

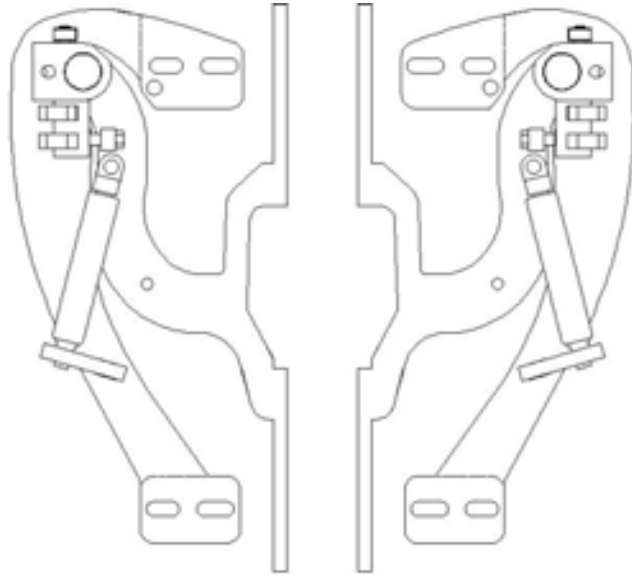


# CHEVROLET CAMARO 2010

U.S. PATENTS

#6,808,223; #6,845,547; #7,140,075; #7,059,655

PATENTS AGGRESSIVELY ENFORCED!



**PICTURE ABOVE IS THE UNIVERSAL KIT; YOUR KIT MAY BE DIFFERENT.**

**THIS KIT INCLUDES:**

- 8 M8-1.25X30MM BOLTS WITH WASHERS
- 8 M8-1.25X40MM BOLTS WITH WASHERS
- 2 PINS
- RIGHT AND LEFT HINGE ASSEMBLY
- 2 SHOCKS 640 PSI
- 2 SHOULDER BOLTS WITH WASHERS

**TOOLS REQUIRED FOR INSTALLATION:**

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

**OTHER TOOLS MAY BE NEEDED DEPENDING ON YOUR VEHICLE.**

**“Installers with experience recommended”**

**(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 Phillip’s screws or fasteners from the wheel well.

Pull the front bumper forward to gain access to the bolts hold the front section of the fender the chassis.

Open the door and remove the bolts holding the back of the fender to the chassis.

Also remove the bolts securing the doors catch.

Note: you will need to remove the door panel to remove the door catch. Make sure to replace the door panel after removing the door catch.

Close the door and remove the side skit to gain access to 2 bolts securing the fender to the bottom of the chassis.

Finally remove the top bolts on the top of the fender this will allow you to carefully remove the fender.





**3) You will need more wire slack:**

Remove foot trim, and kick plate under it you will find a wire harness.

On the driver side undue the clips holding the wires to the body as shown and re-route wire from its original location on the left the to the right as shown on the picture this will allow you pull the extra wire slack needed to raise the doors.



On the passenger's side the wire re-routing will be similar to the Driver's side.



4) Place tape around the door and body of the vehicle as shown to help you locate the factory location. Then use 2" painters tape to secure the door to the body.

*Note: note the most important part of the installation is marking the factory location of the door.*



Make sure to mark how far the edge of the door is from the body as shown in "PIC 1" top and "PIC 2" bottom.



5) After making sure you have all the marks you need in case the door moves during installation, you can remove the factory door hinges. After installing the new VDI kit you should be able to raise the doors and start the fine tuning you're your new VDI kit.

