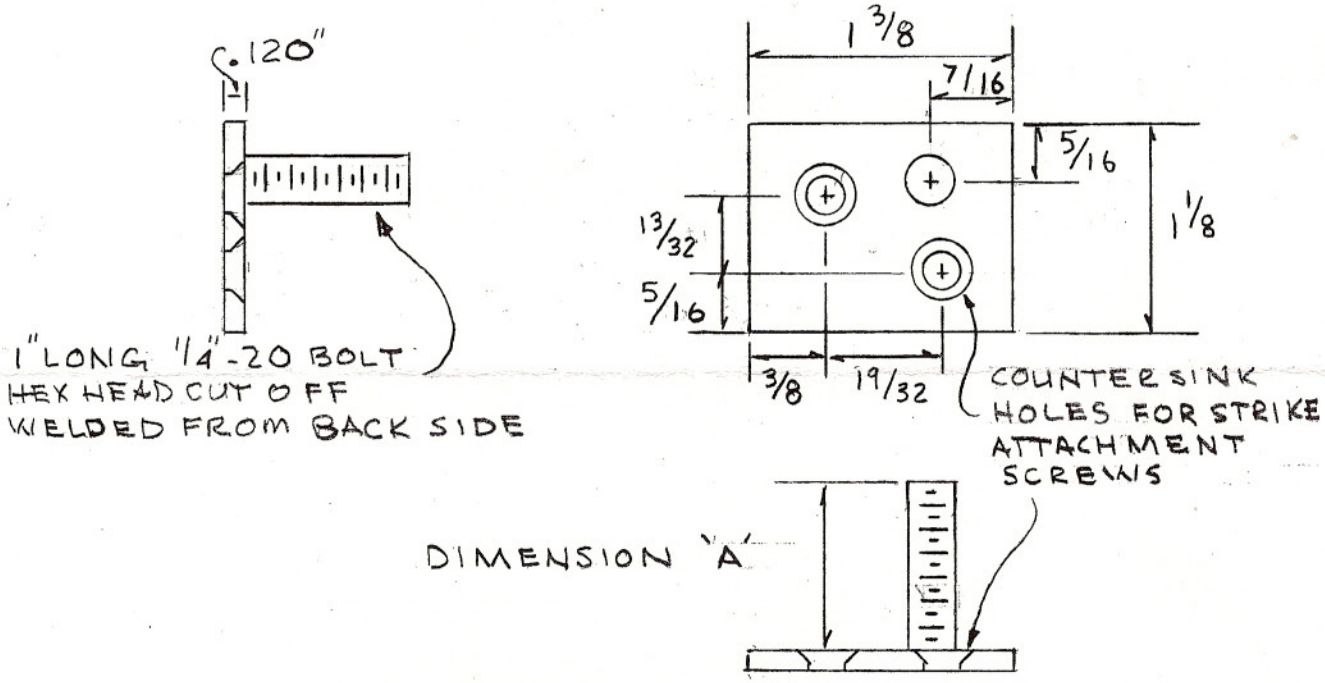
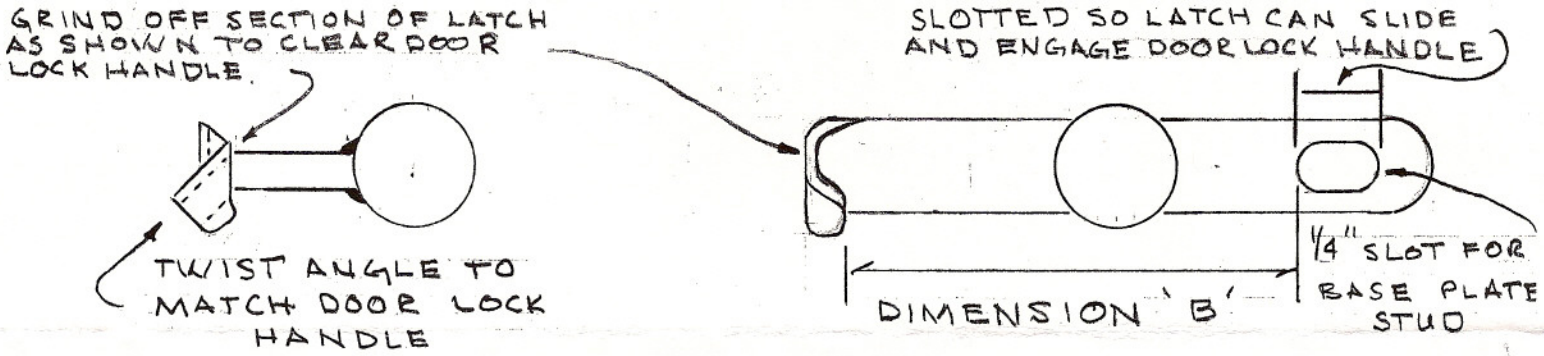
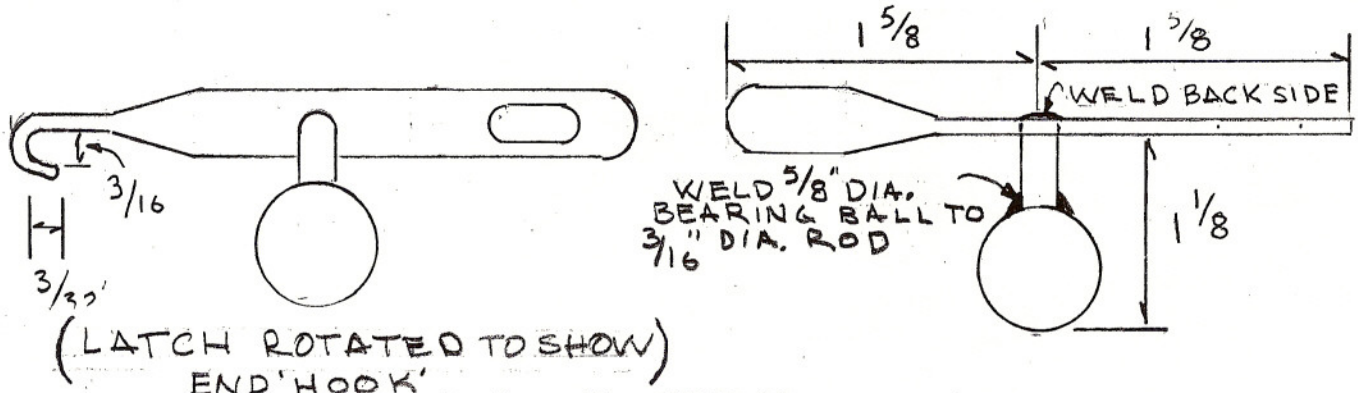
T-SERIES DOOR LOCK/LATCH

