

Begin by rolling your window up all the way

Remove your door and window handles by unscrewing the flat head set screws behind each handle.

Remove the two screws attaching the armrest to the door panel.

Remove the 6 screws that attach the steel interior door panel and set the panel aside.

Remove the interior door handle regulator by removing the 3 screws attaching it to the door.

Remove the plastic interior lock rod button by unscrewing it from the rod.

Remove the U-shaped clip holding your lock cylinder in and remove the lock cylinder.

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

Now completely remove your latch assembly, lock rod, and interior door handle regulator by feeding it through the large opening in your door shell.

At this point remove the screw holding in the top of the window channel closest to the latch. You can choose to remove the window channel completely. This is done to give you a little more room to work in that area. Keep in mind that in order to remove the channel completely, you will have to remove the wing window and door glass. This is not necessary to install the latch, just gives you more room to work.

Locate your template in your instructions and cut it out along the solid lines. Fold the template on the dotted line. Keep in mind, this template will be used for both sides, you will just fold the paper according to which side you are working on.

Using the round hole at the top of your template, align it to the window track mounting hole where you previously removed the screw. Align the dotted fold line along the inside edge of door shell.

Secure your template to the door using a few small pieces of tape.

Using a pen, trace around the template. Do not follow the template up to the window track mounting hole.



Remove your template and close the gap in your cut line where the template tab was.

To make your cut easier, it is advised that you drill a ¼" hole inside each corner of your cut line.

This will give you start and stop points for your saw.

Carefully cut and remove the marked off section.



From the center of the window tracks upper mounting hole, measure down 3/4" and make a mark. This will be a reference for the top edge of your installation plate.

At this point, locate your Altman Easy Latch installation plate and place it in the corner of your door. Make sure that the plate fits tightly around the corner of your door and the contours of the plate fit snugly within the contours of the door. Taking your time here will ensure that your finished installation looks clean. You can use a body hammer if necessary to make minor adjustments and make sure everything fits tightly.

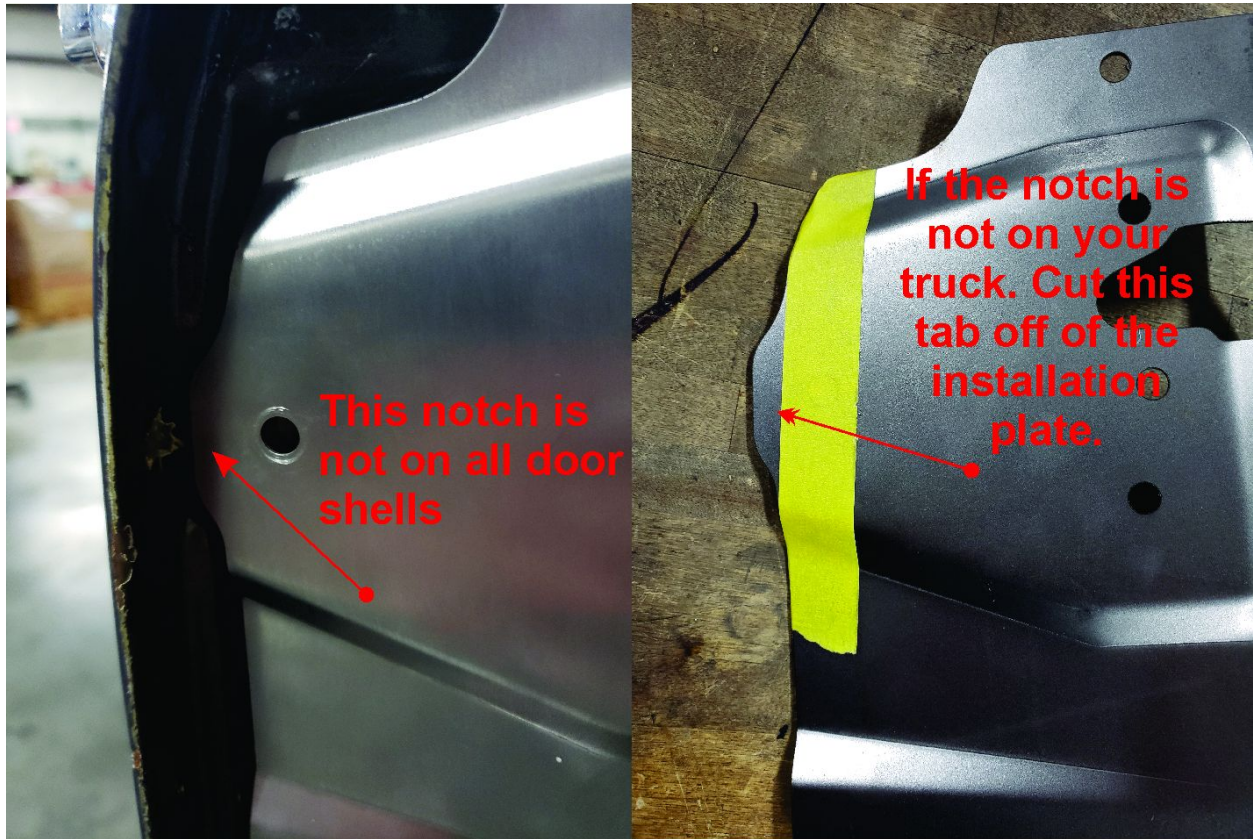
Firmly hold your plate in place, making sure the bend lines and the plate fit the door tightly, and mark your mounting holes.

