

# S2000 Seats for Your Sol<sup>©</sup>

---

*By Don Trammell, NN4S*

Installing S2000 seats in your del Sol so that they will mount correctly to the floor of the car is not as daunting a task as many would have you believe. While many have suggested options such as modifying the S2000 seat rails to fit the bends in the Sol's floor or only using some of the bolts to hold them in, the only correct way to do the job is to mount the S2000 seat back and bottom foam/upholstery on the del Sol's pan and rails. The job is relatively simple if you have any mechanical ability and instruction on assembling and disassembling the respective seats to make one composite unit that will bolt right in to your Sol. The tools required are few and common- although a set of hog ring pliers can make the task easier, they are not a necessity. The following pictorial guide is intended to help those who wish to install S2000 seats better understand how straightforward the task really is.

Our first task after acquiring a set of S2000 seats is to clean them and inspect for any unseen damage- remember, the majority of S2000 seats available for your swap have either been stolen from a good car or pulled from one that has been wrecked! Since no one would like to believe that their "sweet deal" on these seats was due to their being stolen, you must assume that there is a possibility of their being damaged in the wreck that made them available to you. A good washing with some leather cleaner/conditioner and a hand towel will get the dirt and other contaminants off of the leather, but rub gently and watch for tiny shards of glass that may be hidden in the dirt. These can cut into the leather, leaving deep scratches that will permanently mar their finish. Use a toothbrush with the same cleaner/conditioner to scrub the seams and remove the dirt & grime from them; this will result in a uniformly clean seat that looks much nicer than one that has only been wiped down with a cloth.

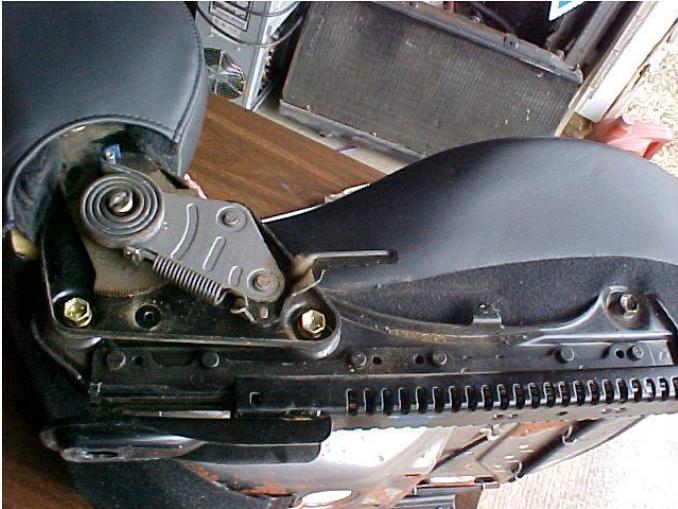
Having cleaned the seats, it is now time to start the disassembly process:



Lay the seat on it's side and remove the seat back tilt handle by lifting up (as done when tilting the seat) and pulling forward on the handle. If the handle is particularly stubborn, a flat blade screwdriver may be used to persuade it to separate from the lever.



Once it has been removed, the two Phillips head screws holding the plastic trim in place may be removed and the trim pulled away from the reclining mechanism. This will allow access to the two 14 mm bolts holding the reclining mechanism to the S2000 seat rail so that the seat back can be separated from the base.



The seat should now be carefully flipped over to remove the pivot stud nut on the opposite side of the seat. Leave the plastic washer/spacers installed on the seat back, as they will be used with the del Sol rails to allow the seat back to pivot properly. Flip the seat back over and remove the two 14mm bolts at



the base of the reclining mechanism. The seat back can now be removed from the base by sliding the reclining mechanism off of the rail and carefully slipping the pivot pin out of it's hole on the seat back. Set the base of the seat aside for now and we will finish preparing the seat back to mount on the del Sol rail and reclining mechanism.



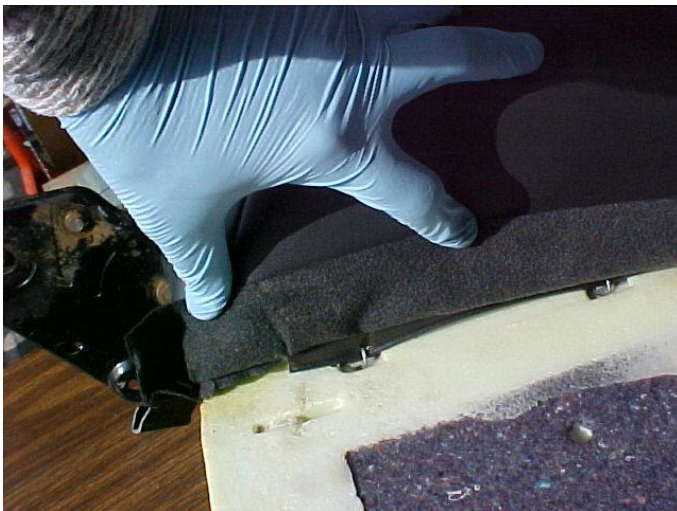
The S2000 reclining mechanism is held in place on the seat back by two 14mm bolts that are hidden underneath the upholstery. They are not hard to get to if you release the two hog rings that are hidden under the seat back center cushion. To get to them, we have to get inside the seat material; this is done by separating the channel clips at the bottom of the seat. This is done by pressing the inner clip



section up into the seat to disengage it from the outer section and then pulling the outer section away from the inner. It is easier to do than to describe, so try it first on the two small clips to the outside of the seats and then you will be fully aware of what is needed to disengage the wide clip holding the center cushion.



