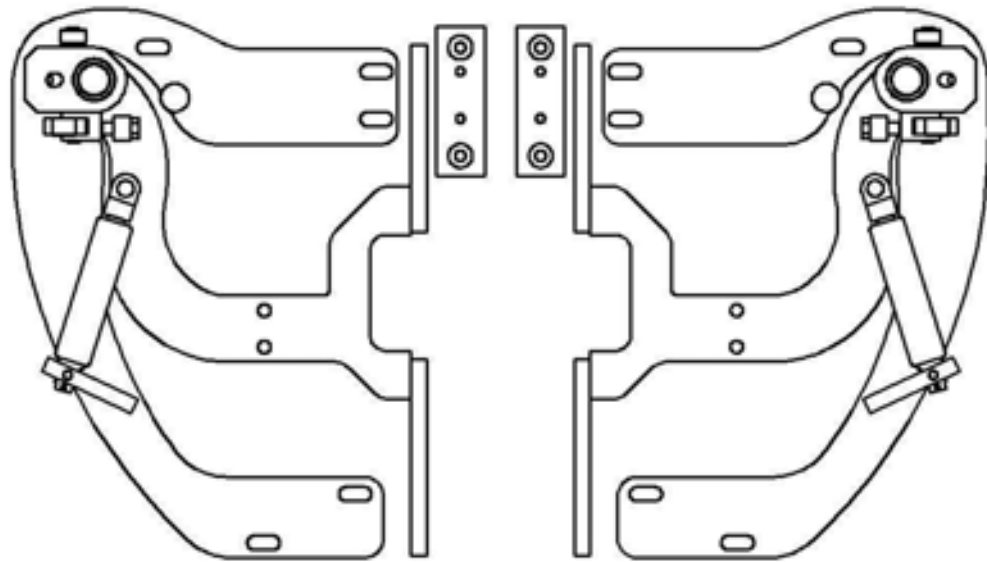




2000-2005

INSTRUCTIONS

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



THIS KIT INCLUDES:

➤ 18 M8-1.25X30MM BOLTS WITH WASHERS	➤ RIGHT AND LEFT HINGE ASSEMBLY
➤ 2 SHOCKS 780 PSI	➤ 2 SHOULDER BOLTS
➤ 2 PINS	➤ 2 SPACERS

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 fender:

Remove all the fasteners around the wheel well. Use the fork screw driver to pull on the front part of the wheel well (closest to the bumper) to gain access to (1) 8mm bolt. Remove the hold down bar by pushing it away from the fender and then pulling it towards you.



Once you have removed the fasteners around the wheel well, pull on the skirt to gain access to (2) 10mm bolts securing the fender to the chassis.



Use the fork to help you pull on the wheel well. Remove the plastic or foam cover located by the factory hinge, this will give you access to (1)10mm socket located on the factory hinge assembly.



Remove (2), plastic covers (one on top and one on bottom) and use a 10mm socket to remove the bolts securing the fender to the hinge assembly.



Use a Phillip's screw driver to remove (2) screws one above and one below the wire boot. After this you should be able to remove the plastic and rubber covers.



Note: Some models may be different.

Now remove all the fasteners from the top of the fender, also pull on the rubber windshield weather strip and use a T-15 Torx to remove (2) screws, at this point you will be able to **CAREFULLY** remove the fender.

Note: We recommend using a helper.



3) Preparation for factory hinge removal:

Use a socket to remove the (4) 10mm bolts securing the factory hinge bracket.



WE RECOMMEND USING A HELPER FOR THE NEXT STEP.

Open the door and have your helper hold it while you remove the (two) 13mm bolts, securing the top part of the factory hinge to the apron.



Close the door and use painter's tape to secure the door to the body, in preparation for factory hinge removal.

Use a 13mm wrench to remove remaining bolts.

Insert spacers after removing the factory hinges.

