



### CAUTION!

Before programming HomeLink to a garage door opener or gate operator, make sure that people and objects are out of the way of the device to prevent potential harm or damage. Your motorized garage door or gate will open and close while you are programming HomeLink. Do not program HomeLink if people or pets are in the path of the door or gate. A moving garage door or gate can cause serious injury or death to people and pets or damage to objects.

Vehicle exhaust contains carbon monoxide, a dangerous gas. Do not run the vehicle's engine while programming HomeLink. Exhaust gas can cause serious injury or death. When programming a garage door opener, it is advised to park outside of the garage.

Do not use HomeLink with any garage door opener that lacks safety stop and reverse features as required by U.S. federal safety standards (this includes any garage door opener model manufactured before April 1, 1982). A garage door that cannot detect an object signaling the door to stop and reverse - does not meet current U.S. federal safety standards.

If programming a garage door opener or gate, it is advised to unplug the device during the HomeLink programming and also if performing the "cycling" process to prevent possible motor burn-up.

**NOTE:** Some vehicles may require the ignition to be turned on or to the second (or "accessory" or ACC) position for training and/or operation of HomeLink. It is also recommended that a new battery be replaced in the hand held transmitter of the device being trained to HomeLink for quicker training and accurate transmission of the radio frequency.

1. For first time training, press and hold the two outer HomeLink buttons, releasing only when the HomeLink indicator light begins to flash after 20 seconds. (Do not perform this step when training the additional HomeLink buttons.)
2. Position the hand-held transmitter 1-3 inches away from the HomeLink surface (located on your mirror), keeping the HomeLink indicator light in view.
3. Using both hands, simultaneously press and hold both the desired HomeLink button and hand held transmitter button. DO NOT release until the HomeLink indicator light flashes slowly and then rapidly. When the indicator light flashes rapidly, both buttons may be released. (The rapid flashing indicates successful training.)

**⚠️ Note:** Some garage door openers may require you to replace step 3 with the "cycling" procedure noted in the "[View Canadian Instructions](#)" section.

4. Press and hold the trained HomeLink button and observe the indicator light.

- If the indicator light is solid/continuous, training is complete and your device should activate when the HomeLink button is pressed and released.
- If the indicator light blinks rapidly for 2 seconds and then turns a solid/continuous light, proceed with the following training instructions for a rolling code device. A second person may make the following steps quicker and easier. Please use a ladder or other device. Do not stand on your vehicle to perform the next steps.

5. At the garage door opener receiver (motorhead unit) in the garage, locate the "learn" or "smart" button (usually near where the hanging antenna wire is attached to the unit). If there is difficulty locating the training button, reference the garage door opener's manual or [contact](#)

[US](#).

6. Press and release the “learn” or “smart” button (the name and color of the button may vary by manufacturer). NOTE: Once the button is pressed, there are 30 seconds in which to initiate the next step.
7. Return to the vehicle and firmly press and hold the trained HomeLink button for two seconds and release. Repeat the “press/hold/release” sequence up to 3 times to complete the training process.

HomeLink should now activate your device.

Retain the original hand-held transmitter of the RF device you are programming for use in other vehicles, as well as for future HomeLink programming. It is also suggested that upon the sale of the vehicle, the programmed HomeLink buttons be erased for security purposes. To erase the programmed buttons, perform the procedure shown in step number 1.

\*\*To train additional HomeLink buttons, begin with step two.



Indicates that this instruction is important to follow for reasons of personal safety, and that failure to follow the instruction could result in bodily injury.



HomeLink is intended to be used only with HomeLink compatible products that are programmed consistent with the applicable instructions on our website at [www.homelink.com](http://www.homelink.com). Those instructions and product listings indicated by the ⚠ symbol are particularly important for avoiding damage to the programmed device and other property associated with that device. Failure to comply with ⚠ instructions or ⚠ product listings can result in unwanted property damage. Johnson Controls is not responsible for property damage that results from failure to follow instructions or product listings indicated by the ⚠.

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These are additional instructions which pertain to Canadian garage doors/remotes, but they may be applicable to the United States as well, so it's worth trying if you're having difficulties programming your homelink.

