

# FRP Techniques

## How to Install 996 Hoods

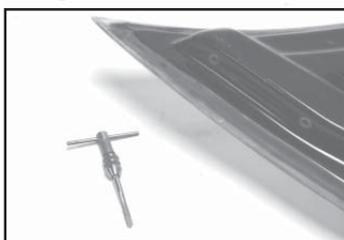
996 hoods are installed in the same manner as those for 911's. Follow the steps outlined below to get the best results. Installing 996 hoods isn't much different than installing those on 911's, but the newer chassis are built much more precisely and there isn't as much built in adjustability for the hinges and latch.

This requires the installer to use a slightly different approach to solve some problems. To get the best results read and follow the step by step instructions.

- 1 As with all parts check for any shipping damage first then prepare the hood on the bench.
- 2 Remove the existing hood.
- 3 Install the new hood.
- 4 Adjust the hinges.
- 5 Adjust the latch.
- 6 Post cure and then follow the steps to prepare it for painting.

### **STEP 1. Prepare the new Hood.**

After the new hood has been unpacked and examined spend a few minutes on the bench checking the threaded inserts. If the bolts are already installed remove them and clean up any tight threads with a 6X1 mm tap. PHOTO 1. If you are unsure of what bolt length to use check the depth of the insert first. PHOTO 2.



*PHOTO 1 Use a 6X1 mm tap to clean out any stubborn threads.*



*PHOTO 2 Checking for correct bolt length.*

### **STEP 2. Remove the existing hood.**

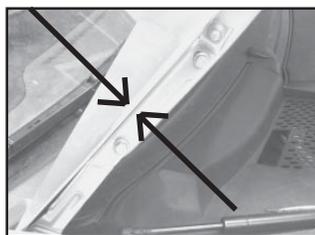
996 hoods have helper shocks attached to each hinge and the top end must be removed first in order to have access to the top mounting bolt. Each end of the shock is a press on ball socket with a spring clip retainer. Use a small screwdriver to work the spring clip all the way up towards the top of the shock, where it almost comes off. Now the top end should be able to be popped off.. NOTE! If you try to lever off the socket without removing the clip the end of the socket will break off.

To remove the old hood have one man on each side supporting the bottom corner with one hand and removing the 2 bolts with the other. Unlike 911 hoods where you might have to disconnect lights and wires in the liner, the 996 trunk light is mounted in the front portion of the trunk, so the hood lifts right off. Remove the front catch to be reused on the new hood.

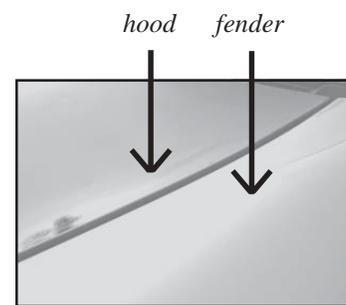
### **STEP 3. Install the new hood.**

Once more with two guys, support the bottom corners and bolt the hood in place.

Unlike on 911's where the hood sits on top of the hinge with a big range of up or down adjustability, the new style hinges bolt from the side with virtually no space between the top of the hinge and the hood liner. PHOTO 3. So if the hood doesn't lay flush with the fenders as in PHOTO 4, then you may need to remove some material from the liner.



*PHOTO 3*



*PHOTO 4*

### **STEP 4. Adjusting the hinges.**

For now, install the 4 bolts hand tight with the liner pressed as close to the hinge as possible. The first

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thing to check is the side to side adjustment, Photo 5. Close the hood, carefully watching for interference along the sides. Now check the seam width on each side. There are two ways to center the hood to the fenders. Photo 6 shows the two 6mm bolts for mounting the hinge to the top of the inside fender flange. The bolt holes are quite large and allow the hinge considerable back and forth movement. The second method would be to enlarge the slots in the top half of the hinge.

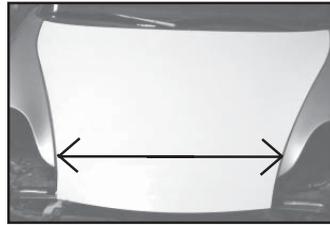


PHOTO 5



PHOTO 6 The hinge mounting bolts. For aligning the hood to the fender.

Using either method align the sides of the hood to the fenders and then make sure the tips of the hood up by the cowl are also even with the corner of the fender.

### STEP 5. Adjusting the latch.

Once the hood is closing in position, the front catch can be installed. **Before attaching the front latch to the new hood, open up the 2 stock 1/4" holes with a 3/8 drill bit. This will give you a little bit of adjustability in positioning the hatch.**

The hoop catch must be positioned onto the hood so that it engages the exact center of the catch or it will twist the hood to one side as it is forced into the slot on the latch. Enlarging the holes on the catch with a die grinder will give you a little bit more latitude in how you can position it.

Now pop each of the shocks back onto the hinges and check the fit. On 911's the shocks tend to create more of a crown on the top of the hoods and put a lot of pressure on the liner when you try to close the hood. For most 911's we recommend removing the shocks completely and using a prop rod or using weak, worn out struts. 996's don't have as much of a problem with this but you still have to be careful when closing the hood, those shocks are designed to support a 38 lb steel hood not a 12 lb composite one.

### STEP 6. Post Curing and paint preparation.

Step 6 is divided into 2 separate parts. Post curing is the first part where the composite part is effectively cured at an elevated temperature to ensure a stable surface for the primer and paint. The easiest way to cure a large flat part like a hood is to simply leave it installed on the car for several days exposed to the sun. The hotter the better. Please refer to FRP TECHNIQUES for a complete in depth explanation. As the Gel Coat and the laminate cure, shrinkage will occur and Print Through will be noticeable on the surface. That is, you will be able to see the pattern of the glass mat or woven material in the surface of the Gel Coat. Once the part has been Post Cured it will be safe to start part 2, preparing it for paint.

Remove the hood from the car, put it on the bench and using something simple like the round barrel of a phillips screwdriver rub hard over all the corners and edges both on the top and the liner to check for any hidden voids before we start sanding. This simple 5 minute step can prevent a lot of problems down the road.

Now you may start sanding with #80 grit. To block out the print through and provide a good base for the first coat of primer.



PHOTO 7 Front latch. Enlarge the 2 mounting holes before installing



PHOTO 8 Installing the front hatch.



PHOTO 9 Checking all the corners and edges for airbubbles.