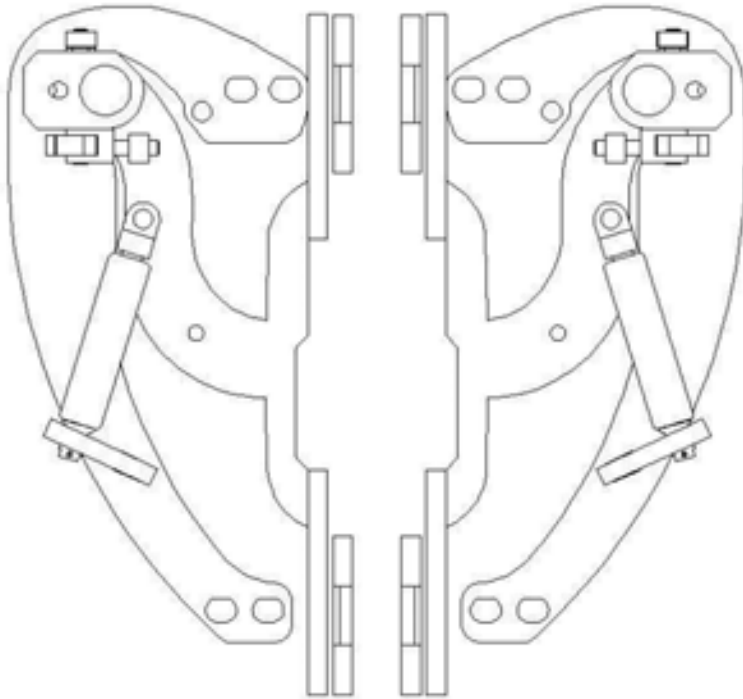




## PONTIAC GTO

PATENT #6,808,223; #6,845,547; #7,140,075;  
#7,059,655 and other patents pending.  
PATENTS STRICTLY ENFORCED



**THIS KIT INCLUDES:**

- 16 M8-1.25X30MM BOLTS WITH WASHERS
- 2 SHOULDER BOLTS WITH WASHERS
- 2 RIGHT AND LEFT HINGE ASSEMBLY
- 2 SHOCKS 620 PSI
- 2 PINS

**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.**

**(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 the fasteners around the wheel weld, then pull down on the bumper and remove the bolts securing the fender to the body, continue to remove the rest of the fasteners to allow you to remove the fender.



3) You will have to remove the door from the vehicle.

You will need a partner for this step.

Remove the door catch.

Use painters tape to mark the factory location of the door make sure to mark the horizontal, vertical and how far away from the apron the edge of the door is, this will make it much easier to line up the door to the fender.

Remove the top and bottom bolts from the top and bottom hinge, place the door in a clean secure surface.



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

After removing the door from the body you will need to remove the door panel and the speaker housing this will give you access to the inside of the door and to the clips holding the wires down. Make the layout of the wires go in a straighter route towards the front of the door to gain more



wire slack use the clips or zip ties to secure the wires. You will have to cut the factory wire loom in half, later we'll add wire loom to protect the exposed wires.

**5) Welding the spacers to the door.**

In order to install the VDI kit you will need to weld the two spacers to the bottom and top factory hinges, as shown.



**6) Installing the hinge to the door.**

Use the bolts to secure the hinge to the door as shown.



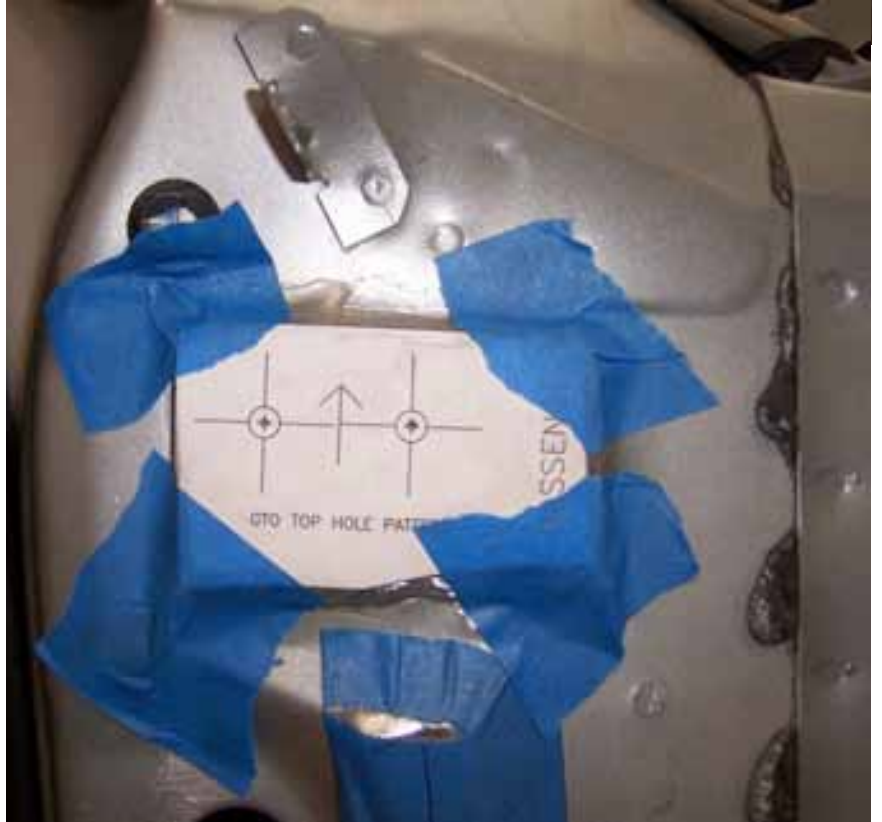
### 7) Modify the apron.

