

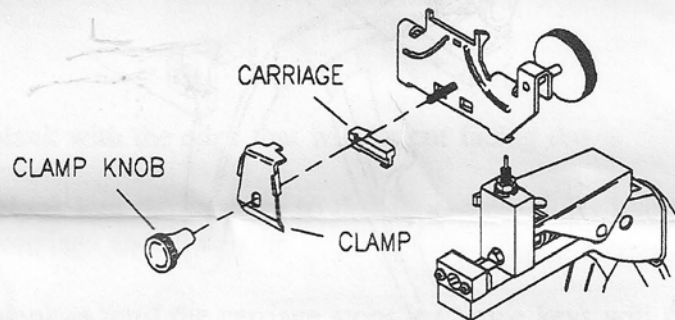
**HOW TO OPERATE THE
CURTIS NO. 15 CODE CUTTER**

With the Curtis No. 15 Code Cutter, you can cut keys using coding information for a specific vehicle's make, model, and year. When cut properly, each key is an original that conforms to factory tolerances. The No. 15 Code Cutter can be used to replace lost or worn keys.

Before you can cut a key, you'll need to determine the required code (Ref. Curtis Code Book). Then, you'll have to refer to the application chart to determine which key blank, cam, and carriage you'll need for the key you want to cut. The chart will also tell you which code cutter model to use.

How to load the carriage

1. To insert the carriage, hold the code cutter so that it faces you.



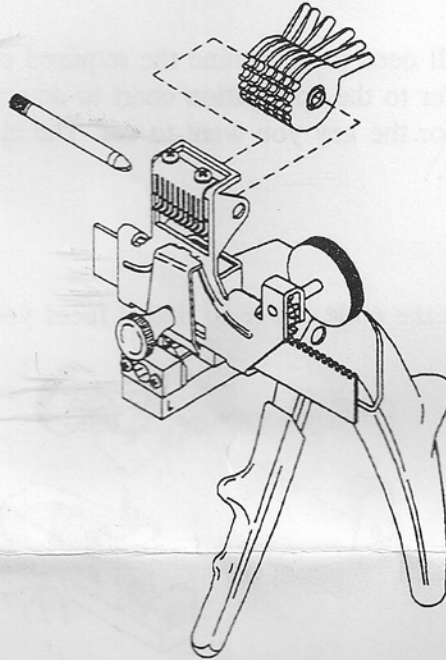
2. Turn the carriage advance knob until the head assembly moves all the way to the "L" on the casting.
3. Unscrew the carriage clamp knob (facing you).
4. Remove the clamp that is underneath.
5. Hold the carriage so that the letters and numbers face up.
6. Insert the carriage so that it fits snugly into the indentations beneath the carriage clamp screw.
7. Replace the clamp.
8. Screw the carriage clamp knob back on over the clamp and tighten it until snug. (To avoid damage to the carriage, do not overtighten.)
9. Loosen the knob one-quarter turn to allow room for the key blank.

R.1

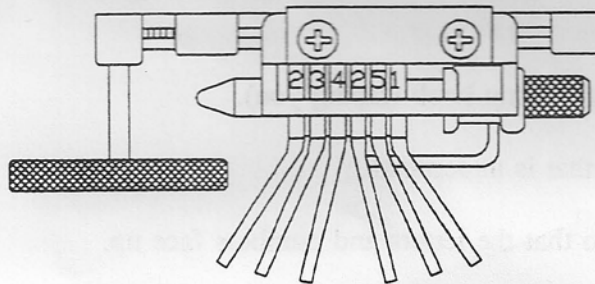
Hawley Lock Supply has a large stock of new and used Curtis #15 parts. Plus new and used cams and carriages, even out of production parts. Call us at 800-398-2458, email hawleylock@gmail.com or www.hawleylocksupply.com

How to load the camset

1. When you've selected the items you'll need, hold the cam set numbers up with your thumb under the levers. Push the cam set into the cam holder, making sure the numbers show through the "windows," as illustrated.
2. Working from the right, slide the pin through the hole and the center of the cam set and out the other side.

