

WMS Sleek Hood Pin Installation

The factory prop rod is not used with WMS Sleek Hood Pins so a hood strut kit must be used. Any of the kits will work, we like the Classic Design Concepts or Redline kits. The hood strut kit must be installed before starting the Sleek Hood Pin install. Stock hood prop rod and mounting clip must be removed from the car.

The Sleek Hood Pins DO NOT replace the stock hood latch, it must be retained as the primary hood hold down.

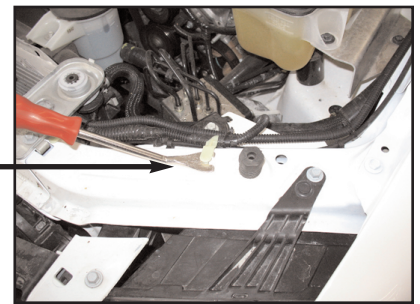
Be sure your hood is aligned correctly before installing the Sleek Hood Pins as it will be very difficult to correct the position after.

Installation

1. Remove stock plastic radiator cover or WMS Ram Air box if equipped. There are 6 plastic pushpins that hold this in place, pry up center of the pins to remove.

2. Remove the outer 2 stock rubber hood bumpers. These will not be reused.

3. Remove the white plastic tab that is holding up wire loom on the drivers side of the rad support. Flip plastic tab under wire harness and secure to hood release cable with supplied tie wrap.



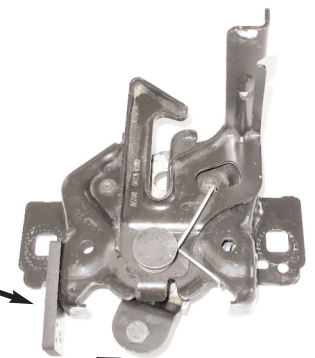
4. Disconnect the clip holding hood release cable in front corner of engine bay. This will allow some slack in the cable making it easier to remove the stock hood latch.



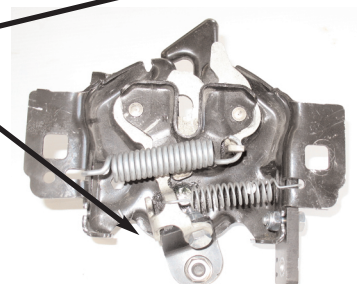
5. Mark the position of the stock hood latch mechanism so it can be put back in the same location. Its easiest to mark the top and side edges of latch. This will make final adjustment of the stock latch easier. Undo 2 bolts that hold in place and pull latch up. Disconnect stock hood release cable from stock latch and remove latch from the car.

6. Bolt the supplied 2 brackets onto the stock hood latch as shown, using the silver metric bolts and locknuts.

The rectangular cable bracket bolts on passengers side of latch, align with side of stock latch and retain with one bolt. The return spring will go through small top hole.

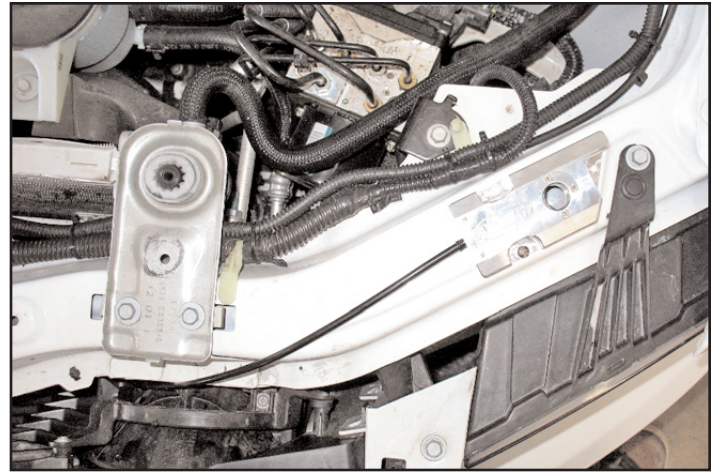
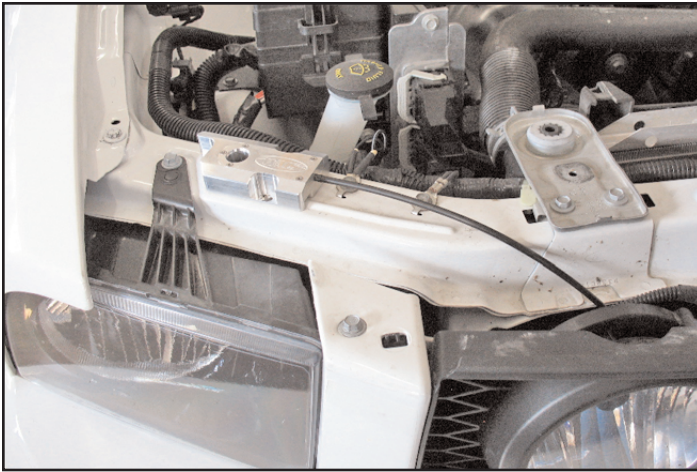


