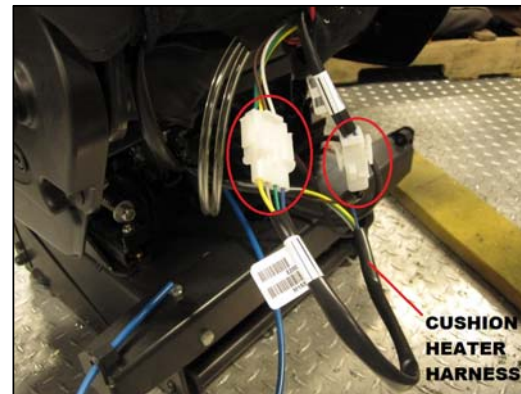
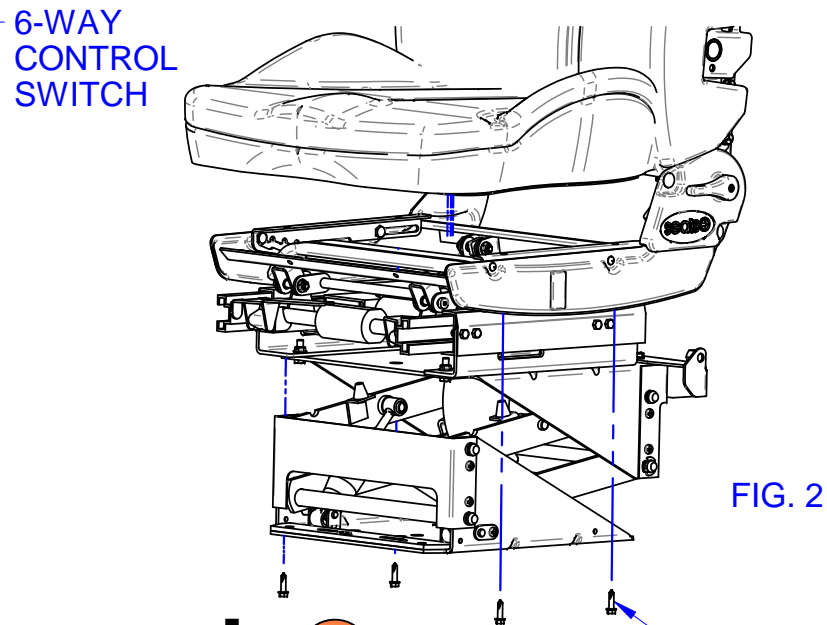
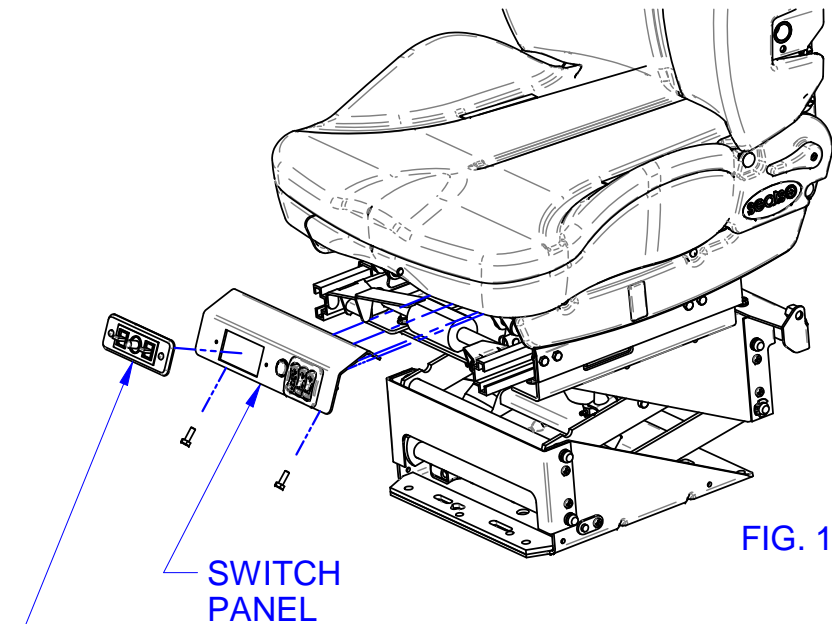


