



## Rekeying Ford Locks

Written by Tim Watts

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Thanks to Tim Watts (76MustangII) at the Mustang Network, rekeying the locks for your Mustang II is no longer a mystery. Follow along as this well documented and illustrated how-to takes you through all the steps involved.

### How to rekey your Ford (Mustang II) door locks.

You can use this procedure to rekey your door locks and trunk /hatch lock to fit an existing key.

Disclaimer: I am not a locksmith, I am just a cheap Bast\*rd that refuses to pay \$25.00 a lock to have my locks rekeyed or over \$100.00 for a new set.

If you want, please call a locksmith or buy new locks that are keyed alike.

Mustangs Unlimited have lock sets for the Mustang II.

**Please do not hold me responsible if you break something while attempting this.**

It is helpful if you have extra locks that you can use to cannibalize pins from.

Info: Older Fords came with two keys, a square and a round one.

The square key fit the door locks and ignition and the square key fit the trunk/hatch and glove box.

Now on to the fun stuff.

Removing your door locks from the car door.

To remove the door panels:

Remove Phillip screws holding the inside door and window handle. (Leave the window rolled up)





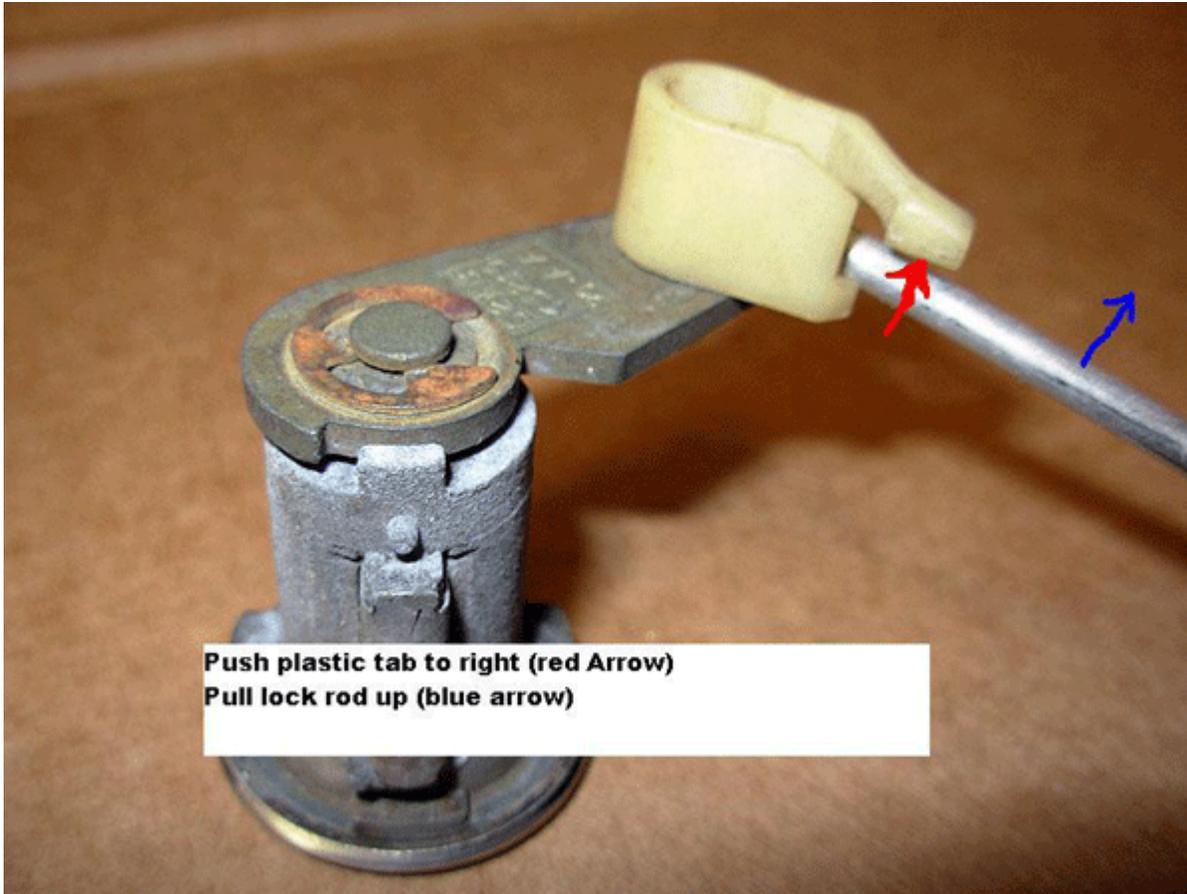
Remove the two 3/8 bolts that hold on the arm rest and the one Phillips screw located under the metal collar at the top of the arm rest. (The 1976 Cobra II arm rests are part of the door panel and do not need to be removed)



Remove the remote mirror bezel with a bezel removal tool or with a pair of needle nose pliers.

