

# GM HU100-IRT



“Ignition Removal Tool”  
Patent Pending

## Application Chart

Buick Allure 10-16	Chevrolet Cruze 11-16 ½
Buick LaCrosse 10-16	Chevrolet Traverse 09-17
Buick Regal 11-16	Chevrolet Malibu 13-16
Buick Encore 15-19	Chevrolet Camaro 10-15
Buick Cascada 16-19	Chevrolet Trax 15-20+
Buick Enclave 09-17	Chevrolet Spark 16-20
Buick Verano 12-17	Chevrolet Impala 14-20+
GMC Terrain 10-17	Chevrolet Equinox 10-17
GMC Acadia 09-17	Saturn Outlook 07-10

LockTech’s HU100-IRT ignition removal tool is designed for quick removal of GM ignition cylinders using the HU100 key. Although originally designed for faulty or locked-up ignitions due to the simplicity and speed of the ignition removal it has become a very efficient key generation set as well for “lost key” situations. It does NOT require any drilling OR require the ignition cylinder to be turned to the On position, it is designed to be used in the OFF position.

There are two types of ignition housings found on HU100 equipped vehicles, one currently only found on Camaro’s and the other found on all other models using this keyway.

### Camaro & B106 (BLUE END)

**Step 1** Pry upward on the upper half of the clamshell to pop it loose as seen in **Pic 1**. Complete removal is not necessary.

**Step 2** Remove the four lower shroud screws and remove the lower shroud.

**Step 3** Locate the retainer access hole located behind the horizontal beam that runs along the top of the ignition as shown in **Pic 2**.

**Step 4** Using the Camaro end (BLUE END or 45 DEGREE ANGLES SIDE) of the HU100-IRT and from in-between the ignition and steering wheel insert the tip into the hole. Slide the tip inward past the first joint until the top of the tool is parallel and running right along the top of the horizontal beam. **Pic 3** shows the tool in place. DO NOT FORCE THE TOOL INTO PLACE.

**Step 5** Once in place rotate the tool toward the dash. The cylinder should pop outward.

**Step 6** Remove the ignition to read the code if no code exits a blank cut to all 1’s allows for easy decoding of the cylinder.

**Pic 1**



**Pic 2**



**Pic 3**



### Others (YELLOW END)

**Step 1** Pry upward on the upper half of the clamshell to pop it loose and remove as seen in **Pic 4**. Remove rear pop tabs from flexible curtain if necessary.

**Step 2** Locate the retainer access hole on top of the ignition housing as shown in **Pic 5**.

**Step 3** Insert the tip (YELLOW END or ARC END) of

the tool from across steering column and rotate the tool clockwise 90 degrees while lowering the tool into place until you get the tool into a vertical position. DO NOT FORCE THE TOOL INTO PLACE. **Pic 6** shows tool in place.

**Step 4** While LIGHTLY lifting upwards and with a slight clockwise tension on the tool, LIGHTLY lift upwards to depress the retainer and remove the ignition. \*Be sure the tool is vertical and not leaning toward the windshield when lifting upward.

**Step 5** Read the code or use a depth key cut to a 1 depth to decode the ignition.

### Decoding the cylinder

**Step 1** Insert the a depth key with a 1 cut in all positions fully into the cylinder.

**Step 2** Read the height of the wafers for all 8 positions as shown in **Pic 7** in the example cylinder. Depths for the example wafer as shown are 11223344.

APPLICATION CHART		
Buick Encore 2015-2019		YELLOW END
Buick Cascada 2016-2019		YELLOW END
Buick Enclave 2009-2017		BLUE END
Buick Allure / LaCrosse 2010-2016		YELLOW END
Buick Regal 2011-2016		YELLOW END
Buick Verano 2012-2017		YELLOW END
Chevrolet Malibu 2013-2016		YELLOW END
Chevrolet Impala 2014-2020+		YELLOW END
Chevrolet Trax 2015-2020+		YELLOW END
Chevrolet Camaro 2010-2015		BLUE END
Chevrolet Spark 2016-2020		YELLOW END
Chevrolet Cruze 2011-2016 ½		YELLOW END
GMC Equinox 2010-2017		YELLOW END
GMC Terrain 2010-2017		YELLOW END
Buick Enclave 2009-2017	<b>B106</b> No Side Bar	BLUE END
Chevrolet Traverse 2009-2017	<b>B106</b> No Side Bar	BLUE END
GMC Acadia 2009-2017	<b>B106</b> No Side Bar	BLUE END
Saturn Outlook 2007-2010	<b>B106</b> No Side Bar	BLUE END

NOTE: The HU100-IRT was designed to remove the ignitions for the HU100 keyway. It was discovered afterwards that it worked on some of the B106 (non-sidebar) ignitions as well. The known vehicles are listed on the Application Chart. Please feel free to email us any additions or corrections concerning the B106 applications.

**Pic 4**



**Pic 5**



**Pic 6**



**Pic 7**