Set the installation plate aside and drill your mounting holes.



Using the included 1/4-20X3/4 button head bolts and 1/4" hex nuts, attach your installation plate securely to the door.

****NOTICE**** During our research we found some discrepancies throughout doors on the 67-72 models. Some doors do not have the cut away in the door shell for the moulding attachment screw. Without this cut away, the plate will not fit properly on the door. To remedy this, you must cut the “ear” off the installation plate before installing it on your door.



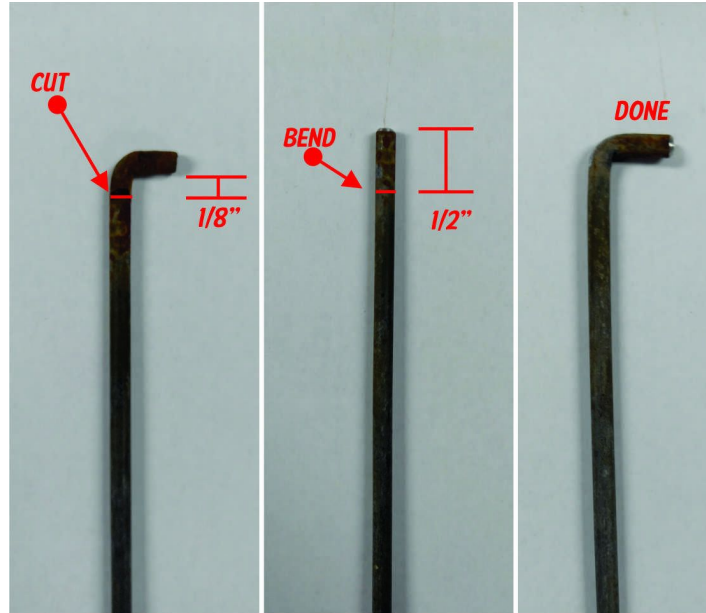
Adjustments to be made to door rods:

Locate your factory interior lock rod. Holding the drivers side rod with the 90 degree leg pointing down, you will notice a “jog” in the rod approximately 5 inches up from the bottom. Align this area with the markings on your Lock Rod Template. The rod will then need to be bent from that point to the left as indicated by your Lock Rod Template.

Repeat the same process for the passenger side lock rod going the opposite way as indicated on your Lock Rod Template.

Next, locate the rod that runs from your interior handle to the latch. On the end of the rod that attaches to the latch, measure down from the bend $\frac{1}{8}$ " and cut the rod at this point.

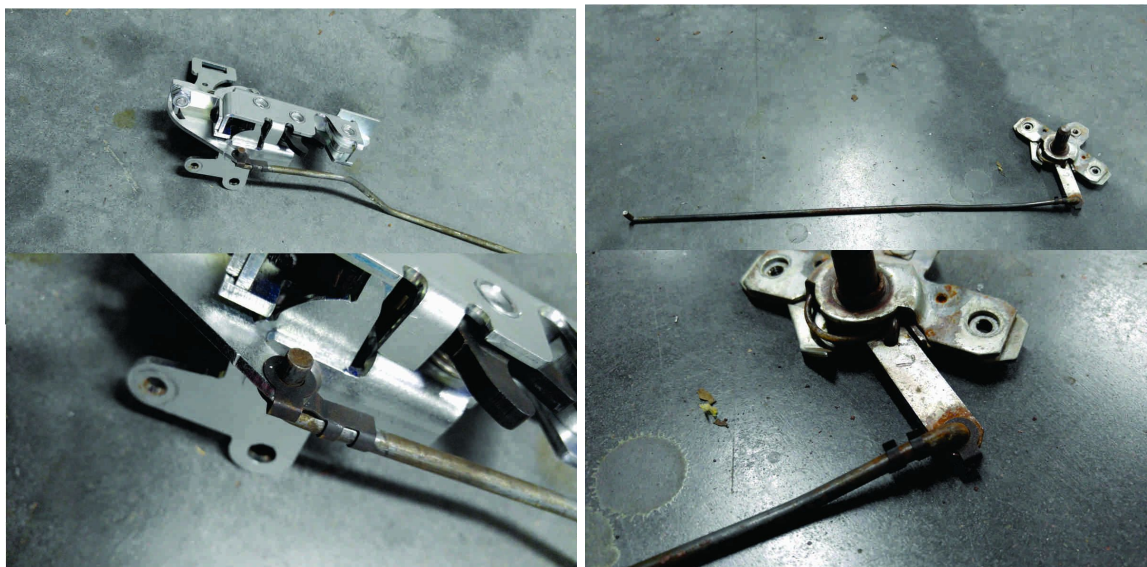
Next, measure down $\frac{1}{2}$ " from the end you just cut off and make a mark. Now, bend the rod 90 degrees, using a vice, in the same direction as the bend you just cut off.



