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HOW TO GUIDE.....

Fit Your RIB Altair Seat

M1 Pull Tested Anchorage/Installation Kit *
2 Seater, Slider Frame (112cm, 120cm widths)

KIT INCLUDES:

- | | |
|---------------------------------|-----------------------------|
| A. C-Chanel Beam | E. 4 x 100mm HT M10 |
| B. 4 x 50 x 50 mm plate washers | F. 4 x 45mm M10 Blind Bolts |
| C. 24 x 30mm M10 Round washers | G. 9 x Locking nuts |
| D. 5 x 75 mm Bolts HT M10 | H. 4 x Nut Caps |



*Anchorage/Installation tested to ECE R14 requirements. Test carried out in conjunction with 150cm 3 seater RIB Altair seat fitted into a SWB VW T5 Chassis shell. Pull Force applied exceeded 10,000kgs.

INSTRUCTIONS

- I. Remove the spare wheel and plastic moulded covers underneath the spare wheel.
- II. Lift your seat into the van and check to make sure it does not interfere with any fitted cupboards/doors etc.

To locate the seat into its approximate position, proceed as follows;

Draw the seat fully forward on its slider mechanism ①

Fold the rear parcel shelf flat ②

Locate the seat so that the parcel shelf is approx. 15mm from the back door panels and adjust so that the rear corner cut out on the parcel shelf just brushes the back corner pillar. ③



The approximate position of the frame is 340mm from the back of the frame to the centre line of the holes in the plastic threshold covers ④

The main component of the Seat Anchorage Kit is the large C-Channel Plate. This is bolted side ways into the main chassis beams, and then the rear of the seat frame is bolted through and onto the C-channel (this is what give the seat installation it's massive strength)

- III. The C-channel is positioned under the van chassis to enclose the smaller cross beam (positioned above the spare wheel) ⑤
- IV. When surrounding the cross beam, the Channel is pushed up against the cross beam toward the back of the van as far the beam allows. The position of the side bolt holes are marked and drilled out with a 10mm drill bit.
- V. The supplied blind bolts are inserted into the 10m holes one at a time and tightened up. (they require a tap with a hammer to engage) Make sure you use 2 x M10 washers behind each nut. ⑤



For the slider mechanism of the seat to move freely, and depending on fitted floor thickness it may be necessary to tap the passenger wheel arch down with a rubber mallet. This only needs to be tapped down by 5-8mm in the centre of the arch and does not cause any structural damage to the arch.

The C-channel doesn't come pre-drilled due to the variable nature of seat positioning dictated by side furniture and how the van has been panelled and lined

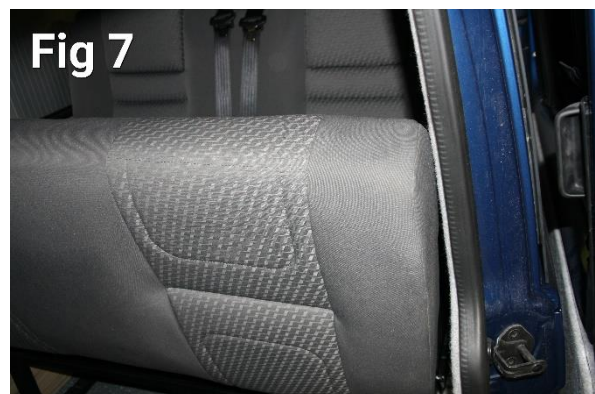
- VI. Once the seat has been correctly located in place then the two bolt holes under the seat belt reels are marked. The seat is then lifted forward so that it is possible to drill down through the floor and the C-channel) with a 11mm drill. Place the seat back in position over the holes and push two of the 100m bolts through these holes to act as a location points.

Don't mark or drill any other holes at this point.

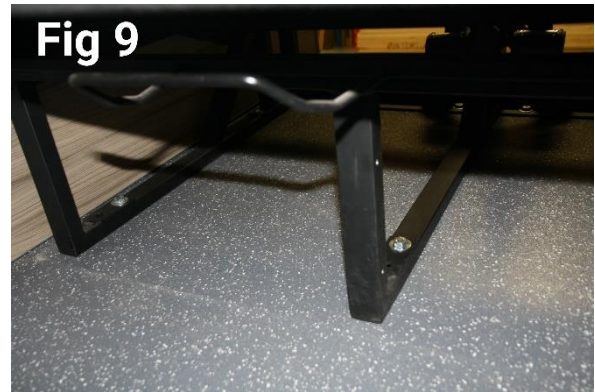
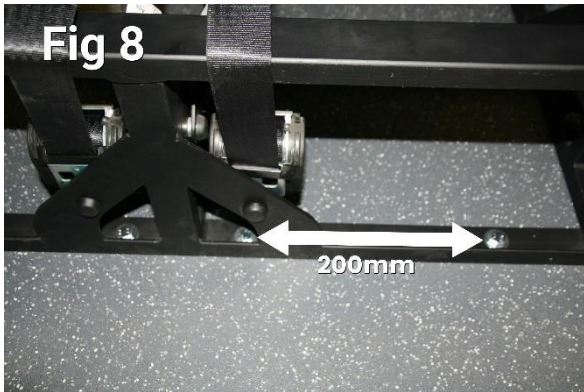
- VII. Open up the seat into a bed and make sure there is no interference in its movement and that the bed is running straight down the vehicle. ⑥

There will be some movement and tolerance within the 2 location bolts. this will allow fine adjustment to the seat position to ensure there is no interference in its operation.

- VIII. Pay attention to the side handle position to make sure it is accessible and can be operated. Also, make sure that as the seat is turned over into a bed the cushion just clears the side wall of the van. ⑦



- IX. Mark and drill the hole positions on the back left and right legs of the seat frame, (already in the frame). Also drill an additional hole in the lower frame approx. 200mm to the off-side of the bolt under the seat belt reel. ⑧
- X. Mark and drill the forward hole positions on the legs - N.B Before drilling check for the bolts potential clearance under the van, as It may not be possible to use all (or indeed any) of the pre-drilled holes on the front legs (depending on the seat position, width and van wheel base). If clearance isn't possible it is advised that at least two of the legs have one fixing each. It may be that new hole positions are required to be drilled further back on the leg frame if there is no clearance under the pre-drilled holes at the front. ⑨



- XI. Treat all drilled holes with metal primer.
- XII. Locate the seat and drop the bolts through the corresponding holes.
- XIII. Once lightly tightened make sure the seat slider still moves freely. ⑩



- XIV. Tighten the bolts, again check the seat moves on its slider ⑨ Fit the cover caps onto the nuts used under the main chassis bar, depending on floor thicknesses the bolts may need to be cut flush with the top of the nuts. (this stops the bolts from potentially rubbing on the spare wheel)
- XV. The spare wheel cage will need to be adapted slightly, to do this straighten and remove the pivot pin of the cage ⑪
- XVI. Move the pin location to the lower set of holes and put back together. ⑫ Please note this will only allow a wheel width of 215mm to fit, wider wheels may need to have further alteration to the spare wheel cage to fit underneath the channel bar.



- XVII. Depending on the age of your van and the number of plastic moulding covers around the spare wheel it may be necessary to cut down the covers around the chassis bar. This can be easily done with a sharp Stanley knife. Failing to cut back the panels around the Channel bar back will mean there will be reduced space for the wheel to fit back in place.
- XVIII. Set the spare wheel within the cage and secure back in place. With wider spare wheels it may be tight to get the cage back up in place, there is a spare longer threaded cage bolt included in the kit to be used in these circumstances.

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