

This is cheap option on how to fix **ignition** switch lock. Other option is scrapyard piece or your friendly **dealership** new piece.

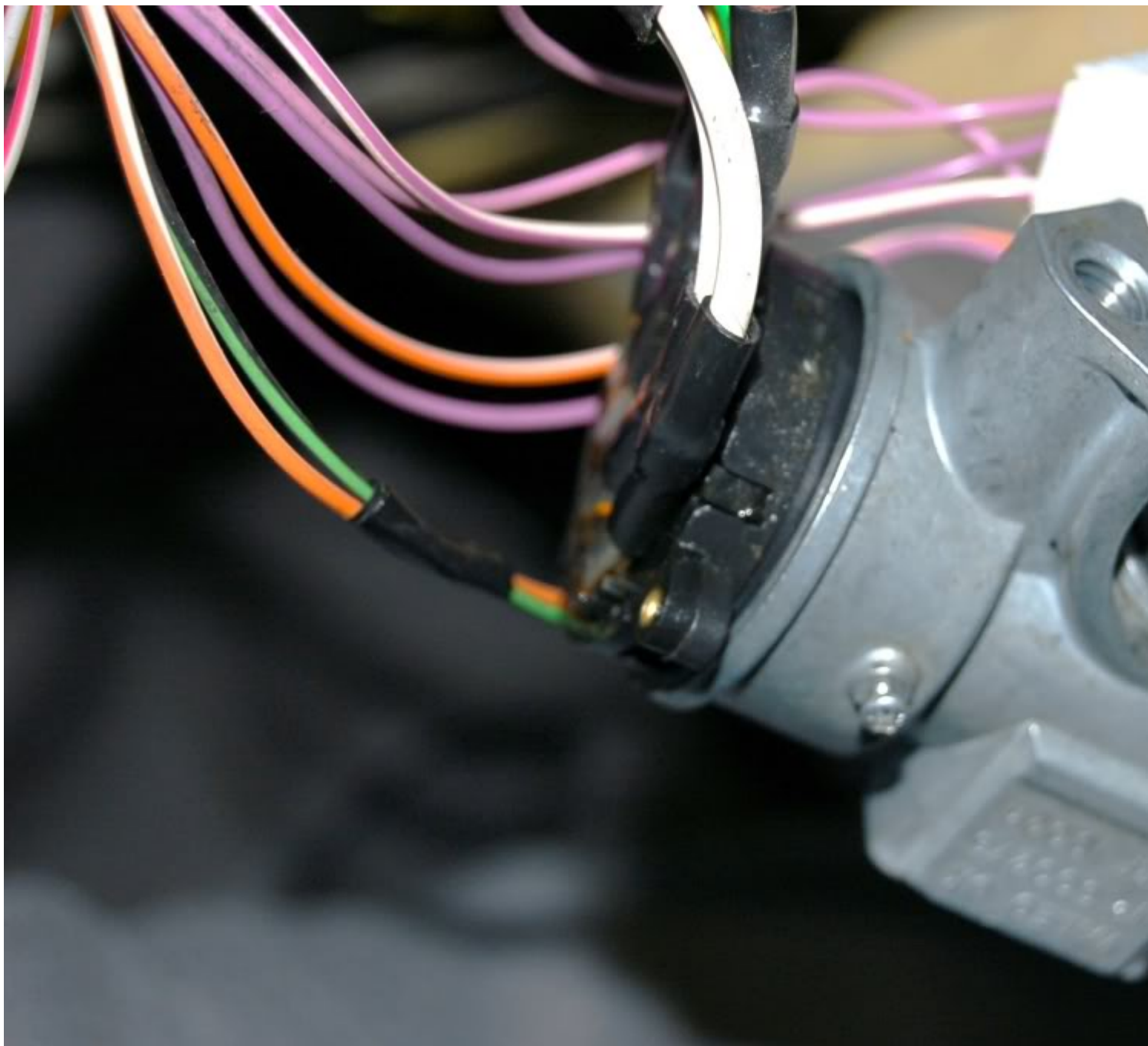
Ever since I bought her , to start I had to jiggle key in the ignition. It came to the point I had to jiggle for 5 minutes sometimes , so before **winter** starts I had to fix this. I will not explain how to take three Philips screw off of the plastic guard. After that there are two screws that had to be unscrewed with sharp chisel and hammer .



...when this is done you push **steering** ignition assembly down ...you can **see** steering lock pin...



