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Audi R8 2016-2023

U.S. PATENTS

#7,941,897; #7,552,514 #6,808,223; #6,845,547; #7,140,075;
#7,059,655 and other patents pending.

PATENTS AGGRESSIVELY ENFORCED!

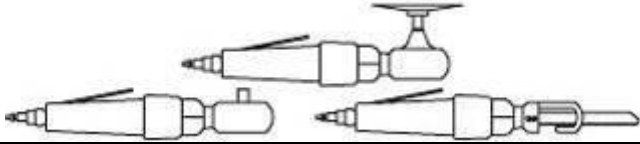
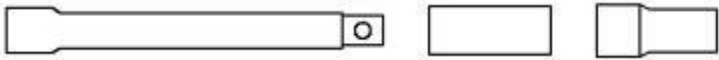
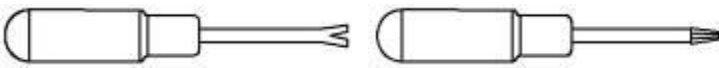





**PLEASE CAREFULLY READ ALL INSTRUCTIONS BEFORE
ATTEMPTING TO INSTALL THIS PRODUCT.**

**FOR QUESTIONS PLEASE
CONTACT US AT (951) 245-8669**

THIS KIT INCLUDES:

<ul style="list-style-type: none"> • Right and Left Hinge • 6 M8-1.25 X 30mm + Washers • 2 M8-1.25 X 40mm + Washers 	<ul style="list-style-type: none"> • 4 7/16-14 Bolts w/ Washers • 4 7/16-14 Threaded Inserts • 1 5/8-11 Tap
<ul style="list-style-type: none"> • Gun Panel Bond Applicator • 2 SMART Panel Bond Epoxy 	<ul style="list-style-type: none"> • 2 Shocks (540-L PSI) • 2 Shoulder Bolts with Washers • 2 Pins
<ul style="list-style-type: none"> • Fender Paper Template • 2 Fender Brackets • 4 M6-AU VE CO 	<ul style="list-style-type: none"> • 2 Wire Covers • 2 Grommets • 2 Self tapping screws

TOOLS REQUIRED FOR INSTALLATION:

	<ul style="list-style-type: none"> ➤ AIR RACHET, GRINDER AND CUTTER. 17/32 DRILL BIT
	<ul style="list-style-type: none"> ➤ 7MM, 8MM, 10MM, 11MM, 13MM, SOCKETS AND EXTENSION.
	<ul style="list-style-type: none"> ➤ FORK AND PHILLIP'S SCREW DRIVERS
	<ul style="list-style-type: none"> ➤ SPACERS FOR THE DOOR GAP.
	<ul style="list-style-type: none"> ➤ 3/16 ALLEN WRENCH
	<ul style="list-style-type: none"> ➤ 1/4 TORX BIT
	<ul style="list-style-type: none"> ➤ 9/16 WRENCH
	<ul style="list-style-type: none"> ➤ LOCKTITE RED

OTHER TOOLS MAY BE NEEDED DEPENDING ON YOUR VEHICLE

NOTE:

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

Open the hood and remove the fender.

*Tip: On the passenger's side: It will help to turn the wheel towards the driver's side.

Remove all bolts and clips securing the fender to the car as shown.

