

Removing Cylinder from Schlage "A" Line without a Key

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In this article we will go over how to remove a cylinder from an Schlage "A" Line when no key is available and the lock will Not Pick Or Impression or it may have a High Security Cylinder (with some exceptions). We will assume the door is open to begin with and we are either trying to make a key or Rekey the lock. This is an "A" Line Knobset, if it were an "A" Line Lever you could possibly do the lock the same way or you could use a Singertech or similar lever handle-removing tool.



Schlage A Line Knobset (removed from box the only difference from removing from the box and removing from a door is the interior knob and rose would be off if taken off the door.)



Remove Rose (remove screws to take off mounting plate {not shown})



Depress retainer to release Interior Knob



Slide off interior Knob



Knob ready for disassembly (note cotter pin)



Remove cotter pins (some use a wire clip)



Depress latch retractor and slide sleeve off, sometimes you have to turn to get it to slide off.



Pry-out one side (ears) you do not want to put too much pressure on these just enough to release interior plate ****Watch out for flying parts (you will need them all)****



Parts released when removing inside spindle



Tip up the exterior knob spring cage so you can see the inter-workings. Note the slot for the locking shaft and the dimple in the locking cam (this is spring loaded to allow the locking shaft to spring back to the unlocked position)



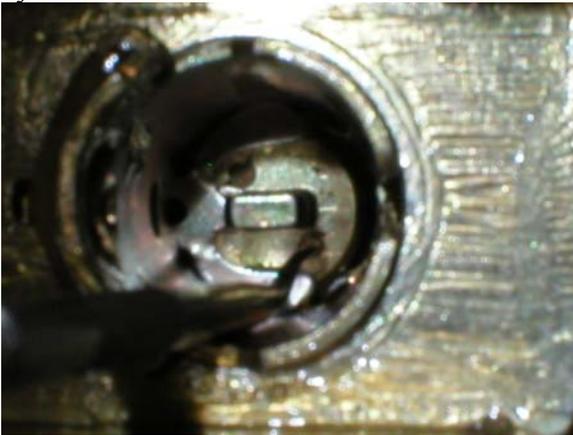
Pull up on the locking cam notice the spring. At this point on some locks you can depress the knob retainer and it will "slip" by depending on many factors: age, wear, style or type of cylinder tailpiece.



The driver on the drive cam is a major weak point on the Schlage Style Locksets



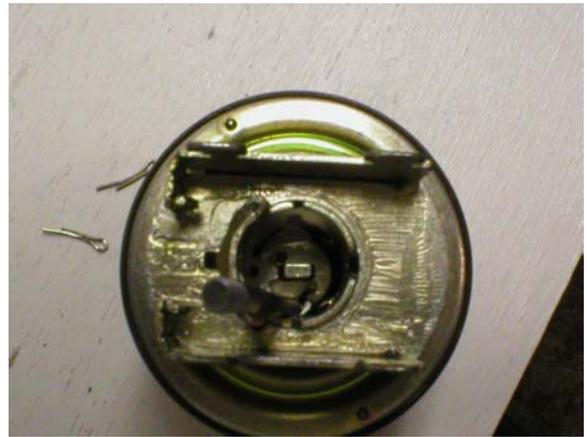
Inside of the exterior spindle notice the cylinder nut retainer?



Depress the retainer and turn the nut (I use 2 probes for this, you can use one but it seems to take me longer than if I use one to depress and one to turn the nut) you need to back the nut off about 2 revolutions to allow enough play in the nut.



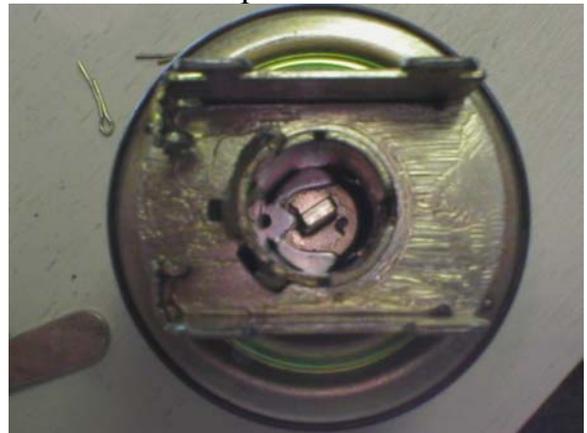
Another view of probe on nut retainer to show location (on some levers they use a larger knob retainer that will not allow this method of cylinder removal, also if someone put a washer in behind the cylinder you may not be able to access this retaining pin)



Straight-on view, (some shadows do not allow good viewing). Notice the position of the knob retainer.



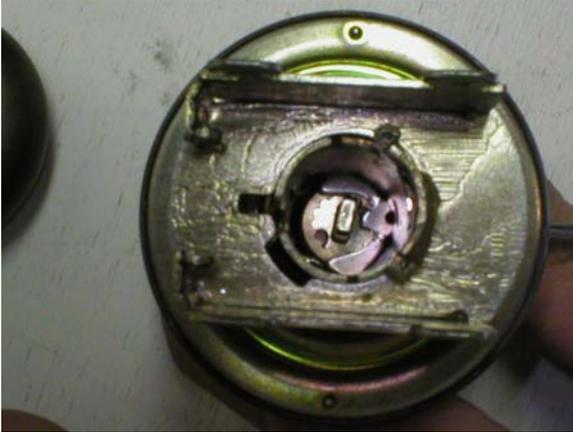
When you have enough space, use a pair of tweezers to pull up on the tailpiece, depress retainer far enough to allow the tailpiece to turn.



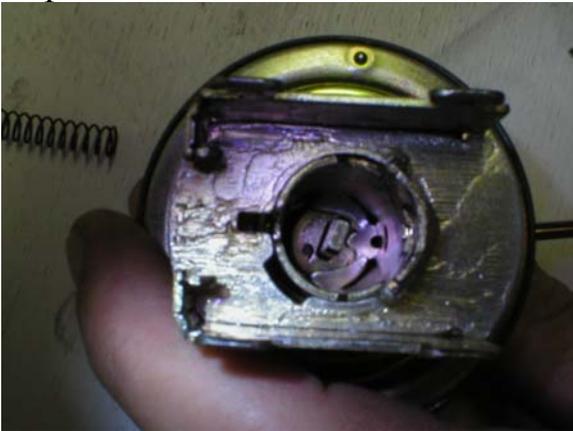
When the tailpiece is turned you can remove the probe



Finish turning the tailpiece until it is about 90 degrees to the original position. NOTE I turned the lock around (I'm right Handed)



Depress the knob retainer



Different lighting trying to show retainer better



Slide off exterior knob



Remove back cover from knob



Remove cylinder



Notice the position of the tailpiece



Normal position of tailpiece



Now you can use your Schalgé cylinder nut tool to remove the Nut.



Nut removed notice the retaining pin remove pin and spring (so you don't lose them)



Shim the lock open (you would not have done this if you could have picked it, in the first place). Service, Re-pin or make a key for the lock.



Exterior side of knob start to reassembly



Insert drive cam



Insert spring cage and springs



Depress and hold spring cage to insert lock shaft and interior side spindle



Insert lock shaft into dimple and the lock slot, interior side plate sometimes will get out of alignment. USE a LOT of Patience.



Slide on sleeve



Install cotter pins test operation of spindles (inside and out)
Reinstall on the door as you normally would (now that you have a key)

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