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



Hint Use painter's tape to protect the edges of the fenders and the doors.*

4) Modify apron:

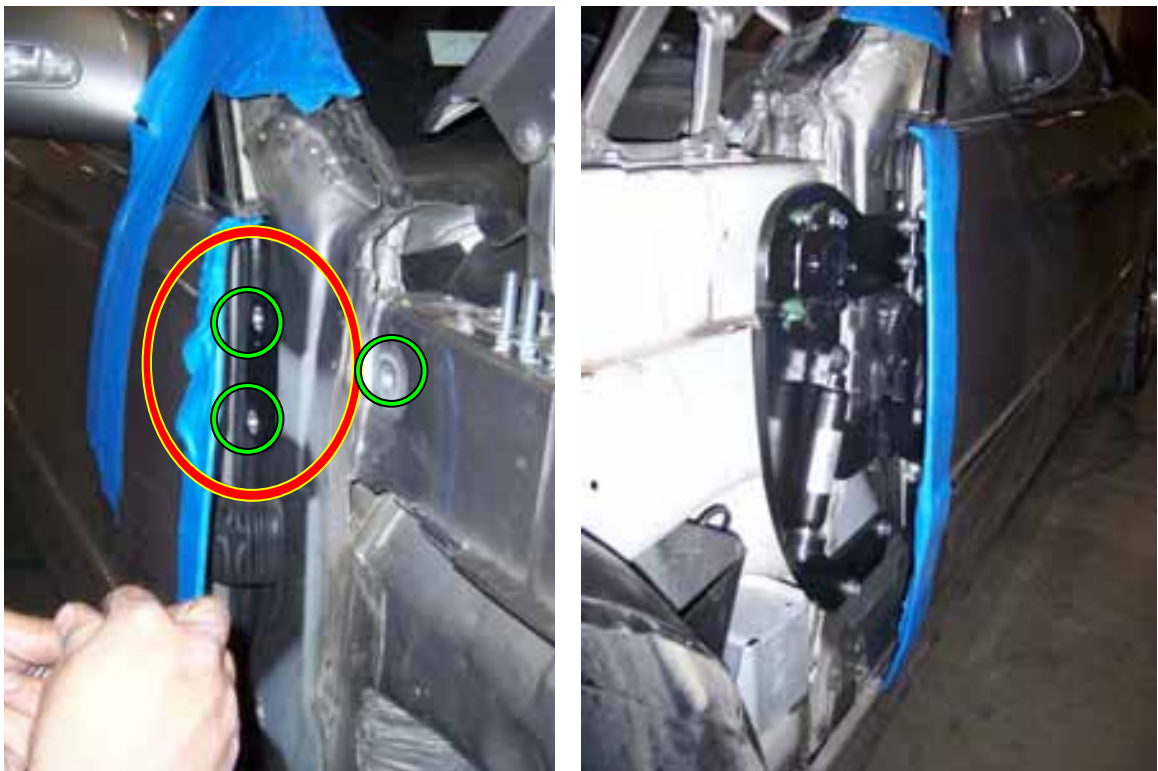
In order for the VDI system to fit flat, you will have to cut and bend a small part of the lip where the two apron plates came together.



5) Install your new Vertical Doors Inc. system:

Install the spacer in the original holes of the factory hinge.