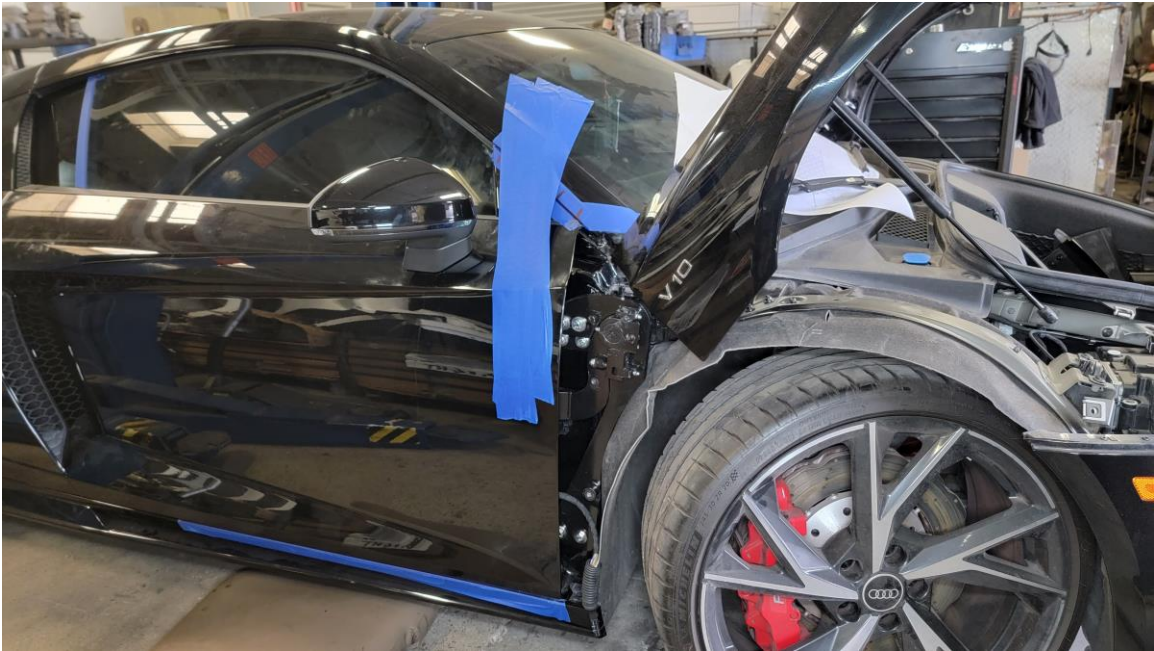


After removing the fender, remove the plastic trim for the fender as shown below.



Remove factory door hinges.

BEFORE removing the factory door hinges you **MUST** mark the factory door location.



This is a VERY important step. It will make the door alignment easier during the installation. Use a spacer at the back of the door to keep the original door gap. You can use a paint stick or something similar.

Use 2" painter's tape on the body and the doors. Make like as shown on the right, to mark the factory location.

Also put take by the top and bottom factory hinge, mark and measure the distance from the firewall to the edge of the door, this will give you the pitch of the door.



Once the factory door location has been marked and measured you will be able to remove the door from the car. You will have to remove the locking bolt from the top and the bottom hinge (red circle).



Once the door has been removed you can now remove the factory door hinge from the body. Remove the one bolt closest to the front of the car. To remove the bolt towards the back of the car you will have to grab the hinge and turn it counterclockwise as shown below.

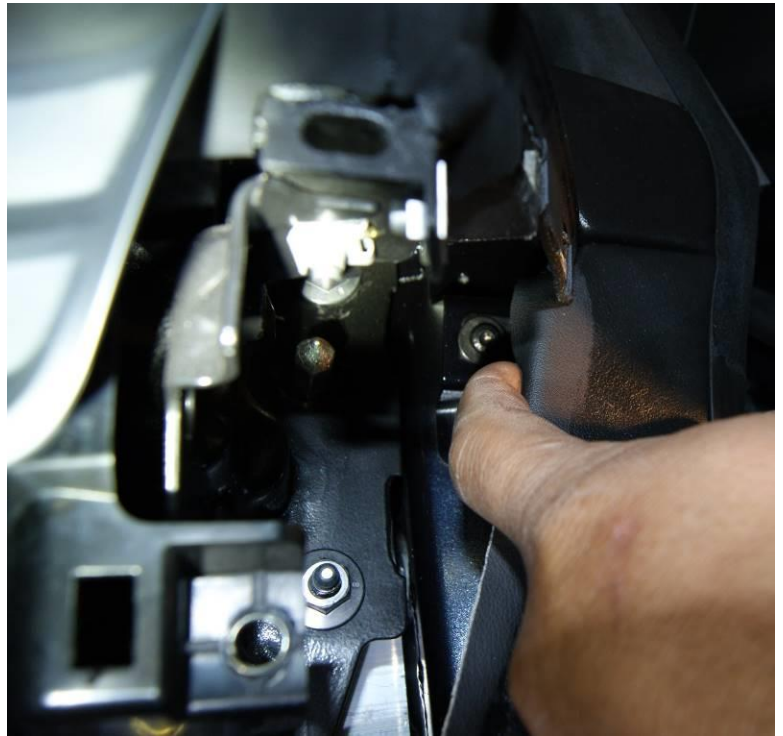


Once the factory hinge has been removed from the body, you will see a bolt sticking out, you will have to remove the inside dash molding to remove the bolt.



