

R-9246 Bottom mount seat mounts for e46 driver seat  
R-9247 Bottom mount seat mounts for e46 passenger seat

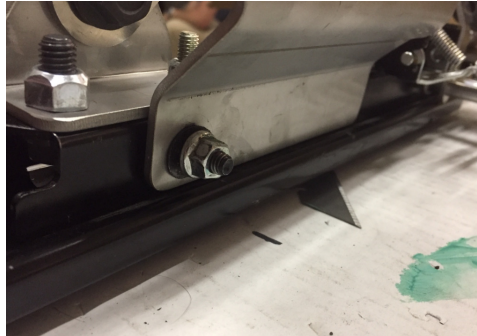
## **INSTALLATION INSTRUCTIONS: BOTTOM MOUNT BRACKETS FOR FACTORY e46 POWER AND MANUAL SLIDERS**

Please read these instructions completely before beginning the project.

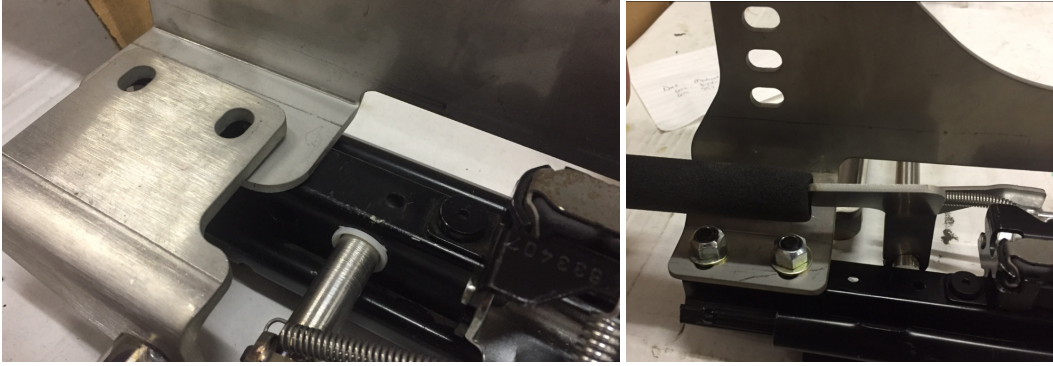
Note: Use of OE manual sliders required the addition of R-9226 (driver side) or R-9227 (passenger side) to actuate the slider release mechanism.

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

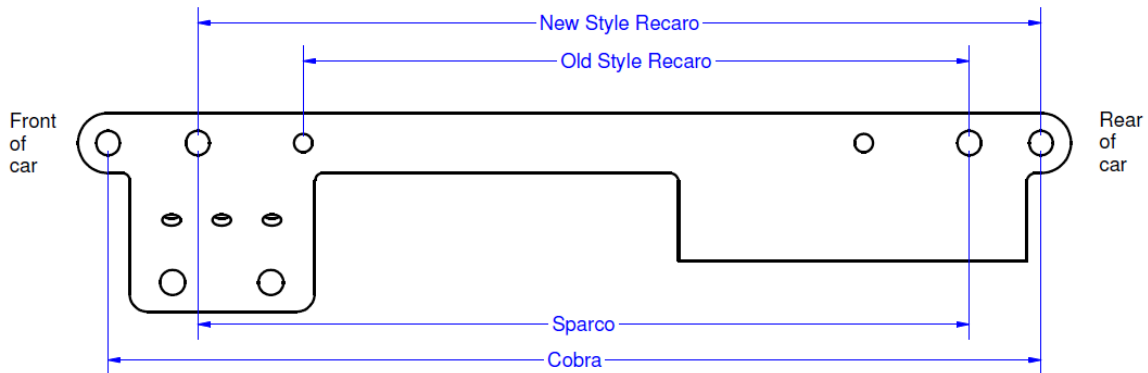
1. Remove seats from car. Move the seat all the way backwards, remove front bolts. Move the seat all the way forward, remove rear bolts. Remove head rest from seats. Raise seat at least half way. Repeat on other seat if doing both. Disconnect battery. Remove seat from car.
2. Remove sliders from stock seat. The sliders are attached to the seats by four 10mm nuts. Remove these nuts. Pull out, away from seat. If using power sliders, the keyed portion should separate from the motor. Take care to keep slider position the same on both sides, to avoid having to realign them during assembly.
3. The rear of the mounts attach to the stud on the slider that the factory seat attaches to. Use the included spacer outside the mount, on the stud. Use the factory M10 nut and spring washer to secure. Note: The hole in the side mount that goes on this stud is very closely toleranced, to avoid vibration. Occasionally the powder coat goes on slightly too thick, which can cause this hole to be difficult to use. With persistence, it will work. Note: The gusseted bracket goes on the inside of the seat (lap belt receiver side), the non gusseted mount goes on the outside of the seat.



