

# **Prospect-D**

## **DATSUN 240Z & EARLY 260Z**

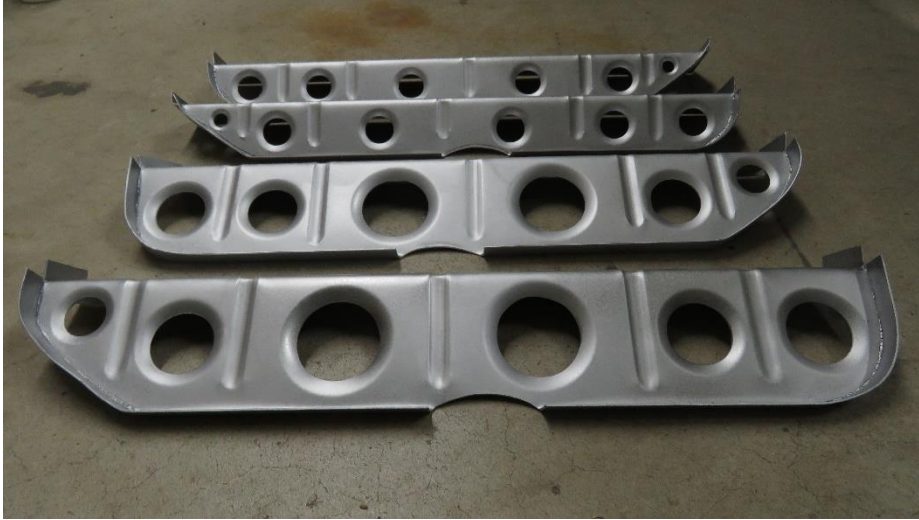
### **SEAT BRACKETS INSTALLATION GUIDE**

#### **WARNING!**

READ THIS DOCUMENT BEFORE INSTALLATION. THE FOLLOWING INSTALLATION STEPS IS ONLY TO BE USED TO HELP GUIDE YOU IF YOU WISH TO USE IT. INSTALLATION SHOULD BE HANDLED BY A PROFESSIONAL OR DO IT AT YOUR OWN RISK. PLEASE DO SOME RESEARCH BEFORE INSTALLING THE SEAT BRACKETS AND ASSOCIATED PARTS IF YOU INTEND TO DO IT YOURSELF. SELLER IS NOT RESPONSIBLE FOR ANY INSTALLATION MISTAKES MADE BY THE BUYER. REPLACEMENT PARTS ARE NOT AN EXACT FIT AS ORIGINAL PART.

**PARTS LIST:**

1. Passenger and driver side Seat Brackets

**INSTALLATION:**

1. If you are only replacing the old original seat brackets with Prospect-D seat brackets, then remove the old without damaging the floor, rocker panel, transmission tunnel and floor rail. For a removal job like this, best way is to use a spot weld removal drill bit so as you do not drill holes in the above said panels. Another option is to use a belt sander as pictured below. Use the belt sander to sand down the spot welds of the old original seat brackets for removal.

If you are planning on replacing the floor, floor rail, rocker panel, then there is no need to take care in removing the old original seat brackets.

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Before removal, it is advised that you take a couple of measurements from the rear floor wall of the cargo storage to the front seat brackets. Make sure the left side and right side of each front seat bracket measures the same. This is to ensure the wall is a good measurement to be used for when its time to install the Prospect-D front seat brackets.

*Measurements to be checking before removal shown by red arrows. Keep tract of any measurement differences from the left and right side of each bracket, if any.*



*Air powered belt sander that can be used for removal of spot welds.*



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*Brackets removed, need to also remove the rear cross support for the rear seat brackets.*



