

## INSTALLATION OF INTERIOR KIT

This kit provides the seats, carpeting and boot floor which is fitted in conjunction with the petrol filler (see miscellaneous section 9.4.4).

### 12.1. Boot Floor

1.1 This consists of a pre cut piece of plywood sheet. Although not strictly necessary, it can be protected with a suitable exterior or marine varnish before being fitted.

1.2 When in position above the fuel tank the floor is supported by the aluminium floor section at the front of the luggage compartment and the horizontal 'U' section at the back of the chassis. Drill through both the floor and its supports with a 1/8" drill and secure with self tapping screws.

1.3 The fuel filler pipe can now be fitted noting that the lower Jubilee clip is tightened from the right hand wheel arch.

1.4 The boot carpet is laid in place but will need to be cut where it fits around the fuel filler.

### 12.2. Carpeting

2.1 The footwell carpets are secured using three poppers at the rear of the footwell. Mark and drill three holes, evenly spread each side, approximately 1" in front of the cross member and secure the popper bases with either pop rivets or self

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tapping screws.

2.2 Stick masking tape onto the underside of the carpet approximately where the popper bases are and lay in place, pressing firmly so that the bases make an impression on the tape. Use the rivetting tool and punch provided (instructions included in the pack) to make appropriate holes in the carpet and to rivet together the popper and its retaining cap.

2.3 If adjustable seats are to be fitted, a rear bulkhead carpet will be needed.

This has a leatherette strip along its upper edge which is glued (Evostick is suitable) to the top of the crossmember behind the seats. The bottom edge is secured by two poppers each side, the bases of which are riveted or screwed to the bulkhead.

We suggest you use the masking tape technique again to locate the correct points on the carpet.

On the De Dion cars in particular, the shape of the plate covering the joint between transmission tunnel and bulkhead prevents the carpet from lying flat. Alleviate this by making short inward cuts so that tabs of carpet can hinge out against the tunnel. These will be covered by the tunnel carpet.

2.4 Before fitting the transmission tunnel carpet it will be necessary to fit the gearlever gaiter. This is secured in all

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models to the removable aluminium panel on the transmission tunnel and appropriate holes should be drilled with a 1/8" drill and held with self tapping screws. To fit this in the ideal place, try the gear lever in all positions before marking, so as to prevent it fouling the aluminium gaiter retainer.

Once the gaiter is in position, the gearlever knob and extension piece can be fitted. To fit the gearlever extension (De Dion cars only), we suggest that you first protect it with tape and then use Mole Grips to tighten it properly onto the existing lever. A little loctite will prevent it subsequently coming loose.

Remember on De Dion cars to fit the rubber plug into the speedometer drive access hole.

2.5 The transmission tunnel carpet is held in place once again mainly with poppers. We suggest that you employ three each side spaced along the bottom of the tunnel, ensuring that this carpet is pulled firmly down in place and locates correctly in front of the gearlever and against the rear bulkhead.

With live axle cars in particular, great care should be taken when drilling holes into the transmission tunnel not drill through brake pipes or wiring routed through it.

Where this carpet extends forward into the footwells, we normally glue it in position using a glue such as Dunlop L107

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since Evostick is rather too powerful and may damage the carpet if it needs to be unstuck for cleaning or maintenance.

Alternatively, we suggest that you stick a VELCRO pad to the transmission tunnel and glue or sew its opposite half to the carpet.

2.6 Finally, the carpets that fit under the seats in adjustable seat versions can be laid in place. There is no need to retain these with poppers since the seat runners prevent them from moving once fitted.

### 12.3. Seating

3.1 Before the seats can be fitted it will be necessary to fit seat belts. Lap and diagonal belts (non-inertia) are available from Caterham Cars which have been made specifically for the Seven so that their mountings and webbing lengths are correct.

These use the mounting points provided in the chassis which comply with all EEC legal requirements, the stalks being fitted to the tunnel and the upper mounting including buckle retaining clip being fitted to the mounting adjacent to the rear spring/damper mountings.

Optional four-point full harness belts use the top mountings provided on the crossmember and share the same lower mountings.

3.2 Non adjustable seats are simply laid in place being

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secured by their own weight and that of the occupants.

3.3 Adjustable seats (not available for short cockpit cars), whether of leather or cloth, are bolted in place using caphead bolts, plain washers and nyloc nuts. Firstly, it will be necessary to drill down through both the crossmember in front of the seats and the brackets at the rear so that the seat runners can be bolted through the aluminium floor using a 1/4" drill.

Lay the seats which are already attached to their runners in place and bolt down through their mountings using a plain washer below the bolt head and above the nyloc nut. The longer (6mm x50mm) bolts are used on the crossmember.

On De Dion cars 4 aluminium spacers are supplied which should be inserted between the rear fixing lugs and the floorpan to prevent distortion on tightening.