



***SIMPLY UPLIFTING™***

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## **CADILLAC CTS 2008-14**

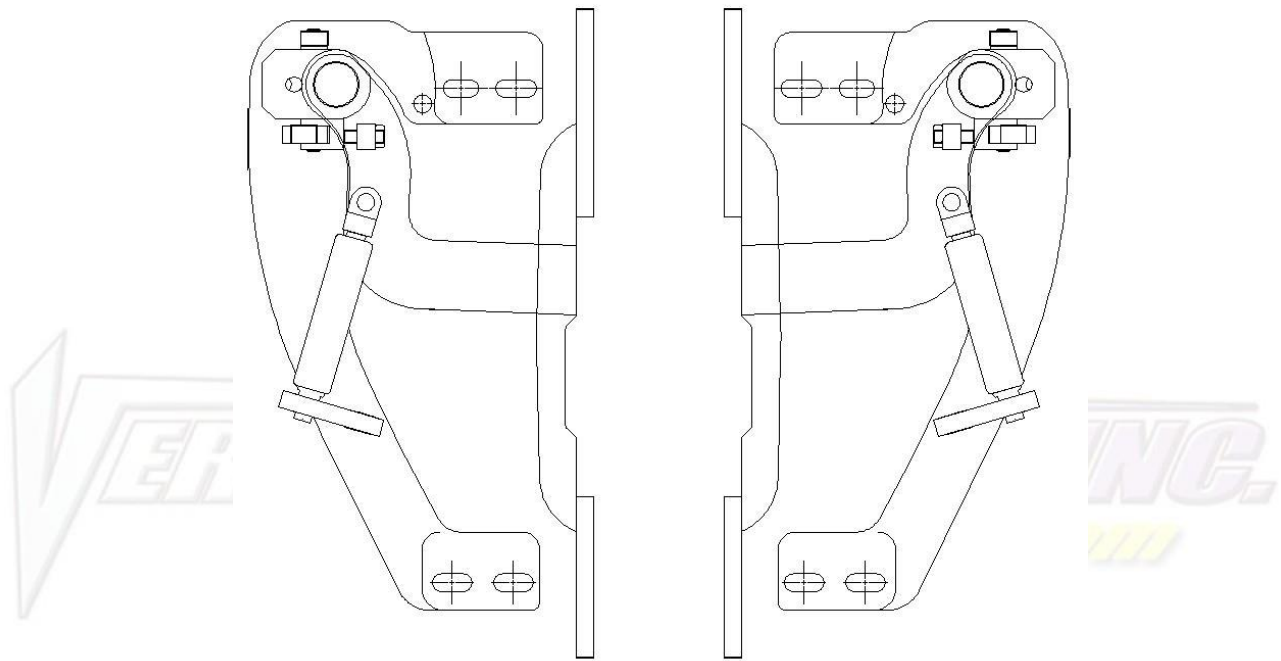
U.S. PATENTS

#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:**

➤ 8 M8-1.25X30MM BOLTS WITH WASHERS	➤ RIGHT AND LEFT HINGE ASSEMBLY
➤ 8 M8-1.25X40MM BOLTS WITH WASHERS	➤ 2 SHOULDER BOLTS
➤ 2 PINS	➤ 2 SHOCKS

**TOOLS REQUIRED FOR INSTALLATION:**

	➤ AIR RACHET, GRINDER AND CUTTER.
	➤ 10MM, 11MM, 13MM, 14MM, 15MM SOCKETS AND EXTENSIONS
	➤ FORK AND PHILLIP'S SCREW DRIVERS
	➤ SPACERS FOR THE DOOR GAP.
	➤ 3/16 ALLEN WRENCH
	➤ 1/4 TORX BIT
	➤ 9/16 WRENCH
	➤ LOCKTITE RED

**OTHER TOOLS MAY BE NEEDED DEPENDING ON YOUR VEHICLE.**



**(Note: The pictures on the manual are for reference only they may not match your vehicle.)**

1) Disconnect the battery.

2) Remove the door catch:  
Open door completely and remove the fasteners securing the door catch. Later on, we'll take the door panel off and remove the door catch.



3) Remove the fender:



Remove all fasteners on wheel well.

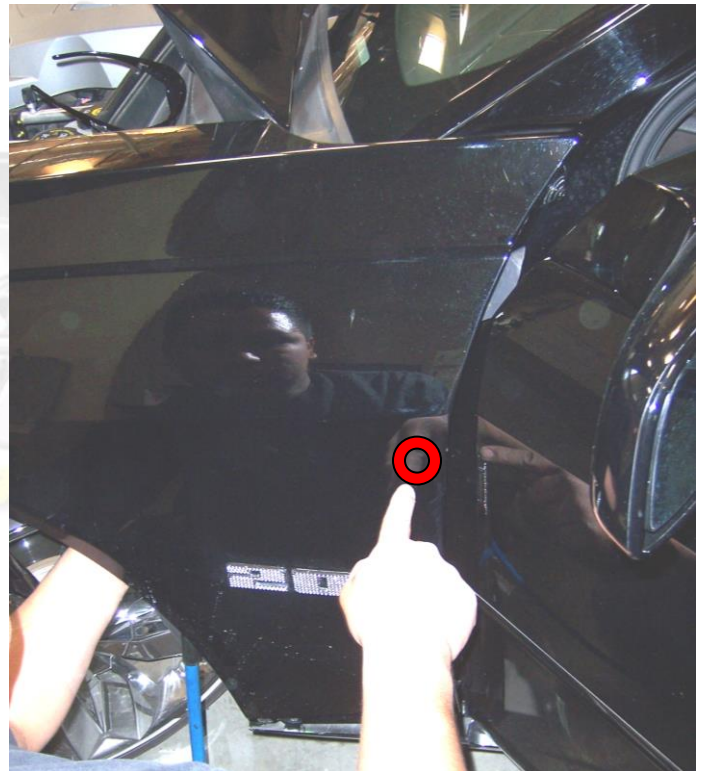
Remove the first (3) fasteners from the skirt to gain access to (2) 10mm bolts securing the fender to the body.



