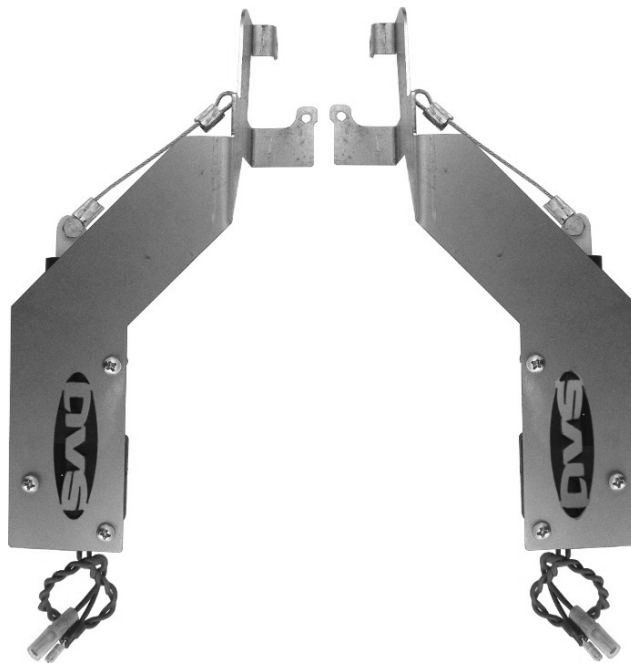


#SDKGM88 SERIES KITS



BOLT-IN SHAVED DOOR KIT FOR MOST 80 - MID 90 GM CARS AND TRUCKS

MANUFACTURED BY



TECH ASSISTANCE (559)486-5444

www.airbagparts.com



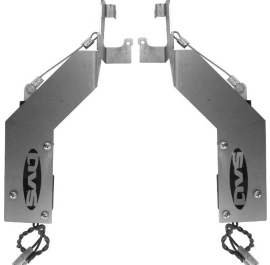
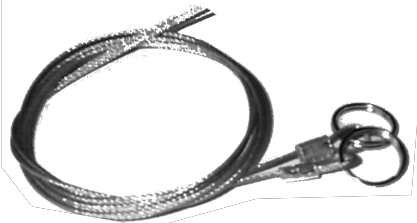
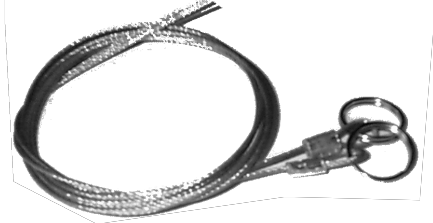






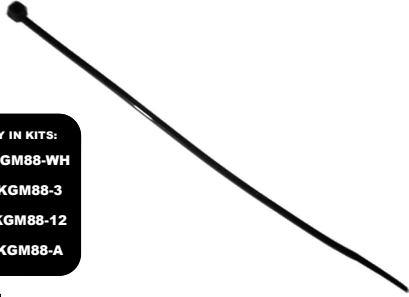
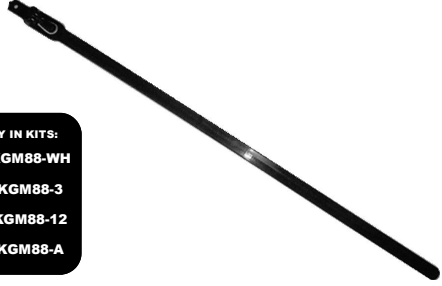
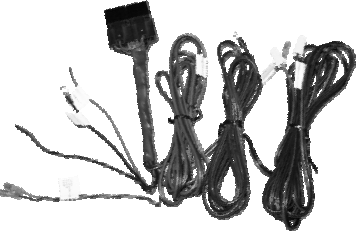






ATTENTION!!!

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. READ THE INSTRUCTIONS ALL THE WAY TO THE END, BEFORE YOU START, SO YOU HAVE A BETTER UNDERSTANDING OF OUR KIT.

THIS KIT IS DESIGNED TO BOLT UP TO MOST GM MADE VEHICLES (GMC, CHEVY, PONTIAC, BUICK, OLDSMOBILE, CADILLAC) AND MAY NOT FIT YOUR VEHICLE. 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). 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 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 LEGAL MUMBO JUMBO, GET TO WORK AND ENJOY YOUR NEW SHAVED DOORS!!!

