

2005 MUSTANG TEST DRIVES!

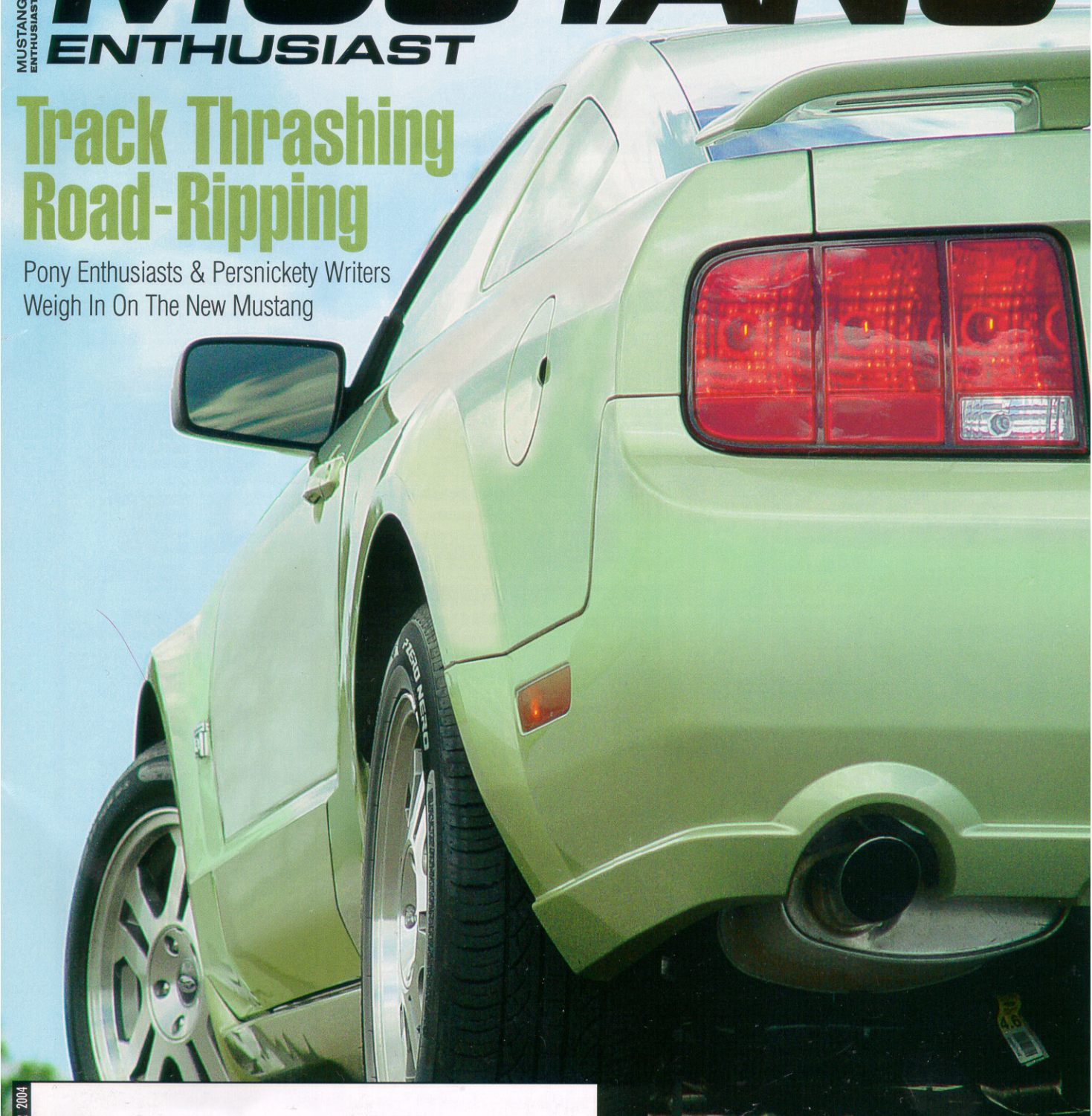
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Pony Enthusiasts & Persnickety Writers
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LIFT IT...QUICK!

