

# Evolution of Early Corvette Hood Latches: 1953 to 1967

Dave Zuberer and Rich Mozzetta



1953 - 1955



1956 - 1957



1958 - 1960



1961 - 1962



1963



1964



1965



1966



1967

## Preface:

I was motivated (DZ) to put this information together (with Rich's collaboration) based on a recent thread on the Corvette Forum: (<http://forums.corvetteforum.com/c1-and-c2-corvettes/3477660-1959-hood-latch-info.html#post1587063676>) wherein it was made apparent that the female hood latches on '58 and early '59 Corvettes were considerably different than those on the later '59s and the solid-axle model years that followed ('60 – '62). The photos of the early '59 latches and the '56 latches and information below regarding the early '59 vs. the later '59 latches were supplied by Rich Mozzetta. The photos of the '60 (a February build date) and '65 (an Aug. 64 build date) latches are from my car. I included photos of the '53 - '57 and '63 - '67 latches for added comparisons. The photos of the '56 latches were supplied by Rich Mozzetta.

Rich and I have also included photos of the male hood latches and some information on ways to prevent hood release cable failures; or, at least how to recover from them. We hope you find this informative and perhaps of use to you in the future.

Finally, we are grateful to **Sander Van Ballegooij and Don Simons for the photos of the latches and the early '58 cable support on pg. 8 and to John Hinckley for reviewing this document with us.**

Dave Zuberer & Rich Mozzetta

**As an introductory frame of reference consider this passage from Noland Adams' seminal reference on the 1953 – 1962 Corvettes:**

“The 1958 to mid-'59 hood catch arrangement was mechanically similar to the 1953-'57 version. A tapered metal pin attached to the upper hood plate. In the hood's closed position, the upper pin was forced through a hole in a spring-loaded bracket. Therefore, a friction fit kept the hood from opening. In mid-'59, the upper pin and the entire lower bracket were changed. The upper pin gained a large tapered head; the lower catch assembly had a spring-loaded arm that slid into place behind the head of the pin. The 1958 to mid-'59 hood mounted lock assembly was part number 375504. Both sides of the catch assembly were the same. The lower catch was made of several parts, the largest being the bracket assembly, part number 3753471. The other major part was the catch, the spring-loaded bracket which exerted friction on the pin, which was part number 3753469. Individual parts of the catches which were not interchangeable from right to left (or left to right) were the actuating cable retaining brackets. The second type of 1959 hood latch had a hood-mounted upper plate with the part number 3767843. The lower catch assembly, which mounted on the firewall, was parts number 3767849 (left) and 3767850 (right). The 1958-'60 hood hinges were identical, parts number 3740285 (left) and 3740286 (right). These same hinges were used on all 1958-'62 Corvettes.”

“Just when did the hood catches change from the first type to the second? The AIM date is 4-1-59, approximately when serial number J59S106100 was being assembled. Another source states the changeover as being “Serial No. 105060. However, a '59 Corvette owner survey found the changeover to be in the serial number range of 108500 to 109500. All 1959 Corvettes prior to these had the first type of hood catch, and all later cars had the second type. Within this rather large range, either type could be installed. Further investigation is required to narrow down the changeover.”

### Noland Adams

**The Complete Corvette Restoration and Technical Guide – Vol. 1 1953 through 1962, 2nd Ed.  
1980. Automobile Quarterly**

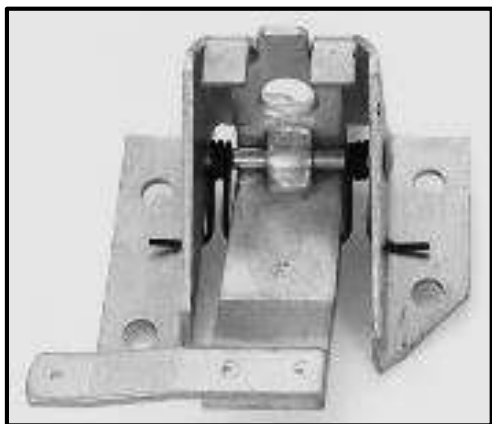
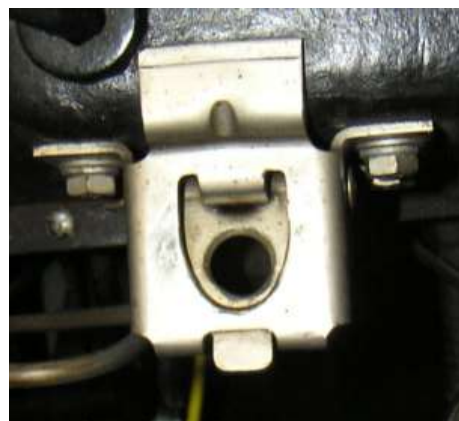
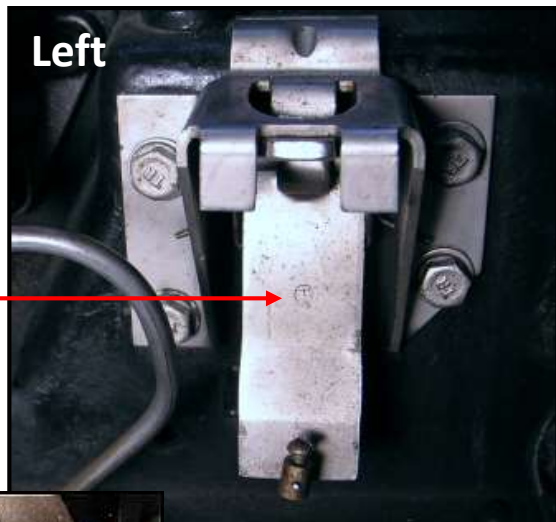
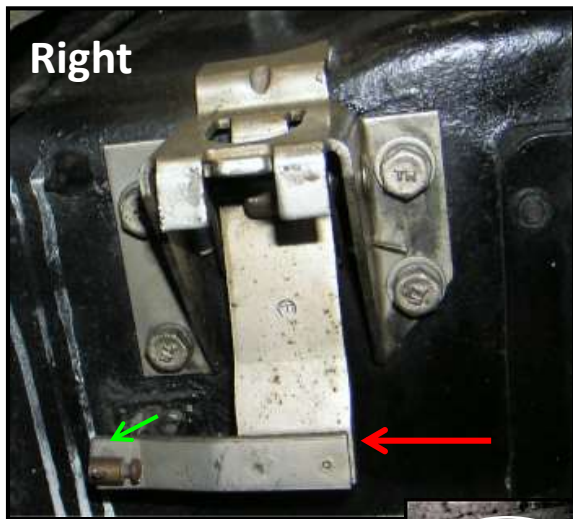
**And from the 4<sup>th</sup> Edition of the 1958-62 NCRS Technical Information Manual and Judging Guide:**

