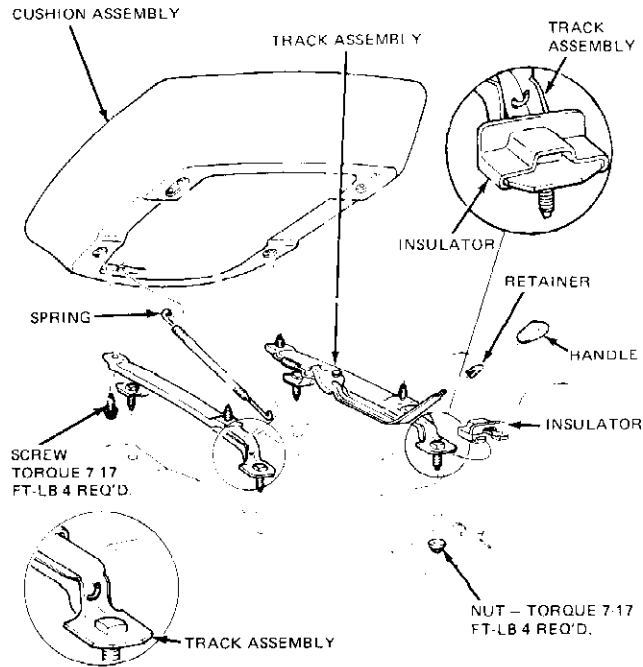
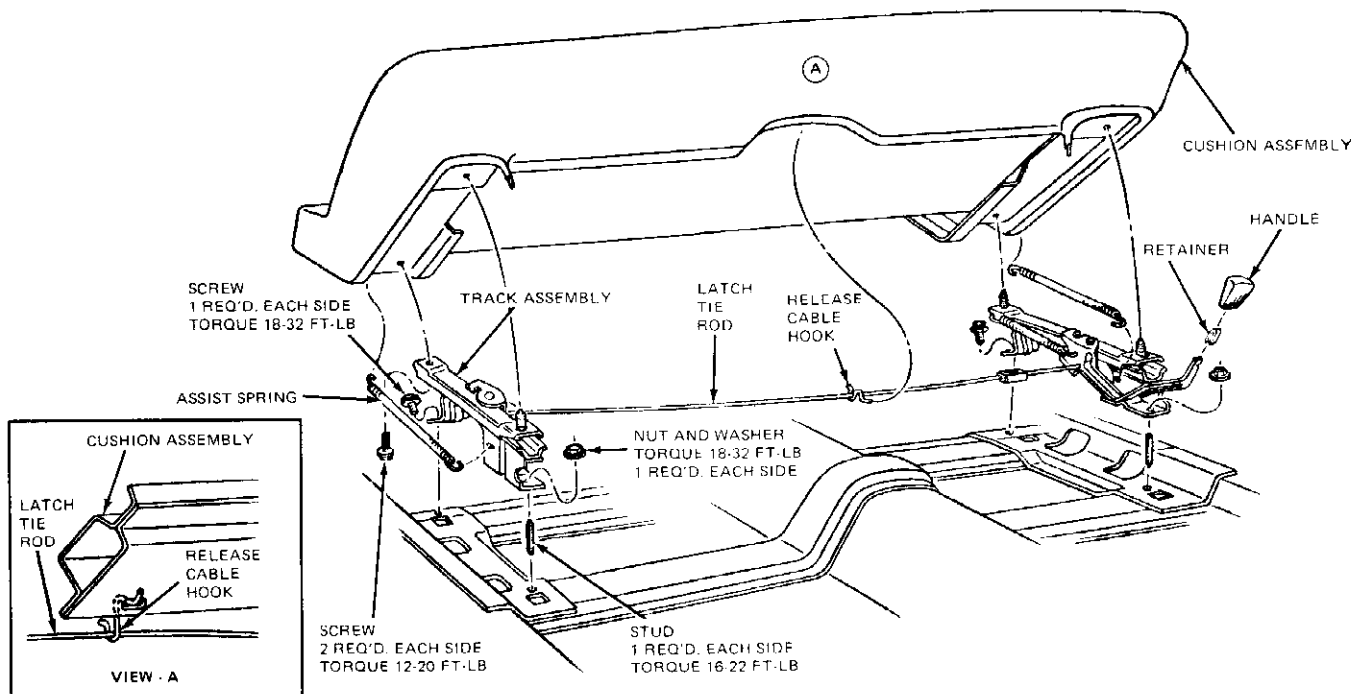




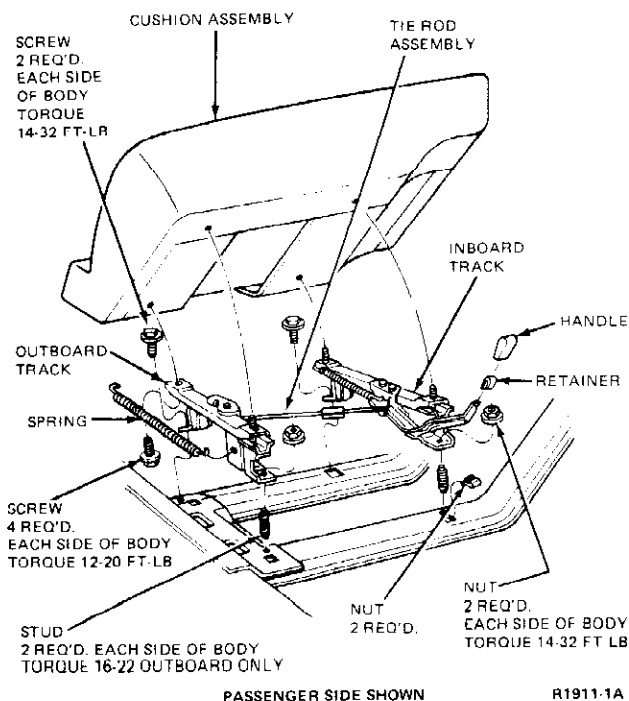
R1793:1E

**FIG. 6 Manual Seat Track Installation—Bucket Seat—Mustang II**

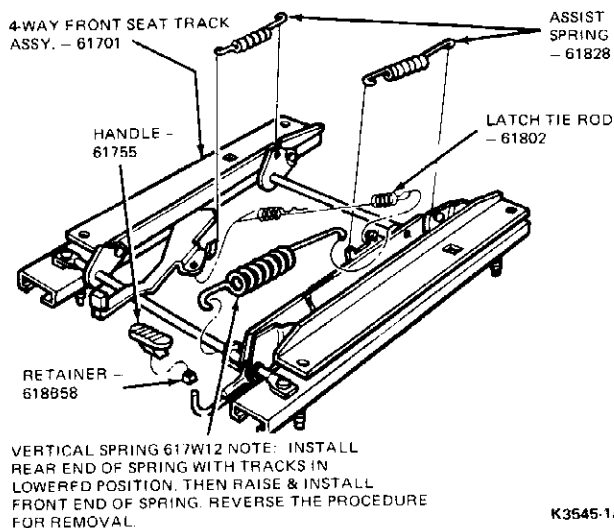


R1910:2A

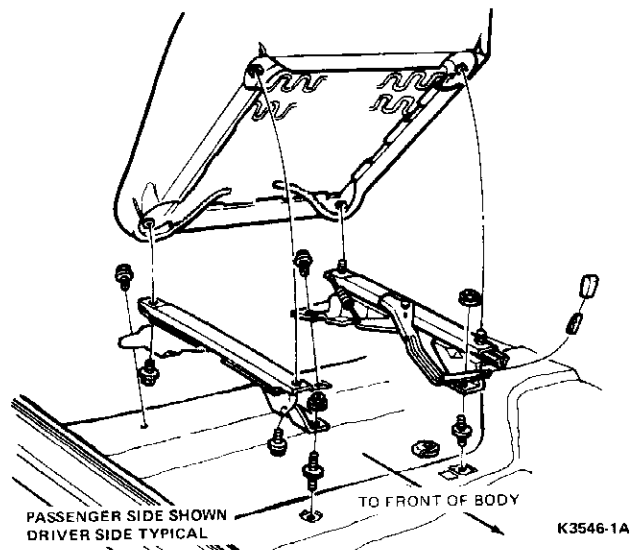
**FIG. 7 Manual Seat Track Installation—Bench Seat—LTD II, Thunderbird and Cougar**



