Installing a genuine HoodLift® on a Jeep® JK with an AEV hood

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

Installing your HoodLift® on your Jeep® JK with AEV Hood

Figure 1

Figure 2

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 before beginning your install.***

Tools needed	**Supplied Parts**
Drill motor. Preferably a cordless drill.	(2) Gas springs (they look like shocks)
5/16"" drill and center punch	(2) Upper Ball Stud Clips (L brackets)
5/16" nut driver for the drill motor	(2) Ball studs
5/16" socket wrench and driver, ¼" drive recommended	(2) 5/16" Nylock nuts
(2) ½" wrenches, either socket or end wrench	(6) Sheet Metal Screws (2 extra)
Masking tape	(6) Star Lock Washers (2 extra)
Measuring tape	(1) Drill Bit
Pencil or pen	
Safety goggles	

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 have two ball-studs. They look like a ball with a threaded end. They will mount on the Jeep's vertical bracket near the back of the engine compartment. See figures one and two above. First drill 5/16"a hole in each of the Jeep's vertical brackets per the dimensions below. The hole will be 3/4" from the forward end of the bracket and approx. 1 1/8 inches below the top.

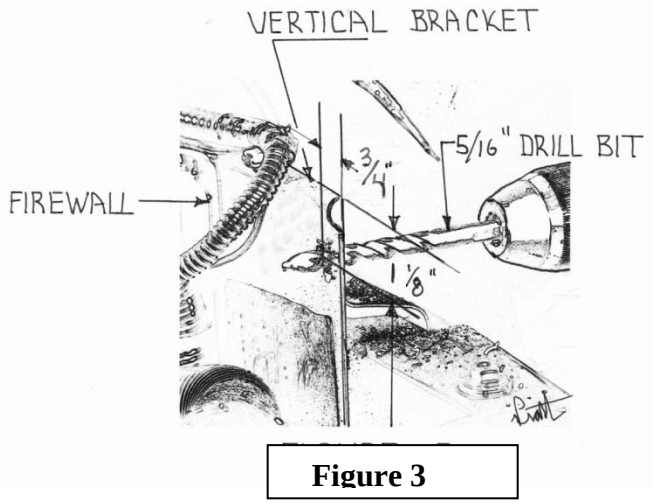


Figure 3

Be careful to not push too hard so your drill motor hits the side of the fender when you push through. You may want to lay a soft cloth between the drill motor and your fender.

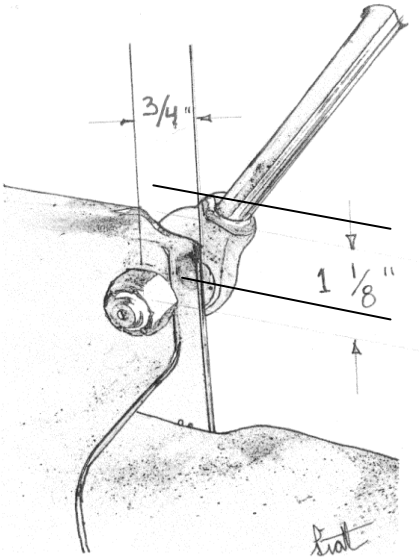
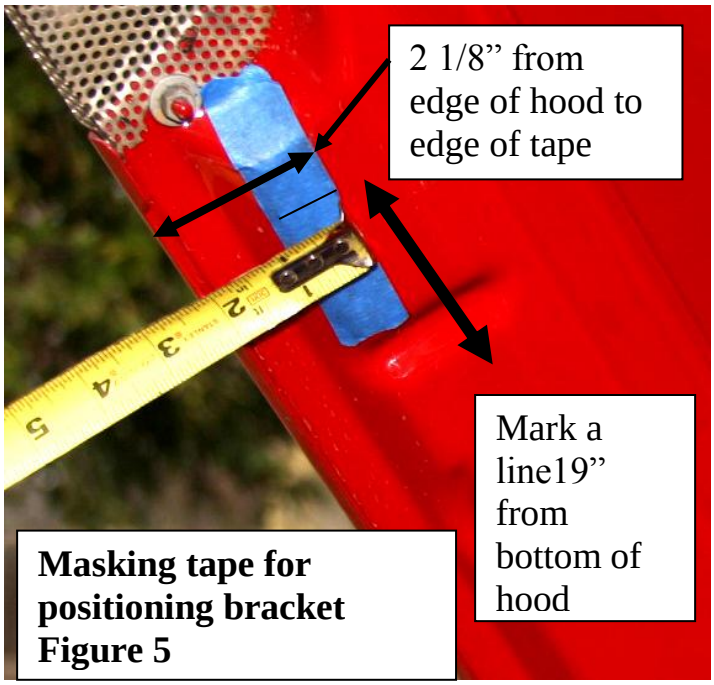


Figure 4 Passenger side lower ball stud with gas spring attached. Note ball faces inward toward engine.