### Rear Latches & Hood Lock

Rear of hood panel contains two spring-loaded hood lock assemblies. Hood latches are installed at the body firewall. 1958 through about June/July of 1959 used 1st design friction-type latches (as illustrated). (Note that early-1958 models used a shorter lever and different bracing on the latches.) Later production 1959's began using a 2nd design catch (as illustrated) providing better hood retention and greatly reducing lock release pressure. Some overlap of 1st and 2nd design hood lock/latch may have occurred. [Note: see photos top of pg. 9 this document]

**Note:** We interpret the above info from the TIMJG as early 58's had the latch with the short lock lever and also used the “twisted” cable-support brackets (“bracing”) (see pgs. 8 & 9) and the later 58's changed to the long lock lever and the upgraded cable-support brackets. Late 58's and early 59's used the long-lever latches and the upgraded cable supports and in late 1959 the female latches were changed to those that ran through the end of the '62 model year. If anyone has definitive information on these changes and their dates we would like to hear from you. Thanks.

**The earlier years: '53 – '57 Female Hood Latches**



The female latches for the '53-'57 Corvettes were all the same. Note that the right-side latch has a tab/arm facing outboard for attachment of the cable while the left-side latch does not. The cables exit the firewall behind the latches (insets), pass through the hole in the lock lever and are anchored with brass barrel cable stops. Photos courtesy of Rich Mozzetta.

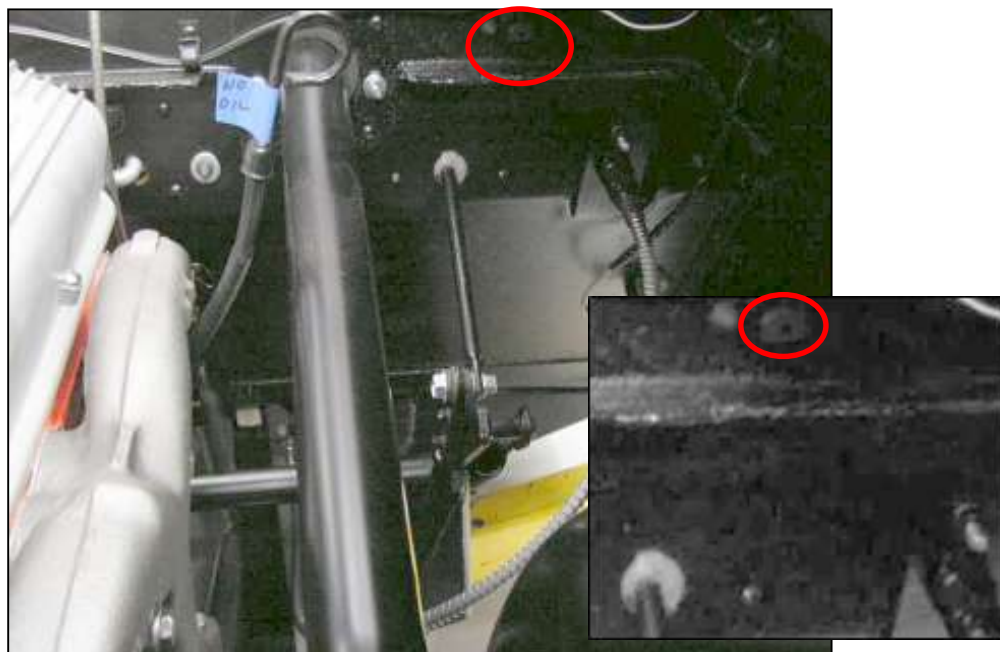
## Comparison of female hood catches: early '59 vs. late '59 and later ('60-'67) Corvettes

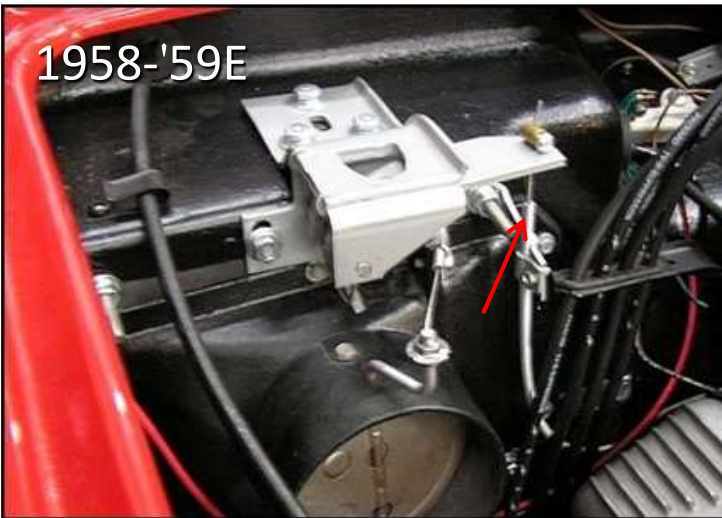
Forum Commentary by Rich:

Early '59s up to about mid production (through #8500) used a different latch. My '59, March 17 build, uses this type. A few years ago I restored a red '59 built a week after mine with the same latches. (See photos on following page).

The cable for the driver side goes through an oval hole in the firewall, fitted with an oval-shaped grommet (red circles). Note it's installed in a particular way so the cable comes through it at the correct angle. The passenger side oval hole is behind the bell housing (below left). The cable is attached with a cable bracket attached to the right-hand female latch on the passenger side of the transmission tunnel (red arrow top left photo next page) and the cable wire passes through the latch release arm where it is attached with a brass barrel cable stop.

