

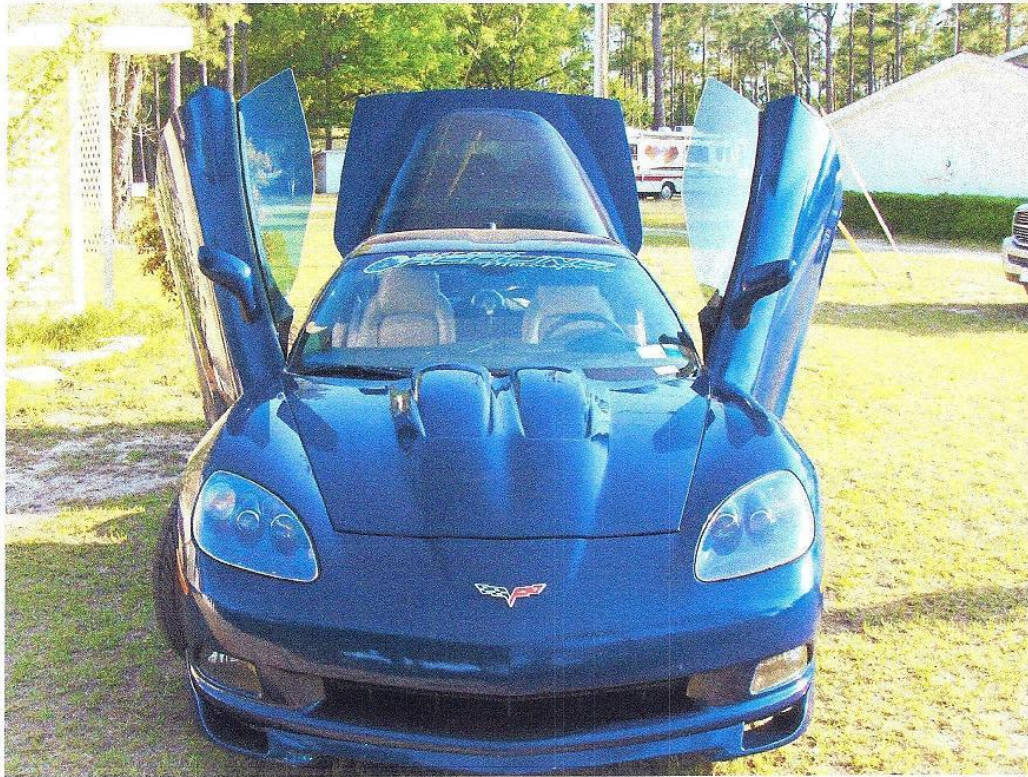


C5/C6 INSTRUCTIONS

LAMBO/VERTICAL DOOR KIT



C5 PATENTED C6



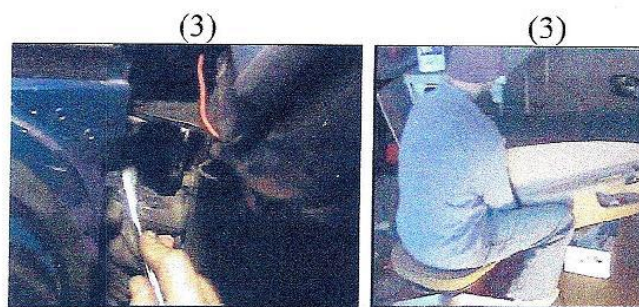
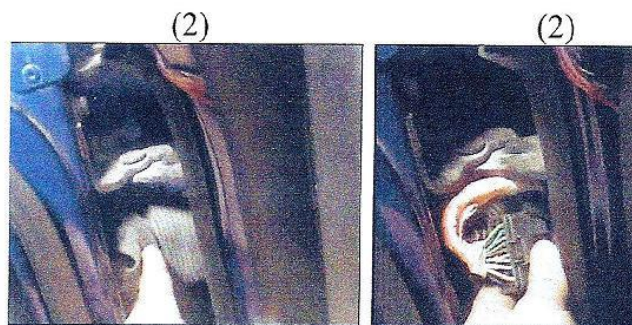
Thank you for purchasing our C5/C6 lambo/Vertical Door Kit. Just a few things to tell you before you get started installing your new kit. I am legally obligated to inform you by law that Chevrolet is strongly against any modifications you do to your Corvette that has not been tested and approved through Chevrolet. By adding this kit to your Corvette you may be voiding any warranty that may be on this car. This is an aftermarket item and should only be installed at your own risk.