Note: If you have a Rubicon model or other model with electric lockers, you will have to move their two relays on the vertical bracket back about ½ inch. This will require removing the plastic fastener holding them and re-drilling another hole for it in the vertical bracket.

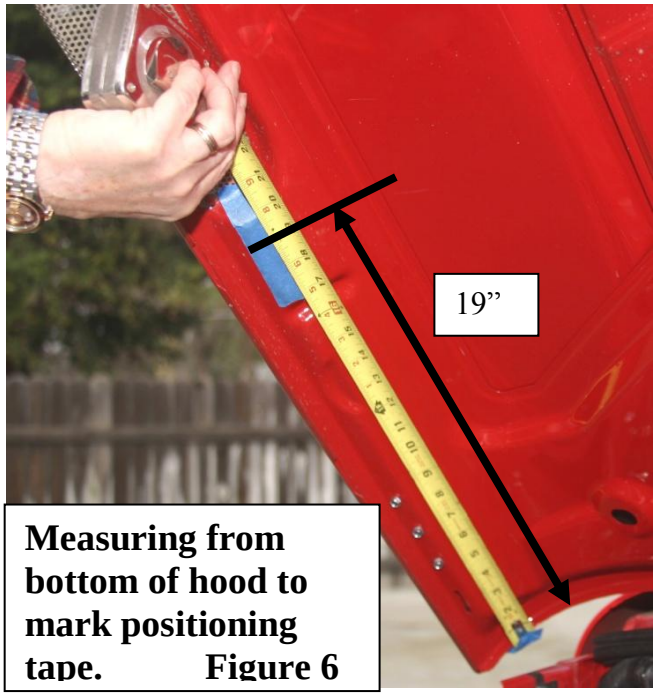
3. Insert a ball stud per figure 4 **with the ball facing inward toward the engine**. Put on one of the Nylock nuts and tighten with the ½" wrenches just wrist tight. No need to go Gorilla tight, that's what the Nylock is for. It won't come loose. Then snap the **ROD END** of a gas spring onto the ball stud. When the hood is up, the large body of the gas spring should be up, not down. Just lay the attached gas spring down in the engine compartment for now. Be careful to not contact the positive terminal on the battery, which is near the passenger side lower ball stud location.

4. For positioning the ball stud bracket (or “L” bracket) on the hood, first put a strip of masking tape on the upper hood per the position shown in Figure 5. The tape should be on the flat part of the hood void just below the side vent (if your hood has that vent). The edge of the tape nearest the center of the hood should be 2 1/8 inches from the edge of the hood and the center of the tape should be approx. 19 inches from the bottom edge of the hood. See figure 5.

