

Kit contents

- 1 hydraulic lift arm connected to aluminium support plate
- 1 plastic rectangular spacer
- 2 bolts
- 2 lock washers

Tools required

- 1/2 inch open wrench (spanner)
- 10 mm socket wrench
- Small flat-bladed screwdriver
- Power drill and 8mm bit for metal (4mm bit recommended as well)
- Support for lid (see step 7)

1. Examine the lift arm. The "thick" end (with the sticker) is terminated with a threaded bolt. This can be detached by removing (with a flat screwdriver blade) the thin metal band. However, this should not be necessary. Do not attempt to compress the lift with your bare hands - it won't move unless you are very strong. It's useful to remove the silver-coloured nut and lock washer from the head of the lift before starting.
2. Remove the trunk mat. Unscrew and remove the box in the well on the left of the trunk.
3. Remove the four plastic pop-fasteners which retain the cover of the left-hand side of the trunk lining. (To remove a fastener, insert a fine blade between the middle of the head and the outer ring, and wiggle the head.) Now carefully remove the trunk lining panel.
4. You will see an unpainted aluminium plate. This is held in place by three 8mm bolts. Remove these with a 10mm socket and remove the plate.
5. Refer to photo 1. This is actually a reversed photo of the right-hand side of my car, because I made it after completing the installation. However, it will serve to illustrate the important points of these instructions.
6. Remove the two bolts marked "A" in photo 1. Now fix the trunk lid lift assembly to the holes left behind, using the plastic spacing plate and the bolts and lock washers in the kit. The aluminium plate will point "downwards" - that is, the bolts will be in the top half of the plate. The lift arm will be on the left of the plate, running down most of its length. The thicker part of the arm will reach up towards the lid hinge (marked "B" in photo 1).
7. Support the trunk lid in the fully open position. A stick about 85cm long placed in the third brake aperture and leaning against the spare tyre will do this. If you don't do this, disaster will follow in step 8. A patient friend can be substituted for the stick.
8. If you have ever wondered what the two long bent metal rods that run along the top edge of the trunk are for, now's your chance to find out. You need to remove the rod, which holds the left-hand hinge in place. The easiest way to do this is to pull and bend it loose from where it is snapped in near the opposite (right-hand) hinge. After some work it will spring free. It looks at first as if it is bolted in some way to a bracket ("C" in photo 1) near the left-hand hinge, but as it comes free on the right you will find that it can be slipped out on the left. There is some tension in the rod, but if you have supported the lid properly, nothing should jump out at you with excessive force.
9. Now that the bracket "C" which was held in place by the rod is out of the way, you can line up the threaded shaft against the hinge of the lid. Mark the centre of the point where they meet. Drill an 8mm diameter hole through the hinge here. You need to line this up quite accurately in the "centre" of the hinge, because the 1/2-inch nut has to fit into the "gutter" formed by the shape of the hinge on the other side. I first drilled a 4mm hole, then widened it

10. Lift the bracket "C" above the level of the 8mm hole. Put the lock washer back onto the threaded shaft of the lift head; then push the head through the 8mm hole and secure it with the 1/2-inch bolt. Use a 1/2-inch open wrench (spanner) to tighten it. The bracket will now simply sit on top of the head of the lift. Photo 2 shows this arrangement (after the trunk lining has been put back into place).

11. Remove the lid support, which you mounted in step 7 and test the lift by closing the lid gently. Invite your friends and family to admire the mechanism.

12. Reverse steps 4, 3, 2, and 1. You may need to bend the aluminium plate to avoid contact with the lift.



PHOTO ONE



PHOTO TWO