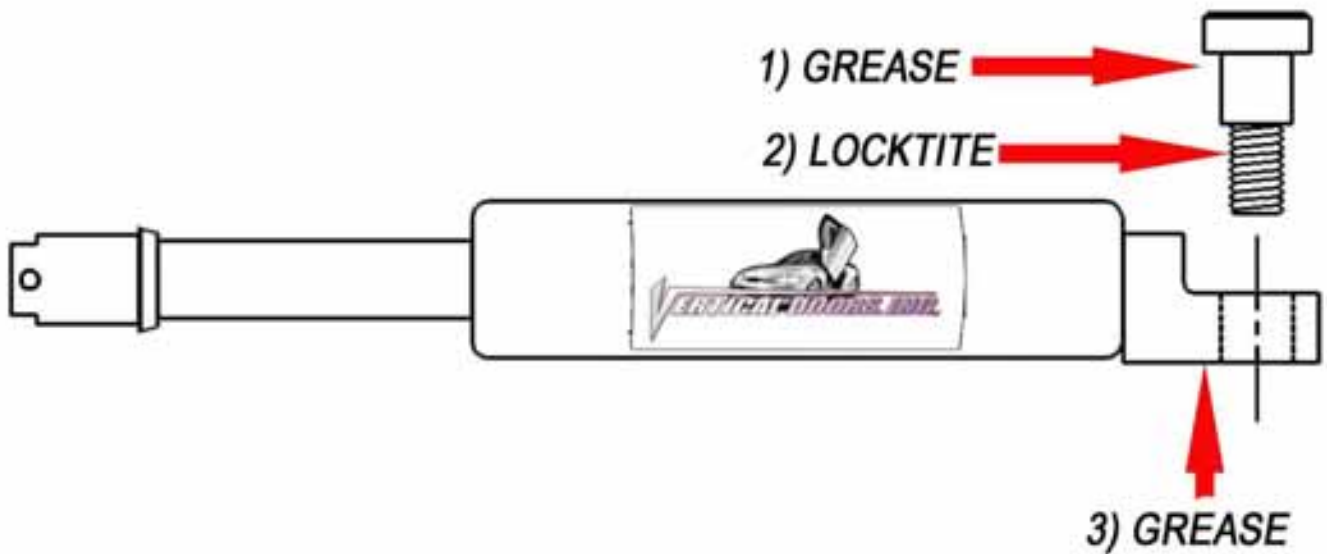


Note: wire loom will have to be cut in half, use provided wire loom to protect the exposed wires.

You will have to remove one of the fender brackets. To remove it undue the 2 weld spots this will allow a clean removal of the bracket.







**\*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.*

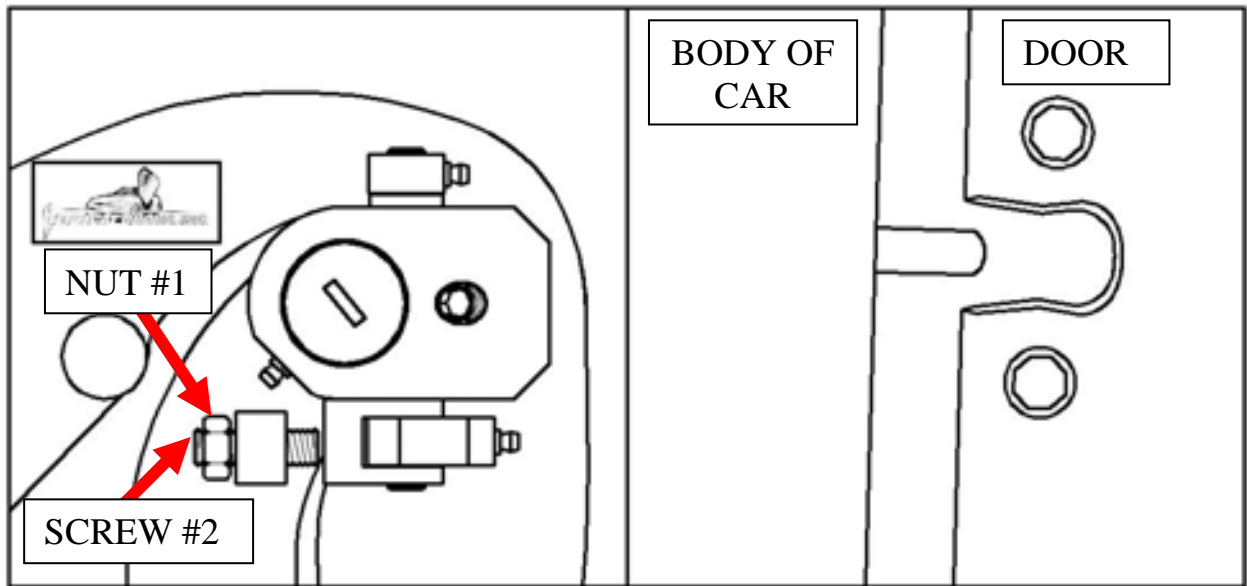
*3RD, make sure you put grease on the bottom side of the shock end.*