SIX-WAY REPLACEMENT INSTRUCTIONS 183946PS

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1. DISCONNECT ALL POWER AND AIR SUPPLIES TO SEAT.
2. REMOVE (2) SCREWS FROM 6-WAY CONTROL SWITCH TO DETACH FROM SWITCH PANEL CLUSTER. RETAIN SCREWS FOR REATTACHMENT OF NEW 6-WAY CONTROL SWITCH. (FIG. 1)
3. REMOVE (2) SCREWS FROM BACKSIDE OF FRONT SWITCH PANEL TO DETACH FROM UNDERNEATH CUSHION FRAME AND RETAIN. (FIG. 1)
4. LOCATE THE CUSHION HEATER CONNECTIONS FROM BACK ASSEMBLY AND DISCONNECT THE TWO (2) CUSHION HEATER CONNECTORS SO CUSHION ASSEMBLY CAN BE SEPARATED FROM SEAT. (PHOTO 1)
5. REMOVE (4) 1/4"-14 SCREWS FROM CUSHION ASSEMBLY AND RETAIN. (FIG. 2)



1/4"-14 SCREWS



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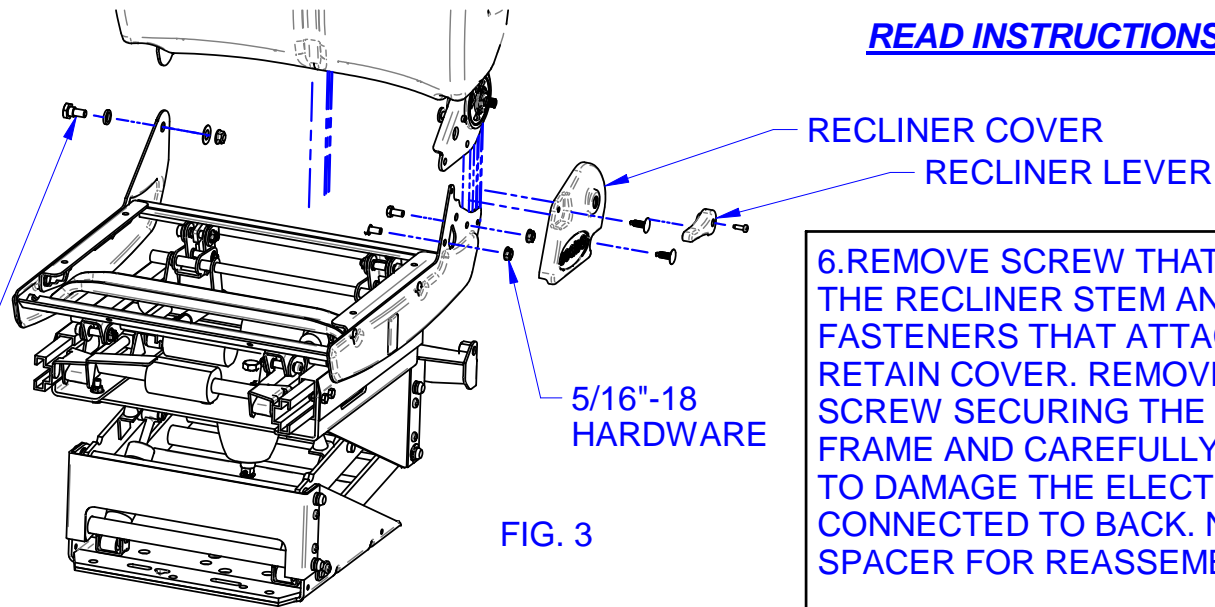
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WARNING

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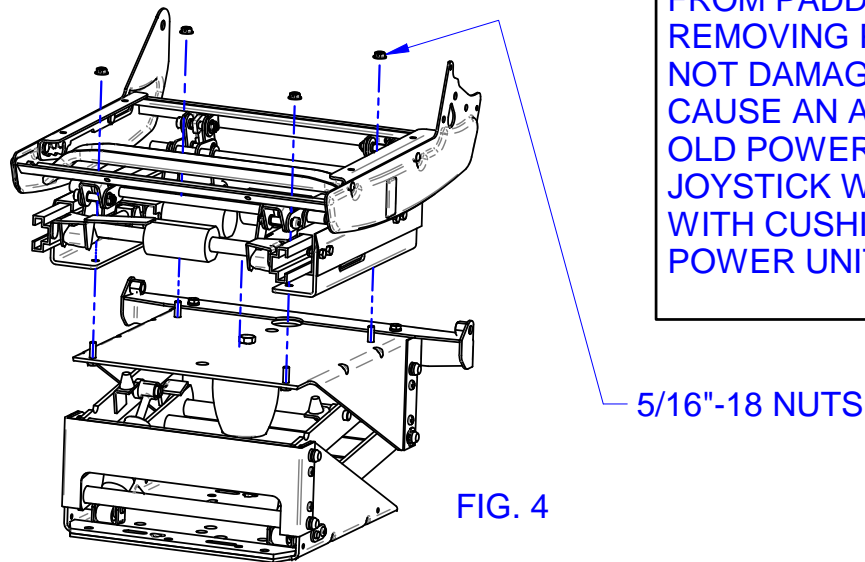
SIX-WAY REPLACEMENT INSTRUCTIONS 183946PS

