



BILLET ALUMINUM STRIKERS



By Joe Bamberger

As car enthusiasts, we all know that our projects are never “complete”. Chassis, bodies, suspension...something can always be altered. At a certain point in every project, when everything is “done” and you are happy, there comes a time we stand back and reflect, and think...“What else can I improve?” Even when it comes to a well overlooked area like your door jambs, there’s always detail to be added to take it to the next level. Woody’s is constantly aware of the next big thing in the detail department, and in this installment of 10 minute tech we introduce our new Woody’s Billet Aluminum Door Strikers (WHR-BASP) produced by Til-Fab Design.

And when I say in-house, I mean it; Woody’s own AJ Tillman has been meticulously perfecting his design for months at his at-home machine shop. The dull and boring strikers, even when brand new, look almost out of place in a shiny painted door jamb, and with a little bling going a long way, why not dress up an often overlooked area? And with the install being so easy, this one’s a no-brainer for your car that supposedly has it all. Let's hop in!

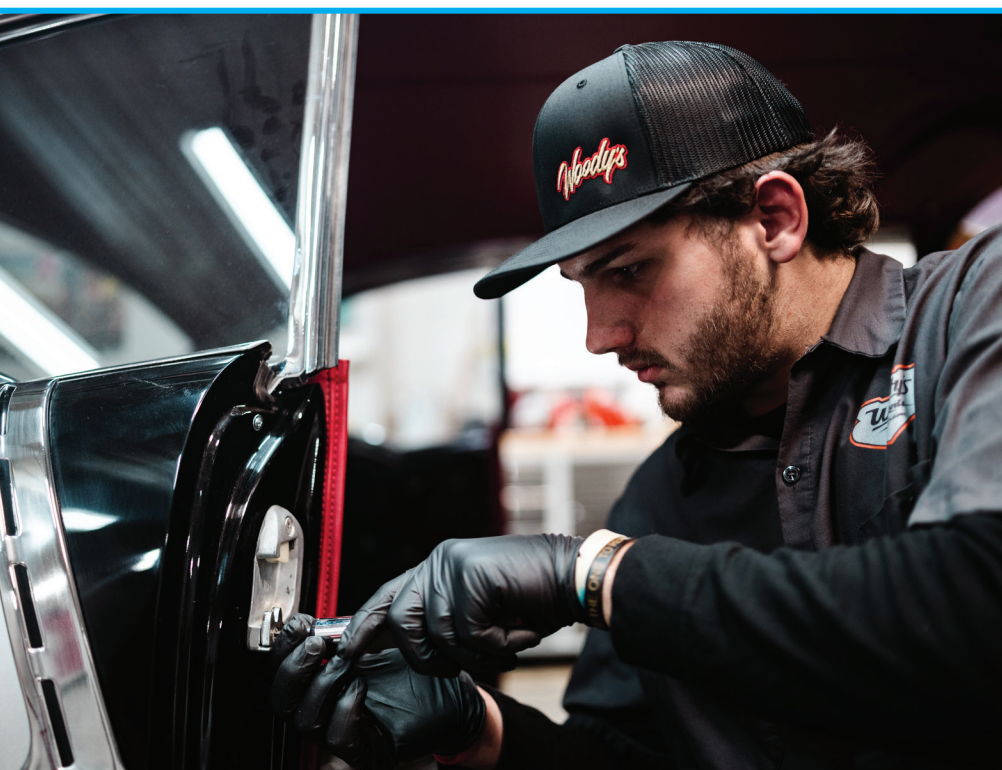
The old strikers just don’t have the shine or the presence of “show quality” that the rest of the car does. When restoring and building these cars, often times little hidden touches like this are simply overlooked. You'll start by taking out the 3 screws holding the existing striker in place. Be careful not to let the striker move around excessively; although this swap is straight forward, you will still want to protect your paint in the process by not letting it move around and scratch the body side. Keep track of your lock plates and shims, if any are installed.

(ABOVE) Side by side, the difference is staggering. Same size,



same style, but wildly more aesthetically pleasing! Installation is the reverse of removal. Go ahead and re-install the new strikers with the existing hardware, shims, and lock plate. When putting these back in, make life a little easier by using one of the screws to hold the base in place, then attach the striker by the top screw to re-apply pressure. If you’re looking for a how-to on how to adjust your strikers from scratch, see Volume 6 issue 3 for a full step-by-step.

Whether your style is completely OEM, or decked out bottom to top, these strikers are a perfect improvement. First impressions are everything, and at first impression of opening your door, these strikers are sure to make a statement! **ATF**

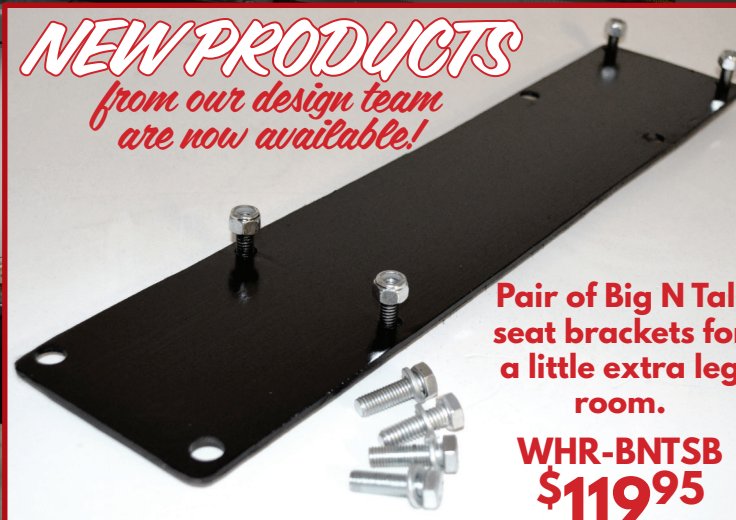


Woody's

THE TRI-FIVE EXPERTS®

THE CHOICE FOR 1955, 1956 & 1957 CHEVROLET PARTS

WE CARRY EVERYTHING YOU NEED TO BUILD YOUR DREAM.



855.567.1957

WOODYSHOTRODZ.COM