Fitting Tillett seats to the Lotus Elise/Exige runners using the EBR brackets

Fits Lotus OEM runners on cars manufactured prior to 2017 – VIN serial number 1457

Position of bolt points used with the EBR on OEM runners. Also showing the support washer at the rearmost bolting point. The rear bolt through the support washer should be 5 mm longer than OEM but not too long that it protrudes into the runner cavity and prevents adjustment. Using the lowest bolting point for seat height adjustment requires a dome head bolt.

EBR brackets are designed to allow Elise/Exige owners to use Tillett race seats with the original Lotus runners or the billet aluminium ERAIL. The EBR brackets can be used with the B6 Screamer, B6-43 XL Screamer, B7, B8, B9, B10, B10XL-EX and the side mount version of the standard B6/B6-43 XL. They can also be used with the C1 and C1-43 XL but it is not recommend to use a runner system in a race car.

B10XL-45 Note

*Please note that it is possible to fit the **B10XL-45** seats in the driver side with the ERAIL but due to the restricted space down the sides of the seats, in the passenger side use a standard width B10, or have the special B10XL-EX version with extra cut down sides.*
With a race harness there is no problem.

● Removing the original seats

To remove the original seats, use an extremely long socket extensions and 6 mm ball end allen key to remove the four M8 Cap heads holding the runners down. Take care on extraction as the runner edges are sharp and they could scratch the car. After detaching the Lotus seat and disconnecting the seat belt warning wire, lift it to just outside the car to undo the seat belt buckle. Then once disconnected, take off the adjustment runners. The OEM seat brackets and cross brace will not be needed but four of the six dome head M8 fasteners are used to fix the EBR brackets. The two rear dome head bolts are not used as they need to be longer ones in the kit (**I**) for the 3mm thick support washers (**J**).

● Bolting the EBR brackets to the seat

The Tillett seat is bolted to the EBR brackets using either four M8 x 35 mm 12.9 cap heads, or the 4 x M8 x 35 mm stainless hex bolts (**G**) from the kit. (B8 and B9 seats must use shorter 22mm bolts) 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.

If you are tall and want to lower the front more you can flip the steel bar that comes out of the front of the runner. However, this does restrict forward movement as the runner will then run into the tub, giving only around 50 mm of adjustment.

● To set up the brackets and runners on the seats so they match the floor threads you will need centres of 40.5 cm from one side of the runner to the opposite side. You do this by adjusting the Nylon spacers (**B, C and D**) between the seat and the bracket. This dimension will align the runners with the fixing points in the floor of the drivers side. The standard width B6 and B7 will use approximately 16 mm of spacers. The B10 will use 16 at the back and 18 mm at the front. Standard width B6, B7, B10 and C1 seats can use the 15mm narrower 39 cm set of captive floor holes to their advantage. This enables you to move the seat sideways to give more room for seat receptors and this also reduce the amount of spacers required, which is better for strength. With the wider B6-43 XL Screamer, B8, B9, C1-44 XL seats, the spacers required will be minimal, from 0 to 2 mm. The B10XL-EX will use 4 mm extra on the front mount points. With XL seats you should push the runners or ERAIL in as much as possible using the bracket slots to easily achieve the 40.5 cm.

To set the seat angle with runners, the first choice is the top hole at the front, as they may only operate on this higher setting. Sometimes the second hole down can be used but this depends on the seat type, angle chosen and the handle bend, which is inconsistent. The holes at the rear of the bracket will give you the ability to alter the angle. The lower set of holes are only used with the ERAIL due to the seat hitting the runner. Leave the six dome headed M8 bolts (from bracket to runners) and the four M8 stainless hex bolts (from bracket to seat) semi loose, until you have spun the four M8 cap head floor bolts through the runners into the floor and they are freely turning in the threads.

Use the upper front hole for runner operation
The ability to use the second hole down depends on the recline chosen and the handle bend. Before fitting make sure the handle operates without fouling the seat in your chosen position.
The lowest front hole is for use with the ERAIL.

Optional TK9 Seat Belt Retention Kit
A race harness must have the correct sized holes to use the 14.5mm hip belt mounting bush. Some types have a smaller 11 mm hole. The TK9 Tillett Seat Belt Retention kit provides a stepped bush which suits either type of seat belt.

• Fitting the seat belts

To fit the seat belts, the bracket has attachment points for mounting the hip points for either the standard seat belt, or race harness. The kit contains two M10 countersunk bolts (**H**), two steel bushes (**F**) and two springs (**E**) to stop the buckle or receptor rattling.

If you are to use a race harness, check that they have the correct sized holes for the 14.1 mm mounting bush. Some buckles have a smaller diameter hole and you may then need the optional TK9 Seat belt retention kit, which has a stepped bush. With OEM belts the inner receptor can be bolted on before taking the seat to the car. The outer belt and buckle will need to be fixed to the bracket next to, or inside the car.

The bevelled side of 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. 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.