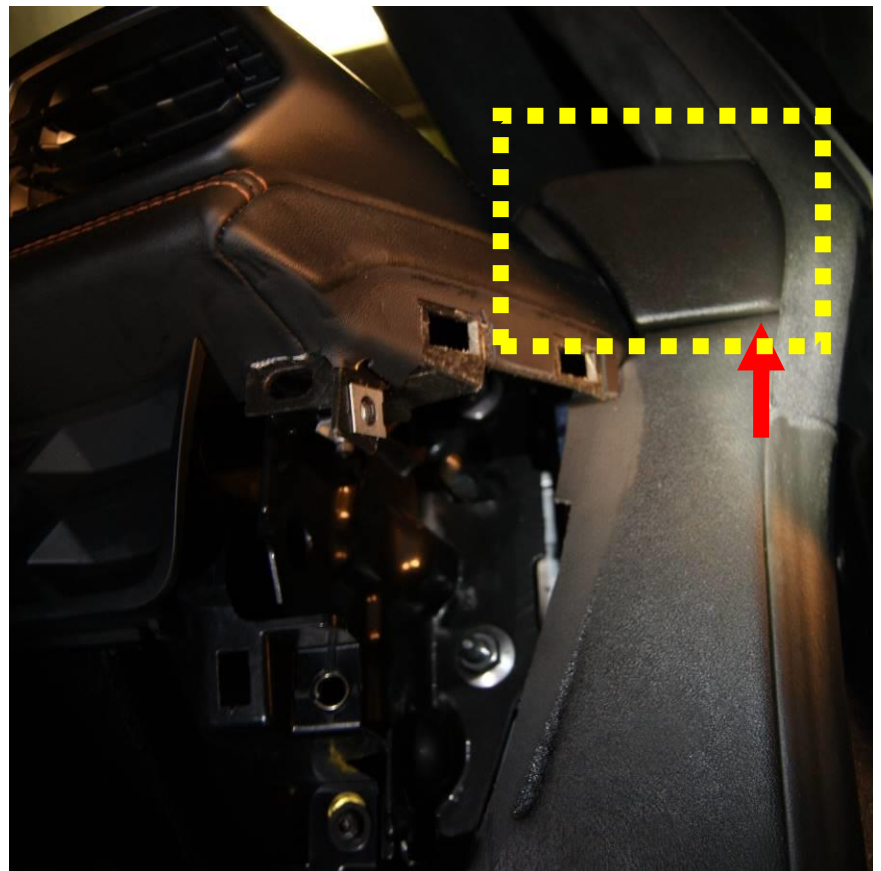


Once the side dash cover has been removed you will need to remove the 6 screws securing the side door molding. This will allow you to pull the top molding up.



(6) With the 6 screws removed, now you can pull up on the top molding to release the "Internal Side Member".

(7) After loosening up the "Internal Side Member" you can pull on it and remove the remaining hinge side bolt.



Here is the factory hinge and the bolts after the factory hinge was removed.



After removing the factory hinge you will need to modify one of the factory hinge holes on the body, one on top and one on the bottom.

The holes are the one closest to the back of the car as shown below.



To install the new hinge you will need to use 7/16-14 "Thread Insert". You will also receive a 5/8-11 Tap. The Thread Inserts and the Tap are included with the kit.



17/32 DRILL BIT

We use a 17/32 drill to enlarge the factory hole to accept the Drill tap.



Once the tap has been done put one of the "Thread Inserts" as shown.



The inserts come with “Loctite” but we use additional “Loctite” on the tread as shown.



Once the tread insert has been secured, remove the bolt and clean the extra “Loctite”.

Notice that the tread on the bolts are different as shown on the bottom right picture.



The new VDI kit opens the door on the outside of the fender.

You will need to cut the front lip of the door to allow the door to open.



Use painters tape to protect the paint. This will keep the paint from chipping during the cut. You only need to cut the lip.



Cut the front lip of the door as shown. You will need to leave a small piece of material in the middle so that the door keeps its original gap.



