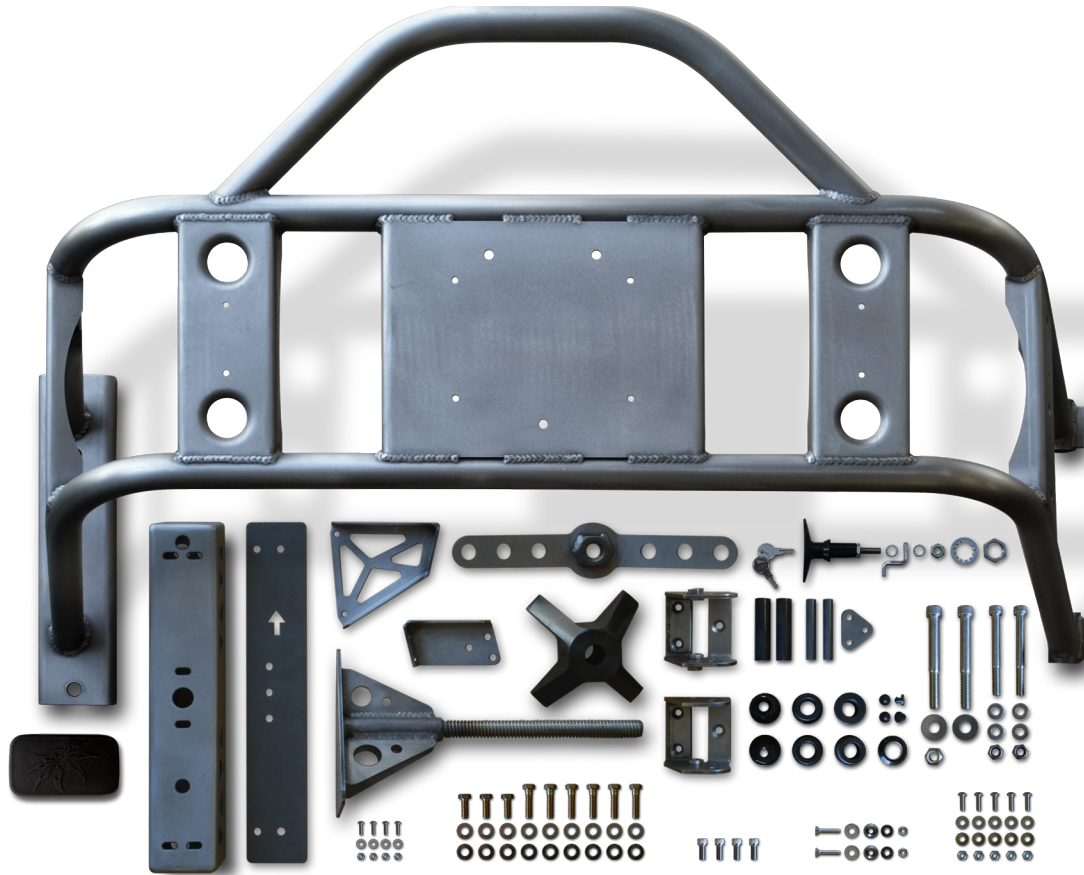


JK BODY MOUNTED TIRE CARRIER INSTALLATION



The Poison Spyder Customs JK Body Mounted Tire Carrier is about medium in difficulty of installation with the right tools and good mechanical abilities. If you are not confident in your mechanical skills, please seek the help of a professional to perform the installation. Please read through these entire instructions before proceeding with installation.

PARTS LIST

Please check your packages immediately upon arrival to ensure that everything listed is included, and to check for damage during shipping. If anything is missing or damaged, call Poison Spyder at (951) 849-5911 as soon as possible.

- | | |
|--------------------------------------|---|
| (1) Tire Carrier Main Structure | (1) Lower Internal Brace |
| (1) Latch Plate | (1) JK License Plate Delete Cover |
| (1) Latch Plate Drill Template | (1) Threaded Tire Mount |
| (1) Upper Internal Brace | (1) Tire Mount Wing Nut |
| (1) Upper Internal Brace Clamp Plate | (1) Tire Mount Centering Cone |
| | (1) Upper Hinge Bracket |
| | (1) Lower Hinge Bracket |
| | (1) T-Lock Latch Assembly |
| | (1) T-Lock Spacer Ring |
| | (4) Black Delrin Bushing |
| | (2) 3/4" Inner Bushing Sleeve |
| | (2) 1/2" Swing-Stop Sleeve |
| | (1) Upper Adjustment Cam Nut |
| | (1) Lower Adjustment Cam Nut |
| | (4) Rubber Insert Bumper |
| | (2) Alignment Cone SS |
| | (2) 1/2-13 X 4-1/2 Socket Head Cap Screw SS |

- (2) 1/2-13 Nylon Insert Lock Nut SS
- (1) 1/2 Flat Washer SS
- (2) M10-1.5 X 100 Socket Head Cap Screw SS
- (2) M10-1.5 Nylon Insert Lock Nut SS
- (4) M10 Flat Washer
- (6) 3/8-16 X 1-1/2 Gr8 Hex Head Cap Screw
- (3) 3/8-16 X 1 Gr8 Hex Head Cap Screw
- (9) 3/8-16 Gr8 Nylon Insert Lock Nut
- (18) 3/8 Gr8 Flat Washer
- (4) 5/16-18 X 3/4 Socket Head Cap Screw SS
- (5) 1/4-20 X 1 Button Head Cap Screw SS
- (2) 1/4-20 X 1-1/4 Flat Head Cap Screw SS
- (7) 1/4-20 Nylon Insert Lock Nut SS
- (12) 1/4 Gr8 Flat Washer
- (4) #10-24 X 3/4 Button Head Cap Screw SS
- (4) #10-24 Nylon Insert Lock Nut SS
- (4) #10 Flat Washer

