

**Tools:**

- flat screwdriver
- trim remover tool (ideally)
- 10mm hex screwdriver
- small wirecutter
- some masking tape

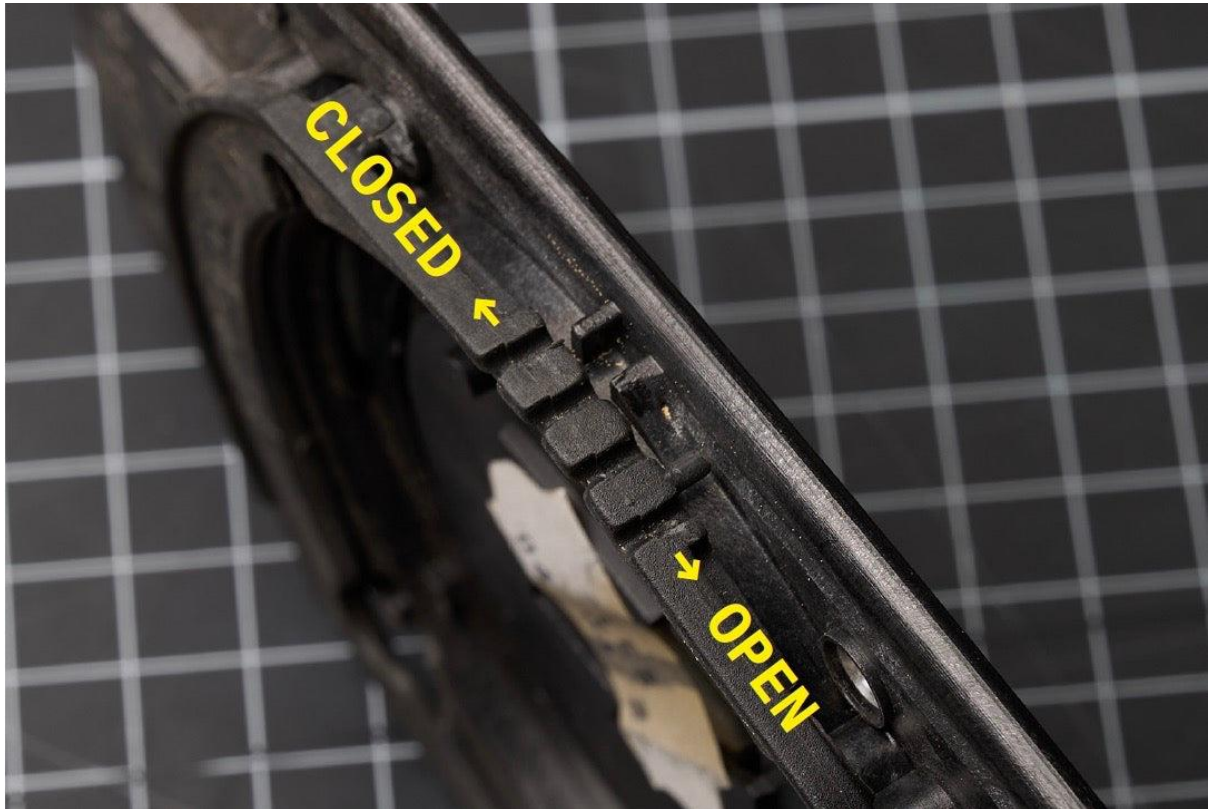
**Step-by-step instructions for removing the standard Porsche side mirrors and installing the [IX XI Parabellum Bullet Mirrors](#).**

The following installation instructions can also be downloaded [here as PDF](#).

**Before working on the electrics of your car, it is recommended to disconnect the battery!**

**Step One**

Start by opening the bayonet clutch on the bottom of the mirror glass.  
TIP: Use a flat screwdriver and some masking tape to protect the paint.



NOTE: Even with the clutch open it will require some wiggling and a maybe a trim remover tool to get the carrier plate holding the glass separated from the motor. The gasket of the motor will stick to the carrier plate of the mirror.

### Step Two



Remove the three hex screws with a 10mm socket from the bracket that holds the mirror motor.



Now you have the connecting plug of the mirror and the door wiring harness in front of you.



Cut the wires on the car/door side approximately 10mm after the socket. This way you will have a reference to attach the new mirrors and in case you want/need to switch back to your Flag style or Aero style mirrors.



NOTE: For some reason the connector used by Porsche (in most models) to connect the external mirror to the wiring harness of the door is inside the mirror and 4 times the size of the port. You have no choice but to cut it there.

### Step Three



With both side mirrors opened and disconnected, start removing the housing from the doors.

TIP: Open the door you are working on to give you more room and cover the areas of the car that could be damaged with the Allen key or any other tool.