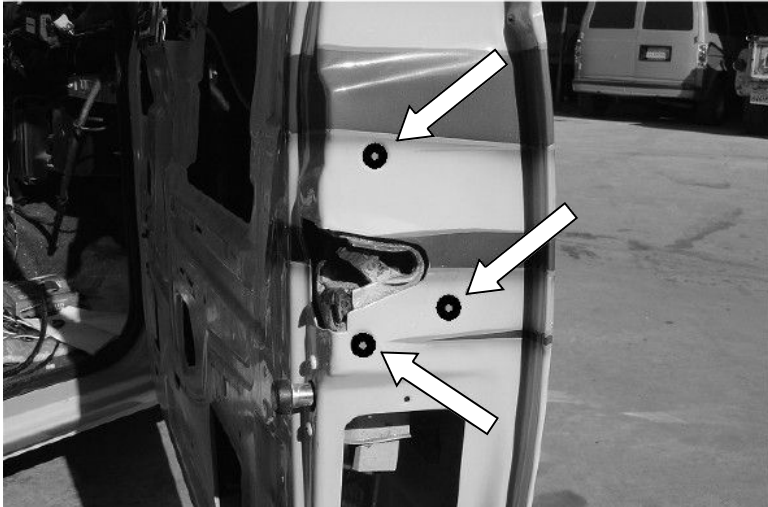


CONTENTS OF AVS SHAVED DOOR KITS:

<p>(2) AVS BRACKET/ACTUATOR COMBO WITH CABLE ASSEMBLY</p> 		<p>(2) SHORT PRE-CRIMPED CABLE ASSEMBLY WITH "KEY CHAIN" STYLE CONNECTOR RING</p> 		<p>(2) LONG PRE-CRIMPED CABLE ASSEMBLY WITH "KEY CHAIN" STYLE CONNECTOR RING</p> 	
<p>(2) ALUMINUM CRIMP FERRULE (OVAL SHAPE)</p> 		<p>(2) CABLE GUIDES</p> 		<p>(2) MACHINE SCREWS & (2) LOCK NUTS</p> 	
<p>(2) 1/2" STINGER SCREWS</p>  <p>(TO BE USED ON LATCH)</p>	<p>(2) 1/2" SELF DRILLING SCREWS</p>  <p>(TO BE USED WITH CABLE GUIDES)</p>	<p>(2) BOLTS & (2) LOCK NUTS</p> 		<p>(15) 8" BLACK WIRE TIE</p>  <p>ONLY IN KITS: #SDKGM88-WH #SDKGM88-3 #SDKGM88-12 #SDKGM88-A</p>	
<p>(2) RE-USABLE WIRE TIE</p>  <p>ONLY IN KITS: #SDKGM88-WH #SDKGM88-3 #SDKGM88-12 #SDKGM88-A</p>		<p>(1) RELAY PACK / HARNESS</p>  <p>ONLY IN KITS: #SDKGM88-WH #SDKGM88-3 #SDKGM88-12 #SDKGM88-A</p>		<p>(2) WIRE SCREW CAPS</p>  <p>ONLY IN KITS: #SDKGM88-WH #SDKGM88-3 #SDKGM88-12 #SDKGM88-A</p>	
<p>(1) 40 AMP ATC FUSE</p>  <p>ONLY IN KITS: #SDKGM88-WH #SDKGM88-3 #SDKGM88-12 #SDKGM88-A</p>		<p>3-CH. RECEIVER AND TWO 2-BUTTON REMOTE TRANSMITTERS</p>  <p>ONLY IN KITS: #SDKGM88-3</p>	<p>12-CH. RECEIVER AND TWO 5-BUTTON REMOTE TRANSMITTERS</p>  <p>ONLY IN KITS: #SDKGM88-12</p>	<p>ALARM UNIT, SENSOR, SIREN AND TWO 4-BUTTON REMOTE TRANSMITTERS</p>   <p>ONLY IN KITS: #SDKGM88-A</p>	



THIS KIT CONTAINS PARTS THAT WILL WORK ON MOST VEHICLES, BUT IN SOME CASES ADDITIONAL LABOR AND/OR PARTS MAY BE NEEDED TO COMPLETE THE INSTALLATION ON YOUR PARTICULAR VEHICLE. IF YOU HAVE ANY TROUBLE OR CANNOT GET THIS KIT TO WORK TO YOUR SATISFACTION, PLEASE CALL US. THIS WILL BE GREATLY APPRECIATED, AS WE TAKE GREAT PRIDE IN OUR PRODUCTS AND WANT ONLY THE BEST FOR YOU!!!



