Wagonmeister
5022 West Avenue N
Suite 102 #10
Palmdale, California 93551
Cell: 661)609-5732

Thanks for purchasing a Wagonmeister Seat Heater Kit. Please follow the instructions below.

Wagonmeister seat heaters are a great upgrade, replacement or addition to your 240. Many existing heaters are no longer working, but even if your seat heaters are still working, Wagonmeister heaters warm up more quickly, provide more output even on the low setting, and will last for years. Bonus, they use less power than the old, stock heaters! Here are some easy steps to success:

While the heaters can be installed with the seats in the car, we do not recommend it. Proper installation requires that the seat covers, especially the lower, be removed to expose the foam. The new heaters have adhesive strips on them and cannot easily be positioned with the covers in place.

Section 1, cars with existing seat heaters.

Disconnect the plug underneath the seat by the floor duct for the HVAC. The seat itself is held in by four fasteners. Inner rear bolt is exposed. The outer rear bolt is underneath the plastic pedestal cover. Remove the two buttons on either side of the plastic cover and pull the cover back to expose the bolt—remove it. Move the seat to the back of it's travel. This will expose the two nuts that attach the tracks to the studs in the floor at the front. With the two bolts and two nuts removed, remove the seat from the car.

We usually disassemble the seat by unbolting the seat back from the seat bottom frame. Start by removing the seat height adjuster. On the driver's side, it's an adjustable fixture. On the passenger, non-adjustable. Four bolts, on the sides of the frames, regardless. On the driver's side, be careful not to break the plastic oval guides on each corner. To take the "halves" apart, there are four bolts, visible, two on either side of the lower seat frame, once the seat is upside down. 14mm head. Remove them and you can slide the seatback adjuster's arms out of the lower frame, making the entire process much easier.

You will have to snip apart the OE upper and lower seat wiring!

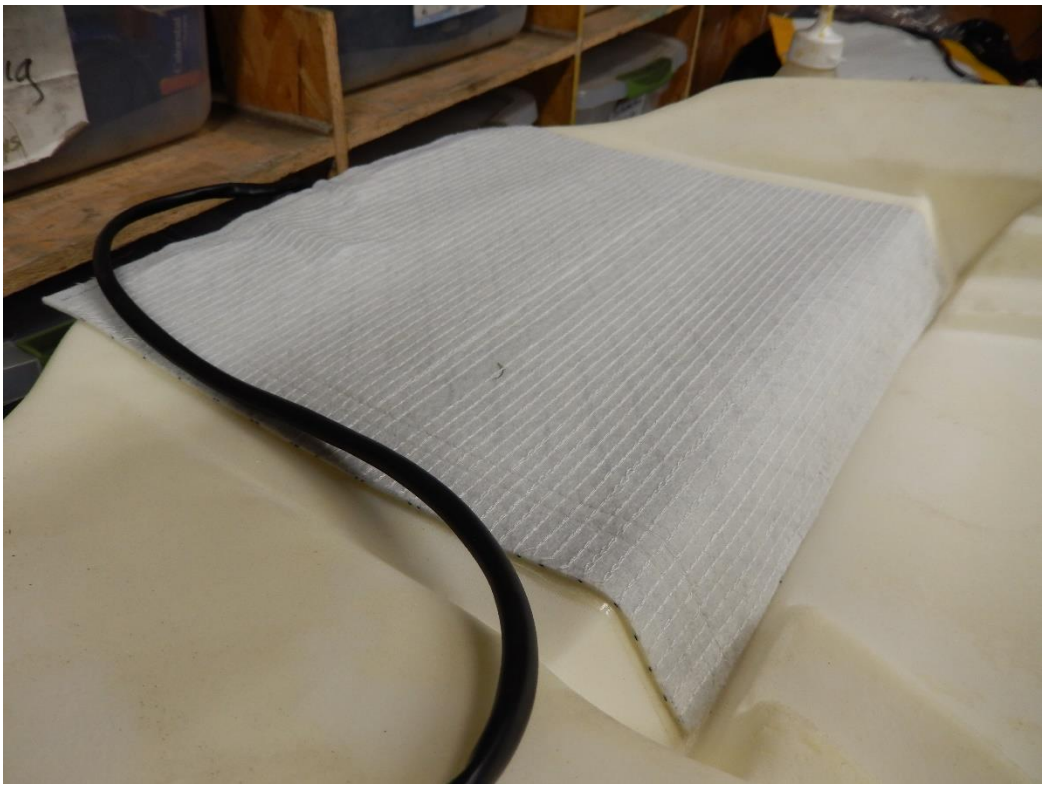
Cut the plug from the existing wiring and save it. Leave about 6” of wire on each lead.

