

# **VERTICAL DOORS, INC.**

*VerticalDoors.com*

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**TEL: 951-245-8669, FAX: 951-245-5481**



## **BMW 3/M3 1999-2006 2DR**

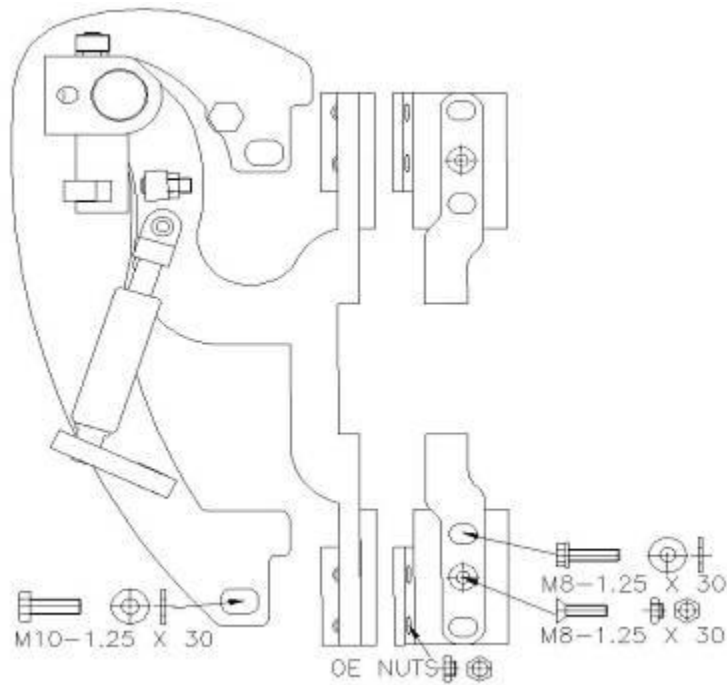
U.S. PATENTS

#6,808,223; #6,845,547; #7,140,075; #7,059,655

PATENTS AGGRESSIVELY ENFORCED!

**PLEASE CAREFULLY READ ALL INSTRUCTIONS BEFORE  
ATTEMPTING TO INSTALL THIS PRODUCT.**

**FOR QUESTIONS PLEASE  
CONTACT US AT (951) 273-1069**



**THIS KIT INCLUDES:**

➤ 4 M10-1.25X30MM BOLTS WITH WASHERS	➤ 2 SHOULDER BOLTS WITH WASHERS
➤ 2 F.H.C.S M8-1.25X30MM BOLTS WITH LOCKING NUTS	➤ RIGHT AND LEFT HINGE ASSEMBLY
➤ 4 M8-1.25X30MM BOLTS WITH WASHERS	➤ 2 SHOCKS 740 PSI
➤ 2 PINS	➤ 4 DOOR BRACKETS

**TOOLS REQUIRED FOR INSTALLATION:**

	AIR RACHET, GRINDER AND CUTTER.
	7MM, 8MM, 10MM, 11MM, 13MM, SOCKETS AND EXTENSION.
	FORK AND PHILLIP'S SCREW DRIVERS
	SPACERS FOR THE DOOR GAP.
	3/16 ALLEN WRENCH
	1/4 and T30 TORX BIT
	9/16 WRENCH, PUNCH, G-Drill (.261), 8MM TAP
	LOCTITE RED



**(Note: The pictures on the manual are for reference only they may not match your vehicle.)**  
**“Installers with experience recommended”**

Disconnect the battery.

Loosen door catch. And set it at the close position. Let it fall inside the door. We'll remove the door catch after removing the door panel.



Remove Fender:

Remove all the fasteners around the wheel well

After removing the fasteners around the wheel well, you will be able to pull on it and remove one 10mm bolt securing the fender to the bumper.

After removing all the fasteners pull on the splash guard, inside the fender on the right corner is a 10mm bolt holding the fender.

Remove (1) 10mm bolt located at the bottom of the windshield pillar.

Remove (5) T-30 Torx screws located on the top of the fender. Including the bolt located under the plastic cover.

Use the fork to **carefully** pry the fender off the headlight trim.

**4) Modify the apron and door:**  
Open the door and remove the factory wire harness from the apron.

Mark the factory door location on the horizontal and vertical plane. Also measure the distance by the bottom and top hinge from the lip of the door to the apron and mark it.



Remove the bolts from the factory hinge. You will need to have your helper place a stool or something to hold the door.

