

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

This particular Altman Easy Latch kit poses a few more challenges than our other kits. Please read over these instructions completely and determine whether you feel comfortable continuing with the installation.

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 hole.

If you have gaskets on your door or door jam 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.

Lastly, if you are not using your original door handles please make sure there is a liberal amount of side to side movement of the square shaft on the door handle. The original handles have plenty of side to side play in this shaft, we have found that some reproduction handles have very little to none. This could cause a problem when installing your handles with our kit.

No Altman Easy Latch Kit will allow you to lock your door by pushing forward on the interior handle.

1. Begin by removing your trim panel (if equipped). Remove your exterior handles, lock cylinder, interior handles, window regulator, door glass, and door latch.
2. Measure and cut the square shaft on your exterior door handle to a length of 1-1/4" from the handle base. If necessary, 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 finger, close the latch and use your exterior handle to open it several times in your hand making sure that everything is working smoothly.

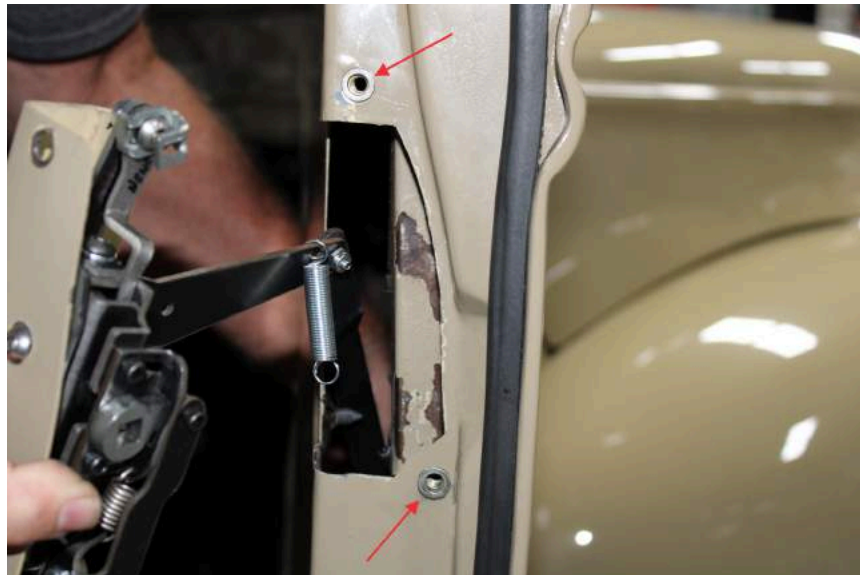
4. If you are using exterior lock cylinders make sure the lock assembly on the end of the latch is working smoothly. Take your time here and familiarize yourself with the way this lock works and how it clocks itself from the lock to unlock position. This will aid you in installing your lock cylinders. 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 it with the existing hole and placing the fold line along the corner of the door. Take your time to align this template properly and then tape it into place. Trace around the template. Do not trace around the hole alignment piece. 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.



6. With the latch removed from the latch plate, place the latch plate against your door. Align the latch plate so the top of the latch plate is approximately 3/32" from the bottom of the alignment hole. Mark the holes for attaching the plate to your door. Remove the latch plate and drill the holes using a 1/4" drill bit.

The location of the upper and lower mounting hole in the latch plate is in an area that makes it impossible to attach a nut on the back side. Because of this, we have found it necessary to place rivet nuts in these locations for ease of installation. When drilling holes for the rivet nuts we advise that you measure the diameter of the nut you are using and make the hole as close to that size without going over as possible.



One option around this specific situation.

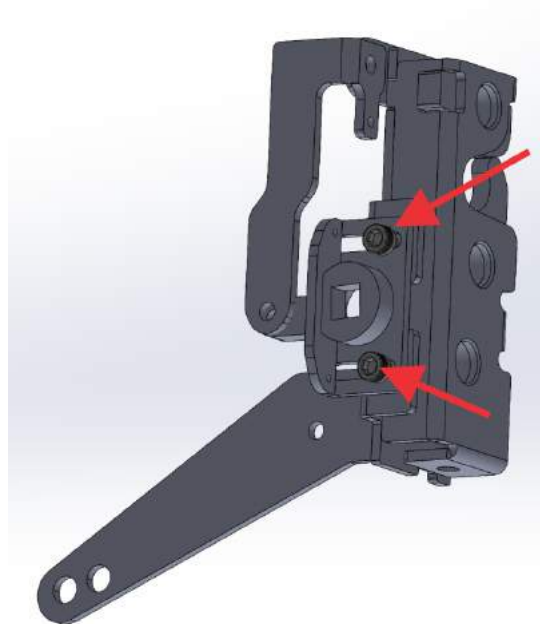
- You can drill out the rivets that hold your window channel in. Then when you replace the window channel you will do so using a screw and nut. This will make your window track removable and allow you better (still not great) access to the areas pointed out in the image above.

Note: This is a good time to liberally lubricate all moving latch and lock parts before its final placement in your door. We recommend using WD-40.

7. Loosely attach your shim and latch to the latch plate using (2) 1/4-20X3/4 stainless button head bolts in the upper and lower latch holes, leaving the center hole empty. This will make it easier to insert the assembly into the door.