Use a door panel removal tool and carefully pry up on the clips that hold on the door panel.

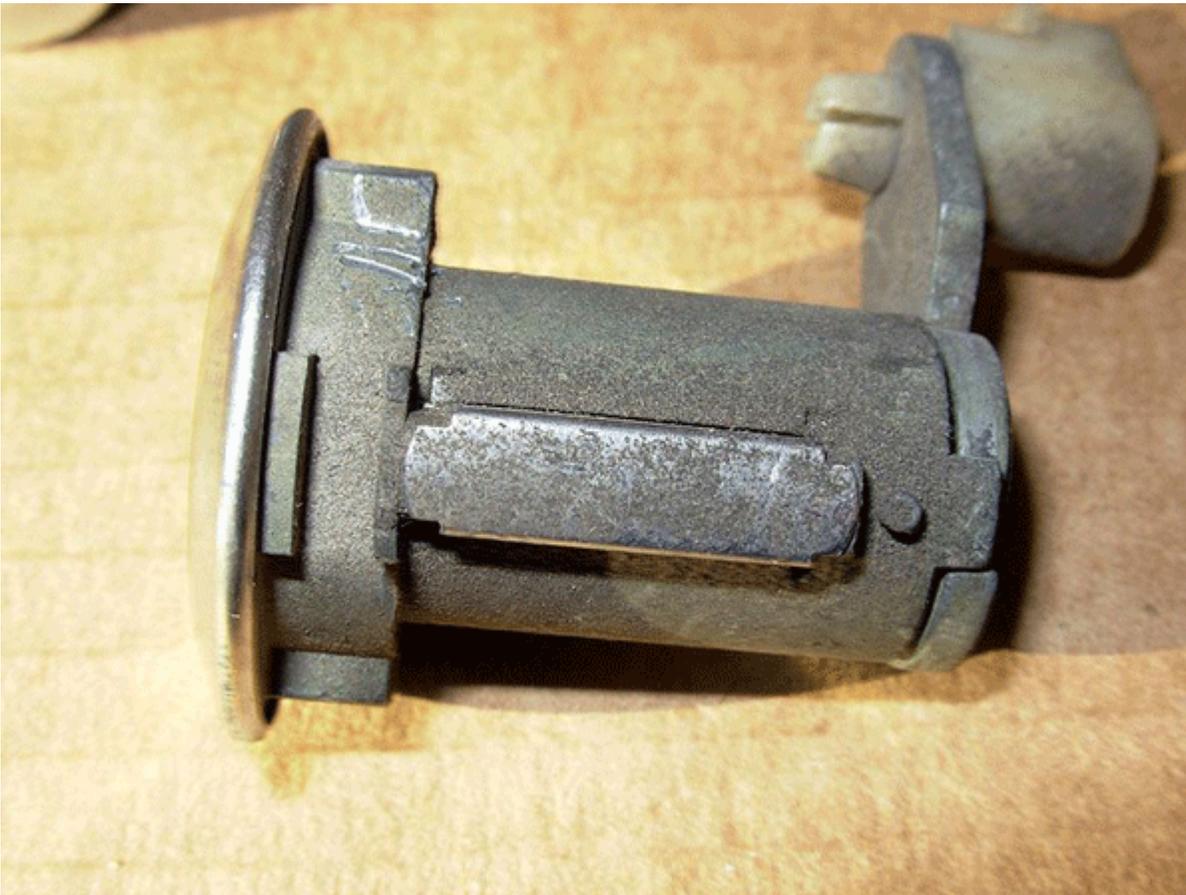
Lift the door panel out and up to remove it.



The door locks have a plastic lock rod holder that needs to be released along with the metal clip that actually holds the lock in place in the door. The plastic lock rod holder can be released by pressing the plastic tab to the right and gently pulling on the lock rod.