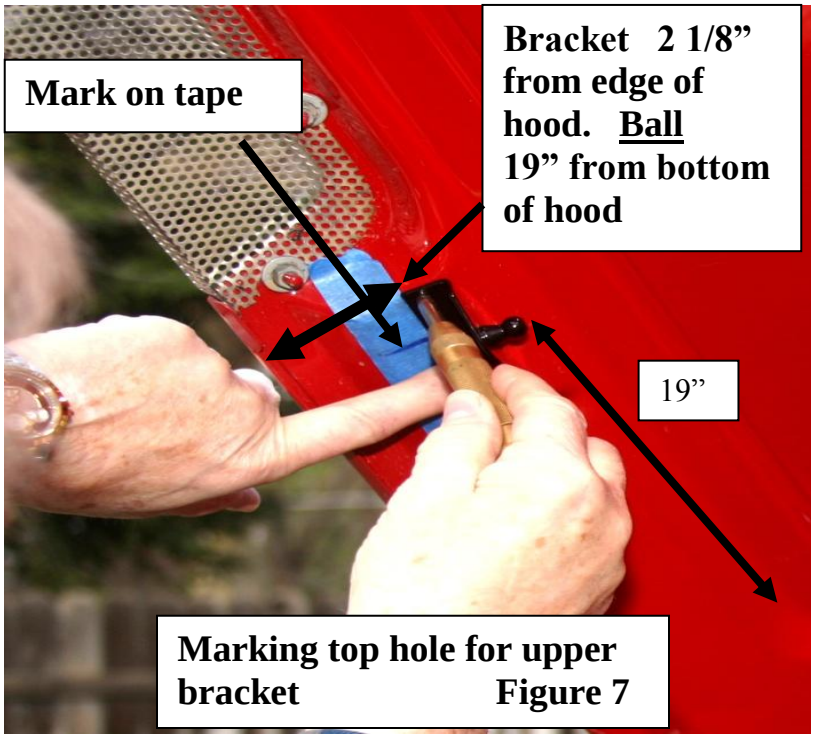


Masking tape for positioning bracket Figure 5

5. Measure from the bottom edge of the hood (per figure 6), 19 inches and mark the masking tape. This will be how far the ball of your ball stud bracket is from the lower edge (back when closed) of the hood. You may have to use some tape (or a friend) to hold the end of your measuring tape to the edge of the hood.

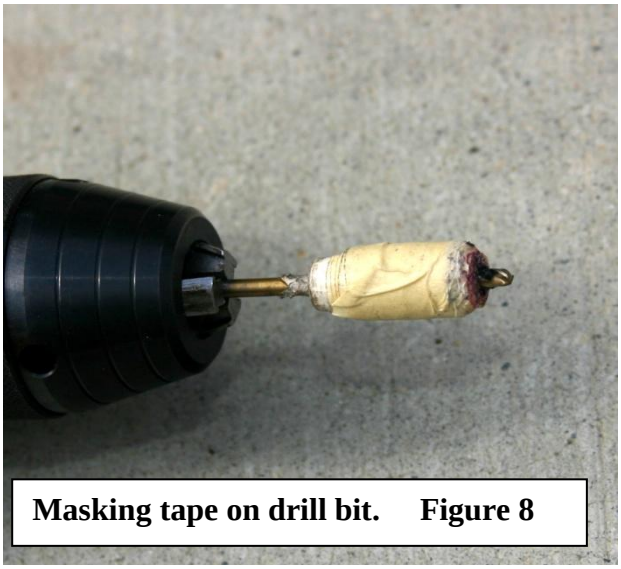


Measuring from bottom of hood to mark positioning tape. Figure 6



Marking top hole for upper bracket Figure 7

6. See figure 7. Using the marked masking tape as a guide, lay one of the ball stud brackets, with the ball pointing in, beside it with the ball lined up with the mark. Mark where you are going to drill with a center punch. You may just want to use the bracket as a drilling template. The top hole will be on the edge of the flat metal, just before it drops to the screened vent. ***Before you drill, see the next step***.



Masking tape on drill bit. Figure 8

7. Wrap some masking tape around your drill bit per figure 8 so it will only go approx. 1/4" into the metal. This is to prevent you from denting the top of your hood from the inside. Make sure the tape is wrapped tightly so it won't slip.

8. Drill **JUST ONE HOLE** with the tape-wrapped drill, then put one of the star washers on a sheet metal screw and install it.

CAUTION! DO NOT OVER DRIVE THE SHEET METAL SCREW AND STRIP IT. JUST START IT WITH YOUR ELECTRIC DRILL OR DRIVER AND FINISH TIGHTENING IT BY HAND WITH A 5/16" SOCKET WRENCH OR NUT DRIVER. SEE FIGURE 11.

Drilling top bracket hole. Drill only one hole at first. Near the edge of the flat hood material. Figure 9

Starting screw with electric driver. Be careful here! Figure 10

Wrist tight with hand tool
Figure 11

9. Once the first screw is snug, THEN 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 screw with its star lock washer.

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

Snapping on gas spring

Figure 12

11. Remove the masking tape, then **fold the prop rod down** and hold up the hood with your hand. ***Then*** snap the gas springs onto the hood's new Ball Stud Brackets, carefully not letting go of the hood until both are snapped on. Your hood will remain up. Now, **check for any tools, beverage containers, small children or whatever left in the engine compartment. Then** you can pull it down and lift it slightly and let it go back up. Go ahead, do it a few times and see how it works for you. It should rise from the neutral point near closing 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.

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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