

## Jass Performance NC2 and NC3 Seat

Words: Bob de Bont



Before (above) and After ...



The kit lowers the rear of the seat approximately 40mm by replacing the rear brackets and is suitable for both the Mazda and Recaro adjustable-height seats (which use the same seat rails). The front brackets are unchanged to provide the necessary thigh support.

To accommodate the Jass brackets it is necessary to modify the seat rails, both inner and outer. The OEM brackets can be retrofitted if required even after the rails have been modified.

The kit is produced by Jass Performance in Bulgaria and is currently available from MX-5 Mania in Sydney.

### Why this guide?

The kit included a photocopy of a photocopy of some instructions.

A .pdf version was requested and happily supplied by Jass Performance. Unfortunately its quality and detail wasn't much better.

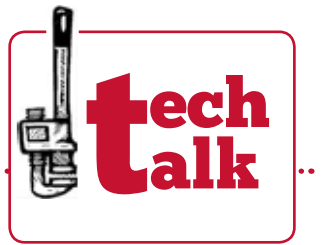


^ The Jass kit

### Recommended Tools and Equipment:

- » 10mm Spanner
- » Small screwdriver or pin punch
- » Torch
- » 12, 13 and 14mm sockets, handle and extension
- » Long-nose pliers
- » 5mm and 6mm Allen Key
- » Medium flat-blade screwdriver
- » Large flat-blade screwdriver or chisel and hammer
- » Vice
- » Hacksaw
- » Angle grinder
- » Files
- » Scissors
- » Black Paint

# Lowering Kit Installation Guide



## Preparation

1. Record the pre-set radio stations.
2. Disconnect the battery negative lead as we are disconnecting the seat airbag connector.

## Seat Removal

3. Reach under the front of the seat and disconnect the seat electrical connector. To release the connector, push on the second plastic tab through the notch of the first tab (see image). Then raise the lever, the connector will then pull apart.
4. Remove the four seat mounting bolts. I find it easiest to leave the seat in the fully back position before removing it from the car.



## Rail Removal

5. Remove and flip the seat, placing it onto a suitable workbench.
6. Unclip the electrical connector from its mount.
7. Remove the four Allen head bolts which connect the seat to the rails.
8. Carefully extract the rails from the seat. Keeping the rails connected, gently clamp one rail into the vice.



## Modification

9. Remove the OEM bracket and bolts.
10. Position the outer (black) rail and cut approximately 6-8mm as indicated below allowing the appropriate bracket to align with the bolt holes then remove any burrs.
11. Position the inner (unpainted) rail and cut 20mm from the end.
12. Repeat Step 10 and 11 to the other rail.
13. Position and



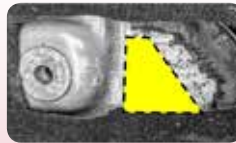
fasten the brackets in place on the rails.

14. Using the chamfer on the right-hand bracket as a guide, grind the outer rail to continue the curve.



## Fitting

15. Dry fit the seat rail into the car (without the seat).
16. Some sound deadening will need to be removed under the right-hand rail. To access, remove the bottom seatbelt mount, sill panel cover (pull straight up) and some of the lower panel clips to allow the carpet to be pulled out (one clip is hidden under the sill trim). Chip away the sound deadening with either a sharp screwdriver or chisel and hammer. You may need to reshape the rail further with a grinder to achieve an acceptable fit.
17. Some of the underfelt under the left-hand rail may also need to be removed.



## Reassembly

18. Once satisfied with the rail fit, reposition the carpet, replace the clips, reattach the seatbelt and refit the sill cover.
19. Remove the brackets from the rails, clean off any burrs and paint the exposed surfaces.
20. Refit the rails to the seat and tighten the four Allen head bolts.
21. Refit the electrical connector to its mount.
22. Refit the brackets and tighten the bolts and nuts to approximately 20Nm.
23. Refit the seat into the car and fasten the four mounting bolts.
24. Reconnect the seat electrical connector and click the locking lever in place.

## The Final Bits

25. Reconnect the battery.
26. Start the car and allow it to idle, *two warning lights* will appear in the instrument panel. Rotate the steering wheel fully left then fully



right and back to centre, this will extinguish one of the lights. Turn off the ignition, wait about a minute and restart, this

will extinguish the other light.

27. Reprogram the radio and clock.

## Job done!

**Note:** The NC may idle erratically for a short time until the ECU relearns its settings. This is normal.

## A word from the owner – Rael Belterman

**At 6'2" (189cm), my new-to-me NC3** with Recaro seats, always felt snug. I fitted, and it wasn't terribly uncomfortable, but I was aware I was almost looking into the top pillar, that my left knee rested against the hand brake and, when I didn't slouch, my head hit the roof (*a good excuse as any to have the roof down as often as possible!*).

**After much research** about various ways of lowering the seat, I stumbled across a *YouTube* video of a young man installing *Jass Performance* brackets in an NC1 (non-height adjustable seats). So, I ordered the *Jass Performance* brackets for the NC2 adjustable seats.

I reached out to Bob, who very kindly researched, *and then researched some more*, in preparation of the installation, and then spent a morning cutting and grinding to install the brackets for me.

**After the installation**, I immediately was pleased I was looking through the windscreen at a more suitable height. Sitting lower in the car, I noticed the door was higher and, with the roof up, I couldn't hit the roof, even when I tried. The seat is not only lower, but further back, so my legs are straighter and therefore my left leg no longer leans against the handbrake.

**After having done a bit of driving since installing the brackets**, I feel like I am now sitting *in* the car, rather than *on* it! I look along the bonnet, rather than down on it and my butt is even closer to the ground, so it feels even faster! Being lower, it does feel like I fall a little further down when getting in, and it requires a little more effort getting out, but then, after any normal car, the MX-5 often reminds me that I am no longer 21 and I really should do more yoga. ■