SCANDINAVIAN SEAT SUSPENSION SYSTEMS

www.seatsuspension.systems

Models: All models with C-spanner weight-adjustment

Total Max load: 135kg/300lb



Assembly:

- Don't wipe off the protective grease on the shock absorber.

- Fasten the shock absorber with the rod facing upwards.
- Chose position/angle for most suitable height.
- Tighten the two(2) shock absorber screws well. The holders should squeeze **Hard** around the shock absorber end-collar bushings, to prevent gaps.
- The Swivel is very tight, but mounted on deck with a chair/occupant on top – it's all good.

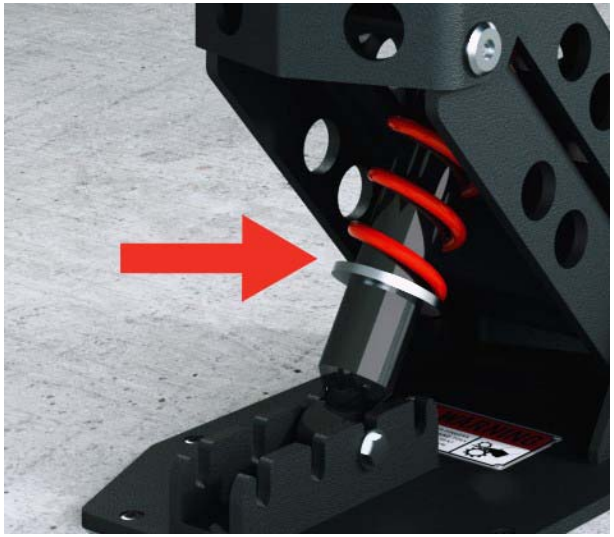
- Don't mix parts between different products. Each internal calibration/fine-tuning is unique.

Installation:

- The unit can face either way – depending on preference.
- Most important is to locate the exact positions, and to choose the right fastening elements (screws) for the materials in which the product will be mounted – deck and seat.
- Use adhesive between seat base and deck to increase strength and insulate from vibrations.
- Seal drilled holes properly, to prevent water from entering.
- Don't install seats heavier than 14kg/30lb on the seat base unit.

- If there is a Slide-function; screw in the Slide stop-screw After seat is mounted on top. Otherwise, there is a big risk that the wire will get damaged!





Setting:

The shock absorber pre-load has a factory setting for weights around 80-85kg/175-185lb.
It normally works well for weights between 75-95kg/165-210lb.
Should there be a need to adjust the pre-load – use the accompanying hook-key and turn the silver-colored adjustment ring/nut until pre-load fits occupant. >>>
Moving the ring 1cm / 3/8" will change pre-load 25kg/55lb. (One full turn = 2,5kg/5lb)

Guide-line: In small waves and softer sea the seat suspension should NOT move.

The occupant can check this by lifting his/her body 3-5cm above the seat and drop down. The seat should then compress 1-2cm – not more – and then go back to top position.

The spring should just about carry the body weight in highest position. Not much more/less.

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Maintenance:

- **Don’t use high pressure cleaner on the products.**
- Don’t lubricate plastic parts or places where it wasn’t from factory.
- **Make sure there is always a protective layer of marine grease on the shock absorber, the tension screw and and sliding slots. Not all parts on the shock absorber are stainless.**



<u>After every other use and/or exposure to salt water;</u>

- Clean seat suspension base by spraying fresh water. Leave to dry.

<u>Every 50 boat hours;</u>

- Clean all surfaces with <u>dilute</u> detergent and soft brush to remove sand and salt deposits. Rinse well with fresh water.
- **If the boat is used in very salty conditions, spray the shock absorber and exposed metal parts with Lanoguard Marine Spray, FluidFilm, WD-40 Lanolin, or equivalent lanolin product.**
- Check so that screws and nuts are properly tightened and the systems works well. Do a visual inspection of any cracks or deformation of the unit, especially around mounting points. If there is any major damage present, or nuts or bolts missing, do not use the unit. Contact your supplier.
- Check for oil leakage from the shock absorber. A thin layer of oil on the shaft is normal. If there is excessive oil or the oil has sprayed out, do not use the unit. Contact your supplier.

For more information, instruction videos, and various topics around marine shock mitigation: www.seatsuspension.systems or scan the QR code above