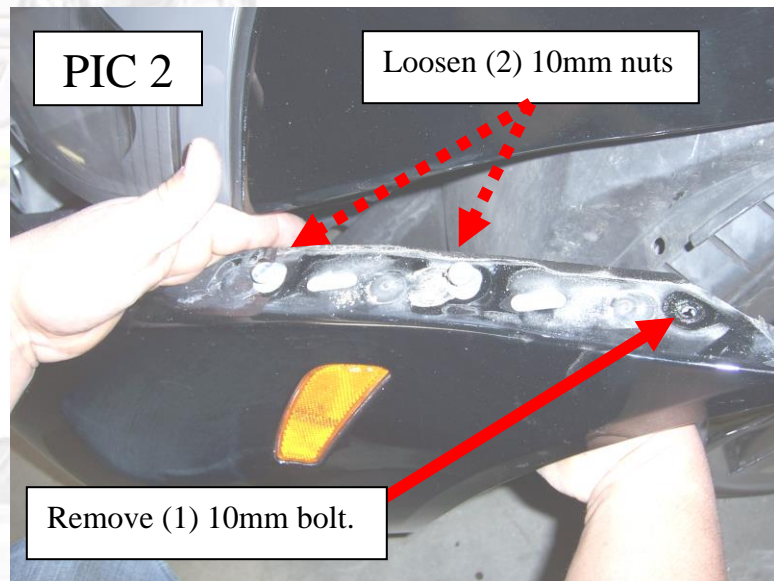
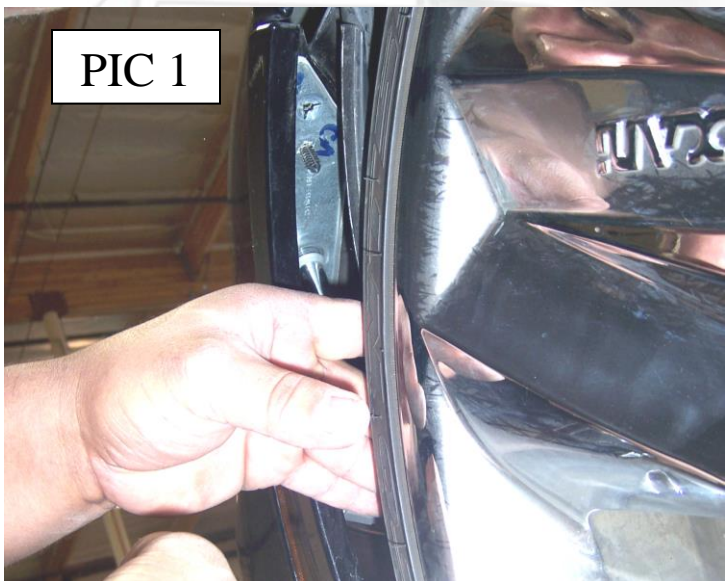
Open the door and remove (1) 10mm bolt from the top, between the door and the windshield pillar.



Once fasteners have been removed from the wheel well, use an extension on the ratchet to remove (1) 10mm bolts located by the factory hinges.



Pull on the wheel well (by front bumper), and remove (1) 10mm bolt and loosen (2) 10mm nuts; note you will need a long socket to loosen the nuts.

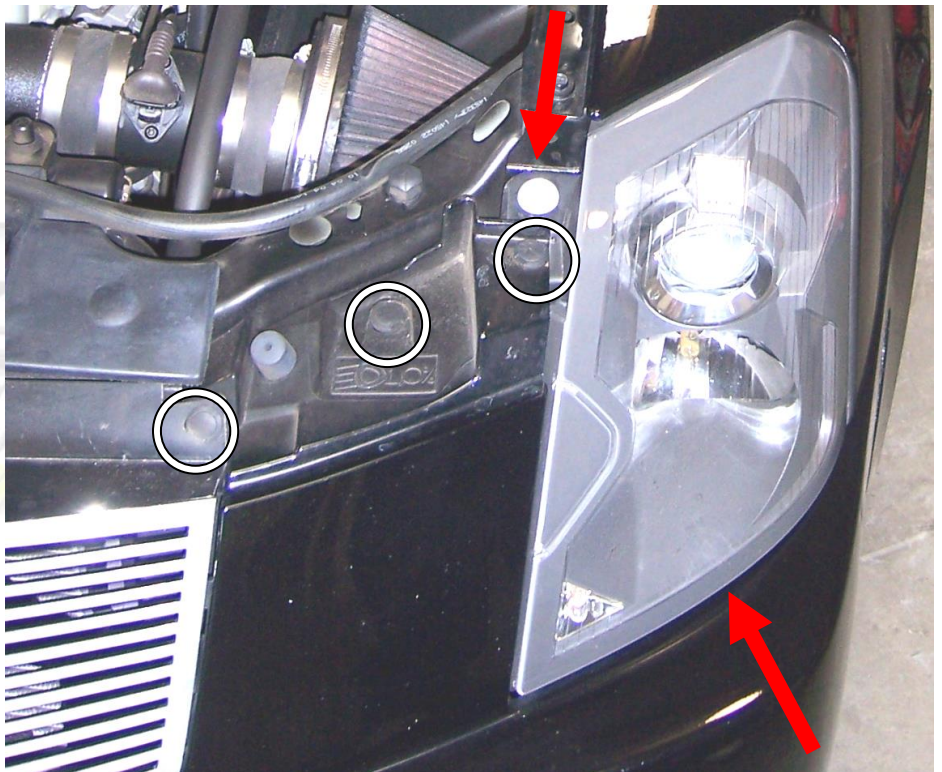


Pull on the bumper towards the front of the vehicle, then pull down to expose the 2, 10mm bolts that attach the fender to body and the one 10mm nut that attaches it to the headlight.

