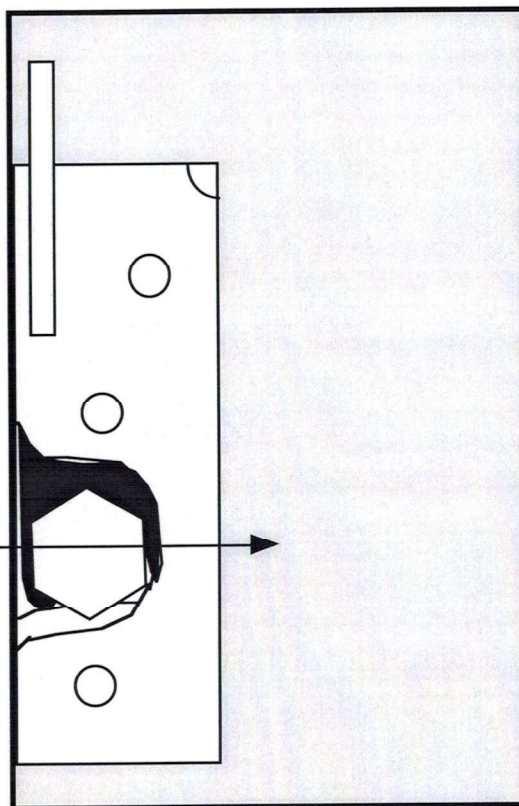


In/Out Adjustment

(Viewed from inside the driver door, looking toward the back of the vehicle.)

In/Out Adjustment needs to provide adequate room for the striker bolt to be mounted into the door jam (B-post) - check where the striker needs to be placed to assure the door closes completely. Use an oversized hole (1/2" - 5/8" Diameter) for installing the striker to allow adjustment with nut and washer (not provided - an additional washer may be needed). An optional cage nut may also be used inside the B-post to bolt the striker into and provide adjustment. Door gasket rubber may affect the final adjustment slightly.



Watson's StreetWorks has an extensive line of street rod and custom car and truck parts with one of the largest selections of billet interior trim and electrical accessories. Check us out on the web at www.watsons-streetworks.com.

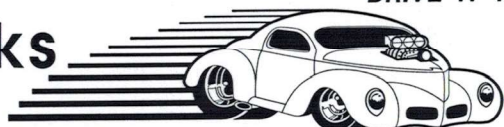
Thank you for buying our products !

**Watson's
StreetWorks**

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Locking Gator Jaw Latches - Pair w/ Striker Bolts

#L24LK

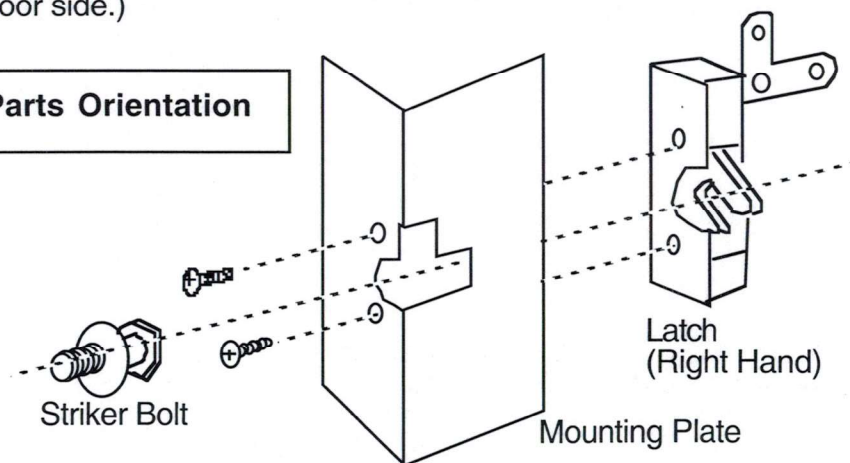
- ☐ Single rotor "trip" latches meet all Fed. Safety Standards.
- ☐ Rated for 750 pounds of holding force.
- ☐ Locking mechanism compatible with electric actuators.
- ☐ "L" shaped release lever, release from either down or horizontal.
- ☐ 1/4-20 threaded mounting holes.
- ☐ Latch body is 3-7/8" x 1-1/4" x 13/16".
- ☐ With striker bolt.

Manufactured by Watson's StreetWorks Rod & Custom Products

Thank you for buying a StreetWorks product. Be confident that it will provide the quality and performance that you demand for your car. Please read and understand all installation instructions before beginning. Planning and preparation will make the entire process easy and quick.

Typical Latch Installation (All drawings show *typical* driver door side.)

