

Installing a genuine HoodLift® on a Jeep® TJ 1997-2006

To print a full-color version of these instructions go to www.hoodlift.com/products.html. Scroll down to the TJ HoodLift and click on the TJ HoodLift Installation. A pdf file should download that you can print on your color printer.)



Figure 1

What it looks like if you have under hood insulation



Figure 2

What it looks like behind the insulation or if you have none

Installing your HoodLift® on your Jeep® TJ

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.



Figure 3

Figure 1 and 2 show it once you have it installed. Installation should take less than an hour. Some drilling is required.

Please read the entire instructions through before beginning your install.

Tools needed	Supplied Parts
Drill motor. Preferably a cordless drill.	(2) Gas springs (they look like shocks)
5/16" clearance drill bit. We used an 11/32" drill bit.	(4) Ball studs
Sharp knife or razor blade	(4) 5/16" Nylock nuts
Socket driver	(2) U Bolt Ball-Stud Clamps with 1/2" nuts
(2) 1/2" wrenches, either socket or end wrench	(4) Star Lock Washers
Masking tape	(2) flat ball stud clips
Measuring tape	(1) upper ball stud plate, wing-shaped
Pencil or pen	(2) 5/16" body bolts
Safety goggles	(2) nuts with bent rod attached
Chalk or white marker if under-hood insulation	

Note: when drilling, be sure to wear your safety goggles!!

1. Lift the hood and prop it up with the factory prop rod.

2. You will be mounting the lower U-Bolt Clamps on the horizontal radiator-to-firewall braces. Note that Jeep did not put those braces in there symmetrically. The one on the driver's side is closer to the mid-line of the Jeep than the one on the passenger side is. So you will use different measurements to install the U-Bolt Clamps. First loosely assemble the lower ball stud clamps per the sketch. Use star washers on the U-bolts. The Nylock washer does the job on the ball stud.

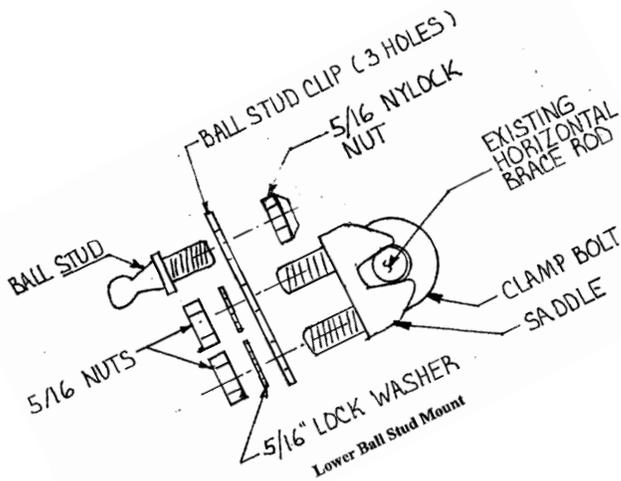
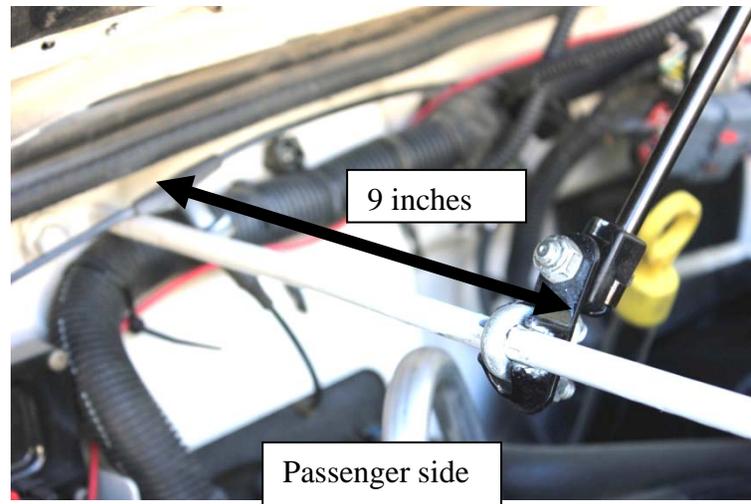