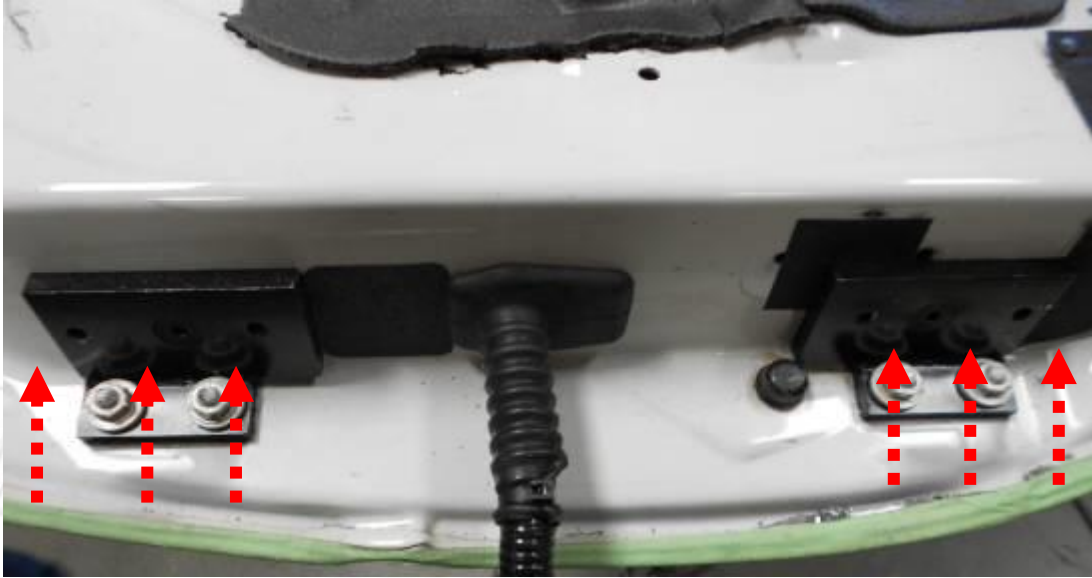
Remove the door and cover the area around the factory hinges to protect the paint and the interior of the car. Use a power grinder to grind the top and bottom hinge as shown.



remove the door panel and peel back the door cover as shown this will allow you to remove the door catch and modify the door wiring to gain extra wire slack.



Install the provided door bracket as show in the image below. Then use a “Punch or marker” to mark the location of the holes on the door. You will need to drill new holes to allow the bolts to go through the door.



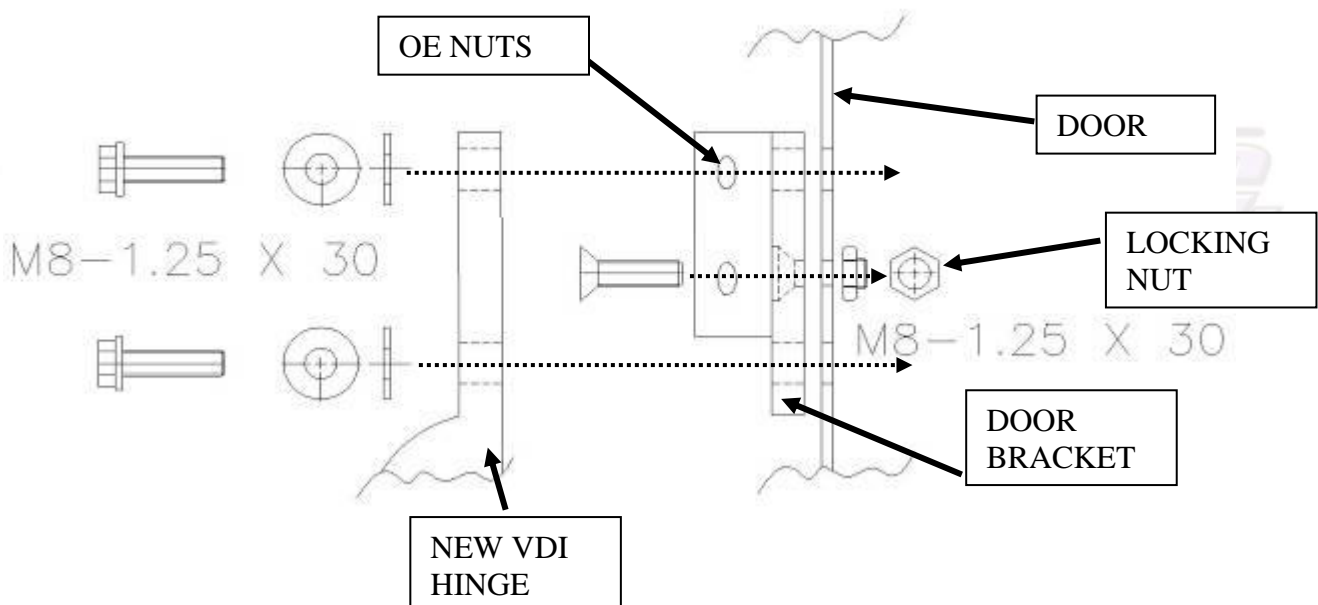
Remove the door brackets and drill the new holes.

