

DIY: Upgrade to Heated Outside Mirrors (auto dimming is not wired in this guide)

I own a 2012 1LT Camaro. For some reason, GM decided to leave heated mirrors off of all trim levels except for 2LT and 2SS. Since this car has massive rear blind spots, having mirrors that ice or fog up in the winter with no way to clear them while driving is insane. I guess GM thought the Camaro would only be driven during warm weather. Idiots.

I have been looking at doing this for about a year, and one thing that I noticed about other posts on this topic is that there are never any photos to show you exactly what needs to be done. I have now taken over 400 photos on this process, and this guide contains the best of those.

I consider this upgrade to be simple, if you have the patience and the right tools. It took me approximately 3 hours to do both mirrors, starting out from never having removed a door panel before, and also taking photos the whole way. It is a lot easier than all of those other posts made it out to be.

This upgrade uses your existing outside mirror housings. You do NOT have to get mirrors that match your current color. You will be replacing parts only.

To upgrade your mirrors, you will need (2) heated mirrors, and (2) heated wiring harnesses. Heated mirrors can be obtained from Ebay, C5 members, a junkyard, or a GM parts store.

GM does NOT sell harnesses separately. They also use 4 different harnesses: Driver's side heated & non-heated, and Passenger's side heated & non-heated. Unheated harnesses have black connectors, and heated have white.

Get your harnesses from C5 members, a junkyard, or buy the whole assembly from GM for \$250 or more. It may be possible to fabricate these in the future, if someone can find new pin connectors; but don't depend on that.

I bought 2 entire mirrors assemblies from a member on C5. I paid a bit more to get the same model year as I had, in case GM changed the connector size between years. Now that I have measured the connector size, you can check yours before you order, and ask the seller to measure theirs also to be sure that it will fit your car.

Part 1 - Disassemble your parts mirrors



Complete Driver's side heated mirror assembly. Note heated mirror symbol on glass, white connector, and yellow wire label.

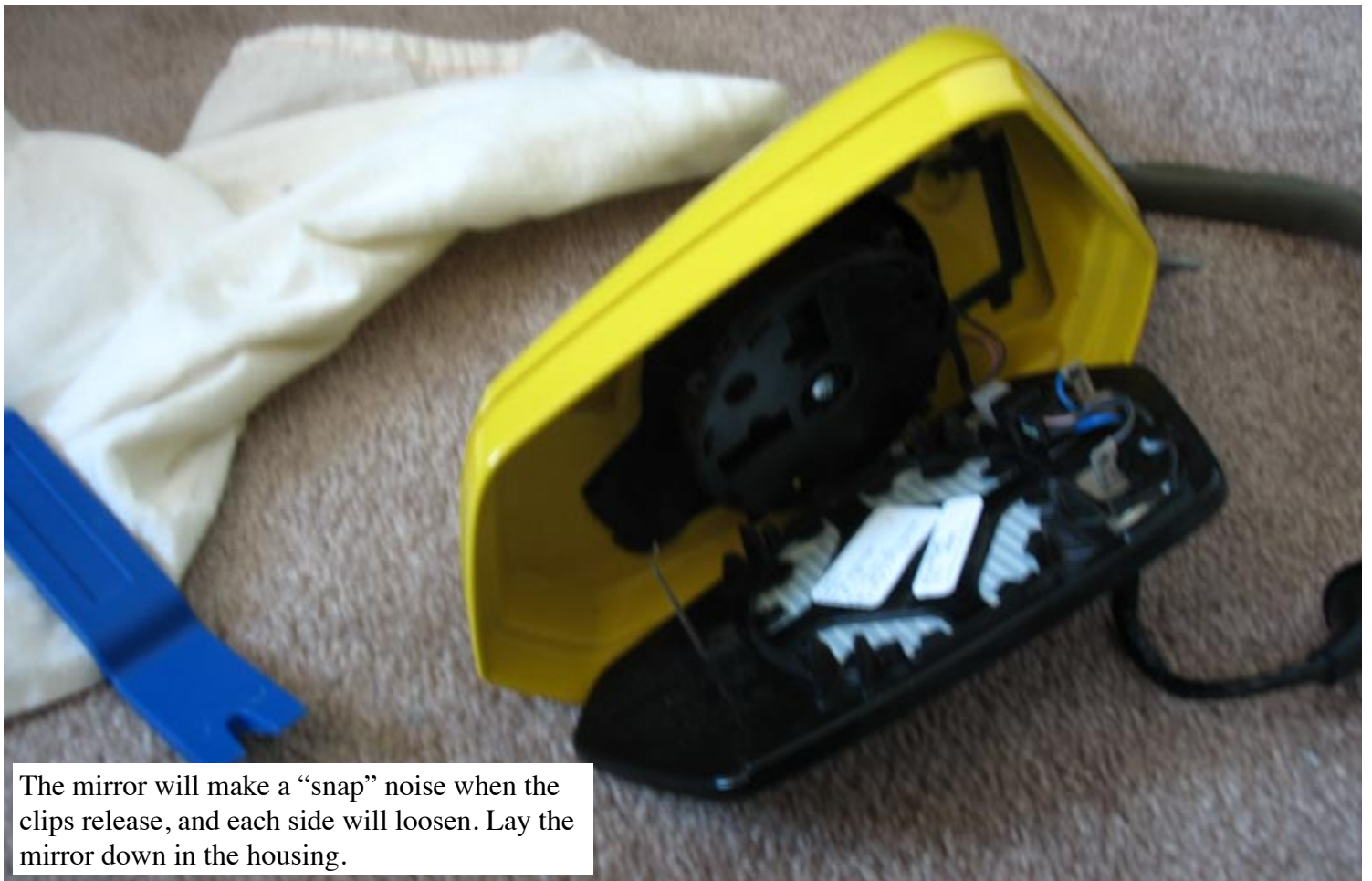


Using a soft cloth, press the mirror down in the center bottom with your thumbs so that a gap opens at the top.



Move the cloth into the gap at the top of the mirror. This is to prevent housing scratches when prying out the mirror.





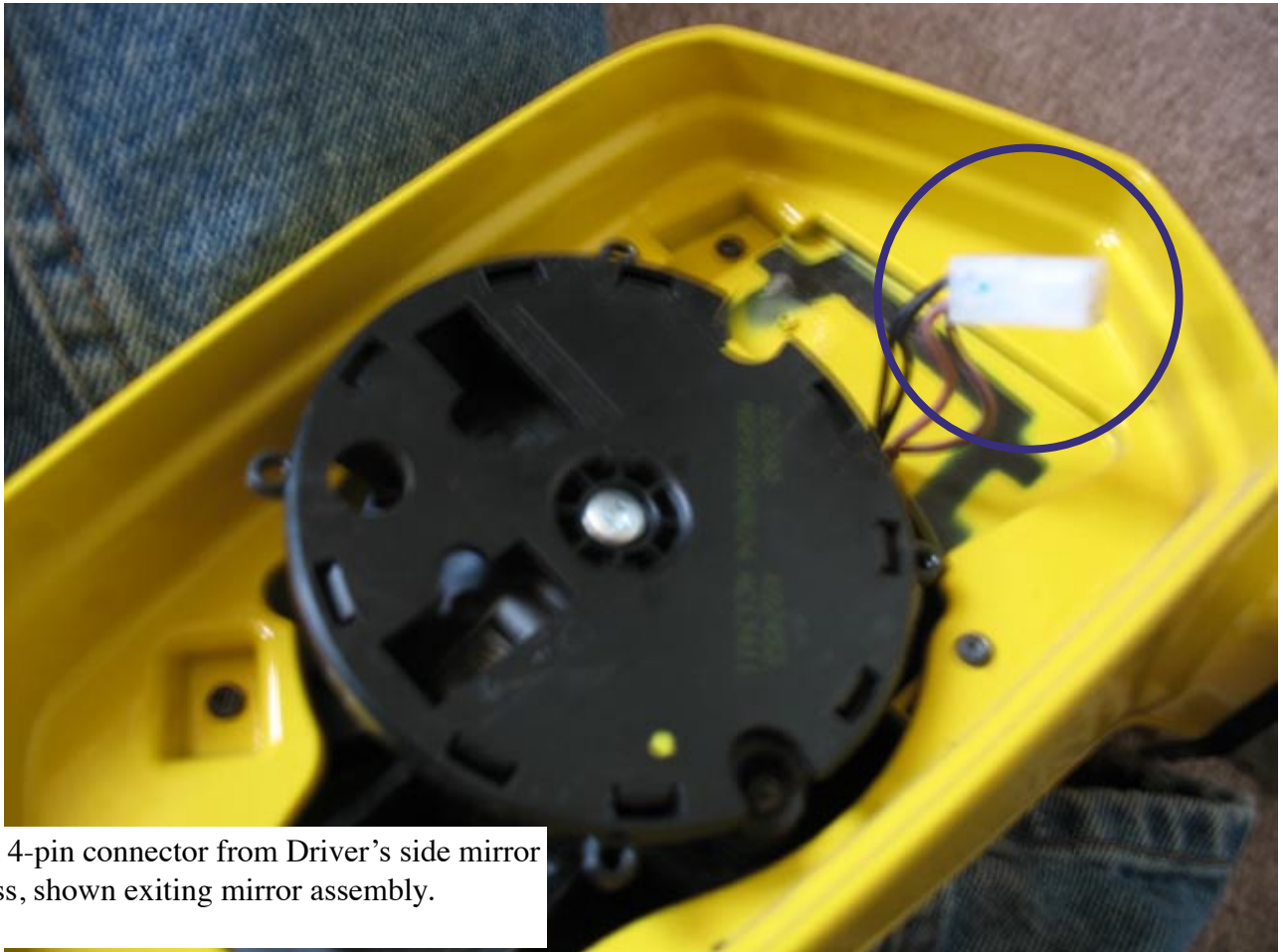
The mirror will make a “snap” noise when the clips release, and each side will loosen. Lay the mirror down in the housing.



Release the square white 4-pin connector from the black connector that it seats into, and remove the mirror from the housing.