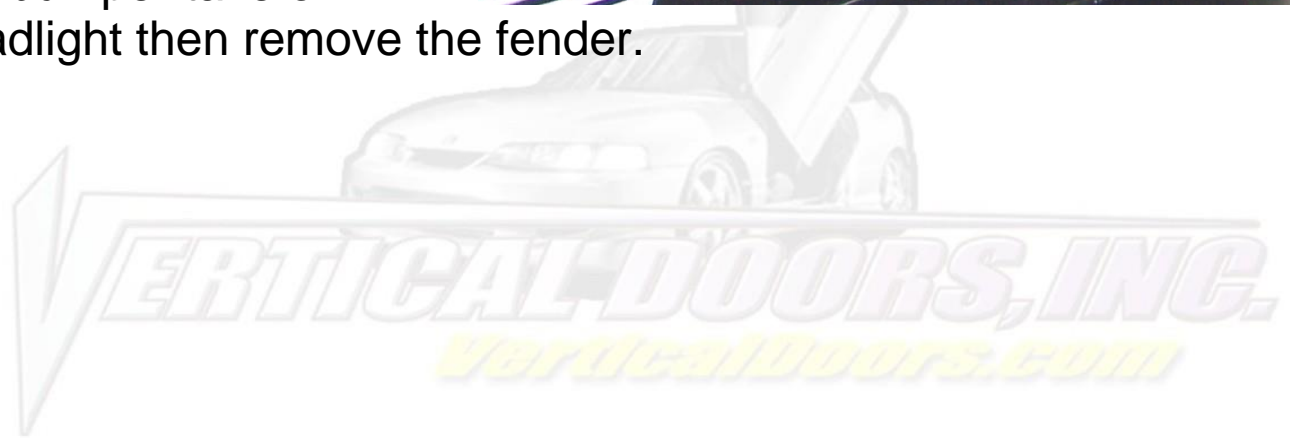




To remove the fender you will have to remove the bumper. To remove the bumper use the fork to take off (3) plastic clips (circles) and use a 10mm socket to remove (1) bolt (arrow) securing the headlight to fender.



After you have removed the bumper take off headlight then remove the fender.



**4) Remove door panel:** Remove the plastic covers and the fasteners securing the door panel.

Note: Use the fork to pry the control panel, and disconnect the wire harnesses.

Be careful when removing the panel disconnect the light at the bottom of the door.

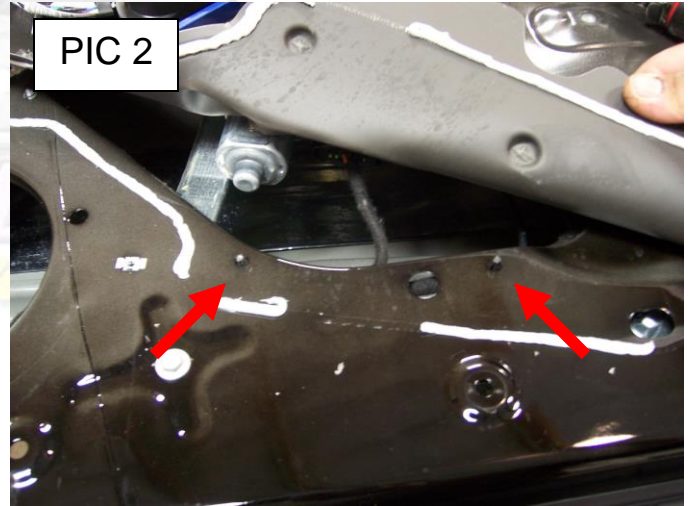
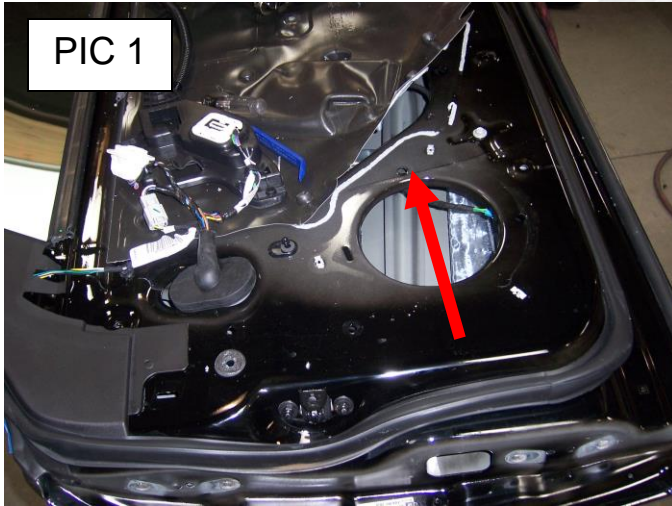
After removing the door panel you will be able to remove the door catch by removing the speaker.



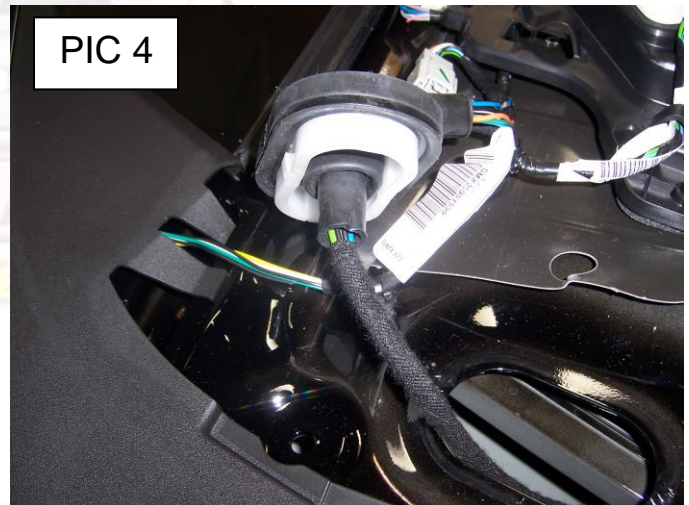
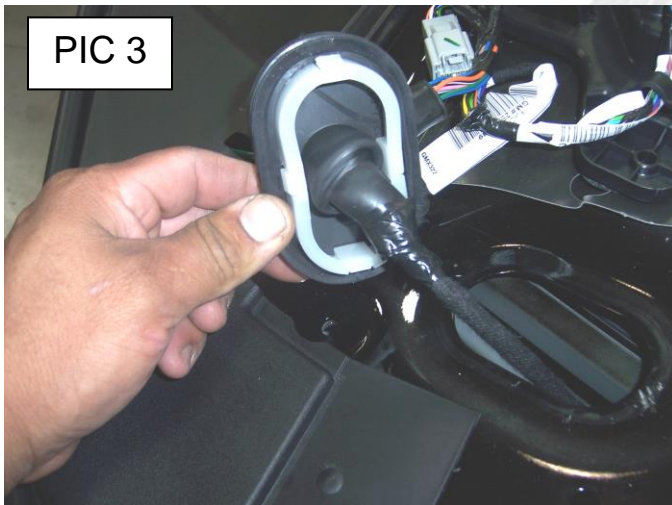


