WORLD CHAMPIONSHIP WINNING SEATS AND RIB PROTECTORS
The T11 is the most popular seat shape, having been used in the majority of top level karting manufacture. With young drivers growing even taller, there was a need to drop the centre of gravity. Our designers took the T11 range to a new centre of gravity, but without the use of our new production process. We have lowered the T11 centre of gravity by 12mm to allow for driver comfort and safety. The T11 must be used in conjunction with a carbon fibre seat base. This is particularly important for all drivers who wish to retain full control of their kart. The T11 is designed to sit at an angle of 58°, which allows a low centre of gravity and retains a comfortable driving position. The T11 reverse is used by the professional karting teams and manufacturers. With young drivers growing ever taller, there was a need to drop the centre of gravity. We designed the T11 range to obtain a low centre of gravity, whilst at the same time maintaining a chest position upright enough to allow the shoulders to turn powerfully. This helps a driver retain full control of their kart. The flat area on the bottom of the seat is very thick to ensure the bone from becoming so bruised that people end up cutting holes in the seat weakening the structure.

The T5 Reverse is the handmade version of these seats and can be ordered in the full size and rigidity range. The most popular rigidity for these 60cc classes is the super soft T5 VTi. For children’s four stroke classes the most popular rigidity is T5 standard. Another benefit is we can aesthetically change the seats to have a beautiful carbon fibre front surface, or a vivid neon colour. The T5 Reverse / NEW STYLE T5 – This was the seat used to win the 2014 WorldKF Championship with Lando Norris. Tillett introduced the first kart seat to feature the now familiar “flat bottom” used by nearly every manufacturer as long ago as 1990. The flat bottom on the T11/NEW STYLE T5 was introduced to win the 2009 CIK FIA KZ World Championship with Jorrit Pex using a T11t Tillett seat and composite rib protector on his Kart Republic chassis. The T11 shape also has three sizes of “Wide Hip” or WH. These handmade WH seats are available in sizes S, Manetti and ML. They stop the hip bone from becoming so bruised that people end up cutting holes in the seat weakening the structure.

T11 / NEW STYLE T5 / T5 REVERSE SPECIFICATIONS

T5 Reverse / NEW STYLE T5 - This was the seat used to win the 2014 WorldKF Championship with Lando Norris.
The T8 has a rounder, deeper back than the T11. The shape also has leg support. Therefore, it is excellent at load spreading, with larger L and XL drivers often preferring this shape. There are two rigidity options – standard and soft. The standard seat can be ordered with white or silver fibre finish as well as the economic T8 clear version.

The T8 can be offered either uncovered, fully covered, 1/2 covered, or 1/4 covered just on the ribs. The composite quality of the T8 is superb and the two smooth sides keep a clean professional image throughout the life of the seat. The T8 was the first kart seat to be made using the RTM production method. This system makes strong fibreglass mouldings with uniform quality and thickness, the process also speeds up production, keeping the T8 price below that of the other models.

A super strong XL T8 Rental is available for the corporate market (see Rental section).

The fixed thickness of the injected T8 moulding does enable small variations in rigidity but for professional drivers it is important to have the ability to make a wide variety of specifications. The handmade process is easily adaptable, allowing a wide range of T8 rigidity and weights to match the ones available in the other handmade shapes.

The T9 shape is the same as the T8 but with the 58° seating angle of the T11, this drops the head and shoulders giving a lower centre of gravity than the T8 and better aerodynamics, important for taller drivers. The T9 is made using the hand laminating process.

The RTM process makes strong fibreglass mouldings with uniform quality and thickness, the process also speeds up production, keeping the T9 price below that of the other models.

The T9.5 has a back angle of 46° which is our most reclined short circuit kart seat type. The shape lowers the driver’s head and shoulders significantly. This seat is having a resurgence because many young drivers are now over 1.85 tall, making modern chassis designs can run competitively with the weight balance more towards the rear.