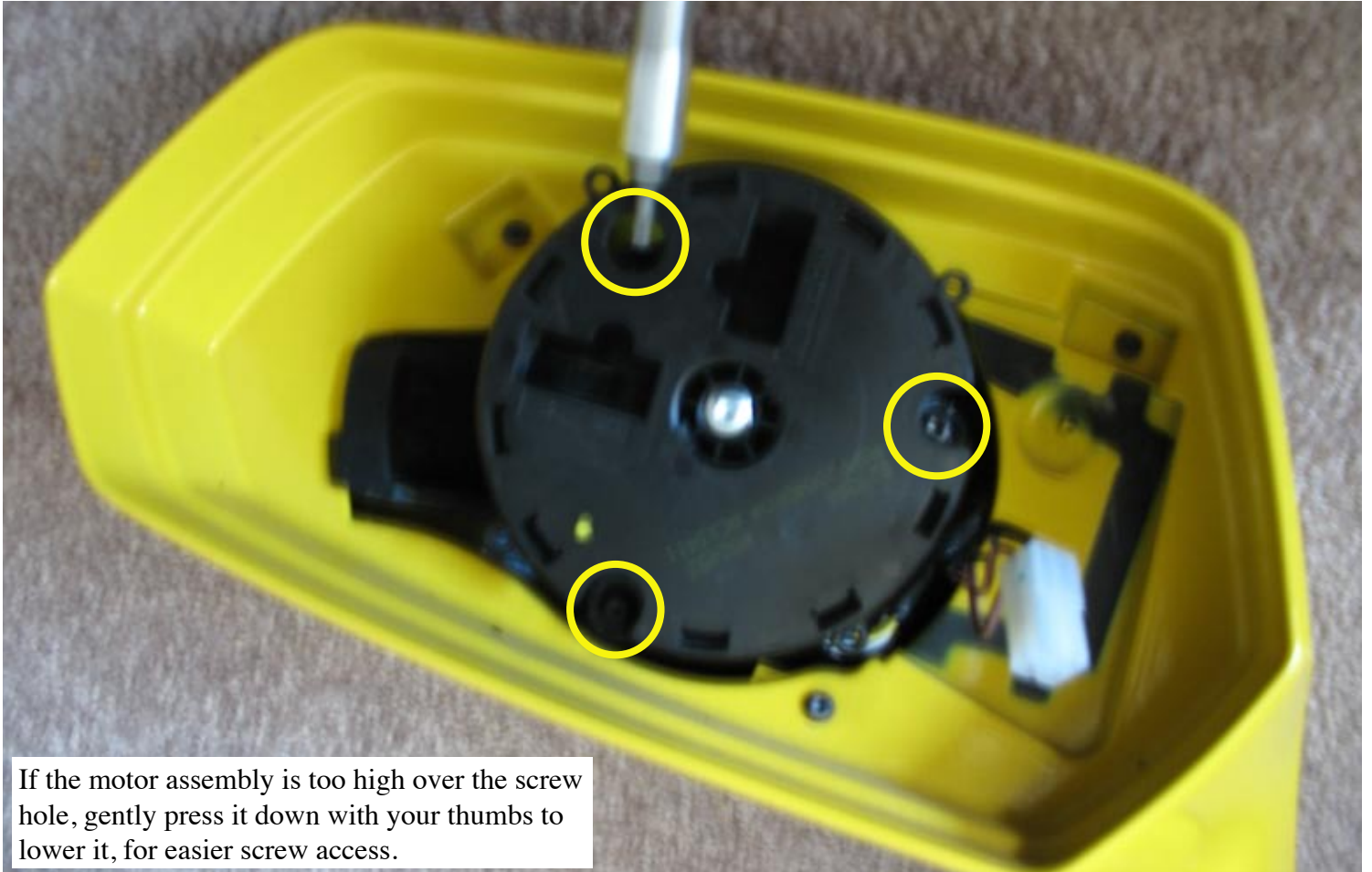
Black 4-pin connector attached to rear of Driver's side heated mirror.



White 4-pin connector from Driver's side mirror harness, shown exiting mirror assembly.



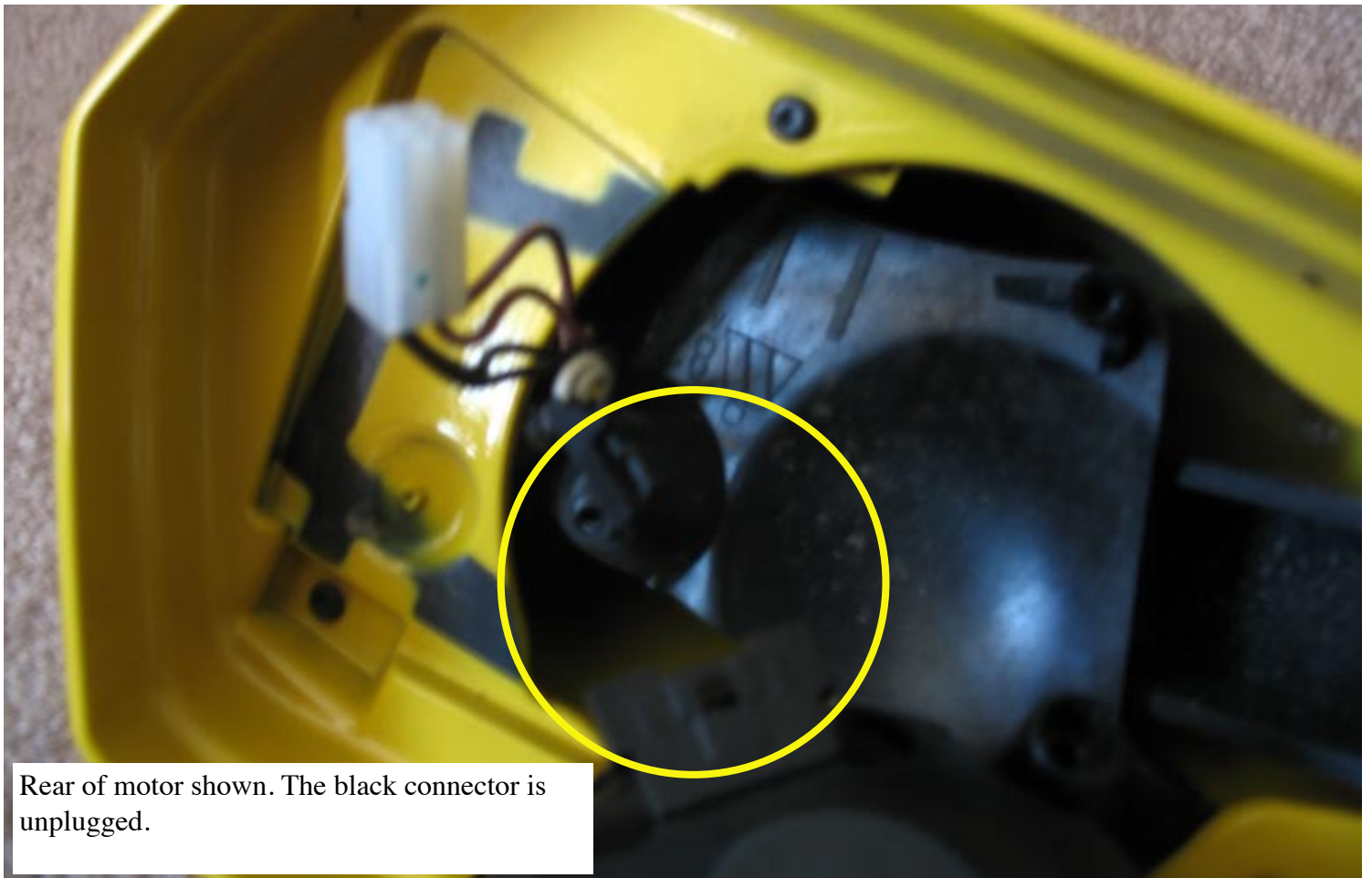
Using a Torx T-10 bit, remove the 3 screws holding the mirror motor in the mirror assembly.



If the motor assembly is too high over the screw hole, gently press it down with your thumbs to lower it, for easier screw access.



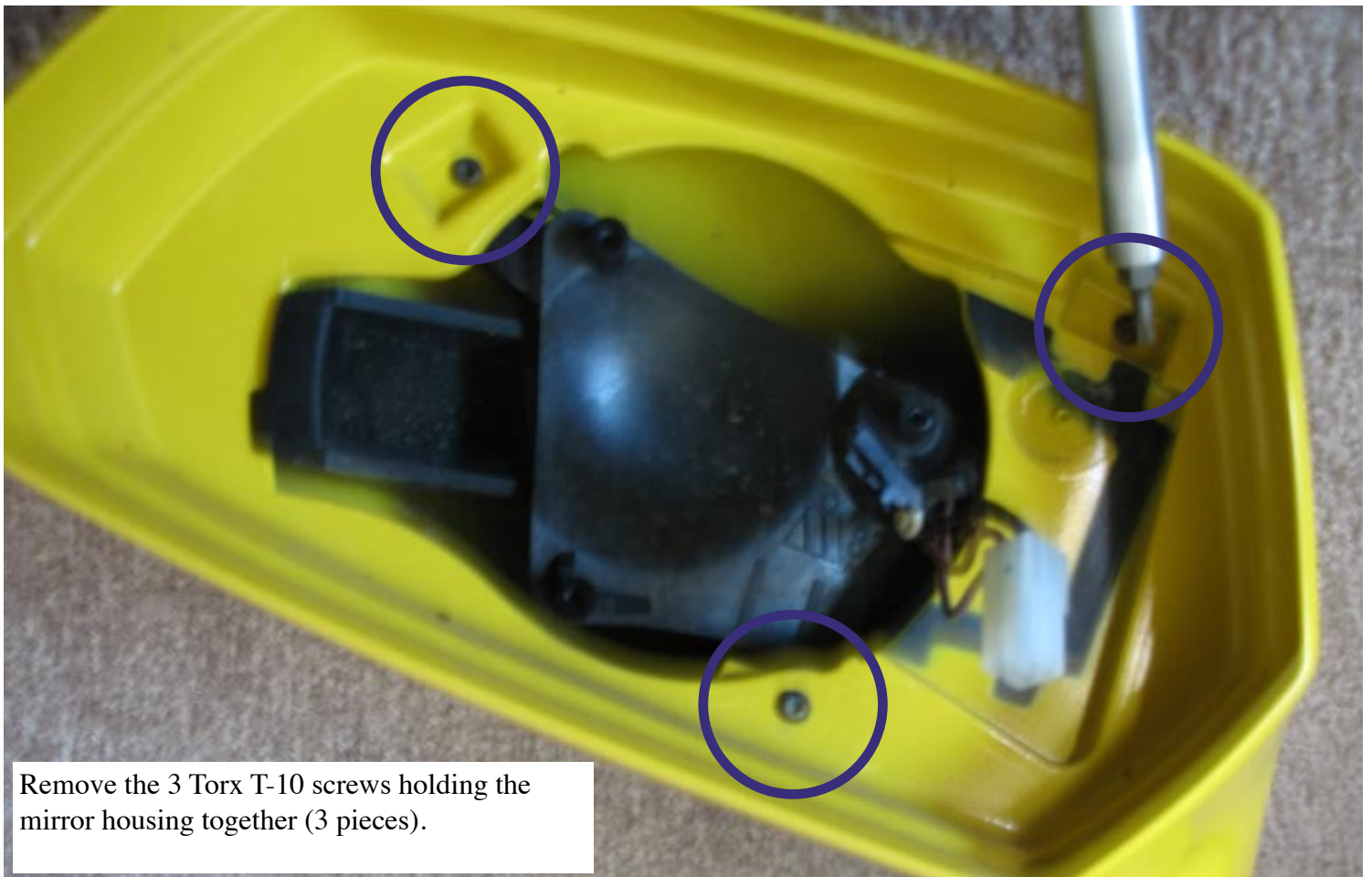
Rear of motor shown. The black connector must be unplugged, before the motor can be removed from the housing.



