

# Installing your HoodLift® on your Jeep® JK



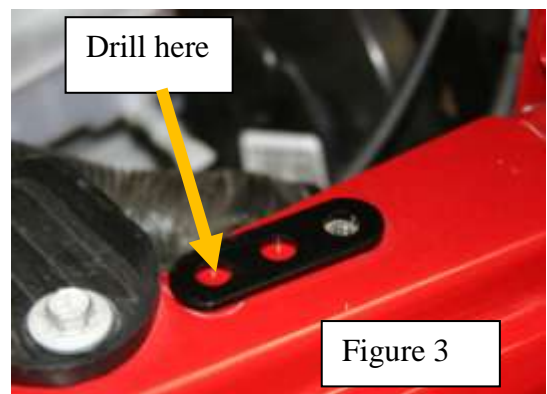
**Figure 1** Congratulations on your purchase of a genuine HoodLift® made by the company who invented the Jeep aftermarket HoodLift® in the mid-1990's. It is made from the finest components available and should give you years of trouble-free service. Here are some photos of how yours will look once you have it installed. That should take less than an hour. Some drilling is required. **Please read the entire instructions through once and then get started.**



**Figure 2**

Tools needed	Supplied Parts
Drill motor. Preferably a cordless drill.	(2) Gas springs (they look like shocks)
5/16" nut driver for the drill motor	(2) Upper Ball Stud Clips
5/16" socket wrench and driver, 1/4" drive recommended	(1) Passenger Side Ball Stud Lower Clip
10mm wrench, either socket or end wrench	(1) Driver's side Ball Stud Lower Clip
Masking tape	(6) Sheet metal screws
	(6) Star Lock Washers
	(1) Drill bit
	(2) Spacer Plates

1. Lift the hood and prop it up with the factory prop rod. Remove the rearmost 10mm bolt on each fender and save it for later. Lay a spacer plate over the hole per the photograph, Figure 3. Note the relationship with the plastic brace. The spacer plate should almost touch it. Figures 3 and 4 show the Driver's side, near the rear of the engine compartment.



**Figure 3**

2. You have two ball-stud brackets with un-equal sized holes in them... a left and a right. The larger hole is for the 10 mm bolt to go through and will be the rear-most bolt on the bracket you use for that side. Place the appropriate Ball Stud Bracket, **ball stud facing in** over the spacer and reinstall the 10mm bolt. Then, using the bracket as a template, drill a pilot hole with the supplied drill bit, put a star lock washer on one of the sheet metal screws and drive it into the hole, securing the lower Ball Stud Bracket to the Jeep.

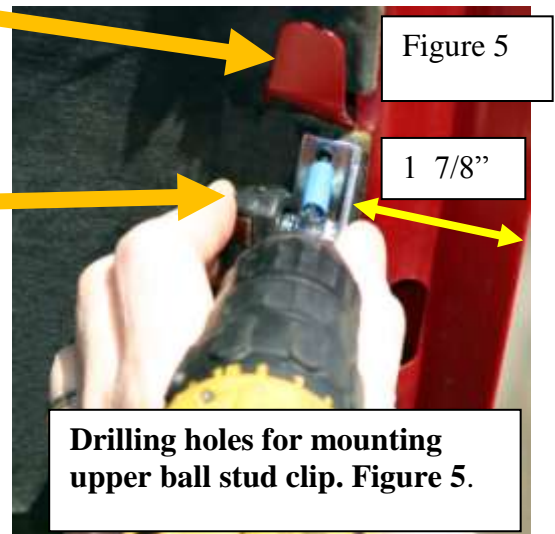
If you use an electric drill and a nut Driver, set it on a low speed and go slowly to almost snug, then hand-tighten with a 5/16" socket and ratchet wrench. Be careful to not break the screw. If it's going in too hard, ream the hole out slightly with the drill.



**Snap small end of gas spring on here, but not on your upper bracket yet.**

**Insulation Clip, Driver's Side**

3. Snap the small end of a gas spring onto the **lower** Ball Stud Bracket. The one you just installed. **Don't snap it on the upper one yet.** Using one of the brackets with equal sized holes, position it per the photo, figure 5, but just use the gas spring as a gauge by lightly setting it against the ball stud **with the ball stud facing inward**. With the hood on the prop rod, and the gas spring lined up with the ball stud, the bracket end should land about 1-7/8 inch away from the edge of the hood, 1/8 inch down from the hood's insulation clip and lined up with it. See figure 5 and figure 7. **The ball stud should face inward.** The position of this ball stud clip establishes how far your hood opens when you are finished. It should open approximately the same as it did when the prop rod was holding it open. **Don't try to vary the position more than 1/2"** since that may prevent the gas spring from closing all the way.