2. Test fit the Prospect-D seat brackets to sure fitment is satisfied. You may need to bend the lips/tabs of the brackets for an accurate fitment as each car may differ slightly. Once fitment is satisfied, drill a series of holes on the lips/tabs of the brackets. These holes will serve as plug welds (mimic spot welds) for permanent installation. Make sure the top of the front and rear seat brackets set flat against a straight edge. For the seat rail hole location, Prospect-D already punched a small divot on both the front and rear brackets. **REMEASURE THIS DIVOT TO ENSURE IT MEASURES THE SAME AS YOUR SEAT RAIL.** You can also feel and see the divot better on the underside of the brackets. Make a mark but do not drill any holes yet for the seat rail studs, however you can drill out the front bracket seat holes if you like but not the rears. The original brackets are at about 83-85 degree angle (5-8 degrees). Prospect-D seat brackets are bent within said degree range. Also please note that the Driver and passenger side seat rail holes are not an exact mirror of each other. The Passenger seat rail holes are further away from the trans tunnel, this is so the seat cushion clears the E-Brake.

If you are replacing the floors, floor rails and rocker panels, it is a good idea to test fit the seat brackets before permanently installing said panels to ensure fitment is satisfied.

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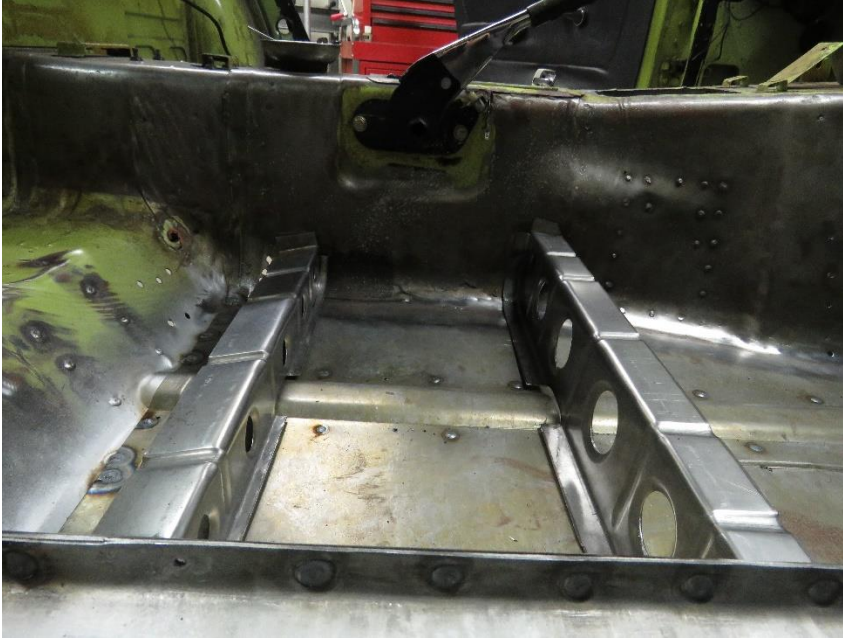


*Test fitment of Prospect-D seat brackets.*



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*Make sure the front and rear brackets set flat against a straight edge on the top.*



*A rough testing distance of the front and rear brackets is about 10.5"-11.5" apart.*



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*Holes drilled for plug welds.*

