

HOOD

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DESCRIPTION AND OPERATION

DESCRIPTION AND OPERATION OF HOOD, HINGES AND LATCH MECHANISM

All Series

The hood panel is of one piece construction reinforced by stamped sheet metal.

On the A Series the rear of the hood assembly is attached to the fender on each side by the hinge assembly. The B-C Series to the body cowl and a hinge support on the fender and the E Series to a hinge support on the fender by the same method. A heavy coil spring connected between each hinge assembly assists in raising the hood and holds it in the open position. See Figures 8A-1, 8A-2, and 8A-3.

The front of the hood is held down by a ratchet-type latch which is cable released from the passenger compartment. After the latch is released, a secondary latch must be released at the front of the hood.

CAUTION: *This hood lock catch assembly to radiator grille center support fastener is an important attaching part in that it could affect the performance of vital components and systems, and/or could result in major repair expense. It must be replaced with one of the same part number or with an*

equivalent part, if replacement becomes necessary. Do not use a replacement part of lesser quality or substitute design. Torque values must be used as specified during reassembly to assure proper retention of this part.

DIAGNOSIS

HOOD NOISE OR PANEL FLUTTER

All Series

Squeaks or grunting noises in the hood when driving over rough roads do not necessarily indicate misalignment of hood or fenders. These noises may be caused by metal contact at some point where clearance should exist or by worn or dry hood bumpers.

If the hood squeaks, check for uniform clearance all around the hood and fenders. If an edge of metal is making contact at any point where clearance should exist, a bright metal spot will usually be found. Such spots may be depressed by spring hammering to provide clearance.

A grunting noise in the hood is usually caused by dry rubber bumpers on fender rails and cowl ledge lacing. Lubricate all rubber bumpers on fender rails and cowl with silicone rubber lubricant. To correct a persistent case of squeaking or grunting where hood

to panel contacts ledge lacing, even when lubricated, cement a 1/16 inch thick strip of felt to panel where the lacing makes contact.

To prevent hood panel flutter, the rear end of the hood panel must have firm contact with the rubber bumpers and lacing attached to cowl ledge.

MAINTENANCE AND ADJUSTMENTS

HOOD ADJUSTMENT

Hood Alignment Inspection

When the hood is closed and latched, it should bear firmly against the front rubber bumpers on upper tie bar. Height of hood and width of space between hood and fenders should be reasonably even from front to rear.

A-E Series Adjustment

1. Hood Set: First, the hood opening must have parallel gaps at the front end panel and fenders. Lower the hood gently to the closed position to determine the correct amount of adjustment. Fore and aft adjustment is made at the hinge to hood attaching bolts. If the hood hangs forward on one side and back at the other, the hood should be moved on the hinge to correct the misalignment at the front end panel. The parallel lines will fall in by themselves if the sheet metal is square. To align a hood in an out-of-square opening, center the hood in the opening as best as possible. Don't make one move and spoil three others. The final adjustment is done by the hinge pillar attachment. Try for parallel lines but, one fender may be moved outboard and the opposite inboard in order to pick up enough gap in the hood line for a good appearance. Check door swing to hood if this adjustment is done.

2. Front Alignment for Flushness to Fender and Front End Panel: Three adjustable bumpers are used for front end flushness. One is on the hood inner panel to the right of the hood latch opening, and one on each side of the upper tie bar. First lower the two outer bumpers to allow the hood to fall below the fenders. Set the bumper in the hood to fall below the fenders. Set the bumper in the hood panel to align the hood approximately 1/16 inch above the front end panel when the hood is lowered gently. The outer corners should now be approximately 1/8 inch low to fenders. If not, reform the nose of the hood to do so. Raise outer bumpers to flush hood to fender. This is done to put extreme pressure on outer corners and

eliminate hood flutter. The center bumper only controls hood height at the center of the hood where hood is slammed.

3. Rear Vertical Alignment: If all component parts of fender mounting are correct, the hood hinge will pull the hood below the fender when the rear adjustable bumpers are lowered. If the rear of the hood does not fall low to the fenders, file the rear attaching hole of hinge to fender upward to bring the hood lower. Raise the rear adjustable bumper to flush hood to fender. This pressure on the rear hood bumpers is necessary to eliminate hood flutter. In cases of tight hood to fender split lines, the fender bumpers may hold the hood high to fender. Carefully flatten bumper and surface until hood to fender split lines are even.

4. Hood Alignment: Move hood to right or left at front by hinge adjustment. Do not depend on the hood latch for hood alignment. The hood latch can, however, be adjusted sideways. If the hood latch is to be adjusted, care should be taken not to damage the mechanism. Always check the secondary latch by use of the release lever to insure absolutely no binding. The latch itself can be checked by closing the hood. Always check hood position in relation to the windshield wipers to be sure there is adequate clearance for wiper operation.

B-C Series Adjustment

1. Hood Set: First, the hood must have a square opening. Lower the hood gently to the close position to determine the correct amount of adjustment. Fore and aft adjustment is made at the hinge to hood attaching bolts. If the hood hangs forward on one side and back at the other, the hood should be moved on the hinge to correct the misalignment at the tips of the front fenders. The parallel lines will fall in by themselves if the sheet metal is square. To align a hood in an out-of-square opening, center the hood in the opening as best as possible. Don't make one move and spoil three others. The final adjustment is done by the hinge pillar attachment. Try for parallel lines but, one fender may be moved outboard and the opposite inboard in order to pick up enough gap in the hood line for a good appearance.

The hood is flushed to the fender at the front by adjustable bumpers on the upper tie bar. Loosen the cam locking nut by rotating the clip on the top of the nut approximately 1/8 turn counterclockwise using a 3/4 inch wrench. Realign bumpers and after adjustment is satisfactory tighten locking nut by rotating clip clockwise 1/8 turn. Do not over tighten. It is only necessary to rotate the clip against toe tab

stops on the nut. Be sure to close the hood firmly, since the bumper compression depends on how hard the hood is closed. If necessary to raise or lower the hood at the rear, first check the adjustable rear-of-hood bumpers for proper adjustment. Adjustable bumpers should be in contact with hood to minimize rear of hood flutter. If additional adjustment is necessary to raise or lower at the rear, loosen the three hood hinge attachments to fender. To raise the rear hood, loosen and tighten without supporting the hood; to lower the hood, raise the nose of the hood to remove any slack in attachment of hinge to fender and tighten the hinge in this position. If additional raising or lowering is necessary, shim between the hinge and hood at the front of the hood hinge attachment to lower or at the rear to raise. The hood hinge works through the front hinge arm to pull the rear down so when you add a shim at the front hinge to hood attachment, the front link travels farther which in turn makes the rear travel farther.

Always check rear adjustable bumpers to be sure contact is being made with underside of hood after making any hood adjustments. It is necessary that these bumpers be properly adjusted to insure that hood cannot be moved excessively rearward. Under no conditions should these bumpers ever be removed from car.