Before installing the latch, it is a good idea to use a marine quality grease on your latch components, to make sure that everything works smoothly and freely for years to come.

Next, using the new rod clips included in your kit, attach your lock rod to the latch. Be sure to pay attention to how the rod attaches to the new latch in the image.

Now attach the interior door rod to the interior door regulator using the new rod clips provided in your kit. Also, note in the image how this rod is attached.



Do not attach the interior door rod to the latch yet. This will be done inside the door.

Feed the new Altman Easy Latch with lock rod attached, inside your door making sure to align your lock rod with the stock lock rod hole. While holding the latch in place, feed the shim plate in through the latch opening and sandwich it between the latch and the installation plate. Take time to make sure the shim plate, latch body, and installation plate are all laying flat on one another before tightening the (3) 1/4-20X3/4 countersink bolts in place.



Now, reinstall your interior handle regulator with rod attached back into your door. This can be tricky, as it is a tight space, but attach the interior handle rod to the latch using the supplied rod clip.



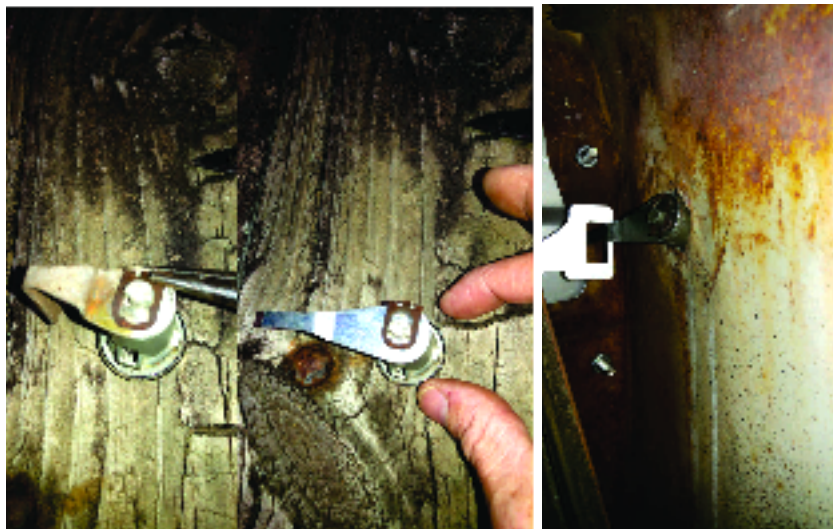
Once done, you are now ready to test your latch. Using your finger, close the latch paw. You should feel 2 clicks. The first is a safety catch and the second is fully closed. Now depress your outside handle button to open the latch. Do this several times, testing the inside handle, outside handle, and push button lock rod. **Keep in mind, the latch must be in the fully closed position before the lock rod will work.** Once you are satisfied that the latch is functioning properly, move to the next step.

Unbolt the 4 bolts holding your stock striker plate to the cab of the truck.
Using the provided jam nut and star washer, install the stainless steel striker bolt to your new striker plate. You will notice the striker plate is designed with a high center section. The plate will be mounted with the high side away from the cab corner, and the striker bolt to the inside top of the plate.
Bolt your new striker plate back into the stock location leaving it slightly loose for adjustment.



SLOWLY, close the door making sure to pay close attention to how the latch aligns to the striker bolt. Using the 4 mounting bolts, adjust the striker plate, so that the striker bolt does not hit any part of the latch or latch plate as the latch clasps closed on it. Make small adjustments to your striker plate until the latch closes easily and your body lines and body panels are properly aligned.