TOOLS NEEDED

- Primer, paint, cleaners and masking materials (if painting)
- Mechanic's tool set with a full assortment of SAE and metric end wrenches, sockets, ratchets, hex keys, dead-blow hammers, etc.
- Drill Motor with assorted drill bits
- Felt-tip fine point marker or scribe
- Auto-punch or transfer punches and hammer

BEFORE YOU BEGIN

IMPORTANT: Completely install and remove the product BEFORE painting or powder coating it. This will allow you to check for fitment or do any clearancing or fitting ahead of time, to reduce the chance of damage to the finish during final installation. Poison Spyder Customs Inc. is not responsible for costs for or damage to paint or powder coat finish under any circumstances, including paint or powder coat of incorrectly shipped or defective parts.

Several components of the JK Body Mounted Tire Carrier come as unpainted, bare steel. You will want to either powder coat or paint these items prior to final installation. If painting

yourself, careful preparation will make a big difference in the quality and longevity of your paint job, even using "rattle can" aerosol paints. Begin by thoroughly cleaning the bumper with solvent or de-greaser, then make sure all residue is removed. Even if you use cheap paint, try to use a good quality primer. "Etching" primers are best to use on bare, unpainted metal. Allow it to properly dry before painting, and between paint coats.

INSTALLATION PROCEDURE

1. **Park the Jeep on a flat, level surface** and set the parking brake. Wear safety glasses from this point forward.
2. **Remove the stock spare tire carrier** if it is present. It is recommended that a Poison Spyder Tramp Stamp or Tramp Stamp II be installed in its place to clean up the appearance of the tailgate, however this is not necessary for installation of the tire carrier.
3. **Use a 7mm nut driver** to remove the license plate from the stock license plate holder if it is present. Remove the plastic license plate holder from the Jeep.



FIGURE 1

4. **With the license plate holder unbolted**, disconnect the license plate light pigtail from the Jeep's wiring harness by pressing on the release tab on the plastic connector, and pulling them apart.
5. **Tuck the Jeep's wiring harness** back into the Jeep, pop out the plastic screw retainers, and install the License Plate Delete Cover into the hole left in the Jeep's body.



FIGURE 2

6. Use a Phillips head screw driver to remove the driver's side taillight assembly. It is only necessary to remove the screws from the top-inside and bottom-inside corners. The two screws in the outside corners may be left in place. With the screws removed, grasp the taillight assembly and gently shift it toward the inboard side of the Jeep and pull it away.
7. Disconnect the taillight assembly from the Jeep's vehicle wiring harness by pressing the release tab and separating the two plastic plugs. Set the taillight aside.



FIGURE 3

NOTE: Some of the following photos were shot out of sequence and depict the taillight still in place. Please disregard the presence of the taillight in the following shots.

8. Find "THIS SIDE UP" etched into the Latch Plate Drill Template. Hold the template up to the Jeep's body, between the taillight and the tailgate, with the letters away from the Jeep and the arrow pointing up as shown.

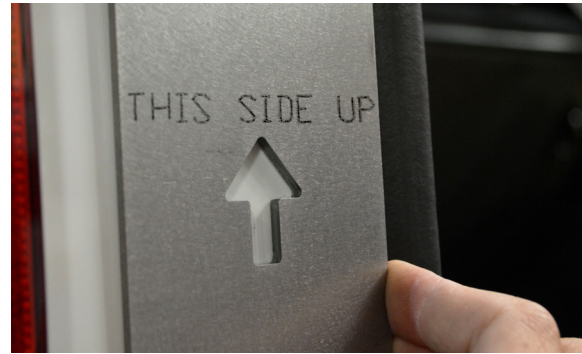


FIGURE 4

9. Adjust the position of the drill template so that the top edge is even with the point where the body tube begins to curve inward. Align the right side of the template approximately so that it is even with the point where the small curve begins at the edge of the tailgate opening. Use a fine-tip felt marker to mark each of the hole locations in the template.



FIGURE 5

10. Use an auto-punch or manual punch with a small hammer to punch the hole locations. You're just creating a small indentation for the drill to start in without wandering—don't try to punch all the way through. And try not to hit the sheet metal hard enough to dent it other than the small indent needed to pilot the drill.



FIGURE 6

11. Drill each of the seven hole locations to a finished hole size of 25/64. It is recommended

to start with a pilot hole of around 3/16" before stepping up to the finished hole size. Be careful when drilling, as the sheet metal is very thin and may want to catch on the drill flutes. Note that the body tub in this location is double-wall, so you will be drilling through two layers of sheet metal.



