

Auxiliary Bonnet Release

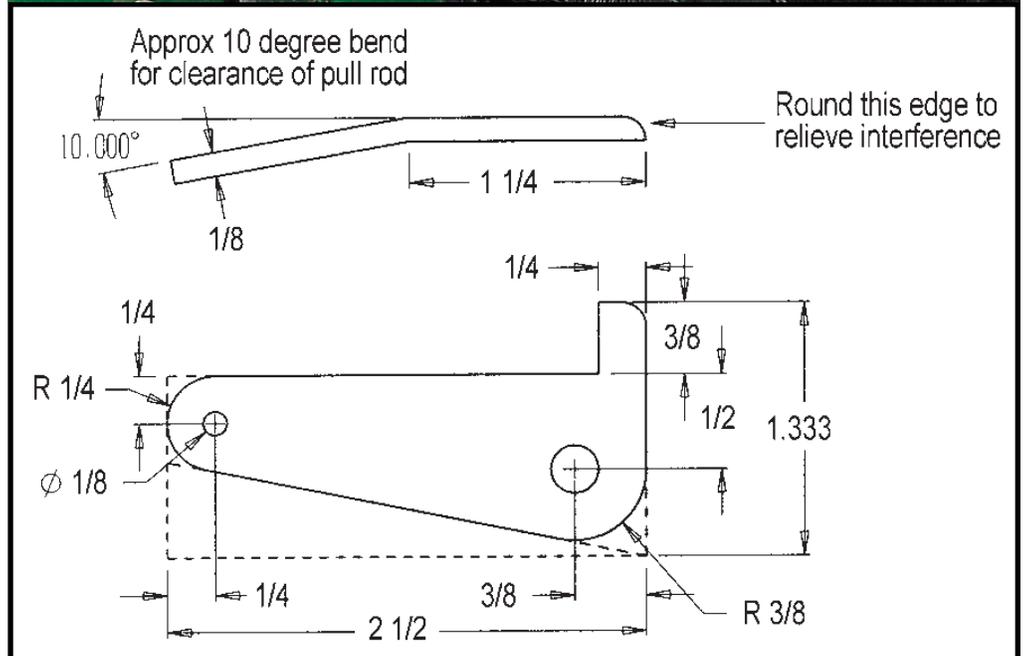
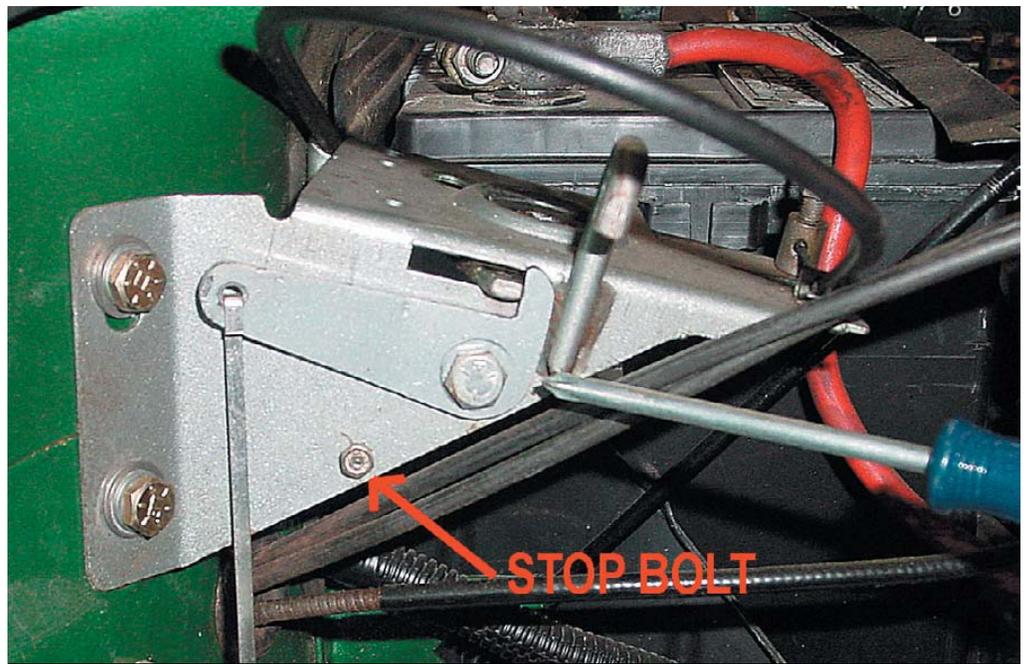
Something to have when your release cable lets go!