The T250 seat is made especially for the high speeds of the long circuit gearbox classes.

The T250 seat is made especially for the high speeds of the long circuit gearbox classes.

**NEW SPECIFICATION T9/5 NEW STYLE**

The seat shape always used by professional driver Bas Lammers the 2009 CIK European KZ2 Champion

The seat shape is the same as the T9/5 but with the 58° seating angle of the T11, this shapes the head and shoulders giving a lower centre of gravity than the T9 and better aerodynamics, important for taller drivers. The T9/5 is made using the hand laminating process.

The T9/5 VTi, T9.5VG and T9.5t are the rigidities available in the new type of seat, which are the most popular types.

The T9/5 is the first kart seat to be made using the RTM production method. This system makes strong fibreglass mouldings with uniform quality and thickness, the process also speeds up production, keeping the T9/5 price below that of the other models.

The T9.5 Handmade

To give the complete range of specifications the T9.5 is still available as a hand laminated seat. This includes the T9.5VRS. This special handmade seat is made with solid back rests in popular colours, as it is only lower to the centre of gravity but has hand laminated transfers more weight onto the front of the kart which helps turn the kart despite the weight of the reclined driver being placed more towards the rear of the kart.

Another change in the seat shape range has been to add a surface coating more equally with the T11. The T9VTi, T9.5VG and T9.5t are the rigidities available in the new type of seat, which are the most popular types.

**T9 VTi / T9.5 VTi / T9.5t NEW STYLE SPECIFICATIONS**

**T250 SPECIFICATIONS**

Sizes: MS, ML, L, XL and XXL.

Rigidities: The T250 GRP model is only available in a standard rigidity.

GRP composite colours: Red, Blue, Black.

Lightweight KEVLAR®:

T250KG, Standard T250K or Rigid T250CR.

Seats made with KEVLAR® or carbon are only available in the natural KEVLAR® – carbon fibre colours.
P1-THE CHOICE OF 2019 WORLD OKJ JUNIOR CHAMPION THOMAS TEN BRINKE.

New model for 2020 - New for the P1 this year is a newly designed front strap for extra comfort, looks and security. New dense fibre composite inner panels shaped for a better fit and higher strength.

Red and blue and black colours as standard. (The model is replaced with Black suede version for 2020.)

Tillett were the first company to innovate the use of a hard leader skin on a rib protector. The early Tillett product released in 1996 revolutionised the future development of rib protection worldwide. Since 1996 Tillett has been making a composite rib protector for drivers directly or as one of the world’s top drivers, including Lewis Hamilton and Michael Schumacher amongst many of the current F1 drivers. The development strip of making thousands of these protectors has allowed us to develop the P1 rib protector.

The P1 is clearly a high rib protector on the market. It offers the driver the highest level of rib protection without reducing the feel from the chassis or disturbing the proportions of the race seat.

P1 rib protectors are available at all sizes, which means that the correct fit for your back seat is ensured by the addition of the protector. The 2020 P1 has two highly technical panels which spread the load perfectly over the whole back and allow the driver to feel the feel from the chassis. The smooth suede outer surface does not damage expensive race suits and the soft inner skin of special spreading foam contributes to an ultra high level of shock performance.

The adjustable rear angle means that the P1 can be worn to straight and shaped torsos. The newly designed Velcro strap has elasticated sections which helps the driver breath whilst retaining the correct tension. The P1 has a comprehensive rib size range to suit the smallest bambino up to the largest adult driver, with a special ladies’ version also available. There is also a choice of colours - red, blue and black and it comes complete with a support harness.

Chest measurements should be taken with a measuring tape around the chest just under the arms. Pull the tape tight, breath in and out, take the average and see which size matches your chest circumference. If you are between two sizes, go for the smaller size.

Ladies should measure just under the bust and sizes available are highlighted in red.

