

5.0 - Mechanical Adjustments:

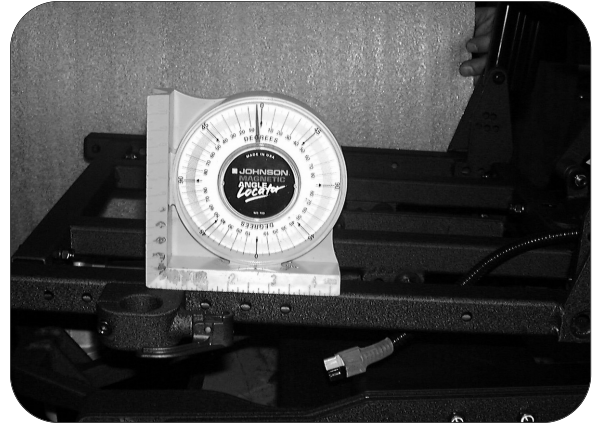
IV. Tilt/ Pre-tilt

The **pre-tilt** is the angle of the seat frame relative to the horizontal axis (in its lowest 'home' position). It is important to note that on CGT systems the lower the pre-tilt angle the lower the mechanical advantage, and the greater the load on the actuator.

i) for J11-J14 sub-systems:

The pre-tilt angle is factory set between 3° and 5°. The angle can be adjusted by removing the roll pin in the tilt actuator (this can be accomplished using a 1/8" pin punch). Once the pin is removed, the actuator barrel can be turned clockwise or counter-clockwise to raise or lower the seat angle. Once the adjustment has been made, the actuator *must* be re-pinned¹.

Important! whenever an adjustment is made to the tilt/pre-tilt angle, the carriage bolts ("stops") on the underside of the seat frame must also be adjusted to compensate for the new angle. The maximum tilt/recline angle available for seating systems using the J11/ J-14 sub-frame is 168°



ii) for Low-Pro and Ultra-Low sub-systems:

The Low-Pro and Ultra-Low sub-systems are capable of achieving a 0° pre-tilt angle. The pre-tilt is typically set at the factory to 0°. The angle can be adjusted by removing the roll pin in the tilt actuator (this can be accomplished using a 1/8" pin punch). Once the pin is removed, the actuator barrel can be turned clockwise or counter-clockwise to raise or lower the seat angle. Once the adjustment has been made, the actuator *must* be re-pinned¹.

Important! whenever an adjustment is made to the tilt/pre-tilt angle, the carriage bolts ("stops") on the underside of the seat frame must also be adjusted to compensate for the new angle. The maximum tilt/recline angle available for seating systems using the low-pro sub-frame is 174°

1Important!- for complete instructions on pinning the actuator, please refer to part **XIII. Rod End Adjustments- Pinning the Actuator** (p.99).

NOTE: a new rod end may be required depending on the desired pre-tilt angle, please see part **XIII. Rod End Adjustments** (p.99), for more information.

NOTES