



# #SDKGM73

Shaved Door Kit For:  
1973-1987 Chevy/GMC Trucks\*  
1973-1991 Suburban\*  
1973-1991 Blazer/Jimmy\*

\*Front Doors Only

# **ATTENTION!!! READ FIRST!!!**

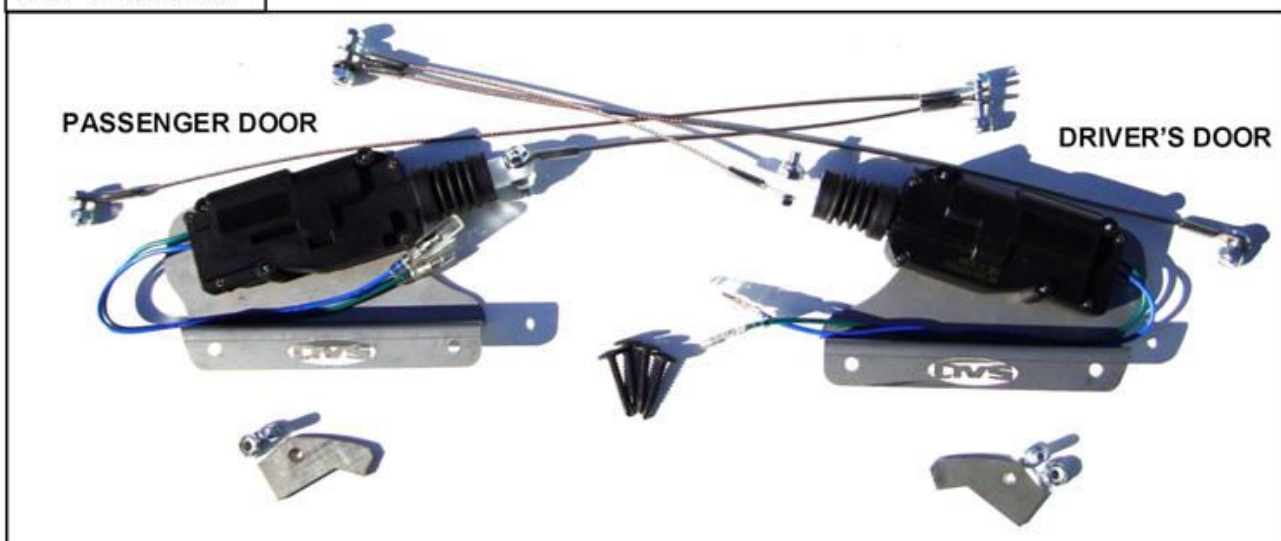
**PLEASE TAKE OUT PARTS AND IDENTIFY THEM BEFORE YOU START, TO ENSURE THAT YOU ARE USING THE RIGHT PART FOR THAT PARTICULAR PART OF THE INSTALLATION. PLEASE READ THE INSTRUCTIONS ALL THE WAY TO THE END, BEFORE YOU START. THIS IS SO YOU HAVE A BETTER UNDERSTANDING OF OUR KIT.**

**PLEASE NOTE:** The installation in this guide was performed on a 1985 C10 truck with power window and power door locks. Your truck may look slightly different depending on the year and options.

THIS KIT IS DESIGNED TO BOLT UP TO THE FRONT DOORS OF MOST CHEVY/GMC FULL SIZE 1973-1987 TRUCKS AND 1973-1991 BLAZERS/ SUB-URBANS/JIMMYS. 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.** BECAUSE THERE ARE SO MANY VARIABLES THAT COULD CAUSE ACCIDENTAL OPENING OF THE DOOR(S), SUCH AS RADIO FREQUENCY INTERFERENCE FROM ANOTHER REMOTE TRANSMITTER, POOR INSTALLATION METHODS, ACTS OF GOD, OR ANY OTHER LOGICAL REASON, IT IS STRONGLY RECOMMENDED THAT ALL PASSENGERS IN THE VEHICLE WEAR SAFETY BELTS/HARNESSES AT ALL TIMES. INFANTS AND TODDLERS SHOULD BE IN A SECURELY MOUNTED CAR SEAT (CHECK YOUR LOCAL AND STATE LAWS REGARDING THIS). 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 WILL NOT BE HELD LIABLE FOR ANY PERSONAL INJURIES 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 SAFETY ISSUES AND LEGAL MUMBO JUMBO, GET YOUR KIT INSTALLED AND ENJOY YOUR NEW SHAVED DOORS!!!

# Contents Of This Kit:

## #SDKGM73



## #SDW

Only included with the following kits:  
#SDKGM73-WH, #SDKGM73-4, #SDKGM73-8,  
#SDKGM73-A and #SDKGM73-RS



**RELAY WIRE HARNESS**

## #AVSREC4

Only included with kit #SDKGM73-4



**4-CHANNEL REMOTE SYSTEM**

## #AVSREC8

Only included with kit #SDKGM73-8



**8-CHANNEL REMOTE SYSTEM**

## #CG350i

Only included with kit #SDKGM73-A



**ALARM SYSTEM W/2 AUX OUTPUTS**



**STEP #1** Roll down both windows.  
Always have at least one window rolled down to prevent locking yourself out during the install!!!

