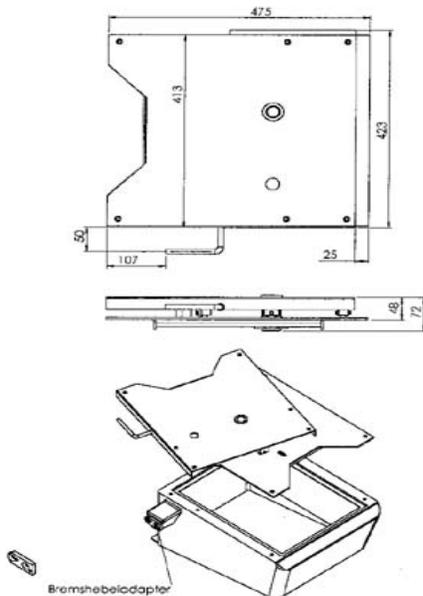


Installation of Sprinter Swivel Seat Mounts



I purchased my Sprinter swivel seat mounts, manufactured by Sportscraft of Germany, from <http://eurocampers.com>. As my Sprinter has the deluxe seating package with the electric heat, it required a swivel base that could accommodate the electric lines into the seat. These seat swivels use a heavy-duty pipe as the rotational axis. The hole in the pipe becomes the conduit for the electric lines.

The instructions provided in the packaging are, I am sure, complete and explicit. But, as I don't know or read German, I had to make do with my normal process of trial and error. Below is a compilation of my experience installing the two swivel seat mounts.

Seats and seat belts are major components in a vehicle's safety features for the occupants. Follow these instructions at your own risk. The following observations have not been approved or reviewed by Sportscraft or anyone else involved in the swivel seat mounts' manufacturing or retail distribution chain, or any of the various DaimlerChrysler entities representing Sprinters.

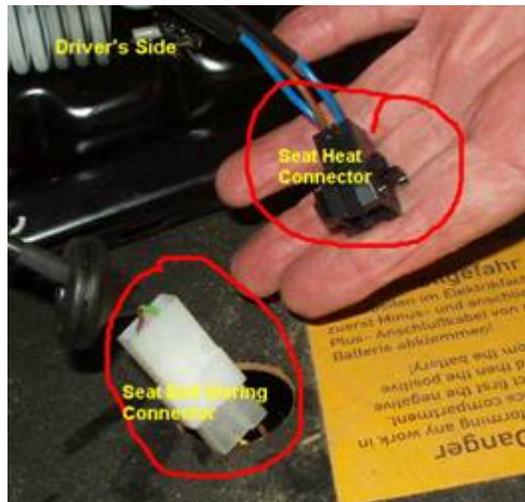
Special Tools and supplies you are going to need that are not obvious from opening the box:

- ▶ Metric Allen wrenches, preferably in socket form
- ▶ Duct tape
- ▶ Saw to cut fiber board
- ▶ For those with the optional emergency box mounting bracket installed behind the driver's seat: Saw/knife/wall-board cut-out tool or Dremal with side cutting bit
- ▶ String and/or retrieval claw
- ▶ Antivibration gunk (like Form-a-Gasket)
- ▶ Four hands (a second person is real helpful)

Disassembly:



1. Remove the seat belts from the mount on the seats.
2. Both seats are mounted on tracks that are mounted on pedestals. Each track is mounted to the pedestals with three 6mm Allen head screws. Slide the seats forward and backward to gain access and remove the screws. There are a total of 6 screws per seat. The washers are special cut anti-vibration washers, so don't lose them. The washers slide right off the bolt and off the tracks very easily.
3. Before walking away with the seats, tilt the seats and disconnect the seat heater electrical connections (passenger side: if you don't have the auxiliary battery, this can be done through the access door in the pedestal). **Note:** My 2002 does not have passenger seat-belt warning wiring. I don't know about later years. But be warned: The driver side seat belt warning wiring disconnect is not readily accessible by tilting the seat. Unlike the seat heating electrical which provides lots of slack from the pedestal side, the seat belt warning wiring has no slack on the pedestal side. You may have to remove the fiberboard panel (2 Philips screws, side back and out) to gain access to the fitting.