FIGURE 7

12. In the hardware pack, find the (2) Alignment Cones SS, (2) 1/4-20 X 1-1/4 Flat Head Cap Screw SS, (2) 1/4-20 Nylon Insert Lock Nut SS, and (2) 1/4 Gr8 Flat Washer. Use the Flat Head Cap Screws, washers and lock nuts to attach the Alignment Cones to the front side of the Latch Plate as shown.



FIGURE 8

Insert the flat head screw into the narrow end of the cone, then through the small holes at the top and bottom of the Latch Plate.



FIGURE 9

On the back side of the latch plate, a corresponding larger hole is provided to allow access with a 7/16" deep socket to install and tighten the flat washer and lock nut. Use a 5/32" hex key to hold the flat head screw in place while tightening the nut.

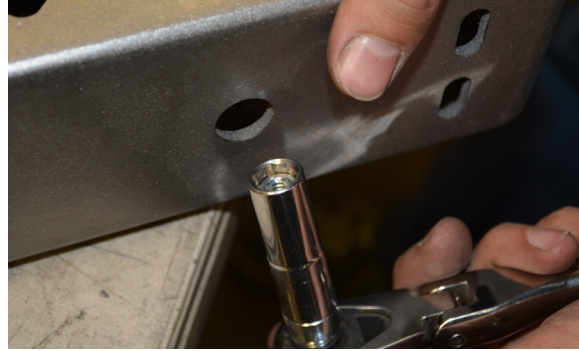


FIGURE 10

13. Install the (4) Rubber Insert Bumpers in the provided holes just above each of the Alignment Cones. Use a dab of grease to help them slip into place. (Note: photos depict this step out of proper sequence)

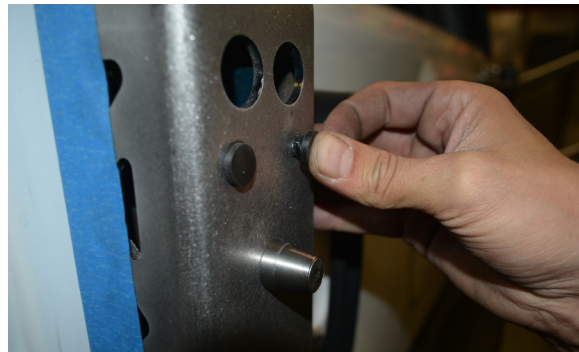


FIGURE 11

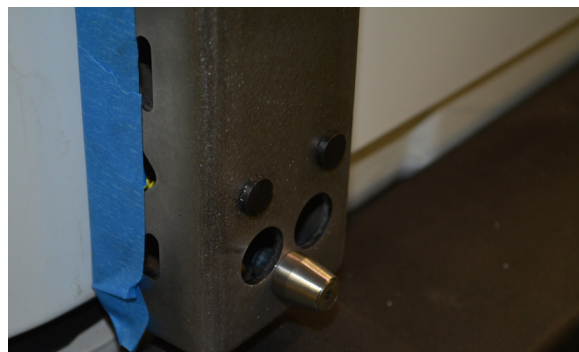


FIGURE 12

14. As this is a pre-installation, and the components will be removed for paint or powder-coat prior to final installation, apply some masking tape to the back side of the Latch Plate to protect the Jeep's paint finish during the pre-installation process.



FIGURE 13

15. Install the Latch Plate to the Jeep, starting with the two center bolt locations. Use a 3/8-16 X 1-1/2 Gr8 Hex Head Cap Screw, Flat Washers and Lock Nut at each hole location.

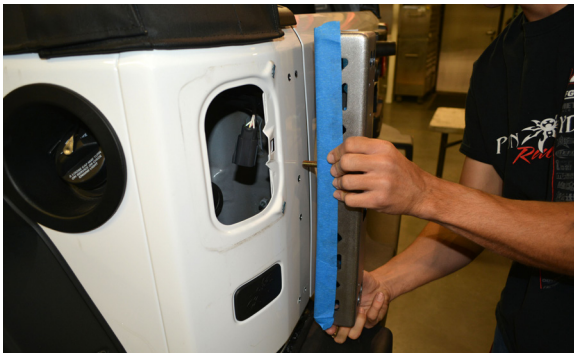


FIGURE 14

Use a 9/16" socket with ratchet and a 9/16" box (inside of the body tub) to tighten these bolts. Tighten until the bolts are just barely snugged, so that the Latch Plate may still be shifted from side to side on the elongated bolt holes.

16. Install the Upper and Lower Latch Plate Braces. In the illustration below, we've made the Jeep's body tub transparent to show how these pieces fit together inside the corner cavity of the body:

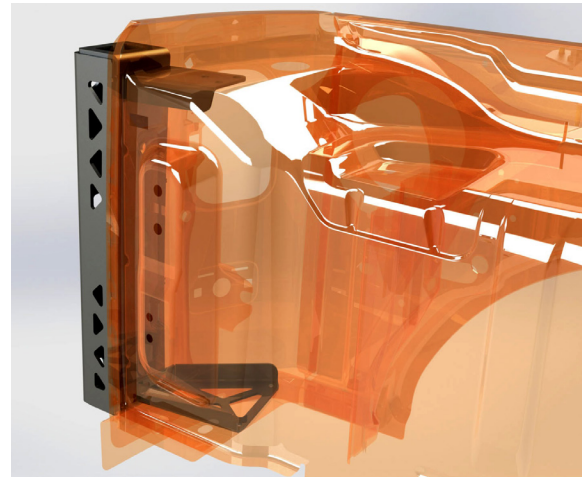


FIGURE 15

The taillight hole allows access to the interior cavity of the body tub as shown in the following photo. Each of the Latch Plate Braces attaches to the Latch Plate (with the Jeep's body panel sandwiched between) with (2) 3/8-16 X 1-1/2 Gr8 Hex Head Cap Screws, Flat Washers and Lock Nuts.