The development of effective rib protectors like the P1 has meant that fully covered kart seats with integral padding are no longer included in the brochure options but these classic seats with non slip covers are still available on request.
New 2020 model Tillett Honda GX160 chainguard

This new design is stronger and lighter at 195g. It is made of higher quality materials and gives more clearance for thick plastic sprocket protectors. The edge of the guard now also covers the drivers exhaust, at the same time allowing the kart chassis to be dropped lower without fouling the larger GX160Cadet exhaust, at the same time allowing the kart chassis to be dropped lower without fouling larger sprocket protectors. This guard needs to be coupled with the new taller design of Tillett’s lifting bracket. The guard and new lifting bracket made to match the new 2020 style RHD or LHD Cadet exhaust, at the same time allowing the guard to clear the bigger lower front guard when the kart is to be thrown clear. Titanium bolts are used for the securing of the guards and the extra strength and reliability. The guard and lift bracket are made to match the new UK 2020 style exhaust using longer original bolts for the exhaust. The guides comes fitting in the guard when the guard is to be thrown clear. The guards now also cut out to suit GX610 bracket without trimming.

Two versions are available, a longer RokBag kit version that will cover the clutch area and a standard RokBag version that will cover a cut away front, which suits engines with fully-effective clutch covers. Clear translucent composite in the standard make. Five vivid neon colours, carbon fibre and silver fibre are also available at extra cost. The RokBag and MTC100 silver fibre RokBag kit includes complete guards for the new exhaust.

The Epsy Carbokevlar® fibre Tillett Chainguards

There is a slight height rise in the Tillett RokBag DX100 version and GX610 when cut for the 610K Mk3, Mk4 and GX610 Class. Unlike many products that are made to be retrofitted, these Tillett guards are genuine carbon fibre, not Roval’s Bonded carbon, which has a tendency to be brittle made incorrectly and could crack if you were to throw a chain. The Tillett carbon Kevlar guard is very tough. It also has two extra retaining sockets making it easier to clean.

Carbon fibre by Straightforward

This lightweight Kevlar guard is made from carbon so is only 125g. The guard is shaped to suit both the RHD and LHD guard and to slot in with the carbon extension panel. The optional KZ fitting kit is designed to be rigid, easy to remove and install in many different classes.

Fitting kits for the guards

All guard brackets are made to an exact engineering specification. The Tillett long bracket mounting kits are made to make the guards solid and adjustable for lift. The longer brackets fix high up on the guard, keeping it from freely locating, also helping move the frame away from the exhausts and away from the front of the floor. This makes it easier to remove the frame when changing engines.

Lightweight carbon fibre mounting bracket uprights are also available at extra cost option. Two are needed for each guard.

The KZ guard is included in the kit on the biaxial braided carbon and is fully subduled in the carbon and therefore easily removable.

A newer 2020 Honda bracket is now supplied to secure the new Honda GX160 guard.

Also available is a reduced “chainguard and spares kit”, for the time when you already have the brackets but want new connection fittings for embedding into a replacement cover.
CARBON FIBRE FLOOR TRAYS

The main reason for using a carbon fibre rather than aluminium on a floor tray is to save weight, however by using the different rigidity specifications available, performance differences can be observed and used to your advantage.

Aluminium floor trays weigh 1.1kg on average, by comparison a Tillett carbon fibre floor tray can weigh as little as 330g and it will still be less likely to crack than the aluminium version.

Changing the floor tray to save weight must be done with careful consideration, as a change to the rigidity of the tray could have a noticeable effect on handling. This is why we have developed different rigidities. The correct rigidity will help the chassis and lower your lap times. Use the standard carbon tray to get a rigidity which is comparable to the aluminium floor trays found in most makes of karts.

Quality and looks are other common reasons for using the carbon trays. The manufacturing process that makes our carbon trays, gives them a great finish in a smooth surface and an almost perfect consolidation of the materials used. The fibre used is a special chequered weave carbon which increases rigidity over normal twill weave fibre, on the standard rigidity these are placed either side of a honeycomb centre to save weight.