Rich

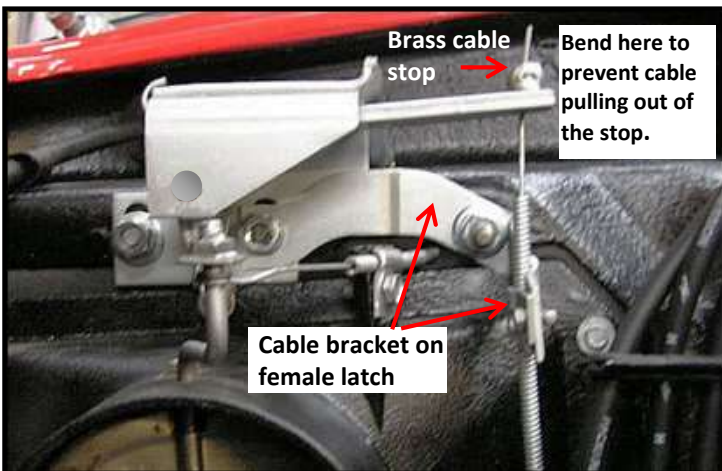




1958-'59E



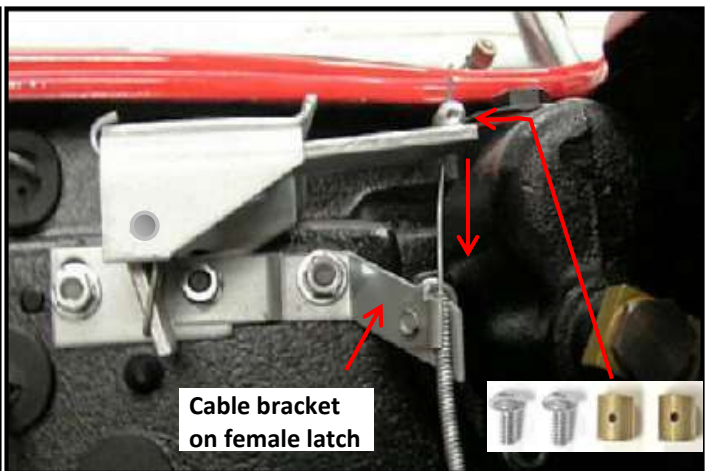
'59 early



Brass cable stop →

Bend here to prevent cable pulling out of the stop.

Cable bracket on female latch



Cable bracket on female latch

The left and right latches on the '58s and early '59E are both the same. **(Note: '59's built after approx. #8500 use the '59Late - '62 style hood latches; Noland Adams, Corvette Central Cat., Zip Corvette)** Note that both latches are actuated by the cable pulling down on the lock lever. The cables are “anchored” with brass barrel cable stops with clutch-head screws. Many owners put a sharp bend in the cable stop to prevent it from pulling through the cable stop should the retaining screw become loose. If the cable comes loose from the latch you have to get to it from under the car (probably after removing the large splash shield(s)). You could also add an auxiliary cable around the lock lever that could be concealed in an “out-of-the-way” location.

**Transitioning between early 1958 through late 1959:**

The hood latches, male and female, went through several transitions from 1958 to late 1959. The '58s and '59s used the same female latch body but the length of the lock lever changed in early December, 1957. Through early '59 all years used the slender male hood lock pin. In late 1959, the female and male latch changed to the design used through the end of the '62 model year.



Slender, male "pop-up" pin

**Female latch assembly: '58 to early '59.** Note the long lock lever. This latch uses the slender male pin.



1st design female hood lock lever; short style lever used through approx. 12/11/57.



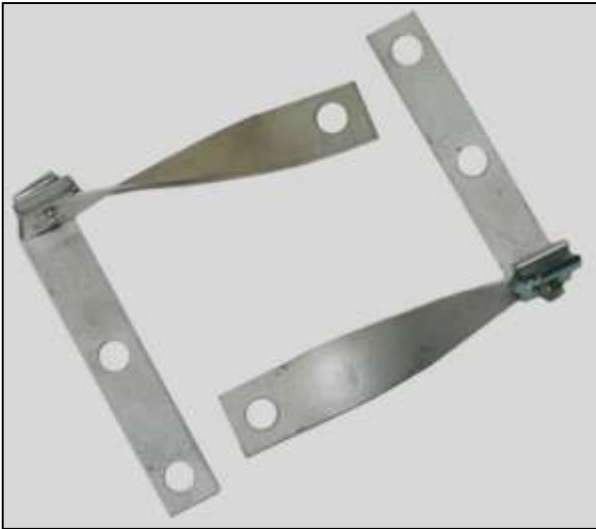
Later '58 and '59 female hood lock lever; long design.



**Female latch assembly: Late '59 to '62.** Used on 1959 Corvettes after S/N #8500. This latch uses the 1" male "pop-up" pin (above right) found through the 1967 models.

Photos courtesy of Zip Corvette

## '58 to '59E Hood-release cable support brackets



The cable support brackets also differed on the '58 to '59E cars. The photos above show the '58 to '59E brackets. The '58 to '59E bracket (with a correct bracket for late a '59 (passenger side) placed under it for comparison) is shown in the photo on the right (courtesy of Mike Coletta). Note that this support only works with the early latches with the short lock levers as shown below (right).

**Compare these to the brackets shown in the lower photos on pg. 5.**

The photo, below left, shows the early vs. later latches with the long (right) vs. the short (left) lock lever. The cable support brackets shown at the right will only work with latches having the short lock-release lever.

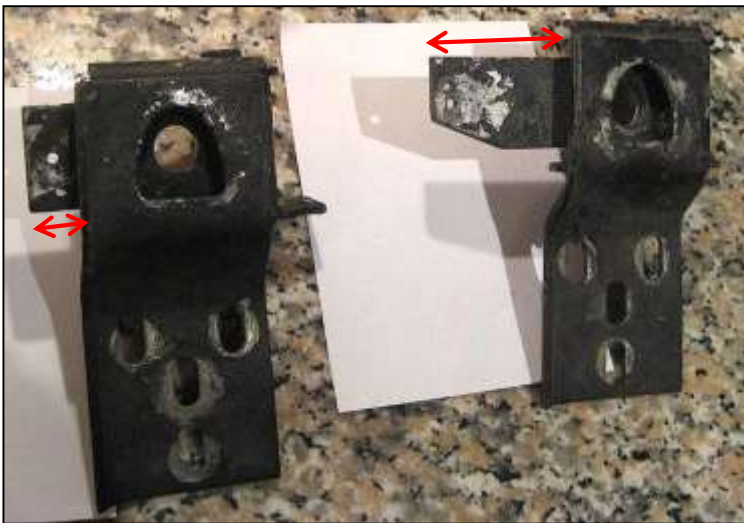


Photo courtesy of Sander Van Ballegooij (NCRS Archives).