Unhook return spring from release arm, the rounded clamp bracket bolts to stock release arm through this hole. Make sure the edge of the clamp bracket sits firmly against the stock mechanism.



The latch return spring must be hooked back through the new bracket and release arm as shown.

7. Check position of horn behind grill, the wiring and plug should be turned up and away from the hood latch so there is room for the new cables. Horns can be turned in their bracket by loosening the one nut. Also horns should be pushed forward towards grill so cable can easily pass behind horns.

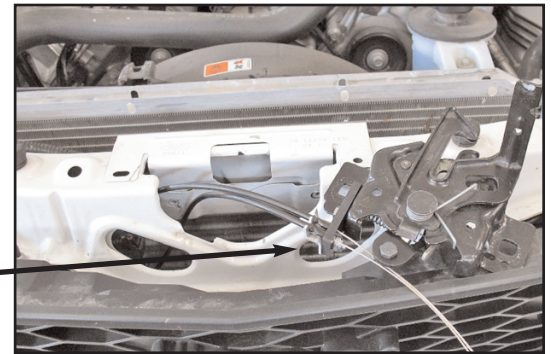


8. Find drivers and passengers side WMS latches, you will be able to read the logo standing in front of the car. Start with drivers side latch and slide cable in front of rad support and behind fog light as shown so cables go down in front of rad. Place WMS latch on rad support and use supplied clear tubing to center through hood bumper hole. Adjust position of latch so it matches the rad support, center punch one of the side oval mounting holes, drill with 3/32" bit and use one of the six larger sheet metal screws to attach. Check for proper position of latch again and tighten one screw to hold. Center punch and drill the second oval hole and use sheet metal screw to attach. Do not put the 3rd screw through the round hole yet.

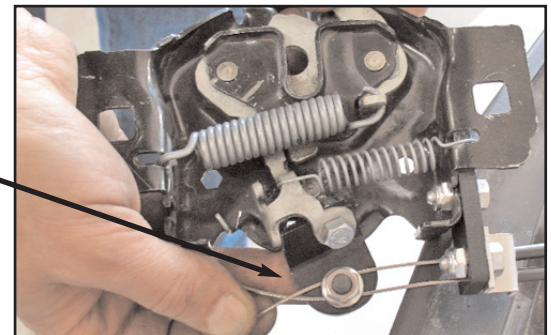
Repeat above step on the passengers side latch.

9. Route cables in front of rad, looping around on passengers side and pull up through stock hood latch hole as shown. Be sure cables are routed behind the horns. Slide both cables into rectangular cable bracket that was attached to the stock hood latch.

Use 'E' bracket to retain both cables and bolt down with silver metric bolt and locknut. Gently squeeze ends of 'E' so they wrap around cables slightly.



10. Take slack out of the inner cables and clamp using black bolt and flanged nut. Be sure not to pull cable tight as this will open the latch and pins will not lock down. Be sure cables are properly clamped down under the nut, if these come loose the WMS latches will not release.



