

**Instructions for a 1957-1960 Ford Truck 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.

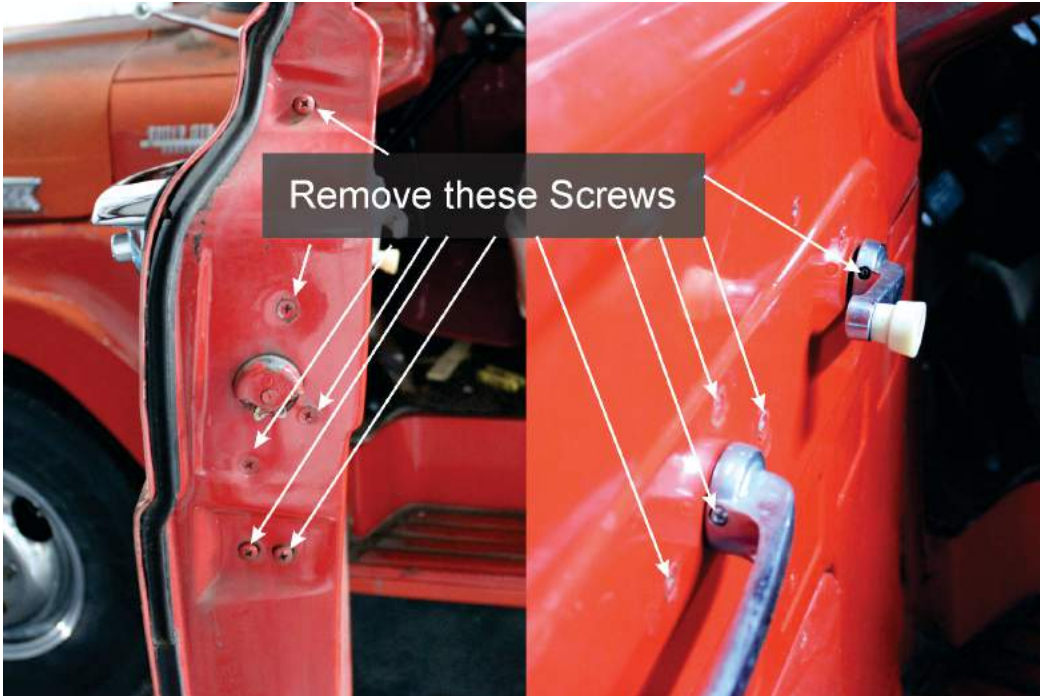
This kit requires a minimum door gap  $\frac{5}{32}$ " Any smaller gap may cause rubbing of screw heads in the door jam resulting in damage to paint and or body. This can be helped by sanding down and polishing the bolt heads, to allow more clearance. Please check door gap before beginning.

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 opening.

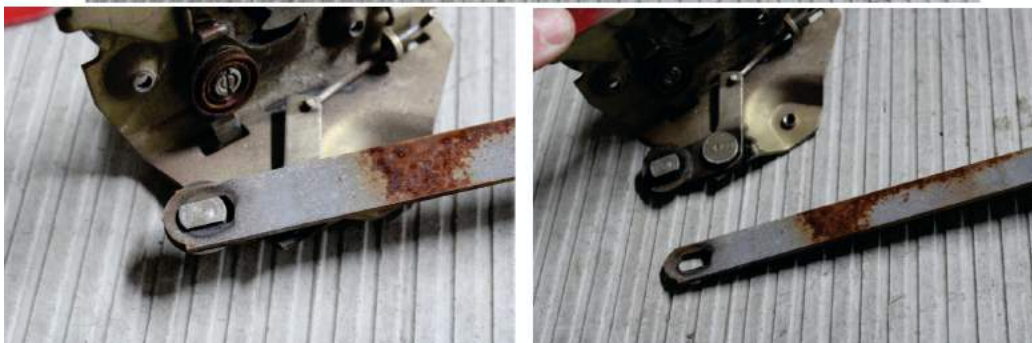
If you have gaskets that make it hard to close the door or hold the door out this kit will NOT help this issue. The best thing to do is get gaskets that allow your door to close flush with the other panels when properly aligned.



Remove the access panel and set it aside.



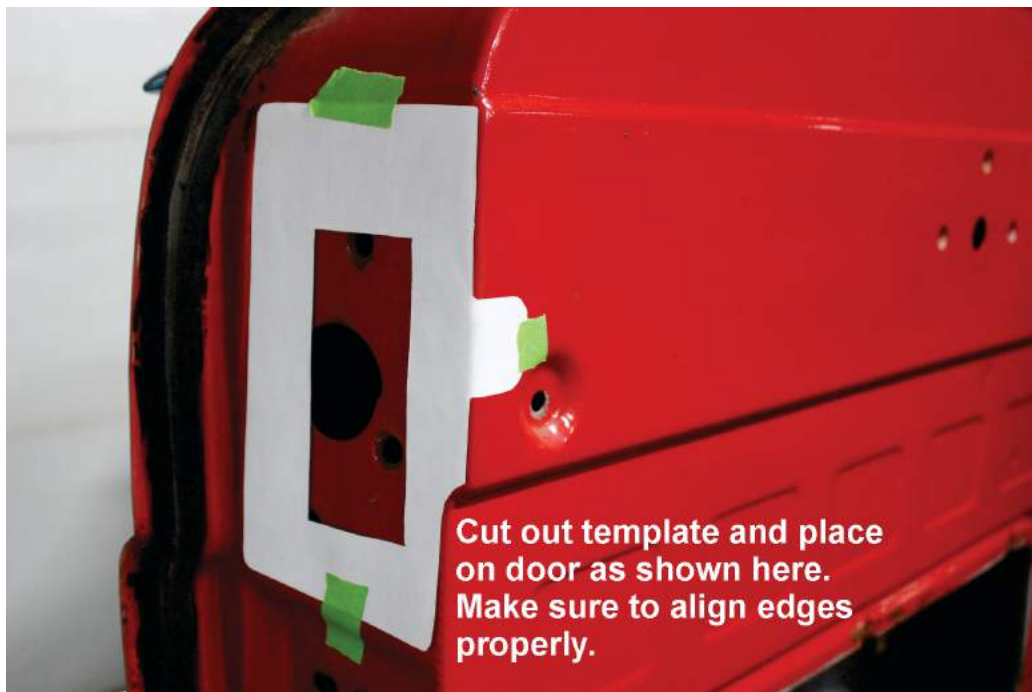
Remove the 3 screws holding your window channel, along with the 4 screws that hold in your door latch. Remove the interior door handle and window crank by loosening the set screws that hold them and pull them off of the regulator shafts. Remove the 3 screws that hold the interior door handle regulator to the door. Remove the door latch, interior door handle regulator, and the steel strap that connects them, all as one piece through the access hole in the door.

