Retainer Tool for GM "CSS" & In-Dash Ignitions

TT3020

CSS Steering Column

CAUTION - When the lock is turned to the position necessary for removal, the starter may engage. One or more of the following steps must be taken, before attempting to remove the ignition lock, in order to prevent accidental injury.

ON VEHICLES EQUIPPED WITH MANUAL TRANSMISSIONS

Set the parking brake, then put the transmission in "Neutral". Turn the lock all the way to the start position as a test. DO NOT depress the clutch. (The starter should not engage unless the clutch has been depressed.) If the starter does not engage, it is safe to remove the ignition lock while the battery is still connected. If the starter does engage, this indicates that the "Neutral Safety" switch is not working. In this case the battery MUST BE DISCONNECTED before attempting to remove the lock.

ON VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS

Set the parking brake, then turn the ignition lock to the "ON" position. Put the transmission into any position EXCEPT PARK or NEUTRAL. With your foot on the brake, attempt to start the vehicle. The starter should NOT engage. If the starter does engage, this indicates that the "Neutral Safety" switch is not working. In this case the battery MUST be disconnected before attempting to remove the lock. If the starter does not engage, the job can be done with the battery connected, as long as the vehicle is left in gear.

The "CSS" ignition lock is quite different from any previous GM lock system. The TT-3020 is required in order to depress the retainer that secures the ignition lock core into the lock housing.

In order to use the TT-3020, you must first be able to turn the ignition lock into the "Start" position. This can be done with the key or by picking the lock with any of the various tools that are available for that purpose such as the PS2 kit from A-1. (Contact Lockmasters, Inc. for more information on this tool and many others.) The lock can also be picked like older GM locks by drilling a hole into the side bar and applying pressure to the side bar.

In addition, you will also have to remove the lower portion of the shroud that surrounds the steering column. To remove the lower portion of the shroud, remove the two Torx® machine screws located on the underside of the steering column. Carefully, pull the lip on the forward edge of the shroud free of the rear of the steering wheel. The shroud will then swing down from the two pivots located at the rear of the upper portion of the shroud. When the pivots have been disengaged from the two portions of the shroud the bottom portion will be free.

The poke-hole for the lock retainer is located on the top of the ignition lock housing in a hard to reach location. When properly used, the design of the TT-3020 allows the tool to locate the poke-hole and depress the retainer easily by indexing the tool against the lock housing. (The illustration shows how the tool is indexed into the lock)

Once the lower portion of the shroud has been removed, turn the lock to the "ON" position. While looking upward into the steering column, locate the index point as illustrated. Insert the small end of the TT-3020 into the cavity between the shroud and the lock housing as close as possible to the index point with the tip of the tool pointed toward the "ears" of the lock. Bring the shaft of the tool into position against the index point and raise the tool until you can swing the end of the tool toward the front of the truck. When the handle of the tool is pointed toward the front of the truck, pull down then twist the tool slightly from side to side until it seats into the poke-hole.

To remove the lock core, begin by turning the lock as far as it will go in a clockwise direction. When the lock stops turning, the retainer will stop against the end of the tool. Push up on the tool slightly while attempting to turn the lock further in a clockwise direction. (WARNING - THE STARTER MAY ENGAGE AT THIS POINT.) When the lock turns, the retainer will then be directly beneath the end of the tool. Pull down on the tool to depress the retainer, then pull the lock core straight out of the lock housing.

In-Dash Lock System

In order to remove the in-dash 10-cut ignition lock you must be able to turn the lock to the "ON" position. Begin by removing the plastic escution that snaps onto the face of the ignition lock. Insert a 90° probe through the center of the escution and carefully pry it free of the lock. Next, the trim panel in the center of the dash that covers the lock must be removed. Move the gearshift to the "L" position if possible to make more room between the shift lever and the dash. The trim panel is secured to the dash by several snap-in type connectors. Carefully pull the panel free of the dash, being careful not to scratch the dash with the tips of the snap connectors.

The lock retainer is located 1 3/8" back from the front of the lock housing at about the 5:00 position. Locate the retainer opening by feel with the tip of your finger and then position the large end of the tool over the retainer as shown in the illustration. Turn the lock to the "ON" position and pull upward on the tool to depress the retainer. Once the retainer has been depressed the lock should slide easily out of the front of the housing.

CSS Steering Column

This is the view as seen from below the steering column looking up at the lock. Note the index point that the tool is positioned into.

In-Dash Ignition Lock

This is the view of the in-dash lock with the trim panel removed. Note the position of the lock in relation to the radio.