

INSTALLATION INSTRUCTION

Models: 6105 & 6105TK - GM '99-06 (and '07 "classics") Silverado and Sierra Model Pickups, Full Size SUV's and '01-current Heavy Duty **without stock power mirrors.**

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

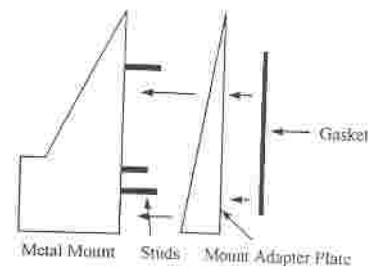
Tools required for the installation are: 10 mm and 7 mm sockets, a screw driver, phillips screw driver, electricians tape and a sharp tool for cutting a hole for the switches. Model 6105TK will also require a volt meter. If you have any questions after reading this installation manual, please call our service department at (800) 337-2557.

REMOVAL OF EXISTING MIRROR:

1. Remove the trim panel on both doors (note - 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 or possibly 3 screws (see diagram on page 5 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. If your vehicle is not equipped with electric windows, it will be necessary to remove the window handle. This can be done by removing the clip that holds the handle in place.
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).



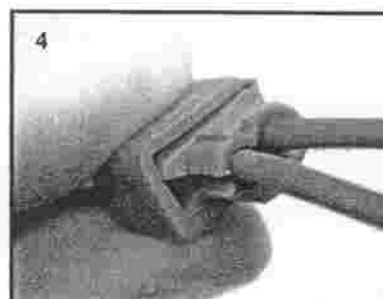
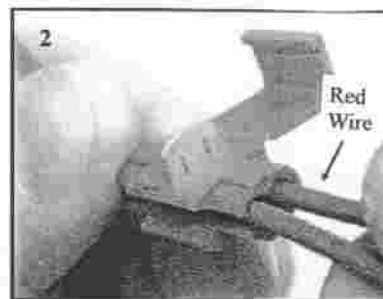
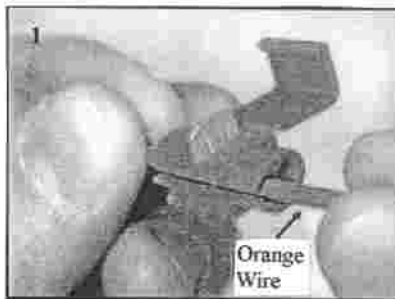
2. While supporting the mirror, align the body mount with mirror mount lines on the vehicle door. There will be a hole in the mirror mount area on the vehicle door to run the mirror wire through.
3. Make sure everything is properly aligned before partially tightening down the stock nuts on the mounting studs. When you are satisfied that everything is properly in place, tighten the stock nuts. A torque of 70 inch pounds recommended for tightening the nuts to the studs.

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 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 2 - 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 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*).



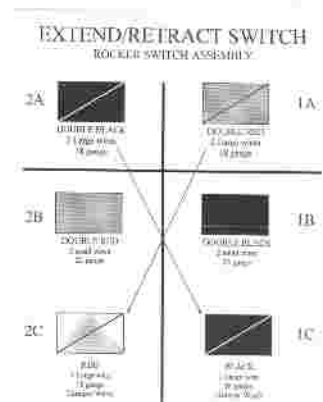
4. Repeat steps 1 through 3 for the passenger side identifying the right side active turn signal wire (recommend trying dark blue wire) and tapping the passenger mirror into it using a scotchlok. Small tie straps have been provided for your use in keeping the grey two-strand wire held neatly under the 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.
7. 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:

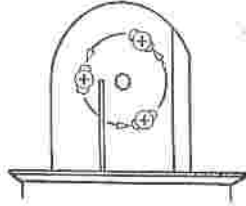
(BEFORE YOU START THE WIRING PROCESS, PLEASE DISCONNECT THE NEGATIVE CABLE FROM THE BATTERY)

