

### Tools required

1/4", 5/16", 3/8" drill bits and drill, 3/4" hole saw, 1/2", 9/16, 3/4" wrenches or sockets, center punch and hammer

Remove hood and save bolts

Remove hinges and save bolts

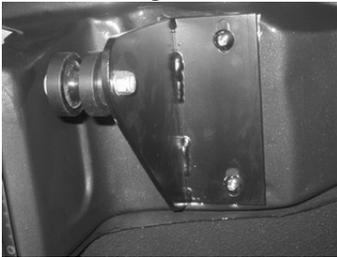
Remove bolt and nut 15" from cowl that holds the fender to the fender apron.

Install new roller bracket to fender and cowl using factory bolts.



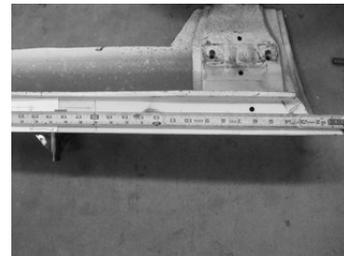
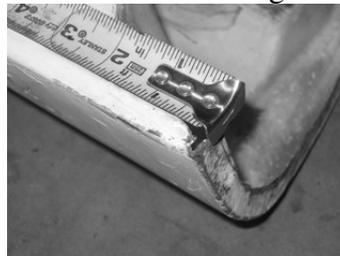
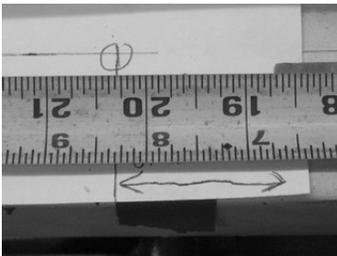
Install roller mount to hood using factory hood bolts. Install mount in center of adjustment, side to side and front to back. Lightly snug bolts.

Install roller to mount, large washer on outside with small washer between roller and mount. Snug nut with the roller in the center of it's adjustment.



Put your hood upside down on something soft to prevent scratching.

Cut out drilling template. Line up outside edge of template with the side of the hood. The first hole should be at 20 5/16" from the back edge of the hood.



Tape it in place and center punch holes, remove template and drill 3/8" holes starting with an 1/8" pilot hole. Mount the hood bracket with the 3/8x 1 1/4" button head bolts, washer and nylock nut. Turn the template over and repeat on the opposite side.

Measure the distance between the two brackets for later use.

This should be approximately 65"

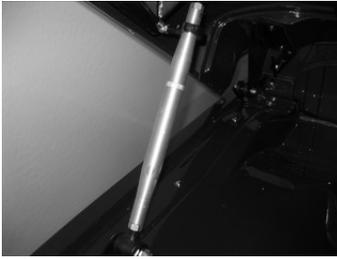
Remove 2 front bolts from fender to core support. Install new L shape bracket using factory bolts. Snug but don't tighten.



Install nuts onto rod ends. Screw rod ends into aluminum tubes, 1 RH & 1 LH threads. I recommend to use anti-seize on these parts. Screw these all the way in and then adjust the length to 16" center to center. When you turn the tube both ends will screw out for adjusting.

Install new 2 1/2" bolt through bracket, slide new rod end over bolt and install the second bracket over the bolt with the bracket going under the core support. Install nylock nut.

**IMPORTANT:** knurled end must be towards the front of the truck on the driver's side and it must be towards the cowl on the passenger side. They have to be opposite or the shocks will turn the tubes and loosen the nuts.



This is the passenger side.

Using the measurement from earlier, hood brackets, set the distance of the rod ends from outside to outside allowing for the thickness of a washer on the outside. Measure the rod ends to be the same distance to the fender on each side.

Clamp bracket to under side of core support.

Cut out template and line it up with the core support and let it touch the L shape bracket.



Center punch all 3 marks. Remove the template and drill the top two holes with a 5/16" bit. Install 2 new 5/16x3/4 bolts with nylock nut underneath.

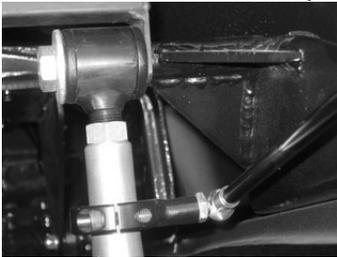
Drill 3<sup>rd</sup> hole with a 1/4" bit. Drill through the core support and into the inner fender apron. From the underneath side of the apron, use the 1/4" hole for the guide and drill a 3/4" hole using a hole saw, from the under side, through the inner fender apron only. This will allow room to install the bolt into the bump stop bracket.

The 65/66 should not need to be drilled into the inner fender apron. The bolt should clear without any problem.

After that drill the 1/4" hole to 3/8" and install the round aluminum bump stop extension (tapered side up) with the nylon washer between the core support and the extension using the 3/8" x 3/4" bolt. Install the bump stop onto the aluminum extension. Turn template over and repeat for the opposite side.



With the help from at least one person, preferably two, install the hood to the rod ends using the 1/2x5 bolts. Put one washer over the bolt, slide the bolt into the rod end, put a washer between the rod end and the hood bracket. Push the bolt all the way into the hood bracket and install the nylock nut.



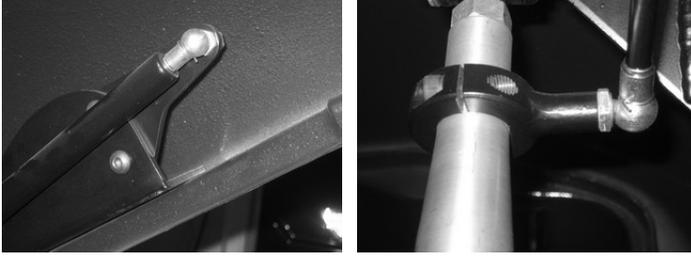
Let the hood roll down slowly. If it doesn't go all the way down, the hood roller mount will need adjusting to let it go down. This can be adjusted to bring the back of the hood up to match the cowl, adjusted sideways to make the side of the hood line up with the cowl.

This will probably be easier if you remove the hood catch and safety. Not necessary but it might be easier depending on how many times that you need to move the brackets.

Check the gap between the hood and the cowl. Raise the hood and adjust the aluminum tubes until the gap is the way you want it. Tighten the nuts on the tubes. Recheck all the gaps and alignment.

Raise the hood until it is as far forward as it will go on the roller bracket and put a small clamp behind the roller to keep it in place.

Mount the shock to the hood bracket. Mount the shaft collar to the shock. Remove both bolts out of the shaft collar and install the shaft collar onto the aluminum tube. Repeat for the opposite side. This will hold the hood in the open position.



**Tighten all nuts and bolts.**

Your factory hood release and safety latch will work as it originally did.

Pull the hood forward off of the roller brackets and make sure that it is stable. If it isn't, there probably are some bolts that are loose or the jamb nuts on the rod ends aren't tight. If the aluminum tubes are reversed, the shocks will turn the tubes, loosen the nuts and the hood can twist, come down wrong and chip the paint.

If the hood is stable bring it on forward so that it comes down and rests on the bump stops.

When you pick the hood back up, don't pick straight up, it needs to go up in an arc motion.

If you have any questions please call me at 602-376-7467. I usually have my phone on by 7 AM until 9 or 9:30 PM, Mountain Standard Time.

Thank you,  
Kevin