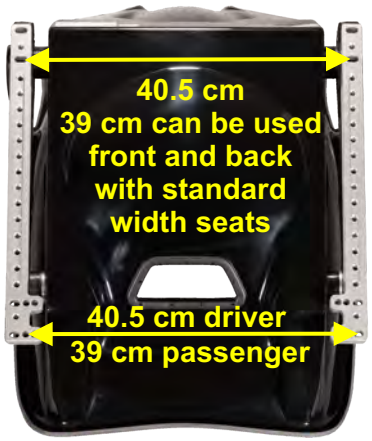
To securely hold the hips down the belts must go through the holes (Not over the sides). The line of the belt from the receptor to the hip must not be deflected by the belt hole. Also, the male buckle side must be mounted permanently hanging through the outside hole. With the B8/B9/B10 shape this does not apply, as the seat sides are cut away.

Recommended tools
6 mm allen key “ball end” socket and/or, 6 mm allen key
socket on extension that can cope with angles
Thin 250 mm extension bar with socket wrench
Flexible extension bar
Thin telescopic magnet
10 mm socket
10 mm ratchet spanner
Torque wrench

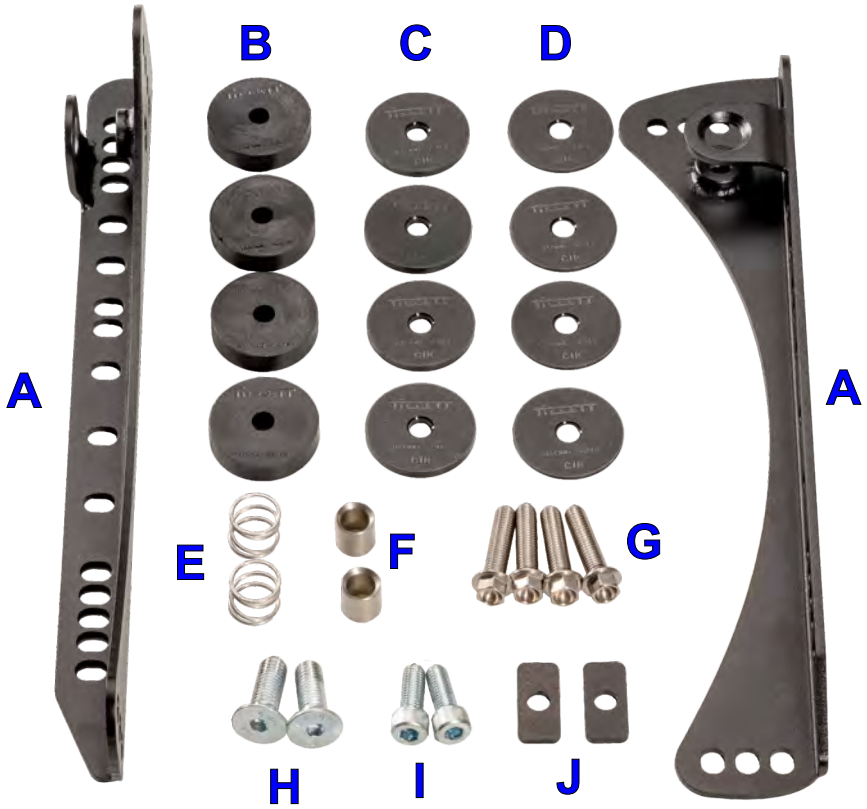
● The correct tools can make bolting the seat down much easier. A telescopic magnet, alongside a long 6 mm ball end allen socket and flexible extension will help you get the bolts in easily. Make certain any carpet that may be present is clear of the holes, as this can cause cross threading. Take care 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. Please make sure when setting the seat in its rearmost setting, that the head cannot come into contact with the bottom edge of the roll bar cover. On some cars, drivers with a very long torso may need to order a thicker head pad to prevent the head contacting the edge.

Using the EBR bracket with the ERAIL

The V7 version of the EBR can also be used on the ERAIL. These billet aluminium rails are narrower than the original runners and maximise the available space, which then allows the seat to drop to the floor for increased headroom. With the ERAIL the seat can be bolted in many different positions and are solid fix. This setup can be used in both sides of the car and they have been designed to allow fitment into both pre and post 2017 cars. **See separate ERAIL fitting instructions.**

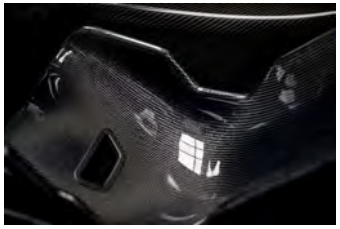


The thick rectangular support washer should be used on the rearmost bolting point. *However, there will be some occasions when this is not possible. For example; a certain leg length or, when the EBR is used with the lower rear hole on an ERAIL. This will cause conflict between the rearmost fixing and the seat bolt. In this circumstance the support washer should be used under the fitting just in front of the belt mount. There are only a few situations when this lower hole would be used, as the dome on most Tillett seat models will hit the floor first.*



EBR V7 Bracket kit

A	2 x EBR brackets
B	4 x 40 mm dia. 10 mm thick Nylon spacers
C	4 x 40 mm dia. 4 mm thick Nylon spacers
D	4 x 40 mm dia. 2 mm thick Nylon spacers
E	4 x M8 special hex bolts
F	2 x seat belt bushes stainless steel
G	2 x seat belt buckle positioning spring
H	2 x M10 countersunk bolts x 25 mm long
I	2 x M8 cap head bolts x 15 mm long
J	2 x M8 support washers 3 mm thick



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