Once you cut the front lip of the door you will need to use the included Epoxy to bond the front of the door back together.



VERY IMPORTANT, make sure to leave a piece of the front door to keep the original door gap as shown above.

Use the included Epoxy to bond the door edge.



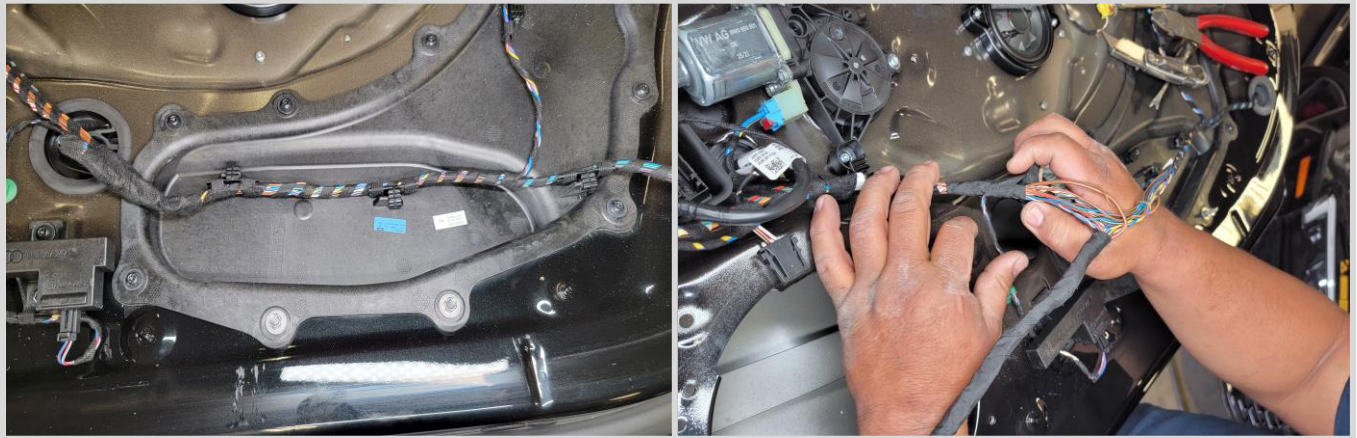
Use the Panel Bond to bond the door back together. Use as much as possible on each door. See images below



Once the panel bond has dried cut off the remaining piece of the door and fill it with Panel Bond. Once dried use a grinder to smooth out the Panel Bond to get it ready for painting.



Remove the remaining wire clips from the front of the door, this will allow you to pull the cables towards the front of the door. Use wire harness tape, friction tape or electrical tape to re-wrap the factory wires.



With the factory wire fully covered push the wire boot back into the door hole as shown.



Use the factory wire clips to secure the wires to the door.

For the clips on the top of the door, we use wire harness tape to secure the clip to the wires.



For the clips inside the door, we use zip ties to secure the wire clip to the wires.



Secure the wires as close to the factory location as possible.



Pull the wire boot from the front of the door. Break the bottom of the wire harness to remove the factory wire harness connector cover. As shown.



Replace the door panel on the door.

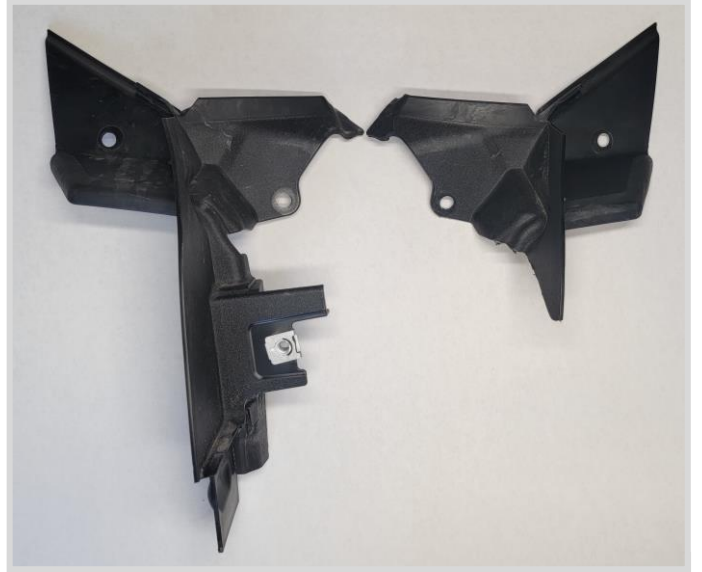
Pull the extra wire slack through the wire boot, this will give you the extra wire slack needed to allow the door to be lifted. Put the wire boot back on the front of the door.