(1) The first thing you want to do is roll down both your windows in your corvette and unplug your battery terminals from your battery.

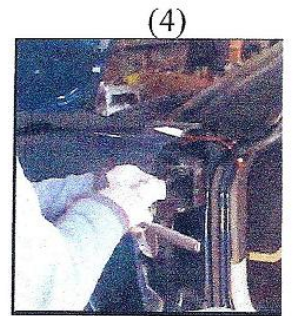
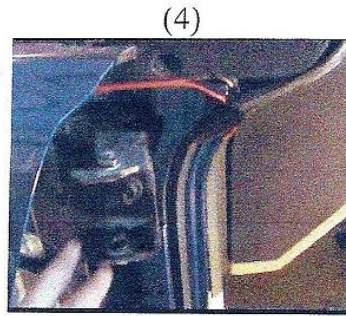
(2) You can start with either side, it doesn't matter, open the door and you will see the rubber boot that protects the wires that go to the door. This rubber boot has a big lip on each end and is pressed through the hole. Take you fingers and press on either end and you will be able to pop the boot loose. Push it to one side and you will see two wire plugs.

Unplug both of these wire plugs, then pull out the boot. The wires going into the car need to be pushed back into the hole so they will be out the way for now.

(3) You will now remove the door from the hinges. Make sure you go ahead and have a spot where you can lay your door so it can not get damage. We use door cradles, but you can use anything that is soft and won't scratch your door. Have your helper sit in a chair and with door all the way open, have him hold the door between his legs with his hands at the bottom holding it securely. Put a box underneath the front part of the door incase you accidentally drop it, it won't hit the ground. Undo the four bolts from the door side of the hinges. Make sure you take out the very top one last this way you don't have to worry about the door slipping and hitting your fender. As you are taking out the last bolt, hold the lower part of the door, so the door won't drop down when you remove the last bolt. Take the door and lay it in your spot with the outside down.



(4) Remove the hinges from the car. Take the two bolts out in the top hinge and the two bolts in the bottom hinge. This will remove both hinges. You will not be using these hinges with this kit so store them away incase you may want to put them back on.



(5) Clean any glue or dirt away from the frame where the hinges were. There are some little one inch square rubber patches that cover some bolt holes, you must remove them so the kit will lay flat. You can put a little silicone in each of those holes to seal it.

Remove the rubber stop.(it just pulls out).

On some C6's there is plastic screws sticking threw the fender. They must be cut because the door opens in closer to the inside of the fender. Take wire cutters and cut them flush against the inside of the fender so they will not hit the front lip of the door as you open it.

Tape the fenders and the doors to protect the paint.



(6) When you receive our kit in the box, there will be two sets of hinges and four lift supports with all the bolts and hardware needed to install this kit. Layout both hinge kits on a table. Each one of our hinges is designed as a two piece. Remove the big nut, spacer and washer just under the swivel. Separate the two pieces (the door hinge and the frame hinge). Take the frame hinge piece and bolt it to your frame using the bolts and washers provided. The first bolt you must use is the second one from the top. If you do not put this one in first you will not be able to get in later. Look at the bolt indentions on your old hinges and that will give you a starting point of where your frame hinge should be bolted. For the now, just snug all four bolts down. You will probably have



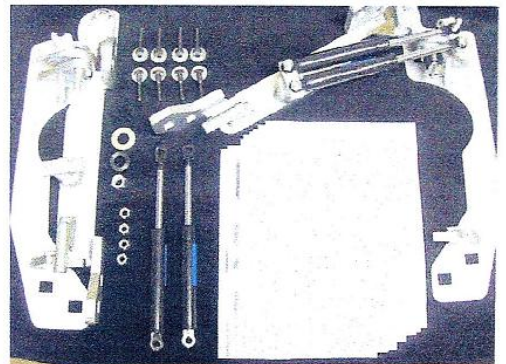
to adjust it some more when you put on the door, but this will get you started in the right direction.

(7) On some C6's (no C5) there is a fiberglass tab on inside of the door that a 1/4in. Piece must be cut off so the door hinge will lay flush. Tape it off and use a cutting will. After you cut the piece off use a black marker or touch up paint and cover the white fiberglass.

Take the other half of your hinge kit (door hinge) and bolt it to your door with the four bolts and washers provided. As with the frame hinge look at your old hinges and try to match the bolt location. Tighten all four bolts, pretty snug, you can fully tighten them after you have done all the adjustments.

(8) Now we are going to bring the two halves together. Use a good bearing grease and coat the two halves where they contact each other and the locking channel. You and your buddy grab the door and hold it like it just came off the car. The big swivel that is on top of the door hinge, open that out at about a 45 degree angle so you and your buddy are holding the door, your buddy will lift the back end of the door up and the big bolt on the swivel will be pointing straight down. Walk the door back to the car. Slide the big end of the bolt into the hole onto the frame hinge. You may have to wiggle the door a little or lift the door higher or lower, for the bolt slip all the way through. Put the lock nut on and snug it up. (You must put on locking nut after every adjustment) Lower the door very slowly and look and see if the door is going to hit the fender or the bottom part of your frame. At the very bottom of your door, as it is coming down, should get no closer then an 1/8 in. to the frame. If it looks like it is going to hit pull the door back off and slide the door up on the door hinge, this will bring the door up. Put the door back on and try again, this time if it does not hit let

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the door come all the way down until it stops. Slowly shut the door and look at the gaps and make sure the door is not going to hit the fender. About half-way closing the door will get very close to the fender. Take a piece of paper and fold it in half and stick it between the fender and the door at its closest point and move it back and forth as you are closing the door. As long as you can move the paper you are ok. If the paper stops then you need to make adjustment on the frame hinge. If the door is to close to your fender or the gap is to big, or the back of the door is to high or low, take the door back off and make the adjustments by moving the frame hinge forwards or backwards or if the door is too high or too low then move the frame hinge up or down to correct this. You may need to take the door off two or three times and adjust the frame hinge and the door hinge until all your gaps are perfect.

(NOTE) Try to even out the adjustments on both frame and door hinge. (Example) If the door needs to go up a 1/2in. Move the frame hinge up 1/4 in. and the door up 1/4 in.

After each adjustment you MUST put the spacer and locking nut on the big bolt holding the two halves together. Snug the nut up not too tight, but tight enough where the two halves will still move, but not loosely.

(9) You will now put on the lift supports. Take the small swivel that came with your kit. Place it over the bolt on the hinge kit. Make sure the end of the swivel with 3/8 in. bolt is facing the front of the car and the notches are facing down.

Have your helper lift up on the door. Take one of the lift supports and slide the big end of it onto the studs on the door hinge. Then slide the small end over the same 3/8 in. bolt that you slid the swivel over. (see picture for placement) Now take the shorty locking nuts and put

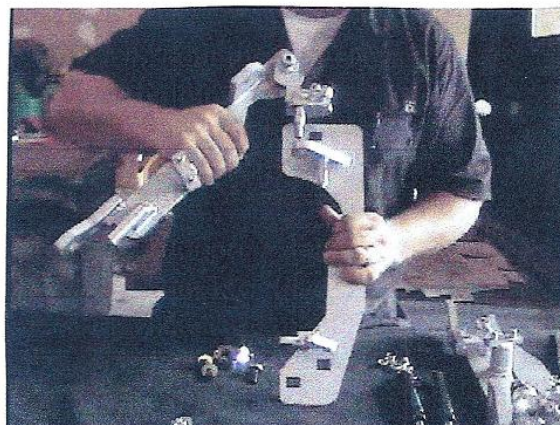
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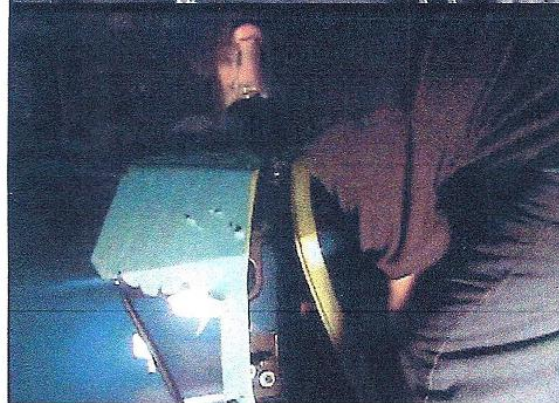
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(8)



