

Rotate the seat gently

Avoid swinging the seat round in one forceful motion. When it reaches the forward locking position, a sudden stop can put unnecessary stress on the release mechanism and may damage the latch over time.

Raise and slide the seat as you rotate it

Modern seats have large plastic trims around the base, so you'll usually need to:

- Pump the seat upwards.
- Slide it forwards and backwards on its runners as you turn it.
- Carefully manoeuvre it past the steering wheel and door pillar.

This is completely normal and not a sign of a fault.

Protect the handbrake trim

Don't sit on the seat while rotating it, as this can mark the plastic trim around the handbrake. If needed, gently press the handbrake trim down to give the swivel plate enough clearance.

A small amount of movement is normal

Once fitted, the seat may rock very slightly compared to the factory setup — this is expected and not a fault. As long as all bolts are installed correctly, tightened to the correct torque, and the swivel doesn't rattle, everything is working as intended.

Driving with the seat low?

If you regularly drive with the seat pumped fully down, the orange release lever may catch on the plastic seat trim. If this happens, carefully trimming a small section of the trim will usually solve it.

Original VW bolts causing interference?

Some Volkswagen seats use original bolts with captive washers. These sit slightly higher than standard bolts and can occasionally knock together as the swivel rotates. If this happens, replace the two original VW bolts with **M8 × 25mm dome-head bolts** — their lower profile provides the clearance needed.

If your new swivel feels extremely stiff

Almost certainly not faulty — this is very common with brand-new swivels. The grease used inside the mechanism can create a slight suction between the movement limiter and the bracket, which makes the first rotation feel surprisingly difficult.

- Bolt the swivel down to the seat base first. This gives you something solid to pull against, and using the seat as a lever usually provides enough leverage to break the seal.
- If it's still stiff, fit the seat onto the swivel and use the seat itself as a large lever to rotate it.

Once it's been rotated for the first time, the grease seal is broken and it will move much more freely from then on.

If your swivel is rattling

First, check it's installed correctly — both red release levers should be positioned towards the centre of the van and pointing upwards. If so, the swivel is fitted in the correct orientation.

Also check the rattle isn't coming from the seat mechanism itself rather than the swivel. For example, Rob (the owner) once traced a rattle to the lever used to slide the seat back and forth; a bit of electrical tape on the lever fixed it completely. It's worth ruling this out first.

If you've checked both of these and it's still rattling, get in touch — we'll arrange a full refund, or send a replacement if you'd prefer to try again.

Fitting the driver swivel without raiser shims

The driver swivel can be fitted without the raiser shims if you'd prefer a lower seating position.

- With raiser shims: approximately 41mm increase in seat height.
- Without raiser shims: approximately 22mm increase in seat height.

Note: omitting the shims may reduce clearance on some vehicle models, so always check the swivel can rotate freely once installed.