

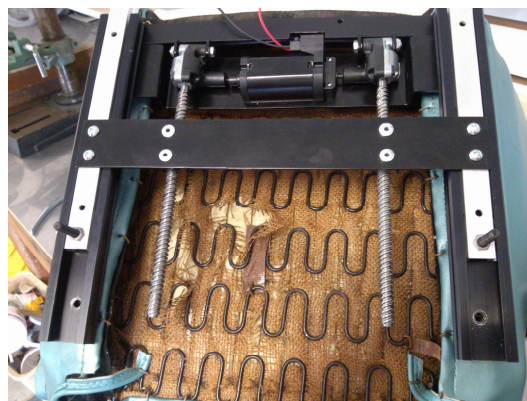
## 64 1/2 – 70 Mustang Power Seat Installation

1. Remove your seat by unscrewing the 9/16 inch nuts from the manual seat slider studs. Keep the nuts, you will reuse them.



2. Once your seat is out, unhook all the springs attached to your manual slides.
3. Slide each manual slide all the way forward or backward and remove the Phillips head screw holding the slide to the seat frame. Repeat for each end of both slides.
4. Place the new power seat unit on the bottom seat frame. You will need a 12v power source to move the slide back and forth. Move it just far enough to get the rear screws started. Be careful not to move the slide too far towards the rear (cross brace gets further from the motor). It will separate from the channels if the unit goes too far towards the back of the seat. The rear mounting bolts act as the rear stops. If rear bolts have not been installed yet, nothing will stop the seat movement going towards the rear.

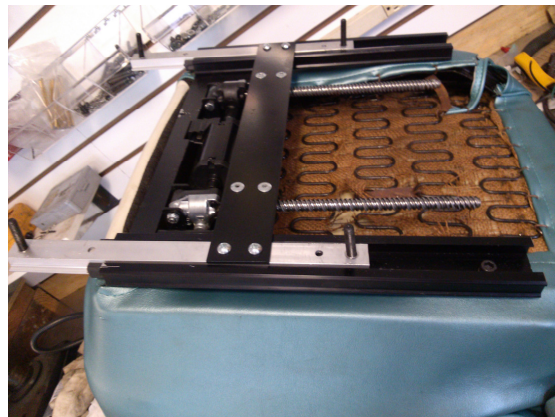
Don't worry about hooking the two electrical motor wires up backwards. Changing the order just reverses the motor's direction of rotation. To gain access to the rear bolts, hook the motor's red wire up to positive 12v source and the black wire up to a ground. To gain access to the front bolts, hook the motor's red wire to a ground and the black wire to a positive 12v source.



5. Once the seat is positioned so you have access to the rear mounting holes, get the bolts started with a 1/8 thick washer between the seat frame and power unit. The power unit frames sits on top the vinyl seat covering, so the washer acts as a spacer. Snug up the bolts, but don't tighten them up yet.

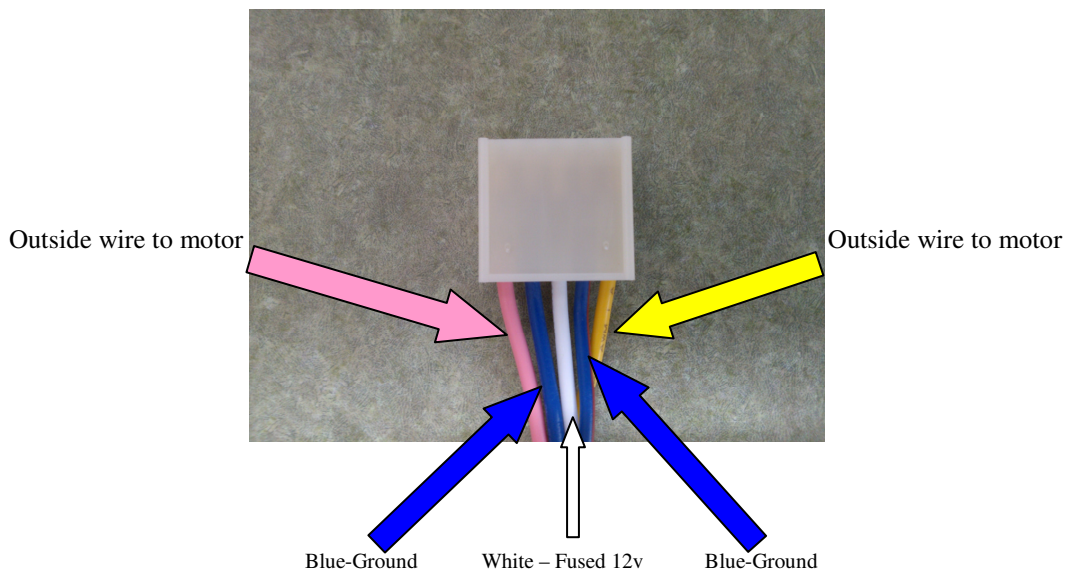
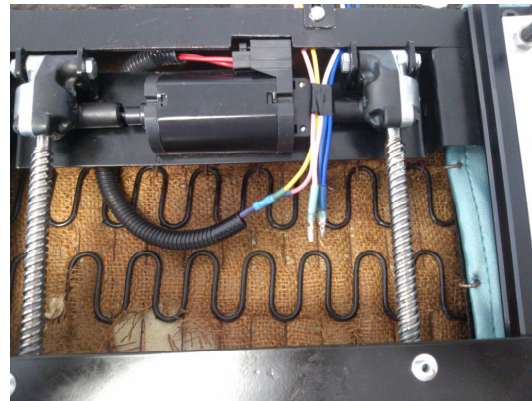


6. Move the power seat unit in the other direction, motor gets further from the crossbar, hook the read wire up to .....and the black wire up to ..... Move it just far enough to get access to the front seat frame mounting bolts. If you are not using the switch kit, put a 1/8 thick washer between the power seat frame and the seat frame like you did on the rear. Start the bolts and tighten them up. You might have to use a round file to elongate the mounting holes. I pre-fit all the units, but minor differences in seat frames might cause them to not line up. If you are using the switch kit, position the 15 1/2 long metal bar under the power seat frame as shown. Do not use the 1/8 thick washer on the front bolts if using the switch kit. Start the bolts and tighten them up.