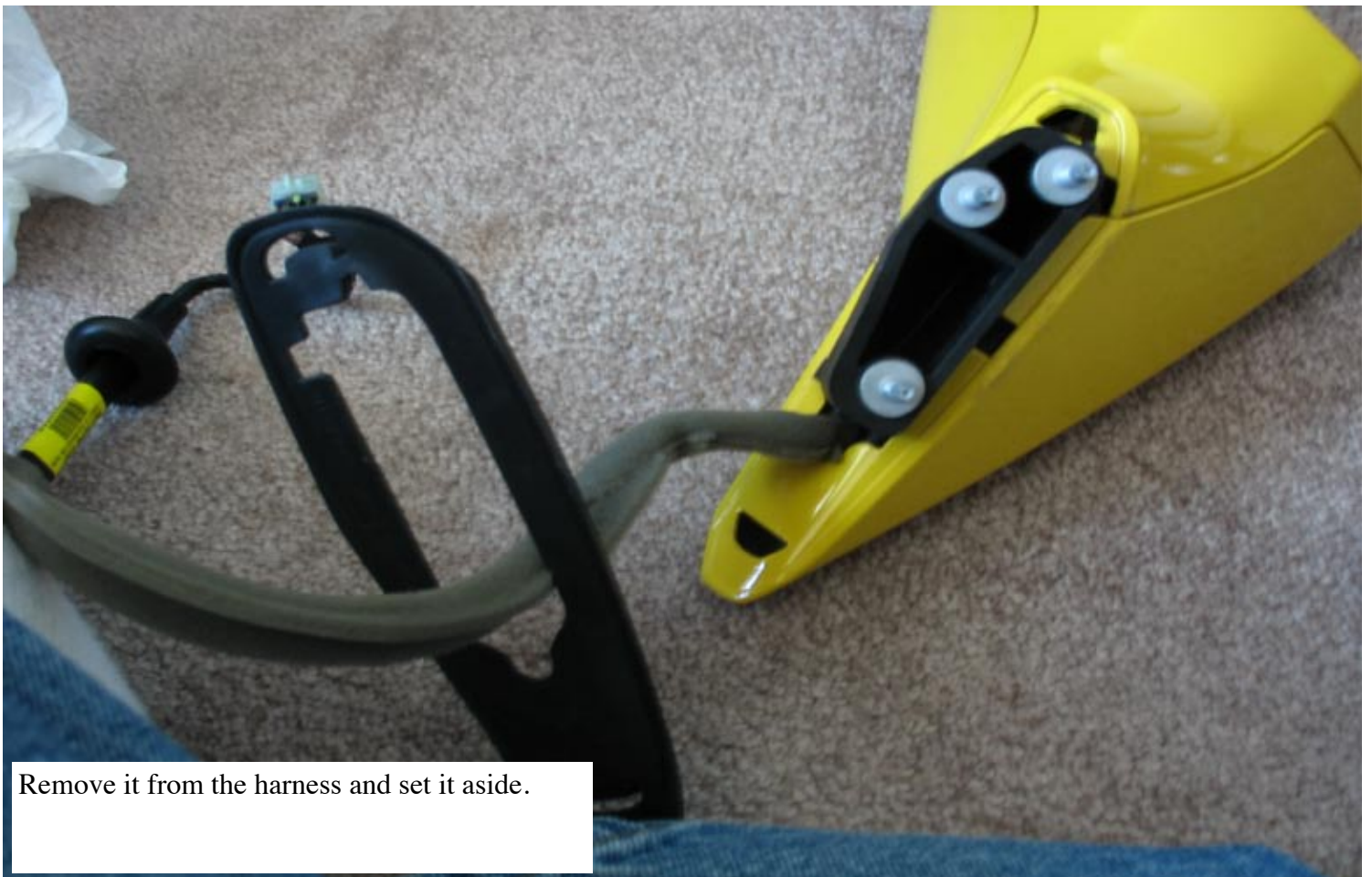
Rear of motor shown. The black connector is unplugged.

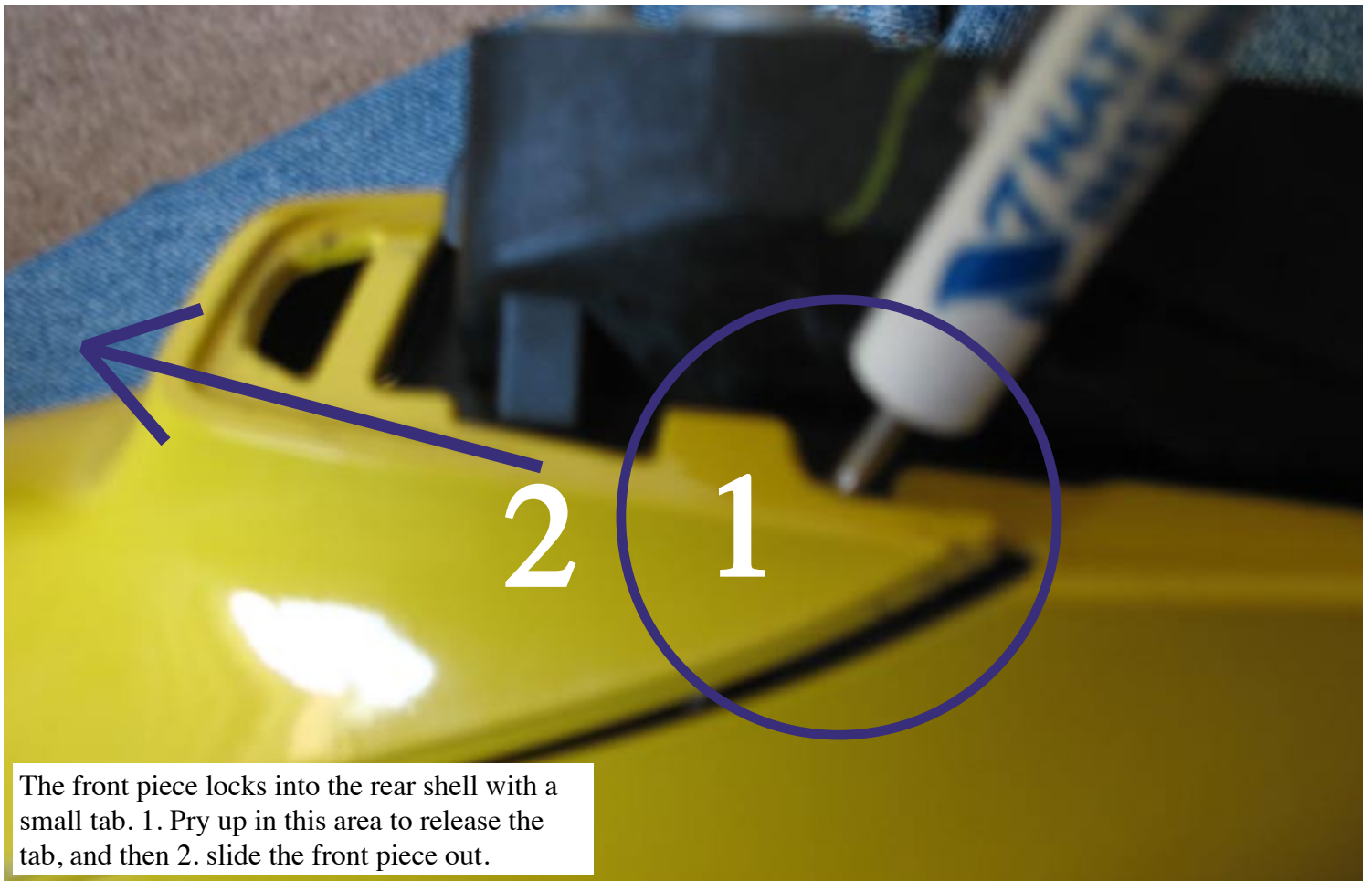


Mirror motor and 3 mounting screws.



Remove the 3 Torx T-10 screws holding the mirror housing together (3 pieces).





The front piece locks into the rear shell with a small tab. 1. Pry up in this area to release the tab, and then 2. slide the front piece out.



Front piece separating from the rear shell.



Remove the front piece and set it aside.



The rear shell has an internal plastic support structure clipped into 3 places.

