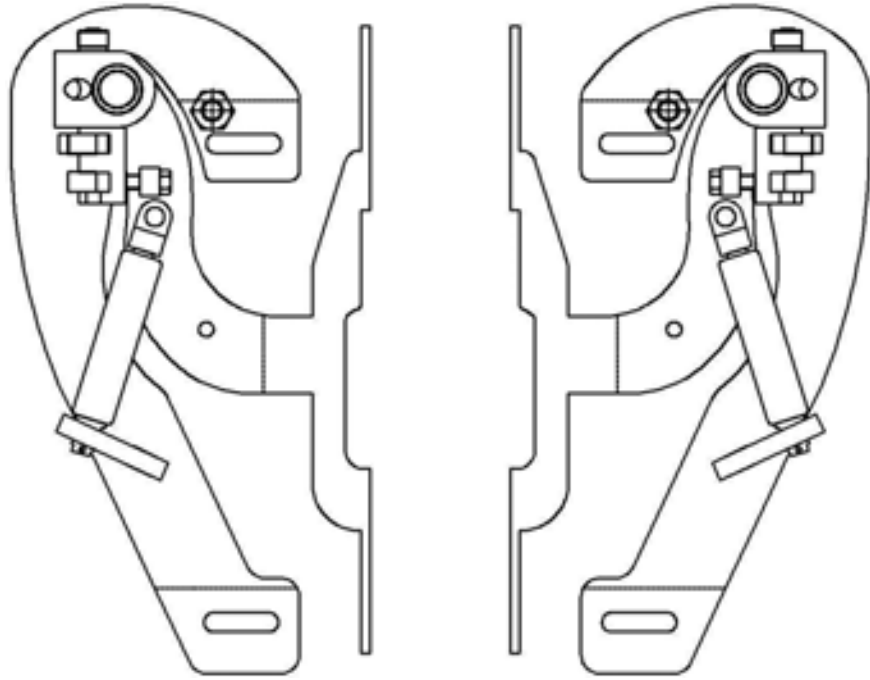




# NISSAN ALTIMA 07-UP 2DR

U.S. PATENTS

#6,808,223; #6,845,547; #7,140,075; #7,059,655  
AND OTHER PATENTS PENDING



**THIS KIT INCLUDES:**

- 8 M8-1.25X30MM BOLTS WITH WASHERS
- 2 SHOULDER BOLTS WITH WASHERS
- 2 PINS
- RIGHT AND LEFT HINGE ASSEMBLY
- 2 SHOCKS 660 PSI

**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>

**“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.



Remove all bolts from the top of the fender and from the hinge area securing the fender to the body.



Remove the bolts holding the fender and the bumper together.

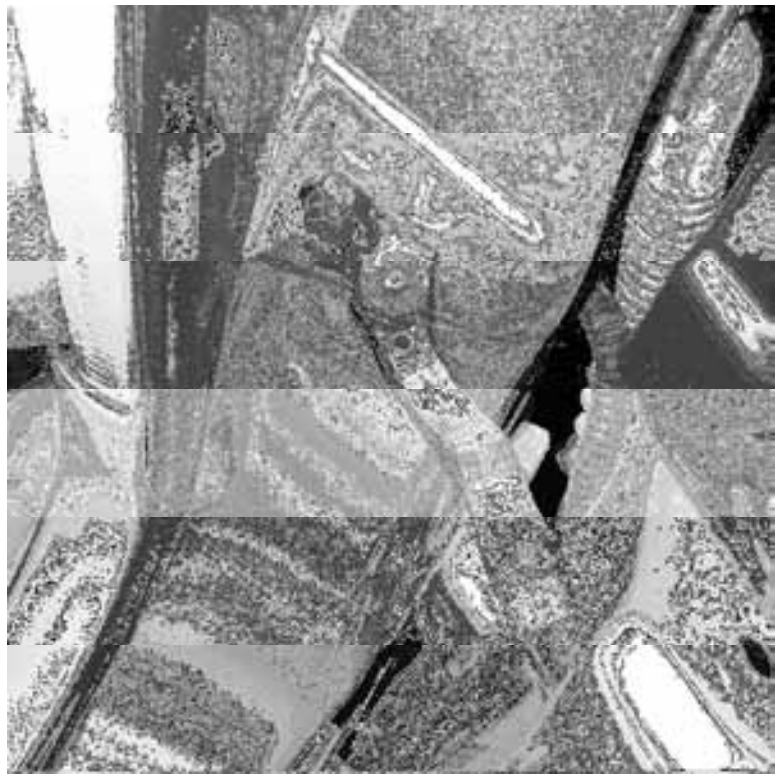
Also remove the bolts at the bottom of the fender by the front door.