4. To attach the front of the side mount, you must use the included bolts with trimmed flanges (to allow them to fit in the sliders). Pass the bolt up through the bottom of the slider. On the outboard slider, you must place either a BK sub strap mount (R-9228 driver, R-9229 passenger) or the included spacer (two holes, 4.5mm thick) between the seat mount and the slider. On the inboard mount, the side mount goes directly on top of the slider (if the sub strap mount is being installed, it goes on top of the seat mount). On top of the bolts, use the included washer and lock nuts. Note: if using the BK slider release handle (R-9226 Driver, R-9227 Passenger), it should be installed before the sub strap mount. See instructions that came with the slider release handle for details.



5. If using the factory 3 point belt receiver, you can remove all wiring from the yellow under seat main plug except the pre tensioner and seat belt buckle sensor (both in the 3 point receiver), allowing both systems to continue functioning. If you do this on both seats, and disable the seat occupancy sensor on the passenger side (either through resistor or NCSEExpert coding of the airbag module, which will allow the airbags to continue to function in a crash), you will have no dash error lights. Note: If you are using power sliders, read on before modifying the yellow main harness plug.
6. The seat mounts bolt to the seat using the following positions by seat brand:



We suggest only loosely snugging the mounts to the seats until the seats are installed in the car. The mount holes are slightly slotted to allow for car to car and mount to mount variation.

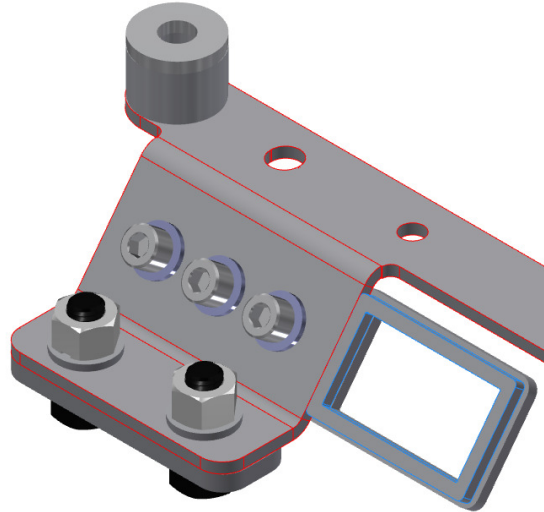
Some aftermarket seats will require the use of the included aluminum spacers between the seat and the mounts to allow the seat to clear the slider mechanisms (or you may want to use the included spacers to mount the seat higher for a higher seating position or increased back seat foot space). Whatever 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.

**If you are using manual sliders, the installation is now complete.** If using the R-9225 clip in lap belt mount points, install them now (using the instructions included with them). Put the seat back in the car, connect the harness, connect the battery. If you are using power sliders, read on...

#### 7. Switch mounting.

Using the included hardware (nuts/washers/bolts, 3 each), attach the included switch mounting plate to the outboard side mount. If the switch mount plate is installed inside the seat mount with the spacer in front of it, it will lay on the same plane as the front of the seat mount. Push the

switch in from the outside. Use the included spacer plate (thin hollow rectangular piece) to remove slack from the switch spring clip system.



## 8. Wiring

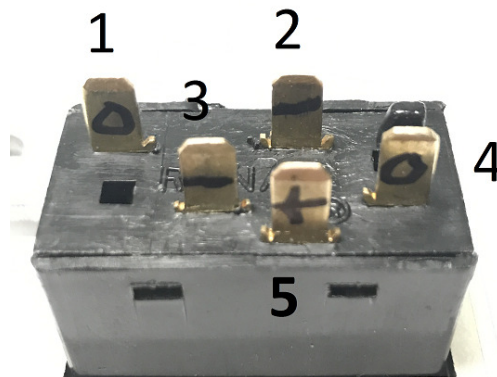
I'm making the switch wiring instructions a bit generic, as there's some month to month variation I can't account for in these instructions.

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).

The final result should look like this (R-9246 with manual slider pictured, R-9247 will be the mirror of this):



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