### 5) How to gain extra wire slack:

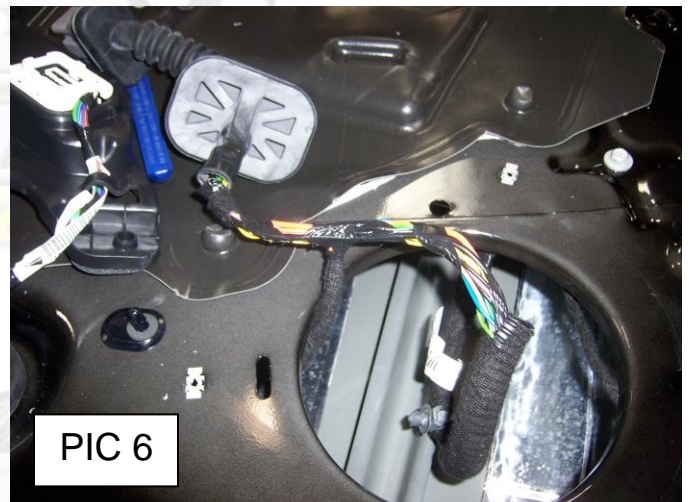
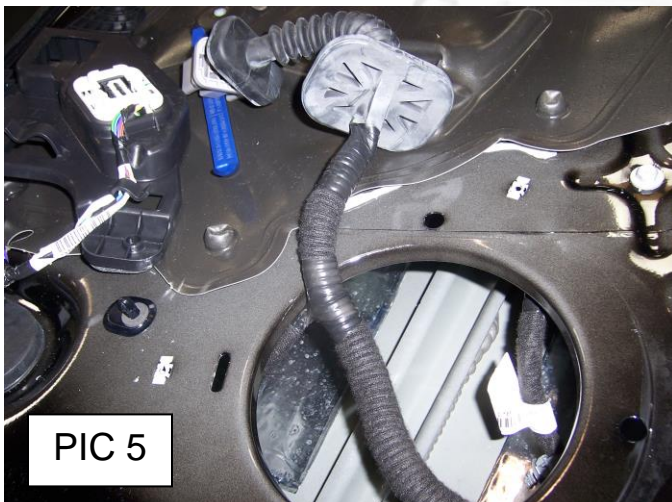
After removing the door panel remove the speaker and pull back the door cover as shown on (PIC 1) remove the two plastic clips as shown on (PIC 2)



After removing the clips pull on the wire hold down (PIC 3) and cut the factory electrical tape (PIC 4) to gain extra wire slack.



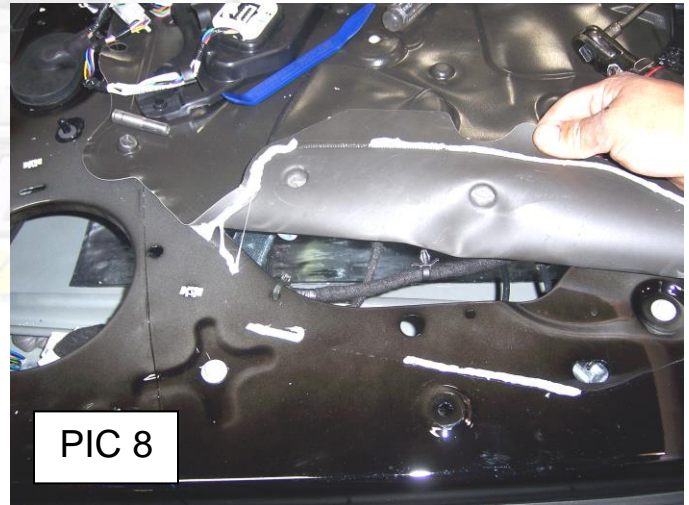
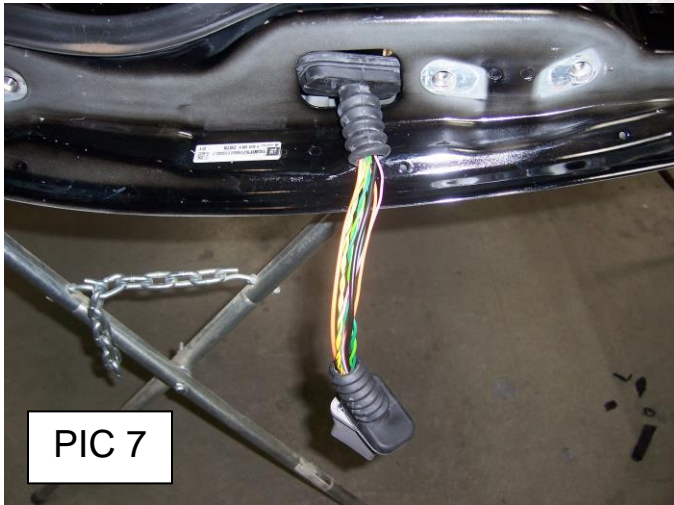
Pull the top wire harness that go to the door panel and strip the factory wire loom as shown on (PIC 6).