Remove the rest of the bolts to remove the fender.



**3)** Remove the door catch:  
Open the door and remove bolts from the body and from the door. Push the door catch inside the door.

You will need to remove the door panel to retrieve the door catch.



**4)** Mark the factory location on the door by using blue painters tape to make the marks on the body and on the door. This will make it much easier to line up your door and fender. Close door and use painter's tape to secure the door in preparation of factory hinge removal.



*Hints\**

*\*\*Make sure to have the horizontal and vertical factory locations and also mark the distance between the front of the door and body of the car to keep the factory look.*

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

## 5) Install new Vertical Doors Inc. system:

After making the factory location of your door on the vertical, horizontal and the distance between the front of the door and the apron you can remove the factory hinges and disconnect the wire harness from the body.

You may need to clean the excess body sealer, (if any) from the apron so that the VDI sits flat on the body.

**NOTE: USE 4 BOLTS/WASHER ON THE APRON SIDE AND THE FACTORY NUTS ON THE DOOR.**

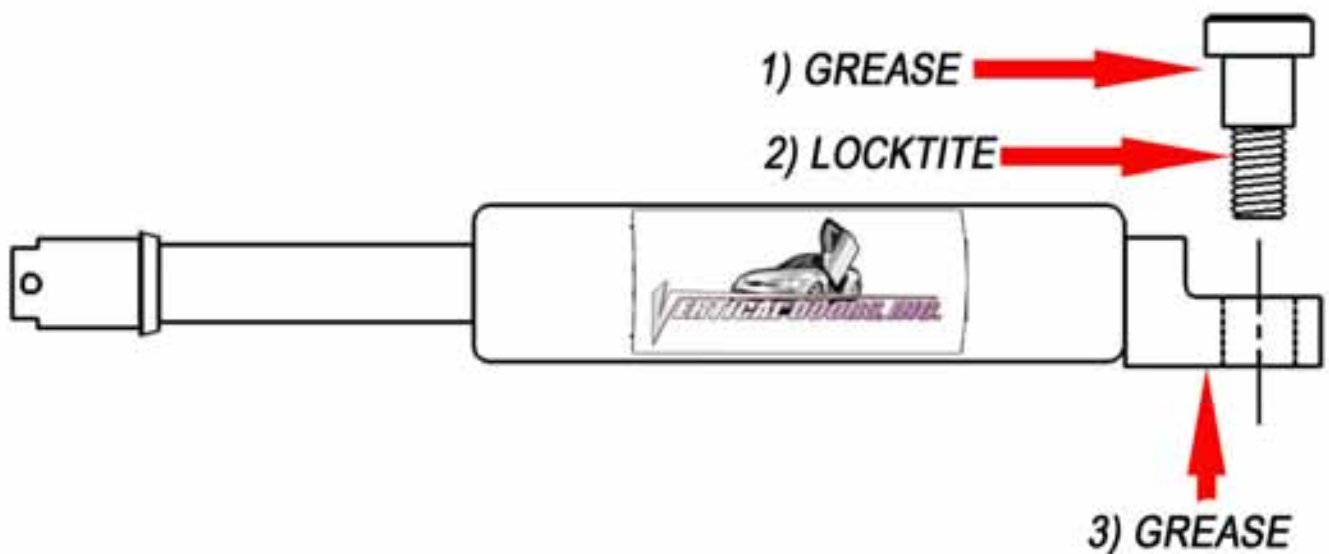


*Hint\* Tighten the bolts on the door first and then install the bolts on the body.*

## 6) Wire Slack

Carefully cut the wire boot in half and bring the half that is closest to the body to the end of the wire harness connect them and add the included wire loom to protect the exposed wires.





