

Instructions for a 1937-1940 Ford Sedan/Coupe Altman Easy Latch Kit

PLEASE READ THIS NOTICE BEFORE BEGINNING ANY PHASE OF INSTALLATION!!!!

This kit is designed to be installed by someone with a fair amount of mechanical aptitude. However, if you are not comfortable making a cut in your door or altering the items mentioned in these instructions it is advised to seek the help of a professional.

This kit requires a minimum door gap $5/32$ " Any smaller gap may cause rubbing of screw heads in the door jam resulting in damage to paint and or body. This can be helped by sanding down and polishing the bolt heads, to allow more clearance. Please check the door gap before beginning.

This kit will **NOT** fix door alignment problems. Please adjust your door and get it fitting properly before beginning installation. This is done best with no latches in the door at all. Make the door fit nicely in the opening.

If you have gaskets that make it hard to close the door or hold the door out this kit will **NOT** help this issue. The best thing to do is get gaskets that allow your door to close flush with the other panels when properly aligned.

No Altman Easy Latch Kit will allow you to lock your door by pushing forward on the interior handle. It is advised to use electric lock actuators or fabricate your own lock rods.

1. Begin by making sure your window is in the up position. Remove your exterior handles, lock cylinder, door latch, door latch regulator, interior door handles, and trim panel (if equipped).
2. Measure and cut the square shaft on your exterior door handle using the provided measurements. **Pay close attention as there are different lengths depending on the model of car you have.**



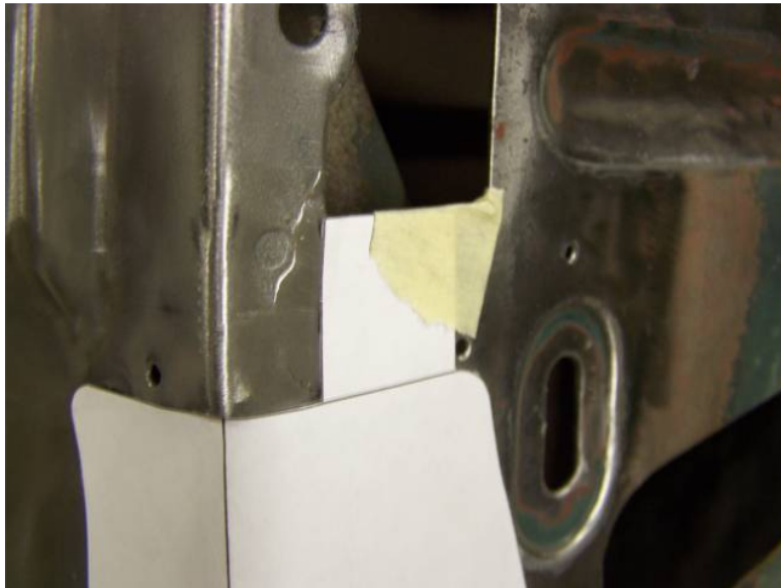
Measure (Coupe) $1 \frac{3}{4}$ " or (Tudor) $1 \frac{7}{16}$ " from base with no gasket. Mark and cut shaft. If you are using a gasket you will need to add the gasket thickness to the length of the shaft.

Use a file or sander to reduce the overall size of the shaft to fit into the shaft receiver on the latch kit. While doing this make sure to check the fit so as not to overdo it. Once you have the size right, slightly bevel the edge of the shaft to help it fit smoothly into the shaft receiver on the latch kit.

3. Take your time and study the latch assembly and understand how it works. This will only help you in the long run. Using your exterior handle, latch and trip the latch several times in your hand making sure that everything is working smoothly.

4. If you are using exterior lock cylinders, make sure the lock assembly on the end of the latch is working smoothly. Take your time here and familiarize yourself with the way this lock works and how it clocks itself from the lock to unlock position. This will aid you in installing your lock cylinders. The lock cylinder on your vehicle needs to make a 360 degree rotation before you can remove your key. Half of this rotation is a slip in the lock cylinder, The other half of a rotation is actually turning the shaft. The lock on your new latch kit needs little movement to lock and unlock. Your new kit was designed to slip the necessary amount to work with your stock lock cylinders. That is why it is important to familiarize yourself with the lock and how it slips. Before installing your new latch kit make sure the lock is in the fully unlocked position.

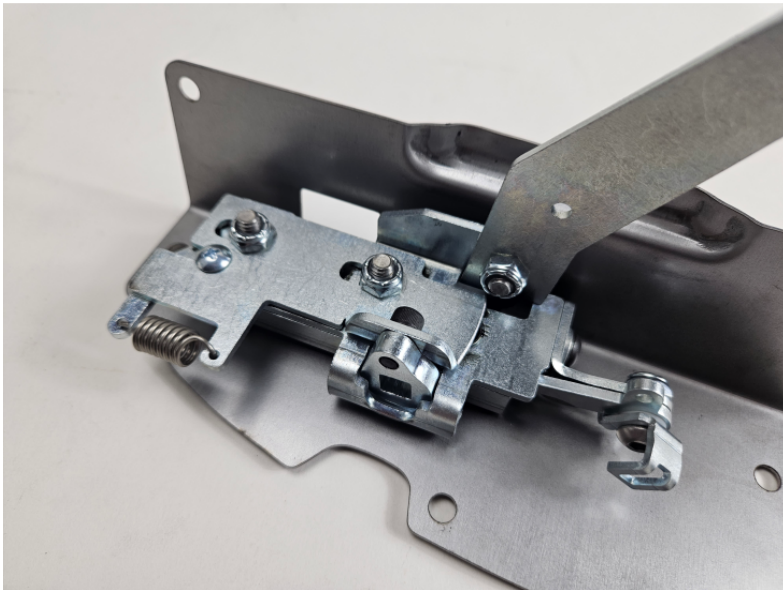
5. Place the provided template in position on the door by aligning the template tab along the bottom of the square hole.