Start with the lower cushion. At the back of the seat cover is a long, steel bar that wraps around the tubular support at the back of the lower seat frame. You will be able to see it has two tabs that slot into the sides of the seat frame. Flex the bar and you can remove it from the frame on either side.

Turn the lower cushion over and cut and remove the hog rings along each side, where they attach to the bottom of the frame. There is also a steel clip that holds the ears of the cover, on the sides, to the back of the frame’s “wings”. That can be driven off with a blunt tool and a hammer. Now you can lift the seat cover off the foam and remove the old seat heater. Expect a lot of dust from degrading foam, both inside the seat cover and from the cushion itself. Wear a dust mask if necessary, and eye protection!

Disconnect both new heater pads from the wiring harness via the plugs provided. There is no top or bottom pad, both are the same. Clean off the top of your foam cushion to remove any dirt or loose foam. If you do not stick the new heater down to a clean surface, it will come loose and move under the seat cover. If the top of your seat cushion is disintegrating, or you found the same underneath, this is the time to consider replacing it and the support grid. Wagonmeister sells both! Peel the paper from the four strips of adhesive on one pad.

To position the lower heater, start in the groove where the seat cover is attached, in the center of the cushion. With the wiring facing towards the back of the seat, set the leading edge of the heater all the way down into the groove, centered left to right, stick it down, and then lay the heater smoothly and carefully down, moving rearward. Do your best to get it right the first time! Especially on old foam, if you have to pull the heater up to reposition it, the tape will take old foam with it and then will not stick a second time.



Replace the seat cover, taking care to put the wiring's pigtail OVER the rear tube of the frame. Do not wrap it around the tube. If you do not have hog rings and hog ring pliers, lots of people reassemble the cover to the frame with cable ties. We do not recommend this, but it's up to the installer.

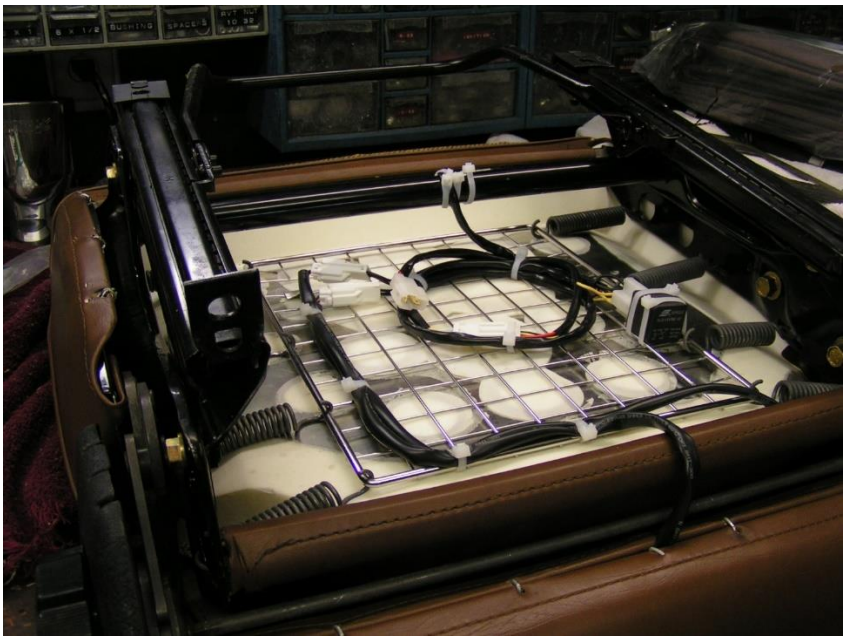
We highly recommend that you take this opportunity to replace your stock, lower seat support grid regardless of the condition, as the WM grid facilitates installation of the harness and controller. The stainless support is also a great way to keep your cushion, new or old, from degrading.

