INSTRUCTIONS FOR INSTALLING 1935 HOOD PANEL ON THE 1934 AIRFLOW DE SOTO (CODE SE)

1. Remove front bumper assembly.
2. Remove hood from the car and disassemble grille, mouldings, and hood lock handle.
3. Mount the new hood panel in position on the original hood, then insert bolts through holes B and C, Figure 1 and 2, to maintain alignment.
4. Scribe a line (A, Figure 1) on the original hood panel around the edges of the new panel to show where lacquer is to be removed for arc welding or brazing.
5. Scribe location of holes D, E and F, Figure 1 on the original hood panel, using the corresponding holes in the new hood panel as guides.
6. Remove the new hood panel from the original hood.
7. Scribe a second line on the original hood panel 1½" inside (toward center of panel) of the line A, Figure 1 which was scribed in operation 4 to show where lacquer must be removed for arc welding or brazing. Then remove lacquer from the surfaces between the inner (second) scribed line and the edges of the hood and clean thoroughly for subsequent arc welding or brazing and soldering.
8. Drill holes D, E and F in original hood at marks scribed in operation 5. Holes D and E should be drilled with a $\frac{13}{32}$" drill. Hole F should be cut to 1" in diameter for clearance to assemble the center moulding bolt nut in the new hood panel.
9. Cement both sides of the jutex pad and lay it on top of the original hood, centering it so that the edges are approximately 4" away from the weld line, as indicated by G, Figure 3.
10. Mount the new hood panel in position as previously described in operation 3. The assembly is now ready to be tack arc welded or tack brazed.

    NOTE: Make certain that the new hood panel is held firmly against the original hood while tack arc welding or tack brazing to prevent the producing of a wavy metal surface when finished. In addition, care must be exercised to avoid distortion of the assembly while tack arc welding or tack brazing.

    The welded or brazed spots (H and I, Figure 3) should be small and not more than 3" apart. Avoid execessive heating as this would have a tendency to buckle the panels and cause unnecessary metal finishing. Welding with a gas torch is NOT recommended. After the new hood panel has been tack arc welded or tack brazed in position, it will be necessary to dress down the welded or brazed spots before torch soldering.
11. Torch solder over the welded or brazed seam to obtain a smooth contour. Metal finish to prepare the surface for painting and polishing.
12. Install hood assembly on the car.
13. Lacquer the hood assembly.
14. Assemble the new shield, new grille, ornament and mouldings on the new hood panel.
15. Install new hood lock handle through holes B, Figure 3. Tighten the castellated nut on the new hood lock shaft against the rear of the lock in the original hood panel just sufficiently to insure free action of the lock mechanism, without play which would cause rattles.

    The cotter pin hole for the new hood lock handle shaft nut is purposely omitted because of variations in the hood assemblies. Therefore it will be necessary to mark and drill the shaft for the cotter pin after the proper location of the nut is determined. Likewise, due to the variations in hood assemblies, it may be necessary to shorten the new hood lock shaft to prevent interference in movement of the center link of the hood lock mechanism. If such interference is encountered, cut off the end of the shaft to provide clearance.

    CAUTION: Be sure to install lock handle nut cotter pin, otherwise the lock will ultimately fail to function.
16. Install the front bumper spacer studs, spacers and front bumper assembly.

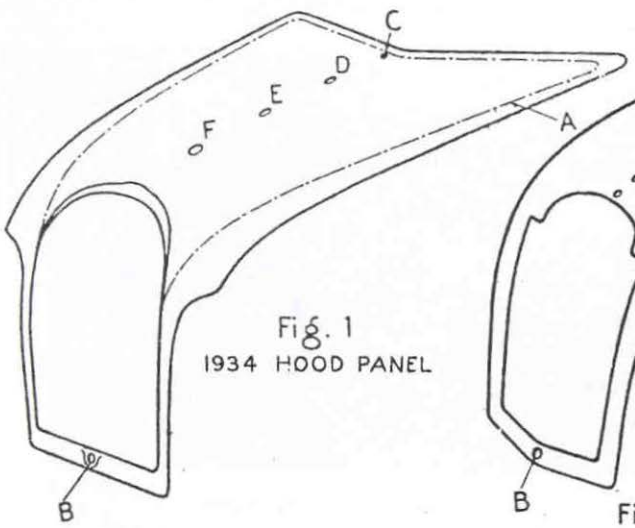

Fig. 1
1934 HOOD PANEL

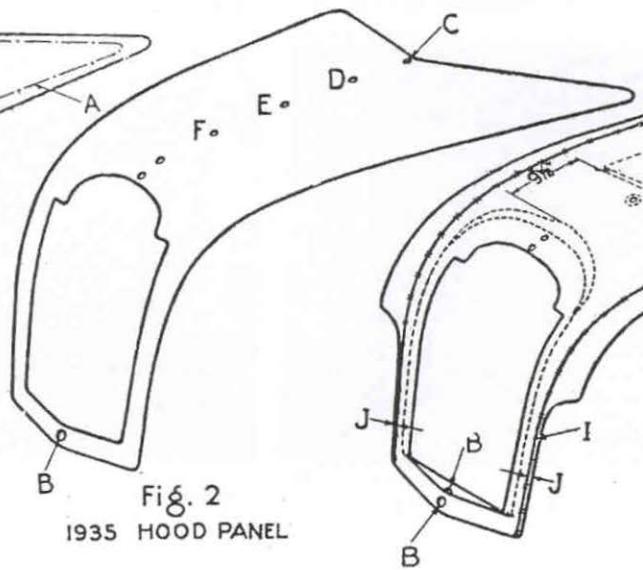

Fig. 2
1935 HOOD PANEL

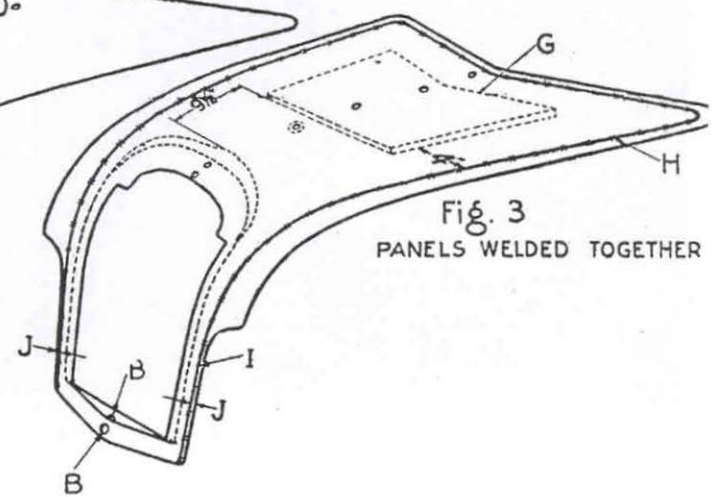

Fig. 3
PANELS WELDED TOGETHER