FIGURE 16

The Upper Latch Plate Brace will be bolted to the inner body tub panels later in the installation process.

17. Peak through the taillight hole and observe the Lower Internal Brace that was partially installed in the previous step. Install (2) 1/4-20 X 1 Button Head Cap Screws SS, with Flat Washers and lock nuts, to secure the Brace, using two existing holes in the floor of the cavity in the body tub. Tighten these bolts until just before they go snug, so that the Brace may still move around slightly as further adjustments to the Tire Carrier are made in later steps.

INSTALLATION INSTRUCTIONS

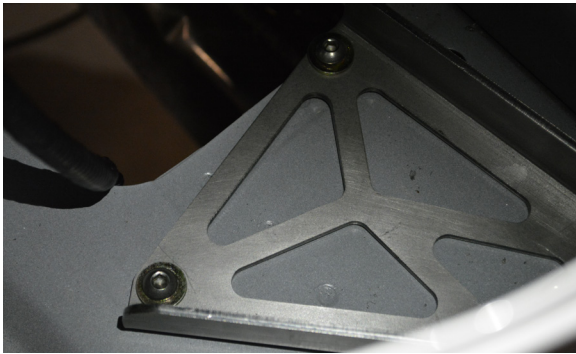


FIGURE 17

18. Remove the plastic tailgate hinge covers. The long cover may be removed by firmly grasping it near the pivot side of the hinge, squeezing, and sliding it to the left.



FIGURE 18

19. Remove the short tailgate hinge covers by spreading the top and bottom apart, as shown in the photo below.



FIGURE 19

IMPORTANT: In the following steps we will be removing each tailgate hinge and modifying it, one at a time beginning with the upper hinge. Make sure the tailgate is firmly shut and latched before proceeding. Do not remove the lower hinge until the upper hinge has been modified and reinstalled. **DO NOT OPEN THE TAILGATE** until BOTH hinges have been modified and reinstalled.

20. Make sure the tailgate is firmly shut and latched, then use a 10mm wrench to remove the two bolts from the tailgate side of the upper hinge. Proceed with a T47 Torx bit to remove the 3 hinge bolts from the body side.

IMPORTANT: Make sure the Torx bit is firmly seated into the head of the bolt. Pooled paint may prevent the bit from fully seating, but a light tap with a mallet will ensure full engagement. If the bit isn't fully seated, there is a risk of stripping the bolt head, the driver bit, or both.



FIGURE 20

21. Inspect the hinge assembly and note that the hinge pin has a thick head on one end, and a thin head on the other. Place the long side of the hinge into a vise as shown, with the thin hinge pin head oriented upward. Use a shop rag to protect the paint on the hinge.



FIGURE 21

22. Use a grinder to remove the head of the hinge pin.

INSTALLATION INSTRUCTIONS



FIGURE 22

Try not to grind too far into the hinge piece itself, although some slight grinding into it is inevitable in order to fully remove the pin head.

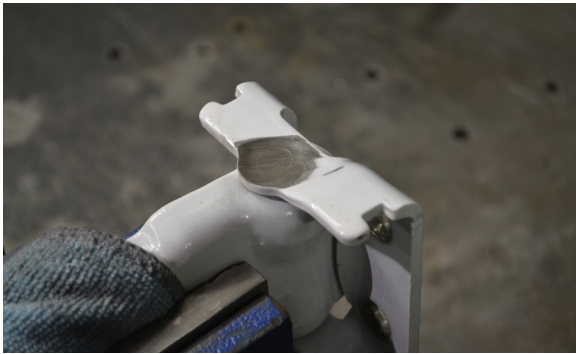


FIGURE 23

23. Use a narrow punch and shop hammer to pound the hinge pin out of the hinge.



FIGURE 24

24. Observe the two hinge brackets provided in the kit, as shown in the photo below. The Upper Hinge Bracket is the one with the slotted hinge pivot holes and cam stop blocks welded to the outside (the one on the left in the photo).



FIGURE 25

25. Install the Upper hinge Bracket on to the Jeep, re-using the three Torx bolts that were removed when the hinge was removed.



FIGURE 26

26. Reinstall the long side of the hinge using a M10-1.5 X 100 Socket Head Cap Screw (8mm hex key) as the new hinge pin. Secure it with an M10-1.5 lock nut (17mm wrench) and flat washers top and bottom.

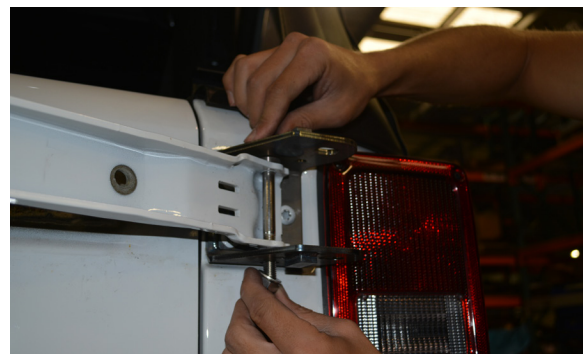


FIGURE 27

27. Install a 1/2" diameter Swing Stop Sleeve into the Upper Hinge Bracket as shown, using two 5/16-18 X 3/4 Socket Head Cap Screws (1/4" hex key). At final assembly, apply blue thread locker (Loctite® 242 or equivalent) to the threads.