**STEP #2** Remove the end caps on the ends of the door pull strap if your truck is equipped with them.

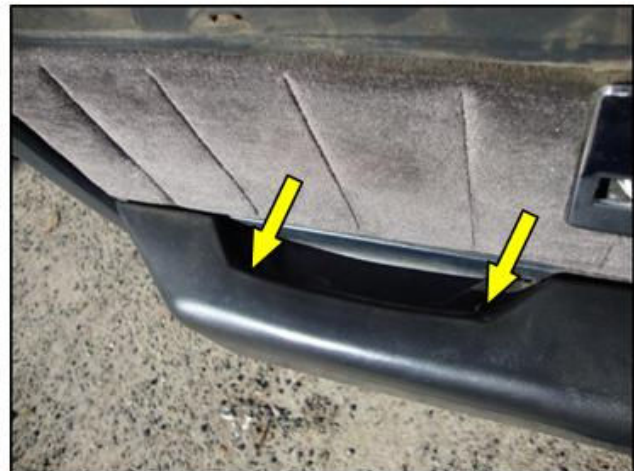
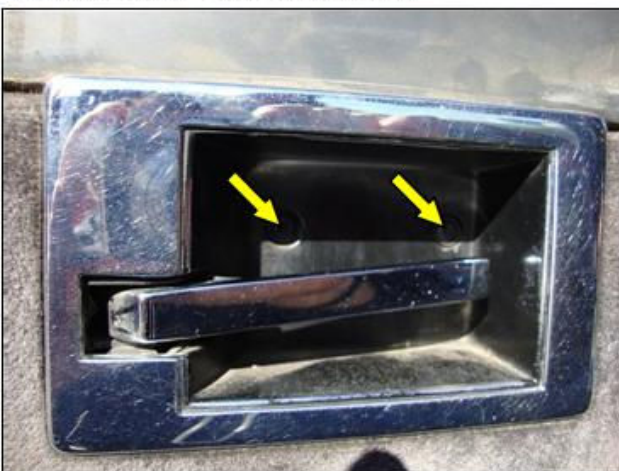


**STEP #3** Remove both Philip screws and set aside screws and strap. Carefully push in the end and pull out to unclip. Unhook the backside of the cap, remove and set aside. Repeat for the other side of the strap.

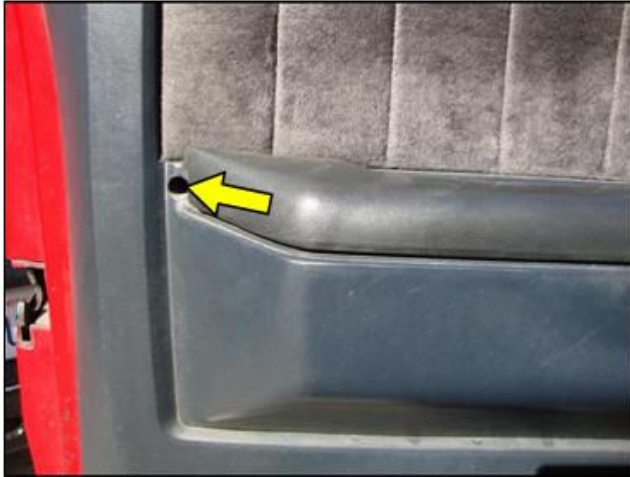


**STEP #4** Remove the 2 screws from the door handle cup. Remove the cup and set aside.

**STEP #5** Remove the 2 Philip screws located in the arm rest pad. DO NOT try to remove the pad! The pad is attached by screws from the underside and will remain attached to the door panel throughout the entire installation.



**STEP #6** Remove the single Philip screw located next to the armrest pad.

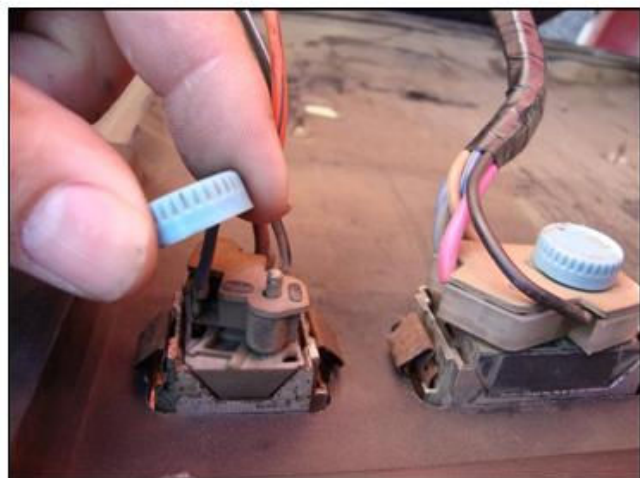
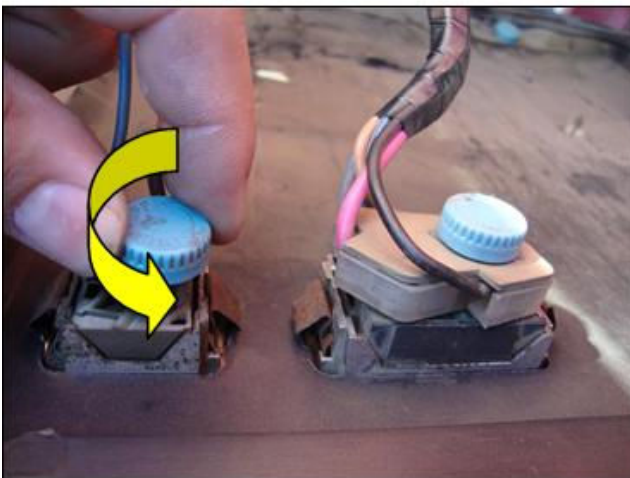


**STEP #7** Remove the 4 Philip screws at the bottom of the door panel.



**STEP #8** Unscrew and remove the door lock plunger. You will not be reinstalling this. If you have manual windows, remove the window cranks and set aside. Now pull out and upward on the door panel removing it from the door. If you have power windows and locks proceed to the next step. If you have manual windows/locks proceed to STEP #10.

