

## IGNITION LOCKS

|        |   |            |   |                      |   |          |   |
|--------|---|------------|---|----------------------|---|----------|---|
| Toyota | Celica  | 1970-11/71 | Uncoded plug length<br>1.16 inch / 29.5 mm  | C-30-311             | Uncoded plug length<br>1.08 inch / 27.5 mm  | C-30-312 | Use tumbler series P-30-141/144   |
| Toyota | Celica  | 12/71-74   | Coded cylinder  | C-30-102             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Celica  | 1975-79    | Coded cylinder<br>no tilt steering  | C-30-103             | Coded cylinder<br>with tilt steering  | C-30-104 | Use tumbler series P-30-141/144   |
| Toyota | Celica  | 1980-81    | Coded cylinder  | C-30-104             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Celica  | 1982-85    | Coded cylinder  | C-30-114             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Celica coupe                                  | 1986-89    | Coded cylinder  | C-30-119             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Celica liftback                               | 1986-89    | Uncoded cylinder  | C-30-126             | Use tumbler series P-30-151/157   |          |   |
| Toyota | Celica coupe                                  | 1990-93    | Coded cylinder  | C-30-139             | Use tumbler series P-30-161/164   |          |   |
| Toyota | Celica liftback                               | 1990-93    | Uncoded service pack  | C-30-149             | Use tumbler series P-30-151/157   |          |   |
| Toyota | Celica  | 1994-99    | Previously available as C-30-144, discontinued when out. Replacement choices as follows:<br>a. Use coded cylinder C-30-139 which cannot be rekeyed to match the original car key (this is the lock now sold by Toyota dealers for 1994-99 Celica)<br>b. Use C-30-068 which can be rekeyed to the original car key - WARNING: C-30-068 is for Japan specification cars and does not have the metal face cap which guards the cylinder, and thus may be considered lower security than the design with face cap as used on most USA specification cars. |                      |   |          |   |
| Toyota | Celica  | 2000-05    | Coded cylinder  | C-30-161             | Use tumbler series P-30-181/188   |          |   |
| Toyota | Corolla                                       | 1970-72    | Uncoded plug length<br>1.16 inch / 29.5 mm  | C-30-311             | Uncoded plug length<br>1.08 inch / 27.5 mm  | C-30-312 | Plugs are available only using T80R keyway and may not match the original keyway on some models.<br>Use tumbler series P-30-141/144 |
| Toyota | Corolla                                       | 1972-74    | Coded cylinder  | C-30-102             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Corolla except station wagon                  | 1975-79    | Coded cylinder  | C-30-103             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Corolla station wagon                         | 1975-79    | Uncoded plug, must reuse original lock cylinder housing   | C-30-313             | If the original cylinder assembly housing cannot be reused the C-30-103 coded cylinder may be used but cannot be rekeyed to the original car key<br>Use tumbler series P-30-171/174 for C-30-313 and original lock on the car.  |          |   |
| Toyota | Corolla except station wagon                  | 1980-83    | Coded cylinder  | C-30-108             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Corolla station wagon                         | 1980-83    | Uncoded plug, must reuse original lock cylinder housing   | C-30-313             | If the original cylinder assembly housing cannot be reused the C-30-108 coded cylinder may be used but cannot be rekeyed to the original car key<br>Use tumbler series P-30-171/174 for C-30-313 and original lock on the car.  |          |   |
| Toyota | Corolla                                       | 1984-87    | Coded cylinder  | C-30-107             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Corolla FX                                    | 1987       | Coded cylinder  | C-30-107             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Corolla FX                                    | 1988       | Coded cylinder  | C-30-119             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Corolla                                       | 1988-92    | Coded cylinder  | C-30-118             | Use tumbler series P-30-161/164   |          |   |
| Toyota | Corolla wagon 2-wheel drive                   | 1988-92    | Uncoded plug, must reuse original lock cylinder housing   | C-30-315             | If the original cylinder assembly housing cannot be reused the C-30-118 coded cylinder may be used but cannot be rekeyed to the original car key<br>Use tumbler series P-30-151/157 for C-30-315 and original lock on the car.  |          |   |
| Toyota | Corolla station wagon 4-wheel drive (Alltrac) | 1988-92    | Coded cylinder  | C-30-118             | Use tumbler series P-30-161/164   |          |   |
| Toyota | Corolla sedan made in Japan                   | 1993-97    | Coded cylinder no tilt steering (4.9 in. / 125mm long)  | C-30-130             | Coded cylinder with tilt steering (5.6 in. / 143mm long)  | C-30-131 | Use tumbler series P-30-181/188   |
| Toyota | Corolla sedan made in USA                     | 1993-97    | Coded cylinder (5.6 in. / 143mm long)   | C-30-131             | Use tumbler series P-30-181/188   |          |   |
| Toyota | Corolla station wagon                         | 1993-97    | Coded cylinder no tilt steering (4.9 in. / 143mm long)  | C-30-147             | Coded cylinder with tilt steering (5.6 in. / 143mm long)  | C-30-148 | Use tumbler series P-30-191/198   |
| Toyota | Corolla                                       | 1998-02    | Coded cylinder LE trim level  | C-30-152             | Coded cylinder CE & VE trim level   | C-30-153 | Use tumbler series P-30-181/188   |
| Toyota | Corolla                                       | 2003-07    | Coded cylinder – cars without transponder<br>Coded cylinder – cars with transponder   | C-30-173<br>C-30-176 | NOTE: C-30-176 is identified by the small nose on the face of the ignition lock to attach the transponder receiver.<br>Use tumbler series P-30-131/134  |          |   |
| Toyota | Corona  | 1970-72    | Uncoded plug length<br>1.16 inch / 29.5 mm  | C-30-311             | Uncoded plug length<br>1.08 inch / 27.5 mm  | C-30-312 | Plugs are available only using T80R keyway and may not match the original keyway on some models.<br>Use tumbler series P-30-141/144 |
| Toyota | Corona  | 1972-73    | Uncoded plug  | C-30-202             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Corona except station wagon                   | 1974-78    | Coded cylinder  | C-30-105             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Corona station wagon                          | 1974-78    | Uncoded plug, must reuse original lock cylinder housing   | C-30-314             | If the original cylinder assembly housing cannot be reused the C-30-105 coded cylinder may be used but cannot be rekeyed to the original car key<br>Use tumbler series P-30-171/174 for C-30-314 and original lock on the car.  |          |   |
| Toyota | Corona except station wagon                   | 1979-82    | Coded cylinder  | C-30-104             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Corona station wagon                          | 1979-82    | Uncoded plug, must reuse original lock cylinder housing   | C-30-314             | If the original cylinder assembly housing cannot be reused the C-30-104 coded cylinder may be used but cannot be rekeyed to the original car key<br>Use tumbler series P-30-171/174 for C-30-314 and original lock on the car.  |          |   |
| Toyota | Cressida sedan, coupe                         | 1978-84    | Coded cylinder  | C-30-109             | Use tumbler series P-30-141/144   |          |   |
| Toyota | Cressida station wagon                        | 1978-84    | Uncoded plug, must reuse original lock cylinder housing   | C-30-314             | If the original cylinder assembly housing cannot be reused the C-30-104 coded cylinder may be used but cannot be rekeyed to the original car key<br>Use tumbler series P-30-171/174 for C-30-314 and original locks on the car. |          |   |

