



**BOOMTASTIC RACING**

## **T-TOP LOCK INSTALLATION GUIDE**

Thank you for purchasing a set of replacement T-Top locks for your Fiero. Whether you have an original CJB optioned vehicle or a vehicle that was post-sale outfitted, these locks will fit your vehicle. Lock replacement is a very simple process if the original locks are missing, or if the T-Top is already unlocked. We will do our best to walk you through every scenario to get your car back together quickly. While we've written the replacement directions to be as detailed as possible, we understand that problems do arise and we are always happy to help with any questions that you may have. Please feel free to email our Support at the address on the bottom of the page. We will do our best to answer you within 8hrs.

### Tools Needed:

Phillips Head Screwdriver  
Flat Blade Screwdriver or small prying tool

Optional:  
Silicone based lubricant  
Drill and assorted bits  
Small wrench

### Removal

**Step 1:** First determine the position of the T-Top panel. If it is unlocked/open or there is no lock in it at all, skip ahead to Step 2. If the locks are still in the glass and pushed into the "locked" position, removal requires a few additional steps. To remove "locked" locks, we recommend drilling the center of the lock out. Pick a small drill bit at first and increase sizes slowly. You need to accomplish 2 goals when drilling out the lock – to get the tumblers to retract so that the inner cylinder can spin, and to get the last



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retainer to retract so the center plunger can retract which will “unlock” the glass. The tumblers will get eaten by the drill bits, so really you only have to worry about the last retainer. As the key turns clockwise, it will pull the retainer “in” and allow the spring behind the center section to push it out. Once you get through the tumblers, the retainer should be a breeze. The retainer is at the farthest end (where the tip of the key would be) and would be pulled towards the center.

NOTE: If you are drilling the locks out while the glass is still in the Fiero, we recommend utilizing a drop cloth to catch metal shavings. Care should be taken when drilling to ensure that damage does not occur to either the glass or interior trim pieces. We recommend using blue Painter’s Tape on the exposed surfaces to help protect them.

**Step 2:** Remove the glass panel from the car. Trust us – it’s just easier.

**Step 3:** Remove the painted inside trim cover from the T-Top panel by unscrewing the two Phillips head screws on either end. Lift the handle up to its full OPEN position, as if you were removing the glass from the car. Push in the lock to the “locked” position. (We know, we know – you just spent all that time unlocking it!) The lock must be in the “compressed” position in order for the trim panel to be removed. Using the flat blade screwdriver (or small prying tool), \*gently\* pry the cover over the lock lip edge while at the same time \*gently\* pry either end panel over the end of the locking rod. It may seem like it will not come out, but it will!



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**Step 4:** Using the Phillips Head screwdriver, remove the 2 screws holding the end bracket for the side of the locking rod that is directly behind and blocking the removal of the lock mechanism. This allows the rod to swing out of the way for removal of the old lock. Only one side needs to be removed – the other side can remain secured.

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**Step 5:** Remove the old lock. From C&C they are held in with Phillips head screws, however we have seen them riveted in, or sometimes installed with a regular Hex head nut and bolt. Use the appropriate tools to remove the 2 mounting fasteners.

Replacement

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**Step 6:** Replace the old lock with the supplied new lock. If you purchased a pair of locks, either one will work in either side. If your original locks were held in place with something other than a Phillips Head screw, we suggest that you purchase 4 each (if doing both sides) stainless steel 6/32 x 1/2" oval head machine screws with a 6/32 stainless steel nylon lock nut. These are available in most hardware stores in the "stainless steel fastener" section. The nylon lock nuts will prevent rattles and hold the new lock securely. At our local ACE Hardware store, the total cost for 8 pieces was \$1.48 USD. Alternatively, you can use rivets or you can re-use the original mounting screws and plate. We would recommend thread locker if using the original mounting screws to prevent rattles. Because this is a personal choice, we leave the fastener selection up to you.



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**Step 7:** Replace the locking rod at the end with the attached plate with the 2 Phillips head screws. We suggest you first lubricate the lock rods at the point that they go through the plastic retainers that are pressed into the ends of the end plate. Also lubricate the areas where the locking mechanism rotates. We suggest a silicone based lubricant. Ensure that the silicone does not get on the glass or any other working surface.

**Step 8:** Replace the cover and the 2 Phillips head screws that hold the trim to the T-Top panel. Be gentle with these pieces – we don't sell replacements for them (yet).



**Step 9:** Install the roof panel in your Fiero. Don't forget to remove any protective tape that you might have applied.