Take your time to align this template properly and then tape it into place. Your template has 2 lines on the alignment tab. The top line is for use with the 37-40 Tudor Sedan. All other doors will use the next line down as the alignment line. Trace around the template. Do not trace around the template tab. This is for alignment purposes. Use a 1/4" drill to drill a hole in each of the four corners. This will assist you in making the cut with a saw. Proceed to cut out this section of the door. **When cutting the hole, tread lightly around the upper outside corner. The size of the plate and latch in this area does not allow for an over cut. It would be best to cut close to the line and file the opening to fit.**



6. Mount the latch to the jam plate. **(1940 models use a shim plate between the latch and the installation plate)** Use 2 of the provided 1/4-20X1-1/4 stainless button head bolts in the upper latch mounting holes. **(1940 models use 1/4-20X1-1/4 stainless flat head socket cap bolts)** These bolts will pass through the 2 slots on the latch slide plate. Use 2 of the provided 1/4-20 locking jam nuts to hold the plate flat to the latch. Do not overtighten the nuts. When actuating the latch using the outside handle, the slide plate should be free to slide, but not lift from the latch. Use the 1/4-20X3/4 stainless button head for the lowest hole.



Latch in image may look slightly different than your actual latch

With the latch mounted to the plate, put the latch plate in place to make sure the opening you have cut will accept the assembly. Take your time and do not over cut this opening. This latch kit will fit in the hole; it just requires a little finesse and patience. Once you get the latch assembly in place, mark the holes for attaching the plate to your door. Remove the latch assembly and drill the holes using a 1/4" drill bit.



PLEASE READ BEFORE CONTINUING

Before moving to the next step, this is a good time to lubricate your handles liberally at their pivot point. Work your handles several times and get them moving freely and smooth. While we did put a return spring on this kit it is not strong enough to fight against years of rust and grime.

As stated our kit uses a return spring to assist the exterior handle in returning to a straight position. Some original handles have twisted shafts caused by years of stiff latches. This can usually be seen when holding the handle in your hand. If this is the case with your handles you can put the handles shaft in a vise and use a little heat and muscle to twist the shaft back to a straight position. If you should happen to over grind your handle shaft causing your handle to drop, this can remedy that problem as well. If your exterior door handle has exposed mounting screws you can install the door handle after installing your new latch kit. However, if your door handle mounting screws are not exposed until you rotate the handle, you must install your exterior door handle before installing the latch plate. The rest of the instructions will assume you are using a handle without exposed mounting screws.

7. Securely install your exterior door handle back in your door.
8. Carefully place your new latch kit in place making sure to align your exterior handle shaft to the shaft receiver of the latch kit. Once the latch kit is in place attach it to your door using the 1/4-20 button head bolts, lock washers, and nuts provided with your kit.
9. If you have not done so, detach your inside door handle strap from your factory door latch by pushing down on and rotating the strap. Locate the rivet connecting the strap to your interior door handle regulator. Grind this rivet and separate the strap from the regulator.
10. This latch kit includes a new strap to attach your interior door handle regulator to your new bear claw latch system. You will notice the strap has multiple holes, this is to give you some flexibility and adjustment when installing the strap. Attach the offset end of the strap to your latch using the 10-32 screw and lock nut provided in your kit. Do not over tighten, as this is a pivot point and must remain free to move.



11. Locate the hole on the other end of the strap that best aligns with your interior door regulator and using the provided 10-32 screw and lock nut provided in your kit, attach the strap to your regulator. Just like the other end of the strap, do not over tighten, as this is a pivot point and must remain free to move. You will notice along the edge of the strap there are little notches. These notches represent the best hole placement we found through our testing. This is a good starting point and you can adjust from there. Once you have found the best hole to use for your application you can mark and cut off the excess length of the strap.

Strap Notches:

37-40 Coupe, Four door front doors, and Sedan Delivery - First notch

37-40 Tudor Sedan - Third Notch

You may find that your interior handle does not return to its normal position after releasing the latch. To remedy this you can attach a spring to the strap in one of any of the provided holes. The spring will assist the interior lever in returning to its correct position.

12. Install the supplied striker block. Place it where you feel the striker bolt will be centered with your latch assembly. Gently close your door paying close attention to clearance and how the door feels. If it “climbs” or “drops” while opening and closing, adjust your striker block accordingly.

Passenger Side Lock Cylinder Installation

Please make sure all moving parts on latch assembly and lock assembly are well lubricated.

1. Measure and cut your lock cylinder shaft using the provided measurements. **Pay close attention as there are different lengths depending on the model you have.**



Fig. 7 Measure (Coupe) 2 1/2" or (Tudor) 2 1/16" from base with no gasket. Mark and cut shaft. If you are using a gasket you will need to add the gasket thickness to the length of the shaft.

2. Make sure your latch kit is in the fully unlocked position, as well as your lock cylinder.
3. Reinstall your lock cylinder.

If you need to reprint this template, please make sure your printer is set to 100% and it should match the measurements shown here.



Turn on camera app



Frame the QR



Click the pop-up

Top alignment line is for Tudor Sedan
Bottom alignment line is for all others

TRIQUE
ALTMAN EASY LATCH

