

INSTALLATION INSTRUCTIONS

Models: 7005 & 7005TK Dodge Ram 1500 ('94-01) Ram 2500 & 3500 ('94-02)

With Manual Stock Mirrors Only.

Do not attempt to manually extend or retract the mirrors. They should be moved under their motor power only!

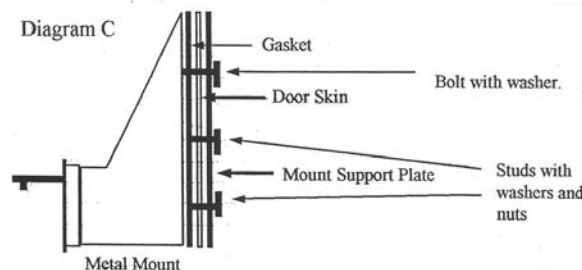
Tools required for the installation are: 10mm deep socket, a 10mm open end wrench, trim panel remover, Philips screwdriver, razor knife, and torque inch pound wrench. For model 7005TK, a volt meter will be necessary. If you have any questions after reading this installation manual, please call our service department at (800) 337-2557.

REMOVAL OF EXISTING MIRROR:

1. Have both windows in the down position. Remove the trim panel on both doors, start by removing two philips screws. One is located in the hand hold and the other is in the corner in front of the window. (note - there are two trim panel clips below the window).
2. Remove the foam insulation covering the stock mirror mounting nuts.
3. Support the stock mirror while removing the 3 mirror mount nuts and then remove the stock mirrors.

MOUNTING POWER VISION MIRRORS:

1. Place the provided foam gaskets against the body mount. Punch out the holes stamped in the gasket to run the bolts and wiring through. The gasket should be evenly spaced on the mount. There must be adequate foam around the front and bottom edges to prevent the mount from making direct contact with the painted door.
2. While supporting the mirror, align the body mount and foam gasket with the mirror lines on the vehicle door. There will be a hole in the mirror mount area on the vehicle door to run the mirror wire through.
3. A mount support plate for the left and right side is provided (note: each support plate is marked with a "L" and "R"), position of mount is shown on diagram B, page 4. While holding the mirror assembly up to the mirror mounting area on the door, insert the studs and bolt. Using a 10mm socket, the bolt with the washers provided, goes into the top position - through the mount plate and into the mirror mount. In addition, two studs, two nuts and washers will be used for each door .



To assemble the mount assembly, first line up the mount, the gasket and the mount support plate, then insert the studs and bolt with washers.

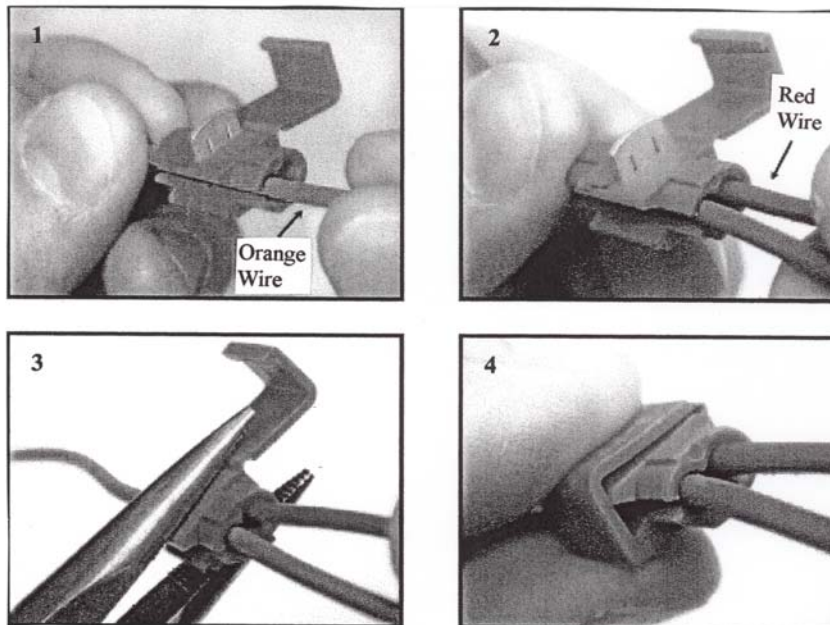
4. Make sure that the body mount and foam gasket are properly aligned before tightening down the bolts. After all the bolts are seated in the mount, a torque of 70 inch pounds is recommended for the securing the bolts.