INSTALLATION INSTRUCTIONS



FIGURE 28

28. Reinstall the OE bolts that attach the long side of the hinge to the tailgate (10mm wrench).



FIGURE 29

29. Repeat the previous procedures with the lower hinge: hinge removal, grind and remove hinge pin, install Lower Hinge Bracket, reinstall long side of hinge, install Swing Stop Sleeve.



FIGURE 30

30. Install the four (4) Black Delrin Bushings into the tube hinge sleeves on the Tire Carrier Main Structure. Use a round file to make sure the ends of the tube sleeves are free of burrs. Apply a thin film of grease to the bushing, then tap into place with a mallet.



FIGURE 31

31. Insert a 3/4" Inner Bushing Sleeve into the tire carrier hinge bushings installed in the previous step. Before inserting, de-burr and round over any sharp edges at the ends of the sleeve with a file. Apply a thin film of grease to the sleeve, then tap it into place with a mallet. Do this for both the upper and lower bushing/hinge assemblies on the tire carrier.



FIGURE 32

32. With the help of a friend, lift and install the Tire Carrier Main Structure into the Upper and Lower Hinge Brackets.



FIGURE 33

33. Locate the Upper Adjustment Cam. It is the one that is NOT threaded, and is counter bored to accept the head of a 1/2-13 X 4-1/2 Socket Head Cap Screw as shown in the photo below.

INSTALLATION INSTRUCTIONS



FIGURE 34

Insert the 1/2-13 X 4-1/2 Socket Head Cap Screw, through the Upper Adjustment Cam, into the Upper Hinge Bracket and through the bushing sleeve.



FIGURE 37

35. Attach the Threaded Tire Mount to the inside of the Tire Carrier Main Structure, using (3) 3/8-16 X 1 Gr8 Hex Head Cap Screws, Lock Nuts and Flat Washers.



FIGURE 35

Thread the Lower Adjustment Cam Nut onto the end of the 1/2-13 bolt, where it protrudes through the bottom of the Hinge Bracket. Leave this assembly finger-tight for now.



FIGURE 38

Use a pair of 9/16" wrenches to tighten the three 3/8-16 X 1 Hex Head Cap Screws, Flat Washers and Lock Nuts.



FIGURE 36

34. Install a 1/2-13 X 4-1/2 Socket Head Cap Screw, with 1/2-13 lock nut and washers, into the lower hinge assembly and tighten with a 3/8" hex key and 3/4" wrench.



FIGURE 39

36. Lift the spare tire onto the Tire Carrier, with the outside (appearance side) of the wheel facing the back of the Tire Carrier (facing away from the Jeep with the Tire Carrier closed).

INSTALLATION INSTRUCTIONS



FIGURE 40

37. Slide the Tire Mount Centering Cone on to the Threaded Tire Mount, followed by the Tire Mount Wing Nut. Thread the Wing Nut down until it is snug against the tire. The tire may need to be lifted slightly as the Wing Nut is tightened, so that the Cone may properly center the tire. Once the tire is centered, tighten the Wing Nut as far as it can reasonably be tightened by hand.



FIGURE 41

38. Pre-Install Any Roto-Pax accessories and/or Hi-Lift Jack (see notes in steps 60 & 61). Make sure Roto-Pax units are full, as they will be in normal use.

39. Once the spare tire and any accessories are installed, close the Tire Carrier and note that the Alignment Cones in the Latch Plate are most likely not correctly aligned with their corresponding holes in the Tire Carrier Main Structure.



FIGURE 42

There are two adjustments that must be made to perfectly align the Alignment Cones. To adjust them left to right, simply shift the Latch Plate left or right, as the bolts mounting it to the Jeep's body are in slotted holes, and not yet fully tightened. The following procedure is for aligning the holes with the Cones vertically, which is done at the Adjustment Cams on the Upper Hinge at the other side of the Tire Carrier.

40. Note that there are hash marks etched into the Upper Hinge Bracket, with an indexing mark etched into the Upper Adjustment Cam. The same markings can be found on the underside of the Hinge Bracket and the Lower Adjustment Cam Nut. Make sure the Upper and Lower Adjustment Cams are clocked the same (index marks on the Cams point to the same hash marks on the top and bottom side of the Hinge Bracket). Note that at this point the large Socket Head Cap Screw that runs through the Upper Hinge Assembly should not be fully tightened yet.

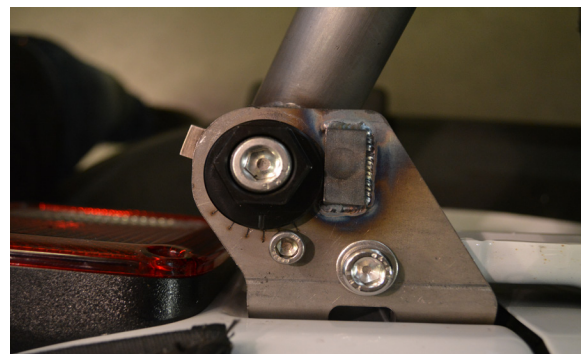


FIGURE 43

41. With a 7/8" wrench on the Upper Adjustment Cam and a 3/4" wrench on the Lower Adjustment Cam, rotate them **TOGETHER** to raise or lower the opposite side of the

Tire Carrier, until properly aligned with the Alignment Cones in the Latch Plate.



