

INSTALLATION INSTRUCTIONS

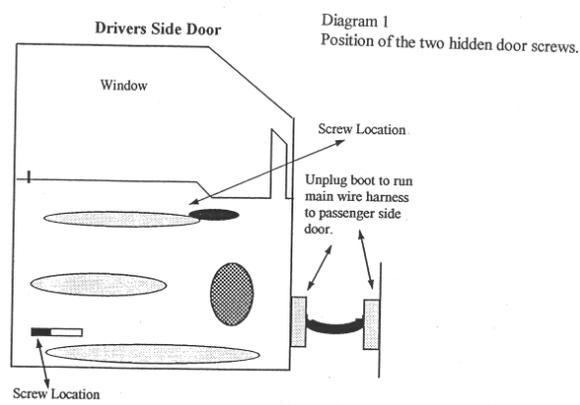
Model: 8005 & 8005TK FORD '99 to current Super Duty F250, F350, F450, F550 and Excursion with stock manual mirrors

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 screw driver, electrical tape and a sharp tool for cutting a hole for the in/out switch. Model 8005TK will also require 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 trim panels, start by removing the trim panel on the front side of the 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). 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 5mm socket (make sure that each window is in the down position before unplugging the electric window socket) and you will find the mirror wiring in the door behind the speakers.



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.

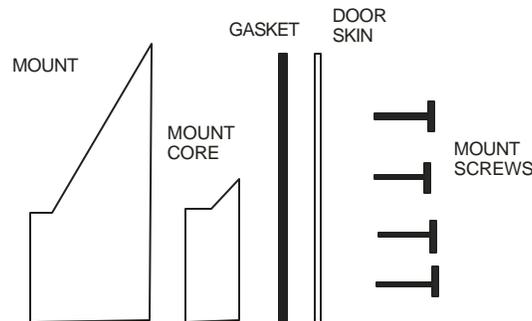
3. Remove the stock mirror.

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 wire through. Caution - extra care may be 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.

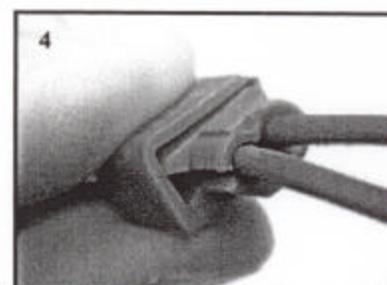
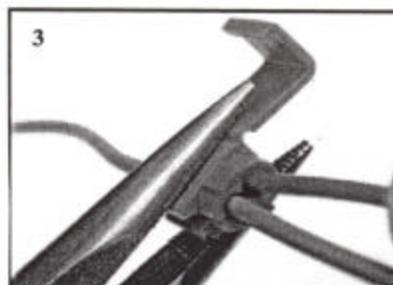
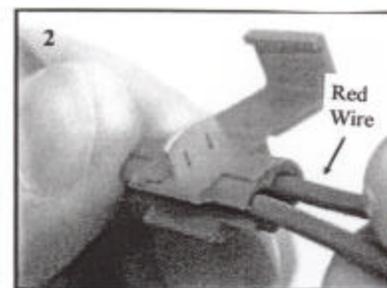
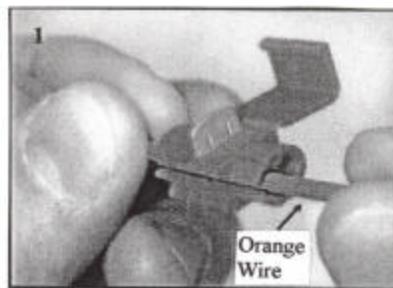


WIRING:

IF YOU HAVE POWER STOCK 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 fuse for the vehicle airbag 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 2 - 4 of “mirror wiring” on page 3). You will need to gain access to the lower dash panel (under 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 the 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. (*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 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.

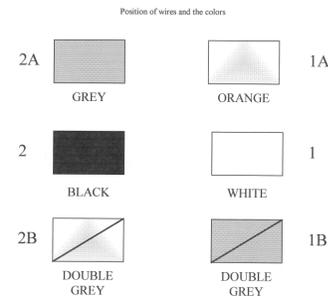
MIRROR WIRING:

(BEFORE YOU START THE WIRING PROCESS, PLEASE DISCONNECT THE NEGATIVE CABLE FROM THE BATTERY)

1. Using the templates provided that comes with your tilt switch kit assembly, cut two holes in the driver's door control panel for the in/out switch and tilt switch. Some trimming of the interior ribs on the door control panel will be necessary to fit the switches in neatly. An alternate location for the in/out switch would be on the door trim panel. The switches will be snapped into place later in the installation. (Follow the instruction the sizes of holes carefully, especially note that the sides of the in/out switch cannot be too tight as it will cause the switch to fail.) **Note: You need a least 1 1/2" of depth for the in/out switch and 1 5/8" depth for the tilt switch.**
2. Remove the kick panel on the driver's side of the vehicle. Removal of the sill plate may also be necessary to detach the kick panel.
3. After the kick panel is removed, you will see an opening that leads from the vehicle to the inside of the door. Run a fish wire from the inside of the door, through the boot, and out the opening inside the vehicle.
4. The main wiring harness has a smaller black wire and red wire attached. Remove the tape to uncoil the harness. The end of the main harness that has a 12 pin (large, white) connector and a 6 pin (small, white) connector stays inside the driver's door. The opposite end with just a 6 pin connector must be fed from inside the driver's door, through the boot, and into the cab, then run the harness under the dash and into the passenger side door. You will have to use a fish wire to get the harness through the boots that are between the door and cab.
5. Snap the 6 pin (small, white) from the main wiring harness onto the 6 pin connector that comes from the Power Vision mirror into the door.

IN – OUT SWITCH

ADAPTER SWITCH ASSEMBLY



6. Snap the in/out and tilt switches into the holes in the driver's door that were cut earlier. See the diagram for proper terminal connections on the back of the in/out rocker switch. Snap the 12 pin (large white) connector on the main wiring harness onto the 12 pin connector coming from the switches.
7. Inside the vehicle the other end of the main wiring harness must be run across to the vehicle to the passenger side. You may choose to tie strap the main harness to hardware under the dash for support after the mirror is wired on the passenger side.
8. On the passenger side, repeat the process of running a fish wire from the inside of the door, through the boot, into the kick panel area. The right end of the main harness has a 6 pin (small, white) connector. Using the fish wire, run this end of the main harness into the passenger door. The connector on the main harness must then be snapped on the connector coming into the door from the passenger side mirror.
9. 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 grounded.
10. Before putting any of the access panels back into place, it is recommended that the mirrors be run in and out with the vehicle running to ensure that all the connections were made and the switches properly installed. After this is tested, replace the panels.

ADJUSTMENTS AND 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. No lubricant is necessary on any part of the mirror assembly.

