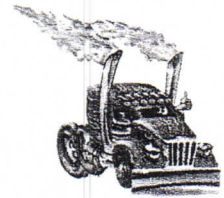




1 Jones Way, P.O.Box 808, West Middlesex, PA 16159

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READ BEFORE INSTALLATION

900L Custom

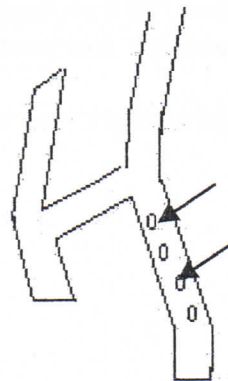
Thank you for purchasing a Jones Performance Truk-Rodz custom hood. Our mission is to make your truck look unique, personalized your way. Because of this, your one-piece custom molded hood can be altered to fit your desired look. Special attention should be given to wheel openings and fender clearance. So please read the following information and suggestions before installing your Truk-Rodz custom hood.

NOTE: The plastic washers included in this package are for the installation tabs. Please use the stainless bolts that are included to attach your grille.

REAR SNUBBER BRACKET INSTALLATION PROCEDURE

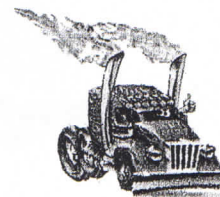
Due to the varying conditions between trucks we have predrilled extra snubber bracket holes in the rear brace to allow for more adjustment in the fit of this hood. See the diagram below for the starting point to mount bracket.

Passenger side of rear brace shown



CAUTION: When hood is closed the snubber brackets on the hood must bottom out on cab bracket or the hood will not ride securely.

Form 958
Date 3-22-05
App. G/H
Rev. 3
Page 1 of 4



CHROME SIDE PLATE FIT PROCEDURE

If you have an air ride cab, make sure it is fully aired. Then you will need to set the cowl height of the hood. Once the cowl height has been set, line up the top of the chrome side plate to the top of the chrome section on the cab. When lined up, attach the chrome side plate to the hood. Your Truk-Rodz custom hood may be longer than the chrome plate so some of the hood may show below the chrome side plate you have mounted. If there is, you may sand the hood flush with the bottom of the chrome plate or leave as is. If you choose to sand or grind the hood it will not affect your warranty. Chrome side plate part #'s: K350-1717 & K350-1717R

FENDER TO BUMPER ADJUSTMENT

Due to the size of our custom fenders, we have found that in some cases after installation, you may see that the fender to bumper line may need trimmed slightly. We have molded this line square, but have found that on some trucks the fender may appear to have sagged, or the bumper may not be square. By trimming this line true, it will not affect your warranty.

WHEEL OPENING PROCEDURE

We have closed up the wheel opening 3 inches to give you some options on the look of your truck. You can leave this wheel opening as it is or change it to create a look of your own. In all situations if you do not test for wheel travel vs. opening you could have a tire clearance problem. A road curb can be used to simulate full range of tire motion. If you determine it is required to trim the wheel opening, do not trim more than 3" off. If you trim more than 3" 's you may cut into the reinforced coremat installed to suppress starbursts.

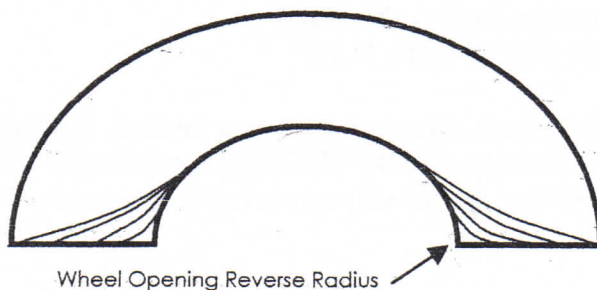
Note* If you have 24" low profile tires, no trimming is required.

Warning: Trimming more than 3" 's may void your warranty!



CORNERS OF WHEEL OPENING REVERSE RADIUS'S

This is another area that we have left changing at your discretion. We have rounded these corners with a slight radius. You can leave as is or you can cut to any larger radius you want.



HEADLIGHT MOUNTING PROCEDURE

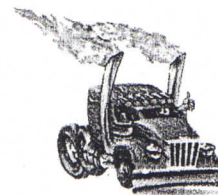
You may install any style of headlights and brackets that you find. We have JJ Brackets in stock if you wish to purchase them from us or you can find them at most chrome shops. Please be sure that whatever style lights or brackets you use that they are bolted through the extra headlight reinforcement and to use large body washers to minimize stress.

TIE DOWN DRILLING PROCEDURE

Due to variances in the location of the tie down straps on the cab, we do not drill holes for the tie down clamps in our hood. The tie down strap on the cab has two hole locations that may be used. One is on the bolt-on air tube panel and the other is on the panel below. We strongly suggest fitting the hood and if air shields will be installed, mount them before drilling for the tie down clamps. If you have a clearance problem with the tie down and air shield be sure that the tie down strap on the cab is on the lower mount hole.

TILT SPRING ADJUSTMENT PROCEDURE

We have found that on some trucks the tilt springs have too much tension or have more tension on one spring than the other. This extra stress causes the hood to ride up when the truck is under load. Due to this your Truk-Rodz custom hood has longer eyebolts allowing you to adjust the tension of the springs.



METTON HOOD REPLACEMENT PROCEDURE:

Your new Truk-Rodz custom hood will replace KW's new Metton hood. The following changes will need to be made:

You will need to purchase these items from your local KW dealer:

- 2 older style rear snubber brackets (Part # K273-C-180)
- older style hood tilt springs (Part # L71-1002)
- older style insulation kit (Part # K344-1134)

The rear brace snubber brackets attach to the rear brace. Follow the REAR BRACE SNUBBER BRACKET INSTALLATION PROCEDURE on page 1 for proper fit. The brackets from your O.E. Metton hood will not mount to your new Truk-Rodz custom hood.

The springs from your O.E. Metton hood are too short and will not work on your new Truk-Rodz custom hood.

The insulation from your O.E. Metton hood will not fit your new Truk-Rodz custom hood.

METTON HOOD HINGE MOUNT SAFETY PROCEDURE

If you have a 2003 or newer truck there is the potential for your stock KW hinge hardware to fail. This is due to the 2003 or newer hinge hardware has been reengineered. This revised hinge may not support the extra weight of the Truk-Rodz custom hood over the Metton hood. When you install the Truk-Rodz custom hood on your 2003 or newer truck we have included a safety cable. Attach this to the bottom hinge hole in the hinge brace and the front hole in the hinge mount on the frame. This will restrain the hood from dislodging from the truck in the event of a hinge failure.

ALERT

In some applications we have found a slight clearance issue with the rubber flap around the radiator. Trucks with new low emission motors have a larger rubber flap around the radiator. This flap may interfere with the nose area and may hold the hood from closing freely.

If this happens, it may be necessary to tilt the radiator back and trim the rubber flap down. Be sure to trim a little at a time to keep the seal around the radiator. When properly trimmed we have found that the hood will close freely.