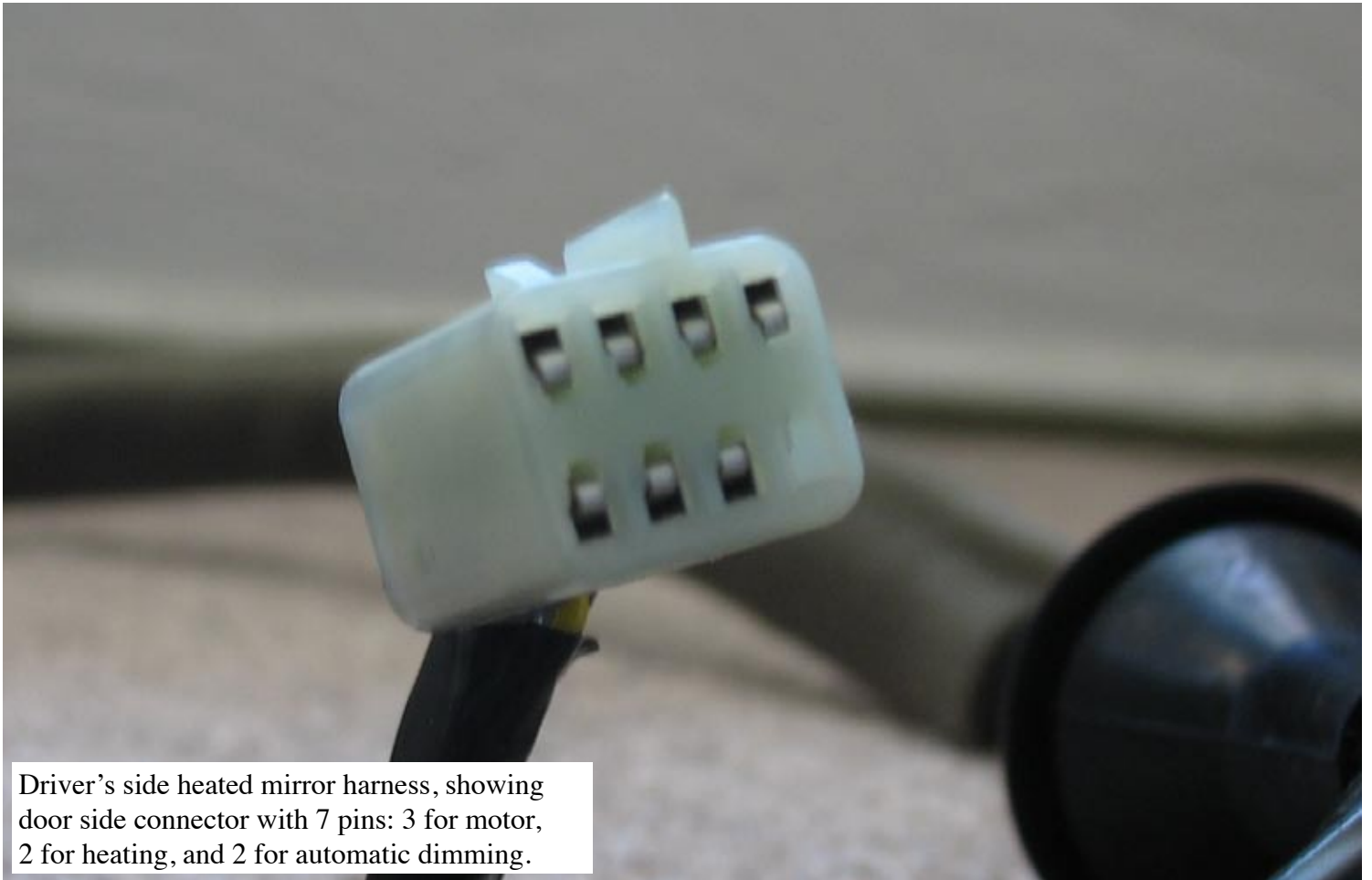




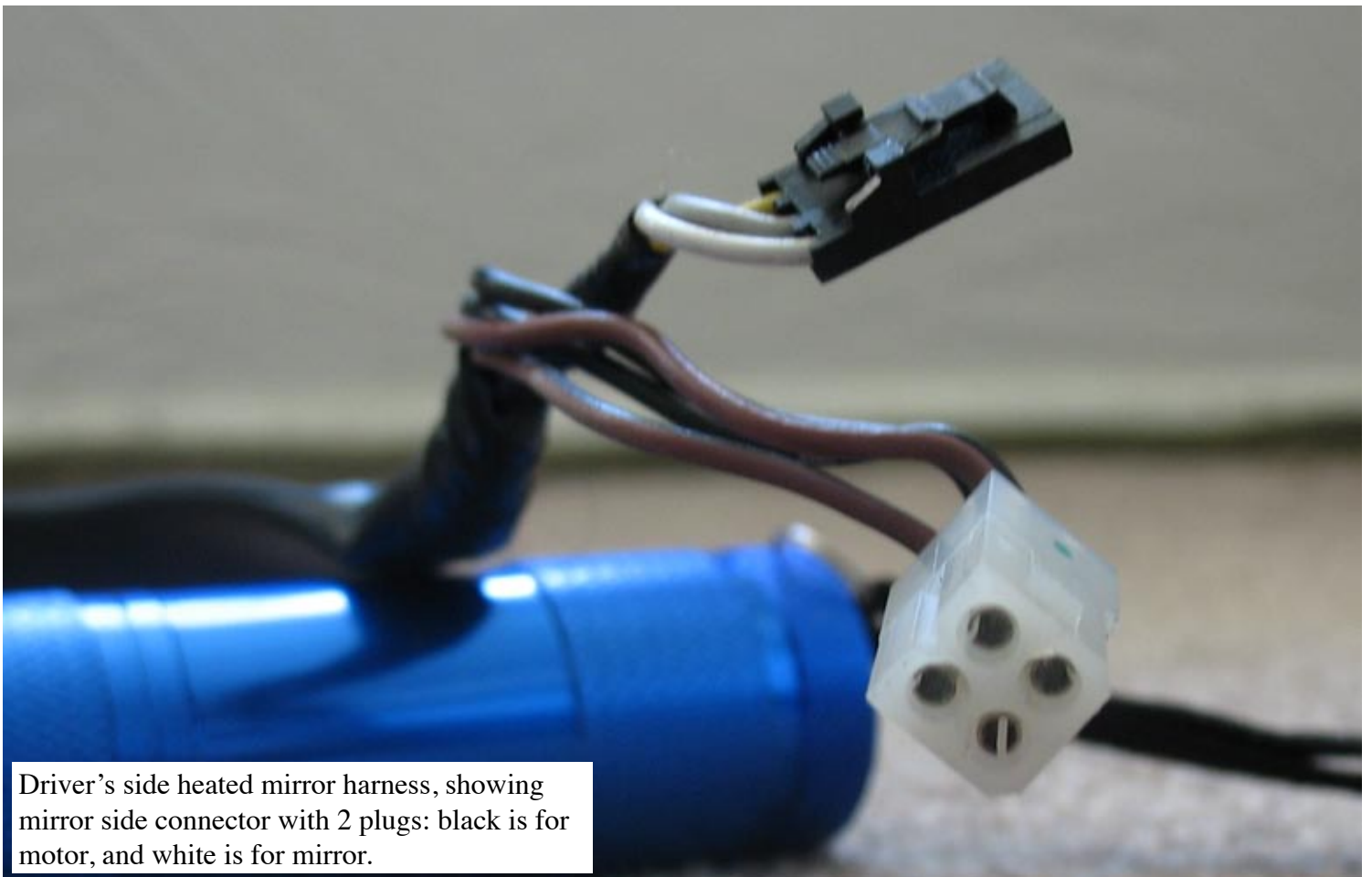
Gentle wiggle the support structure and flex the shell to release all 3 clips circled in yellow.



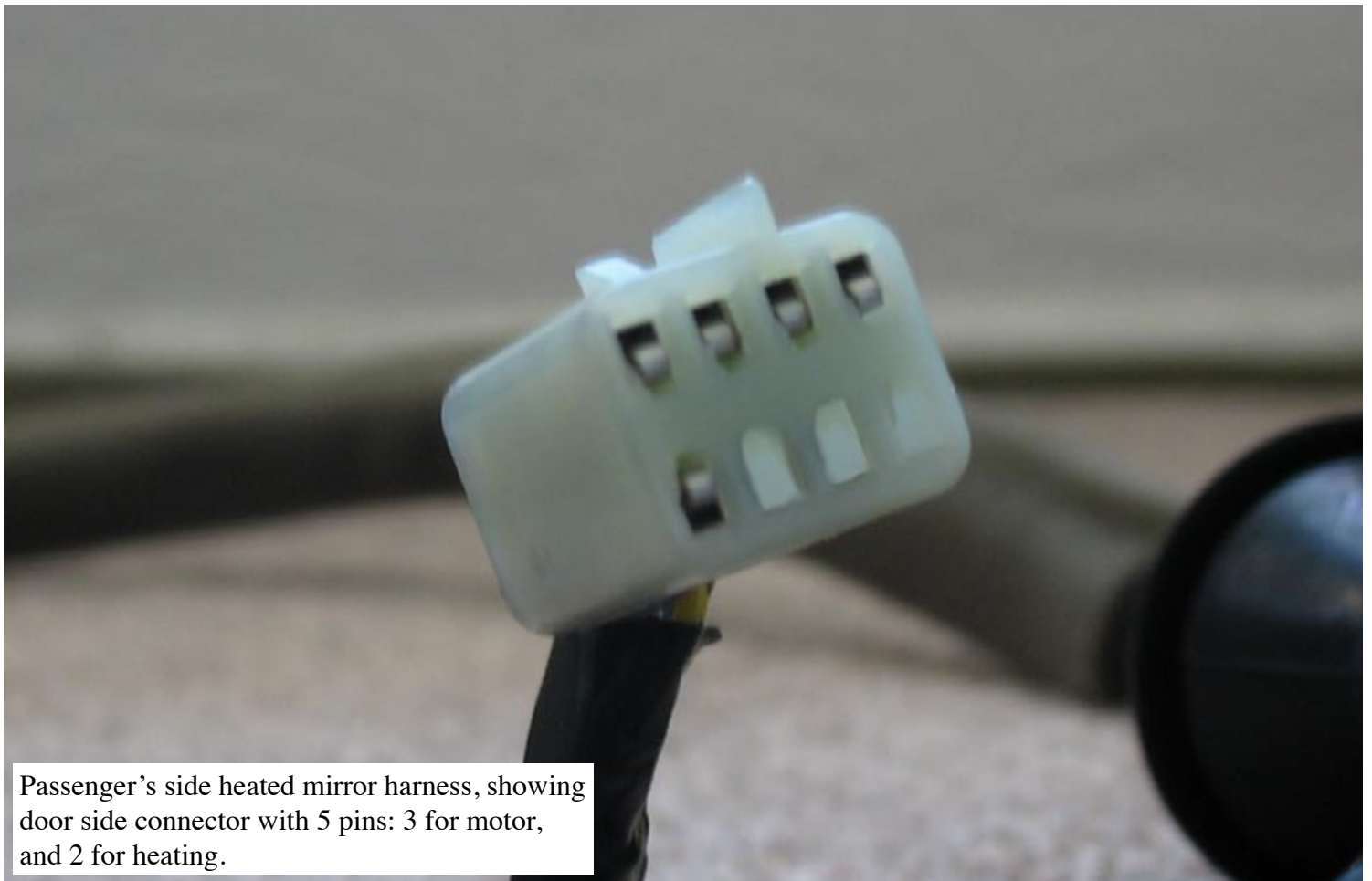
Remove the support structure from the rear shell by sliding it out towards the front.