NOTE: On the “M3” model you will need to copy the factory wire hole where the wire harness exits the door and move it down as shown on the picture



**For M3 only**

After making the new holes in the door reinstall the brackets as shown in the image below.





You will have to modify the door wire layout. Pull the factory wire harness through the wire hole and remove the wire cover.

Use the provided wires this will add about 10 inches to the length of the wires.

Make sure to use black tape to re-wrap the wires as shown.

Once you have the extra wire slack put the wire harness back through its original hole or the new hole if you are working on the "M3".



Use zip ties to secure the wires back to the door as shown.



Cut the factory wire boot in half and use the provided wire loom to protect the exposed wires. Use a zip tie to secure the wire boot to the wire loom as shown.



Now install the new VDI hinge system to the door as shown.



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Now place the door back on the car.

**DO NOT INSTALL THE SHOCK YET**

Secure the door to the car using 2" painters' tape; use spacers under and behind the door to help you keep the correct gap as shown.

Hold the hinge up to the body.

Use a Punch or marker to mark the new holes as shown.

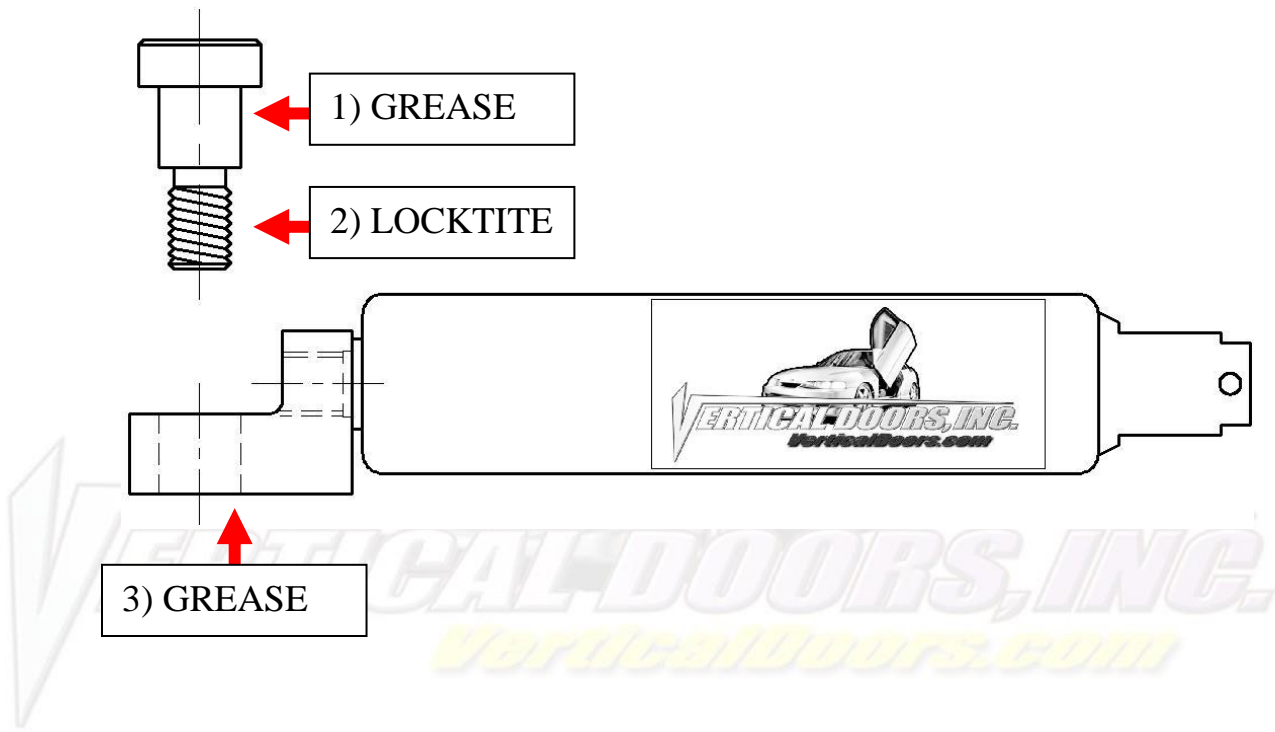
When making the new marks on the door plates make sure the door is aligning to all the factory door marks you made before taking off the door. Make sure the kit is in the fully closed position.

Once the marks have been made remove the door drill and tap the new holes.