READ INSTRUCTIONS THOROUGHLY BEFORE PROCEEDING



3/8"-16 SCREW

6. REMOVE SCREW THAT ATTACHES THE RECLINER LEVER TO THE RECLINER STEM AND RETAIN. REMOVE (2) PLASTIC FASTENERS THAT ATTACH THE COVER TO THE FRAME AND RETAIN COVER. REMOVE (2) 5/16"-18 SCREWS AND (1) 3/8"-16 SCREW SECURING THE BACK ASSEMBLY TO THE CUSHION FRAME AND CAREFULLY LAY THE BACK ASSEMBLY DOWN, NOT TO DAMAGE THE ELECTRICAL HARNESS AND AIR LINES CONNECTED TO BACK. NOTE SEQUENCE OF WASHER AND SPACER FOR REASSEMBLY. DISCARD HARDWARE. (FIG. 3)



7. AIRLINE HOSES MAY BE REQUIRED TO BE DISCONNECTED FROM PADDLE VALVE IN ORDER TO CONTINUE WITH REMOVING POWER UNIT. CARE SHOULD BE TAKEN HERE TO NOT DAMAGE PADDLE VALVE AIRLINE BARBS THAT COULD CAUSE AN AIR LEAK. REMOVE (4) 5/16"-18 NUTS ATTACHING OLD POWER UNIT BRACKETS TO TOP OF SUSPENSION OR JOYSTICK WELDMENT AND REMOVE WHOLE POWER UNIT WITH CUSHION FRAME. DISCARD HARDWARE ALONG WITH POWER UNIT HARNESS AND SWITCH. (FIG. 4)



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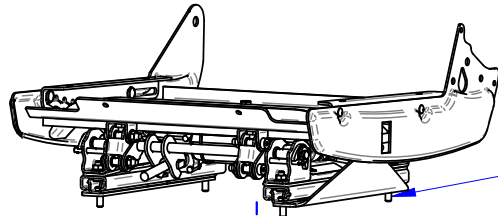
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5/16"-18 STUDS

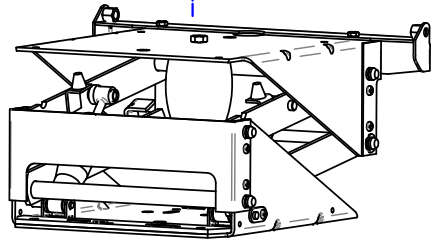
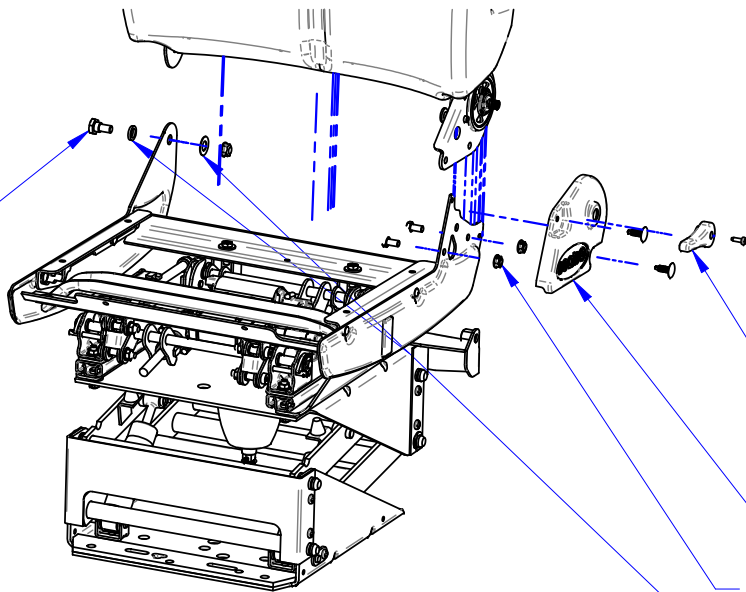


FIG. 5

8. USING NEW HARDWARE, SECURELY ATTACH NEW POWER UNIT ASSEMBLY COMPLETE WITH CUSHION FRAME TO TOP OF SUSPENSION OR JOYSTICK WELDMENT. (FIG. 5)
-SUGGESTED TORQUE VALUE FOR 5/16"-18 GRADE 5 SCREW =19 FT-LBS.

