 2
RODEO - ALL: #1, 3
HONDA
ACCORD - to '88: #10
ACCORD - '88-'89: #2
ACCORD - '90-'93 - 2 & 4 door: #1, E2, 10
4 DOOR ACCORD - '94 and up: #1, 3
CRV '97-'98 - Hook upper portion of rounder button and lift, modify, 8 or use 7 on an angle
CIVIC CRX - ALL: #C2 lower rod, move forward
CIVIC - '80-'88: #10 behind key way
CIVIC DEL SOL - ALL: #2

Car Models	Diagram No.	Depths	Bend In	Remark
CHAMP	6	12 - 16"	1"	
CLUB WAGON	6	12 - 14"	1.5 - 3"	
COLT	7	10"	0.5"	RR
CONCORD	6	10"	1"	
DUSTER	6	11"	0.5"	
EAGLE	6	10"	1"	
HORIZON	7	10 - 12"	0 - 2"	RR slightly
HORNET	6	10"	1"	
JEEP WAGONEER	6	10 - 12"	1 - 2"	
MIRAGE	7	13"	1"	RR slightly
NOVA	6	8 - 12"	0.5 - 1"	
SCAMP	7	10"	0.5"	RR
TOURISMO	7	10"	0.5"	RR
TOYOTA PICKUPS	6	13 - 15"	0.5 - 1.5"	
TOYOTA PICKUPS	7	10 - 15"	1.5"	RR
TOYOTA TERCEL	6	8 - 12"	0.5 - 1"	
VOLARE	5	8-10"	±0.5"	
VOLVO (1983 - 88)	6	8 - 10"	0.5 - 2"	
VOLVO (to 1983)	6	11"	0.5 - 1"	

Car Models	Diagram No.	Depths	Bend out	Remark
AMBASSADOR	8	8 - 10"	0.5"	
AUDI 4000 AND 5000	8	8 - 10"	0.5 - 1.5"	
CAMARO	10	8"	0 - 2"	try various angles
CAPRI	13	13 - 16"	1 - 2"	down only
CARAVAN	8	10"	1"	
CAVALIER	10	8 - 10"	0.5 - 1.5"	FT 20 - 25°
CHEVEITE	8	6"	0.5"	
CHRYSLER VANS AND PICKUPS	19	10 - 15"	0.5 - 1.5"	FT 20 - 30° down only
COLT	9	6 - 8"	0.5"	try both sides of lock
CORVETTE	10	5 - 7"	1.5"	FT 25°
CORVETTE (1981 - 1989)	13	13"	1 - 1.5"	push down
COUGAR	13	13 - 16"	1 - 2"	down only
DATSUN	9	7 - 9"	0.5 - 1"	try both sides of lock
DATSUN 280 ZX	8	7 - 9"	1"	

Car Models	Diagram No.	Depths	Bend out	Remark
DAISUN Z CARS (1978 - 89)	20	8 - 10"	0.5"	RR
ESCORT	8	9 - 12"	0.5"	
EXP	8	9 - 12"	0.5"	
FERRARI	8	6"	0.5"	
FIESTA	8	8 - 12"	0.5"	
FIREBIRD	14	8"	0 - 2"	try various angles
FORD PICKUPS	8	12"	0.5"	
GRANADA	9	4 - 6"	2"	try both sides of lock
GREMLIN	8	10 - 12"	0 - 0.5"	
HONDA	8	8 - 10"	0.5"	
ISUZU	8	7 - 9"	1"	
LAMBORGHINI	17	7"	1.5"	FT slightly
LINCOLN TOWN CAR (1979)	12	6 - 10"	1 - 3"	FT try various angles to 30°
LUV PICKUP	8	8 - 10"	0.5"	
MARK IV AND V	16	7"	0.5"	Caution: wires
MIRAGE	8	12"	0.5 - 1"	
MITSUBISHI	8	7 - 9"	1"	
MONARCH	8	8 - 10"	0.5 - 1"	
MONZA	8	6"	0.5"	
PACER	8	8 - 10"	0.5"	
PINTO	8	5 - 8"	1.5 - 2"	
PORSCHE 924, 928, 944	11	6"	0.5 - 1"	face hook to rear of car
ROLLS ROYCE	8	10 - 12"	1 - 2"	
SAAB	15	8 - 10"	0.5"	FT
SEVILLE (to 1979)	16	6 - 8"	1.5"	Caution: wires
SKYHAWK	8	6"	0.5"	
STARFIRE	8	6"	0.5"	
SUBARU	8	7 - 9"	1"	
TEMPO	8	8 - 12"	0.5"	
THUNDERBIRD	13	13"	1 - 1.5"	push down
THUNDERBIRD	18	5 - 8"	1.5 - 2"	FT try both sides of lock
TOPAZ	8	7"	0.5"	
TOYOTA CELICA (to 1977)	10	5 - 6"	1.5 - 2"	FT 20 - 25°
TOYOTA COROLLA	8	8 - 10"	0.5"	
TOYOTA LAND CRUISER	10	12 - 14"	1 - 1.5"	FT 20 - 25°
TRIUMPH	17	8 - 10"	0.5"	FT slight
VEGA	9	6 - 8"	0.5"	try both sides of lock