FIGURE 44

Remember that adjustments to align the Cones side-to-side are made by shifting the Latch Plate left or right. Adjust the side-to-side positioning of the Latch Plate and the Adjustment Cams simultaneously until the Alignment Cones seat perfectly into the holes in the Tire Carrier, allowing the Tire Carrier to shut fully against the Latch Plate.



FIGURE 1

42. Once the alignment Cones are properly aligned with the corresponding holes in the Tire Carrier, tighten the Upper Hinge assembly by holding the Lower Adjustment Cam Nut stationary with a 3/4" wrench while tightening the large Socket Head Cap Screw with a 3/8" hex key or driver bit. Take care to keep both Adjustment Cams stationary and aligned with each other as the bolt is tightened. Use the same tools to tighten the Lower Hinge assembly.



FIGURE 1

43. Swing the Tire Carrier open, and fully tighten the six 3/8-16 Gr8 Hex Head Cap Screws that fasten the Latch Plate to the Jeep's body. Remember you'll need a 9/16" socket with extension to reach the bolt heads, and a 9/16" wrench through the taillight hole to hold the lock nuts while tightening.



FIGURE 43

44. Slide the T-Lock Spacer Ring on to the T-Lock Latch Assembly as shown...



FIGURE 44

...and insert the threaded end of the T-Lock Latch Assembly into the round hole in the center of the latch plate part of the Tire Carrier Main Structure.

INSTALLATION INSTRUCTIONS



FIGURE 45

45. On the other side of the plate, install the large lock washer and large jam nut, and tighten.

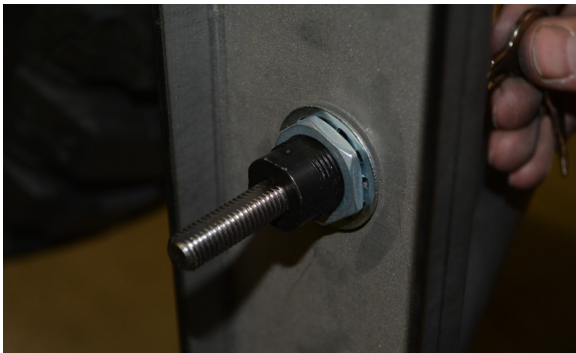


FIGURE 46

46. Next, install a small jam nut, small lock washer, latch bar, small lock washer, and small jam nut, in that order, as shown in the photo below. Finger-tighten the two jam nuts.



FIGURE 47

47. Close the Tire Swing and check the T-Lock mechanism for proper adjustment. When properly adjusted, the latch bar firmly tightens the Tire Carrier Main Assembly against the Latch Plate. The positioning of the latch bar will likely need to be adjusted several times before properly adjusted. Move the Jam nuts back and forth to adjust the position of the latch bar. Once everything is properly

adjusted, make sure all three jam nuts are firmly tightened with wrenches.

48. Peak through the taillight hole and observe the Lower Internal Brace that was partially installed in a previous step. Note that the bolt holes in the Brace align with existing holes in the body sheet metal. Install (2) 1/4-20 X 1 Button Head Cap Screws SS (5/32" hex key), with Flat Washers and lock nuts (7/16" wrench), to secure the Brace to the floor of the cavity in the body tub.

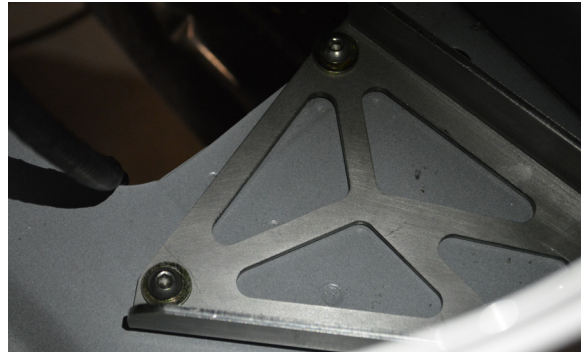


FIGURE 48

49. Open the tailgate and remove the plastic and carpet coverings to reveal the sheet metal on the top surface of the driver's side wheel housing/corner housing (near where the roll bar connects). To do so, you may need to remove some tie-down loops as shown in the photo.

