



GT FACTORY UNIVERSAL 180 DEGREE SUICIDE HINGE INSTALL INSTRUCTIONS

This is an advanced custom project only to be carried out only by a professional shop with skilled technicians who have years of experience fabricating custom automobiles. It is necessary for the end user and the installer to agree on the scope of installation in advance because the GT Factory 180 Degree Suicide system is a permanent modification.

1. Remove door panel, Wiring, Latch, door stop, rubber door seal, and rear seat in 4 door vehicles, and interior plastics surrounding the workspace metal.



2. Determine the position of the hinge assembly and housings considering the following:
 - A. The Distance of the interior surface of the door side box and the edge of the door must be equal to or less than 3.5 inches.
 - B. When the hinge is fully open you want the inner elbow of hinge's arm as close to the outer corner of the quarter panel door jam as possible.
3. Measure the boxes and mark your cut line on the car. It is easy to assume that the quarter panel box should be mounted perpendicular to the ground when viewed from the side, but don't make that mistake. If the boxes are mounted parallel to the ground (when

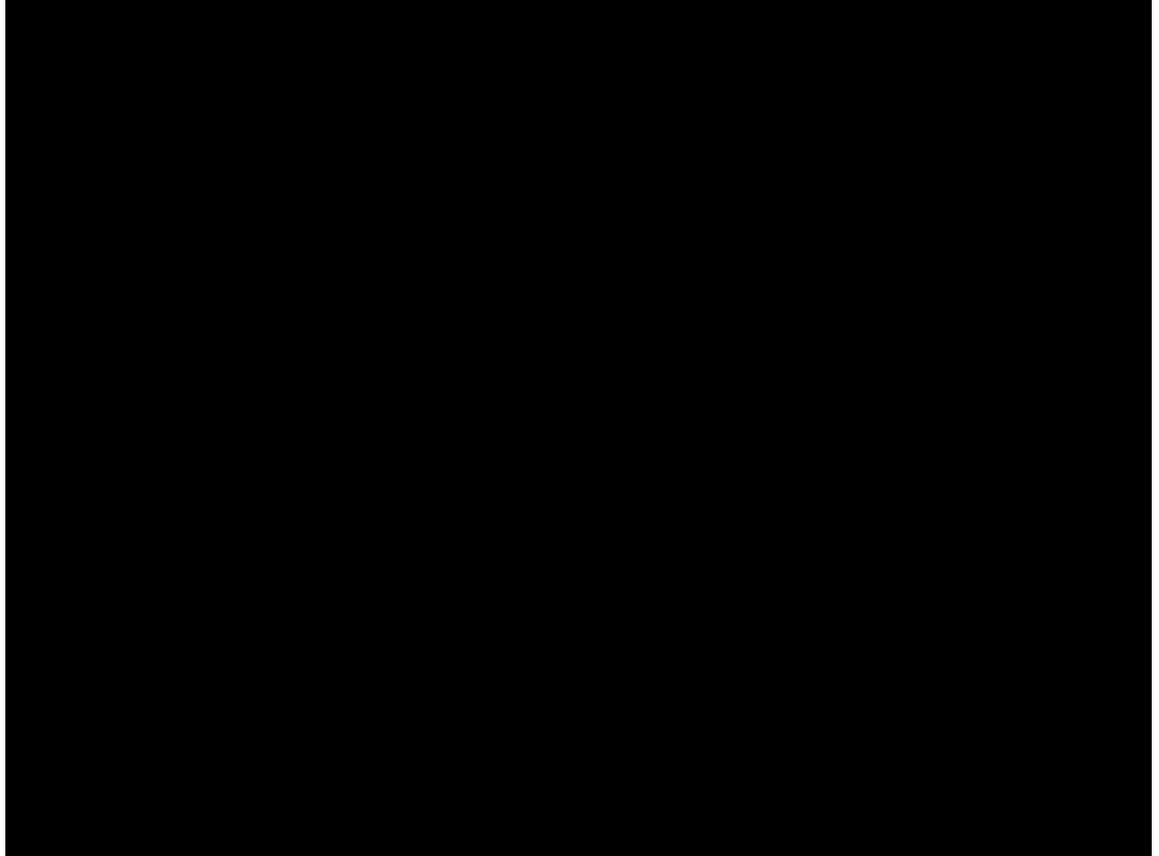
viewed from the side) the door will appear to sag down a few degrees towards the ground when it is opened all the way. To compensate for this sag, mount the quarter panel box slightly down towards the frontside of the car and slightly up towards the rear side of the car. This will make up for any sag in the system & the vehicle's sheet metal. The door's position when fully open should be horizontal or propped up slightly because both of those positions have superior aesthetics compared to a door that sags down when completely open. You can visualize how the mounting angle will play out when the door is fully opened by opening and closing the hinge system a few times. If the door hinge points slightly down towards the front of the car when the door comes around 180 degrees it will point slightly up minus a few degrees of sag. Further adjustments can be done with washers between the door side box and the hinge bracket.

