

## Acura RSX Heated Mirror Installation Instructions

**Heated Mirrors:** I have installed heated mirrors in the US model. Here's what I did; but before installing make sure you read through the entire instructions so you have a good idea what is expected.

**Tools:** Here are some of the tools you will need. If you don't have most of these or know how to use them, STOP. This is not for you.

**Disclaimer:** These instructions are for *reference only*. Anyone who uses these instructions agrees to hold the author harmless. It is the users' responsibility to verify the suitability of these *reference instructions* to their vehicle.



### Where to get the mirrors:

1. You can order the replacement glass mirror from a local auto glass shop, which has a relationship with Burco. Check their web page for more info. The part numbers are: (L) #2928 and (R) # 3738 . These do NOT have heating elements. I was quoted a price of ABOUT \$36
2. Order a Burco Redi Heat (#3801) quantity 2, for the heating elements. I didn't get a price on this but I doubt that it is very expensive. Again check the [http://www.burcoinc.com/Replacement\\_Mirrors/Sideview/Redi\\_Heat\\_Complete.htm](http://www.burcoinc.com/Replacement_Mirrors/Sideview/Redi_Heat_Complete.htm) web site.

If you should run into any problems trying to get these items, contact Burco Sales and Marketing, Elisabeth. When I went to my local Auto glass shop I was told that these items were not available. Elisabeth says there definitely are and can help you (888-253-2593 x3211).

3. If you want genuine Acura replacement heated glass mirrors then contact Tran at Acura West in London, ON ([http://www.honda.ca/AcuraEng/Dealerships/Ontario/Southern\\_Ontario/Southern\\_Ontario\\_-\\_Other/Acura\\_West.htm](http://www.honda.ca/AcuraEng/Dealerships/Ontario/Southern_Ontario/Southern_Ontario_-_Other/Acura_West.htm) ). The part numbers are: 76203-S6M-C41 and 76253-S6M-C41 and the estimated cost (for both) is \$145us. I have decided to go this route although it is more expensive, it is easier. The BIG advantage of going this way is that these mirrors come with the plastic mirror holder. The Burcos are just plated glass. With the mirror holder things are a bit more rugged and the holder just snaps into position. You can e-mail Tran at [awparts@golden.net](mailto:awparts@golden.net).



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**Dissassembly:** OK so let's get started: It's best if you have the Helms manual but you can do without it if you have done other similar installs on this or other cars.

### 2. Remove the door panel:

- a. You will need to remove the door handle assembly. Pop off the plastic cover behind the handle and you will find 2 screws. Once you undo the screws you can pull the assembly out. Remove the lock cable from the door handle.
- b. Then unplug the connector. There is one more screw you will need to find once you remove the handle assembly. Remove this screw too. Every time I did this, the screw fell into the plastic door panel handle cavity so I had to retrieve this screw after the door panel came off by turning the panel upside down. Next remove the 2 screws under the armrest.
- c. Remove the black plastic trim piece on the inside of the door opposite the mirror. Roll the window down and pop the piece up and inward using a little upward pressure. A screwdriver taped so it would not mark or scratch anything works best.
- d. Now you are ready to remove the door panel. To do this it is best to use a door trim tool. You can pick one up at your local auto store. This is used to remove the 8 clips that hold the plastic panel to the sheet metal.
- e. In order to completely remove the panel, unplug the connector for the window switch.



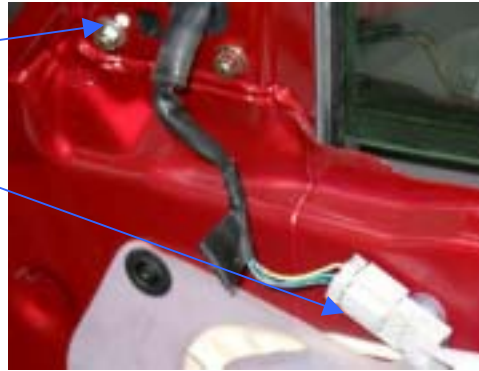
*Now that wasn't so bad, was it?*

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### 3. Remove the mirror assembly:

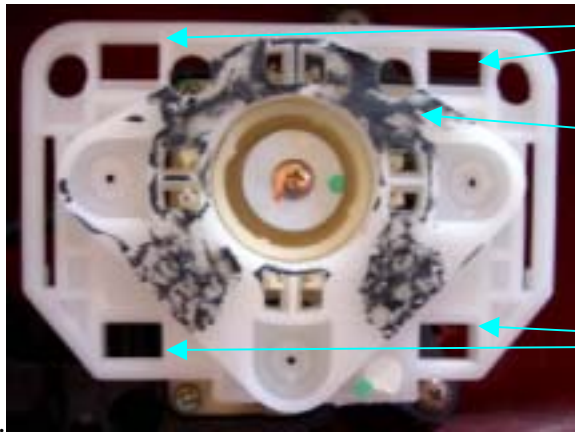
*Note it is possible to skip this step and work on the mirror while attached to the car*