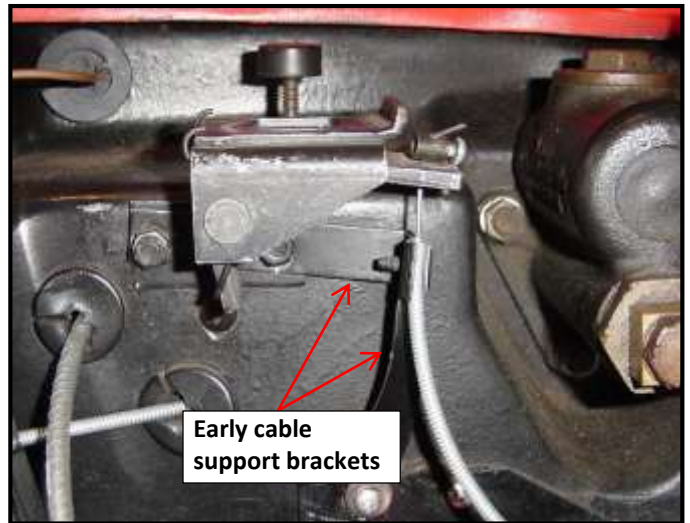
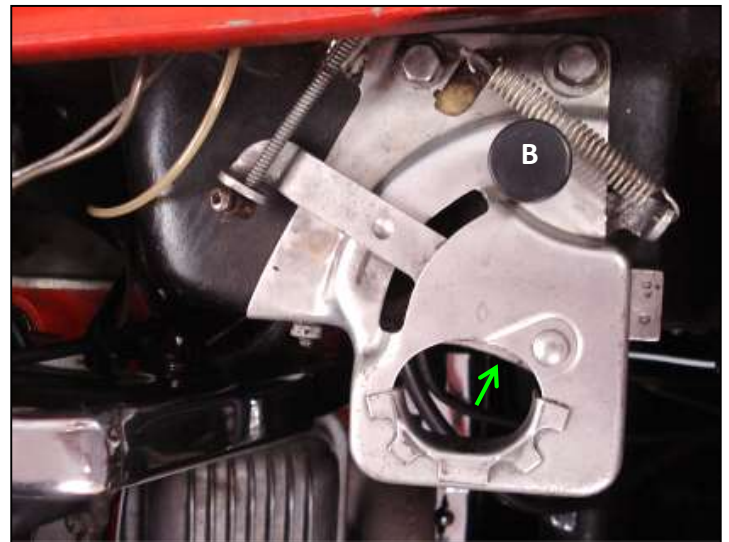


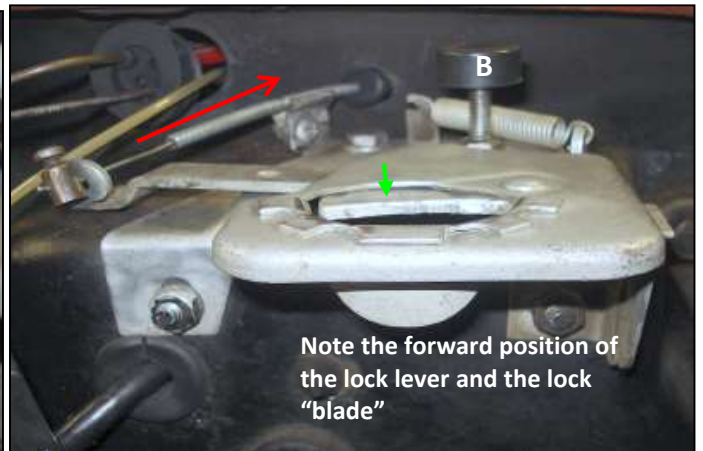
Photo courtesy of Donald Simons – NCRS archives

Both photos above found at: <http://www.ncrs.org/forums/showthread.php?59343-1958-early-style-hood-catch&highlight=1958+hood+release>

The late '59 through '62 latches:



Both latches (top views) shown here in the “open” position. Note the retracted blade catches.



On the later '59s and the '60 – '62 cars, the latches are slightly different on the right and left (and considerably different than the early '59). *“The inboard side of the latch mounting bracket on the passenger side is different than the drive side due to the heater box bolt mounting on the outside of the latch bracket. One of the heater bolts is used to connect the bracket to the fire wall on the passenger side, but the outboard bracket bolt on the drive side is under the bracket”* (Note added based on information provided by Joe Maulsby, “3310vette”). Photos of the undersides of the latches are shown below. Note the difference in the “mounting tabs” on the right sides of the latches. Both latches are actuated by the cable pulling the pin release lever toward the firewall. If the cables pull out of the barrel stops, you have to come up from the bottom of the car and somehow pull the release lever(s) toward the firewall. Again, bending the cable wire, attaching a second barrel stop or adding auxiliary cables can reduce or eliminate the possibility of cable failure at the latch. Note that the hood adjusting bumpers (B) are now part of the female latch assembly.



