

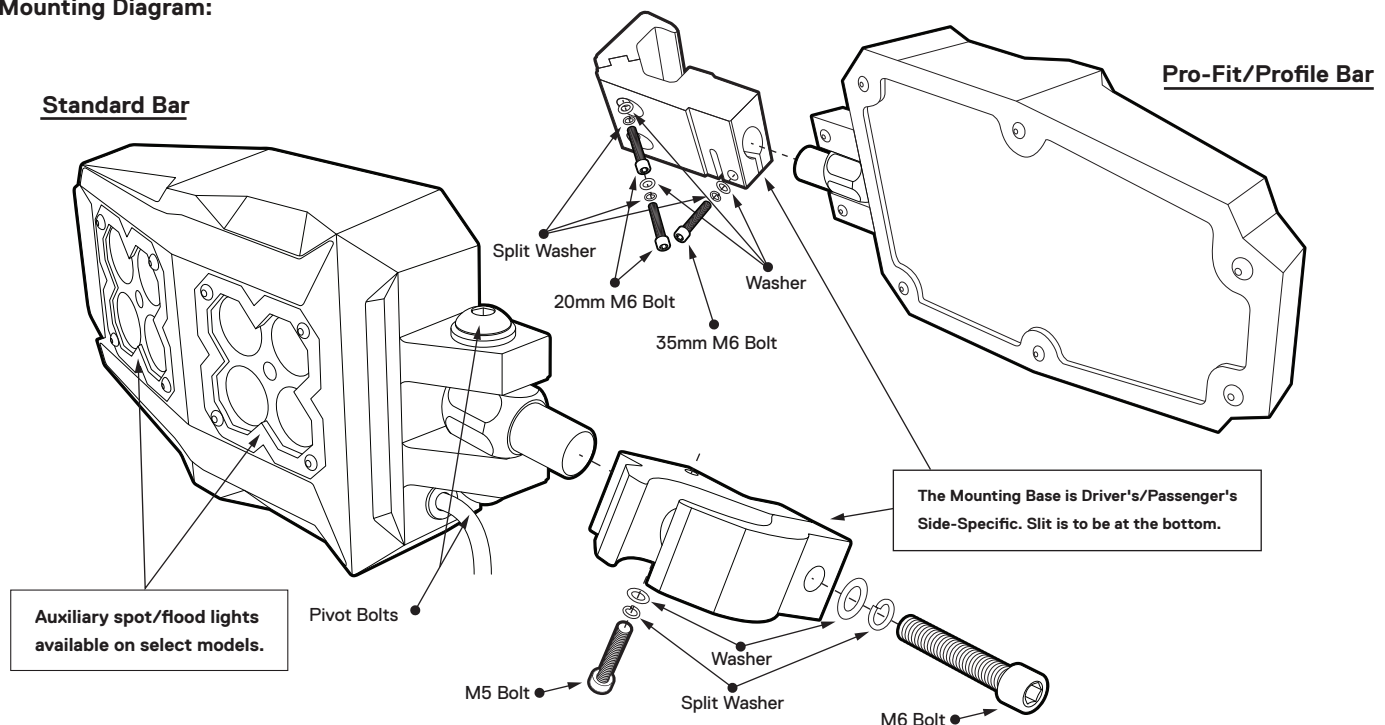
UTV Side Mirror Kit with Auxiliary Lights

Manual ID: PIM-00012649-V002

IMPORTANT: READ CAREFULLY BEFORE ASSEMBLY AND USE.

- Proper installation of this product requires the installer to have a good understanding of automotive electronics, systems, and procedures.
- If mounting this product requires drilling holes, the installer **MUST** be sure that no vehicle components or other vital parts could be damaged by the drilling process. Check both sides of the mounting surface before drilling begins. Also de-burr any holes and remove any metal shards or remnants. Install grommets into all wire passage holes.
- This product contains either strobe light(s), halogen light(s), high-intensity LEDs or a combination of these lights. Do not stare directly into these lights. Momentary blindness and/or eye damage could result.
- Do not attempt to activate or control this device in a hazardous Driving situation.

Mounting Diagram:



Mounting Instruction:

Step 1: Temporary install in preparation for adjustment

1. Choose a mounting location for the mirrors.
2. Mount the mounting base onto the desired mounting location by placing the two halves around the desired mounting location and inserting the M6 bolt (standard bar) or 35mm M6 bolt (pro-fit/profile bar), split washer, and washer from the UNTHREADED hole to the THREADED hole. Tighten the bolt with the included hex key. Do not tighten completely.
NOTE: The mounting bases are driver's/passenger's side-specific. The slit on the mounting base should be at the bottom.
3. Slide the mirror into the mounting base.
4. Secure the mirror to the mounting base by inserting the M5 bolt, split washer, and washer (standard bar) or the two 20mm M6 bolts and split washers (pro-fit/profile bar) from the UNTHREADED hole to the THREADED hole. Tighten the bolt(s) with the included hex key. Do not tighten completely.
5. Sit in the driver's seat and reposition the mounting base if the viewing angle is not ideal.