- a. Unscrew the three **8 mm** nuts holding the mirror to the inside of the window.
- b. Unplug the mirror connector and take the mirror assembly totally off



### 4. Remove the glass mirror element from the assembly:

- a. Gently push the top of the mirror in as far as it will go. This will create a small space between the bottom of the mirror and the housing. Use mostly just your fingers for this. I also used a hair dryer and an assistant to heat the mirror (don't over do it) while pulling the mirror with the black plastic holder from the white plastic actuator. I did use a screwdriver here very delicately to help separate the two items. This was easily accomplished without breaking the old mirror.



Upper mirror  
mounting holes

Remains of  
black sticky  
adhesive

Mirror mount  
locking holes

*Hey, now you got a spare mirror or something to sell*

*Note: for Burco mirrors: follow the manufacturer's directions to remove the glass element from the black plastic mirror holder. Do NOT break the plastic holder, as you will re-use it. Following the directions, break your old mirror glass element and carefully remove the pieces from the mirror holder.*

**Mirror Install:** OK, you're finished with the disassembly for this door. Now to do some wire splicing and we'll re-install the new mirror.

1. Splice new wires onto the heated mirror wires. The connectors that come with these mirrors are odd; you won't find a mate for them easily. They look like bullet connectors but they are much smaller than anything I could find. So, just cut them off and splice in your own 22ga wires (stranded). Use shrink tubing and you will have a nice solid weatherproof connection. Add enough wire to get down the door and over to the center console area (about 12')



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**Hint:** while working on the new mirror keep a piece of cardboard taped to the back of the mirror to prevent the black gummy stuff from getting contaminated.



The white actuator does NOT need to be removed

Removing this piece makes routing the wires much easier. Remove by undoing the 3 bottom screws. Use lock-tite when re-installing these screws

*Note: for the Bruco mirrors, follow the manufacturers direction to glue the new mirrors to the black plastic mirror holder. Then add the Redi Heat element to the glass mirrors following the supplied directions.*

2. Snake the new wires along the same route that the actuator wires take and out the rubber feed-thru grommet. You will need to un-tape the ends of the rubber feeders to do this.

**Hint:** Use a tad of silicon grease to help make snaking wires a breeze.

3. Reassemble the mirror using the new heated mirror element. It pretty much just snaps into place. It doesn't take much pressure. The black gum will attach to just about anything so be careful not to get it messed up before you install the mirror.

- a. Re-installed the mirror assembly to the door.

4. Routing the wires in the door:

- a. Remove the speaker and plastic speaker housing. This provides access to the inside of the door. Continue to route the wires down the door to the speaker area.

*Use wire ties as needed to secure the wires in place*

- b. Remove the kick panel. It just pops off too; just use your hands and a little force (a touch of a screwdriver may make it easier).

- c. Find the connector for the wires that go through to the door.

