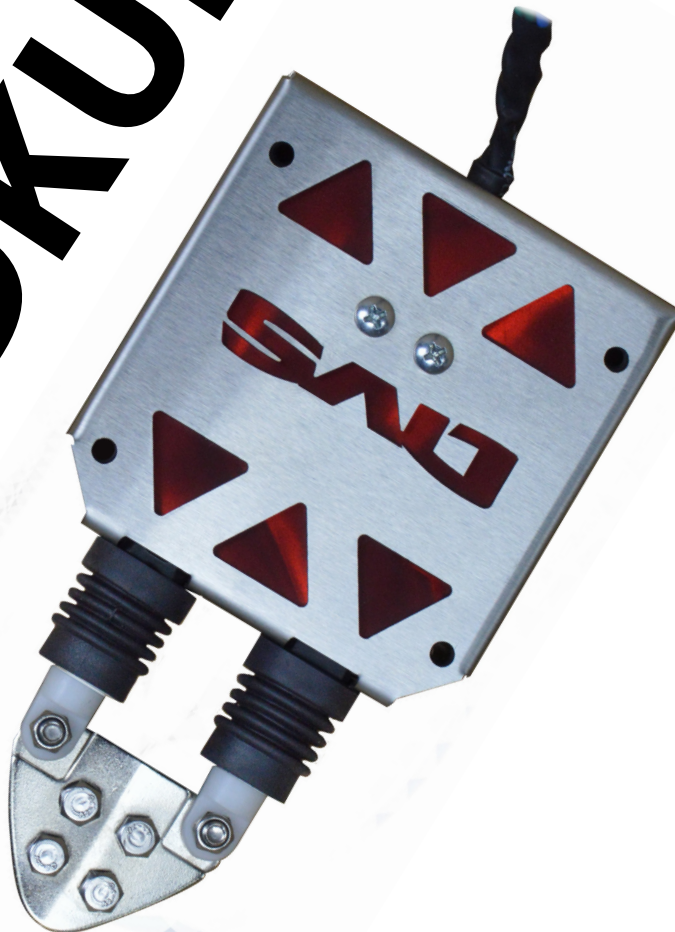


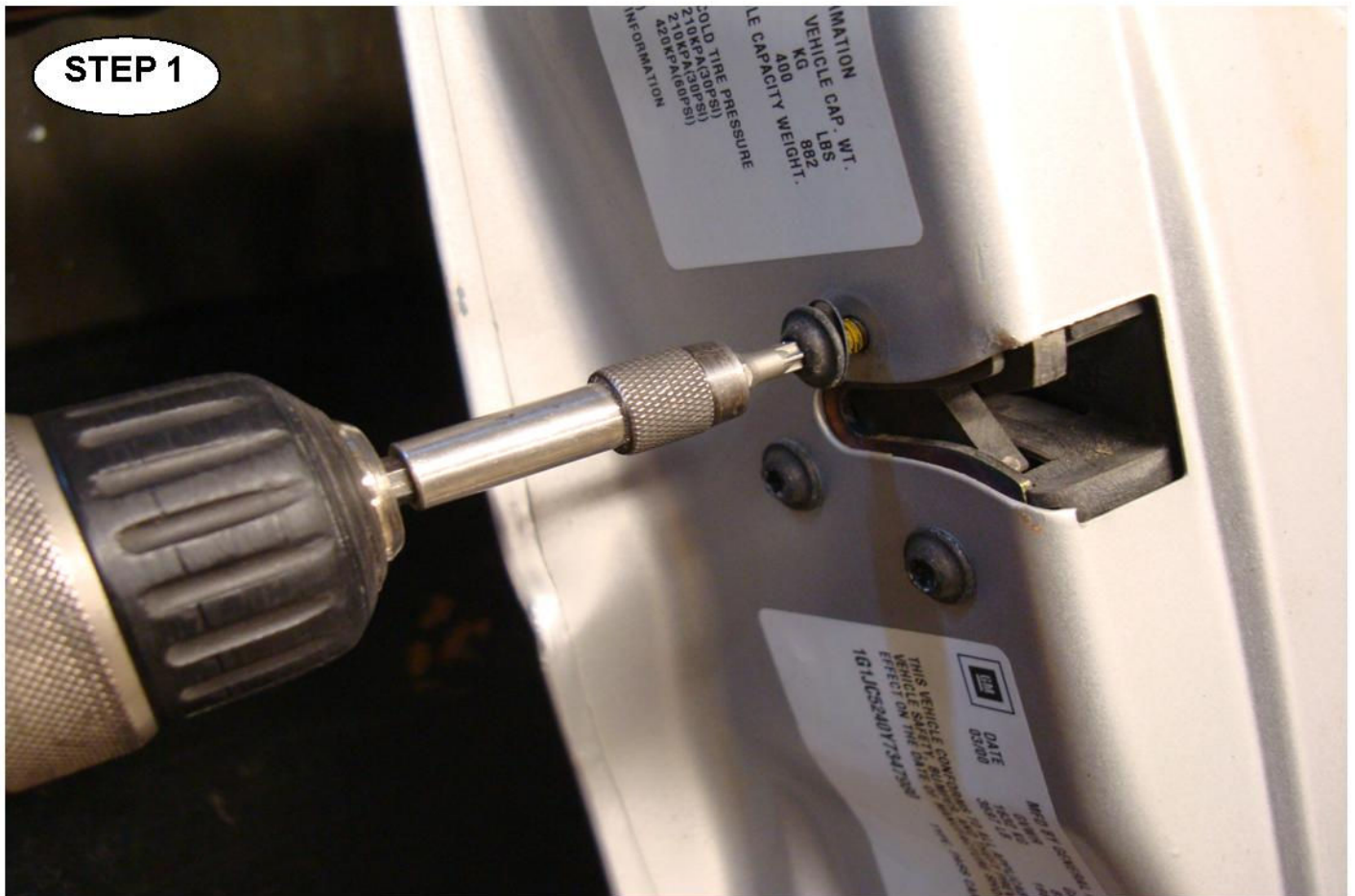


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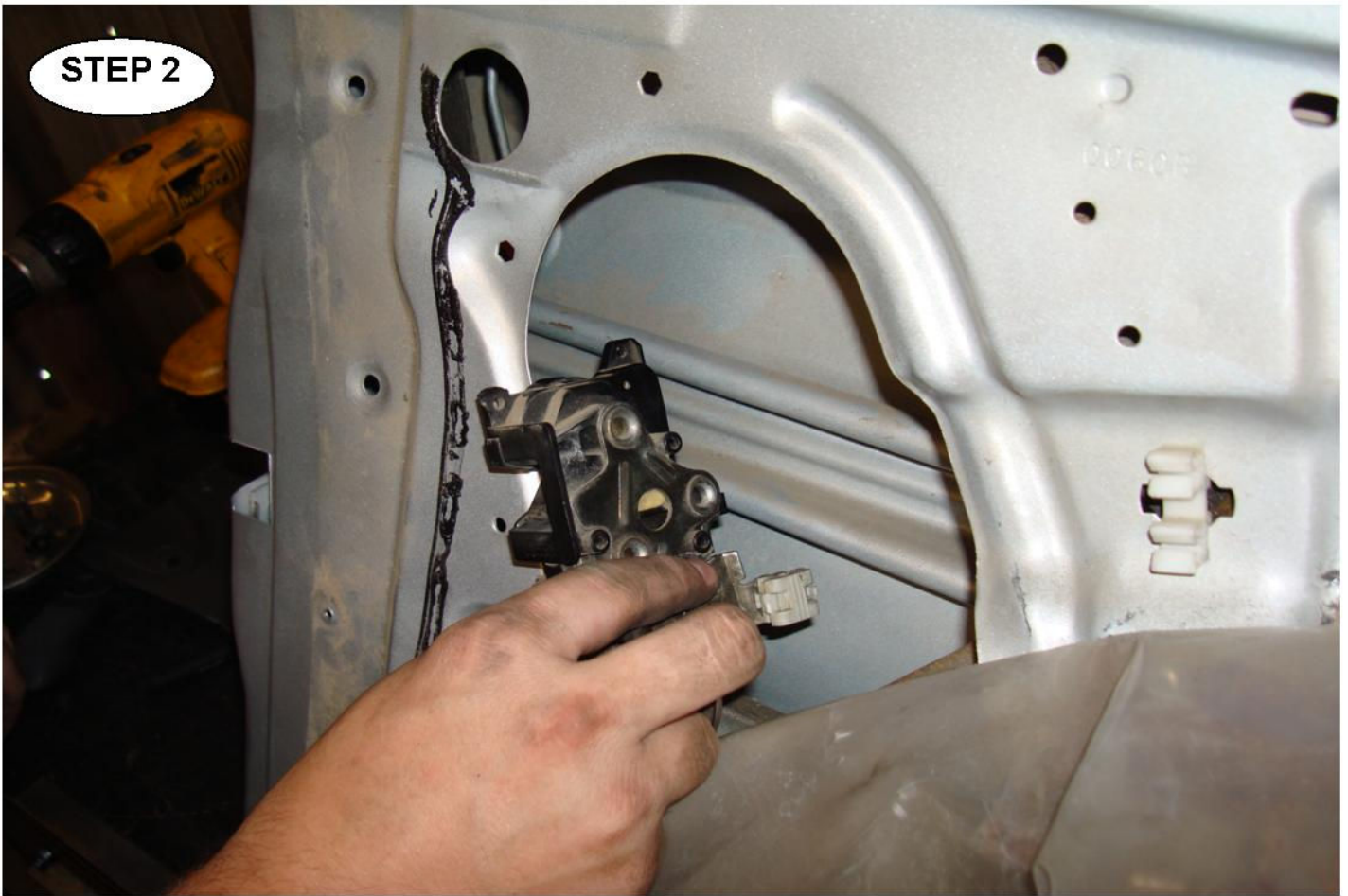
WWW.SHAVED-DOOR-KITS.COM