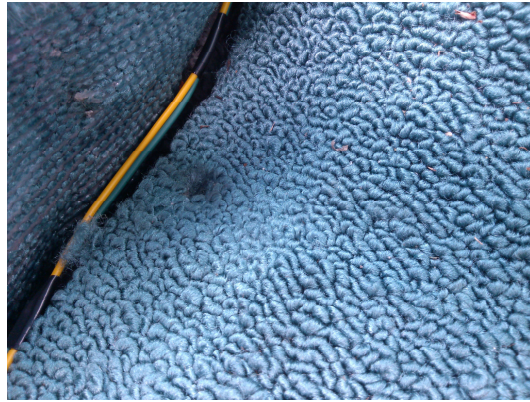
Shown with optional switch kit bar installed

7. Slide the wiring harness protector over the motor pigtail. Route the harness as shown to keep it from getting snagged on moving parts. Picture shows switch kit installed, but your motor wire routing should be similar if not using the switch kit.



8. If you are using your own switch, figure out what two wires from your switch power the motor. Here is a break down of the universal harness that comes with the switch kit. Your wiring may be similar. If your switch has six wires, the sixth wire is most likely for switch lighting.
9. If you bought the switch kit, follow the switch installation instructions and then continue on with step 10.





Wires under front carpet

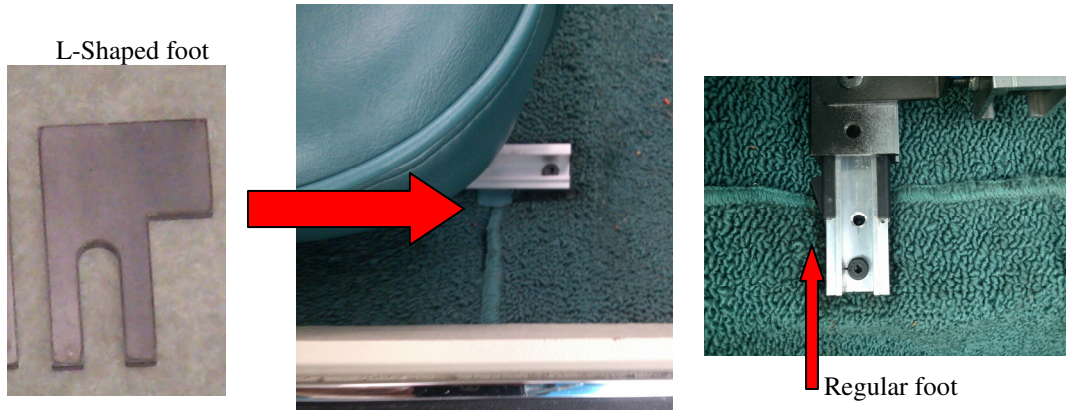
10. Make sure the wiring being run to the power seat unit does not run under the seat frame. Run it from the transmission tunnel and bring it towards the seat where the front carpet meets the rear carpet. Be careful the wires are away from the front mounting hole on the tunnel side. Use the pictures as a guide. The wires shown are the power and ground if using a switch mounted to the seat. If you are using a remote switch, such as a console mounted switch, the two wires would be the two motor wires going to your switch mounted elsewhere, such as a console.

11. When installing the power seat unit, be mindful of any anchor bolts that are loose. If the head is sticking up into the power seat track and you move the power slides, the bolts could jam up and damage the seat track. If you want to insert the anchor bolts in before installation, use a nut to hold them firmly in place. Remember to remove the nut before sliding the bolt through the carpet and seat riser.



12. You will need the cars power seat wiring finished before installing the seat and power unit. Connect the two wires you are running to the power seat and move the seat all the way back to gain access to the front seat anchor bolts. Set the entire assembly into the seat platform. You may have to manipulate the unit through the carpet holes. Be watchful of the two wires running to the power seat unit so they are not positioned under the seat track frame and crushed between the seat slides and seat riser.

13. Slide the supplied seat feet between the seat frame and carpet. Do not use the factory ones, they will not keep the carpet down and the contour of the bracket will catch and jam up the sliding track. Use the L-shaped foot on mounting hole closest to the transmission tunnel. The carpet tends to not lay flat and the two carpet pieces overlap, so the larger foot keeps the carpet away from the sliding track. If you don't use the L-foot, the track could snag your carpet and damage it. Snug the front two mounting nuts, but don't tighten them up yet.



14. Use the switch and move the seat all the way to the forward position. Insert the rear two bolts through the seat track into the seat riser. Tighten the mounting nuts. If all looks good, go back and tighten the front two mounting nuts up. Test the seat for proper operation.

15. The seat track has a life time original purchaser warranty.

