

Instructions for a 1964-1966 Chevy 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 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.

1. Begin by rolling your window up all the way
2. Remove your door and window handles by unscrewing the flat head set screws behind each handle.



3. Remove the 12 screws that attach the steel interior door panel and set the panel aside.
4. Remove the interior door handle regulator by removing the 3 screws attaching it to the door.



5. Remove the window track by removing the 2 screws holding it in place.

6. Remove the stock door latch by removing the 3 screws that attach it to the door.



7. With the interior door handle regulator, strap, and latch removed, you can detach the strap from the latch by rotating it 90 degrees and pulling it off the pin.



8. Find the template for your model provided in your Altman Easy Latch instructions. Cut the template out and place it against your door, lining it up using the hole in the door where the stock latch used to be. Secure the template in place using a few small pieces of tape.

9. Use a pen to mark around the template.



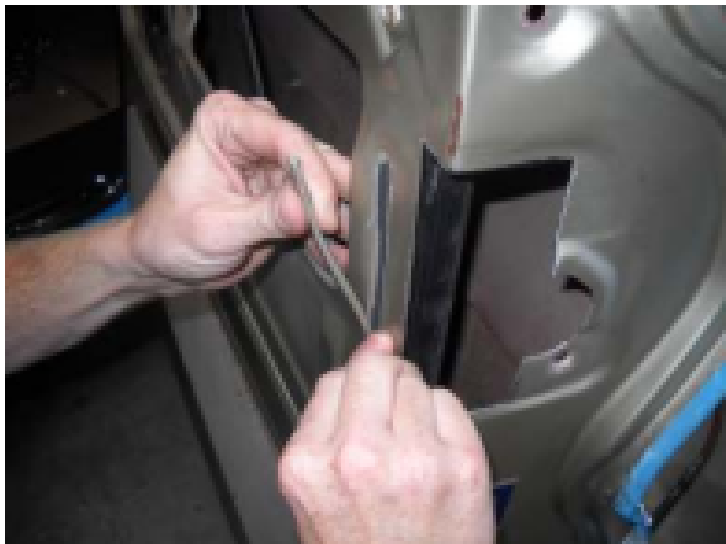
10. Use an air saw, or an equivalent, to cut along the line you drew out.

11. After you have cut your hole out, use a disc grinder or file to clean up any rough edges.



12. Place your new Altman Easy Latch jamb plate against your door, making sure to pay attention and line the embossed area with the recesses area of the inside of the door. (196466 Trucks) When doing so, you will notice that the plate hits the seal where your interior panel mounts against the door. Mark where the bottom of your jamb plate hits the seal, and cut that piece of the seal off with a razor blade or knife to make room for you new plate.

13. Holding your Altman Easy Latch jamb plate tightly in place against the door, mark the 7 mounting holes to be drilled. You can use one of your interior panel mounting screws to help align and hold your new jamb plate in place.



14. Attach your Altman Easy Latch to the jamb plate using the (3) 1/420X3/4 countersink bolts. Make sure to use the latch shim plate between the latch and the jamb plate. It is very important that the shim plate be sandwiched flat between the latch and jamb plate so that it does not sit crooked in the door.

15. Using a vise, make a slight bend at the end of your interior handle strap. If looking at the strap and regulator pictured below, approximately 2 inches from the end, bend the strap upward. This is done to align the strap with the interior lever to prevent binding.



16. Attach your interior door handle strap to the Altman Easy Latch using a 1/4-20X1/2 button head bolt, and locking jam nut. Do not over tighten, as this is a pivot point.

17. Feed your regulator and strap through the cut out and attach your new Altman Easy Latch assembly to your door using the provided (7) 1/420X1/2 button head bolts, (7) 1/4 flat washers, and (7) 1/4 hex nuts. Make sure the plate fits very tightly against the door. Re install your interior door handle regulator.



18. You may find it necessary to tap around on the jamb plate near the top to ensure a close tight fit. This area on these doors seem to be a little different from truck to truck.

