

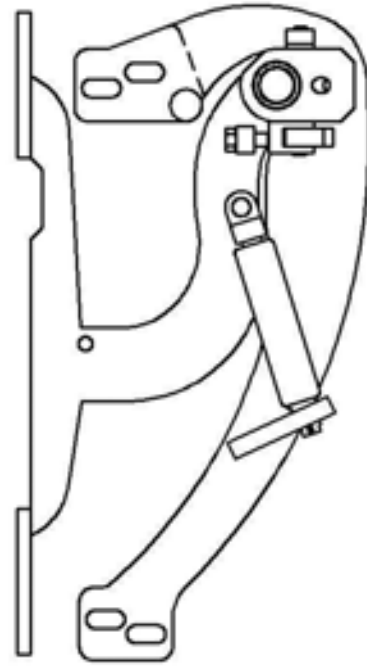
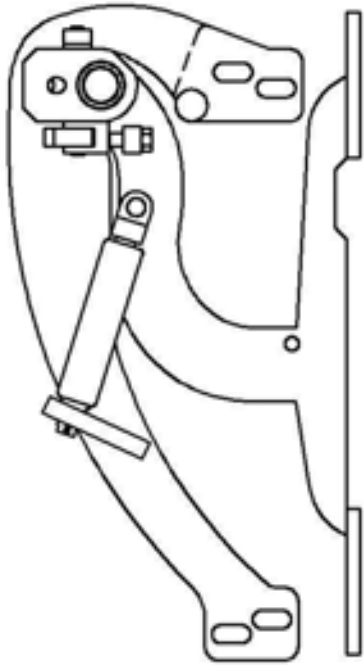


CHEV. S-10 BLAZER

1993-2004

INSTRUCTIONS

US PATENT #6,808,223 & #6,845,547



THIS KIT INCLUDES:

➤ 12 M8-1.25X30MM BOLTS WITH WASHERS	➤ RIGHT AND LEFT HINGE ASSEMBLY
➤ 4 M8-1.25X40MM BOLTS WITH WASHERS.	➤ 2 SHOULDER BOLTS
➤ 2 SHOCKS 620 PSI	➤ 2 PINS

TOOLS REQUIRED FOR INSTALLATION:

	➤ AIR RACHET, GRINDER AND CUTTER.
	➤ 10MM, 11MM, 13MM, 14MM, 15MM, SOCKETS AND EXTENSION.
	➤ FORK AND PHILLIP'S SCREW DRIVERS
	➤ SPACERS FOR THE DOOR GAP.
	➤ 3/16 ALLEN WRENCH
	➤ 1/4 TORX BIT
	➤ 9/16 WRENCH
	➤ LOCKTITE RED

(Note: The pictures on the manual are for reference only they may not match your vehicle.)

1) Disconnect the battery.

2) Remove the hood:

Open the hood and remove the (2) 13mm bolts from the inside of the hood then lower the hood.

Remove the plastic cover between the hood and the windshield one from each side as shown on the right side picture.



After removing the cover you will be able to remove the last 13mm bolt on the hood hinge.

After doing the same thing to the other side you will be able to remove the hood.

3) Remove the headlights:

Remove the (2) plastic clips this will release the headlight. Disconnect the wire harnesses this will allow you to remove the headlight.



4) Remove the front Grill:

The grill is held in by clips, to remove the grill all you have to do is pull on it and disconnect the signal lights as showed on the bottom left picture.



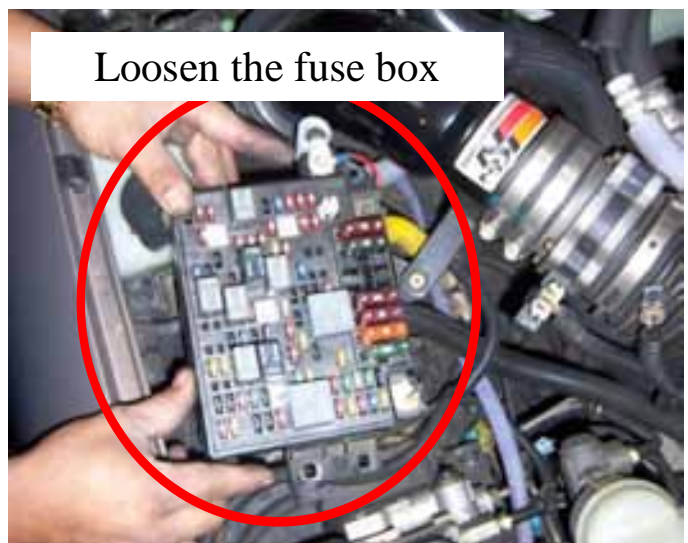
5) Remove the fender:

Note: in some models you will have to remove the front bumper to remove the fender.

Inside the hood area:

On the passenger side remove the battery and disconnect the antenna, also remove any clips or wires attached to the fender.

On the driver's side loosen the fuse box and the windshield fluid reservoir, also remove any clips or wires attached to the fender.



Remove one 13mm bolt from the bottom of the door securing the fender to the chassis.



Remove all the 12mm bolts and the 13mm bolts from the wheel well.



Open the door and remove (2) 13mm bolts near the factory hinges.



Remove all the 13mm bolts from the top of the fender and one bolt from the front of the fender by the headlights.

Now you will be able to remove the fender.

In some models you will have to remove the bumper.

6) Remove door panel:

Remove the plastic covers and the fasteners securing the door panel.

Use the fork to help you remove the control panel. And disconnect the wire harnesses.