REDLINE TUNING'S QUICKLIFT HOOD STRUT KIT IS THE LONG-AWAITED SOLUTION FOR THOSE PESKY PROP RODS



IN MY LINE OF WORK I SEE MANY NEW AND INTERESTING PRODUCTS CONTINUALLY BEING INTRODUCED INTO THE MUSTANG MARKETPLACE—EVERYTHING FROM EXOTIC, ULTRA-LIGHTWEIGHT RIMS TO CUTTING EDGE SUPERCHARGERS THAT PUSH MORE AIR THAN A KANSAS TORNADO. OFTEN TIMES, LOST IN THE SHUFFLE OF HIGH-DOLLAR BLOWERS AND “BLING-BLING” RIMS, A NEW PRODUCT COMES ALONG THAT LEAVES US SCRATCHING OUR COLLECTIVE HEADS WONDERING WHY SOMETHING LIKE THIS HAD NOT BEEN INVENTED BEFORE. ONE SUCH PRODUCT THAT IS LONG OVERDUE IS REDLINE TUNING'S QUICKLIFT HOOD STRUT KIT FOR THE LATE-MODEL MUSTANG.

With the thousands of available upgrades for the Mustang, one detail that has been neglected by the aftermarket is the prehistoric hood prop rod. It seems odd that Ford would continue to use this ancient form of supporting the hood. Many new Fords feature gas struts as a method of lifting and supporting the hood. Heck, the Mustang already comes with gas struts to lift the trunk, so why not slap a couple more under the hood? Knowing this, it is a mystery to us why Ford has never implemented a more sophisticated hood lifting apparatus. This is exactly the niche that RedLine Tuning has filled.

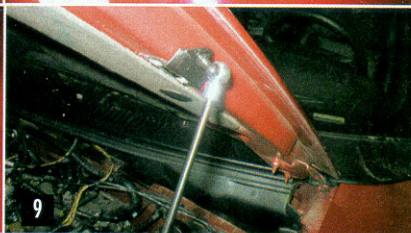
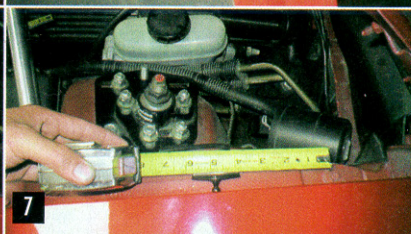
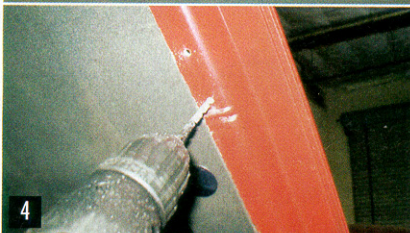
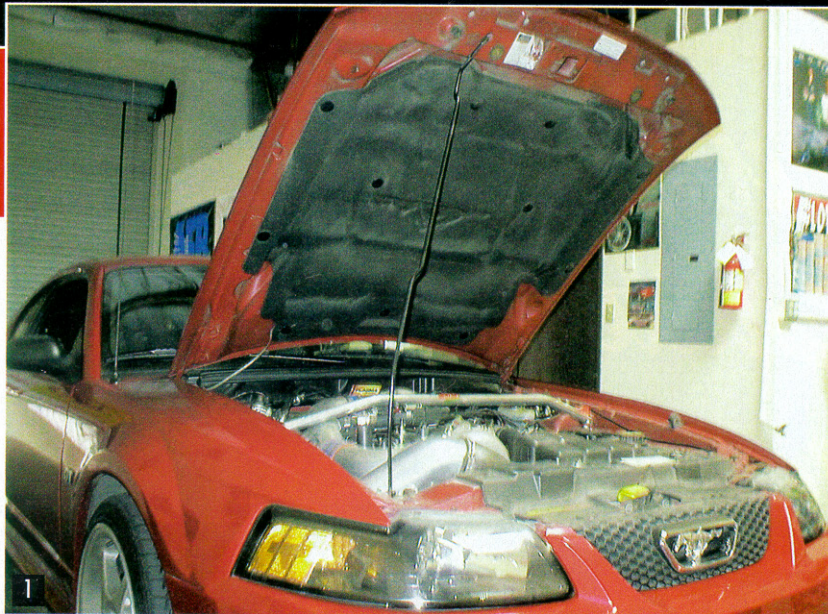
The team at RedLine Tuning offers a slick hood strut conversion kit that allows you to eliminate that clumsy and dangerous stock hood prop rod (trust me, having a hood slam on you because you bump into the prop rod is not a pleasant experience). We found that the stock hood was able to raise a full two inches higher with the QuickLifts compared to the original prop rod. If you are like me and live under the hood of your car, you will appreciate more elbowroom under there.

