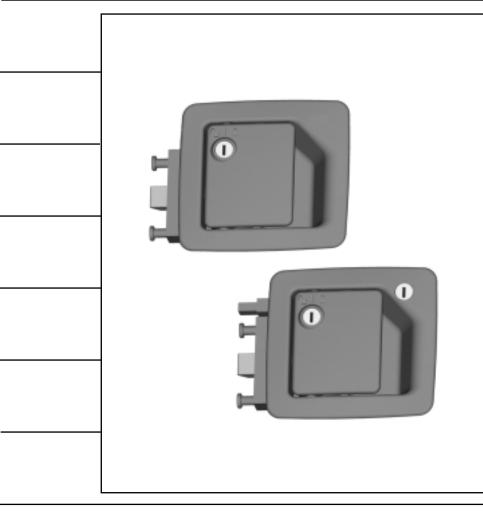
60-600 Motor Home Entrance Door Hardware **60-650** Dead Bolt Option



Designed for door applications that use a plunger latching mechanism



500 Bailey Avenue New Hampton, Iowa 50659 Tel: 641-394-3188 Fax: 641-394-2392 1-800-447-0343 www.trimarkcorp.com



TriMark Europe
Magna Road, South Wigston
Leicester LE18 4ZH
United Kingdom
Tel: +44(0)116-278-7516
Fax: +44(0)116-277-6640



60-600 Motor Home Entrance Door Hardware 60-650 Dead Bolt Option

DESIGNED FOR:

- Motor home entrance doors with thickness of 1.390" to 1.600". (Different inside plates are required to facilitate range of door thicknesses. Please identify when inquiring.)
- Fifth-wheel trailers, pull-type trailers and slide-in campers
- Doors requiring resistance to water and dirt infiltration
- Universal applications--either right or left handed

USE WITH:

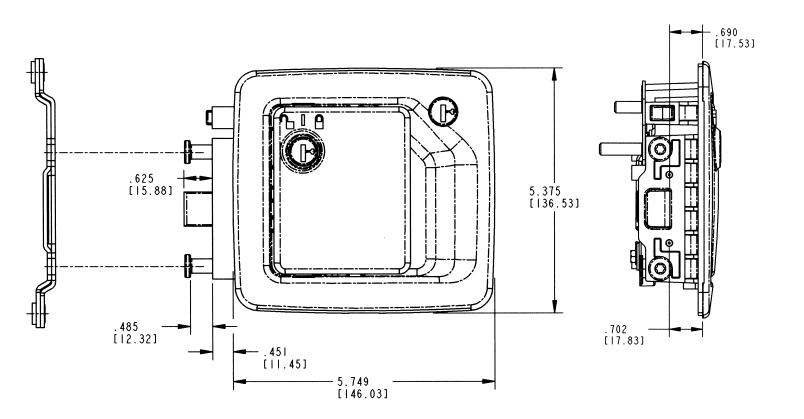
TriMark 100-500 Strike Plate

AVAILABLE:

- With optional built-in dead bolt (60-650)
- Master keyed paddle keycylinder. Non-master keyed dead bolt

FEATURES/BENEFITS:

- Paddle can be locked before door is shut
- Paddle is rigid when locked
- Automotive styling
- Comfortable finger access
- Inside assist for easy closing
- Serviceable shuttered key cylinder
- Built-in dead bolt eliminates the need for an add-on residential type dead bolt
- Dead bolt locks into the fully extended position for true dead bolt functioning (60-650)
- Strike plate: heat treated and zinc plated steel



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MATERIAL:

- Housing, inside plates, paddles, plunger bolt and certain lock actuating components: die cast zinc alloy
- Strike plate: heat treated and zinc plated steel

FINISH:

- Black powder coated
- Copper-nickel-chrome plated

INSTALLATION

- #10-24 UNC mounting screws (not included).
 Recommended torque 10 in./lbs. 1/4-20 UNC grade 5-type fasteners for strike plate installation recommended
- Supplied with gasket already applied under recess in housing flange
- Sandwich mount installation does not require any linkage rods

Meets FMVSS 206 load requirements and may be used in FMVSS 206 applications pending TriMark application approval.

Individual part dimensions are for reference only. Refer to individual part drawings for complete dimensions, specifications, and installation procedures. Engineering assistance and application drawings are available.

U.S. PATENT NO. 4,736,972