Assembly:



4. Passenger side: Feed the heating electrical through the swivel post. The swivel base has four holes drilled to accept bolts into the pedestal. Use the bolts and washers provided in the packaging to mount the swivel base. Two of the 6 holes in the pedestal are not used. I used Form a Gasket to reduce the chance of vibrational loosening. **Hint:** The holes in the swivel base are slightly tight relative to the base holes. Loosely set all

bolts first before tightening, otherwise that last bolt will not catch.

5. Driver's Side: Problem.... The swivel mount does not fit without further modifications to the pedestal. The pedestal has a fiberboard cover over the electronics hidden under the driver's seat. Note on the picture below that the reinforcing bars and the swivel post nut protrude into the pedestal base's space.



Forcing the swivel base down would break the fiberboard's flanges and ram the board into the pedestal cavity. Removing the fiberboard completely is also not the answer. That would expose the electronics to fairly large objects that may fall into the hole between the front of the pedestal and the swivel base. This hole is from a cut-out in the swivel base at that position. The cutout was possibly meant to give easy access to the relays located in the front of the pedestal cavity.



My solution was to remove the fiberboard.

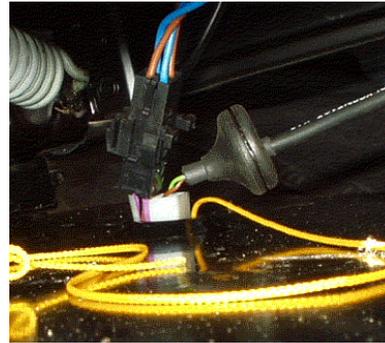
Then, to keep stuff from falling into the exposed hole, I needed something that would span the pedestal cavity. As seen from the picture to the left, one part of the fiberboard does span the gap, and I cut out that section. The cut piece is laid over the span, as shown on the right. There is no need to secure it, as the swivel mounting plate prevents it from moving.



6. Driver's Side: Next, the electrical for the seats needs to be strung through the swivel post's conduit.

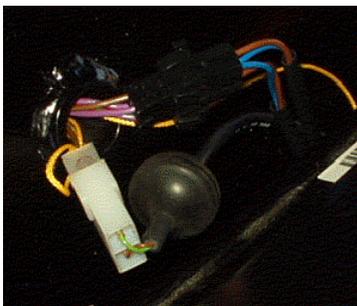


The problem here is the pedestal side of the seat belt line is short, putting the connector into the middle of the conduit. Feed the



heater wiring through first and pull it out of the way. Then I found a string handy to pull the seat belt connector through and to keep it from falling back down the conduit.

7. Driver's Side: Follow Step 4's swivel base mounting instructions.
8. Driver's and Passenger Side: Remount the seats: The driver's side seat requires hitching up the electric connectors before bolting down. Tilt the seat while hitching up the seat belt warning wiring. I found using the Form-a-Gasket worked nicely to keep the washers from running away while inserting the bolts. As with mounting the swivel base plates to the pedestals, first start the bolts before tightening down. Reattach the seat belts.



9. Slide the seats forward and tape down the connectors to the floor of the swivel plate. Why? When I was playing with the



- seat, sliding it back and forth (a requirement to rotate the seats from front to back), one of the connectors jammed between the seat and the plate and the plastic retainer clip snapped off.
10. The hand brake is about 1/8th of an inch too high relative to the swivel plate. It must be reoriented to permit the driver seat to rotate. Remove the circular plastic cover from the brake handle and remove the two bolts.

There are two options as to how to remount the parking brake handle.