9. USING NEW HARDWARE, (2) 5/16"-18 SCREWS, (1) 3/8"-16 SCREW AND (2) NYLON WASHERS, SECURELY REATTACH BACK ASSEMBLY TO CUSHION FRAME. NOTE PREVIOUS SEQUENCE OF WASHER AND SPACER FOR REASSEMBLY. (FIG. 6)
-SUGGESTED TORQUE VALUE FOR 5/16"-18 GRADE 5 SCREW =19 FT-LBS.
-SUGGESTED TORQUE VALUE FOR 3/8"-16 GRADE 5 SCREW =33 FT-LBS.
REATTACH RECLINER COVER USING NEW PLASTIC FASTENERS. THE FRONT PLASTIC FASTENER MAY NEED TO BE TRIMMED DOWN AS TO NOT DAMAGE CUSHION COVER.
REATTACH RECLINER LEVER TO RECLINER STEM.(FIG 6)



RECLINER LEVER

RECLINER COVER

5/16"-18 HARDWARE

NYLON WASHERS

3/8"-16 HARDWARE

FIG. 6



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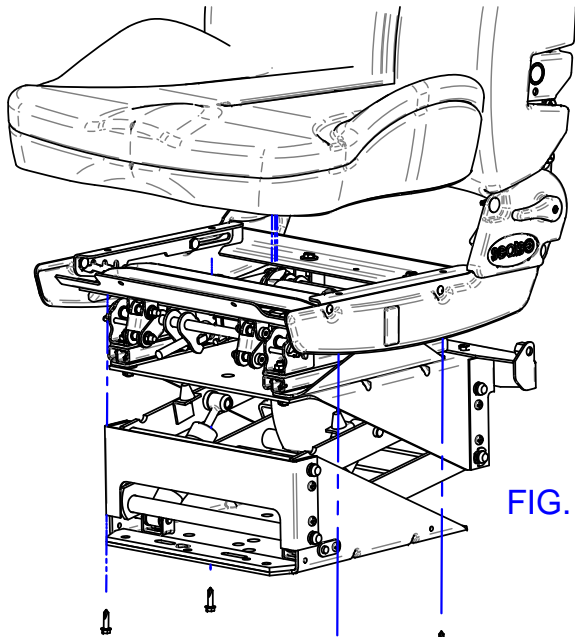