Functionally, this is a nice investment, as it simply requires less effort to raise or lower the hood. At approximately 30 degrees angle, the QuickLift takes over and gently raises the hood up and holds it securely. Just think of the cool factor of having your hood virtually raise and support itself. The QuickLift hood strut kit looks terrific and is simple to install. Even the most technically challenged should have little or no difficulty retrofitting the QuickLift into their Mustang. Basic tools and a bit of drilling will be necessary, but this shouldn't scare you. Even if you are taking your time, installation should be possible in about an hour. Everything required for a painless installation experience is included as part of the kit, including detailed instructions, hardware, brackets and a pair of gas struts. The QuickLift heavy-duty gas struts are a real work of art as they ooze with quality workmanship. Worried about durability? Don't be. RedLine Tuning has tested the QuickLifts to over 73,000 cycles, and the units come with a two-year warranty.

RedLine Tuning offers QuickLifts for all late-model Mustangs from 1987 to present, along with kits for many other makes and models. You will also be glad to know that each kit comes with hardware and instructions that are unique for your vehicle, which puts an end to “one-size-fits-all” installation hassles. Although the QuickLifts are originally designed to work with the Mustang's stock factory hood, they can also be easily fitted to an aftermarket or non-original fiberglass or composite hood. Furthermore, if you already have aftermarket equipment on your car, such as caster/camber plates, a strut tower brace or the previously mentioned fiberglass hood, the QuickLifts will not interfere in any way. In addition, the factory hood latch/lock mechanism remains unaffected.

The QuickLifts can be obtained in two different flavors: original or Elite. The original QuickLift (which is what we chose for our installation) features black nitride-coated gas struts and zinc-plated brackets for good looks and durability. The QuickLift Elite comes standard with silver stainless steel gas struts and powder-coated black brackets for those who desire a bit more visual impact. The price of admission is friendly for the original QuickLifts, which sell for \$59.99 for the kit, and a tad more for the Elite models, which fetch \$109.99. Which style you choose is entirely up to you, but either one will be sure to leave you smiling every time you open your hood.

Follow along as the Mustang experts at GTR High Performance demonstrate how simple it is to install QuickLifts onto your pony. If you prefer to leave the wrenching to somebody else, GTR High Performance will make short work of it for just a few bucks. Remember, the steps shown here are on a factory 1999-2004 GT hood, however, installation will be similar if done on a different year Mustang. The 2001 Mustang GT shown here belongs to Marcia Quiroz, who has entrusted GTR to outfit her car with the



SOURCES

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REDLINE TUNING

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latest and greatest speed parts, such as a Paxton Supercharger, Brembo Brakes, racing suspension kit, larger wheels and tires, and virtually every bolt-on currently available. Since Marcia has an affinity for fast and beautiful Mustangs, she is always searching for creative and functional modifications. If you are like Marcia and crave innovative, affordable, and simple modifications, contact GTR High Performance or RedLine Tuning to get a set of QuickLifts. ■

1. The perennial problem...soon to be fixed!

2. RedLine Tuning's QuickLift kit eliminates the factory hood prop system with two available designs that offer easy hood opening and closing for any late-model Mustang.

3. Starting on the driver's side, place the supplied hood bracket just above the "lip" on the frame of the hood (where installer's right thumb is) with the ball stud pointing out (away from the vehicle). Hold the bracket in place and mark both holes for drilling.

4. Drill out both holes with a #11 or 3/16-inch drill bit.

5. Insert two supplied rivets into the holes to hold the bracket in position.

6. Use a rivet gun to snap off the rivet stems and secure the bracket to the hood.

7. Place the supplied fender bracket into position. The bracket should be approximately 3.75 inches from the rear fender bolt and one inch from the fender with the ball stud pointing out. Mark the holes for drilling. Drill out both holes using a 5/32-inch drill bit.

8. Using a 5/6-inch socket, thread the supplied screws into the holes to secure the bracket.

9. Snap the hood strut into the ball stud of the hood bracket and install the supplied locking clip.

10. Snap the hood strut into the ball stud of the fender bracket and install the supplied locking clip. Repeat the above steps for passenger side.

11. Remove the factory hood prop retaining bolt and remove the hood prop. The installation is now complete!