

Poison Spyder Customs, Inc.  
**YJ Hood Louver Cut Template**

At these hole locations: Drill through inner brace, then hole-saw nut access hole from underside (Step 12)

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Existing Windshield Loop Holes (Step 3)

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Drill/Hole Saw Locations (Steps 4 & 6)

Existing Windshield Loop Holes (Step 3)

Thank you for purchasing a Poison Spyder Hood Louver for your Jeep. Installation is fairly simple with the right tools and good mechanical abilities. If you are not confident in your mechanical skills, please seek the help of a professional to perform the installation. Please read through these entire instructions before proceeding with installation.

**IMPORTANT:** Please check your packages immediately upon arrival to ensure that everything listed is included, and to check for damage during shipping. If anything is missing or damaged, call Poison Spyder at (951) 849-5911 as soon as possible.

**Parts List**

- (1) JK Hood Louver Panel
- (1) Cut Template with Instructions (this sheet)
- (24) 10-32 X 3/4 SS button head cap screw
- (24) 10-32 nylon insert lock nut
- (24) #10 flat washer

**Tools Needed**

- Scissors & sharp hobby knife or razor blade
- Masking tape & fine-tip felt marker
- Automatic center-punch or punch and hammer
- Drill motor with 7/32" drill bit, 3/4" & 1" hole saws
- High speed cut-off wheel (electric or pneumatic)
- Anti-sieze compound
- 1/8" hex key (flat-end, NOT ball-end)
- 3/8" wrench or socket & ratchet
- Files, sandpaper or burr-knife
- Touch-up paint

**Installation Procedure**

1. Remove hood from vehicle and place on table or sawhorses. Remove the three windshield loops.
2. Use scissors to cut around the outside edge of the template, in the shape of the actual hood louver piece.
3. Use a sharp hobby knife to cut out the "Existing Windshield Loop Holes" from this template. Try to cut down the centers of the heavy lines that depict these six holes, and remove the paper from inside the Windshield Loop Hole locations depicted on the template. Temporarily re-install the three Windshield Loops through the holes in both the template and the hood, to assist with proper alignment. Make sure the template is satisfactorily centered and aligned between the hood hinges, edges of the hood, etc. Tape the template securely into place then remove the three Windshield Loops.

**IMPORTANT:** Decide whether you want to use our **STANDARD Cut Line** or the **OPTIONAL Cut Line**, [see the black (Standard) and gray (Optional) dotted lines]. The **Optional Cut Line** makes more of the louvers operational, however it requires carefully cutting only the outer sheetmetal of the hood while leaving the underside hood brace beneath it intact. To gain full use of the extra airflow of the **Optional cut line**, you will need to also cut some airflow holes into the brace on the underside of the hood.

4. Center-punch each of the hole locations denoted with cross-hairs, for whichever set of cut lines you chose. Note that each crosshair target is denoted with an "S" for Standard cut line, an "O" for optional cut line, or both. Only use those hole locations denoted for the cut line you chose to use. Use of an automatic center punch is recommended. If using a punch and hammer, be careful not to strike the punch too hard, as you risk deforming the surrounding sheetmetal.
5. Remove template.
6. Use 1" hole saw to drill holes at each of the marked locations. Be very careful when

Cut out template along outer edge (Step 2)

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At this hole location: Drill through inner brace, then hole-saw nut access hole from underside (Step 12)

Overall dimensions of template outline should measure 31-3/4" X 34-3/4"

drilling, as the sheetmetal is very thin and may want to "catch" on the hole saw. At some of the optional hole locations the underside hood brace lies directly underneath. While it is OK to drill through the underside brace with the hole saw's pilot bit, try not to saw through it with the hole saw itself. Saw through only the outer sheetmetal, leaving the underside hood brace as untouched as possible at this point.

7. Use a marker to draw a cut line around each of the hole cut-outs as shown in the template, by linking the outside edges of the 1" holes.
8. Use your cutting tool of choice to cut along the cut lines made in the previous step. With the Standard cut-line, you may use a jigsaw or pneumatic body saw. With the Optional cut line, it is recommended to use a pneumatic or electric high speed cut-off wheel, as it will allow you to carefully cut only the outer layer of sheetmetal without cutting through the underside hood brace.
9. Position the hood louver on to the hood, in the same position the template was in. Temporarily reinstall the three Windshield Loops, and tighten their fasteners to hold the hood louver in place. Note that the holes in the hood louver are slotted so there is a small amount of adjustment to allow you to fine-tune the position of the hood louver.
10. Using the hood louver itself as the template, drill a 7/32" hole at each of the four corners and install a supplied button head cap screw, nut and washer at each of these locations. Use anti-sieze compound on the threads of the screws. Tighten them until snug but **DO NOT OVER-TIGHTEN**, as the threads of the stainless steel screws may gall. (DO NOT use this paper template for drilling the screw holes)
11. Drill the remaining 7/32" holes and install a screw, washer and nut in each location as you go, leaving them finger-tight.
12. Several of the screw locations land inside the inner bracing on the underside of the hood. At these locations, drill through the inner sheetmetal too, then turn the hood over and use the 3/4" hole saw, using the 7/32" hole as the pilot, to make a hole in the inner brace in order to install the nut at each of those locations (be careful not to hole-saw back through the outer sheetmetal).
13. Once all holes have been drilled, remove all hardware and the hood louver, and clear any drill chips and burrs from around the holes. Coat the cut edges of the screw holes and cut-outs with touch-up paint to prevent rust.
14. Re-install the Hood Louver, leaving hardware finger-tight until all hardware is in place, then tighten the hardware in a crossing pattern, as if tightening the lug nuts on a wheel. Use anti-sieze compound on the threads of each screw. Be careful not to over-tighten any of the screws/nuts, as over-tightening may deform the sheetmetal of the hood and/or louver.
15. Re-install the windshield loops. Reinstall hood onto Jeep.