

Installation Instructions for Lambo Door Mechanism



1. Lift the hood and remove left and right shield of front wheel.



2. With the door open pull out the rubber hose connecting the door and the door frame, draw out and cut the wire (wrap the two ends of every cut wires with friction tape and record the given numbers. If the wires are long enough, it 's not necessary to cut.) and then remove the rubber hose of the wires.



3. With door closed remove the factory top door hinge.



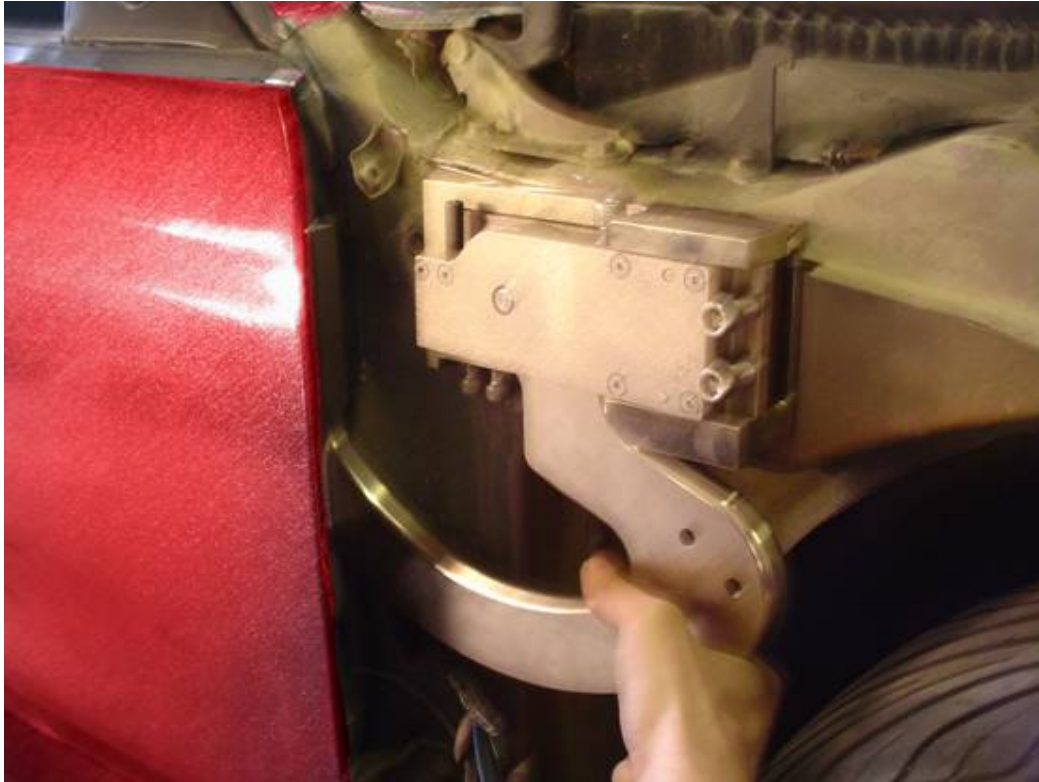
4. Test and draw the placement of the mechanism. Pay attention to the moving way of the swing arm and ensure the swing arm up to 90° not to touch the shield or fender. So the mechanism must be in a proper height, which can be tested by the shield.



5. A Grind the installation placement of the chassis or hammer any extrusions that may hinder the base plates from sitting flat. You may also grind and cut the base plate and door plate as needed.



B. After grinding the installation placement, test the proper distance with the shield and check and observe any places that may prevent the base plate and the swing arm from moving. In this situation you must draw a line around the base plate when it is in the proper, and then cut or hammer along the perimeter till not to hinder.



C. In cars with small spaces between the chassis surface and the fender there will not be sufficient room to install. It can be solved as follows: with the position of the base plate determined, draw a line around the base plate when it is in the proper position, and then cut along the perimeter to allow the base plate to slide below the surface.



6. Determine the holding position and space. Draw the position of the safety arch on the base plate and cut it. Cut a slot in the chassis to accommodate the arch, and if the base plate is below the chassis surface for your application make additional space for adjustment with a hex key.