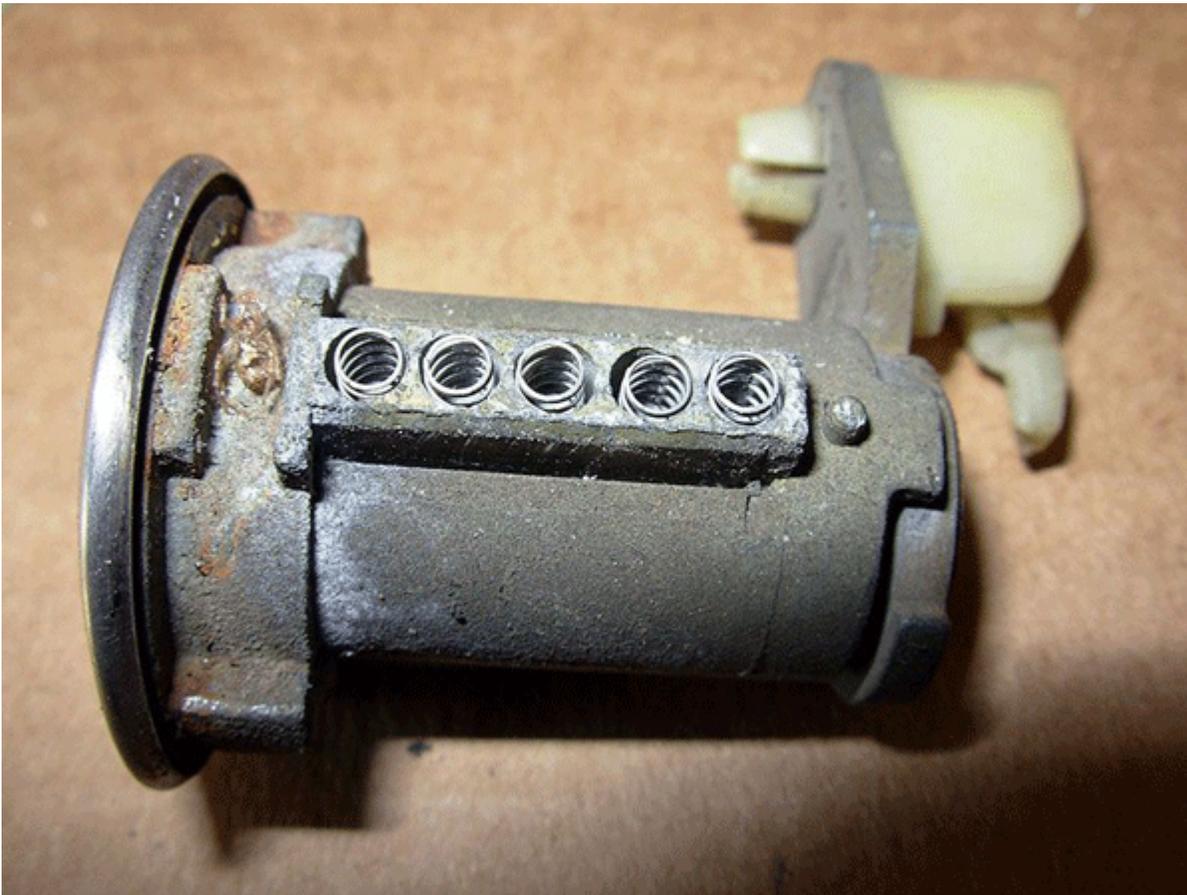
The metal clip can be removed with a long flat tip screwdriver by prying between the clip and the lock.



Rekeying the door lock.



Slowly remove the metal cover on the side of the door lock by prying up on the front or back with a small screw driver or pick.



Under the metal cover are five holes with a spring and two pins in each hole.

Carefully remove the springs and both pins.

You will be reusing these pins to rekey your new lock to your existing key.



The pins with the points on them ride on the key, so the points always go into the cylinder holes first (pointing down).



Notice how the lengths of the pins correspond to the depth of the cut in the key. The deeper the cut in the key, the longer the pin.

Insert the key into the lock and make sure it turns without any pins in.

The inner cylinder should turn freely. If not, then the lock may be broke or just need cleaning and lubrication.

It is a good idea to clean he lock now, while it is apart.