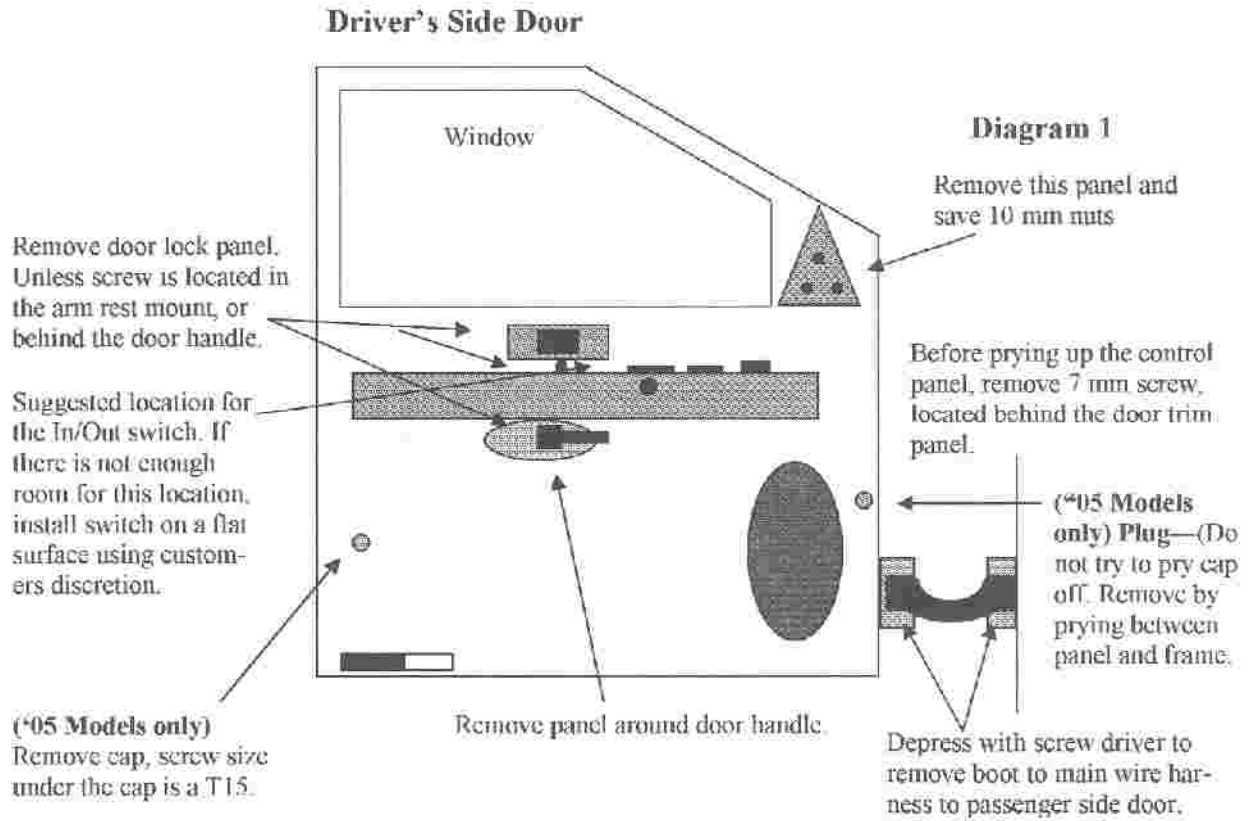
1. Using the templates provided that comes with your optional switch kit assembly, cut two holes in the driver's door control panel for the in/out switch and tilt switch. We recommend, if possible, placing the in/out switch next to the mirror tilt switch. Some trimming of the interior ribs on the door 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.) **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 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 was 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's 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.

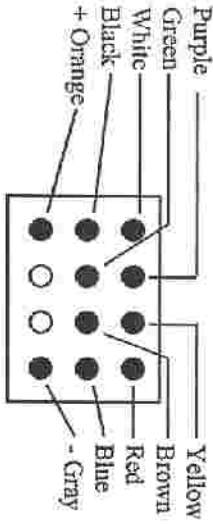


6005/6105 GM WIRING

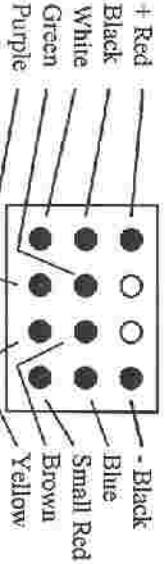
In/Out Switch



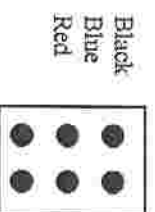
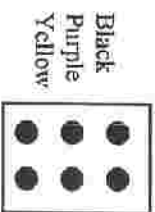
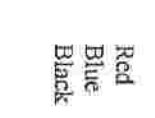
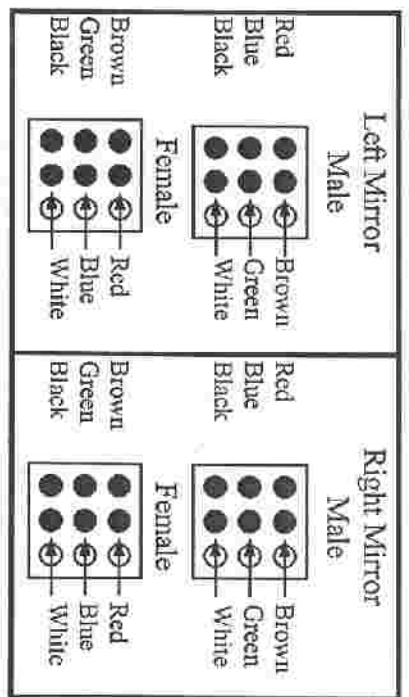
Male 12 Pin Connector



Female 12 Pin Connector



**Second Connection
 Is Located Inside Extension Boot On Mirror**



This is a reverse polarity system*