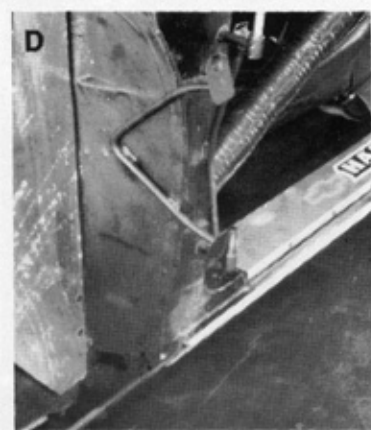


II. FRONT END



E. This is the lower rear mount for the front end. It is the area behind the wheelwell opening.

F. The small strut that protrudes forward on the framrail is called the female receiver tube. It accepts a male strut that is part of the front-end frame. Both receiver tubes should be level in relation to each other so that the front-end frame will easily slide on.

G. The lip on the hood is an example of a flange that is incorporated into a part for shape retention and durability during shipping. It will need to be trimmed down to approximately



1/8-inch, using masking tape as a guide.

H. Now the hood can be placed on the front end and checked for alignment. Look for any taper in the gap between the front end and the hood. Here, the Dzus button is indexed on the hood; indexing here is the process of locating the future holes for the Dzus buttons. First, a 1/8-inch pilot hole is drilled, then a 1/2-inch hole is drilled. Do all four corners first.

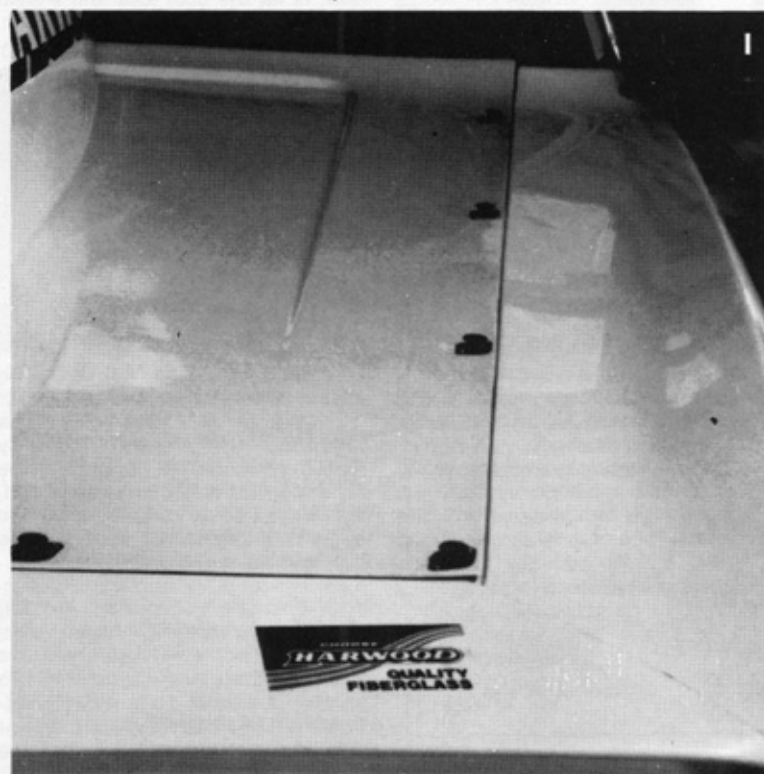
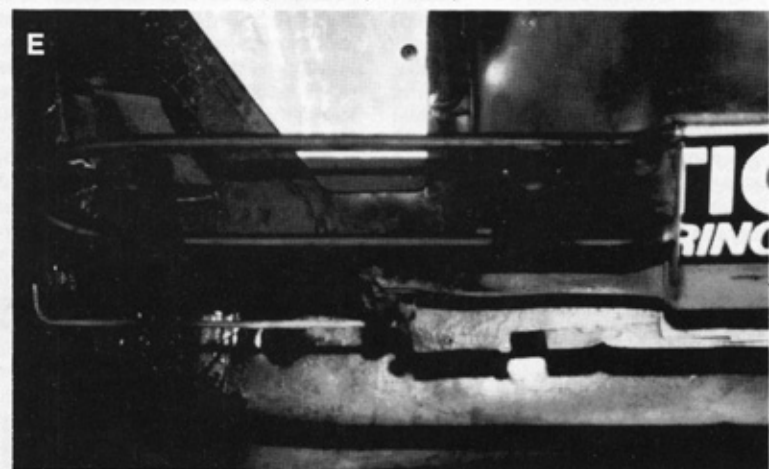
I. Here is the finished hood after the Dzus buttons have been indexed and installed. One tip that Harwood offers is to place at least four buttons on the



leading edge of the hood to keep it from blowing off, and at least three on the side. This is a *minimum* spec.



On some body styles, such as late-model Camaros and Firebirds, up to 14 buttons will be needed.



III. SCOOP

A. It is advisable to keep the scoop as low as possible to improve aerodynamics and visibility. Leave between two and four inches between the scoop and the top of the carburetor. The first step is to trim the scoop to the desired height and angle, then draw out a pattern on the hood to identify the contour and size of the scoop hole.

B. The smaller hole is necessary to clear the carburetor. Here, the larger hole for the scoop is being cut. It is

important to make the cut on the inside of the line so that the scoop will still rest on the hood, not fit inside the hole.

C. There are a couple of ways to secure the scoop to the hood while

the two are being glassed together. One is to tape them together. Because the gel coat on Harwood parts is very smooth, daubs of Bondo also can be used to fasten them. After the resin has set up, the Bondo

can be tapped off without a trace on the gel coat.

One safety note: Don't let the resin touch your hands. The chemical reaction can burn skin, so wear gloves.