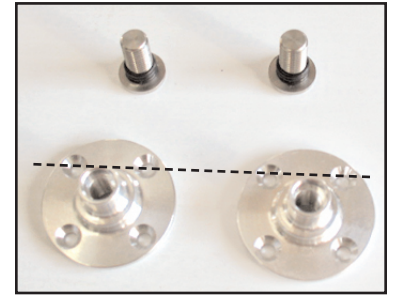
11. Crimp on small silver cable ends so that the cables do not fray over time.

12. Re-install hood latch. Slide passengers side in first and be sure cables route nicely behind horns. Attach stock hood release cable by hooking end of cable in first, then pushing retainer clip in. Bolt latch back into stock position with 2 factory bolts.

13. Be sure latch is releasing properly. Note that more force will be required to pull the hood release now. Close hood, check alignment and adjust stock latch as needed.

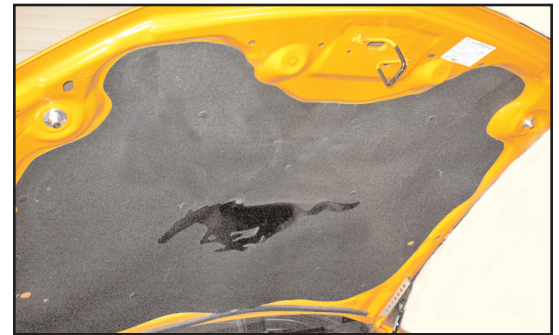
14. Clean hood area where the new pins will attach so double sided tape will stick properly.

15. Unscrew both 'pins' from their mounting base as shown. Stick double sided tape on base and punch holes through double sided tape so you can see the holes. Peel double sided tape and place both bases in the hood latches nose down.



Clock the bases so screw holes are in same rotation on both bases as shown. You can sight the top two holes of the base across the top of the rad.

16. Close the hood and push down on both corners so the bases will stick to the hood. Carefully open the hood, watching that the bases do not fall. Push bases into hood firmly so double sided tape sets. Depending on hood adjustment the bases may not be exactly in center of the hood recess.



This should align the pin bases correctly with the latch. **Carefully** drill one 5/64" hole through **inside layer** of hood (**DO NOT DRILL TOO FAR**, remember outer shell is on the other side).

Attach with the one of 8 small sheet metal screws. Double check position is correct and then drill the remaining 3 holes. Attach with screws.

Be sure base sits flat on hood with screws tightened down, any angle here could cause release problems.

17. Slightly loosen 2 screws in each WMS latch so it can move. Close hood so pin bases (no pins yet) fit into latches and will move the latch to fine tune alignment. Open hood, hold latches in place and tighten screws, be sure latch does not move. Close hood again to double check alignment and adjust if necessary.

18. Double check that the latches are releasing, pull stock hood release while someone watches both latches. The steel latch inside should be pulling back away from the hole

19. Screw pins into bases with 3 o-rings at base of threads. Screw in until the first o-ring is seated for the first test fit. Close hood carefully until stock latch and WMS latches all engage. It is best to use one hand over top of each fog light area to push hood down. Gently pull up on outside edges of hood, you should be able to feel the latch holding. If there is some movement the pin will need to be moved up inside the base. Adjust the pin until there is no shake in the corner of the hood. An o-ring can be removed to move pin up inside base.

20. Check alignment of pins again, the hood should open and close smoothly. If alignment is good drill last 3/32" hole for each latch and attach with larger sheet metal screw.

Care of Sleek Hood Pins

Keep pins clean or the latch may stick. You can remove the top plate by taking out the 5 retaining screws and clean inside if necessary. Don't use grease inside latches, it will only attract dirt and cause latch problems.

If the cable retainer comes loose and the latches will not release it is possible to reach the ends of the cable from underneath the car.

Tips for aftermarket hoods.

We have found some hoods do not have the recessed base in the correct location. This area can be built up with extra double sided tape so the base sits flat. Shims could also be used under the latches if the hood sits too high.

If decent quality fiberglass the supplied sheet metal screws will work. Rivets can also be used but should be a large expanding rivet compatible with fiberglass.



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