

SDKGM94 SHAVED DOOR KITS

MANUFACTURED BY



TECH ASSISTANCE (559)486-5444

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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 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. POP 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, GET TO WORK AND ENJOY YOUR NEW POP DOORS!!!

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 VEHICLE'S 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!

NOW ENJOY YOUR NEW AVS POP DOORS!!!

TROUBLE SHOOTING AND COMMON PROBLEMS

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

CAN YOU HERE THE RELAYS CLICK WHEN YOU USE THE REMOTE? IF SO, THEN THE CONNECTION FROM YOUR ALARM AND THE POWER TO THE RELAY PACK IS OK. CHECK THE WIRE CONNECTIONS TO THE MOTOR. IF YOU CAN'T HERE THE RELAYS CLICK, CHECK AND MAKE SURE THE RELAY PACK 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.

DOUBLE CHECK THAT THE LATCH WAS INSTALLED IN THE UNLOCK POSITION.

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 MOTOR, 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 MOTOR FOR SHORTS.

MY DOOR POPS, 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 WHEN IT HAS BEEN POPPED. THESE MAY ALSO BE PURCHASED THOUGH AVS OR AVS DISTRIBUTOR.

WILL I HAVE TO MAKE ANY ADJUSTMENTS TO MY POPPERS IN THE FUTURE?

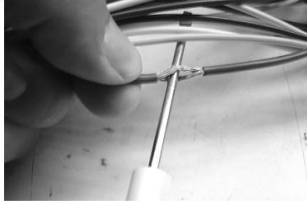
IF YOU FOLLOWED THE INSTRUCTIONS PROPERLY, THEN THE ANSWER IS NO. YOU SHOULD NEVER HAVE TO ADJUST IT AGAIN.

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

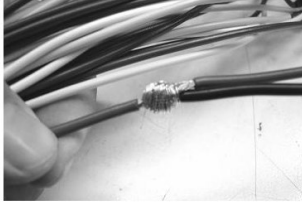
A BUTTON THAT POPS YOUR DOORS FROM THE OUTSIDE OF THE VEHICLE IS **BAD** FOR TWO REASONS. ONE REASON IS THE BUTTON WILL DO YOU NO GOOD IF YOUR BATTERY IS DEAD. THE SECOND REASON IS THE BUTTON COMPROMISES THE SECURITY OF YOUR VEHICLE. IF SOMEONE ELSE KNOWS WHERE YOUR BUTTON IS, THEY CAN LET THEMSELVES 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 TO USE.

INSTRUCTIONS FOR 94-03 S-10/SONOMA, 99-UP GM TRUCKS, 00-UP GM SUV'S, 00-UP MONTE CARLO, ETC.

(PICTURES SHOWN ARE OF A 1999 GM FULL SIZE TRUCK. YOUR VEHICLE MAY LOOK DIFFERENT, BUT THE INSTALLATION IS VERY SIMILAR)



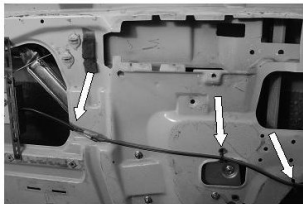
USING A PICK OR SIMILAR TOOL, MAKE A HOLE THROUGH THE MIDDLE OF THE COPPER STRANDS, BEING CAREFUL NOT TO TOUCH THE PICK TO ANY CONDUCTIVE METAL, OR THERE WILL BE FIRE WORKS!!!



NOW INSERT THE STRIPPED WIRE OF THE FUSE HOLDER 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.



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.



RUN THE APPROPRIATE RED/BLACK WIRES INTO THEIR CORRESPONDING DOORS. RUN THEM THROUGH THE FACTORY WIRE BOOTS LOCATED IN THE DOOR JAMB. IF YOUR VEHICLE DOES NOT HAVE THEM, YOU WILL NEED OUR OPTIONAL GROMMET / VINYL TUBING KIT. FOLLOW THE INSTRUCTIONS WITH THE KIT.

SECURE THE WIRE ON TO THE OUTSIDE OF THE DOOR USING THE SUPPLIED WIRE TIES. BE CAREFUL NOT TO RUN THE WIRES WHERE THE WINDOW MECHANISM MIGHT PINCH OR PULL THEM. ALSO BE CAREFUL NOT TO RUN THE WIRES WHERE SCREWS FROM THE DOOR PANEL MIGHT PUNCTURE THEM. TRY TO BUNDLE EXCESS WIRE TOWARD THE FRONT OF THE DOOR, AND TIE IT UP IN ONE OF THE OPENINGS SO IT IS OUT OF THE WAY.

ONCE YOU'VE RAN THE WIRES TO THE MOTORS, PLUG IN THE CONNECTORS (RED TO GREEN, AND BLACK TO BLUE). SECURE ANY EXCESS WIRE WITH THE SUPPLIED WIRE TIES. IF YOU HAVE PURCHASED OUR KIT #12, PROCEED WITH THE ALARM INSTALLATION UNTIL COMPLETE AND THEN RETURN TO THE NEXT STEP.

