



Part 1: Parts List & Build Guide for Option B Bracket

By using **1.5-inch L-shaped steel angle iron** bolted to a heavy industrial cantilever bracket, you bypass the bulky U-cradles. The vertical face of the angle iron serves as a direct side-mount flange to sandwich the two pods together.

Complete Parts List (Per Side — Double for Left + Right)

- **1x Industrial Cantilever Bracket:** Standard 4-Hole or 6-Hole Cantilever Bracket for 1-5/8" Strut (1/4" thick, 6" length projection).

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- **1x Rigid Side-Flange Cross-Bar:** A 7.5-inch long piece of 1.5" x 1.5" Steel Angle Iron (L-Shape), 3/16" or 1/4" thickness.
- **4x Side Mounting Bolts:** M6-1.0 x 16mm button-head hex screws (Grade 8 or stainless steel) to screw directly into the threaded side holes of the **Diode Dynamics SS3 Pro and Max** housings.
- **4x Flat Washers:** M6 washers for the side pod bolts.
- **2x Cross-Bar to Cantilever Bolts:** 3/8"-16 x 1" Grade 8 bolts with matching Nyloc locking nuts and washers to join the angle iron to the cantilever arm.
- **2x Factory Mounting Bolts/Nuts:** Reuse the two exposed OEM structural framework bolts discovered upon removing the valance shroud.



Fabricating & Drilling Layout (The Side-Sandwich)

1. **The Bumper Mount:** Secure the vertical base of your 1/4" cantilever bracket to the two exposed factory bolts on the truck. (If needed, use a die grinder or carbide burr to elongate the 9/16" industrial slots to match the truck's exact 30mm vertical spread).
2. **Prepping the Angle Iron Cross-Bar:** Cut your 1.5" angle iron to exactly **7.5 inches** in total length.
3. **Drilling the Pod Slots:** Lay out the horizontal face of the angle iron. You will drill vertical holes through the face to line up directly with the side threaded holes on the SS3 pods.



1. **Outer Pod (SS3 Max):** Place the center of the outer mounting holes **0.5 inches** from the outside edge of the bar.
2. **Inner Pod (SS3 Pro):** Leave exactly a **3.55-inch center-to-center gap** between the outer pod's mounting holes and the inner pod's mounting holes. This nests the 3.3" pods tightly side-by-side with a perfect **1/4-inch cooling/vibration gap** between the aluminum heatsinks.
4. **Assembly:** Bolt the bottom face of the angle iron to the slots on your forward-projecting cantilever arm. Slip the SS3 Max and Pro into the pocket and secure them tightly through the side flanges.



Part 2: Layout & Cutting Guide for the Honeycomb Mesh

Since the SS3 pods have a 3.3-inch profile and you are choosing to cantilever them so they stick proud out of the bumper face, your cutout strategy can be precise. You don't need a deep 3.3-inch box cutout; you only need to clear the rear profile of the pods as they pass through the valance.



• **The Horizontal Width:** Mark out a continuous rectangular box that is exactly **7.25 inches wide** on both the left and right sides of the honeycomb valance. This accommodates both pods (3.3" + 3.3" + 0.25" gap) with an extra 0.20-inch wiggle room on the borders so the vibrating plastic won't rub against the aluminum housing during off-loading.

• **The Vertical Height:** Mark the height at exactly **3.5 inches tall**. This requires you to cut through roughly two to three tiers of the factory plastic grid rows depending on where your cantilever height rests on the factory framework.

• **Keep Clear of the Parking Sensors:** Before cutting, map your 7.25-inch wide rectangle to ensure its outermost edge is at least **1.5 inches clear** of the sonically welded front parking assist (RPA) sensor bezels located on the bumper fascia

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Execution Tips for the Cut

- **Tape the Grid:** Cover the entire cutting zone with high-tack blue painter's tape. Use a fine-point silver marker to draw your exact 7.25" x 3.5" box directly onto the tape.

The High-Speed Slice: Do not use a reciprocating saw (like a Sawzall), as the heavy vibration can cause the brittle plastic honeycomb to spiderweb crack or snap the welded parking sensor bezels. Instead, use a **Dremel rotary tool equipped with a 561 plastic cutting bit** or a plastic-cutting wheel spinning at a high RPM. It will melt-slice cleanly through the tiers with zero structural shock.

De-burring: Once the rectangular chunk is removed, pull off the tape and run a utility knife or 220-grit sandpaper along the raw edges to clean off any melted

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