

## INSTALLATION INSTRUCTIONS

Models: 6110, 6110TK, 6120, 6120TK – Power Vision GM 1999 - 2002 Silverado and Sierra Models and 2001 Heavy Duty **with stock power mirrors.**

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

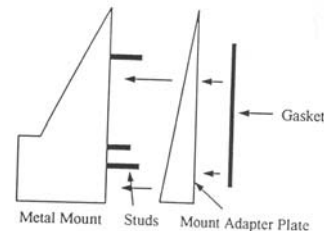
Tools required for the installation are: 10 mm and 7 mm sockets, a screwdriver, phillips screwdriver, needle nose pliers, electricians tape and a sharp tool for cutting a hole for the in/out switch. For models 6110TK and 6120TK you will also need a volt meter. If you have any questions after reading 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 - GM doors do not have retaining clips located around the doors as other models have). To remove the trim panels, start by removing the corner panel located in front of the window. Remove the plastic panel that holds the electric windows and door locks. Remove the panel that is around the door handle. Unplug the electric cord that comes from the mirrors, located on each door (make sure that each window is in the down position before unplugging the electric window socket). To remove the door panel remove the 2 screws (see diagram 1 on page 4 for location of screws) and lift the door panel up and out, then disconnect the door light located at the bottom outer edge of the doors.
2. While supporting the mirror, use a 10 mm socket to remove the 3 nuts that hold the stock mirror in place. Keep the stock nuts, they will be re-used when you install the Power Vision mirrors.
3. Remove the stock mirror.

### MOUNTING POWER VISION MIRRORS:

1. With the hardware provided for Power Vision mirrors are six mounting studs (three for each side). The blunt, short end of each stud must be screwed into the triangular-shaped body mount. The studs must go in the threaded holes in the mounting bracket, then slide the mount adapter plate and gaskets onto the studs (see diagram).



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.
3. Make sure everything is properly aligned before partially tightening down the stock nuts. When you are satisfied that everything is properly in place, tighten the stock nuts (leave one of the nuts loose for the ground). A torque of 70 inch pounds is recommended for tightening the nuts to the studs.

### WIRING

YOU **MUST** HAVE POWER MIRRORS, TO FOLLOW THE BELOW WIRING INSTRUCTIONS .... IF YOU DO NOT CURRENTLY HAVE POWER MIRRORS, THE WRONG SET HAS BEEN ORDERED.

**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.*

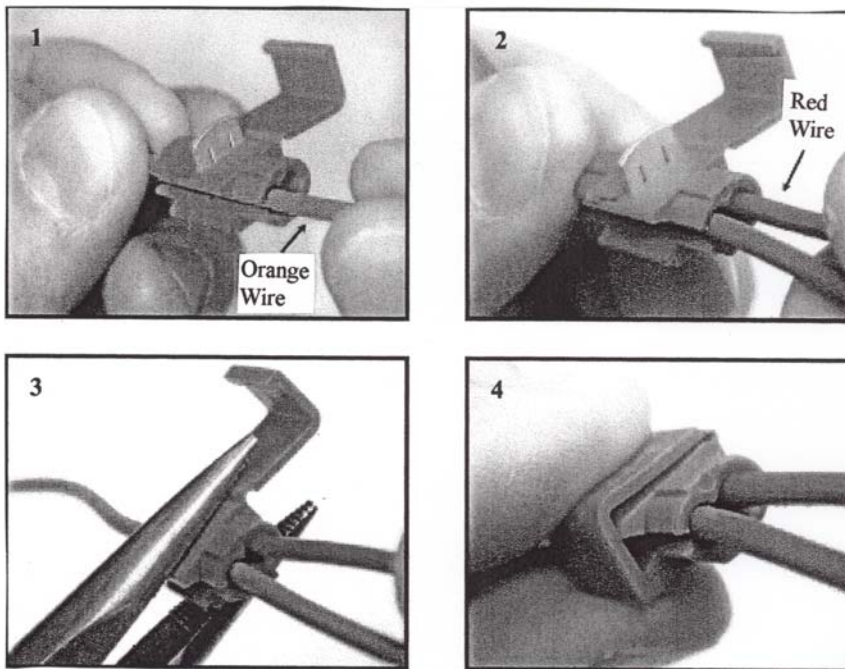
1. Run the two strand grey wire that is coming off the driver side mirror from inside the door, through the boot connecting to the cab, and into the cab to under the dash by the steering column. (Hint: if you have trouble running the wire into the cab, see steps 3 and 4 of “mirror wiring” on page 3).
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 blue wire).
3. Using one of the scotchlocks 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 for step 2 of the mirror wiring it does not mean that orange will be your active color for turn signals and is used for illustration purposes only).
4. Repeat steps 1 through 3 for the passenger side identifying the right side active turn signal wire (recommend trying the dark blue 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:

*Before you start the mirror wiring process, please disconnect the vehicle battery.*