Difference between the passenger and driver side female hood latches (late '59 to '62)

Passenger side



Tab "outside" of latch body

Driver side

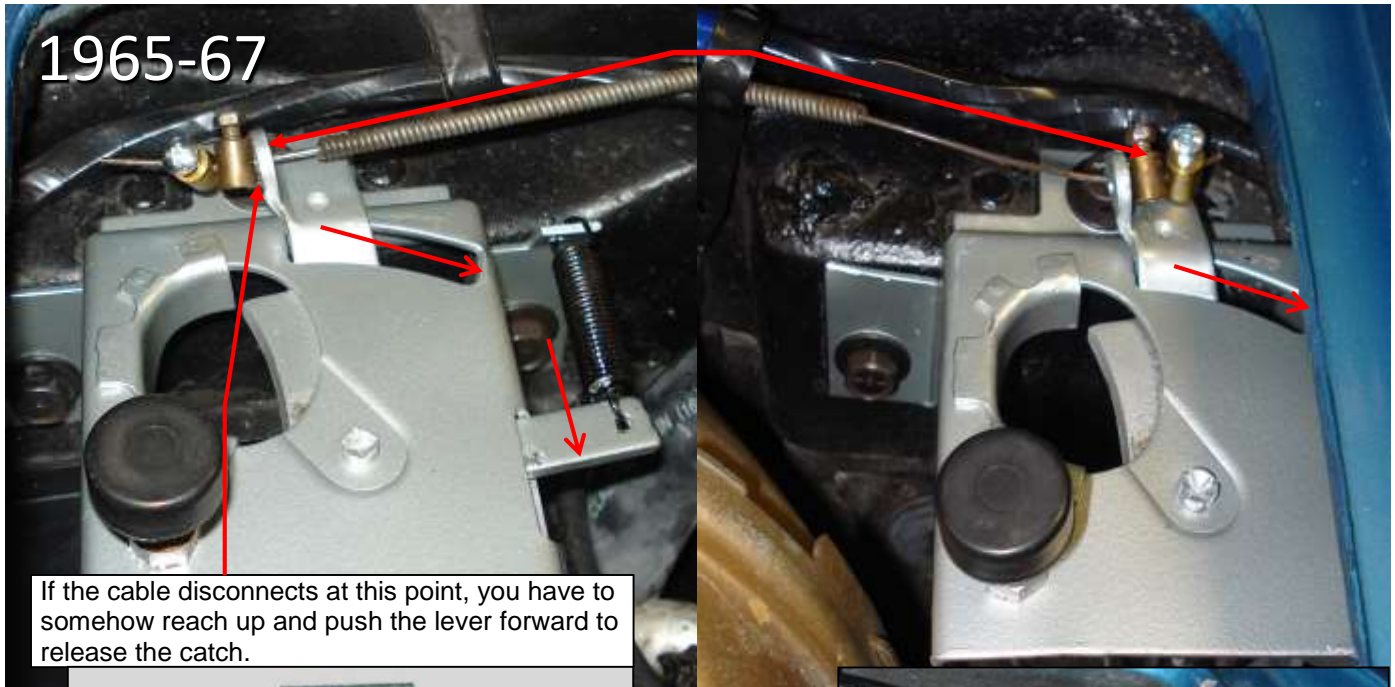


Tab "inside" of latch body



Parts Photos of the latches above are from the Corvette Central website:  
<http://www.parts123.com/corvettecentral/dyndetail.pta?catalog=0000050e&ukey=46937>

The '63 – '67 latches:



If the cable disconnects at this point, you have to somehow reach up and push the lever forward to release the catch.



Right



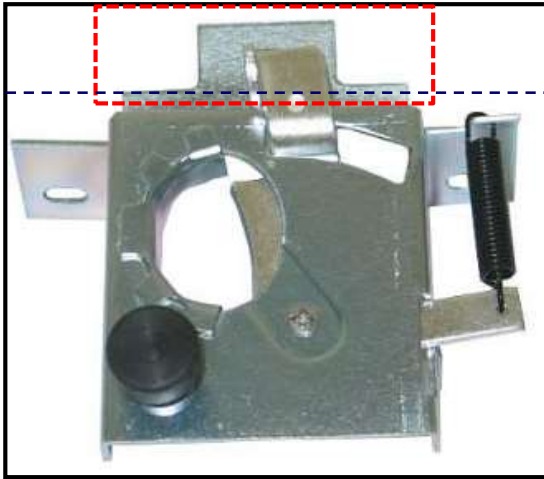
Left



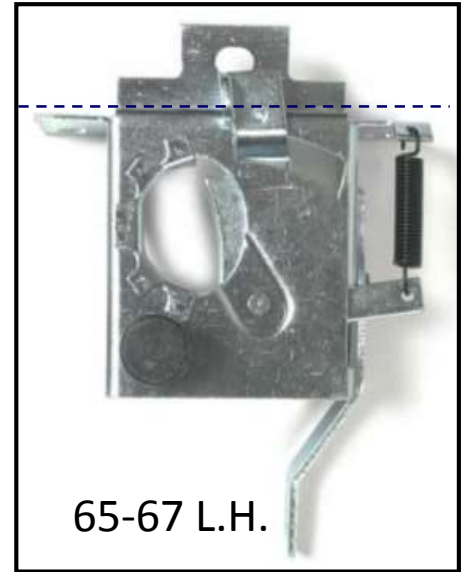
Pulling the hood release handle pulls this lever back which actuates both right and left hood catches.

On the '63-'67 cars, the left and right catches differ in that the left-hand latches have the lever which actuates both of the latches when the inside hood-release handle is pulled. The two latches are connected by a cable which crosses the firewall (long red arrow above). The '63 & '64 latches differ from the '65-'67 latches mainly in the "tabs" for mounting them on the firewall and the cable-pull lever.

'63-'64 vs. '65-'67 female hood latches

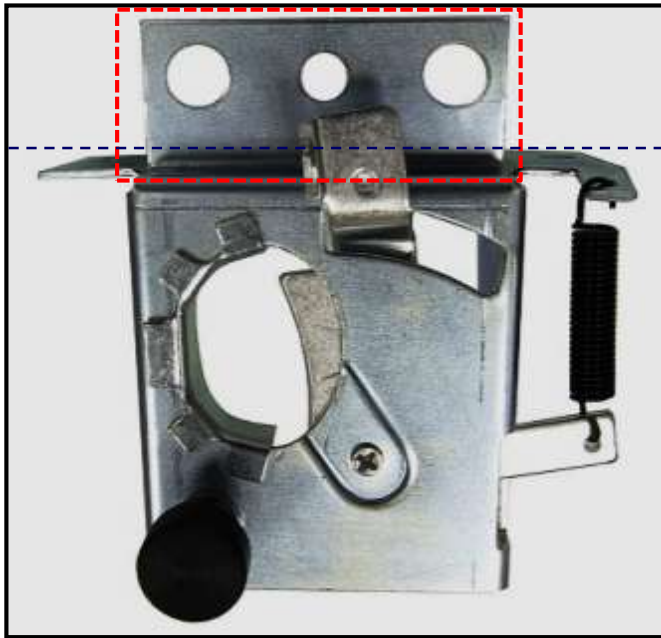


65-67 R.H.