## ASP PART NUMBERING SYSTEM

### The ASP Part Numbering System

Working with the ASP part numbers is easier if you have a basic understanding of the part numbering system, explained here:

The first letter or letters of the part number identify what type of product the part number is:

|    |  |
|----|--|
| A  | Keying kits and parts assortments  |
| B  | Luggage compartment locks  |
| C  | Ignition locks   |
| D  | Door locks (including complete locks that include the door handle)                       |
| DH | Door handles (except complete locks that include the door handle)                        |
| DP | Door locks (keyed alike pair)  |
| E  | Engine compartment locks   |
| F  | Fasteners (including lock retaining clips, shear-head bolts, door panel fasteners, etc.) |
| G  | Glove compartment and stowage locks  |
| KB | Key blanks   |
| P  | Lock service parts (including tumblers, face caps, and other parts)                      |
| RK | Remote head key blanks   |
| S  | Lock sets  |
| T  | Fuel tank locks  |
| W  | Ignition switches (wiring assembly only without lock cylinder)                           |

The second two digits of the part number tell you the PRIMARY brand of vehicle that the item is used on:

|    |   |
|----|---|
| 00 | Various cars  |
| 11 | Alfa Romeo  |
| 12 | Audi  |
| 13 | BMW   |
| 14 | British Cars (Austin, Jaguar, Land Rover, MG, Range Rover, Triumph) |
| 15 | British Chrysler (Plymouth Cricket, Sunbeam, Hillman)               |
| 16 | Nissan / Datsun / Infiniti  |
| 17 | Fiat  |
| 18 | European Ford (Capri, Fiesta, Merkur)                               |
| 19 | Honda / Acura   |
| 20 | Mazda   |
| 21 | Mercedes-Benz   |
| 22 | Mitsubishi  |
| 23 | GM Europe (Cadillac Catera, Pontiac Lemans, Opel)                   |

