

Additional Tips & Vehicle-Specific Instructions for Lowered Floor Vehicles.

Generic.

- A. All foot rest plates can be trimmed to snugly fit against the front of the lowered floor conversion.
- B. All foot rest plates can be spaced higher or lower than as supplied by B & D Independence.
- C. Transfer seat bases are designed to be used with the OEM factory seats. If after-market seats are present in the vehicle, we do not know how it will attach.
- D. Use the supplied dog bones, if applicable. All bases can be bolted through the floor, instead of using the dog bones.
- E. Transfer seat bases are designed to retain the entire OEM seat, and including the manual pedestal.
- F. The ½” spacer blocks will MOST LIKELY need to be used on Chrysler manual seats since the manual pedestals are solid steel and extend down to the top plate along the full length on either side.
- G. CHECK FOR CLEARANCE OF THE PEDESTAL / OEM SEAT AND THE SWIVEL GEAR !!!!
This swivel gear is NOW 12” DIAMETER. The previous models used a 9” diameter swivel gear.

Honda Mini Van.

1. The OEM Honda seat is to be used in it’s entirety. Do not remove the ‘pedestal’ between the sliders & the floor mounts. The B & D angle brackets are designed to be used in conjunction with the OEM floor mounts ONLY.
2. Use the supplied ½” nuts & bolts from B & D Independence.
3. VMI has a harness extension available.
4. The passenger seat has a flip-up center tray. This will need to be removed. Remove cover & un-bolt.

Chrysler Mini Van.

1. Adding a ½” spacer block between the passenger manual pedestal & the top plate will allow customer to retain the glove box under the seat.
2. On manual seats, may have to trim the pedestal’s cross-brace to allow clearance for the swivel gear.
3. On 2001-2007 Braun conversions, it was presented that a harness extension MAY NOT be needed. It was shown that disconnecting the Braun harness from the OEM seat, and re-routing the harness, would provide sufficient length for the transfer seat base to run through it’s entire range of motion. Do not know if this holds true on other conversions.
4. The extra ½” spacer blocks on the top plate are for clearance between OEM manual pedestal and the swivel gear.

Toyota Mini Van.

1. Conversion is the same, whether made by Braun, or the earlier IMS version.
2. Vertical flange on the 2 rear seat mounting brackets need to be cut off flush with the bottom of the bracket.
3. Re-use the ½” bolts supplied with the seat.
4. If the customer wishes to sit higher, in the full-down position, install spacer blocks on top of the top plate assembly.
5. It has presented that a harness extension MAY NOT be needed on this vehicle.

GM Mini Van.

1. The 031 bases have a series of spacer blocks & tubes on top of the transfer seat base. These are supplied to allow the installing dealer to position the OEM seat at the correct, original height. Reason for all these spacers is due to the variety of lowered floor drop heights : mix-n-match to achieve the correct, original height.
2. Caution on the “B” pillar harness extension plug-in. Some vehicles have the location of this plug-in directly in-line with the transfer seat base horizontal travel. Will need to re-locate and-or re-position the plug-in to be out of the way.
3. It has presented that a harness extension MAY NOT be needed on the Braun conversion of this vehicle.

Windstar/Freestar Mini Van.

1. Do not attempt remove the manual pedestal due to OEM Seat Position Sensor located on the slide tracks.

Norcal Econoline.

1. Will fit both the 6” & 9” floor drop vehicles.
2. May also need to trim the pedestal’s cross-brace to allow clearance for the swivel gear, and/or swivel motor.

Bolt-In Econoline.

1. Has a lock bar on the underside of the center plate that needs to be secured.
2. Transfer seat base can be positioned at an angle on the floor.