



## AMERICAN CAR CRAFT INSTRUCTIONS

### Challenger Cap Cover Sets "SRT-8" 13pc Part #153053



#### **PART INCLUDED:**

- 2-#4277 Chrome Covers
- 6-#121 Chrome Top Hats
- 2-Pack of Adhesive Promoter
- 1-3/4" Chrome Cap
- 1-1/2" Chrome Cap
- 1-#17385 Replacement oil cap
- 2- Full tape circles for header plate

#### **Shock Tower Caps Install**

These new and unique caps are designed to set over the factory cap as a cosmetic cover only. These chrome plated steel caps are simple to attach and offer a nice clean look.

1. The first step for installation will be to thoroughly scrub the tops of each of the factory caps, the oil/water/washer fluid/brake fluid/power steering and clutch fluid if so equipped. Scrub them with alcohol to remove any surface contaminants then swipe the tops with the adhesive promoter provided.
2. You have been provided with 2" furry hook and loop fastener attachment cookies for each cap. Peel the release liner from the back of each cookie and firmly set them to the top of each factory cap.

3. The factory wind shield washer fluid cap will need to be trimmed slightly in order for the new cover to sit nice and centered. To do this, simply snip the finger tab as well as the attachment strap off the cap with a scissor.
4. The set will contain a cap cover that is angled for the oil cap and a thinner cover for the power steering cap. The remaining covers in your kit are for all other factory caps. Simply set them in place.

This new kit has been designed to enhance the factory shock tower nut assembly's  
This kit will allow the application of aftermarket strut braces and performance shocks.

1. Thoroughly clean the four areas to be mounted with rubbing alcohol to remove any and all dirt and grime that may have built up at these areas.
2. Apply an appropriate amount of clear 100% silicone into each of the covers and set them in place over each bolt nut and around the center shock platform. Allow a few hours to set. **NOTE:** Because of the variable height of the shock tower bolts that attach the shock mounting plate to the shock tower itself it may be necessary to slightly shim down the tips of the tower bolts. This can easily be done using a shop cut off wheel to gently grind down the tips of the bolts so that the bolt covers set nicely over each bolt stud. This may also apply to the main shock bolt. The adjustment if necessary at all should be very minor and will only take a few minutes.

### **Fluid cap covers install**

These new and unique caps are designed to set over the factory cap as a cosmetic cover only. These chrome plated steel caps are simple to attach and offer a nice clean look.

1. The first step for installation will be to thoroughly scrub the tops of each of the factory caps, the oil/water/washer fluid/brake fluid/power steering and clutch fluid if so equipped. Scrub them with alcohol to remove any surface contaminants then swipe the tops with the adhesive promoter provided.
2. You have been provided with 2" furry hook and loop fastener attachment cookies for each cap. Peel the release liner from the back of each cookie and firmly set them to the top of each factory cap.
3. The factory wind shield washer fluid cap will need to be trimmed slightly in order for the new cover to sit nice and centered. To do this, simply snip the finger tab as well as the attachment strap off the cap with a scissor.
4. The set will contain a cap cover that is angled for the oil cap and a thinner cover for the power steering cap. The remaining covers in your kit are for all other factory caps. Simply set them in place.

### **Header plate Circles Install**

1. The first thing that needs to be done in any peel and stick application is surface preparation. It is important that you examine the surface to determine if any kind of special treatments have ever been used. Such as wax/silicone treatments and/or polymer surface preps. Take a strip of masking tape and press it very firmly to make it adhere to the surface. Then peel it off to see how difficult it is to remove. If your masking tape is removed extremely easy and/or does not stick at all then you will need to perform a special surface preparation. In most cases like this you will need to make a solution of a straight detergent (Johnson's Baby Shampoo or Palmolive Dish Soap) and water. Mix a 32oz bottle with about five table spoons of soap detergent. Once you have the solution made wash the surface scrubbing quite vigorously to remove any surface contaminants. When this is done you can proceed to the regular preparation. This is done by scrubbing the surface with alcohol and wiping it dry. At this point you will need to test the surface again to

see if you have achieved a tack. Apply a new strip of masking tape to the surface. If it adheres you have done a good job, if it doesn't then you must perform the wash again and again if necessary until you have achieved a nice tack. Once a tack has been achieved swipe the entire surface to be mounted with the adhesive promoter you will receive with any of our stainless steel kits. This promoter is not a cleaner but an adhesive accelerator when used on a nice clean and well prepared surface this chemical will create a very reliable bondable surface.

2. Now that all preparations have been made the next step will be to apply the accessory. In almost all cases it will be very necessary to pre-shape the stainless part so that it conforms to the surface you are mounting it to, perfectly. This is done by gently shaping the part by hand a little at a time so that when the part is placed in position it matches the surface without having to apply pressure anywhere on the part to make it fit the shape of the surface. In other words it will look like it has been installed perfectly, before you actually peel and stick it. If you take your time when forming the part you will never have any problems with the part popping off in the future.
3. Now that you have a good surface prep and your part or parts have been hand shaped to match the surface you can peel the red release liner from the back of the part. Keep in mind that the adhesive is very aggressive and it will not allow you to reposition it once it has made contact with the surface. So go slow and sure. Once all hole and the perimeters are lined up, set the part in place pressing firmly along the entire surface to bond the part and then remove the protective liner. The bond will become permanent after twenty-four hours.