

Corbeau A4 install in a 2000 FRC



I just completed an install of Corbeau A4's in my 2000 FRC. My reason for selecting A4's was an expectation that I would like them enough for street use and they would be "good enough" for up to 10 HPDE's a year. Like any compromise, part of the decision involves a little regret. Not sure at this point if I would change the decision. I am going to do a year's worth of HPDE's to see where they stand. The combination of a tight space to put them in, and marginal compatibility of the Corbeau seat bases for the C5 made the install very difficult. Here's the final seat install, and though the harness bar looks high, it comes out to the right height for me with a HANS. Now, from a comfort standpoint, the seats are fine. Anyone bigger than me will not like them very much.

I bought the shaved seat, but because of my particular build (high waisted, long legs 6'3") I thought I needed the extra inch. I ended up shimming the seat back up for a couple of reasons. First the shaved seat put me lower in the car than I wanted to be, and second, with the seat that low in the cockpit, everything interferes with everything. Turned out to work out well, because the shims created some clearance that was badly needed behind the seats.



I have more dislikes than likes, and I have listed both sets of comments below.

Likes:

1. The microsuede is comfortable, and I seem to stick in the seat well. Material type, Grade: A
2. They are pretty well made but are heavier than the stock ones. Design and mfr grade, B
3. I like the upper torso

support, but I could see that a person stouter than me might not like them. I'm 6'3 with a swimmer's build, wide at the shoulders and narrow down to my waist. My inseam is 34, waist 36 (used to be 32 and some of the swimmer's build has headed south).

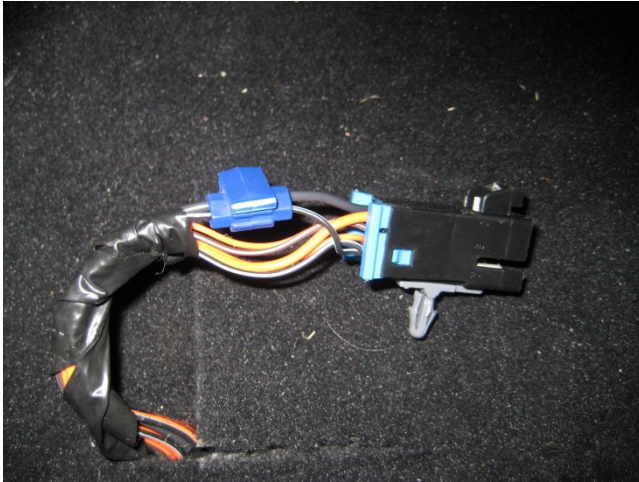
4. Actually, I think they look pretty good in the car, but then the car is a DD and bang-around car, and spent an HPDE in the wall at VIR, so it is unlikely it will ever be at Pebble Beach for show.

Dislikes:

1. The stud for mounting the female seat belt receiver is way too high especially for shaved seats. The stock seat belt will not fit you correctly unless your waist is bigger than mine (36")
2. There is no provision for mounting the lap belts of a 6 point harness. Due to confinement, I needed to weld a mounting lug on the Corbeau seat bracket.
3. There is no mount provision for sub belt mount on the Corbeau bracket, and the front bracket cross member prevents proper mounting. I came up with a fix, but it involved modifying the bracket. Design grade, D.
4. The seat track motion is limited to about 3 inches due to a poor design of the Corbeau seat bracket. The double locking slider mounts on the seat bracket in the wrong place. I called Corbeau and their fix is a "Bar", but it will stick out and represent a PIA and perhaps a puncture hazard. So IMHO, their bracket design still gets a grade of D.
5. The sub-belt hole needs to be a 3x3. For a Schroth 6 point harness, the adjusting buckles need to sit in the hole for comfort. (they are in the glide-path for little 'bro and the twins). A 3x3 would provide enough room to be able to adjust the buckles while in the sub-belt hole.
6. The seat recliner lever is in an absolutely terrible position. You have to have arms like Stretch Armstrong to operate it. Another design grade of D, but I'm thinking D-.
7. The shaved seat puts the seat so low that you lose about 1 ½ inches of rearward travel. The seat hits the cockpit plastic and will not move further back. Another design grade of D on the seat frame.

First things first. Removal of the old seats. No photos here there are plenty of posts regarding removal of the seats. Basically you remove the plastic cover from the front legs, by pulling out the plastic push-pin then sliding the cover forward. Reveals a stud with a nut. 15mm wrench removes these and the ones holding down the back feet. You will need the electric power to move the seat so save disconnect until after the seat is unbolted. Undo the electrical connector and remove the seat.

Now with the seat out, I dealt with the fasten seat belt light and alarm temporarily with one of those blue connectors used for trailer light connections. I drilled out the stop on one side of the connector. There are two black w/white stripe wires on one terminal and the black wire that need to be jumpered together.



Dealing with the mounts for the lap belts required a lug to be welded onto the Corbeau seat frame(See above and to the left). This is an



upside-down view of the driver's seat. This view shows the lug needed for the lap belt welded to the frame. I also cut the lug for the factory receiver and welded a lug for the seat belt receiver since the Corbeau welded lug put the receiver too high. In this view the receiver is

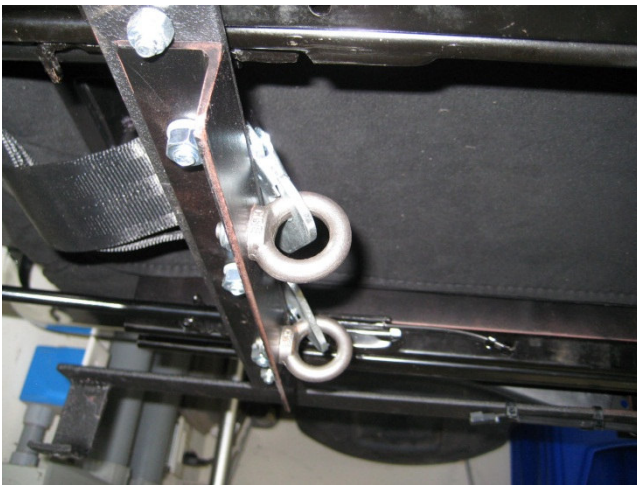
attached to the seat frame. I used a Schroth SG11 shoulder bolt along with a S3 Wavy washer and a 7/16x20 Nylock nut just for good measure to mount the lap belt to the lug.

Lap belt mounted shown below



Oh yea, the lug is 1inchx2inchx1/4inch thick and welded both sides. The lug for the factory receiver is the same size, but I used a 10 mm bolt for this, since this is the thread pitch of the factory nut that the lap belt receiver pivots on.

Now on to the sub-belt. I installed a 6 point harness and as noted in the dislikes there is



no way to mount the sub belts so they would work when the seat needed to be adjusted. This is a view looking up at the bottom of the seat. I mounted an angle-iron member to the Corbeau seat frame as close to the mounting feet as I could get them. The angle iron adds stiffness to the seat frame and helps distribute any sub belt load. Then I added a forged ring for each sub belt. This way the sub belts are free to move

with the seat, but at the same time provide a solid mount point. For sure the webbing does not rub on any metal members and that was a main concern.



Now everyone knows that the rear outboard seat mounting stud is too short to mount a seat frame and a harness bar reaction restraint bar. My fix was to grind the head off the stud under the car and replace it with a 40mm long 10mm bolt. Grind and beat grind and beat. Need to add a little sealer when installing the bolt.

One last shot of the install:

