

INSTALLATION INSTRUCTIONS FOR ACI
97 - 04 RADICAL HIGH-RISE HOOD
AHF740

IMPORTANT!
READ INSTRUCTIONS BEFORE BEGINNING INSTALLATION

THE FOLLOWING INSTRUCTIONS ARE INTENDED TO FACILITATE THE INSTALLATION OF THE PART NUMBER LISTED. PLEASE BE AWARE OF THE **"NOTE"** AND **"TIP"** SECTIONS. YOU MAY CALL AMERICAN CUSTOM INDUSTRIES FOR TECHNICAL ADVICE, 8:00AM TO 5:00PM EASTERN, SHOULD YOU NEED ASSISTANCE AT 1-800-822-8020.

THE ACI HOOD YOU PURCHASED IS DESIGNED TO BE A DIRECT FACTORY REPLACEMENT. THE HOOD WILL ACCEPT ALL HARDWARE AND FASTENERS USED ON THE ORIGINAL FACTORY HOOD. HOOD INSTALLATION AND FIT SHOULD BE PERFORMED BEFORE AND PREPPING OR PAINTING BEGINS. NO PAINTED OR OTHERWISE ALTERED HOODS WILL BE ACCEPTED BY ACI FOR RETURN.

1. REMOVE FACTORY HOOD.
2. REMOVE ALL HARDWARE AND FASTENERS FROM FACTORY HOOD FOR LATER INSTALLATION. REMOVE FACTORY HOOD BLANKET.
3. TURN HOOD ALIGNMENT BUMPERS ON HOOD HINGES AND AT PILLAR POSTS DOWN TO THEIR LOWEST SETTING (SEE FIG. 3A & 3B).

!!!CAUTION!!!

IT IS VERY IMPORTANT THAT ALIGNMENT ADJUSTERS DO NOT TOUCH NEW HOOD DURING FITTING PROCESS.

!!!NOTE!!!

THE FOLLOWING SEQUENCE IN THE FITTING PROCEDURE IS IMPORTANT. ADJUSTMENTS MADE TO THE HOOD OUT OF SEQUENCE WILL CAUSE DIFFICULTIES IN FITTING THE NEW HOOD.

4. BOLT HOOD TO HINGES. INSTALL HOOD SHOCKS AND CAREFULLY LOWER HOOD INTO POSITION TO CHECK FOR PROPER FIT.

!!!CAUTION!!!

HOOD SHOCKS MUST BE INSTALLED BEFORE ANY ADJUSTMENTS ARE MADE. INSTALLING HOOD SHOCKS LATER IN THE FITTING PROCESS WILL CHANGE ALL PRIOR ADJUSTMENTS.

5. THE FIRST REFERENCE POINT TO ADJUST, IF NEEDED, IS THE RELATIONSHIP OF THE FRONT CORNERS OF THE HOOD WHERE IT MEETS THE FENDERS (SEE FIG. 5A). DUE TO THE TOLERANCES IN THE FENDER HEIGHT, THE HOOD MIGHT NEED TO BE RAISED OR LOWERED TO MATCH FENDER HEIGHT. FOR A SLIGHT ADJUSTMENT TO RAISE THE HOOD, LOOSEN THE TOP HOOD BOLT ON HINGE AND ADJUST BOLT FORWARD (SEE FIG. 5B). FOR A SLIGHT ADJUSTMENT TO LOWER THE HOOD, ADJUST BOLT TOWARD REAR OF CAR (SEE FIG. 5C). **NOTE... THESE ADJUSTMENTS AT THE TOP BOLT ON THE HOOD HINGE ARE FOR "SLIGHT" ADJUSTMENTS. ADJUSTMENTS AT THE TOP BOLT WILL ALSO CAUSE THE HOOD TO MOVE FORWARD WHEN YOU RAISE THE HOOD HEIGHT AND BACK WHEN YOU LOWER THE HOOD HEIGHT. FOR ADJUSTMENTS TO RAISE THE HOOD 3/16" OR MORE WE SUGGEST USING A BODY SHIM UNDER THE FRONT BOLT OF HOOD HINGE BETWEEN HINGE AND FRAME RAIL (SEE FIG. 5D).**
6. ADJUST REAR CORNERS OF HOOD WHERE HOOD MEETS FENDERS AT WINDSHIELD POSTS. ADJUST RUBBER BUMPERS TO STOP WITHIN 1/8" OF HOOD AT DESIRED HOOD HEIGHT. **TIP... MODELING CLAY PLACED ON RUBBER BUMPER STOP WILL HELP DETERMINE PROPER 1/8" CLEARANCE NEEDED (SEE FIG. 6).**
7. ALIGN FRONT BUMPER COVER WITH HOOD HEIGHT. THE HEIGHT OF THE BUMPER COVER IS ADJUSTABLE BY REMOVING FASTENERS ALONG TOP OF BUMPER COVER (SEE FIG. 7A). CAREFULLY PULL BACK BUMPER COVER TO GAIN ACCESS TO ADJUSTER BOLTS ON FRONT OF BUMPER COVER ADJUSTMENT BAR (SEE FIG. 7B). LOOSEN AND ADJUST BUMPER ADJUSTMENT BAR TO DESIRED HEIGHT. TIGHTEN BOLTS AND REINSTALL BUMPER COVER.
8. ADJUST HEADLIGHT COVERS TO MATCH HOOD, FENDER, AND BUMPER COVER IF NEEDED (SEE FIG. 8).
9. IF ANY FRONT-TO-BACK ADJUSTMENT IS NECESSARY, ADJUSTMENT CAN BE MADE BY LOOSENING HINGE-TO-FRAME BOLTS AND MOVING HINGE TOWARD FRONT OR REAR OF HOOD OPENING (SEE FIG. 9).
10. ONCE YOUR ARE SATISFIED WITH THE FIT, RAISE THE FRONT RUBBER BUMPERS AT HOOD HINGE AT FRONT OF FENDERS. **TIP... MODELING CLAY PLACED ON RUBBER BUMPER STOP WILL HELP DETERMINE PROPER 1/8" CLEARANCE NEEDED.**