BRONCO - '85-'91: #9, 10
BRONCO II - with vent windows: #9, 10
BRONCO II - without vent windows: #3, 10
CONTOUR - '95-'98: #4 Pull driver side door handle
ESCORT - '88-'90: #8, 10
ESCORT - '91-'96: #3, #10
ESCORT - '97-'98: #7 hook rod just below glass or #10 bend in
EXPEDITION - '97 & '98 - fondue fork through handle, also #3, 10
EXPLORER - '92-'98: #3, 10
FAIRMOUNT - All: #3, 10
FESTIVA - '87-'94: #8, 10
GRANADA - All: #3, 10
MUSTANG - '88-'93: #3, 10
MUSTANG - '94 AND UP: #7, 10
PICK-UP - FULL SIZE: '85-'96: #9, 10
PICU-UP - F150 '97 & '98: #4, 10
PROBE - '89-'92: #3, 4, 10
PROBE - '93 AND UP: #3, 4, 10
RANGER to '92: #3, 10
RANGER - '93 and up: #3, 10
TEMPO - '85-'94: #8, 10
TAURUS - '85-'91: #1, 3, 10
TRURUS - '92-'95: #1, 2, 10
TAURUS - '96-'98: #2, 10 rear door
THUNDERBIRD - '85-'88: #8, 10, 4 with power door locks
THUNDERBIRD - '89 and up: #D2, lift up on linkage rod, has anti-rattle tube
LTD CROWN VICTORIA - TO '91: #1, 3, 10
LTD CROWN VICTORIA - '92 and up: #1, 3, 10
VAN - FULL SIZE - to '91: #3, 10
VAN - FULL SIZE - '92 and up: #3, 8, 10
VAN - FULL SIZE - '92 and up: #3, 8, 10
WINDSTAR - '95 and up: #4 if electric locks: #10, 2

GEO

PRIZM - to '92: #C2, 3
PRIZM - '93 and up: #3
METRO - '90-'94 - 2 & 4 door: #2 top rod

DAKOTA - '97-'98: #3, 8, 10	
DAYTONA - ALL: #8, 10	
DIPLOMAT - '88-'89: #1, 2, 3	
DURANGO: #10, bend in	
DYNASTY - ALL: #8, 10	
INTREPID - '93-'97: #D2, 10	
INTREPID - '98: #D2, 10	
LANCER - '87-'93: #8, 10	
MONOCO - '90-'92: #8,10	
NEON - '95-'98 (2 door): #D2	
NEON - '94-'98 (4 door): #10	
OMNI - ALL: #3	
PICKUP-FULL SIZE- '85-'93: #9	
PICKUP-FULL SIZE- '94-'97: #2, 3, 10	
RAIDER - ALL: #9	
SHADOW - ALL: #8, 10	
SPIRIT - '89-'94: #8,10	
STEALTH - ALL: #C2 upper rod	
STRATUS - '95-'98: #D2, 10	
VAN - Full Size - '85-'98: #9	
VIPERS GTS - ALL - PICK LOCK	
<u>EAGLE</u>	
SUMMIT - 2 door - '89-'92: #C2	
SUMMIT - 2 door - '93-'96: #D2	
SUMMIT - 4 door - '89-'92: #3	
SUMMIT - 4 door - '93-'96: #7, 10	
SUMMIT - VAN - ALL: #3	
PREMIER - ALL: #3, 8 Back door Button Hook front door rod bends. Hook with #8 by bending.	
TALON - '95-'98: #C2 Center of door	
VISION - '93-'98: #2 Rear door under handle, lower rod.	
<u>FERRARI</u>	
308 & ALL: #10	
<u>FORD</u>	
AEROSTAR - '85 and up: #1, 3, 4, 10	
ASPIRE - '95 and up: #2	

235-2-04 MERCEDES/VOLVO TOOL
REACHES UNDER GUARD ON VOLVOS
MATERIAL: stainless



VOLVO:

Lower tool to bottom of plastic guard c Lower tool 5"- 6" into door rear of door.
When tip of tool slides below guard, lift tool 190° and lift. tool slowly. Button will move.



