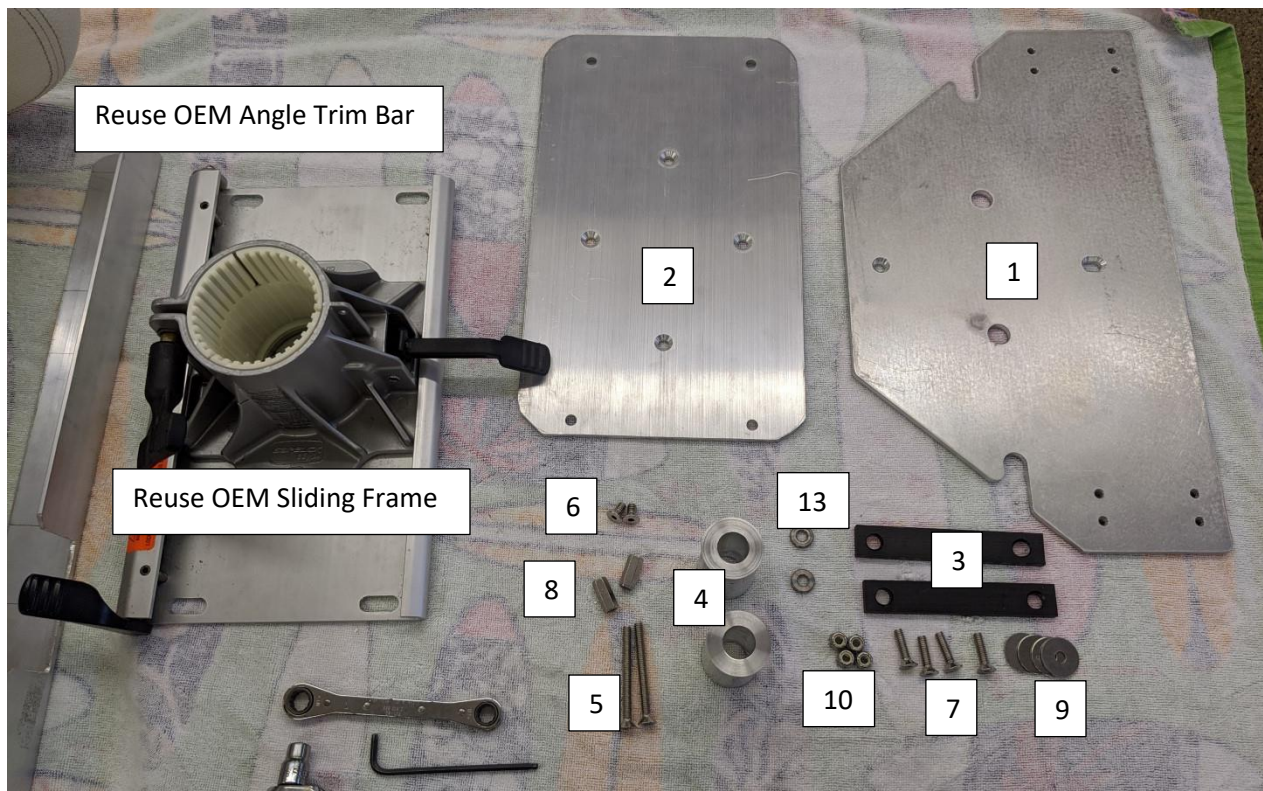




Sliderule Racing Cobalt Upper + Lower Seat Repair Kit

What is included

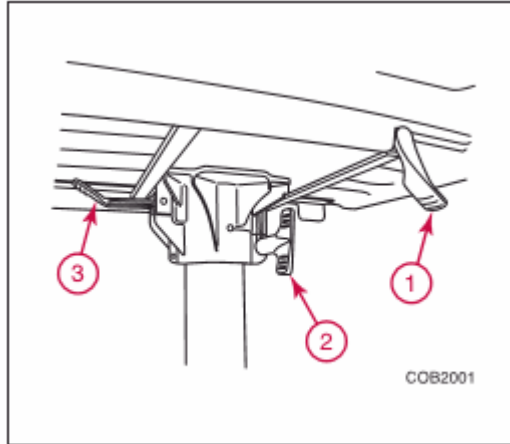
1. (1) Upper Repair Plate
2. (1) Lower Repair Plate
3. (2) Delrin spacer plates
4. (2) Aluminum Support Tubes
5. (2) ¼-20 x 2-1/2" L Stainless Flat Head Socket Cap Screws
6. (2) ¼-20 x 1/2" Stainless Flat Head Socket Cap Screws
7. (4) ¼-20 x 1" L Stainless Flat Head Socket Cap Screws
8. (2) ¼-20 Stainless Hex Standoffs
9. (4) ¼" Stainless Fender Washers
10. (4) ¼-20 locking stainless hex nuts
11. (4) ¼-20 x 1" Stainless Hex Bolts (not shown)
12. (2) 1.25" #8 Stainless Screws (not shown)
13. (2) 1/8" Thick x ¼" ID spacers



Installation Instructions

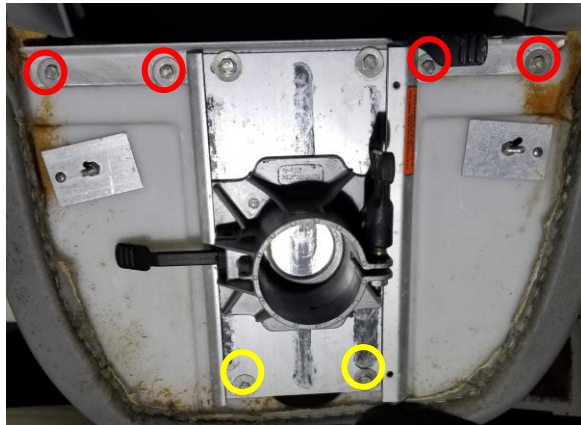
First, disassemble the seat:

1. Remove Seat



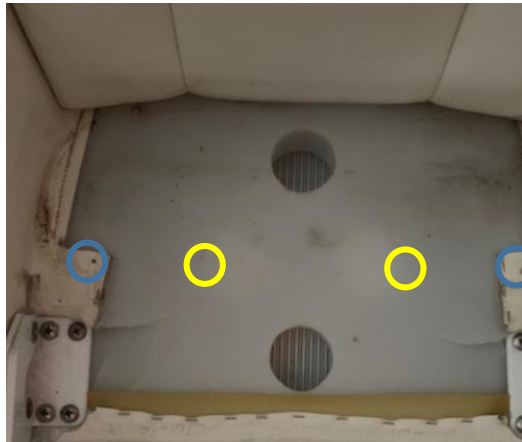
Unscrew the #2 knob. Once loose, you will be able to lift the seat off of the pedestal.

2. Remove the seat slide assembly



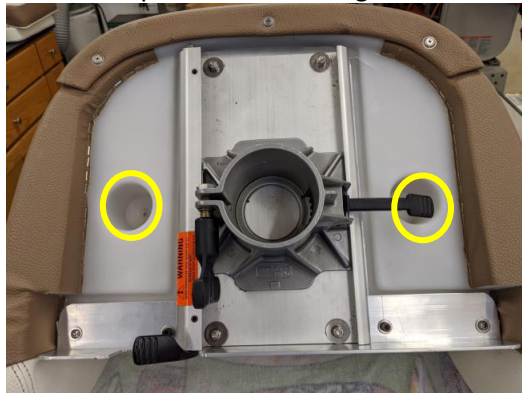
Remove the bolts holding the slide mechanism to the seat frame. NOTE: depending on the bolt arrangement, you may need to remove the entire upper bracket (4 red bolts) instead of the upper 2 yellow bolts

3. Remove the seat cushion



There are usually 2 philips head screws attaching the seat cushion to the seat assembly. In In some seats these screws are out at the sides (blue circles) and in some cases they are closer to the center (yellow circles). Note that this picture is from above – you will be removing the screws from the bottom of the seat. If your seat is using the yellow holes, then you will need to switch to the blue locations for this kit as access to the yellow locations is blocked after installing the structural assembly.

To do this, drill 3/16" diameter holes in the center of these locations from the bottom of the seat pan after removing the seat cushion:



4. Remove the bolster

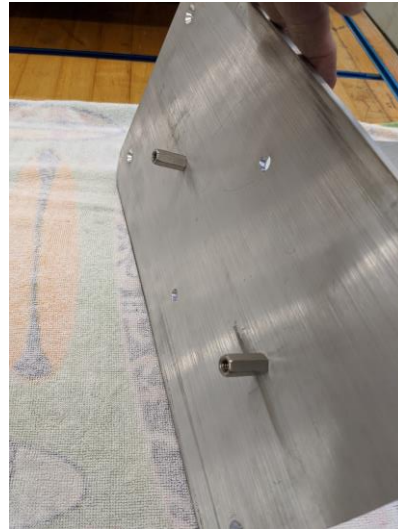
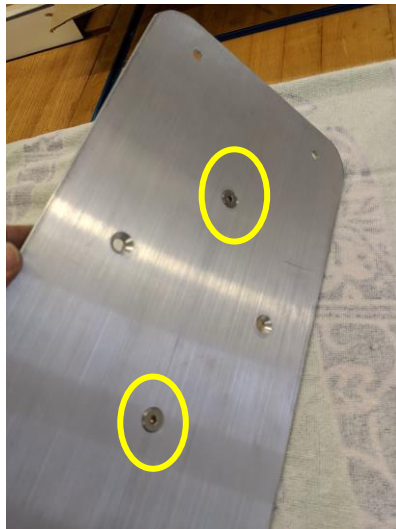
With the cushion removed, you now have access to the 8 screws holding the 2 bolster hinges to the molded seat pan.



