

Instructions for a 1948-1952 Ford F-1 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 fits 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. 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, interior handle regulator, interior door handles, and trim panel (if equipped).
2. 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.
3. 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.

4. Place the provided template in position on the door by **aligning it with the upper rivet used to hold in the window track** and placing the straight edge line along the corner of the door. Take your time to align this template properly and then tape it into place.



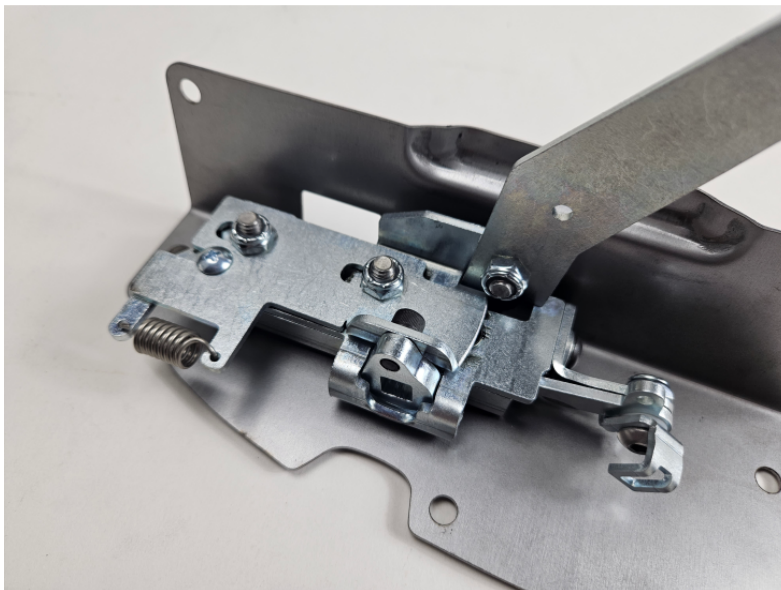
Trace around the template. Do not trace around the hole alignment piece. Do not trace along the edge lined up with the corner of your door. Instead make a mark at the top and bottom of the template where they meet the corner. From those points measure 1 3/4" toward the center of the door. Mark these points with a pen or marker. Using a straight edge connect your points and you will have your cut line. Make your cutout



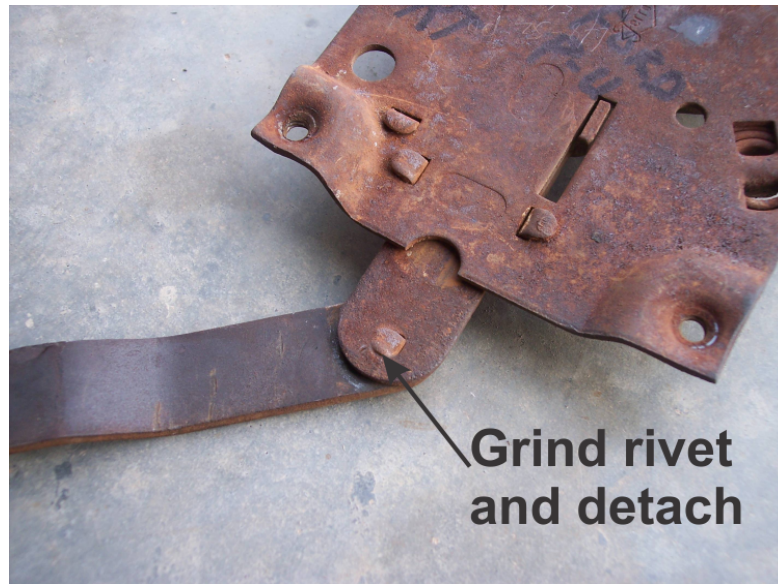
5. Place your new jam plate tightly against the door making sure to align the embossed area of the plate with the embossed area of the door. Mark the door at each of the mounting holes. Set the plate aside and drill the mounting holes in your door using a 1/4" drill bit.



6. Mount the latch to the jam plate. Use 2 of the provided 1/4-20X1-1/4 stainless button head bolts in the upper latch mounting holes. 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.



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



Note: This is a good time to liberally lubricate all moving latch and lock parts before its final placement in your door. We recommend dry-film lubricant or lubricant with graphite. Otherwise, marine grease or white lithium will work as well.

8. Attach the 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.



Attach the latch assembly to your door using the supplied hardware. Reattach your interior handle regulator. Operate the latch several times using your inside handle to make sure everything is working freely.

Before moving to the next step, this is a good time to lubricate your exterior handles liberally at their pivot points. Work your handles several times to make sure everything is moving freely and smoothly.

Shortening your exterior handle shaft

9. Measure 2 inches from the base of your handle with NO GASKET. Cut the shaft of the door handle at this point. If you are using a gasket, measure and add the thickness of the gasket.