At this point you are ready to carefully remove the door panel.



7) Modify wire lay out:

Remove the speaker and disconnect the wire harnesses. Remove all the clips that hold the wire coming from the body to the door and pull the wire out.

Use wire loom to protect exposed wires.



8) Removal of factory hinges:

Open the door and use a long screw driver and a hammer to remove the bottom hinge pin, close the door and use painter's tape to secure the door to the body. Follow the same process to remove the top hinge pin.

Hint(You can make your spacers out of paint sticks and about 8-10 turns of blue painters tape) * Use painter's tape to protect the edges of the fenders and the doors.*



9) Modify doors:

Use a power cutter to cut off the factory hinges and the lip in front of the door. Use a grinder to give it a smooth flat finish, make sure that after cutting the lip on front of the door there is enough clearance between the door and the fender to open freely.



10) Modify apron:

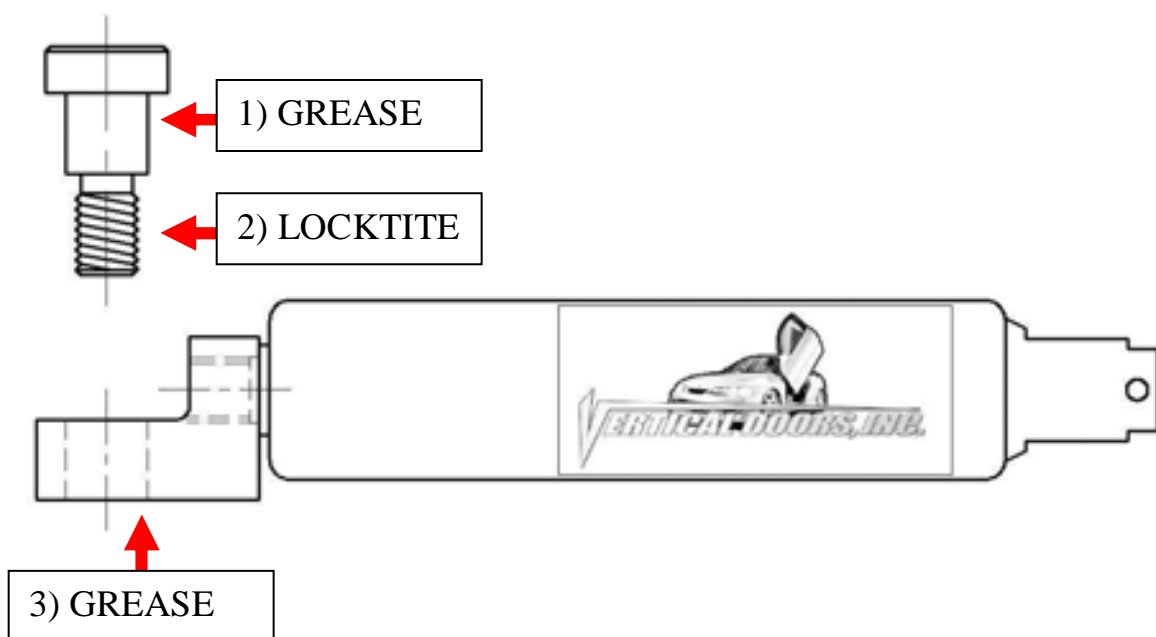
Use a power cutter to cut the factory hinges and a grinder to give it a smooth flat finish.



11) Install your new Vertical Doors Inc. system:

Make sure the new VDI system sits flat against the apron. Use the (2) long screws on the top (2) holes of the hinge.

Hint Tighten the bolts on the door first then the bolts on the apron.*



***IMPORTANT STEP: DO NOT SKIP THIS STEP. THIS STEP IS CRUCIAL IN YOUR INSTALLATION PROCESS, IF THIS STEP IS NOT COMPLETED WHEN INSTALLING THE VERTICAL DOOR KIT; ALL WARRANTIES ARE VOIDED, AND MAY CAUSE FUTURE PROBLEMS WITH YOUR VERTICAL DOOR SYSTEM.**

1ST, make sure you put grease on the body of shoulder bolt where the arrow is pointing.

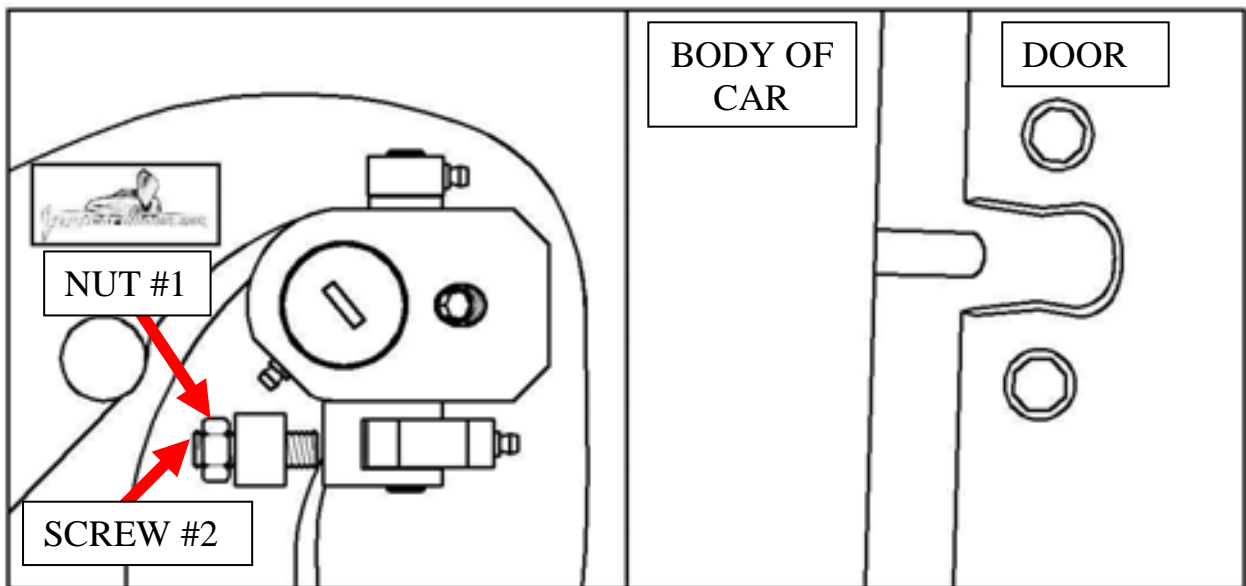
2ND, make sure you put red Locktite, where the arrow is pointing, on thread of shoulder bolt.