THIS KIT IS UNIVERSAL AND THE FOLLOWING INSTRUCTIONS ARE GIVEN AS EXAMPLES ONLY, AND MAY NOT APPLY TO YOUR VEHICLE. EXACTLY HOW THIS KIT WILL ADAPT AND PERFORM ON YOUR VEHICLE IS YOUR RESPONSIBILITY. IT IS HIGHLY RECOMMENDED, THAT THIS KIT BE INSTALLED BY A QUALIFIED 12 VOLT TECHNICIAN. SHAVED DOOR KITS ARE FOR SHOW USE ONLY AND ARE NOT INTENDED FOR USE ON A MOVING VEHICLE. DUE TO POOR INSTALLATION METHODS, ACTS OF GOD, OR ANY OTHER LOGICAL REASON, IF A VEHICLE ABSOLUTELY NEEDS TO BE MOVED, ALL PASSENGERS SHOULD ALWAYS WEAR SAFETY BELTS/HARNESSES AT ALL TIMES, TO INSURE SAFETY IN THE EVENT OF ACCIDENTAL OPENING OF THE DOORS!!! IF YOU HAVE A NEWER VEHICLE THAT HAS AIRBAGS THAT DEPLOY FROM THE DOORS, **DO NOT ATTEMPT** TO INSTALL THIS KIT!!! THIS KIT INCLUDES HARDWARE TO RETAIN THE FUNCTIONS OF THE INTERIOR DOOR HANDLES AND SHOULD ALWAYS BE INSTALLED TO AVOID BEING TRAPPED IN THE VEHICLE DUE TO ELECTRICAL FAILURE!!! IF ANY HARDWARE IS MISSING OR WILL NOT ADAPT PROPERLY TO YOUR VEHICLE, CONTACT AVS FOR PARTS AND/OR TECHNICAL SUPPORT BEFORE USE OF THE VEHICLE, AND DO NOT OPERATE VEHICLE UNTIL THE INTERIOR HANDLES FUNCTION PROPERLY. BY PURCHASING AND USING THIS PRODUCT, YOU AGREE THAT AVS IS IN NO WAY LIABLE FOR ANY PERSONAL INJURY OR DAMAGE TO VEHICLE, PERSONAL PROPERTY, ETC. USER OF THIS PRODUCT ASSUMES ANY AND ALL LIABILITY FOR ANY OUTCOME DUE TO THE USE OF THIS PRODUCT. WARRANTY VOID IF SUBJECTED TO ABUSE OR MISUSE OF THIS PRODUCT. NOW THAT YOU HAVE READ AND UNDERSTOOD ALL THE LEGAL MUMBO JUMBO, ENJOY YOUR NEW SHAVED DOOR KIT!!!



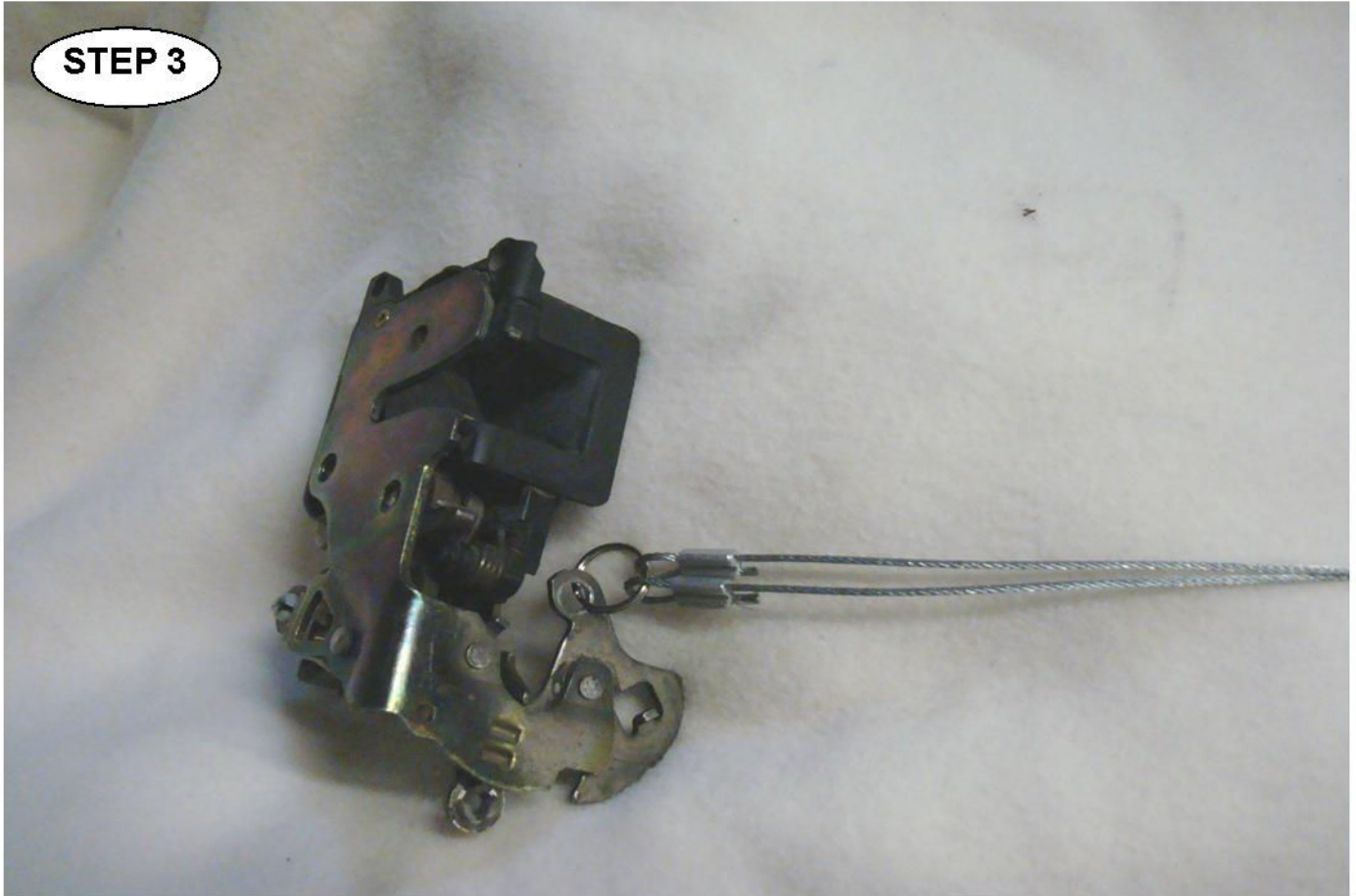
LEAVE THE WINDOW DOWN ON THE DOOR THAT IS NOT BEING WORKED ON. THIS WILL PREVENT YOU FROM LOCKING YOURSELF OUT OF THE VEHICLE. ON THE DOOR THAT YOU ARE WORKING ON, LEAVE THE WINDOW ROLLED UP. REMOVE THE INTERIOR DOOR PANELS FROM THE VEHICLE. REMOVE THE SCREWS THAT HOLD THE LATCH TO THE DOOR.