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**\*IMPORTANT STEP: DO NOT SKIP THIS STEP. THIS STEP IS CRUCIAL IN YOUR INSTALLATION PROCESS, IF THIS STEP IS NOT COMPLETED WHEN INSTALLING THE VERTICAL DOOR KIT; ALL WARRANTIES ARE VOIDED, AND MAY CAUSE FUTURE PROBLEMS WITH YOUR VERTICAL DOOR SYSTEM.**

- 1<sup>ST</sup>, make sure you put grease on the body of shoulder bolt where the arrow is pointing.
- 2<sup>ND</sup>, make sure you put red Loctite, where the arrow is pointing, on thread of shoulder bolt.
- 3<sup>RD</sup>, make sure you put grease on the bottom side of the shock end.



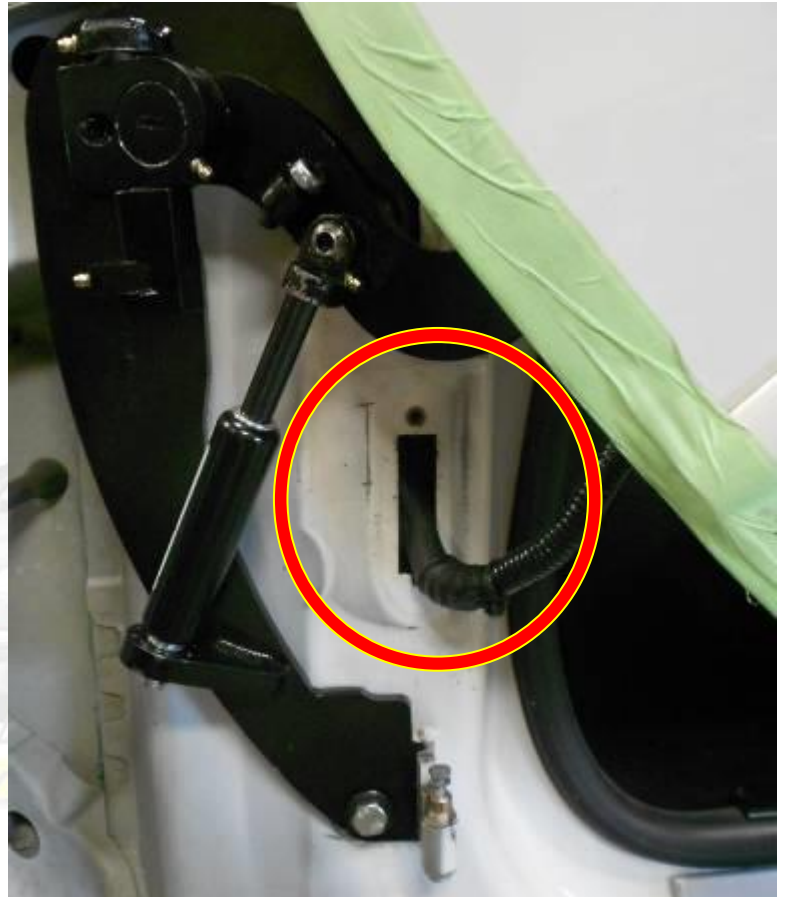
**WARNING! THE USE OF ANY TYPE PLYERS, PAINT OR FOREIGN MATERIALS ON THE SHOCK'S BODY OR SHAFT WILL VOID THE WARRANTY.**

Once the new holes have been tapped and drilled, you can install the new VDI hinge as shown.

You will need a helper to lift the door so that you can install the shock.

You will need to modify the apron by the wire harness hole.

Use a hammer with a smooth flat head to bend the metal by the wire harness hole, just enough so that it doesn't make contact with the swing arm.

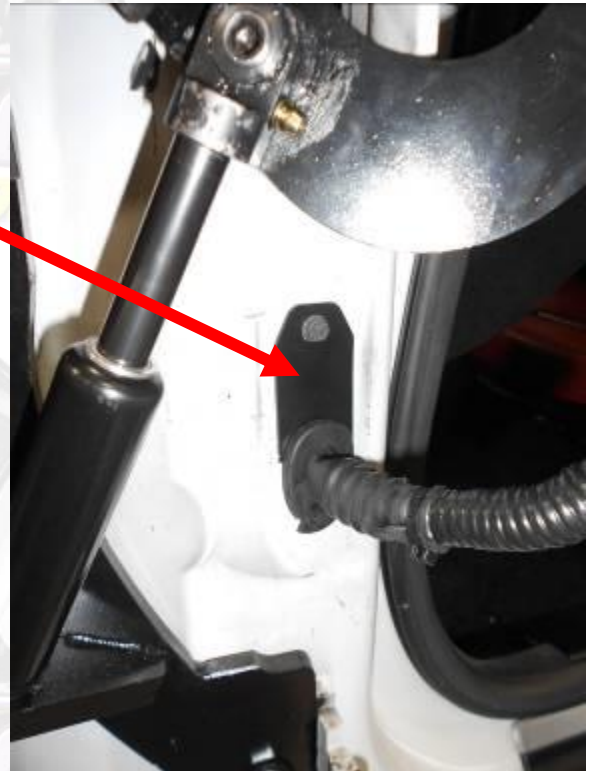




In order to connect the wire harness from the door to the body you will need to remove the hard-plastic bracket as shown. The entire wire harness will in inserted into the body.



