

RV8NOTE352

Refurbishing the seats on an RV8

Olav Jansen found the seats on the ex Japanese spec RV8 he bought were rather dirty and the iron frame was somewhat rusty, so he took out the seats to carry out a refurbishment. (Sep 11)

I found taking out the seats was an easy job as long as you start with the front bolts first. I found the iron seat frame had been painted only once in the factory with no anti-corrosion treatment or anything like that, so it starts to rust and flake. The frame consists of two halves, back and bottom, which are joined by two brackets and two Allen key bolts on either side. For some reason the outboard bracket has also been welded onto the pivoting bracket from the backrest, despite the two bolts holding them together. Therefore it is rather difficult to separate the backrest from the bottom half. So I moved the upholstery back so it gave me enough room to grind of the welding from the inside end of the pivot-axle and separated it by wedging in a big screwdriver. Now you can separate the two halves.

The frame of the backrest was untouched by rust so I left it as it was. If you turn the seat upside-down you can see the many copper coloured rivets that hold the seat leather to the seat spring. Cut all of these with pliers and now take off the seat foam together with the leather upholstery. At this stage it is best to clean the leather thoroughly, I used Gliptone Liquid Leather and I am very content with the result.

You can now see the eight springs that hold the seat suspension cushion ZKC6030 to the frame. In my case they were also rusted and had left stains on the carpet.



Top: four Allen key bolts to join back rest to the seat

Middle left: two original pivot axles

Middle right: replacement with yellow sleeve being the collar to make bolt fit in the pivot hole

Bottom: four self-locking nuts and washers to bolt the seat frame to rails.

Have one pair of hands squeeze the seat spring to one side and thereby releasing the tension of the springs so they can be lifted out of their little holes one by one. I then had both frames sandblasted, powder coated and painted but they could not do every possible colour. Therefore I chose a yellow-beige colour and spray-painted the visible parts later with Motip 46400 which in my opinion is exactly the original colour. See: www.motipdupli.de/?L=2&id=2726

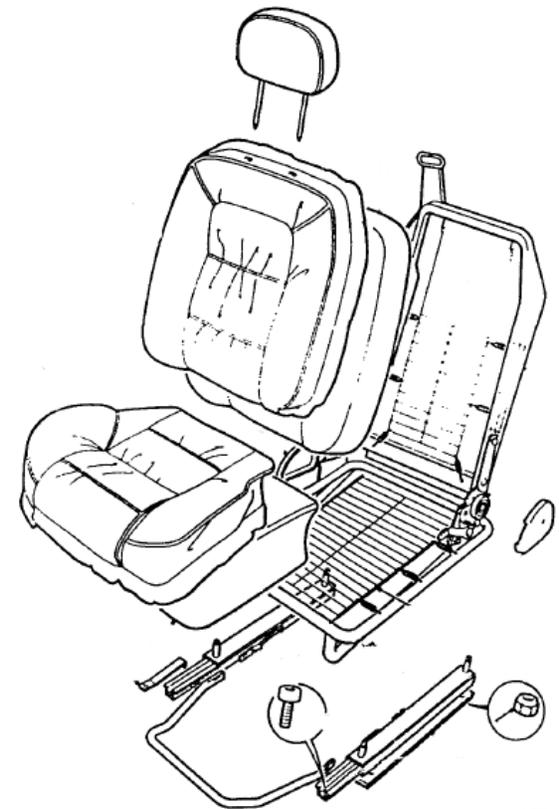
I submerged the rusted springs in a rust converter, Rustyco, which not only removes surface rust but also leaves an anti-corrosion layer. The springs were then put back in their place and the short springs go at the back, again preferably using two pairs of hands because using pliers will damage the new paintwork. See: www.rustyco.co.uk

Use Midlock tool 1002 and a package of upholstery clips (1002-1). Now you can put the leather upholstery and foams back on the seat frames and attach the end of the flaps to the sides of the seat spring. The lever and spring for reclining the seat



back is attached to the back frame. The back frame needs to be sanded (I used a DREMEL) then painted with primer and spray painted with Motip 46400.

You can see all the hardware needed to put the two parts of the seat back together again in the photo above. The pivot bolt that was welded to the seat exists of 3 stages with 3 different diameters. You need to find a collar for the big bolt with an inner diameter to fit nicely over the bolt without any play and with an outer diameter to fit neatly into the slot of the seatback. I found something in the plumbing department of a well equipped hardware store but you will have to be inventive. From here it is all straightforward. The total cost for refurbishing two seats was €250 or approximately £218.



Source: RV8 Parts microfiche