Next, assemble lower Frame:

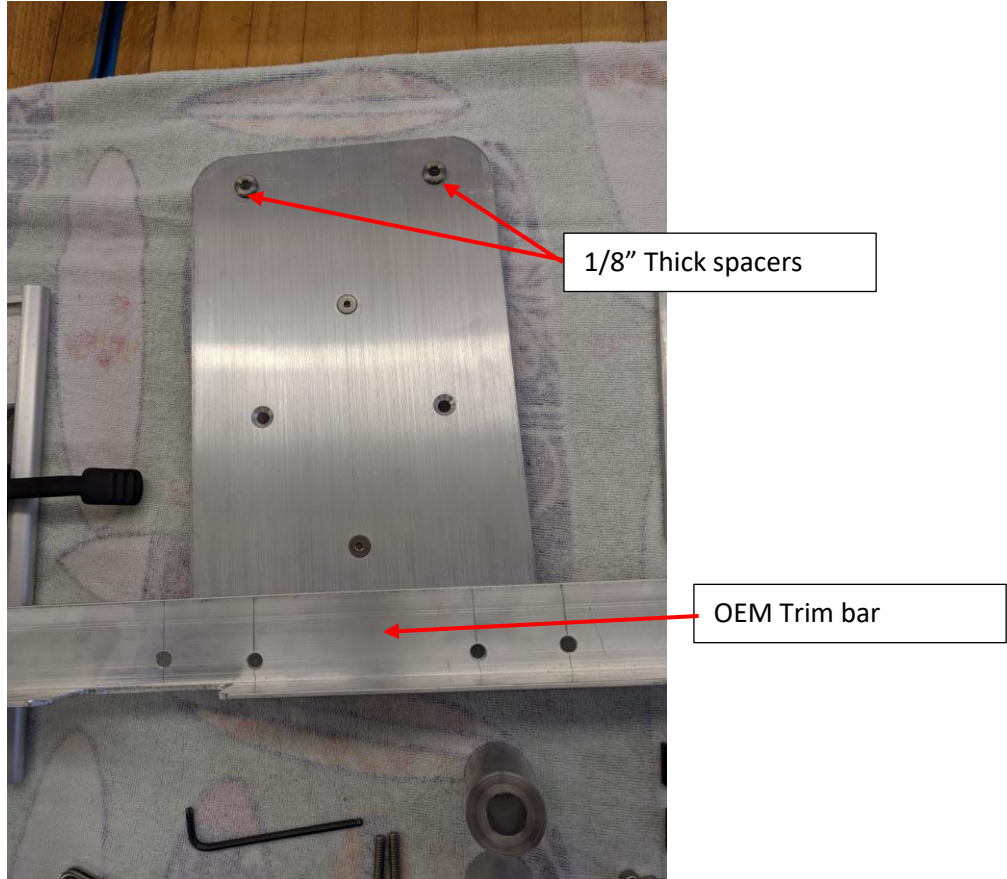
5. Assemble the standoffs to the lower frame

Using the 1/2" Stainless Flat head screws, attach the standoffs to the 2 holes shown in the picture. Make sure the screws are installed such that the heads properly into the countersinks.



The OEM seat slider will attach to the lower plate, but the OEM angle trim bar will be sandwiched between the two in the front and the 1/8" thick spacers are sandwiched between the two in the back.