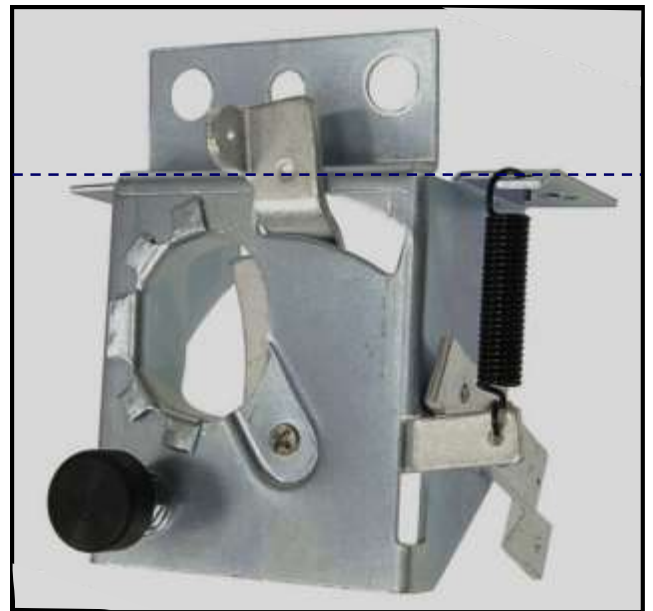


65-67 L.H.

Note the difference in the firewall mounting “tabs” (red outlines) between the 63-64 and 65-67 female latches.



63-64 R.H.

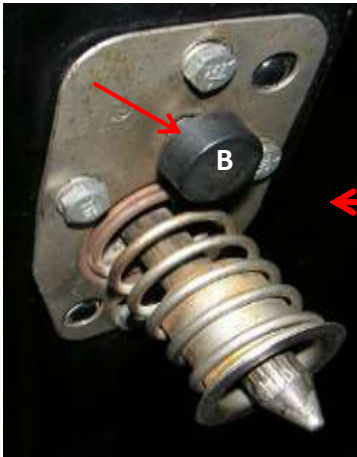


63-64 L.H.



Male hood-latch pin. 59L-62 & 63-67  
(see next pg.) Head diam. – 1”

**Male hood latches 1953 - 1967**



**'53 - '57 Male Hood Latches**



On the '53-'57 cars the adjusting "bumper" is attached to the male latch assembly.



Late '58 to early '59 male hood latch. Note the slender pin like the '53-'57 but no provision for the bumper



**1960-1962**

The '60 - '62 male latch "pins" are mounted on a plate on the hood. The late '59s use the 1" pop-up pin shown here as well.



**1963-1967**

The '63 - '67 male latch "pins" are screwed into a nut plate mounted in the hood assembly.

## Some Tips for Preventing Hood-release Cable Failures.



A "fail-safe cable" can be installed through the firewall alongside the grommet for the hood-release cable. The cable above is connected to a drilled piece of  $\frac{1}{2}$ " aluminum rod with cable crimps on both sides (below). The cable is tucked up under the dash out of sight and with a little luck will never be needed. But ... Note that it can be easily removed for judging.



Fail-safe cable is looped around the main barrel. Note the extra "insurance" brass stop. It can also be looped around the lever itself in case the main barrel stop comes loose from the lever. The installation shown here is on a '65 but the same principal could be used on earlier cars as well. If the cable disconnects at the main lever you have to reach up past the steering column near the master cylinder and push back on the bottom catch lever. You will probably have to remove the larger splash shield to get in there.

To prevent the hood-release cables from pulling out of the brass barrel stops, you can do one of several things:

1. Add an extra barrel stop as shown here or,
2. Bend the cable sharply where it exits the brass barrel stop
3. Add an auxiliary cable to the release lever at the female latch assembly

## Adjusting the hood on a 1956 Corvette

Rich Mozzetta, Roy Bratz and various forum contributors. PDF prepared by Dave Zuberer

<http://www.corvetteforum.com/forums/c1-and-c2-corvettes/3529580-adjusting-the-hood-on-a-1956-a.html#post1587789549>

### Moonframer

Hi, does anyone have any good tips on adjusting the hood on a 1956.

My hood fits the body just fine but it won't stay closed. When I push it down it doesn't latch all the way. It pops up as soon as I hit a bump.

My concern is that I will get it stuck down and not be able to release it. I have used plumbers putty to check where the hood pins align with the body latches but still no luck yet. thanks... jim

Jim,

### rich5962

It's a common problem. The design of the '56 & '57 latches depends on a knife-like edge on the female latch. The male hood pin catches the female latch at an angle and the side stress holds it there. But the pin wears over time and doesn't catch like when new.



A common fix is to grind or file a notch in the male pins at the "sweet spot" where catches the latch. This way it will catch and hold on to the edge of the circular female latch.

You can't see the notches in the pins in the photo, but they're just inside the spring cups. These were already modified on this car. The hood stays closed fine.



Also, attached is a document all about hood latches that DZVette(Dave Z) wrote and has some good info and pictures for reference.

**Rich5962**

Jim,

What you can do to find that "sweet spot", is to wrap the pin with masking tape and close it down and latch. Make sure your rubber hood height bumpers are set right to stop at the right place.

The latch will scrape the tape to give you a mark where it stops to make your notches.

If your front hood pop-ups are original you should be okay. If they are repros, when the hood latches it sometimes makes the fronts pop up a bit. So you may have to adjust those a bit after the rear latches are set.

Rich

p.s. If I get some time I'll try to get a few pics of the pin notches on this '56 I have here.

Jim,  
Here are a few photos I just took of the notches in the pins.....Rich





scopeli

[QUOTE=rich5962;1587780078]Jim,

It's a common problem. The design of the '56 & '57 latches depends on a knife-like edge on the female latch. The male hood pin catches the female latch at an angle and the side stress holds it there. But the pin wears over time and doesn't catch like when new.

Your problem is most likely the first item mentioned. The female latch no longer has the correct edge. Early hoods are made to close with smooth pins. A female latch could appear good when viewed from the top, but once the latch is inspected from underneath, the wear becomes apparent. A good female latch will in most cases hold a worn pin, but a new pin will do little good if you have a worn female latch.

