45 minutes
Normal install time

Keep an eye out for these icons:

IMPORTANT!
Important installation information

Helpful Hints
Tips to assist installation

PARTS INCLUDED:

Cab Panel
Center Panel
Tail Panel

1/8" Hex Key
Edge Trim (4)
Cap Clamps (4)
Gas Springs (4)
Ratchet Wrench
9/16" Socket
7/16" Socket

TOOLS REQUIRED:

PRE-INSTALLATION NOTES:

If you are installing a cab guard or headache rack, you should mount it prior to mounting your DiamondBack cover. Refer to its installation guide for details.

It's possible for one person to install a DiamondBack solo, but the whole process, especially positioning the panels, adjusting the lock rods, and connecting the cab-panel tethers, is easier with two people.

MOUNT THE PANELS

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

   Since the cover is slightly tapered, make sure the arrow sticker on the underside of the center panel is pointing toward the tailgate.

2. 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.

   To avoid hinge damage, make sure the C-shaped hinge knuckle is fully engaged with its pin before tilting the panel.

3. Lower the tail panel into the closed position.

4. Repeat steps 2–3 for the cab panel, starting this time with the loop-shaped hinge knuckle on the passenger side.

   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.

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

6. Affix the center panel to the truck by placing a cap clamp at each of the four interior corners of the underside of the center panel and tightening them with a 9/16" socket.

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

CONTINUED ON REVERSE >
ADJUST THE LOCK RODS

8 Peel the red adhesive backing from two of the pieces of edge trim and affix one as far up as possible onto the top rim of each of the factory holes in the bed walls under the tailgate panel. (See step 11 illustration for location.) There may be plastic plugs in the factory holes. Remove them.

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

10 With the lock handle in the open position, adjust the length of the lock rods so that their tips stop about 1/4” short of the factory holes.

11 With the lock handle in the closed position, position the lock rods tight against the top rims of the factory holes in the bed wall so that they’ll draw the panels down and compress the weatherstrip. Tighten the rod guide brackets with a 7/16” socket.

ATTACH THE SAFETY CATCH & GAS SPRINGS

12 Repeat steps 8 through 11 for the cab panel.

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

14 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.

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

16 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.

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

18 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.

19 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.