

Fitting the EBR brackets to the Lotus Elise/Exige runners

Fits Lotus OEM runners on cars manufactured prior to 2017 – VIN serial number

Formerly EB5



EBR brackets are designed to allow Elise/Exige owners to use Tillett race seats with the original Lotus runners. However, before you proceed, it should be noted that Tillett Racing Seats does not recommend using any adjustment runner in a race situation. The EBR brackets can be used with the B6 Screamer, B6-43 XL Screamer, B7, B8, B9 and the side mount version of the standard B6/B6-43 XL. The first job is to protect the door sill with something. The runner edges are sharp and they could scratch the car. Use of extremely long socket extensions and ball end allen keys will help to easily remove the four M8 Cap heads holding the runners down. After lifting the Lotus seat out, take off the adjustment runners. The OEM seat brackets are held to the runners using six dome head M8 fasteners. Please keep these bolts as these are to be used to fix the EBR brackets onto the runners. The cross brace is not needed from the OEM runners. Before removal, the seat belt indicating wire will also need disconnecting. On a race seat with hip holes, the OEM receptor is sometimes a little too long to be in the perfect spot. The ideal place is just level or below the bottom edge of the belt hole. (See the picture adjacent for an acceptable position.) To securely hold the hips down the belts must go through the holes (Not over the sides).

It is possible to use the longer versions of the receptor with a little additional effort feeding the OEM belt through the hole and back into the receptor, but we must repeat that the belt must go through the holes not over the top, which would create a dangerous gap to the hips. The line of the belt from the receptor to the hip must not be deflected by the belt hole. Also, the male buckle side must be mounted permanently hanging through the outside hole. With the B8/B9 shape this does not apply, as the seat sides are cut away.



Check that any race harness used have the correct size holes for the 14.5mm hip belt mounting bush. Some are smaller and a different diameter bush may be needed. The seat itself is bolted to the EBR brackets using either four M8 12.9 cap heads, or the 4 x M8 stainless hex bolts from the kit. The hex bolts are used for ease of fitting, so that the last tightening operation can be achieved with a ring spanner in the very tight gap between seat, door sill and centre console. Choose the seating angle, then check the runners for operation. Upright seat positions will cause the adjustment handle to foul the front of the seat. Try to use the top hole at the front to avoid this. If you find yourself too far from the steering it is advised to use a steering boss extension rather than attempt to tip the seat too upright. Fit the belt hip points of the harness, or OEM seat belts. With OEM belts the attachment point hardware will need to be fixed to the seat next to, or in the car. This consists of an M10 countersunk bolt, a steel bush with a countersink one end and a spring to stop the buckle or receptor rattling.

The bevel in the spacer should point outwards. Make certain that the belt is not twisted. Placing the seat in the cockpit space on a 150mm thick hard foam block or box, will lift the seat clear of the door sill. Allowing the belt to be fixed without damaging the surrounding car and making any belt twist obvious. Once bolted down, there is very little room for an allen key to tighten the M10 countersunk bolt. The spring should be on the inside of the buckle or receptor. Before bolting down, a spacer adjustment may be required. The Nylon spacers shown on this page, might need to be altered in number and width to perfectly align the captive threads in the floor with the Lotus runners. With the wider B6-43 XL Screamer, B8 or B9 seat, the spacers needed will always be around 1 cm less each side than the standard seat. Whilst aligning, leave the six dome headed M8 bolts from the EBR to the runners loose. If using the supplied hex bolts, only screw them in finger tight until the floor bolts are properly in their threads. You must work at perfect alignment to give yourself the best chance of spinning the bolts comfortably into these delicate captive threads without cross threading. It is worth spending the time to get the spacer amounts correct.

Make sure any carpet is clear of the holes, as trapping carpet in the holes can also cause cross threading. Should 12.9 M8 cap heads be used to hold the bracket to the composite, these need to be tightened first, cutting down the amount of tolerance available to line up the floor holes. A solution is to cut down a long 6 mm allen key. Without this tool cap heads must be tightened fully before dropping the seat into position. If the bolts are tightened first it is harder to get good hole alignment. Take care not to use bolts that are too long in the rear captive floor fittings, as these are blind holes and a long bolt can bottom out, leaving the seat loose. If possible, use the original 22mm M8 bolt and T shaped support washers supplied with the car to bolt the rear of the runners into the car.