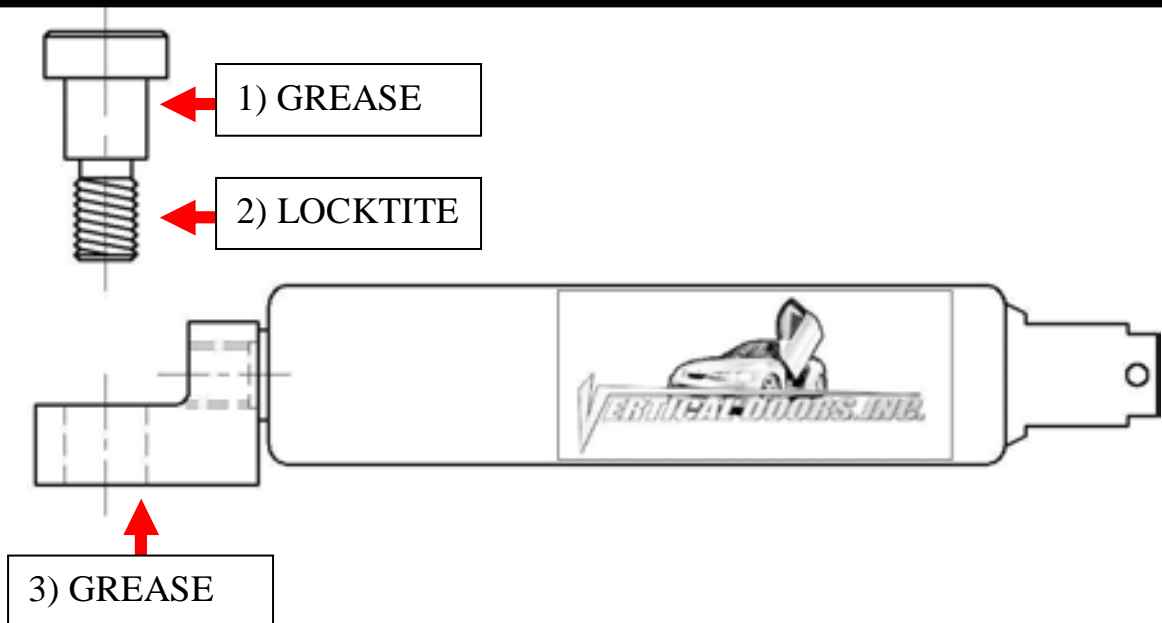
(Mounting holes in the Green Circles.)



Make sure the new VDI system sits flat against the apron.

Use the (2) holes in the spacer and (1) hole in the apron, to mount the new VDI system.

Hint Tighten the bolts on the door first then the bolts on the spacer and 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.

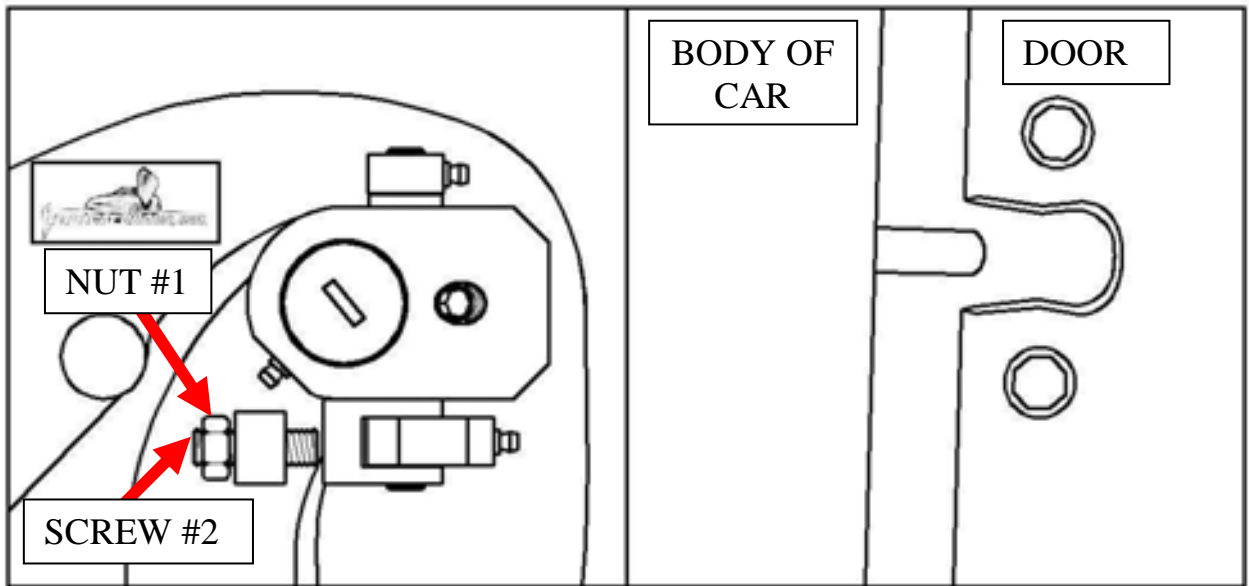
2ND, make sure you put red Loctite, where the arrow is pointing, on thread of shoulder bolt.