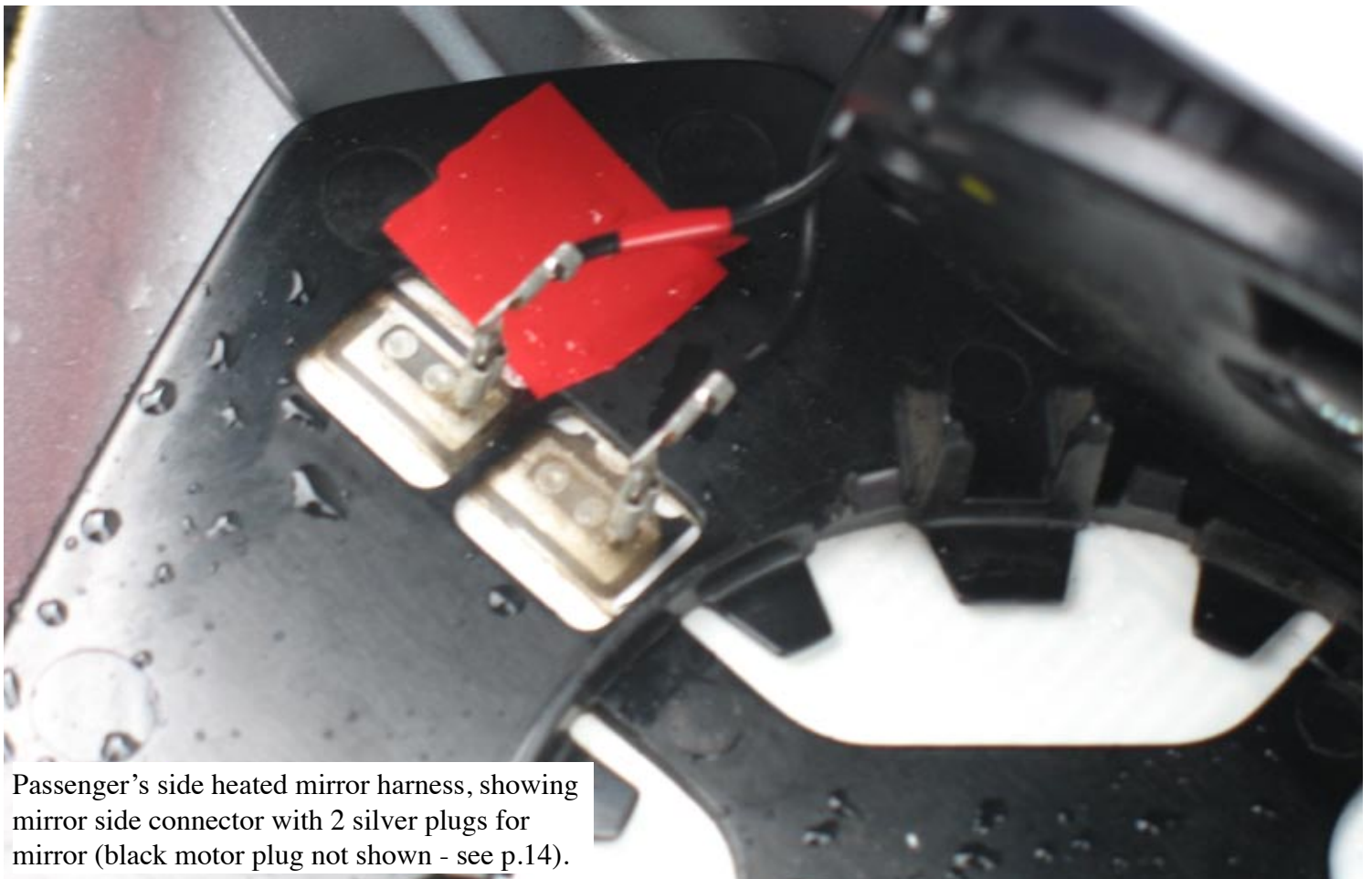
Driver's side heated mirror harness, showing door side connector with 7 pins: 3 for motor, 2 for heating, and 2 for automatic dimming.



Driver's side heated mirror harness, showing mirror side connector with 2 plugs: black is for motor, and white is for mirror.

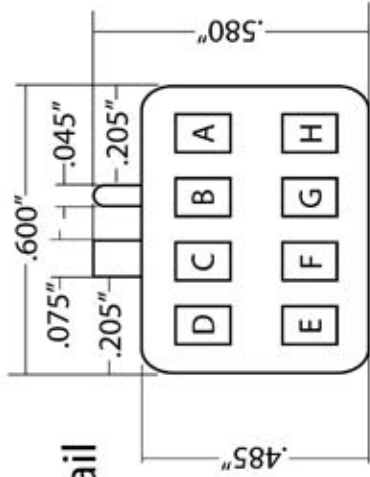


Passenger's side heated mirror harness, showing door side connector with 5 pins: 3 for motor, and 2 for heating.

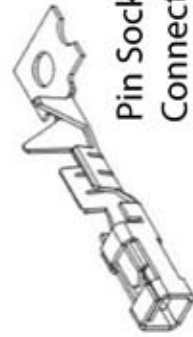
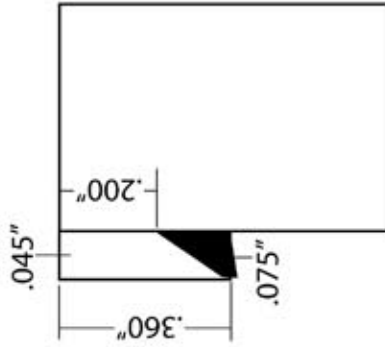


Passenger's side heated mirror harness, showing mirror side connector with 2 silver plugs for mirror (black motor plug not shown - see p.14).

Mirror Wiring Harness Door Side Connector



All Dimensions
Are Approximate



Pin Socket
Connector
Fits A-H Above

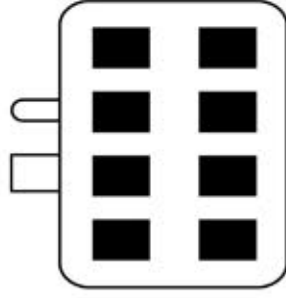
Dupont Jumper Wire Cable Housing
Female Pin Connector Terminal
About .075" Wide

Note: Driver's and
Passenger's side
connectors are
wired differently!

