

This is a close up of the C63 chassis wiring harness where I cut it off from the car. The brown wire and the red with white stripe wire lead to the white connector, which supplies power and ground to the lumbar buttons. These arrangements should be the same on the driver's side. It appears that the white lumbar connector wires do not lead to the memory module, so that is encouraging, as it would be 'standalone' from the memory module, and I'm speculating as simply power and ground and then it should be all fine. So, I'm hoping that the final steps will be to cut off the white connectors from the C63 chassis harnesses, then run power and ground to them, and then that should complete the install!! That should be relatively easy, for now I'm going to enjoy the seats, especially in the corners, and especially with heat now it's getting cold (ironically, it's going to be 15°C this coming week so I'll be driving my other car for a few more days!).



I'm finished now!! I just finished wiring in the lumbar controls. After a quick post to an AMG Facebook group today, a 204 C63 driver confirmed that the memory function does not control the lumbar adjustments. With that, I had full confidence to just wire in power and ground to the white connectors.

For a full stealth install, I took a complete fuse box from a 203-salvage car. Some of the fuses are modular, in that you can add the fuse connectors to the fuse box. There are multiple colored fuse connectors, but they have different shapes and thus only snap into certain spots in the fuse box. For my purposes, I just took one that had a larger wire size to it - probably 12 or 14 gauge as I planned to connect both positive wires from each seat's lumbar controls to the one fuse.

I looked for a factory ground point in the passenger footwell, but couldn't locate one, so ended up using one of the pegs to which the TCU bracket mounts as a grounding point. Didn't take a picture of that though. I ran the wires behind the centre console, near the bottom rear of the heater box by 'stabbing' a 3/8" extension through, with the wire taped to the end. Then it was just a simple connection to the extra fuse connector at the fuse box. Quick test and all six switches work!

Lumbar control section I chopped off the C63 chassis harness, one on each side. Extensions soldered in and wrapped with a bit of fabric tape.

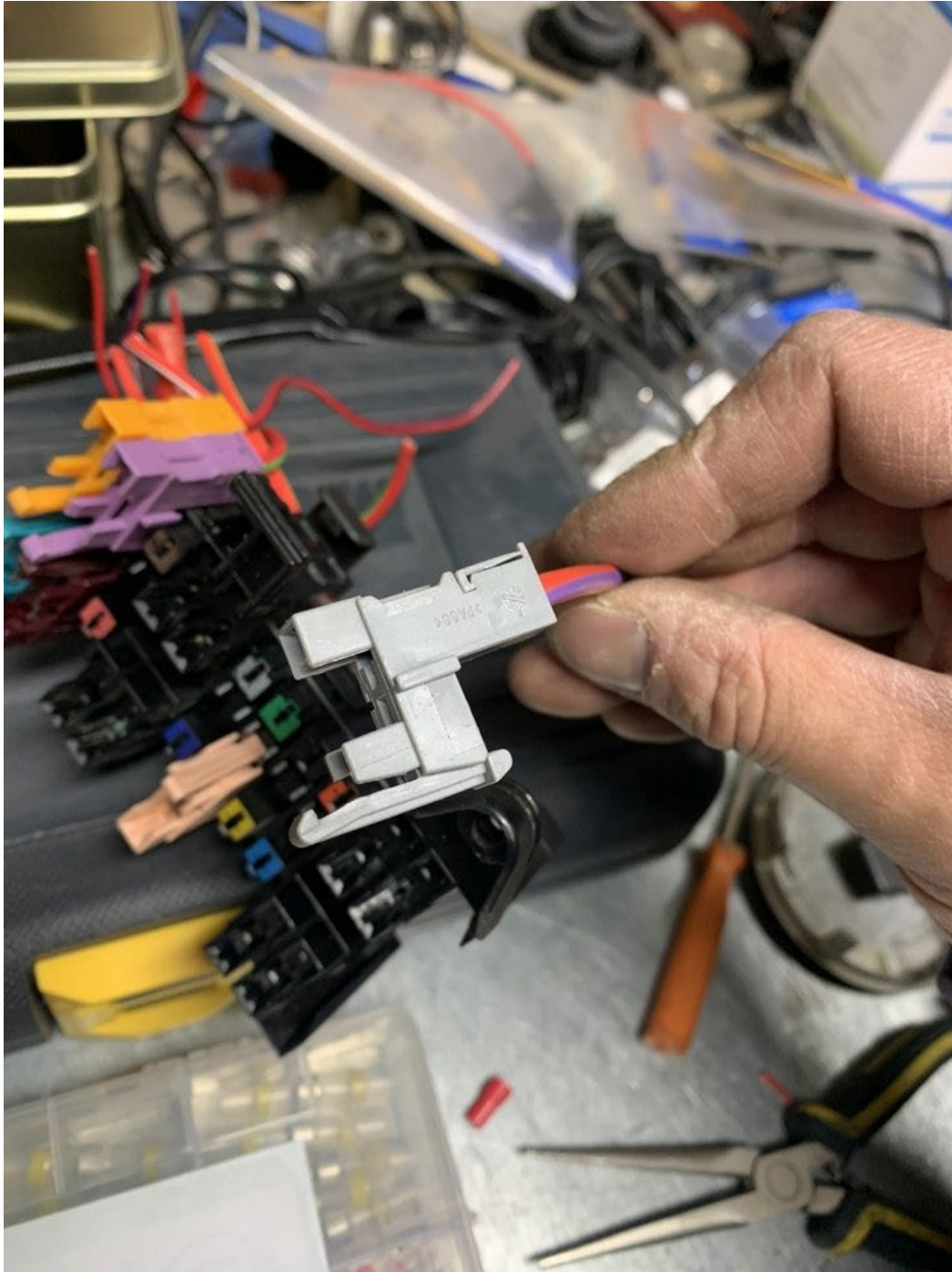




Passenger side lumbar control harness tucked under and to the side, behind the carpet on the side of the centre console. Same dealio on the driver's side.



One of the modular fuse connectors taken off the salvage fuse box. I actually ended up using one of the green ones, not this grey one. If anyone ever goes through the same process, make sure you take a very close look at the fuse connectors as they are at least two styles, they have different shapes where they fit into the fuse box.





Here is the salvage green fuse connector in my fusebox, circled. Looks stock!! I just threw in the 7.5A fuse because it was the lowest amp one I have on hand. I'm not electrical expert, if anyone can suggest that I should have an even lower amperage one in there, I'd appreciate any suggestion.