After the three clips have been released, the center cushion can be folded upward as shown. This allows access to the hog rings I mentioned before.



They are hiding underneath the cloth trim strip that runs the length of the leather on the side of the seat the reclining mechanism is on (there's no need to loose the rings on the other side, only the ones required to let the upholstery be pulled up enough to get to the bolts). The two rings that need to be loosened are shown in the photo; I went ahead and pulled them far enough apart to release the plastic and allow the upholstery & foam to completely clear the reclining mechanism.





The two 14mm bolts that hold the reclining mechanism can now be accessed and removed, finishing up the preparation of the seat back for reinstallation on the del Sol reclining mechanism/rails. Set the seat back aside for now; it's time to go back to the bottom of the seat and disassemble it in preparation for assembling our composite seat.



Each side of the S2000 seat pan has one 14mm bolt that holds the rail to the pan; remove it from each side and then set the seat down with the bottom facing up. The two nuts that you see are the only thing now holding the rails to the seat pan; remove the nuts and lift the seat rails off of the pan..



The seat pan is now ready to have the upholstery & foam removed. To do this, the hog rings that hold it in place must be stretched open to release the material from the seat pan. There are three rings at the



front, two rings at the back and four rings down each side- all of them must be removed. I do this by stretching them out with needle nose pliers; sometimes it takes more than one pair to hold the ring while you stretch the other side of it to open it up. In the picture above, I was able to pull the ring apart by catching the other leg of it under the seat pan metal and using it to pull against while stretching it open. After removing all of the hog rings, the seat pan can be removed from the foam and upholstery; set it aside with the rails and reclining mechanism because it won't be used. The cushy part of the seat will be reassembled on the del Sol seat pan, so set it aside for now. The stock seat must be removed from the Sol now and disassembled before any more progress can be made.



There are four bolts holding the stock seats in the del Sol: two at the rear, two in the front. A bit of penetrating oil such as "PB Blaster" sprayed on the bolts and allowed to soak in for a half an hour or so



helps to make the removal process go more smoothly; after all, there's a good chance those bolts haven't been removed since the car was assembled! A couple of these obviously needed the help for removal. After removing the seat, disassembly of the del Sol seat can begin.

Disassembly of the del Sol seat begins the same way as the S2000 seat did- removal of the tilt release handle and the two screws that hold the plastic trim that covers the reclining mechanism. The reclining mechanism is much easier to access on the del Sol seat, as you only have to unhook one hog ring



and unzip the zipper that is tucked up into the back of the seat. Once the hog ring has been released, the material & foam can be pulled away to allow access to the two 14mm bolts holding the seat back to the





reclining mechanism/rail.

Remove these bolts and the two 14mm bolts that hold the seat pan to the mounting rails and remove the reclining mechanism/rail from the seat pan. It is still attached to the other rail via a

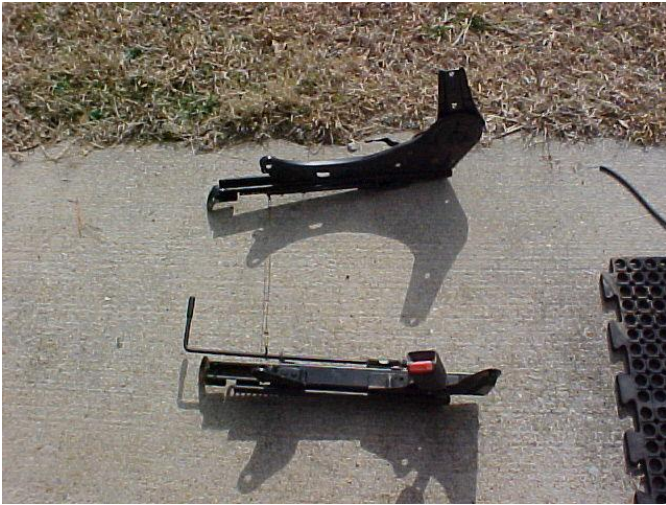


connecting rod that allows actuation of the seat fore/aft adjustment, so just set it down on the table while you position the seat to allow access to the other side. This will allow removal of the 19mm pivot bolt and the two 14mm mounting rail bolts and the separation of the seat back, pan and rails.





At this point, the seat rails are now separated from the seat base and the seat back. Clean the rails and reclining mechanism to remove any loose foam, dirt and grime that is on them from over a decade of use. There's no point in putting nasty rails on the nice, clean S2000 seats (you did clean them, right?)!



The next step is to remove the seat pan from the Sol seat; do this by removing all of the hog rings that hold the upholstery on the pan. Once all of the rings are removed, lift the del Sol seat pan out of the



foam and clean it of any loose foam & dirt so that it can be installed in the S2000 upholstery.