2. Hood Alignment: MOVE HOOD TO RIGHT OR LEFT AT FRONT BY HINGE ADJUSTMENT. Do not depend on hood latch for hood alignment. The hood latch can be adjusted sideways. If the hood latch is to be adjusted, care should be taken not to damage the mechanism.

Always check the secondary catch by use of the release lever to insure absolutely no binding. The latch itself can be checked by closing the hood. Always check hood position in relation to the windshield wipers to be sure there is adequate clearance for wiper operation.

MAJOR REPAIR

HOOD REMOVAL AND INSTALLATION

All Series Removal

1. Support hood in extreme "up" position.
2. Place folded rags under rear corners of hood to prevent possible damage to fenders.
3. Scribe a line along each hinge edge so hood can be replaced in same position.
4. Remove two hood hinge to hood bolts from each side. See Figures 8A-1, 8A-2 and 8A-3.
5. Lift hood from car.

All Series Installation

1. Install hood and secure to hinge with two bolts on each side.
2. Using scribe mark, align and tighten bolts to 25 lb.ft.

HOOD HINGE SPRING REMOVAL AND INSTALLATION

All Series Removal

1. Insert Tool J-9214 through loop in forward end of spring with bend of tool approximately one inch from loop. Using inside corner formed by hinge as a pivot, unseat spring from hinge. See Figures 8A-1, 8A-2 and 8A-3.
2. Push tool forward, causing hood spring to slide clear of hinge.

All Series Installation

1. Insert Tool J-9214 through loop in forward end of spring. Using hinge as pivot, seat spring into notch.

HOOD HINGE REMOVAL AND INSTALLATION

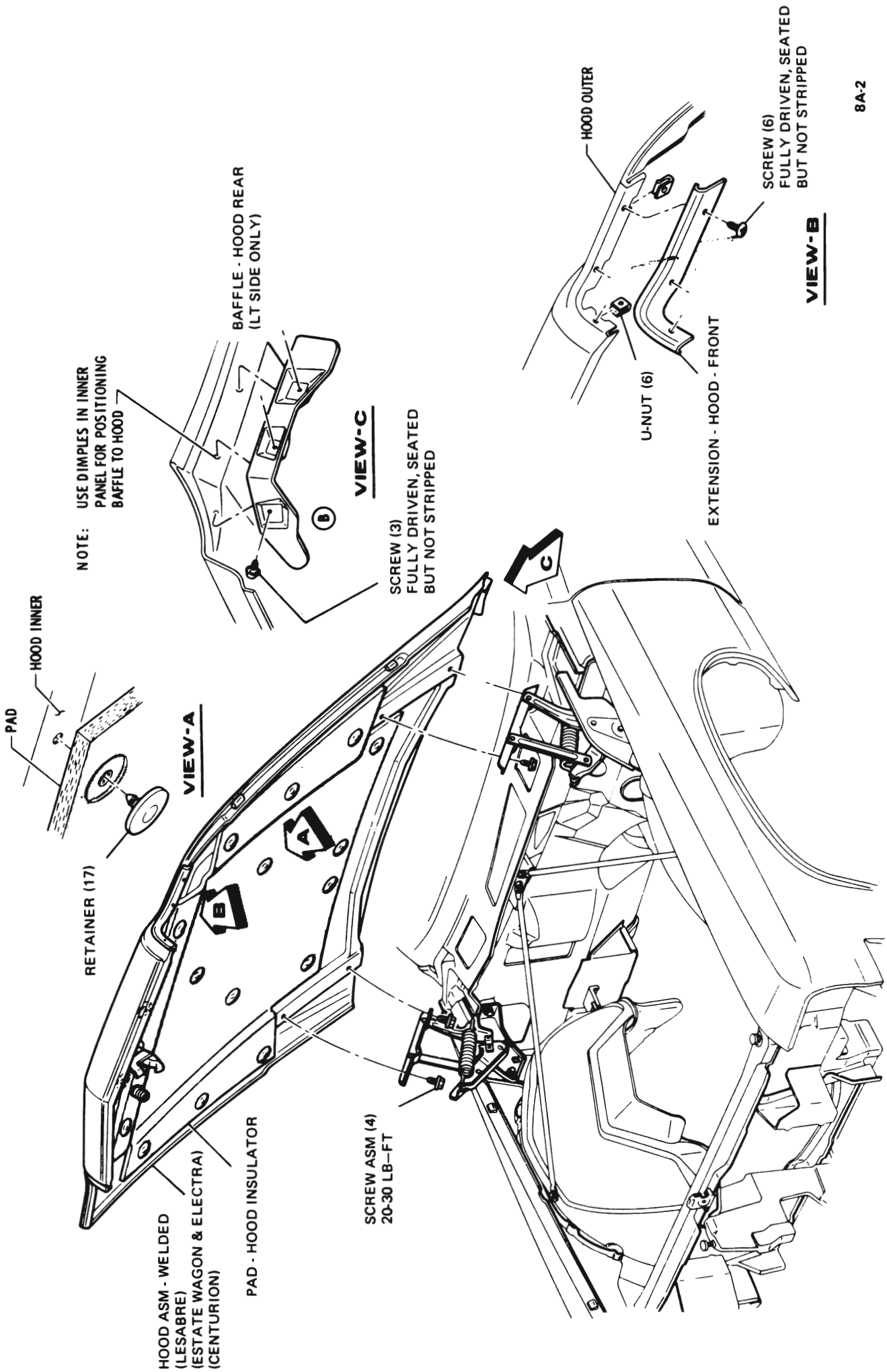
All Series Removal

1. Prop hood in extreme "up" position and place folded rags under rear corners of hood to prevent possible damage to fenders.
2. Scribe position of hinge on hood and remove two hood hinge to hood bolts. See Figures 8A-1, 8A-2 and 8A-3.
3. Scribe position of hinge on fender on A Series, support and cowl on B-C Series, support on E Series.

4. Remove the 3 bolts (2 on E Series).

All Series Installation

1. Align hood hinge with scribe marks on body.
2. Install bolts but do not tighten.
3. Align hood with marks on hinge and install bolts but do not tighten and remove protective coverings.
4. Close hood and align flush.
5. Raise hood and tighten mounting bolts to 25 lb.ft.