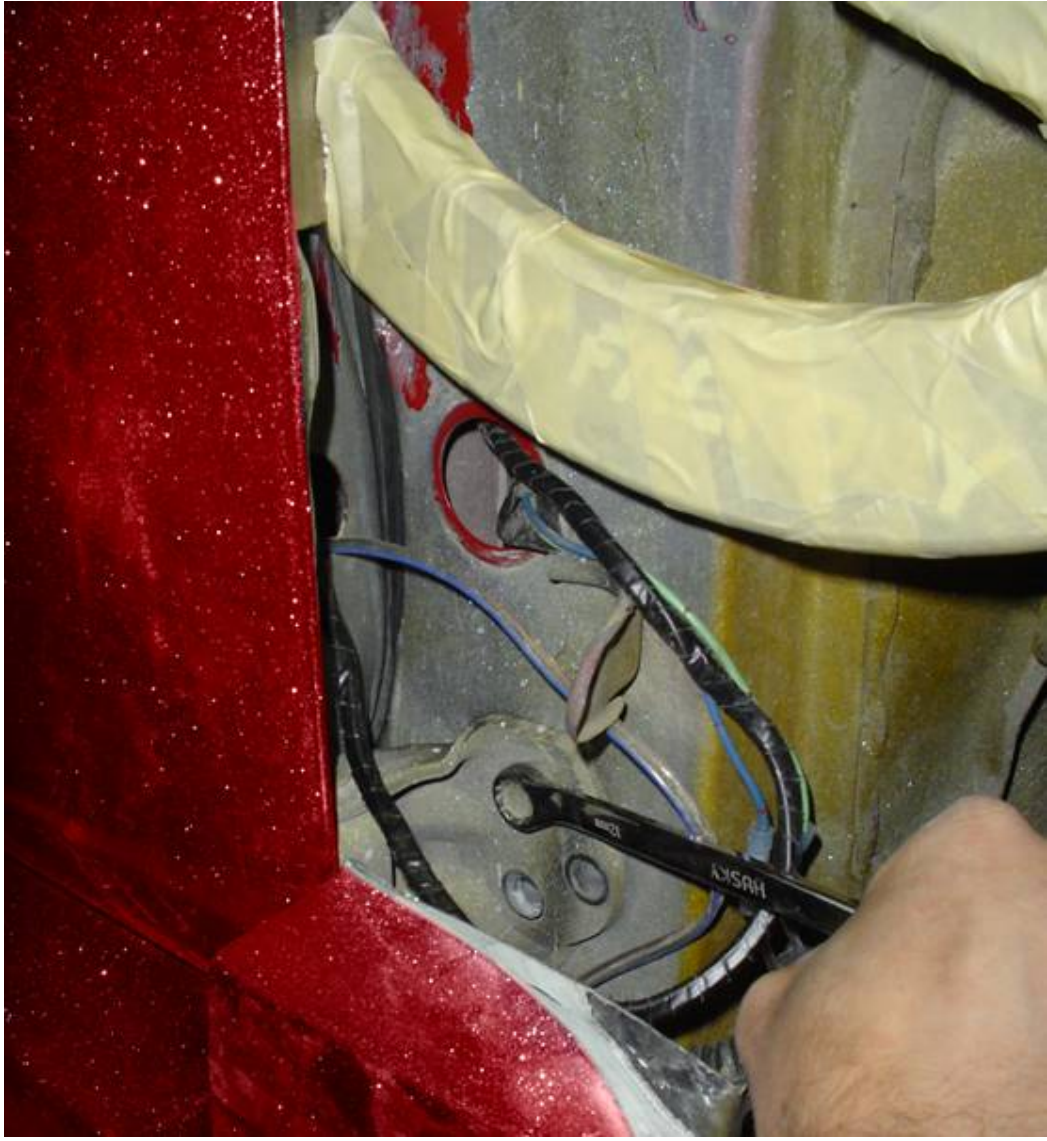
7. Next you should cover the base plate, door, and the rest parts of the door mechanism in welding deflection paper with the exception of the surface of the surface that will get welded for the surface protection.