**FIG. 8 Manual Seat Track Installation—Split Bench and Bucket on LTD II, and Cougar—Split Bench on Thunderbird and Continental Mark V**



**FIG. 9 4 Way Manual Track Bucket Drivers Seat**



**FIG. 10 Fairmont and Zephyr Bucket Seat**

# Power Seat--4-Way

**PART  
41-07**

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| TESTING .....                   | 07-1 | DISASSEMBLY AND ASSEMBLY ..... | 07-3 |

CR2010-2B

## DESCRIPTION AND OPERATION

The 4-way power seat mechanism provides fore and aft movement of the driver's (bucket or flight bench) seat, as well as up and down movement of the front edge of the seat, resulting in a tilting action. The seat is driven by an electric dual motor through two gear

boxes and two flexible drive cables to provide the desired movement. A control switch, located on the driver's side in the left lower seat side shield, directs current to the motor.

## TESTING

Disconnect motor leads from circuit. Connect ground and positive lead wires from the battery to the motor. Motor should operate in one direction. Reverse leads at the motor connector. Motor should run in the reverse direction.

If the motor does not operate the seat tracks, inspect the tracks for possible binds and gear transmission lock-up. Also, inspect the tracks and drive mechanism for foreign material that may cause binding. Test switch as described in Fig. 1.

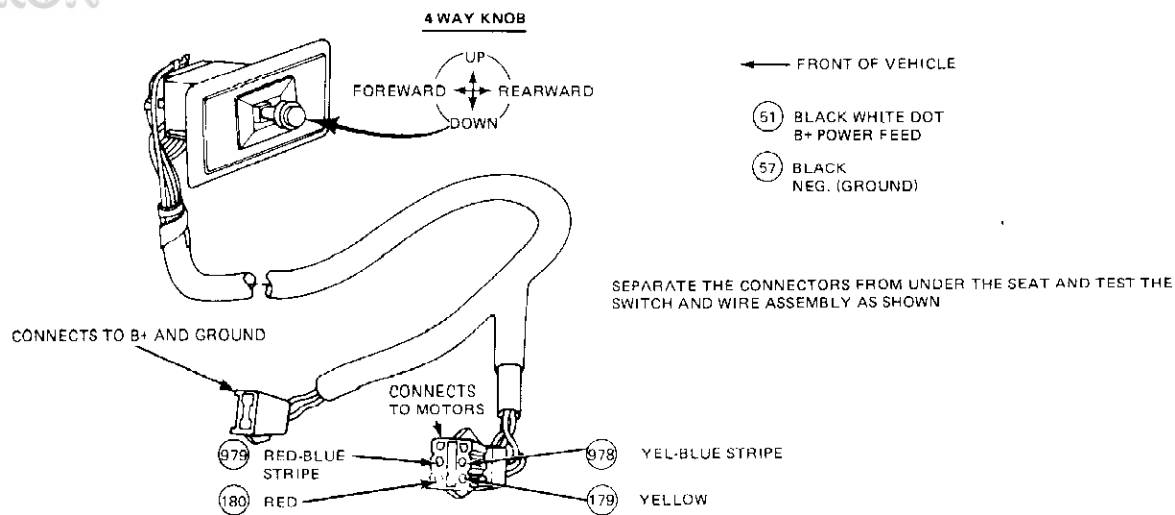
## REMOVAL AND INSTALLATION

### Removal

1. Using the control switch, raise the seat and position it to the rearmost position.
2. Remove the seat track rear attaching screws (Fig. 2).
3. Remove the outboard seat track front attaching screw and the inboard seat track attaching nuts.
4. Disconnect the feed and switch wiring connectors and remove the driver's seat assembly from the vehicle and place on a clean work surface.

### Installation

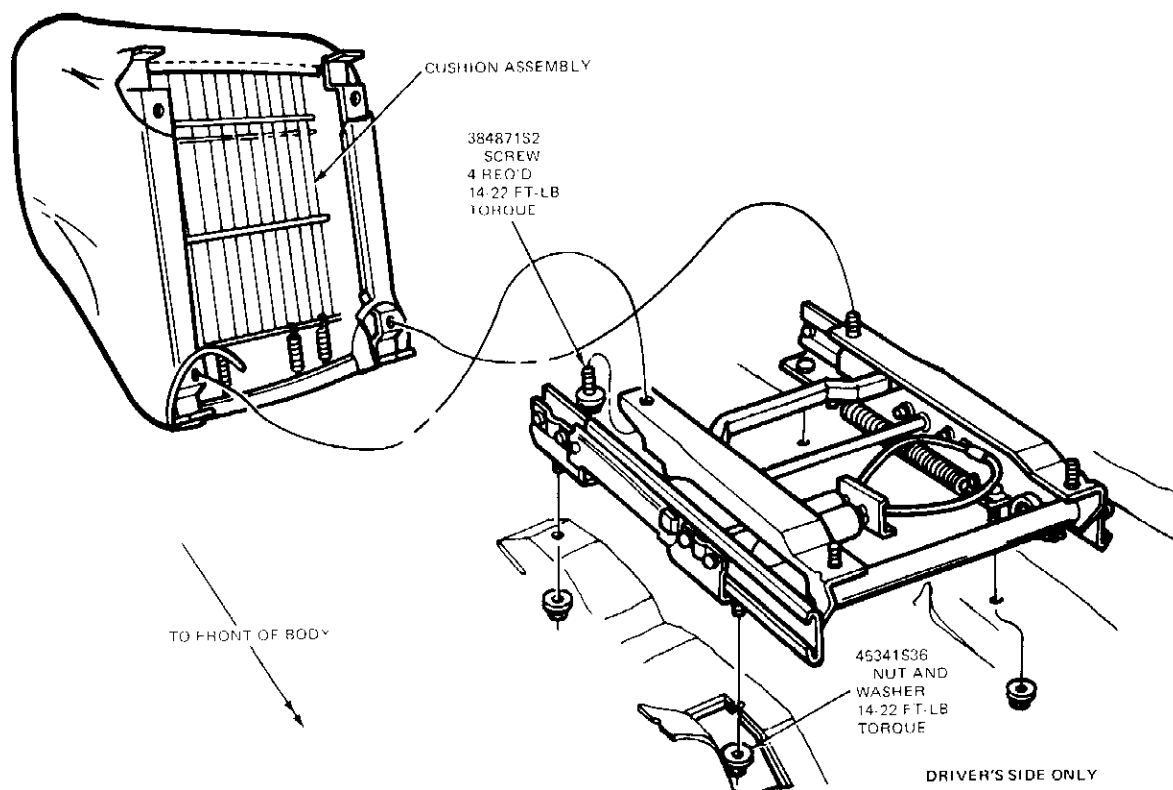
1. Position the seat in the vehicle and connect feed and switch wiring. Be careful not to pinch or damage wiring.
2. Install the front and rear attaching screws and nut and washer and tighten to specifications shown in Fig. 2 and connect the seat sensor switch.
3. Using the control switch, test the operation of the seat in all positions.



| CONNECT ONE SIDE OF OHMMETER OR TEST LIGHT TO CIRCUIT #51 |                              | CONNECT ONE SIDE OF OHMMETER OR TEST LIGHT TO CIRCUIT #57 |                              |
|-----------------------------------------------------------|------------------------------|-----------------------------------------------------------|------------------------------|
| SWITCH POSITION                                           | CONTINUITY BETWEEN TERMINALS | SWITCH POSITION                                           | CONTINUITY BETWEEN TERMINALS |
| NEUTRAL                                                   | 51 AND NONE                  | NEUTRAL                                                   | 57 AND 179-180-978-979       |
| UP                                                        | 51 AND 978                   | UP                                                        | 57 AND 179 180-979           |
| DOWN                                                      | 51 AND 979                   | DOWN                                                      | 57 AND 179-180-978           |
| FORWARD                                                   | 51 AND 180                   | FORWARD                                                   | 57 AND 179-978-979           |
| REARWARD                                                  | 51 AND 179                   | REARWARD                                                  | 57 AND 180-978-979           |

R1967-2A

FIG. 1 Power Seat Switch Tests—Granada, Monarch and Versailles



N4096-2B

FIG. 2 Seat and Track Installation 4-Way Power

## DISASSEMBLY AND ASSEMBLY

### FOUR WAY POWER SEAT—SPLIT BENCH

#### Disassembly

1. Remove the motor mount bracket mounting bolts from the motor mount bracket to motor. Disconnect the hose clamps (2) from the drive input shafts.
2. Manually position the seat track in the full-up, and mid-horizontal position. To do this, insert the square end of a drive cable in the vertical drive and manually turn the drive unit until it is in the full-up position. Using the horizontal drive unit, insert the cable drive and manually turn it to the mid-horizontal position.
3. Remove the clock springs using vise grips. Remove the horizontal assist spring.
4. Remove the cotter pins from the pivot pins on the secondary track.
5. Remove the retaining rings from the horizontal pinions (primary and secondary tracks).
6. Remove the base and carriage from the secondary track by driving the pinion gear through the carriage rack.
7. Remove the bolts (2) and nuts (2) on the primary track that retain the drive assembly to the carriage.

8. Move the horizontal pinion rack gear manually (using the procedure in step 2) to gain access to the retaining hair pins, holding the vertical clevis pins.
9. Replace the inoperative drive assembly.

#### Assembly

1. Position the drive assembly, inserting the horizontal pinion into the pinion cage.
2. Install the drive assembly retaining nuts and hair pins into the front vertical drive.
3. Manually position the front vertical drive in the full up position. Also manually position the horizontal drive to the extreme forward position.
4. Using vise grips, pre-load the front clock spring and install the spring on the spring stud. Position the horizontal spring assembly in stud location and assemble to primary track.
5. Assemble the secondary track by inserting the horizontal pinion gear in the extreme forward position in the pinion cage. Be sure that the front and rear torsion bar holes are aligned with the pivot pins, on the secondary carriage. Also properly seat the pinion gear bushing in the carriage.
6. Install the cotter pins (2) and snap rings (2) on the horizontal pinions.
7. Install the motor mounting bracket and connect the drive cables (2) to the drive unit (2) assembly.

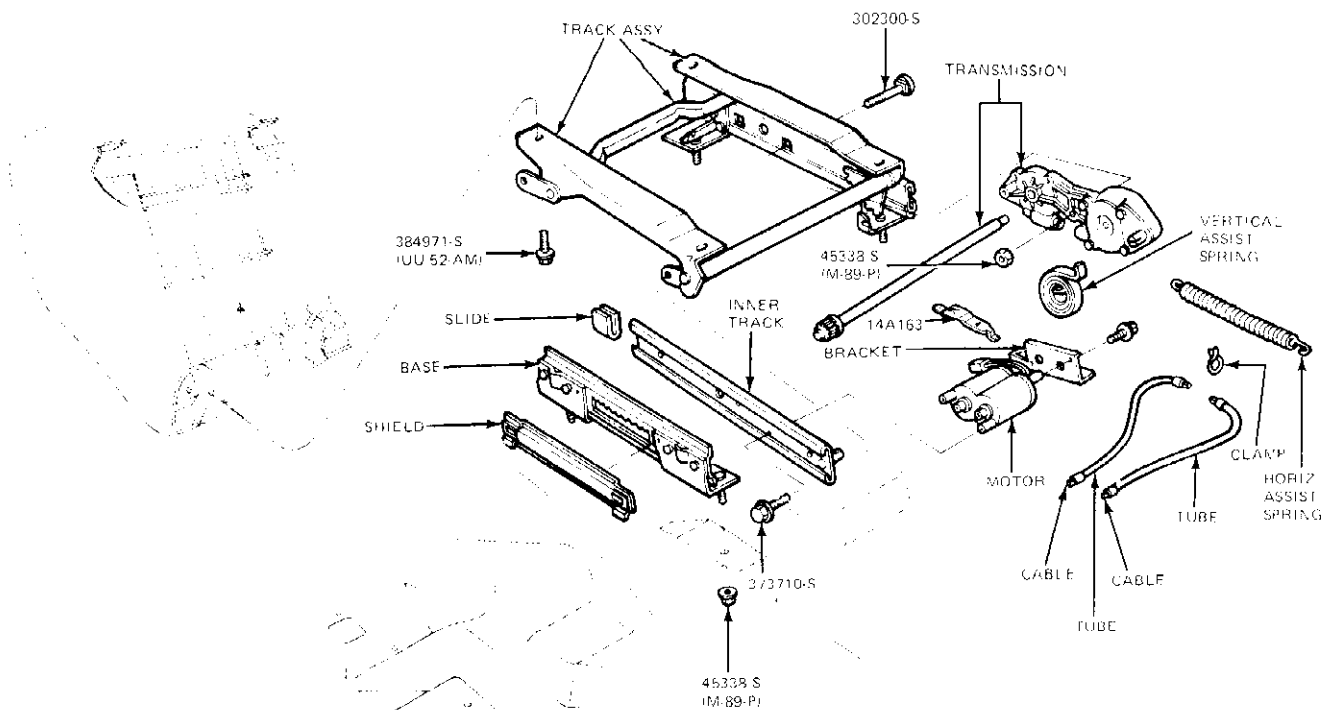


FIG. 3 Exploded Seat Track Assembly—Four-Way

# Power Seat -- 6-Way

**PART  
41-08**

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| DIAGNOSIS .....                 | 08-5 |
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## MAJOR REPAIR OPERATIONS

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| Lincoln Continental Seat Track (Bench Seat) .. | 08-8  |
| Six Way Power Seat — Full Bench .....          | 08-12 |
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CR2011-2B

