

Fig. 9-9 - Rear Seat Inner Belt Attachments

FRONT SEATS

All styles have an inertia type front seat back lock system. This system allows the seat back to move freely without requiring the occupant to release a lock lever for access to the rear seat area. During a sudden stop, deceleration, or if the front of the car is declined 20° or more, the seat back inertia locking system locks the front seat backs in an upright position. A manual seat back lock release lever is provided to allow manual release of the inertia lock when the front of the car is declined 20° or more. The release lever is located at the lower rear center of the seat back.

Front and rear seat cushions and backs have formed foam pads, which fit the contours of the full panel seat back frame assembly and also the designed contour of the seat cushion frame.

There are NO front seat dealer forward or rearward relocation provisions provided at either seat adjuster-to-floor pan attachments or seat adjuster-to-seat frame attachments.

DO NOT attempt to change the designed seat position by altering the designed seat adjuster-to-floor pan anchor provisions or seat adjuster-to-seat frame anchor provisions as it could affect the performance of the seat system.

RECLINING SEAT BACK

All styles have new bucket seats with a tubular frame design seat back (Fig. 9-11) and a new recliner control mechanism. The tubular frame seat back has a single side, recliner control mechanism. This new recliner mechanism, which is mounted on the outboard side of the seat, is the sole control of the seat back angle. The inner hinge arm attaching bolt acts only as a point of rotation for the seat back. The inertia lock is an integral part of the recliner control mechanism (Fig. 9-12).

To recline the seat back, rearward pressure must be applied to the seat back BEFORE lifting the recliner release handle. When pressure is applied against the seat back, the lockout lever tab disengages from the cam plate tab. Then the release handle can

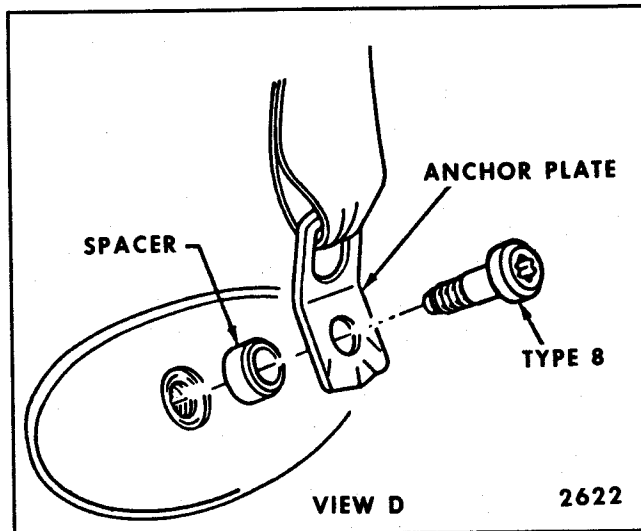


Fig. 9-10 - Shoulder Belt to Front Seat Attachment

be moved, allowing the seat back to move rearward. Releasing the handle will allow the cam plate to move counterclockwise and cause the sector lock teeth to engage the upper hinge arm, locking the seat back in the desired reclined position.

To return the seat back to an upright position, raise the recliner release handle.

RECLINER CONTROL MECHANISM

Removal and Installation (Fig. 9-13)

1. Place reclining seat back in full-up position.
2. Remove upper recliner mechanism cover.
3. Remove lower recliner mechanism cover.
4. Remove two upper and two lower recliner mechanism attaching bolts and remove recliner control mechanism.
5. To install, reverse removal procedure.

FRONT SEAT BACK

Removal and Installation (Fig. 9-13)

1. Place seat back in full-up position.
2. Move seat to full-forward position.
3. Remove upper recliner mechanism cover.
4. Remove both recliner mechanism upper attaching bolts.
5. Remove seat back inner hinge arm escutcheon and attaching bolt (Figs. 9-14 and 9-15) and remove seat back.
6. To install, reverse removal procedure.

FRONT SEAT BACK INERTIA LOCK CHECK

The inertia lock is an integral part of the seat back recliner mechanism. If the inertia lock needs to be replaced, the entire recliner mechanism must be replaced. Operation of the front seat back inertia lock may be checked as follows.