8. When the door mechanism clings to the chassis, door plate, and moves smoothly and is proper in both horizontal and vertical direction after testing again, weld spots around the perimeter of the base plate and the door plate. When you feel the welds are sturdy enough, remove the down door hinge. You may observe and test whether the door is in the correct motion and position by swinging it out and up manually. Now you can make adjustments at the door outward motion screws, safety set screw and door height screws etc. on the door mechanism.









9. Determine and draw on the shield or fender the position space of the swing arm's motion and cut it. Test it again and cut the inner lip to provide clearance for the swing arm.



10. Once you are satisfied with the operation and placement like opening, closing, lifting and falling of the door and door mechanism, hammer the hinge center axis of the mechanism from top to bottom and then remove the door. Make a strong weld around the entire perimeter of the base plate and door plate. (Parts must be prevented from broiling of the high temperature while welding.)





11. Grind and scuff the welds surface and mask the undercoat paint and top coating to prevent rust.





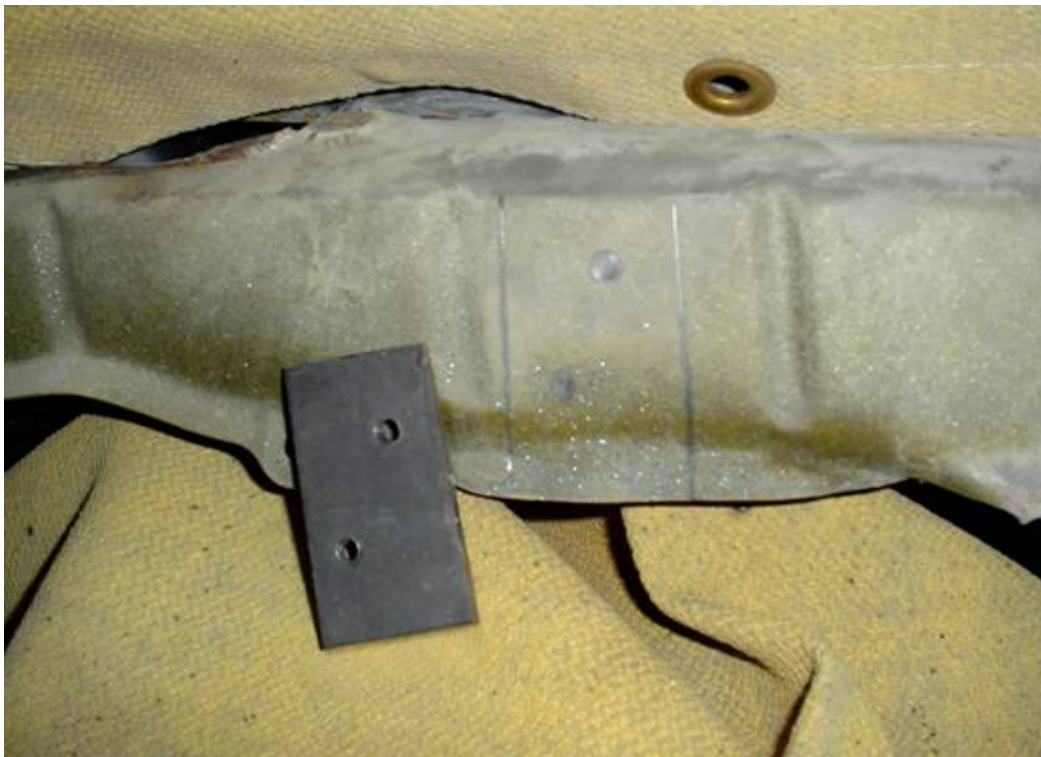
12. Lube the moving surfaces of the door mechanism with heavy waterproof grease and then close the door, align the hinge holes and interpose the center axis to the holes from top to bottom and then hammer it well and smoothly.



13. When the door is open up to the maximum angle, clear up the wires. Measure the wires and connect to the required length with other wires if it is not long enough. Remember to connect with the numbers while cutting and to mask the joints with the insulation tapes. With the wires plaited into cluster, fixed at the bottom of the swing arm with plastic and string.



14. Open the door and rotate it to the highest point, screw two ball joints into the swing arm and gas spring connecting plot respectively with gas spring screws and then determine and mark the spot where the ball joint will get mounted on the chassis.