3RD, make sure you put grease on the bottom side of the shock end.



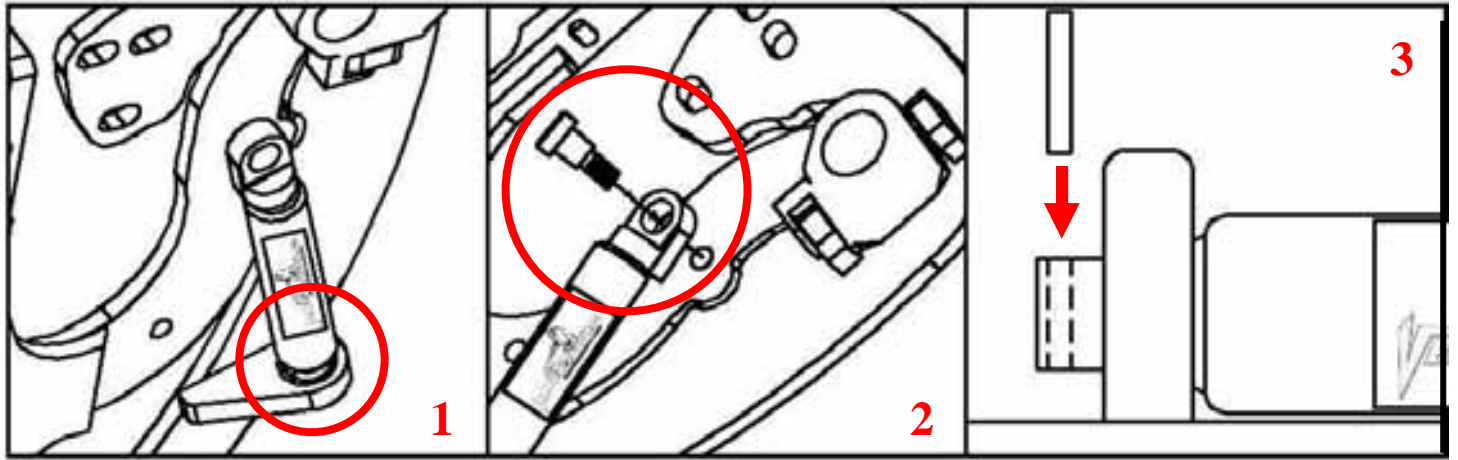
WARNING! THE USE OF ANY TYPE PLYERS, PAINT OR FOREING MATERIALS ON THE SHOCK'S BODY OR SHAFT WILL VOID THE WARRANTY.

12) Once hinge is locked in place, break nut #1 then turn Allen set screw #2 on fig until it hits the block then open the door and continue to adjust until the door matches with the striker, open and close door making sure it closes like factory.



