

PLEASE READ
BEFORE MOUNTING
HOOD TO TRUCK

THANK YOU FOR PURCHASING A JONES PERFORMANCE HOOD.

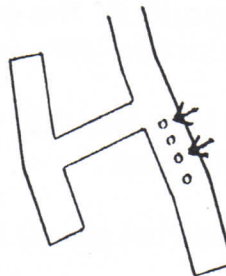
Please read the following information and suggestions before installing your 'JP' hood. The information to follow has been gathered from extensive field studies and is expected to help you with the installation of your hood.

The plastic washers enclosed are for the insulation retainers.

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.

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 'JP' 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 side 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

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 intake 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 ATTACHMENT 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 'JP' hood has longer eyebolts allowing you to adjust the tension of the springs.

METTON HOOD REPLACEMENT PROCEDURE:

Your new 'JP' 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 'JP' hood.

The springs from your O.E. Metton hood are too short and will not work on your new 'JP' hood.

The insulation from your O.E. Metton hood will not fit in your new 'JP' 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 'JP' hood over the Metton hood. When you install the 'JP' 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.