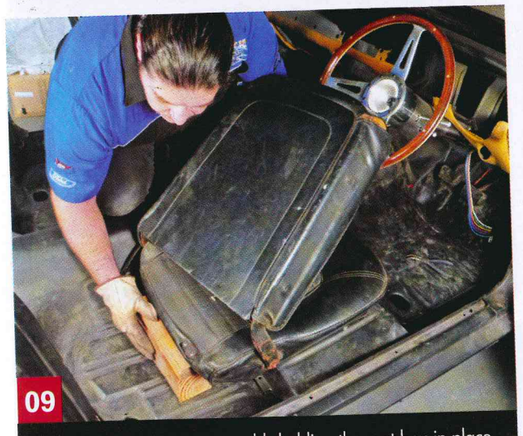
07 Discs are tack welded until the edges are completely sealed. Use a panel hammer to flatten the area across the plug

10 Clearly, the standard driving position is way too close for anyone who's over the 180cm mark

08 The seat box is re-attached to the seat to determine the exact position into which it will have to be welded

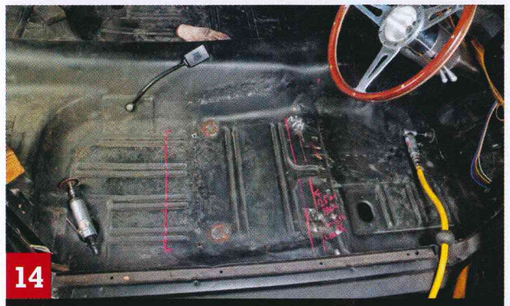
11 Cut away the excess metal including factory flanges. New flanges are needed so don't cut right back to the fold line



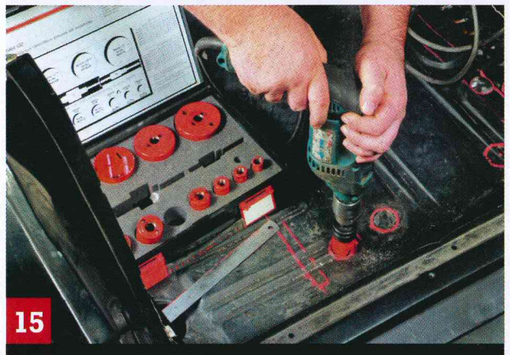
09 Because there are no spot welds holding the seat box in place, the rear of the seat must be supported

12 To fold, get two long, straight heavy pieces of steel and clamp them in a decent vice like this. You can use heavy angle iron or flat bar with flanges welded on to keep them level with each other in the vice jaws as shown here

13 The curved side of the transmission tunnel will prevent the seat box from dropping into the lower position. The corners between the flanges will need some detail bending that can't be done in the straight edges



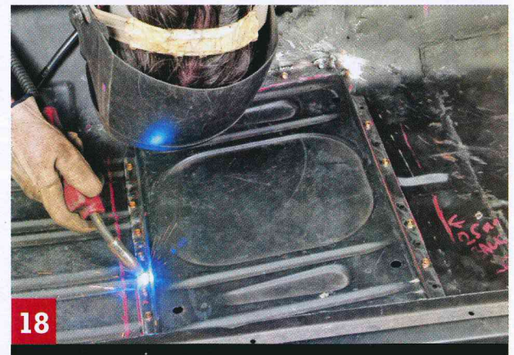
14 The first pink line 25mm back from the original spot weld line represents the centres of the original front access holes. The next pink line back is the position of the new weld line. Access holes will be about 25mm back from that



15 Create the new holes with a hole saw. Just get the size you need which in this case is 35mm

16 Drill holes along the new flanges about 37mm apart. Then fit Tek screws through the flanges between the holes you drilled to firmly clamp the seat box to the floor pan, tunnel and sill

17 You'll probably have to do a bit of panel beating to get the flanges to sit snugly against the surrounding metal. A good fit is essential to make the work look as OE as possible – to a casual observer anyway



18 Make 'puddle' welds through the drilled holes onto the floor pan, tunnel and sills