8A-2

Figure 8A-1 A Series Hood Assembly

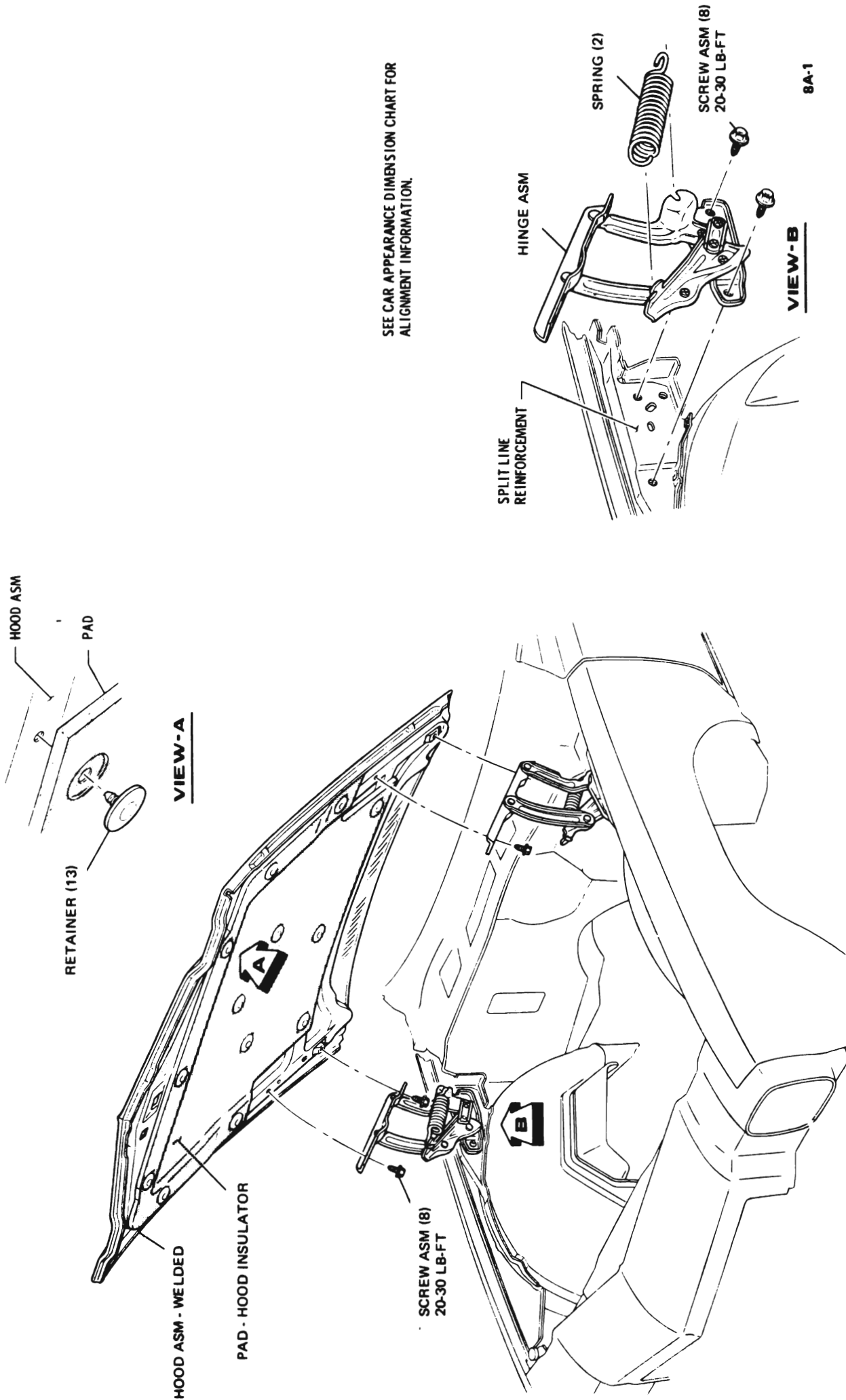


Figure 8A-2 B-C Series Hood Assembly

