

INSTALLATION INSTRUCTIONS

Model: 8010, 8010TK, 8030, 8030TK, 8040, 8040T, 8040TK
FORD '99 to current Super Duty F250, F350, F450, F550 and Excursion with stock power mirrors.

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

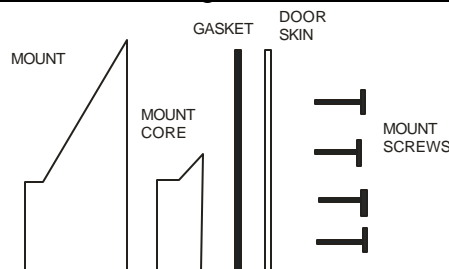
Tools required for the installation are: 7/16", 5 mm & 9/32" sockets, a small screwdriver, electrical tape and a sharp tool for cutting a hole for the in/out switch. For the TK models you will also need a volt meter. If you have any questions after reading this installation manual, please call our service department at (800) 337-2557.

REMOVAL OF EXISTING MIRROR:

1. Remove the trim panel on both doors (note - Ford doors do not have retaining clips located around the doors as other models have). To remove the door panels, start by removing the panel on each side window. Remove the plastic panel that holds the electric windows and door locks (to remove this panel pry up from the front or tip of the panel). After you have removed the plastic panel, unscrew the 9/32" screw seen in the back of the hole. Remove the plastic cover from the door light. Behind the plastic cover remove the 9/32" nut head (See diagram 1 on page 4). To remove the door panel, lift up and unplug the door light. The plastic panel that holds the switches for the door locks and window switches can be moved down through the hole that it rests on. To unplug the stock mirrors, remove the speakers on each door using a 5 mm socket (make sure that each window is in the down position before unplugging the electric window socket). The mirror connector is behind the speaker.
2. While supporting the mirror, use a 7/16 socket to remove the 4 nuts that hold the stock mirror in place. The 4 stock nuts will not be reused.
3. Remove the stock mirror.

MOUNTING POWER VISION MIRRORS:

1. With the hardware provided for Power Vision mirrors are eight mounting bolts (four for each side). The bolts included are specific for the Ford mounts in this install kit
2. While supporting the mirror, align the body mount with the mirror mount lines on the vehicle door. There will be a hole in the mirror mount area on the vehicle door to run the mirror wires through. Caution - extra care maybe necessary to properly align the mount to the door to avoid gaps that may occur. Make sure everything is properly aligned before tightening down the four mounting bolts. The four mounting bolts should be tightened evenly. Be careful not to over tighten the bolts to avoid damage to the mount and/or bolts.



3. Repeat this process for the passenger side mirror.

WIRING

YOU MUST HAVE STOCK POWER MIRRORS. IF YOU DO NOT, THE WRONG SET HAS BEEN ORDERED.

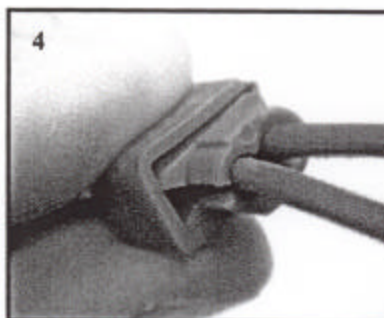
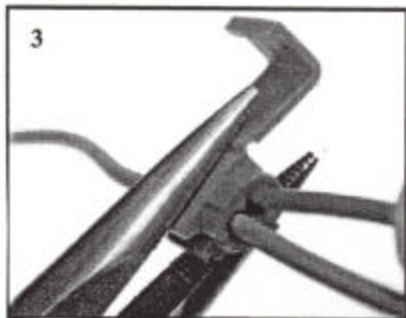
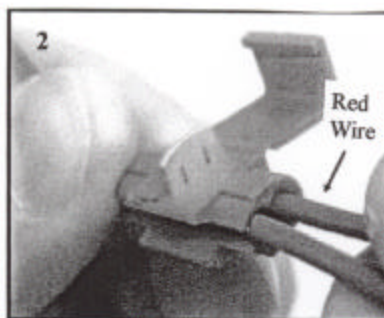
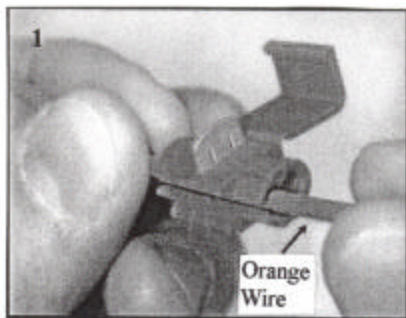
- TURN SIGNAL WIRING: *If you ordered a kit without the turn signal “TK” option, or your vehicle already has stock turn signals in the mirror, skip to the “mirror wiring” section below. We recommend removing the air bag fuse during installation.*
1. Run the two strand grey wire that is coming off the 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 steps 3 and 4 of “mirror wiring”). You will need to access the lower dash panel by the steering column by removing the screw in each corner of the panel.
 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 green w/white stripe 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. If you have questions on how to use the scotchlok, see the pictures on page 3. (Note-the orange wire labeled in the picture is used for illustration for purposes and does not necessarily 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 white w/blue stripe 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.

