

## J2 TECHNICAL ARTICLE

No. 45

From Octagon Heaven

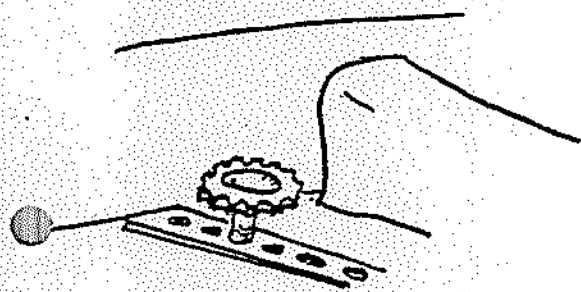
October 24, 1981

### SEAT ADJUSTMENT - CONTINUED FROM ARTICLE NO. 10

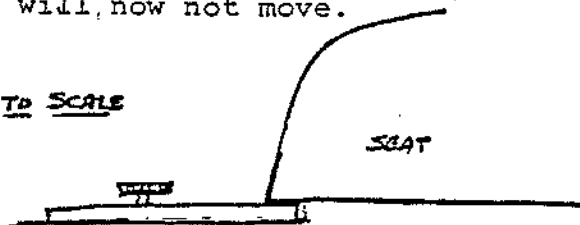
Early J2 seat adjustment was accomplished by use of bolts with knurled knobs and base plates. There is no information as to when the changed to the metal strap and pegs as described in article number 10 (which was the system used through the narrow wing TA). Some think it was not changed until late in the J2 production.

The seat base had a base plate (strap) attached at the rear and centered so it lined up with the pin on the seat back. The seat base was positioned on the floor board in its desired position.

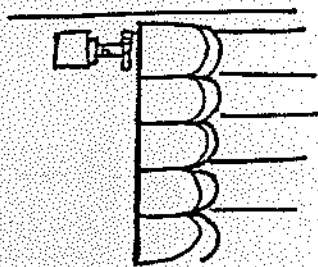
The knurled knob was then fastened down secure through the base plate into the floor board. The seat base will now not move.



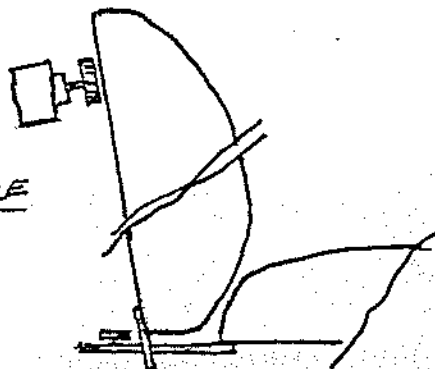
NOT TO SCALE



The seat back was then placed in position with the peg in the desired hole of the base plate. The tilt of the seat back was then achieved by two knurled knobs and small wooden blocks mounted on the wheel arches.

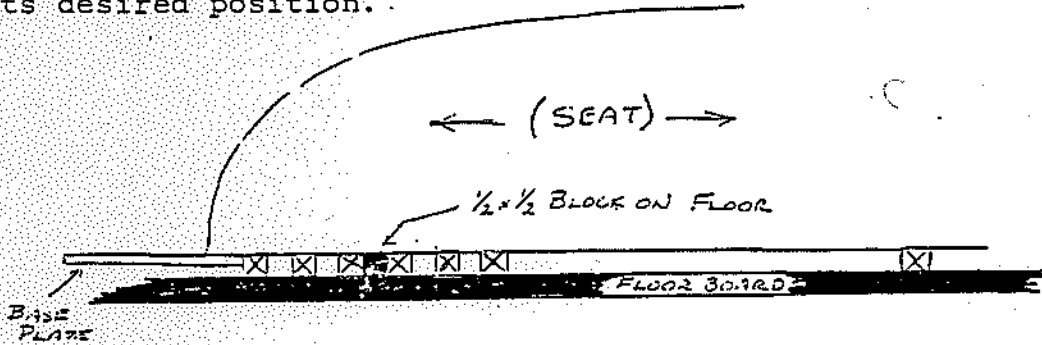


NOT TO SCALE



(CONTINUED ON BACK SIDE)

The later seat adjusting system was one using 6 wood strips made of  $\frac{1}{2} \times \frac{1}{2}$  wood and positioned  $\frac{1}{2}$ " apart (see article number 10) With one more strip on the floor board, the seat base could be moved to its desired position.:



The seat back was adjusted by placing the in in the base plate (strap) and the angle adjusted by the two knurled knobs as discribed before.