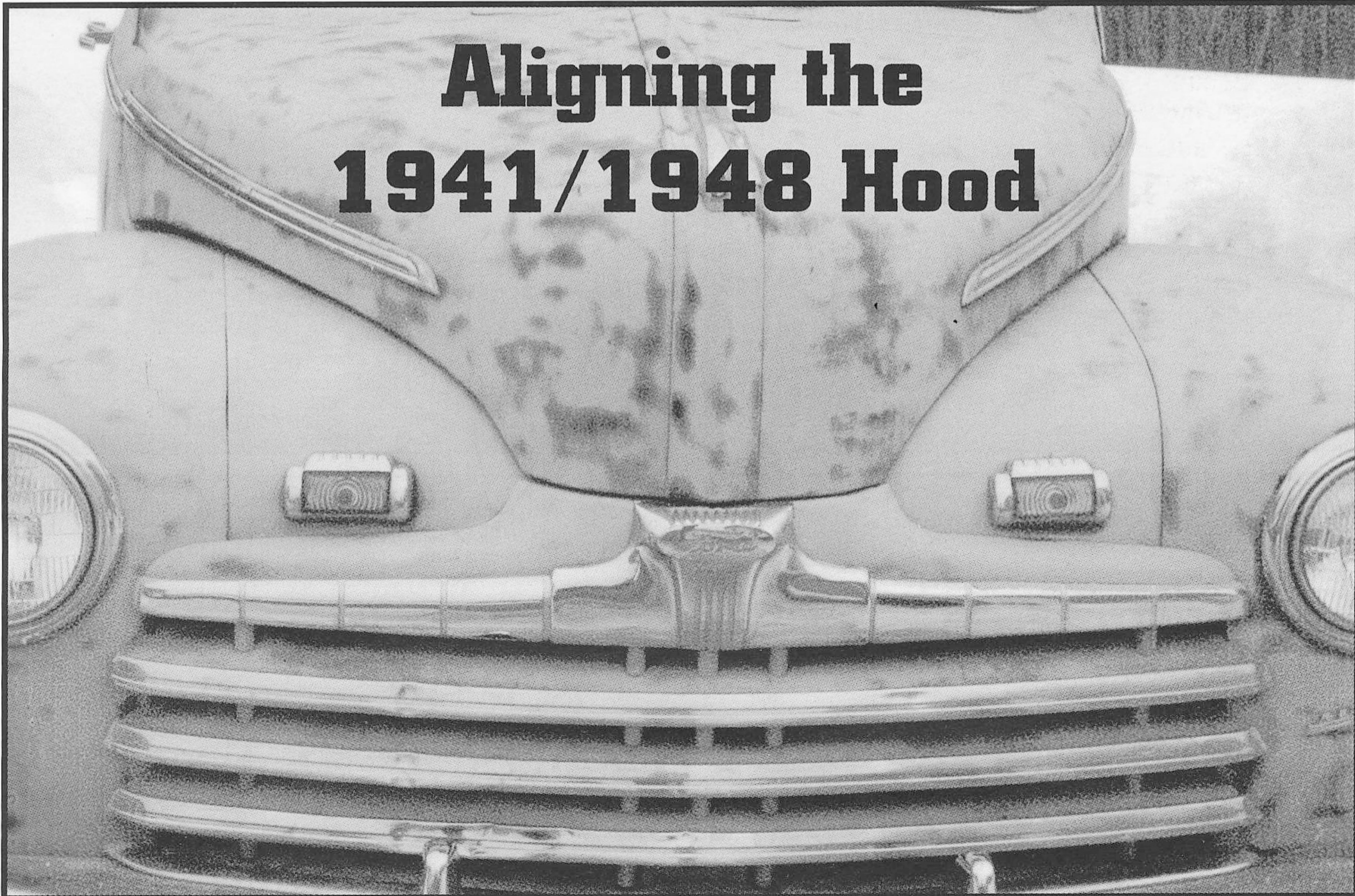


Aligning the 1941/1948 Hood



By Mark Kicsak

Hello fellow V-8ers. I have wanted to do an article on 1941/48 Ford hood alignment for some time. Now I can, for the proper car has just shown up at Houdlum Hill. It's an early 1947 Fordor Sedan.

