

LED MIRROR INSTALLATION INSTRUCTIONS

VT No. 34-1950

1. Remove the stock mirrors. Lay the mirrors out: notice that one of the heads is upside down from the way it was packaged. Rotate this mirror ahead to be right side up so that the lettering is at that bottom of both mirrors.
2. On Harley-Davidson motorcycles and others where the mirror are secured with thru bolts from the bottom up, install the LED mirrors using the supplied Allen screws and serrated lock washers. Place the screw thru the hole then the lock washer onto the screw and then thread the screw into the mirror. If the motorcycle has optional or accessory chrome switch and master cylinder covers it may be necessary to place one or two washers between the mirror and the chrome cover to provide adequate clearance for the mirrors base or stem. On some older smaller and mid size Harley models, one or both of the turn signals mount to the bottom of the original mirrors stud. While very few models use this we do have adaptors (Part # MIRLED-1) for these and will be glad to send them to you at no charge.
3. On metric motorcycles, use 34-0454 adaptors (**not included in the kit**). Notice there is a third adaptor supplied with left hand threads marked with a small ring or notch machined around the long lock nut on the adaptor. This adaptor is only for the right hand mirror on Yamahas all others will use the two with right hand threads. Place a drop of thread locking compound (Loc-Tite) onto the small end of the adaptor and thread the adaptor into the mirror then tighten securely using an 8mm wrench. Screw the long lock nut up to the bottom of the mirror then back it off two full turns (about a 1/8" gap). Screw the mirror/ adaptor assembly into the mirror mounting hole on the handlebar control as far as it will go or until it reaches the long lock nut being careful not to catch the wires or cross thread the adaptor into the hole. While seated on the motorcycle, align or rotate the mirror to the desired position then tighten the long lock nut downward using a 14mm wrench to lock the mirror in position. Look into the mirrors to align or adjust them as desired.
4. Route the mirror wires with the other wires and cables thru any retaining clips or ties to the turn signal wire connectors (usually inside the headlight shell) leaving enough slack for the handlebars to turn full left and right without pulling on the wires. On motorcycles that have bullet type wire connectors for the turn signals the connection can be made as follows: Strip back the mirror wires about 1/2', unplug the bullet connector, place the striped wire inside the female bullet then plug the male into the female. On other motorcycles you may want to use 3-way crimp on splice connectors. Connect the Black wires to ground. Connect the Yellow wires to the left & right turn signals. Connect the Red wire to the running lights. If your bike does not have running lights you may connect the Red wires to any wire that has power when the ignition is turned on. This will allow the forward facing amber lights to remain on continuously yet still flash as a turn signal when activated.

NOTE: If you are removing the original turn signals when installing these mirrors (We do not recommend this practice for obvious safety reasons) you will most likely need to add a load equalizer of some type. This is because the original signals draw much more current and the turn signal flasher was designed for this load. The LED mirrors draw very little current, usually causing them to flash rapidly when used without the original signals thus requiring a load equalizer to slow them down to the correct speed.

These are convex mirrors and objects seen in them are closer than they appear!

Wiring diagram for MIRLED turn signal mirrors on late model BMW, Victory and others using CAN-BUS electrical systems.

These models and others using CAN-BUS electrical systems will not allow the original turn signals and/or mirrors to function together. This type of electrical system is very load sensitive, it may not allow the mirrors and/or signals to function at all or can cause warning lights indicating non working lights on models equipped with detection for this (BMW's in particular).

These systems will require adding two 30 amp automotive style accessory relays as outlined below. The relays draw very little power when activated by the signal from the turn signal wire. In this way the CAN-BUS electrical system will not sense any additional load on the turn signal circuit. When activated the relays will draw the power required for the mirrors from terminal (30) on the relays which will be connected to the battery (+) POS> terminal on another wire that has power with the ignition on or off.

The relays are available (pt# RELAY) at most auto parts stores. The terminals will be marked as shown on the relays. They can be mounted anywhere out of sight (inside the head lamp shell or fairing is a good spot on most models). Make the connections as shown in the diagram.