FIG. 7

1/4"-14 SCREWS

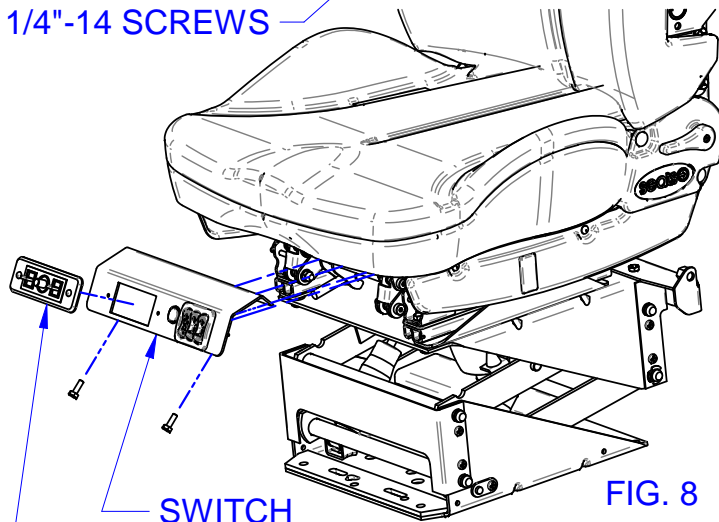


FIG. 8

SWITCH
PANEL

6-WAY CONTROL SWITCH

10. SECURELY REATTACH CUSHION ASSEMBLY. USING (4) 1/4"-14 SCREWS. (FIG. 7)
CARE SHOULD BE TAKEN TO NOT OVER TORQUE THE SCREWS TO CAUSE THEM TO STRIP OUT.
11. RECONNECT CUSHION HEATER CONNECTORS TO BACK HARNESS.
12. SECURELY REATTACH FRONT SWITCH PANEL TO UNDERNEATH CUSHION. (FIG. 8)
-SUGGESTED TORQUE VALUE FOR 1/4"-20 GRADE 5 SCREW =3 FT-LBS.
13. REATTACH 6-WAY CONTROL SWITCH TO FRONT SWITCH PANEL. IF REQUIRED REATTACH RESPECTIVE AIR LINES TO PADDLE VALVE. (FIG.8)
14. RECONNECT ALL POWER AND AIR SUPPLIES TO SEAT.
15. RUN SEAT THROUGH FULL RANGE OF MOTION TO ENSURE FULL MOVEMENT AND THAT NO AIRLINES OR POWER UNIT HARNESSSES ARE IN DANGER OF BEING PINCHED IN THE SEAT. SEE PHOTOS ON SHEET 5 & 6. OPERATE SUSPENSION AND LUMBAR FEATURES TO ENSURE THERE ARE NO AIR LEAKS. OPERATE RECLINER TO ENSURE FULL RANGE OF MOTION.