one on each end of the lift support. Tighten the nut until it touches then back out $\frac{1}{4}$ turn. Now do the same thing to the other lift support. Once you have both lift supports clearly on, go ahead and shut your door slowly. Sometimes the force of the shocks will change your gaps a little. You may have to do a little more adjusting to get everything perfect.

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No Washer

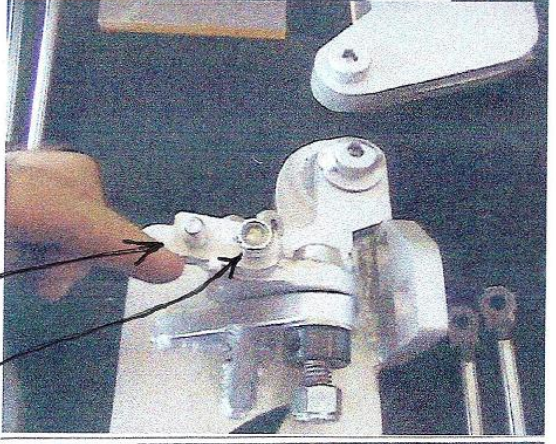


(10) There is also an adjusting stop that keeps the doors from opening out to far. You can take 6mm. Allen wrench and adjust it in or out so the doors will open out more or less according to your adjustment.

(9)

Swivel Stud

Main Stud



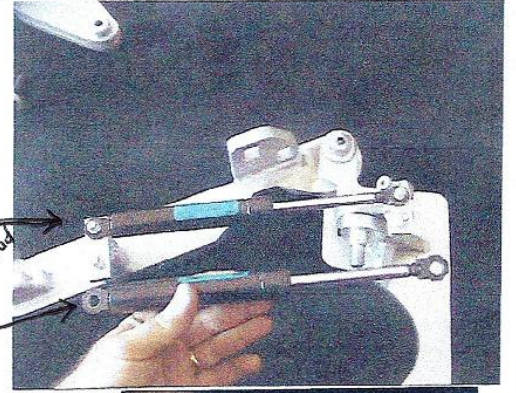
(11) After the gaps are good and the door opens and closes with ease the next thing to do is the wires. There are many ways you can do this next step but this is how we do it.

Take the boot that came off the wires and cut it in half. Take one half and slide it back over the wires going into the frame. Take the other half slide it over the wires going into the door. Push the big end of each half back in the holes they came from. Plug the wires back into each other. There will be enough wire so you can push the wire plugs back into the frame. Now get a piece of wire loom and cut it to go over the wires with 2 to 3 inches going into each hole. Now fill the gap between the rubber boot and the wire loom with silicone on the frame and door. This will keep out any water.

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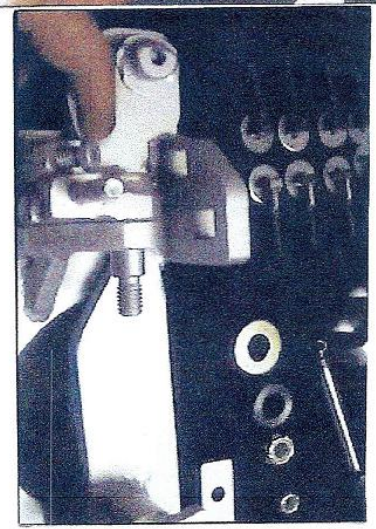
4002 on main stud

4002 on Swivel Stud



(12) You have just completed installing your Lambo/Vertical Door Kit.

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We are always trying to improve our kits so please give us your feedback. If you think something should be done different or tips on the install please let us know.

(11)