STEP 2



TAKE NOTE OF WHERE THE INTERIOR HANDLE ROD IS CONNECTED TO THE LATCH, AS YOU WILL BE CONNECTING YOUR CABLES TO THIS POINT. CAREFULLY REMOVE ALL RODS THAT ATTACH TO THE DOOR LATCH, MAKING SURE NOT TO BEND OR TWEAK THE LATCH OR BREAK THE EYELET ON THE BACK OF THE INTERIOR HANDLE. THE LATCH WILL BE USED AGAIN BUT THE RODS WILL NOT BE REINSTALLED. NOTE: NORMALLY THERE ARE FOUR RODS: OUTER DOOR HANDLE ROD, OUTER KEY LOCK ROD, INTERIOR HANDLE ROD AND INTERIOR LOCK ROD. NOW CAREFULLY REMOVE THE LATCH FROM THE DOOR, UNPLUGGING ANY WIRING THAT MAY BE PLUGGED INTO IT.

STEP 3

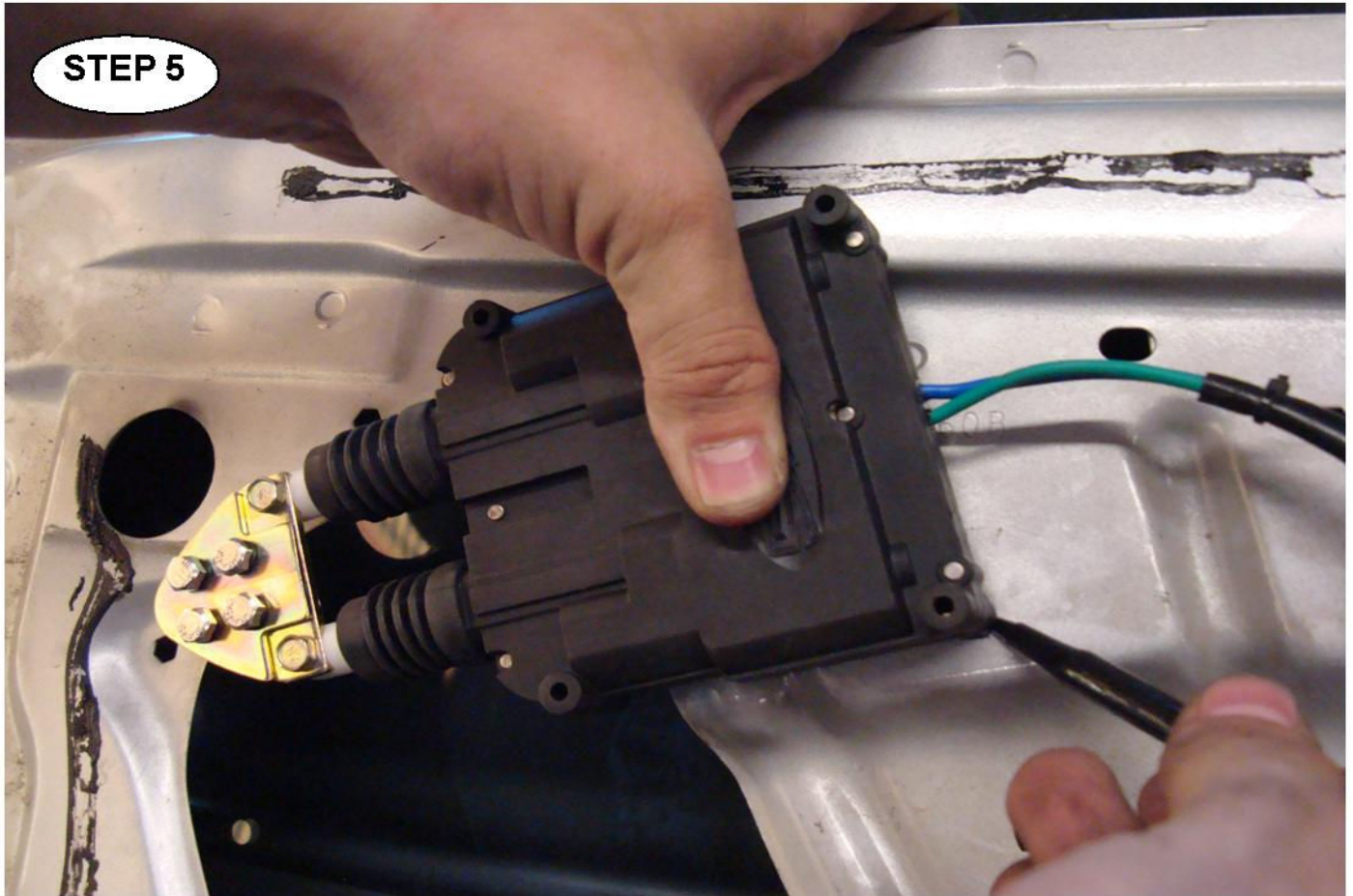


NOW TAKE THE CABLE ASSEMBLY THAT HAS THE TWO CABLES WITH THE “KEY CHAIN” STYLE CONNECTING RING AND LOOP THE CONNECTING RING TO THE PART OF THE LATCH WHERE THE INTERIOR DOOR HANDLE WAS ONCE CONNECTED. NOTE: IF YOUR LEVER HAS 2 OR MORE HOLES, ALWAYS USE THE HOLE THAT IS LOCATED AT THE HIGHEST POINT AS IN THE PICTURE ABOVE.

