

Installing Driver's Side Race Seat in a C6Z06 w Passenger Side Air Bags and Seat Heaters

The race seat is an Ultra Shield Aluminum Seat mounted on Hardbar Rails and a Pfadt harness is used to keep the telescoping steering column operable. This installation takes place in a car that already had a Shark Bar installed. I typically swap seats 2 to 3 times a season.

First, start by moving the seat so the front and rear seat mounts are accessible with a wrench and then raise the seat to its maximum height (this is critical later).

Once the seat is positioned remove the decorative bezels that cover the front seat studs.



Bezel

Then using a 15mm socket remove the nuts that hold the seat in place followed by removing the rear nuts from their studs.



Front seat retaining nut without Bezel



Removing Front retaining nut



and Rear

Once the nuts have been removed use some towels or other cover to protect the door frame opening and the door from sharp edges when you move seats in and out of the car.



Once you have the door frame protected raise the outside of the seat so a wood block (I use a piece of scrap 2x8x (4 or 5 inches) can be placed under the rear of the outboard seat frame.



Once that is done you need to remove the air bag fuse in the Instrument Panel Electrical Center or remove the Battery Ground Cable (your choice) and then wait at least one minute before trying to disconnect the air bag connector under the seat. While waiting remove the lap belt from the side of the seat frame. This makes it easier to disconnect the air bag connector.

This nut also takes a 15 mm socket.



After the lap belt has been moved out of the way and one minute has passed you can disconnect the yellow air bag connector. You can do this then pulling the outside outward to unlock the fingers on one hand to pull pulling the male side out of right in the accompanying



by pulling the two blue retaining pins out and edges of the female side of the connector connector. It will come apart if you use the the edges of the connector outward while the female side. The female side is on the picture.

Once this is done, you can then uncouple the connectors for the power/memory and heat functions at the front of the seat. There are two of them. First, is the one with the violet closing lever that is shown at the right side of the picture. Notice the left hand is pinching the connector locks on the left side of the connector. Use the right hand to



swing the lever to the left to unlock the connector and disconnect it as shown in the following pictures.



After this connector is out of the way you can proceed to the last connector shown here.



Pinch the connector as shown here to unlock and disconnect it.



Now the seat is ready to be removed from the car. Lift it up so the frame clears the studs and then tilt it inwards so the seat back is resting against the console. If you have car with a removable roof it is much easier to take the seat out if the roof is off. My car is a Z06 so the roof is fixed. Once you have the seat tilted inward with the base of the seat resting on



the door frame you can use your left hand on the front of the seat frame and your right hand under the seat back to raise the seat and slowly remove it from the car being very careful not to hit the rails against the door upholstery or door frame. The frame has sharp edges that can cut upholstery and put



chips in the fiberglass frame or severely scratch the plastic door sill.

With the seat out the harnesses underneath look like this.



This picture sort of shows a modification I made to my car that makes it easier to use Hardbar Seat Rails. The harness shown on the right normally runs along the side frame rail until it is further to the rear than the seat stud and then turns inward and comes out of the slit in the carpet. This harness is quite thick and should be moved if you are going to use a flat rail to mount your seat. I pulled the carpet up and slit the main harness running along the frame rail so I could break out the seat harness ahead of the seat stud and run it toward the center from there. The

shiny tape seen above the stud is what I use to hold the harness in its new location so it doesn't go under the seat rails.

Now comes the hard part. To keep the Telescoping Steering Column function the Pfadt harness requires the use of the Memory Module that is mounted to the stock seat springs under the seat. This is the main reason why the seat had to be raised to the maximum height before the power was cut. If the seat isn't at its max height it will take some mighty small hands to get the module out.

The module is the black box with the bar code strip on it.



The module has several tangs that hold it to the springs and three connectors that have to be disconnected as shown here.



Once removed this is what it looks like. Notice the blood that is on my hand that wasn't in the previous picture.



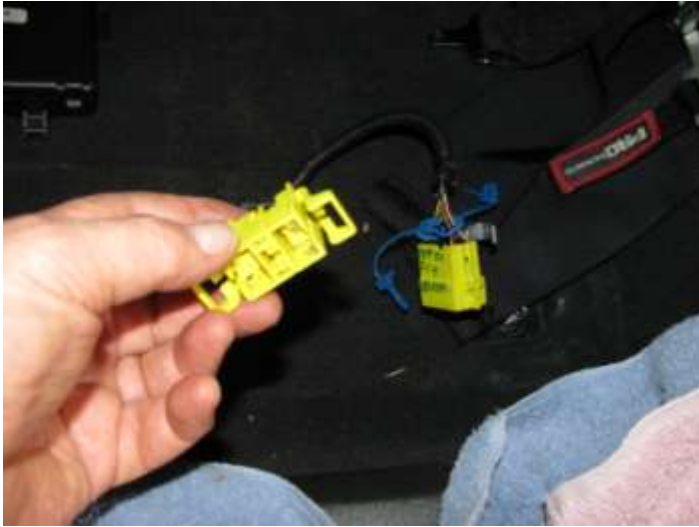
The Pfadt harness connects between this box and the forward seat connectors in the car. This is the Pfadt harness:



This picture shows the harness in the car and connected to the seat harness and the memory module. The tangs that hold the module to the stock seat springs can be seen on the left, right and bottom side of the module.



The air bag connector will be taken care of next. The Pfadt harness includes a plug with a resistor that simulates the load of the air bag which makes the air bag light go off.



Insert the plug into the car's air bag connector and insert the retaining pins so it will not fall out.



Once that is done I tape everything down and install the Hardbar Stud Extenders.



Once these items are installed I install the I/O Port Seat Back Brace (all aluminum seats require a seat back brace to keep the back from breaking in an incident). The brace is fastened to the back of the seat and the SharkBar.



The lap and sub belts have been preinstalled on the seat and the shoulder harnesses were preinstalled on the SharkBar so all that remains is to mount the seat in the car, fasten the back brace and fasten the seat to the Hardbar Stud Extenders.



Installation is the reverse of taking out the stock seat. First tilt the top of the seat into the car and push it so it is over the center console, then lift it in and very carefully lift it so it can slide over the stud extenders. My seat even though mounted as low as it can go will actually touch the top of the car when installed so this is a tight fit.



Seat sitting on door frame ready to be tilted into car.



Seat Brace fastened to Seat & Shark Bar w pin inserted.



This is where the seat hits the top of the car, right beside the rear of the door glass. Just one small spot but that makes it tight to get the rail over the stud extenders.

Seat rails fastened to Stud Extenders



The final thing to do is to fasten the stock lap belt end so it isn't flapping around while the car is moving. I use a zip tie to fasten it to the Hardbar rail.