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- **MIRROR WIRING:** Before you start the mirror wiring process, please disconnect the negative cable from the vehicle battery.

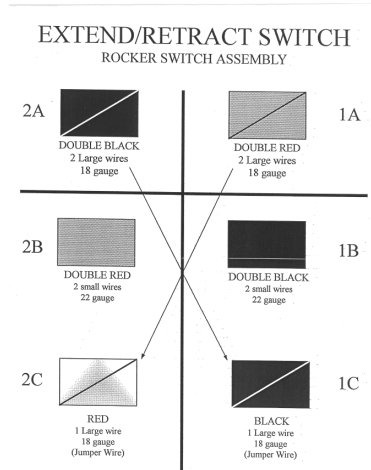
1. Using the measurements in the diagram on page 5, cut a hole for the in/out switch. It is important to follow the measurements in the diagram - - the switch should fit snugly but not bind. The in/out switch will be snapped into place later in the installation.
2. After the mirrors have been mounted, plug the Power Vision male connector into the stock female mirror connector on each door. For the power source (red wire on the Power Vision wiring harness), splice into the orange wire that comes off the back of the glass tilt switch using one of the scotchlocks provided. Place the orange wire in the outer slot of the scotchlok and the red wire in the right end of the inside slot, crimp and clamp as shown. Crimp the ring terminal provided onto the black wire and ground it using one of the studs on the mirror mount.



3. In the kick panel area, you will see an opening that leads from the vehicle 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 that runs between the door and cab), and out the opening inside the vehicle. When complete the ends of the boot can be put back into their original position. Attach the fish wire to the passenger end of the main Power Vision harness and pull it from inside the door, through the boot, and into the cab.
4. Run the main harness across the cab (under the dash) and repeat the process in step three to fish is into the passenger side door. It is then snapped onto the passenger side mirror.

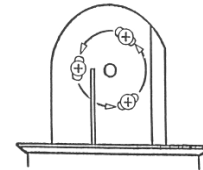
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5. Snap the in/out switch into the hole in the driver's door trim panel that was cut earlier. To reconnect the terminals in the correct position, see diagram.
6. Reconnect the vehicle battery and test the mirror connections by extend and retracting them. The door trim panels can now be put back in place.

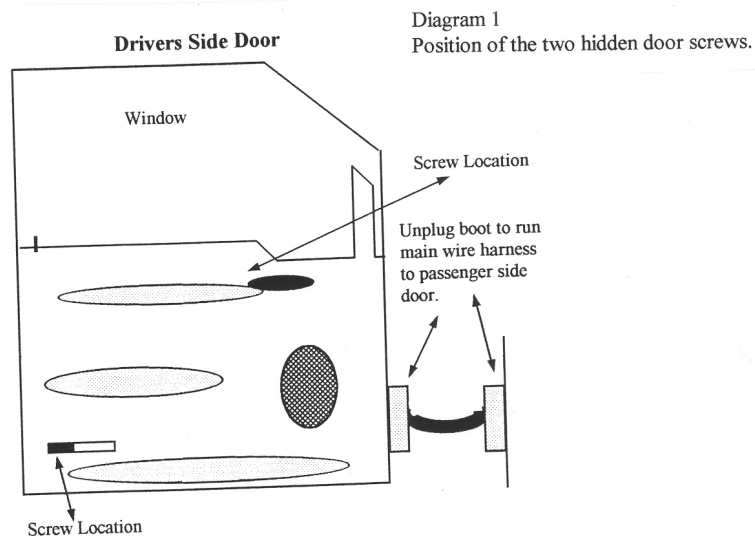


ADJUSTMENTS

1. The mirror assemblies can be swept closer or further from vehicle door. This is accomplished by sliding the black rubber boot off of the mount (toward the mirror) 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 the notches as you slowly move the mirror assembly. After adjusting the mirror to your satisfaction, carefully tighten the screws back down. The torque for the three screws is 25 inch pounds, **DO NOT** exceed this torque setting or damage to the knuckle may result. The rubber must then be put back in place. Repeat this process with passenger door.



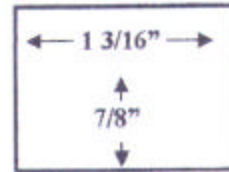
2. When installation is complete, we recommend running the mirrors in and out several times to break-in the motor. DO NOT MANUALLY EXTEND OR RETRACT THE MIRRORS ... THEY MUST RUN UNDER THEIR OWN MOTOR POWER ONLY!! For ease of break away, extend mirrors approximately two inches prior to breaking away. No lubrication is necessary.



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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.