

INSTALLATION INSTRUCTIONS

1995 - 2000 CK Body Style Pickups, Full & Mid Size SUVs

Models: 6010, 6030 (For stock electric unheated mirrors)
6010TK, 6030TK (For stock electric unheated mirrors w/turn signals added)
6020, 6040 (For stock electric heated mirrors)
6020TK, 6040TK (For stock electric heated mirrors w/turn signals added)

If your stock mirrors are not 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, and open end wrench, 13/64 drill bit, drill, door trim panel remover, Phillips screwdriver, razor knife, and torque wrench. If you are installing a turn signal (TK) model, you will also need a volt meter. Extra trim panel clips may be necessary. If you have any questions after reading this installation manual, please call our service department at 800-337-2557.

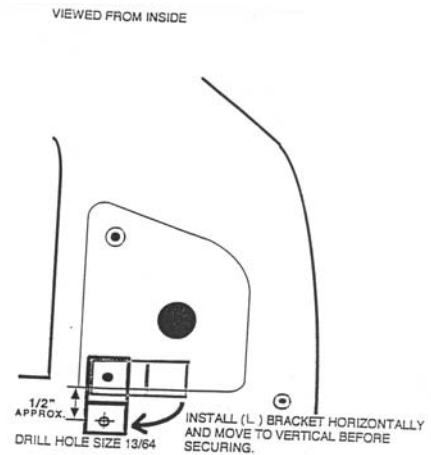
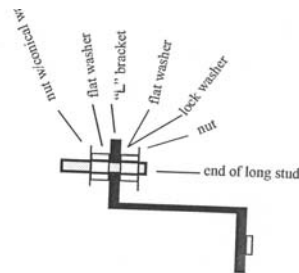
REMOVAL OF EXISTING MIRROR:

1. Remove interior mirror mount cover (if applicable) on both doors. The trim panels on both doors must be removed. Unplug the wiring that comes out of the stock mirrors.
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.

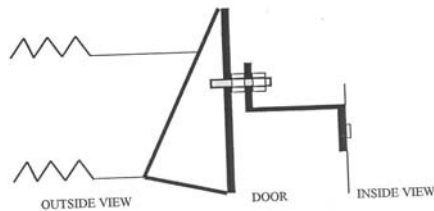
MOUNTING POWER VISION MIRRORS:

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. The studs must go in the innermost, threaded holes. 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 contact with the painted door.
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.

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 "L" bracket is to be attached to the interior door frame post with the self-tapping screw provided (see diagram below). 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 "L" bracket.
NOTE: The "L" 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

YOU MUST CURRENTLY 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.*

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, and 5 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 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 4. (Note-the orange wire labeled in the picture is for step 3 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 WIRING PROCESS, PLEASE DISCONNECT THE NEGATIVE CABLE FROM THE BATTERY)

1. Using the template/measurements provided on page 6, cut a hole in the driver's

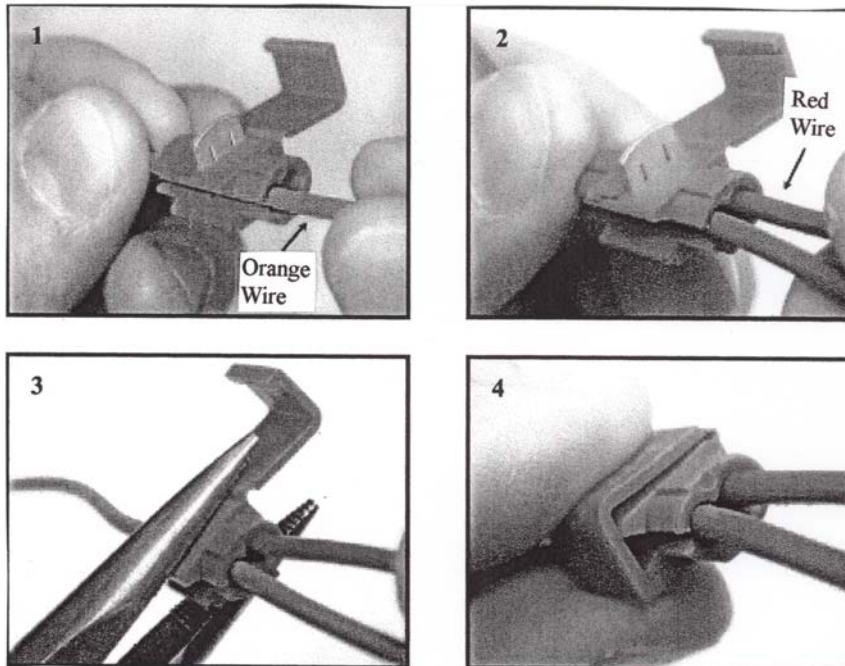
door control panel for the in/out switch. We recommend, if possible, placing the in/out switch

GM Installation

Page 4

next to the existing mirror tilt switch. Some trimming of the interior ribs on the door control panel will be necessary (to fit the in/out switch in neatly). An alternate location for the in/out switch would be on the door trim panel. It is important not to cut the hole for the in/out switch too large - (it should fit snugly, but it should not require a lot of force). The in/out switch will be snapped into place later in the installation.