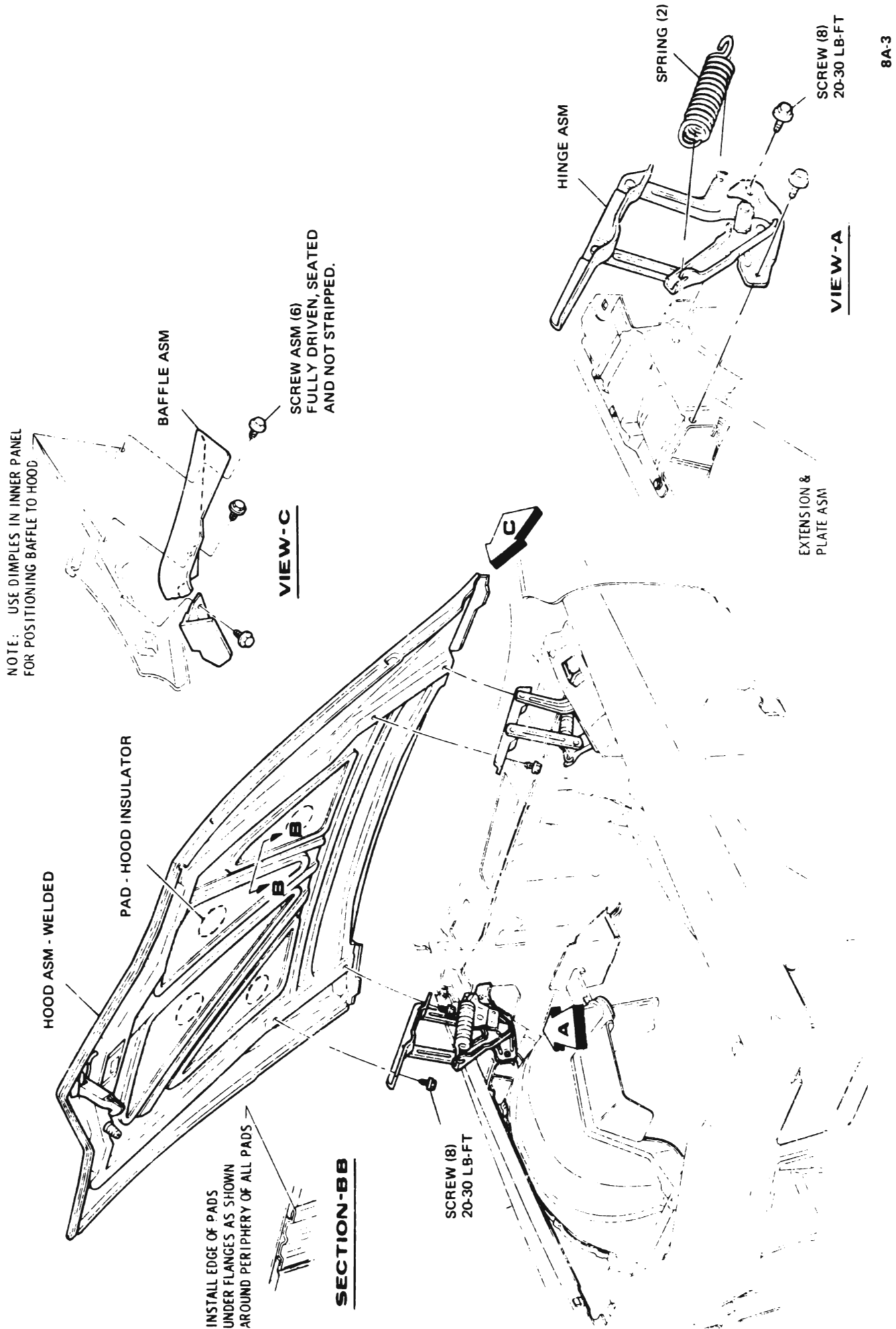


Figure 8A-3 E Series Hood Assembly