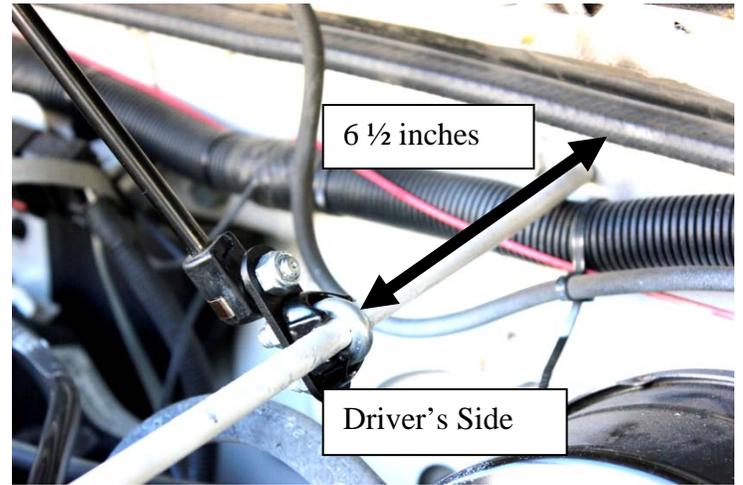
Figure 3

3. Now that you know how it's going to go on, remove the two nuts and star washers from each lower ball stud mount and fit them loosely on the radiator to firewall rod per the photos. The one on the passenger side should be nine inches from the black gasket on the rear of the engine compartment. The one on the driver's side should be 6 1/2" from the black gasket. Don't tighten them up yet.