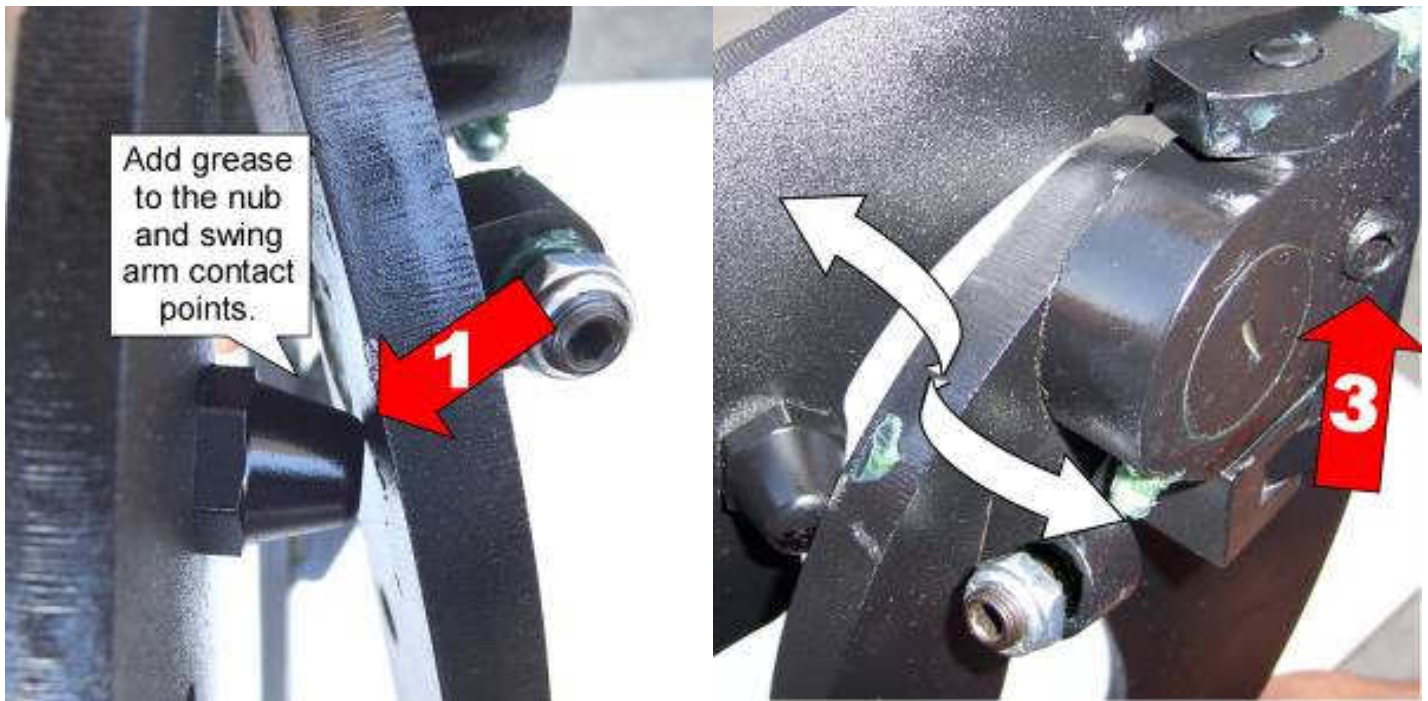
Hint(leave #1 nut loose until shock is installed Allen set screw will have to be re-adjusted after shock is installed.*

13) Install the shock.

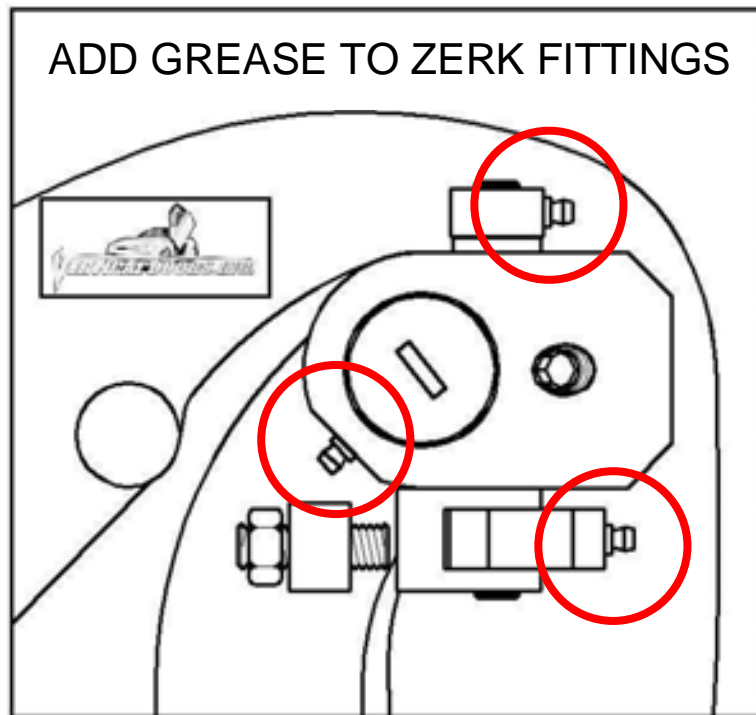


Hint (You will need a helper to raise the door). (Slip the spherical rod mount into the spherical ball bearing (1). Using a 1/4 Allen wrench, tighten the screw into the swing arm (2). After the shock is installed secure it by installing the pin in the bottom shock end (3).*

14) Adjust door opening set screw #3 clockwise until distance between nub and swing arm is enough so that the swing arm moves up and down freely.



Hint (Fine tune the Allen Adjustment screw (#2) to realigned striker with door. After the door is align test door by opening and closing, lifting and lowering door several times.*



Note: Do not install fender until the adjustment of the door is accurate, and the set screw is tightly secure. Also make sure everything is tight, adjustment is set and everything is Locktite.

15) Modify wire layout:

After gaining the extra wire slack, you will need to cut the factory wire boot in half and add an aftermarket wire loom to protect the exposed wires.

Your wires should look like the picture on the right.



16) Modify fender:

You will have to cut the inner lip of the fender as showed. Use a grinder to remove any sharp edges and black door trim to give it a finish look.



17) Close the door and Replace the fender, by reversing step 3.

Hint(Make sure the electrical wires don't get pinched enough to damage wires)*

18) Follow the same steps for the other side.

**Thank you for the purchase of the:
CHEV. S10 BLAZER 1993-2004**

VERTICAL DOORS INC. SYSTEM



300C 2005-2006

INSTRUCTIONS

*US PATENT #6,808,223 & #6,845,547
AND OTHER PATENTS PENDING*



THIS KIT INCLUDES:

- 2 PINS
- RIGHT AND LEFT HINGE ASSEMBLY
- 2 SHOCKS 565 PSI
- 2 SHOULDER BOLTS WITH WASHERS

TOOLS REQUIRED FOR INSTALLATION:

	<ul style="list-style-type: none"> ➤ AIR RACHET, GRINDER AND CUTTER.
	<ul style="list-style-type: none"> ➤ 7MM, 8MM, 10MM, 11MM, 13MM, SOCKETS AND EXTENSION.
	<ul style="list-style-type: none"> ➤ FORK AND PHILLIP'S SCREW DRIVERS
	<ul style="list-style-type: none"> ➤ SPACERS FOR THE DOOR GAP.
	<ul style="list-style-type: none"> ➤ 3/16 ALLEN WRENCH
	<ul style="list-style-type: none"> ➤ 1/4 TORX BIT
	<ul style="list-style-type: none"> ➤ 9/16 WRENCH
	<ul style="list-style-type: none"> ➤ LOCKTITE RED

(Note: The pictures on the manual are for reference only they may not match your vehicle.)