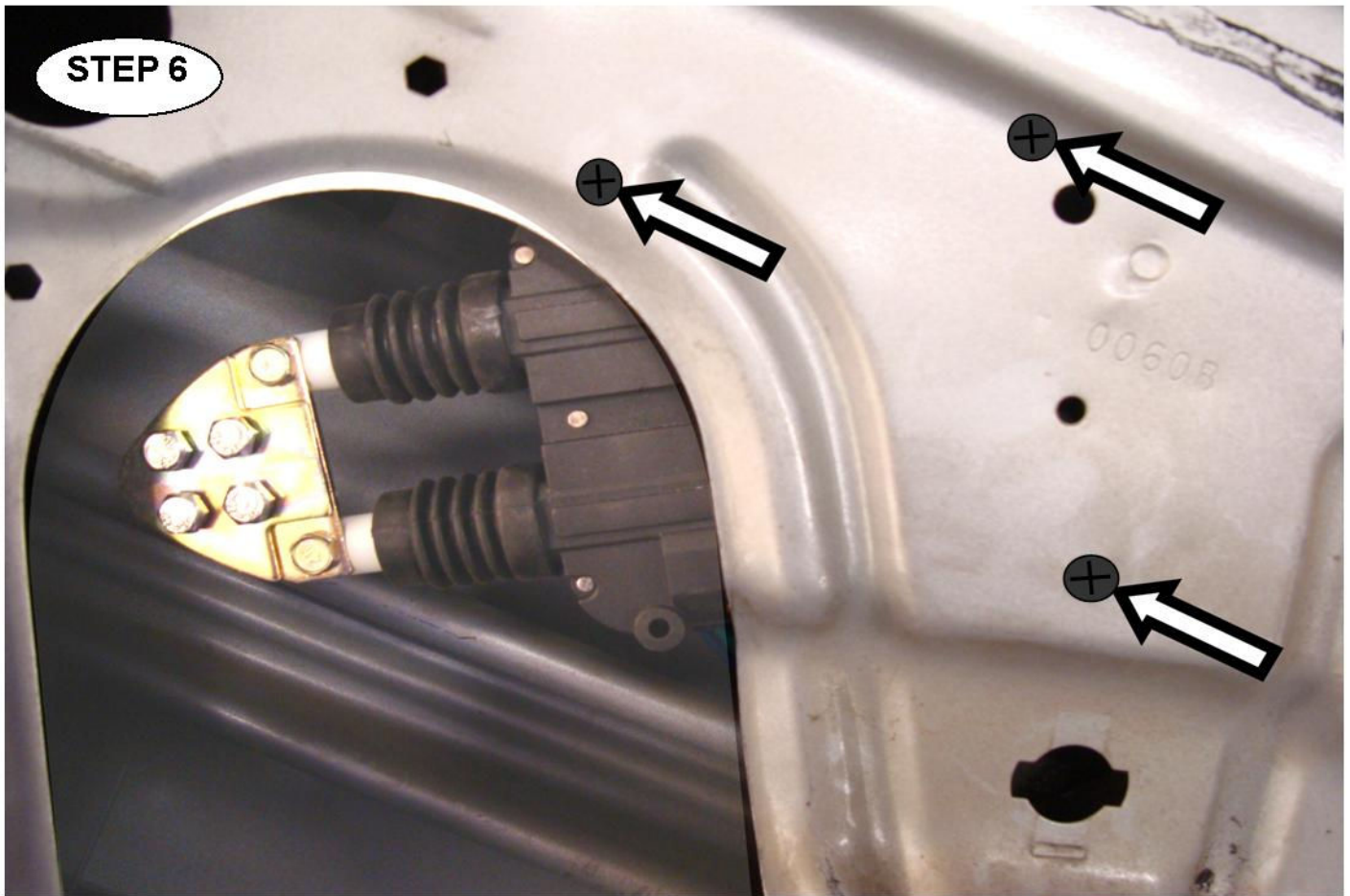


NOW IS A GOOD TIME TO CLEAN THE LATCH WITH A PARTS WASHER, OR AT LEAST SATURATE THEM WITH WD-40 OR A SIMILAR LUBRICANT, TO ENSURE EASY MOVEMENT OF ALL THE WORKING PARTS. CHECK THAT THE LATCH IS IN THE UNLOCKED POSITION BY TAKING A SMALL SCREWDRIVER, OR SIMILAR DEVICE, AND CLOSE THE LATCH WITH IT. HOLDING THE LATCH IN ONE HAND, PULL THE CABLES AND THE LATCH SHOULD RELEASE (OPEN), IF NOT REVERSE THE LEVER THAT ACTIVATES THE LOCK MECHANISM AND TRY AGAIN UNTIL IT OPENS. REINSTALL THE LATCH BACK INTO THE DOOR WITH THE ORIGINAL HARDWARE, AND PLUG IN ANY WIRING THAT IT HAD. NOTE: IF THE LATCH IS HEAVILY SOILED, YOU MAY HAVE TO HELP IT OPEN WHEN YOU PULL ON THE CABLES. ONCE AGAIN, MAKE SURE THAT THE LATCH IS IN THE UNLOCKED POSITION BEFORE REINSTALLING...

STEP 5

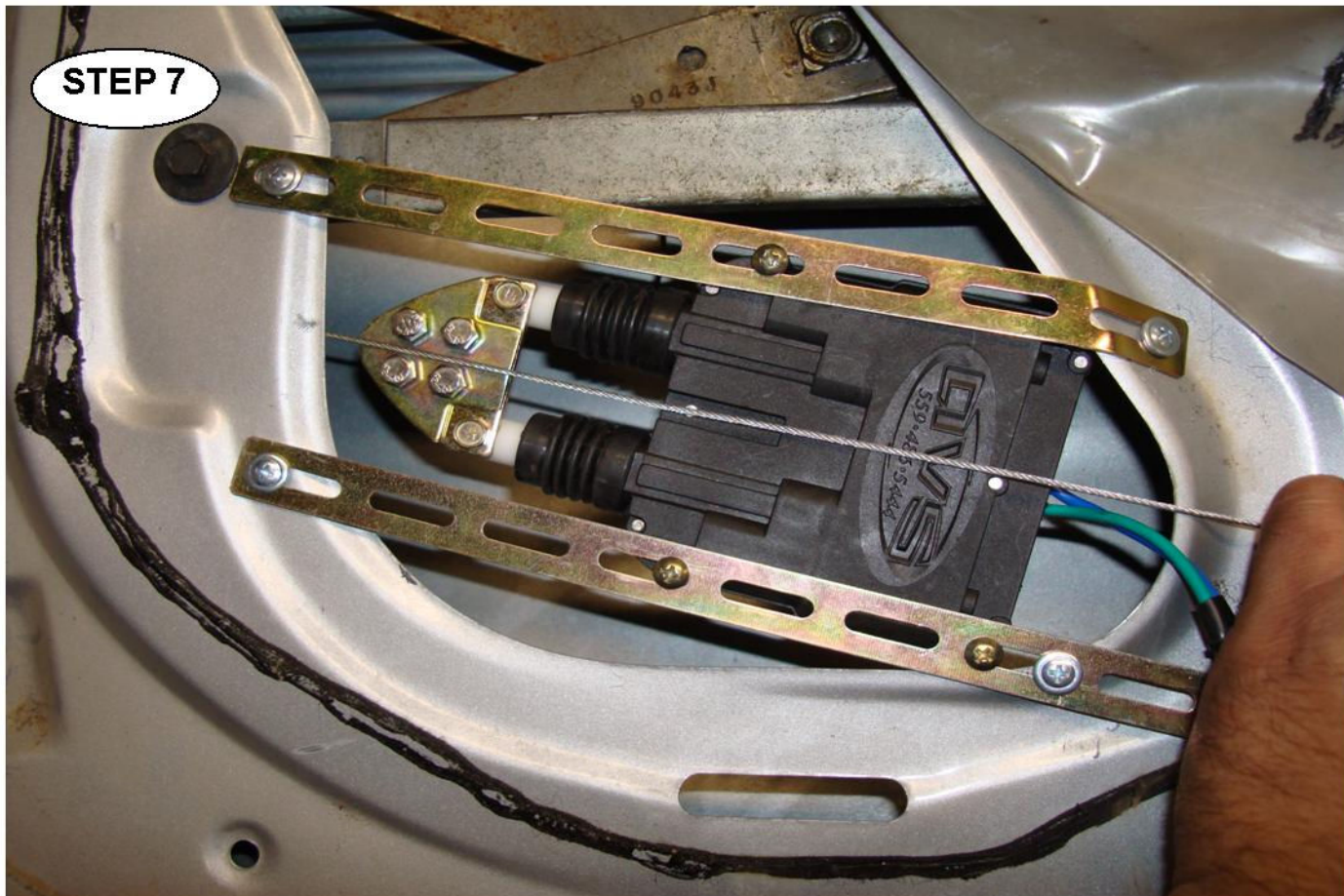


FIND A SPOT FOR THE ACTUATOR ASSEMBLY IN THE DOOR CAVITY OPENING CLOSEST TO THE LATCH. MAKE SURE THE MOUNTING LOCATION WILL NOT INTERFERE WITH THE WINDOW MECHANISM OR THE REINSTALLATION OF THE DOOR PANEL. ONCE AN ADEQUATE SPOT HAS BEEN FOUND, USE THE ACTUATOR PACK AS A TEMPLATE AND MARK AT LEAST THREE OF THE FOUR MOUNTING HOLES ONTO THE DOOR. YOU CAN ALSO MAKE A PAPER OR CARDBOARD TEMPLATE TO TRANSFER AND MARK OUT THE HOLES TO BE DRILLED. NOW DRILL OUT THE HOLES USING A 3/16" DRILL BIT. NOTE: THE ACTUATOR NEEDS TO "POINT" IN THE DIRECTION OF THE LEVER ON THE LATCH THAT THE CABLES ARE CONNECTED TO.