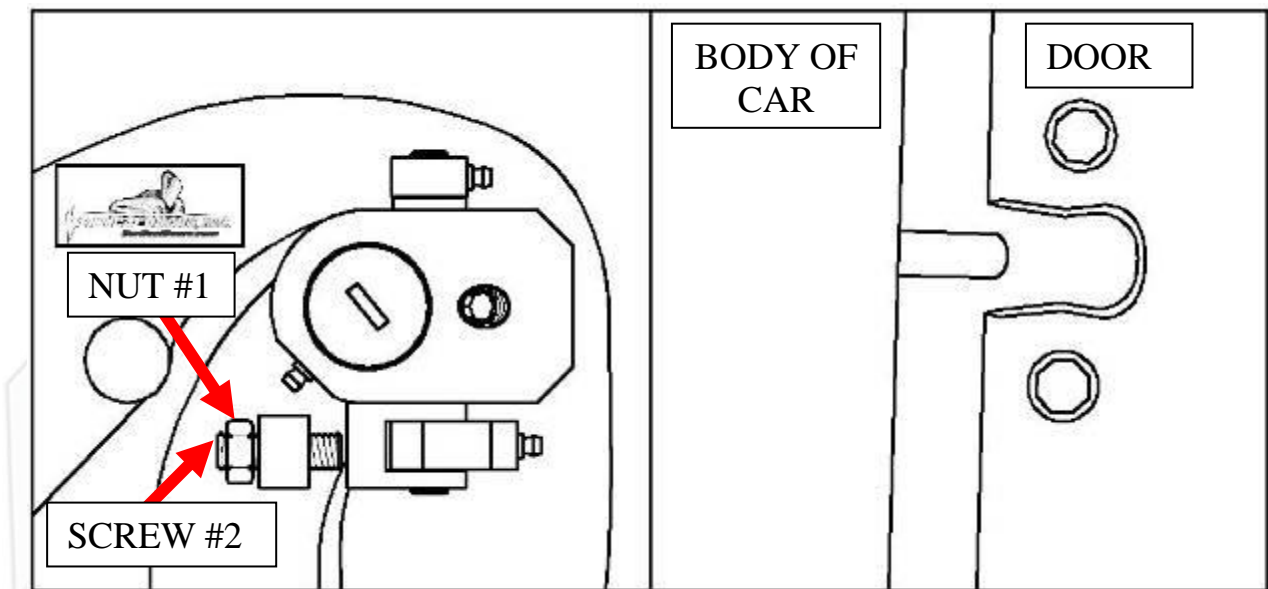
Use the provided wire harness plate with the factory 8mm bolt as shown to secure the wire harness to the body.



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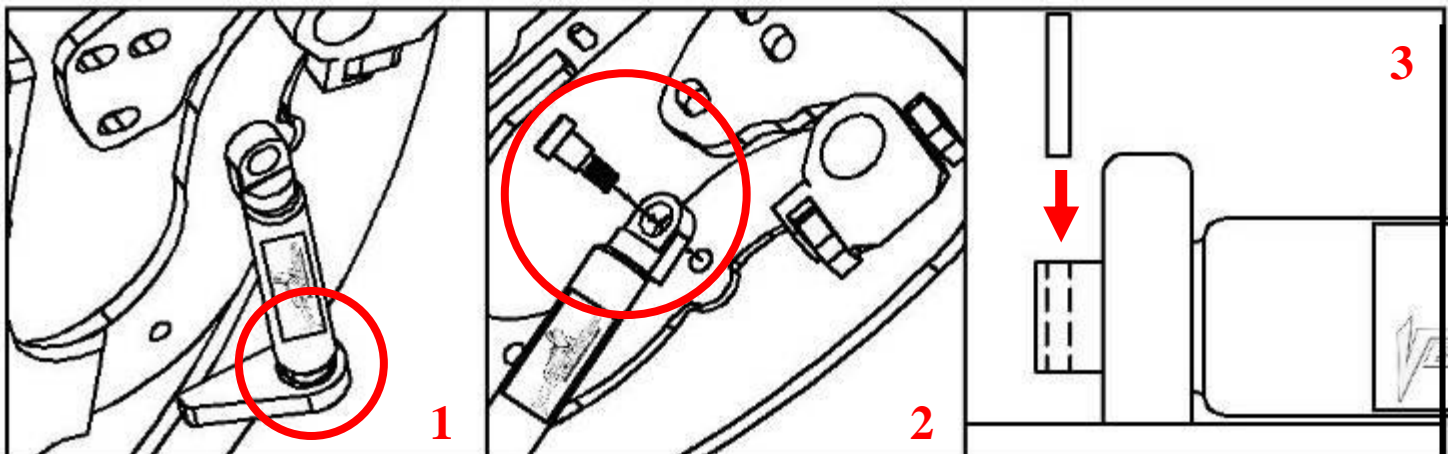
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Once hinge is locked in place, break nut #1 then turn Allen set screw #2 on fig until it hits the block then open the door and continue to adjust until the door matches with the striker, open and close door making sure it closes like factory.



