

## PWJDM Nissan GT-R Carbon Hood

### Installation Guide

This install will take ~1 hour depending on how familiar you are with your car and tools. Two, preferably three, people will be needed to move the old and new hood.

\*\*We suggest you have a container handy to hold all the screws, bolts, and plastic fasteners. Some will be re-used. Before Installation, double check to make sure you have all these components.

ITEM#	QTY	COMPONENT DESCRIPTION
1	1	PWJDM carbon hood
2	4	Locknuts to mount to hood brackets
3	1	Blue threadlock
4	1	Install manual

#### 1. Removing the stock hood.

- Prop up the hood and undo the hose connecting to the windshield wiper jets.
- Unbolt the four nuts holding it to the pivot brackets while holding the hood to keep it from dropping.
- Carefully remove the hood and set it aside.

#### 2. Transferring parts from the stock hood to the carbon hood.

- Hoodlatch. Unbolt this from the stock hood and remove the spring. The spring will not be used, but the latch needs to be transferred to the carbon hood using the same hardware.



- Hoodrings. Pop loose the plastic fasteners and remove the hoodring covers, and then you can unscrew the rings counterclockwise. Transfer the rings to the carbon hood and add a little blue "medium strength" threadlock. **DO NOT use red threadlock**, they will never be able to adjust if you do. **NEVER USE RED THREADLOCK**, only blue. Screw the rings in so there are approximately 3 threads showing for now. There is no need to re-install the plastic covers or rubber bumpstops, they're dead weight.



- c. Wiper jets. These pop out and are transferred to the carbon hood along with the hoses.
- d. NACA ducts can be removed after you remove the heatshield liner. The liner is removed by prying out the plastic friction fasteners with a flathead screwdriver or a metal spatula. When you transfer the ducts to the new hood use medium (blue) threadlock or they'll vibrate loose. (our carbon ones are shown here)



### 3. Mount the hood.

- a. You really want at least two people to do this since you need to hold the hood open while you screw the locknuts on the pivot brackets.
- b. Apply some blue threadlock to the nuts or studs to prevent vibration loosening the hood.
- c. After you tighten the nuts, gently close the hood and make sure it locks shut.

### 4. Align and adjust the hood.

- a. You will need to adjust the height of the hoodrings to catch the locks and match the bumper. Turning the rings counterclockwise will bring the rings out/down effectively raising the hood. Turns clockwise would pull the rings in/up, effectively lowering the hoodline. It is common to screw the rings all the way in with no threads showing.
- b. If the hood is not centered with the fenders you need to slot the paired holes in the two pivot brackets. Make note of what direction the hood needs to go and cut out the appropriate distance and direction in the pivot brackets. A Dremel and metal grinding bits work well. Just make sure you mask off the car properly to prevent scratches. We found that just an eight inch (3mm) in additional slotting would give enough play to align the hood properly on most cars.



**5. Finished**

- a. With a little fidgeting you should have all the panel gaps even as pictured below.
- b. Your hard work has paid off; now go and drive!

