Hawk Reverse opening hood

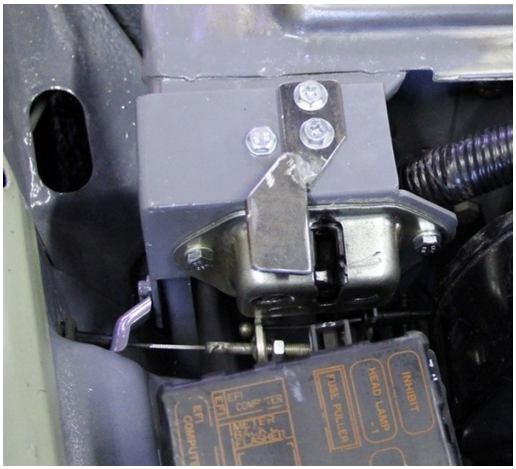
I have completed my reverse opening hood on my 60 Hawk.
I have always hated the hinges on my 62 Hawk and this reverse hinging is heaps better.
It is a 2 stage mechanism. A lever under the bumper releases the front and rear from its catches. The front is lifted up about 4" and the front catch locks it there. The rear end is then lifted up aided by the 2 gas struts which also hold it in the up position.
There is a lot of time invested in getting the design right.
I looked at all sorts of multiple arm arrangements none of which I could get to work satisfactorily.
There is no use changing something unless the result is much better.
Access was always the main idea. Even the area in front of the radiator is easy to get to.

This picture show the partially completed mechanism showing the slots that the hood slide up in, the hood down and in the up position before tilting.

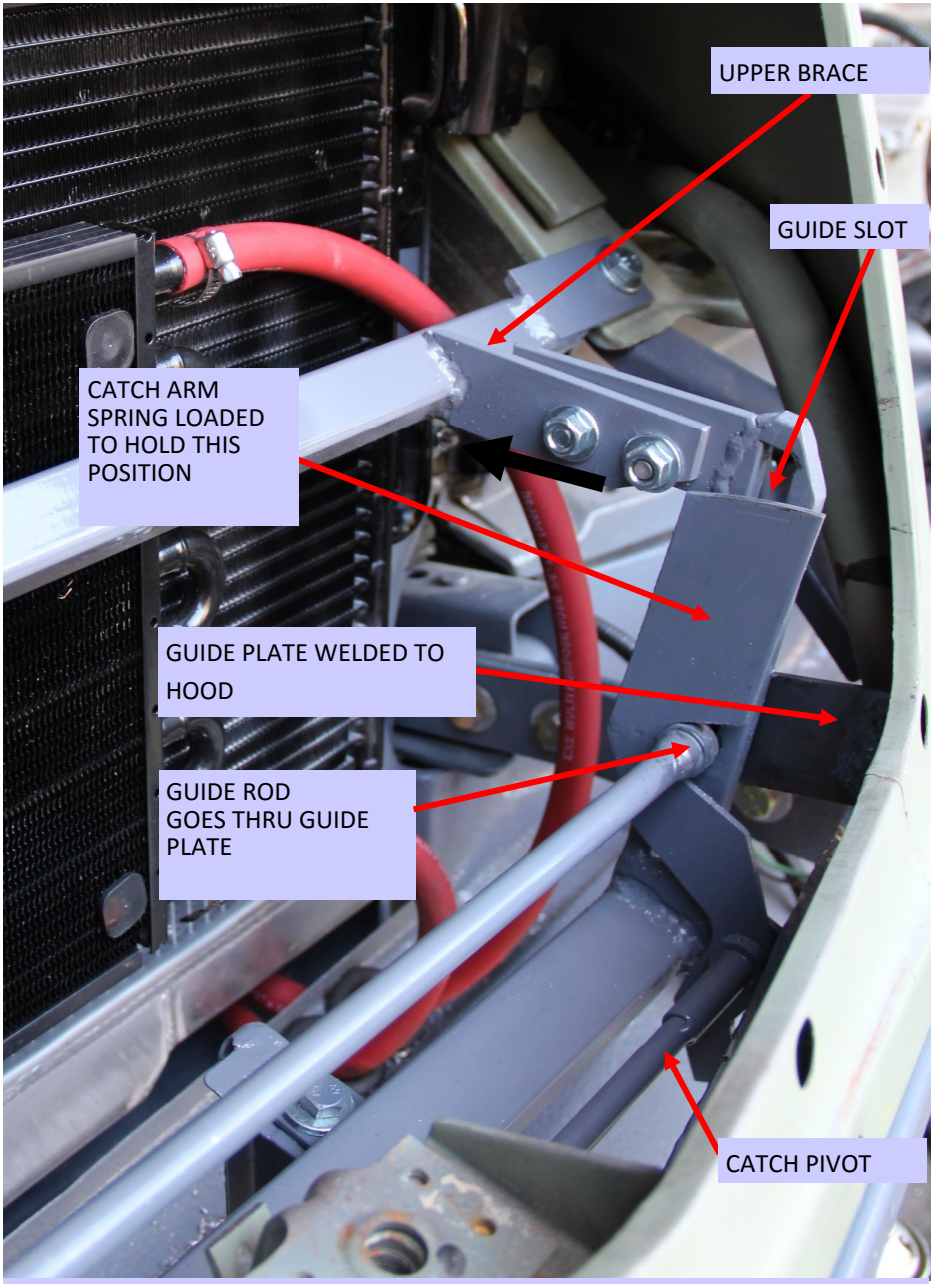
None of the mechanism is visible from the outside.