Depending on the popularity of the chassis, customers may need to supply a paper pattern with the outline of the shape. We have many patterns in stock, but this ensures an accurate fit to get corners before ordering.

NEW It is now possible to make the floor tray types that extends up to the yoke such as the 2019 OTK chassis.

FITTING KITS, SEAT WASHERS AND SPACERS

Ultra-low profile stainless steel kart seat fitting kit.

These little fittings are incredibly thin. They sit so low and flush that they do not damage the body or make holes in the race suit. The kit comes with everything you need to fit a seat, even when using four extra seat stays.

They enable you to tighten the seat bolts without fear of the washer pulling through, or the countersink bottoming out as they can do with regular bolts and steel washers. The design of the washer is such that it holds the head of the bolt to rotate in the washer which stops the seat from breaking during the twisting forces generated by the chassis.

Kit includes:
- 8 x TW1LP special low profile, stainless steel washers
- 4 x M8 x 25mm TLPB25 stainless steel countersunk bolts
- 2 x M8 x 30mm TLPB30 stainless steel countersunk bolts
- 2 x M8 x 70mm TLPB70 stainless steel countersunk bolts
- 2 x Nylon cup anti penetration washers
- 10 x 2mm thick nylon anti seat stay penetration washers
- 10 x 4mm thick nylon anti seat stay penetration washers
- 2 x M8 Nylock nuts
- 2 x M8 4mm thick nylon washers
- 2 x M8 10mm thick nylon washers
- 2 x M8 15mm thick nylon washers

The special low profile bolts are also available in the following lengths and can be bought individually with or without a stainless steel washer.

- M8 x 40mm (TLPB40)
- M8 x 50mm (TLPB50)
- M8 x 60mm (TLPB60)

The standard seat fitting kit includes:
- 4 black anodised M8 aluminium countersunk washers
- 4 x nylon anti penetration washers
- 2 x M8 countersunk bolts
- 2 x M8 Nylock nuts

Standard seat fitting kit

This includes a black anodised M8 aluminium countersunk washers, 4 nylon anti penetration washers, 2 x M8 countersunk bolts and 2 x M8 Nylock nuts.

www.tillett.co.uk
The problem is that many small tweaks like this can't be achieved fast enough when it rains. The Rain Meister speeds up the task.

**Carbon parts**

**Carbon parts**

- **Carbon brackets**
  - Light-weight carbon exhaust fixing brackets are available. It is a carbon held bracket for the Rotax and X30/X30/IAME guards. It is sold in pairs.
  - **Carbon sprocket protector**
    - These lightweight sprocket protectors stop it from coming off and prevents the chain from hitting curbs. They are so light they add little to the rotational weight and are especially useful when there isn’t very much gap between the sprocket crown and axle bearing hanger. (Please check local rules for legality of carbon parts)

**Seat Forward Brackets**

- Two sizes are available.
- 8mm thick edges to keep them rigid and they are made from almost indestructible HD Polypropylene. They are perfect for indoor or outdoor use.

**Racing Seat Inserts**

- The Junior M sized rental seat has been made to satisfy the needs of the age group 8 to 15. The width, side depth and height of back have all been carefully considered to create a seat that will fit all juniors acceptably. The M and XXL sizes are also available.
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**RACE SEAT INSERT T8 shape**

- The race insert is designed to overcome the problem of a small driver in a big seat. The 3D printed form is digital mastered shapes, which means that they are totally symmetrical and accurate in every dimension.
- The seat business. Development of this product included an extensive computerised FEA analysis combined with practical track testing. During the testing we have carefully crafted the seat to give the best combination of size and shape to enable it to cope with wide range of driver sizes.

**Plating Kit**

- This includes the standard fitting kit plus 2 x new type aluminium support plates with fixing rivets. This includes the standard fitting kit plus 2 x new type aluminium support plates with fixing rivets. Additional washers and spacers can be purchased separately.