WIRING

YOU MUST HAVE STOCK MANUAL MIRRORS TO FOLLOW THE BELOW WIRING INSTRUCTION...IF YOU DO NOT HAVE MANUAL MIRRORS THE WRONG SET HAS BEEN ORDERED. THE INSTRUCTION TO INSTALL THE GLASS TILT SWITCH ARE ENCLOSED WITH THE SWITCH ITSELF.

TURN SIGNAL WIRING: *If you ordered a kit without the turn signal (TK) option, skip to the “mirror wiring” section below. We recommend removing the air bag fuse during installation.*

1. Run the two strand grey wire that is coming off the driver side mirror from inside the door, through the boot connecting to the cab, and into the cab to under the dash by the steering column. (Hint: if you have trouble running the wire into the cab, see step 2 of “mirror wiring” on page 3).
2. Turn on your left (driver’s side) blinker. Probe the wires coming from the steering column, identify which wire is the active left blinker wire (recommend trying the light green wire).
3. Using one of the scotchloks provided, connect the red wire inside the two-strand harness that you brought in from the driver’s side mirror to the active blinker wire identified in step 2. (*Note-the orange wire labeled in the picture is used for illustration purposes only and does not mean that orange will be your active color for turn signals*).



4. Repeat steps 1 through 3 for the passenger side identifying the right side active turn signal wire (recommend trying the light brown wire) and tapping the passenger mirror into it using a scotchlok. Small tie straps have been provided for your use in keeping the grey two-strand wire held neatly under the dash.

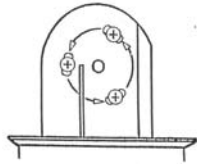
5. Take the black wire from inside the driver side two-strand harness that you have run into the cab and the black wire from the passenger side and crimp them together in the ring terminal provided. The turn signal system can then be grounded under the dash.
6. Test the turn signal system by turning on your turn signals and checking to see that the turn signal indicators in the mirror glass light up. If they do not, re-check to see that you have scotchlocked into the correct wires.

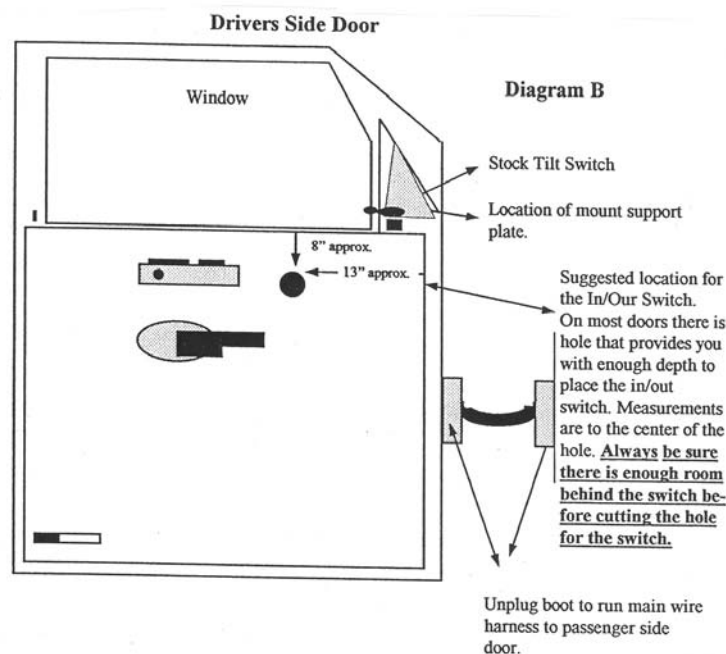
MIRROR WIRING:

1. Using the measurements provided at the end of these instructions, cut a hole for the in/out switch. **(DO NOT POSITION THE IN/OUT SWITCH DIRECTLY BELOW THE LOCATION FOR THE STOCK TILT SWITCH, AS THERE IS NOT ENOUGH ROOM WITH THE SUPPORT BACKING PLATE)** We recommend placing the in/out switch on the driver's door trim panel (see diagram B, page 4). It is important to follow the measurements of diagram E, page 5. If hole is cut too small it will cause the in/out switch to stick in a running position and burn the motors out. The in/out switch will be snapped into place later in the installation.
2. In the kick panel area, you will see an opening that leads from the vehicle in the rubber boot connecting the door to the vehicle, and into the inside of the door. Run a fish wire from the inside of the door, through the boot (it will be necessary to pop off both ends of the boot), and out the opening inside the vehicle. When complete the ends of the boot can be put back into their original positions.
3. The main wiring harness has red and black wires attached. Remove the rubber band to uncoil the harness. Tape the ends of the red and black wires to the main harness so that they will stay together as they are pulled from the inside of the door into the vehicle. One end of the main harness has a 12 pin (large, white) connector and a 6 pin (small, white) connector...the only other end has only a 6 pin connector. The end that has only a 6 pin connector must be fed from the inside of the driver's door, through the boot, and into the inside of the vehicle. To fish the main harness through the boots between the door and cab, it will be necessary to unplug the door boots first. On the cab side of the boot there will be 2 white connector boxes, unplug these connectors to fish the main harness through. Once in the cab, the main harness is then run across the cab (under the dash) and into the passenger side door using a fish wire. You may choose to tie strap the main wiring harness to hardware under the dash for support after the mirror is wired on the passenger side.
4. Snap the 6 pin (small, white) connector from the main wiring harness into the 6 pin connector that comes from the Power Vision mirror in the door. Repeat this process on the passenger's door.
5. Snap the in/out switch into the hole in the driver's door trim panel that was cut earlier. Snap the 12 pin (large, white) connector on the main wiring harness onto the 12 pin connector coming from the in/out switch.

6. The red wire attached to the main harness is to be run to an accessory terminal (which is powered only when the ignition is on) or a 12 volt power supply. The black wire must be well grounded. Note that there is an in-line fuse holder in the red wire, under no circumstances should this be by-passed on the system. The fuse in the holder is a 3 amp fuse which is in place to protect the electrical system of the vehicle and Power Vision mirrors.
7. Before putting the drivers and passenger trim panels back into place, it is recommended that the mirrors be run in and out and the 4 way tilt of the mirrors checked with the vehicle running to ensure that all the connections were made and the in/out switch was installed right side up).

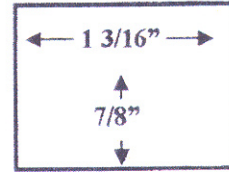
ADJUSTMENTS & MAINTENANCE

1. Mirror assembly can be swept closer or further from the vehicle door. This is accomplished by sliding the black rubber boot off of the mount to reveal the inner side of the mount. Three screws going into oval slots will be visible (see diagram). **WHILE SUPPORTING THE MIRROR ASSEMBLY**, loosen the three screws, you will feel notches as you slowly move the mirror assembly (in most cases move the mirror assembly on the passenger side all the way in towards the door). After adjusting the mirror to your satisfaction carefully tighten the screws back down. The torque for the three screws is 25 inch pounds. The rubber boot can then be replaced.
 
2. No lubricant is necessary on any part of the mirror assembly.
3. For ease of break away, extend mirrors approximately two inches prior to folding them away to fit into tight spaces.



CORRECT HOLE SIZE FOR IN/OUT SWITCH

Note: You must cut the hole to a maximum size of 1 3/16" x 7/8". There must be at least 1 1/2" depth for the switch.



Caution! Cutting the hole too small and forcing the switch into the undersized hole could cause the in/out switch to stick in an operational mode. This will cause the extension motors to have continuous power applied after they have reached their stop position either in or out. The result of this condition is motor failure due to overheating.

An improper installation of the in/out switch that results in motor failure or damage will void the product's warranty.

DODGE WIRING '94 TO CURRENT

Second Connection Is Located Inside Extension Boot On Mirror