Leave the key in the lock and insert a pointed pin into the hole.

I usually start with the deepest cut, which is the longest pin. After inserting the pin, make sure the key still turns both ways freely.

If it does not turn, remove the current pin and insert a different length pin and turn the key again.

Do this with each hole until all five have pins in them and the key turns freely both ways.

If you have a good door lock and a key that fits it, you can use it as a guide on how to assemble the pins on the new lock.

You do not have to install pins in every hole.

You may elect to leave some holes empty if you do not have the right length pins.

The lock will still work, but with less pins, it will be easier for a different key to open the door and make it less secure.

Once you have all of the holes filled with pointed pins and the key turns freely, use a flash light to verify that the pins are all at the same height in the holes.

They should be level with the top of the inner cylinder that turns in the lock.

Insert the spring pins in the holes with the shortest spring pins in the same holes with the longest pointed pin.

Insert a spring into the same hole and hold it down while making sure that the key still turns.

Do one hole at a time, checking that the key still turns, until are five holes are done.

Remove the key



Lightly crimp the metal spring and pin cover and press it back into place.

Check the lock with the key.

### **Rekeying the trunk /hatch key**

Remove the trunk/hatch lock

Remove the Phillips screws that hold on the two rear cargo panels in place.

You may be able to remove the metal clip that holds the trunk/hatch lock in place now, if so, then after removing the metal clip, carefully pull out the lock.

If not, then remove the trunk/hatch latch and then remove the lock.

Use the same method as before to rekey the trunk/hatch lock.

### Rekeying the glove box latch

**Warning: the cylinder for the glove box latch was not made to be disassembled. Some damage will be necessary to rekey the lock.**

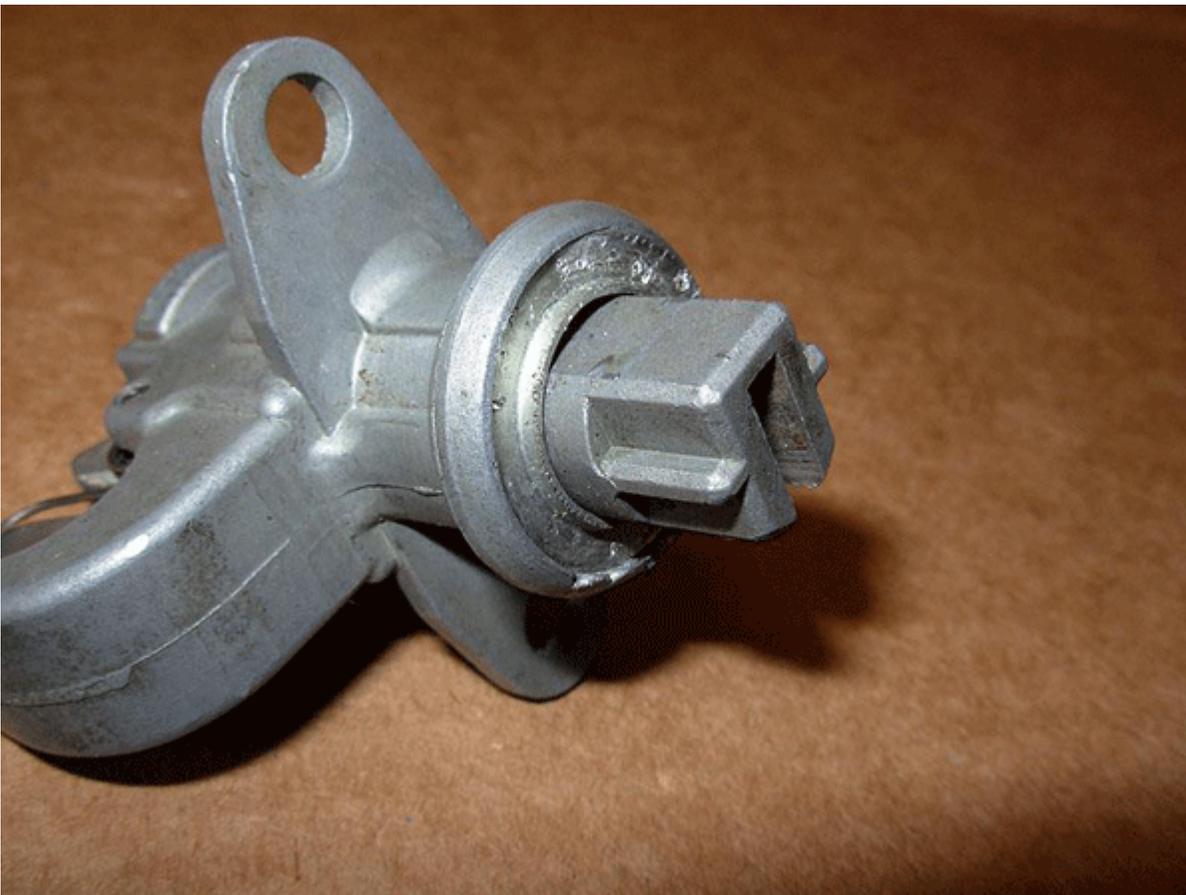
Remove the latch from the glove box door.