**V Pad Large (S to XXL) V Pad Small (C to XS)**

- Two sizes are available.
- These are made to support the hips and leg bones reducing the gap in a seat which is not perfectly sized. The V pads and VH Pads are suede covered for extra grip and have high quality Velcro attachment. This ensures the pad does not come off when jumping or driving.
- The V pads are made from closed cell foam in 5mm or 9mm with a self adhesive backing. This is made for taking up gaps in the seats.

**RACE SEAT INSERT**

- The insert is typically ordered in one of sizes S, M, L or XL. There is also a choice of colour in red, black, charcoal grey or blue.
- When ordering the carbon arms, always have two of the same 0.5kg) Order these in pairs. A carbon version is also available.
- There are also available as a PA6 3D printed form is digital mastered shapes, which means that they are totally symmetrical and accurate in every dimension.

**Foam Sheet**

- 20mm x 10mm  51mm x 10mm
- CIK specification nylon anti stay penetration washers and spacers can be purchased separately. These are made to support the driver in the kart. With the addition of a little extra loop Velcro, one set can be used in multiple seats.
- The Nylon seat spacer washers conform to the 2006 CIK Regulation: (All seats must also comprise a metal or nylon reinforcement at all the anchorage points of the seat between the seat supports and the seat base. Reinforcement must have a minimum thickness of 1.5mm and a minimum surface of 13cm^2 or a minimum diameter of 15mm).
- The New 2020 Tillett VH pads are made to support the legs and lower back, reducing the gap in a seat which is not perfectly sized.
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**Rain Meister**

- Sometimes the only way to get grip from a cold, wet, or slippery track surface is to put downward pressure on the two outside tyres. Sometimes the only way to get grip from a cold, wet or slippery track surface is to put downward pressure on the two outside tyres. This is normally done by the driver concentrating as he grips the track with his shoulders and in certain conditions can help attain extra grip.
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**Racing Seat Inserts**

- The race insert is designed to overcome the problem of a small driver in a big seat. The 3D printed form is digital mastered shapes, which means that they are totally symmetrical and accurate in every dimension.
- The seat business. Development of this product included an extensive computerised FEA analysis combined with practical track testing. During the testing we have carefully crafted the seat to give the best combination of size and shape to enable it to cope with wide range of driver sizes.

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LIGHTWEIGHT CARBON FIBRE SEATS

It is easy to make a seat light; it is not so easy to make a lightweight seat that can hold a driver securely without breakage during an accident. The impact of the forces involved can be so great that the strength of the seat must be equal to or greater than the applied forces. All Tillett seats are made from KEVLAR® carbon to be both light and strong. The seat designs are created to be both light and strong, and the seat materials are chosen to be both light and strong. This gives the seat enough strength to hold a driver securely without breakage during an accident.

The lightweight KEVLAR® Carbon seats can be as stiff or as soft as all our other types. The rigidity that matches our standard T5, T7, T9, T9.5, and T11 seats and most other original equipment is designated “K”, an example of this would be T8K. To match the flexible VG seats use the letters “KG”, for example T11KG. Ultra-light and flexible seats are designated with the letters “KP” and for a lightweight, rigid seat use “CR” after the usual “T” shape designation. The KP, KG, K specifications are made with a mixture of KEVLAR® with other fibres including carbon to make them flex differently.

CHOOSING YOUR NEW KART SEAT

There are many factors to consider when choosing a new kart seat. If you have had a seat in the past, do you know the size and shape? Does it still fit? If not where are the gaps or pressure points? Will the rigidity suit your new kart/engine combination? If you are in a team will they be happy if you choose a different shape?

CHOOSING A SHAPE

Shape does not make as much difference as the teams would have you believe, but they will be nervous of making the wrong choice. The T11 has a huge range of 22 sizes. Drivers from a 12-year-old up to a 130 kg man are all catered for. Many of the T11 sizes solve age old problems. WT (Wide Top) sizes have been made for drivers with a slim hip and an athletic torso, (or maybe a thick rib protector). Also, available are a series of WH (Wide Hip) sizes for drivers that end up with severe bruising in this area.