4. Cut a hole in the quarter panel jam for the vehicle side hinge box. Weld in box. Bolt on hinge and test the motion.



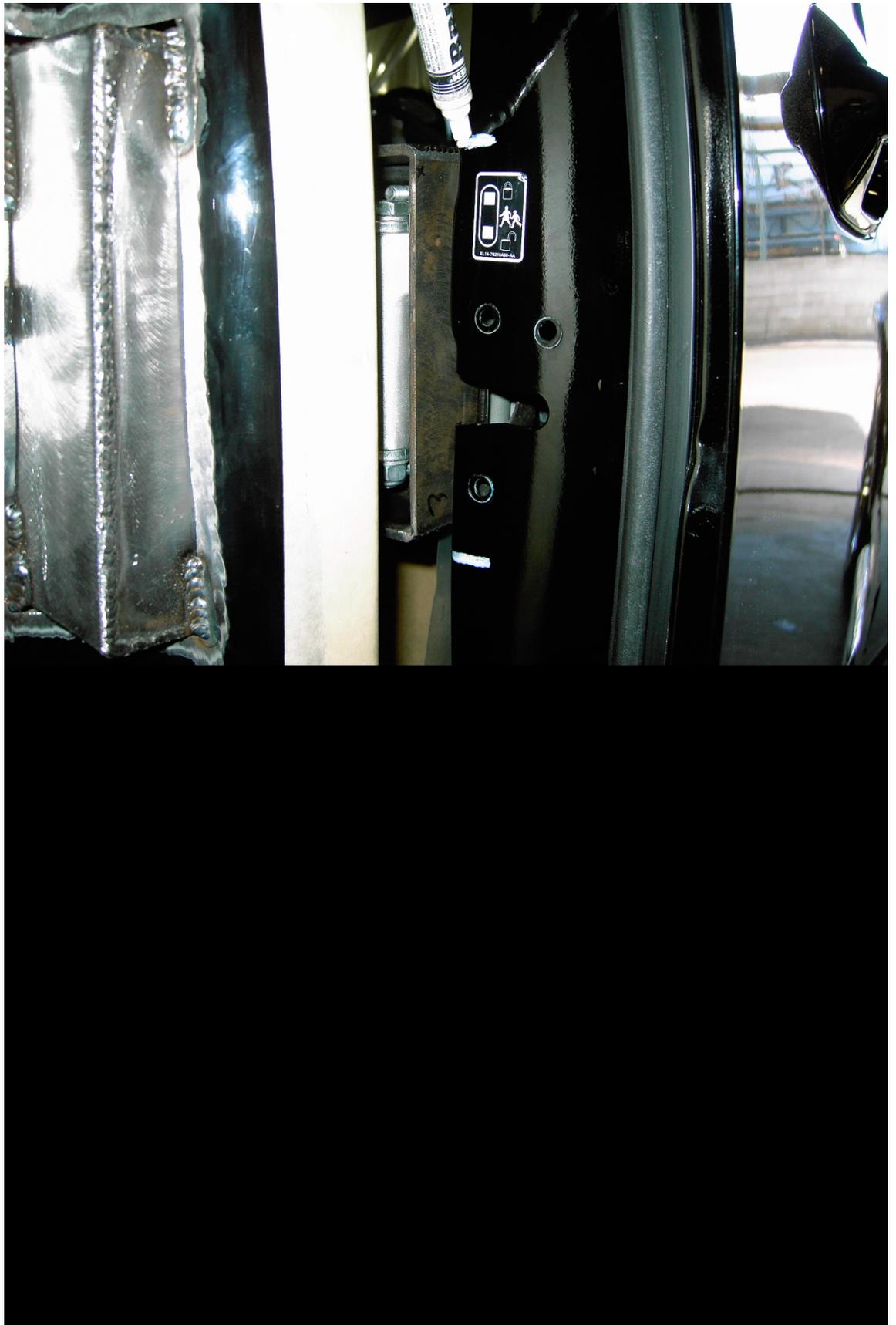






5. Connect the hinge and door box to the quarter panel box. Put the hinge in its closed position. With the door on its factory hinges, close it onto the hinge and mark where the door must be cut to accommodate the door side box. Cut the door.







6. With the complete hinge assembly still bolted together in the closed position shut the door so it aligns perfectly in the door jam. Weld the box to the door from inside the vehicle. When you have welded as much as you can from inside, unbolt the door box from the hinge and unbolt the factory door hinges. Remove the door and finish welding the box in the door. Reinforce the sheet metal around the door box and/or tie the door box into the crash beams which are the strongest & thickest structure in the door to

minimize sagging.



7. Test the motion of the door to take care of any interferences and alignment issues. Use shims or washers between the hinge and the boxes for fine tuning but make sure you have enough threads left to hold the hinge properly. You can also ovalize the box holes to achieve desired alignment.



8. Install latch(es) and striker(s) Along with any third party electronics.



9. Repeat above steps for the other side of the vehicle.
10. Grind and putty the welds on all boxes until everything looks clean. Undercoat and/or paint your workspace panels. Replace all interior components and the door seal.

