

INSTALL INSTRUCTIONS

Models: 6005 & 6005TK (For Non Electric Mirrors) GM CK Body Style

If your stock mirrors are stock electric the wrong set has been ordered.

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 socket, 10mm open end wrench, 13/64 drill bit, drill, door trim panel remover, Phillips screwdriver, razor knife, and torque wrench. Model 6005TK will also require a volt meter. Extra trim panel clips may be necessary. If you have any installation questions after reading the following instructions, please call our service department at (800) 337-2557.

REMOVAL OF EXISTING MIRROR:

1. Remove interior mirror mount cover (if applicable) on both doors. The trim panels on both doors must be removed.
2. Remove the foam insulation next to the stock mirror mount.
3. Support the stock mirror while removing the 3 mirror mount lug nuts.
4. Remove the stock mirror.

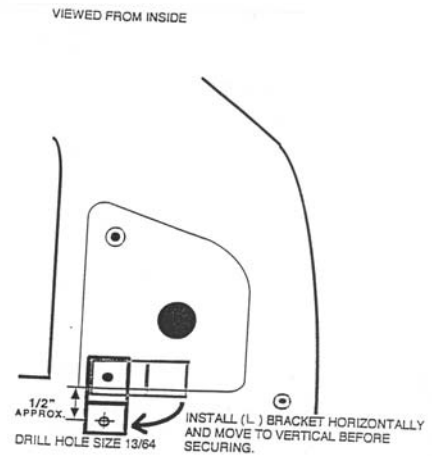
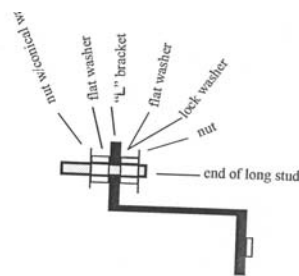
MOUNTING POWER VISION MIRRORS:

1. With the hardware provided for Power Vision mirrors are: six mounting studs: The blunt, short end of each stud must be screwed into the triangular-shaped body mount. Make sure all studs are well-seated, up to the blank space which divides the threads.
2. Place the provided foam gaskets against the body mount. Holes are available in the gasket to run the studs 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 metal to metal contact with the vehicle.
3. While supporting the mirror, align the body mount and foam gasket 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. Pay special attention to avoid pinching the wires between the mirror mount and the vehicle door as this could cause damage to the wiring.

Model 6005 & 6005TK

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4. Nuts with conical washers attached are provided to be placed on the studs. The torque setting for the nuts is 70 **inch** pounds.
5. Make sure the body mount and foam are properly aligned before tightening down the nuts. All studs must be seated in the mount.
6. Place a flat washer and the "L" bracket provided onto the bottom rear stud. The "L" bracket provides inner-door mirror support. It will be necessary to rotate the bottom end of the bracket down into place (see diagram - right). Place the flat washer and tighten down the nut provided (see diagram-below). Place the flat washer on the stud after the "L" bracket, followed by the lock washer, and tighten down the nut provided (see diagram below for placement order of hardware).



7. The other end of the "Z" bracket is to be attached to the interior door frame post with the self-tapping screw provided (see diagram). Drilling a small hole in the interior frame post will be necessary, the hole size must be 13/64" and as close as possible to the center of the end of the "Z" bracket.
WARNING: The "Z" bracket must be installed and tightened down properly. Failure to do so will result in excess mirror vibration and possible failure of the mirror.

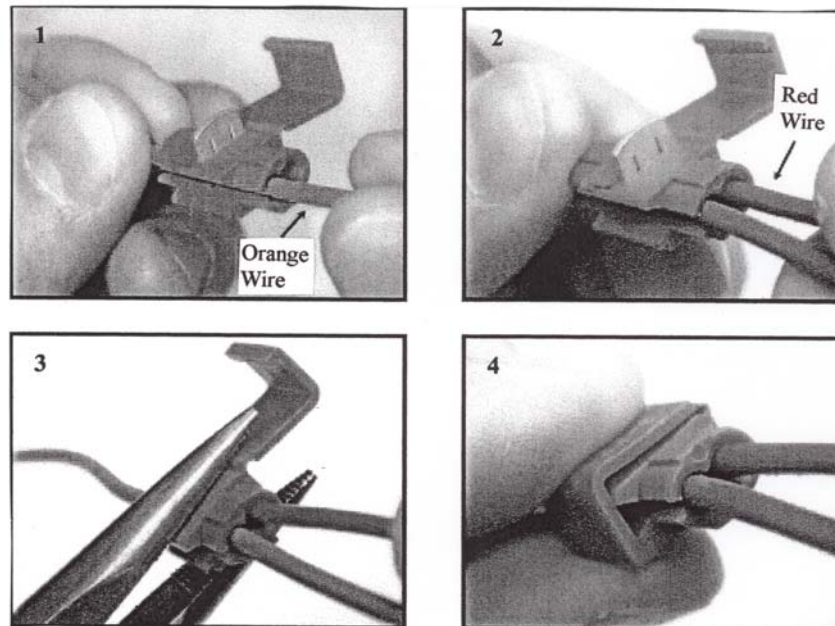
WIRING:

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.*

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 and 3 of "mirror wiring" on page 4).