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As an added bonus, here are the “factory” lock installation directions directly from C&C. These came from the T-Top installation manual:

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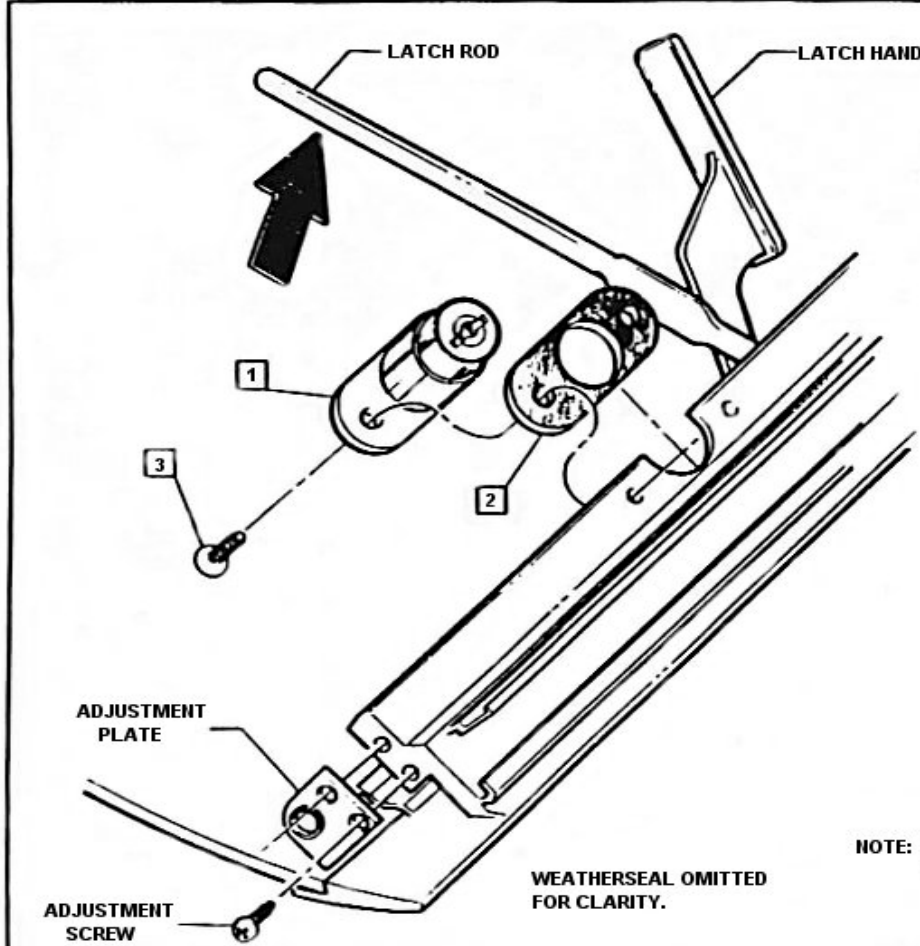
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**Cass & Concepts, Inc.**

## PRODUCT ASSEMBLY MANUAL

△ TORQUE    □ ITEM REFERENCE     PART OF OR EXISTING



- 5000001A70  1 LOCK - HATCH BLACK SET (2)
- 640015RB41  2 PLATE - HATCH LOCK BACKING
- 7320082A70  3 SCREW - S.T. 10-16 x 1/2" (4)

TO INSTALL HATCH LOCKS REMOVE (2) TWO ADJUSTMENT PLATE SCREWS, AND PULL ADJ. PLATE OFF LATCH ROD AND SIDE RAIL. ROTATE LATCH ROD CLEAR OF THE LOCK AREA. NEXT ATTACH SPACER PLATE, ITEM 2, AND HATCH LOCK, ITEM 1, WITH (2) TWO SCREWS, ITEM 3, USING A RATCHET WITH A PHILLIPS HEAD APEX. REINSTALL LATCH ROD AND ADJUSTMENT PLATE & SCREWS.

REFER TO PAGE 22.

NOTE: PLACE A STRIP OF DUCT TAPE ON THE GLASS NEAR THE LOCK AREA TO PROTECT FROM SCRATCHES.

DATE	SYM	REVISION	AUTH	CK	DATE	SYM	REVISION	AUTH	CK	TITLE
1/25/75		SHEET ADDED								HATCH LOCK INSTALLATION





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Congratulations – you did it! If you have any problems or questions with our locks, please do not hesitate to contact us. Our Support Email address is at the bottom of every page.

Best regards,

Eric Schneck, Boomtastic Racing  
[www.boomtastic.com](http://www.boomtastic.com)

Please take a few minutes to review these terms when you can. We're basically making sure these things are readable without going to law school first. (It's expensive, it takes a long time, and when it's over... you're a lawyer.)

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