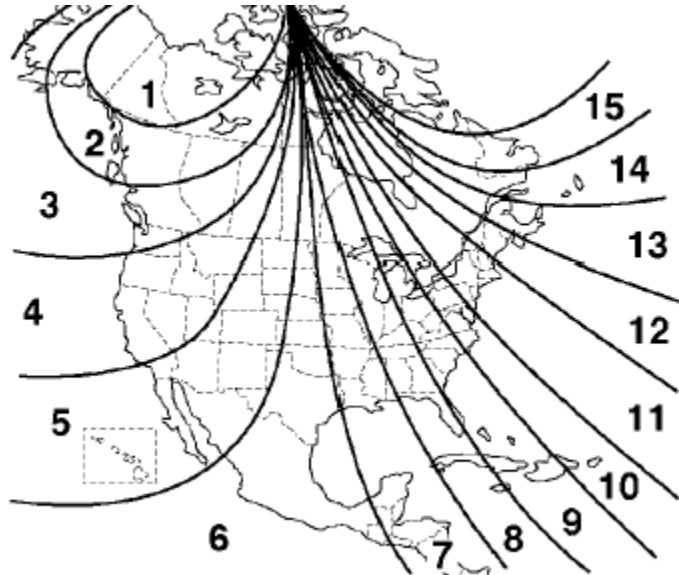
Using both hands, simultaneously press and hold both the desired HomeLink button and hand held transmitter button. During programming, your hand-held transmitter may automatically stop transmitting. Continue to press and hold the desired HomeLink button while you press and re-  
-held transmitter every two seconds until the frequency signal has been learned. The indicator light will flash slowly and then rapidly after several seconds upon successful training. DO NOT release until the HomeLink indicator light flashes slowly and then rapidly. When the indicator light flashes rapidly, both buttons may be released. (The rapid flashing indicates successful training.)

Press and hold the trained HomeLink button and observe the indicator light.

- If the indicator light is solid/continuous, training is complete and your device should activate when the HomeLink button is pressed and released.
- If the indicator light blinks rapidly for 2 seconds and then turns a solid/continuous light, proceed with the following training instructions for a rolling code device. A second person may make the following steps quicker and easier.  
HomeLink should now activate your device.

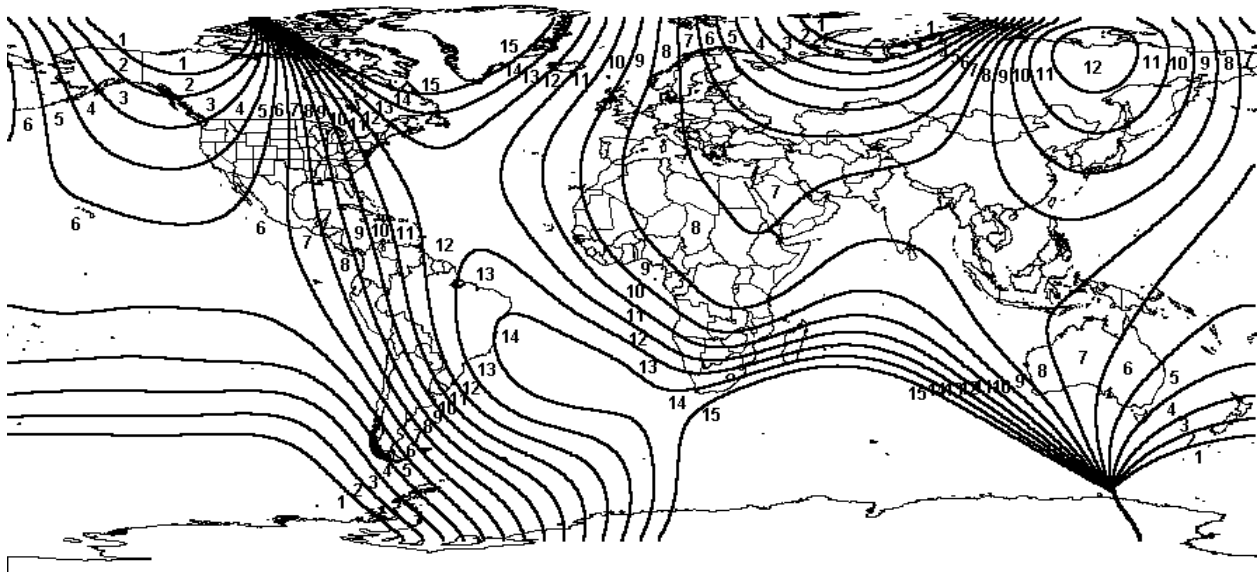
## Compass Variance

The compass in your mirror allows you to set the variance between magnetic north and true north. It will be necessary to adjust the compass to compensate for compass variance. If you do not adjust your compass to account for compass variance, your compass will give false readings. To adjust for compass variance, do the following:



1. Use the COMP button located in a recessed hole in the bottom of the mirror.
2. Press and hold the COMP button for three seconds until a zone number appears in the display.
3. Find your current location on the map provided in this document.
4. Press the COMP button on the bottom of the mirror until the new zone number appears in the display. After you stop pressing the button in, the display will show a compass direction within a few seconds.

If you live outside of the United States, please consult the chart below for your compass variance setting.



## Compass Calibration

After setting your compass zone/variance, it will be necessary to initiate a compass calibration. To calibrate, press the hidden button (located on the bottom of the mirror inside a recessed hole) using something small like the end of a paper clip, holding it in till you see "C" in the compass display. Then simply drive your vehicle in a tight circle (in a parking lot for example) under five miles an hour until a compass heading is displayed. Typically this should take less than three complete turns. If this does not work drive your vehicle normally and over the course of a day or so, your route a heading should display.

- Calibration via normal driving can take a day or even longer, depending upon distance and direction traveled.

## Installation

It's helpful to have another person to hold the mirror during the installation process. You will need a multi-meter, wire stripper, wire crimper, flat blade screw driver and a Philips screw driver.

It is a two wire hook-up, switched 12 volt and ground. You will need to remove the map light assembly, stock mirror and the aluminium mirror mount. You then need to run two wires (included), connect them to the mirror, then connect the red wire to switched 12 volt and connect the ground to the stock grounding point and your done.

The following installation was performed on a 1992 300CE (W124 chassis)

Remove stock mirror by grasping the stalk and pulling downwards and either to the left/right never hold onto the mirror section itself!





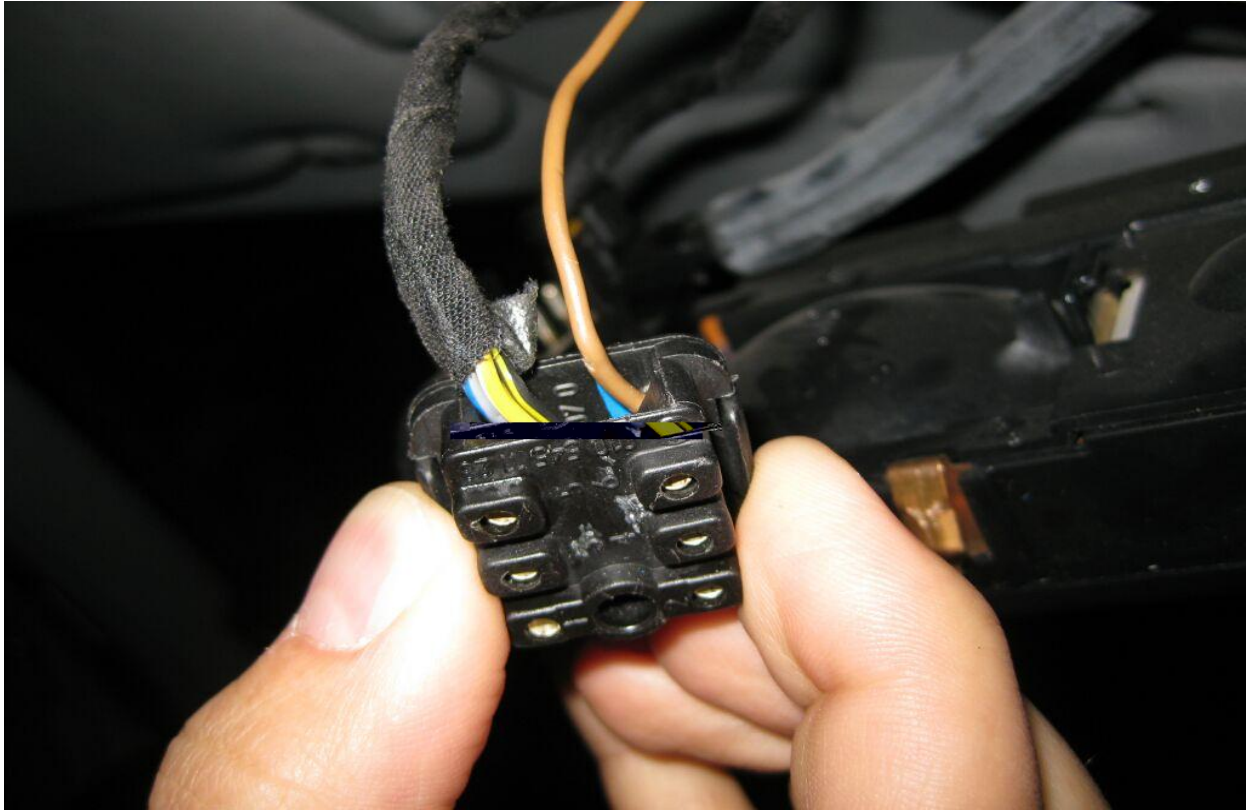
Remove the aluminium mount and mini sun visor