**\*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.*

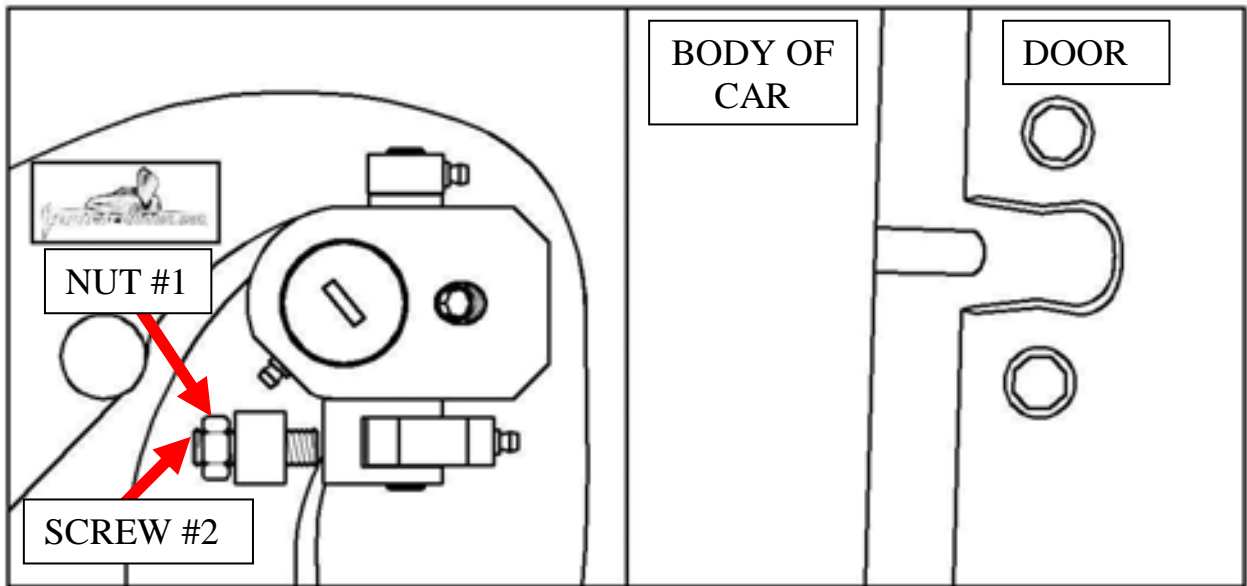
*2ND, make sure you put red Locktite, where the arrow is pointing, on thread of shoulder bolt.*

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



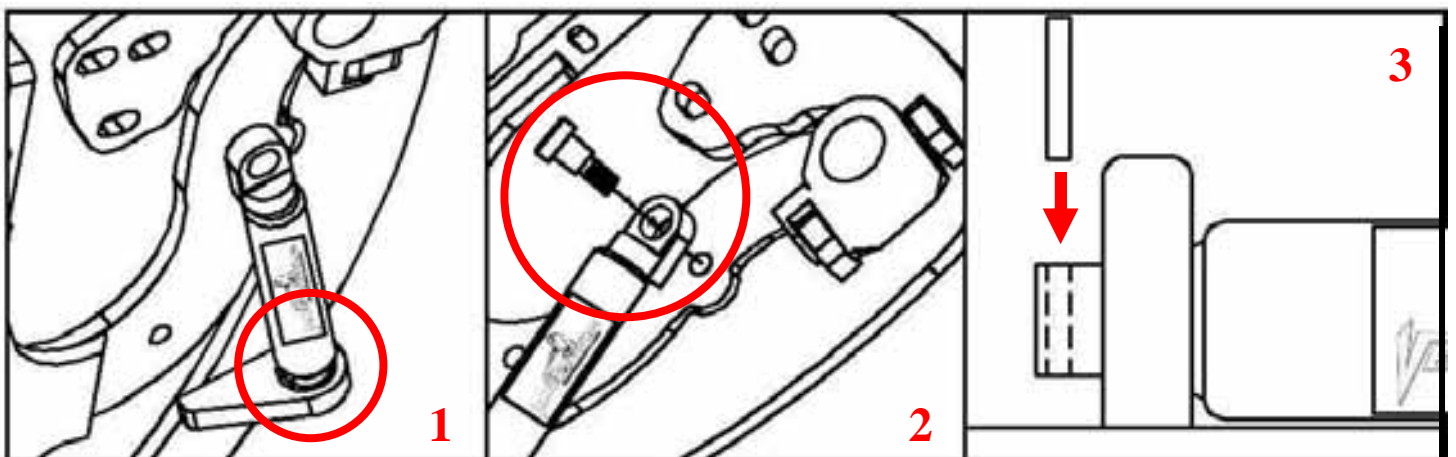
**WARNING! THE USE OF ANY TYPE PLYERS, PAINT OR FOREIGN MATERIALS ON THE SHOCK'S BODY OR SHAFT WILL VOID THE WARRANTY.**