If you are 12 years old or above and not over 1.8 m, this T11 is the seat you will most likely use.

For our range of lightweight sports, race and track day seats, including our homologated B6 Screamer and the 3.7kg B7, the lightest FIA seat in the world, please see our separate brochure.
CHOOSING A SIZE

Choosing the right size is essential for the protection of the driver and the handling of the kart. A driver is loose in a seat they will pull to steer, pulling themselves out of the kart, making it bounce at the slightest

To assess the size without having a seat in your vicinity, we find that denim jeans waist size, weight and height are good indicators. Coupled with information about the chest circumference and rib protector type. An over firm foam stuck between driver and seat is acceptable. If it is pinching anywhere you need a different size. For more information about seat rigidity refer to our rigidity guide.

CHANGE THE SEAT RIGIDITY

Changing the seat rigidity alters the amount of weight transferred to the outside front tyre, it is also partly responsible for the amount the inside rear wheel can lift through the corners. This gives you the ability to

Therefore, the rigidity can be tuned to the specification equalling the tunability of the handmade seats. There is a size to help drivers with wide hips that get bruised. The "t" is one of the rigidities available in the New Style T5, T9.5 and T11 seats.

Other sizes are available.

Extra Rigid (XR) - Commonly known as "The Rope Seat" due to its filled edge. This seat has enormous strength and absorbency, is popular on karting courses and is ideal for the more flexible edged driver who wishes to have the seat rigid enough to control the kart in a race. The extra rigid seat is designated by placing the letter 'X' after the T11 numbers. They have a dramatic effect on the chassis handling. The "X" is also marked on the edge of the seat. The shape of the VRS is a triangular section at the rear point where the edge tapers out. This extra rigidity is achieved by the edge being 7mm bigger than the Manetti and 1.5cm bigger than the T11 L. The VRS is commonly used on all the New Style T11s and T11t seats.

The VRS - This is a variant of the VRS that is 4cm narrower at the driver's inner side while maintaining the same width and height only reducing along each side. This allows a seat with the VRS to be used in limited slots where the more flexible edged driver allows the seat to move without the risk of the seat coming out.
KART SEAT POSITIONING

Kart seat positioning is a difficult but important job. The driver is half the weight of the vehicle and their weight is offset in position of the kart, which means that if their weight is out of position, the kart will be unbalanced and difficult to set up. Many manufacturers will give you a set of dimensions which can be confusing, unless you are using the exact shape and size of the seat that was used to get the dimensions in the first place. Therefore, to get correct information it is important to understand where to measure and how to measure the correct position. These instructions are to help with attaining the most common positions for the seat. This does not mean that compromises positions will not be used for smaller or larger drivers.

To set the kart seat, first that of a platform (or something similar) on your kart so the chassis frame will not move. Your seat is then ready for use on the track.

When using the new T Board TRACK product will make this part of the job much more accurate. Please see right hand page for information.

Using the T Board TRACK product helps to set the seat to a certain position. Dimensions shown in the diagram below, will not apply to every kart but the driver will always be in the same position, and material will be used to adjust to the seat. The correct seat position will also be used to determine trailing edge and their relationship to the seat.

Kart seat positioning is a difficult but important job. The driver is half the weight of the vehicle and if their weight is out of position the kart will be unbalanced and difficult to set up.

KART SEAT POSITIONING

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To mark the holes, place a blob of paint on the end of a long bolt and pass it through the four main stays spotting all four holes without moving the seat.

To fit the seat, slide the seat up at the end of a long bolt and pass it through the four main stays spotting all four holes without moving the seat.

The seat is then placed on the board. By using the magnetic carbon fibre base to locate the seat, the weight of the seat can be accurately set. The seat can then be placed on the board. By using the magnetic carbon fibre base to locate the seat, the weight of the seat can be accurately set.

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