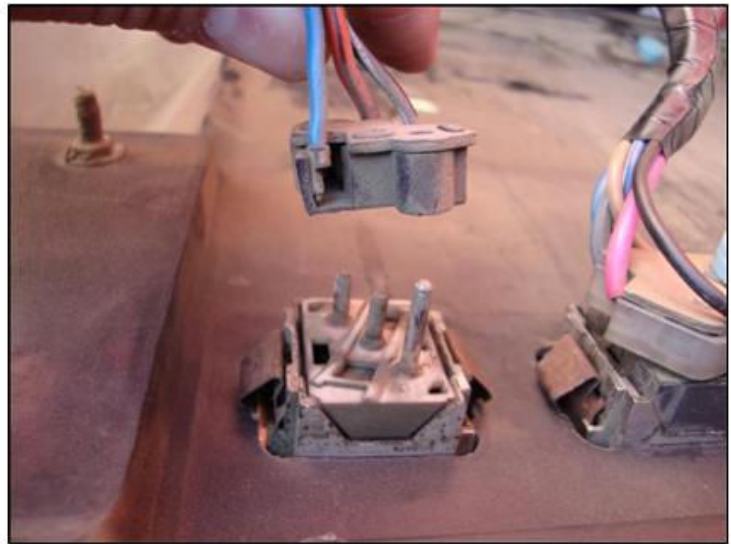
**STEP #9** To remove the harnesses off of the window and lock switches you must twist off the rear retaining caps in a counter-clockwise motion and remove.



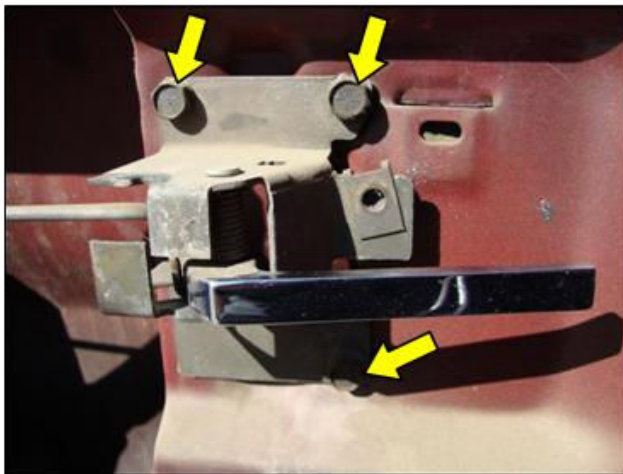


**STEP #10** Before you remove the harnesses, roll up the window. If you have manual windows reinstall the window crank without the clip and roll up. Carefully wiggle the plug while pulling up and away from the switch. Repeat for the other switch. Set the door panel aside.

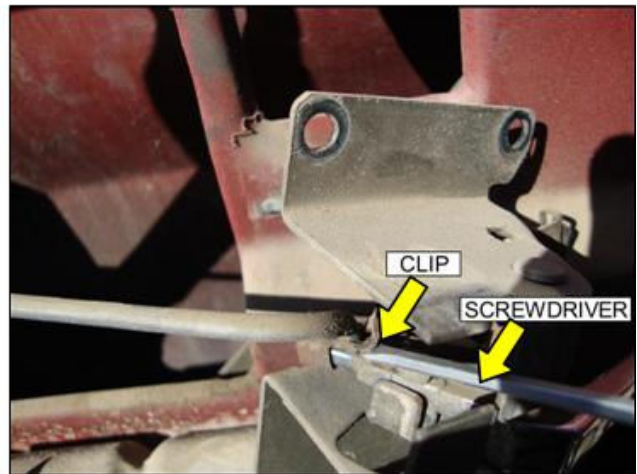
REMINDER: make sure that the window on the other door is down to prevent locking yourself out.



**STEP #11** Remove the three 7/16" bolts from the door handle.



**STEP #12** Remove the rod from the clip by prying up on the end of the clip with a pick or small flat head screwdriver and set aside the handle.



**STEP #13** Remove the three Philip screws that hold the latch.



**STEP #14** Remove the 7/16" that attaches the handle to the door.



**STEP #15** Remove the 7/16" bolt that holds the other end of the outer handle. The head of the bolt is halfway covered by the bottom of the window track. Gently pull the track towards you in order to loosen and remove the bolt.

Now you have both bolts removed from the outside door handle. Leave handle on the door for now.



**STEP #16** If equipped with power door locks, remove these two 7/16" bolts. Leave motor in door for now.



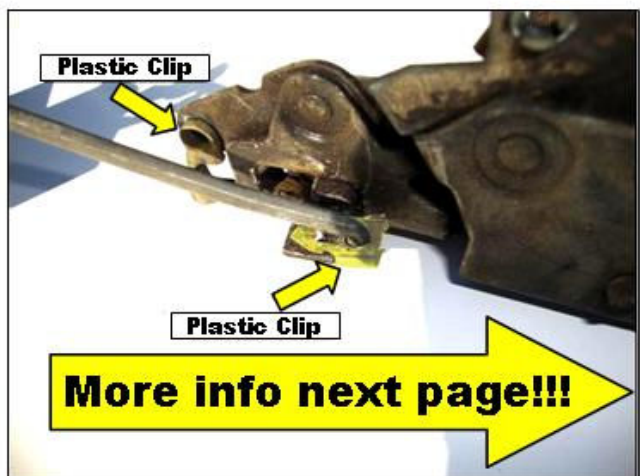
**STEP #17** Remove this 7/16" bolt that secures the window track. Set the bolt aside and leave the window channel in the door.