MERCEDES:

Lower tool to bottom of plastic guard c Lower tool 5"- 6" into door behind door handle. Rotate

119-8 SLIDE LOCK TOOL

MATERIAL: stainless

Fits most domestic and foreign vehicles.



Diagram A.

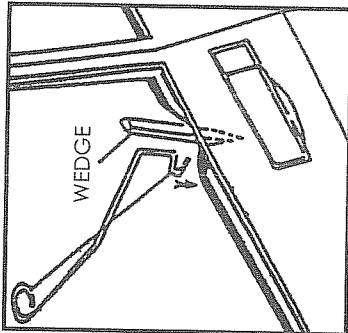


Diagram B.

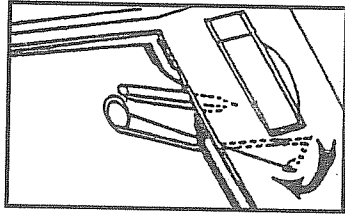
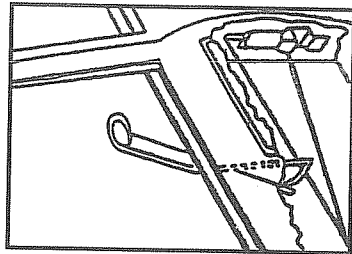


Diagram C.

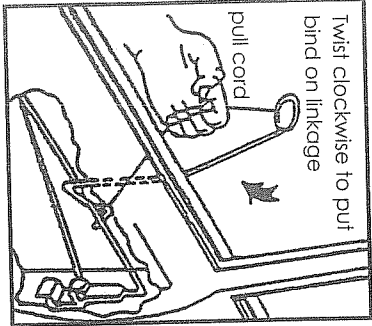


1.) Insert wedge between door and window above handle.
2.) Slide tool 3" to 4".

Make a quarter turn clockwise.

Lower tool to touch linkage rod.

Diagram D.



- 1.) Slide tool slowly toward you until hook is over linkage rod.
- 2.) Twist tool clockwise to put a bind on linkage.
- 3.) Pull cord toward front of car.

ILLUSTRATION # 13

119-9 WIRE FORM S-HOOK

MATERIAL: stainless

This tool will be used on most 1980 - 1988 GM and Ford cars with lift buttons. You also may use this tool on most cars with atop door push-lock.

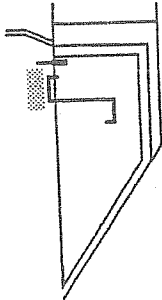


Figure 1

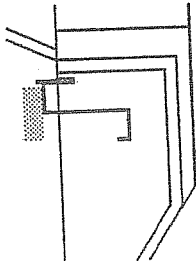


Figure 2

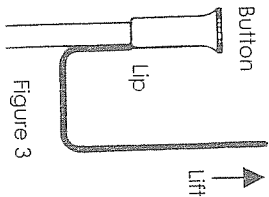


Figure 3

D=6-16" LIFT	21	D=4-12" LIFT FT=0-25°	22	D=8-16" push down	23	D=6-18" FT=0-20° push down	2

↓ : push down ↑ : hook and lift FT : angle top of tool toward front of car

Note: Refer to the table below for accurate depth measurement of the model.

ALL FULL-SIZE PICKUPS: #C2

S-10 - to '93: #2, 4

S-10 - to '94-'97: #2 opening in door panel, rod cross, push forward, tool does not need to be hooked on rod.

SPECTRUM - ALL: #3, 10

SPRINT - ALL: #3, 10

VENTURE - '97: #B2 low down indoor, new style lock

CHRYSLER

CIRRUS - ALL: #2, 10

CONCORDE: #B2 back door, rear of door, lower rod, linkage rod is level with handle, come up from below, slide forward.