*Hint\*(leave #1 nut loose until shock is installed Allen set screw will have to be re-adjusted after shock is installed.*

Install the shock.

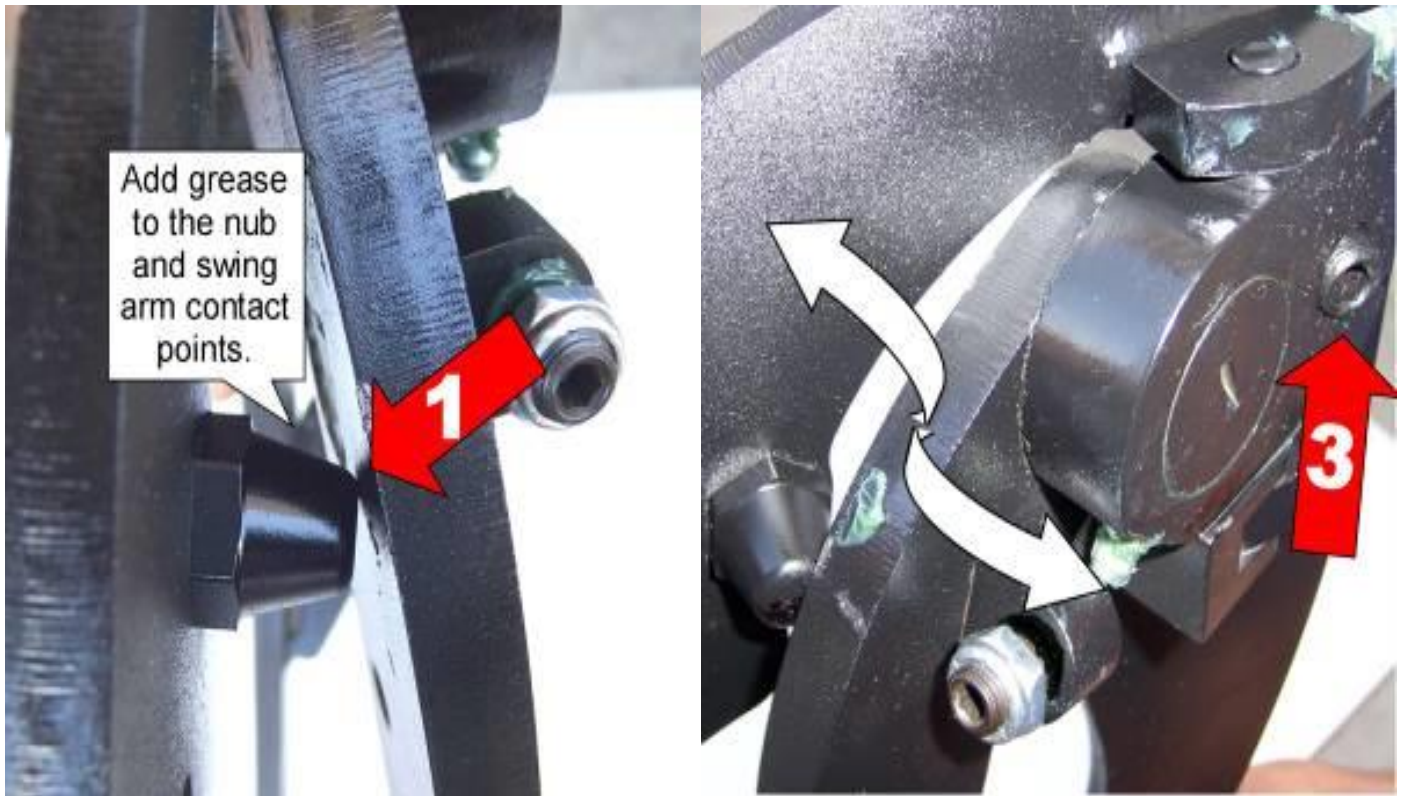


*Hint\* (You will need a helper to raise the door). (Slip the spherical rod mount into the spherical ball bearing (1). Using a 1/4 Allen wrench, tighten the screw into the swing arm (2). After the shock is installed secure it by installing the pin in the bottom shock end (3).*