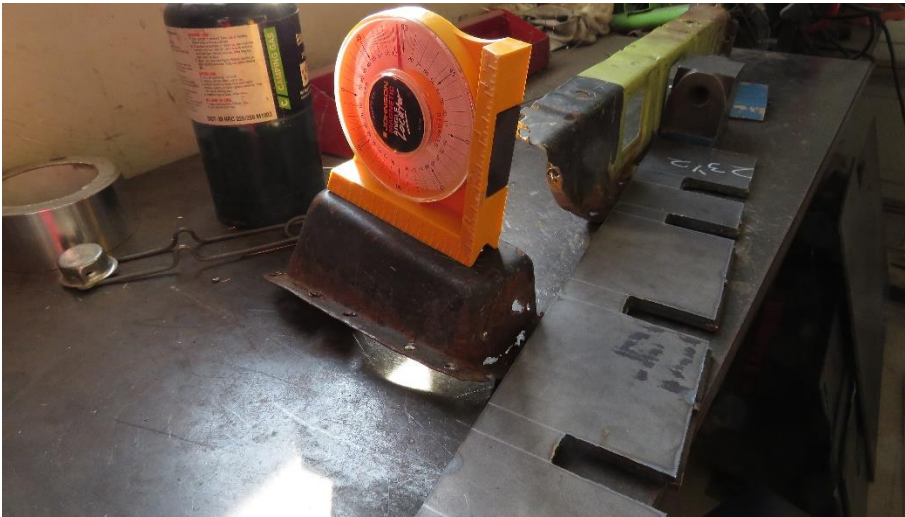


*Stock degree angle of the seat brackets.*



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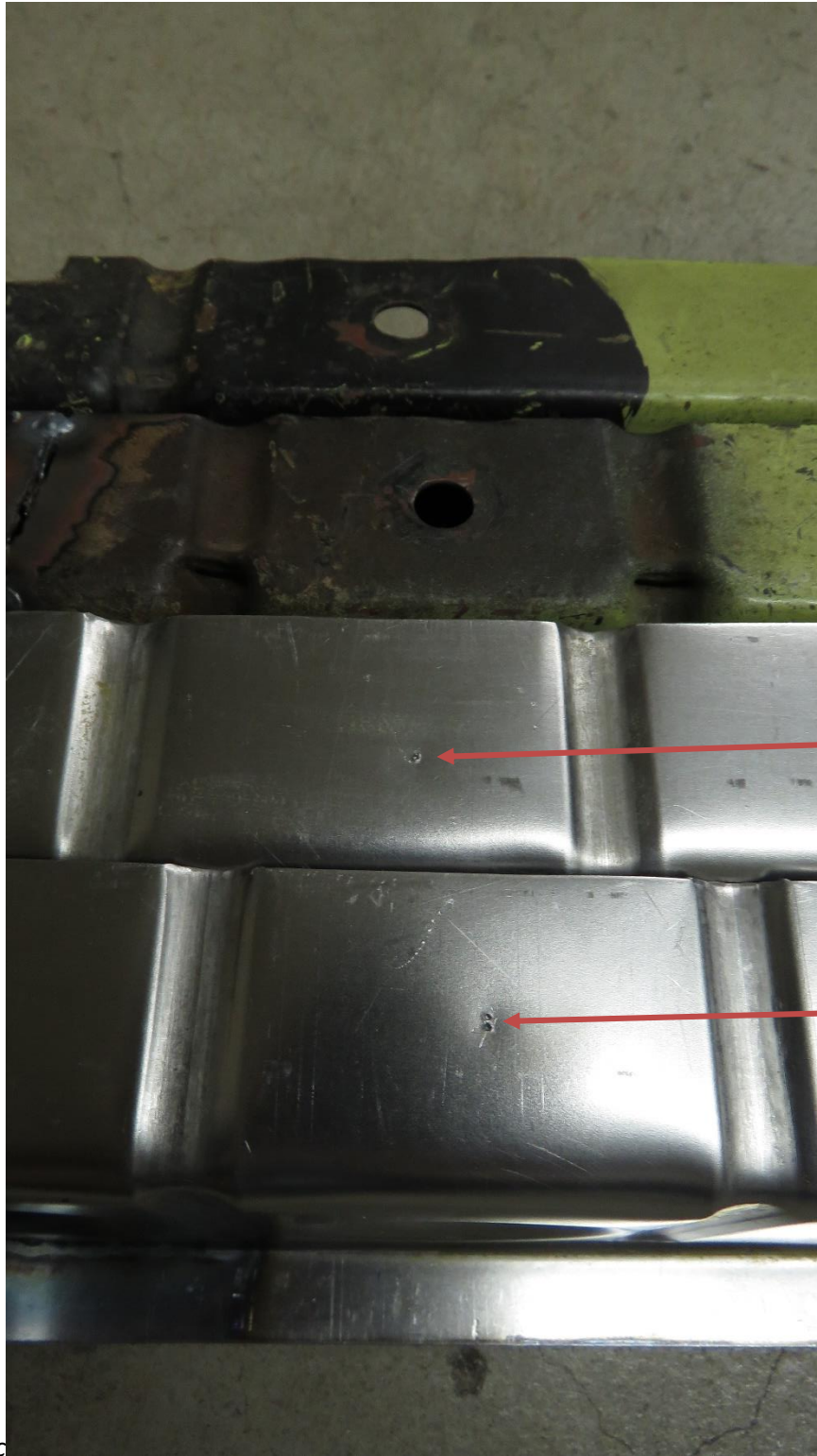


