**MOUNT THE PANELS**

1. Place the **center panel** across the center of the bed, cheated slightly toward the tailgate.

2. Since the cover is slightly tapered, make sure the arrow sticker on the underside of the center panel is pointing toward the tailgate. Loosely affix the center panel to the truck by finger-tightening a **cap clamp** at each of the four interior corners of the underside of the center panel.

3. Attach the **tail panel** by angling it 90° from the bed rails, sliding its driver-side, loop-shaped hinge knuckle fully onto the corresponding center-panel hinge pin, then dropping its passenger-side, C-shaped hinge knuckle fully onto its corresponding pin.

4. Lower the tail panel into the closed position. To avoid hinge damage, make sure the drop-on hinge is fully mated before beginning to close the panel.

5. Repeat steps 3–4 for the **cab panel**, starting this time with the loop-shaped hinge knuckle on the passenger side.

6. Position the cover front to back so that the leading edge of the closed cab panel lines up with the outside edge of the center of the bulkhead.

7. Center the cover side to side on the truck.

8. Tighten the cap clamps with a 9/16” socket.

Road vibration can loosen your clamps. Retighten them after 100 miles. Check them every time you haul on top.

**IMPORTANT!**

| Important installation information |

**HELPFUL HINTS**

| Tips to assist installation |

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**TOOLS REQUIRED:**

- 9/16” Socket
- 7/16” Socket
- Ratchet Wrench
- Utility Knife
- 1/8” Hex Key
- Gas Springs (4)
- Bed-Rail Edge Trim (4)
- Cap Clamps (4)

**PARTS INCLUDED:**

- Cab Panel
- Center Panel
- Tail Panel

**PRE-INSTALLATION NOTES:**

- If you’re installing a **cab guard** or **headache rack**, mount it prior to mounting the cover. Refer to its installation guide for details.

- It’s possible for one person to install a the cover solo, but the whole process is much easier with two people.

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**Normal install time: 45 minutes**

*Keep an eye out for these icons:*
### ADJUST THE LOCK RODS

8. If a DiamondBack HD, unpin each of the four lock-rod guide-bracket slide plates by using a 7/16" socket to move one of its bolts to the second, unoccupied slot.

9. Peel the red adhesive backing from the edge trim pieces. Affix them to the metal bed rail at each of the points where a rod will pass underneath, the bottom curl of their J’s touching the bottom edge of the rail.

On a Ram with the Multi-Function Tailgate, only the tail-panel lock rods will pass underneath the bed rails, so you’ll need only two pieces of edge trim.

Affix the edge trim to the painted metal only, behind the plastic bed liner or bed rail cap.

You may need to pull the plastic bed rail cap away from the metal bed rail to provide enough clearance to get the edge trim on.

Using a tool to widen the curl of the J can make this step easier.

10. Loosen the set screws on the tail-panel lock-rod linkages.

11. Adjust the lock rods and retighten their set screws so that:
   A. with the lock handle in the open position, the rod tips clear the bed rails,
   B. with the handle in the closed position, the rod tips do not strike the bed walls, and
   C. the first bend in the rods points downward.

12. Position the lock rods tight against the underside of the bed rails so that they’ll draw the panels down and compress the weatherstrip. Tighten the rod guide brackets with a 7/16" socket.

13. Repeat steps 10–12 for the cab panel, but instead of bracing the lock rods against the bed rails themselves, use the oblong holes in the side legs of the factory corner brackets.

Your panels should be hard to operate at first. After finishing install below, leave the panels closed as much as possible for 3–4 days to break in the weatherstrip. After that period, you should find that the panels open and close without difficulty.

If two of your gas springs have heavier poundage printed on the side of their barrels than the others, use them here. If just one of the springs is stronger, use it on the driver side.

14. Open the cab panel. Have a second person support it in the open position.

15. Slip the looped ends of the cable tethers attached to the underside of the cab panel around the center-panel ball stud arms, well past the ball studs and nuts.

Attach a gas spring—barrel up, shaft down—to each of the pairs of ball studs on the cab panel.

If two of your gas springs have heavier poundage printed on the side of their barrels than the others, use them here. If just one of the springs is stronger, use it on the driver side.

16. Attach a gas spring—barrel up, shaft down—to each of the pairs of ball studs on the cab panel.

17. Push the keyhole at the bottom of the safety catch hanging from the cab panel’s driver side around the nut protruding from the outboard side of the ball stud arm, flexing the spring clip so the nut can pass through, then allowing the panel to open fully so the nut can slide into the narrower part of the keyhole and spring clip come back into place behind the nut.

18. Attach the two remaining gas springs—barrel up, shaft down—to the ball studs on the tail panel.

If your truck has bed rail caps, affix the included bulkhead weatherstrip. If you haven’t already. Refer to the Bulkhead Prep Kit Installation Guide for details.

19. Leave the cover closed and locked for 24 hours to allow the weatherstrip adhesive, which is pressure-sensitive, to fully cure.

If your truck has bed rail caps, affix the included bulkhead weatherstrip. If you haven’t already. Refer to the Bulkhead Prep Kit Installation Guide for details.

20. Leave the cover closed and locked for 24 hours to allow the weatherstrip adhesive, which is pressure-sensitive, to fully cure.

### ATTACH THE SAFETY CATCH & GAS SPRINGS

14. Open the cab panel. Have a second person support it in the open position.

15. Slip the looped ends of the cable tethers attached to the underside of the cab panel around the center-panel ball stud arms, well past the ball studs and nuts.

Attach a gas spring—barrel up, shaft down—to each of the pairs of ball studs on the cab panel.

If two of your gas springs have heavier poundage printed on the side of their barrels than the others, use them here. If just one of the springs is stronger, use it on the driver side.

16. Attach a gas spring—barrel up, shaft down—to each of the pairs of ball studs on the cab panel.

17. Push the keyhole at the bottom of the safety catch hanging from the cab panel’s driver side around the nut protruding from the outboard side of the ball stud arm, flexing the spring clip so the nut can pass through, then allowing the panel to open fully so the nut can slide into the narrower part of the keyhole and spring clip come back into place behind the nut.

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