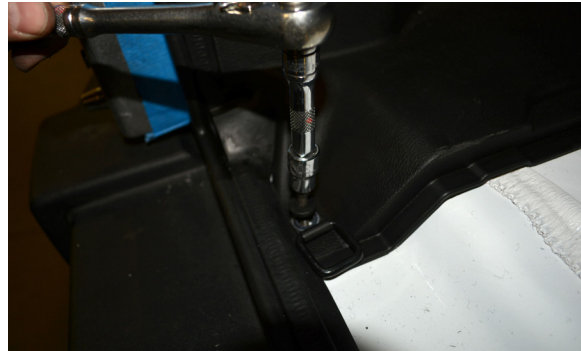


FIGURE 49

INSTALLATION INSTRUCTIONS

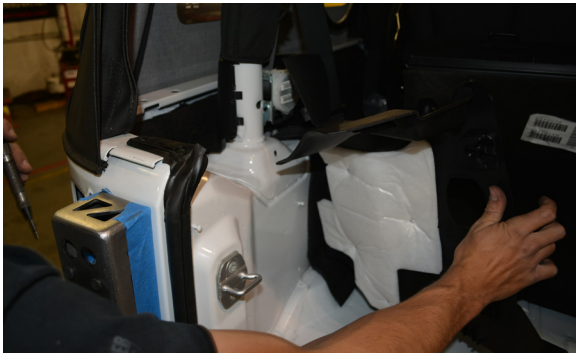


FIGURE 50

50. Peak through the taillight hole and observe the Upper Internal Brace that was partially installed in a previous step, and that there are three bolt holes in the brace, in a triangle arrangement. Holes will need to be drilled in the Jeep's body sheet metal in order to install bolts into these three locations. To do so, first an indent must be made at each hole location, that is visible on the other (top) side of the sheet metal. The best tool for this would be a 1/4" transfer punch and small hammer, in order to ensure the mark is perfectly centered. However an auto-punch or center punch and hammer will also work. Punch the sheet metal from below, by reaching through the taillight hole and using your punch tool of choice centered on the three hole locations.



FIGURE 51

If using an auto punch, several punches may be needed in order to make the dimples visible on the other (top) side.

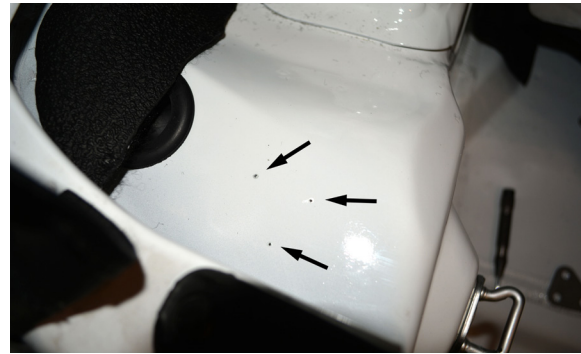


FIGURE 52

51. Re-use the punch from the TOP side on each of the hole locations, to invert the punch marks in order to center the drill so the holes can be drilled from the top side.

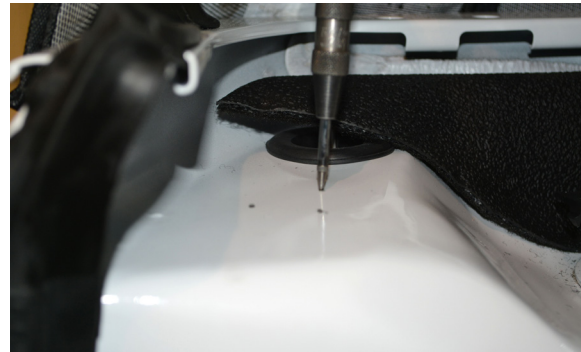


FIGURE 53

52. Drill the three hole locations beginning with a 1/8" pilot hole and finishing with a 1/4" bit.



FIGURE 54

53. Install the Upper Internal Brace Clamp Plate (small triangle-shaped steel plate with three holes) as shown in the photo below, using (3) 1/4-20 X 3/4 Button Head Cap Screws SS 5/32" hex key), with Flat Washers and Lock Nuts (7/16" wrench), to clamp the body sheet metal firmly between the Clap Plate and the Upper Internal Brace.



FIGURE 55

54. Replace plastic covers, carpets etc. in the Jeep's interior.

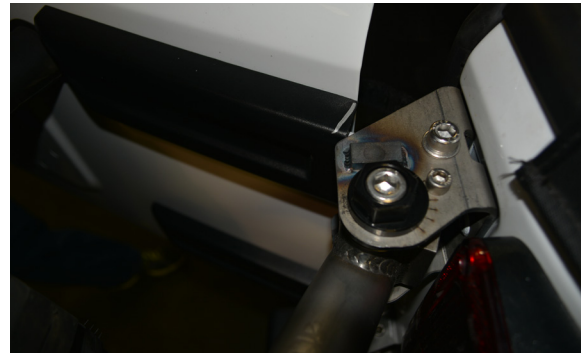


FIGURE 58

57. Use a cutting tool of your choice to trim the plastic hinge cover.



FIGURE 56

55. Re-Install the driver's side taillight housing, remembering to plug the taillight pigtail back into the Jeep's wiring harness.

56. Re-install the OE plastic upper and lower hinge covers. With the tire carrier swung open all the way, open the tailgate slowly until it becomes apparent where the plastic hinge covers will need to be trimmed to allow clearance for the Hinge Brackets.



FIGURE 59

58. Re-install the hinge cover and check for clearance. Trim further as needed.



FIGURE 57

Use a silver or other light colored fine tip felt marker, or a scribe, to mark the material that will need to be trimmed for clearance.



FIGURE 60

59. Install the license plate to the center plate of the Tire Carrier Main Structure, using (4) #10-24 X 3/4 Button Head Cap Screw SS (1/8" hex key), Flat Washers and Lock Nuts (3/8" wrench).