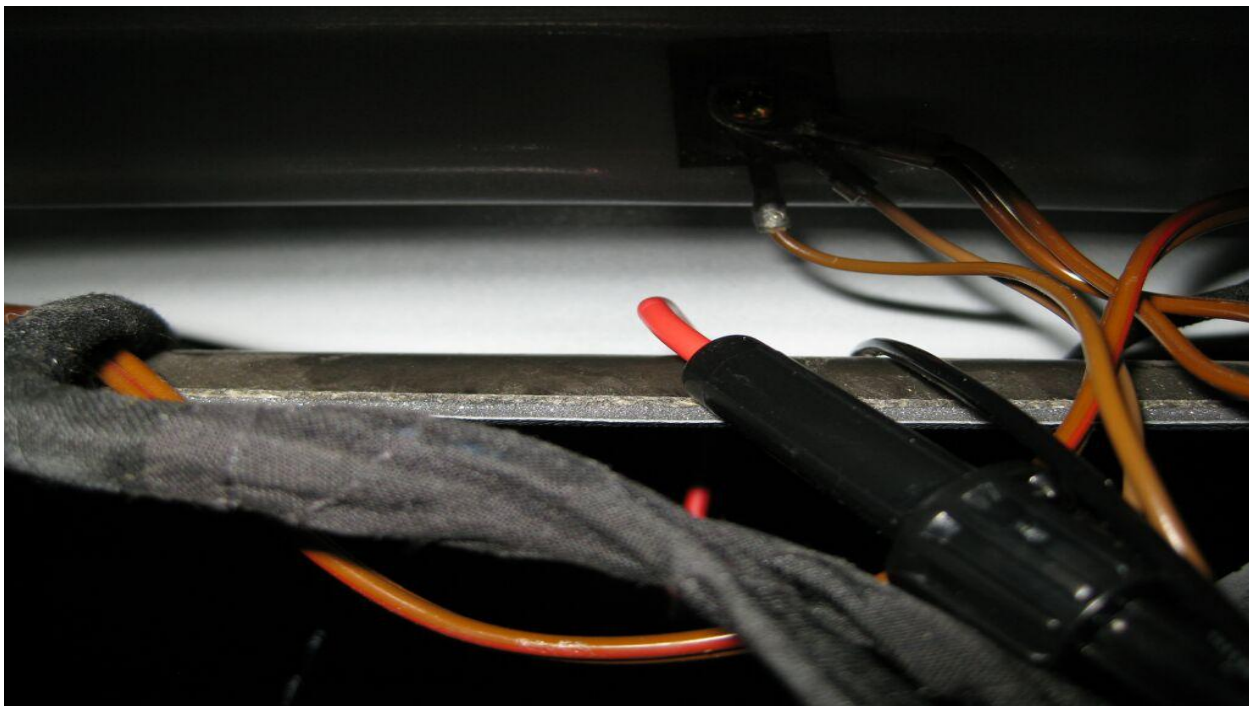
Drop the map light assembly



Unplug the 6 pin connector. On the 300ce the switched 12 volt is the black w/yellow stripe, but here you would verify this by using your multi-meter. This wire should have 12 volts with the vehicle ignition turned on, with the ignition turned off, there should be no power. DO NOT connect the mirror to a constant 12 volt power source.



