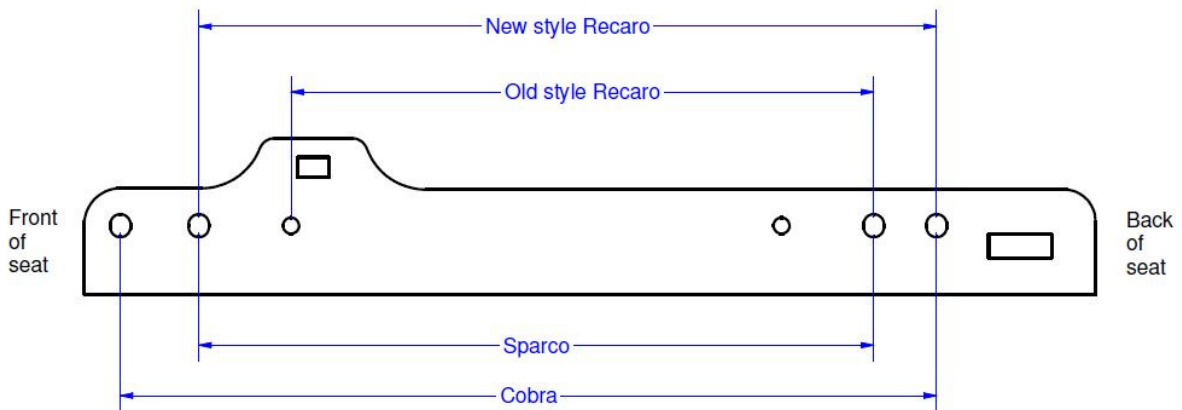


INSTALLATION INSTRUCTIONS: BOTTOM MOUNT BRACKETS FOR FACTORY e39 POWER SLIDERS

Please read these instructions completely before beginning the project.

Note: Use of OE power sliders requires an e30 window switches, or aftermarket equivalent. BMW part number 61311367373

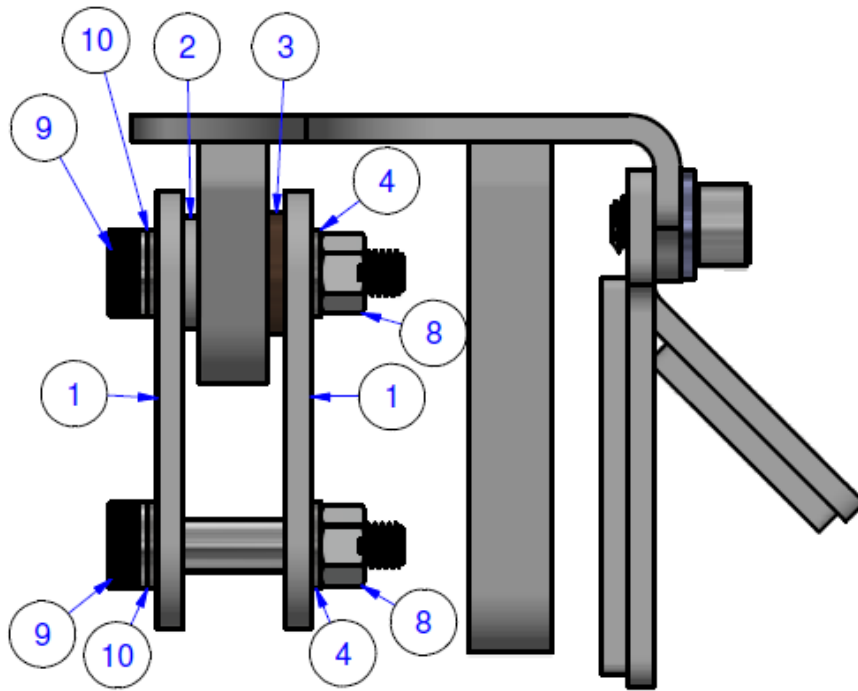
1. Remove seats from car. Disconnect battery before disconnecting seat harness to avoid an airbag light.
2. Remove sliders from stock seat. The sliders are attached to the seats by four 6mm bolts with torx heads. The rear bolts will be reused to attach the R-9239, so set them aside. Take care to keep slider position the same on both sides, to avoid having to realign them during assembly.
3. Loosely attach the R-9239 bottom mount seat mounts to your aftermarket seat. Some aftermarket seats will require the use of the included aluminum spacers between the seat and the mounts to allow the seat to clear the sliders mechanisms (or you may want to use the included spacers to mount the seat higher for a higher seating position or increased back seat foot space). Whatever spacer (or combination of spacers) you use, the bolts used to attach the seats should allow for at least 1.5X the diameter of the bolt to thread in (e.g. for an 8mm bolt you want at least 12mm of bolt to thread into the seat). Use grade 10.9 or better bolts. Mounting locations vary by seat manufacturer, as follows:



4. The rear of the mounts insert into the same locations as the stock seat, and reuse the stock 6mm bolts. Bolt should be tightened such that it is snug, but still allows for rotation.



5. Front mounting takes a bit more work. Parts should be assembled as follows, once again tightening till snug but still allowing for articulation:



Parts List	
ITEM	Description
1	Drop Link
2	Plastic washer
3	Bronze Bushing
4	5mm washer
8	5mm locknut
9	6mm shoulder bolt
10	6mm washer

The result should look like this:



6. Fully tighten the seat to the R-9259 seat mounts.

7. Switch mounting.

The R-9239 comes with two switch mounts—one straight, one bent. The bent one, which controls forward/rearward slider travel, mounts in the middle of the R-9239 (on the opposite side of the seat as the lap belt receiver). The straight one, which controls tilt, mounts at the front. The switch mounts themselves are threaded, so no nuts are required. Use the included allen key bolts and washers to affix the switch mounts. When inserting the switches, the additional switch spacer ring should be placed behind the switch mount to take all slop out of the system. The end result should look like this:



8. Wiring

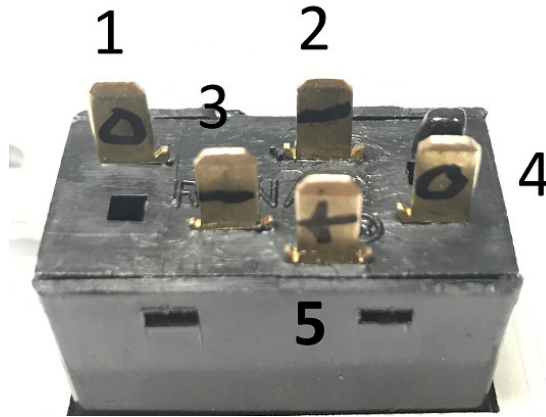
I'm making the switch wiring instructions a bit generic, as there's some month to month variation I can't account for in these instructions.

The BMW seat motors are extremely simple. Every seat motor has two large wires going into it. They sometimes also have some small wires to sense position for seat memory, but those can be ignored (since seat memory will no longer function). Calling the two large wires A and B:

- if A receives power and B gets grounded, the seat moves one direction
- if B receives power and A gets grounded, the seat moves the other direction
- if neither A nor B receives power, the seat remains stationary

Similarly, while there is some model to model variation in the main seat wiring harness (the large yellow plug that connects to the floor chassis harness), all of them have a thick brown wire (ground) and a thick red (or red with a stripe) wire that provides power to the seat. These are the wires you will want to use to provide power to the switch.

For the black e30 window switch, the pins will be numbered as indicated below. You should connect to the switch using the included quick connect crimps (Note: 10 connectors included per switch, to allow for 5 crimping mistakes—only 5 are required for install) or an e30 wiring harness (not available separately, but often available from cars getting parted out).



Wires should be connected as follows:

Yellow (seat connector) ground (brown wire) to black (e30 switch) pin 2 and 3

Yellow (seat connector) power (red) to black (e30 switch) pin 5

Seat motor (seat motor plug) pin A to black (e30 switch) pin 1

Seat motor (seat motor plug) pin B to black (e30 switch) pin 4

Bundle the wire up (using BMW fabric tape, for the OE look, if so desired) and secure it to the slider such that it won't get tangled.

Trouble shooting:

- If your slider only moves one direction, one of your grounds is disconnected.
- If your slider moves the opposite direction as the switch, reverse e30 switch pins 1 & 4.
- If you're blowing seat motor fuses, you have a short in the system.
- If your switch back light is on, go back and remove the bulbs! (not optional)

Note: to avoid a cluster airbag light, you must have the systems that have been removed coded off. For most people, this is the passenger seat occupancy sensor and the airbags inside the seat (though both of these can be retained with certain aftermarket seats).

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