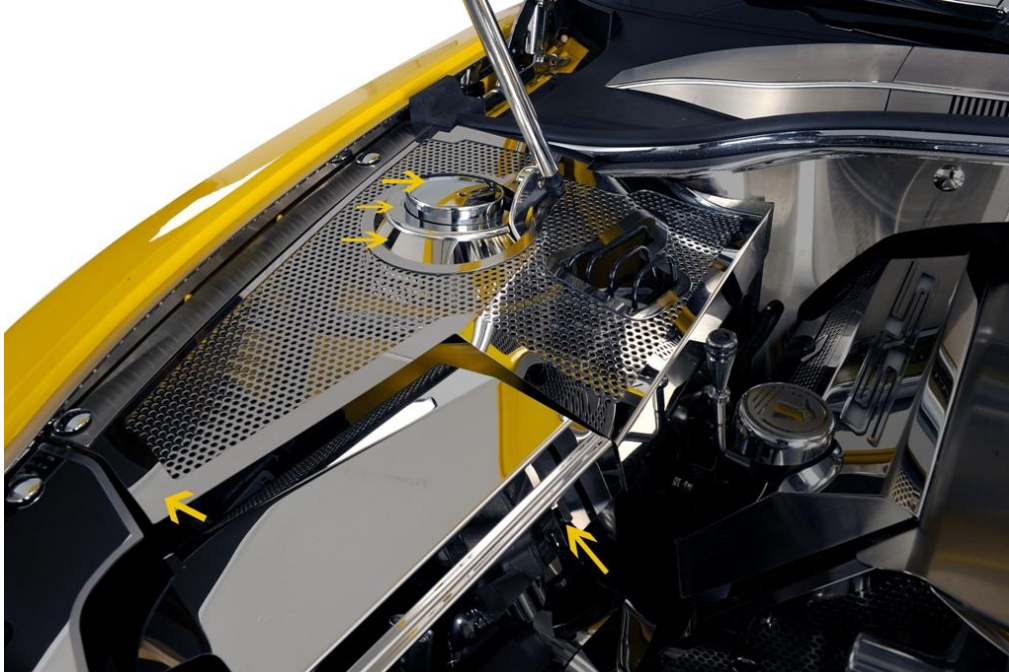




AMERICAN CAR CRAFT INSTRUCTIONS

CAMARO PERFORATED 10PC FENDER COVERS w/ FUSE BOX COVER ***PART #103015***



PARTS INCLUDED:

- 2-Stainless Inner Fender Covers
- 1-6pc Shock Tower Covers (see below)
- 1-Fuse Box Cover w/3 Hook and Loop Fastener Attachment Cookies
- 1-Battery Terminal Chrome Cap # 117 (with shaved opening)
- 4-6/32 Pan Head Screw Inserts
- 4-1" Decorative Chrome Screw Covers w/Hook and Loop Fastener Insert
- 4-Furry ¾" Hook and Loop Fastener Donuts
- 4-1/4" Fender Washers
- 4-Thick Flat Washers
- 4-6mm Threaded Replacement Bolts
- 2-Small 1" Strips of Black Furry Tape
- 2-Adhesive Promoter Packs

Introduction: Your new covers are designed to fit into the factory wiper cowl and set in place over the shock towers. The new covers have also been designed to attach directly at the factory fender bolt location using our patented replacement bolt mounting kit.

Liner Information: Your new accessories will come to you with a protective surface liner. Leave this liner in place until the installation is complete to prevent finger prints and or possible scratches during installation.

Step 1 is to install the:

CAMARO 6pc Shock Tower Covers

PART#103026

PARTS INCLUDED:

2-Stainless Self Stick Ring Plates

2-3/4" Caps

2-Stainless Cone Covers

1-Adhesive Promoter Pack

Your new kit comes with a protective liner; do not remove liner until installation is complete.