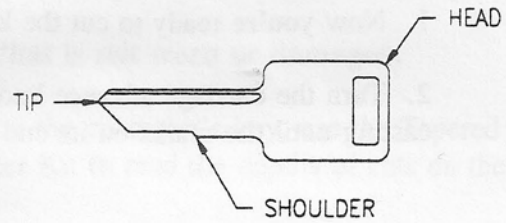
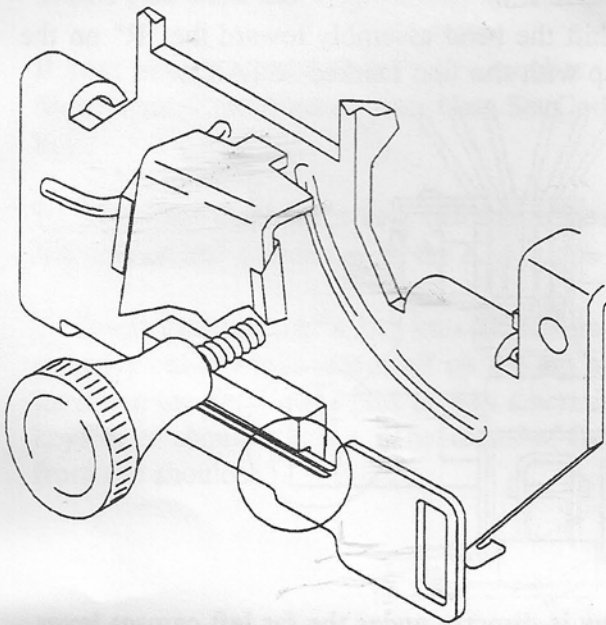


How to set the cam



1. Next, set the key's code. (**IMPORTANT NOTE:** The code is always set from the head to the tip, so if your key is inserted from the left, set the code from left to right. If your key is inserted from the right, set the code from right to left.)
 - * Hold the code cutter so the camset numbers face you through the window on top of the camset assembly.
 - * Move the first camset lever until the number showing through the window corresponds to the first code number.
 - * Continue until you've set the entire code.

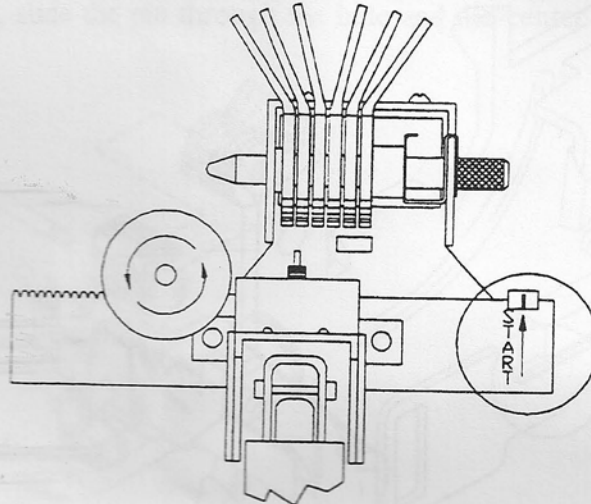
How to insert the key blank



1. Hold the key blank with the edge that will be cut facing down.
2. Insert the key blank into the carriage so that its groove slides into the space between the bottom of the carriage and the clamp.
3. Slide the key blank in until the carriage stops it. (Some keys will stop at the tip; others will stop at the shoulder.) **IMPORTANT NOTE:** If the key blank won't stay in the groove, the clamp over the carriage probably is too loose. Repeat steps above, making sure you loosen the knob only one-quarter turn.
4. Tighten the knob to hold the key in place.

How to cut the key

1. Now you're ready to cut the key. Hold the code cutter so that it faces away from you.
2. Turn the carriage advance knob to shift the head assembly toward the "R" on the casting until the marks on its end line up with the line marked "START."



3. Make sure the depth adjustment screw is directly under the far left camset lever (toward the "L" on the casting).
4. Grip the handles with one hand.
5. Cup the front of the code cutter with your other hand to catch the key chips. Loop index finger over the clamp knob.
6. Squeeze the handles together completely, then release; squeeze again to complete the cut.
7. Turn the carriage advance knob to shift the head one position toward the "L." You should feel it click into position. Make sure the depth adjustment screw is under the next camset lever.
8. Repeat steps above until you've made all the cuts.
9. Loosen the carriage clamp knob and remove the cut key.

To make double-sided keys, turn the key over and repeat the entire process.

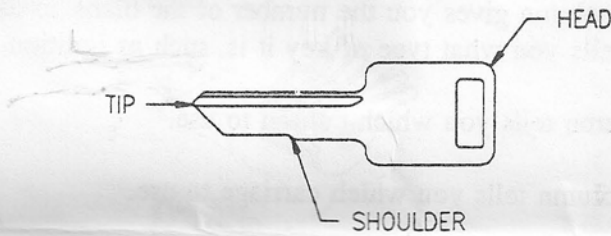
CAUTION: To avoid damaging the carriage, NEVER make a cut unless the depth adjustment screw is directly beneath a cam lever.

