

# 1968 Corvette: Chevrolet Service News: 1968 Corvette Hood & Hood Lock Adjustment

**Subject:** Hood & Hood Lock Adjustment

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Outlined below are procedures covering proper adjustment of 1968 Corvette hood and lock assemblies. These procedures supersede those presently published in Section 1B of the 1968 Passenger Car Chassis Service Manual covering the same subject (reference pages 1B-1 and 1B-2).

## Hood and Hood Lock Adjustment

1. Align hood in relation to opening and fenders. An approximate gap of 1/8 of an inch should exist between the hood and adjacent body. Fore and aft adjustment is accomplished using the slotted holes in lower portion of the hinge strap. The upper surface of the hood should, of course, be as nearly flush with adjacent surfaces as possible. The forward portion of the hood is adjusted to a flush position by the addition of shims under the hinges (see Fig. 2 in Manual). The rear portion of the hood is adjusted through the catch bolts. Do not make adjustment of the rear portion of the hood at this point until the lock assemblies have been aligned (see Step 2).

2. To align the lock assemblies, perform the following:

- Fabricate a tool as shown in Figure 2 from a 2" diameter x 1 1/4" long piece of steel, plastic or hard wood.

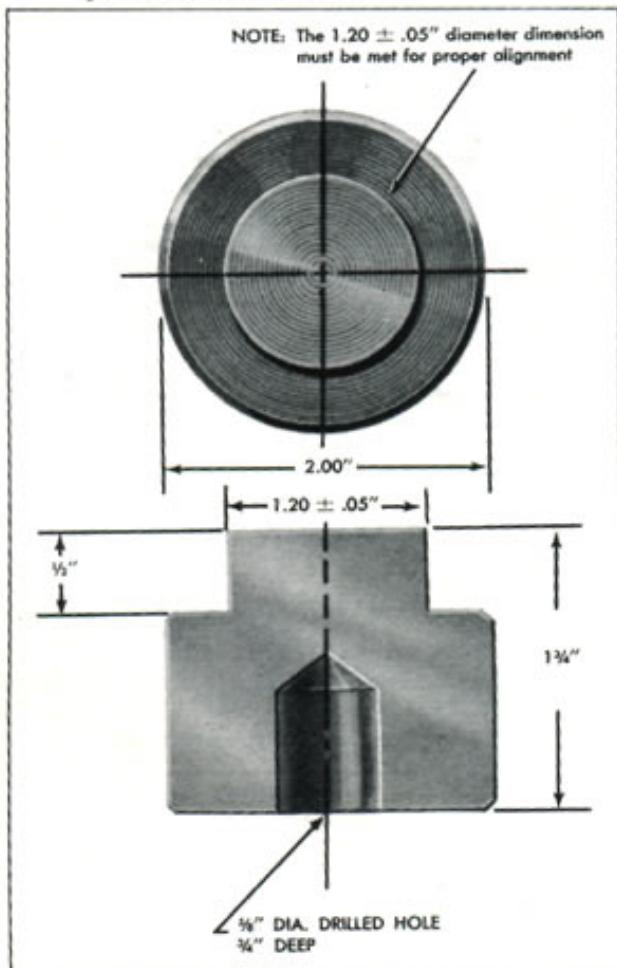


Fig. 2—Hood Lock Alignment Tool

- Insert fabricated tool into left hand hood latch assembly as shown in Figure 3. The pressure of the lock will hold the tool in position.
- Slightly loosen the striker mounting bolts. Bring hood down on striker guiding striker cone into hole at bottom of tool. Bottom tool on cone head. This will position centerline of striker with centerline of latch.
- Raise hood and tighten striker mounting bolts. Recheck alignment. Remove tool.

NOTE: If left striker mounting plate has been moved appreciably, check to make sure that hood lock release cable is still properly adjusted (no slack in cable).

- Repeat same operation for right striker assembly.
- On early built Corvettes which utilize retaining sleeves for lock cable adjustment, perform the following (reference Fig. 3):

When the latches are in an unloaded position and all slack in the cable removed, there should be  $1/8$ " gap between retaining sleeve and latch arm.

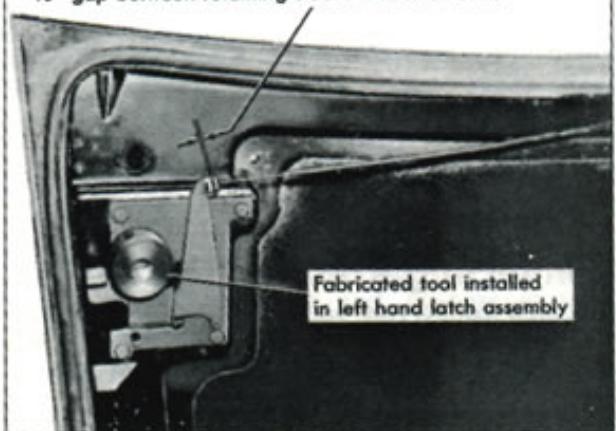


Fig. 3—Alignment Tool Installed

- Pull on left retaining sleeve until slack is removed from cable. Do not pull hard enough to move right hand latch arm.
- Measure distance between left retaining sleeve and face of left latch arm. There should be  $1/8$ " gap between them. This slack is needed to insure that the latches will not disengage due to road vibration.
- If  $1/8$ " does not exist or if slack is greater than  $1/8$ ", loosen retainer sleeve screw and move retainer accordingly.
- If not already done, bend cable at sleeves (right and left sides) to insure that it does not pull through if the retainer sleeve screw loosens in service.

On late built units which utilize clevis pin cable attachment, simply check to see that slack is taken up in cable. If slack needs adjustment, loosen retaining clip screws and move clips accordingly.

- Close the hood and check for hood surface alignment with the front fender upper panel surface. If necessary, adjust the height of the lock striker assemblies till this surface alignment is obtained. Torque down the lower lock striker spring retainer to maintain this height setting.

NOTE: If hood will not close far enough to lock, loosen and lower bumpers (bumpers will be readjusted in Step 5).

- Adjust the hood bumper height until, in the closed position, the hood cannot be deflected downward more than  $1/16$ " when firmly pressed on the lock area by the adjuster. In effect, there should be little or no vertical movement by the hood when properly adjusted. If the hood will not latch as the result of this adjustment, the bumpers are adjusted too high and should be lowered. Remember to torque down the jam nuts to maintain bumper height.

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