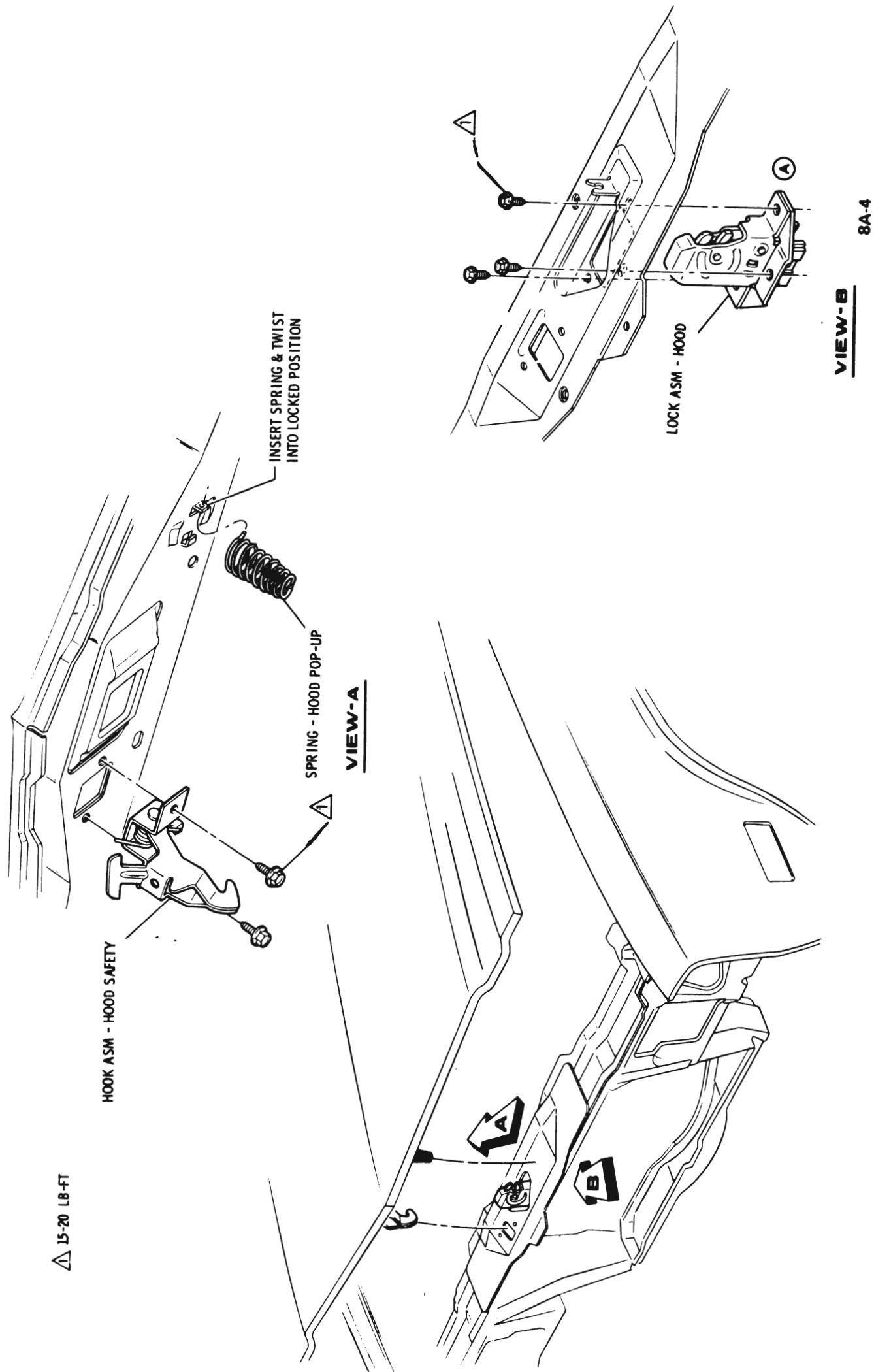
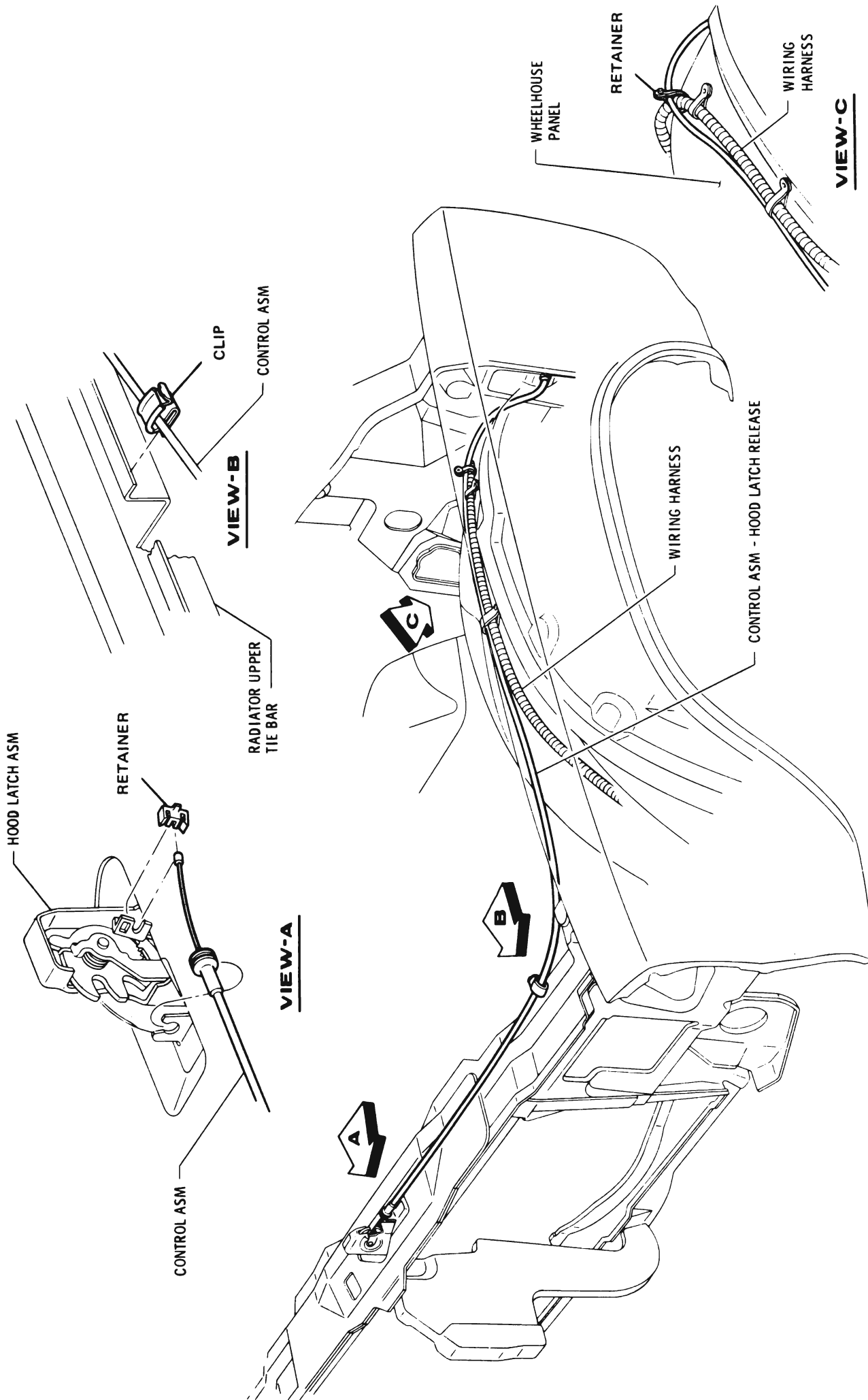
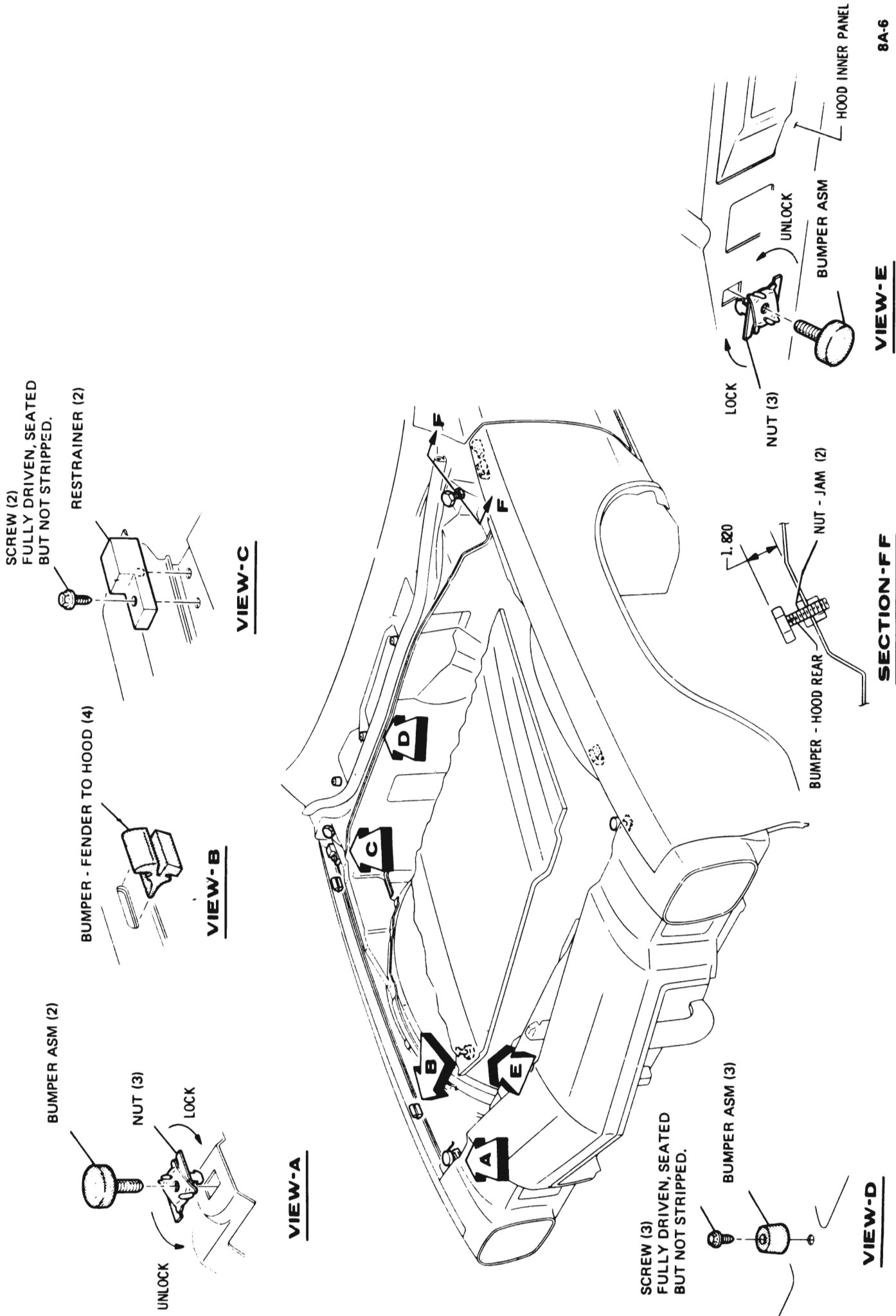


