

FITTING INSTRUCTIONS FOR SABELT SEATS LOWERING BRACKETS SU FIAT 595 695

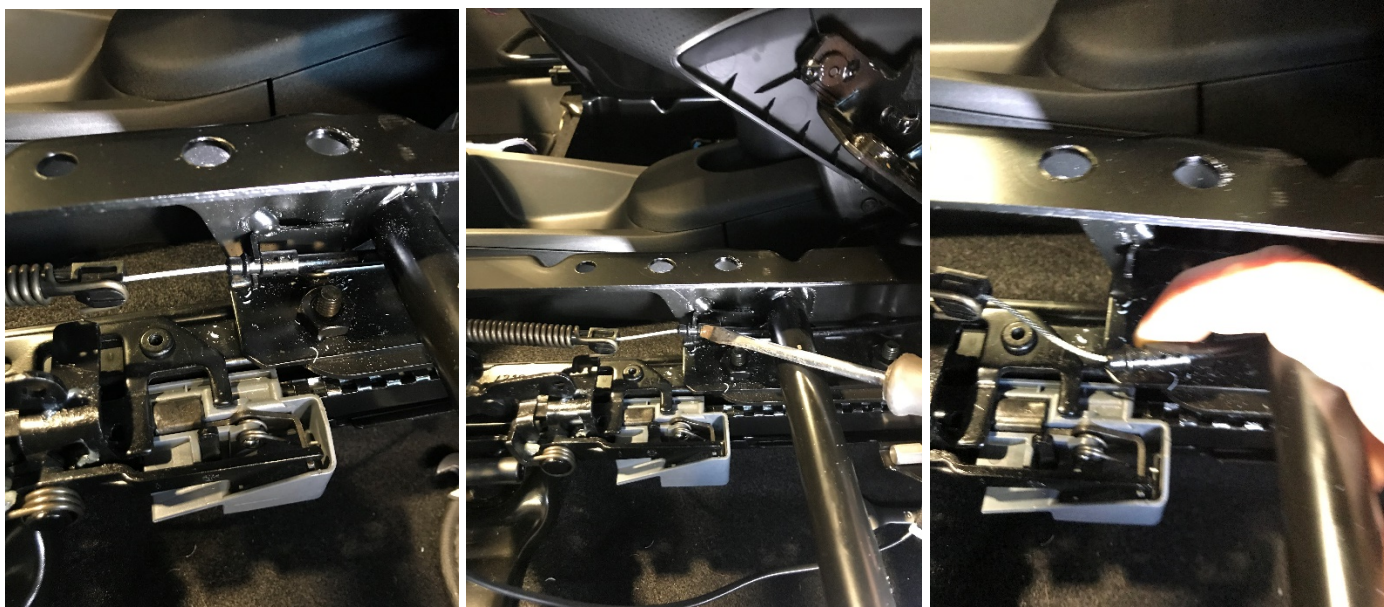
WARNING: THE WHOLE JOB CAN BE DONE WITHOUT PULLING OUT THE WHOLE SEAT FROM THE CAR, BUT IT'S INCREDIBLY UNCOMFORTABLE AND TIME CONSUMING. THIS PROCEDURE SHOWS THE PULL-OUT SEAT METHOD.

The installation procedure is basically a substitution. The OEM frame, made of 2 brackets welded each other via 2 pipes, is going to be removed in place of the 2 separated lowered brackets you have purchased, and stored apart at the end of the procedure.

Get a table ready, big and clean. You will lay the whole seat on it after pulling out from the car, and do the job on the table. Otherwise is going to be very difficult, and you risk to damage both the floor and the seat.

- 1) Look under the seat, there are a few harnesses attached to the lower part of the seat. Detatch them using a screwdriver or a nipper. Otherwise they will be an obstacle while extracting the seat from the car.
- 2) At each corner of the rails, there are the junctions to the car's platform. They are bolt to the platform. Unscrew the bolts, and leave them there to easily find again at the moment of the seat re-installation.
- 3) Pull the seat out from the car, keep car not to scratch the door cards, the car's paint or the sill. Minimum contact between the seat base and anything will result in scratch.
- 4) Lay the seat, upside down, on the table.
- 5) Remove the plastic trim that covers the bolts, on the door side of the seat base.
- 6) Unbolt the rails from the frame, unscrewing the M8 Torx bolts. They are very tight to unlock, and some of them stay hidden from the rails, and you have to slide the rails back and forth to find the holes that access to the bolts.
- 7) Detatch the steel cable that unlock the folding mechanism from the OEM frame. It's very hard to separate. You will need a screwdriver. The mechanism itself is prone to fail by itself even if not touched. And may happen that after this procedure will not work properly.

Watch the pictures to see how to detatch the wire.



- 8) After this, the rails will not fully separate from the seat because the wire you have just detached from the frame has a hook that attach them to the rails. So you will go on working uncomfortably with the rails moving around.
- 9) Unscrew the bolts that keep the frame attached to the bottom part of the seat. They are the same type of bolts that kept the rails on the frame: M8 torx, very hard to unlock. While unscrewing, the seat parts will separate: the bottom, the rear and the seatbelt bracket.
- 10) At this point, the whole OEM frame can be removed. Store it somewhere safely. From now on, fitting is the opposite of removal. The frame is going to be substituted from the 2 brackets. Screw the 2 brackets to the seat, re-assembling it. Re-introduce the steel wire in the corresponding housing, as shown in the pictures. Use a tool to push, not your fingers.



- 11) Now the seat is re-assembled and the 2 brackets in line between each other. Bolt the rails back on the brackets. You will need again to move the rails back and forth to free the holes in which insert the bolts.

- 12) At the end of bolt, put the 2 rails in line each other and introduce back the whole seat in the car. Pay attention to hold it strongly and do the movements very slowly, not to hit anything. Any contact between the seat and... anything else, will result in a scratch.
- 13) Tight the bolts that hold the rails (to which the whole seat is attached) on the car's frame. First by hand, then with the wrench.
- 14) Re-connect the wires harness under the seat. One connector, the orange one, does not have the corresponding socket, because the Sabelt seats has this redundant connector from factory. So don't waste time looking for the socket.

THE END