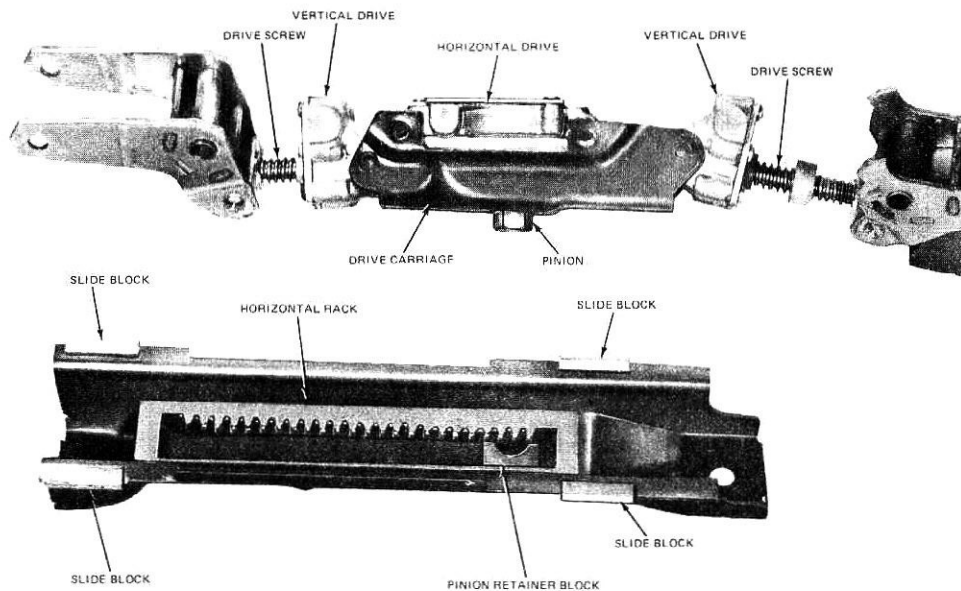
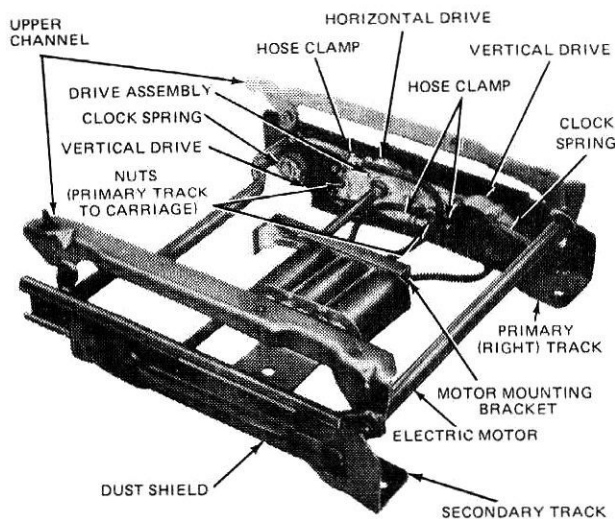




R1851-2A

FIG. 10 Pinion, Horizontal Rack and Pinion Retainer Block—Lincoln Continental, Bench Seat



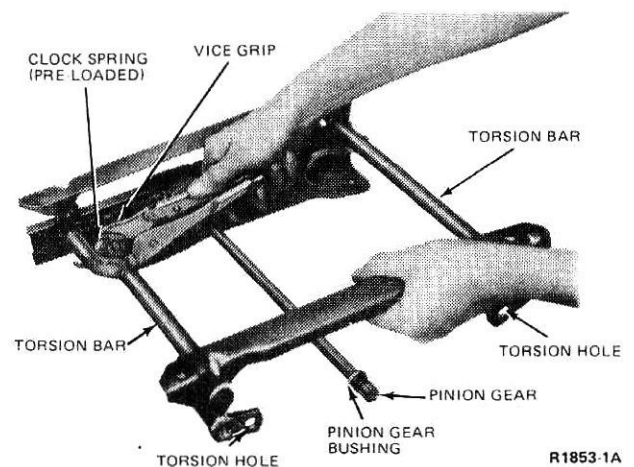
R1852-1A

FIG. 11 Six Way Power Seat Track Assembly—Split Bench Full Up and Mid-Horizontal Position Shown

7. Remove the bolts (2) and nuts (2) on the primary track that retain the drive assembly to the carriage (Fig. 11).
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 (Fig. 14).
2. Install the drive assembly retaining nuts and hair pins into the front and rear vertical drives (2).