Route the black ground wire and fuse assembly as shown. There is no opening from the map light location to the mirror location, so you will be routing the wires under the headliner.

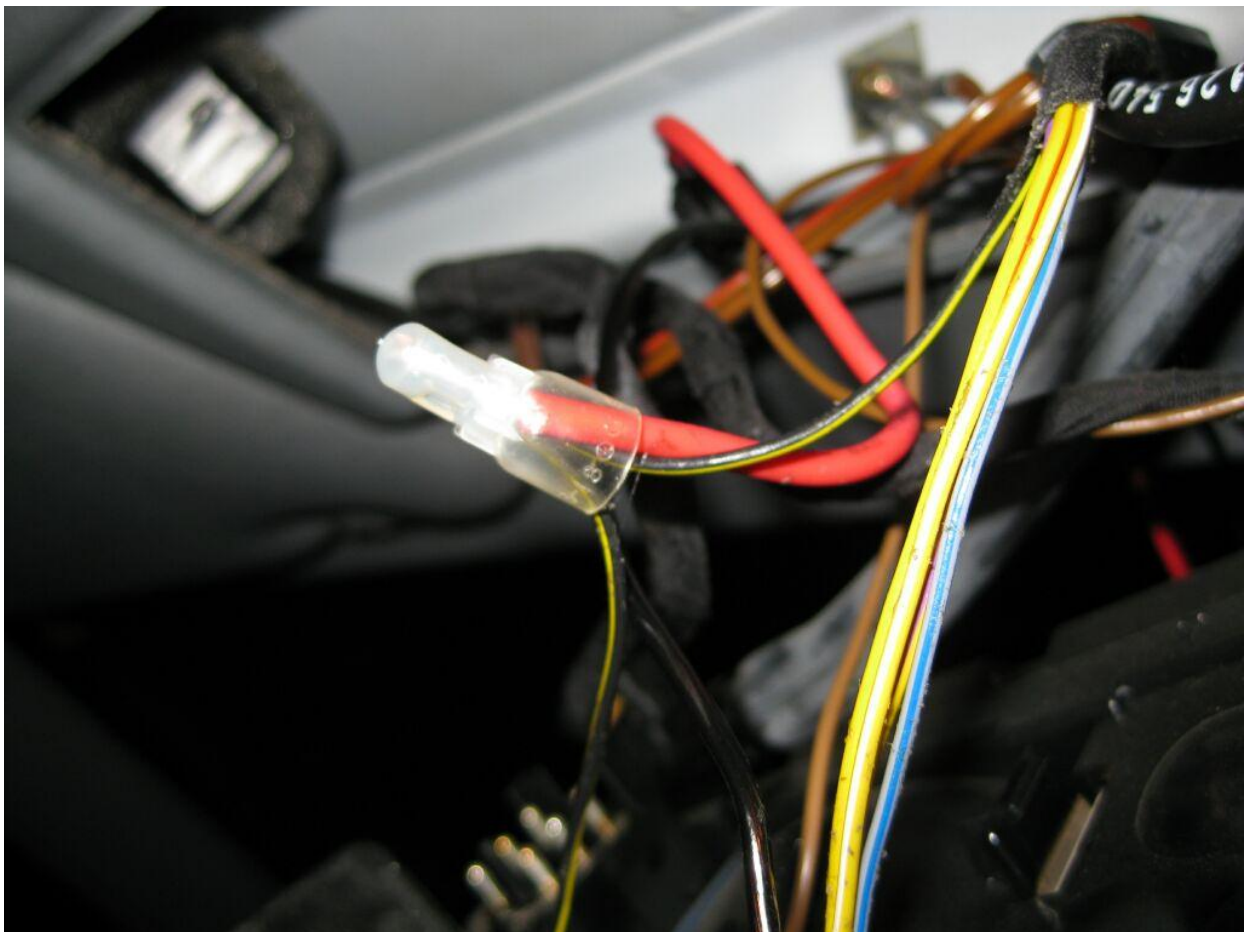




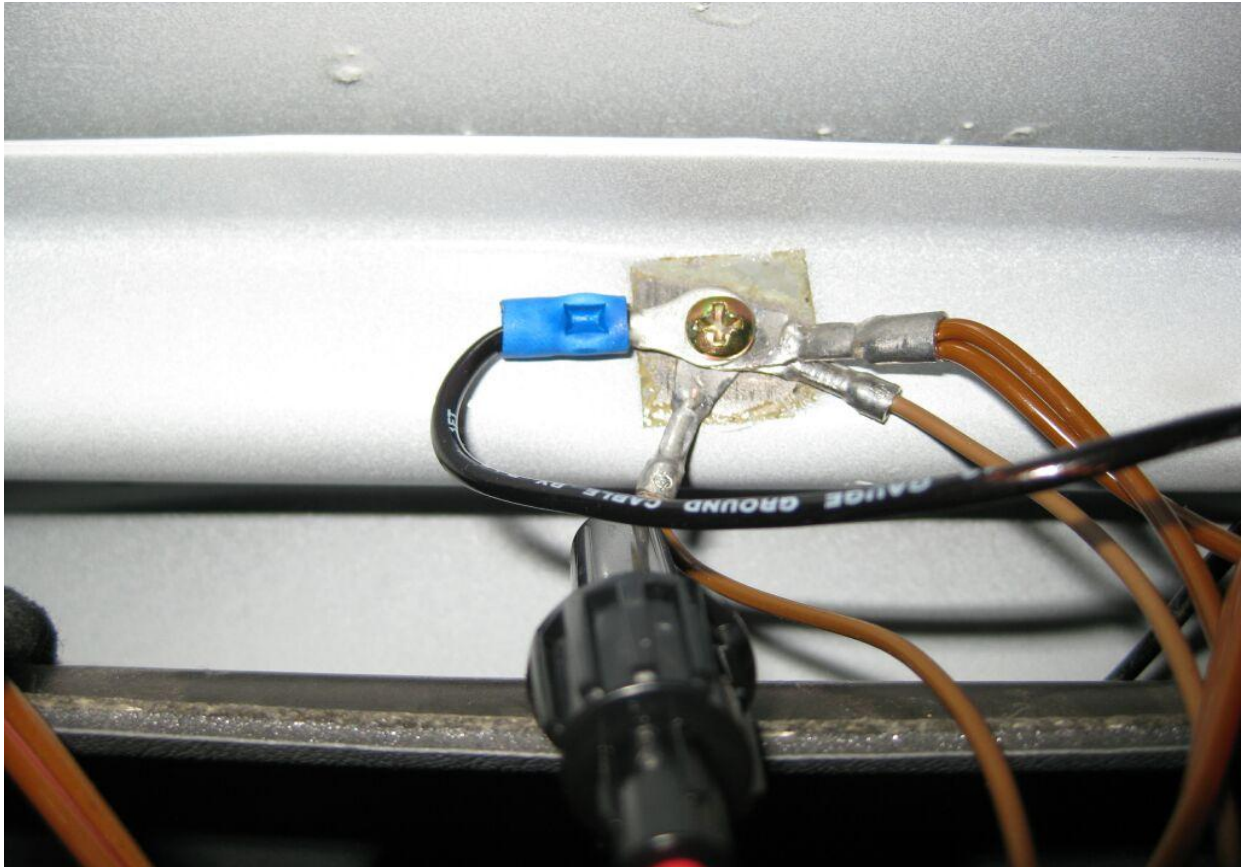
The wires will come out at the mirror mounting location like so