Figure 8A-4 A Series Hood Latch



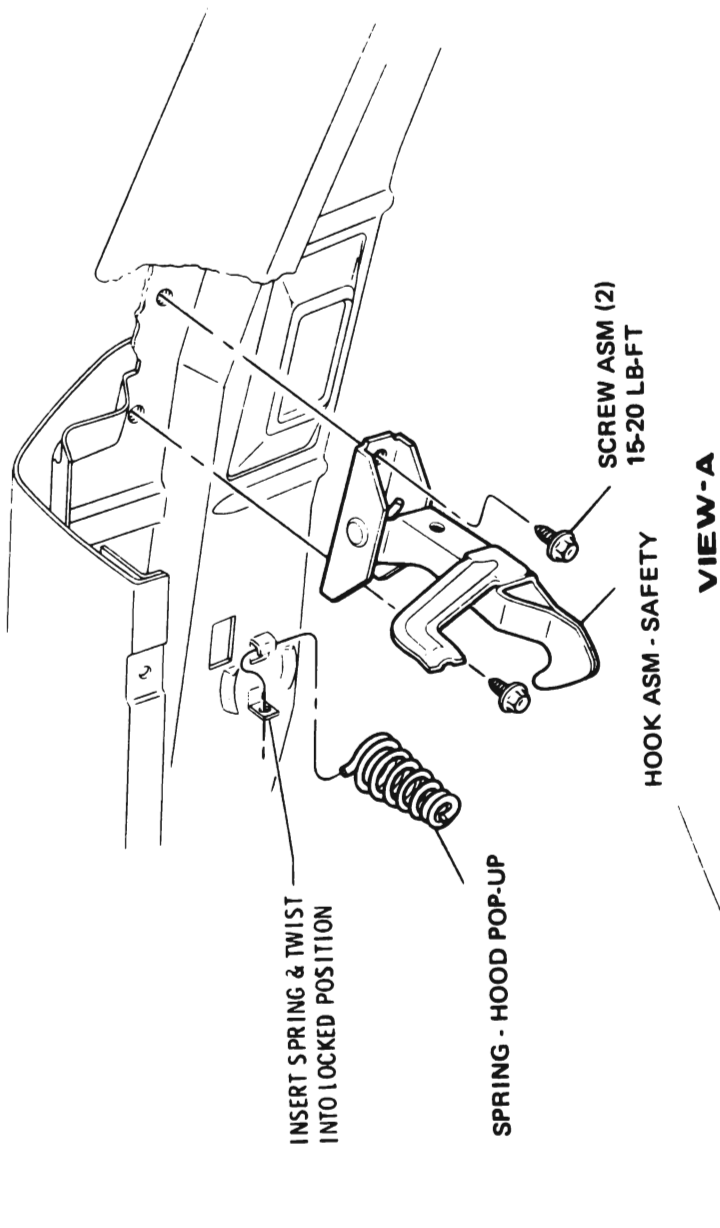
8A-5

Figure 8A-5 A Series Hood Latch Cable

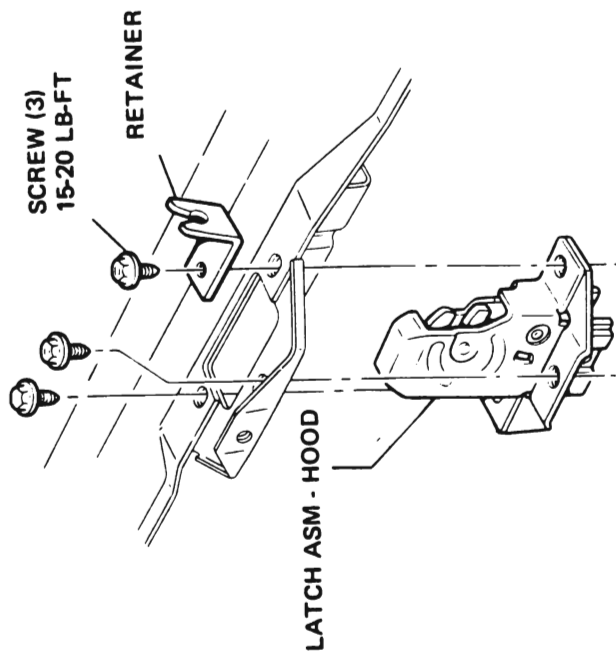


8A-6

Figure 8A-6 A Series Hood Bumpers



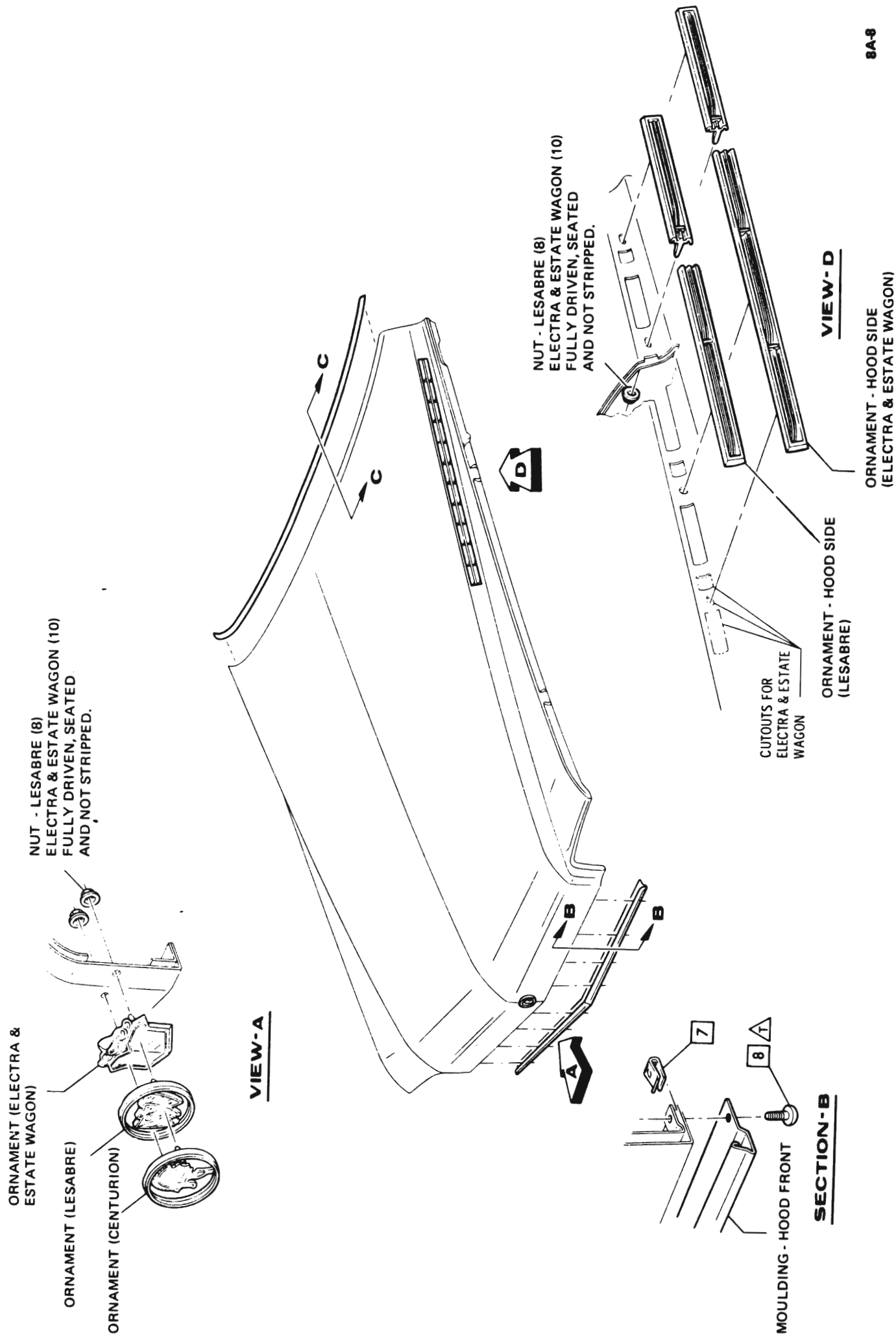