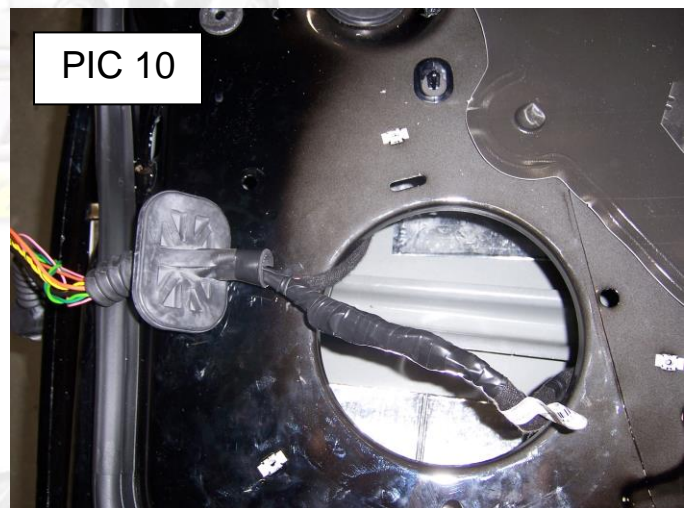


## 5) How to gain extra wire slack (cont.):

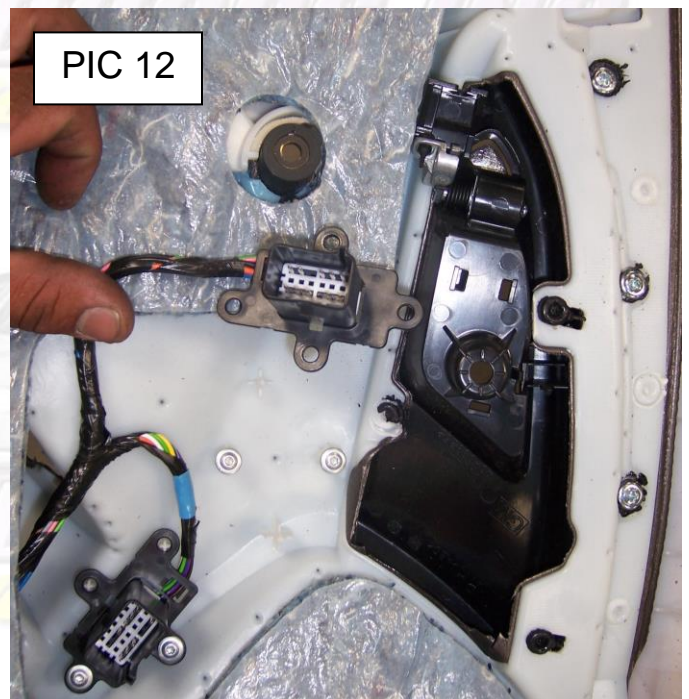
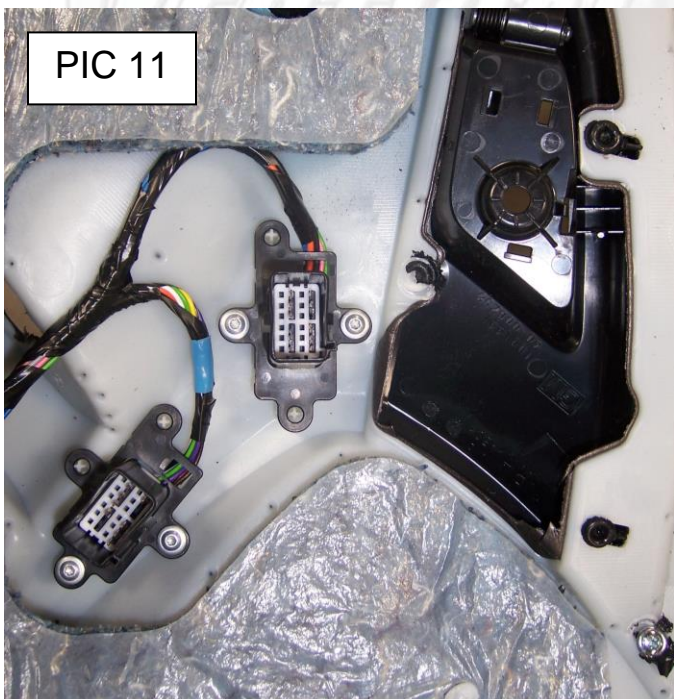
After gaining the desire wire slack (PIC 7) use a zip tie in place of the wire clips as shown on (PIC 8).



After gaining the extra wire slack you will notice that you have extra wires (PIC 9) use electrical tape to give it a clean look as shown (PIC 10).



You will have to remove the fasteners from the top wire harness (PIC 12) on the door panel since you move the location of the top wire harness on the door as shown.





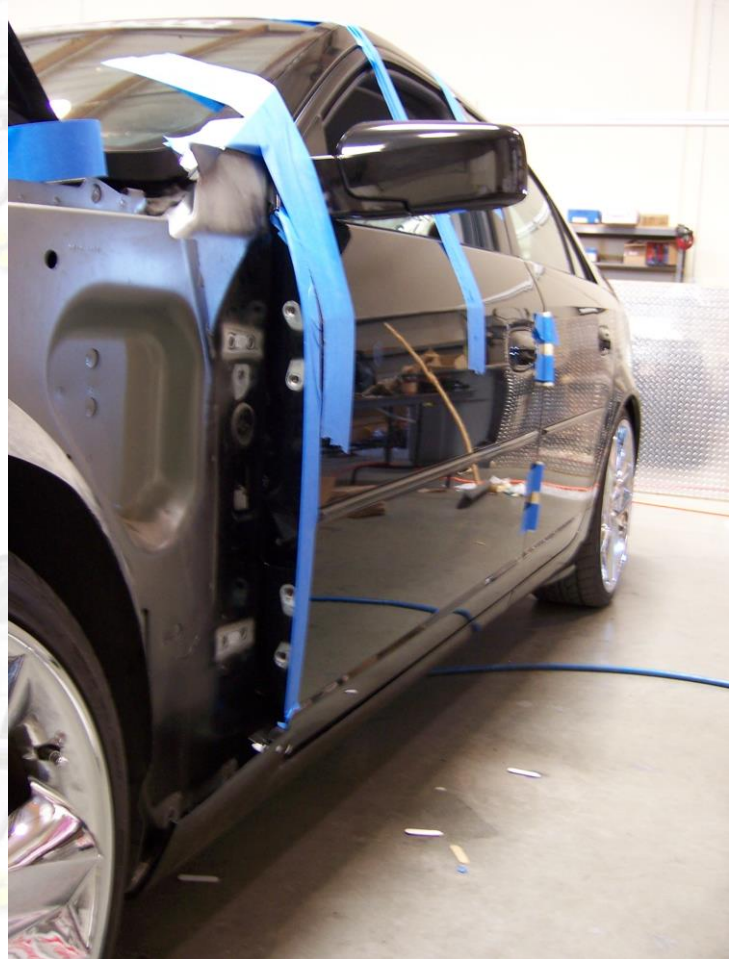
**5) How to gain extra wire slack (cont.):**

Now to reinstall the door panel, connect the loose wire harness first and then replace the door panel as normal.

**6) Preparation for factory hinge removal:**

Close the door and use painter's tape to secure the door to the body, in preparation for factory hinge removal.

***Use painters tape on the body and the door to make reference marks, this will help you to realign the door in case the door moves and you lose the factory door location. Marks need to be on the horizontal, vertical and how far way the front lip of the door is from the apron on the top and bottom.***



Use a 13mm wrench to remove the (4) bolts securing the factory hinges.