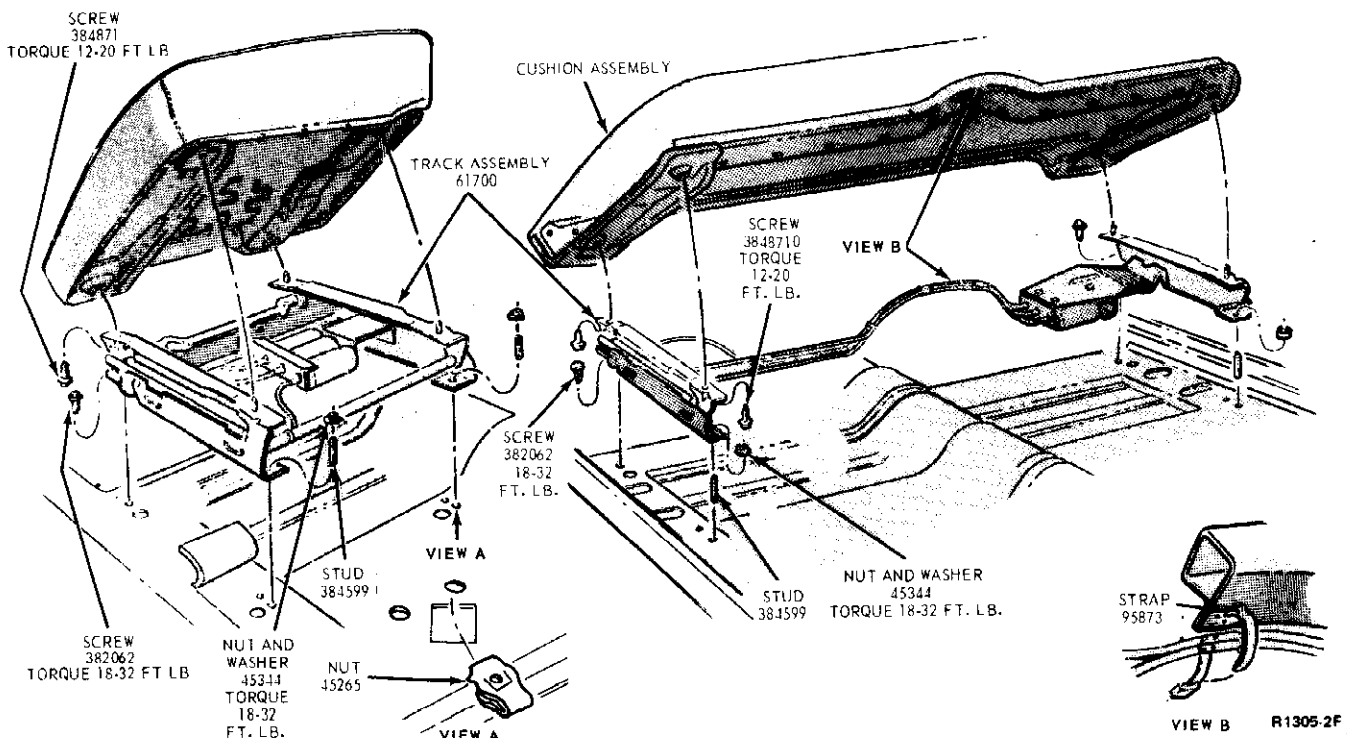
## DESCRIPTION AND OPERATION

The 6-way power seat (Figs. 1 and 2) provides horizontal, vertical and vertical tilt adjustments. It consists of a reversible three armature motor (TRIMOTOR), a switch and housing assembly, vertical gear drives and horizontal rack and pinion drives.

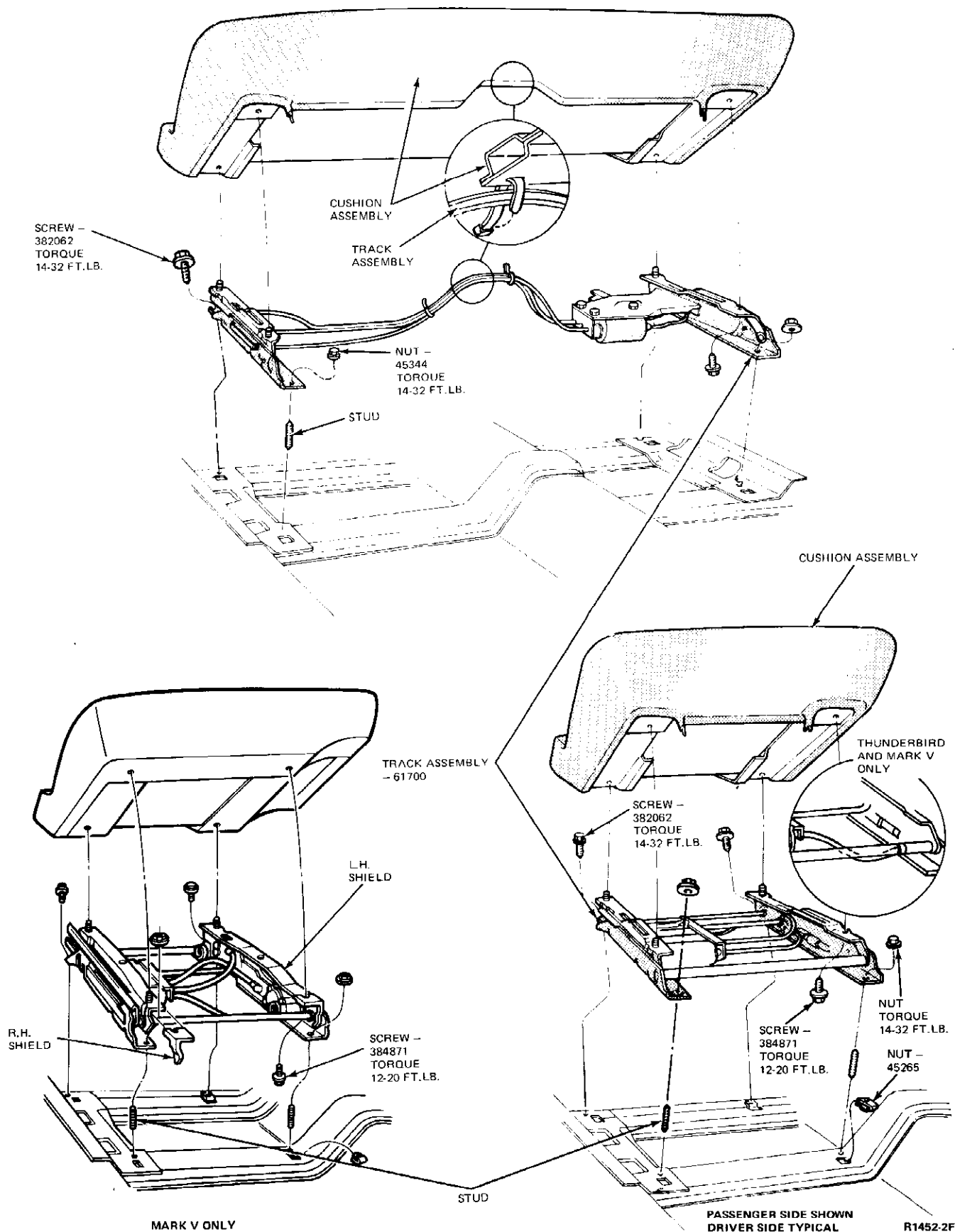
The mechanical portion of the seat track in the horizontal drive consists of a rack and pinion on each track. The pinion housing and motor is attached to the movable section of the track. When the switch is actuated, the front armature is energized and the

horizontal drive units are activated. The seat is then propelled forward or rearward by the pinion gears traveling in a rack in each lower track section.

In the vertical drive, worm gear mechanisms are utilized. The drive units are located in the front and rear of the left hand track (standard bench). When the switch is actuated, the center and rear armatures are energized simultaneously and the vertical drive units are activated. The seat is then propelled up or down by the worm gears.



**FIG. 1 Six-Way Power Seat Tracks Bench and Split Bench Ford and Mercury**



**FIG. 2 Six-Way Power Seat Tracks Bench and Split Bench—LTD II, Cougar, Thunderbird, Lincoln Continental and Continental Mark V**

When the tilt switch is actuated, the center armature drives the front vertical worm gear and moves the seat to the desired position. When the rear tilt switch is actuated, the rear armature drives the rear vertical worm gear and moves the seat to the desired position.