Connector Colors



Black =
Unheated



White =
Heated

Mirror Motor
Connector

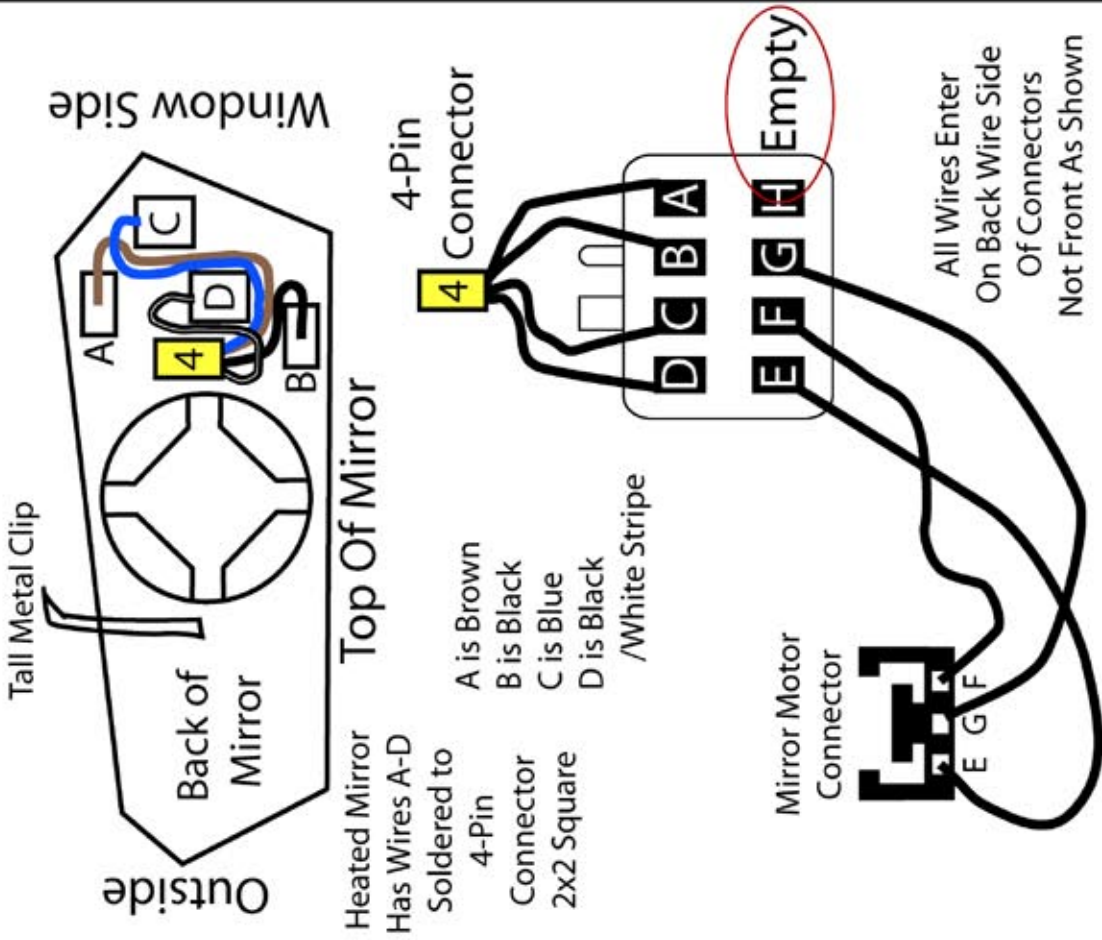


Replacement
Passenger's Side
Heated Mirror
Connector

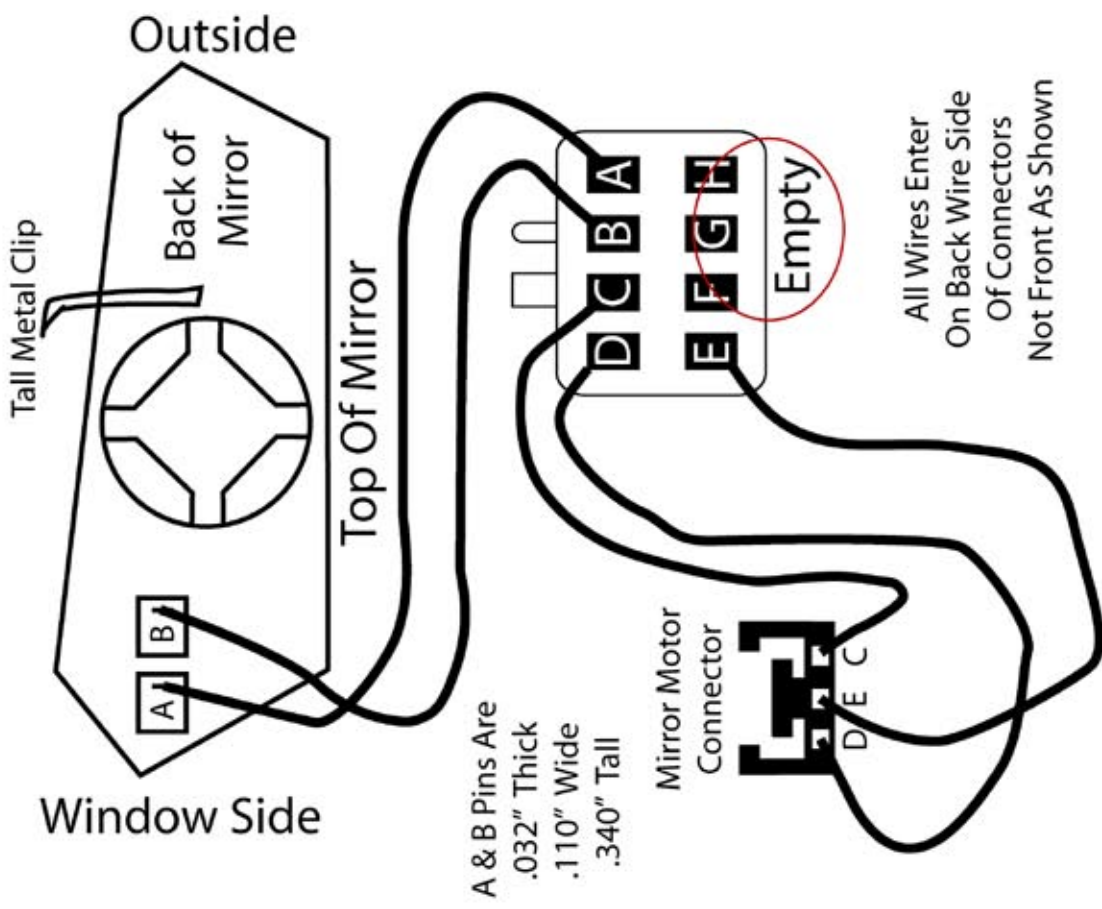


Parts-Express.com
095-286
.110" Wide

2012 Driver's Side Heated Mirror Connector Wiring Guide

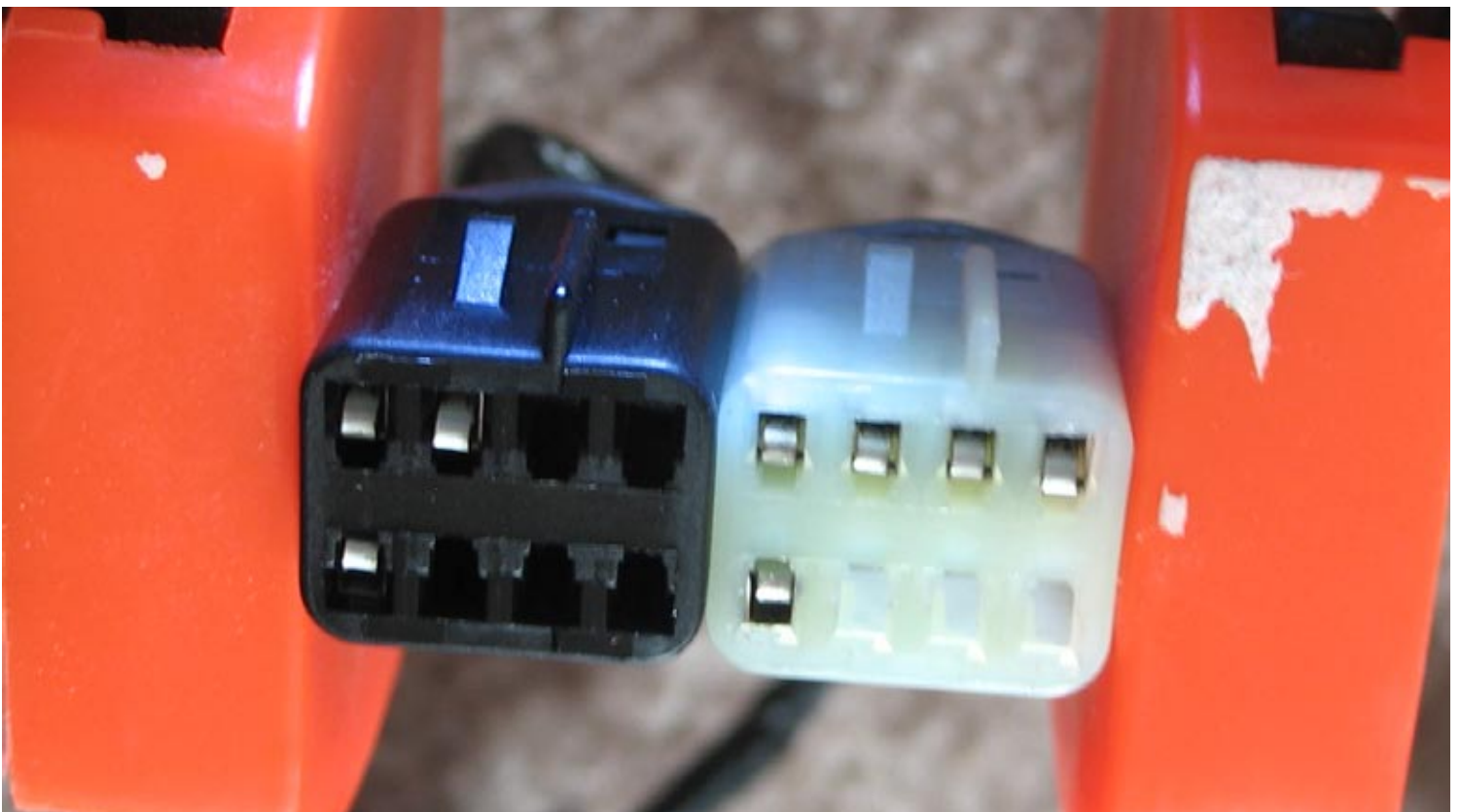


2012 Passenger's Side Heated Mirror Connector Wiring Guide





2012 Camaro Outside Mirror Connectors - Driver's Side Shown
Black - Unheated • White - Heated • Same Exact Size



2012 Camaro Outside Mirror Connectors - Passenger's Side Shown
Black - Unheated • White - Heated • Same Exact Size

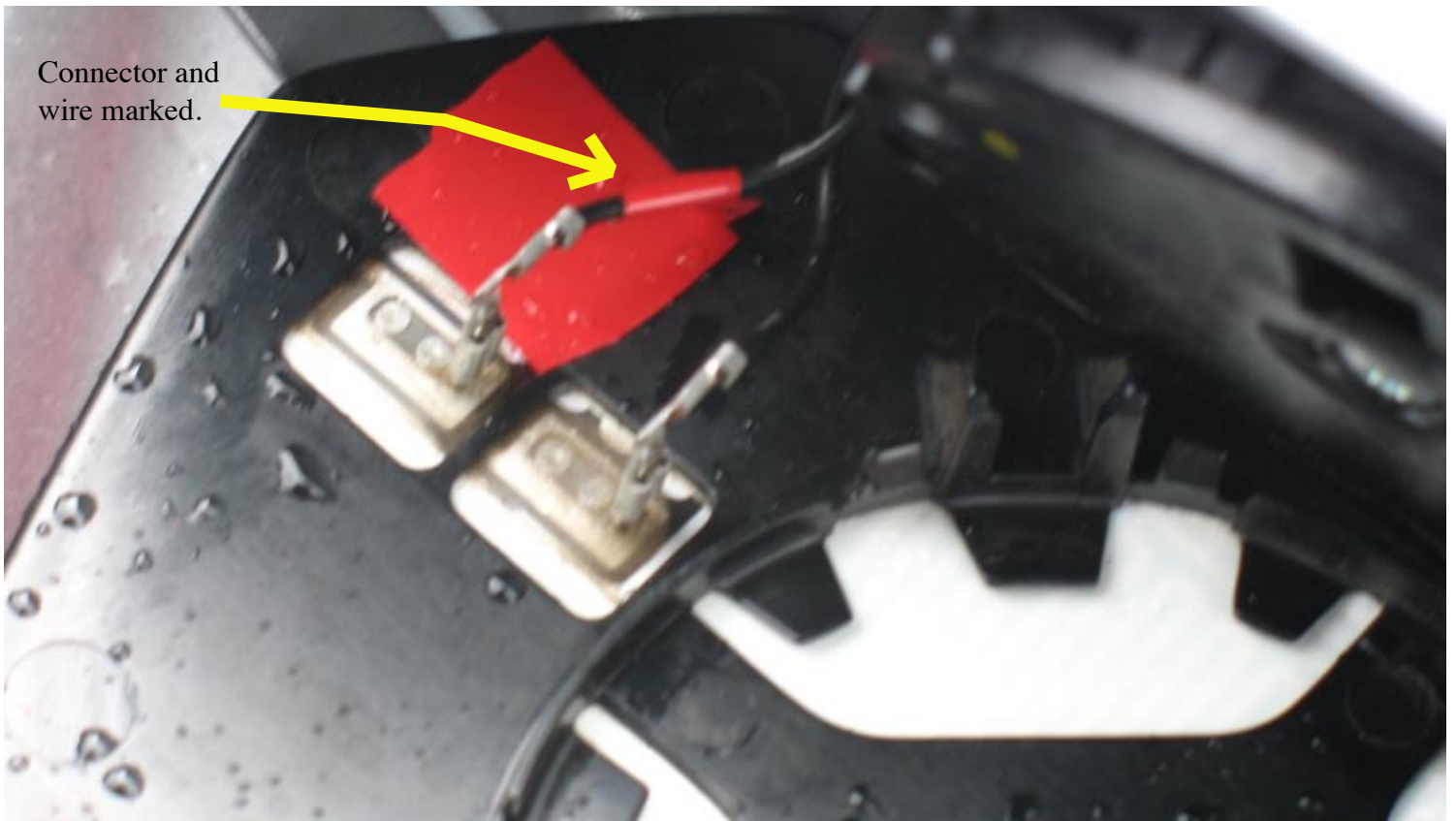
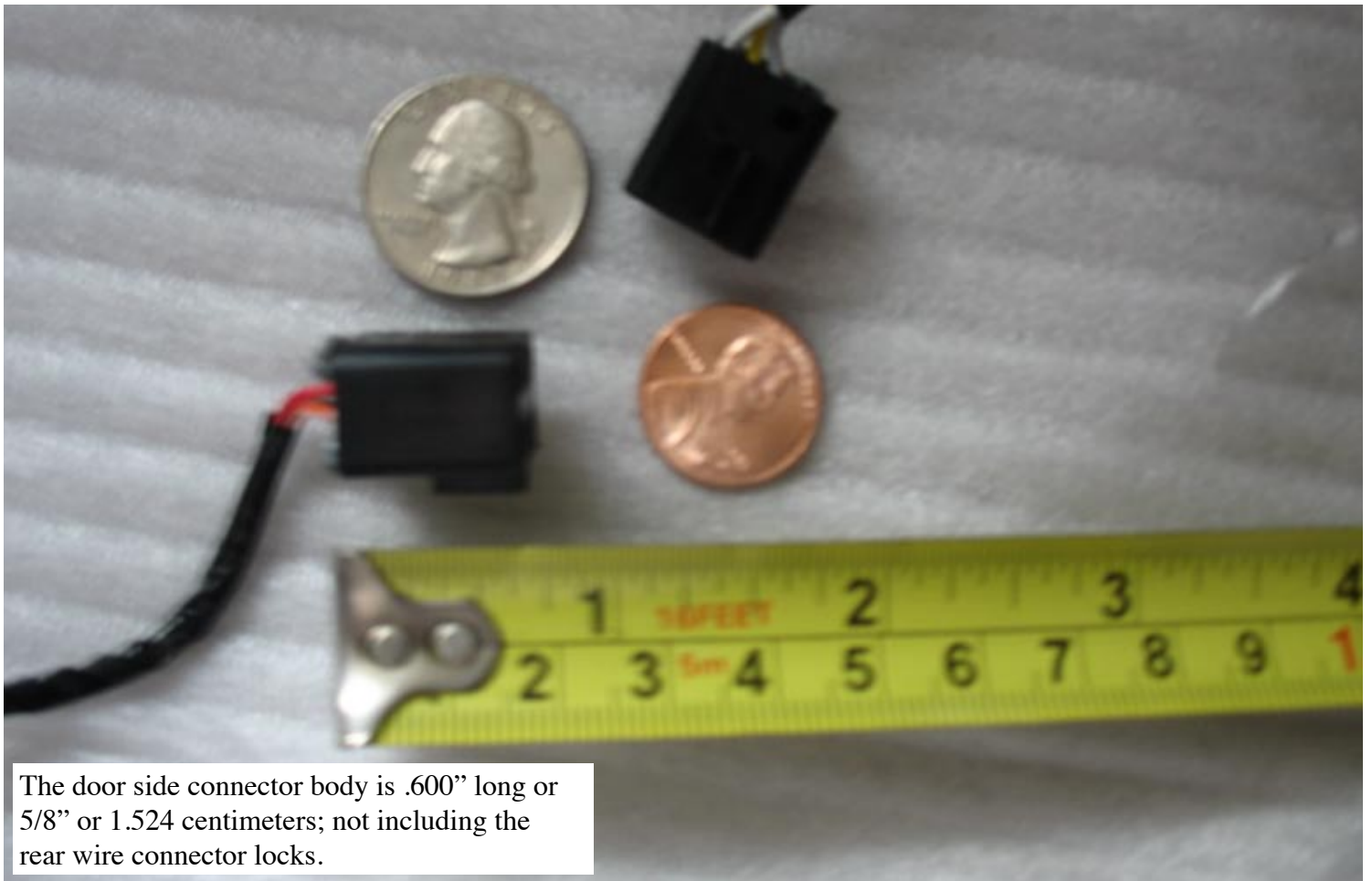