VIEW - A



VIEW - B

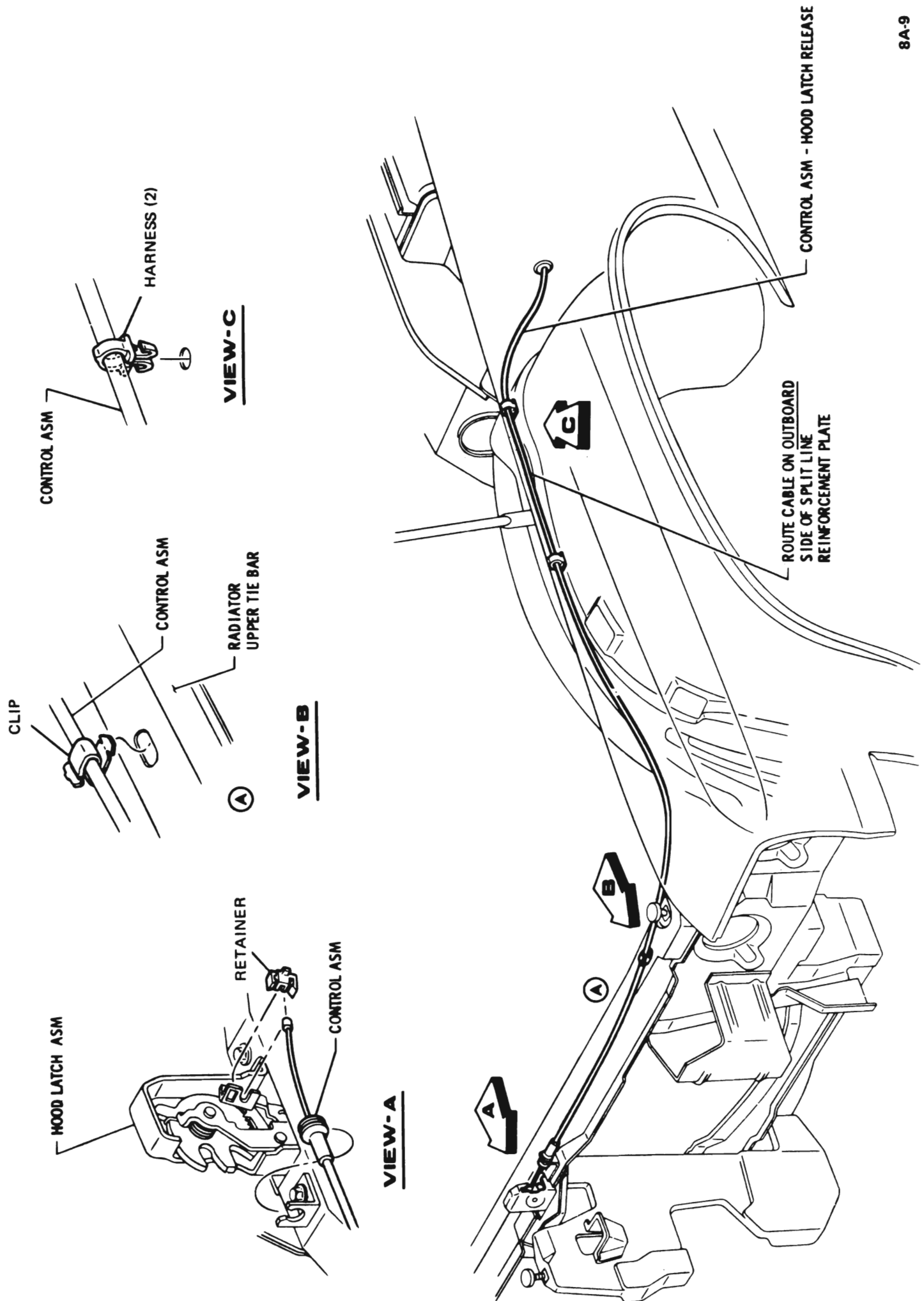
8A-7

Figure 8A-7 B-C Series Hood Latch



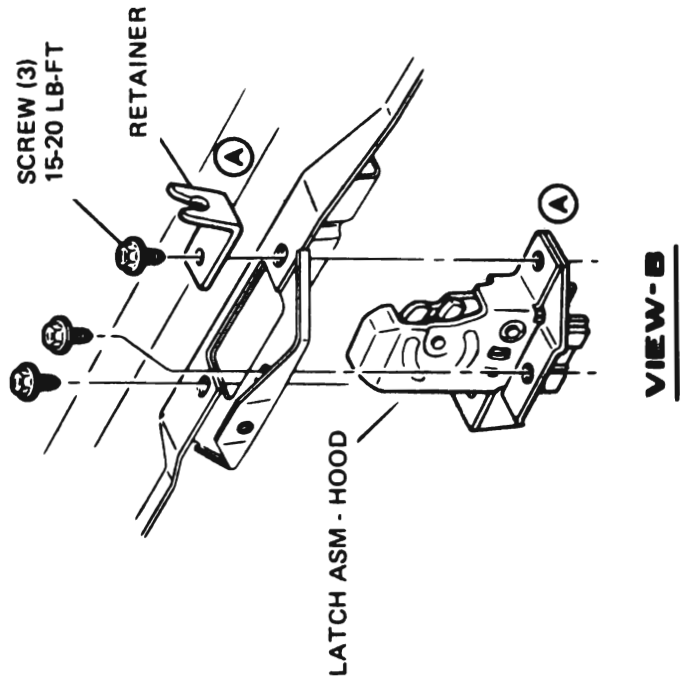
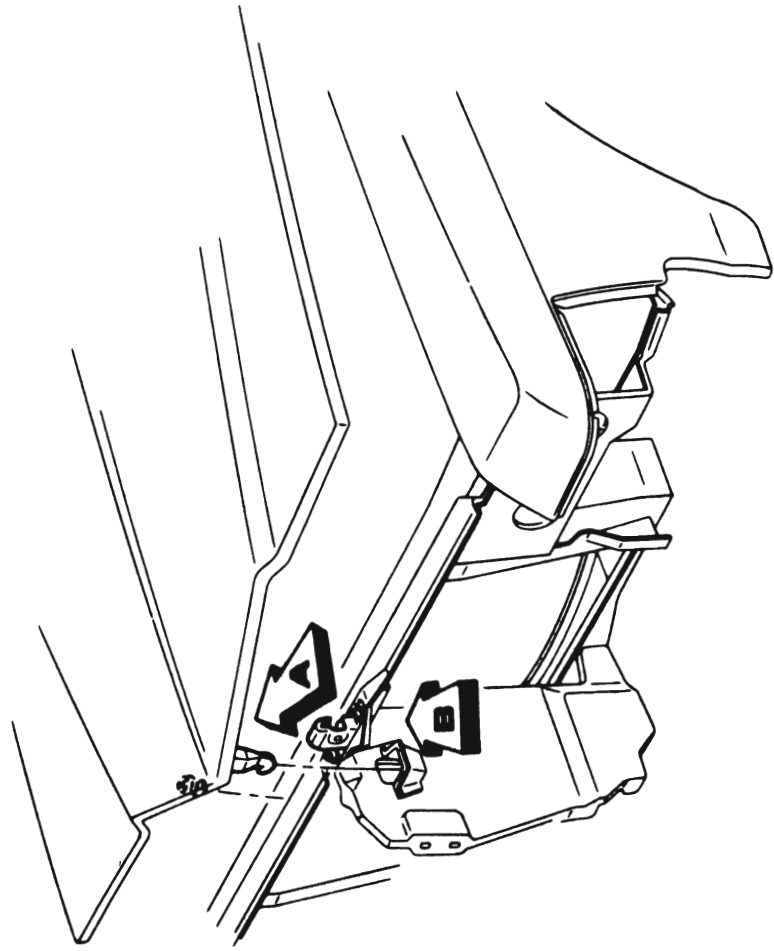
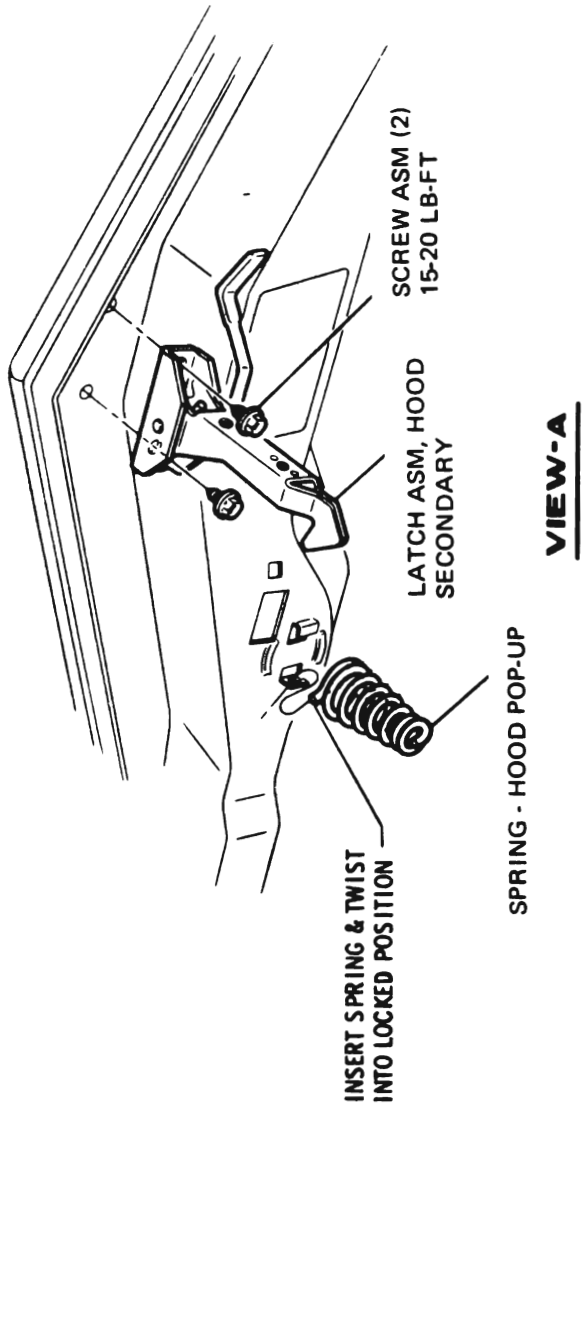
8A-8

