

**" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.**

**ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED**

**IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "**



# Inside Hood Latch Release Kit Installation, 1955-57

by Randy Irwin

You have thousands of dollars put into to your Classic, half of that is under the hood and there is no way to secure it that looks clean and is easy to use. We will take you through the installation of a custom built inside hood latch release kit, **part #54-119** or **#54-120** for your tri-five that works and looks great! Included with each kit is a cable and handle that can be mounted to the dash board or concealed under the dash, a new hood latch, striker, all mounting hardware and peace of mind!

## Time Frame:

2 Hours

## Tools Needed:

1/2" Wrench  
9/16" Wrench

The best place to pass the hood latch cable through the fire wall is to use one of the holes in the speedometer cable grommet. Remove the grommet from the firewall, place the cable in one of the holes and then reinstall the grommet back into the firewall (**photo #1a & #1b**). The handle end of the cable has a clamp with a bolt that will allow you to mount the cable to the bottom of the dash board, or to a metal structure under the dash if you wish to conceal it (**photo #2a & 2b**). The hood latch end of the cable has two jam nuts to set the cable length and a ball to connect to the new latch assembly. The ball connects to the pull arm on the latch and the jam nut fits on each side of the cable mounting bracket. Leave the two jam nuts loose for now (**photo #3a & #3b**).

The hood latch bolts the center hood brace with two 5/16"x1/2" bolts in the front and a self tapping bolt at the rear on the passenger side. Remove the three bolts and carefully remove the stock hood latch, which will be replaced with a new one included with the kit (**photo #4a & 4b**). The new latch has two studs and locking nuts that hold it to the under the hood brace. Carefully pass the new hood latch through the back side of the brace on the passenger side and bolt into place. With the latch in place, pull the handle inside the car and adjust the cable length so that the latch opens all the way (**photo #5**). There is a curved bracket that



Photo #1a



Photo #1b





### Parts Needed:

54-119 1955-56 Inside hood latch kit

54-120 1957 Inside hood latch kit



Photo #2a

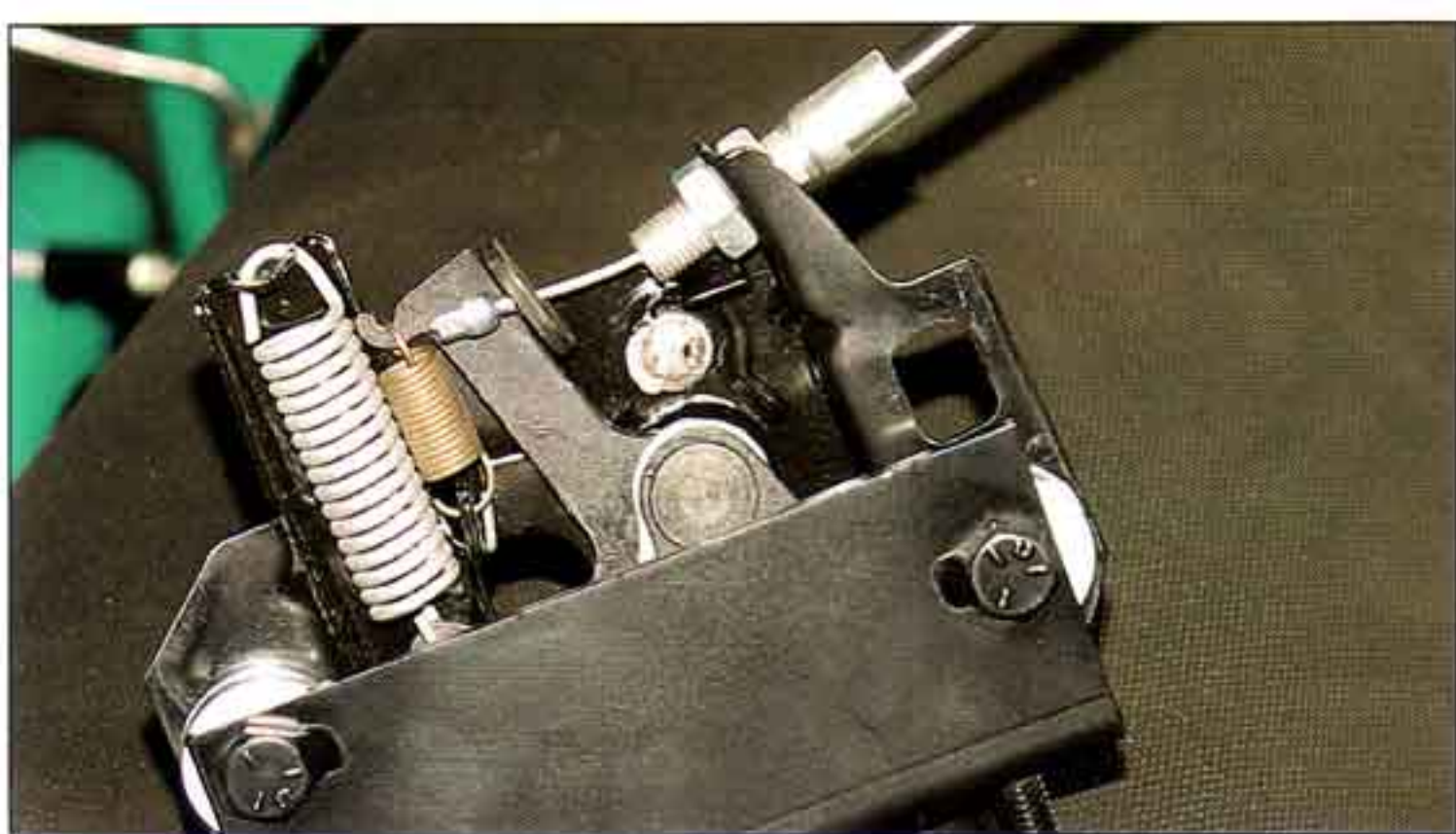


Photo #2b



Photo #3a





*Photo #3b*



*Photo #4a*



*Photo #4b*

bolts to the driver's side front hood hinge which holds the hood release cable in place (**photo #6a & 6b**). With the hood up, hold the cable in place and anchor the cable with the supplied zip tie (**photo #7**). A small J-clip is also supplied that holds the cable to the back side of the under hood brace. The cable loops around the back side of the hood brace and rest agents the inner hood lip on the driver's side of the hood (**photo #8a & 8b**).