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HOW TO DECODE A KEY

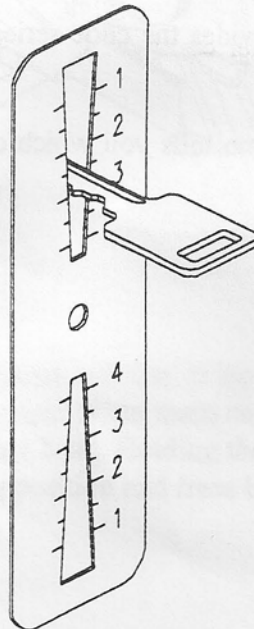
When you have the original key or a duplicate that is not worn or damaged:

If your vehicle manufacturer's key number is not on the customer's key, use the Tapered Slot Decoder provided in your Cam Set Code Cutter Kit to read the depths of cuts on the key.

1. Using the customer's key, determine the Curtis Key Blank Number by matching the key's head and grooves with the Key Blank pictures.
2. Insert the customer's key into the designated tapered slot on the decoder, as shown. A properly cut key will seat itself on the top of the Depth Number Line. Read each cut and jot down the decoded depths as you determine them. **IMPORTANT NOTE:** Decode all keys from shoulder to tip. (The center of the first depth cut on most keys is about 1/8" from the shoulder.)



Note: Because of wear, keys might not always sit on the depth number in the Decoder Scale. Read anything between the lines on the scale as the number indicated. You might want to practice decoding with a pre-cut key on which you have the code number so you can verify the depths.



When the original or duplicate key is worn or not available:

1. First find the key's code series number from one of the following sources:
 - * the original key or tags
 - * the dealer's invoice papers
 - * the lending institution's papers
 - * the ignition and glove box assembly
 - * the passenger door lock of some Japanese imports
2. After you've determined the code series number, refer to the Curtis code book.
3. In the front of the book, you'll find a chart like the one illustrated. From the first column, you can determine the **KEY SERIES**, which usually corresponds to the year the car was manufactured. In some cases, the key series is further broken down for easier identification.
4. The **KEY BLANK** column gives you the number of the blank to use for cutting the key. This column also tells you what type of key it is, such as ignition, door, etc.
5. The **CAM-SET** column tells you which camset to use.
6. The **CARRIAGE** column tells you which carriage to use.
7. The **INSERT FROM** column tells you whether the key blank is inserted into the No. 15 Code Cutter from the left or right. You'll find an "L" and an "R" on the corresponding side of your code cutter, right below the anvil.
8. The **CODE PAGES** column divides the code series by sections. These sections refer to the correct code Page 3.
9. The **DECODER SCALE** column tells you which decoder scale to use to check the accuracy of the cuts.

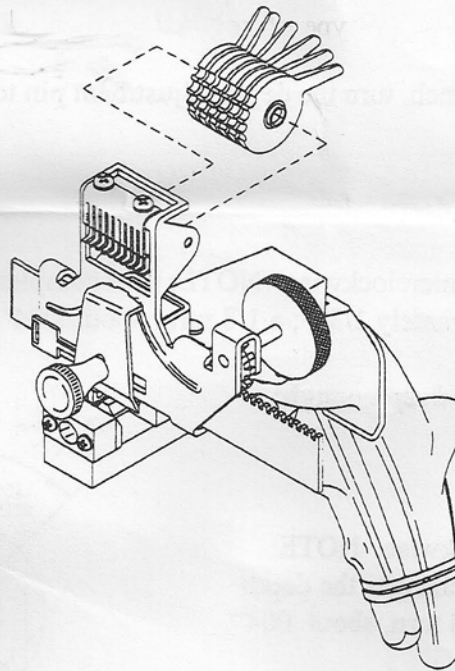
**HOW TO ADJUST THE DEPTH OF CUT ON THE
CURTIS NO. 15 CODE CUTTER**

Checking the depth of cut

To check the code cutter's depth-of-cut adjustment, place any single-sided key blank in the machine and set the first cam (nearest the head of the key) to make a No. 3 cut. Pull the trigger to complete the cutting operation. Remove the key and read the cut on its own decoder. The bottom surface of the key blank should stop approximately at the center line of the No. 3 marking on the gauge. If the key drops more than $1/16$ " below the center line, the code cutter is cutting too deep; if the key stops more than $1/16$ " above the center line, the code cutter is not cutting deep enough.