1) Disconnect the battery.

2) Remove fender. Remove all Plastic clips that hold the splash guard to fender, using the fork screwdriver



To remove the fender lift up the top of the fender toward you and then slip out the bottom end.

3) Modify the spot where the New Vertical Doors hinge will be located. Note: surface must be completely flat before installing the New Vertical Doors hinge.

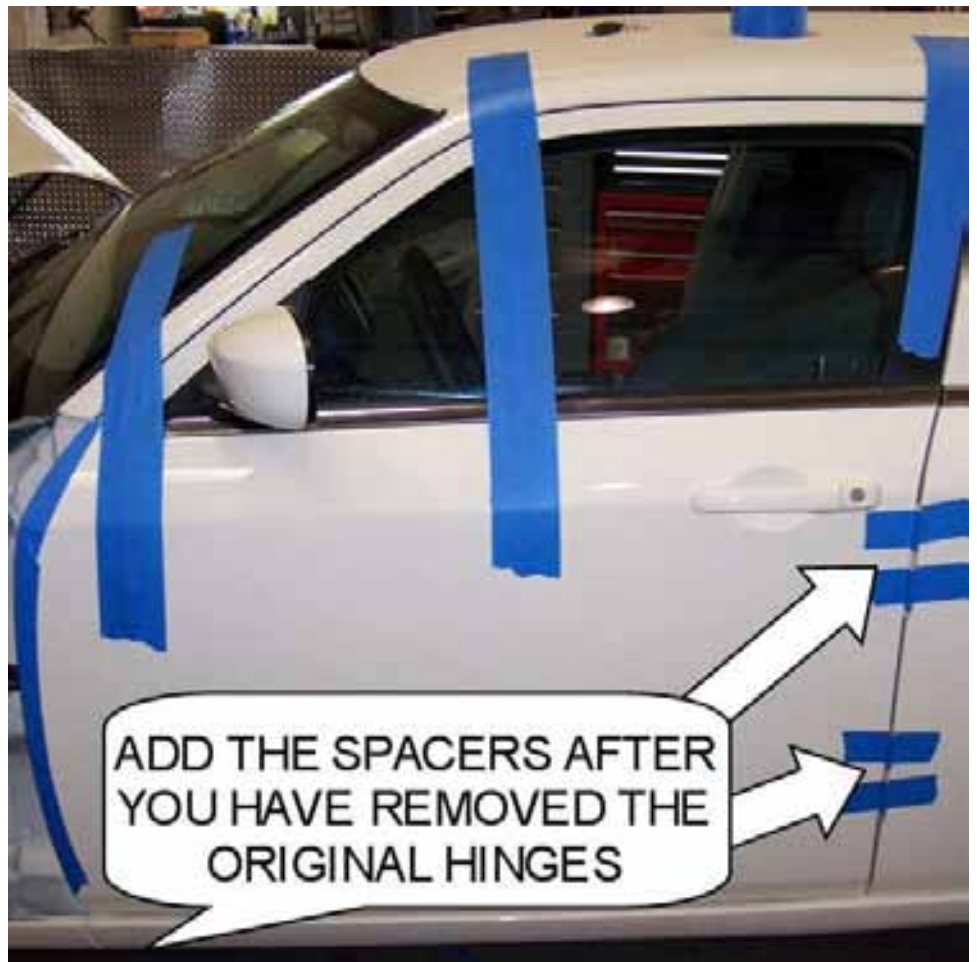


4) Unplug the wire harness.