!!!WARNING!!!

FAILURE TO ADJUST RUBBER BUMPER ADJUSTMENT SCREWS AS DESCRIBED COULD CAUSE HOOD TO WARP IF PRESSURE IS APPLIED TO THE HOOD BY THE RUBBER BUMPER ADJUSTMENT SCREWS IN ORDER TO ACHIEVE DESIRED HOOD HEIGHTS. ALL RUBBER BUMPERS SHOULD HAVE 1/8" CLEARANCE BETWEEN THEMSELVES AND UNDER-HOOD SURFACE.

11. REMOVE FITTED HOOD. PREP AND PAINT. **NOTE... BE SURE TO WASH HOOD DOWN WITH A PRE-PAINT CLEANER TO REMOVE AND MOLD RELEASE AGENTS PRESENT FROM THE MANUFACTURING PROCESS.**

12. ONCE PAINT WORK IS COMPLETE, REINSTALL HOOD TO PRE-FITTED POSITION.

!!!WARNING!!!

CAUTION MUST BE TAKEN WHEN CLOSING YOUR NEW HOOD. DUE TO THE WAY TOUR CORVETTE IS ASSEMBLED AT THE FACTORY, WE HAVE FOUND THAT THERE IS A CLEARANCE PROBLEM ON SOME CARS. THIS IS DUE TO HOW THE FRONT INNER SKIRTS ARE BONDED TO THE FRAME RAILS. IF THE INNER SKIRTS ARE BONDED LOW, THE BUMPER, FENDERS, AND DOORS HAVE BEEN ADJUSTED TO THEIR LOWEST POSITION BRINING THE HOOD CLOSER TO THE ENGINE. THIS ONLY CREATES A POSSIBLE PROBLEM WHEN INSTALLING A MAGNUSON SUPERCHARGER. YOU SHOULD CHECK THE CLEARANCE BETWEEN THE FRONT OF THE SUPERCHARGER AND THE HOOD USING SOME CLAY. GENTLY LOWER THE HOOD, THEN PRESS DOWN ON THE HOOD AT THE LATCHES (**NEVER DROP OR SLAM HOOD SHUT**). YOU SHOULD HAVE AT LEAST ¼" OF CLEARANCE. IF YOU DO NOT HAVE THIS CLEARANCE, A QUALIFIED BODY MAN CAN MAKE SEVERAL ADJUSTMENTS TO CORRECT THE FITMENT. **ACI WILL NOT BE RESPONSIBLE FOR DAMAGE TO HOODS THAT ARE NOT PROPERLY ADJUSTED.**