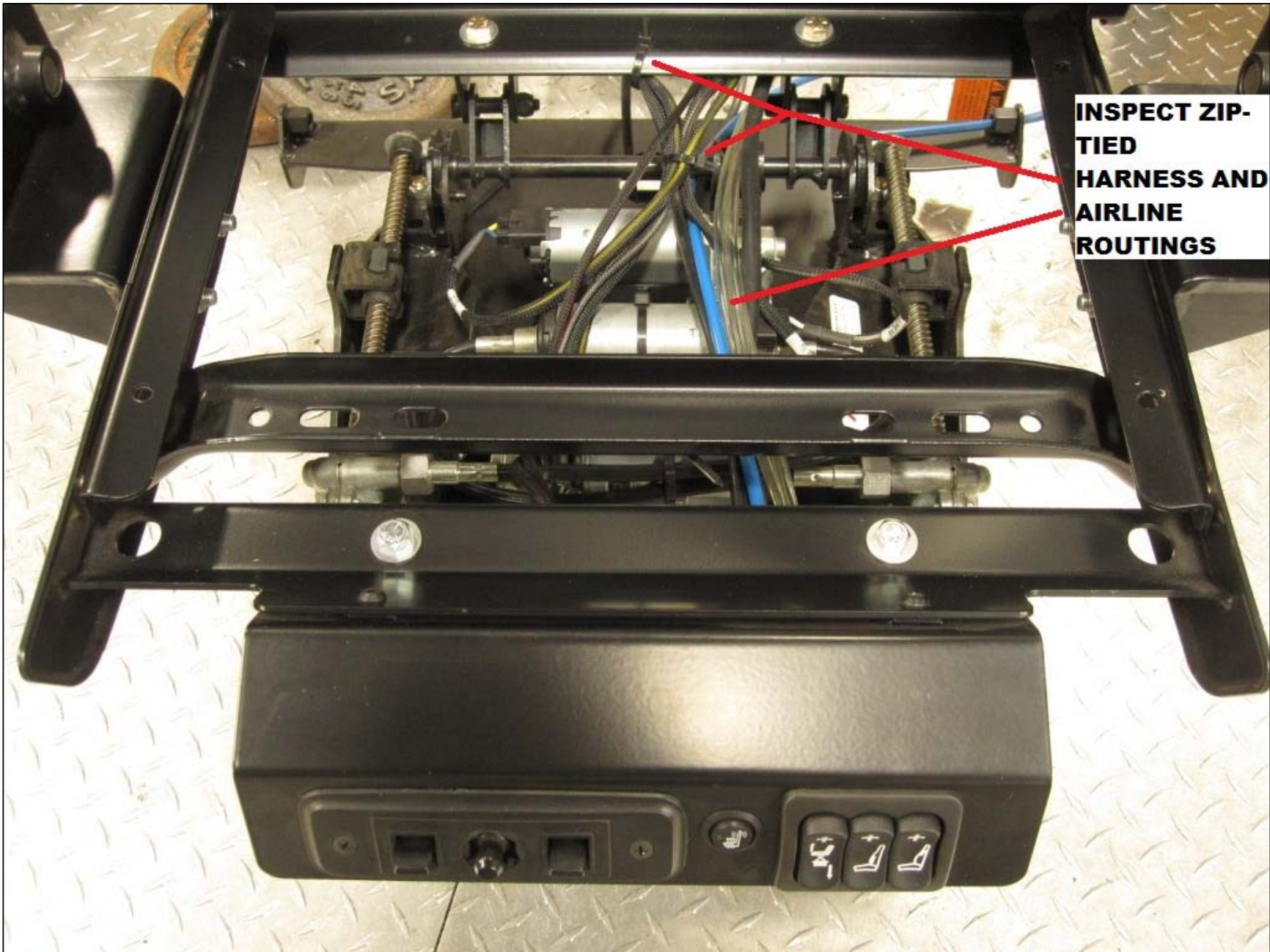


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INSPECT ZIP-TIED HARNESS AND AIRLINE ROUTINGS



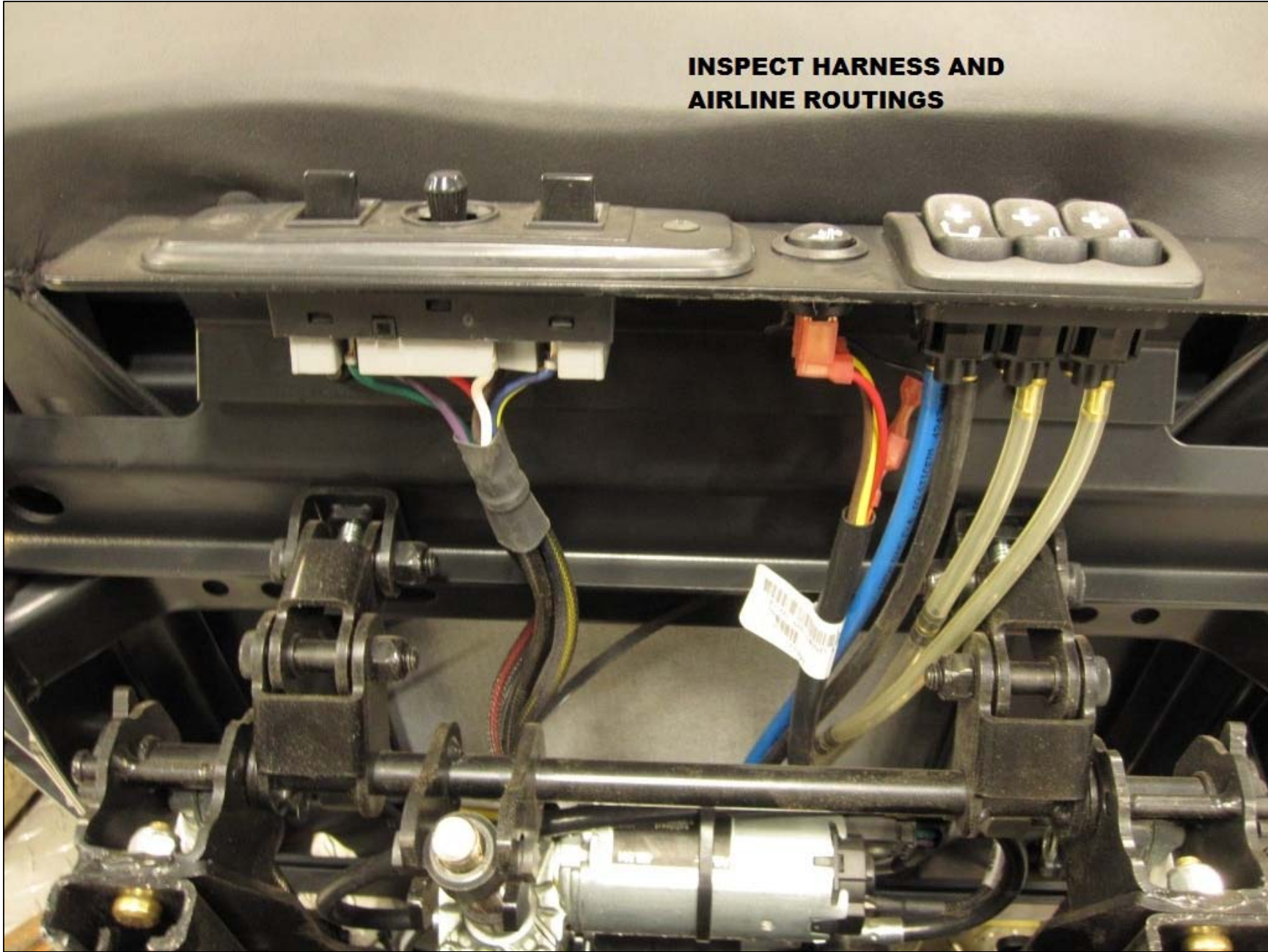
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**INSPECT HARNESS AND
AIRLINE ROUTINGS**



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