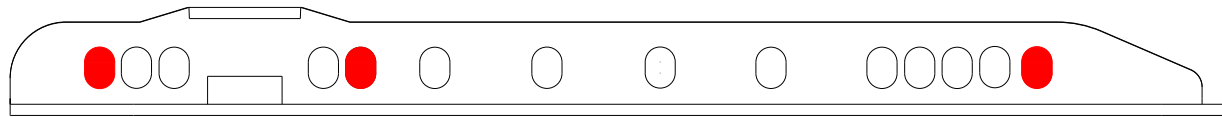


Using the lower front holes for angle adjustment will cause conflict between the seat base and the handle of the Lotus OEM runners.

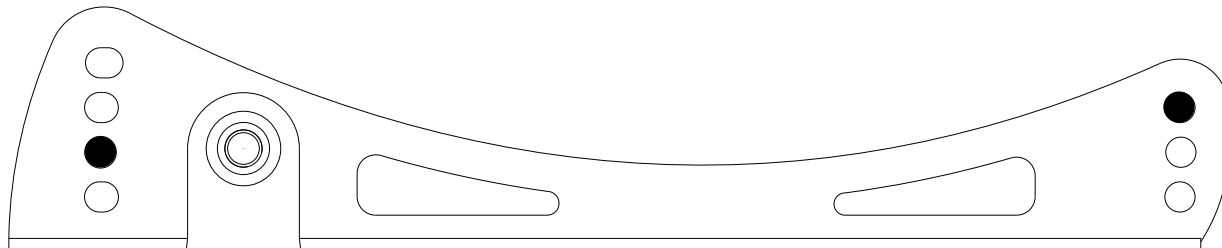
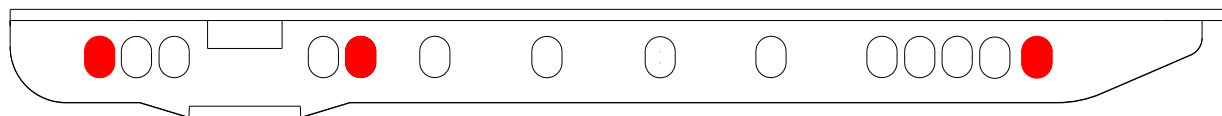


Fitting the standard width B6 Screamer and B7 using the EBR bracket.

Fits cars manufactured prior to 2017 – VIN serial number 1457



These nylon spacers thicknesses are used between seat and brackets to set the standard width B6 Screamer or B7 seat correctly for the drivers seat on runners. Moving the seat sideways to avoid roll bars may require a different spacer setup.



Left

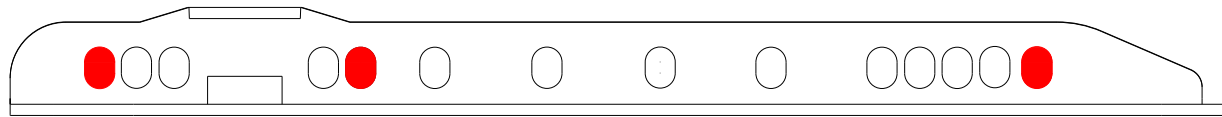
Front



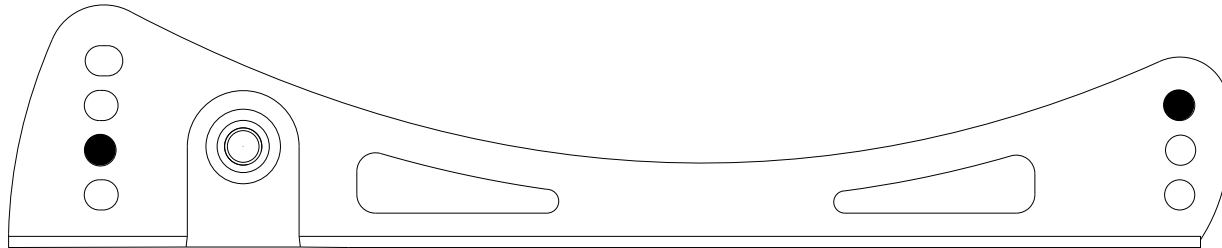
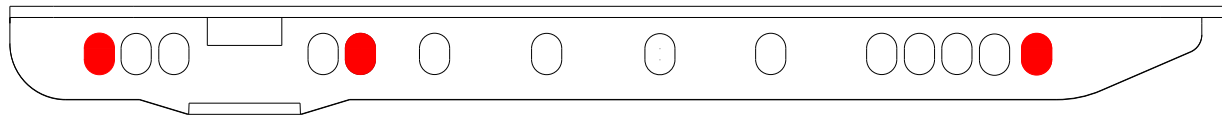
Right



Fitting the B6 XL 43 Screamer using the EBR bracket.
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The spacers between seat and brackets set the seat correctly for the driver seat in the positions shown. Moving the seat to avoid roll bars may require a different spacer setup.



Left

Front



Right



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