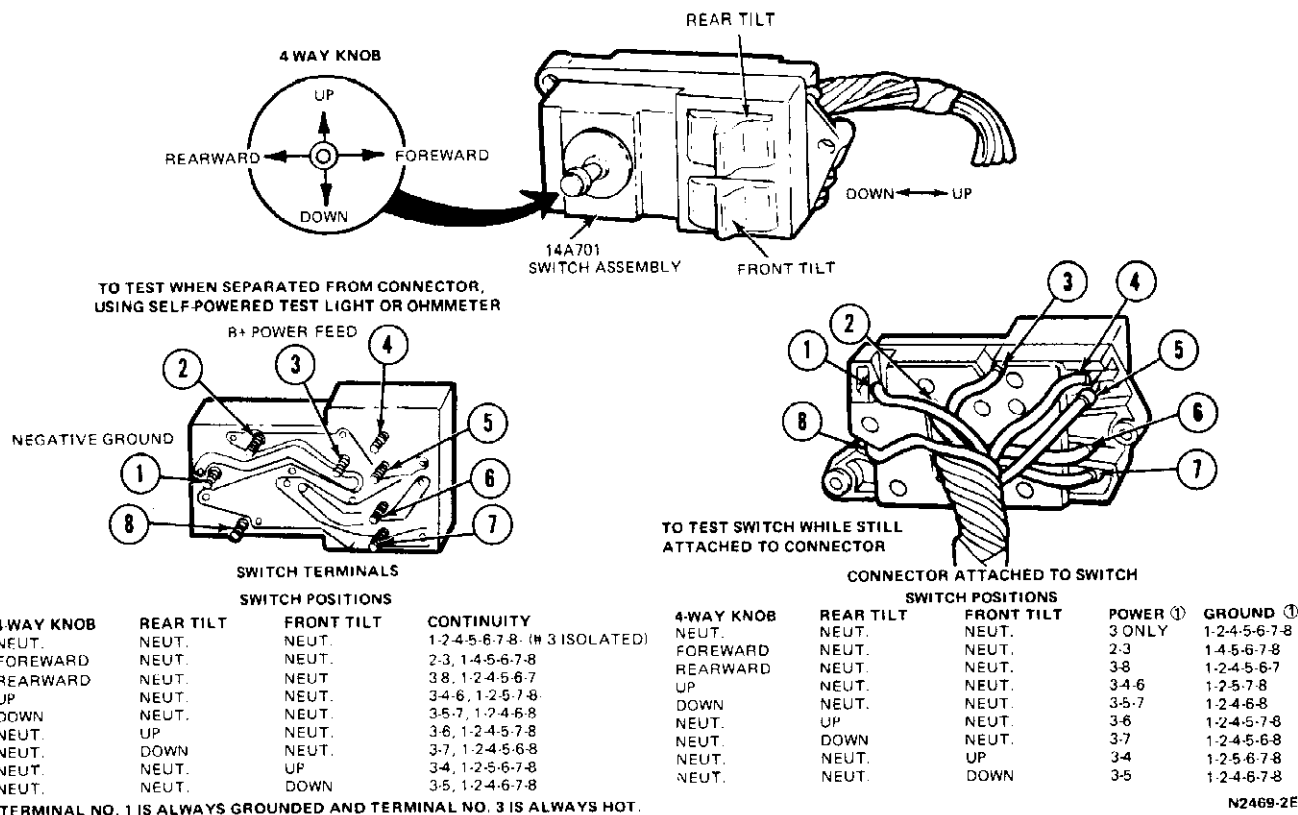
The power seat circuit is protected either by a 20 or 30 amp circuit breaker. The circuit breaker is mounted on the starter solenoid (Ford, Thunderbird, LTD II and Cougar) and, in the fuse panel (Lincoln Continental and Continental Mark V).

Both the horizontal and vertical drive units are servicable individually. The motor assembly which contains three armatures is serviced only as an assembly. The flexible shafts are serviced individually and can be removed by removing the securing corbin clamps.

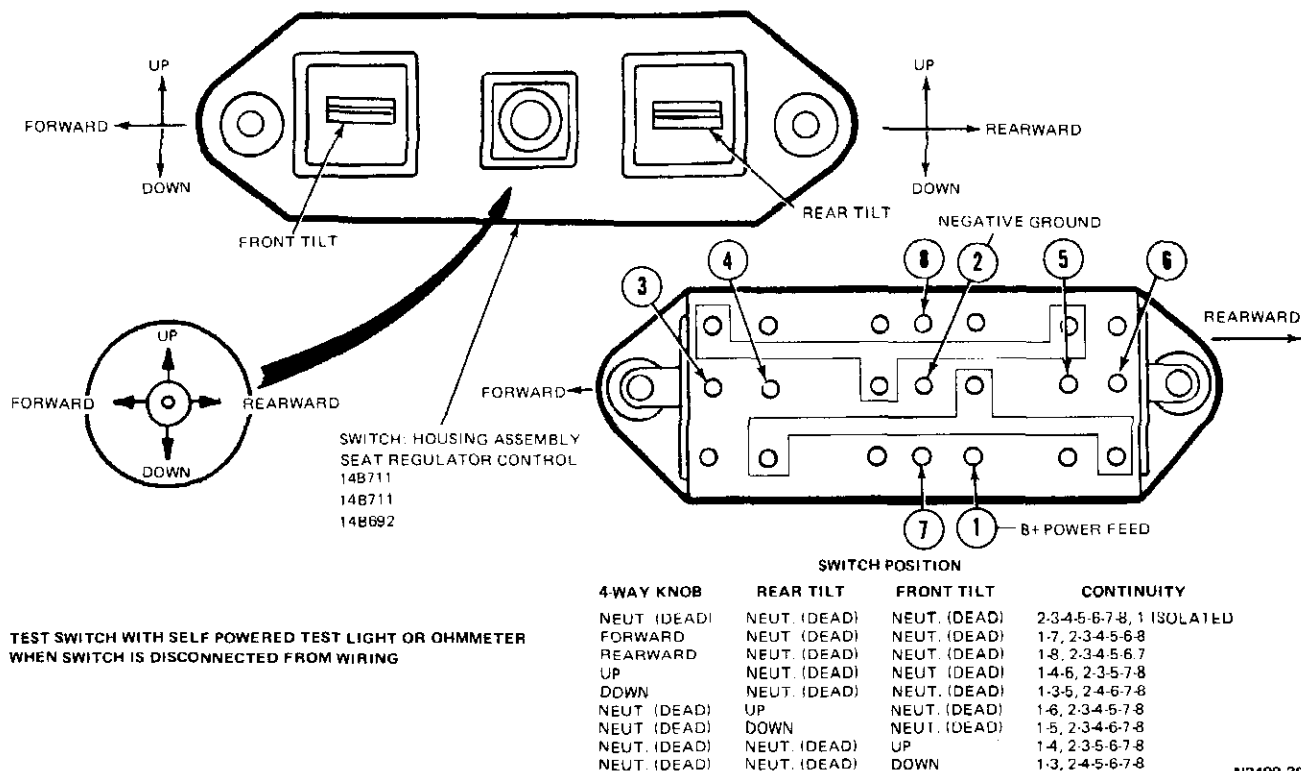
The switch and housing assembly is serviceable separately.

## TESTING

The power seat switch tests are shown in Figs. 3 and 4.



