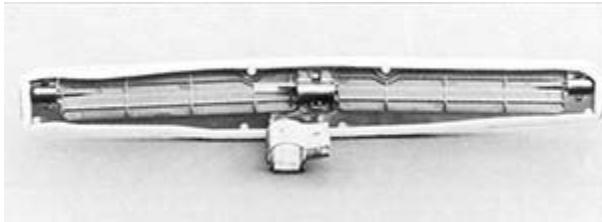
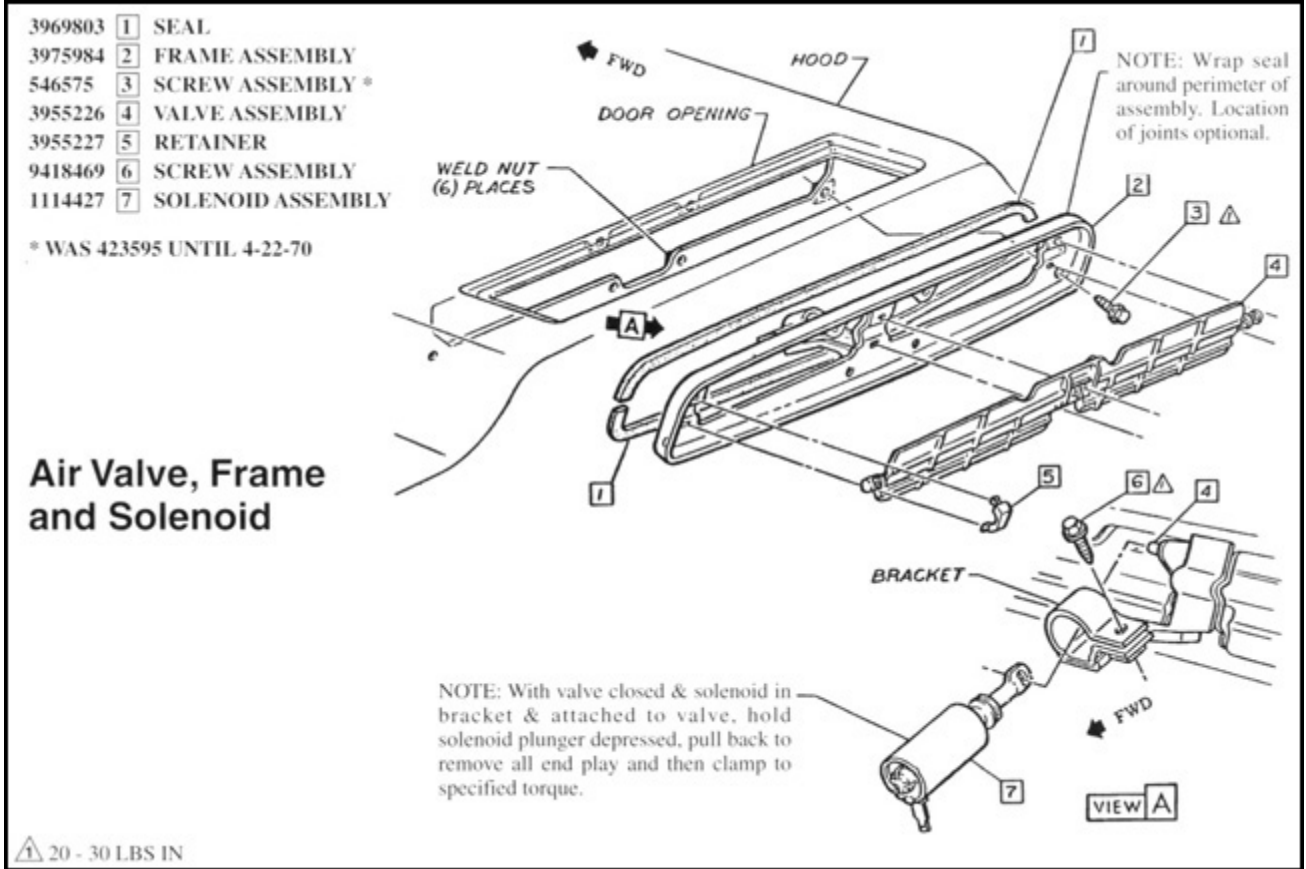


1970-72 Cowl Induction Assembly

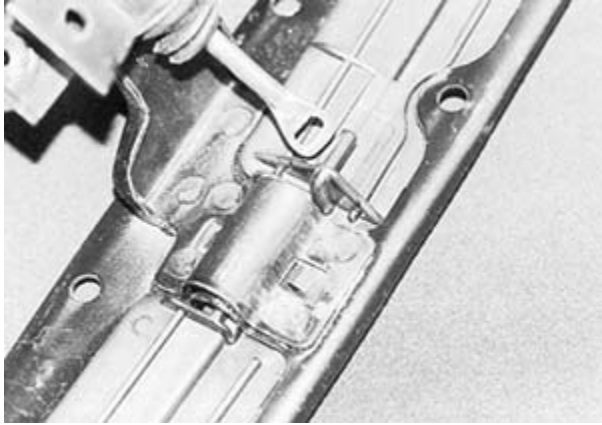
By Mark Meekins



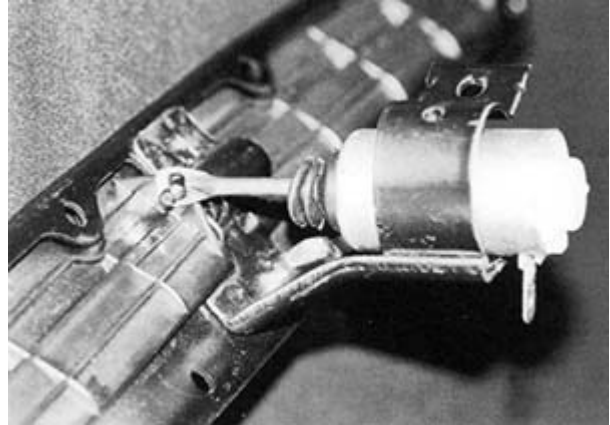
Foam seal is joined at two ends. Seal goes against hood.



