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## **READ BEFORE INSTALLATION**

**\*Hood must be fit before painting – some modifications may be needed.**

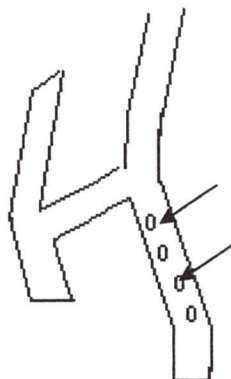
Thank you for purchasing a Jones Performance Truk-Rodz custom hood. Our mission is to make your truck look unique, personalized your way. Because of this, your one-piece custom molded hood can be altered to fit your desired look. Special attention should be given to wheel openings and fender clearance.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



## 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

### **Alert!**

If hood is fit properly but the wheel opening does not look the same from side to side, you need to verify that the front axle is square to the cab. We have found variances in this and you may want to adjust this before continuing with the wheel opening cutouts.

We have closed up the wheel opening and lengthened the fender to give you some options to 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.

## 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 AND HOOD OPENING 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 a load. Due to this your Truk-Rodz custom hood has longer eyebolts allowing you to adjust the tension of the springs.

Due to the extra length of fender and wheel opening your Custom JP hood weighs more than the O.E.M. replacement hood. Because of this opening your hood may be more difficult. We suggest lifting the hood from the lower back of the fender. We have found this to be the easiest and safest way to open the hood. Because of our reinforcement construction this will cause no harm to your hood.

## **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 that you use large body washers to minimize stress.

## **ALERT**

In some applications we have found a slight clearance issue with the rubber flap around the radiator. Some radiator and motor combinations 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.

**NOTICE – the chrome side plates will not fit your new JP Custom hood.**