



HOOD SCOOP INSTALLATION INSTRUCTIONS **(BONDING TO FIBERGLASS HOOD)**

READ AND UNDERSTAND THOROUGHLY BEFORE ATTEMPTING INSTALLATION

Tools and materials needed:

- Grease/wax remover
- Jigsaw with fine tooth blade
- 36-grit Sandpaper
- Premium quality body filler
- 3" Paint Brush & Rubber Gloves (for resin work)
- Marking pen or scribe
- Duct Tape
- Fiberglass patch kit with 2 oz. matte & polyester resin

PREFACE

With this type of installation ('glass to 'glass) you will need the scoop to the hood from the *inside*. This allows you the option of lowering and/or changing the angle of the scoop as it sits on the hood. It is very popular to trim tall aero scoops down to a lower profile or even cut off the rear to move the scoop back to the windshield. Cowl induction style scoops will generally require some trimming to clear windshield wipers. If you are not sure of what you want or the extent of your options, look through car magazines, visit the race track, car show or even call us here at the factory. Fiberglass is really very easy to modify to your needs.

STEP 1 Wax-off: Thoroughly wipe all of the gel-coat surfaces of the hood and scoop with grease/wax remover to remove any wax left due to the fiberglass molding process. You do not want to "work" the wax into the surface causing problems with painting.

STEP 2 Remove flange: Most scoops will have a generous flange around the perimeter of the scoop. This flange adds strength during shipping/handling and is necessary for bonding the scoop to a *metal* hood. For bonding to a fiberglass hood it is desirable to remove all excess flange as practical with the jigsaw. You do not start cutting any height yet, just get the flange out of the way.

STEP 3 Fit scoop: With the hood on the vehicle set the scoop in the desired position. Take lots of time to determine exactly how you want the scoop to look. Check clearances for the windshield wipers, carburetors, etc. as necessary. Do not forget to raise the hood if it is a bolt-on hood to double check all clearances. Use duct tape to hold the scoop in position while you check things out. If you need to make major alterations, the jigsaw works good for your major cuts, however, you should do all of your final shaping and fitting by hand with 36-grit sandpaper. You want a nice tight fit all around where the scoop meets the hood for best results.

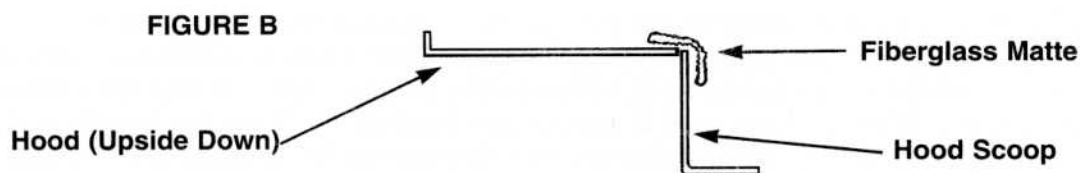
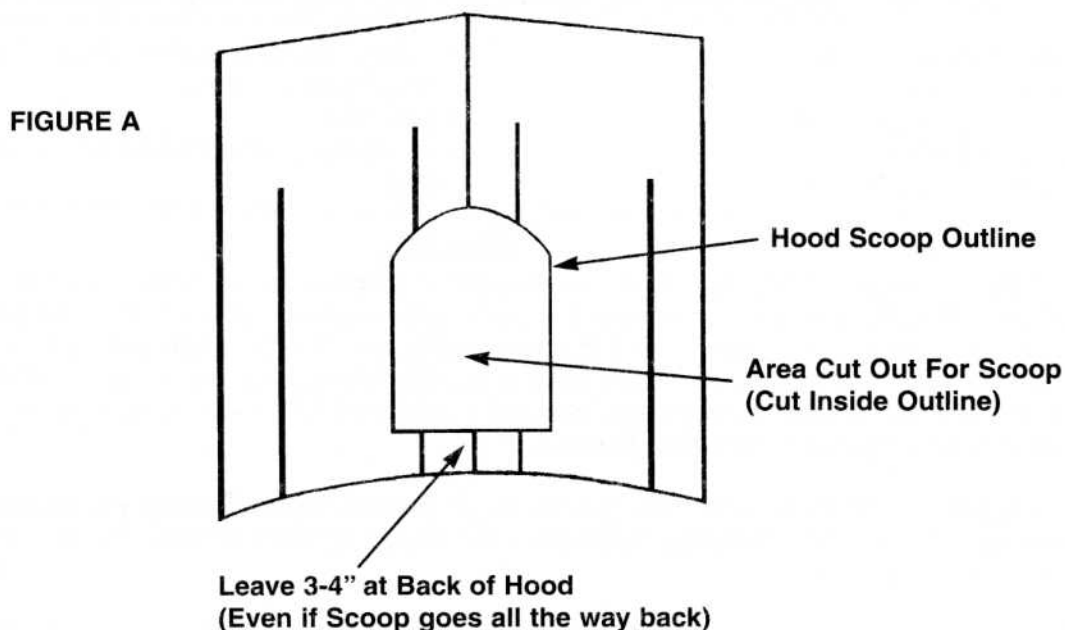
STEP 4 Double Check: Be sure you did everything in Step 3. It really pays to "measure twice- cut once."

STEP 5 Trim Hood: With the scoop fitted *exactly* the way you want and held in perfect position with duct tape, mark a line around the scoop onto the hood. It is important to get an *exact* outline of the scoop on the hood. Remove the scoop and use the jigsaw to cut the hood. *Stay on the inside of your outline.* If the scoop is to run off the back of the hood, such as a cowl induction or a windshield length aero scoop, you do not want to cut off the back of the hood. Leave at least 3" across the back of the hood to keep the shape of the hood intact. (See Figure A on back)

STEP 6 Position scoop: The scoop should now fit snugly into the hole cut into the hood. Make any adjustments by hand with 36-grit sandpaper. Also, use the sandpaper to rough-up the back side of the hood and scoop (just where they meet) to provide a good bond when bonding the two together. Use a combination of duct tape and then small globs of body filler to *temporarily* bond the scoop and hood together from the top side. The body filler will hold the two in place much better than the tape and it will release from the smooth gel-coat easily later on.

STEP 7 Fiberglass scoop: Carefully turn the hood over and use whatever means necessary to fully support the hood and scoop. Wearing gloves (and in a fully ventilated area) lay out the fiberglass matte and mix the resin according to the kit directions. Use a paint brush to pre-wet the matte on a piece of cardboard and then brush a thin coat of resin onto the scoop/hood seam as well. Place the wetted strips of matte onto the seam (See Figure B below) then use the brush to pat out any air pockets and excess resin. Allow to cure for 24 hours.

STEP 8 Finish scoop/hood: Turn the hood right side up and remove the tape and body filler. Using industry standard autobody techniques, you can finish blending the scoop into the hood with a premium quality filler. Be sure to follow all the manufacturer's instructions for the primer/paint system you intend to use.



SPECIAL NOTE ON AERO SCOOPS: Harwood recommends using an isolator pan where applicable to direct the incoming air flow to the carburetor. 1" air flow holes should be drilled in the rear air pan to allow air to flow through the scoop and prevent damage. Never start your engine with the scoop plug in place.

BONDING SCOOP TO METAL HOOD: To bond your hood scoop to a metal hood you will need to use the existing scoop flange for mounting. A two part epoxy is recommended for bonding fiberglass to metal. Use screws to temporarily hold the scoop in place while the adhesive begins to set-up. Remove the screws before full curing. Proceed with STEP 8 above after full cure (about 24 hours).