Now the fun part- assembling your new composite seat! We will start off by putting the upholstery on the del Sol pan. Place the pan onto the seat foam, making certain that you press it down



into the grooves. It won't be an exact fit, but it will press down into the pan enough to allow the upholstery to be put back into place with the hog rings that originally held the S2000 seat cover in place.



The hog rings should be loosely attached to the various mounting points at the front of the seat; do this by spreading them enough to hook both the seat covering and the pan mounting point. The idea here is to hold the material in place with the rings and then close each one up a bit at a time so you can get a

nice, even fit as you tighten them. Here the front rings are snugged up and have been rotated so that the prongs are inside the pan to prevent possible damage to hands from reaching underneath the installed seat. The rear rings have been installed and tightened as well- there will be some slack in the cover with them



tight, but that will be taken up the first time that you sit in the seats. Just tighten them up & rotate the prongs up into the seat pan to hide the sharp points of the hog rings and all will be fine.



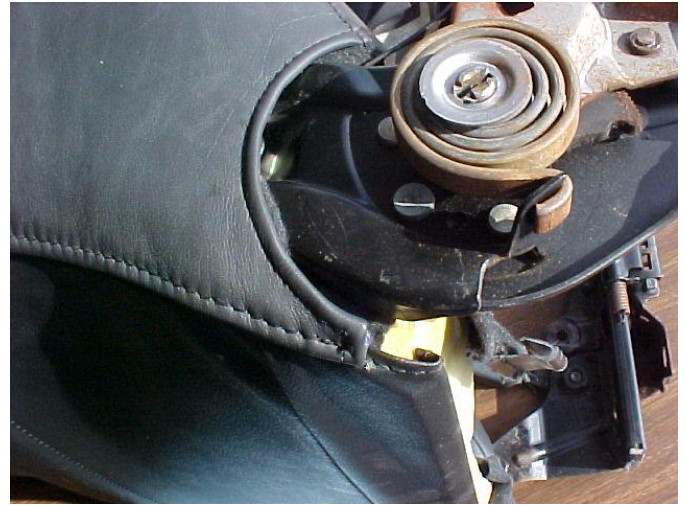
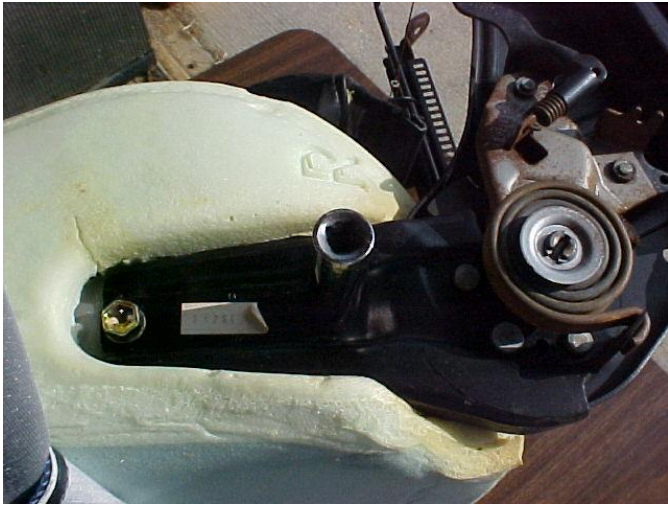
Tighten the front side rings next, working back and forth between the front & rear of the pair. The rear ring has a longer stretch to pull across, so make sure that it can be tightened and rotated to hide the prongs before tightening the front ring completely. Once the front rings are snugged up, the rear pair needs to be installed. The rear attachment points are too long for the Sol seat pan, so I pulled them up snug and poked new holes in the mounting tabs to get the seat material pulled up flush to the pan. There are probably other ways to deal with this, but this was the one I chose.

The rear seat pan bolt holes will be covered up by this, so I took an Exacto knife and trimmed the material away so that the rail bolts can be installed. Set the seat pan aside once these holes are cut; we won't need it again until the seat back is installed.



The seat back can now be installed on the rails. It has to be done before attaching the seat pan to allow for reattaching the hog rings in the seat back and reattaching the clips on the bottom of the back.

Start by attaching the reclining mechanism, using the two 14mm bolts that were on the S2000 seat (that's why I kept them with the seat back in the earlier picture). Pull the upholstery back into place



covering the bolts and wrap the material strip around the lower foam and back up into the seat to cover the exposed foam before clipping that side of the cover back into place.

Lay the seat flat on it's back and reattach the hog rings in the seat back before pulling the center panel forward and reattaching it with the long clip. The other rail can be reattached to the S2000 seat back



now using the 19mm bolt to hold it in place. The bolt will center up in the S2000 mounting washers as it is tightened. Once it has been attached, make sure that all three of the clips at the base of the seat back



have been reattached and set the seat up on the rails so that the seat base can be installed on the rails with the four 14mm bolts (two per side) removed earlier.



Finish up your composite seat by reattaching the plastic cover over the reclining mechanism and slip the recline lever cover back into place and the new seat is ready to install in your del Sol!



They look like they were made for the car, so why not make the change?

