



3 The door latches from '64-'66 C10s are tricky to deal with if you're considering power door locks, because the locking mechanism and the mechanism that allows the door to be opened from the inside are dependent on each other. This means that the locking and opening mechanisms have to be reconfigured and modified to make them independent of each other, so that the actuator can operate the locking mechanism independently. Note the dependency of the locking and opening mechanism at two points.



6 When determining where to drill the holes to mount the actuator, you must consider the clearances needed (to avoid obstruction of the window felt-channel that mounts inside the door) and the travel length of the actuator's plunger. Here is the completed latch assembly with the felt channel mocked up to show perspective.



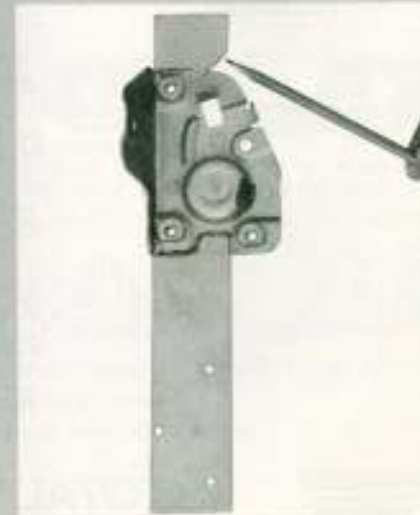
4 Before the latch assembly is disassembled and modified, the first thing to do is to determine where the actuator should be mounted to properly operate the locking lever.



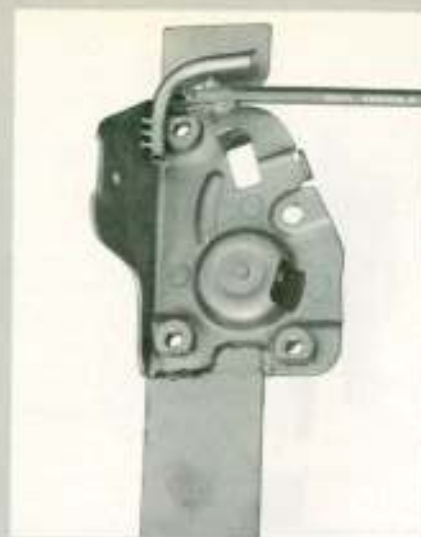
5 We welded a 1/4-inch-thick plate of steel to the bottom of the latch assembly. This will be used as a rigid support to mount the actuator.



7 The next step is to cut off the metal loop on the opening lever and the small tab on the opening latch. Using a die grinder with a cutoff wheel works well. Cutting off these pieces allows the locking latch to operate independently.



8 Weld another 1/4-inch-thick plate of steel on the top of the latch assembly. This will be used as a rigid support to mount a 90-degree piece of 1/4-inch-diameter steel brake line tubing. Make sure that this plate clears the opening latch at full swing.



9 The 90-degree piece of tubing will be used to guide a steel cable, which will allow the door to be opened from the inside, making the opening mechanism independent of the locking mechanism. The steel tubing is aligned to the path that the cable will follow, and then it is tack-welded to the bracket.



10 Two other specialty brackets must be welded to the opening lever. The first one is a mounting sleeve that will secure the steel cable to the lever. The second one is a bracket that will disengage the locking lever when opening the door from the inside.



11 With the opening lever mounted to the latch assembly, the steel cable is wired through the sleeve on the opening lever, the guide tube, and then through a tab that has been welded to the top of the opening latch. It is left like this for now.