**STEP #18** Remove the large retaining clip from the back of the key cylinder then remove the cylinder.

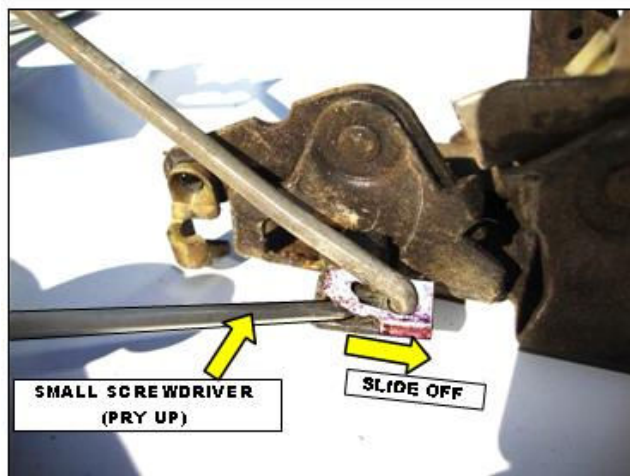


**STEP #19** Remove all of the rods from the latch using a small flat head screwdriver or pick. (We have removed the latch from the door in order to give you a better view)





**STEP #20** Some latches have all metal clips and some have a combinations of both metal and plastic. (NOTE: Having a flashlight or work-light in the door is highly recommended)



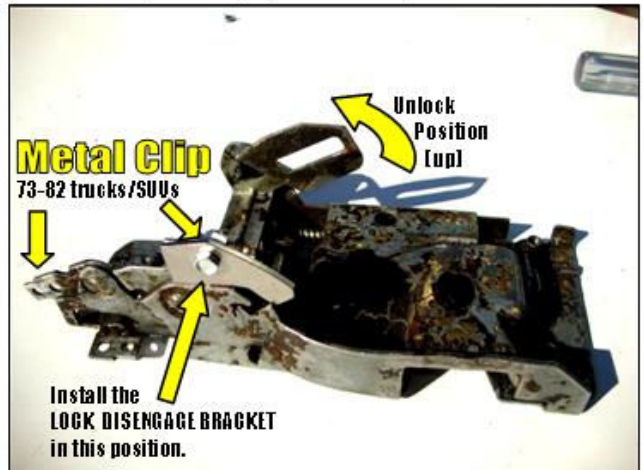
**STEP #21** Now that all of the rods have been removed, unplug the wires from the door lock motor. Remove the motor and discard. Carefully remove the latch from the door as well as the outside door handle.



**STEP #22** Identify the spring below on your latch. Make sure that it is the spring that is mounted HORIZONTALLY. Grab one end of the coil with a pair of needle nose pliers and pull until you have removed it from the latch. DO NOT REMOVE THE VERTICAL SPRING!



**STEP #23** Now remove all of the plastic or metal clips on your latch. Make sure the lock mechanism of the latch is in the UNLOCKED state. Rotate the lock bar up like in the picture below. For the 73-82\* latch you can bolt on the LOCK DISENGAGE BRACKET as in the picture below. This will prevent the lock from ever engaging and permanently locking you out of your truck.





**STEP #24** If you have a 82-87 truck or 82-92 SUV, you have two choices on how you can disengage the lock mechanism. Either way, make sure that the lock mechanism is in the up position (the unlocked state).

**OPTION #1:** Line up the bracket included with the AVS kit and clamp in to place or mark the hole. Drill a 13/64" hole. Bolt together with the supplied hardware.

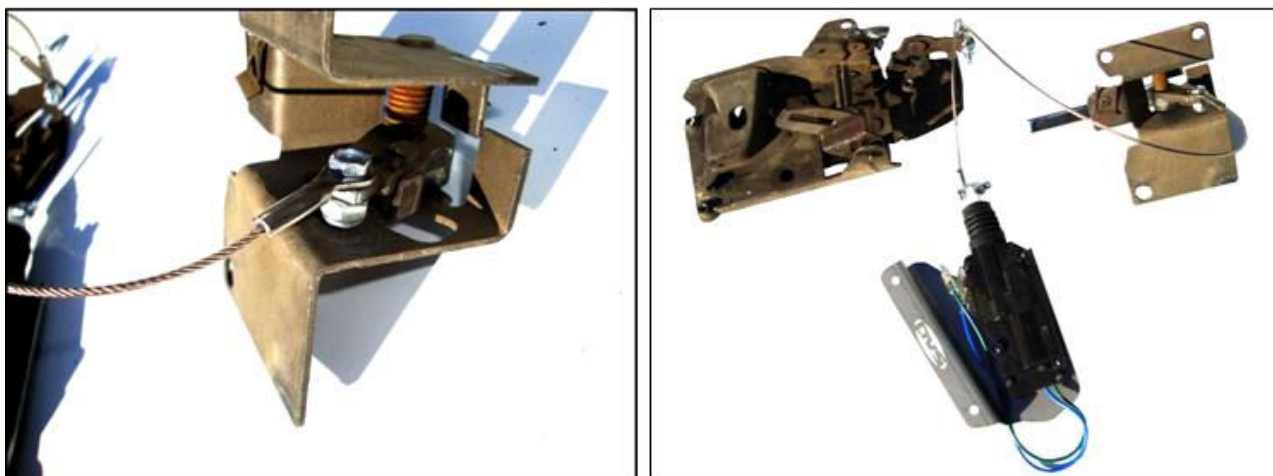
**OPTION #2:** Clean up the metal with a wire brush, sander or grinder and weld the pivoting bracket to the main latch body.