|    |  |
|----|--|
| 24 | Isuzu (including General Motors brands)                                    |
| 25 | Peugeot  |
| 26 | Porsche  |
| 27 | Renault  |
| 28 | Saab   |
| 29 | Subaru   |
| 30 | Toyota / Lexus / Scion / Hino truck  |
| 31 | Volkswagen   |
| 32 | Volvo  |
| 33 | Suzuki   |
| 34 | Lada   |
| 35 | Lancia   |
| 36 | Hyundai  |
| 37 | Daihatsu   |
| 38 | Citroen  |
| 39 | Yugo   |
| 40 | Kia  |
| 41 | General Motors USA (Buick, Cadillac, Chevrolet, GMC, Oldsmobile, Pontiac)  |
| 42 | Ford / Lincoln / Mercury (USA)   |
| 43 | American Motors (including some Heavy Trucks and Jeep)                     |
| 44 | Chrysler / Dodge / Jeep / Plymouth   |
| 45 | Skoda  |
| 49 | Saturn   |
| 50 | Daewoo (including Chevrolet Aveo, Saturn Vue, other General Motors brands) |
| 55 | Renault truck (including some Mack trucks)                                 |
| 56 | Freightliner truck   |
| 57 | Kenworth truck   |
| 93 | Harley Davidson Motorcycle   |
| 94 | Honda Motorcycle   |
| 98 | Yamaha Motorcycle  |

For example, if you have part number C-30-107, by understanding the part numbering system you will know that the part is an ignition lock (first letter C), which fits a Toyota (second two digits 30).

There are exceptions to this system created by the same part being used on more than one brand of car. Also some parts are used in more than one place on the car – for example, B-14-210 is numbered as a luggage compartment lock, but also is used as an ignition lock or door lock on some cars.

## ASP PART NUMBERING SYSTEM

The same part being used on more than one brand of car is explained by lock families, as follows:

**Audi** - also found on some Porsche and Volkswagen

**Ford USA** – also found on some Mazda and Nissan

**Honda / Acura** - also found on some Isuzu

**Mazda** – also found on some Chrysler imports, Ford imports, General Motors imports, GEO, Mitsubishi, Suzuki

**Nissan** - also found on some Subaru and Isuzu truck

**Toyota** – also found on some Chrysler imports, Daihatsu, General Motors imports, GEO, Hyundai, Isuzu, Kia, Mazda, Mitsubishi, Suzuki.

**Volkswagen** - also found on some Audi and Porsche (tumblers also used on BMW)

You will also find some parts that are used among the brands of the following groups of cars:

**British cars** - Aston Martin, Austin, English Ford, Jaguar, Jensen, Land Rover, MG, Morgan, Range Rover, Rover car, Sterling car, Triumph, TVR, Volvo.

**French cars** - Peugeot, Renault, Citroen

**German cars** - Audi, BMW, Daewoo, General Motors (Cadillac Catera, Chevrolet Aveo, Pontiac Lemans, others), Mini, Porsche, Mercedes-Benz, Volkswagen

**Italian cars** - Alfa Romeo, Bertone, Ferrari, Fiat, Iveco, Lada, Lamborghini, Lancia, Maserati, Pininfarina, Yugo

### Lockcraft Part Numbers

The first two letters of the part number identify what type of product the part number is:

|    |   |
|----|---|
| DL | Door lock   |
| LC | Ignition lock   |
| LS | Lock set  |
| RP | Lock service parts (including tumblers, face caps, and other parts) |
| SK | Keying kits and parts assortments                                   |
| TL | Luggage compartment locks   |

Lockcraft part numbers that end in “U” are uncoded locks.

There have been many changes to the Lockcraft part numbers over the past years, explained as follows:

Most old Lockcraft part numbers had no letter prefix. For example, old part number 1426 was changed to LC1426 to identify the type of product.

Some old Lockcraft part numbers had a letter prefix “A”, which was changed to “RP”. For example, part number A6001 was changed to RP6001. This could be confusing if you have an old Lockcraft or All Lock keying kit or parts assortment which identified the parts inside by the letter prefix “A”. When reordering simply change the “A” to “RP”.

Some old Lockcraft part numbers had a digit “3” at the end of the part number, which designated poly bag packaging. For example, part number LC14263 designated the LC1426 ignition lock in a poly bag. The currently used part numbers now eliminate the “3” at the end and using the example LC14263 is now simply LC1426.

Some old Lockcraft part numbers had a digit “8” at the end of the part number, which designated that it was an uncoded lock. For example, part number LC14268 designated the LC1426 ignition lock in uncoded form. The currently used part numbers now use “U” at the end of the part number instead of the “8”. Using the example LC14268 is now LC1426U.