In this picture you can see the catch arm which is part of the mechanism.

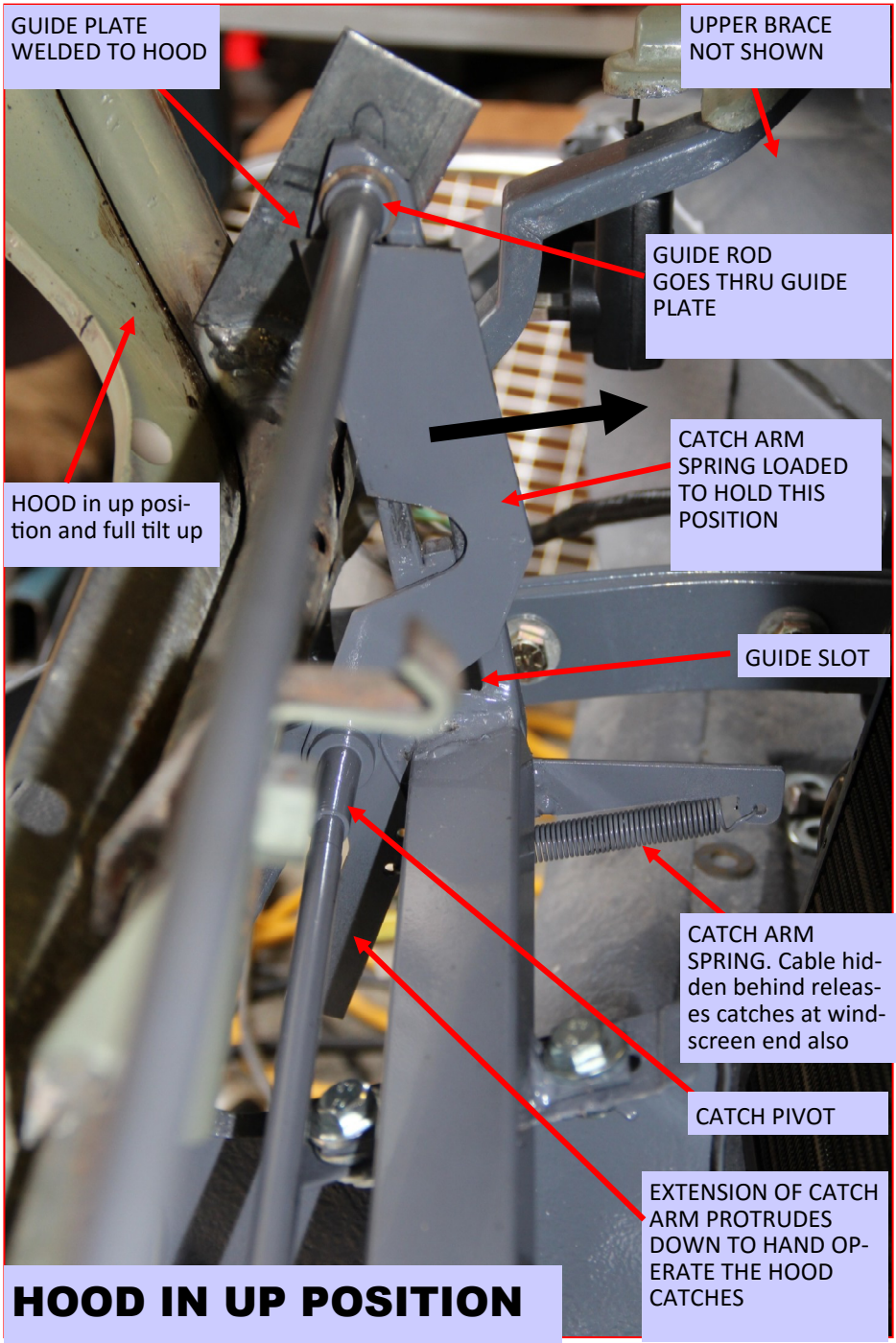
The guide rod has threaded ends and there is a pin which goes thru the plate welded to the hood and into the guide rod.
To remove the hood the two pins are unscrewed and the hood can be lifted off.



In this picture you can see the rear lock with a little guide tab the ensure the hood enters the lock without damaging the bodywork as it is lowered.



HOOD IN DOWN POSITION



HOOD IN UP POSITION

The rear latches are shown. The part attached to the rear of the hood were made as a bolt on item. I wanted to be able to remove the whole system and return to the original.
Now that I have finished that idea seems very unlikely.

The latches are from a 80's Nissan hatchback.
This type of latch is common on many cars and you could use many of them.

When I get a moment I will put together a written description and sequence of fabrication for the assembly.
To produce a "kit" would be difficult for a few reasons, the main one would be the assembly tolerance on the front of these cars.
When I bought this car the lower valance under the bumper was so badly damaged I had to drill out the spot welds and separate it into two parts to repair it.
It looks good now but it is still out of shape a bit and the main support bar for the hood mechanism is bolted to it.
So what is on this Hawk may not fit exactly on another.