19. Using your finger, trip the latch and use the interior handle to release it. Do this several times to check for problems. Repeat this step with the exterior handle.

20. Attach your new Altman Easy Latch striker bolt to your striker plate using the supplied striker bolt, striker bolt washer, star washer, and 3/8 jam nut. Attach the striker plate assembly in place of the stock striker plate.

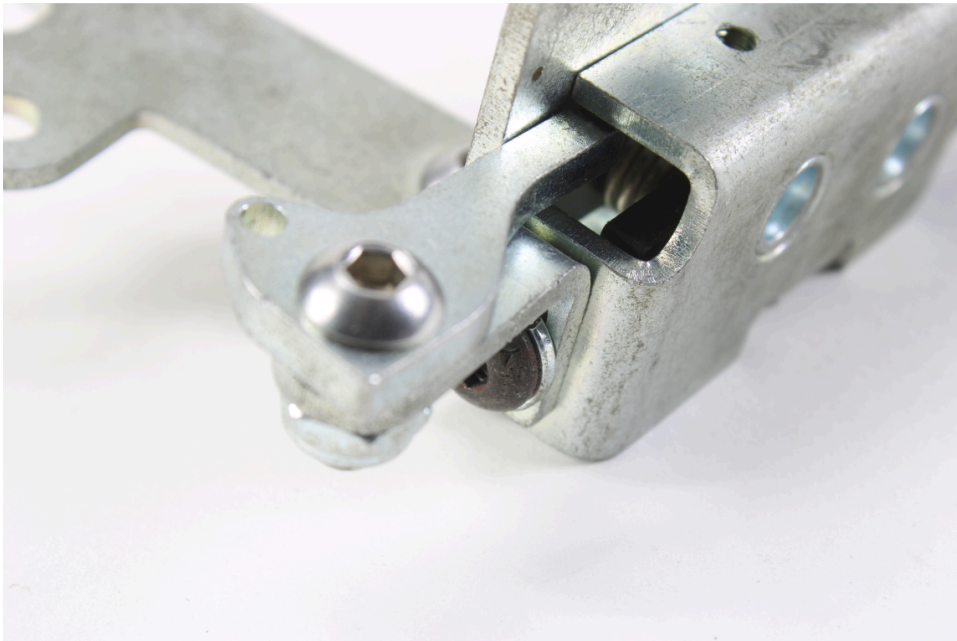


21. Carefully close your door, paying attention to how the door reacts when it contacts the striker bolt.

22. Adjust the plate and/or the striker bolt accordingly to achieve a smooth opening and closing operation.

23. Once you are satisfied with the way your door opens and closes, you can begin reinstalling your window track, interior door panel, and interior handles.

We do not send the latches out with the lock mechanisms attached. If you are not using power lock actuators, there is a risk of the locks vibrating into the lock position. Your doors have locks integrated into the button on the exterior handle. If you have a need for a lock mechanism on the latch, you will find these pieces in a separate bag.



The 90 Degree lock lever bracket mounts to the bottom of the latch using the 1/4-28X3/8 Black Button Head Bolt and Lock Washer. Attach the lock lever to the bracket using the 1/4-20 Stainless Button Head Bolt and Locking Nut. The lock lever should be able to rotate smoothly.

How the lock works:

When the latch is in the fully closed position (Latch will click twice when fully closed). The lock lever should be able to rotate in front of the black actuating mechanism inside the latch, blocking it from moving, thus preventing the latch from opening. The lock lever bracket has a slotted mounting hole to allow adjustment in the lock mechanism.

Exterior Handle:

Many reproduction handles for this model have different options when it comes to the length of the shaft coming from your exterior button. We designed this kit based on the original handle design. If you find that the shaft on your handle is too long, it may be necessary for you to shorten it.

Make sure to liberally lubricate all moving parts and pivot points on the latch. We recommend dry-film lubricants like graphite spray, but any other lubricant will help as well.

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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