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



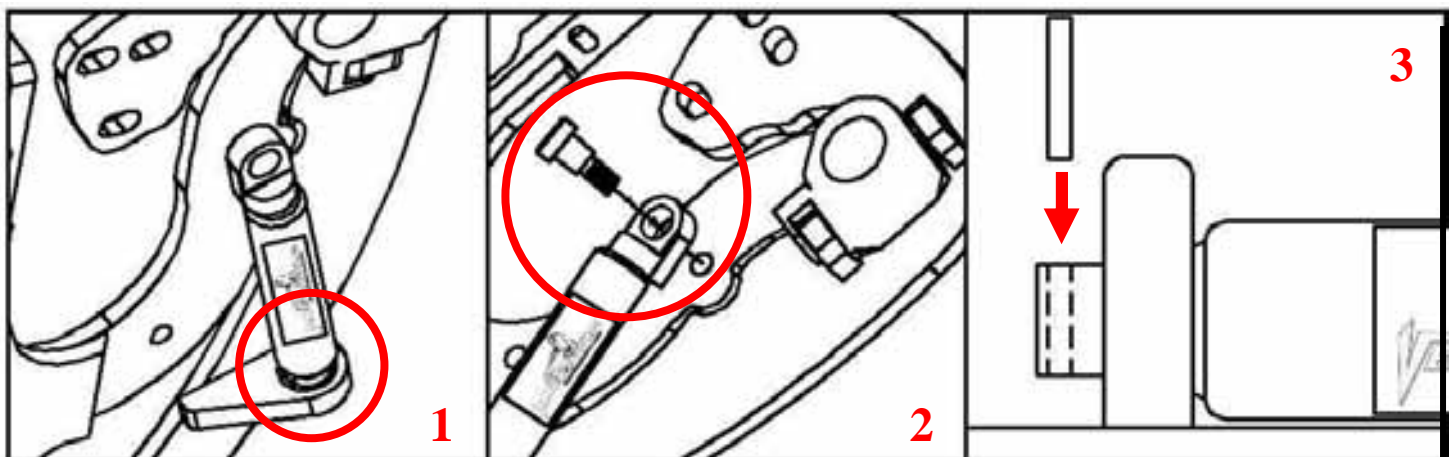
WARNING! THE USE OF ANY TYPE PLYERS, PAINT OR FOREIGN MATERIALS ON THE SHOCK'S BODY OR SHAFT WILL VOID THE WARRANTY.

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.



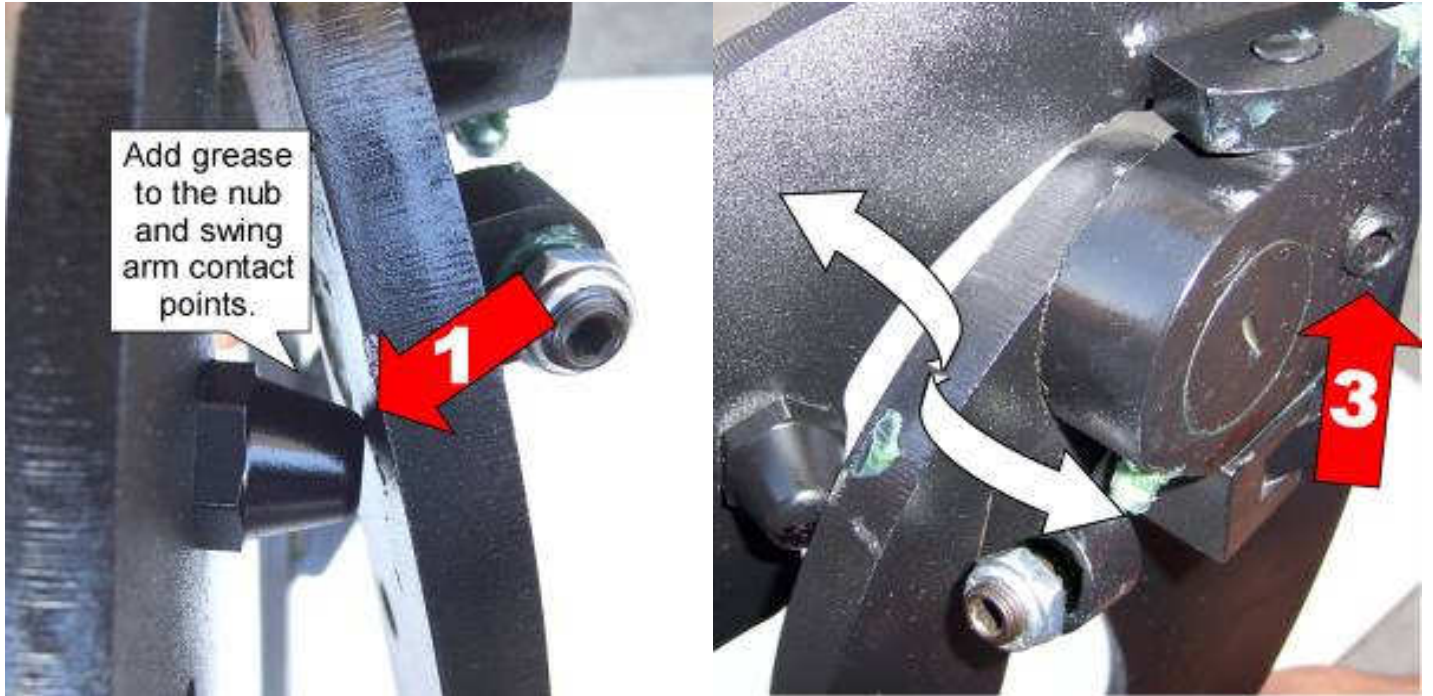
Hint(leave #1 nut loose until shock is installed Allen set screw will have to be re-adjusted after shock is installed.*