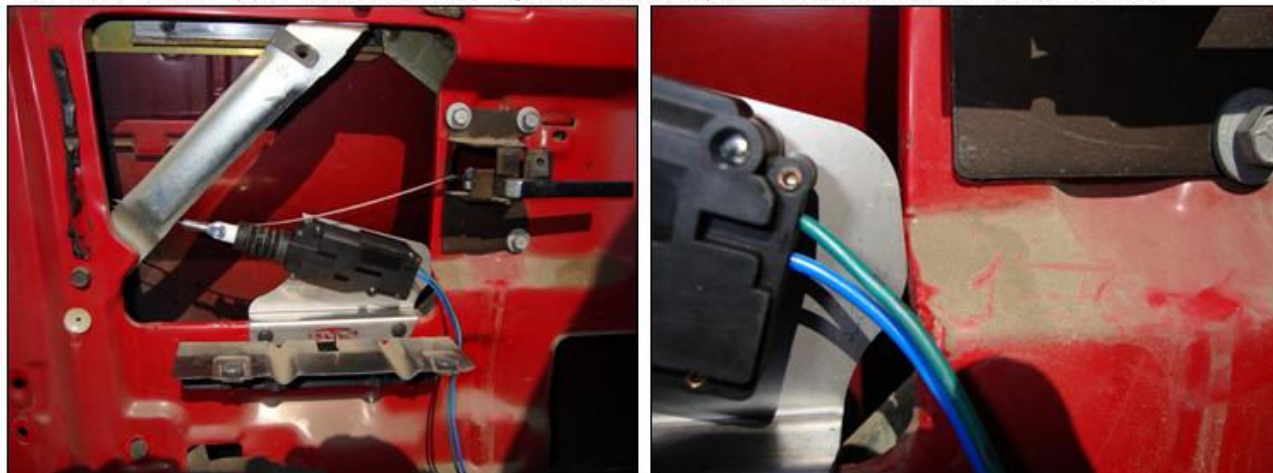
**STEP #25** Using the supplied nuts and bolts, connect the short cable and the long cable to the top lever on the latch. **NOTE:** Tighten just enough to where the cable eyelets can still spin freely.



**STEP #26** Connect the other end of the long cable to the interior door handle with the supplied nut and bolt. Pick up the 3-piece assembly and install the latch back into the door. Reinstall the interior door handle and the window channel. Install and tighten the window channel bolt that was removed in STEP #17.



**STEP #27** Now with the latch and handle reinstalled, put the motor assembly into the large opening in the door as in the pic below. Make sure that the bracket butts up against the opening and that the cables are not crossed or twisted. Use the self tapping screws to attach to the door. **DO NOT STRIP OUT THE HOLES!** If you do, then replace the screws with nuts and bolts.

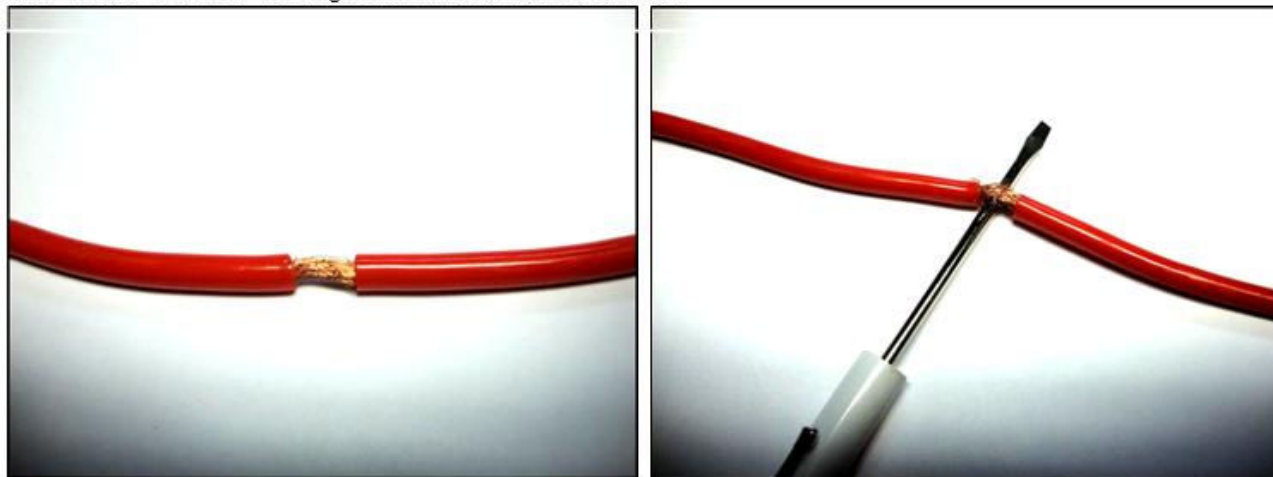


**STEP #28 DO NOT SHUT THE DOOR!!!** Before you close the door, we need to test that everything has been installed right. Use the tip of a screwdriver to engage (close) the latch as if the door was in the closed state. Standing between your truck and the door, put the screwdriver tip inside of the latch and apply slight pressure towards you. While keeping pressure on the latch pull on the interior door handle. If the latch opens (releases), then proceed to do steps 1-28 to the other door. If it did not release, inspect all of the connections and check to make sure that you did not skip any of the steps.