You will have to cut and grind down the factory hinges just enough to get a flat surface.



### 8) New hole pattern.

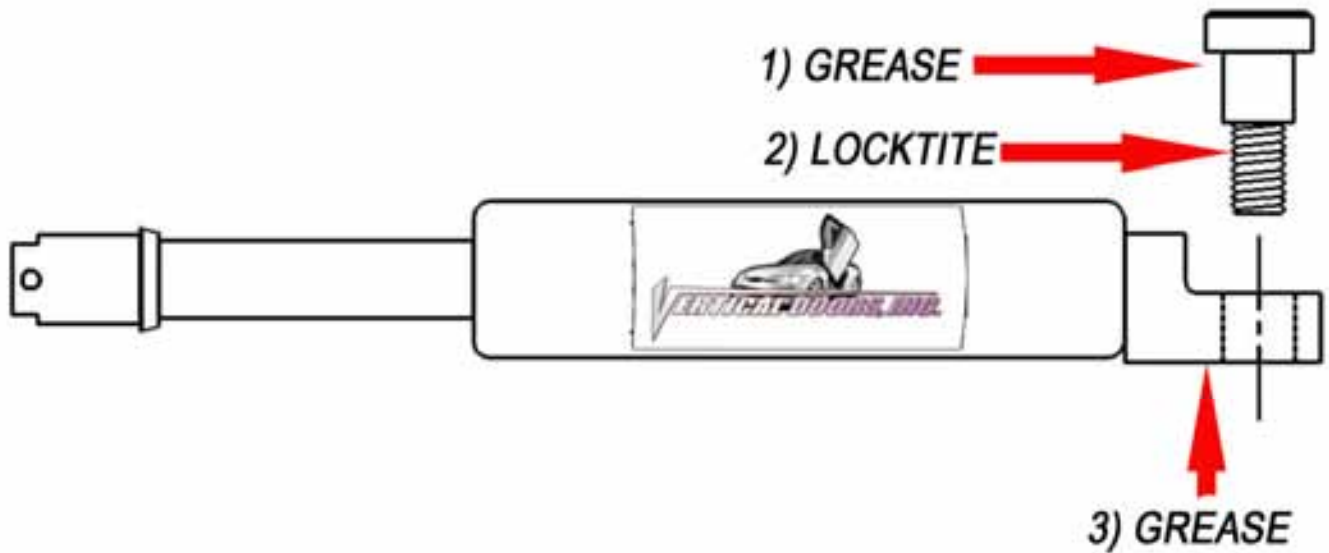
Use the paper hole patten to locate and make the new hole patten on the top and bottom factory hinge as shown.



### 9) Reinstall the door.

Reinstall the door on the car make sure to use the marks (step 3) to find the factory location of your door on all on the vertical, horizontal and how far away from the apron the edge to the door is.