NOW INSERT THE ACTUATOR PACK INTO THE DOOR WITH THE AVS LOGO FACING THE SHEET METAL OF THE DOOR, AND LINE UP WITH THE MOUNTING HOLES. TIGHTLY SCREW THE ACTUATOR PACK TO THE DOOR WITH THE SUPPLIED 1" BLACK SCREWS. ROLL THE WINDOW UP AND DOWN AGAIN TO MAKE SURE IT DOES NOT CONTACT THE ACTUATOR PACK. NOTE: BE SURE THAT YOU HAVE NOT "TWEAKED" THE ACTUATOR HOUSING. TEST IT BY PULLING AND PUSHING ON THE END OF THE ACTUATOR. MAKE SURE THAT IT STILL MOVES BACK AND FORTH SMOOTHLY AND FREELY. MAKE SURE THAT IT IS MOUNTED ON A SOMEWHAT *FLAT* SURFACE.

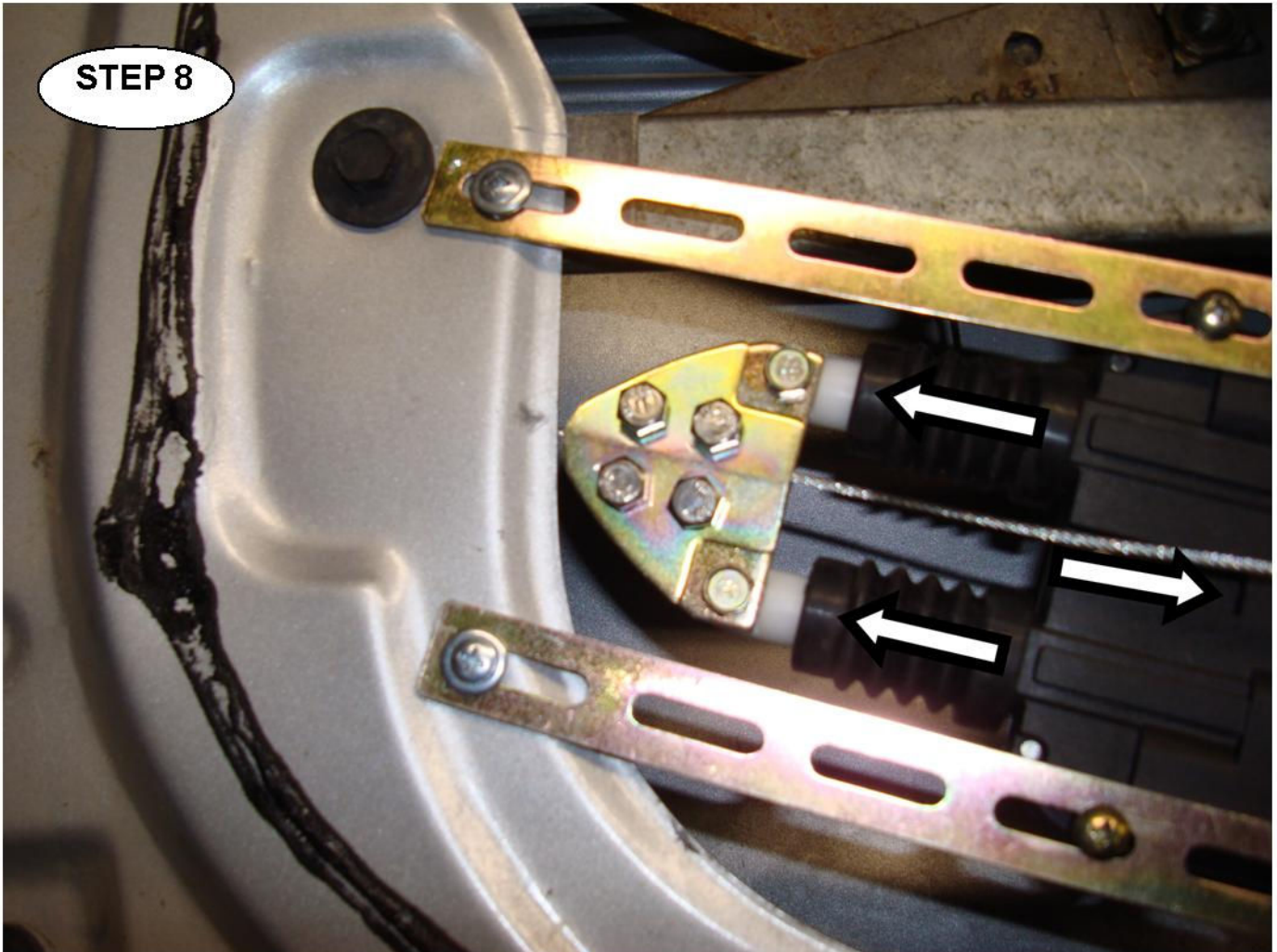
STEP 7



IF THE OPENING OF THE DOOR CAVITY IS TOO BIG, SECURE THE 9" METAL STRAPS TO THE ACTUATOR PACK WITH THE SUPPLIED 1" BLACK SCREWS, AND THEN SCREW THE 1/2" SELF DRILLING SCREWS THROUGH THE STRAPS AND INTO THE DOOR USING A POWER SCREW-DRIVER.

NOTE: DRAW AN IMAGINARY LINE BETWEEN THE POINT WHERE THE DUAL CABLE ASSEMBLY CONNECTS TO THE LATCH AND THE MIDDLE OF THE ACTUATOR. NOW MOUNT THE ACTUATOR "INLINE" WITH THE IMAGINARY LINE. IT IS VERY IMPORTANT THAT THE ACTUATOR, CABLE AND MOUNTING POINT ON THE LATCH ARE ALL INLINE WITH EACH OTHER.

STEP 8



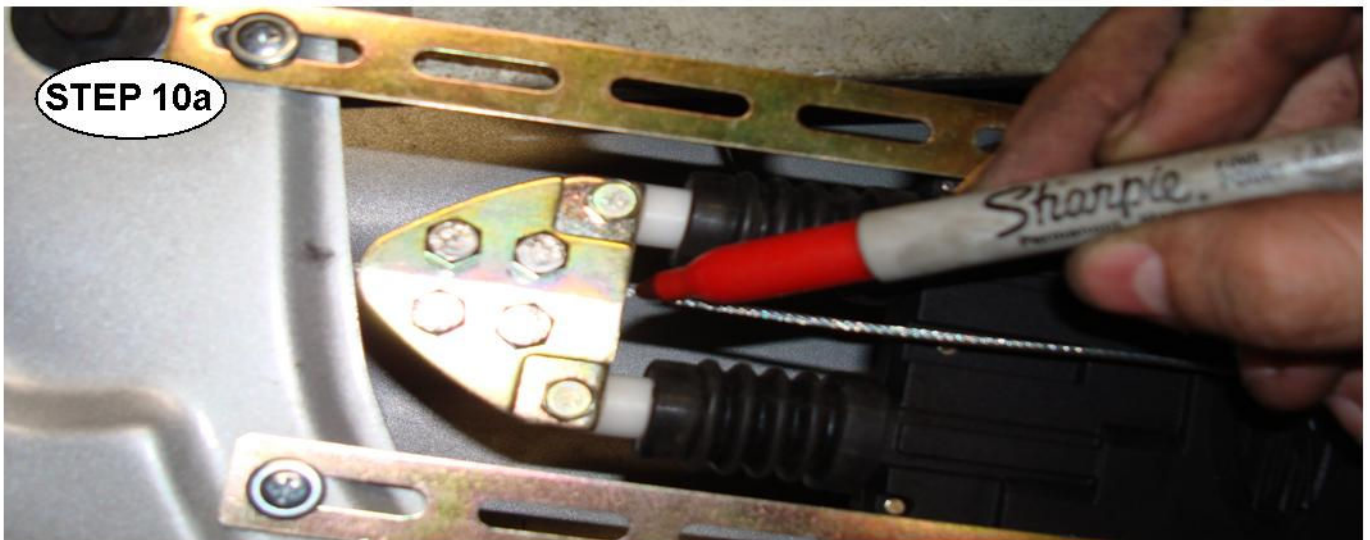
LOOSEN, BUT DO NOT REMOVE, THE FOUR BOLTS ON THE CLAMPING PLATE (THE PIECE ON THE END OF THE ACTUATOR PACK), AND INSERT THE LONG CABLE COMING FROM THE LATCH. THE CABLE SHOULD NOT BE IN A POSITION WHERE IT WILL BE RUBBING ON ANYTHING. IF IT IS GOING TO RUB, REPOSITION THE ACTUATOR PACK SO THAT IT DOESN'T RUB. PULL ON THE END OF THE ACTUATOR PACK TOWARDS THE LATCH, MAKING SURE THAT THE ACTUATOR IS FULLY EXTENDED. GENTLY PULL THE CABLE THROUGH THE END OF THE ACTUATOR PACK SO THAT IT IS TIGHT, GETTING RID OF ANY SLACK, BUT NOT SO THAT IT ENGAGES THE LEVER ON THE LATCH. NOW TIGHTEN THE FOUR BOLTS.