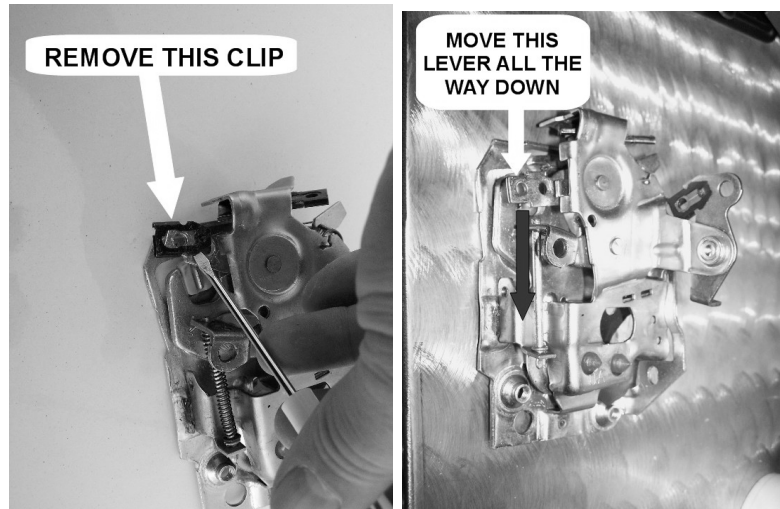
1. LEAVE THE WINDOW DOWN ON THE DOOR THAT IS NOT BEING WORKED ON, AND THE OTHER UP, TO AVOID LOCKING YOURSELF OUT! REMOVE INTERIOR DOOR PANELS FROM THE VEHICLE. REMOVE THE SCREWS THAT HOLD THE LATCH TO



2. TAKE NOTE OF WHERE THE INTERIOR HANDLE ROD IS CONNECTED TO THE LATCH, AS YOU WILL BE CONNECTING YOUR CABLE 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:** USUALLY 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.



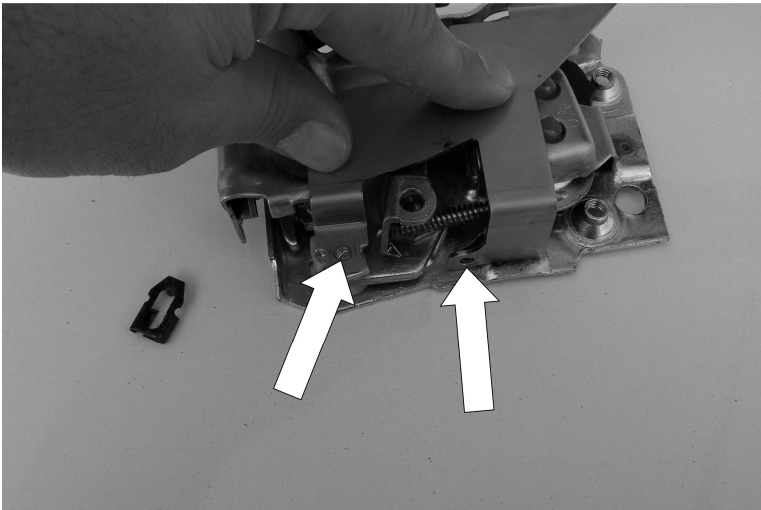
3. NOW IS A GOOD TIME TO CLEAN THE LATCH WITH A PARTS WASHER. IF YOU DO NOT HAVE ACCESS TO A PARTS WASHER THEN TAKE A WIRE BRUSH AND SOME BRAKE CLEANER AND REMOVE AS MUCH DIRT AND GRIME BUILD-UP THAT YOU CAN. IT IS VERY IMPORTANT THAT YOU NOW REGREASE THE ENTIRE ASSEMBLY WITH A MULTIPURPOSE GREASE. PERMANENTLY REMOVE THE LONG COIL SPRING THAT RUNS UP AND DOWN ON THE SIDE OF THE LATCH. THE EASIEST WAY TO DO THIS IS TO GRAB THE FIRST COIL OR TWO ON THE END WITH A PAIR OF PLIERS AND SLOWLY PULL AWAY FROM THE LATCH SO THAT THE SPRING UNRAVELS. DISCARD THIS SPRING AS IT WILL NO LONGER BE NEEDED.