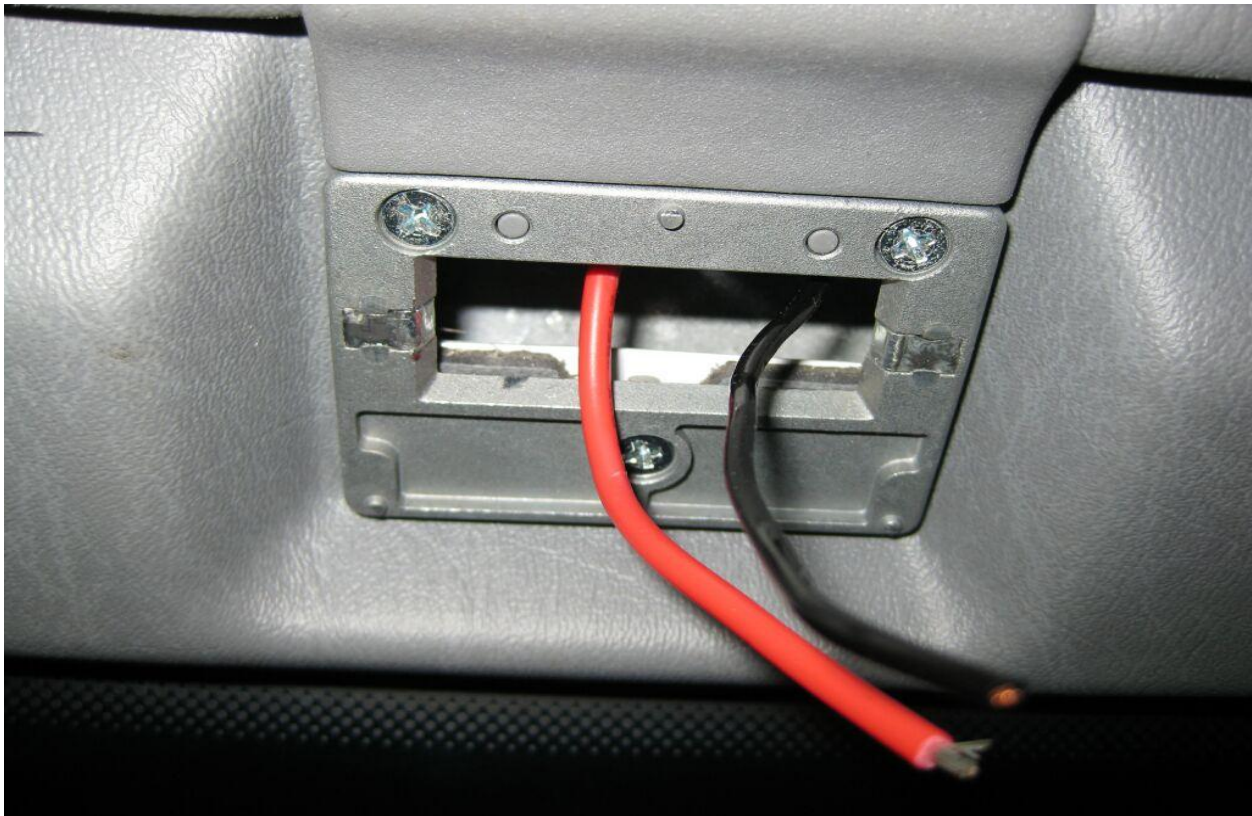
Going back to the black w/yellow striped wire, we cut it and use the crimp caps to splice in the red fuse wire like shown. Make sure the other end does not touch metal, as I ship the fuse holder with the fuse installed.



