CAR DOOR LOCK OUT TOOL

In practically all American made cars, there is a control arm extending from the inside end of the door lock cylinder. When a door key is turned, the control arm and connecting linkage are activated to lock or unlock the door. The Car Door Lock Out Tool is used when the door key is unavailable and only with the vehicle owner's knowledge and consent.

Before using this tool consult the vehicle manufacture's maintenance and parts manual to become familiar with that particular door locking mechanism. Door lock mechanisms can vary from model year to year and from one manufacturer to another. The control arm may be located to the front or rear of the door lock.

Always start with the tool pointing directly toward the lock as shown above. The tool is inserted on the outside of the window between the glass and the weatherstripping.
If weatherstripping is tight to glass, move tool along joint at window and probe for easy entry past the weatherstripping keeping tool in close contact to surface of glass.
Once past weatherstripping, move tool to desired location above lock before penetrating further.

Now push tool down on the control arm. This arm is above 3/4 in long and will usually be located about 1 3/4 to 2 1/2 in. from the outer panel adjacent to the lock cylinder. Some bend in the tool may be required due to the thickness of the door or the distance between the glass and the control arm. Generally the lock can be activated to open by pushing down on the control arm. Occasionally the control arm must be pushed to the rear or lifted.

The following table is a guide for use of your Car Door Lock Out Tool. Use the notched end of the tool to push down on the control arm. The pointed end of the tool is used to pull up on the control arm.

There is a slight bend near each end of the tool. When the tool is held flat against the glass, the bend will cause the end of the tool to project out and
skid over the lower glass channel. The tool is generally used with the bent end pointing outward. In the normal position the notched end will have to reach past the inside of the glass channel to lift the arm with the lock rod attached. The tool must have a bend as shown to reach across the channel.

For the bent end to skid over the glass channel, the curve above it must be flattened out against the glass. In doing so the tool may take some set or lose some of the curve. If the tool is bent to much it can pass the end of the lock arm. If not bent enough, it will slide up to the glass channel making little if any sound. Rebend if necessary to maintain the approximate curve shown above.

1. The anti theft lock mechanism on late model General Motors cars including 'X" and "J" body models requires that the tool first be flattened out by hand including the notched end.
2. Insert notched end between the outside of the window and the weatherstripping at a point approximately 7 in. from the end of the door on the hinged side as shown.
3. Move tool toward lock area at an angle of approximately 15°. About 15 1/2 in. of the tool must be inserted to contact lock. The angle must be maintained so that the notched end of the tool can slip under the anti theft cover on the lock mechanism and push against the internal lock cam.
4. As the tool makes contact with the internal cam, push the tool further in and down, while at the same time with the other hand pull on door handle repeatedly until door opens.
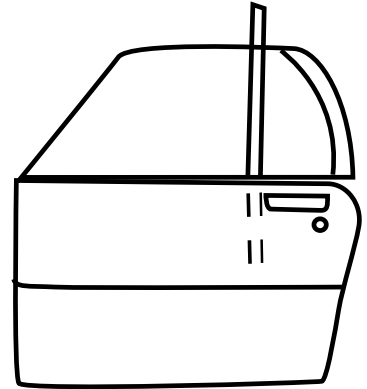
VEHICLE MAKE	PUSH DOWN OR PULL UP ON CONTROL ARM
AMERICAN MOTORS	MOST MODELS PUSH Gremlin PULL
AUDI 4000 & 5000	PULL
CHRYSLER	PUSH
DATSUN 210,310,510,610,720 810 & ST PICKUP	PULL
FIAT	PULL
FORD	MOST MODELS PULL, SOME REQUIRES PUSH
GENERAL MOTORS	MAJORITY OF MODELS PUSH SOME PULL
HONDA	PUSH
TOYOTA	PUSH
VOLVO	PULL
V.W.SIROCCO	PULL

Approx.15°

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