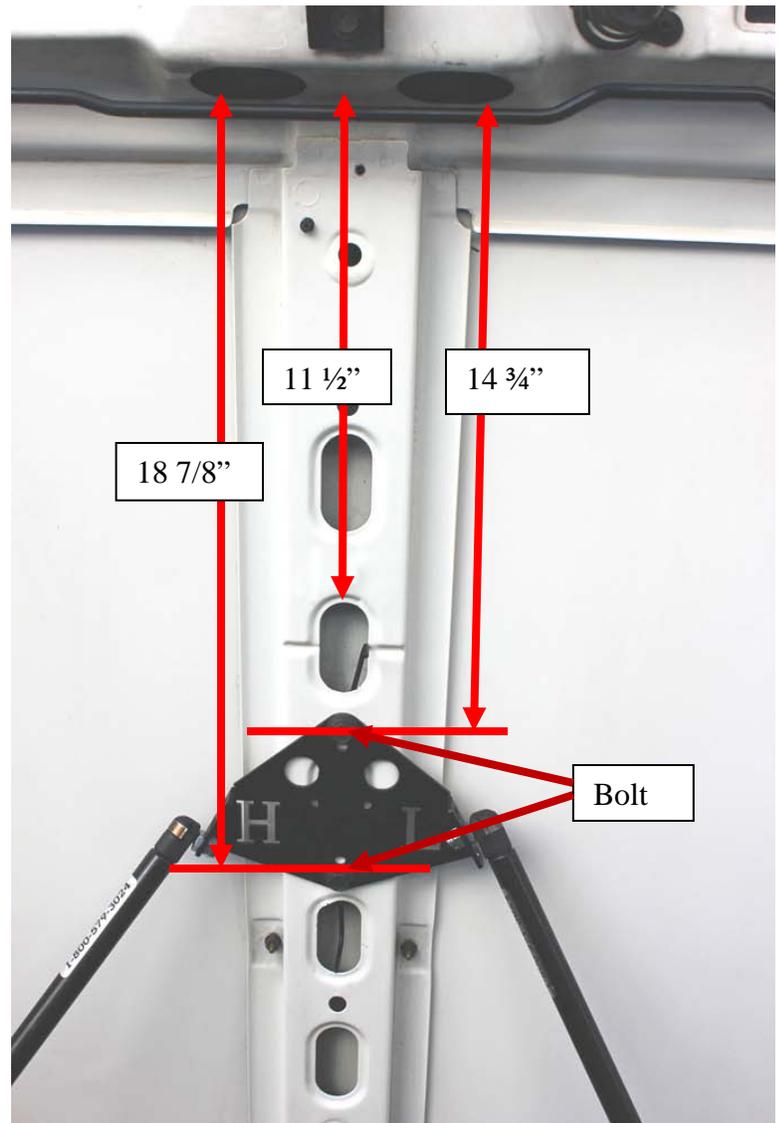


The photos of the lower ball stud mounts show the gas springs already on them but, for now, just put them on loosely.

4. If your Jeep has insulation under the hood, please also look at the photo of the installation without insulation, Figure 2 above. There you can see that we will be mounting the upper, wing-shaped ball stud bracket to a rib that goes down the middle of the hood. We will cut out the insulation over two of the 2 ¼” holes and slide the two nuts with bent rod attached through those holes, finding the special bolts and secure the wing-shaped ball stud bracket with them.

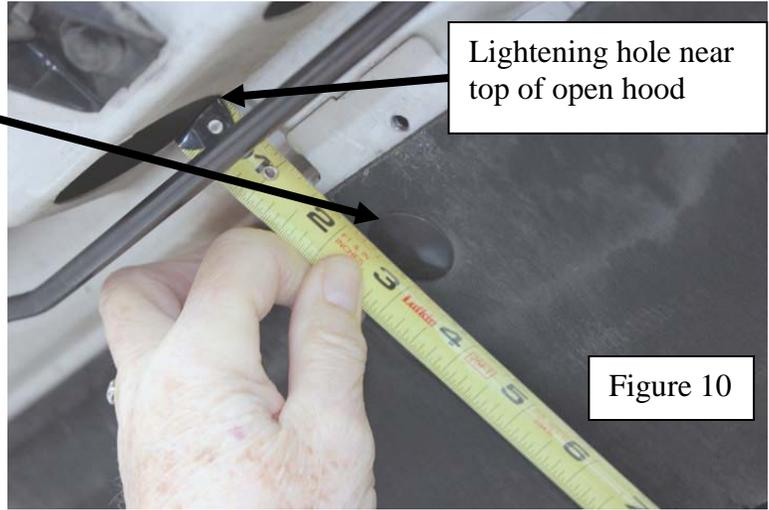


5. Before you start drilling, wrap your drill with masking tape all the way down to the chuck, leaving about ¼” of bare drill so the masking tape makes a stop to prevent you from drilling too far and denting or drilling through the top of your hood!!

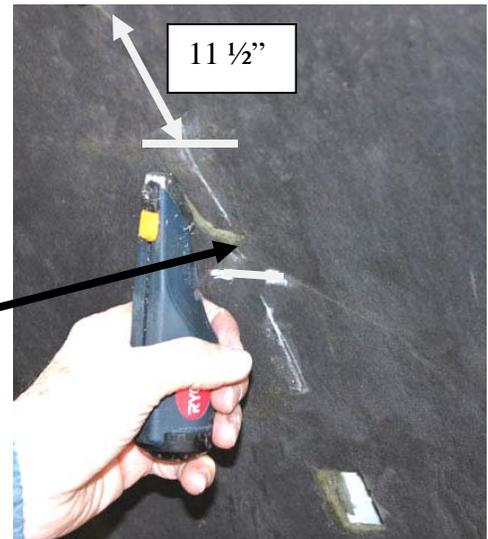


Looking up at the center rib of the hood from below. This view shows how the upper winged ball-stud bracket will look once it is mounted. If you have insulation on your hood, you will have to cut out the insulation covering the access holes just above and just below your bracket so you can install the nuts.

6. Your measuring point on the hood is the upper lightening hole up near the latch. Note the black plastic fasteners holding the insulation blanket on. Use those to determine the center of your hood. Then measure down the center $11\frac{1}{2}$ inches to find your first place to cut out the insulation. Use a sharp knife and probe that hole through the insulation and cut out the insulation over the hole.