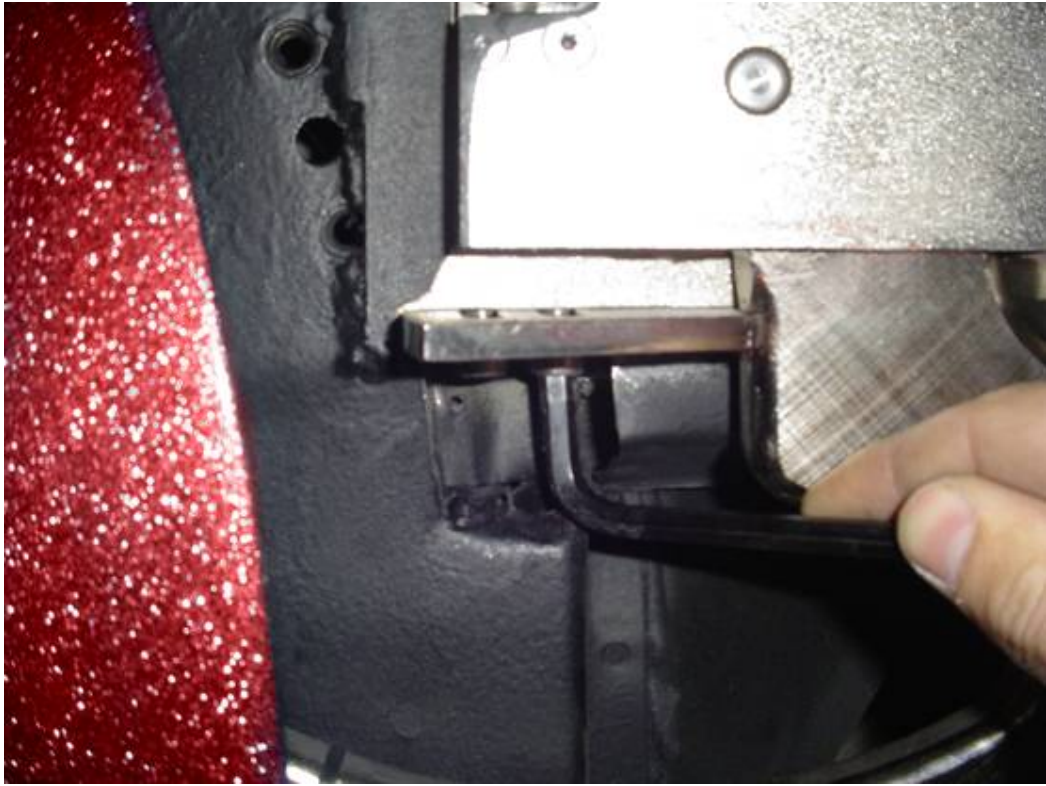
15. Put the door down for now and disconnect the gas spring ball screw from the gas spring connecting plot and then hammer or grind the fixed position of the connecting plot and weld it well on the fixed place. Paint for dust prevention.



16. Open the door to the highest point and screw the gas spring ball points into the connecting plot and lock the ball points on the swing arm tightly at the same time. And test the doors motion. The swing arm should be parallel and not interferes with the gas spring or other parts when the door moves up and down.



17. With the door closed, test the door's horizontal motion until the door is aligned with the latch and closes perfectly. Adjust the safety arch until the door mechanism no longer interferes with the shield or fender when the door out all the way horizontally. Then set the horizontal motion screws to correspond with the angle that the safety arch rubs the inside of the lifting arm when up. The closer you make these two adjustments, the more sturdy the door will feel going up and resting in the vertical position. Set the vertical height limiter adjustment as high as you wish provided that the door does not hit the shield or other parts.



18. If the door panel and/or door metal hits the shield or comes too close to the shield on the way up it must be cut. If the door panel must be cut first mark a line that will allow clearance. Then peel back the upholstery, make the cut and wrap the upholstery over the new edge with spray adhesive.







19 .Test it again until no any hinder and satisfied with everything; seal the screw adhesive to all the screw points.

20. Mount the shield, fender etc. and put down the hood. And you are done!