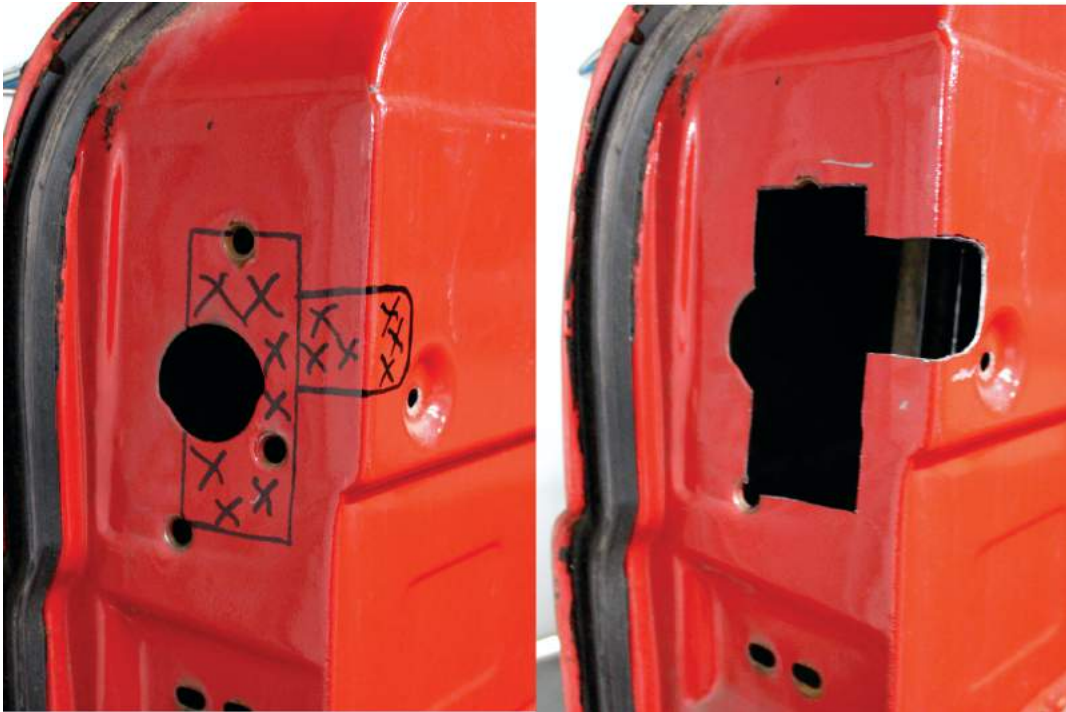


Rotate the interior door handle strap and disconnect it from the old door latch.



Measure 2-3/4" from the end of the steel strap and drill a 5/16" hole.





Carefully cut away the marked off area using a reciprocating saw or cut-off wheel.



Locate your installation panel and place it on the door. Center the panel to the raised interior part of the door and make sure the latch area is seated firmly against the door. Secure panel with tape.



Mark the holes on the inside panel of the door. These will be drilled using a 3/16" drill bit.



Mark the holes on the outside edge of the door. These will be drilled using a 5/16" drill bit.

Remove the panel and drill the holes with the drill bits listed above.

Replace the interior door handle regulator and steel strap.

Replace the panel and attach it using the (5) 1/4"-20 Bolts, 1/4" flat washers, and 1/4" lock washers on the end of the panel. Then attach the inside of the panel to the door using the (6) 8-32 screws and 8-32 lock nuts. Use the longer of the 8-32 screws in the pointed end of the plate.

This is done because it passes through multiple layers.

Feed the latch and shim plate into the door through the access hole and use the (3) 1/4"-20 countersink bolts to attach it to the installation panel.



On the inside of the door, attach the steel strap to the latch lever using the ¼-20 bolt, (2) ¼" flat washers (one on each side of the strap), and ¼ locking nut.

Remove the 3 bolts that hold your striker block on the cab side of the truck.  
Install your new AEL Striker Block using the provided stainless steel hardware.

Once you have tested the latch by closing the clasp using your finger and testing that the inside and outside handle works, slowly close the door toward the striker pin. Make minor adjustments to the striker block until the door closes properly.

### **Lock Cylinder**



On the back of your truck's lock cylinder, depress the spring and remove the lock lever.  
Replace the factory lock lever with the new lock lever supplied in your kit.