8. Attach the plate securely to the door making sure to use the 1/4-20X1/2 Stainless Button Head Bolt in the upper mounting hole on the jam plate. Tighten the 2 bolts holding the latch to the plate. Reinstall your exterior door handle. Insert the provided 1/4-20X1/2 stainless button head bolt in the center mounting hole. If your handle does not align with the handle receiver on the latch, remove the latch and plate assembly and adjust the position of the handle receiver accordingly.



9. Once you are happy with the location of the outside handle receiver, remove the latch and plate assembly one last time.

10. Locate the rivet holding your inside door handle strap to your factory door latch. Grind this rivet and separate the strap from the latch.



11. Attach the interior door handle strap to your new latch assembly using the 10-32 screw and locking nut provided with your kit. Do not over tighten as this is a pivot point and must remain free to move. Next, slide everything into the door through the hole you cut for the latch assembly. Reattach your interior door regulator in its stock location. Reattach the latch and plate assembly to the door.

12. Once your plate is secured to the door, tighten down the 2 bolts holding your latch to the plate and attach the center bolt. The center mounting bolt will be a 1/4-20X1/2 stainless button head bolt. Using your finger, close the latch assembly, then use the interior handle to open it a few times to make sure everything is working freely. The weight of the strap may pull down on the latch assembly release lever. To remedy this you can attach a spring to the lever and connect the other end to a point on the door to assist the interior lever in returning to its correct position. (Spring is not included. If needed, any lightweight extension spring will work) Below is an example of how you could attach a spring, but you can also do what works best for your application.



Another option, if you want to do away with the factory strap, is to use a length of cable and cable crimps to connect the interior handle regulator to your latch.

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.

13. Replace your exterior handle making sure to line the shaft up with the shaft receiver on your new latch kit. Again, close and open the assembly this time using your exterior handle. This should be done several times before closing your door just to ensure a smooth operation.

14. 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. If this is the case with your handles you can put the handle 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.

15. 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. 2-7/16" from the lock bezel



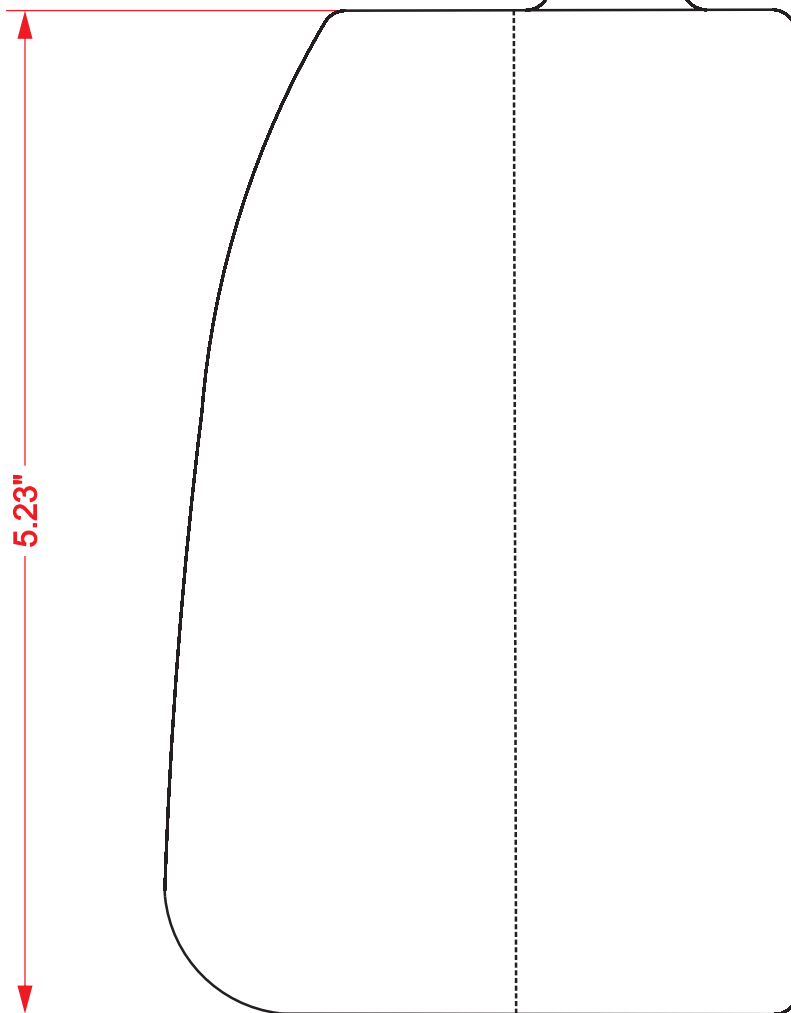
2. **Make sure your latch kit is in the fully unlocked position, as well as your lock cylinder.**
3. Reinstall your lock cylinder.

Tip for installing the lock cylinder:

Honestly, this can be a test of patience. Using a piece of baling wire or other stiff wire, make a loop on one end. Feed the wire down through the door glass gap and use the looped end to catch the lock cylinder pin and guide it into the lock pin receiver on the latch.



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