R1853-1A

FIG. 12 Removing the Clock Springs

3. Manually position the front and rear vertical drives in the full up position. Also manually position the horizontal drive to the extreme forward position.
4. Using vise grips, pre-load the front and rear clock springs and install the springs on the spring studs (Fig. 12).
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 (Fig. 12).
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 (3) to the drive unit (3) assembly.

SIX WAY POWER SEAT—FULL BENCH

The six way power seat full bench seat tracks (Fig. 15) are serviced in the same way as the split bench primary seat track. The difference is that the bench seat adjusters are both primary tracks. The right primary track has a horizontal assist spring that helps the right track in moving forward. Refer to Split Bench Major Repair Operations for servicing the full bench seat tracks.

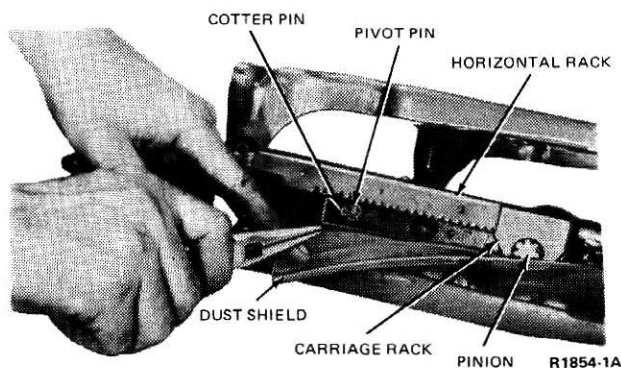


FIG. 13 Removing the Cotter Pins from the Pivot Pins

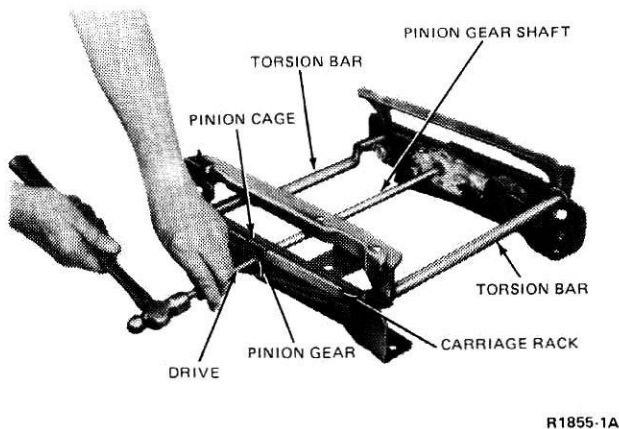


FIG. 14 Driving the Pinion Gear Through the Carriage Rack

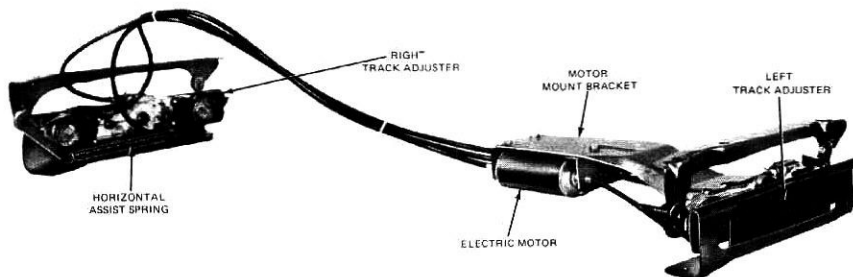


FIG. 15 Six Way Power Seat Assembly—Full Bench—Ford, Mercury, LTD II, Cougar and Thunderbird



DETROIT
IRON

Conventional or Split Rear Seats

**PART
41-14**

CR2012-A

REMOVAL AND INSTALLATION

CONVENTIONAL REAR SEATS

ALL MODELS EXCEPT PINTO, BOBCAT AND MUSTANG II

Removal

1. Apply knee pressure to the lower portion of the rear seat cushion; then push rearward to disengage the seat cushion from the retainer brackets (Fig. 1).
2. Remove one of the rear quarter arm rests (if so equipped), to remove the seat back assembly.
3. Remove the seat back lower retaining screws (Fig. 2).
4. Grasp the seat back assembly at the bottom and lift up to disengage the hanger wire from the retainer brackets.
5. Remove the seat back assembly from the vehicle.

