

Instructions for a 1947-1951 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 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 removing your interior door handle and window crank. Remove your interior trim panel, door latch regulator, window, window track, exterior lock cylinder, door latch, and striker assembly.
2. Locate the template provided with your new latch kit. Place the template against the door. Align the template with the triangle shape hole in your door and the hole left by your stock latch. Tape the template in place and carefully trace around the template. Remove the template and using a cutoff wheel or a saw, cut along the line and remove this section of the door. It is always best to start to the inside of your line. You can always grind a little off easier than you can put a little on. (fig. 1, 1A, and 1B)
3. Remove your new bear claw latch assembly from the jam plate. Pay attention to how the shim is attached as it will need to be reinstalled later. Place your new jam plate up to the door making sure to align the two outer mounting holes to the stock mounting holes in your door. While holding the jam plate firmly in position, mark the other mounting holes to be drilled. (fig. 2) Also mark the half circle shape at the bottom of the plate. This will be used for attaching your linkage later. Remove the jam plate, and using a 1/4" drill bit, drill your mounting holes. Then using a hole saw or step drill, drill out a hole measuring 1" in diameter in the location you marked the half circle.
4. Starting at the inside corner of the stamping in your door place a mark. Measure straight over 1 1/4", straight down 1 3/8", and back 1 1/4". Drill these marks and saw out

the square hole. This square hole will allow your new interior strap to enter the door and attach to your new bear claw latch assembly. (fig. 3)

Note: This is a good time to liberally lubricate all moving latch and lock parts, as well as your handle before its final placement in your door. We recommend using a marine quality grease.

5. Reinstall your exterior door handle.
6. Reattach your new latch assembly and shim back onto your jam plate. Carefully insert the latch assembly into the opening in your door while making sure to align the rotating release lever with your door handle shaft. Attach the jam plate to the door using the provided hardware. Use the ¼-20X¾ countersunk bolts for the outer mounting holes and the button head bolts for the interior mounting holes. Close and release the latch assembly a few times using the exterior handle to make sure everything is working freely. If you have a problem lining up your handle shaft or if it feels like something is binding up double check that your shim between the latch and the jam plate is straight and parallel with the latch body.
7. Locate your interior door handle regulator and you will notice that the strap attached to it is done so by a small rivet. Drill or grind this rivet and detach the strap from your interior door handle regulator. (fig. 4) Next, you will attach the new strap provided with your Altman Easy Latch Kit. If you look closely at your new strap, you will notice that the end with all of the holes also has notches above a few of the holes. These notches indicate the best location to attach the interior door handle regulator. For this application, the best hole to use is indicated by the second notch from the end. Attach the strap to the regulator using the provided 8-32 screw and nut. (fig. 5 and 6) **Do not over tighten as this is a pivot point.**
8. Feed the strap through the hole in your door and reattach your interior handle regulator. Attach the other end of the new strap to your new latch using the provided 8-32 screw and nut. (fig. 7) **Do not over tighten as this is a pivot point.** Once you are happy with the hole location on the strap, you can cut off the excess overhang above the interior handle regulator.
9. Grind off or hammer and dolly down the small bump on your window track. (fig. 8) Install your window track. Latch and release your new latch a few times using a screwdriver and your interior handle to make sure that everything is working freely.
10. Attach your new striker plate in the stock location and try to align the striker bolt with the center of your new bear claw latch assembly.
11. Once you have your striker in place, 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.

Lock Cylinder Instructions

12. Remove the lock pin from your lock cylinder by gently prying the side tabs apart and sliding the pin and clip off of the lock cylinder. There is a spring located under the pin. Be careful and don't lose it. (fig. 9)

13. Rotate the lock pin 1/8 turn and remove it from the clip. Lay the lock pin on a table, measure and mark the pin as show in (fig. 10) Carefully cut the pin in these two places. Just below the flattened end where the lock pin becomes square again you will need to file a groove on all four sides of the pin to allow the clip to hold it in place once reinstalled. (fig. 11)

14. Place the much smaller lock pin back into the clip and reinstall back onto the lock cylinder. It may be necessary to sand the lock pin a little to get it into the clip. Especially if your lock pin is aged and rusted.

15. Carefully slide the lock cylinder back into your door making sure to align the shaft with the lock pin receiver on the latch assembly. Secure using the factory lock cylinder clip and test the lock to make sure everything is working properly.