STEP 9a

ROLL DOWN THE WINDOW ON THE DOOR YOU'VE JUST DONE AND ROLL UP THE WINDOW ON THE OTHER SIDE. REPEAT STEPS 1-8 ON THE OTHER DOOR. NOW YOU ARE READY TO WIRE UP YOUR RELAYS AND REMOTE SYSTEM. FOLLOW THE INSTRUCTIONS THAT WERE PROVIDED WITH THOSE PARTS. ONCE YOU HAVE THE RELAY HARNESS AND REMOTE SYSTEM COMPLETELY WIRED AND WORKING, MOVE ON TO STEP 9b.

STEP 9b

PRESS THE BUTTON ON THE REMOTE WHICH ACTIVATES THE DRIVER'S DOOR. IF IT DOES NOT OPEN ON THE FIRST TRY, ADJUST THE TENSION ON THE CABLE BY LOOSENING THE BOLTS ON THE CABLE CLAMP AND REPOSITIONING THE CABLE TIGHTER OR LOOSER. ONCE YOU HAVE ADJUSTED IT WHERE THE DOOR RELEASES ON THE FIRST PRESS OF THE REMOTE, CONTINUE TO CLOSE THE DOOR AND OPEN VIA THE REMOTE. ONCE YOU HAVE BEEN ABLE TO OPEN THE DOOR 10 TIMES CONSECUTIVELY, YOU ARE FINISHED ADJUSTING.

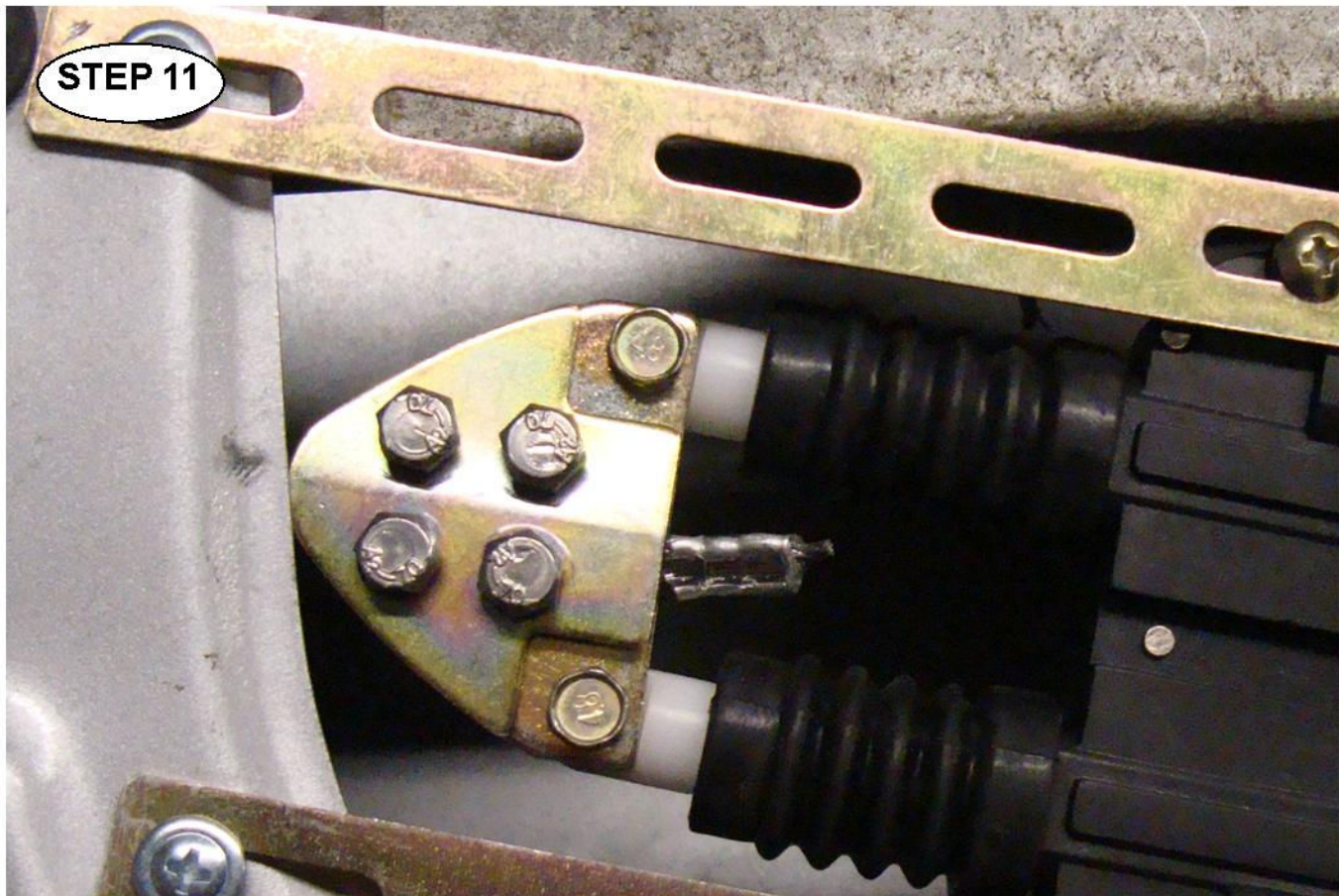


WITH A MARKING PEN, MAKE A MARK ON THE CABLE DIRECTLY BEHIND THE CLAMPING PLATE. AGAIN, MAKE SURE THAT THE DOOR OPENS ON EVERY TRY OF THE REMOTE BEFORE MOVING TO THE NEXT STEP.