As you can see in *Figure 1 (Above)* the front of the hood fits nicely. The back of the hood on both sides is not seated to the cowl as shown in *Figures 2 and 3. (Below)*

Figures 4 and 5 show the 1/4-20 bolts that secure the front of each hood hinge. This will sound strange to some, but lowering the hinge causes the rear of the hood to go up - sort of. What it truly does is allow the front of the hood to latch before the rear of the hood is down.

Normally all that is required to seat the rear of the hood is to support the open hood with a stick,

loosen the two, 1/4-20 bolts and raise the hinge, tighten the bolts and remove the stick to bring the back of the hood down. That would not be the whole story this time.

I should have known I was in trouble when I broke the two bolts on the right hinge. My wrench stoppers (knuckles) worked perfectly in protecting my box wrench as my fist met the firewall. The pin in the upper hood latch was loose and bent to one side. I removed the entire latch to repair it and left it off until the hood was aligned.

I might mention here that the hood as well as all body parts should be fit prior to painting. This story should reinforce that.

After bolt replacement and some adjustment, I noticed that the left side of the hood protruded on a horizontal plane, while the right side was sucked in a similar amount. At some point in history, the hinges got bent toward the left side of the car.

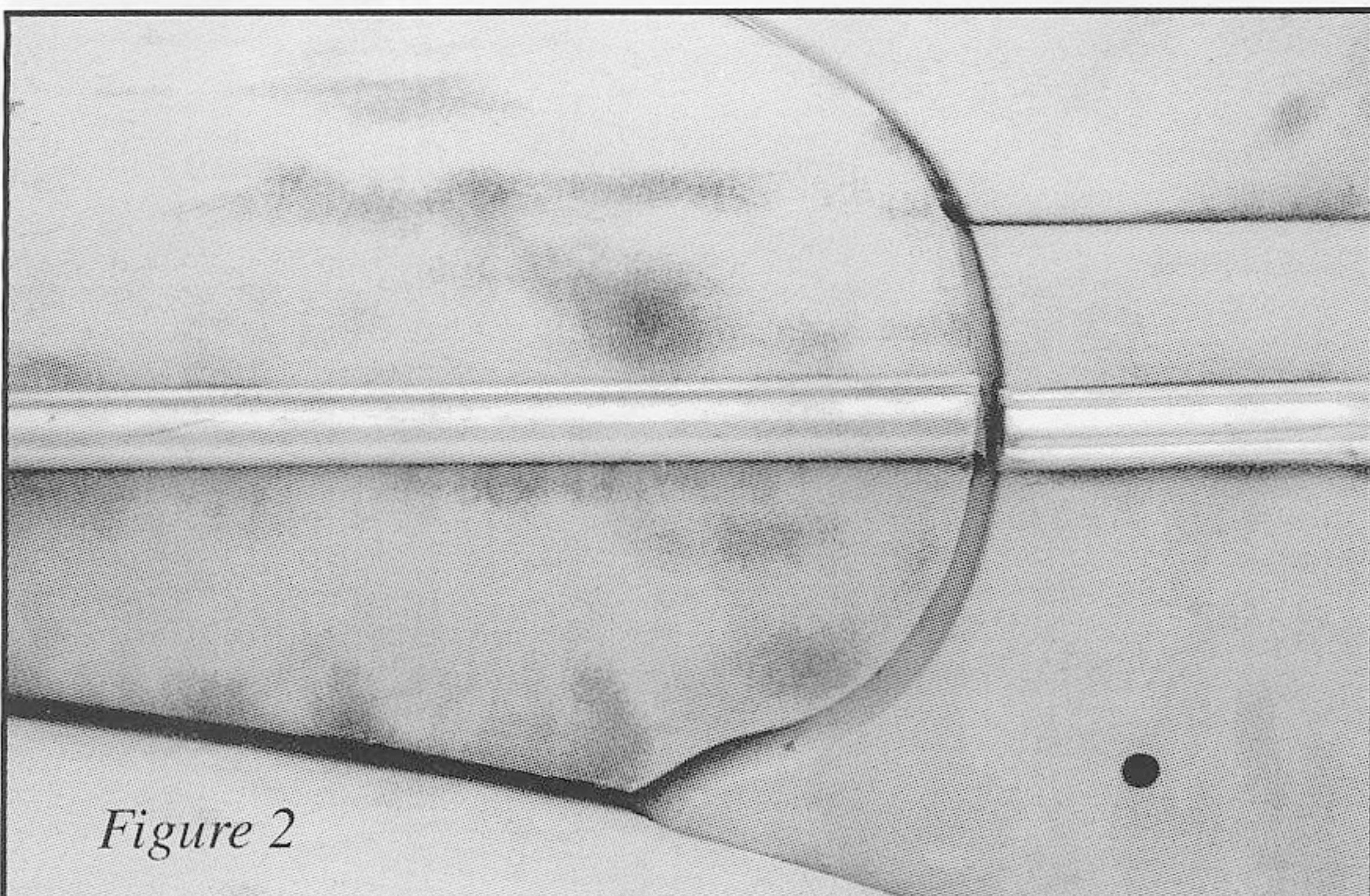


Figure 2

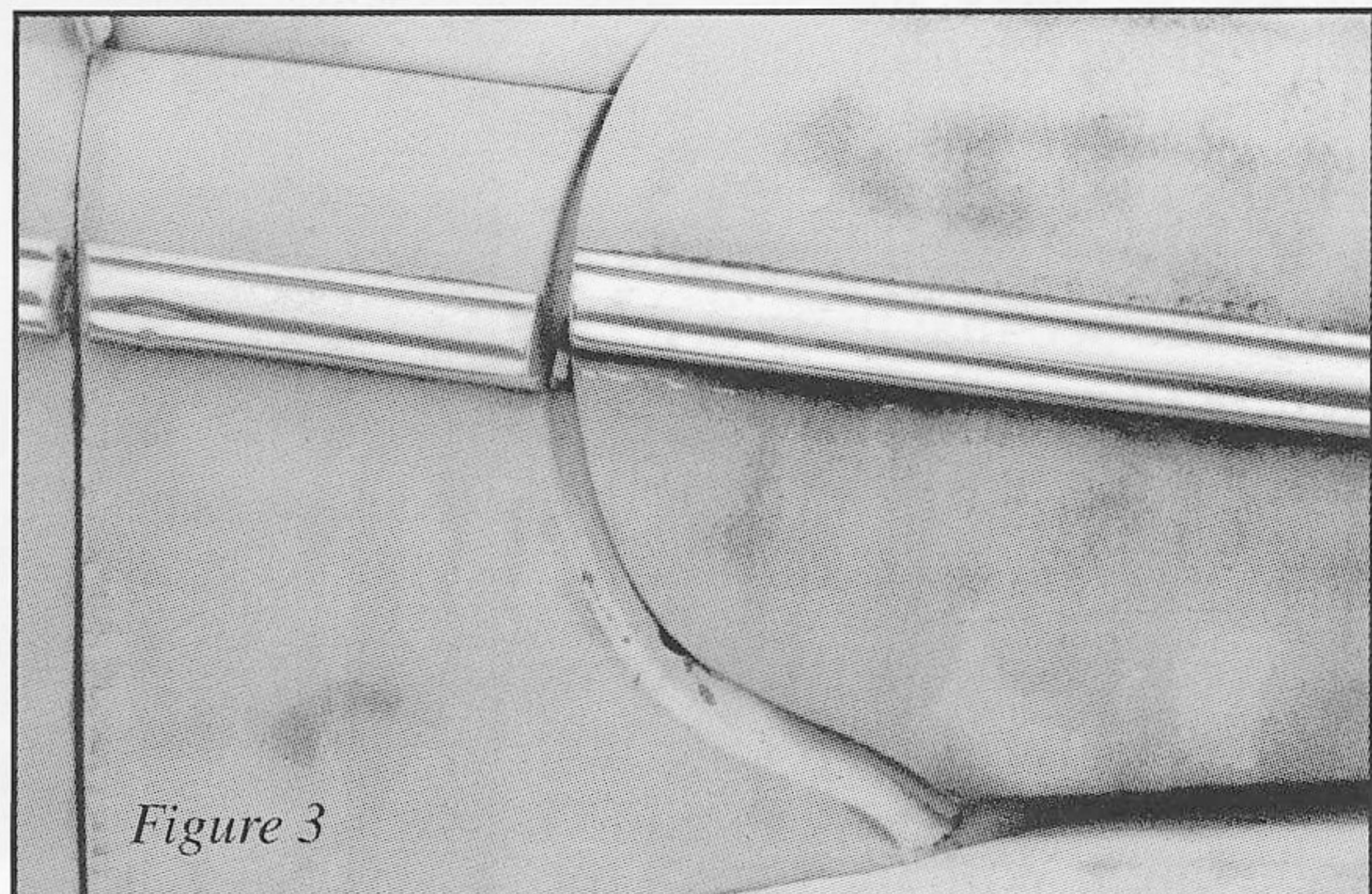


Figure 3

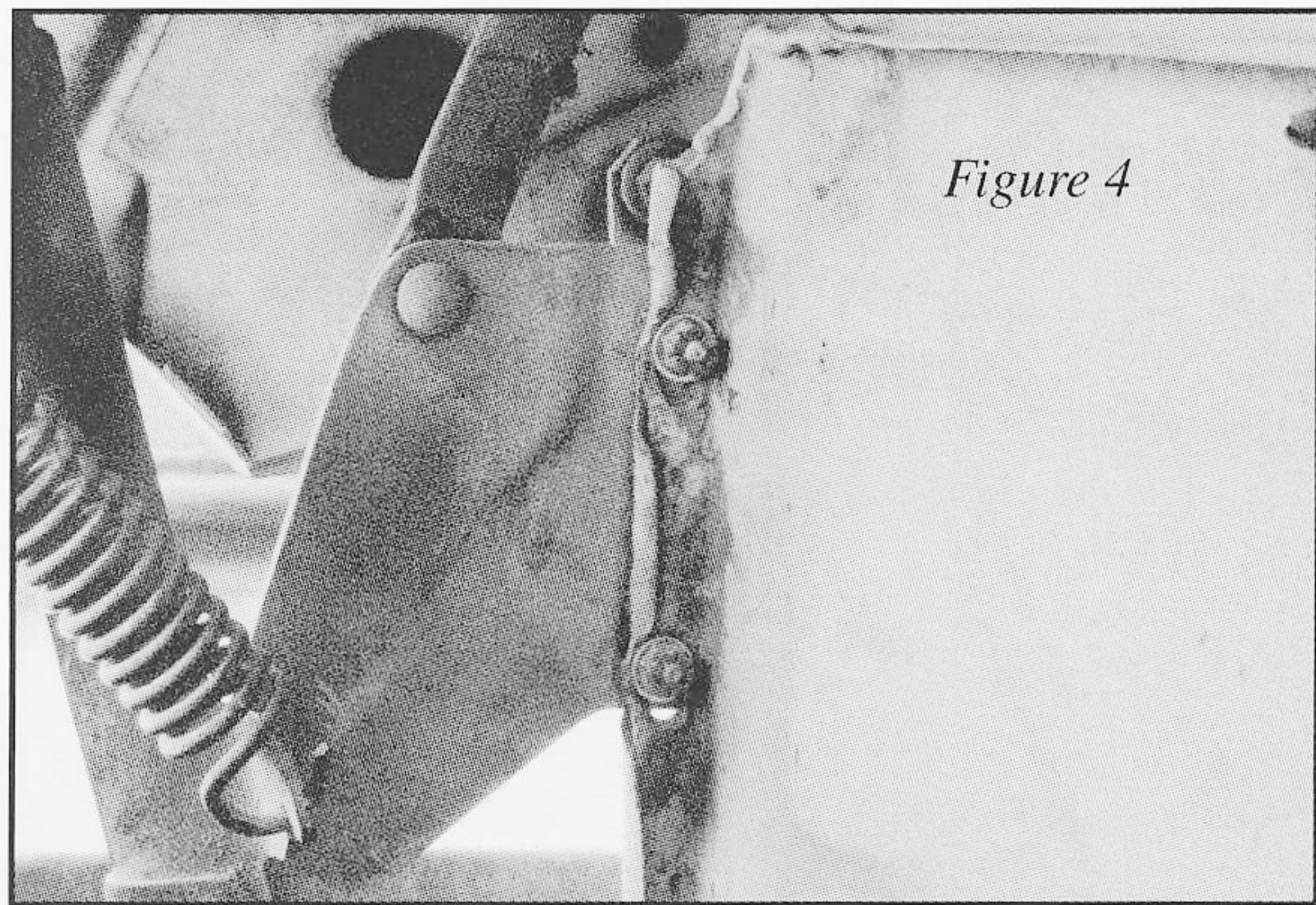


Figure 4

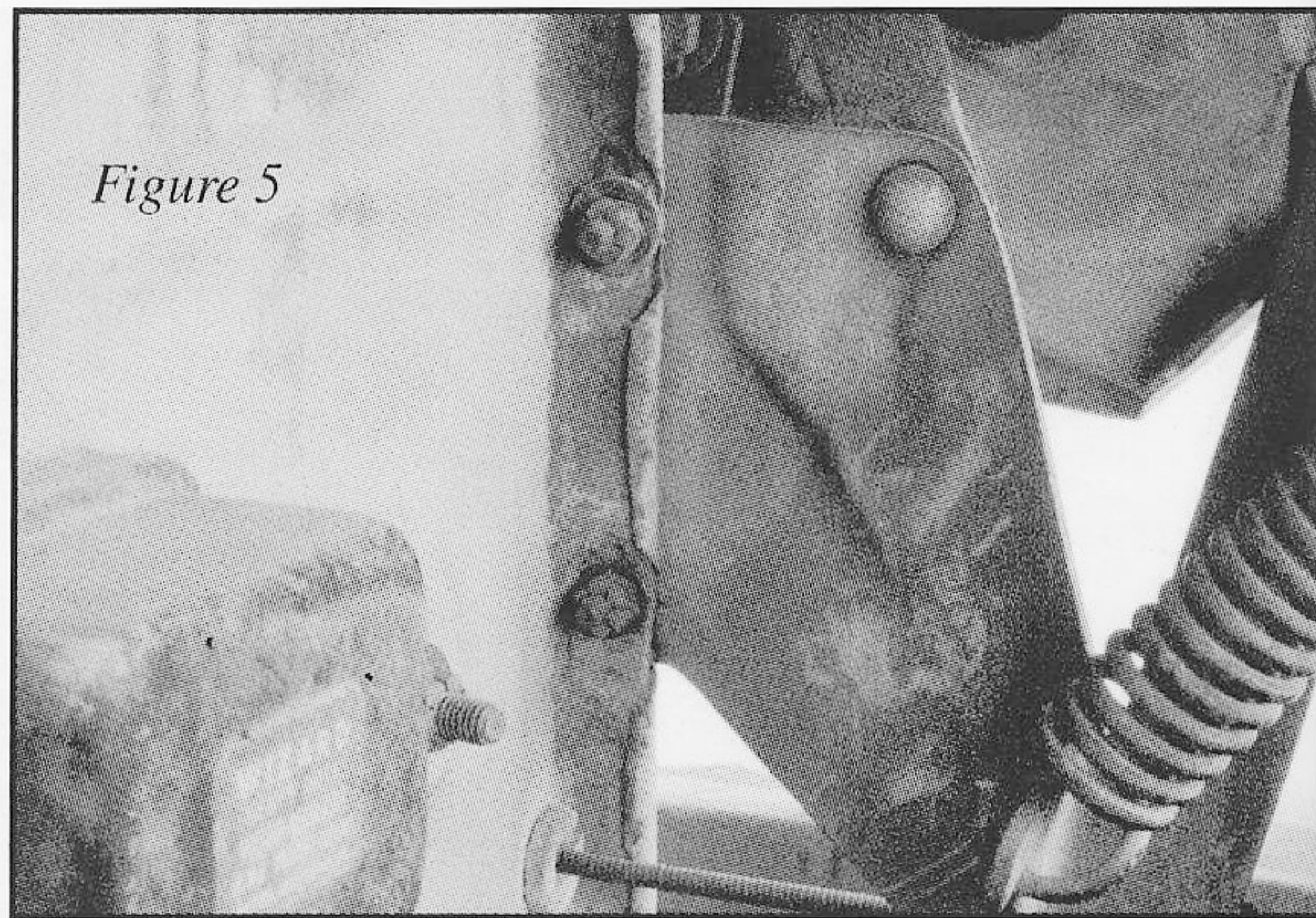


Figure 5

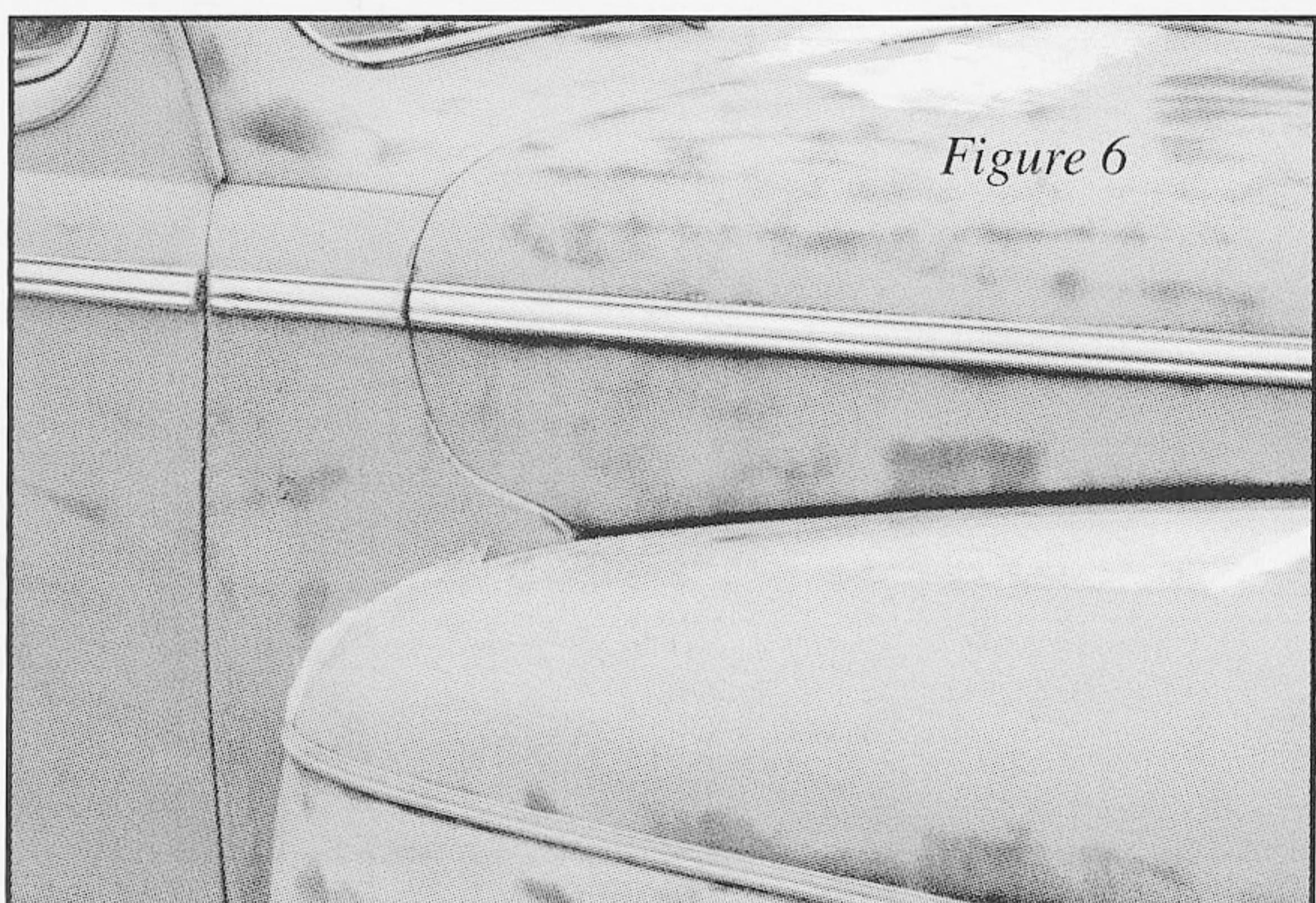


Figure 6

