

# **VERUS**

## **ENGINEERING**

## WRX Hood Louver Install

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### Installation Manual



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#### Document Revisions

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# CONTENTS

1. Introduction .....	<3>
1.1. Overview .....	<3>
1.2. Difficult .....	<3>
1.3. Time Required .....	<3>
1.4. Tools Needed .....	<3>
1.5. Hood Louver Kit Components.....	<4>
2. Hood Louver Kit Install .....	<4-11>

1.1. **Overview:** Detailed instructions on installing the hood louver kit for the 2015+ WRX and STI.

1.2. **Difficulty:** Moderate

1.3. **Time Required:** 3-4 hours

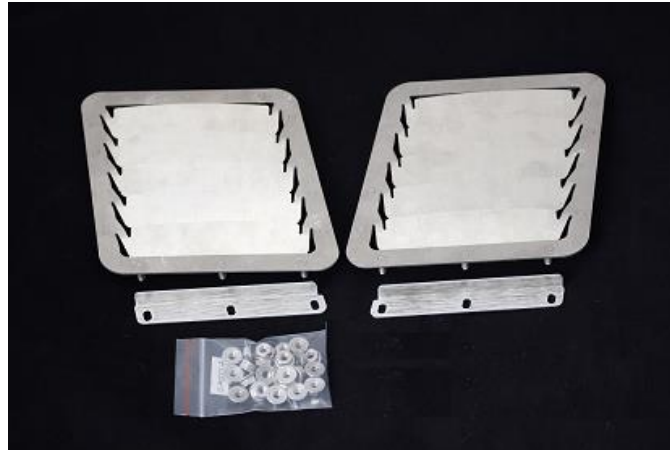
1.4. **Tools Needed:**

- Ratchet or electric powered ratchet
- 12mm socket
- 11/32 socket
- Scissors
- Hammer
- 1/16" drill bit (any small drill)
- 1/2" stepped drill
- Center punch (or un-used tap with a sharp point)
- 11/64" drill bit
- Countersink
- 90 degree air grinder
- Abrasive roll-lock wheels
- Drill
- Painter's tape
- Straight Air Grinder
- Cut-off Wheel
- Goggles or safety glasses
- Large piece of carpet
- Vacuum



### 1.5. Hood Louver Components

- (2) Powdercoated black or raw aluminum louvers with installed studs
- (2) Powdercoated black or raw aluminum wickers
- Hardware Bag
  - (2) Cut Templates
  - (28) 8-32 Flanged Serrated Nuts



## 2. Hood Louver Kit Install

- 2.1. Verus Engineering is not responsible for damage to you or your vehicle by following this manual and/or installing Verus Engineering products.
- 2.2. Begin with disconnecting the battery, negative first, if this makes you feel more comfortable working on the car. It is always a good idea to disconnect the battery anytime when working on the vehicle. We were nowhere near the battery or electrical system so we left it connected for this install, but again, never a bad idea.
- 2.3. Open the hood to gain access to the hinge bolts holding the hood on.
- 2.4. Remove the under hood cover by removing the plastic clips circled below in yellow.



2.5. Below is a photo of the hood cover removed.



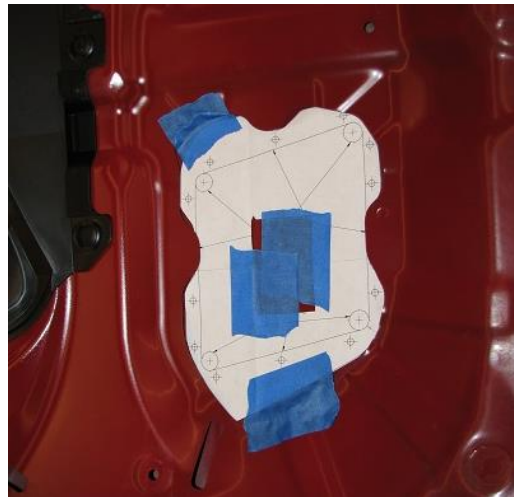
2.6. On the hood struts, utilize a small screwdriver to remove the clip, located with the arrow below. On the right side of the below image the clip is removed. This allows the strut to come off the hood when we fully remove the hood.



