



Manual Rev.
2.7
21-11012

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1979-1998 Ford Mustang & 1979-1986 Mercury Capri QuickLIFT Installation Guide

Step 1 - Unpack QuickLIFT system and verify contents.

Remove all items from the packing tube. You should have the following before beginning:

- | | |
|---|-------------------|
| * (2) Gas Springs | QL-200-5A |
| * (4) 3/16" Multi-grip rivets
(Outer holes of hood brackets) | 38-00015-B |
| * (2) 3/16" Aluminum rivets (longer)
(Center hole of hood brackets) | 38-00016-B |
| * (4) 5/16" forged TEK screws (Fender) | 38-00030-B |
| * (2) Fender Brackets | 32-00002-R |
| * (2) Hood Brackets | 32-00003 |



Step 2 - Gather the required tools.

Please gather the following tools before you begin the installation:

- | | |
|---|--|
| * Power Drill | * Hammer & center punch |
| * 5/32" & 3/16" drill bits | * Rivet gun, capable of 3/16" rivets
(most brands can handle this size) |
| * 5/16" socket & socket wrench | Only use the rivets supplied in this
QuickLIFT system. |
| * Fine permanent marker or felt tip pen | |
| * Masking tape & Tape Measure | |

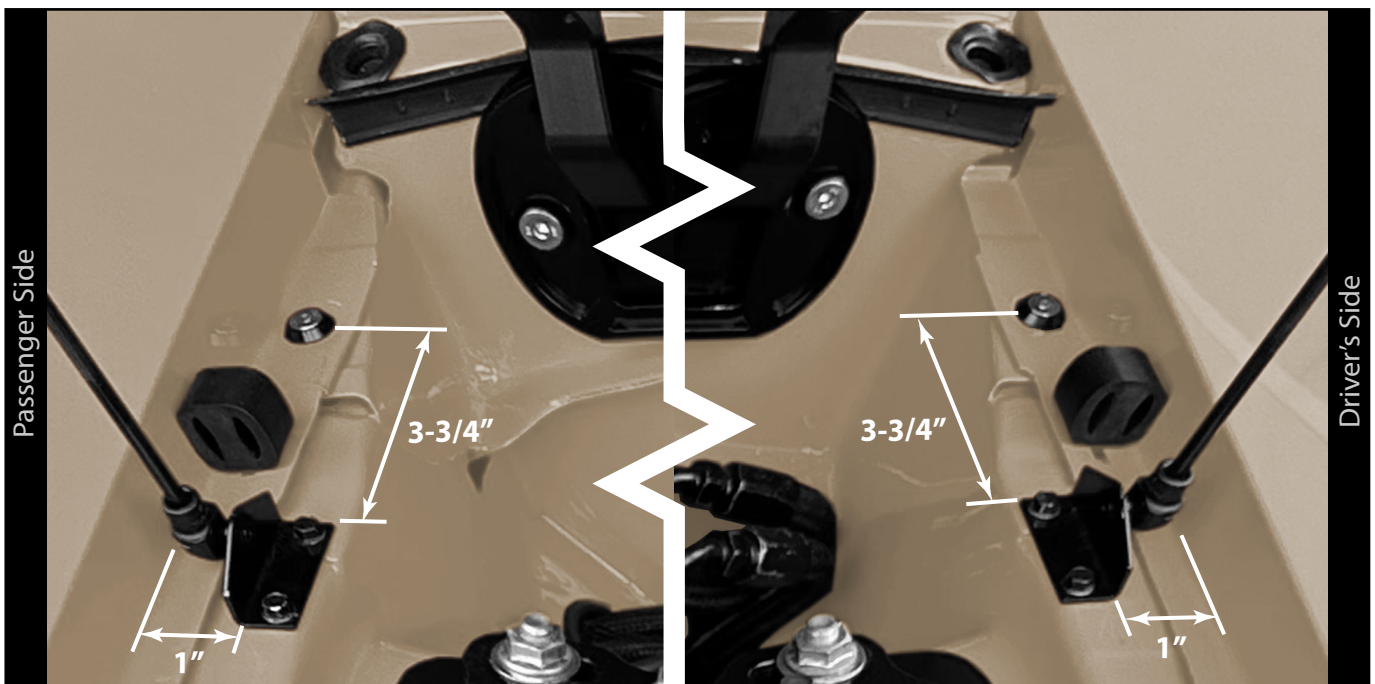


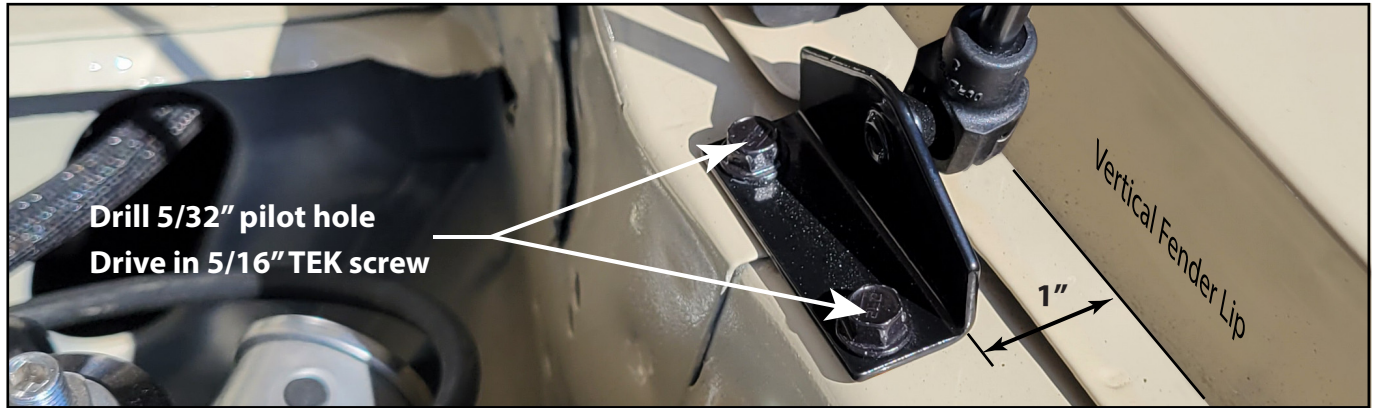
Recommended:
Hand Riveter: 38-00047

Step 3 - Position fender brackets

A. Starting with the driver's side, place fender bracket with ball stud pointing away from the vehicle **3-3/4"** (from the centerline of the fender bolt near fire wall to the edge of bracket). Bracket face should be **1"** from vertical fender lip with ball-stud floating in between. **Right front corner of bracket should rest at or near angled fender lip.**

B. Verify measurements and then mark right hole using a fine permanent marker.





Step 4 - Mark and drill pilot hole using 5/32" drill bit.

