

1968-1976 Corvette Hood Alignment Procedure



1968-1976 Hood Alignment and Tool Instructions

A) Insert tool into the left hand hood latch assembly, the pressure of the lock will hold the tool in position.

B) Slightly loosen the striker mounting bolts. Bring the hood down on the striker guiding the striker cone into the bottom of the tool bottoming out the tool on the striker bolt. This will position the centerline of the latch.

C) Raise the hood and tighten the striker mounting bolts. Recheck the alignment and then remove the tool. Move to the passenger side and repeat. Before shutting hood, push downward on the latch area, it should feel springy and not be hitting anything. (be careful not to lock it just yet). If the latch is hitting something and doesn't feel springy, re-adjust.

D) On early built Corvettes which utilize retaining sleeves for lock cable adjustment, perform the following (reference Figure 1 below).

1) Pull on left retainer sleeve until slack is removed from the cable. Do not pull hard enough to pull the latch on the passenger side.

2) Measure the distance between the left retaining sleeve and face of the left latch arm. There should only be 1/8" gap between them. This slack is needed to insure that the latches will not disengage due to road vibration.

3) If 1/8" does not exist or if the slack is greater than 1/8", loosen retainer sleeve screw and move retainer accordingly.

4) If not already done, bend the cable at the sleeves (right and left sides) to insure that it does not pull through if the cable retainer sleeve screw loosens in service. On later built cars that utilize the clevis pin attachment, simply check to see that slack is taken up in the cable. If slack needs adjustment, loosen the retainer and adjust the pin accordingly. (to 1/8" free travel).

(<http://repairs.willcoxcorvette.com/wp-content/uploads/2017/04/tool-picture.png>)

Figure 1.

E) 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 lower bumpers and lower bumpers. (Bumpers will be re-adjusted in step F)

F) 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 a 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.

Our new reproduction of this tool is here. (<https://willcoxcorvette.com/hood-alignment-tool-1968-1976-26912>)

(<http://repairs.willcoxcorvette.com/wp-content/uploads/2017/04/HOOD-ALIGNMENT-TOOLb.png>)

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