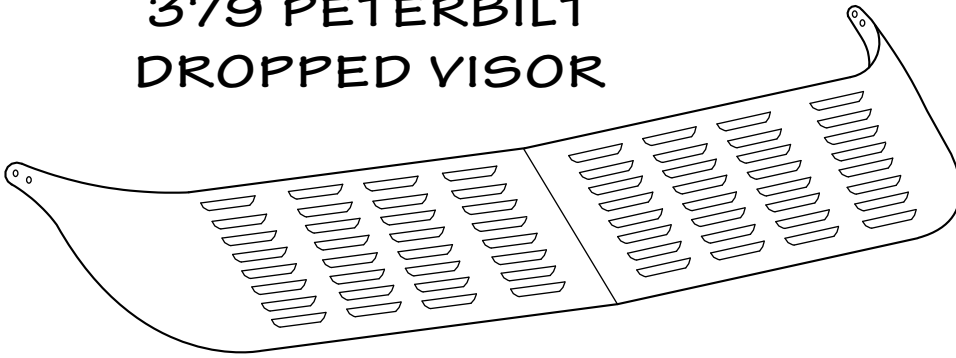


379 PETERBILT DROPPED VISOR



	MADE IN INDIANA
	(U.S.A.)
	BY "HOOSIERS"
	(AMERICANS)™

PARTS REQUIRED FOR THIS INSTALLATION

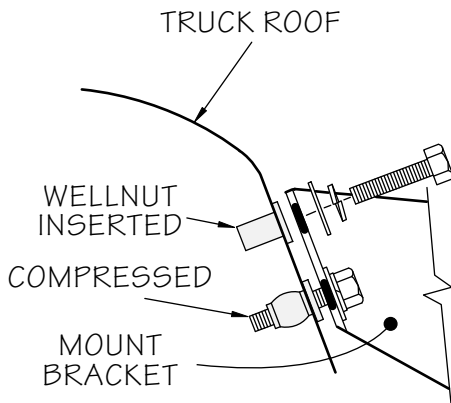
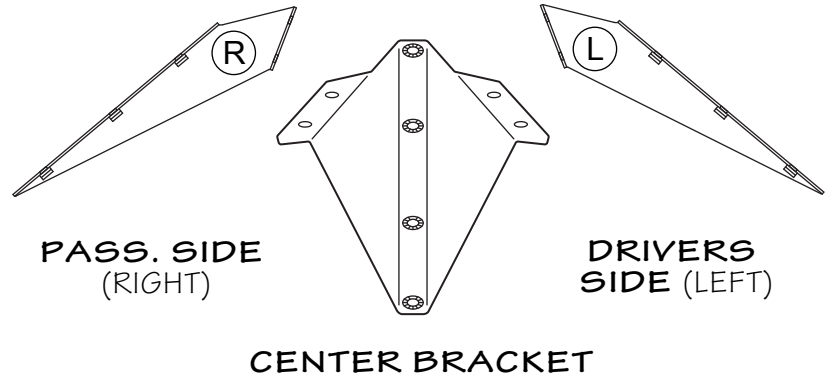
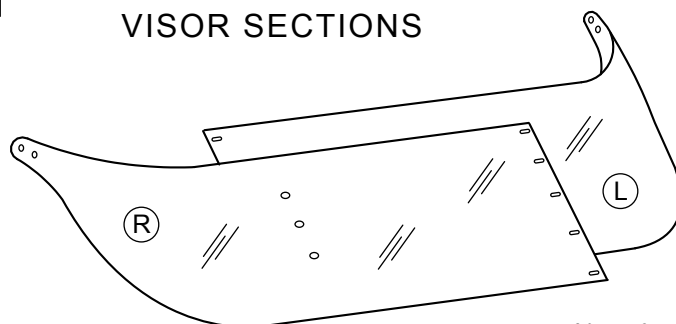