**\*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.*

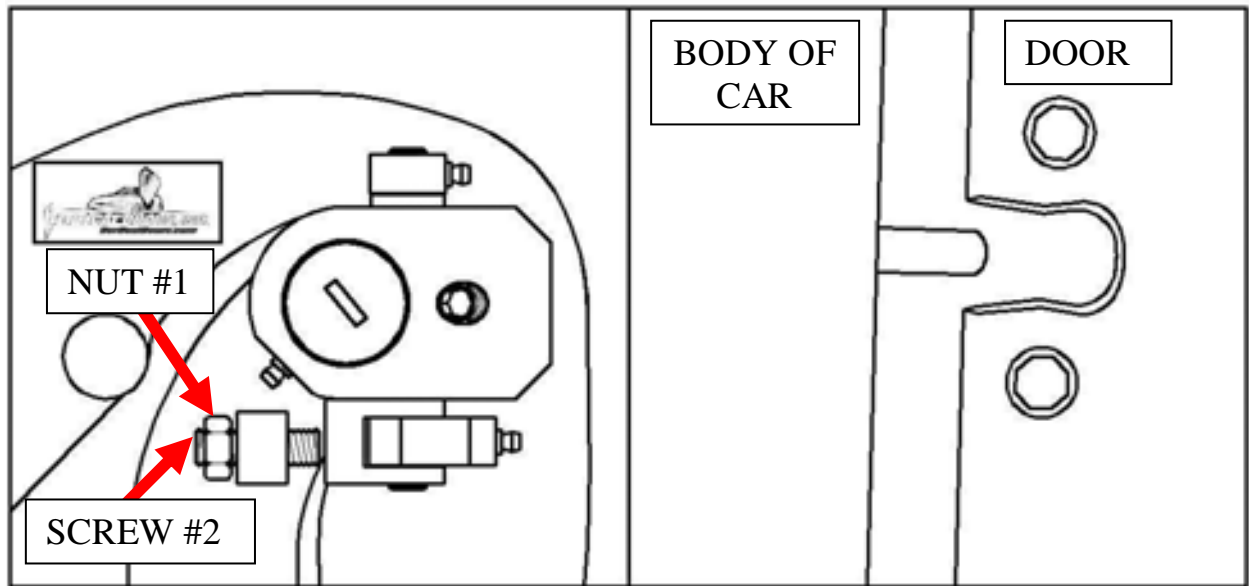
*2ND, make sure you put red Locktite, where the arrow is pointing, on thread of shoulder bolt.*

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



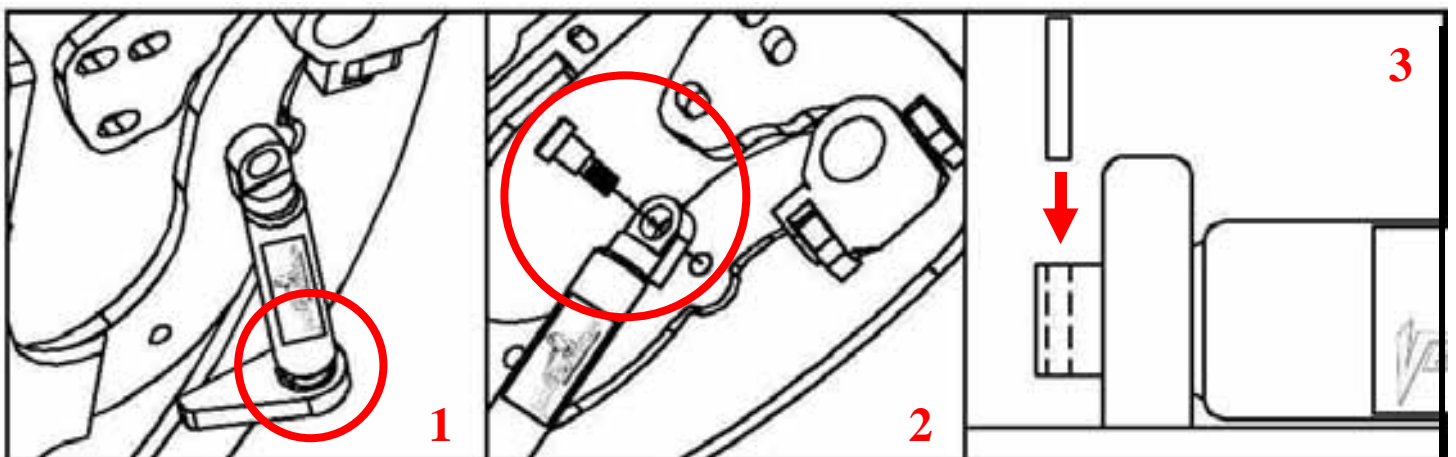
**WARNING! THE USE OF ANY TYPE PLYERS, PAINT OR FOREIGN MATERIALS ON THE SHOCK'S BODY OR SHAFT WILL VOID THE WARRANTY.**