**FIG. 3 Power Seat Switch Tests—Armrest Mounted Switch—Lincoln Continental and Continental Mark V**



N2490-2C

**FIG. 4 Power Seat Switch Tests—Seat Mounted Switch—Ford, Mercury, Thunderbird, LTD II and Cougar**


**DIAGNOSIS**

Consult the following diagnosis charts for conditions encountered in the power seat system.

| CONDITION                   | POSSIBLE CAUSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | RESOLUTION                                                                                                                                                                                                                                                                                                                              |
|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Inoperative — All Modes. | <p>A. Circuit Breaker Open.</p> <p>B. Circuit Breaker Damaged.</p><br><p>C. Terminal Connector (Motor to Harness) pulled apart (under seat).</p> <p>D. Switch Damaged.</p> <p>Test: As shown in Figure No. 1 (Part 41-07).<br/>Granada, Monarch, Versailles<br/>Figure No. 2<br/>Lincoln, Mark V (Figure No. 3).<br/>Ford, Mercury, LTD II, Cougar<br/>(Figure No. 4).</p> <p>E. Ineffective Ground.</p> <p>F. Motor Damaged.</p> <p>Test: Disconnect motor leads from circuit. Connect ground and positive lead wires from the battery to the motor. Motor should operate in one direction. Reverse leads at the motor connector. Motor should run in the reverse direction. If the motor does not operate the seat tracks, inspect the tracks for possible binds and/or gear transmission lock-up condition. Also, inspect the tracks and drive mechanism for foreign material that may cause binding.</p> | <p>Wait 90 seconds and try again.</p> <p>Check circuit breaker (Test for 12 volts each terminal). Replace if circuit breaker fails test. Check circuit for short between circuit breaker and switch. Repair if necessary.</p> <p>Reconnect.</p><br><p>Replace switch.</p><br><p>Check and repair if required.</p> <p>Replace motor.</p> |

CN2857-2B

| CONDITION                                    | POSSIBLE CAUSE                                                                                                                                                                                                                                                                                                                                                            | RESOLUTION                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2. Inoperative — One Mode, Either Direction. | <p>A. Switch worn or damaged.</p> <p>B. Terminal connector (motor to switch) pulled apart.</p> <p>C. Motor worn or damaged.</p> <p>D. Cable disengaged from motor or transmission.</p> <p>NOTE: Before engaging cables, insure RH &amp; LH bench seat tracks are synchronized with each other.</p> <p>E. Transmission worn or damaged.</p> <p>F. Insufficient length.</p> | <p>Same as above No. 1D.</p> <p>Reconnect.</p> <p>Same as above No. 1F.</p> <p>Engage cable — install spring clamps. Check cable for square formed ends — replace if frayed or distorted. Check for proper cable length as specified in parts information source. Check motor and transmission cable entry holes for square opening.</p> <p>Replace transmission.</p> <p>Replace cable with proper length specified in parts information source.</p> |
| 3. Noisy Cable.                              | <p>A. Insufficient cable length.</p> <p>B. Disengaged from transmission or motor drive hole.</p> <p>C. Frayed cable ends.</p> <p>D. Broken cable.</p> <p>E. Lack of lubrication.</p>                                                                                                                                                                                      | <p>Replace cable with proper length specified in parts information source.</p> <p>Check for proper engagement and presence of spring clamps. Engage cables and install spring clamps if required.</p> <p>Replace cable.</p> <p>Remove broken cable ends from the tube and replace cable.</p> <p>Remove cable from the tube and apply Polyethylene Grease Part No. DOAZ-19584 A or equivalent, to the cable and assemble.</p>                         |
| 4. Horizontal Chucking.                      | <p>A. Horizontal movement over 1/32".</p> <p>B. Out of round pinion gear.</p> <p>C. Missing slide.</p>                                                                                                                                                                                                                                                                    | <p>Replace transmission if pinion gear permits carriage to move over 1/8" fore and aft.</p> <p>Replace mounting base if movement occurs without pinion gear moving.</p> <p>Replace transmission.</p> <p>Install slide (4) required each side.</p>                                                                                                                                                                                                    |
| 5. Binding.                                  | A. Loose transmission attaching nuts.                                                                                                                                                                                                                                                                                                                                     | Tighten transmission attaching nuts (2) required, (Torque 7-12 ft-lbs).                                                                                                                                                                                                                                                                                                                                                                              |

| CONDITION                                               | POSSIBLE CAUSE                                                                                                                                                                            | RESOLUTION                                                                                                                                                                                                                                 |
|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6. Seat Cushion Rocking.                                | A. Loose cushion attaching screws.                                                                                                                                                        | Tighten the (4) cushion to track attaching screws (Torque 12-20 ft-lbs).                                                                                                                                                                   |
| 7. Seat Looseness.                                      | A. Loose track to floor attaching nuts.<br>B. Floor carpet or deadener interference.                                                                                                      | Tighten the (4) track to floor attaching nuts (Torque 14-32 ft-lbs).<br>Check floor mounting surface for any obstruction and remove if required                                                                                            |
| 8. Upper and Lower Track Looseness (Vertical Chocking). | A. Missing spring (clock type).<br>B. Missing slide.                                                                                                                                      | Install spring.<br>Install slide (4) required each side.                                                                                                                                                                                   |
| 9. Inoperative Vertical Mode.                           | A. Missing pinion gear retaining pin.<br>B. Transmission worn or damaged.<br>C. Broken cable                                                                                              | Engage pinion gear. Replace pin through attaching hole in pinion gear shaft.<br>Replace transmission.<br>Replace cable.                                                                                                                    |
| 10. Inoperative Horizontal Mode.                        | A. Missing horizontal assist spring.<br>B. Broken horizontal assist spring.<br>C. Disconnected horizontal assist spring.<br>D. Transmission worn or damaged.<br>E. Cable worn or damaged. | Install spring.<br>Replace spring.<br>Connect spring.<br>Replace transmission.<br>Replace cable.                                                                                                                                           |
| 11. Lateral Chocking.                                   | A. Missing slide.                                                                                                                                                                         | Install slide (4) required each side.                                                                                                                                                                                                      |
| 12. Binding or Slow Operation.                          | A. Floor attaching screws torqued with tracks positioned tight against rear or front stops.<br>B. Broken rear assist spring (vertical or horizontal).<br>C. Low charge battery.           | Loosen floor attaching nuts. Cycle tracks — position tracks away from stops — tighten attaching nuts (Torque 14-32 ft-lbs).<br>Replace spring.<br>Check for proper state of charge — at least 1.200 specific gravity. Charge as specified. |

CN2857-2B2

## REMOVAL AND INSTALLATION

### SEAT TRACK

#### Removal

1. Remove the nuts and washers and/or bolts retaining the seat track assembly to the floor pan (Figs. 1 and 2).
2. Lift the seat up enough to disconnect the seat motor wires. Then, remove the two bolts attaching the seat belts-to-floor and disconnect the multiple connector. Remove the seat and track assembly from the vehicle.
3. Place the seat upside down on a clean bench.
4. Remove the shield(s) from the outboard side of the seat cushion (if so equipped).
5. Remove two bolts attaching each track to the seat frame and remove the track assembly from the seat.

#### Installation

1. Position the track assembly to the seat cushion. With a Thunderbird or Continental Mark V track, install the side shield support(s) between the track and cushion (if so equipped).
2. Install the four track-to-cushion attaching screws and washers and tighten to specification shown Figs. 1 and 2. To be sure that the two tracks are mounted in parallel, move the J-nut at the right front corner so that the distance between the tracks at the front equals that at the rear. Measurement should be made between the track base channels.
3. Install the side shield(s) to the seat cushion (if so equipped).
4. Connect the seat control to the track assembly at the connectors.
5. Position the seat and track assembly in the vehicle and connect the seat motor wires at the connector and the seat sensor switch wires. Install the two bolts attaching the seat belts to the floor and connect the multiple connector.
6. Install the seat track-to-floor pan retaining nuts and/or bolts and tighten to specification shown in Figs. 1 and 2.