Driver's and passenger's heated mirror assemblies - completely disassembled. Note yellow and white wiring labels.



Driver's side heated and passenger's side heated mirrors; back sides shown. Note visible heating grid on driver's side.





The passenger side is disassembled exactly the same way EXCEPT the heated mirror connectors are 2 silver tabs. I suggest that you wrap electrical tape around the outside connector wire so that you will know where to connect it when you reassemble the new harness and mirror into your stock unheated mirror housing.

Part 2 - Removing your stock unheated mirrors from the car doors.

This is really easy with the right tools. On a 2012 you will need the following:

- (1) tiny flat blade screwdriver
- (1) 7mm socket
- (1) 10mm deep wall socket
- (1) ratchet
- (1) extension
- (1) Torx T-30 bit
- (1) driver for above bit
- (1) trim panel tool
- (1) cereal box or thin cardboard piece
- (1) scissors for above
- (1) kite string or thin rope, at least 4 feet long
- (2) empty cardboard shipping boxes

With my method, you do not have to unplug the wiring harness from the door switches if you don't want to.



Start by lowering the window, then remove (3) 7mm bolts around the perimeter of the inside door panel.



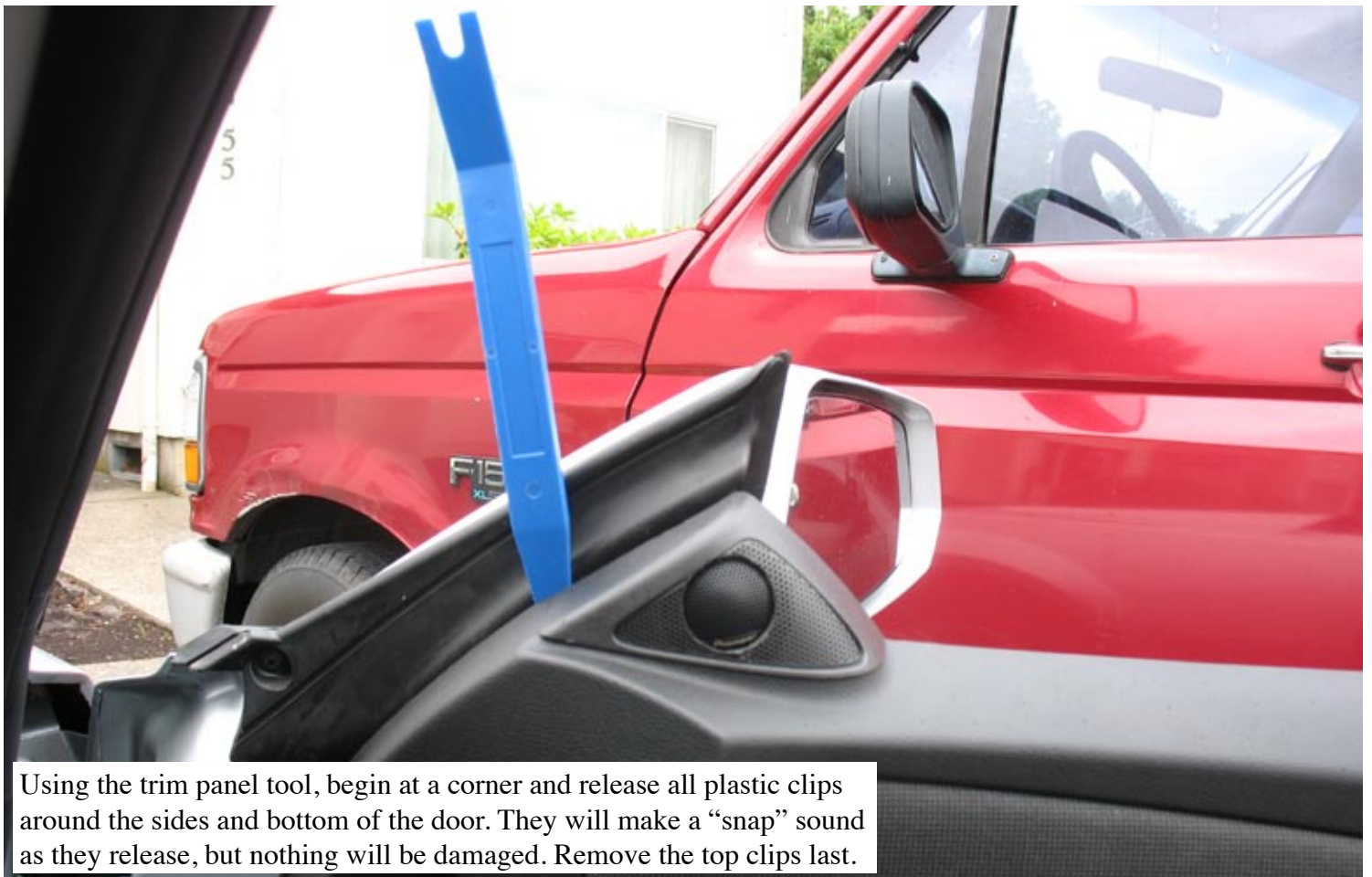
Open the inside door pull and pry out the black plastic trim piece behind it with the tiny screwdriver.



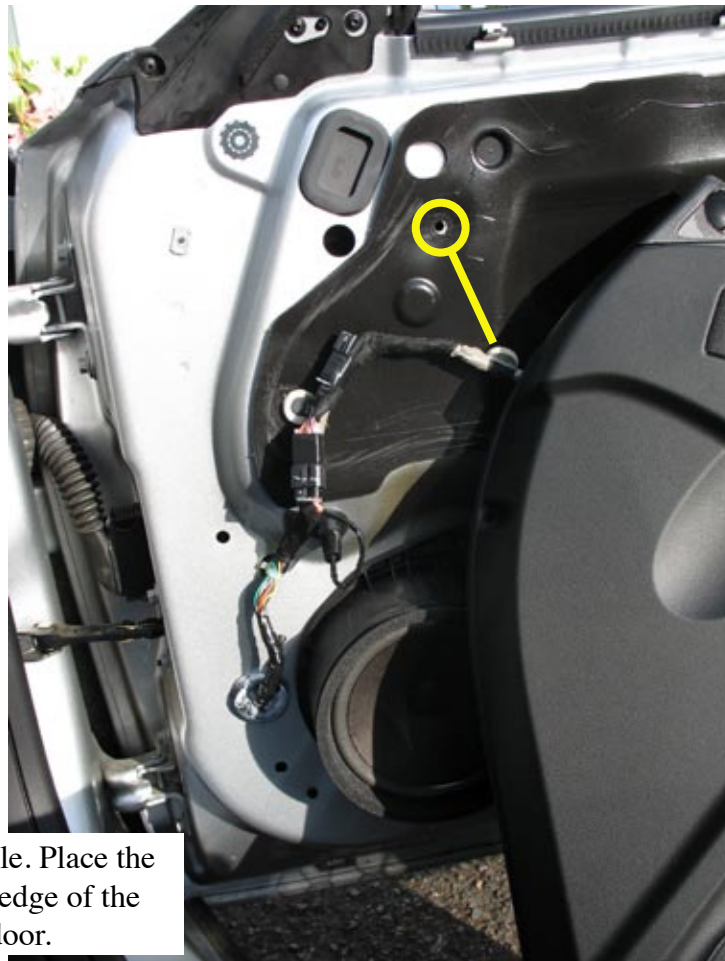
Remove the 7mm bolt that was under the cover. Put the trim piece in the door pocket.