7) Install the shock.

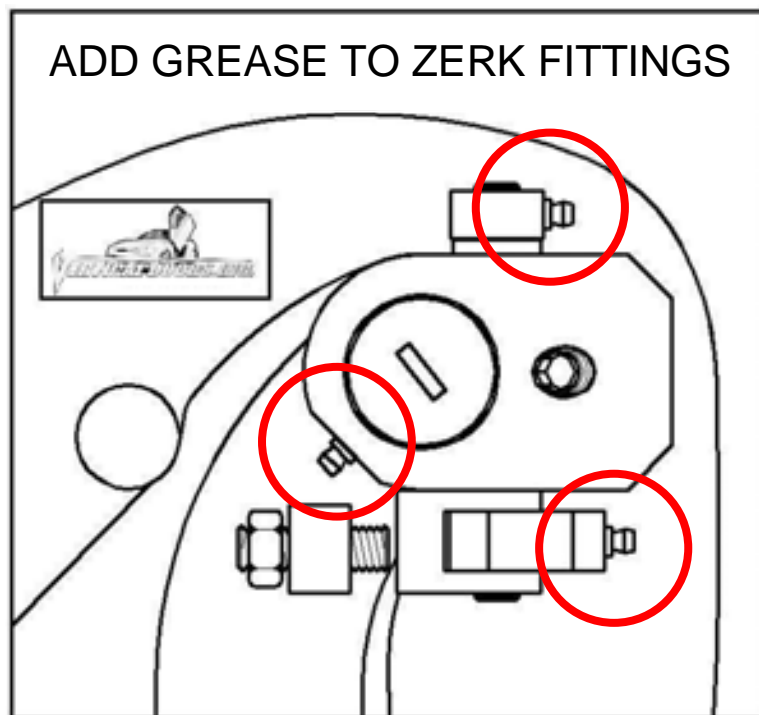


Hint (You will need a helper to raise the door). (Slip the spherical rod mount into the spherical ball bearing (1). Using a 1/4 Allen wrench, tighten the screw into the swing arm (2). After the shock is installed secure it by installing the pin in the bottom shock end (3).*

8) 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.

9) Modify wire layout:

In some models you will have to gain extra wire slack, to do this you will have to carefully remove the bottom foot trim by pulling on it. Use a fork to remove the plastic cap covering the Phillips screw, then use a Phillip's crew driver to remove a screw securing the kick plate to the body. After removing the covers use the fork to remove a plastic clip, this will allow you to pull on the wire to gain the necessary slack.



Note: Not all models need extra slack.

After gaining the extra wire slack, you will need to cut the factory wire boot in half.

10) 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.

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) Follow the same steps for the other side.