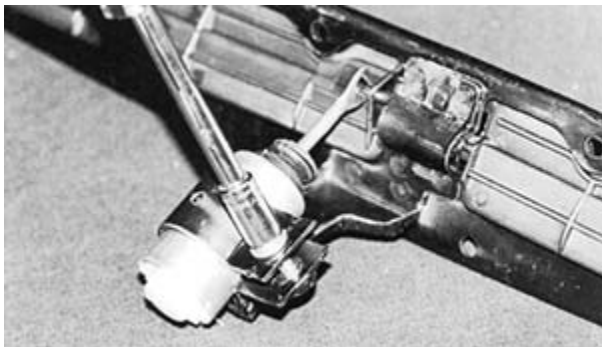
Original solenoid, part 1114427 is discontinued. However it has been reproduced. Our part number is [08-2160](#)



Solenoid plunger can be rotated to slide over stud on air valve door.



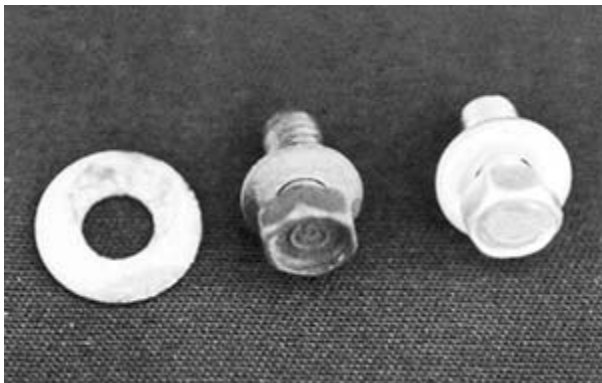
Electrical contact on solenoid faces downward.



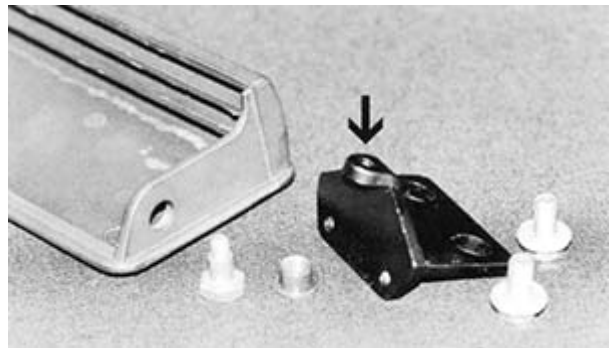
Tighten clamp on frame after solenoid is positioned so there is no play between depressed plunger and closed air valve. Plunger will extend forward when activated.



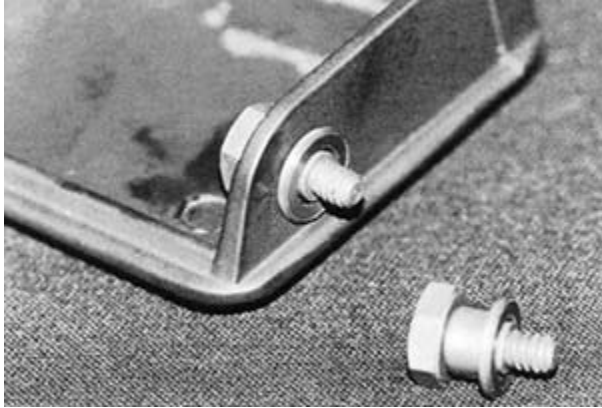
Six bolts with star washers are used to attach air valve assembly to hood.



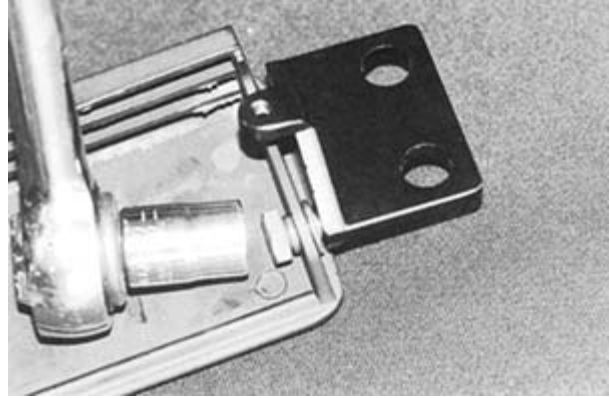
Assembly manual shows indented hex washer head bolt with additional spacing washer. We found examples with and without the extra washer. Original hardware on left and replacement bolt on right.



Flapper door pivots on support hinges. Tab on top of support (arrow) was originally intended for a bumper for flapper door. We are yet to see one on a car.



Special bolt and bushing is used to attach support door. Slide bushing into door so lip on bushing is on outside portion of flapper door.



This one bolt supports the flapper door. It pivots on the nylon bushing.



Original spacers are no longer available. Washers were used to shim flapper door where needed to level it with exterior hood surface.