FOR THE DRIVERS DOOR POP, CONNECT THE GREEN 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 THE SCREWDRIVER TO CLOSE THE LATCH. NOW PRESS THE BUTTON ON THE REMOTE TO ACTIVATE THE DRIVERS DOOR. **NOTE:** IN SOME CASES (IF THE LATCH IS REALLY DIRTY) IT MAY BE NECESSARY TO PUT THE SCREWDRIVER IN THE CLOSED LATCH AND PULL BACK SLIGHTLY WHEN YOU ACTIVATE THE REMOTE. IF THE LATCH OPENS, PROCEED TO THE NEXT STEPS, IF NOT, ADJUST THE CABLE TIGHTER OR LOOSER IN THE CABLE CLAMP. IF THE DOOR POP STILL DOES NOT WORK AFTER ADJUSTING, THEN **DO NOT** SHUT THE DOOR AND GO TO THE TROUBLE SHOOTING SECTION UNTIL YOU GET IT TO WORK PROPERLY.



CONTENTS OF AVS POP DOOR KITS:

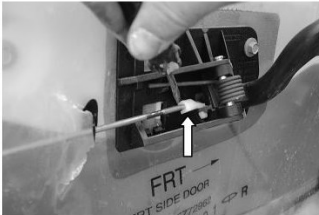
(2) AVS MOTOR/BACKET ASSEMBLES 	(6) 1/2" SCREWS 	(2) STAINLESS STEEL BOLTS
(2) WASHERS 	(2) LOCK NUTS 	(1) RELAY PACK / HARNESS <div> <small>ONLY IN KIT#:</small> #SDK10 #SDK11 #SDK12 </div>
(2) RE-USABLE WIRE TIE <div> <small>ONLY IN KIT#:</small> #SDK10 #SDK11 #SDK12 </div>	(2) WIRE SCREW CAPS <div> <small>ONLY IN KIT#:</small> #SDK10 #SDK11 #SDK12 </div>	(1) 40 AMP ATC FUSE <div> <small>ONLY IN KIT#:</small> #SDK10 #SDK11 #SDK12 </div>
12-CH. RECEIVER AND TWO 6-BUTTON REMOTE TRANSMITTERS <div> <small>ONLY IN KIT#:</small> #SDK11 </div>		ALARM UNIT, SENSOR, SIREN AND TWO 4-BUTTON REMOTE TRANSMITTERS <div> <small>ONLY IN KIT#:</small> #SDK12 </div>

INSTRUCTIONS FOR 94-03 S-10/SONOMA, 99-UP GM TRUCKS, 00-UP GM SUV'S, 00-UP MONTE CARLO, ETC.

(PICTURES SHOWN ARE OF A 1999 GM FULL SIZE TRUCK. YOUR VEHICLE MAY LOOK DIFFERENT, BUT THE INSTALLATION IS VERY SIMILAR)



REMOVE THE DOOR PANEL AND THESE 3 TORQUE SCREWS THAT HOLD THE LATCH.



USING A PICK OR SIMILAR TOOL, CAREFULLY UN-SNAP THE PLASTIC RETAINING CLIP THAT HOLDS THE ROD TO THE BACK OF THE INSIDE HANDLE. SET ASIDE AS YOU WILL BE REINSTALLING IT LATER.



USING A FLAT HEAD SCREWDRIVER, GENTLY PRY UP THE ROD OUT OF THE GUIDE CLIPS. LEAVE THE OTHER END OF THE ROD ATTACHED TO THE LATCH DURING THE ENTIRE INSTALLATION PROCESS! IF YOU TRY TO REMOVE IT, THE PLASTIC CLIP COULD BREAK!



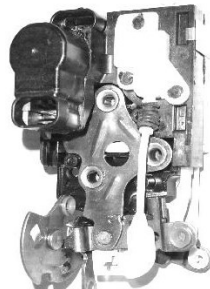
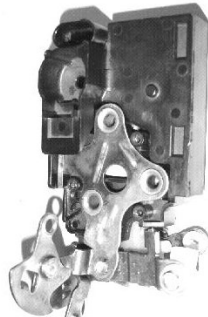
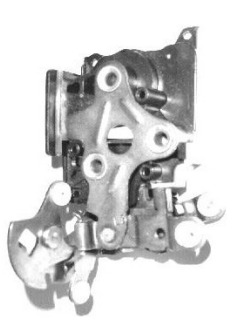
SQUEEZE THE CLIP THAT HOLDS THE WIRING TO THE DOOR AND PUSH IT THROUGH.



EXCEPT FOR THE INSIDE DOOR HANDLE ROD, PERMANENTLY REMOVE ALL OF THE OTHER RODS GOING TO THE LATCH. PULL OUT THE LATCH SO YOU CAN ACCESS ANY WIRES THAT MAY BE PLUGGED IN.