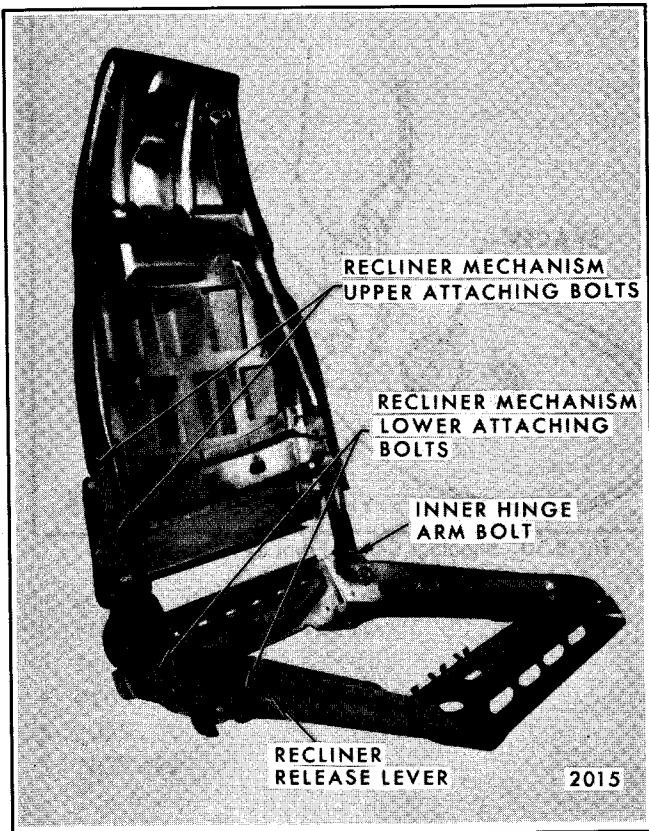


Fig. 9-11 - Seat Assembly Tubular Frame Construction

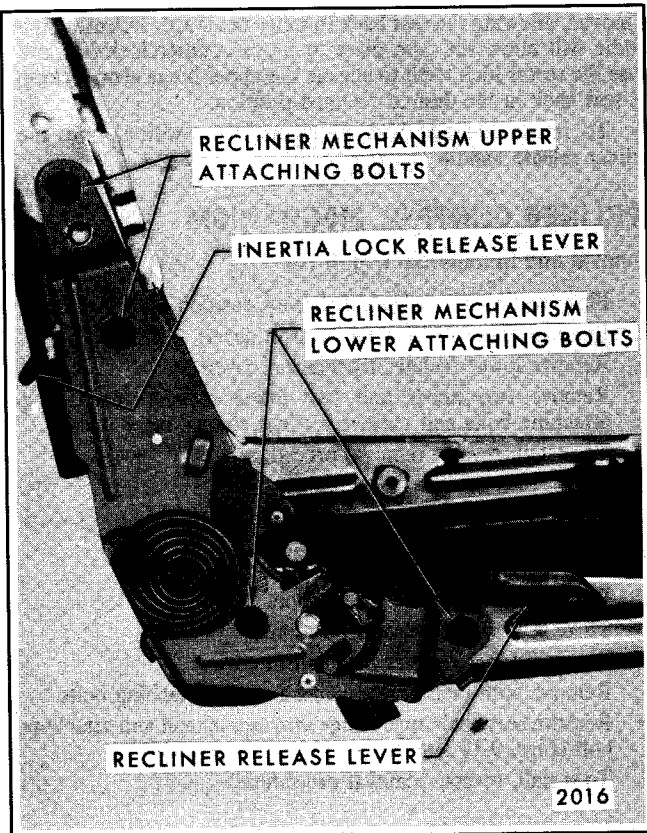


Fig. 9-12-Recliner Mechanism With Inertia Lock

When checking lock in either the in vehicle check or out of vehicle check, pull upward on the release lever; then release the