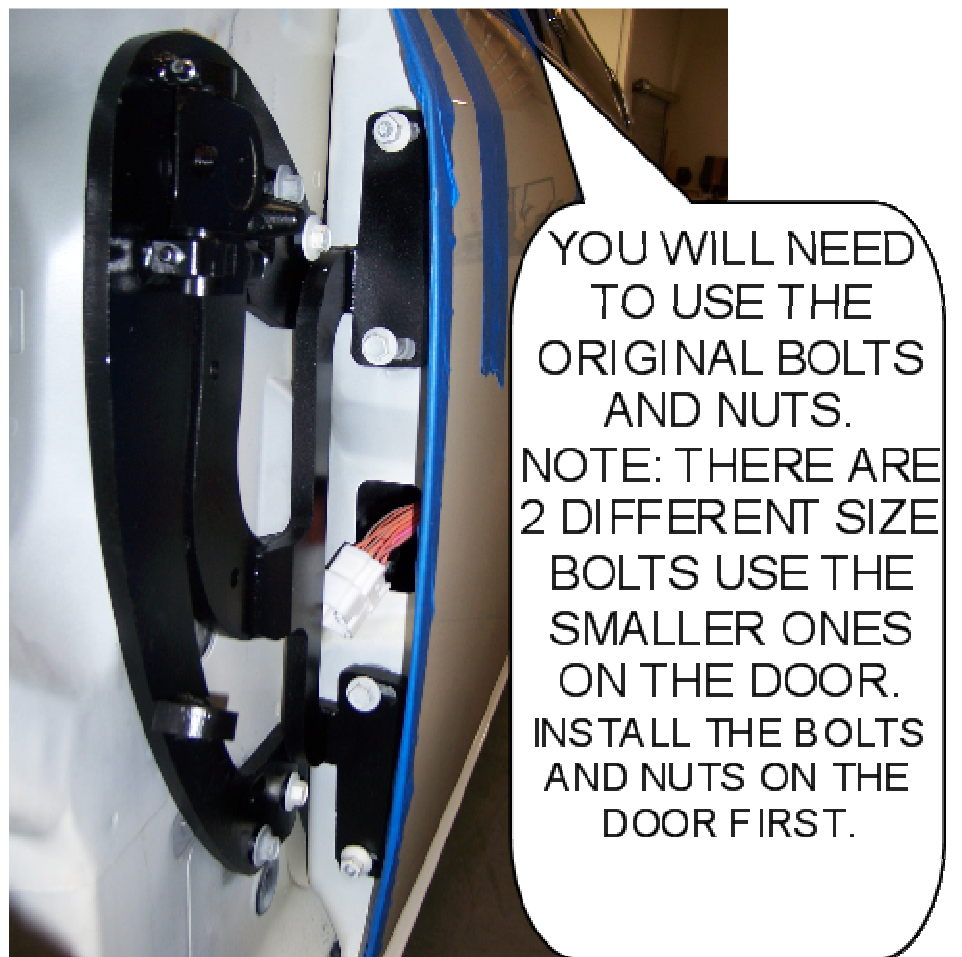


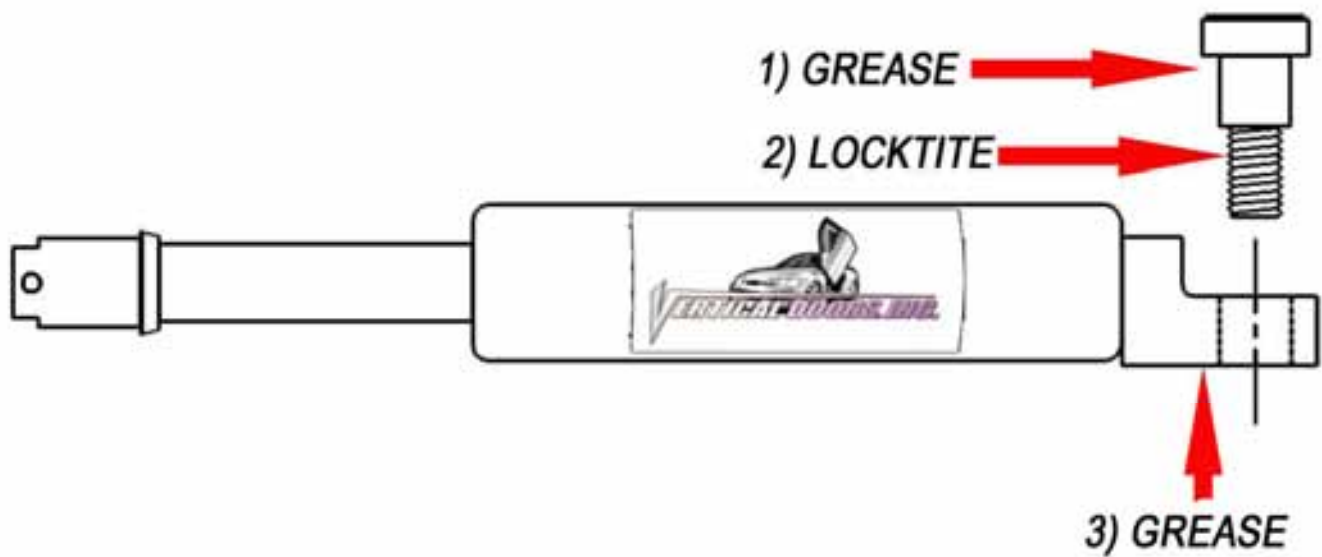
5) Close door and use painters tape to secure the door in preparation for factory hinge removal.

Hint (You can make your spacer out of paint sticks and about 8-10 turns of blue painters tape)*



6) Remove original door hinges and Install the New Vertical Doors Inc. System.





****IMPORTANT STEP: DO NOT SKIP THIS STEP. THIS STEP IS CRUCIAL IN YOUR INSTALLATION PROCESS, IF THIS STEP IS NOT COMPLETED WHEN INSTALLING THE VERTICAL DOOR KIT; ALL WARRANTIES ARE VOIDED, AND MAY CAUSE FUTURE PROBLEMS WITH YOUR VERTICAL DOOR SYSTEM.***

1ST, make sure you put grease on the body of shoulder bolt where the arrow is pointing.

