



bmc
EXTREME CUSTOMS

PRODUCT INSTALLATION INSTRUCTIONS

Hood Replacement Instructions

Note: Be sure to pre-fit hood BEFORE doing any working on it.

- Check alignment of stock hood prior to removal. (Front gap, fender height and gap, etc.)
- Remove retainer clips on hood struts and remove stock struts.
- Remove the four bolts and nuts that join the hinges. (Do not remove hinge that is attached to the body or wheel well.) There is no adjustment needed at this location.
- Remove all attachments from stock hood and reattach to your new BMC Extreme Customs hood.
- It is recommended that you “oversize” the four holes where the hinges join together. This will allow you to adjust your hood height and front to back spacing.
- Further adjusting of the fender alignment to hood can be accomplished by loosening the screws that hold the fender to the inner wheel well, and if necessary to place the shims or washers between the fender lip and inner fender well to adjust gap.



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“HOW TO PRIME A BMC EXTREME CUSTOMS HOOD”

STEP 1: Slow bake the hood for approximately 3 hours up to 130 degrees. This process is to insure that the hood is fully cured and also to release any air pockets in the fiberglass. Any fiberglass hoods that are not fully cured can have adverse effect such as warp page and solvent popping.

STEP 2: Take a dual action sander using 150 grit sand paper to sand down the gel coat surface of the hood, prepare the gel coat for a sandable primer, make sure you get it all sanded.

STEP 3: Now using a fiberglass body filler such as “evercoat” to fix the low spots and/or bubbles that you know will be visible after it’s painted. It is necessary to pop the bubbles to apply the body filler. You can avoid using body filler to cover the low points. If you choose not to use the body filler then you will need to spray more primer where there are low points. Before the surface is primed, mark the hood areas where low spots are located by circling them with a greaseless pencil. This way when you prime it you know which areas require more primer.

STEP 4: Prime the entire hood with a sandable polyester primer. We recommend minimum of 2-3 coats of primer. This will allow for adequate build up then “guide coat” the entire surface for the purposes of showing the texture. Like low and high spots of the primer, guide coating is typically applied with a spray can of black lacquer paint, it will not look too pretty but it works.

STEP 5: Now after that it’s all done and dry, the primer surface must be wet sanded with a rigid block to keep the surface smooth. 220 grit wet or dry can be used for the first cut, we would recommend wet... after the entire surface has been cut with 220, it can be re-guide coated and then hand sanded with 400 or 500 grit paper. Be sure to use mild pressure, too much force can actually put waves into the fresh surface.

STEP 6: Now with the hood completely sanded, hang it where there's no dirt or particles, better yet a painting booth.

STEP 7: Now the hood is ready for painting process...Remember, the key to a good paint job on a fiberglass product is the prep work!

*NOTE: These steps have been performed and proven to work very effectively by a fiberglass specialist. Contact us if you have any question.