- Bracket should sit 1" from the vertical fender lip measured to the vertical edge of bracket - ball stud aiming outward on both sides. Mark right hole, then using a center punch and a hammer, tap the center of this mark. This will help guide the drill bit and keep it from wandering.
- Drill the pilot hole at the marked position using a **5/32" drill bit**. Do not ream or enlarge hole.
- Using a **5/16"** socket and wrench (or preferably a nut driver and drill set to low speed), screw the self-tapping TEK screw into the fender. **Apply adequate pressure while screwing the sheet metal screw in - you will be creating threads in the fender and it will require force. If you use a drill and nut-driver, push firmly at slow speed as to avoid stripping threads.**

Step 5 - Drill second hole & secure bracket with 2nd TEK screw

- Drill the second hole through the bracket hole using a **5/32"** drill bit.
- Attach the bracket using the same **5/16"** socket and wrench or nut-driver. Repeat Steps 3-5 to attach the passenger side fender bracket.

Step 6 - Hood Brackets - READ CAREFULLY



1979-1993 Vehicles

STOCK (OEM) HOODS: Measure **21-5/8"** from corner of hood along edge and put a mark on masking tape to align with center of bracket.

AFTERMARKET HOODS: Measure from corner of hood up along edge - determine distance below:

Hoods with low profile cowl - 22" measurement for bracket centerline.

Hoods with 3-5" cowl - 24" measurement for bracket centerline.

1994-1998 Vehicles

ALL HOODS: Measure **24-1/2"** from corner of hood along edge and put a mark on masking tape to align with center of bracket.

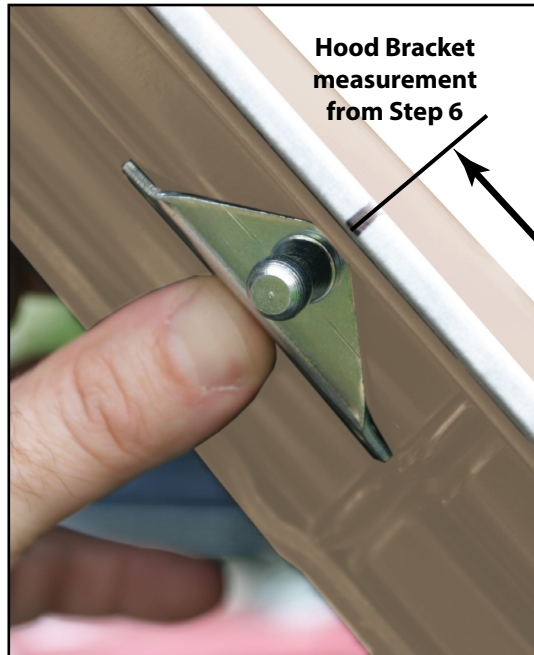
Step 7 - Align Driver's side hood bracket and mark center hole.