Once you have everything dialed in, locate your new lock cylinder arm and attach it to your stock lock cylinder after the removal of the stock lock arm.



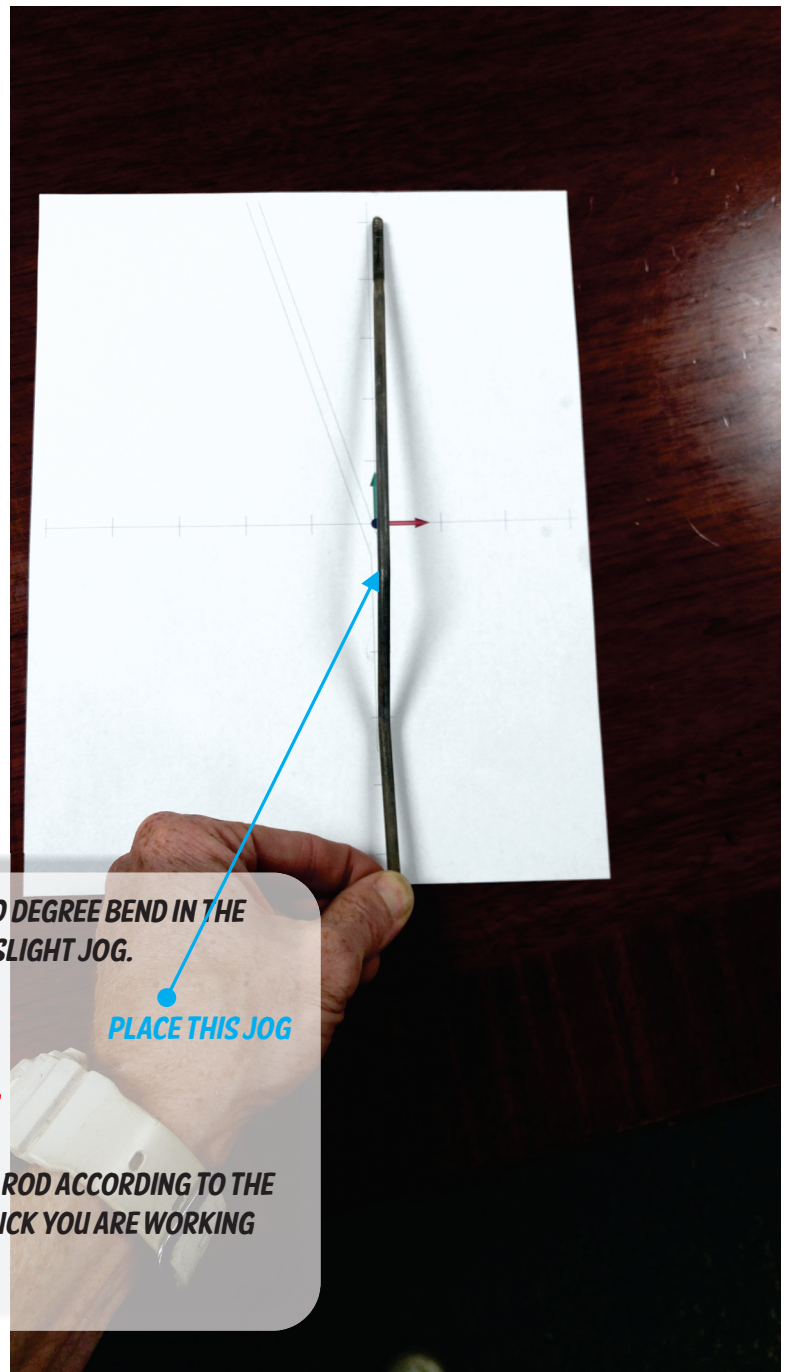
When feeding the lock cylinder back into the door, do so at an angle and make sure the lock arm goes into the rectangle shaped opening in your Altman Easy Latch locking mechanism. Secure it to the door using the U-shaped clip you removed earlier.

Test your lock cylinder with the door open, by closing the latch with your finger, then operating the lock cylinder to lock and unlock the door. Once you are satisfied that it is working correctly you are now ready to put the panel, armrest, and handles back on your door.

LH ROD

RH ROD

**ALTMAN EASY LATCH
1967-72 CHEVY/GMC
PUSH BUTTON LOCK ROD TEMPLATE**



**5" FROM THE 90 DEGREE BEND IN THE
LOCK ROD, IS A SLIGHT JOG.**

PLACE THIS JOG

AT THIS POINT

**NOW BEND THE ROD ACCORDING TO THE
SIDE OF THE TRUCK YOU ARE WORKING
ON.**