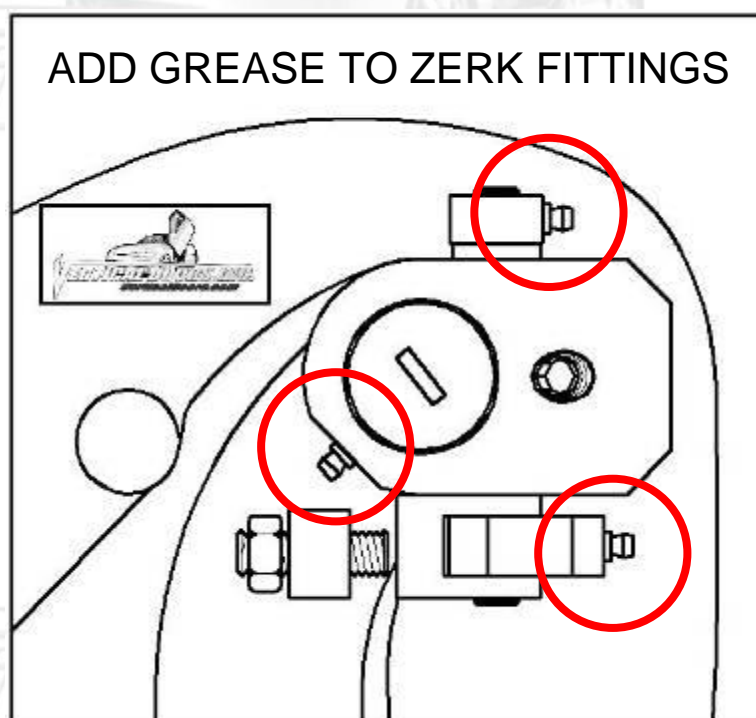
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After shock is installed re-install door panel and lift the door. Adjust door opening screw #3 clockwise until distance between nub and swing arm is enough so that the swing arm moves up and down freely.

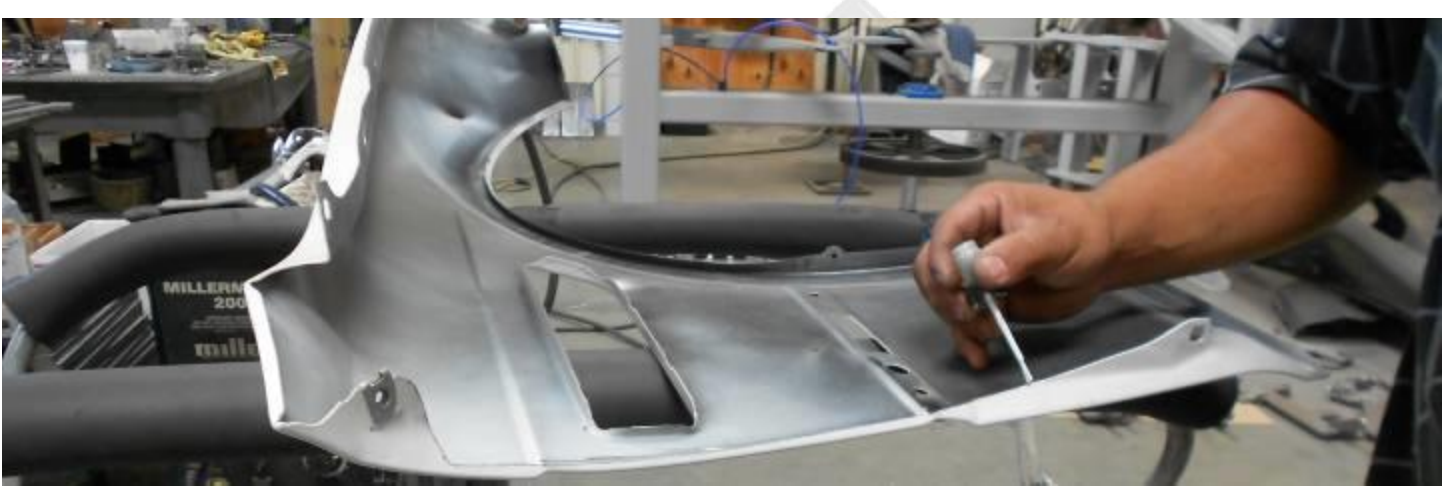


*Hint\* (Fine tune the Allen set screw (#2) to realigned striker with door. After the door is aligned, test door by opening and closing, lifting and lowering door several times.*



**Note: Do not install fender until the adjustment of the door is accurate, and the set screw is tightly secure. Also make sure everything is tight, adjustment is set and everything is Locktite.**