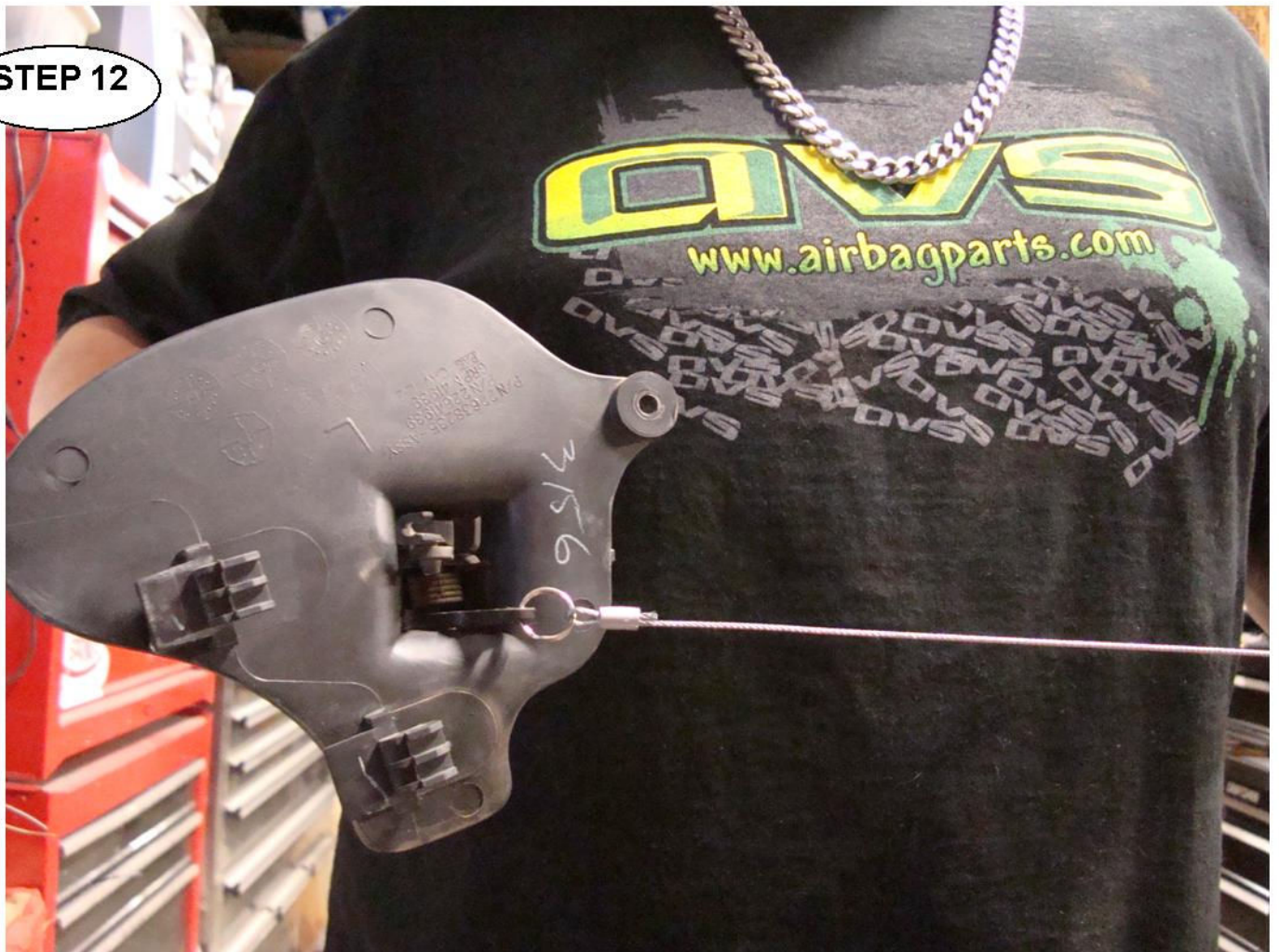
LOOSEN THE CLAMPING PLATE BOLTS AND REMOVE THE CABLE. TAKE ONE OF THE ALUMINUM CRIMP FERRULES AND SLIDE IT OVER THE CABLE AND STOP WHEN YOU REACH THE MARK THAT YOU MADE. NOW CRIMP IT DOWN WITH A CRIMPING OR SWAGING TOOL.

STEP 11



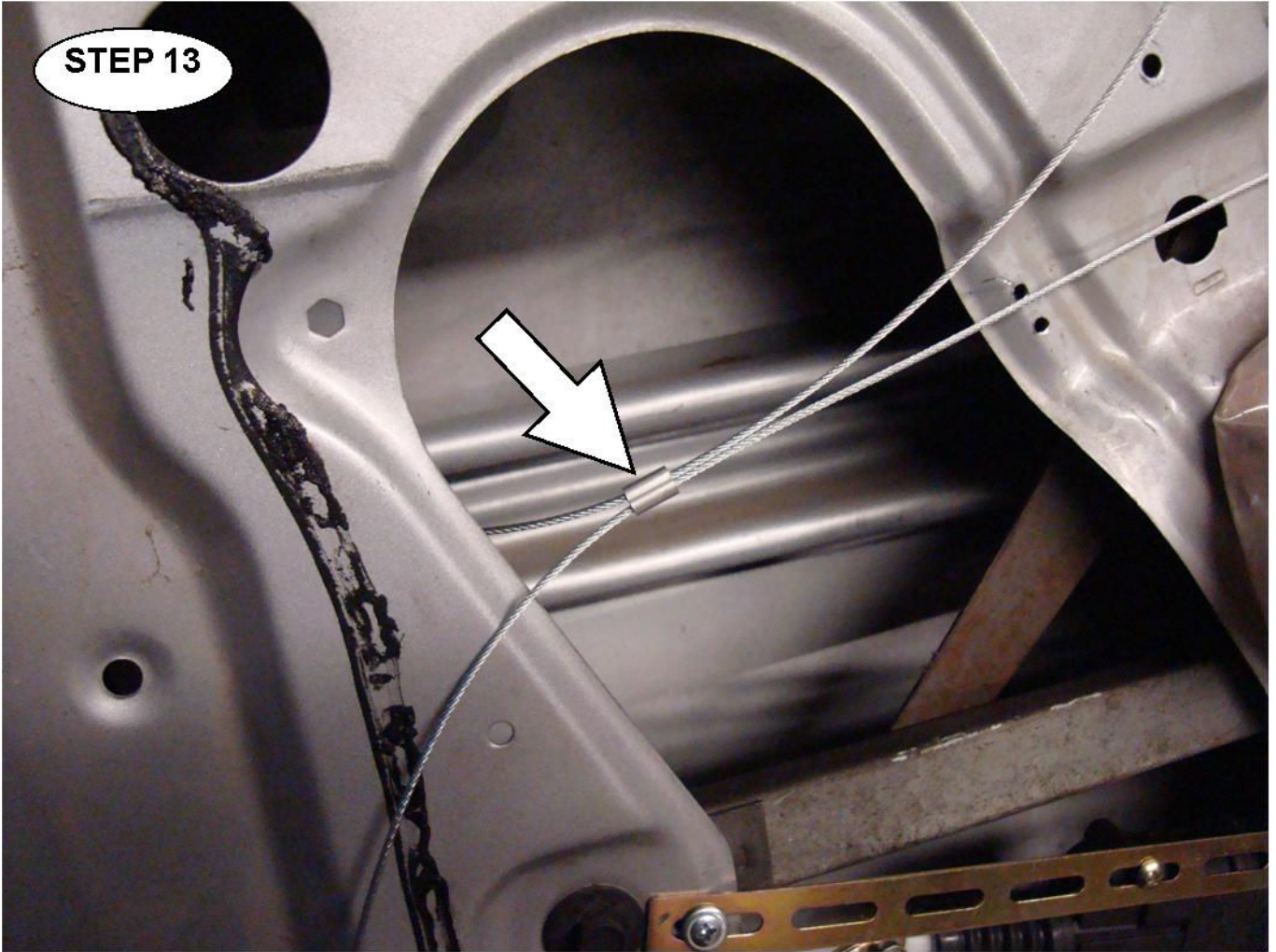
CUT OFF THE EXCESS CABLE THAT EXTENDS PAST THE FERRULE. REINSTALL THE CABLE BACK INTO THE CLAMPING PLATE. THE FERRULE SHOULD REST RIGHT UP AGAINST THE PLATE. TEST THE DOOR WITH THE REMOTE AGAIN TO MAKE SURE THAT EVERYTHING IS STILL IN ADJUSTMENT.

STEP 12



CONNECT THE ONE OF THE RINGS THAT HAS ONLY A SINGLE CABLE TO THE EYELET ON THE BACK OF THE INTERIOR DOOR HANDLE. NOW INSTALL THE HANDLE BACK ONTO THE DOOR LEAVING THE CABLE OUT WHERE YOU HAVE ACCESS TO IT.

STEP 13



NOW PUT THE SHORT CABLE FROM THE LATCH AND THE CABLE FROM THE INTERIOR HANDLE INTO THE OVAL FERRULE. DO NOT CRIMP YET!

STEP 14



MAKE SURE THAT THE CABLE IS NOT GOING TO RUB ON THE ACTUATOR. IF IT IS, USE THE SUPPLIED GUIDES TO RELOCATE THE CABLE.



PULL THE OPPOSING CABLES SO THAT THEY ARE TIGHT (BUT NOT ENOUGH TO PULL THE LEVER OF THE LATCH). BACK OUT ONE OF THE CABLES FROM THE ABOUT 3/8", JUST TO GIVE A LITTLE SLACK. CRIMP THE FERRULE. CRIMP A FEW TIMES ACROSS THE ENTIRE LENGTH OF THE FERRULE TO ENSURE THAT THE CABLE DOES NOT COME LOOSE. CLOSE THE DOOR AND TEST THE HANDLE MAKING SURE IT OPENS THE LATCH. CUT OFF EXCESS CABLE. REPEAT THESE STEPS FOR THE PASSENGER DOOR AND THEN REINSTALL DOOR PANELS.