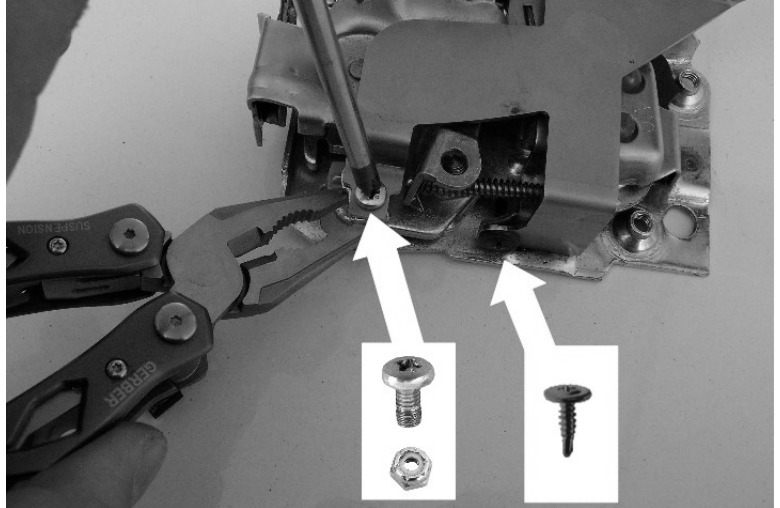
4. NOW WITH THE COIL SPRING REMOVED, REMOVE THE BLACK CLIP FROM THE LEVER AS SEEN IN THE PICTURE. TAKE THE SAME LEVER AND MAKE SURE IT IS IN THE DOWN



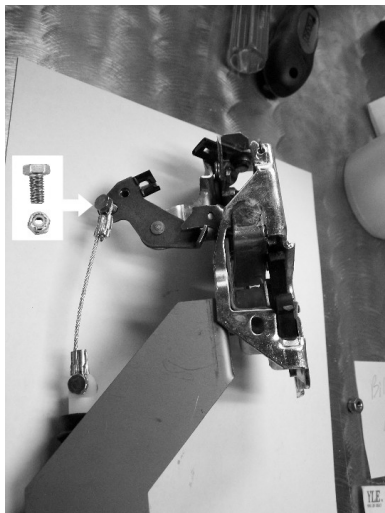
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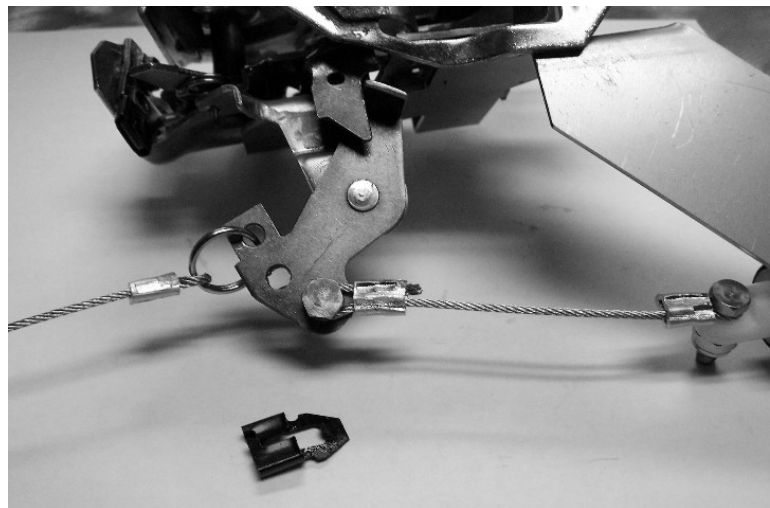
5. LINE UP THE BRACKET WITH THESE TWO HOLES.



6. SLIP THE MACHINE SCREW THROUGH THE NEW BRACKET AND LEVER THAT YOU REMOVED THE CLIP FROM IN THE EARLIER STEPS. FINGER TIGHTEN THE LOCK NUT ONTO THE MACHINE SCREW THEN WHILE HOLDING THE LOCK NUT WITH PLIERS TIGHTEN THE SCREW WITH A PHILIP'S SCREW-DRIVER. NOW SCREW IN THE BLACK SELF TAP SCREW THROUGH THE BRACKET AND THE HOLE TO THE RIGHT AS SHOWN IN THE PICTURE ABOVE.