...on the left side you will see black **ignition** switch secured with two philips screws on each side...take those screws off...slide **ignition** switch out...at this point you can start your truck with flat screwdriver and drive it ...only thing you will not have is **steering** lock , which you don't need it for driving...so in case your steering repair take more time , your truck is in driving condition...



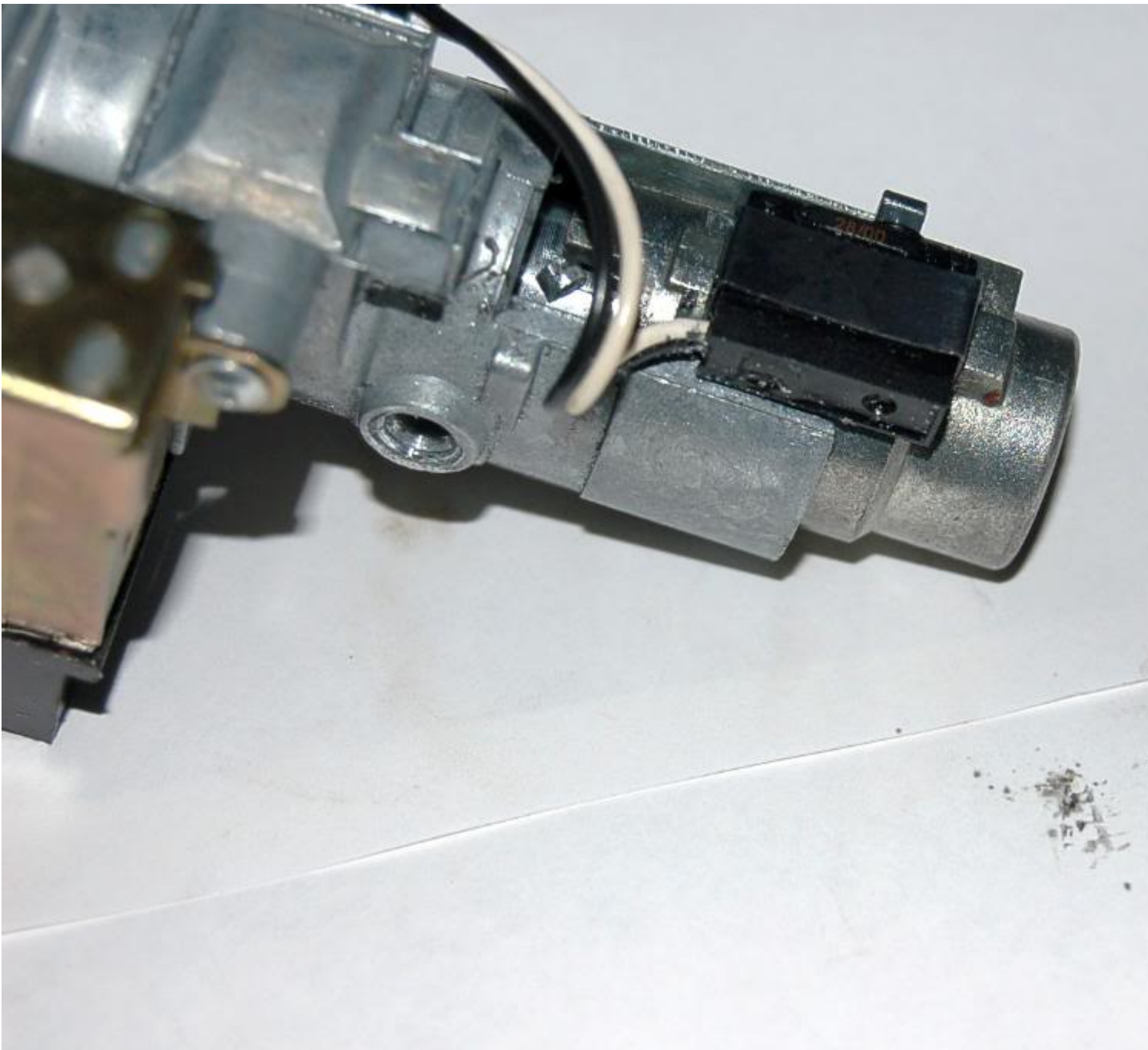
...unplug rest of the plugs and take **ignition** assembly in your house or garage...you don't want to do rest in your truck...my **steering** ignition was worn out by 3 mm as you can see by the pic...



