

# Door Striker Plate

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Paul,

The early cars to change point Body # 2235 (NOT VIN #2235) had much narrower rectangular chrome striker surround plates mounted to the B post. There was absolutely no room for error or adjustment in or out on the post without the hole for the striker shank showing along the edges. Later cars had wider chrome striker plates that allowed some forgiveness in the position of the locating holes in the alloy plates. See pictures showing an original early Coronet cream car with the narrow striker plate, and a later Carmine Red car showing the later wider striker plate.

One more important point...when doing these alloy plates, I purchase the Kilmartin ones that are accurate with the proper rectangular depression in the striker plate area, and allow you to cut your own holes sized as needed.

(John Sims can you post this with pics to your site?)

Rich Chrysler

----- Original Message -----

From: "Paul Barnes" <fiat500f@aol.com>

To: <Healeys@autox.team.net>

Sent: Wednesday, April 09, 2008 2:56 AM

Subject: [Healeys] 100-4 aluminum B-post and sill plates question.....

> Hi,

>

> I'm looking in the factory parts book for the 100-4 BN1/2 and I noticed

> that

> the aluminum plates that cover the B-post and the sills have a change

> point at

> VIN 2235. What's the difference between the earlier ones and the later

> ones?

> Anyone? Anyone? Bueller?

>

> Paul B.





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