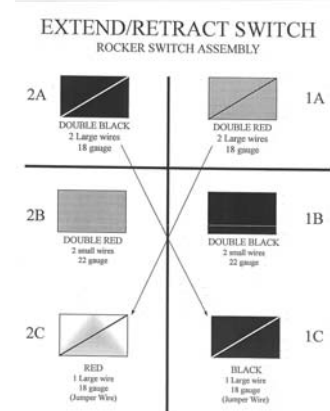
2. Remove the kick panel on the driver's side of the vehicle. Removal of the sill plate may also be necessary to detach the kick panel.
3. After the mirrors have been mounted, plug the Power Vision male connector into the stock female tilt connector on each door. For the power source (red wire), splice 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.)*



4. 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 door diagram on page 6), and out the opening inside the vehicle. When complete, the ends of the boot can be put back into their original position.
5. Start by fishing the driver side end of the harness through the large hole that is

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.

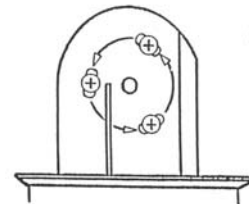
6. Push the in/out switch into the hole in the driver's door trim panel that was cut earlier. (To re-attach the in/out terminals into their proper position see diagram).

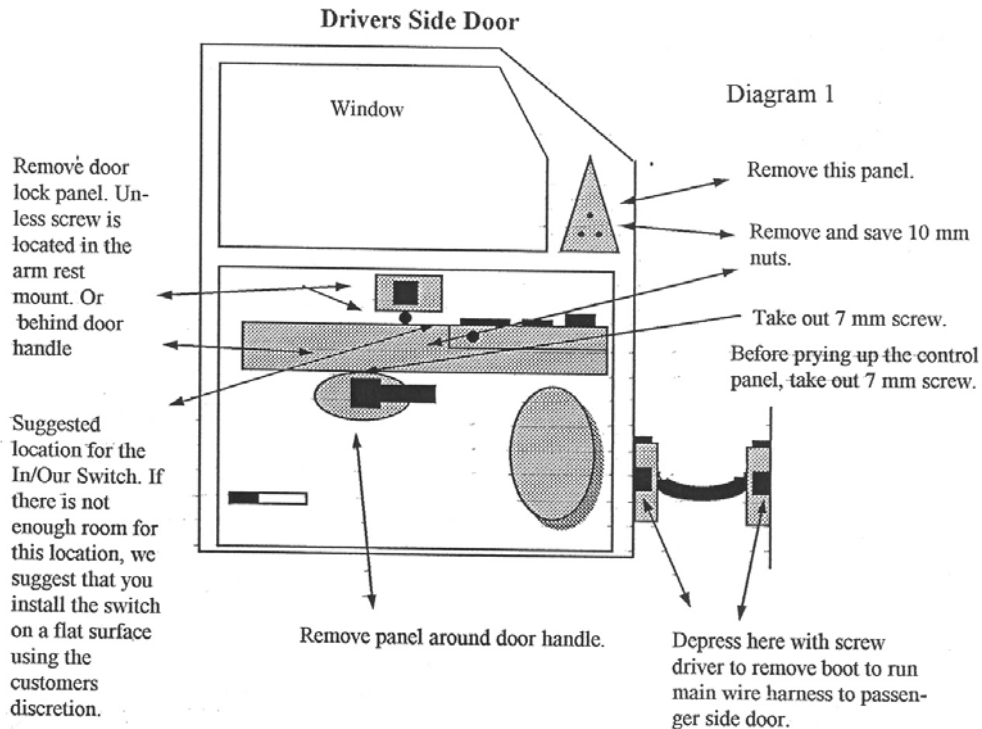


7. On the passenger side, repeat the process of running a fish wire from the inside of the door, through the boot, into the kick panel area. The passenger side of the main wiring harness has a 2 pin (small, white) connector. Using the fish wire, or tape end to a long screwdriver, run this end of the main harness into the passenger door. The connector on the main harness must then be snapped onto the connector coming into the door from the passenger side mirror.
8. You can now reconnect the battery and test the mirrors by running them in and out. Once you have assured that all the connections are correct, replace the trim panels.

ADJUSTMENTS AND MAINTENANCE

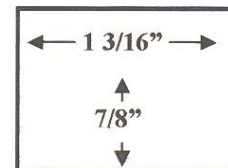
1. The mirror assemblies can be swept closer or further from vehicle door. This is accomplished by sliding the black rubber boot off of the mount (toward the mirror) to reveal the inner side of the mount. Three screws going into oval slots will be visible (see diagram). WHILE SUPPORTING THE MIRROR ASSEMBLY,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