11. Option A:

- a. An adaptor bracket is provided in the Sportcraft package. Use the provided bolts to mount the bracket. The strange thing about these bolts is that the heads are part of the spacing (note the extension of the heads beyond the bracket in the picture). This does not seem to make

sense. The confusion is compounded by the nicely countersunk holes in the new bracket. The provided bolts are not designed to fully utilize the countersinking. The bracket itself is not providing any direct support to the hand brake. The hand brake plate is balanced on the heads of the new bracket.

- b. For those with the optional emergency box bracket: Remounting the hand brake at this point will result in the hand brake sensor sending a signal that the brake is still on, notwithstanding the slack in the parking brake cable. This is caused by the brake handle hanging up on the optional emergency box bracket mounted on the floor behind the driver's seat. The hand brake's plastic must be notched out similar to what is shown to the right. Once this is completed, remount and replate.



- c. The brake handle adaptor rotates the handle so far

down that the hand brake cable must be readjusted. (Courtesy of Andy Bittenbinder, Yahoo's Sprinter Group posting 5962): If you look under your Sprinter (just ahead of rear wheels) in the center of the chassis you will see the junction of the rear handbrake cable with the front handbrake handle cable. It is in an open housing with a circular cam like

mechanism visible inside. That circular cam-like piece is the adjustment for the rear cable tension. (Caution: Do not work on this while the exhaust system is still hot.) The long visible slots (4) in the housing are the adjustment for the front handle cable tension. Loosen the 4 bolts and move the housing to re-tension your now slack front cable. Then you will have to readjust rear cables. To adjust the rears, pull up handle about 1click and adj. the cam-like eccentric until you can just turn the disc by hand. Release

handbrake and discs should turn freely.



- d. The final disengaged position of the handle is as shown in the picture to the left. I have a problem with this position, as the handle is so close to the floor that it is difficult to find. The handle is rotated down while the driver's body has moved up 48 mm. The position is awkward.

12. **Option B:** If you have a grinder, then this option has a better result. Further, this method does not involve any more time when you factor in Option A's time to readjust the parking brake cables.



- a. Remove the handle from the van by removing the clip on the left side of the plastic cover of the brake handle, removing the pin, and detaching the hand brake electrical. The plastic cover comes off by pulling from the back-side up.
- b. The rivet circled in red has an integral bushing that limits the downward movement of the handle. Because of this bushing, the flanges from both sides of the rivet must be ground off. Pry the exterior casing apart and punch out the side of the rivet that remains embedded. Replace with a purposefully small high quality metal $\frac{1}{4}$ inch bolt; use Loctite. Grind any excess bolt off. This bolt is not needed to prevent

the handle from dropping, as another metal stop (not the switch) comes into play. The bolt is simply to control any possible torsion bowing of the casing.

- c. Re-install the handled to the parking brake without the adaptor provided by Sportcraft. The disengaged position of the handle is shown. The seat swings freely, and the handle is closer to the driver's hand than Sportcraft's solution. Upon checking, I found no need to readjust the parking brake cables.



- 13. Handicapped Installation:** Most handicapped modifications should be person-specific. One example involving the swivel seat mounts addresses an issue on transferring from a wheel chair to the driver's seat. This method of mounting also eliminates the need to modify the position of the brake handle. However, for drivers below 5'-5", this method may raise the legs too high for comfort or reaching the pedals. (Courtesy of a Yahoo Sprinter Group member):



14. Final Product:



Comments on use:

The seating feels a lot higher. It is advertised as 48 mm higher. I am 6'1", and I noticed the definite rise relative to the top of the windshield (there is no compromise on visibility). I will not need the visor as much!

The position of the parking brake handle utilizing the Sportscraft adapter is a real pain. The adaptor bracket not only adjusts the hand brake out and lowers the pivot, it also re-orientates the handle excessively down. The result is a verrrrrry long reach down to find the handle – now somewhere near the floor, while the body is 48 mm higher than it used to be.