**rich5962**

Well stated. As the female latch loses its edge it cannot hold anything. The latches are available in reproduction but often there are flaws in their manufacture; they don't have original markings for the purists, and are very expensive at about \$100 per side. They are **unique parts; Left or Right**. Left shown below...



The lock lever, the part of the latch that has the hole with a new edge can be bought separately for about \$35 each, but now you have a shiny lever inside old latch housing. There's also a left and right.



The male pins (below left) are available separately in reproduction pretty cheap at around \$15 each, but as mentioned it won't solve the typical problem. One must buy the entire assembly (below right) if the spring and cup are missing as those aren't available separately.



Then we have the infamous hood popups mounted to the radiator support. Reproductions include springs that are too strong and tend to keep the hood forward edge always reaching the sky.



Trial cutting of the repro springs is needed to get the right fit, but cut too much and it won't do its job as needed, leaving the front edge in danger against the hood surround when the hood is raised. 🤖

The '53 to '57 hood mechanisms are probably one of the most problematic and misunderstood parts of all of the early Corvettes.

It's not a comfort for some to cut a notch in the male pins to solve the problem of hood closure, but once it's done it's difficult to see the modification. A short time with a grinding wheel and a sharp file will get the job done without making the fix too obvious. **Not a mod for a judged car**, but worth it to keep some sanity, and your hood closed..... for your driver car.

Rich

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*Last edited by rich5962; 09-09-2014 at 06:24 AM.*

#### **JohnZ**

On both of my 57's, I replaced the smooth male pins with later pins with a series of annular grooves in them (don't recall the year); the grooves couldn't be seen with the hood open (spring retainer covered them), never had a hood pop-open problem again. 🤖

#### **Abdo**

On my '57 I did what was similar to what Rich and John Z did. I put the pin in a lathe and put in a series of grooves that were not too deep. That solved my problem. I did not have to do anything to the left side pin but for some reason that side always held.

I think that if the car were to be judged at a NCRS meet, a sharp judge would deduct a few points for the non-smooth pin.

#### **Moonframer**

Thanks for the helpful advice and especially the images. That should be enough to solve the problem

DZAuto

Quote:

Originally Posted by [JohnZ](#)

*On both of my 57's, I replaced the smooth male pins with later pins with a series of annular grooves in them (don't recall the year); the grooves couldn't be seen with the hood open (spring retainer covered them), never had a hood pop-open problem again. 🤔*

I've been reading this with a great deal of interest.

John has come the closest to the best resolution.

I fought this same problem with the smooth pins on the 56 for years. Finally, I modified the smooth 56 pins like later 57 pins. Problem completely solved.

And the method was TOOOOOOOOOOOOOOOOOO EASY! **I used a tubing cutter and made multiple grooves (they don't need to be very deep) around both pins.** And yes, to do this, the mail latches (the ones on the hood) must be disassembled.

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*Last edited by DZAUTO; Today at 12:04 AM.*

**rich5962**

Tom, Your idea of using the tubing cutter and making the ridges like the later pins is very clever. Yes I agree it's another solution. Or like JohnZ said just use the later ones. The '56 I have here was already modified with the notched pin on one side. The other side was poorly done without a sharp edge so I had to remove it, weld it up solid again, then notch it to match the other side which was already done. It was also missing the spring and the cup, so I fabricated the cup from an old front suspension bushing and welded-on big washer on the end. The Spring and Cup are not sold individually so I had to improvise.

For reference here are pics of the 2 different pins....



Smooth pin

**53-57 Lock Pin**



"Ridged" pin

**58-59E Lock Pin**

Quote:

Originally Posted by [moonframer](#)

*Hi Rich, I am going to take your advice and notch the hood pins on my 56 over the weekend. Just a final question : If I only cut one notch in the pin, is it on the rear end of the hood or on the front end of the hood (as the hood lays) ? Or should I just cut two notches 180 degrees apart?*

*Thanks again for all your help. Jim*

Jim,  
Either method will work. But if you decide to cut the notches, this is what I did on that one side.....**The masking tape method.**

Adjust the male latch assembly for best alignment to the female latch. You may have to adjust the rubber bumper for proper hood to surround alignment. **Do this first.**

Then the 4 bolts and plate have some play to move around for best fit to the female latch lock lever hole. **Wrap the tape around the pin. Close the hood and push down to mate the hood flush with the surround.**

Release the hood and **the tape should leave the telltale mark where it stopped**, as well as the "side" where it's closest to the lock lever hole. That's where you want to cut the groove. Also place a mark on the flat plate that aligns with that telltale mark on the pin for later reassembly.

Use some tape to mark the 4 sides of the male plate assembly to the hood. Remove the hood assembly 4 bolts and remove the unit.

On the bench grinder, grind the end of the pin to remove the peened area. Push the cup/spring down and wrench the pin and unscrew it from the plate.

Make your notch on the marked side of the pin where the telltale mark is on the tape. You can cut another on the opposite side as a "spare" notch as well.

Or, if preferred use Tom's or John's method using the tubing cutter since the pin has to be separated to do either method.

Once the pin is modified, reassemble pin to the plate aligning the notch to the mark on the plate. Use some Loctite on the threads. On the one I did I used the Loctite and I also used a thin nut, 1/2"-20 IIRC, on the end of the pin to act as a locknut.

Reassemble and adjust the plate to the hood using the hood tape as your guide. Test fit and adjust as needed to get it aligned to the female latch. You may be able to turn the pin a bit before the Loctite sets up to help alignment.

Rich  
*edit add....*

For reference, here are a few photos of the female lock lever, and as mentioned, you can remove that and file the edges sharper to help the male pin catch it better. Yet another solution, but like the original design, it will wear and not hold properly in time.





Last edited by rich5962; Today at 08:25 AM.

#### Ohiovet

Thanks guys, Great Info.

There is also a good thread on hood position adjustment by Roy Bratz which can be found by doing a search.

#### Rich5962

Bruce,

Yes, this one.....