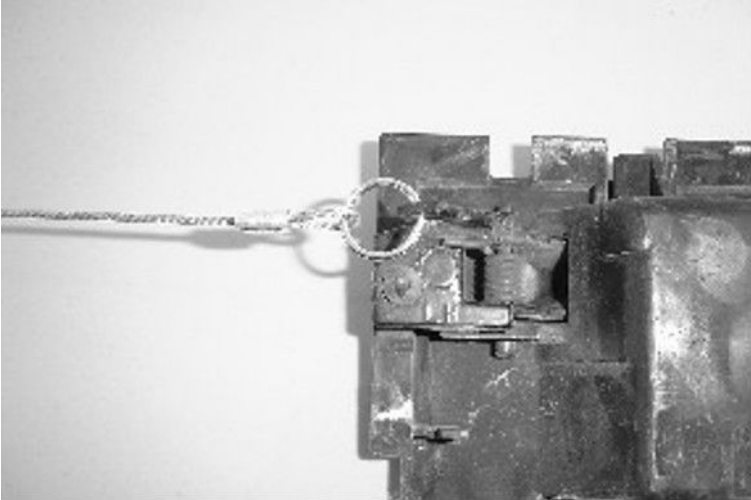
7. INSTALL THE BOLT THROUGH THE LOOP OF THE ACTUATOR CABLE AND THROUGH THE CLOSEST HOLE ON THE LEVER ABOVE IT. FINGER TIGHTEN THE LOCK NUT. TIGHTEN THE BOLT AND NUT BY HOLDING THE LOCK NUT WITH PLIERS AND USING A WRENCH OR 5/32" SOCKET TO TURN THE BOLT.



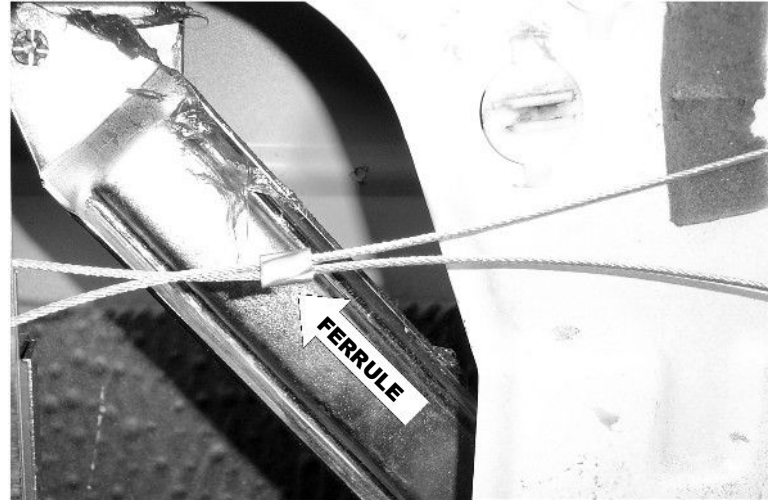
8. REMOVE THE BLACK CLIP FROM THE LEVER AS SHOWN IN THE PICTURE. NOW ATTACH ONE OF THE CABLE ASSEMBLIES TO THE LATCH BY LOOPING THE "KEY RING" STYLE CONNECTOR TO THE LAST HOLE AS SHOWN IN THE PICTURE. REINSTALL LATCH ASSEMBLY INTO THE DOOR USING THE SAME 3 SCREWS THAT WERE REMOVED IN STEP #1. LEAVE THE CABLE HANGING OUT OF THE DOOR FOR NOW.