Figure 8A-8 B-C Hood Ornamentation



8A-9

Figure 8A-9 B-C-E Hood Latch Cable



8A-10

Figure 8A-10 E Series Hood Latch

8A-11

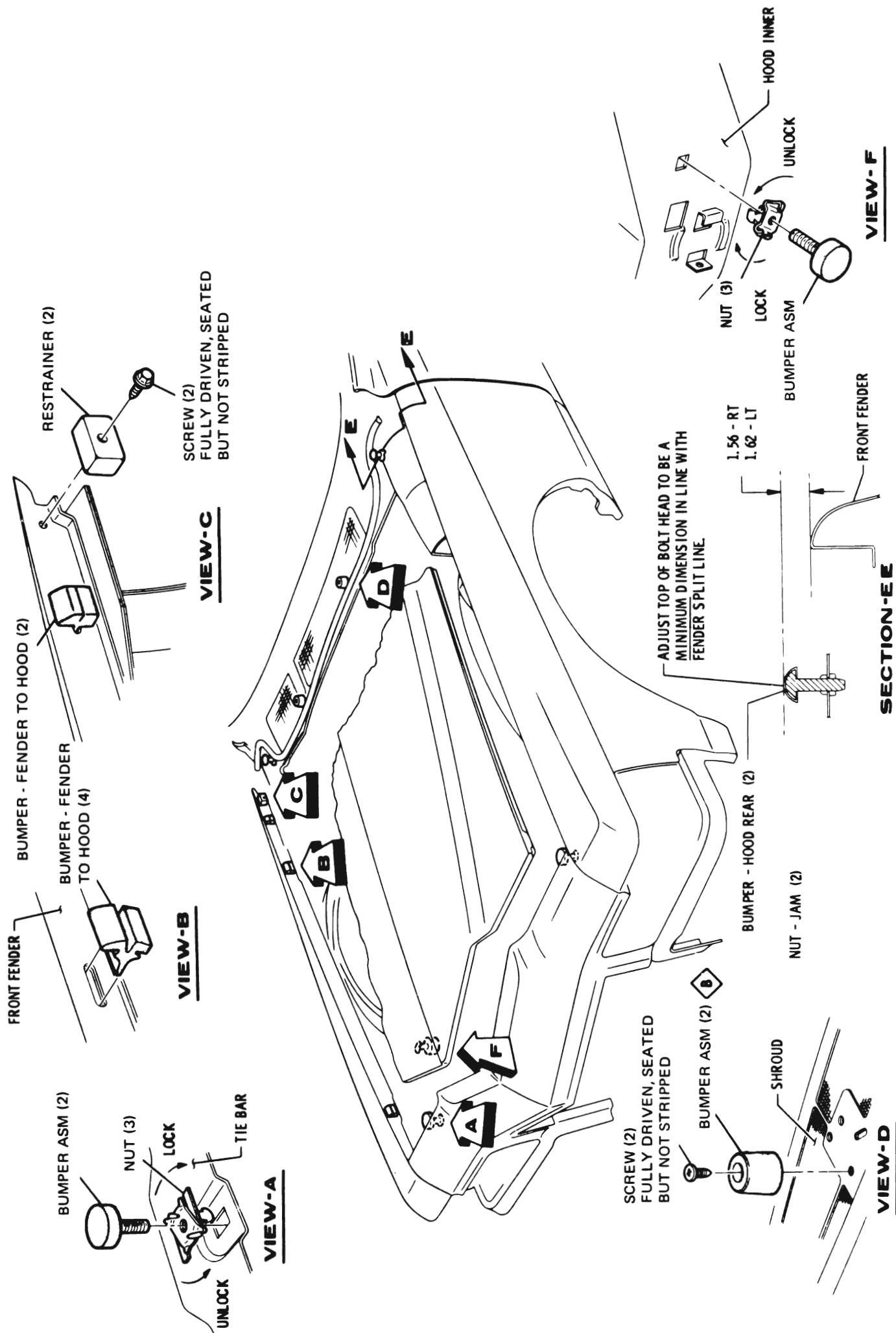


Figure 8A-11 E Series Hood Bumpers