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Photo courtesy of Joe Gannon
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The hood release described here works very well. Actually, the force required to operate this is less than the force required for the standard pull cable. The lever can be made by cutting out the drawing here and gluing it to a suitable piece of steel (i.e. a mending plate), available from a nearby home supply mega-store. Cut it out with a hack saw and finish it with a file. The general shape and radius is for aesthetics, as long as the hole and vertical catch portion is as illustrated, the rest doesn't matter. Installation: After you have made the lever place it in position on the hood latch bracket and clamp it with vice grips. There is a hole in the bracket do not try to use it, it is in the wrong position and the latch will not operate smoothly. I suspect the factory did this with a similar idea in mind but screwed up. There is no other explanation for the hole being there. Then with a 1/4" drill bit running in the 1/4" hole drill just enough to make a small starting hole in the hood latch bracket. Remove the lever and finish drilling the hole for a 1/4" tap drill. (.201 or #7 drill), thread the hole with 1/4-20 or 1/4-28 tap. Or as an alternative method, I have found that it is not really necessary to drill and tap the mounting hole on the bracket, you could drill it through 1/4" and use a bolt with nylock nut. It will make installation a bit easier. Make the activating link using a 10" length of wire (i.e. clothes hanger or welding rod), bent the wire sharply about 1/2" from an end and pass it into the small hole, then bend again to capture the wire link. Now drill an appropriate hole in the horizontal section of the firewall directly beneath the latch bracket into the passenger side foot compartment. With the link attached and inserted in the firewall hole, mount the release lever on the bracket using the 1/4" bolt with flat washers as spac-

ers. Screw the bolt in just enough so the lever does not bind or is too loose, its movement should feel right. Then use a nylock nut on the inside of the bolt to lock it in place securely. Now put an upward bend in the link in the portion that extends into the foot compartment. You wouldn't want a passenger to get "A stab in the leg". The latch operates so easily with positive fail safe action that I mounted a knob on the inside. You will have to install another screw in the hood latch bracket to act as a stop for the pawl, otherwise it will rotate out of position and you will have to reset it every time. I never use the cable pull anymore, it's hard to pull and it's in an inconvenient position. And that's all for installation. To activate the release, just grip the loop of the link in the foot compartment with pliers and pull down — "Pop goes the hood".

Construction details: Buy a short length of 1/8" thickness by 1.5" width steel or aluminum plate at your local Home Depot.



Cut it to a length of 2.5". Use a template or draw the following lines. Draw a line 1/2" from one of the long sides. Draw a line 1/4" from one of the short sides. Use a hack saw to cut along these two lines, to remove a 2.25" x 0.5" rectangle. This makes the "finger" which will pull on the original bonnet release. The drawing shows the finger being 3/8" long, and this cut made it 1/2" long. The excess length may be filed down now, or after test-fitting and verification of the necessary length.. Scribe a mark 1/2" down from the long cut edge and 3/8" in from the edge on the same side as the finger. Drill through this mark with a 1/4" drill bit. This is for the 1/4" bolt which acts as a pivot. On the opposite end scribe a mark 1/4" in and the same down. Drill this hole with a 1/8" bit. This is for the pull-rod. If your rod is larger than 1/8", then use a suitably larger drill. For cosmetic purposes, you can cut off a wedge-shaped section on the bottom so that the lever gets narrower on the end with the hole for the pull-rod. Make a small bend half-way along the length of the lever. This bend is to create clearance for the pull-rod. Bend the lever about 1/8" or so. Examine the drawings in this article to show where the cuts and filed-off corners are (dotted lines). If necessary, on a copying machine you can change the magnification to give a perfect 100% scale copy of the drawing to use as a template.