CONQUEST: #2, 8, 10

FIFTH AVENUE: #2, 10

IMPERIAL: #3, 10

LEBARON: # 2, 3, 10

NEON: #2, 10

NEW YORKER: #3, 10

NEW YORKER - '94 and up: #2, 3 similar to Concorde

SEBRING: #2, 10

SEBRING: #2 middle of door, top rod, slide forward
TOWN & COUNTRY - '96 & up: lift up on bell crank at latch with Wide Bar or Slide Lock Zinger

DAIHATSU

CHARADE: #2, 3, 10

ROCKY: #2, 3, 10

DODGE

AVENGER - '95-'98: #C2

ARIES - '84-'89: #8, 10

CARAVAN - '96-'98: #C2, 10, 3

COLT - '89-'92: #2, 3, 10

COLT - 2 DOOR - '94 & UP: #D2 Reverse lower rod

COLT - 4 DOOR - '93 and up: #7, 10

COLT VISTA - to '91: #10

D 50 PU - ALL: #8, 10, bend out

DAKOTA - '88-'94: #3, 8, 10

DAKOTA - '95-'96: #D2

DEVILLE - '92-'96: #2
DEVILLE - Concours '97 & '98: #2 REAR DOOR ONLY, under latch lift up on cam
ELDORADO - '80-'91: #2 (short horizontal rod push to rear), #10
ELDORADO - '92-'98: #2 new style lock
FLEETWOOD - '87-'92 old style latch, if guarded use #2 under latch and lift
FLEETWOOD - '93-'97: #2
SEVILLE - '86-'91: #4, 10 If Wonder Tool is too tight use Wide Bar, place end of tool on linkage but not on plastic connector, press down on tool, while holding down lock pawl, attempt to open door, the door will open but not unlock.
SEVILLE - '92-'98: #2 new style GM lock
CHEVROLET
ASTRO VAN - thru '98: #2 (high up just under glass at back of door, slide forward), #7 (closer to door laich approx. 8" down)
ASTRO VAN - with Dutch doors: #2 opening in inner skin of door lock rod is exposed, slide forward
BERETTA - ALL: #4
BLASER: #C2 (rear corner just below window), #4
BLAZER XL - '95-'98: #2 opening in inner door panel slide rod forward, no need to hook onto linkage rod, may need to bend in to reach rod.
CAPRICE- ALL: #2, 4
CAVALIER - ALL: #2, 4
CELEBRITY - ALL: #2, 4
CORSICA - ALL: #4
CORVETTE: #2, 4 (center of door 1984 and up) - alternate Dual Tool rear corner of window, lower tool under bell crank that is directly below the front of door handle, twist tool to lift up on bell crank, no wedge is needed on alternate method.
CORVETTE - '97-'98: #2
EXPRESS VAN - '96-'97: #2 bottom, 11" down and 11" forward of doorlock
IMPALA - '95 & UP: #B2
LUMINA APV - '91-'96: #2 (top rod), #4
LUMINA - ALL to '95: #2, 4
LUMINA - '95-'96: #2
MALIBU - '97: rear door, upper rod, easy to see
MONTE CARLO - to '88 : #4, 10
MONTE CARLO - to '95-'97: #2 bend in top rod, near middle of door, also #4

Car Models	Diagram No.	Depths	Remark
ASPEN	21	6 - 8" lift	
AUDI	22	4 - 6" lift	FT 0 - 25°
BMW	22	8 - 10" lift	FT 0 - 20°
BONNEVILLE	21	12" lift	
CAMARO	23	10" push down	
CAPRI	22	8 - 10" lift	FT 0 - 25°
CHEVETTE	24	6 - 8" push down	FT 0 - 20°
CIERA	23	14 - 16" push down	
COLT	21	6 - 8" lift	
CONTINENTAL	21	7 - 10" lift	
CORDOBA	23	8 - 10" push down	
COUGAR	22	8 - 10" lift	FT 25°
CUTLASS	23	8 - 10" push down	
FIESTA	21	6 - 8" lift	
FIREBIRD	23	10" push down	
GRAND MARQUIS	22	8 - 10" lift	FT 0 - 25°
GRAND PRIX	21	12" lift	
LINCOLN TOWN CAR 1981 - 1989	21	7 - 10" lift	
LTD	21	14 - 16" lift	
LYNX	22	8 - 10" lift	FT 0 - 25°
MARK VI	22	8 - 10" lift	FT 0 - 25°
MARQUIS	22	8 - 10" lift	FT 0 - 25°
MAVERICK	21	10 - 12" lift	
MERCEDES	21	6 - 8" lift	
MONTE CARLO	21	8 - 10" lift	
MONZA	21	8 - 10" lift	
MUSTANG (1979)	22	10 - 12" lift	FT 0 - 20°
NISSAN	21	6 - 8" lift	
OMNI	21	6 - 8" lift	
PINTO	21	6 - 8" lift	
PORSCHE 911	21	6 - 8" lift	
RELIANT K	21	14 - 16" lift	
SPIRIT	21	6 - 8" lift	
THUNDERBIRD	24	17 - 18" push down	FT 0 - 20°
ZEPHYR	22	8 - 10" lift	FT 0 - 25°