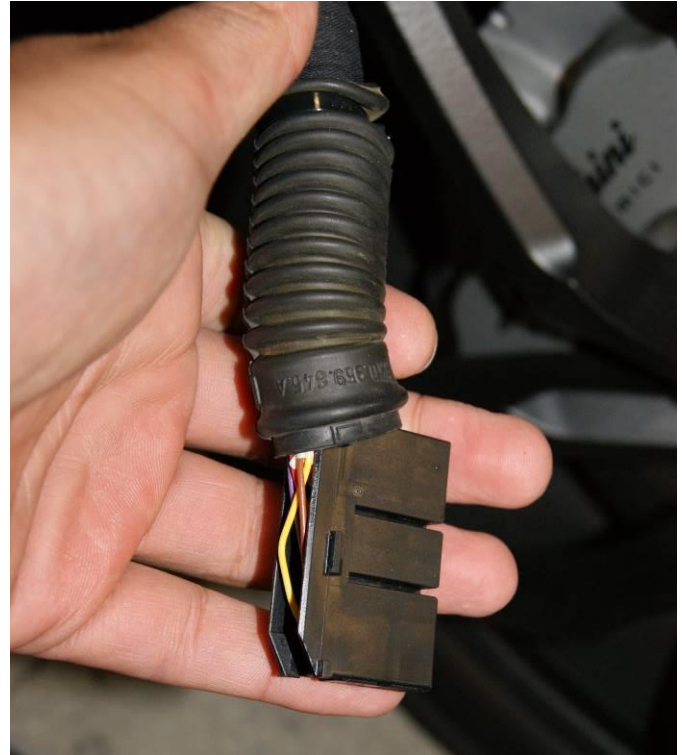
Install the new VDI hinge kit on the door first as shown.



You will need to modify the "A" pillar trim as shown to clear the door hinge.



You will have to remove the wire harness cover as shown below.



Plug the door wire harness to the body wire harness and put it inside the body.

We use small zip ties to secure the wire harness. Use the provided plate to cover the hole as shown on the right.



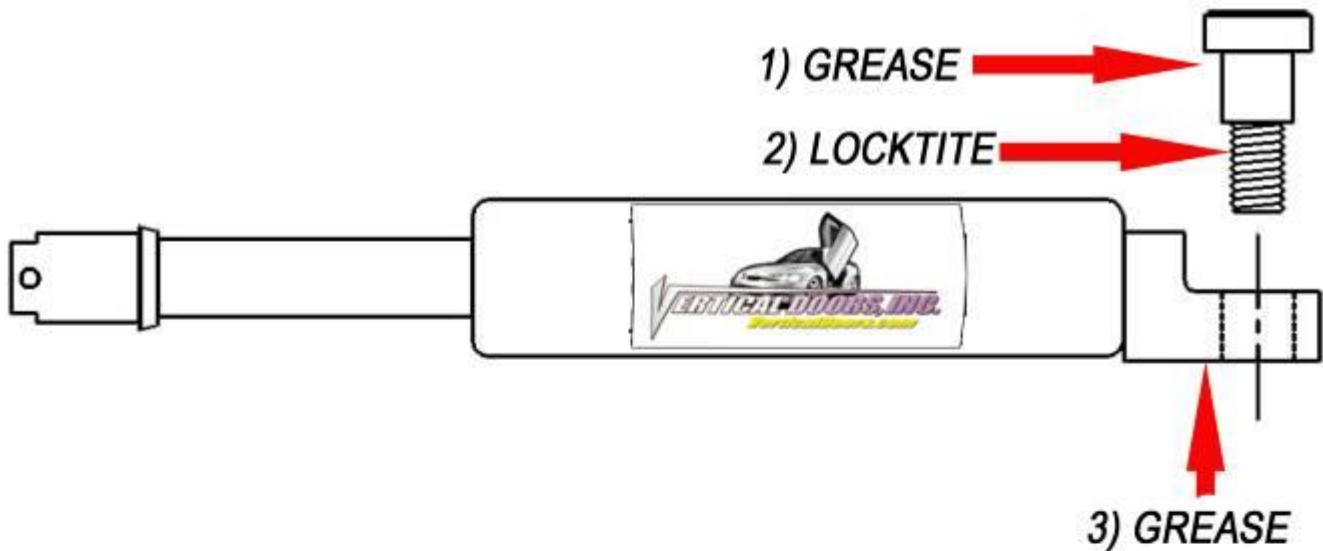
Now install the hinge on the body as shown on the right.