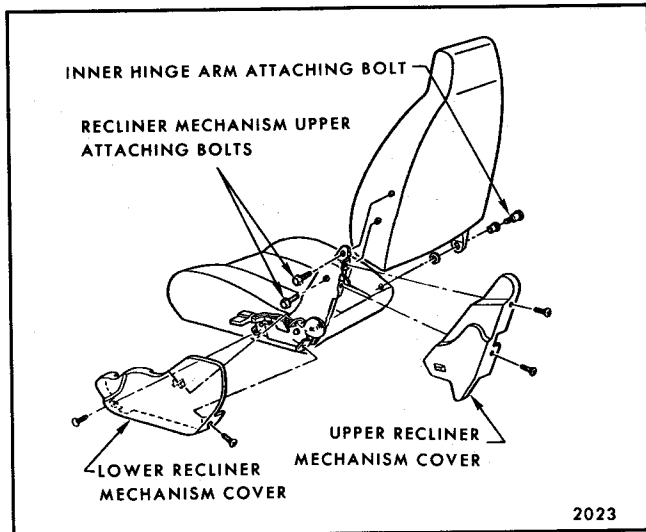


Fig. 9-13-Recliner Mechanism Upper and Lower Escutcheon

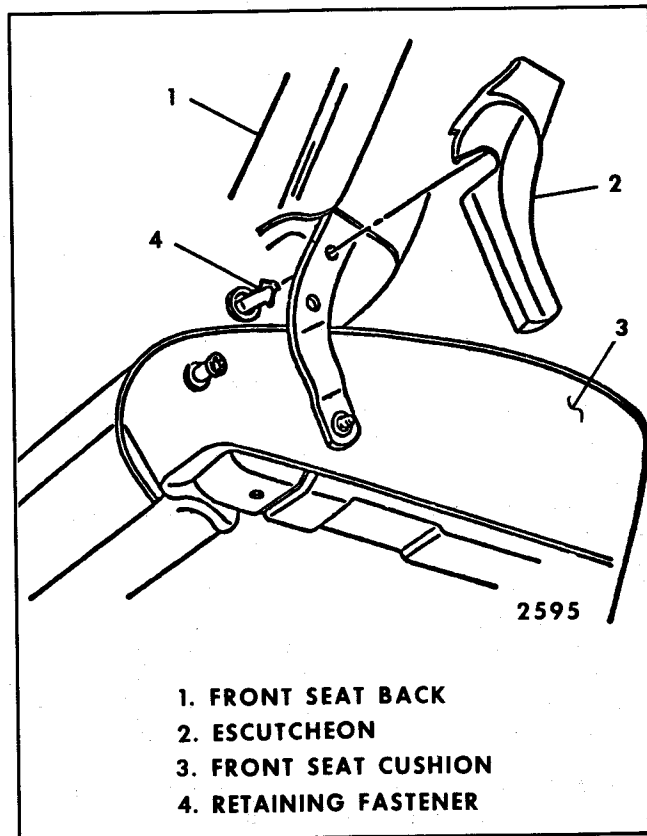


Fig. 9-14-Front Seat Back Inner Hinge Arm Escutcheon Assembly

lever. Lever must return with no evidence of binding or interference. Where required, replace inertia lock assembly and repeat check after installation.

In Vehicle Check

1. In an area clear of other cars or obstructions, with driver buckled in restraint system and with aid of an assistant in rear seat also buckled in restraint system holding sides of passenger seat back (near top of seat back) with arms stiff and body relaxed, drive car forward between 10 and 15 mph (16 to 24 km/h); then quickly apply brakes to stop car as fast as possible without skidding wheels. Seat back inertia lock should lock; top of seat back should not move forward more