Place the upper seat cushion on your work surface face up. Remove all the hog rings on the bottom edge, but make note of how they are attached. There are five, in a stock installation. It should not be necessary to do any further removal of parts or the cover to gain sufficient access to the cushion to install the upper heater.

With the lower cover loose, reach in and remove the old heater. As with the bottom cushion, you need to assure the surface of the foam is as clean as possible before installing the new heater. Peel the tape strips and position the heater so the bottom edge, with the wiring pigtail exiting at the bottom of the cushion, is about 2" up from the bottom edge of the cushion, no more. Any higher, and you may feel the pigtail. Too low and you won't feel much heat up into the back area. Other than that, it's a personal preference as to where you locate the heater.

Reinstall the cover with hog rings. As noted for the lower cushion, some people use cable ties. The pigtail needs to exit the cover clear of the center tab on the frame to avoid abrasion and shorting of the wires. Be careful!

Reassemble the upper and lower halves of the seat and turn the seat over on your work bench so the underside of the lower cushion faces up. The pictures below will show our recommended method of arranging the wires and the control unit. This is a passenger side, with the fixed, height adjuster in place. Switch details for this side are further down. This seat has WM new foam and support grid.



Installing the seat heater switches can be done many ways. By far the most popular is to put the driver's switch in the seat adjuster frame and use the OE switches in the console to turn the heaters on and off. We'll cover that installation first.

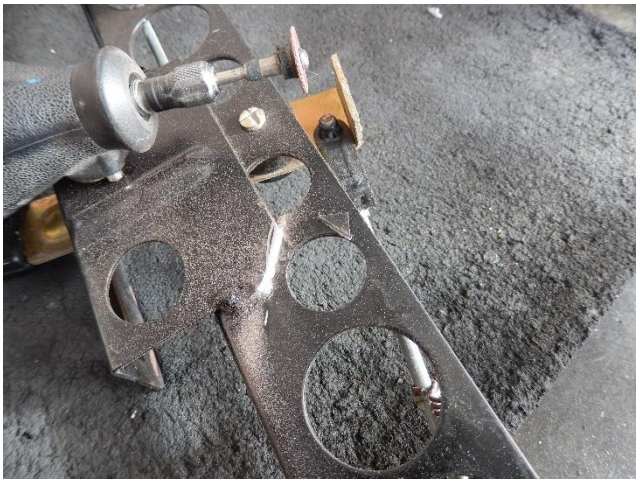
Wiring using factory heater switches in the e-brake console:

The heater's switch was specifically chosen because it fits into one of the holes in the driver's side height adjuster frame. Make sure to use the correct side of the adjuster frame, or the draw bar from the adjuster's release lever will strike the switch and break it!

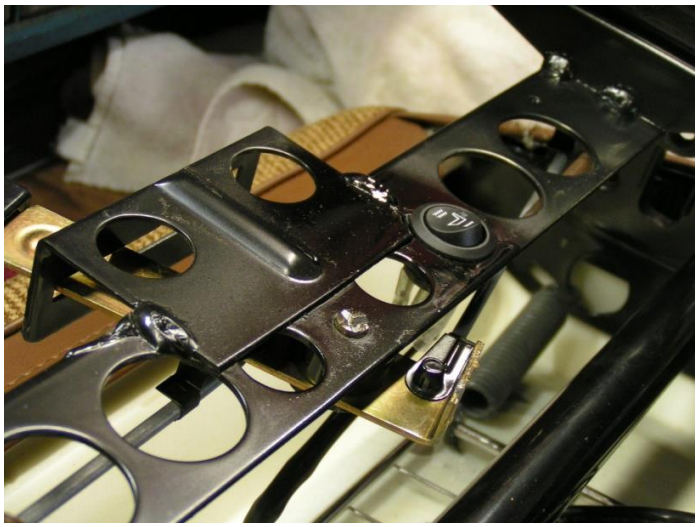
In the picture below you can see the switch installed in the driver's side adjuster frame. Please note there is a metal plate on the adjuster and one corner extends over the hole slightly. You will need to cut off that corner for the switch to fit into the hole. See photos below for details. A Dremel tool with cutoff disc is perfect for this operation.