Installation

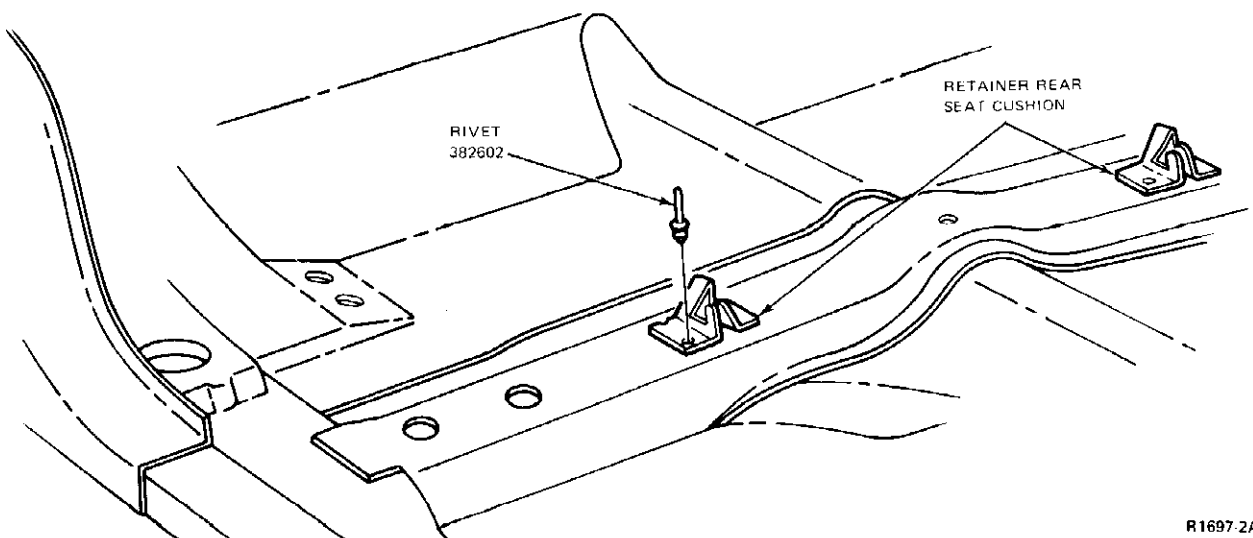
1. Position the seat back assembly into the vehicle so that the hanger wire is engaged with the retaining brackets (Fig. 2).
2. Install the seat back lower retaining screws and tighten securely.

3. Position the seat cushion assembly into the vehicle.
4. Apply knee pressure to the lower portion of the seat cushion assembly and push rearward and down to lock the seat cushion into position (Fig. 1).
5. Install the rear quarter arm rest (if removed).
6. Check rear seat cushion to be certain it is secured into its floor retainer.