## **INSTALLING AVS RELAY/WIRE HARNESS #SDW**

**STEP #29** Find a suitable location for the AVS RELAY HARNESS under the dash. Try to keep it towards the middle of the dash as much as possible so that all of the wires may reach their destinations. Secure the relay pack under the dash with a couple of cable ties. Next find a factory bolt under the dash that is connected to the body of the vehicle. Remove the bolt, then slip on the ring connector that is on the end of the wire labeled "(-)GROUND" and reinstall and tighten. Remove the 40-amp fuse from the fuse holder on the AVS RELAY HARNESS. Using a DIGITAL VOLT METER, locate a good constant +12V source such as the constant +12V wire(s) in your ignition harness. This is the harness that consist of mostly heavy gauge (thick) wires that go to the back of the ignition key cylinder. The wire should show a constant +12V no matter what position the key is in and should be at least the same thickness of the red wire on the relay harness (or thicker). Once you locate an adequate wire, strip off about 1/2" of the plastic insulation off of it (be careful not to cut any of the copper wires inside). Using a small pick or screwdriver, poke a hole through the middle of the copper strands on your vehicles +12V wire.

**NOTE:** The metal portion of your pick/screwdriver will be energized at +12V so **BE VERY CAREFUL** that it does not come in contact with ANY part of the vehicle, especially any metal parts under the dash. Serious damage and/or burns can occur!!!



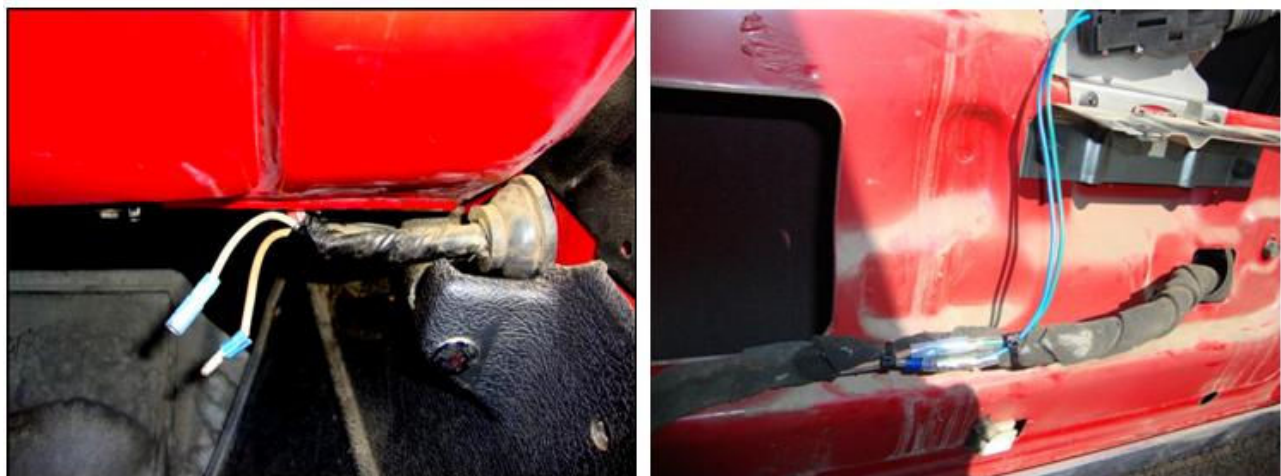


**STEP #30** Take the red wire on the relay harness labeled "(+) POWER" and strip the insulation back about 1-inch. Thread it through the opening in the copper wire that you just made and TIGHTLY wrap it around. It is not necessary, but for the best hassle free connection, solder the entire bare connection. Cover and overlap the bare connection with electrical tape. Wrap it around at least 5 times. Secure the tape with a cable tie to prevent the tape from falling off in extremely hot or cold weather.



**STEP #31** If your truck came with factory power door locks, skip to STEP #32. If your truck was factory equipped with manual locks, you will need to drill a hole in your kick panel, door jamb and door in order to get the wires from the relay harness to the shaved door actuator. You will need to make sure that you use a grommet or bushing to insulate the bare edge of the holes that you drill. AVS offers a rubber wire boot kit with snap-in bushings that works great for this application. Follow the instructions included with the door boot kit. Once you have the "DRIVER" loom in the door, secure the loom with cable ties to the door shell. Check to make sure that the window will not come in contact with the wires as it travels up and down. Proceed to STEP #33.