Step 2: Adjustment

1. To adjust the horizontal view of the mirrors, loosen the pivot bolts slightly; to the point where the mirror is secure but can still be adjusted.
2. Sit in the driver's seat and adjust the mirrors accordingly. Do not tighten the fasteners completely yet.
3. To adjust the vertical view of the mirrors, simply adjust the mirror with the mirror arm inserted into the mounting base.

Step 3: Final install

1. Consider placing the included double-sided rubber/foam pad onto the desired mounting location to protect the mounting surface from being scratched by the mounting base. Trim if necessary.
2. Hand tighten all fasteners if the desired angle of the side mirror is achieved.
3. Repeat the above steps for the other side mirror.

Wiring Diagram:

Driver's Side:

-  BLACK  Ground (-)
-  YELLOW  Power Input for Running Light or Turn Signal*
-  RED  Power Input for Auxiliary Spot Light**
-  RED/WHITE  Power Input for Auxiliary Flood Light**

Passenger's Side:

-  BLACK  Ground (-)
-  GREEN  Power Input for Running Light or Turn Signal*
-  RED  Power Input for Auxiliary Spot Light**
-  RED/WHITE  Power Input for Auxiliary Flood Light**

*Turn Signal Functionality Requires Incorporating LED Turn Signal Flasher Relay to the Circuit.

**Auxiliary Spot/Flood Light Functionality Available On Select Models.

Wiring Instruction:

1. Determine how the AMBER lights on the mirrors would be utilized.
 - a. If using as Running Lights, the YELLOW or GREEN wires can be routed to the ignition-activated stud (may be identified as ACC) on the terminal block present on most UTVs. Refer to the "ACC Power Source from Popular Make and Models" section.
 - b. If using as Turn Signals, the YELLOW or GREEN wires would need to be connected to a LED turn signal flasher relay that is to be triggered by a switch or turn signal lever.

TIP: Always route wiring away from moving parts and pinch points. Leave slack for movement but avoid leaving excessive wire hanging. Use zip ties or other methods to secure wires to a non-moving part of the vehicle or an existing wiring harness. If possible, use wire loom to protect wires from chafing.

2. The BLACK ground wires can also be connected to the terminal block present on most UTVs or to be grounded to the chassis.
3. For select models with the auxiliary flood and post lights, it's respective RED and RED/WHITE power input wires are to be connected to a switch that is fused at a minimum of 5A for each mirror or 10A for both of the mirrors.

ACC Power Source from Popular Make and Models:

The following is a list of common ACC power locations on various UTV models. This list is only a guide, always verify key-on power and ground with a DMM or test light. Never use a vehicle's ACC power circuit to supply voltage directly to the light bar. Instead, use a relay triggered by an ACC power source to supply the light with fused power directly from the battery.

Can-Am

Maverick: Many Maverick models have a 3-post distribution block inside the center console, behind the gear selector, on the passenger side of the console. One post is ground, one is constant power, and the last is switched ACC power.

Commander: Most Commander models have an unused accessory plug behind the center dash console. **Defender:** Most Defenders have a 3-post distribution block behind the center of the dash. On models without a heater, the block will be open and accessible and covered by a plastic cap. On models with a heater, the heater will need to be moved to gain access to the block. One post is ground, one is constant power, and one is switched ACC power.

Defender: Most Defenders have a 3-post distribution block behind the center of the dash. On models without a heater, the block will be open and accessible and covered by a plastic cap. On models with a heater, the heater will need to be moved to gain access to the block. One post is ground, one is constant power, and one is switched ACC power.

Polaris

Most Polaris UTVs have a 3-post distribution block mounted under the hood on the firewall. One post is ground, one is constant power, and one is switched ACC power. Keep in mind that some models do not come from the factory with a constant power and ground supply at the distribution block, only ACC power.

Honda

Talon: Most Talons come with an unused blue ACC plug under the hood. It will be strapped to the support bar directly in front of the steering wheel.

Pioneer: Honda recommends borrowing power from the stock fuse box. An accessory power wire can be spliced into one of the two white/black wires coming off the back of the 15A ACC fuse.

Yamaha

YZZ/Viking: The easiest place to tap into switched ACC power is at the back of the accessory (cigarette lighter) plug.

Wolverine: Older models have a single white accessory plug under the plastic hood, close to the center of the dash cross-member. Newer X2/X4 models have several white accessory plugs behind the dash, just to the right of the steering column.

Kawasaki

Teryx: The easiest place to tap into switched ACC power is at the back of the accessory (cigarette lighter) plug.

Mule: ACC power can be found in two places on most Mule models. Under the front hood, in the center of the firewall is a hole. There will be two wires (black/yellow, brown/white) inside that hole. The brown/white wire is power and the black/yellow wire is ground. There will also be two wires (black/yellow, brown/white) in the back, under the bed, along the passenger side frame rail. Again, the brown/white wire is power and the black/yellow wire is ground.