## RIGHT OR LEFT TRACK

### Removal

1. Remove nuts and washers and/or bolts retaining the seat track to the floor pan (Figs. 1 and 2).
2. Lift the seat up enough to disconnect the seat motor wires. Then, remove the two bolts attaching the seat belts to floor. Remove the seat and track assembly from the vehicle.
3. Remove the right and left cushion side shields from the seat cushion (if so equipped).
4. Remove the retaining clamps and disconnect the drive cables from the seat tracks.
5. If the motor mounting bracket is attached to the track being replaced, remove the bracket-to-track screws and remove the bracket, motor and drive cables as an assembly. If the motor mounting bracket is not attached to the track being replaced, remove the three motor-to-mounting bracket screws and remove the motor and drive cables as an assembly.

### Installation

1. Position the side shield support(s) (if so equipped) and then the replacement track to the seat frame. Install the attaching bolts and washers and tighten to specification shown in Figs. 1 and 2.
2. If the motor mounting bracket was attached to the track that was replaced, position the bracket, motor and drive cable assembly to the track and install the two bracket-to-track screws; otherwise, position the motor and drive cables and install the three motor-to-bracket screws.
3. Connect the drive cables to the tracks and install the retaining clamps.
4. Install the right and left cushion side shields (if so equipped).
5. Position the seat and track assembly into the vehicle and connect the motor. Install the two bolts attaching the seat belts to the floor and connect the multiple connector.

6. Install the four seat track-to-floor pan retaining nuts and washers and tighten to specification shown in Figs. 1 and 2.
7. Check the operation of the seat.

## MOTOR AND DRIVE CABLES

### Removal

1. Remove nuts and washers retaining the seat track to the floor pan (Figs. 1 and 2).
2. Lift the seat and disconnect the seat motor and seat sensor switch connector. Remove the two bolts attaching the seat belts to floor and disconnect the multiple connector. Then, remove the seat and seat track from the vehicle.
3. Remove three motor assembly to mounting bracket attaching bolts.
4. Remove the clamps retaining the drive cables to the seat tracks. Then, open the wire retaining straps and remove the motor assembly and cables from the seat track assembly.
5. Remove the cable retaining brackets and remove the drive cables from the motor assembly.

### Installation

1. Position the cables and retaining brackets to the motor and install the retaining screws.
2. Position the cables to the seat tracks and the motor to the mounting bracket.
3. Install the three motor-to-mounting bracket attaching bolts.
4. Install the clamps retaining the drive cables to the seat tracks.
5. Insert the motor wire in the wire straps and connect the wire at the connector.
6. Position the seat and track in the vehicle and connect the seat motor. Install the two bolts attaching the seat belts to the floor and connect the multiple connector.
7. Install the seat track-to-floor pan retaining nuts and washers and tighten to specification shown in Figs. 1 and 2.
8. Check the operation of the seat.

## MAJOR REPAIR OPERATIONS

### LINCOLN CONTINENTAL BENCH SEAT TRACK

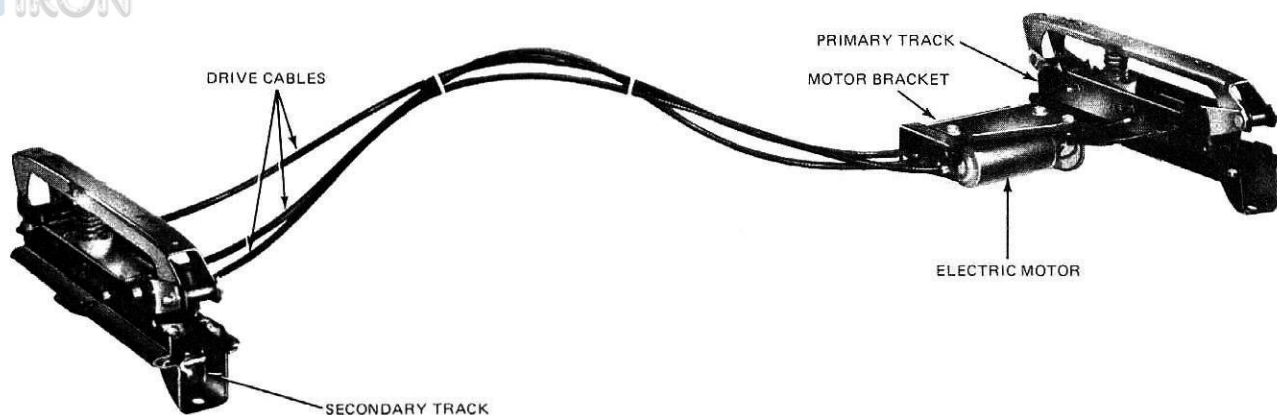
To replace any component of a seat track, remove the track as outlined under Removal and Installation and disassemble the track as required to replace the damaged component.

On each power seat assembly, each track uses a vertical assist spring. The motor and mounting bracket is bolted to the left seat track. The Lincoln Continental left seat track is the primary seat track. The right seat track is the secondary seat track (Fig. 5).

Two vertical drive units (front and rear) and one horizontal drive unit are located in both the primary (left) and secondary (right) tracks (Fig. 6).

### Disassembly

1. Remove the motor bracket mounting bolts (3) from the motor mount bracket to motor (Fig. 6).
2. Disconnect the cable housing hose clamps (3) and remove the terminal block connector from the terminal block bracket (Fig. 6).
3. When disassembling an inoperative seat track, it is helpful to position the track upper channel in the full up position (Fig. 8). If the channel is not in the up position, insert the square end of the drive cable into one of the vertical drive couplings, and manually turn the vertical drive to the full up position (Fig. 8). Once the vertical drive is run