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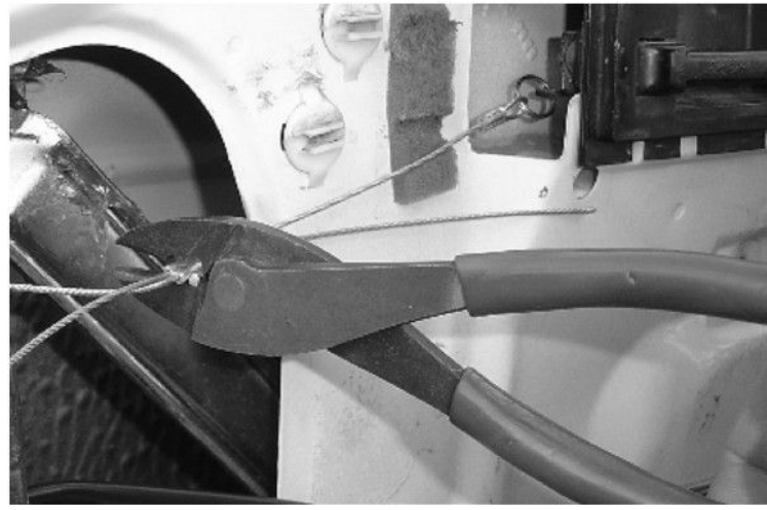
9. NOW YOU NEED TO ACCESS THE BACK OF THE INSIDE DOOR HANDLE. ON SOME VEHICLES YOU CAN REMOVE THE HANDLE BY REMOVING A SCREW OR TWO LIKE THE ONE IN THE PICTURE. SOME MAY BE RIVETED, LEAVE THOSE ALONE. EITHER WAY REMOVE THE CLIP FROM THE BACK OF THE HANDLE AND ATTACH THE OTHER CABLE ASSEMBLY TO THE LEVER AS SHOWN IN THE PICTURE.



10. REINSTALL THE HANDLE IF YOU REMOVED IT. NOW PUT THE CABLE FROM THE LATCH AND THE CABLE FROM THE INTERIOR HANDLE INTO THE OVAL ALUMINUM FERRULE, BUT DO NOT CRIMP YET!



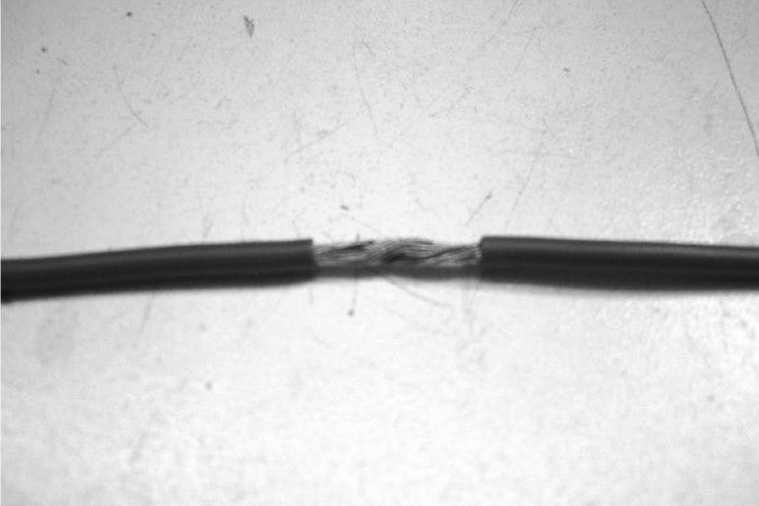
11. MAKE SURE THAT THE CABLE ISN'T GOING TO BE DRAGGING ACROSS ANYTHING. USE THE SUPPLIED CABLE GUIDES TO REROUTE THE CABLE IF NEEDED.



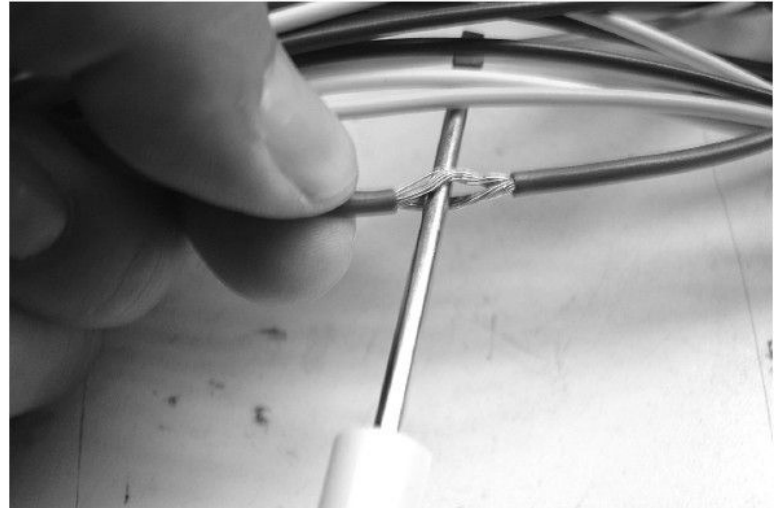
12. PULL THE OPPOSING CABLES SO THAT THEY ARE TIGHT (BUT NOT ENOUGH TO PULL THE LEVER OF THE LATCH). BACK OUT ONE OF THE CABLES FROM THE FERRULE ABOUT $\frac{3}{8}$ " , JUST TO GIVE A LITTLE SLACK. CRIMP THE FERRULE. CRIMP A FEW TIMES ACROSS THE ENTIRE LENGTH OF THE FERRULE TO ENSURE THAT THE CABLE DOESN'T 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 MOVE ON TO YOUR WIRING.