LEFT SIDE SHOWN - RIGHT SIDE WILL BE REVERSED.
(SCALE: ACTUAL SIZE)



BASE PLATE





LATCH

T – Series door latch/lock

These notes are to be used with the supplied drawing.

Dimension A is the total length of the latch holding stud above the base plate. This dimension is determined by fitting a thin nylon washer for a little friction, a plated washer, the latch, another plated washer and finally the stainless steel (for polishing) acorn nut. The acorn nut should be snug and the latch should be able to move back and forth in the slotted hole but still be tight enough that it does not flop around and will store in the upright position. You may encounter a little interference between the hidem strip above the striker, I did. I solved this by tacking the hidem strip down to the panel and adjusting the first plated washers thickness to move the latch higher on the stud.

Dimension B is the length from the stud to the front edge of the hook in the latch and this is the dimension that creates the locking feature. This is likely to vary slightly from car to car because of the door gap. Install the base plate on the upper portion of the striker and measure from the stud to the rear edge of the door handle. This will allow the latch to swivel down behind the door handle and then you can push it forward (slotted hole) to latch the door handle. There should be about 1/8" movement back and forth in the latch.

The only really important dimensions in this entire project are the holes in the base plate and dimension B. The base plate must use the existing striker attachment screws. If dimension B is too large it may allow the door handle to move too far back before engaging the latch and this will allow the door lock to "unlock".