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

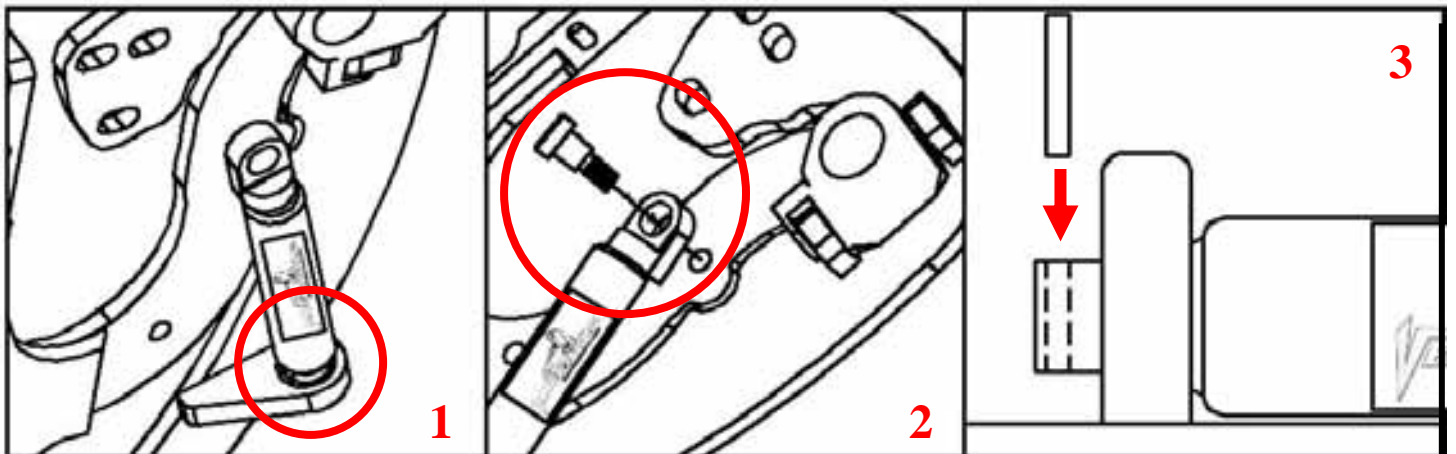
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6) Once hinge is locked in place, break nut #1 then turn Allen set screw #2 on fig until it hits the block then open the door and continue to adjust until the door matches with the striker, open and close door making sure it closes like factory.