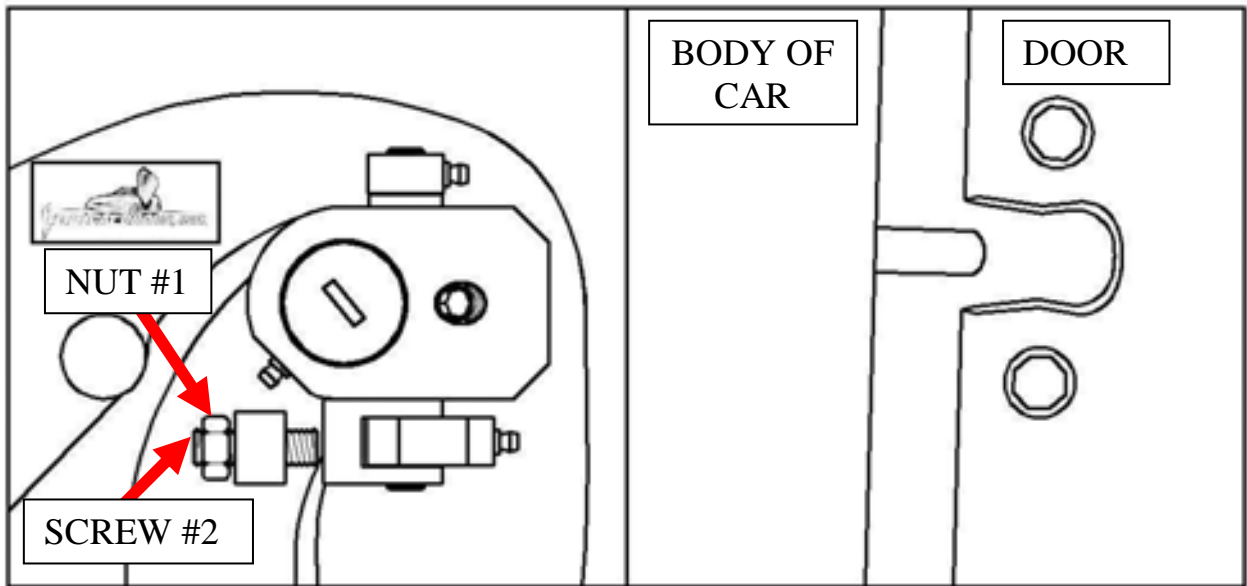
2ND, make sure you put red Loctite, where the arrow is pointing, on thread of shoulder bolt.

3RD, make sure you put grease on the bottom side of the shock end.



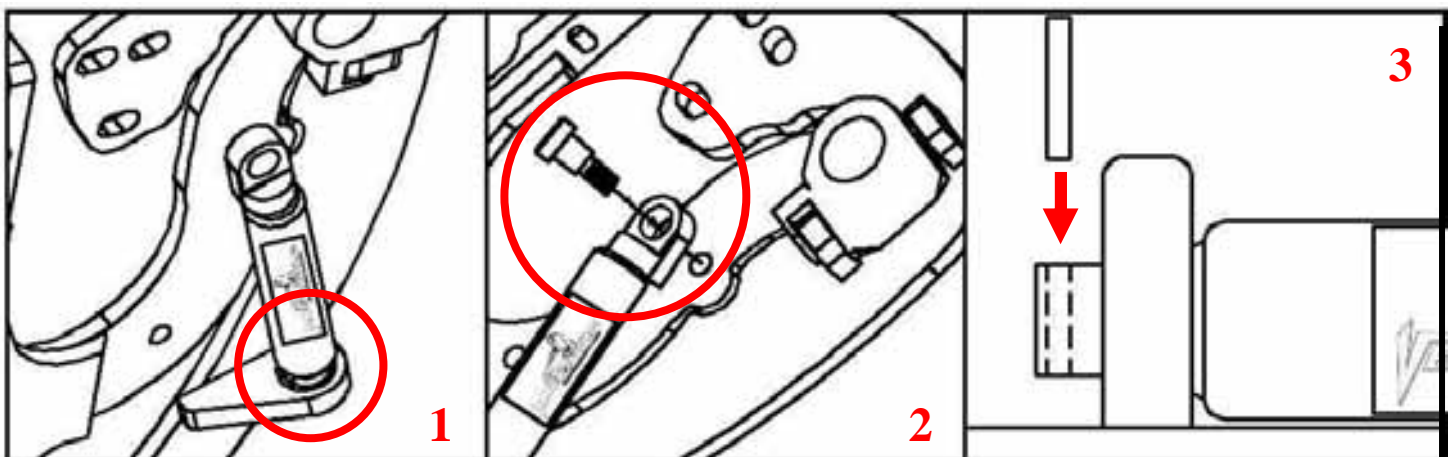
WARNING! THE USE OF ANY TYPE PLYERS, PAINT OR FOREIGN MATERIALS ON THE SHOCK'S BODY OR SHAFT WILL VOID THE WARRANTY.

7) Once hinge is locked in place, break nut #1 then turn Allen set screw #2 on fig until it hits the block then open the door and continue to adjust until the door matches with the striker, open and close door making sure it closes like factory.