1. Place the coordinating tower cone over the factory shock tower. On the driver side you will notice a small hole in the factory tower. Rotate the new cover so that the seam of the cover lines up with this hole. You will need to shape the cone by hand to achieve a nice contour so that it fits nicely in place.
2. You have been provided with two self stick ring plates with are designed to hold the main tower cone in place. Before you permanently stick this ring in place just set it over the factory shock retainer plate for a moment. Then set one of the dome caps so that it is snug onto the shock retainer plate. At this time you will want to take a look at the disk ring and get a good idea about how you will want this to set. Ideally the ring will look even all around the dome cap at the same time covering the opening of the main tower cone sitting underneath.
3. Once you have a good idea about how it will sit remove the cap and ring. Thoroughly scrub clean the top of the factory tower with alcohol. Then swipe the area once with the adhesive promoter provided. Peel the red release liner from the back of the disk ring and carefully set it in the same position it was when you had it under the dome cap. Press firmly to set. Remove the protective liners from the ring and cone and then press on the dome cap.
4. The passenger side goes on in the exact same way only the cone is specially notched to allow you to fit it over the factory hood prop bracket. You should be able to tuck an area of the notch under the bracket by sliding it counter clockwise. This will help to conceal the notch hole.

After successfully installing the shock tower covers:

1. Remove the factory prop by unbolting the base stud from the shock tower bracket and then swing the prop forward to prop the hood onto the header. Place a cloth under the prop end to protect the paint. You have been provided with four replacement 6MM bolts and washers that contain a smaller screw threaded into the top of the bolts. These will be your attachment bolts for your new covers. Remove the four factory bolts two on each fender. Then set the new replacement bolts in those locations. You have been provided with several flat washers. **PLEASE NOTE:** These washers are only to be used if you are installing the ACC front header or radiator covers. These washers will provide a way to accurately adjust the height of the new fender cover so that they match each other. (Otherwise these washers will not be used.) Then set the new fender cover in place and align the holes in the cover so that they line up with the fender bolts, because the fender bolt positions will vary slightly from car to car the alignment of the hole may not be in the exact center of the bolt head. Although the holes in the new cover are slotted it may be necessary in rare cases to ream

the hole for better accuracy. It all depends on your cars final bolt position. Should this become necessary all you will need to do is to slightly adjust the holes opening with a pointed die grinder. This common shop tool will allow you to make this adjustment in a few seconds without warping and or damaging the metal surface. Be careful not to over tighten these two screws at any time as this may result in snapping the screw into the bolt. Just snug will do fine.

2. Once the two screws have been installed mark the clip location of the back of the panel to the wiper cowl. You have been provided with two small strips of black furry tape. This tape has been supplied to be placed at the contact point of the panel to protect the wiper cowl from damage. Remove the panel and then swipe the spot with the adhesive promoter provided. Apply the tape allowing it to roll over the front of the cowl ridge to the underside and then press firmly to set it. Reinstall the new cover and peel the protective liner at both screw locations and then reinstall the two screws. You have been provided with 4 furry $\frac{3}{4}$ " hook and loop fastener donuts, peel the release liner from the back of these donuts and place them over the 4 screw heads you just installed then press on the 1"chrome screw covers provided. Perform this same procedure for the opposite side and then remove the protective liner from both fender covers.

3. You have been provided with a chrome decorative positive terminal cover. This cover will just set over the red factory terminal cover.

4. The last thing to do will be to set the fuse box cover plate into position over the box to determine its position. Before you permanently stick the panel in place hold it to the fuse box cover and release the cover from the fuse panel opening it and closing it to make sure the new cover sits back far enough to allow you to operate the door without binding on the new fender cover and or the new radiator support cover if you are planning to install one. Once you have a good idea about how it will sit scrub the top of the factory cover with alcohol and then swipe the cover with the adhesive promoter provided. Allow a few seconds to dry and then peel the release liner from the 4 attachment cookies on the underside of the new cover and carefully set it into the correct position pressing firmly to set.

Remove the protective liner to finish the installation.