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*Seat rail holes, Driver vs. Passenger, rears brackets are similar.*



**Original front Driver**

**Original front Passenger**

**Prospect-D front Driver**

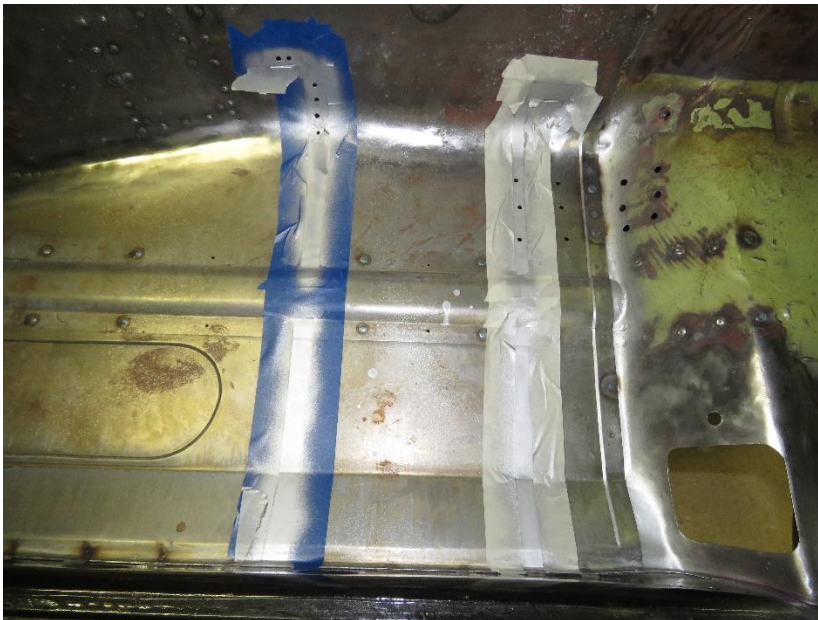
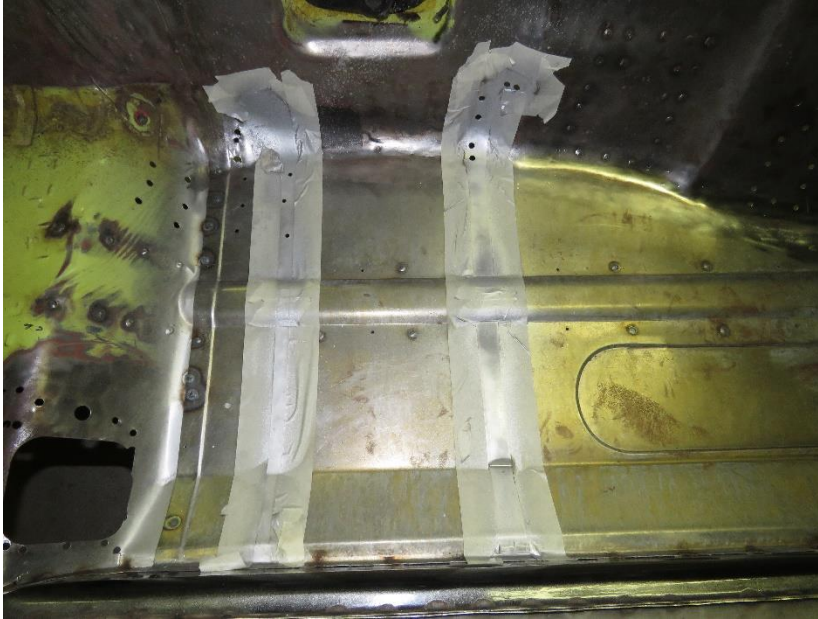
**Prospect-D front Passenger**

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3. This step is important in that you properly coat the brackets with paint either before or after permanently installing. These brackets are coated with a light coat of weldable rust preventative primer only as to keep the metal from rusting during shipping or being stored before installation. It is ok to leave the primer on the underside of the lips/tabs. You also need to coat the areas of the floor, tunnel and rocker with a weldable primer before welding the brackets on.