## PART NUMBER LISTING and POPULARITY RATINGS

### Part Number Listings and Popularity Ratings

Pages 214-233 contain a complete listing of ASP part numbers, with the 2008 popularity rating for each part number. The popularity ratings are explained as follows:

**A** = Most popular items (lock cylinders and replacement parts)

**B** = Second most popular group of lock cylinders

**Y** = Replacement parts (keying kit refill tumblers, face caps, etc.), popularity equivalent to B-rated lock cylinders

**C** = Third most popular group of lock cylinders

**Z** = Replacement parts (keying kit refill tumblers, face caps, etc.), popularity equivalent to C-rated lock cylinders

**H** = Items not recommended for stock by distributors, these parts are normal stock items for the ASP warehouse and available for drop shipments (HI-SPEED delivery). Orders must be placed through your distributor, and are subject to stock on hand at ASP. Some distributors may have selected H-rated items in stock.

**S** = Special order items only, may not be in stock at ASP. These items may be subject to minimum order quantities if needed. Some distributors may have selected S-rated items in stock.

**DWO** = Discontinued when out. Some items may still have limited stock at ASP or at some distributors, but will not be restocked when existing supplies are sold out.

ASP products are sold through the network of locksmith supply distributors located throughout the USA and Canada.

With over 4,000 different part numbers in our range, it is impossible and impractical for distributors to keep every part number in stock. Thus we have assigned each of our part numbers a popularity rating to assist distributors in keeping stock. We have implemented new distributor stocking programs based on these popularity ratings. Please check [www.carlocks.com](http://www.carlocks.com) for the most current information about our distributor stocking guidelines. ASP is working closely with our distributors to provide you the fastest delivery possible at the lowest possible cost.

Distributors who make a commitment to keep stock according to our recommendations are listed on [www.carlocks.com](http://www.carlocks.com). This list is subject to change at any time. Distributors who do not keep the stocking commitment will be removed from the list.

### Explanation of other notes on the part number listing

a. Some items have (now use ...) to the right of the part number, with a rating of DWO.

For example: A-13-105 (now use A-31-110) – this means that A-13-105 has been superseded by A-31-110.

b. Some items have (substitute ...) to the right of the part number, with a rating of DWO.

For example: B-19-154 (substitute B-19-155) - this means that you can substitute B-19-155 for B-19-154, but there is some difference between the two parts. A complete listing of these part numbers with a brief explanation of the difference between each superseded part and the replacement part is provided on pages 234-237.

c. Some items have (see ...) to the right of the part number, with no popularity rating.

For example: B-16-105 (see B-16-205), with no popularity rating. Then go to B-16-205 and you will see it listed as B-16-205 (B-16-105) with the popularity rating of B. This is a result of our consolidating some similar interchangeable part numbers. In this example, whether you order B-16-105 or B-16-205, you will get the same part at the same price. A complete listing of these part numbers is provided on pages 238-239.

## **Other Superseded Parts**

### **Ford 10-cut locks:**

Now that Hurd and Lockcraft products are being manufactured at the same factory, there became some duplicate items between the two product ranges, especially for Ford applications. Many of the parts are equivalent with regard to design and quality and can be interchanged without hesitation. One group of parts which we believed should not be considered equivalent are the Ford 10-cut ignition locks.

Hurd 10-cut ignition locks are original equipment parts that are still supplied to Ford Motor Company. The Lockcraft versions of these locks are not Ford original parts. We now offer only the original equipment versions of these locks to the locksmith market.

As a result of the consolidation between Hurd and Lockcraft, there may be component consolidation where some minor Lockcraft component parts may now be used in Hurd original equipment locks. All such component substitutions have been approved by Ford Motor Co. All locks supplied through the ASP distribution system under the ASP part numbers are the same locks as being supplied as original equipment to Ford, and are supplied to the locksmith market under license of Ford Motor Co.

If you look up the Lockcraft part numbers on page 225, you will find the ASP part number for the original Ford version of each corresponding lock.

### **Toyota Ignition Locks with Unsecured Face Cap Rivets:**

For many years we have been able to supply some Toyota ignition locks with the face cap rivets unsecured so that the lock may be more easily rekeyed. Unfortunately some of the locks which were previously supplied unsecured are no longer available to us in that form. We will continue to offer locks with unsecured rivets as long as possible, but for some designs we will be forced to substitute locks with secured rivets in the future. We regret that this substitution will be necessary but this is due to factors beyond our control.

### **Locks that may be affected by this change are as follows:**

C-30-116  
C-30-119  
C-30-120  
C-30-124  
C-30-129  
C-30-130  
C-30-131

### **Other Discontinued and Superseded Parts:**

We have been forced to discontinue or supersede some parts because they are no longer manufactured. But some must be discontinued because of very low sales volume compared to the quantity required to restock. And we have been forced to discontinue some items because of cost increases to us to the point where we can no longer be competitive with the car dealers. As all of these situations are subject to change, we will post changes in availability on our website [www.carlocks.com](http://www.carlocks.com). Note that these changes may be for products that are available now that must be discontinued in the future, and for products that were previously discontinued and are now available again.