

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 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, door latch regulator, interior door handles, and trim panel (if equipped).
2. Measure and cut the square shaft on your exterior door handle using the provided measurements. (fig. 1) Use a file or sander to reduce the overall size of the shaft to fit into the shaft receiver on the latch kit. (fig. 2) While doing this make sure to check the fit so as not to over do it. Once you have the size right, slightly bevel the edge of the shaft to help it fit smoothly into the shaft receiver on the latch kit. (fig. 2a)
3. 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.
4. 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.

5. Place provided template in position on the door by **aligning it with the upper rivet used to hold in the window track** and placing straight edge line along corner of door. Take your time to align this template properly and then tape it in to place. (fig. 3 and 3a) Trace around the template. Do not trace around the hole alignment piece. Do not trace along 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. (fig. 4) Use a 1/4" drill to drill a hole in each of the four corners. This will assist you in making the cut with a saw. Proceed to cut out this section of the door. (fig. 5)

6. With the latch mounted to the plate, place the latch plate in place to make sure the opening you have cut will accept the assembly. Take your time and do not over cut this opening. This latch kit will fit in the hole it just requires a little finesse and patience. Once you get the latch assembly in place, mark the holes for attaching the plate to your door. (fig. 6) Remove the latch assembly and drill the holes using a 1/4" drill bit.

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. (fig. 7)

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

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. (fig. 8) Attach the latch assembly to your door using the supplied hardware. Latch and trip the assembly several times using your inside handle to make sure everything is working freely.

You may find that your interior handle does not return to its normal position after releasing the latch. To remedy this you can attach a spring as shown in the picture to the bottom mounting bolt. (fig. 9) The spring will assist the interior lever in returning to its correct position.

You do not have to use the old strap. Another option is to use a length of cable and cable crimps to connect the interior handle regulator to your latch.

Before moving to the next step, this is a good time to lubricate your handles liberally at their pivot point. Work your handles several times and get them moving freely and smooth. While we did put a return spring on this kit it is not strong enough to fight

against years of rust and grime.

9. Replace your exterior handle making sure to line the shaft up with the shaft receiver on your new latch kit. Again, latch and trip the assembly 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 the exterior handle in returning to a straight 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. Place it where you feel the striker bolt will be centered with 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 adjust your striker block accordingly.

Passenger Side Lock Cylinder Installation

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

1. Measure and cut your lock cylinder shaft using the provided measurements. (Fig. 10)
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 Allen head bolts**
- 16 - 1/4-20X3/4 Button head bolts**
- 10 - 1/4-20 Nuts**
- 10 - 1/4" Lock washers**
- 2 - 10-32X3/8 Truss head screws**
- 2 - 10-32 Lock nuts**

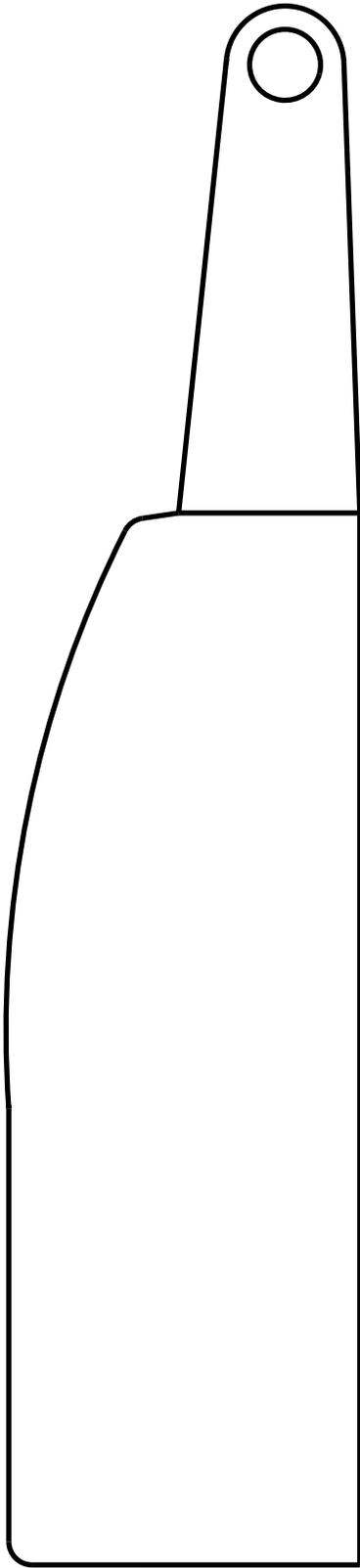




Fig. 1 Measure 2" from base with no gasket. Mark and cut shaft. If you are using a gasket you will need to add the gasket thickness to the length of the shaft.



Fig. 2 File or sand shaft to size



Fig. 2a Test fit shaft to latch



Fig. 3



Fig. 3a



Fig. 4



Fig. 5



Fig. 6



Grind rivet and detach

Fig. 7



Fig. 8



Fig. 9



Fig. 10 Measure 2" from base with no gasket. Mark and cut shaft. If you are using a gasket you will need to add the gasket thickness to the length of the shaft.