



Protecting Your Adventure Lifestyle

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71307 05-13 Toyota Tacoma Hoodlift® Kit

INSTALLATION INSTRUCTIONS

NOTE: 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. The installation should take less than an hour and will require some drilling. Please read through the entire instructions before getting started.

Tools needed

Cordless drill
Center punch
Socket wrench
 $\frac{5}{16}$ " socket
Measuring tape
Masking tape
Marker pen

Supplied Parts

(2) Gas springs
(2) 90° Ball stud bracket (inner stud)
(2) 90° Ball stud bracket (outer stud)
(10) #10 x $\frac{5}{8}$ " self-tap screws
(8) #10 internal lock washers
(1) $\frac{7}{64}$ " drill bit

INSTALLATION

1. Lift up the hood and place it on the factory prop rod. On the driver side by the firewall there is a ledge built into the side of the engine compartment just under the fender mounting lip. Place one of the ball stud brackets with the outer stud on this ledge and set it as far back against the firewall as it will go. (**Fig. 1**)
2. If there is an overabundance of seam sealant in this area, utilize a razor knife and carefully trim the sealant down to allow the bracket to sit flush on the surface of the ledge.
3. While holding the bracket in place, use your marker pen and make indicator marks through the brackets holes for drilling. Center-punch these holes so the drill bit doesn't wander when you begin drilling.
4. Take your cordless drill and wrap some masking tape around the $\frac{7}{64}$ " drill bit (**Fig. 2**) so it will only go approx. $\frac{1}{4}$ " through the sheet metal. This is to prevent you from drilling too far and damaging anything that may be behind the surface of the sheet metal you're drilling through. Make certain the tape is wrapped tight and that it goes all the way to the drill chuck so the tape won't slide.
5. Drill out your center-punched holes and utilizing an internal lock washer with the sheet metal screw, fasten down the ball stud clip with the $\frac{5}{16}$ " socket. Do not over-tighten as you risk stripping the sheet metal or breaking the heads off the screws. Repeat orientation and drilling procedure for passenger side.



Fig. 1



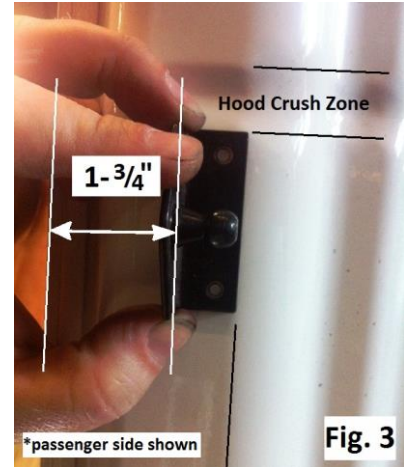
Fig. 2



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- Next, we'll install the upper ball stud brackets. Approx. halfway along the underside edge of the hood there is a crush-zone formed into the frame structure. Position the inner ball stud bracket so that the vertical edge of the bracket is $1\text{-}\frac{3}{4}$ " from the outside edge of the hood and just below the crush-zone. (**Fig. 3**) The ball stud needs to be pointing inward. Make your marks, center punch and drill with the $\frac{7}{64}$ " "taped" drill bit. The tape on the drill bit is especially critical in this step because you run the risk of denting the inner surface of the hood if the bit goes too far through the sheet metal. Repeat orientation and drilling procedure for the other side. Attach the brackets with the provided hardware and your $\frac{5}{16}$ " socket.



- You're now ready to install the gas springs, but before you do take a moment to cycle them so their seals get lubricated and they'll function smoothly right away. Hold the cylinder side with both hands and compress them against some carpet or mat so the bottom doesn't slide out. Now take the gas springs and with the cylinder side up, snap them onto just the upper ball stud clips allowing them to hang.

- Fold the factory prop rod and while holding up the hood with your hand or through the use of an assistant, snap the hanging rod ends of the gas springs onto the lower ball stud clips taking care to not let go of the hood until both gas springs are snapped into place. If you snap the gas springs completely on before removing the factory prop rod, you may have some difficulty disengaging it. Your hood will now remain up, but before testing the opening and closing function of the install, check for tools or anything that may have been left in the engine compartment.

- Once you've determined the engine compartment is free and clear, go ahead and lower the hood slowly verifying there are no binding or clearance issues. If everything checks out ok, lift up on the hood allowing the gas springs to take over about $\frac{1}{3}$ rd of the way up. Close and open the hood a few times to check the gas springs' functionality. They should raise the hood from a neutral point about 12" opened and come to a smooth, dampened stop at the top of the stroke. If it does not have that dampened stop, you may have inadvertently installed your gas springs upside down. The large cylinder portion of the gas spring should be oriented up as it allows the internal oil to remain at the seal prolonging the life of the springs and giving them the dampened feature.



- If you ever need to remove a gas spring from its ball stud, slip a small screwdriver under the small semi-circular clip near either end of the gas spring and pry it up to release it from the ball stud it is capturing.

- Your installation is now complete.

If you need further assistance installing your product, please contact us by email at techsupport@warriorproducts.com or call us at (888) 220-6861.

THANK YOU FOR PURCHASING HOODLIFT BY WARRIOR PRODUCTS

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