The door knob is just pressed on and held tight with a metal spring clip. Use a paper clip or pick to pull the clip towards the front of the knob to release it.

Unscrew the two 1/4 bolts that hold on the latch to the glove box door.



### Remove the latch

The cylinder is held in to the latch with a round washer that is crimped in to place. It is necessary to remove this washer to remove the cylinder for rekeying.

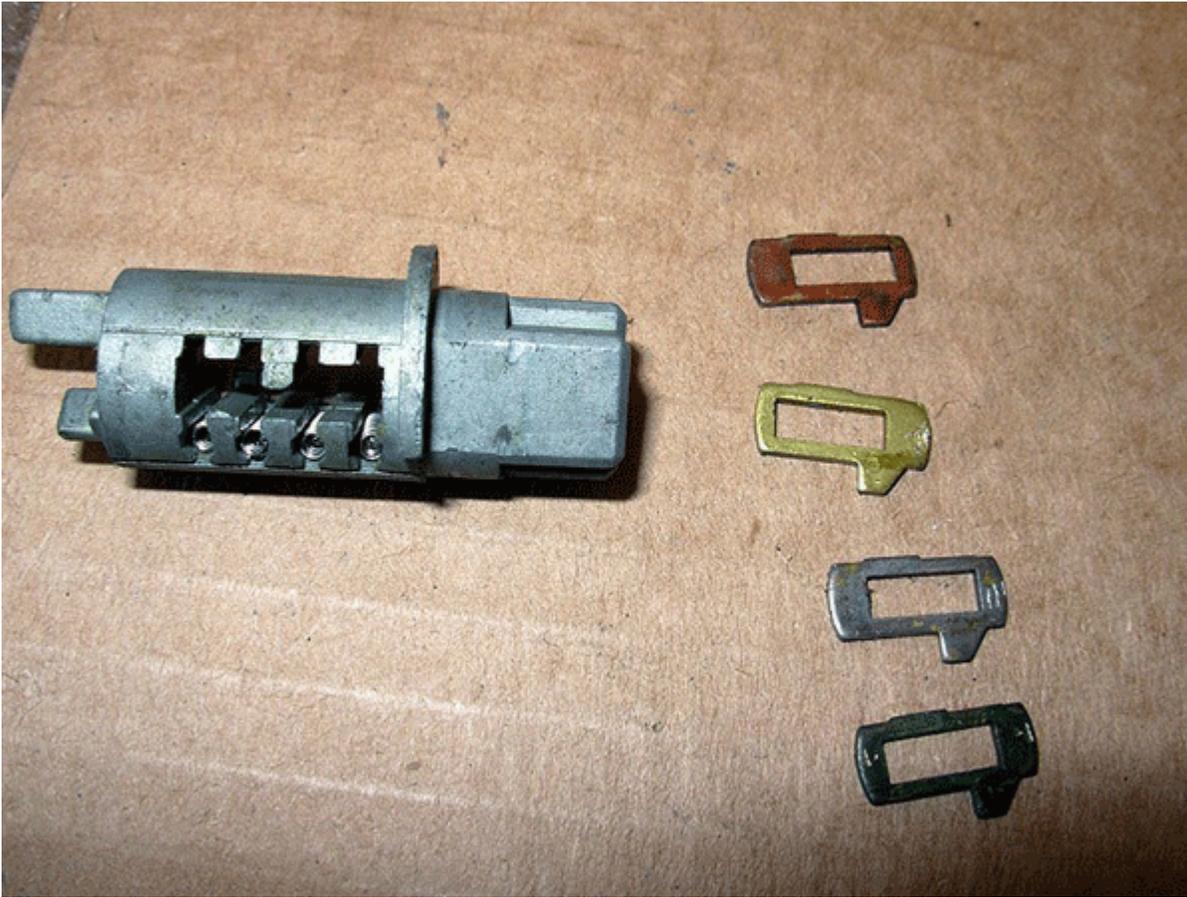
Use a small screwdriver or pick to pry out the washer, being careful to damage the washer or pot metal crimp as little as possible.