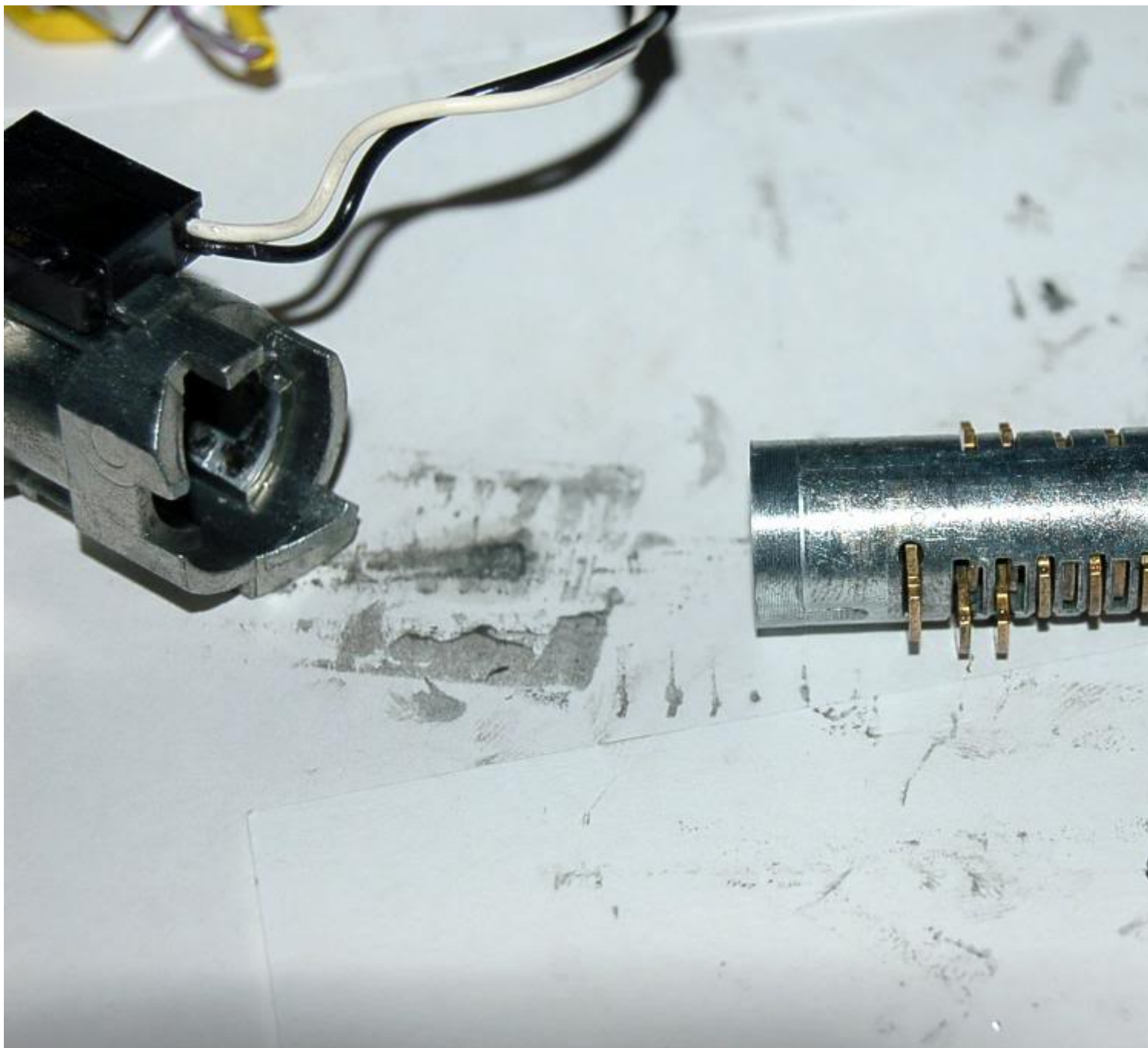
...on the side of the assembly you will see riveted safety pin...you will have to drill it out ...you can see how it look like removed...