The hood latch striker plate is the rectangular plate bolted to the grille tie bar and to the hood latch support. The stock striker plate will be replaced with the new striker plate that is cadmium plated for durability. Remove all three bolts from the stock striker plate and put them aside. Next, install the new striker with the hook facing upward using the same holes as the stock plate (**photo #9**). **IMPORTANT:** Check the new latch one more time to make sure the latch opens all the way when cable is pulled. Carefully and slowly lower the hood checking the clearance between the sides of the hood and the fenders. Bring the hood all the way down until the new latch catches the new striker plate hook. You may need to make a few lateral adjustments on the striker plate to achieve the proper hood to fender clearance (**photo #10**).

The new inside hood latch makes it extremely difficult for someone to get under the hood. Leaving your car out at night at a show, at a hotel on the way to a show, or even in your own driveway you will now have peace of mind knowing your engine compartment is safe and sound. Good Luck! ✓





Photo #5



Photo #6a



Photo #6b

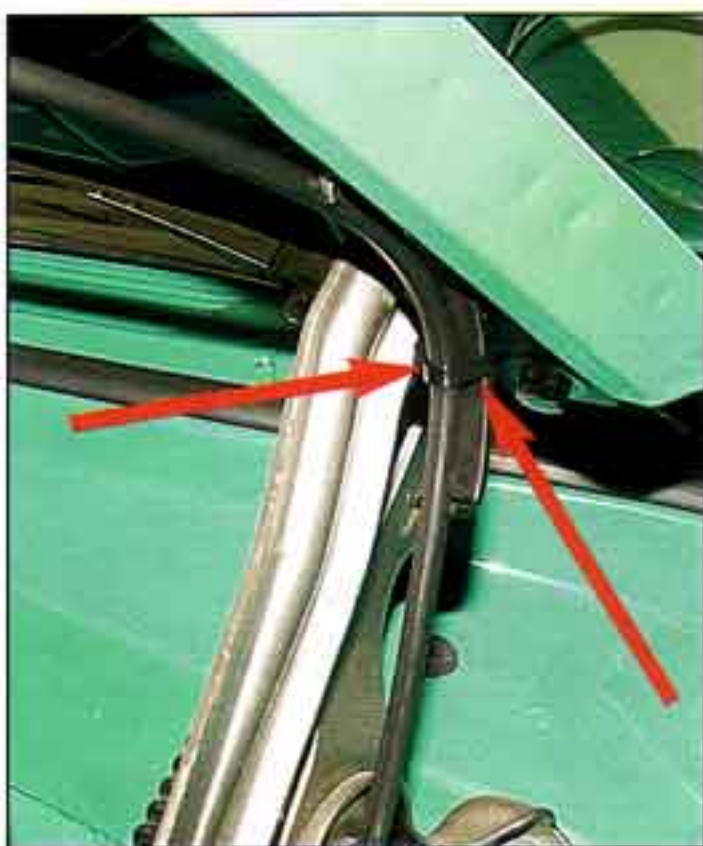


Photo #7



Photo #8a

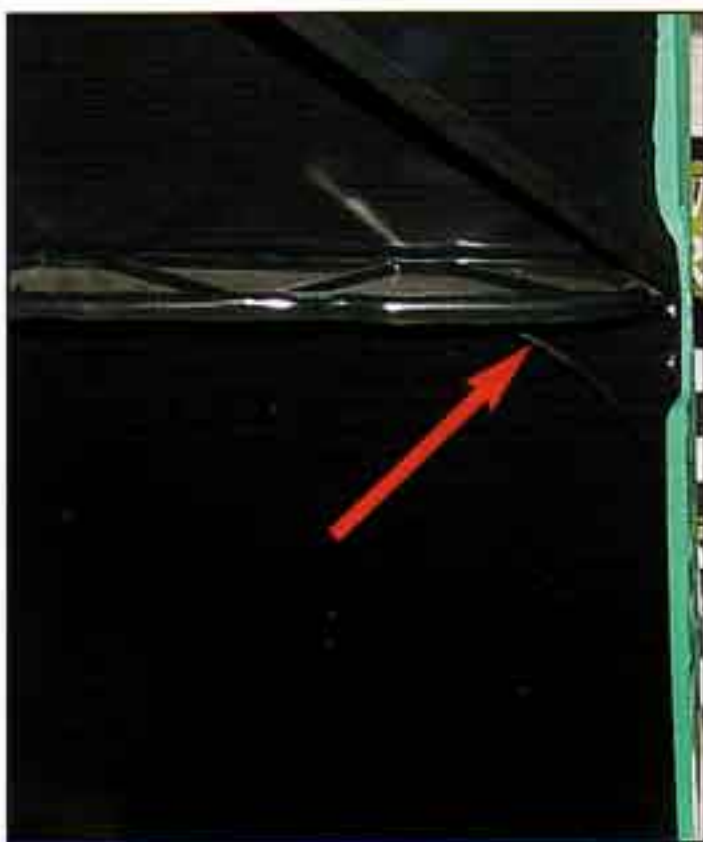


Photo #8b



Photo #9



Photo #10