6. Prepare to attach the seat slider to the lower frame

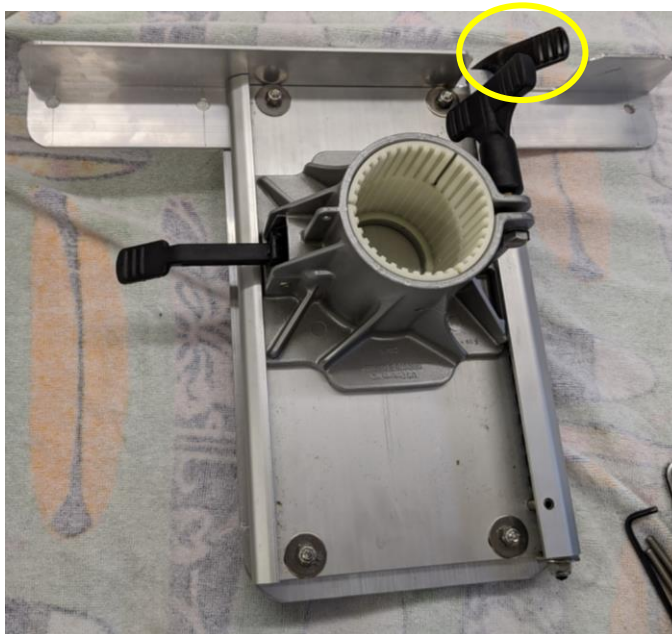


Using the 1" long ¼-20 Flathead screws, ¼" fender washers and the Nyloc ¼"-20 nuts, attach the sliding frame to the lower plate as shown.



7. Fasten the Seat sliding frame to the lower plate

Check the alignment of the fore/aft adjustment handle with the OEM trim bar to be sure that the handle has enough clearance in the cutout.



The lower assembly will be secured to the seat pan only via the threaded inserts that the OEM angle trim bar attaches to. If any of these inserts are damaged, it is OK – mostly, these screws are only needed to hold the assembly in place during the attachment of the top plate.

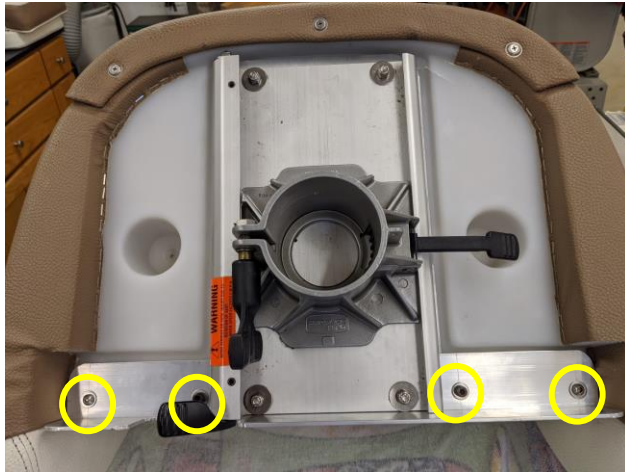
The black delrin plastic spacers are used to support the angle trim piece in the correct height. Place these between the angle trim piece and the seat pan.

8. Prepare the seat pan



Using the $\frac{3}{4}$ " long $\frac{1}{4}$ "-20 hex bolts and original washers, attach the lower assembly to the seat pan. Do not tighten these bolts all the way – leave them loose enough to allow repositioning of the lower assembly if needed.

9. Attach the lower assembly to the seat pan



Insert the aluminum support columns into the openings in the seat pan as shown. Make sure that the standoffs on the lower frame are in the center of the columns.

10. Insert the Support columns into the seat pan



Align the upper plate into position as shown, making sure the countersink holes are facing up (out). Thread the 2 ½" Flathead screws through the upper plate into the standoffs. Get both screws started before tightening completely. While tightening, make sure the upper frame is centered in the seat and the front edge is aligned to the seat upholstery – adjust the position of the lower assembly if needed.

11. Attach the upper plate to the lower plate



Go back and finish tighten the screws holding the lower assembly to the seat pan

12. Tighten the screws in the lower assembly



At this stage, the machined assembly installation is complete. There should be no play between assembly and the seat pan. If the screws are tightened and there is play between the seat pan and the structural assembly, then shims may need to be added to prevent relative motion between the seat pan and the structural assembly. Please contact slideruleracer@gmail.com for assistance.


13. Check the assembly



Using the original screws, reinstall the bolster hinges to the upper repair plate.

14. Reinstall the bolster hinges onto the repair plate



<p>15. Reinstall the seat cushion</p>	<p>Using the 2 new longer stainless steel wood screws provided, reinstall the cushion to the seat. Reuse the original washers.</p> 
<p>16. Reinstall the seat onto the pedestal</p>	<p>Drop the seat back onto the pedestal, snug up the locking screw and enjoy your repaired seat!</p>

Limited Lifetime Warranty

The Sliderule Racing seat repair kit is manufactured mostly from 6061 aluminum and is expected to have a very long life. But, sometimes stuff happens! As long as I am in business, I will repair or replace (at our discretion) any kits shown to have manufacturing or material defects.

What is *not* covered

- Return shipping to Sliderule Racing
- Anything other than the kit itself