**10)** 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).

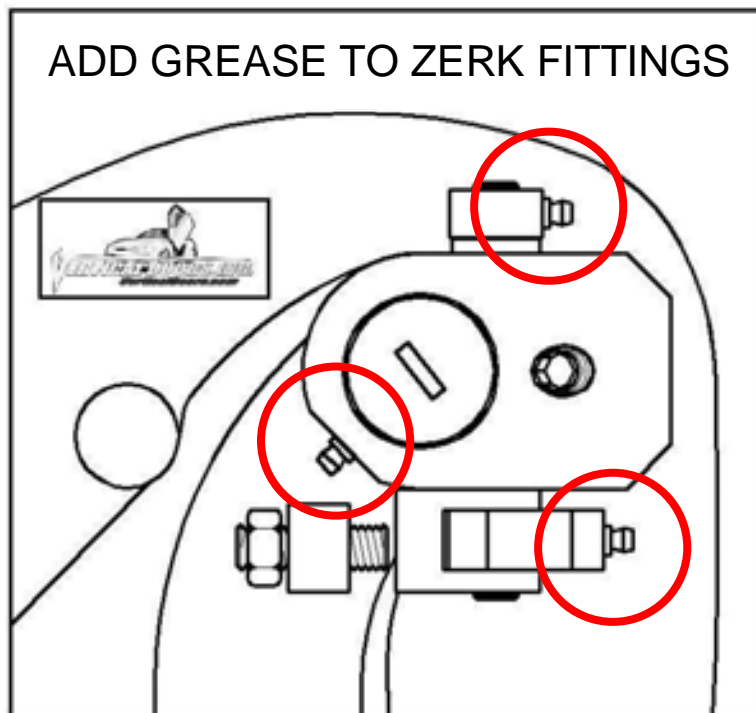
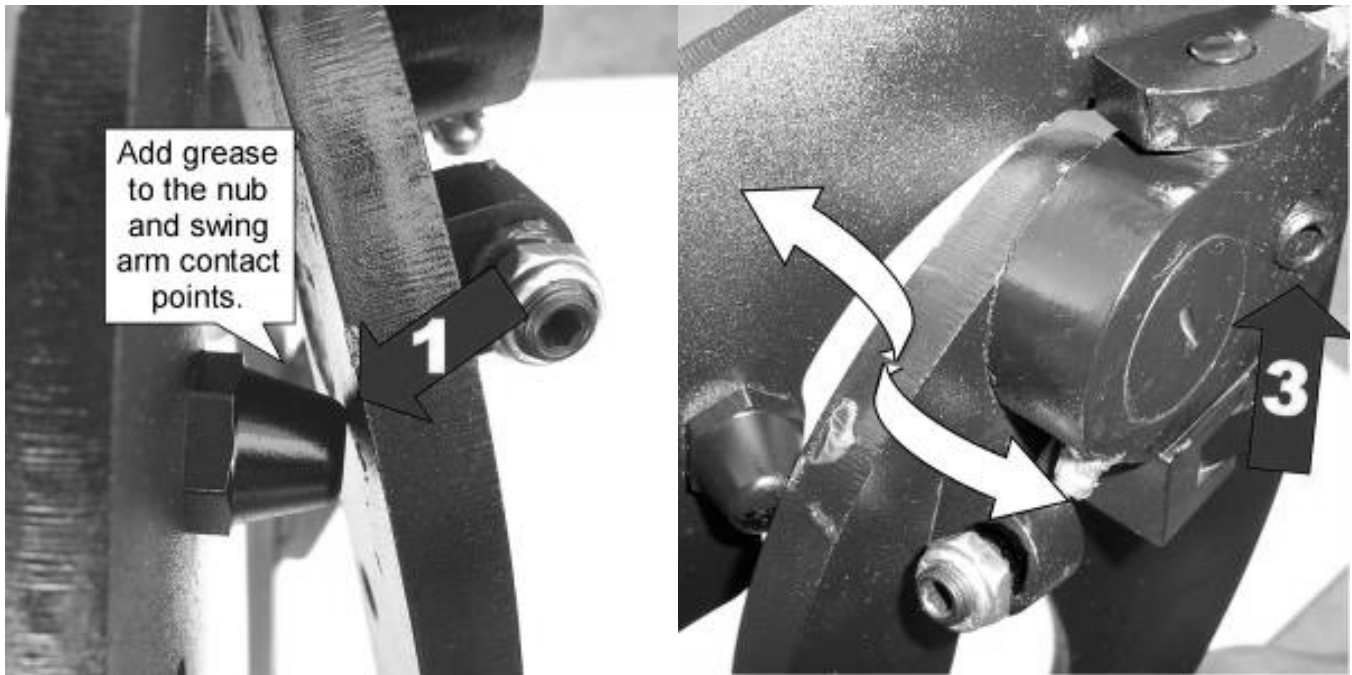
**11)** Install the shock.



*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).

**12)** 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.



**13) Modify factory wire loom:**

Your wire should look like this when your door is up.



**14) 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.**



**15) Close the door and replace the fender.**

**16) For the other side just follow steps 2-15.**

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