**Insert spacers after removing the factory hinges.**

*Hint\*(You can make your spacers out of paint sticks and about 8-10 turns of blue painters' tape)*

*Hint\* Use painter's tape to protect the edges of the fenders and the doors.*

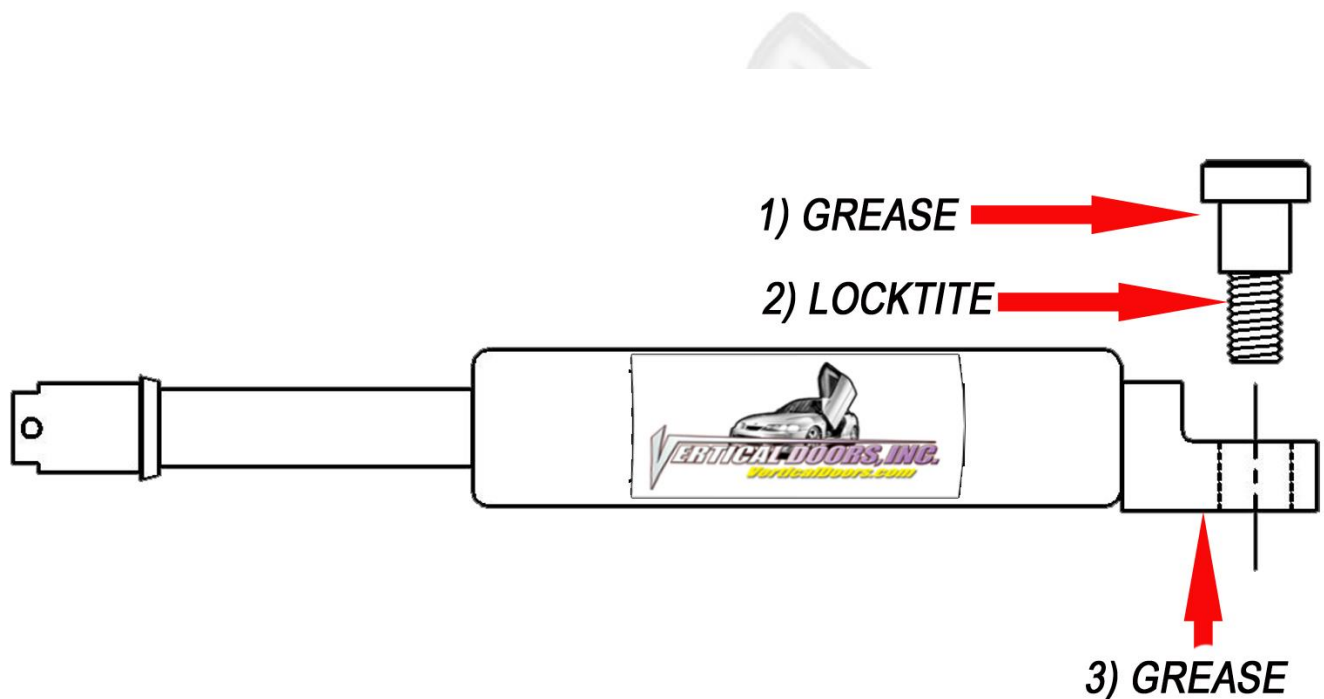
**7) Install your new Vertical Doors Inc. system:**

Make sure the new VDI system sits flat against the apron.

*Hint\* Tighten the bolts on the door first then the bolts on the apron.*





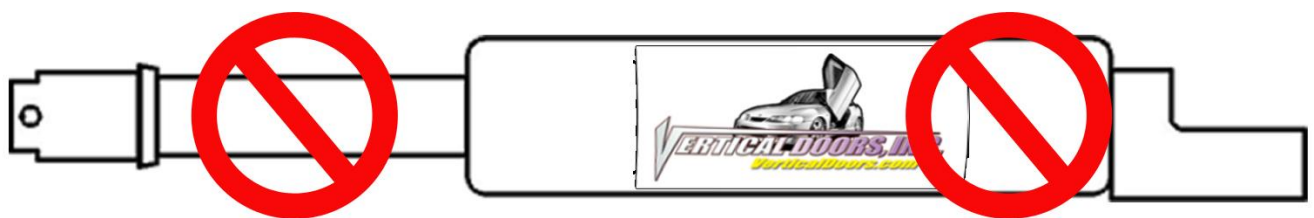


**\*IMPORTANT STEP: DO NOT SKIP THIS STEP. THIS STEP IS CRUCIAL IN YOUR INSTALLATION PROCESS, IF THIS STEP IS NOT COMPLETED WHEN INSTALLING THE VERTICAL DOOR KIT; ALL WARRANTIES ARE VOIDED, AND MAY CAUSE FUTURE PROBLEMS WITH YOUR VERTICAL DOOR SYSTEM.**