Once the washer is removed, pull out the lock cylinder from the glove box latch.





The cylinder is a newer style than the door locks.

It has four lock clips that are color coded and numbered.

The lock clips just pull out with a pair of needle nosed pliers.

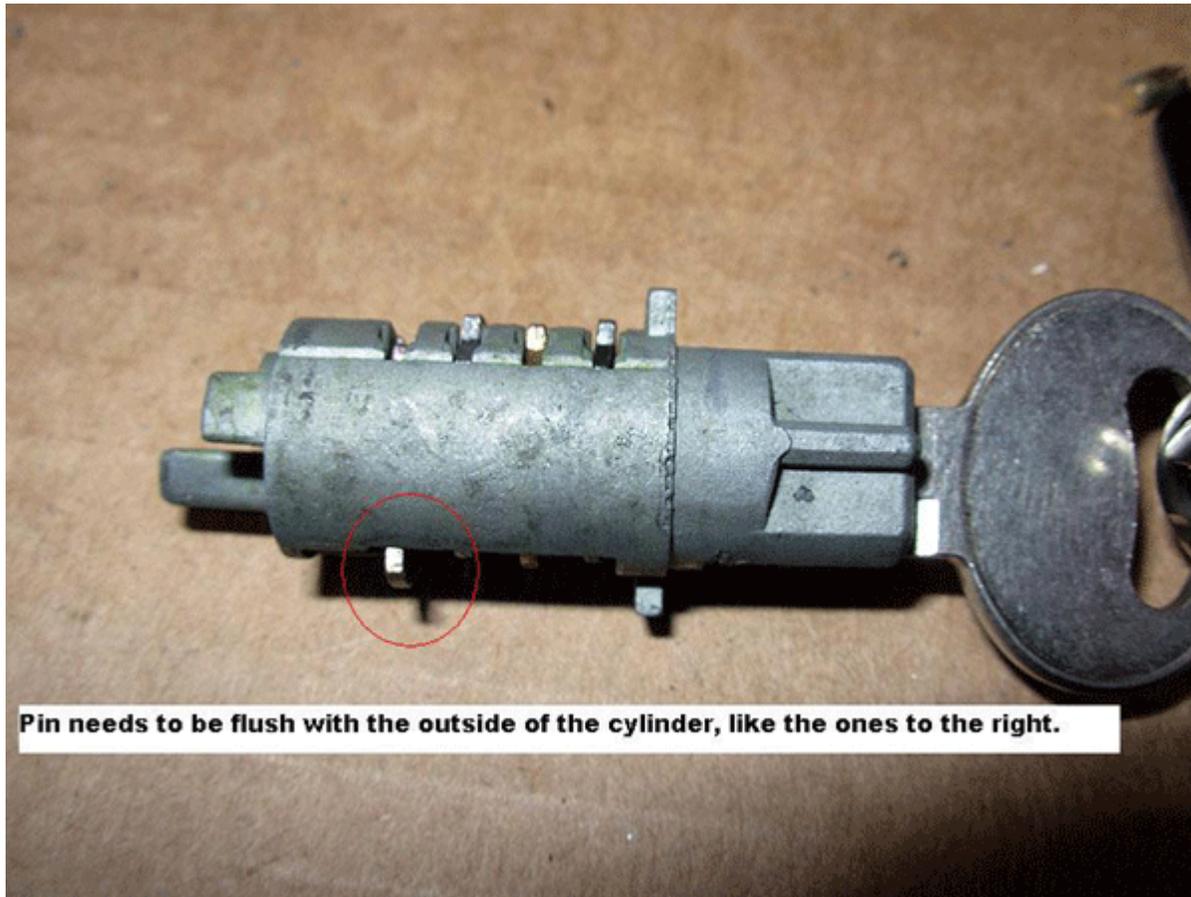
Be careful of the small springs that provide tension on the lock clips.