Note: surface must be completely flat before installing the New Vertical Doors hinge.



Make sure to install the door on the factory location using the marks and measurements taken before the door was removed.

Install the hinge on the door first and then on the body.
When installing the door on the body you will have to install one bolt on top and one bolt on the bottom closest to the front of the car once they are secure carefully open the door and install the remaining hinge body bolts.

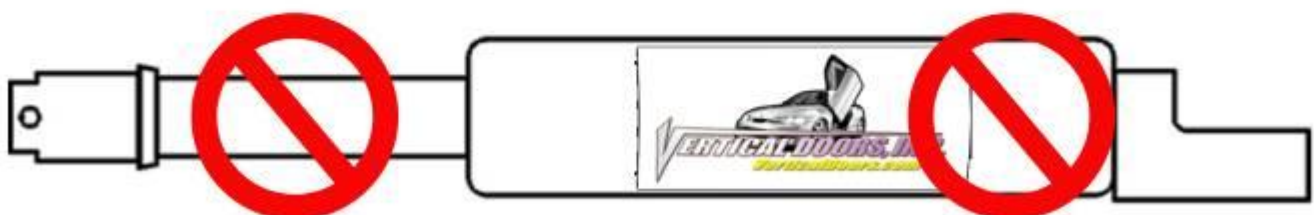


****IMPORTANT STEP: DO NOT SKIP THIS STEP. THIS STEP IS CRUCIAL IN YOUR INSTALLATION PROCESS, IF THIS STEP IS NOT COMPLETED WHEN INSTALLING THE VERTICAL DOOR KIT; ALL WARRANTIES ARE VOIDED, AND MAY CAUSE FUTURE PROBLEMS WITH YOUR VERTICAL DOOR SYSTEM.***

1ST, make sure you put grease on the body of shoulder bolt where the arrow is pointing.