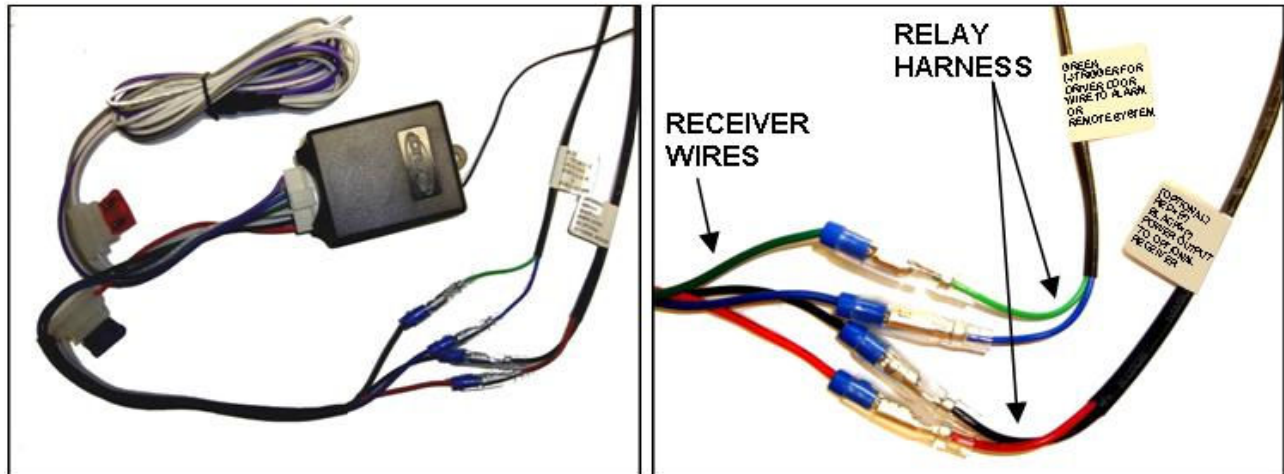
**STEP #32** Locate the black rubber grommet that is high up in the kick panel and just below the edge of the dash. Unwrap the electrical tape so that the wires inside are exposed. Locate and gently pull on the GREY and TAN wires to remove any slack. Cut the GREY and TAN wires leaving the side near the kick panel area longer than the side that goes under the dash. Now find the RED/BLACK wire loom on the relay harness labeled "DRIVER" and run it to the area where the GREY and TAN wires are. Cut off any excess RED/BLACK wire from the AVS RELAY HARNESS, only leaving enough to connect to the GREY and TAN WIRES. With either crimp on wire connectors or solder/heat shrink (both purchased separately) connect the BLACK wire of the "DRIVER" loom to the GREY wire that is going into the kick panel (make sure that you do not connect it to the GREY wire that is going under the dash!!!). Now connect the RED wire of the "DRIVER" loom to the TAN wire of the truck. Check the integrity of your connections. If all is good, wrap the wires in electrical tape. Take the GREY and TAN wires that are in the door and cut off the plug that use to connect to the door lock motor. Connect the GREY WIRE to the BLUE wire of the actuator. Connect the TAN wire to the GREEN wire of the actuator.





**STEP #33** Locate the short, small 2-wire loom (RED/BLACK wires) that are labeled "(OPTIONAL) POWER OUTPUT TO OPTIONAL RECEIVER". This is the 12V output wires from the relay harness that will supply power to your AVS 4, 8 or 12-channel receiver. **DO NOT** use these wires for anything other than the AVS remote receivers!!! Connect the BLACK wire of the 2-wire loom mentioned above to the BLACK wire of your AVS receiver. Now connect the RED wire of the 2-wire loom mentioned above to the RED wire of your AVS receiver. Now connect the short 2-wire loom that has a set of blue and green wires to your receiver. See below:

- AVS 4-channel receiver** - connect the green wire to the green wire and the blue wire to the blue wire.
- AVS 8-channel receiver** - connect the green wire to the green wire and the blue wire to the blue wire.
- 12-channel receiver** - connect the pink wire to the green wire and the red/white wire to the blue wire.



**STEP #34** Follow the instructions that came with the receiver for the rest of the receiver's wiring. Check and make sure that the clear rubber boots are covering all of the wire connections and not leaving any exposed metal connections. Now re-install the 40-amp fuse on the relay harness. For the 4 & 8 channel receivers, press the top left button on either remote (LOCK ICON) for 1 second then release. This should have cycled the driver's door actuator for 1 second. Press the top right button on the remote (UNLOCK ICON) for 1 second then release. This should have cycled the passenger door actuator for 1 second. For the 12-channel receiver, the remote must be in the RED L.E.D. mode. Button "I" will release the driver's door and button "II" will release the passenger door.

**STEP #35** If you don't feel like reaching all the way across your seat to open the door for you passenger and vice-versa, hopefully you purchased the #SDKROCKER pre-wired rocker switch. Find a centralized location on either the dash or the center console that both the driver and the passenger can reach. Make sure that the wires will reach the relay pack so you do not have to extend them. After you cut the hole and mount the switch, plug in the 3 wires from the rocker switch to the 3-wire harness on the relay pack labeled "(OPTIONAL) CONNECT TO ROCKER SWITCH". Connect the BLUE wire to the BLUE wire, the GREEN wire to the GREEN wire and the BLACK wire to the BLACK wire.



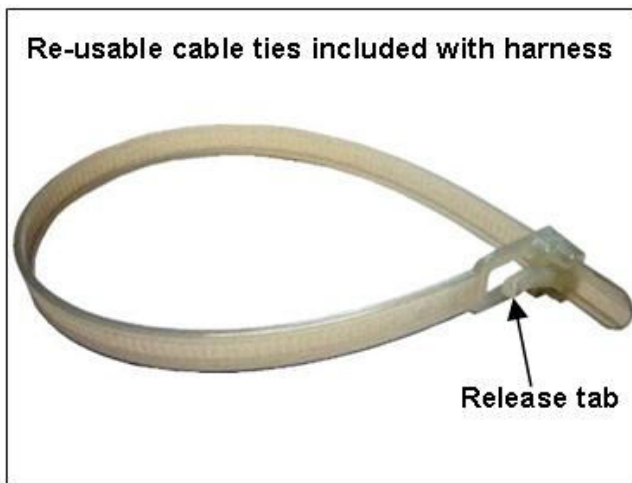


### **STEP #36 EMERGENCY "BACK-UP" WIRE INSTALLATION**

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 RUN THE WIRES BETWEEN THE GROMMET AND THE EDGE OF THE FIREWALLS SHEET METAL, IT WILL EVENTUALLY WEAR THROUGH AND SHORT OUT YOUR SHAVED DOORS!!! NEVER RUN ANY WIRES THROUGH OR AGAINST THE SHEET METAL OF THE VEHICLE!!!**

Run the wires neatly up to the front of the vehicle using the supplied cable ties. Try to get the wires to hang down near the bumper brackets. Now let's test the BACK UP circuit before we strap them down. Pull up another vehicle to the front of your vehicle. Pop the hood on the other vehicle so you have access to it's battery. Remove the YELLOW screw caps from the BACK UP wires by turning them counter-clockwise. Take the BLACK wire and hold it down onto the NEGATIVE battery terminal on the other vehicle. While continuing to hold the BLACK wire to the battery, take the RED WIRE and touch it to the POSITIVE battery terminal on the other vehicle FOR ONLY 1-SECOND. As soon as you make contact with the RED wire to the battery, your driver's door should open.