*Floor and rocker coated in the area to be welded to the brackets.*



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4. Now your ready to weld in the brackets. Start with the front bracket. Use your measurements for when you measured the original old front brackets in step 1. This was the measurement from the rear floor wall of the cargo storage. If you have a magnet, its best used to temporarily hold down the front seat bracket. Clecos are also a good tool to use. Now position the rear bracket so as the seat rail holes of the front and rear brackets match the distance from the front and rear stud of the seat rail. You will need to measure this on your seat rail. Make sure the top of the front and rear seat brackets set flat against a straight edge. Once you have the above positioned you can go to town plug welding the front and rear brackets in. If you haven't drilled the seat rail holes in the rear seat bracket, you can go ahead and do so. If you like you can double check your measurements with the seat rail or the whole seat placed on the brackets to see they align on the brackets.

*Brackets installed, holes aligned and drilled, seat installed.*



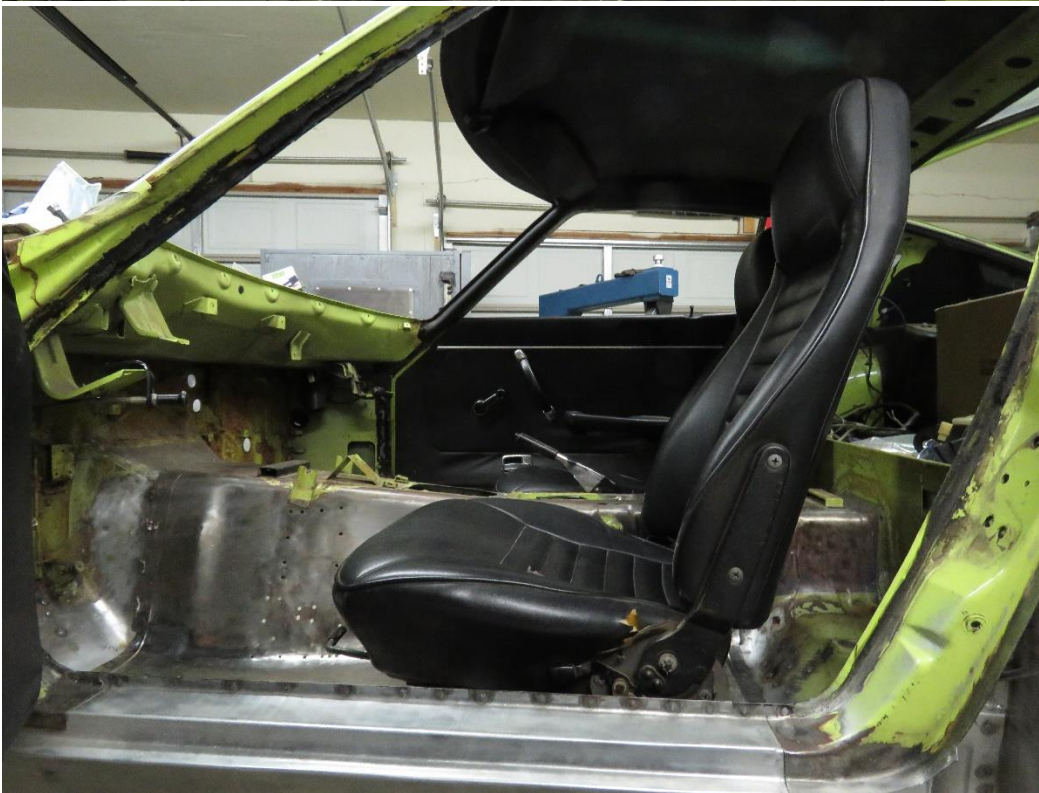
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**COMMENTS:**

- The brackets shown in the above pictures slightly differ than brackets provided.
- If using aftermarket seat rails, the above installation will differ in the seat rail holes, everything else should be the same.
- Factory carpet will not fit the rear area of the rear seat brackets.

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