ILLUSTRATION - WELLNUTS

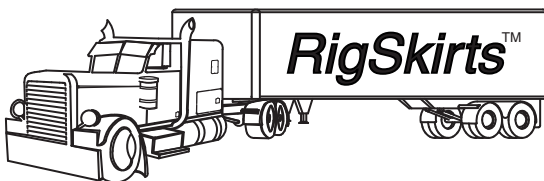


B O L T K I T			
	11 EACH REQUIRED (VISOR)		
8 EACH REQUIRED (MOUNTS)			
		1/4" S.S. NUT 1 EACH REQUIRED	

VISOR SECTIONS



BY



379 PETERBILT DROPPED VISOR

INSTRUCTIONS

1. UNPACK THE CARTON AND DETERMINE THAT ALL PIECES REQUIRED FOR THIS INSTALLATION ARE IN THE BOX. (SEE REVERSE SIDE). PAY PARTICULAR ATTENTION TO THE BOLTS AS THIS INSTALLATION CANNOT BE COMPLETED WITHOUT THE PROPER AMOUNT AND TYPE OF BOLTS AND FASTENERS. **NOTE! YOU MUST USE ALL OF THE PARTS SHOWN ON THE REVERSE SIDE OF THIS PAGE OR YOUR WARRANTY BECOMES NULL AND VOID.**
2. REMOVE THE EXISTING SUN VISOR FROM THE TRUCK. PUT THE FOUR BOLTS FROM THE SIDES OF THE VISOR TEMPORARILY BACK IN THEIR RESPECTIVE POSITIONS AS WE WILL BE RE-USING THEM.
3. THE NEXT FIVE STEPS (#4 THROUGH #8) ARE THE MOST IMPORTANT AND REQUIRE THE UTMOST IN CARE AND CAUTION AS WE WILL BE REMOVING THE HUCKBOLTS AND BRACKETS THAT HELD THE OLD SUN VISOR IN PLACE AND INSTALLING THE NEW MOUNTING BRACKETS.
4. WITH THE USE OF A SMALL (DO-MOR TYPE) HAND GRINDER, GRIND OFF THE HEADS OF THE HUCKBOLTS THAT SECURE THE VISOR BRACKETS TO THE TRUCK ROOF.
CAUTION: DO NOT GRIND ON THE HEADS UNTIL THEY OVERHEAT AS THIS COULD DAMAGE THE PAINT OR THE INTERIOR OF TRUCK. THIS IS BEST DONE IN STAGES BY LETTING THEM COOL DOWN IN BETWEEN EACH STAGE.
5. PUSH THE REMAINING PORTION OF THE HUCKBOLTS ON THROUGH THE HOLES AND REMOVE THE MOUNTING BRACKETS. (THIS REMAINING PORTION WILL **NOT** BOUNCE AROUND AND/OR RATTLE WHEN LEFT ON THE INTERIOR AND ABOVE THE HEADLINER).
6. DRILL THE EIGHT MOUNT HOLES ON OUT TO 1/2" (.500) DIAMETER. **NOTE!** IT IS BEST TO USE A DEPTH-STOP OR WRAP A PIECE OF TAPE AROUND THE DRILL BIT TO AVOID PENETRATING DEEPER THAN NECESSARY AND CAUSING DAMAGE TO THE HEADLINER.
7. TAKE A SMALL FINE-TOOTH FILE AND DEBURR AROUND AND INSIDE OF THE HOLES. INSERT THE WELL-NUTS INTO THE HOLES AND PRESS THEM FIRMLY INTO PLACE AS SHOWN IN THE ILLUSTRATION. (THESE ARE THE RUBBER FASTENERS WITH THE THREADED BRASS INSERT INSIDE).
8. INSTALL THE THREE MOUNTING BRACKETS IN PLACE AS SHOWN IN THE ILLUSTRATION UTILIZING THE HEX BOLTS, WASHERS AND LOCKWASHERS. BE VERY CAREFUL NOT TO OVERTIGHTEN THE NUTSERTS. STOP THE TIGHTENING MOTION AS SOON AS YOU FEEL THE BOLT BOTTOM OUT.
9. PEEL THE P.V.C. PROTECTIVE COATING FROM THE RIGHT VISOR SECTION. REMOVE TWO OF THE BOLTS THAT WE TEMPORARILY LEFT IN PLACE (SEE STEP #2) AND LOOSELY BOLT THE END OF THE VISOR TO THE TRUCK. INSTALL THE THREE FLAT HEADED BOLTS THROUGH THE VISOR AND INTO THE OUTSIDE BRACKET TO TEMPORARILY HOLD IT IN POSITION. LEAVE ALL OF THE BOLTS IN A "FINGERTIGHT" CONDITION UNTIL THIS INSTALLATION HAS BEEN COMPLETED. REPEAT THIS PROCESS TO INSTALL THE VISOR ON THE LEFT SIDE OF THE TRUCK.
10. INSTALL THE FIVE FLAT HEADED BOLTS WHERE THE TWO VISOR SECTIONS JOIN MAKING SURE THAT THE SECTION ON THE DRIVERS SIDE OVERLAPS THE PASSENGER SIDE. CHECK FOR PROPER ALIGNMENT AND TIGHTEN ALL OF THE BOLTS. **NOTE!** IT IS A GOOD IDEA TO APPLY A SMALL AMOUNT OF "LOCTITE" TO THESE BOLTS TO PREVENT THEM FROM VIBRATING LOOSE DURING NORMAL OPERATION.
11. USE WINDEX AND A SOFT COTTON CLOTH TO CLEAN THE VISOR AFTER INSTALLATION. CAUTION: NEVER USE AN ABRASIVE COMPOUND ON THE STAINLESS AS IT WILL DAMAGE THE FINISH.
12. AFTER THE INSTALLATION IS COMPLETE AND DURING NORMAL OPERATION OF THE TRUCK IT IS A GOOD IDEA TO CHECK THE VISOR BOLTS PERIODICALLY TO INSURE THAT THEY REMAIN TIGHT.