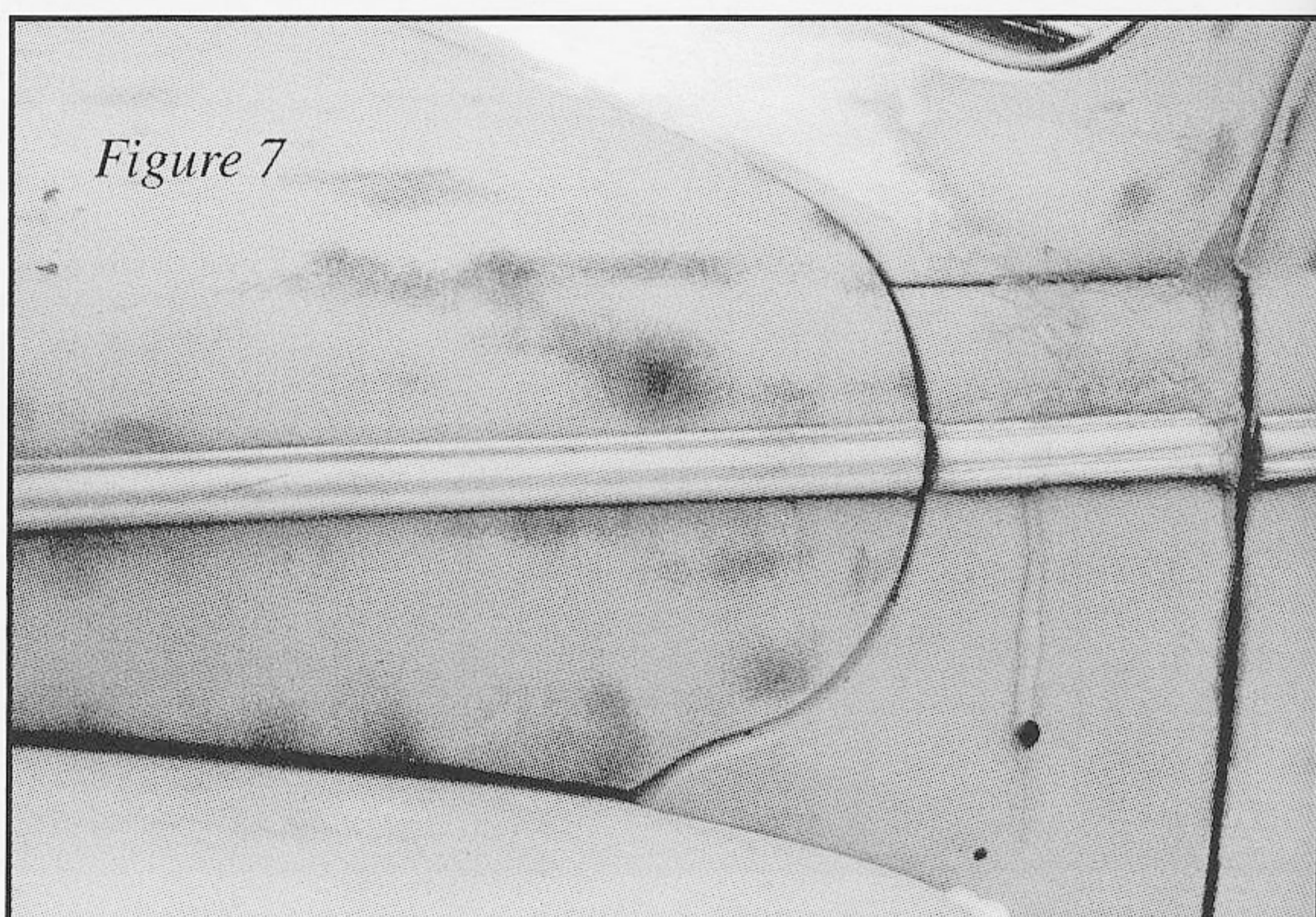


Figure 7

With a long bar and some hand tools, I bent the hinges slightly to the right which cured that problem. At this point, the right side of the hood was down tight, but back too far. No gap between the cowl and hood. This is where new paint gets chipped. The whole right hinge had to be moved forward. The holes in the cowl and hinges allow a lot of movement. The third bolt in each hinge is a 5/16-24 and it is swaged to the hinge. The nuts are accessed from inside the car. Near the glove box for the one in question.

After insuring all nuts and bolts were loose, I moved the hinge forward and tightened the 5/16-24 nut. With the stick in place, I moved the hinge up until the wanted result was gained. Quite often there is some back and forth between the two hinges as there was this time, but you get the idea and see the results in *Figures 6 and 7*. (Above)

In these two pictures you may also see that there is a fair gap between the fenders and hood. This can be reduced if not eliminated by raising the rear of each fender.

Figure 8 shows the front of the hood after adjustment and reinstallation of the upper hood latch. With the rear of the

hood seated snugly to the cowl lace (with a uniform gap side to side) the hood latch pin should align with the hole in the lower hood latch. There are six 1/4-28 shoulder bolts that fasten the hood to the hinges. They may now be removed to get the hood off for painting.

If you remove the hinges for painting, you can rest easy knowing the hood and hinges fit and operate well when removed. Realigning the hood won't be a big problem.

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Figure 8