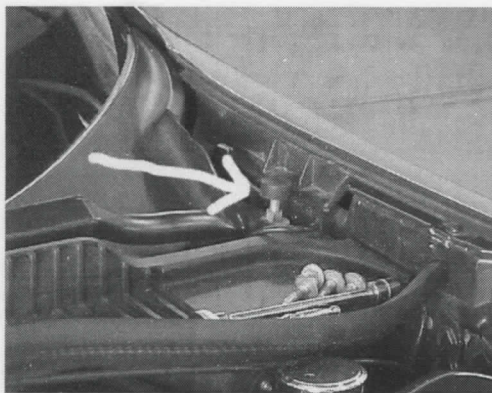


FIG. 3a



FIG. 3b

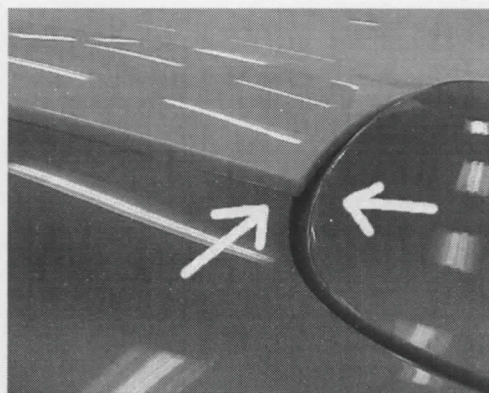


FIG. 5a



FIG. 5b



FIG. 5c

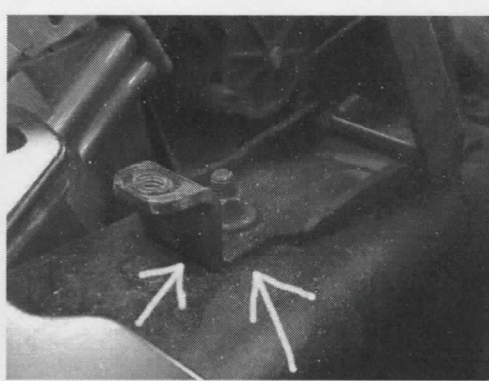


FIG. 5d

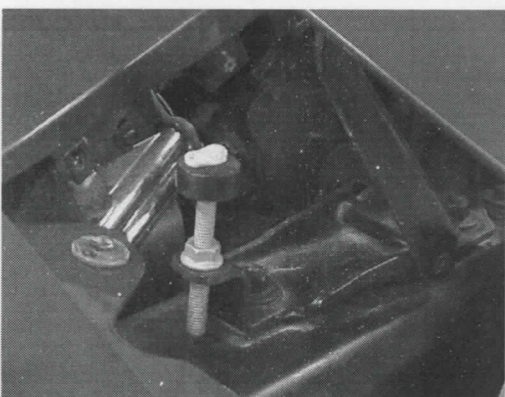


FIG. 6

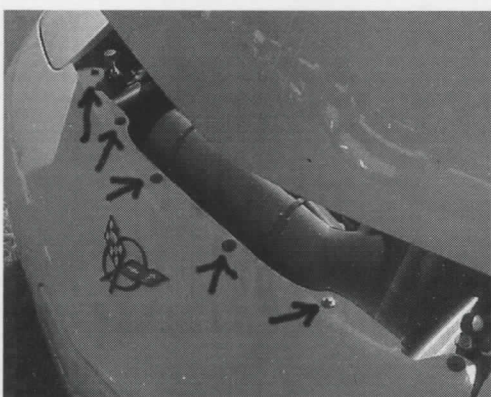


FIG. 7a



FIG. 7b

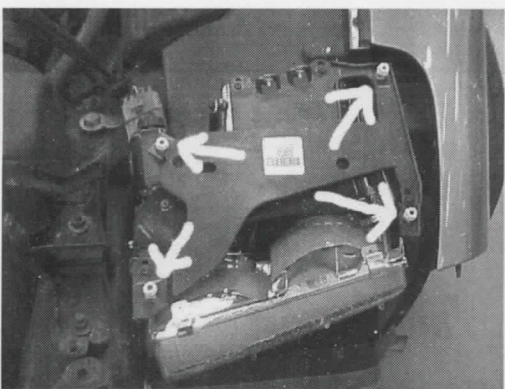


FIG. 8

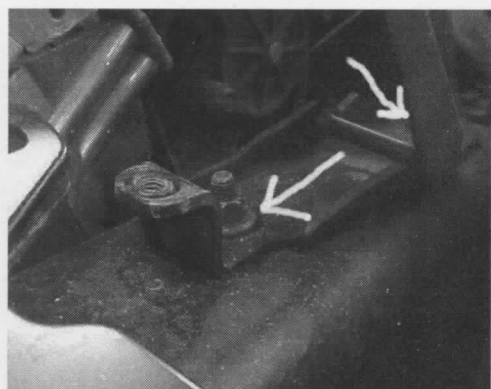


FIG. 9