Pull the rubber cover out of the armrest pocket, and remove the bolt with the Torx T-30 bit.



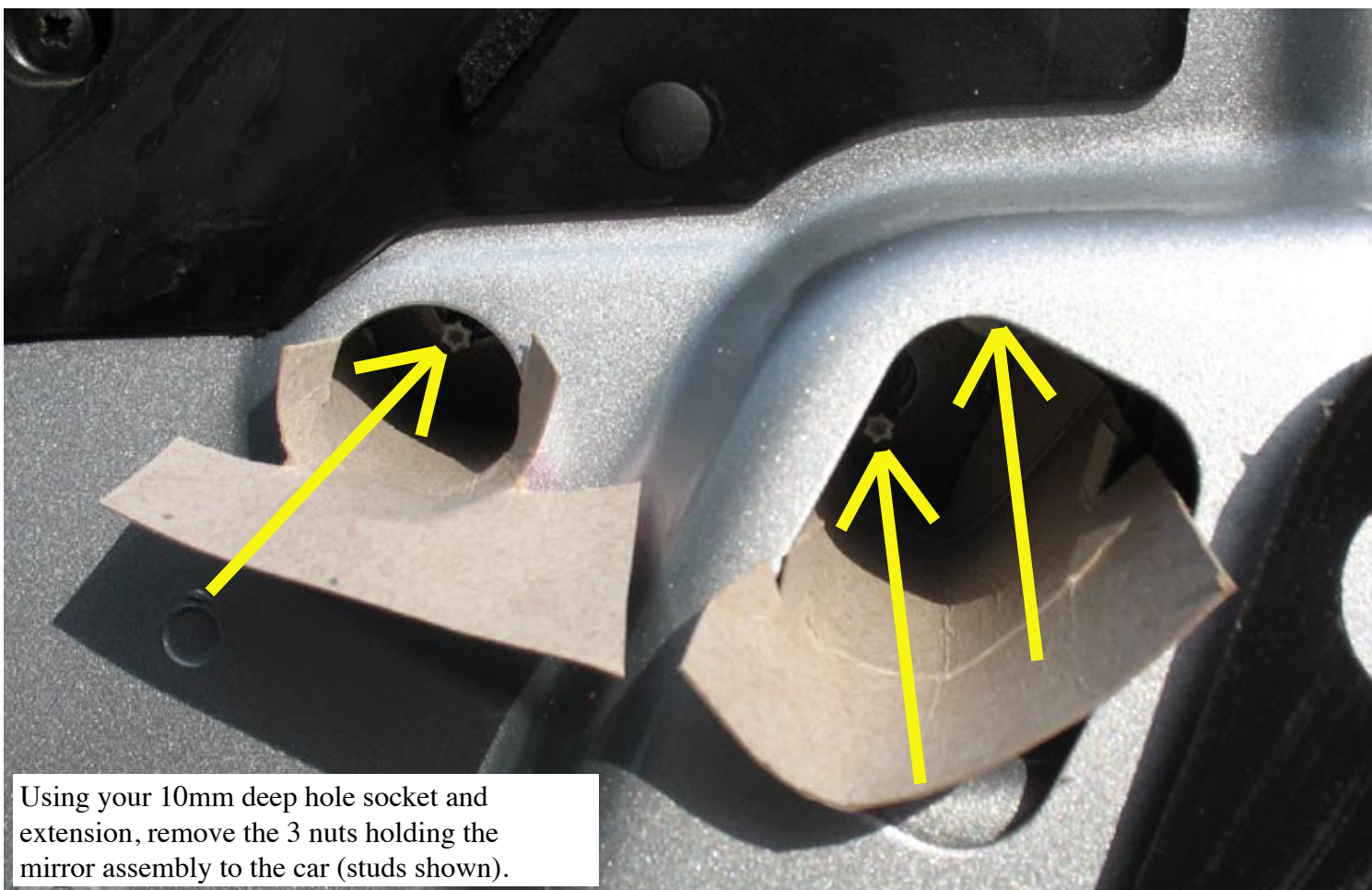
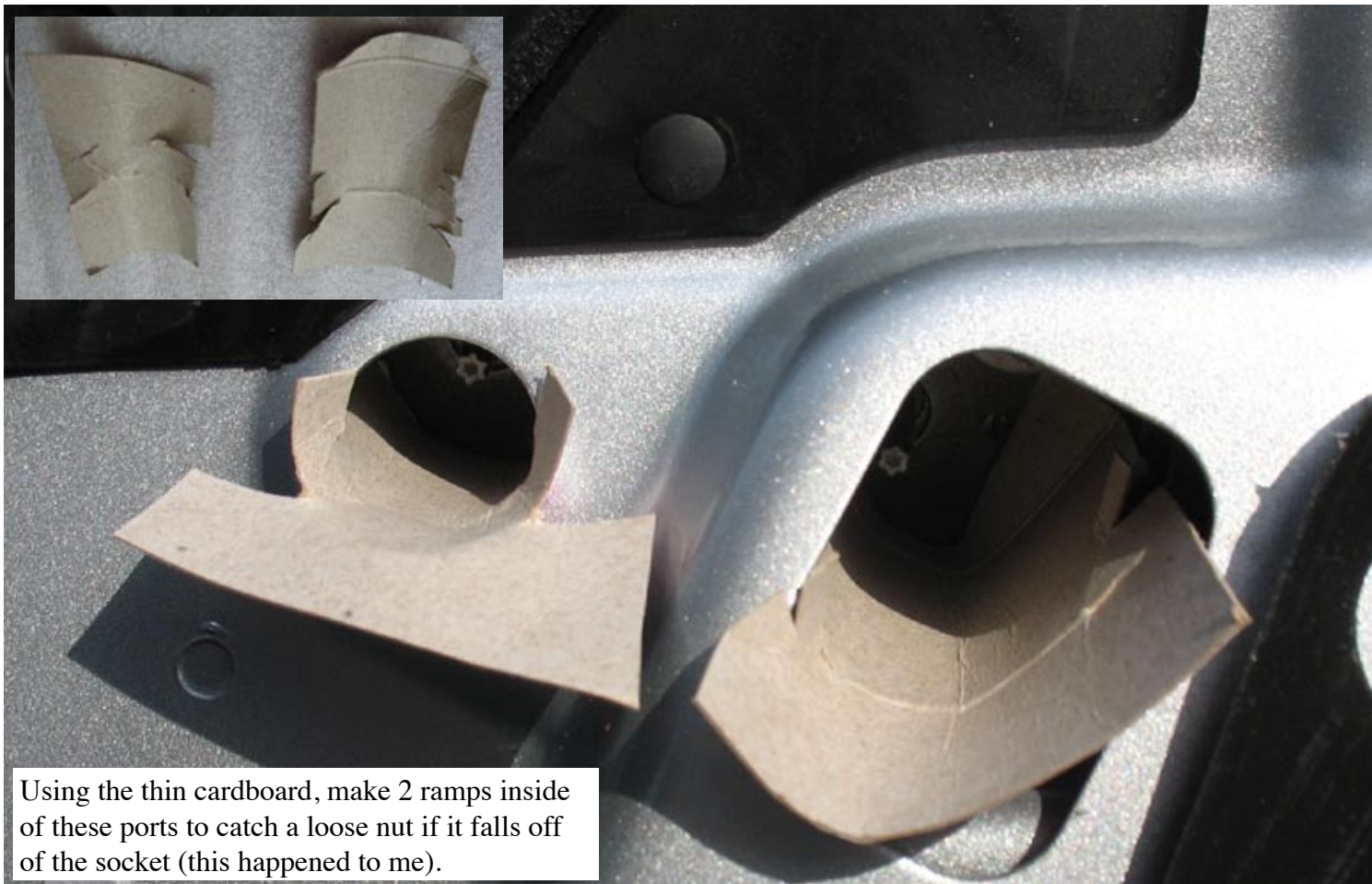
Using the trim panel tool, begin at a corner and release all plastic clips around the sides and bottom of the door. They will make a “snap” sound as they release, but nothing will be damaged. Remove the top clips last.



Unclip the harness from the top hole. Place the (2) empty boxes under the bottom edge of the door panel and lean it against the door.



Remove the 2 covers over the mirror mounting bolts. One is a large rubber plug, and the other is a plastic film seal.





Push the wire harness plug into the car body (as shown). Tie a string around the harness to make it easier to pull it back to this point.



Unplug the mirror harness plug from the car wiring connector (black unheated plug shown).



Gently remove your mirror, and feed the plug into the lower hole in the door. Pull it all out. Remove the string and tie it to something.

Both mirrors come out the same way. Disassemble your stock unheated mirrors, replace each unheated wiring harness with the heated one, and replace the unheated mirrors with heated. Re-install in the car by tying the string to the plug end, and feeding it into the top hole in the body while pulling from the bottom. Gently pull each plug through the lower hole, and seat the rubber plug into the hole. Plug the mirror wiring harness into the door connector that you removed it from. Re-install the 3 nuts holding the mirror to each door. Remove the cardboard ramps. Replace the plugs. Replace the door panel. Start along the top, and finish with the sides and bottom. Push each plastic pin into place (snaps). Replace all bolts. Replace all trim covers.

This has been tested on my 2012 1LT, as well as another member's 2013 1LT; using heated mirrors from a 2014. When the rear window defroster is turned on, the outside mirrors heating is also. They automatically shut off with the timer built-in to the rear defroster circuit.

If you would also like the auto dimming feature, there is no power for it in the driver's side kick panel wiring connector that goes to out to the door. A new pair of wires must be run down from the center rear view mirror to the kick panel. Ofer has made a custom a harness for this in the past. More info here: <http://www.camaro5.com/forums/showthread.php?t=151076&highlight=heated+mirrors>

I would like to thank Ofer for general questions, MG for the cardboard in the ports tip, shiftz33 for figuring out this upgrade in the first place, and all the rest of you who posted pictures on how to remove the door panel.

Updated 2015 with more info.