

JK Hood Louver Cut Template

Parts List

- (1) JK Hood Louver Panel
- (1) Cut Template with Instructions (this sheet)
- (24) 10-24 X 3/4 SS button head cap screw
- (24) 10-24 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

Cut out template along outer edge (Step 2)

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At these hole locations: Drill through inner brace, then hole-saw nut access hole from underside (Step 13)

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Existing Windshield Bumper Hole (Step 3)

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Drill/Hole Saw Locations (Steps 4 & 6)

Installation Procedure

1. Remove hood from vehicle and place on table or sawhorses. Remove the windshield washer nozzle, windshield bumpers and footman loop.
 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 Bumper Hole" circles from this template. Try to cut down the centers of the heavy lines that depict the two circles, and remove the paper from inside the circle. Position template on hood and carefully align it using the Windshield Bumper Hole locations depicted on the template (a standard Sharpie® marker makes a good alignment tool—insert one into each hole). Make sure the template is satisfactorily centered and aligned between the hood hinges, edges of the hood, etc. Tape the template securely into place.
- IMPORTANT:** Decide whether you want to use our **RECOMMENDED CUT LINE** or the **Optional Cut Line**, for the front edge of the louver (see the bottom of this template). The **Optional Cut Line** makes the two front louvers operational, however in our opinion it cuts too far in to the under-hood bracing, so we recommend leaving those two louvers non-operational, and using the **Recommended Cut Line**.
4. Center-punch each of the hole locations denoted with cross-hairs, plus the 2 Inside Corner locations denoted with X's. 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 drilling, as the sheetmetal is very thin and may want to "catch" on the hole saw. At some of the hole locations, the "X-brace" on the underside of the hood lies directly underneath. While it is OK to drill through the X-brace with the hole saw's pilot bit, be careful to NOT saw through the X-brace with the hole saw itself. Saw through only the outer sheetmetal, as we will leave the X-brace as intact as possible. Do not drill or hole saw at the two Inside Corner locations.
 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. At the two Inside Corner locations, simply mark from the outside edge of the two adjacent holes to the Inside Corner location, as shown on the template.

8. Use a cut-off wheel to cut along the cut lines made in the previous step. **DO NOT CUT INTO** the X-brace on the underside of the hood. There is a thin layer of adhesive material between the outer sheetmetal and the X-brace, which will allow you to carefully cut through the outer layer of sheetmetal without cutting in to the X-brace.
9. Sand/de-burr rough cut edges and coat with touch-up paint to prevent rust.
10. Position the hood louver on to the hood, in the same position the template was in. Make sure the holes in the louver for the windshield bumpers, windshield loop, and windshield squiter nozzle are aligned with the corresponding holes in the hood. Temporarily reinstall the windshield bumpers and footman loop.
11. 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)
12. Drill the remaining 7/32" holes and install a screw, washer and nut in each location as you go, leaving them finger-tight.
13. 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 through the outer sheetmetal).
14. 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 holes with touch-up paint to prevent rust.
15. 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.
16. Re-install the windshield washer nozzle, windshield bumpers and footman loop. Reinstall hood onto Jeep.

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