On my lock, the springs stayed in place when I removed the lock clips.

The lock clips have cutouts that correspond to the depth of the cut in the key.

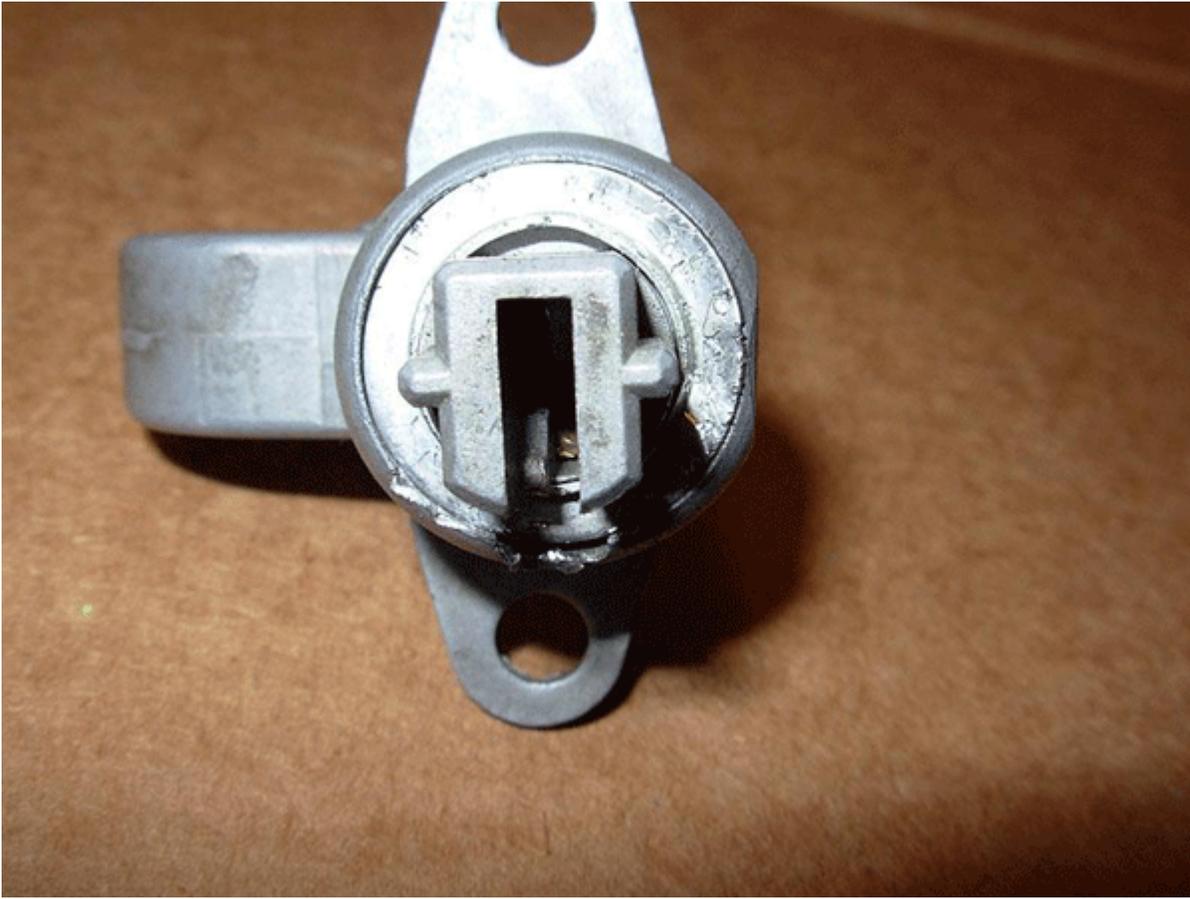
Use trial and error and see what clips work with the cuts in your key, by inserting a clip and then reinstalling the cylinder in the latch and then turning your key.

You can also insert the clip and then the key, and just make sure that the clip does not stick out above the cylinder.



I was able to rearrange 3 of the clips to work with my key.  
I have been told that you can buy more clips at a locksmith shop.

After rekeying the cylinder, reassemble the cylinder into the latch.  
Flatten out the washer and reinstall it as best as you can.



Reassemble the glove box and enjoy!

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