



Mirrorcool Surround Trims Fitting Instructions

On our website you will find fitting videos and these instructions in several languages:

retrospecparts.com/support



By reading all the instructions, notes and tips before starting, you should find it easy (although a little fiddly!) to fit your new MirrorCool trims. Please do not attempt it if you do not feel confident that you can do it. A fitting service is often available at meetings: Please ask for details if required. ☺

Please ensure that you have the correct MirrorCool kit for your mirror. (See table at end of instructions).

Instructions:

Notes & Tips:

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| <p>1. <i>Remove the mirror from the vehicle.</i></p> | <p>Removing the mirror from the vehicle. <u>Do not separate the mirror head from the arm.</u> Remove the mirror and arm assembly <u>together</u>, from the door. (EG: On a 2CV, loosen the two small screws on the door mounted clamp, then swivel & lift the arm out).</p> |
| <p>2. <i>Remove the old mirror trim.</i></p> | <p>If the old plastic surround is very brittle, you should be able to remove it fairly easily without putting any strain on either the glass or the mirror housing. If it does not come out easily, do not use <u>any</u> force or leverage to remove it, otherwise you may break the glass. <u>Carefully</u> using a strong sharp knife, (such as a Stanley knife), next to and parallel to the glass, cut the plastic around the edge. Although this is its thinnest part, you may need to go around a few times to cut through the plastic before the outer part is free. Carefully tip the mirror over, and the glass and remains of the plastic surround will fall out. <u>Caution!</u>: The edge of the housing may be sharp, (and the glass and the knife!).</p> |
| <p>3. <i>Prepare & fit the foam pad into the mirror housing.</i></p> | <p>This waterproof foam pad supports the glass while fitting and also holds the glass and surround trim firmly in position once fitted. <u>If your pad has perforated sections, remove these only if you have convex glass.</u> Place the pad into the mirror housing. (Most mirrors use 1 pad, Cipa 320 mirrors use 2, Cipa 355/358 mirrors use 3. Cipa 320/355/358 kits are supplied with 3pads: do not use the thinnest pad for 320 mirrors)</p> |
| <p>4. <i>Geco mirrors. Prepare the housing (very important!)</i></p> | <p>On Geco 22/274/275/438 mirrors, due to manufacturing tolerances, quite often the housing edge may be curved too far in towards the glass, reducing the gap that is necessary to fit the surround trim. If you have this type of mirror, check this before trying to fit the MirrorCool trim: Having already fitted the foam backing, place the glass centrally in the housing and check the gap all the way around, (between the edge of the glass & the curved edge of the housing). If at any point the gap is less than 2mm, remove the glass and then, using a suitable pair of pliers, gently bend the edge out where necessary, to give a uniform gap all the way around. Check again and, once the gap is correct, remove the glass ready for the next stage.</p> |
| <p>5. <i>Fit the glass & trim to the housing.</i></p> | <p>Remove any powder that may be left on your new MirrorCool trim from the manufacturing process. Fit the trim around the glass, with the overlapping ends on the second shortest side. Holding the overlapped ends against the glass, place the glass & trim into the housing, starting with the shortest side. With your free hand, ensure that the trim is positioned correctly and <u>fully</u> in place along this shortest edge and its two corners and then feed the trim in just over half way along the two longer sides. Now put the two ends of the trim together and onto the glass, and tuck their edges under the housing. This part of the trim does not need to be fully</p> |

in place under the housing: just the edge is sufficient. Hold it here with one hand while using the other hand to start feeding just the edge of the trim in from here, towards the corners. The excess can be lost by pushing the trim along the edges, around the circumference of the mirror, towards the starting point. (Please note, every single MirrorCool trim is supplied at exactly the correct length, so do not shorten!)* Once you have the edge of the trim just under the edge of the housing all along the side where the join is, around the corners and along the long sides, you can softly push on the corners so that the glass & trim pops into place. (If it will not easily pop into place, see tips below).

6. *Finishing touches.*

Go around the edge a few more times, settling the trim exactly into position, so that the trim sits neatly over the edge of the housing, and against the glass, all the way around. If a corner is not properly covered, you can push the trim along the circumference of the mirror to rectify this. Similarly, if there is a slight gap at the ends of the trim, push the trim along towards the ends and the joint will become barely visible. Spending a few extra seconds at this stage can make your mirror look like a new original mirror!

7. *Re-fit the mirror to the vehicle.*

Tighten the fixings sufficiently to hold the arm firmly but, (depending on vehicle and type of arm/fixing), allowing the position of the arm to be adjusted as necessary.

Having Problems?

Tips:

- a. If you have an insufficient gap between the glass and the housing, the trim will not fit! (See instruction '4').
- b. Don't try to push the glass & trim all the way in, too soon: After the trim is fully in place along the first edge and half the long edges, ensure that all of the rest is at least partially under the housing edge, before gently pushing the glass into place.
- c. Do not push hard on the glass. If the trim is difficult to push into place, it may be because the glass is not fully in place in the first (shortest) edge and is trapping the trim between the glass and the housing at the opposite end. Or, particularly if it's tight in the larger-end corners, the gap may still be too small. (See instruction '4').
- d. If the smaller end of the glass pops back out while you are working on the wider end, you may find that you can carefully push the glass further under the edge of the smaller end of the housing, (which will also give more room at the other end).
- e. If you have too much slack trim anywhere, or somewhere that needs more trim, just push the trim along the circumference of the mirror to re-distribute it as req'd.
- f. If the glass goes all the way in without the trim being in place, it will be difficult to get it out again without removing the trim and starting again. (See tip 'b' above).

*Important: Genuine MirrorCool trims are always supplied at exactly the correct length. Although it may appear to be longer than necessary, once fitted it will be a nice tight fit, with a join that is barely visible. Cutting it shorter may leave a gap, it may not fit well in the corners or may not hold the glass securely. (Please do not cut it shorter!).

With practice the whole of the above operation can usually be completed within 15-20 minutes. Sometimes it can take a bit longer, particularly if it's your first time. If you find that you are having difficulty fitting the trims, please ensure that you have fully read these instructions and tips, (particularly step 4 for Geco mirrors), and please see our video at www.retrospecparts.com and/or contact us via our website for assistance.

Please ensure that you have the correct <i>MirrorCool</i> kit for your mirror:					
Mirror Manufacturer:	GECO	CIPA	CIPA	CIPA	CIPA
Mirror Reference Numbers	{ 22 { 274, 275 { 438	36 (H-Van)	187 (H-Van)	54 195 225 35215	320 355 358 GEMO 436
(If your Geco/Cipa mirror has a number that is not listed here, or has no number, please contact us).	Important! See instruction 4! + Instruction 3 explains about the foam pad perforations.				Instruction 3 explains which foam pads to use for your mirror.
Most common fitments:	(2CV etc)	(H-Van, etc)	(H-Van etc)	(DS, Peug, etc)	(DS, GS, Visa1)

www.RetroSpecParts.com

Now in Stock: MirrorCool Surrounds and Glasses for HY vans and NOS Genuine Geco Original 2CV/Dyane Complete Mirrors