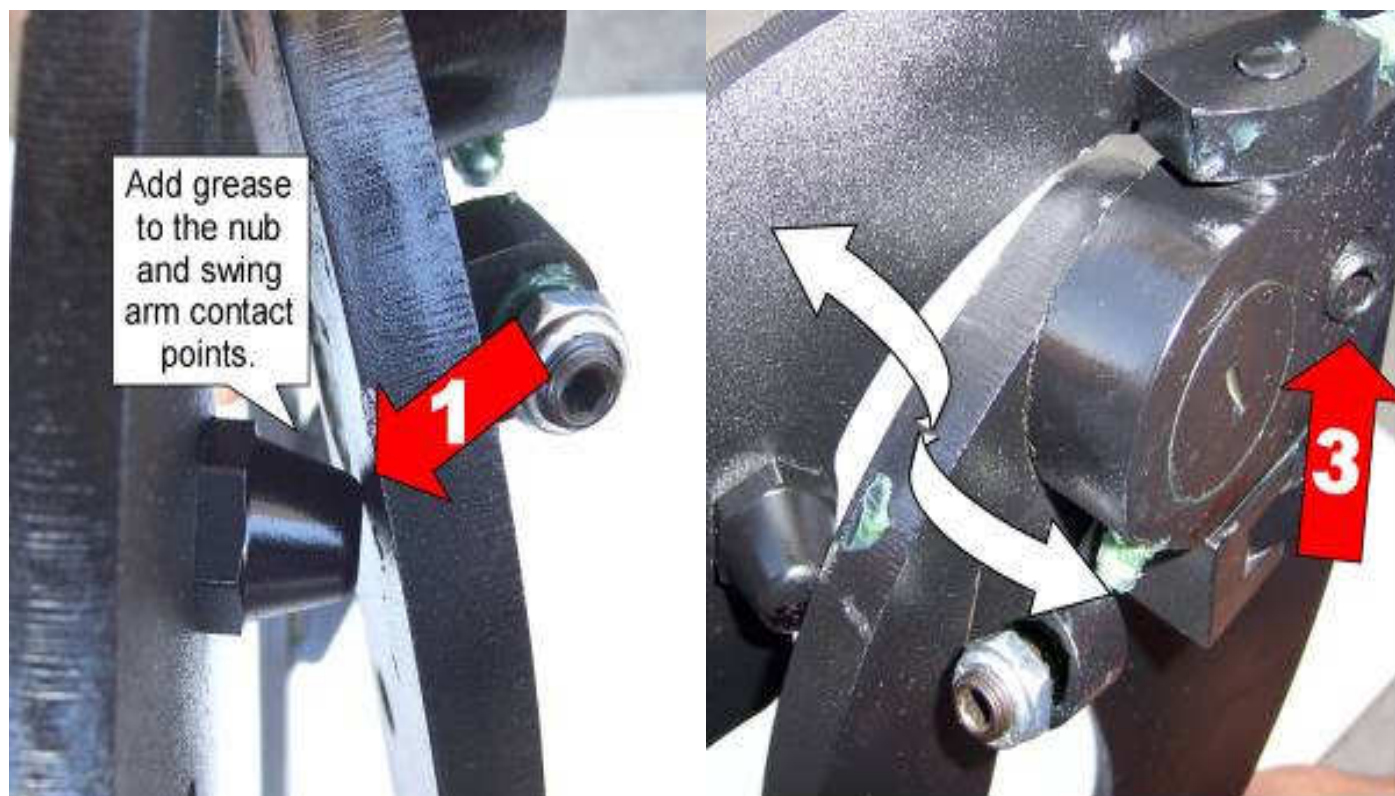
Hint(leave #1 nut loose until shock is installed Allen set screw will have to be re-adjusted after shock is installed.*

8) Install the shock.

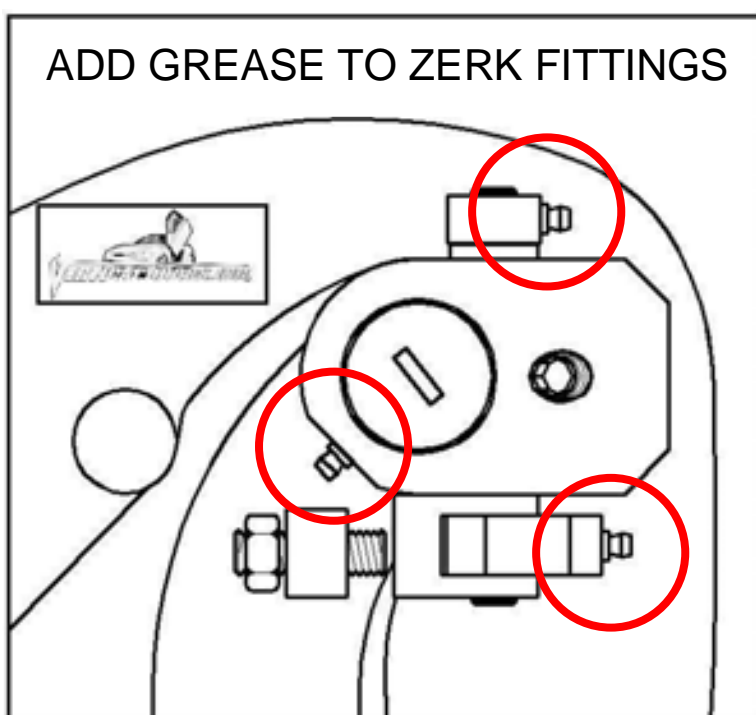


Hint (You will need a helper to raise the door). (Slip the spherical rod mount into the spherical ball bearing (1). Using a 1/4 Allen wrench, tighten the screw into the swing arm (2). After the shock is installed secure it by installing the pin in the bottom shock end (3).*

9) After shock is installed re-install door panel and lift the door. Adjust door opening screw #3 clockwise until distance between nub and swing arm is enough so that the swing arm moves up and down freely.



Hint (Fine tune the Allen set screw (#2) to realigned sticker with door. After the door is aligned, test door by opening and closing, lifting and lowering door several times.*



Note: Do not install fender until the adjustment of the door is accurate, and the set screw is tightly secure. Also make sure everything is tight, adjustment is set and everything is Loctite.

10) Modify wire layout.



11) Cut the inner lip of your fender to make room for the new Vertical Doors hinge.



12) Lift the door and Replace the fender by reversing step 2.

Hint(Make sure the electrical wires don't get pinched enough to damage wires)*