Pinto, Bobcat and Mustang II

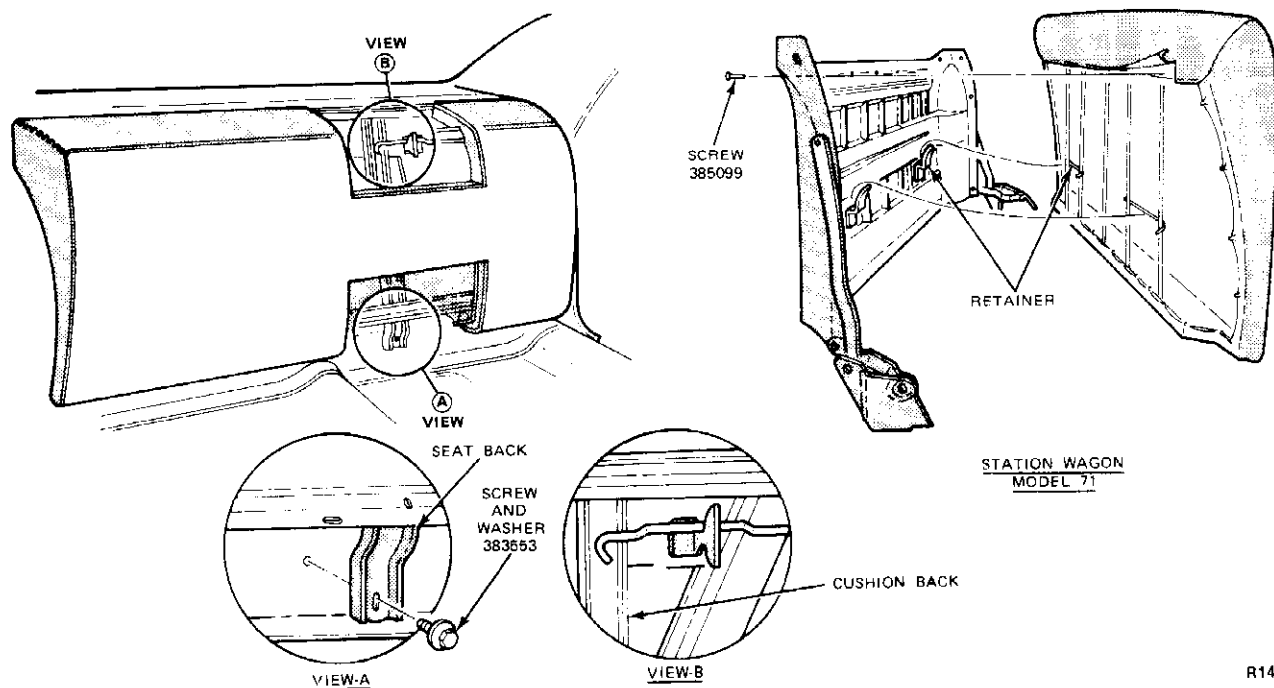
Removal

1. Remove the two lower retaining screws securing the rear seat cushion (Fig. 3) and remove the seat cushion from the vehicle.
2. Remove the two lower retaining screws securing the rear seat back.
3. Then, grasp the seat back assembly at the bottom and lift up to disengage it from the retainers (Fig. 3).
4. Remove the rear seat back assembly from the vehicle.