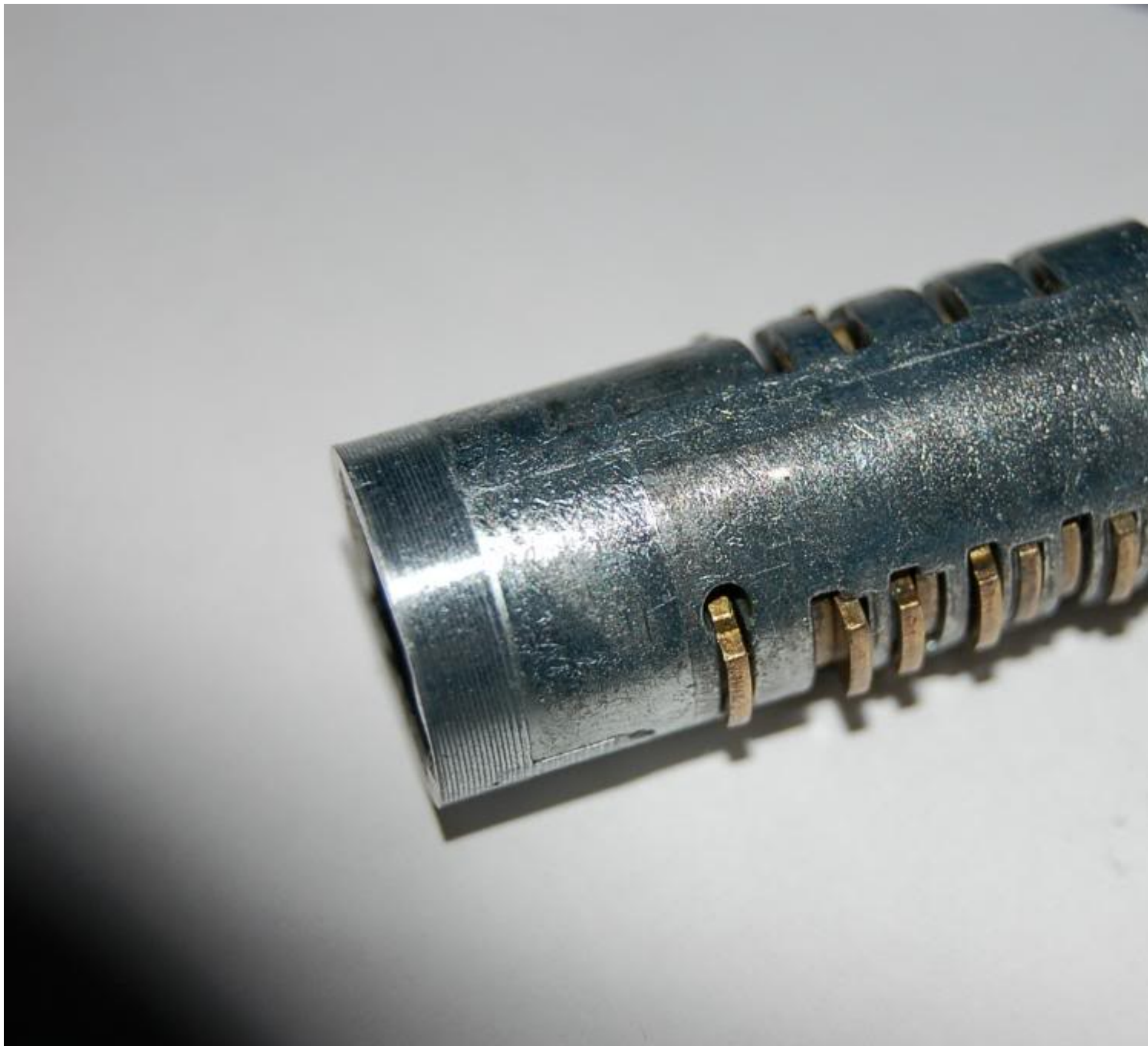
..now you can slide barrel out ... slowly ...first thing that will fall off is spring for the **ignition** buzzer ...don't lose it...that black thing is micro-switch for the ignition buzzer , you don't have to remove it...



Once barrel is out , inside you will see spinner.Part that turns inside the barrel when you put key in to ignition.There are bras segments spring loaded , different for each lock combination.



I had two keys with my truck . One was opening door and starting the truck and other one was only opening the door.This is how it look like one that was opening only the door .No good.



And this is how it suppose to look like when inserted inside the ignition. After I fixed it. Procedure is you insert each key inside the spinner, and while key is inside all the way, you grind down all sticking out brass segments. You have to do this for each key in order to work. You can file it down or use bench grinder. I used bench grinder. My fob is ok so I didn't mess with that, I just cut out rest of the broken key. However there is a option, instead of grinding brass segments, you can just remove sticking ones and it will work also.

For those unlucky ones who broke key inside the ignition, broken part will be find inside the spinner. Very easy removal.

For those who lost or broke all keys and now are faced with ordering new ignition assembly from your friendly neighborhood dealership (800\$+). Just go to nearest locksmith and buy few blank keys and make your own. Total cost few bucks.



Installation is reverse of removal. I even used same [safety](#) pin to lock barrel back in to assembly. One who want to be really fancy , can retread it and use screw instead of the safety pin.