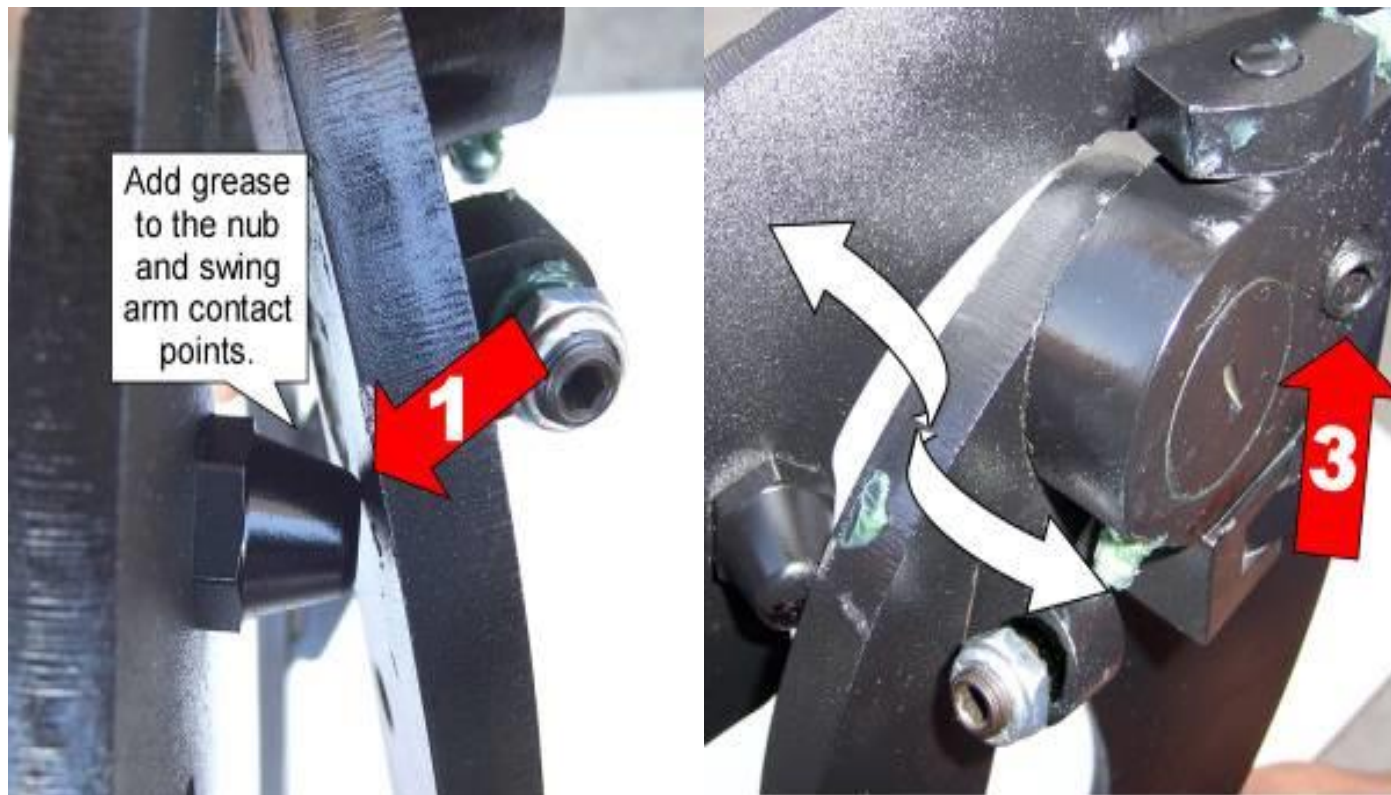
2ND, make sure you put red Locktite, where the arrow is pointing, on thread of shoulder bolt.

3RD, make sure you put grease on the bottom side of the shock end.

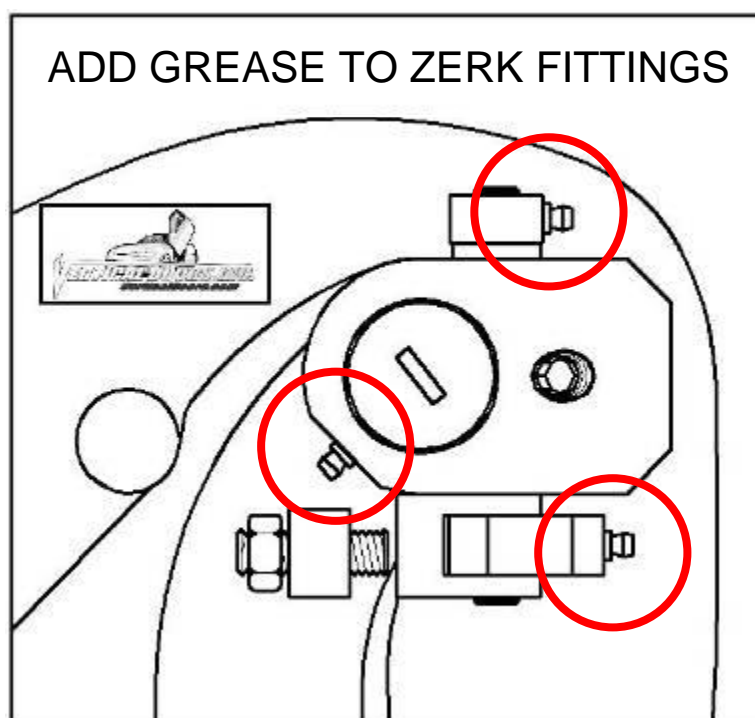


WARNING! THE USE OF ANY TYPE PLYERS, PAINT OR FOREING MATERIALS ON THE SHOCK'S BODY OR SHAFT WILL VOID THE WARRANTY.

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 Loctite.

You will need to modify the top fender trim as shown. Make sure to NOT to cut the mounting hole.



Remove the hood trim from the fender.



You will need to add a 45° angle grind at the tip of the fender guide.