EMERGENCY “BACK-UP” WIRE INSTALLATION

RUN THE WIRES FROM THE RELAY PACK LABELED “BACK-UP” OUT INTO THE ENGINE COMPARTMENT. RUN THE WIRES THROUGH THE CENTER OF A FACTORY RUBBER GROMMET. IF YOU PUT IT BETWEEN THE GROMMET AND THE EDGE OF THE FIREWALLS SHEET METAL, IT WILL EVENTUALLY WEAR THROUGH AND SHORT OUT YOUR POP DOORS!!! NEVER RUN ANY WIRES THROUGH OR AGAINST THE SHEET METAL OF THE VEHICLE!!! RUN THE WIRES DOWN THE FENDER AND UP UNDERNEATH THE FRONT OF YOUR VEHICLE. NOW TEST THEM TO MAKE SURE THEY WORK BY PULLING UP ANOTHER VEHICLE AND TOUCHING THE BLACK WIRE TO THE OTHER VEHICLES NEGATIVE BATTERY TERMINAL AND THE RED TO THE POSITIVE TERMINAL. AS SOON AS YOU MAKE CONTACT THE DRIVER DOOR SHOULD OPEN. IMMEDIATELY REMOVE THE WIRES. THE LAST STEP IS EXACTLY WHAT YOU SHOULD DO IN CASE OF ACCIDENTAL LOCKOUT OR IF YOUR BATTERY GOES DEAD. EVEN A BATTERY FROM A CORDLESS DRILL (MUST BE 12 TO 18 VOLTS) WILL WORK. NOW SCREW THE YELLOW SCREW CAPS ON TO EACH WIRE, MAKING SURE THEY ARE SECURE. ROLL THE WIRE UP. FIND A SPOT TO STRAP UP THE WIRES UNDERNEATH THE FRONT OF THE VEHICLE, MAKING SURE YOU CAN ACCESS THEM WHENEVER NEEDED. THE BUMPER BRACKETS ARE USUALLY A GOOD SPOT. USE THE RE-USEABLE WIRE TIES TO SECURE THE ROLLED UP WIRE IN PLACE. DOUBLE CHECK THAT THEY ARE SECURE, BECAUSE IF THEY FALL DOWN WHILE YOU ARE DRIVING, THEY WILL GET RIPPED OUT BY THE TIRE!!! IF SPRING POPPERS ARE NEEDED TO KICK THE DOOR OPEN, INSTALL THEM NOW, OTHERWISE YOU’RE FINISHED!

TROUBLE SHOOTING AND COMMON PROBLEMS

THE DOOR LATCH DOESN'T RELEASE WHEN I USE THE REMOTE.

CAN YOU HEAR THE RELAYS CLICK WHEN YOU USE THE REMOTE? IF SO, THEN THE CONNECTION FROM YOUR ALARM/REMOTE SYSTEM AND THE POWER TO THE RELAY HARNESS IS OK. CHECK THE WIRE CONNECTIONS TO THE ACTUATOR PACK. IF YOU CAN NOT HEAR THE RELAYS CLICK, CHECK AND MAKE SURE THE RELAY HARNESS IS GETTING +12 VOLTS INTO THE FUSE HOLDER AND -12 VOLTS ON THE BLACK. ALSO CHECK THE FUSE. IF THESE WIRES CHECK OUT TO BE OK, THEN CHECK THE WIRES FROM THE ALARM/REMOTE SYSTEM TO MAKE SURE THEY ARE SENDING OUT A -12 VOLT SIGNAL WHEN YOU PRESS THE REMOTE.

WHEN I USE THE REMOTE, THE ACTUATORS PULL, BUT MY LATCH DOES NOT RELEASE.

DOES THE LATCH RELEASE WHEN YOU PULL THE CABLE BACK WITH YOUR HAND? IF SO, THEN ADJUST THE CABLE BACK SLIGHTLY INTO THE CLAMPING PLATE. IF THE LATCH STILL DOES NOT OPEN WHEN YOU PULL ON IT, CHECK AND MAKE SURE THE LOCK PORTION OF THE LATCH IS NOT ENGAGED. PICTURE AN IMAGINARY LINE BETWEEN THE LATCH LEVER AND THE ACTUATOR. MAKE SURE THAT THE ACTUATOR IS "POINTING" TO THAT LEVER ON THE LATCH. IF NOT, THE GEARS COULD BIND.

AS SOON AS I TRY TO POP THE DOOR WITH THE REMOTE, THE FUSE BLOWS.

YOU HAVE A SHORT ON ONE OF THE RED/BLACK WIRES. FIRST VERIFY WHICH DOOR IS MAKING THE FUSE BLOW. IF IT IS THE DRIVERS DOOR, CHECK THE RED/BLACK WIRE GOING FROM THE RELAY PACK ALL THE WAY TO THE ACTUATOR PACK, AND FROM THE RELAYS TO THE TIPS OF THE EMERGENCY "BACK-UP" WIRES, FOR SHORTS (E.G. WIRE MAY BE GETTING PINCHED OR THE WIRE MAY HAVE BEEN SCREWED IN TO). IF THE PASSENGER POP IS CAUSING THE FUSE TO BLOW, CHECK THE RED/BLACK WIRES FROM THE RELAY PACK ALL THE WAY TO THE ACTUATOR PACK FOR SHORTS.

ONCE I POP MY DOOR OPEN, I HAVE TO SLAM IT TWICE FOR IT TO LATCH.

MAKE SURE THE CABLE FROM THE LATCH TO THE ACTUATOR PACK IS NOT RUBBING ON ANYTHING. ALSO MAKE SURE THE RUBBER BOOTS AND THE CLAMPING PLATE ARE NOT RUBBING AGAINST THE DOOR PANEL OR ANYTHING ELSE. RELEASE A LITTLE BIT OF CABLE FROM OUT OF THE CLAMPING PLATE.

TROUBLE SHOOTING (continued)

MY DOOR POPS/RELEASES , BUT I HAVE TO PULL IT OPEN OR IT WILL LATCH AGAIN.

INSTALL SPRING POPPERS. THESE WILL PUT PRESSURE ON THE DOOR WHEN IT IS CLOSED, KICKING THE DOOR OUT SLIGHTLY AND MAKING IT STAY OPEN ONCE IT HAS BEEN POPPED.

WILL I HAVE TO ADJUST MY ACTUATOR PACKS OR CABLES IN THE FUTURE?

IF YOU FOLLOWED THE INSTRUCTIONS PROPERLY, THEN THE ANSWER IS NO. OUR KITS ARE DESIGNED TO BE ADJUSTABLE DURING INSTALLATION. ONCE YOU HAVE ADJUSTED IT AND TIGHTENED THE CLAMPING PLATE AND CRIMPED THE FERRULE BEHIND IT, YOU SHOULD NEVER HAVE TO ADJUST IT AGAIN.

WHY DO THE OTHER BRANDS OF POP DOORS COME WITH A PUSH BUTTON FOR EMERGENCY BACK-UP?

A BUTTON THAT POPS YOUR DOORS FROM THE OUTSIDE OF THE VEHICLE IS BAD FOR TWO REASONS. ONE REASON IS THE BUTTON WILL DO YOU NO GOOD IF YOUR BATTERY IS DEAD. THE SECOND REASON IS THE BUTTON COMPROMISES THE SECURITY OF YOUR VEHICLE. IF SOMEONE ELSE KNOWS WHERE YOUR BUTTON IS, THEN THEY CAN LET THEMSELVES RIGHT INTO YOUR VEHICLE IN A MERE SECOND! OUR EMERGENCY BACK-UP WIRES WILL WORK EVEN IF THE BATTERY IS DEAD AND IS USUALLY TOO MUCH WORK FOR A THIEF TO TRY AND USE TO GAIN ENTRY.