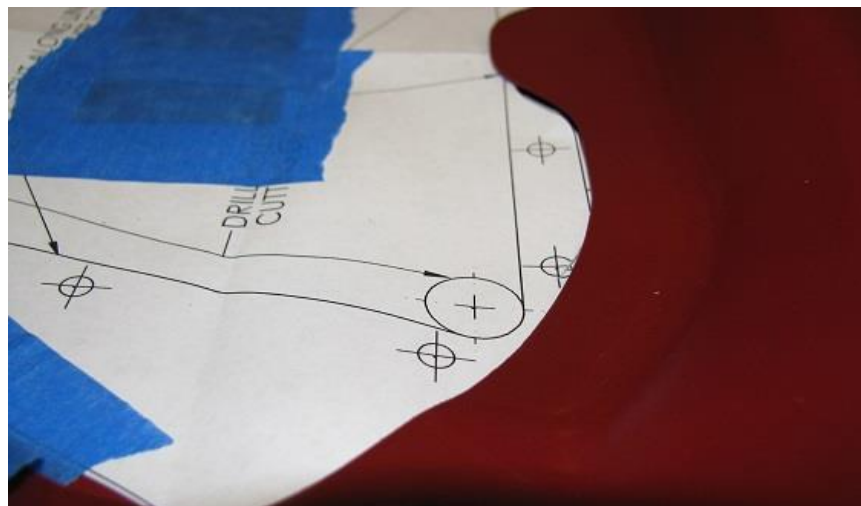
2.7. Using the 12mm socket and ratchet, loosen and remove the (4) bolts from the hood latches and remove the hood from the car. These are circled in blue below.



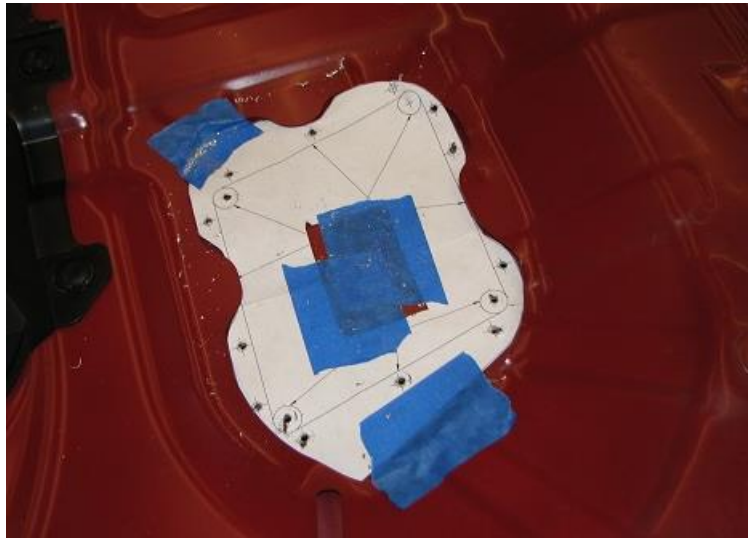
- 2.8. Place the hood upside down on a large piece of carpet to prevent scratches from forming. We had good luck with this; however if you feel safer doing another technique, by all means protect the paint in whatever fashion you feel best.
- 2.9. You will need scissors to prepare the paper template. Cut along the outer lines of the paper template. Do not cut the holes out!
- 2.10. Shown below is a template taped on the hood as designed; however, they can ultimately be installed in whatever fashion you wish.



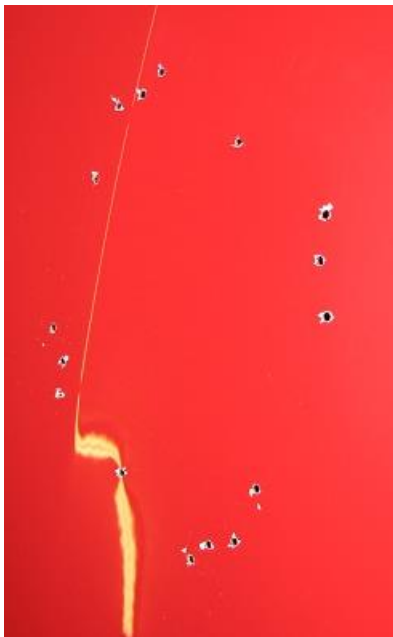
- 2.11. The templates should fit nicely in-between the structural sheet metal on the bottom.
- 2.12. Using the center punch (or tap) and the hammer, we can center punch each of these holes. Ensure that the template does NOT move between each hit. Below is the picture after each hole has been center punched from the underside.



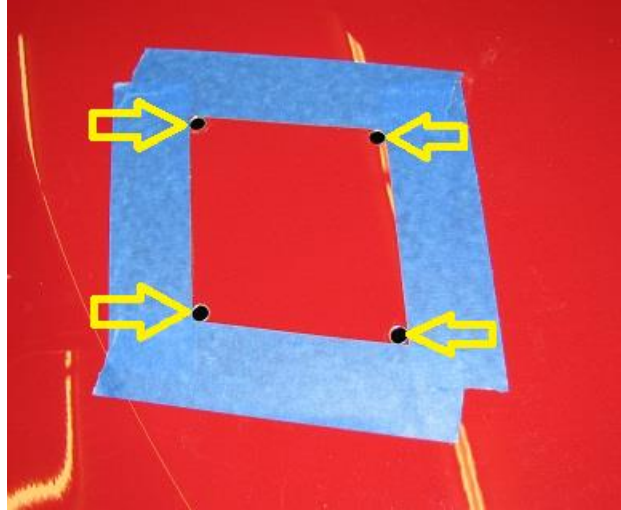
- 2.13. Using the small drill bit (1/16" or 1/8") and the vacuum, drill a hole from the rear through each of these points. If the drill bit begins to walk much, you need to center punch the aluminum harder. Drill this from the underside and use the vacuum to try and get as many of the shavings as you can.