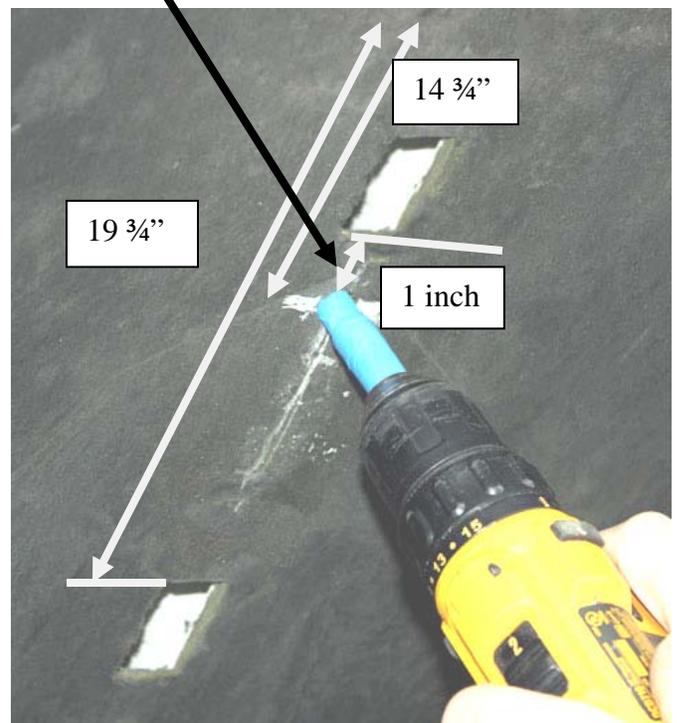


We used some chalk to mark the centerline. This photo shows the lower hole already cut out.



Remove black plastic fastener from here, if you have one

7. Measure $14\frac{3}{4}$ " from the lightening hole shown in figure 10 above. Probe that point to make sure it lands on the center hood stiffener about one inch below the upper access hole you just cut out. If in doubt, use the one inch measurement. Then drill a $\frac{5}{16}$ inch clearance hole there. We chose to drill a smaller pilot hole first with the tape-wrapped bit above.



8. Using one of the nuts with the bent rod attached and one of the special bolts supplied, attach the upper bolt to the nut. The special bolt has a portion of it smaller so you can more easily position the nut. Shown here, we are using a regular bolt to do this and it is much more difficult than using the special bolts you have. Just make it snug.



9. Once the first bolt is snug, make sure the bracket is lined up with the center line and drill the second hole, using the ball stud bracket as a template. This will assure that the holes are aligned properly. Then install the second bolt. We show ball studs attached to the wings just finger tight so we know where they are. After snugging down the bolts, put the driver's side ball stud in the *middle* hole per the photo below and tighten it snug. No need to go gorilla tight. The Nylock nut will keep it tight. Put the passenger side stud in the *bottom* hole and tighten it. Then snap on a gas spring, making sure the large black part is up and the thinner shaft is down.



Drill 2nd hole, using bracket as a template, then install lower bolt as you did the upper one.



Install driver's side ball stud in middle hole.
Passenger side ball stud in lower hole

10. Back to the lower ball stud mounts. Make sure the ball stud nylock nut is tight. Twist the gas springs 180 degrees so the ball stud receptor aligns with the lower ball stud. Then angle the lower brackets so they line up with the gas springs and tighten the ½” U-bolt nuts.



Remember! They are U-bolts and almost all u-bolts seem to stretch and loosen as they conform whatever they are wrapped around. So go back and re-tighten them after a week or so.

11. Go ahead and snap on the gas springs. That should do it.

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 make sure the semi-circular spring is back in its slots and snap the socket onto the ball stud.

If you have any suggestions on how to make the HoodLift better 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. Works with all sizes of spare tires attached to your tail gate. The sloped mounting system allows the tail gate to glide open with a dampened stop from the oil inside the nitrogen-filled gas spring lubricating the seal. Lifetime warranty!



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