Alternatively, you can securely install the latch in your door. Then measure the distance from the outer skin of the door through the exterior handle hole and into the handle receiver on the latch. You do not want the shaft to be long enough to pass through the shaft receiver and hit the latch body itself. This will cause rough operation.

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

10. Our kit uses a return spring to assist returning the exterior handle into a horizontal 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 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.

11. Install the supplied striker block paying attention to align the striker bolt to the center of 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 the door, adjust your striker block accordingly.

When test fitting the latch you will see that it sits very close to the window track. If you notice the latch contacting your window track, it may be necessary to remove some material from the window track to create clearance.



Lock Cylinder Installation

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

1. Measure 2 inches from the base of your lock cylinder with NO GASKET. Cut the shaft of your lock cylinder at this point. If using a gasket, measure and add the thickness of your gasket.



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

3. Reinstall your lock cylinder.

This kit should include the following pieces:

2 - Latches
2 - Jam plates for mounting latches
2 - Steel striker blocks
2 - Stainless steel striker bolts
4 - 1/4-20X3/4 Stainless Socket Cap Screw
12 - 1/4-20X3/4 Stainless Button Head Socket Cap Screw
4 - 1/4-20X1-1/4 Stainless Button Head Socket Cap Screw
10 - 1/4 Zinc Lock Washer
2 - 10-32 Zinc Locking Jam Nut
4 - 1/4-20 Zinc Locking Jam Nut
10 - 1/4-20 Zinc Hex Nut
2 - 10-32X3/8 Stainless Phillips Truss Head Screw
10 - 1/4 Zinc Flat Washer

If you have any questions concerning the installation of the Altman Easy Latch please feel free to contact us.

Phone: 1.866.987.4783 Mon-Fri 8am-5pm CST

Email : contactus@triquemfg.com

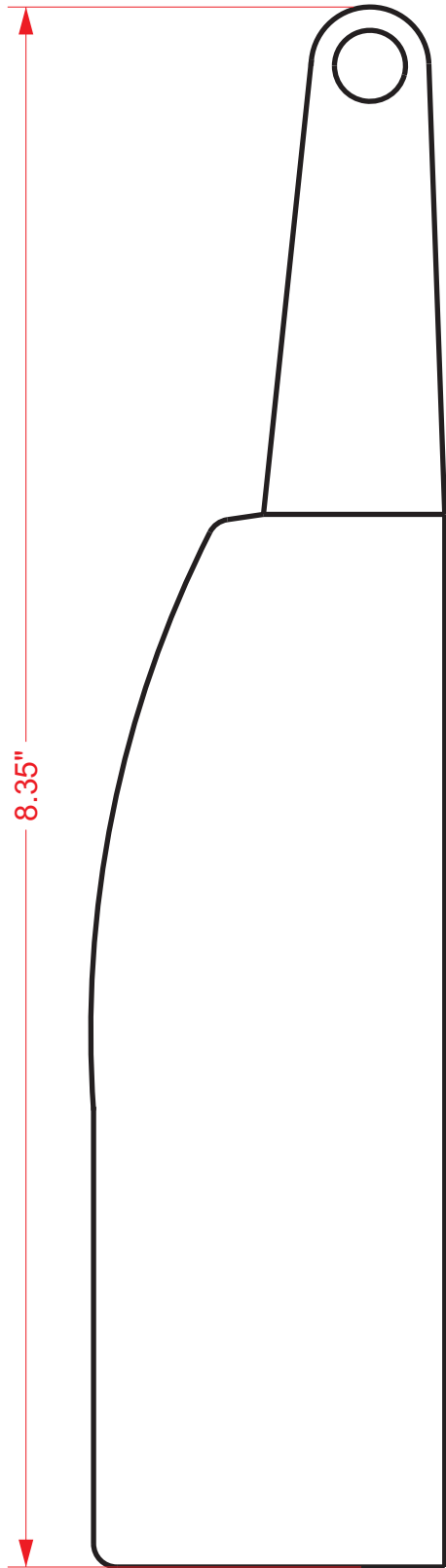
Other customers have submitted questions and those answers can be found on our website www.triquemfg.com. Just navigate to your latch kit, then scroll to the bottom of the pages to read the Frequently Asked Questions



The logo for Altman Easy Latch features the brand name in a large, bold, sans-serif font. The word 'ALTMAN' is on the left, 'EASY' is in the middle, and 'LATCH' is on the right. The letter 'L' in 'LATCH' is stylized, with a horizontal bar extending to the right. Inside the top curve of the 'L', the word 'TRIQUE' is written in a smaller, italicized, sans-serif font. Below the main logo, the words 'ALTMAN EASY LATCH' are repeated in a smaller, spaced-out, all-caps font.

ALTMAN EASY LATCH

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



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