119-2 GAS CAP KEY

Work key in and out of lock several times
Wiggle key up and down continually as you turn.
Try both ends of key.



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ACURA

CL Series - '97-'98: #B2, Gap in shield, front edge of door handle.

INTEGRA - to '93 : #2, 3, 10

INTEGRA - 2 door - '94-'98: #4 Very tight, front door

INTEGRA - 4 door - '94-'98: #2, back door

LEGEND - '87-'90: #2, 10, 8 - Pull up on white plastic connector at base of lock rod

LEGEND - '91-'95: #3

NSX - All : #1 &3

RL - '97 & up: #8

TL - '96-'98: #2 Just forward of door handle, 3" below door handle twist tool inward and lift up. Rod is covered by a soft plastic tube, tool will grip both, move rearward.

VIGOR - ALL: #2 small end of Slide Lock Zinger - rear door, as far to rear as possible, grab lower linkage rod from below, push rod forward.

ALPHA ROMERO

164 - ALL: #1, 10 may need to move moisture shield to get to lazy cam

SPIDER -ALL: #9

MILANO - ALL: #10

AMERICAN GEN

HUMMER - ALL: #1, 3

AUDI

4000 & 5000 : #1, 3

80/90, 100/200 - All: #2

AUDI -A4,A6: #1

CABRIOLET: #1

BMW

300 Series - 2 door: #1, 2, 3

300 Series - 4 door: #2, Slide Lock Zinger (Lower rod. Push forward. Enter at back of rear door.)

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500 Series - '94 & '95: #1, 2, 3, 10

700 Series - '94 & '95: #1, 2, 3, 10 Bell crank is located 7-1/2" to 8-1/2" below top of door.

500 & 700 - '96 & up: DO NOT attempt to open

800 Series: #1

All BMW's manufactured after 1990 have a "dead bolt" or "deadlock" system. The driver's door must be locked with the key to activate the system. Nothing is 100% foolproof, and neither is this system. To open BMW's that are "deadlocked":

1. "Trick" the impact sensor (located under the back seat on 1991's & up 1990's & older it's inside the left front wheel well).

2. Disconnect battery cables under the car (this deactivates the system).

3. Wide Bar -Approximately 7" below the window is a bell crank. Hook onto the bell crank and start with a steady pull. Pull and keep increasing the pressure until you override the system (it may take both hands - *do no yank*).

BUICK

CENTURE - TO '96: #2, 4, 7 upper rod has bend

CENTURE - '97 & up: #2

ELECTRA - TO '90: #2

LE SABRE - new style GM locks: #2

LE SABRE: #2, 3 (Lower horizontal rod. Push forward. Plastic webbing covers rod ignore it).

PARK AVENUE - ALL: #2 Slide Lock Zinger-lift up from under rod, bind and move rod forward, may need to bend tool inward 2-3" about 14-15" under door handle. You can use #4 at the front of door on Park Avenues with false vent window.

REGAL- '97 and up: #2 Slide Lock Zinger-linkage rods cross, lock rod is closest to outside of door, move forward.

REATT: #2, or just behind the lock mechanism inside the door.

ROAD MASTER: same as Park Avenue #2, 4

SKY HAWK - ALL: #2

SKYLARK: #2 (About 14" down into door)

CADILLAC

ALLANTE - ALL: #8 Lift sliding plate on latch, #10 - last resort, due to stiffness of cables connection can come loose.

CATERA - '97 & '98: #2 rear door ONLY horizontal rods, lower rod, 6" down inside.

CIMMARON-ALL: # 2, 4 Upper rod, some have new style lock, use lower rod

DEVILLE - '80 -'88: #3

DEVILLE - '87-'91: #4, 2 on upper rod. If guarded attack latch with #8 or #10.