Parts Orientation



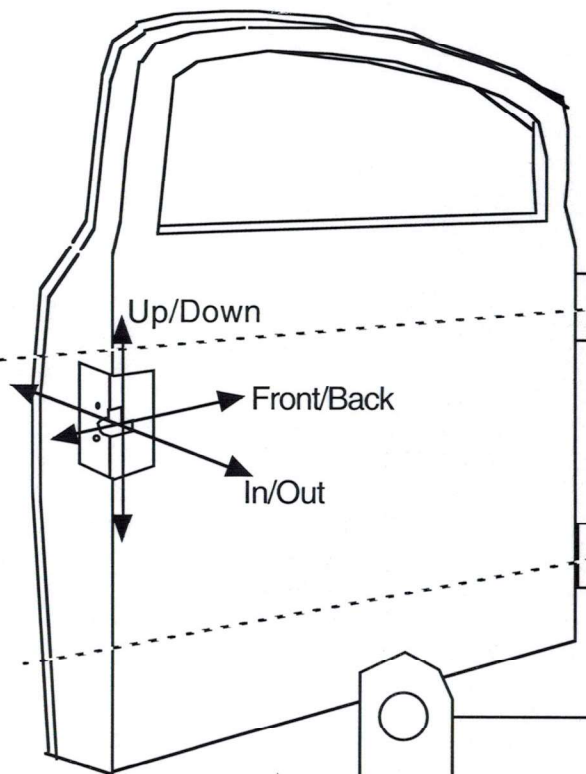
(Optional Cage Nut not shown)

Lock Mechanism Adjustment - The Lock Mechanism on your new latches was lubricated and preadjusted when assembled but may require readjustment due to changes in shipping. Test the operation **BUT DO NOT READJUST UNLESS YOU ARE SURE THAT IT IS NEEDED**. The lock lever should move with a moderate resistance so that the lever stays in the lock/unlock positions even if the latch is significantly jarred. Up is unlock, down is lock.

Door Positioning

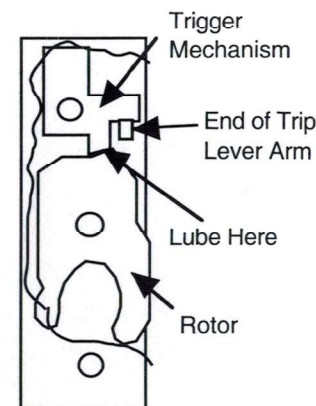
NOTE: The door and hinges must be solid and properly hung *before* installing the latch parts!

The Mounting Plate will go onto the door edge in approximately the same location as the original latch and will cover up/finish the original holes. Before welding in place, check that the plate is square (vertical and horizontal) and check the position in **ALL THREE PLANES**. **Up/Down** should be at the approximate center of mass of the door and between the hinges. **In/Out** needs to provide adequate room for the striker bolt to be mounted into the door jam (B-post) - check where the striker needs to be placed. **Front/Back** depends upon the amount of gap between the door and jam so that the striker goes into the latch within the "depth" limits. See Page 2 details. (Additional welding, addition of a plate or "pocket" in the jam may be needed to provide proper clearance while maintaining the striker/latch depth.)



Lubricate your New Latch(es)

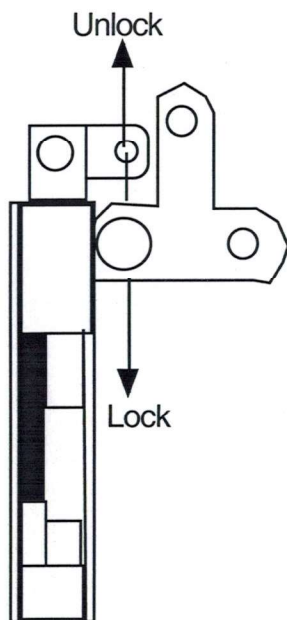
To assure that your new latch(es) will work smoothly and properly it is important to lubricate the Trigger Mechanism-to-Rotor contact surface (see at right). To do this, hold the rotor closed while holding the trip lever down (this separates the two contact surfaces) and apply a quality grease/lube such as spray lithium grease or bearing grease applied with a Q-tip. (Light spray lubes like WD-40 will work but won't last.)



Direction for connection to stock inside handles or Watson's StreetWorks Neat Nobs with Remote Cable Installation Kit.

Trip Release Directions

Lock Tab Directions



Front/Back Adjustment

Direction for use with Watson's StreetWorks Neat Nobs (without Remote Kit) and/or connection to electric actuator or solenoid.

