

CSM Visors for KW 680, 880, 990, & Pete 567, 579

Attention:

These visors are intended to be a bolt on replacement for an OE visor, however, if you have a T-680 or 880 not equipped with an OE visor, this visor will still work just fine as the brackets cover the light holes. As a matter of fact, the trucks with OE visors still have the recesses molded into the roof cap for the lights and just like this visor, the OE brackets cover the light holes. You will only need to lay out, drill the holes, and pull nut-serts in them to mount the visor. Then it will be mounted identically to an OE visor. Everything needed for this process is not included with the visor.

If you are uncomfortable laying out and drilling the holes, you might want to consider contacting a qualified installation shop or body shop.

These instructions feature pictures of installation on a KW cab. If you are installing on a 567 or 579 Pete, the installation will be the same as the only difference is the shape of the brackets and hole pattern where the visor bolts to the roof cap.

These visors are for installation on a high-rise or stand-up roof cap and will not work on a flat top roof cap without modifications.

Please note, our S/S visors feature a #8 polish, 304 S/S skin. Our aluminum skinned visors are designed/built to be prepped/painted. They can of course be polished, but do not come pre-polished so if you want a polished visor, the S/S option is best.

DO NOT:

Do not remove the visor skin from the main mounting channel as this will only make your installation much more difficult!

If your truck is equipped with an OE visor, skip to Step 9.

Even if your truck is equipped with an OE visor, we still recommend a pre-fit prior to prep/paint as we cannot return a part that has been prepped and painted!!!



1. Remove the cab lights from your cab. They typically have a sealant behind them that works somewhat like an adhesive so you may need to gently pry them out once you have the screws out. (Fig. 2)



Fig. 2

2. Next we recommend finding and marking the center line of the roof cap. This can of course be done by measuring to the center of the center light hole. Pro tip: Tape off the roof cap so you can easily mark on the roof cap and then just rip it off when done. (Fig. 3)



Fig. 3

3. Remove the center bracket from the visor and mark the center of it. Mark the roof cap approximately 1" up from the window rubber as this assures that the nut-serts you'll be installing go inside the roof cap cavity. Hold the center bracket against the roof cap with your center lines aligned and the bottom of the bracket on your marks 1" up from the window rubber. Then mark your holes on the roof cap. (Fig. 4)

Note: There is an extra, smaller hole in the bracket between the driver side and center light. This is for wiring to pass through so do not attempt to bolt through this hole.



Fig. 4

4. Next you'll need to drill the holes to the appropriate size for the nut-serts you are using. We recommend at least a 5/16" or 3/8" nut-sert. Pro Tip: Place a piece of airline or hose over your drill bit to keep from drilling too deep and damaging the interior of your truck. (Fig. 5)



Fig. 5

5. Next you'll need to pull nut-serts in the holes you've drilled. There are multiple ways to do this as you can get a nut-sert tool like the one in Fig. 6 for less than \$50, or you can simply use a flat bar with a hole in the end. Place a bolt through the hole and thread your nut-sert onto the other side. Place the nut-sert into the hole in your roof cap and tighten with a small impact until the nut-sert is mushroomed out on the inside of the roof cap.



Fig. 6

6. Bolt the center bracket back to the visor and then hang the visor on the cab using the center bracket. (Fig. 7) Starting here, we recommend holding off until you have a helper!!!



Fig. 7

7. At this point, you can start leveling the visor with the cab by measuring from the outer points down to the A-pillar and begin to tighten down the adjustments in your center bracket. (Fig. 8)



Fig. 8

8. Next, snug down the adjustments on the outer 2 brackets after ensuring they are at the same height off of the windshield rubber, then mark those holes in the roof cap and remove the visor from the roof cap again. (Fig. 9) Now repeat steps 4 and 5 for these holes.

Note: If all of your adjustments aren't perfect at this point, its OK as you'll still be able to adjust during your final install.

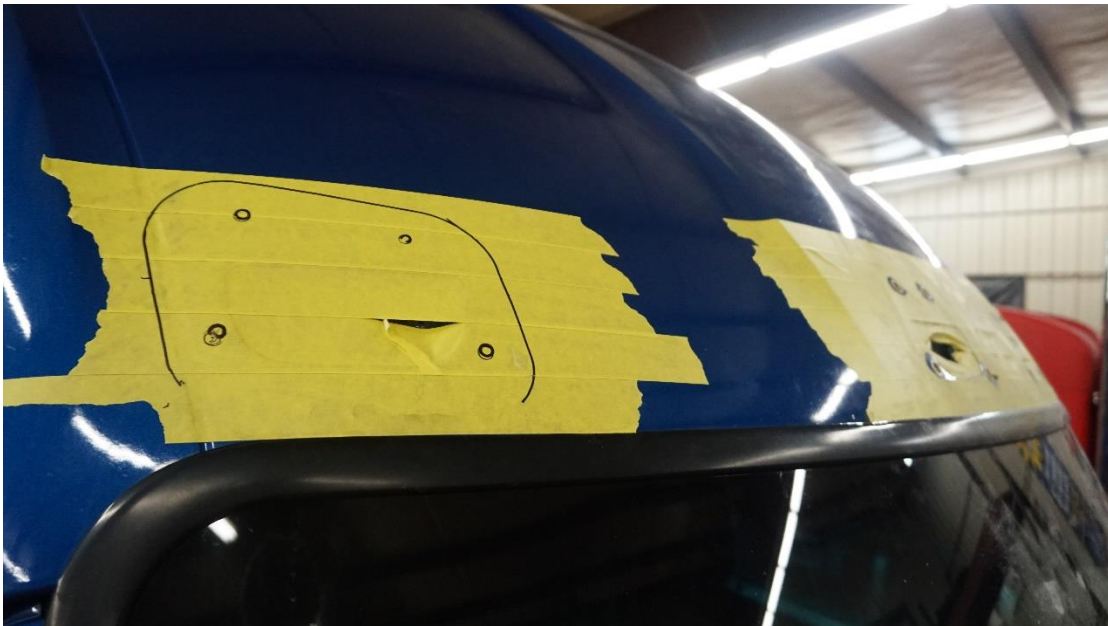


Fig. 9

ATTENTION! If you wish to prep/paint, prior to step 9, is the ideal time!!!

- 9. Now you can apply the gaskets to all of your brackets and install/wire your lights. (Fig. 10)**



Fig. 10

Note: On a truck equipped with an OE visor, the light wiring typically comes out of the driver side of the 3 center cab lights so you'll want to make your wiring come through that hole.

(Refer back to step 3)

- 10. You'll need to cut the OE plug off the truck side wiring and install a plug to match up to whatever style plug you used on your light wiring harness. Its also a good idea to put a bead of silicone around the light holes after you peel the tape, and in the nut-serts. (Make sure you are ready to perform the final install before applying any silicone! (Fig. 11)**



Fig.11

11. Using a helper, install the visor on the truck the final time and make any adjustments necessary to the bracketry to ensure your visor sits nice and level. (Fig. 12)



Fig. 12

Note: It may be necessary, using a pair of pliers to gently bend 1 or more of your light tabs up if needed to ensure your cab lights can easily be seen from the ground.



Fig. 13