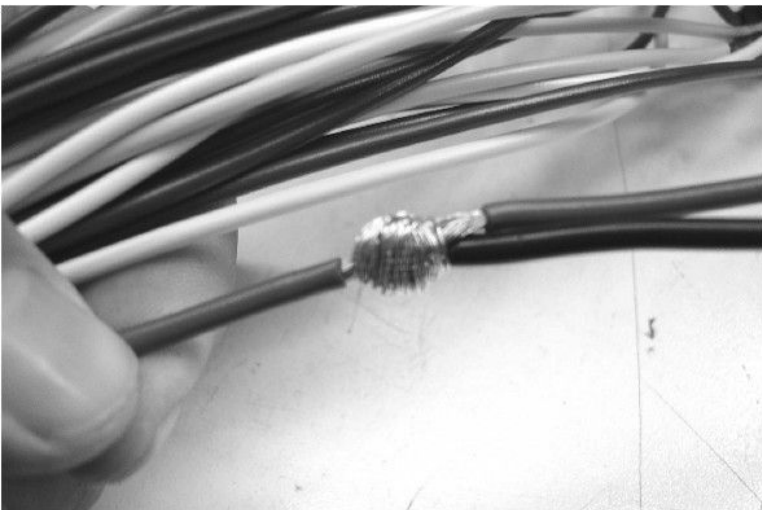
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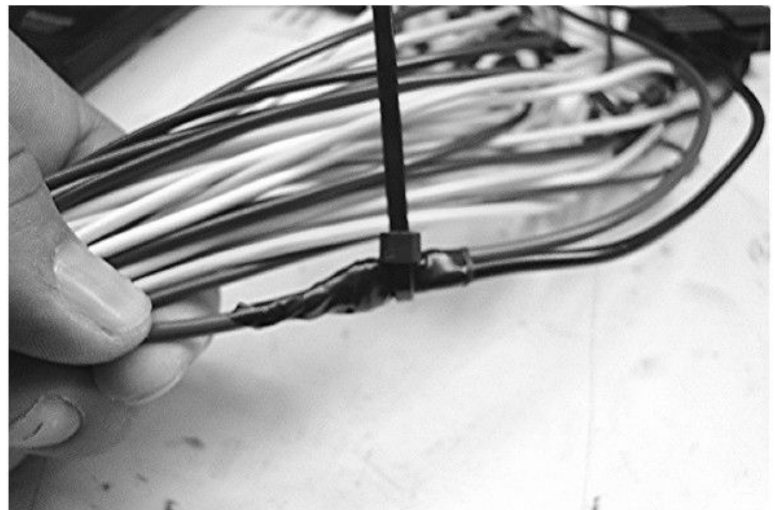
13. REMOVE THE FUSE FROM THE FUSE HOLDER ON THE RELAY HARNESS. USING A DIGITAL METER, LOCATE A GOOD +12 SOURCE SUCH AS THE CONSTANT +12 VOLT WIRE TO YOUR IGNITION HARNESS GOING TO YOUR KEY CYLINDER. BEING CAREFUL NOT TO CUT THE WIRE, STRIP BACK THE INSULATION ABOUT 1/2" AS SHOWN IN THE PICTURE ABOVE. DO NOT CONNECT THE RELAY HARNESS' POWER WIRE TO A WIRE THAT IS A THINNER GAUGE!!! THE WIRE YOU TAP INTO SHOULD BE AT LEAST THE SAME SIZE.