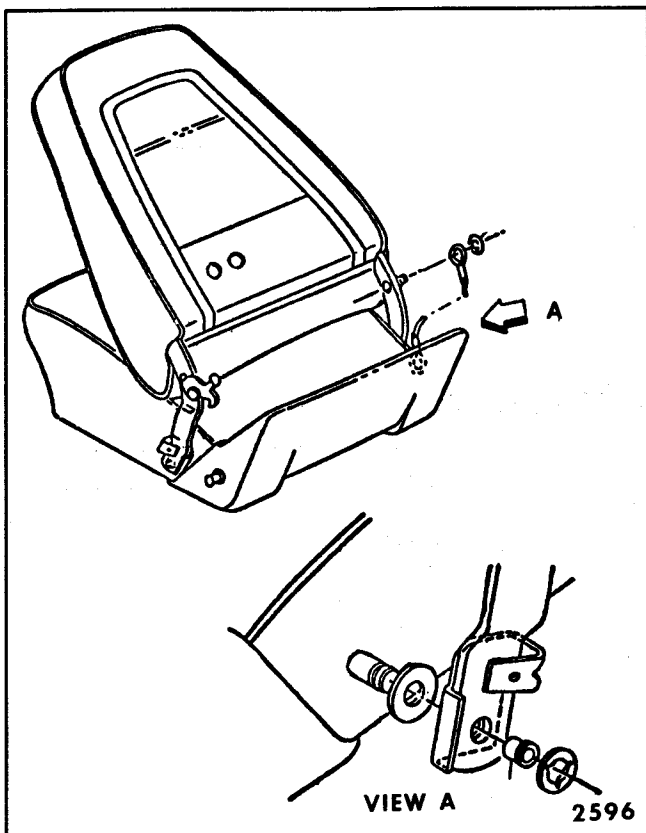


Fig. 9-15-Front Seat Inner Hinge Pin Assembly Installation

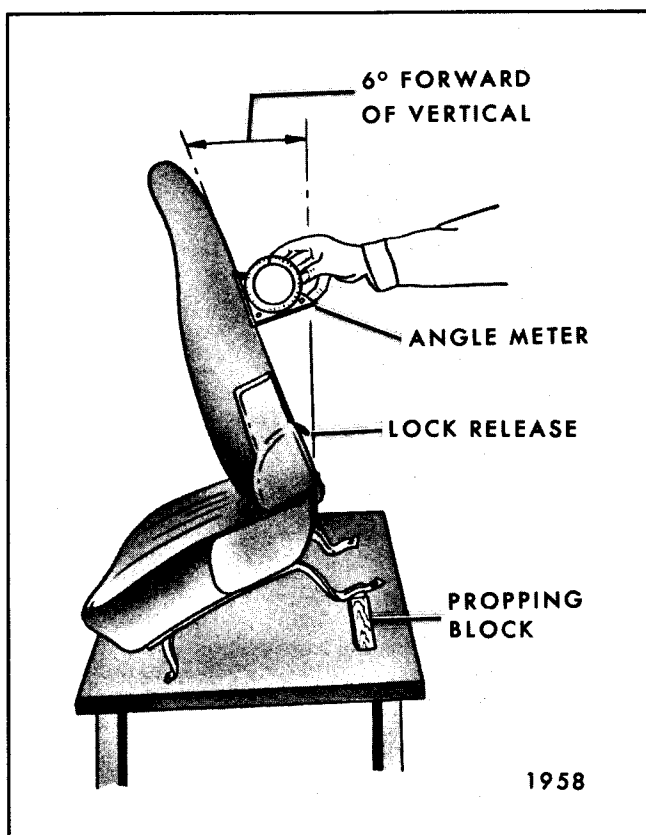


Fig. 9-16-Front Seat Back Inertia Lock Check, Out of Vehicle

than 38 mm (1-1/2"). When performing this operation on driver's seat back, driver should lean slightly forward.

2. If either driver or passenger seat back lock does not lock on first locking position, perform the following out of vehicle check.

Out of Vehicle Check

1. Remove seat assembly from car and place right side up on a clean surface.
2. With the seat in the full rearward position, raise and prop rear seat 152 mm (6") high (Fig. 9-16). On passenger seat only place a support under front foot of inboard adjuster.
3. Check that seat back lock locks seat back in locking position. If lock does not lock, remove lock and install new lock assembly.
4. If installing a new lock, check that lock mechanism moves freely prior to installation. After installation, check lock as described in steps 1 through 3.

FRONT SEAT MANUAL RECLINER CHECK

1. Operate recliner mechanism lever and apply force in aft direction to adjust the seat back into the full reclined position, checking ease of lever operation and seat back movement. Release recliner lever, checking ease of lever operation and that seat back remains fully reclined.
2. Operate recliner lever and manually position seat back forward to an intermediate reclined position. Release recliner lever.
3. Apply manual force to the upper seat back in the rearward direction to check for positive recliner locking action.
4. Operate recliner mechanism lever to adjust the seat back to normal position, checking ease of lever operation and seat back full return. Release recliner lever.
5. Apply manual force to the upper seat back in the rearward direction to check for positive recliner locking action. Recliner release lever should return to normal position without any assistance from operator.

SEAT TORQUE SPECIFICATIONS

The following torque specifications should be used when servicing seat assemblies.

Bolt or Nut Location and Torque

Many service replacement assemblies such as front seat cushion and back frame assemblies and rear compartment pan assembly may have unthreaded nuts for attachment of seat adjusters, seat back and lap belts. Threads must be formed in these unthreaded nuts with either the original or a new proper size thread forming bolt (Fig. 9-1). Apply 67 to 89 newtons (15 to 20 pounds) of straight-in pressure to start thread forming action of bolt into an unthreaded nut.

NOTICE: See NOTICE on page 9-1 of this section.

1. Seat adjuster-to-floor pan or adjuster-to-seat frame bolts or nuts - 20 to 28 N·m (15 to 21 ft-lb).
2. Front seat back outer control assembly to seat back frame - 20 to 28 N·m (15 to 21 ft-lb).
3. Front seat back frame to recliner mechanism - 20 to 28 N·m (15 to 21 ft-lb).
4. Front seat back inner pivot hinge arm to seat cushion frame - 20 to 28 N·m (15 to 21 ft-lb).
5. Rear folding seat back panel pivot support to outer bottom of seat back - 46 N·m (34 ft-lb).
6. Rear folding seat back lock bolt - 12 to 16 N·m (9 to 12 ft-lb).
7. Rear folding seat back lock striker to wheelhouse - 46 N·m (34 ft-lb).
8. Seat motor and transmission support attaching bolts or nuts - 9 to 15 N·m (7 to 11 ft-lb).