



AMERICAN CAR CRAFT INSTRUCTION

**POLISHED PERFORATED RADIATOR COVER
PART#103022**



PARTS INCLUDED:

- 1-Stainless Radiator Cover
- 2- Small ¼" Stainless Washers
- 2-Large ¼" Fender washers
- 2-Thick Spacer washers
- 4-M6 1.0 X 25MM replacement bolts
- 2-1" chrome caps with Hook and Loop Fastener donuts
- 4-6/32 X ½" Pan Head Screws
- 1-Adhesive Promoter Pack
- 1-1/2 Decorative Cap
- 1-Angled Flat Bottom Cap
- 1-Decorative Top Hat Cap 129NC 1" Shaved Smooth

Your new cover comes with a protective liner; do not remove liner until prompted by instructions.

The new Camaro radiator support cover has been designed to attach to the top of the factory bolts. This is a unique system not seen before that will enable you to attach the cover without drilling any holes in your new car. You will simply replace four factory bolts with threaded replacement bolts as your attachment points.

1. Although your new cover comes to you pre shaped it WILL be necessary to set the unit in place and further shape the panel by hand in order to achieve a nice contour to the cars radiator support rail.
2. Once you have achieved a nice contour, Remove the panel from its position and set aside for a moment. You will notice the four factory bolts at the mounting locations of the new cover. Remove these four bolts and replace them with the four threaded bolts provided. The two upper bolts will contain a tight stainless washer and the two lower bolts will contain a larger fender washer as well as a thicker washer serving as a spacer to provide a nice level final attachment. Be sure not to over tighten these bolts as they are hollow and can break if over tightened. Just snug will work perfect.
3. Once these four bolts have been installed set the new cover in position. Peel back a portion of the protective liner at all four locations and install the 6/32 stainless screws but do not tighten just yet. Depending on how well the panel has been hand formed you will need to jostle the panel a little to allow you to successfully locate the hole locations and install each screw. If the inserted screw causes the panel to buckle a little simply readjust the panel so that it will remain nice and flat with the screws inserted. Once everything looks good snug the four screws. You have been provided with two 1" chrome screw covers for the two upper screws. Peel the hook and loop fastener donut from the underside of the caps and place them over the two upper screws then simply cap the screw with the two decorative chrome caps.
4. The next step will be to prepare the three factory cap locations for their new covers as well. Thoroughly clean the two large cap locations with alcohol to remove any and all road grime and dirt. Then swipe the factory cap tops with the adhesive promoter provided. You have been provided with two chrome decorative caps. One of these caps will have an angled flat bottom. This particular cap has been designed to compensate for the low lying radiator pressure cap. Peel the attachment cookie from the bottom of this cap and attach it to the top of the factory cap and then simply set the decorative cap to the hook and loop fastener rotating the caps angled bottom so that the cap matches the main cover nicely. The remaining washer fluid cap will require you to trim the attached strap so that the cover can be completely removed. Remove the strap completely from the washer fluid fill tube neck and snap the factory cap back in place. Attach the hook and loop fastener cookie to the factory cap and then attach the chrome decorative cap by sliding it underneath the main cover and over the cap. This underneath installation of the decorative cap is the easiest way to access the windshield washer fluid cap. Remove the protective liner. The remaining top hat cap will have butyl putty inserted inside. This cap will simply press over the factory overflow tank cap.