**Caution:** there's a Yellow SRS connector in this area, leave it alone.

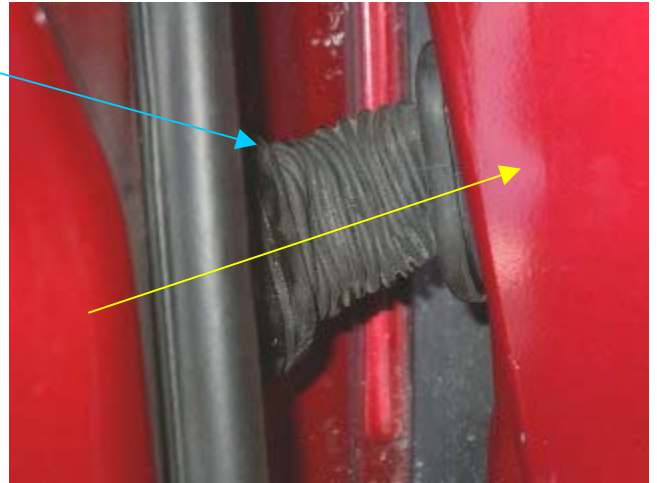


Release the wire ties to get some slack on the wiring harness

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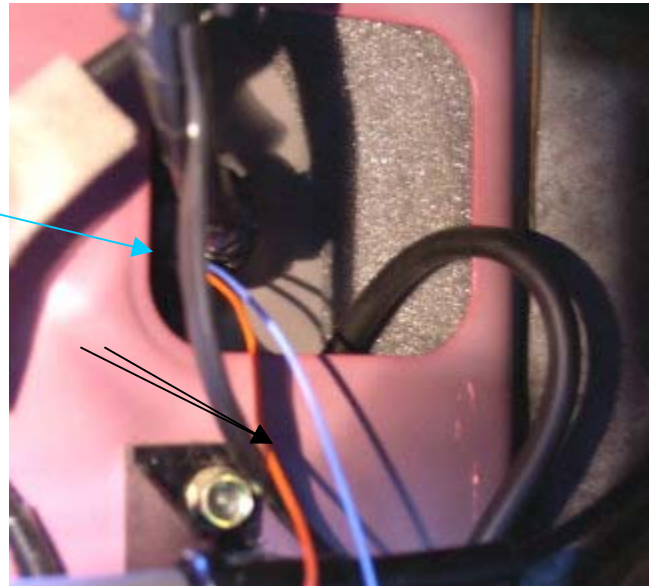
Undo the connector and pull the rubber feeder grommet out. Then undo the tape from the rubber feeder for these wires.

- d. Remove the rubber feeder grommet from the door and a couple of the wire holder clips. This will allow you to get enough slack to undo the tape from this end of the rubber feeder grommet.
- e. Now you should be able to easily feed your new wires through the rubber feeder grommet.



- f. Go back and tape up the ends of the rubber feeder grommet, which now includes your new wires and re-insert both ends of the grommet as you originally found them.

The driver side kick-panel area is shown here >. The wires from the door end up coming out of this hole.



- 5. Check that the mirror operates and has full motion control at this time. Also make sure your power window goes up and down.
- 6. Re-install the door panel and all connectors previously unplugged.
- 7. Once you have done the above procedure to both sides you will then be ready to connect these wires to a power source.

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**Wiring options:** There are a few options for how to control the heated mirrors. The Canadian model uses a different mirror switch assembly that has an extra button to control the heated mirrors. I was given a price of about \$92US to order this assembly. The '04 RSX, Type S now uses this switch so you can order it through (American Honda) Acura parts department. The part number is 35190-S6M-J21 (Switch Assy.).

Another way is to add a separate small switch in the area of the mirror switch assembly. This switch would then turn the heaters on or off. I have found two solutions that fit and look nicely. One is a push button switch with separate LED, the other a rocker switch with built-in LED. I'm using the push button switch with a timer circuit and relay. I have the timer set for approximately 7 minutes, which seems to work well. So, with the timer you push and forget it. With the rocker switch you will not need the timer circuit and you can eliminate the need for a relay too. I think the ideal solution would be a momentary rocker switch (using the timer circuit) with the LED built-in but I was unable to find a switch like that.



The switch shown in the left picture is a momentary push button from Radio Shack with an external LED. In order to use this you must add an electronic timer circuit (circuit posted at end of article).

The right picture shows a rocker switch, Philmore 30-10081 (amber), which I purchased at You-do-it electronics for about \$3us and available on the web. Also available are variations of the LED color: 10083 Red , 10085 Green.

<http://www.itcelectronics.com/pdtl-revised.asp?P=3612>

*I choose an amber colored LED as that fits with the scheme used on the for the rear window defroster, red and green are also available.*

Another method I used for awhile requires no switch at all. I wired the heated mirrors to work off of the rear window defroster. It seems logical that both would normally need defrosting at the same time. Since the rear window defroster already has a 15-minute timer it seems to fit the purpose. Access to the rear window defroster wire is relative easy once you remove the center console.

### Removing the center console:

1. Unscrew the shift knob and then pull down on the boot (for 6 speed, not exactly sure what to do for auto transmissions).
2. Using a small flat bladed screwdriver wrapped with tape to help prevent marring, pry off the top portion of the console. The pictures below show the approximate location of the plastic clips (yellow).



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3. Remove the beverage holder; just pull it straight up (I need to help it with a screwdriver).
4. Remove the 2 screws in the rear of the center console (move the seat forward to access).



5. Free the sides of the console by, removing the retainers in the area (on the inside) marked “X” (access these from the top), and then the side retainers by pulling gently in the areas of the yellow dots.