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 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*).



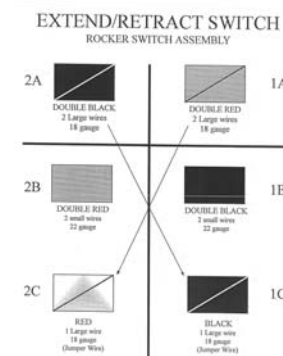
4. Repeat steps 1 through 3 for the passenger side identifying the right side active turn signal wire (recommend trying the dark blue wire) and tapping the passenger mirror into it using a scotchlok. Small tie straps have been provided for your use in keeping the grey two-strand wire held neatly under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

Before starting the mirror wiring process, disconnect the negative cable from the vehicle 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. We recommend, if possible, placing the in/out switch next to the mirror 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.
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 into 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 black and red wires attached. Remove the rubber band to uncoil the harness. One end of the main harness has a 12 pin and a 6 pin connector – this end stays inside the driver's door. The other end, with just a 6 pin connector, must be fed from inside the driver's door, through the boot, and into the inside of the vehicle. Using a fish wire is helpful.
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.

6. Snap the in/out and tilt switches into the holes in the driver's door that were cut earlier. Snap the 12 pin (large white) connector on the main wiring harness onto the 12 pin connector coming from the switches.

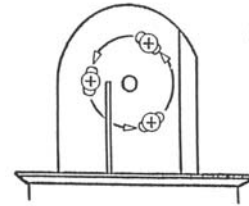


7. Inside the vehicle the other end of the main wiring harness must be run across to the vehicle to the passenger side. You may choose to tie strap the main harness to hardware under the dash for support after the mirror is wired on the passenger side.
8. On the passenger side, repeat the process of 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. The vehicle battery can then be reconnected.
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.

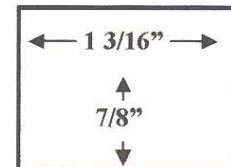
ADJUSTMENTS AND MAINTENANCE

1. 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 three inches prior to breaking away.



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.*

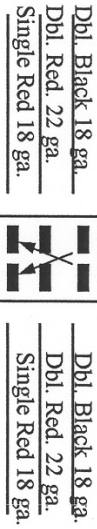


CAUTION! Cutting the hole too small and forcing the switch into the undersized hole could cause the in/out switch to stick in a operational mode. This will cause the extension motors to have continuous power applied after they have reached their stop position either in or out. The result of this condition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

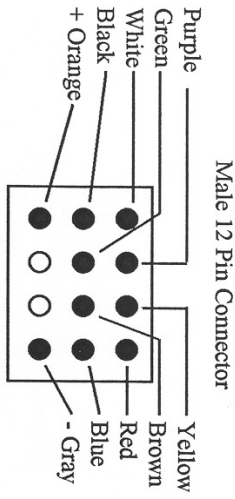
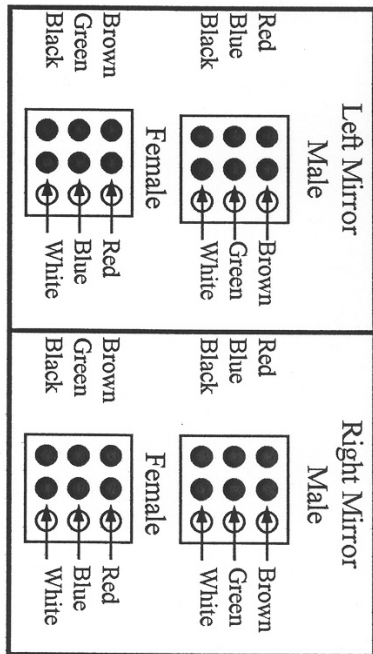
An improper installation of the in/out switch that results in motor failure or damage will void the products warranty.

6005/6105 GM WIRING

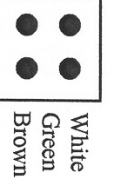
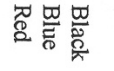
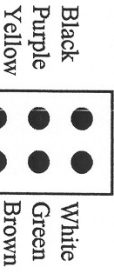
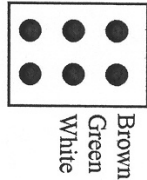
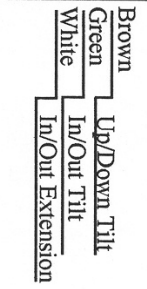
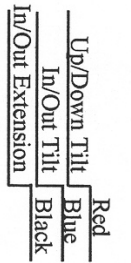
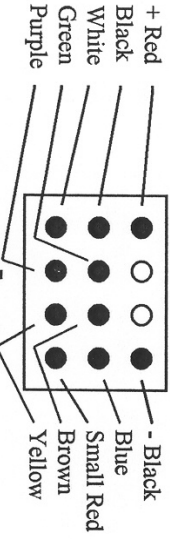
In/Out Switch



Second Connection Is Located Inside Extension Boot On Mirror



Female 12 Pin Connector



This is a reverse polarity system*