

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

1955-57 HOOD LATCH SUPPORT AND PLATE MODIFICATION

If you are installing a standard radiator or a cross-flow radiator with an air conditioning condenser in the 6-cylinder position (in front of the core support), there is no clearance between the front of the condenser and the back of the hood latch plate. This extra clearance hood latch plate P/N 54-146 will help solve those clearance issues. This part may also be installed on 1957 cars.



Parts Needed:

- 54-146 1955-57 Polished Billet Hood Latch Plate
- 54-06 1955 Hood Latch Support
- 54-09 Hood Latch Plate (stock)

Tools Needed:

- 7/16" Socket
- 1/2" Socket
- Ratchet
- Cut-Off Wheel
- Hack Saw

Time Frame:

1 Hour

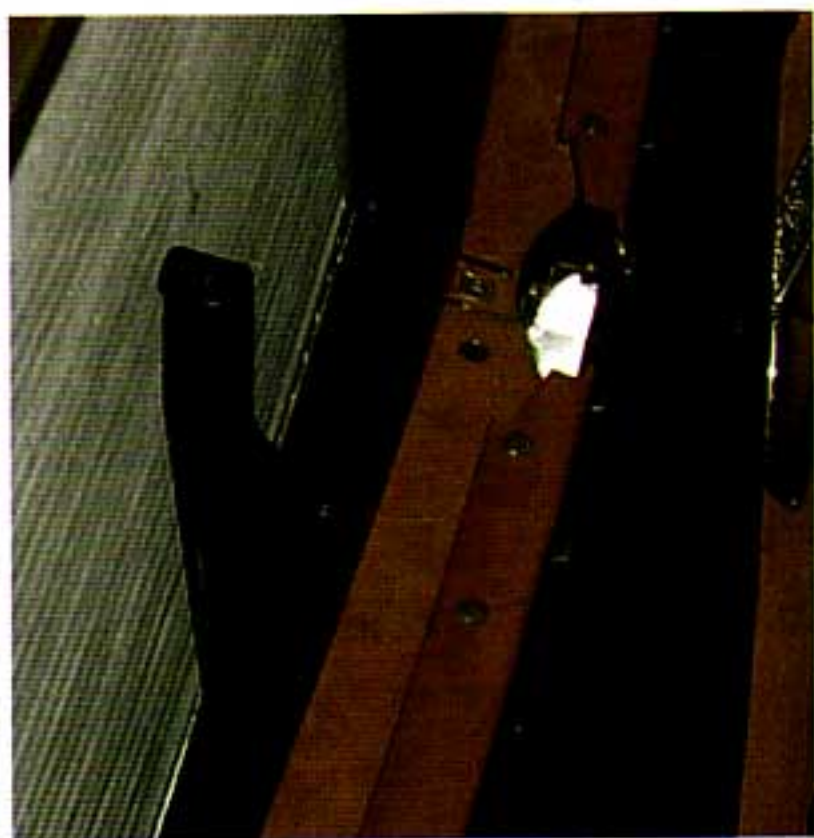
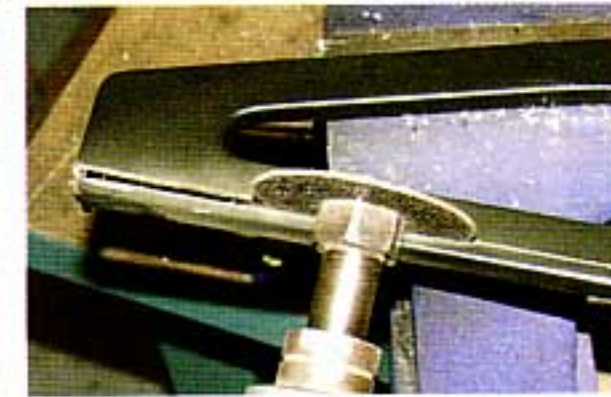


Photo #1: With the radiator in the 6-cylinder position and the AC condenser on the front side of the radiator, the hood latch support bracket on our 1955 project car is right up against the condenser. You want at least 1/4" of clearance. You never want the bracket to touch the condenser.



Photos #2a & #2b: We have marked the support bracket 1/4" in from the back edge. Using a cut off wheel we will trim the bracket. This step is not required on 1956-57 cars.

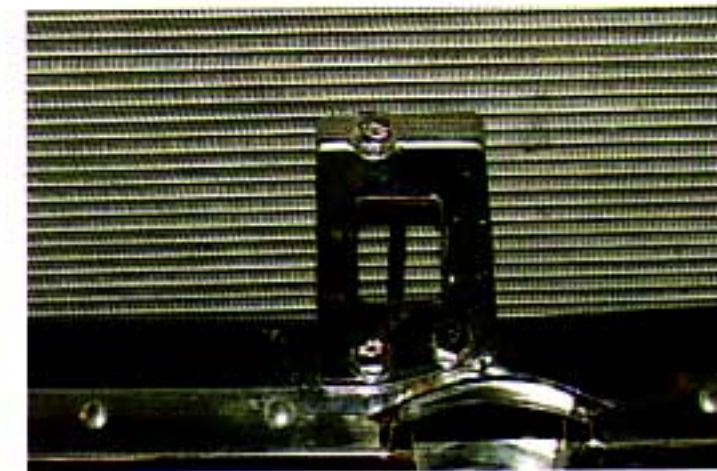
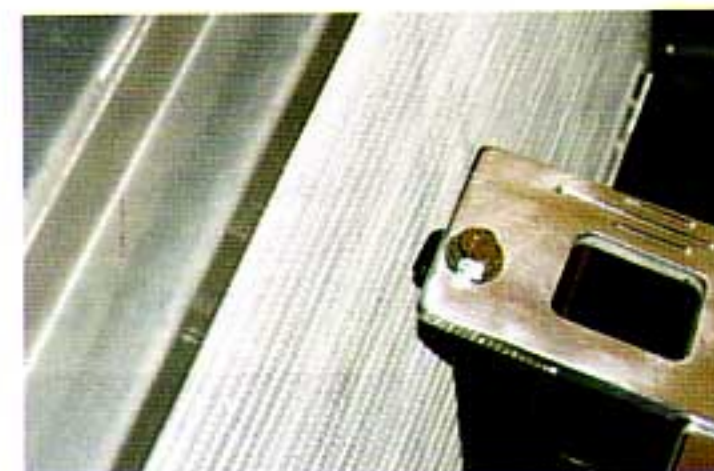


Photo #3: With the bracket trimmed we now have a full 1/4" of clearance between the front of the condenser and the rear edge of the hood latch support bracket. Now there is no chance of the bracket touching the condenser and damaging it.

Photo #4: The stock striker plate P/N 54-09 will hang over the rear edge of the hood latch support bracket 1/2", which will interfere with the condenser core.



Photo #5: The rear edge of the stock hood latch plate will need to be trimmed 1/2" to clear the AC condenser. This can be done with a hack saw. If you want to dress your car up a bit, a new polished billet hood latch plate, P/N 54-146 is now available. This plate is made of 1/4" aluminum, polished to a high luster and is the correct length for a car with the radiator and condenser in the six-cylinder position. This plate will also work on 1956 and 1957 cars.



Photos #6a & #6b: The new billet plate comes complete with new stainless steel mounting hardware and will bolt in place of the stock plate. It gives more than enough clearance for the condenser and looks great too! Good Luck. ✓