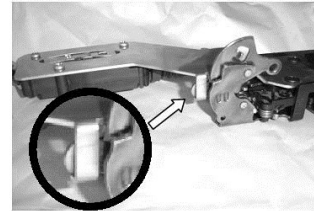
UNPLUG ANY WIRING CONNECTED TO THE LATCH.



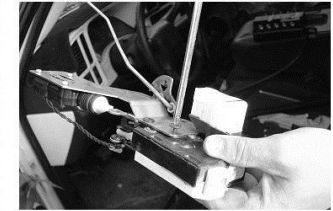
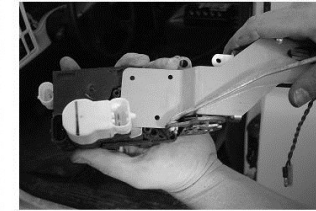
THE LATCH SHOULD LOOK LIKE ONE OF THESE THREE LATCHES.
THE FOLLOWING INSTRUCTIONS ARE THE SAME FOR ALL OF THESE LATCHES

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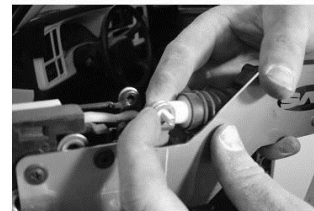
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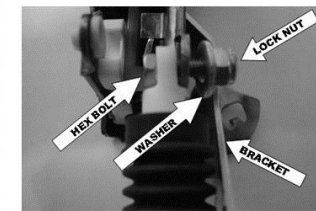
REMOVE THE PLASTIC CLIP FROM THE LEVER ON THE LATCH WHERE THE INSIDE DOORLOCK ROD USE TO CONNECT. NOW MAKE SURE THAT THE LATCH IS IN THE UNLOCKED POSITION. SLIDE THE BRACKET OVER THE SAME LEVER AND LINE UP THE 3 HOLES ON THE PLATE TO THE 3 HOLES ON THE LATCH.



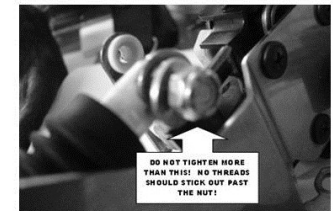
USING A HAND SCREWDRIVER, SCREW THE BRACKET TO THE TO THE LATCH WITH THE SCREWS PROVIDED. DO NOT OVERTIGHTEN OR STRIP!!! USE HAND TOOLS ONLY. DO NOT USE A POWER DRILL!!!



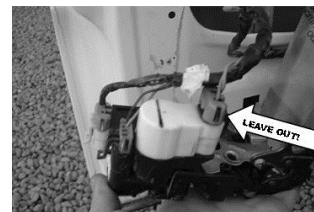
LINE UP THE ACTUATOR MOTOR WITH LATCH LEVER AND INSERT THE SUPPLIED BOLT AS SHOWN. MAKE SURE THAT THE BOLT GOES THROUGH THE ACTUATOR FIRST, THEN THROUGH THE LEVER ON THE LATCH, JUST LIKE THE PICTURE.



PUT THE WASHER AND NUT ON. DO NOT TIGHTEN ALL THE WAY!!! ONLY TIGHTEN ENOUGH SO THAT THE TIP OF THE BOLT IS FLUSH WITH THE NUT. THE REASON FOR THIS IS THAT IN SOME VEHICLES, THE BRACKET WILL SLIGHTLY GET TWEKKED, SO THIS GIVES THE LINKAGE A LITTLE PLAY, OTHERWISE IF YOU TIGHTEN IT ALL THE WAY DOWN, YOU'LL NOTICE WHEN YOU ACTIVATE THE MOTOR, IT DOESN'T POP BACK UP AFTER PULLING. THEN WHEN YOU GO TO SHUT YOUR DOOR, THE DOOR JUST BOUNCES RIGHT BACK AT YOU. SO MAKE SURE YOU DO THIS STEP RIGHT!



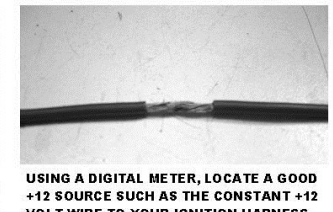
DO NOT TIGHTEN MORE THAN THIS! NO THREADS SHOULD STICK OUT PAST THE NUT!



PLUG IN THE TWO TOP PLUGS (IF EQUIPPED). DO NOT PLUG IN THE LOWEST PLUG GOING INTO THE POWER LOCK MOTOR. DO NOT REINSTALL THIS PLUG!!! STRAP IT OFF OUT OF THE WAY SO THE WINDOW DOESN'T CATCH IT.



REINSTALL THE LATCH INTO THE DOOR AND TIGHTEN THE TORQUE SCREWS. RECONNECT THE ROD TO THE INSIDE DOOR HANDLE. SECURE THE WIRING TO THE DOOR. REPEAT THE PREVIOUS STEPS FOR THE OTHER DOOR.



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". DO NOT CONNECT TO A POWER WIRE THAT IS THINNER GAUGE THAN THE WIRE OF THE FUSE HOLDER!!!