

## INSTALLATION GUIDE

CVR-270.1

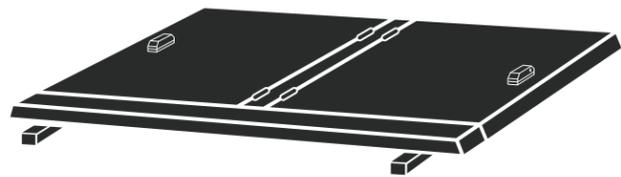
**75 minutes**  
Normal Install Time

Keep an eye out for these icons:

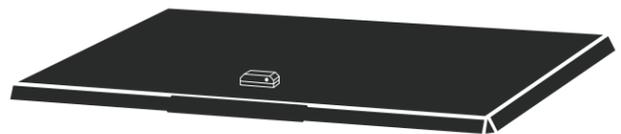
**! IMPORTANT!**  
Important installation information

**★ Helpful Hints**  
Tips to assist installation

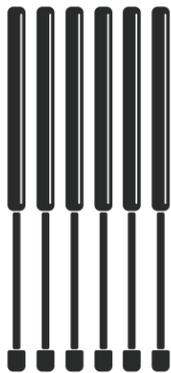
### PARTS INCLUDED:



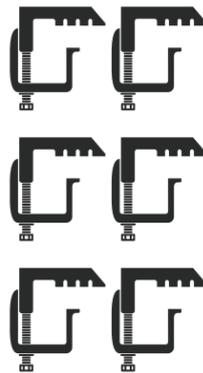
Cab & T Panels Assembly



Tailgate Panel



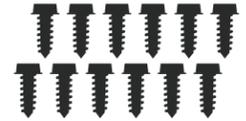
Gas Springs (6)



Cap Clamps (6)



Clamp Bracket



1/4" Self-Drilling Screws (12)



Lock-Rod Striker Brackets (2)



Bed-Rail Edge Trim (2)



1/8" Hex Key

### TOOLS REQUIRED:



Drill



3/8" Nut Driver



Utility Knife



Ratchet Wrench



9/16" Socket



7/16" Socket

### PRE-INSTALLATION NOTE:

If your truck has bed rail caps, you should affix the included **bulkhead prep kit** prior to installing the DiamondBack 270. Refer to the **Bulkhead Prep Kit Installation Guide** for details.

## PREPARE THE CARGO BED & MOUNT THE COVER

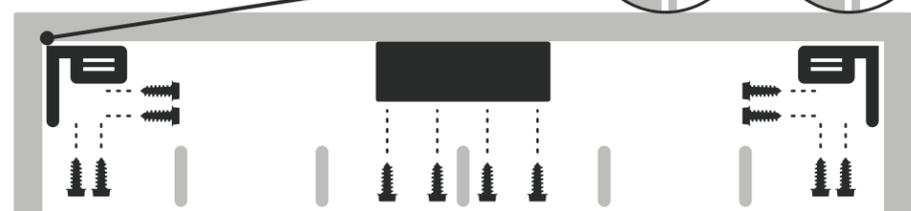
**1** Attach the **clamp bracket** to the bulkhead, centered side to side and flush with the top rail, using a drill, 3/8" nut driver bit, and four self-drilling screws.

★ Installing the clamp bracket is easiest if you pre-drill it using the screws.

**2** Attach a **lock-rod striker bracket** to each front corner of the cargo bed with its V bend rearward using four more self-drilling screws per bracket.

! Make sure the bracket's legs are located as high on the bed wall as possible without them breaking the plane of the top of the bed rail.

★ It's OK for the top of the V bend itself to break this plane.

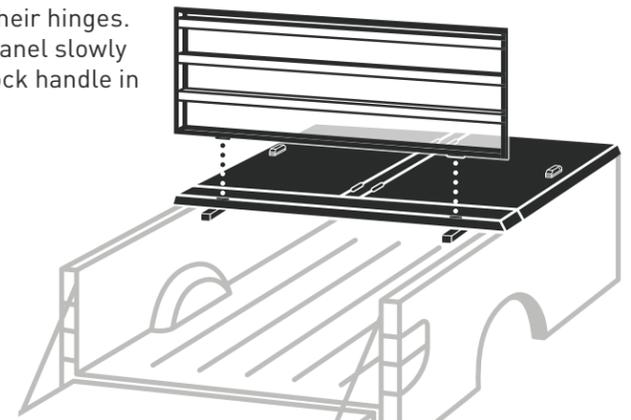


**3** If you are also installing a **Cross Bin**, do so now. Refer to page 2 of the **Cross Bin Installation Guide** for details.

**4** Place the **cab & T panels assembly** on the front half of the bed so its leading edge lines up with the leading edge of the bulkhead.



**5** Slide the tailgate panel onto the T panel by mating their hinges. Close the tailgate panel slowly while holding the lock handle in the open position.



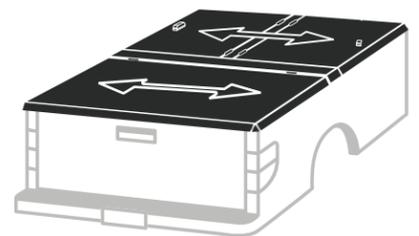
! To avoid hinge damage, do not close the panel until hinges are fully mated: Tilt the panel past 90° and push to the left until the hinge locking tabs interlock and the hinge barrels are aligned with the leaves.