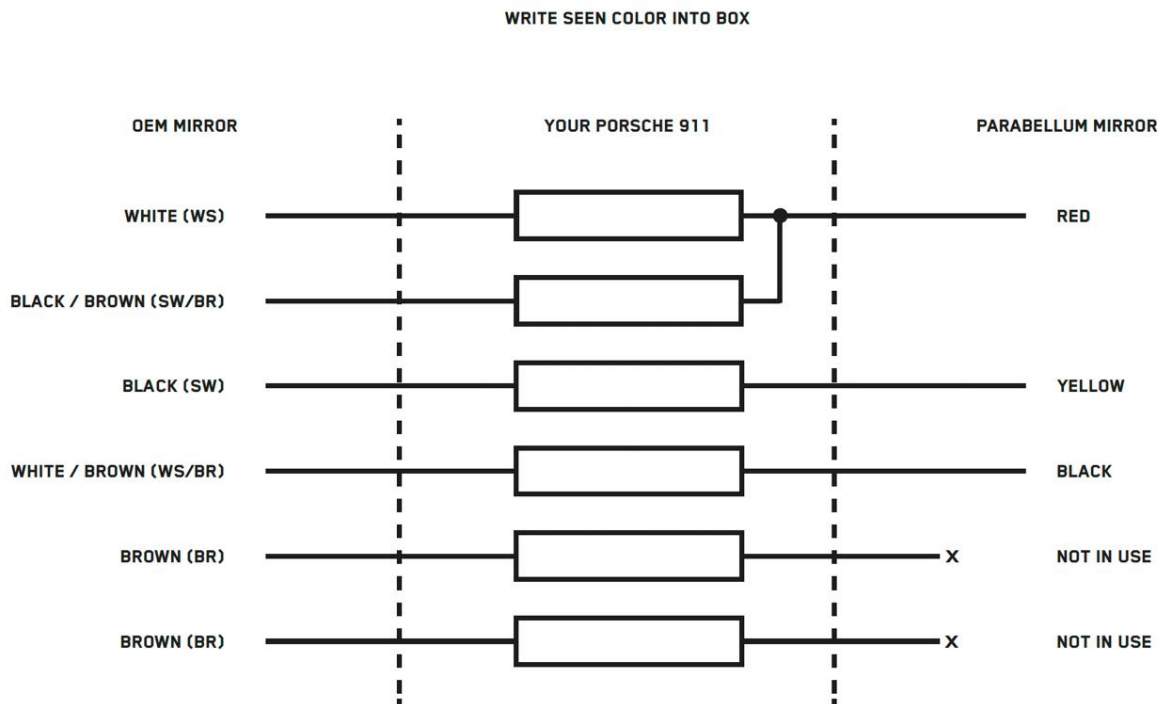
TIP: Due to the size difference of the footprint of the IX XI Parabellum mirrors, compared to the Flag and Aero mirrors, it is recommended to get the paint buffed up so any marks of the old gasket aren't visible. However, since you will have quick connectors after the install it is possible to repeat that process at later time.



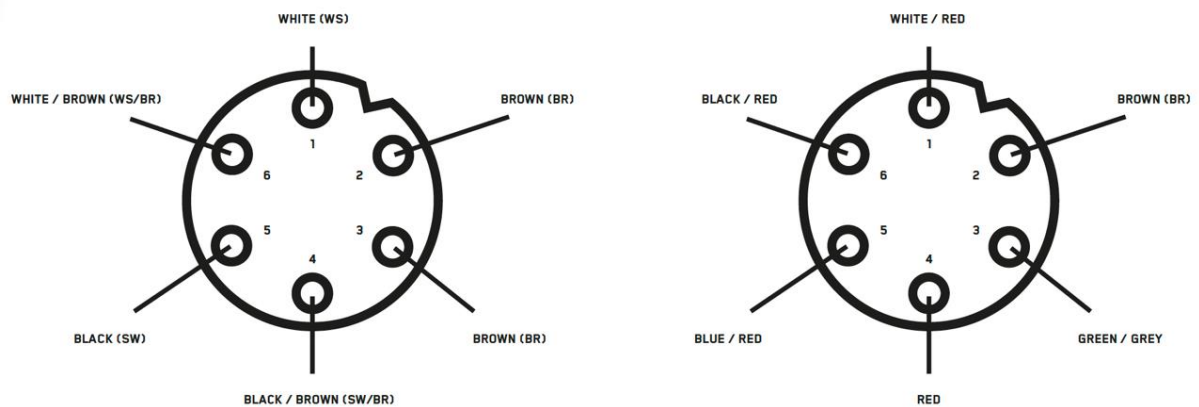
### Step Four

Since Porsche changed the wire colors and plugs, as well as many aftermarket and DIY jobs the cars may have received over the past decades, it is impossible to give an exact description on what wire color in any given model year is correct.

However, there is simple method to find the correct wire (color). Follow the wires from the old mirror glass actuator to the plug inside the wing mirror, from there you need to trace the corresponding wires (colors) using this diagram:



For example on a 1992 Porsche 964 Carrera 2 driver side mirror:



### Step Five

Securely connect the wires to the supplied IP65 quick connector by soldering the correct wires together. Don't forget to insulate the wires with heat shrink tubing (adhesive-lined if possible). Mind that the door is not waterproof and after the modification, the OEM Tubing should be properly sealed again.

NOTE: Before soldering the wires it is recommended to double check your findings using a multimeter.

### Step Six

Connect the quick connector and attach the mirror to the car.

TIP: Open the door you are working on to give you more room and cover the areas of the car that could be damaged with the Allen key or any other tool.

### Finished