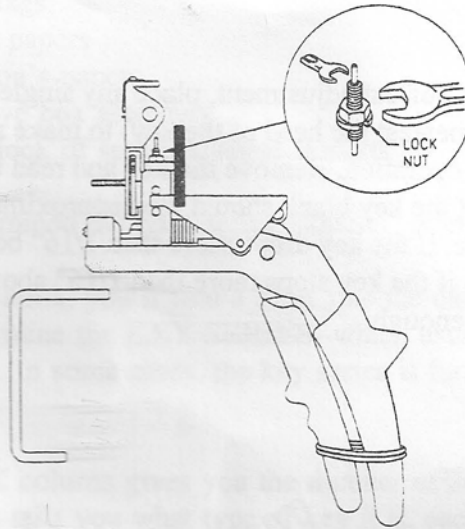
Correcting the depth of cut

1. Remove the cam and carriage.



2. Move the cam holder to the extreme left side of the code cutter, which is marked with an "L" on the casting. Pull the trigger against the main casting arm and secure it with band, string, loop of wire, or strong rubber band. Holding the trigger in this position raises the depth adjustment pin into working position and frees both of your hands to make the adjustment.

3. Using a 3/8" open-end wrench, loosen the lock nut about 1/8 turn. Loosen it only enough to allow the set screw to turn smoothly. Loosening the lock nut too much will interfere with the final adjustment of the guide screw.



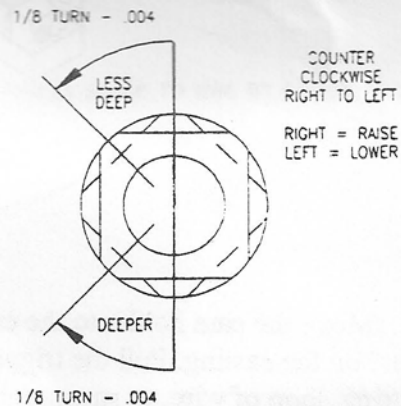
4. Using the 5/32" open-end wrench, turn the depth adjustment pin to make the needed adjustment.

If the code cutter is cutting too deep:

1. Turn the adjusting screw counterclockwise. NOTE: One complete turn of the screw changes the depth of cut approximately 1/32"; a 1/8 turn, about .004".

If the code cutter is not cutting deep enough:

1. Turn the adjusting screw clockwise. NOTE: One complete turn of the screw changes the depth of cut approximately 1/32"; a 1/8 turn, about .004".



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PARTS LIST FOR THE NO. 15 CODE CUTTER

REF. NO.	ITEM NO.	DESCRIPTION	PCS/UNIT
1	-----	Main Body Casting - not available for sale	1
2	40002	Rubber Grip - Main Casting	1
3	40132	Anvil Screw	2
4	40008	Punch Spring	1
5	40010	Saddle Pin	1
6	40011	Saddle Pin Retainer	1
9	40019	Extension Spring	1
10	40020	Extension Spring Clip	1
11	40021	Extension Spring Clip Screw	1
12	40023	Formed Lifter Spring	1
13	40024	Threaded Depth Adjustment Pin	1
14	40025	Washer - Depth Adjustment Pin	1
15	40026	Nut - Depth Adjustment Pin	1
16	40034	Key Clamp Knob	1
17	40038	Carriage Stop Spring	1
18	40039	Screw - Carriage Stop Spring	1
19	40040	Washer - Anvil & Carriage Stop Spring	3
20	40041	Detent Spring - Narrow Head Code Cutters	1
20W	40071	Detent Spring - Wide Head Code Cutters	1
21	40042	Screw - Detent Spring	2
22	40043	Washer - Detent Spring	2
23	40047	Trigger	1
24	40048	Rubber Grip - Trigger	1
25	42184	Screw Pin - Trigger	1
26	40151	Pin - Narrow Head Cam-Set Retainer	1
26W	40151	Pin - Wide Head Cam-set Retainer	1
27	40122	Saddle Assembly - Non-Adjustable	1
28	40057	Clamp - key blank	1
29	40155	Wide Camholder Assembly	1
30	40154	Spacer Adapter - used with narrow cam-sets	1
32	-----	Punch & Anvil kits - see catalog page 8-1-10 for item numbers	1
33	-----	Punch Pin - not available seperately	1