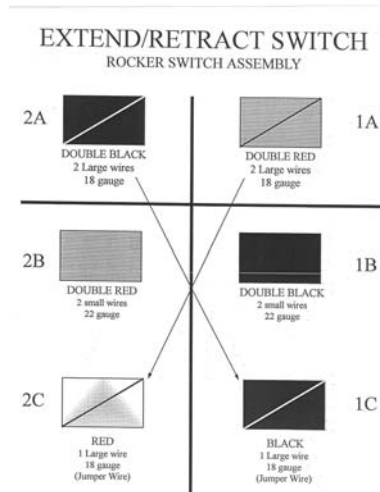
1. Using the measurements on diagram 2 on page 4, cut a hole for the in/out switch. We recommend placing the in/out switch on the driver's door arm rest control panel, if there is enough room (see diagram). It is important to follow measurements on diagram - - the switch should fit snugly but not bind. 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 (8 pin, black) into the stock female tilt connector on each door. For the power source (red wire), splice into the orange wire that plugs into the back of the tilt switch using the scotchlok 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 between the 10 mm nut on one of the mirror studs. *(If the mirrors will not extend or retract when the driver's side door is closed, it will be necessary to change the ground location to the ground wire on the tilt switch.)*



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, see diagram 1 on page 4), and out the opening inside the vehicle. When complete, the ends of the boot can be put back into their original position.
4. Start by fishing the driver side end of the harness through the large hole that is located behind the connector that held the tilt wire for the stock mirrors and out on the door side of the boot. To fish wire through the boot, tape it to a long screwdriver and push the screwdriver through the opening on door side and out through cab side. Repeat process on passenger's side starting on cab side of boot. After the main wire has been run into the passenger side door snap the connector from the main harness into the connector from the mirror.

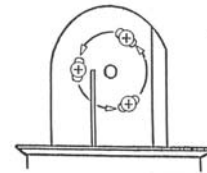
5. Push the in/out switch into the hole in the driver's door trim panel that was cut earlier. (To re-attach the in/out terminals into their proper position see diagram).

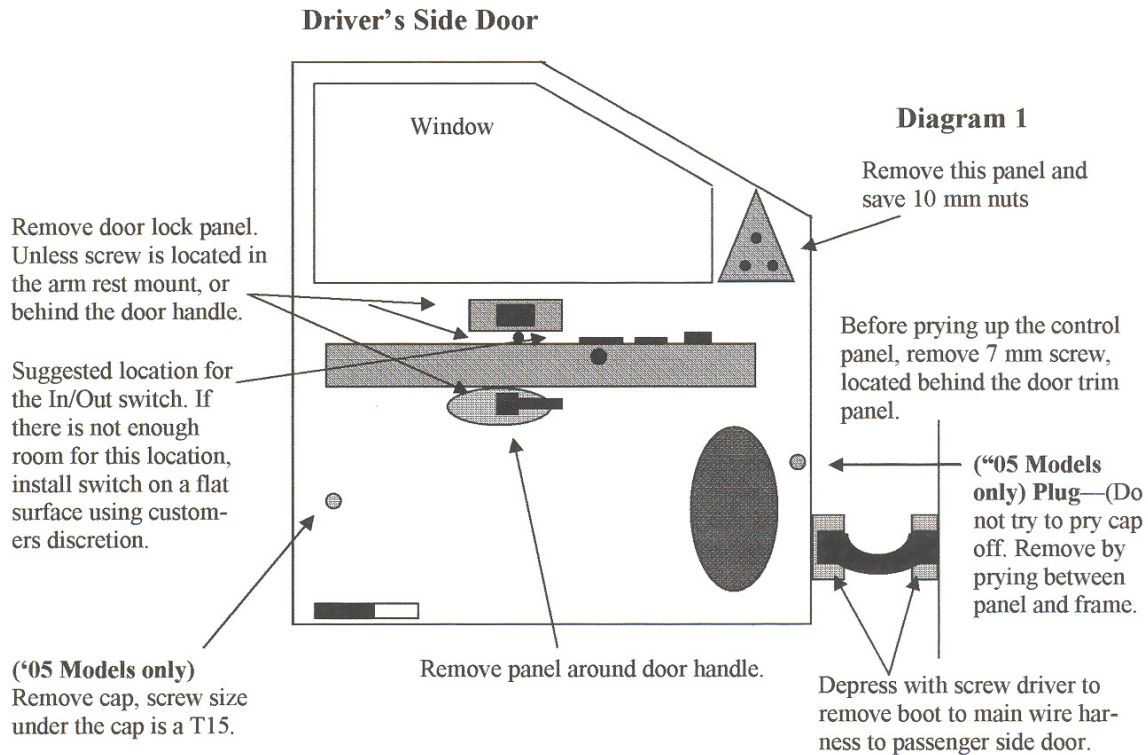


6. Reconnect the vehicle battery and test the mirror connections by extending and retracting them. The door trim panels can now be put back in place.

## ADJUSTMENTS

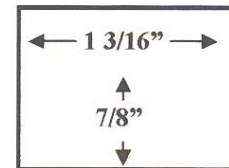
1. **The mirror assemblies can be swept closer or further from vehicle door.**  
This is accomplished by sliding the black rubber boot off of the mount (toward the mirror) to reveal the inner side of the mount. Three screws going into oval slots will be visible (see diagram). **WHILE SUPPORTING THE MIRROR 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.





## CORRECT HOLE SIZE FOR IN/OUT SWITCH

*Note: You must cut the hole to a maximum size of 1 3/16" (1.185) X 7/8" (8.75)  
You must have 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 a 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 products warranty.***