1. Disconnect the switch from the harness
2. Trim off the corner of the reinforcement plate on the adjuster frame (picture)
3. Paint the bare metal
4. Feed the switch's pigtail through the hole in the adjuster frame
5. Snap the switch into place.
6. Install the adjuster frame
7. Reconnect the switch to the harness

Note: If you are not replacing your support grid, you will need to devise a different method for mounting the harness and controller. The controller, for example, can be attached to the seat frame. Make certain no wiring is exposed to sharp edges or moving parts that might damage the harness.



Trimmed…..



Switch in place

Painted

Once the switch is in place, harness secured, and the adjuster frame reinstalled, you can reattach the upper to the lower cushion and connect the upper cushion's heater plug to the harness.

Wiring for the kit is easy, if you have power at the floor plug! First, verify wiring at the floor plug in the car, if you are using the factory switches. Turn ignition on and the heater switch, and probe for power at the plug. If the light in your switch does not light, it could be a dead bulb, or the switch could be dirty. Very common problem. Remove and clean the switch with contact cleaner as follows.

1. Remove the pilot light holder from the back of the switch
2. Put a screwdriver in and pop out the little red window and backer
3. Put your finger over the window hole, spray contact cleaner into the back
4. Shake the switch vigorously and flip the toggle back and forth a bunch of times. Repeat this until you can put a meter on the switch and get continuity to the output terminal from the input terminal. Then reinstall and verify power at the floor plug for the hot side of the circuit.
5. Verify that the ground wire is grounded by checking continuity from the plug to a good ground. Rectify as necessary.
6. Verify polarity of the heater kit:
   About 1 out of every 100 kits comes in with the red and black wires reversed. Sorry for the extra step, chances are yours will be fine. Once you have power verified at the floor plug, temporarily connect the kit's wires and flip the kit's switch to low or high. If the pilot light is on, polarity is correct. If not, swap the wires. Keep in mind that the car's floor plug wiring is not always black/red, nor the wires from the plug you saved!
7. Trim the kit harness black and red wires back to a reasonable length that will not leave wires trailing across the floor of the car. Attach the factory plug you saved from the old heater. We recommend soldering these wires and insulating the connections with shrink tube.

Note: If you do not have the factory plug, use readily available "quick disconnects" from your local auto or hardware store.
For example:

Reinstall the seat in the car, connect your plug, or connectors, and you are done!

Variations for the passenger side:

The passenger side seat does not have a quick-release adjuster frame. There is a seat height adjuster, but it is of the fixed type, bolted to the lower seat frame. As such, if you are installing a seat heater on the passenger side, and want to use your OE console switch, you need to fabricate a bracket to mount the kit's switch in. Here at Wagonmeister, we do this with a "tie plate", from the construction bracket bins at the local home improvement center. Cut a hole for the switch, screw it to the front lower tubular brace of the seat frame, and then follow the instructions above to wire in the switch. See picture below.

Cars without existing heater switches or circuits

Prior to about 1985, not only do most cars not have seat heaters, they have a console that does not allow for OE toggle switches to be mounted. No worries. The leads to the kits' switches are long enough that the switches can be mounted elsewhere. Some options are noted further along. One can also source a later style console and switches and swap them in.

Adding wiring.