Connect the black wire as shown

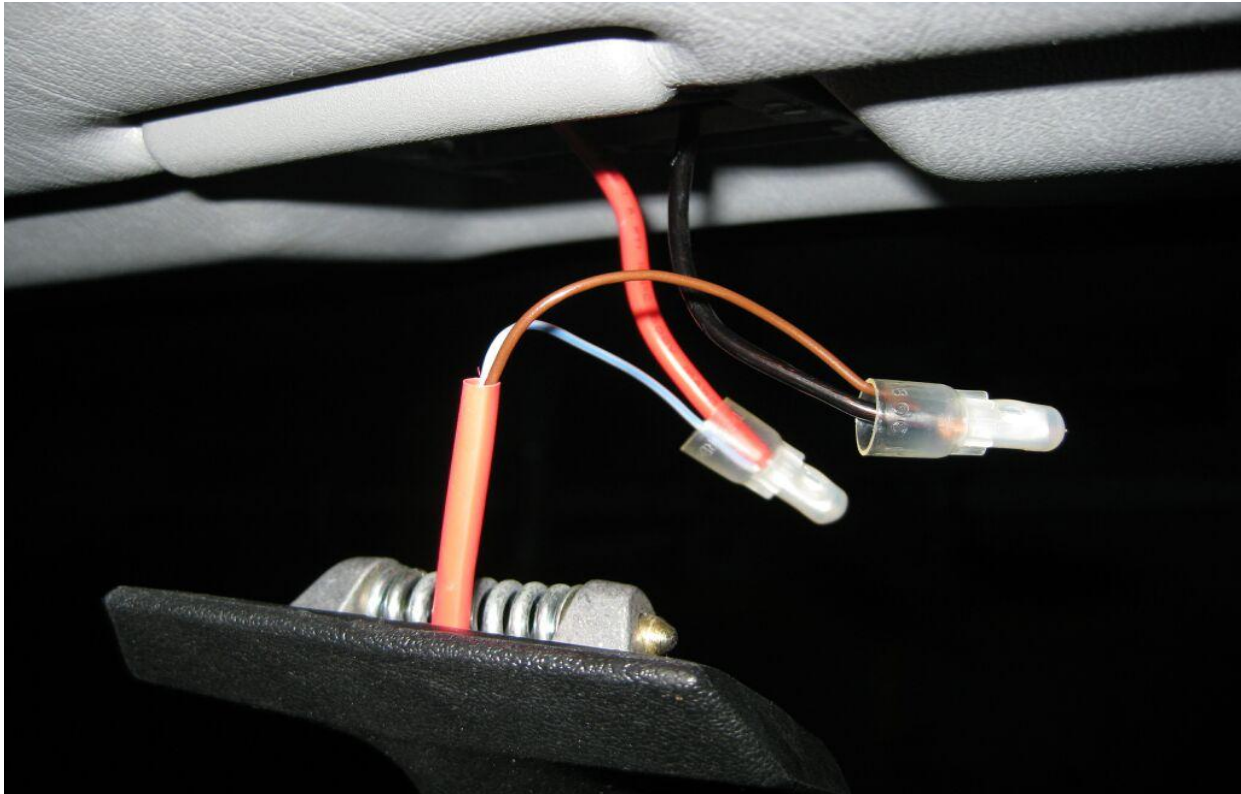


You can now re-install the aluminium mirror mounting bracket. Make sure it does not pinch the power/ground wires.





You can now splice the power/ground wires onto the mirror using the supplied crimp caps. This is where an extra set of hands comes in handy. Remember; only hold the mirror by the stalk! \* Your mirror will have red/black wires with red being the switched 12 volt and black being the ground \*



You can now re-install the mirror. Make sure none of the wires get pinched while putting the mirror back in. Also make sure the mirror wires and protective sheath looks like shown here



There are several ways to get the mirror snapped into place; this is how I do it, making sure to hold the mirror only by the stalk. I use a flat blade screw driver to push the metal pin inwards while pushing the mirror into place. Again, a 2nd set of hands helps! If you're attempting this by yourself, you may not be able to hold the mirror, manipulate the screwdriver and push the mirror into place. I have also had very good luck using a rubber mallet, which won't damage the rubber coating of the mirror stalk. If you go this route, make sure the mirror is rotated out of the way so it does not get hit while you use the mallet.



Finished!



For W126 owners.

These are some notes from a W126 customer and his remarks concerning the installation. I have not been able to verify this data, but it should be helpful during your installation.

1. In the '87 300SDL (Gen 2) there is no need to run the wires under the liner since there is actually a way to route them through the chassis: once the interior light assembly is taken out, there is a hole in the frame a little offset to the left. It's about 15mm in diameter and connects to the open area where the mirror bracket is located. It's not a straight line, so there is a little fumbling involved, but overall it's not a big deal

2. The ground connection screw for the black wire isn't really accessible in the W126 sedan unless you remove the whole liner; you can actually see it but there is no way to loosen the screw and attach the ground wire. In this case, you should locate one of these black ground wires and tap into it using the supplied "white caps" You will also need to cut off the ring connector from the supplied black ground wire.