**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.**

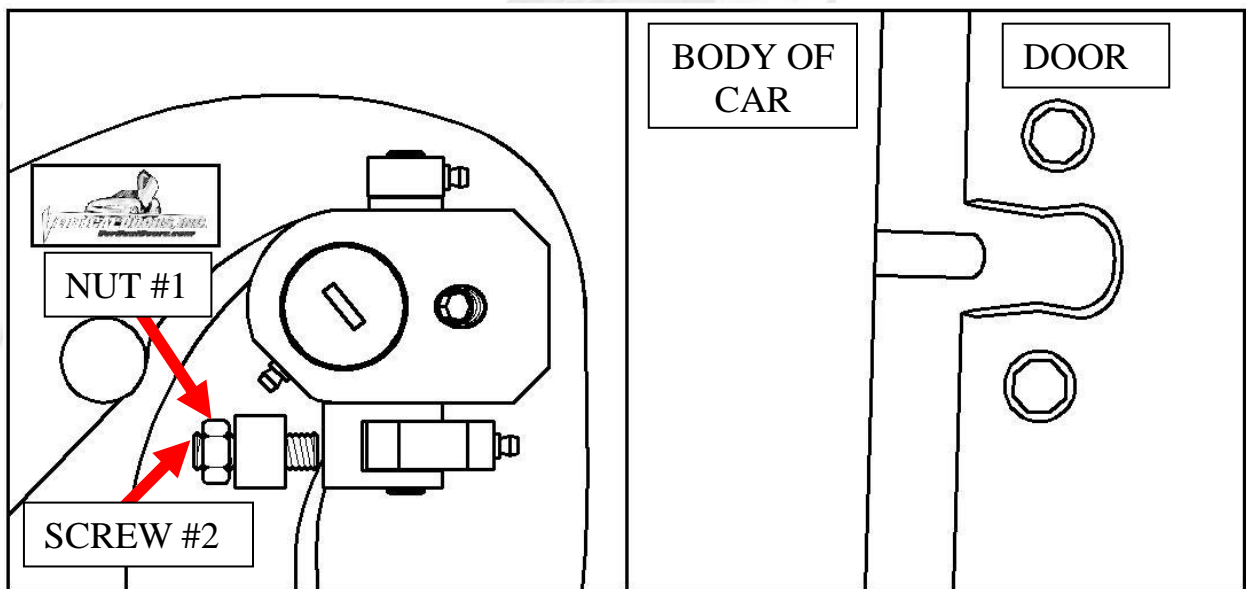


**WARNING! THE USE OF ANY TYPE PLYERS, PAINT OR FOREING MATERIALS ON THE SHOCK'S BODY OR SHAFT WILL VOID THE WARRANTY.**



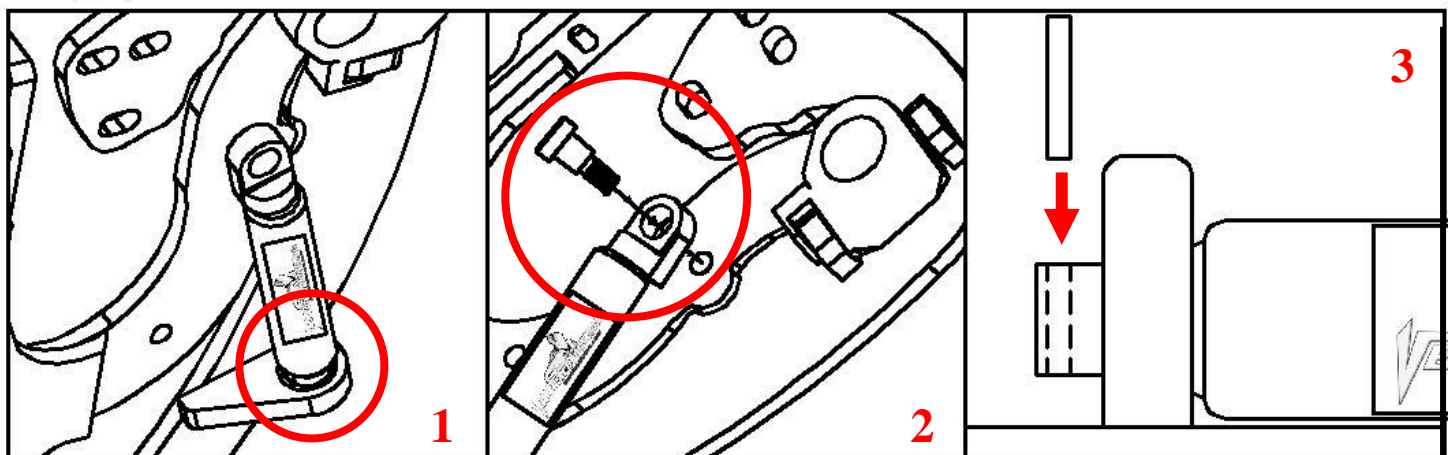


8) Once hinge is locked in place, break nut #1 then turn Allen set screw #2 on fig until it hits the block then open the door and continue to adjust until the door matches with the striker, open and close door making sure it closes like factory.



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

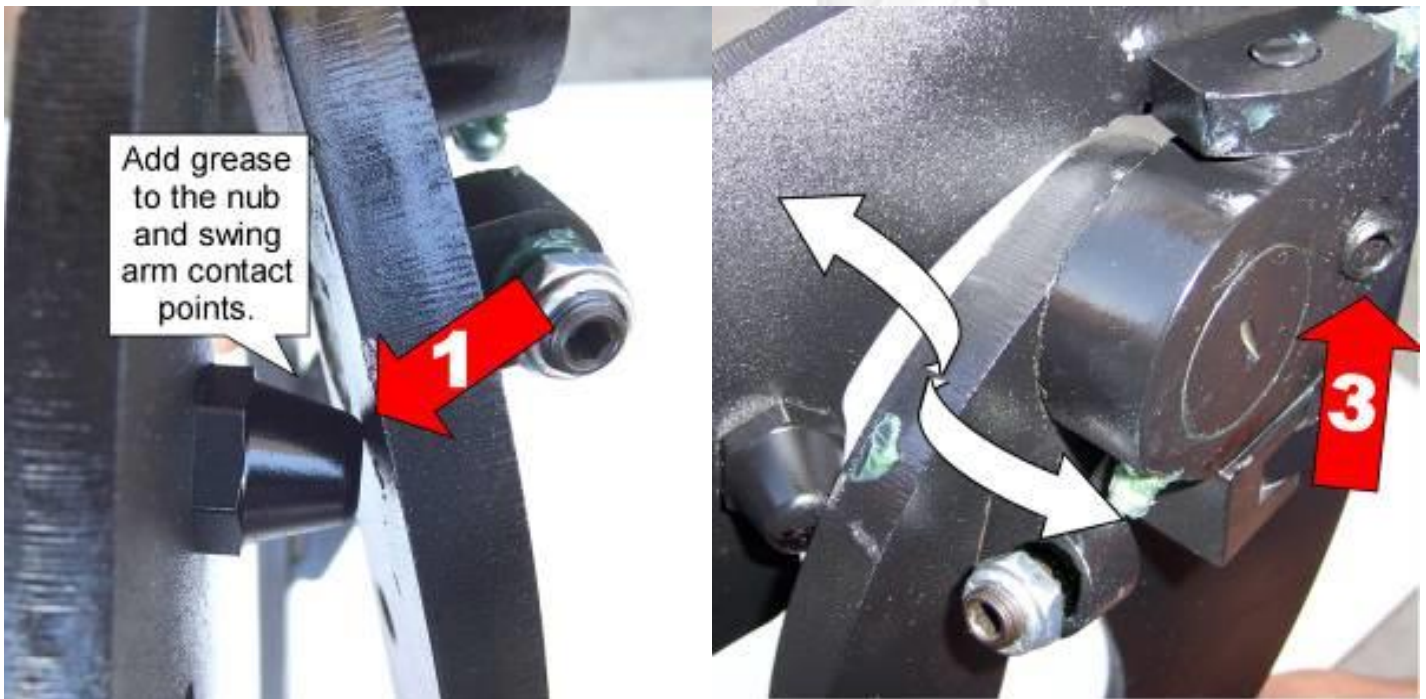
9) Install the shock.