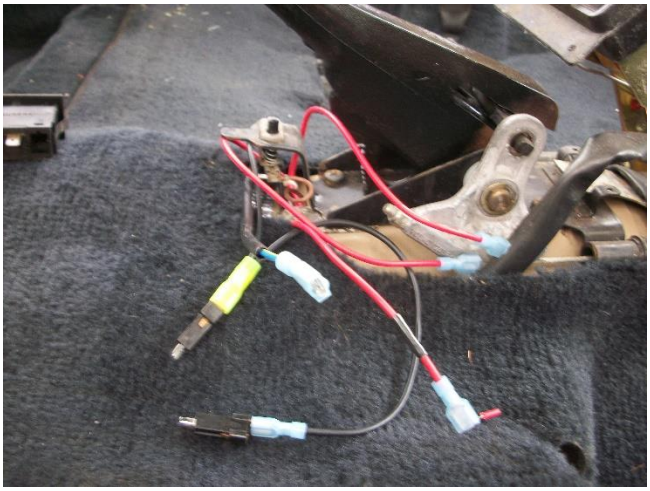
Lots of cars that did not come from the factory with heaters, had them installed at dealerships, independent shops, or by owners. It is beyond the scope of this tutorial to cover all the possibilities, but we'll provide some basic information.

Some post-factory installations will include factory style toggle switch(es) mounted in the center dash console. Easy enough to use, as they will have power already routed to the floor area. Follow the instructions already given. Others relied on the temp switch in the heater, solely, and have power coming to the heaters directly from the fuse box, with no other shutoff switch. If you are mounting just switch(es) under the seat(s), you can tap into that wire for power. Routing is up to you.

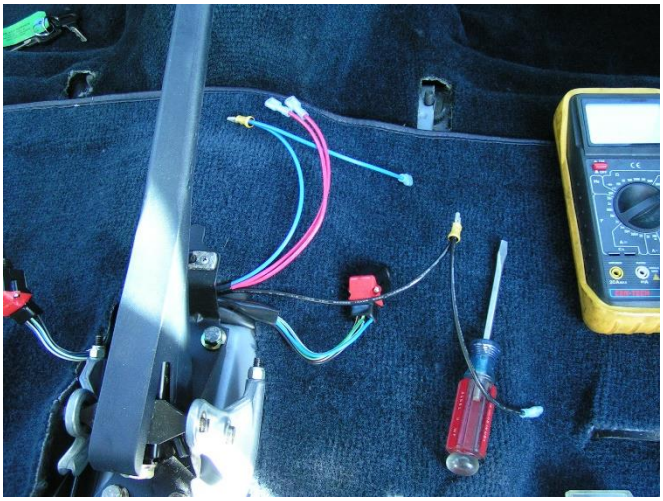
If you are only using the switch(es) that come(s) with the kits, power can be routed directly to it (them), and it (they) can be mounted anywhere the wires, or your wires, allow; center dash console, e-brake console, or under the seat. Without a secondary switch, mounting the kit's switch under the seat means you will need to reach underneath to turn it on and off. Otherwise, operation is full time, turning off only when the controller regulates the power to off. We do NOT advise the heaters be left on if not being used.

Our preference: When adding heaters to earlier cars that have the early style console, without switch knockouts, our preference is to swap in a later console with OE toggle switches. If the customer wishes to leave the earlier style console, second choice is OE toggles in the center dash console. Route power to either area from the fuse box with 14-gauge wire. For either location, we run the wire first along the dash, with the main harness, behind the cluster, over to the center dash console area. From there, down to the new switches in the later console, or if you have put switches in the center dash console, route wire from the switch(es), in the dash, down the side of the center dash console's frame, under the carpet along the existing wiring harness toward the e-brake. Secure the wire(s) with cable ties to prevent abrasion from movement. Route the power wire to the floor duct, or switches. If you are installing new switches at a new console, you have to create a harness to go to each heater from there. Then complete the wiring as noted above. Here are some pix of adding heater switches at a swapped-in later style console:

Wiring under the carpet and near the e-brake console for switches and plugs



Hot leads and pilot lights



Note branched hot and ground leads for two switches.

Late style console with earlier style seat belt receivers and OE toggle switches

More options: We have had many customers tell us that they mounted their kits' controller switches on the front face of their later style e-brake console, in addition to the factory toggle switches on top. That way they have on/off AND temp control at their fingertips. If you have power mirror switches in the front spot, that won't work, but it's a great idea if you have the space. Lots of our early model 240 customers mount just the kits' switches on the top or front of their early style console, by drilling a hole.

Enjoy your nice, warm seats, on those chilly days!