

Mechanical Installation.

- 1.) Remove the original seat and the conversion company’s removable base from the vehicle; unplug the conversion company’s wiring harness from the vehicle. Set B & D base into vehicle and unbolt the 6” hooks from the Hook Mounting Brackets located on the slide rails; **THE HOOKS ARE INSTALLED UPSIDE-DOWN FOR SHIPPING PURPOSES ONLY. (((bases that are designated as ‘Bolt-In’ are not installed with hooks; none are present)))**
- 2.) On the B & D transfer seat base using the two ¼”-20 Hex Head Bolts located on the B & D Top Plate, mount the switch box to the **UNDERSIDE** of the Top Plate; rotate switch box to make sure cable loop is not kinked. Notice **second set of mounting holes** on switch box bracket; this is to position the switch box closer to the seat if desired
- 3.) The hooks, that were removed in Step #1 above, are installed onto the REAR DOGBONES in the floor. The correct orientation of the hooks is as follows : the threads of the hook point upwards and forwards on about a 60° angle, and the hook rests on top of the dogbone (not coming up from underneath) with the “stub” end of the hook below the dogbone (not visible).
- 4.) The threaded end of the hook is inserted through the same hole that the hook was removed from in Step #1 above. The rear of the base may need to be lifted slightly to allow the threads to go into and through the hole. Verify the notch in the front dogbone hooks is located tightly onto the front dogbones; if the dogbone hooks are not located correctly, the base will loosen considerably once the dogbone hooks seat themselves into their notch.
- 5.) Hand-tighten the nuts onto the threads of the hooks until the nut touches the top surface of the Hook Mounting Bracket. **Tighten the top nut 1 ADDITIONAL FULL TURN ONLY with wrench - DO NOT OVERTIGHTEN;** be sure the second nut is sufficiently away from the back side of the Hook Mounting Bracket while tightening. Then tighten second nut up against the back side of the Hook Mounting Bracket.
- 6.) ½” tall spacer blocks are provided to allow clearance between the OEM seat and the Top Plate for the wiring harness. Remove spacer blocks if NOT necessary.
- 7.) All passenger side OEM manual seats (except Chrysler) will loose the glove box; the glove box HAS to be removed.
- 8.) Unbolt the OEM factory power seat (or the OEM manual seat & pedestal as 1 unit) from conversion company’s removable pedestal; keep the nuts.
- 9.) On Chrysler mini vans, remove the 4 studs (if the stud retainers are still present, also keep these) from the bottom of the OEM seat, or pedestal, that originally extended down through the vehicle’s floor. Re-insert these 4 studs UP through, from the underside of, the Top Plate of the Power Transfer Seat Base. Note : if the stud retainers are still present, install these onto the top side of the Top Plate to make installation of the OEM seat easier. Place the OEM seat (and pedestal) down onto the 4 studs on the B & D Top Plate. Install the 4 nuts onto the studs and tighten.

Transfer Seat Base Power Supply Installation.

- 1.) In the vehicle engine compartment, attach the ring terminal of the Power Supply Wiring Harness Assembly to the battery terminal. Route and secure the red 10 Ga. wire with the fuse holder to the vehicle chassis. **Important Installation Note : Do Not Route The Red 10 Ga. Wire Near Heat Sources Or Moving Objects Either Under The Hood Or Under The Dash.**
- 2.) In the vehicle engine compartment, locate a wiring grommet on the firewall that leads to behind the dash. Insert the end of the red 10 Ga. wire (without a wiring terminal), of the supplied Power Supply Wiring Harness Assembly, through the grommet to behind the dash.
- 3.) Route the red 10 Ga. wire from behind the dash to the front of the Power Transfer Seat Base. Crimp the supplied yellow insulated female spade connector (supplied) to the end of the red 10 Ga. wire. Connect the red 10Ga. wire to the green wire at the front of the Power Transfer Seat Base. May want to cover red 10 Ga. wire from under the dash to base with convoluted tubing, and make sure wire is routed out of the way of feet .
- 4.) The Power Transfer Seat Base gets its electrical system “ground” through the black 18 Ga. wire at the front of the Slide Rails. Attach the ring terminal to chassis ground using any existing screw installed into the chassis.
- 5.) The Power Transfer Seat Base is ready to operate at this time.
- 6.) With the Power Transfer Seat Base in its forward-most position, adjust the footrest plate to within 1/4” of the firewall. **Customization Notes : Dealers may want to : 1.) Trim front edge of footrest plate to conform with the firewall to eliminate gaps that customer’s feet may get caught in, and 2.) Carpet the footrest plate.**

OEM Wiring Harness Extension.

- 1.) B & D recommends re-connecting EVERY wire going to the OEM seat. Failure to do so will cause OEM safety systems to not operate properly, and Warning Lights will remain lighted on the dash.
- 2.) The conversion companies have already extended the wires to the OEM seat; the wires MAY be long enough for each individual application. It is suggested to try to route and secure the extended wires in such a manner that the wires are not stretched or pulled-on throughout BOTH the entire range of motion of the Power Transfer Seat Base, and the OEM seat. If extensions are necessary, it is recommended to contact the conversion company as to how to proceed.
- 3.) B & D Independence DOES NOT manufacture or supply wiring harness extensions.

Note : *** See Back of This Page for Additional Tips & Vehicle-Specific Instructions *** 5-11-08