60. If laws in your area require the license plate to be illuminated, install a license plate of your choice. Poison Spyder recommends its LED License Plate Light & 3rd Brake Light with 6' Extension Harness (p/n 41-04-LP6).

61. If installing Roto-Pax™ fuel or storage packs, provisions are in place to bolt the Roto-

Pax Pack Mounts directly to the Tire Carrier. The Tire Carrier is designed to accommodate two (2) 2-Gallon Fluid Packs or Storage Packs (or one of each) on the rear surface, at either side of the license plate. Smaller 1-Gallon Fluid Packs may be mounted on either side. Note that mounting a 1-Gallon Pack on the driver's side will make it a little more difficult (though not impossible) to operate the T-Lock handle.



FIGURE 61

62. A Hi-Lift Jack may be installed on the passenger side instead of a 1-Gallon Roto-Pax (bolt holes are included for both) by using (2) 1/2-13 X 3" bolts with washers and wing nuts (not included, must be sourced by installer). A pair of urethane or rubber bushings with 1/2" through-holes may also be needed in order to space the jack away from the tire carrier (also not included; used shock eye bushings or similar may be used).



FIGURE 62

At this point, the pre-installation of the JK Body Mounted Tire Carrier is Complete. Once everything has been tested for proper operation, all of the un-painted bare steel components must be un-installed and painted or powder coated. Once painted or power-coated, re-install using the same procedures outlined above. Consider

the following pointers when painting or powder coating:

- **When painting or powder-coating, mask off the interior of the bushing sleeves on the passenger side of the Tire Carrier Main Structure.**
- **The Acme threads on the Threaded Tire Mount may be powder coated in a thin, durable coating.** There is enough clearance between the Wing Nut and the threaded rod to accommodate this, but not enough for a thick coat. Also, less-durable paint on the threaded rod may not hold up with the Wing Nut passing back and forth over it.
- **Paint and powder coat may not hold up on the inner surface of the alignment holes where they contact the Alignment Cones.** It may be better to leave that surface bare and keep it coated with a thin coat of grease to inhibit rust.
- **While the Tire Carrier components are removed for paint, use the opportunity to apply touch-up paint to the edges of all holes drilled into the Jeep's sheet metal to help prevent corrosion.**

Congratulations, you have completed installation of your JK Body Mounted Tire Carrier!

WARRANTY

Poison Spyder Customs™ warranties all of the products we sell and distribute for one (1) year from the date of sale. These products will be free from defects in material and workmanship under normal installation, and use. Due to the intended use the powder coat finish is warranted for ninety (90) days. The finish warranty will not cover a product if it has been damaged in any way. Warranty is limited to repair or replacement. Poison Spyder Customs™ does not offer any type of labor or shipping allowance and all warranty claims are subject to inspection by Poison Spyder Customs™.

At the discretion of Poison Spyder Customs™, the products in question can be repaired or replaced when found defective. Prior to any replacement or repair, written authorization must be obtained from Poison Spyder Customs™. Failure to contact us prior to having warranty work performed will immediately void all applicable warranties; and it is then the sole responsibility of the customer to remit any payment incurred.

The warranty expressed above is the sole warranty of Poison Spyder Customs™, and any other expressed or implied warranties are hereby specifically excluded and disclaimed.

HOLD HARMLESS AGREEMENT

In purchasing a Poison Spyder Customs Product™ I release, waive, discharge and covenant not to sue Poison Spyder Customs officers, servants, agents, or employees (hereinafter referred to as Releasees) from any and all liability, claims, demands, actions and causes of action whatsoever arising out of or related to any loss, damage, or injury, including death, that may be sustained by me (or anyone else), any property belonging to me (or anyone else), whether caused by the negligence of the releasees or otherwise, while working on, using or any activity related to this product.

I am fully aware of risks and hazards connected with the use of a this product and I elect to voluntarily engage in such use of this product knowing that the use may be hazardous to me and my property. I voluntarily assume full responsibility for any risks of loss, property damage or personal injury, including death, that may be sustained by me (or anyone else), or

any loss or damage to property owned by me (or anyone else), as a result of using this product, whether caused by the negligence of releasees or otherwise.

I further agree to indemnify and hold harmless the releasees from any loss, liability, damage or costs, including court cost and attorney fees, that they may incur due to my use of a this product, whether caused by negligence of releasees or otherwise.

It is my express intent that this Release and Hold Harmless Agreement shall bind the members of my family and spouse, if I am alive, and my heirs assigns and personal representative, if I am deceased, and shall be deemed as a release, waiver, discharge, and covenant not to sue the above named releasees. I further agree that this Waiver of Liability and Hold Harmless Agreement shall be construed in accordance with the laws of the State of California.

By accepting this product, I acknowledge and represent that I have read the above Waiver and Liability and Hold Harmless Agreement, understand it and accept it voluntarily as my own free act and deed; no oral presentations, statements, or inducements, apart from the foregoing written agreement, have been made; I am at least eighteen (18) years of age and fully competent; and I execute this Release for full, adequate and complete consideration fully intending to be bound by same.

If you do not agree with the preceding Hold Harmless Agreement, you may return the product and receive a full refund. Please, contact a Poison Spyder Customs™ sales representative and they will issue a call tag for the product in question. Once the product has been received by Poison Spyder Customs™ a full refund will be issued.

INSTALLATION INSTRUCTIONS