R1846-2A

FIG. 5 Six Way Bench Power Seat Assembly—Lincoln Continental

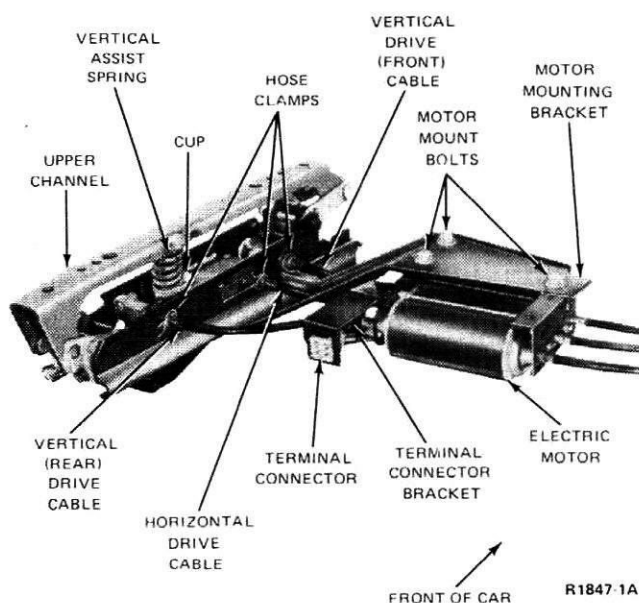


FIG. 6 Primary Seat Track Components, Bench Seat

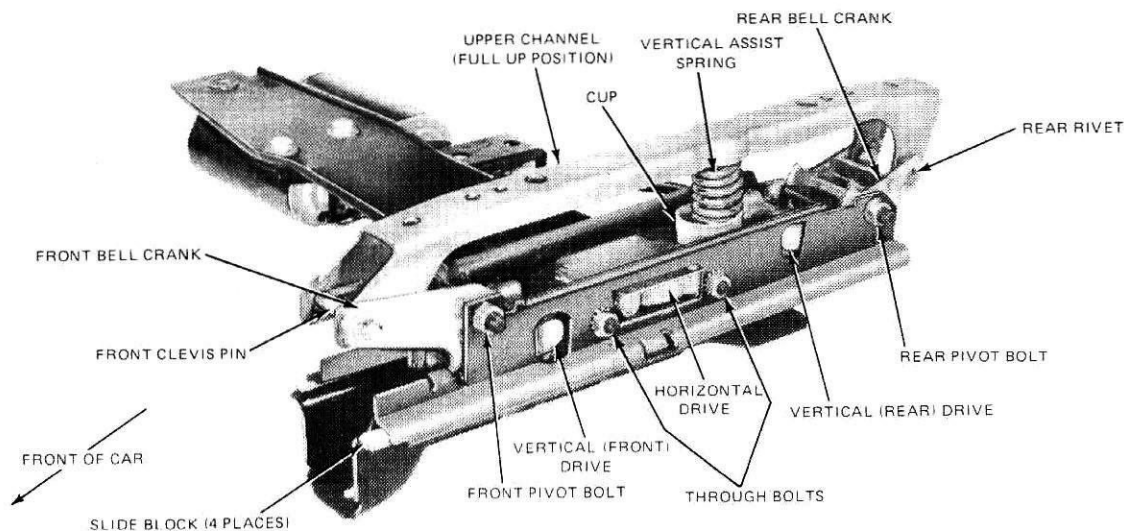
against the stop, it is necessary to back it off 1/4 turn. This is done to provide working clearance. If the vertical drive is inoperative, insert the drive cable into the drive coupling and turn it to the full forward position. Again, back off from the full stop position 1/4 turn.

4. When taking apart the primary (left) track, hold the upper front channel against the vertical assist spring while removing the front clevis pin (Fig. 7). **CAUTION: Release the upper channel carefully so that the upper channel will not spring open quickly. The upper channel is under spring tension.** Remove the assist spring and cup (Fig. 9).

The secondary (right) track upper channel is removed in the same manner as described above.

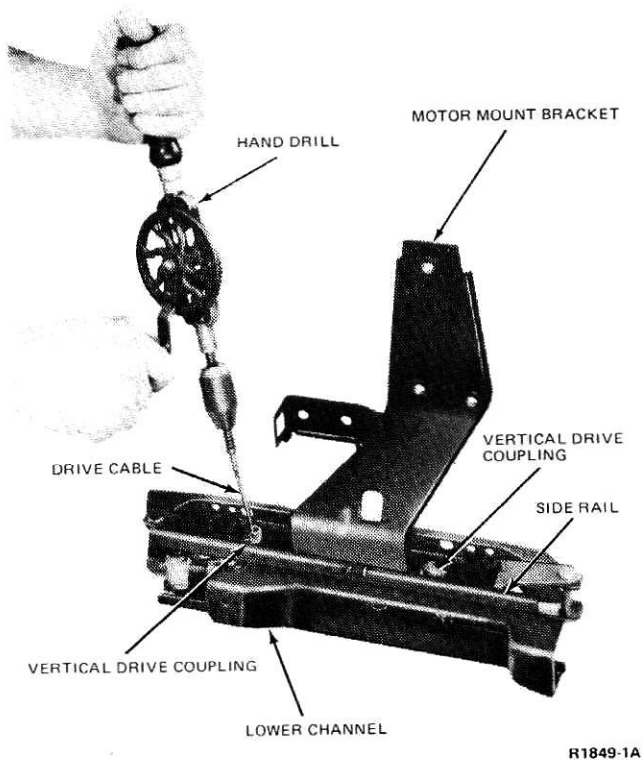
5. Remove the roll pin from the rear end of the two side rails. Also remove the front and rear pivot bolts and nuts (Fig. 9).

When disassembling the primary (left) track, remove the through bolts (2) and nuts (2) that retain the horizontal drive and motor mount bracket to the side

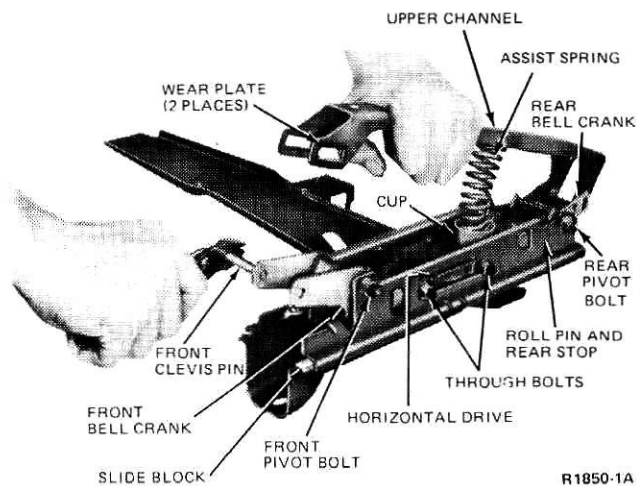


R1848-2A

FIG. 7 Primary Seat Track Components—Lincoln Continental



**FIG. 8 Positioning the Upper Channel in the Full Up Position**



**FIG. 9 Removing the Upper Channel—Lincoln Continental, Bench Seat**

rails. Remove the motor mounting bracket. Lift the drive carriage and drive assembly out of the base channel.

When disassembling the secondary (right) track, remove the through bolts (2) and nuts (2) from the side rails. Lift the horizontal drive carriage out of the base channel. If the horizontal drive is inoperative replace it.

If the front vertical drive is inoperative remove the front bell crank assembly by unscrewing the front bell crank from the screw. If the rear vertical drive is inoperative, remove the roll pin and rotate the rear bell

crank off the drive screw. Replace the defective vertical drive.

### Assembly

1. Install the rear bell crank to the vertical drive by turning it onto the threaded drive screw. If either of the vertical drives are being replaced, mount the new drive to the carriage by installing the roll pin into the correct roll pin hole.
2. Properly position the four horizontal slide blocks on the base channel as shown (Fig. 10).
3. Install the horizontal drive to the drive carriage.
4. Install the drive carriage by positioning the pinion retainer block (Fig. 10), in the full forward position before engaging the pinion with the horizontal rack. Make sure the pinion is retained by the retainer block.
5. Install the through bolts (2) that hold the motor bracket (primary track), the horizontal drive and slide rails (2) together (Fig. 7).
6. Align the vertical drive (front and rear) bell crank bolt holes manually, by turning the vertical drive(s) input coupling(s) (Fig. 8). Secure the motor bracket bolts evenly. Manually turn the vertical drive to the stop position in the full up mode.
7. Install the roll pin at the rear end of the side rails (2).
8. With the primary (left) track, install the vertical assist spring and cup in the drive carriage. The boss on the cup should enter the hole in the bottom of the carriage. Install the wear plates, one on each side of the front upper channel. Force the upper channel down, against the spring and secure the forward end to the front bell crank (Fig. 9).
9. Connect the drive cables (3) to the drives (3). Secure the hose clamps. Connect the terminal block to the terminal block bracket. Secure the motor to motor mount bracket with the attaching bolts (3) (Fig. 6).

### SIX WAY POWER SEAT—SPLIT BENCH

#### Disassembly

1. Remove the motor mount bracket mounting bolts from the motor mount bracket to motor. Disconnect the hose clamps (3) from the drive input shafts (Fig. 11).
2. Manually position the seat track in the full up, and mid-horizontal position. To do this, insert the square end of a drive cable in one of the vertical drives and manually turn the drive unit until it is in the full up position. Using the horizontal drive unit, insert the cable drive and manually turn it to the mid-horizontal position.
3. Remove the front and rear clock springs using vise grips (Fig. 12).
4. Remove the cotter pins from the pivot pins on the secondary track (Fig. 13).
5. Remove the retaining rings from the horizontal pinions (primary and secondary tracks).
6. Remove the base and carriage from the secondary track by driving the pinion gear through the carriage rack (Fig. 14).