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

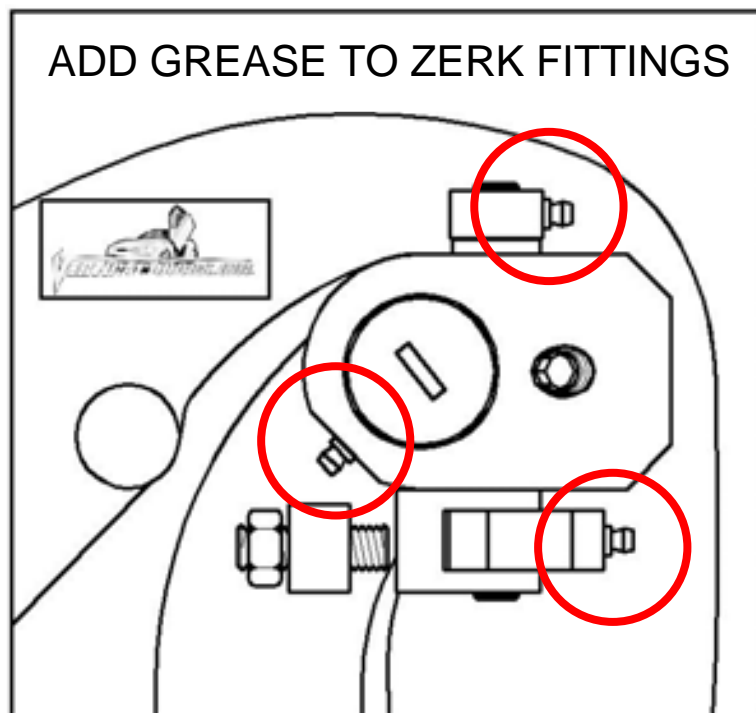
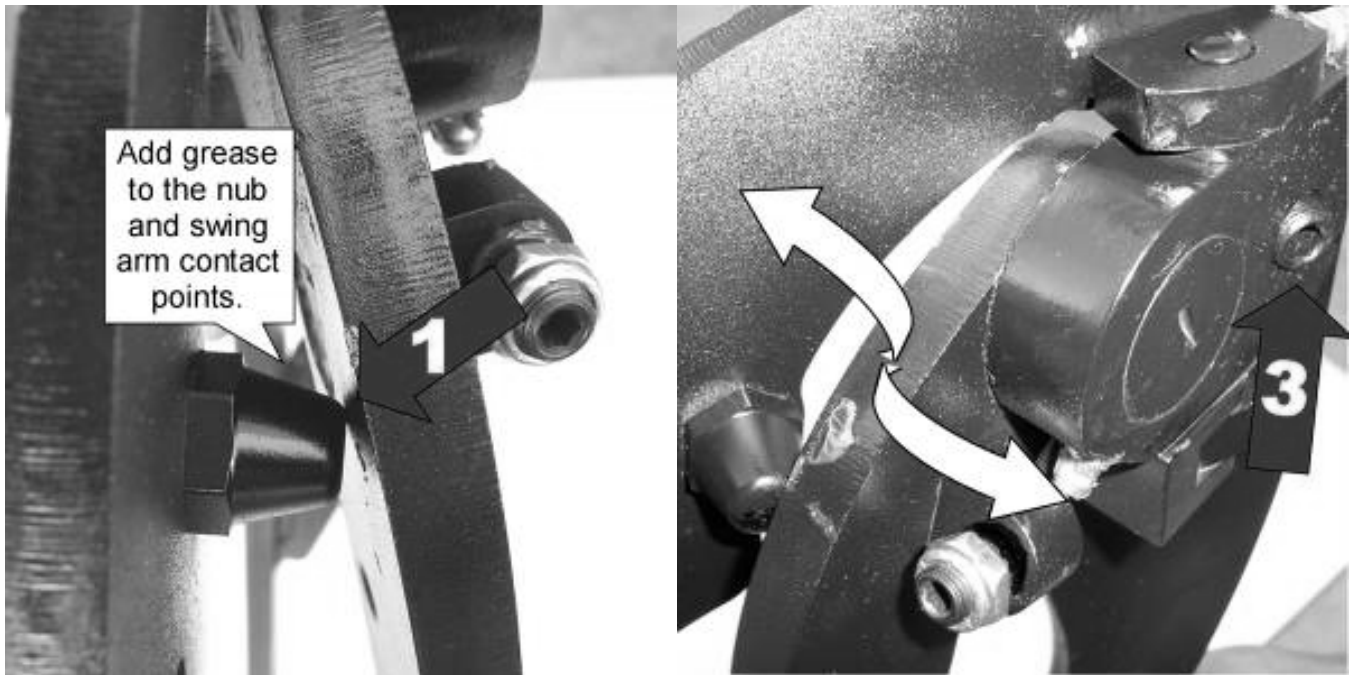
7) Install the shock.



*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).*

**8)** 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 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.



**9) Modify factory wire loom:**



In order to be able to open and raise the door, cut the factory wire boot in half and add wire loom to protect exposed wires as shown note the routing of the wires.

**10) Cut the inner lip of your fender to make room for the new Vertical Doors hinge. Note: After you have cut the fender use a sander or grinder and make sure the surface is completely flat. Cut the fender along the inside mark of the tape.**



**11)** Close the door and replace the fender by reversing step 2.

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

**12)** For the other side just follow steps 2-11.