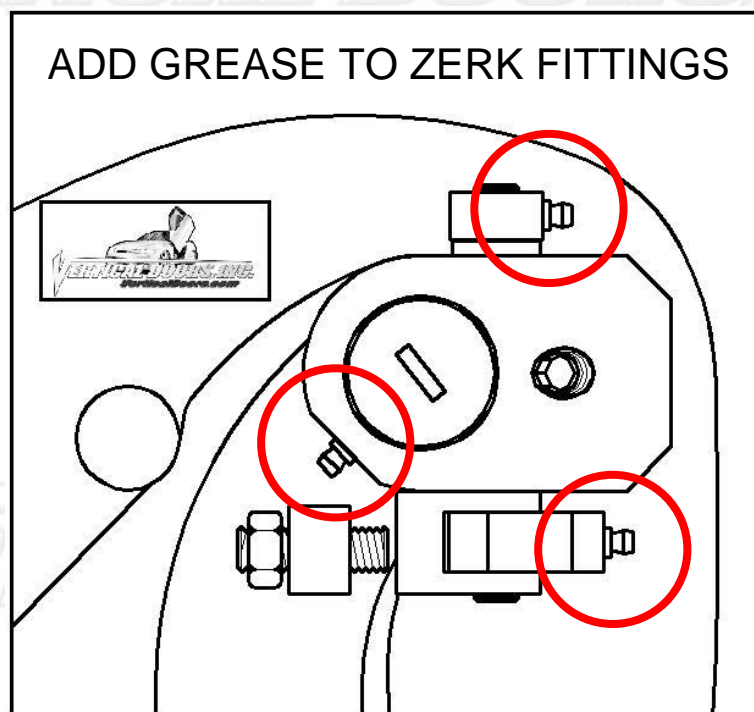
*Hint\** (You will need a helper to raise the door). (Slip the spherical rod mount into the spherical ball bearing (1). Using a 1/4 Allen wrench, tighten the screw into the swing arm (2). After the shock is installed secure it by installing the pin in the bottom shock end (3).



**10)** Adjust door opening set 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 Adjustment screw (#2) to realigned striker with door. After the door is align test door by opening and closing, lifting and lowering door several times.



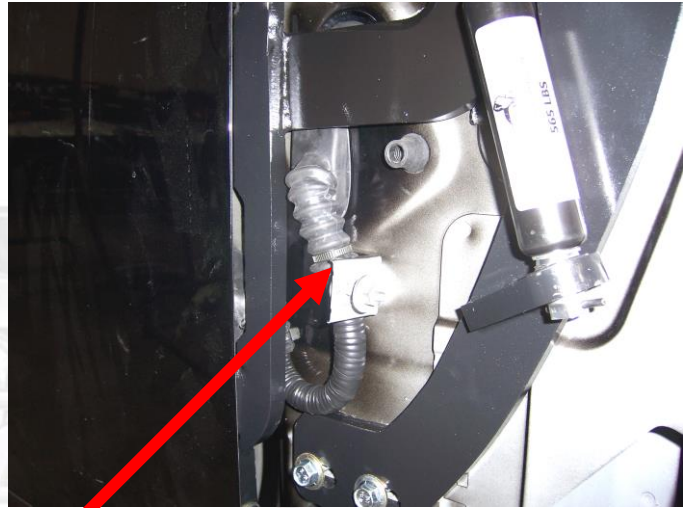
**Note:** Do not install fender until the adjustment of the door is accurate, and the set screw is tightly secure. Also make sure everything is tight, adjustment is set and everything is Locktite.



**11) Modify wire layout:**

After gaining the extra wire slack, you will need to cut the factory wire boot in half and add aftermarket wire loom to protect the exposed wires.

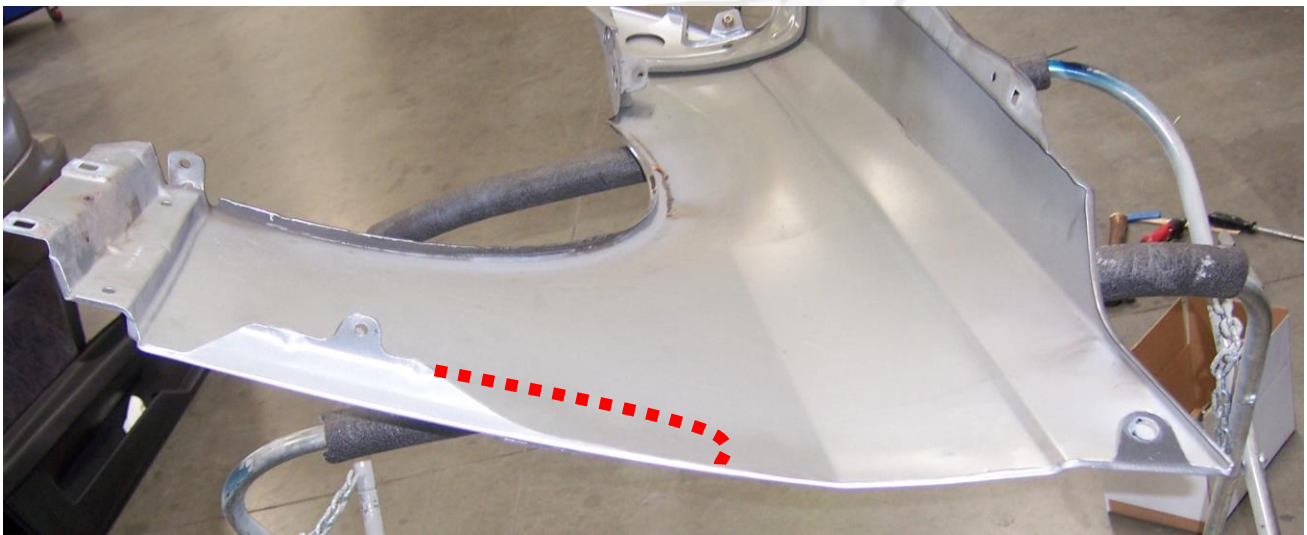
Your wires should look like the picture on the right.



**12) Modify fender:**

**Cut the fender from this point up.**

You will have to cut the inner lip of the fender, leave about a 1/8 thickness on the inside fender lip. Use a grinder to remove any sharp edges and black door trim to give it a finish look.



*NOTE: The idea of cutting the fender is to give the VDI kit room to move freely the cut out on your car may be different.*

**13) Close the door and Replace the fender, by reversing step 3. Hint\*(Make sure the electrical wires don't get pinched enough to damage wires)**

**14) Follow the same steps for the other side.**

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