<http://www.corvetteforum.com/forums/...justments.html>

(See info below)

I have that one stashed away with lots of other good info from Roy. 😊

Rich

## 53 to 57 hood adjustments

Thread started by Roy Bratz (01-31-2008)

<http://www.corvetteforum.com/forums/c1-and-c2-corvettes/1929003-53-to-57-hood-adjustments.html>

#### 1955 copper (Roy Bratz)

🍻🍻🍻 OK let me try and make this simple 🤔🤔🤔🤔

I see hood hinges and pop-ups where the holes are extra elongated trying to fit the hood on 53 to 57 Corvettes all the time. That's because few know how to adjust or know what to do to make the hood fit and open CORRECTLY .

1. The pop-ups are there to **only lift the hood front line UP** when you release the rear latch's pulling the hood cable so as to NOT chip the paint on the body.
2. The hood HINGES are moveable (only a little to AID in pulling the hood FRONT area DOWN ) in the last few inches of closing.
3. The two fiberglass stoppers holes are elongated so that you can move them UP or Down to meet the thickness of the HOOD when closed.
4. Now if the front hood line sits too high, adding shims ONLY at the hinge top bolt on both sides will canter the angle pulling the hood line down.

5. "Repro" pop-up AND rear male hood pins's springs {suck} because the wire is too thick **making the front pop-ups to strong** and causing the rear hood male pins to open when driving. (If you cut a coil off to where the spring just puts a little tension on the cup, your problem will be solved.
6. Number 5 is why you see the hood male latch and female latch holes elongated also.
7. A good looking working hood is when the hood front line pops-up at the same time the rear latch's pop-up, that's HOW it works PERIOD.

PS: the reason you see someone using both hands to lift the hood if adjusted correct is because the hood bracing BOND has come loose from the hood skin.

PPS: again the front hood hinges are designed to go OVER CENTER to pull the hood down compressing the pop-ups. That's WHY it has TWO arms!!!!!!

#### **54greg**

Thank you for the great description!

Now if you could only explain to me how to adjust my trunk lid I would be forever in your debt. The leading edge sits up about 3/4 of an inch above the hinge arms. The middle is 1/4 inch high but I can't seem to get spacers to bring down above the hinges. 😞

#### **1955 copper**

3/4 is a lot! May be the hinge is bent, but the way to bring the line down, the hinge is a triangle looking thing (at the top "one" bolt "only" add shims) that brings the line down. Same with the soft top lid.

#### **Duntov 54**

I purchased the single action hood hinges for my 54, the best thing I ever did. Adjustments are a piece of cake. No need for the pop ups anymore.

#### **Dazvet**

Hi, where do you get the single action hood hinges? Quick look at the normal corvette outlets didn't come up with anything, thanks.

Larry

#### **Duntov 54**

I purchased them from Corvette Central. If you don't mind trimming some fiberglass just to the sides of the core support area, they are worth it!

#### **Dazvet**

Thanks for reply, I looked for them at Corvette Central again but no luck, apparently they have discontinued them. Too bad I sure would have given them a try. One more question - do they allow the hood to fit flush with the body on the front edge? I'm not giving up just yet, would appreciate a heads up if you ever see them advertised again.

#### **56 Texas**

daz .. look again .. **part number 461030**

#### **Jrm5657**

I agree with Roy on the repo pop up springs being too big. I have used the **springs from the male hood pins from 63-67 as a substitute**. They are correct diameter and have a have a much lower spring rate.

#### **Duntov 54**

Dazvet,

Yes they allow the hood to sit flush, and it's easy to align. My hood aligns perfect with the Corvette Central hinges. I am using them on my 54.

### **53 Blue Flame Bret**

#### **Modifications to Radiator Fiberglass**

With the adjustments that can be made to the original parts, I would stay away from the CC hinges if my car were very original.

Yes, they do work and I used them on a 54 street rod. I like them but did have to cut out the radiator fiberglass.

Just my opinion. Everybody has one. 😊

### **1955 copper**

#### **Is it restored original**

People that used the CC hinges all told me that they could not understand how to adjust the original parts // but took the time to understand how to make the rest of their Corvette CLOSE to original. I don't get it!

The same people buy mostly repro parts again saying they dint want to clean or restore a part. I don't get it!

The same people will tell other people how rare and original their Corvette is. I don't get it!

The same people will then tell me how much big \$\$ it's worth. I don't get it!

The same people cry when they go to sell their Corvette and wonder why the guy that knows what is right or wrong passes on the Corvette. They don't get it!

I could mention many more discussions I've had with those people, but they will never get it!

### **JohnFrom Ventura**

I have used Roy's advice on "trunk gap" adjustment and know it works!

### **Dazvet**

Thanks for the part number, I wasn't able to find it on their website but the part number did the trick. Also had a picture which shows how much fiberglass modification is needed. Not something I would use on an original type car but my 55 isn't original. I will give 1955 copper's instructions a very serious try before I make the change.

### **JohnZ**

Roy's post (#1 in this thread) is right on the money. The key to getting a '53-'57 hood fit at the front is to understand that the parallelogram 2-link hinges go over-center in the closed position, and the two screw-on plastic bumpers are what positions the front of the hood when it's closed - **the bottom surface of the front of the hood sits on those two bumpers**. The pop-ups are only there to help the hinges come off the over-center position when you pull the release handle; if you have the wrong springs on the pop-ups (too strong), you'll never be able to fit the front of the hood AND have it pop up to clear the front end panel when you open it so you don't scrape paint. 🤔

**(John's Hood fit photo from original post was not available)**

### **56heap**

Nice fit John. OK they didn't use shims out of the gate so how do you adjust the original hinges and tell if you have original pop-up springs. I'd like to get my hood looking like that without using the shims I have installed now

### **1955 copper**

JohnZ thanks for the compliment -56heap to see if you have the right original pop-ups ,if you can push down the cup easily there original, hard repro's. Having shims is not unusual, many Corvettes from the factory have them . The most original's I've seen use about 1/8 thick, if more are needed you don't have the hinges adjusted correct or the vett had front damage or or !! If I saw your hinge area I might be able to see what's wrong. I've held workshops at NCRS and SACE showing people how to fit a C1 body, hood-doors, windshield and soft top. 🚗

### **Vettepoor**

Roy and John - If I am understanding you right, the inner arm of the hinge, where it pivots, is supposed to go "over center" as the hood is closed, right? In other words, is the pivot point supposed to go from an "aft" position when it is open to a forward position when the hood is closed? Mine stays in the aft position, open and closed.