

LG MOTORSPORTS WORLD CHALLENGE C6 HOOD

Brought to you by LG Motorsports
972-429-1963



Instructions:

- 1.** Before removing the stock hood, make note of the factory gaps and edges.
- 2.** Cover fenders and nose to prevent any scratches. Tape edges of hood, fenders, and nose with painters tape to prevent any nicks during fitment.
- 3.** Remove factory hood and place on a safe stand.
- 4.** Install the new hood by only installing the 4 hinge bolts, installing the hood without the latch and bump stops will help you adjust the hood.
- 5.** Snug the bolts while keeping the hood as forward as possible in its hinge adjustable range (Hood is vertical at this point). Bolts should just be snug with the higher (in open position) or rear (in closed position) a tad tighter.
- 6.** Slowly close the hood; try closing at the mid point of the hood to reduce the torque effect and moving the hinge bolt setting...
- 7.** Once the hood is closed, the front end will be approximately 1/2" to 1" higher than the fascia. Now you can use your hands to add pressure and set the hood flush with the fender and front fascia.
- 8.** Open the hood about 15 inches and tighten up the hinge bolts.

9. At this point you can install the latch hardware. If you need to align the hood more, the latch mount on the inner fender has plenty of adjustability. We rarely need to adjust this.

10. Install two bump stops, and set rear corners flush with fenders.

Notes: Our hoods are double primed. They are prepped, primed in grey, prepped again, and the final coated in then in black. This is the same primer just different colors. The advantage is it will help guide the body shop. We recommend simply scuffing the hoods and re-priming using the primer that is recommended by the paint supplier, this is done to insure a proper adhesion between the layers. The multiple color black/grey will insure the body shop does not break trough the surfaces. If they do sand trough the black coat they will run into a grey coat, this should alarm them not to go farther. The primer is what seals the substrate, the more they sand away the less the protection.

Sergio De La Torre
President LG Motorsports



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