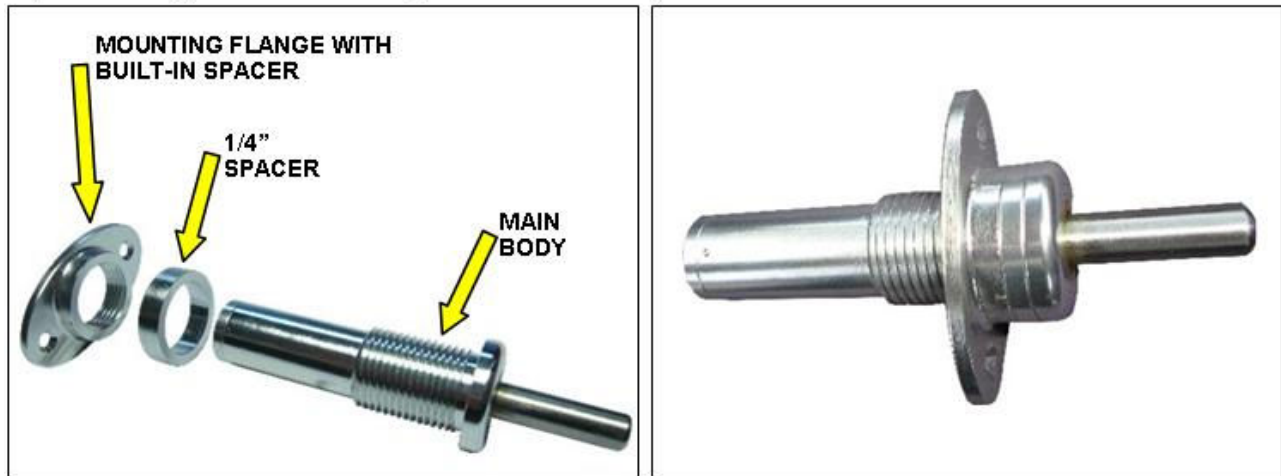
**IMMEDIATELY REMOVE THE WIRES FROM THE BATTERY!!!** Twist on the YELLOW screw caps to insulate the wires from shorting out (clockwise turns). **Make sure that the caps are on tightly!** You do not want them falling off while you are driving and causing a short! Now take the white RE-USABLE cable ties included with the #SDW wiring harness and strap the bundle of BACK UP wires to the bumper bracket or sway bar. Make sure that they are 100% secure so they do not fall down and get yanked off by your tire while driving. Make sure that the bundle is accessible from underneath the vehicle.



### **IMPORTANT!!! PLEASE READ!!! USING YOUR "BACK-UP" WIRES:**

In the event that you accidentally lock your remote in your vehicle or have a dead battery, the BACK-UP wires will save you from breaking a window. Simply press the release tab on the head of the re-usable cable ties and remove the ties so you can drop down and stretch out the BACK UP wires. Unscrew the orange caps and for 1-second touch the bare copper wires to a 12V source such as another vehicles battery or even a cordless drill battery as long as it is 12V-18V DC battery. The RED wire to the POSITIVE battery terminal and the BLACK wire to the NEGATIVE battery terminal. This will actuate the driver's door actuator only. Once you have popped open the door, reinstall the yellow screw caps and reinstall the bundle of wire back up underneath your vehicle making sure that they are secure.

**STEP #37** Shaved door kits are to release the latch from the striker. You will need to install a pair of spring-loaded door pushers on your truck, unless you want to have to pull open your door every time you press your remote. The door pushers will "preload" the door with tension. As soon as you press the button on your remote, your door will kick out and stay open enough so it does not re-latch itself. Because of the wide gap between the door and the door jamb on these particular trucks, we highly recommend our AVS #SD-SP1 BILLET DOOR PUSHERS. You will need to use the pusher along with the 1/4" spacer ring and the mounting flange, with the built-in spacer facing outward. Hand tighten the two door pusher assemblies then set them to the side.



**STEP #38** Using the picture below as a guide, drill a 3/4" hole in the door jamb, midway between the hinge and the door pin. There are two layers of sheet metal that you will need to drill through. The easiest way to drill through these is with a 3/4" STEP BIT (Unibit or similar brand, see pic below). These are available through AVS and most hardware stores. You may need to ream out the inner hole for extra clearance. This is easily achieved using a DIE GRINDER (see pic below). BE CAREFUL not to open the outer hole any larger than 3/4"!!! The billet pusher should easily slide in the holes with the mounting flange sitting flush against the sheet metal. If not, your inner hole is off centered and will need to be opened up more with the die grinder. With the billet pusher sitting all the way down inside the hole and the mounting plate sitting flush against the door jamb, mark the two mounting holes of the plate with a center punch or permanent marker. Drill out the holes with a 3/32" drill bit.





**STEP #39** Once the mounting holes have been drilled, screw in the billet pushers with the supplied screws being careful not to over tighten and strip out the hole in the sheet metal.



**STEP #40** Thank yourself for buying THEE BEST SHAVED DOOR KIT on the market!!!



**Got a tech question or a suggestion?**

**Contact AVS at:**

**tech@avsontheweb.com**

**or**

**(559)486-5444**