★ Mating hinges is easiest when you line up the longer, left hinge pin first.

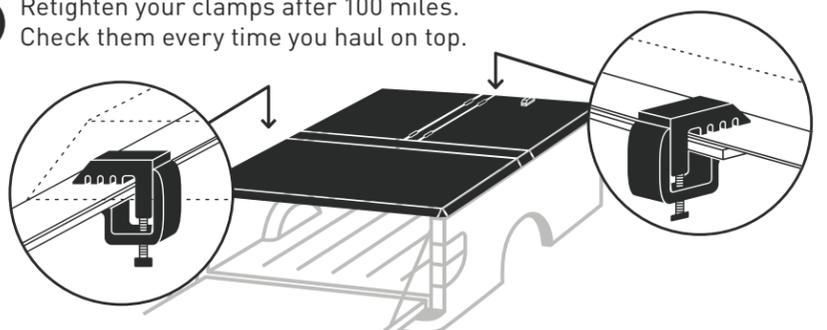
**6** Turn the tailgate-panel lock handle back to the closed position so that the lock rods pass underneath the bed rails. Close the tailgate.

**7** Center the DiamondBack side to side.

**8** Place two **cap clamps** as far apart as possible at each of the three ends of the T panel. Tighten with a 9/16" socket.



! Retighten your clamps after 100 miles. Check them every time you haul on top.

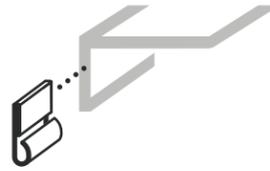


# ADJUST THE LOCK RODS

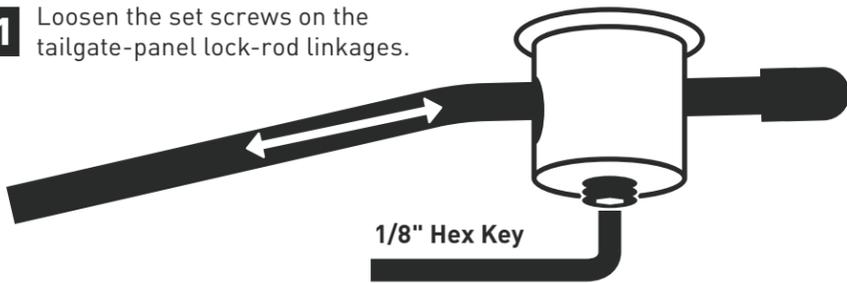
**9** If you have a plastic bed liner or bed rail caps that extend beyond the bed rail lips, trim the plastic so the lock rods can touch the bed rail lips.



**10** If your bed rail lips have sharp edges, they might tear the rubber caps on the ends of the tailgate-panel lock rods. To protect the end caps, peel the red adhesive backing from the **bed-rail edge trim** pieces, then affix one piece to each on the bed rail lips where the tailgate-panel lock rods pass underneath.

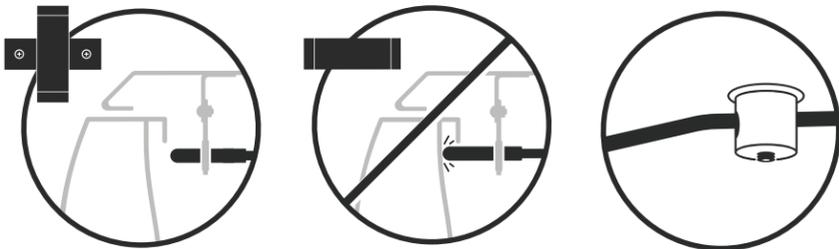


**11** Loosen the set screws on the tailgate-panel lock-rod linkages.



**12** Adjust the length of the lock rods and retighten the 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 rods point downward.



**13** With the lock handle in the closed position, position the lock rods tight against the underside of the bed rail lips so that closing them draws the panels down and compress the weatherstrip. Tighten the rod guide brackets with a 7/16" socket.



**!** To get the weatherstrip compression necessary for its adhesive to cure and the cover to keep out the weather, have a second person press down on the cover while you're adjusting the lock rods.

**★** Operating the access panels is easiest when you press down as you open or close them.



**14** Repeat steps 11–13 for the forward cab-panel lock rods so that:

- A. with the lock handles in the open position, the rod tips clear the striker brackets,
- B. with the handles in the closed position, the forward rod tips do not strike the bulkhead,
- C. the rods point downward, and
- D. in the closed position, they are tight against the underside of the striker brackets, drawing the panels down & compressing the weatherstrip.

**★** The rearward cab-panel lock rods come pre-adjusted tight to the T-panel gutters. You need only adjust the forward lock rods.

**★** If there isn't enough travel in the rod guide brackets to position the rods so that they press against the strikers, reshape the striker V bends with pliers.

**15** Double-check all three panels to ensure they open, close, lock & seal correctly. If at any point the weatherstrip does not touch the bed rails, adjust the position of the lock rods.

**★** Your panels should be difficult to operate at first. After finishing installation 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.

# ATTACH THE GAS SPRINGS

**16** If you are also installing a **Single-Side Bin**, do so now. Refer to the **Single-Side Bin Installation Guide** for details.

**17** Attach the 60-lb. **gas springs** to the cab-panel ball studs and the two stronger gas springs to the tailgate-panel ball studs.

**★** You'll find the strength of the gas springs printed on the sides of the barrels.

**!** To avoid premature failure of your gas springs, attach them barrel up, shaft down.

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