- 2.14. Flip the hood over once you finish the other side of the hood.
- 2.15. Stepping up to the 11/64" hole, drill the (12) 11/64" holes out from the underside again using the vacuum to suck up the shavings. The 11/64" hole allows a bit of misalignment for install; however you can start smaller if you would like (stud dia. is 0.164").

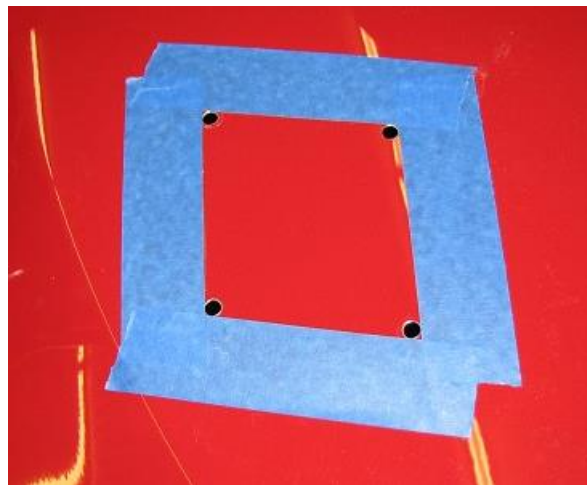


- 2.16. Then using the 1/2" stepped drill bit, go all the way through the (4) holes that need to be 1/2". The hood should look like the below picture once you flip it over (minus the blue tape).



- 2.17. Clean each of these holes up from burrs with the countersink tool. Hit the top and bottom just briefly to break the edge.

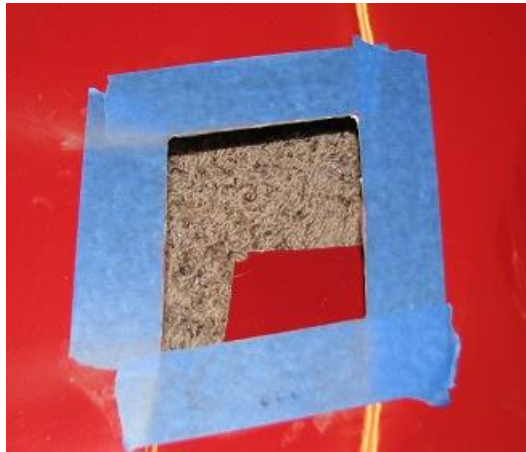
- 2.18. We now use the painters tape to "draw" a straight line between the outside of the holes that are the inside corners of the cutout we will need to remove. The picture below depicts this step well.



- 2.19. Using the cut-off wheel and the straight grinder, carefully follow the edge of the blue tape to help you keep the cut straight. There is no rush. This is the hardest part of the install, so take your time and don't get hasty with cutting through the aluminum. **Note: It is much wiser to place the blue tape on the outside as shown and not on the inside.**



2.20. Below is a photo with the louver portion cut out.



2.21. Once you have these cut out, you will want to test fit the louvers and find out where you need to shave off more to ensure un-obstructed. To shave off small amounts, we recommend using an abrasive wheel (shown below) on a 90 degree grinder.



2.22. When you are happy with fitment, we recommend finishing off the edges with a less abrasive wheel on the 90 degree angle grinder (shown below). This leaves the edges smooth and rounded, without burrs and lessens the chances of being cut.



- 2.23. Decide what configuration you want to run your louvers in and prepare for final install. We recommend installing the wickers for the greatest evacuation of the engine bay air. The wickers are side specific. The below photo illustrates this.



- 2.24. Using the 8-32 flanged serrated nuts, install them on each of the studs. The studs are firmly pressed into the aluminum louver but do not be overly rough with them or the clinch stud could work loose. Depending on configuration ran, you can install the wickers and/or rain guards. These units are installed on the bottom side.
- 2.25. ***The nuts only need to be snug, due to the serrated feature they should not back off.*** Keep this in mind, as there is no need to be rough with them. We found snug then a 1/8 turn works well. Follow the red warning label included in the hardware kits for more information.
- 2.26. *The aluminum louvers can be molded slightly to conform to the hood better, don't be satisfied with poor fitment, we went with thin aluminum so that it can fully conform to the hood!*



- 2.27. Reinstall the hood with the OEM 12mm bolts and torque to approximately 12-16 ft-lbs.
- 2.28. Reinstall the hood struts with the OEM clips as well.
- 2.29. Enjoy a cooler engine bay, a bump in front end downforce, and an aggressive new look. If you have any comments, concerns, or issues, please contact [sales@verus-engineering.com](mailto:sales@verus-engineering.com).

