

Removing the Curved Seatback in a 280DA

The following are the procedures I used for removing the aft facing front port side seat back on a 2005 Sundancer 280. There are some posts about it from several years ago under “water-under-aft-berth-on-280da”, post #8, but the pictures are long gone and the poster is no longer active.



A difficult, but do-able job. Takes about 2 – 2 ½ hours to completely remove the seatback.

To start, #1 REMOVE THE CURTAIN (there is a retaining screw in the track that allows the sliders to come out).

#2, REMOVE THE CURVED, PADDED TRIM/VALANCE (there are 4 visible screws underneath plastic caps)

#3, REMOVE THE CEILING LAMP (4 screws visible once the lens is removed).

#4 REMOVE THE VERTICAL DOOR TRIM (see diagram screw locations, one is outside under a plastic trim cap)

#5 REMOVE THE INNER, UPPER TRIM PANEL inside the mirrored door immediately aft of the cabinet (the location of the audio amp). There are two visible screws to remove it).

#6, REMOVE THE FINISHING TRIM on the top of the cabinet.



Also, on the port lite over the cabinet, remove the aft-most securing dog by taking out the single phillips screw. Note the black spacer underneath the dog as you remove it. This needs to come off for clearance to slide the trim panel with the light switch on it enough to access the securing bolts for the seatback.

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Now the fun begins. The trim panel with the light switch has to be moved forward to access the bolts/nuts for the seatback.

SeaRay assembles this part with two large screws that secure the panel to the fiberglass/plywood panel behind it. Looking closely while pushing the headliner up, you will see two red lines marked.

These lines show the approximate location of the sheet metal screws that are hidden behind the headliner on the panel.



You must pull out the headliner that is tucked in to access the screws.

I had to use an impact driver to try to break the rightmost screw loose, the head twisted off.

The two screws on the left are from assembly at Sea Ray. Both heads were twisted off, just the threads were securing the panel. It pulled loose pretty easily.

Once these steps are completed, you will have access to the through bolts that secure the seatback. There are three at the bottom of the seat and six along the top.

NOTE, the three forward facing top screws (behind the interior panel with the cabin light switch) were bent over 90 degrees to clear the interior panel. I used a pair of pliers to bend them back straight.

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Access the rear most bolts from here. A 7/16" deep well socket is all you need.

I would highly recommend an air ratchet or electric ratchet as you can only move 2-4 clicks at a time with a conventional 3/8" ratchet.



Access the forward most bolts underneath this panel. You will have to slice the headliner (non-visible areas) with a razor blade to access the nuts and washers.

The bolts that were bent over and straightened all twisted off. There are enough threads left to re-use for mounting.

NOTE – There was NO sealant used at the factory!

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The images here are of the removed seatback showing bolt locations. When removing the rear most nuts via the aft berth cabinets, be sure you are on the correct ones for the seatback. There are nuts for the other cushions nearby and easily confused.

Also, on the vertical trim (blue arrow) I remember having to pull some staples for bolt access. I am away from the boat now and don't remember exactly why, but it was not a big deal. There are seven screws and a snap/screw combination holding it in place.

Below are the trim pieces from the rear berth cabinet. I pulled both sections behind both doors. Only the forward most piece (the smaller one in front) needs removed.