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.*

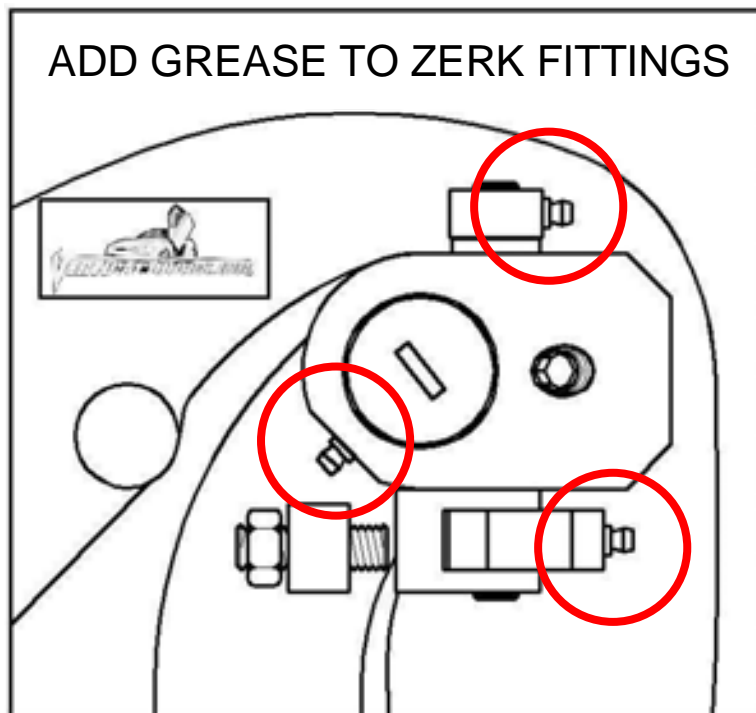
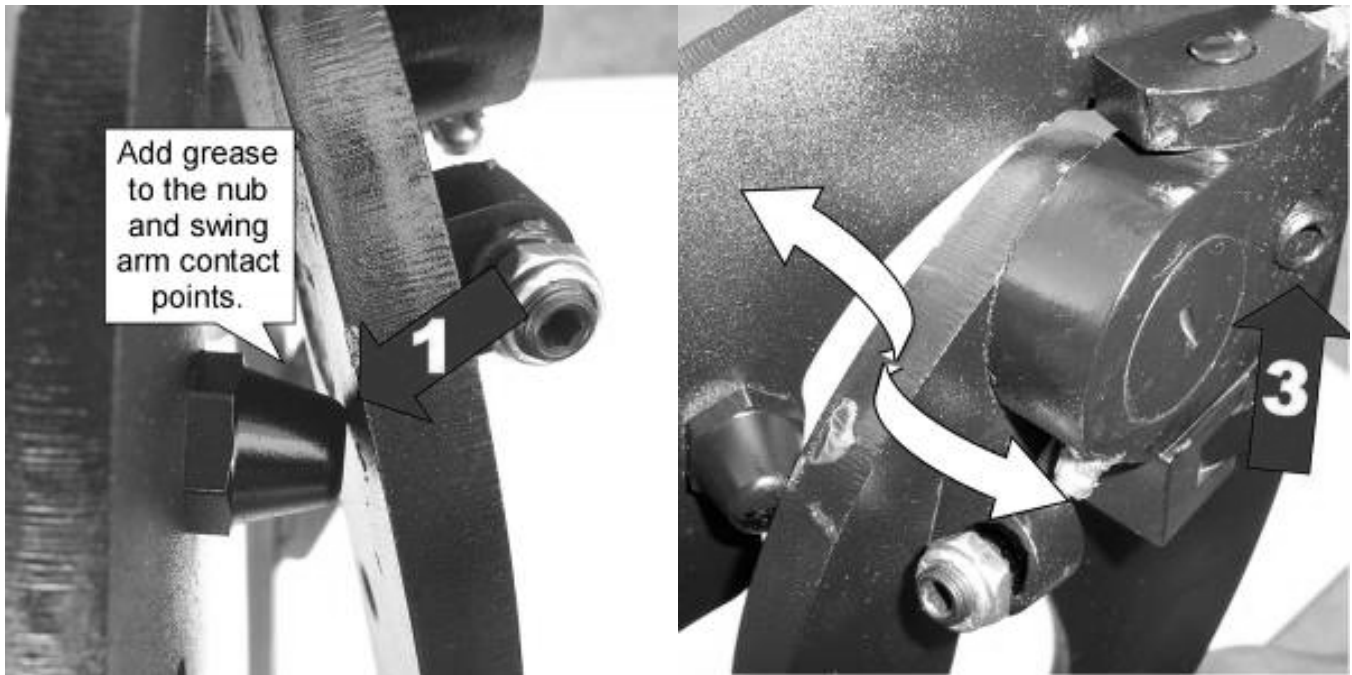
8) Install the shock.



*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 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.**



**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.



**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.

Reference only  
Wire layout with the  
door closed



Reference only  
Wire layout with the door raised