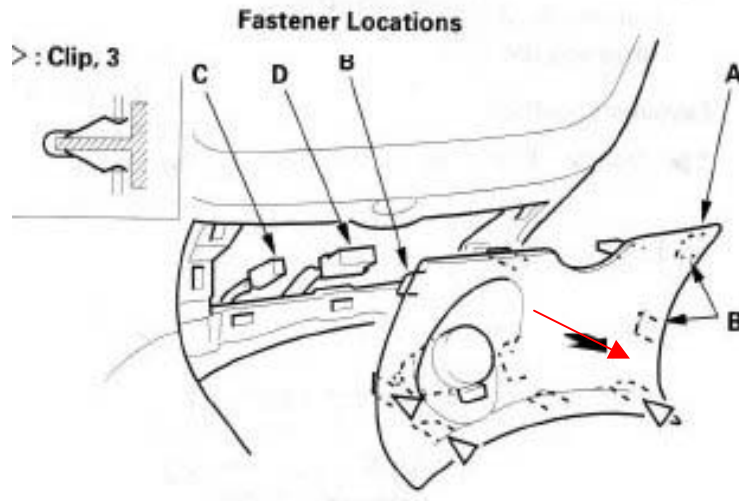


6. Unplug the power connector (rear cig. Lighter) and lift the console out of the area.

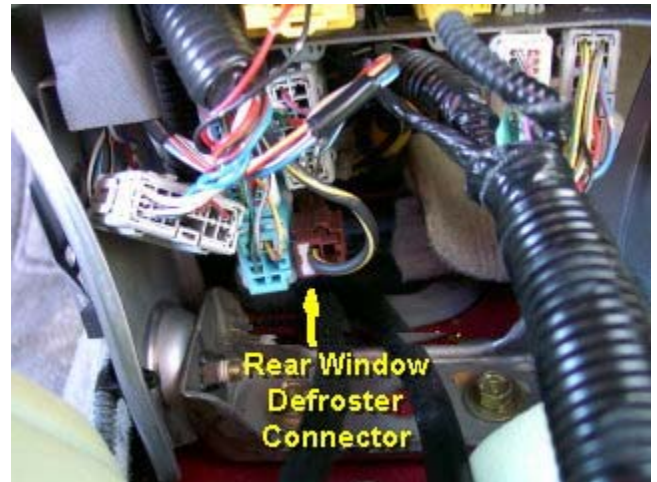
**Removing the “Dashboard Center lower cover”:** This item just pops off. You will need to get that small screwdriver with the protective wrapping again. Pry around the top and sides, then pull it straight back.



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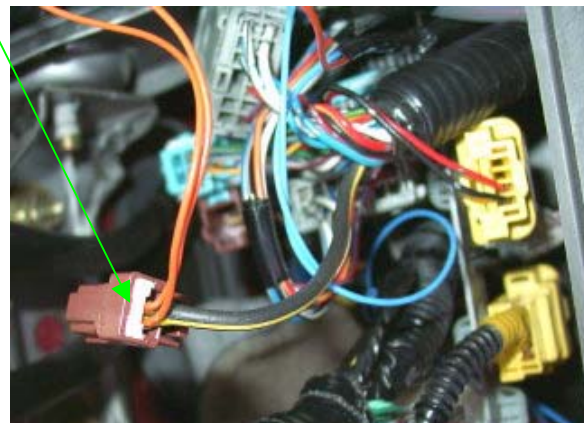


Now move the foam insulator out of the way and you will see the wires and connectors that need to be accessed.



**Making the connections:** If you haven't already routed the new wires from the heated mirror to the lower center dash area, do so. Then locate the brown connector (see picture above), which has a large black wire with a yellow stripe. This is the wire that supplies power to the rear defroster.

1. Unplug the connector. Pry the white plastic plug from the wire side of the connector and then remove the wire with lug from the plastic housing.
2. Solder one wire from each mirror to this lug and then reassemble the connector shell. My wires are the orange wires in the photo here>>>>.



**Caution:** there are Yellow SRS connectors in this area, leave them alone



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3. Now take the remaining two wires (one from each mirror) and solder them to a ring terminal. Pick a terminal sized to fit the ground screw in the upper right hand part of the lower console area (there's 2 other wires already there). My ground wires are the blue ones in the photo.



4. OK, give it a test. Make sure your rear defroster works and the heated mirrors too (both sides). If so, check and make sure all the plugs and connectors you undid are reconnected. Put the Dash panel back and the center console.

### **Final Check:** Double check that all electrical things work:

Front and rear power outlets  
Both mirror's motion control  
Power window operation  
Door latches and lock

Door speakers  
Anything else you thing you may have touched or been near.

Now check all the things you shouldn't have touched: lights, turn signals, heater, horn, radio, etc

**Done, happy defrosting!**

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### Electronic Timer circuit:

I purchased an electronic timer (kit 85\_3 Timer Circuit) from <http://www.electronics123.com/> for a shipped cost of approximately \$16.

The values shown here will produce a time of about 7 minutes, which is plenty of time to defrost the mirrors. Adjusting the value of R2 and/or C1 can change the time. This circuit was enclosed in a plastic case from Radio Shack.