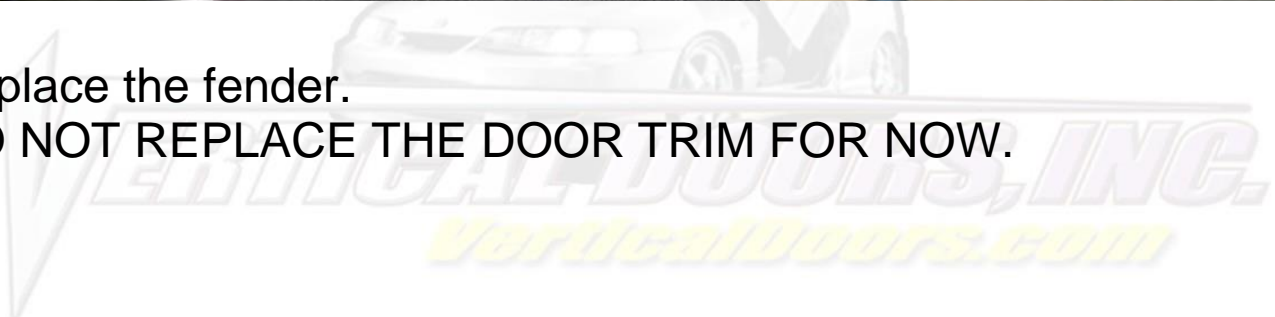
You will have to cut the fender to make room for the new Vertical Doors Inc. system, use a power cutter to cut the fender.  
Note: After you have cut the fender use a sander or grinder and make sure the surface is completely flat. To give it a finished look and protect against rust use touch up paint on the cut.



If you are working on the "M3" you will have to modify the fender grill as shown.  
You only need to grind it enough to let the hinge move freely.



Replace the fender.  
**DO NOT REPLACE THE DOOR TRIM FOR NOW.**

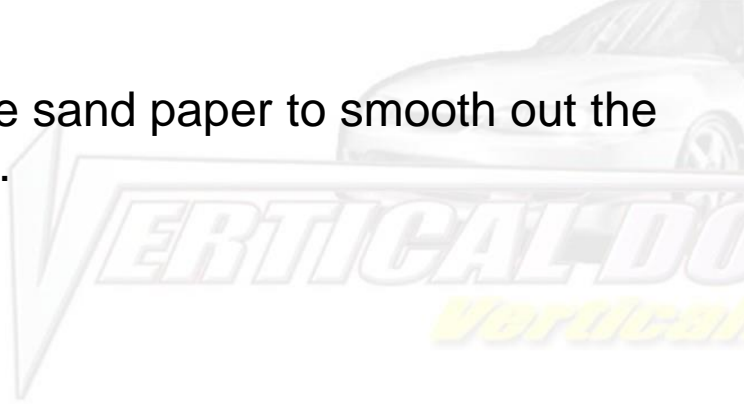
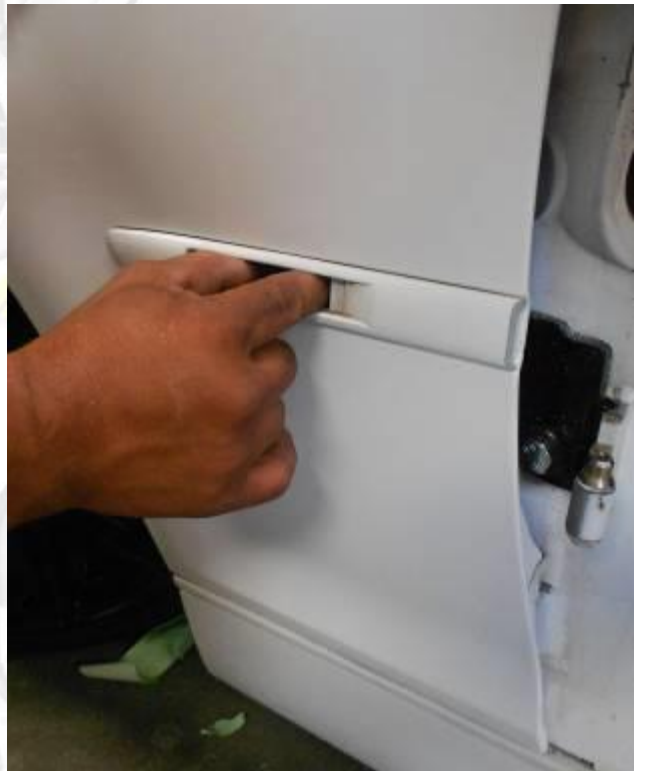




You will have to cut the door trim as shown. Just enough to allow the door to open and close freely



Use sand paper to smooth out the cut.



Thank you for your purchase of the  
**BMW 3/M3 1999-2006**

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*Simply Uplifting*

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**NOTE:**

Vertical Doors Inc. assumes no responsibility for any damages caused by improper installation