**Drilling holes for mounting upper ball stud clip. Figure 5.**

4. Wrap some masking tape around your drill bit per the photo so it will only go approx. 1/4" into the metal. This is to prevent you from denting the hood from the inside. Make sure the tape is wrapped tight and that it goes all the way to where the bit is clamped into the drill motor so it won't slip. I recommend using more tape than the photo shows in Figure 6.

5. Using the clip as a template, mark and drill two holes with the tape-wrapped drill for the two sheet metal screws. See Figure 5.

6. Put one of the star lock washers on a sheet metal screw and drive it into the hole you just drilled

**Masking tape on drill bit. Figure 6**



using your drill motor and a 5/16" nut driver. You can also just use a 5/16" socket wrench; however it's easier with a drill motor. If you use a corded electric drill, be extremely careful to set it on very slow speed and go only to *almost* snug or you will strip the screw. We recommend using a battery powered drill with a clutch set on a light setting. Then finish tightening the screw with a socket and ratchet, only to wrist tight. See figure 7. Go carefully and don't strip the threads. Then drill the other hole and install that lock washer and screw.

7. Repeat steps 1-6 for the other side.

8. Now, **remove the prop rod** and hold up the hood with your hand. *Then* snap the gas springs onto the Ball Stud Brackets, carefully not letting go of the hood until both are snapped on. If you snap the gas springs on before taking the manual hood prop off, you may have a hard time removing it without slicing the insulation (if yours has it.) Your hood will remain up. Now, **check for any tools, beverage containers, small children or whatever left in the engine compartment.** Then you can lower it and lift it up and let it go. Go ahead, do it a few times and see how it works for you. It should rise from the neutral point about a foot from closed and come to a smooth, dampened stop. If it doesn't have that dampened stop, you may have installed your gas springs upside down. See the photo, figure 2. The large part of the gas spring should be up. Upside-down gas springs also have a shorter life than properly installed ones.

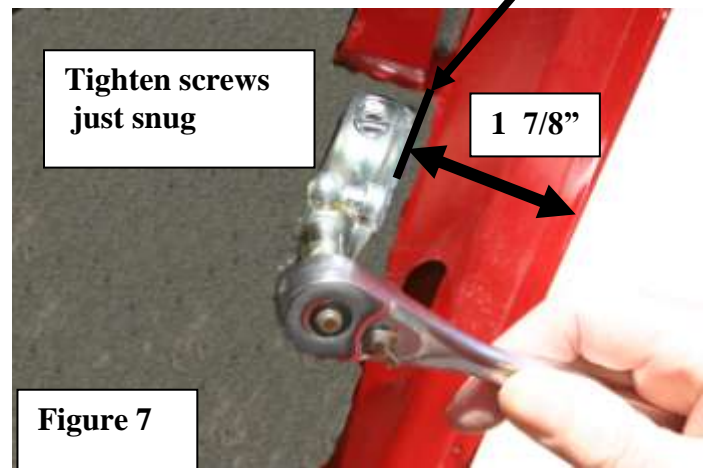


Figure 7

If you ever have to remove a gas spring (or strut...they look like shocks) slip a small screwdriver under the small semi-circular spring near the end and lift it up to release it from the ball stud it is capturing. To replace a gas spring, just snap it on the ball stud.

Lastly, I took off the coiled spring in the front center of the hood. This was used by the factory to prevent the hood from landing too hard when shutting when there were no gas springs on the hood. Now my hood doesn't flutter when driving on the freeway. Not a necessary part of installing this kit, but I liked the result.

If you have any suggestions on how to make the HoodLift or improve these instructions, please share them with me. Your fellow Jeepers and I will really appreciate it.

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**Email me for 2 free decals. Just include your name, address and the word "decals" and they will be on their way**



Now that you have a HoodLift®, take a look at the HoodLift TailGate Prop. It holds that tailgate open instead of it hitting you in the buns when you least expect it. The sloped mounting system allows the tail gate to glide open with a dampened stop from the oil inside the gas spring lubricating the seal. Lifetime warranty!



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