A. Hold hood bracket such that the ball stud faces out and away from the vehicle and bracket is tucked up over the hood frame as shown to the right - **Ball stud should be centered on measurement.**

B. Using a marker, place a dot at the center of the center hole.

C. Using a center punch and a hammer, tap the center of the dot you just made (this indentation will help guide the drill bit and keep it from wandering).

Alignment of bracket shown to the right for all 1979-1998



Step 8 - Drill 3/16" hole.

A. Carefully drill center hole as shown to the right using a 3/16" drill bit.

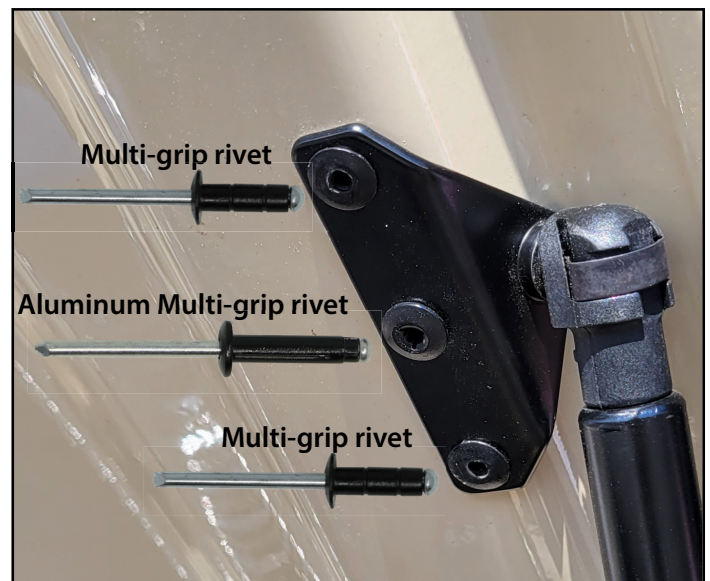
***** Place a piece of tape around the drill bit 1/4" past the tip! This will help prevent the drill bit from passing through and denting the hood skin!**

Step 9 - Rivet center of bracket to hood.

A. Hold the bracket in position.

B. With the bracket lined up again, place the Aluminum multi-grip rivet through the bracket and hole with the long stem sticking outward. The rivet may require a few twists while pushing it in. See parts list for correct rivet (1 for each hood bracket).

C. Check to be sure your rivet gun has the 3/16" rivet head installed, then slide rivet gun onto rivet. While applying force to the rivet and bracket, firmly squeeze riveter handle multiple times until rivet gun pops and snaps off the rivet stem. Be careful when rivet stem snaps off.



Step 10 - Drill upper and lower holes of hood bracket & then rivet.

A. Reposition and align bracket into the proper position against hood lip.

B. With the bracket snugged up against the hood frame, use the center punch to tap the center of the upper hole. Then, carefully drill the hole through bracket hole and hood frame. **Rivet upper & lower holes using four multi-grip rivets (steel shaft, not aluminum).**

Step 11 - Repeat steps 6-10 and install the passenger side hood bracket.

A. Your vehicle's hood has a symmetrical hood frame. Repeat Steps 6-10 to install the upper passenger side hood bracket. Take your time and verify the measurements using the bracket you just installed.

Step 12 - Install gas-springs - Body of strut to hood

A. Have a friend hold the hood up. Remove the stock prop rod assembly.

B. Install the driver's side gas-spring with the gas strut's body at the top (large end up and connected to the hood ball stud). Be sure that the gas spring sockets snap securely onto the ball studs. [This procedure is most easily completed if the lower ends are snapped onto the ball-studs first and then attach the body to hood ball stud.](#)



Note from the owners:

Thank you for purchasing from us at Redline Tuning. This Hood QuickLIFT system is one of over 400 vehicle applications we have developed. Though this particular system is not a bolt-in system like most of our others, it is still the best functioning design on the market. We could release a bolt-in version for the 79-04 Mustangs, but it simply does not work properly. Our approach will always be to release the best design, but only if it works and provides the same consistent function we require of all systems we release. These older Mustangs have rubber bushing hinge-assemblies - if you apply too much force to the hood with gas springs, the hood will lift and bow with the hood closed. Our design allows for gas springs that are less than 50% the force compared with our competition. Also, by mounting to the mid-point of the hood, our QuickLIFT system provides lifting action from a very low angle... Our system will hold your hood open in any weather and will not blow down if bumped or otherwise.

This design will also work with just about any hood out there. We provide mounting options for the hood brackets based on model year and hood type. Any questions, just call us up. 734-238-6759