This kit should include the following pieces:

- 2 - Jam plates with a shim and latch attached to each**
- 2 - Zinc plated striker plates**
- 2 - Black powder coated interior handle straps**
- 2 - Stainless steel striker bolts**
- 2 - 5/16 Fine thread nuts**
- 12 - 1/4-20X3/4 Countersunk allen head bolts**
- 4 - 1/4-20X3/4 Button head bolts**
- 4 - Flat washers**
- 8 - 1/4-20 Nuts**
- 8 - Lock washers**
- 4 - 8-32X1/2 Screws**
- 4 - 8-32 Lock nuts**



Fig. 1



Fig. 1A



Fig. 1B



Fig. 2



Fig. 3



FIG. 4



Fig. 5

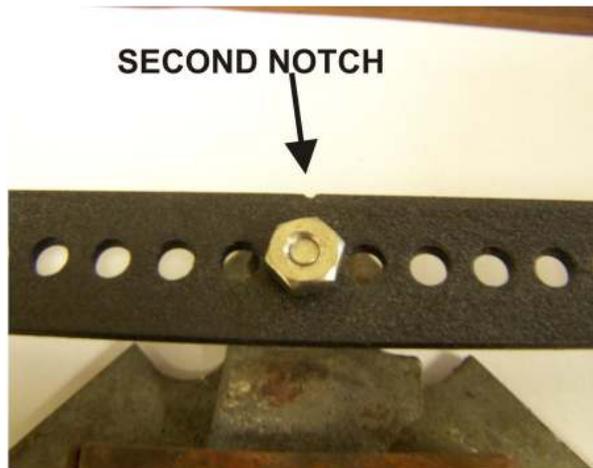


Fig. 6

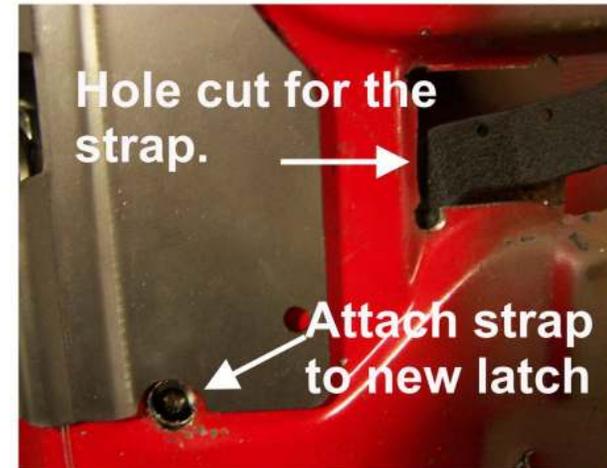


Fig. 7



Fig. 8

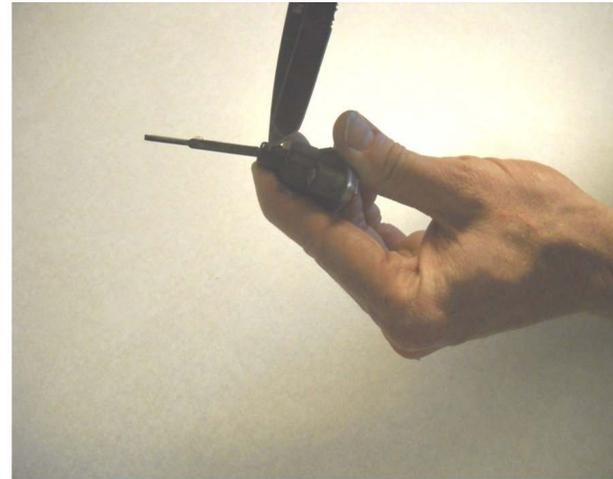


Fig. 9

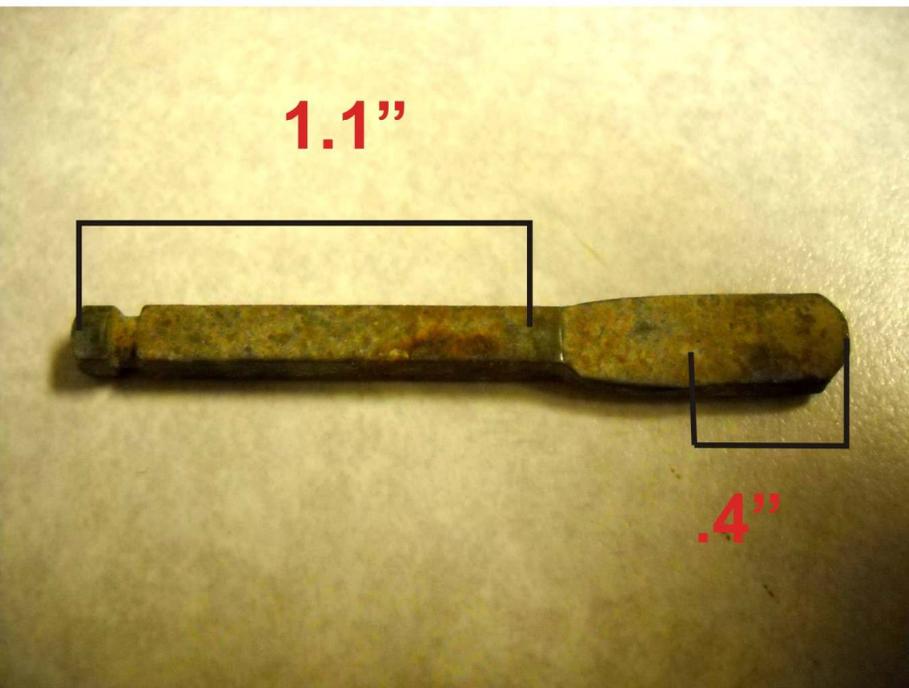


Fig. 10



Fig. 11