14. USING A PICK OR SIMILAR TOOL, MAKE A HOLE THROUGH THE MIDDLE OF THE COPPER STRANDS, BEING CAREFUL NOT TO TOUCH THE PICK TO ANY CONDUCTIVE METAL, OR THERE WILL BE FIRE WORKS!!!



15. STRIP BACK THE END OF THE POWER WIRE FROM THE RELAY HARNESS ABOUT 1.5 INCHES. NOW INSERT THE STRIPPED WIRE THROUGH THE HOLE YOU JUST MADE, AND WRAP IT AROUND THE +12 WIRE FIRMLY. WE RECOMMEND THAT YOU USE A PAIR OF SMALL PLIERS AND PINCH THE WIRES TOGETHER FIRMLY.



16. NOW, WITH SOME ELECTRICAL TAPE, GO AROUND THE EXPOSED WIRE CONNECTION SEVERAL TIMES. USING ONE OF THE SUPPLIED 8" BLACK WIRE TIES, SECURE THE TAPE TO THE CONNECTION. THIS WILL PREVENT THE TAPE FROM FALLING OFF DUE TO EXTREME HOT OR COLD WEATHER CONDITIONS.



17. SECURE THE BLACK GROUND WIRE OF THE RELAY TO A FACTORY BOLT THAT IS CONNECTED TO THE CHASSIS OF THE VEHICLE. NEXT, RUN THE PAIR OF WIRES LABELED "DRIVERS" INTO THE DRIVERS DOOR. DO THE SAME FOR THE PASSENGER DOOR. PLUG IN THE CONNECTORS (RED TO GREEN, AND BLACK TO BLUE). SECURE ANY EXCESS WIRE WITH THE SUPPLIED WIRE TIES. MAKE SURE THE WIRES STAY CLEAR OF THE WINDOW WHEN IT ROLLS UP AND DOWN. IF YOU ARE INSTALLING KIT #SDK7.1 MOVE TO STEP #14. IF YOU ARE INSTALLING KIT #SDK8.1 , PROCEED WITH THE ALARM INSTALLATION UNTIL COMPLETE AND THEN RETURN TO THE NEXT STEP.

18. THE FOLLOWING IS FOR ALL OTHER KITS. FOR THE DRIVERS DOOR POP, CONNECT THE GREEN INPUT WIRE FROM THE RELAY PACK TO THE (-)NEGATIVE CHANNEL OUTPUT OF YOUR REMOTE / ALARM SYSTEM. THIS WIRE SHOULD ONLY SEND A -12 VOLT SIGNAL WHEN YOU PRESS THE CORRESPONDING REMOTE BUTTON, AND DROP OUT AS SOON AS YOU LET GO OF THE BUTTON. DO THE SAME FOR THE PASSENGER DOOR BY CONNECTING THE BLUE WIRE OF THE RELAY PACK TO A DIFFERENT -12 VOLT OUTPUT OF THE REMOTE / ALARM SYSTEM. NOW YOU CAN INSTALL THE 40 AMP ATC FUSE INTO THE FUSE HOLDER. LEAVING THE DRIVER'S DOOR OPEN, USE A SCREWDRIVER TO MANUALLY CLOSE THE LATCH. LEAVE THE SCREW DRIVER IN THE CLOSED LATCH AND LIGHTLY PULL TOWARDS YOU TO APPLY PRESSURE ON THE LATCH. NOW PRESS THE BUTTON ON THE REMOTE TO ACTIVATE THE DRIVERS DOOR. IF THE LATCH OPENS, PROCEED TO THE NEXT STEPS, IF NOT, DOUBLE CHECK ALL OF YOUR WIRING AND CHECK THE LATCH. IF THE DOOR POP STILL DOES NOT WORK AFTER INSPECTING EVERYTHING, THEN CAREFULLY GO OVER STEPS 1 THROUGH 7 AGAIN.

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 REMOVING THE SCREW CAPS FROM THE BACK-UP WIRES. TOUCH THE BLACK WIRE TO THE OTHER VEHICLES NEGATIVE BATTERY TERMINAL AND THE RED TO THE POSITIVE TERMINAL FOR ONE SECOND. AS SOON AS YOU MAKE CONTACT THE DRIVER DOOR SHOULD OPEN. IMMEDIATELY REMOVE THE WIRES FROM THE BATTERY!!! 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!!!