

CHEVROLET UP TO 1966

General information as follows:

1. Key blank references are for the profile only, using one of the more well-known blank numbers. This list does not include all variations of different head shapes, lengths, or transponders, the main object is to identify which key profile enters the lock.
2. Identify which tumblers and keying kits to use according to the separate chart organized by the key blank numbers.

IGNITION LOCKS

All cars	1951-64	B10	Coded cylinder	LC1421	
All cars	1965	B10	Coded cylinder	LC1420	
All cars	1966	B10	Coded cylinder	C-41-166	NOTE: LC1422 can substitute but cannot be rekeyed to the original B10 key.
All trucks except El Camino and Corvair 95	1946-66	B10	Coded cylinder	LC1420	
Corvair 95	1961-66	B10	Coded cylinder	LC1421	
El Camino	1959-64	B10	Coded cylinder	LC1421	
El Camino	1965	B10	Coded cylinder	LC1420	
El Camino	1966	B10	Coded cylinder	C-41-166	NOTE: LC1422 can substitute but cannot be rekeyed to the original B10 key.
Greenbrier van	1961-66	B10	Coded cylinder	LC1421	

Illustrations:

LC1420



LC1421



C-41-166 coded with B10 keys as originally installed on the car
 LC1422 coded with GMA/GMK keys, will not accept B10/B11 keys
 LC1422U uncoded (accepts only GMA/GMK keys, will not accept B10/B11 keys)



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DOOR LOCKS

Door locks using B10 / B11 keys are not currently available from ASP

REAR COMPARTMENT LOCKS

The locks listed below are the most commonly used design. Some models used unique design housings sometimes for one year application only. The B-41-303 uncoded plug can be used to service some of those applications.

Most cars Except station wagons	1955-66	B10 B11	Uncoded service pack	B-41-265	Lock held to the trunk lid by a clip, vertical mounting
			Uncoded service pack	B-41-275	Lock held to the body of the car by a clip, horizontal mounting
			Uncoded plug	B-41-303	This plug is the same as included in the B-41-265 and B-41-275 lock service packages, and will also service others with the shaft that attaches to the rear of the plug and which are held to the car by bolts instead of clips (such as 1959-60 Chevrolet full size cars).

Illustrations (fully assembled locks pictured)

B-41-265 uncoded service pack to accept B10/B11 keys only

TL1575 complete coded lock, uses GMA/GMK keys only, will not accept B10/B11



B-41-275 uncoded service pack to accept B10/B11 keys only

TL1576 complete coded lock, uses GMA/GMK keys only, will not accept B10/B11



Scroll down for information about tumblers, springs, keying kits, and face caps

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Face caps:

- P-41-200 - ribbed design used on the following:
 - 1955-58 door locks (lock cylinder separate from the door handle)
 - 1956-60 Corvette door locks
 - 1951-58 rear compartment locks
 - 1956-60 Corvette rear compartment locks



The picture above is an example of a lock using the ribbed design face cap.

- P-41-201 / RP6036 - flat design used on the following:
 - 1959-66 door locks except 1959-60 Corvette (lock cylinder separate from the door handle)
 - 1960-66 rear compartment locks except 1959-60 Corvette, except bolt in design locks, and except the design with the lock cylinder behind the emblem flap

Tumblers and keying kits:

Key Blank	Tumbler #1 depth	Tumbler #2 depth	Tumbler #3 depth	Tumbler #4 depth	Tumbler #5 depth	Keying kits and Notes
B10, B11	P-41-101 RP6038 322051	P-41-102 RP6039 322052	P-41-103 RP6040 322053	P-41-104 RP6041 322054	P-41-105 RP6042 322055	Tumbler springs: RP6037 (P-41-100) SK6035 keying kit supplied by ASP