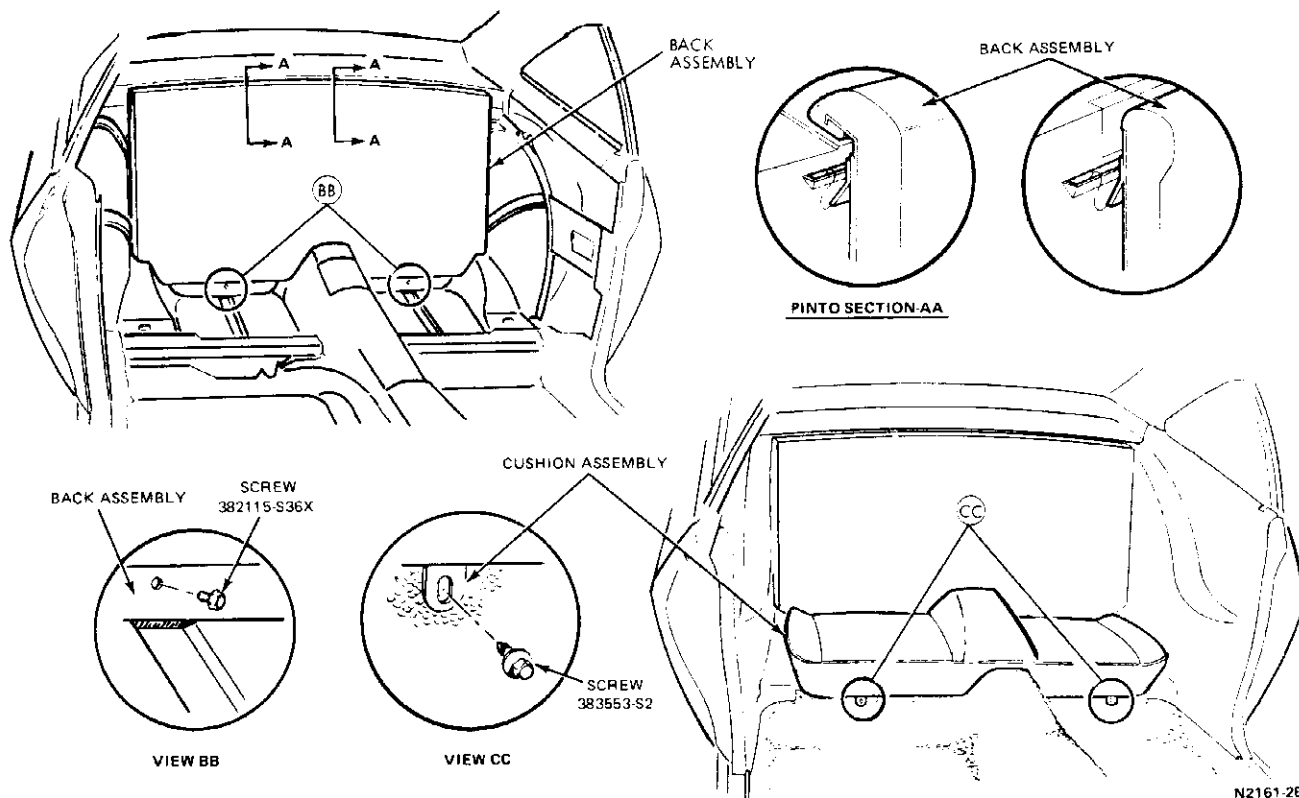
R1697-2A

FIG. 1 Rear Seat Cushion Retainer—Ford and Mercury—Lincoln Continental, Mark V, LTD II, Thunderbird, Cougar, Fairmont and Zephyr have welded retainer. Others similar.



R1457-2E

FIG. 2 Rear Seat Back Installation—Typical



N2161-2B

FIG. 3 Rear Seat Back and Cushion Installation—Pinto, Bobcat, Mustang II, Granada, Monarch and Versailles

Installation

1. Position the rear seat assembly to all four retainers and install the two lower retaining screws. Tighten securely.
2. Position the rear seat cushion into the vehicle and install the two lower retaining screws. Tighten securely.

SPLIT REAR SEATS

PINTO, BOBCAT AND MUSTANG II

There are individual pad and frame assemblies for the rear seats to give a bucket-seat type appearance. Removal and Installation procedure is similar to conventional rear seat procedure.

Fold Down Rear Seats

PART
41-20

SUBJECT	PAGE	SUBJECT	PAGE
ADJUSTMENTS		ADJUSTMENTS (Cont'd.)	
Auxiliary Seat Back Latch	20-1	Second Seat Back Latch Striker	20-1
Panel Extension Rear Seat Back Floor	20-1	Stowage Compartment Door Latch	20-1
Rear Seat and Auxiliary Floor	20-1	REMOVAL AND INSTALLATION	20-1

CR2013-2B

ADJUSTMENTS

REAR SEAT AND AUXILIARY FLOOR

Pinto, Bobcat and Mustang II

Vertical adjustment for the seat back latch striker can be made by loosening the four attaching nuts, and moving the striker plate up and down to obtain proper engagement to the seat back latch (Fig. 1).

Lateral adjustment of the seat back latch can be made by removing the rear seat back, loosening the 2 latch attaching screws and moving the latch inboard or outboard as required to properly engage the latch striker.

Ford, Mercury, Fairmont and Zephyr

There are four adjustment locations on all station wagon models for the folding second seat, and rear auxiliary floor seats. See Figs. 2 through 4.

PANEL EXTENSION REAR SEAT BACK FLOOR

Should the rear seat back extension panel become difficult to fold in a locking position, loosen the two attaching bolts on each side of the seat. Move the panel extension fore or aft to obtain proper locking position.

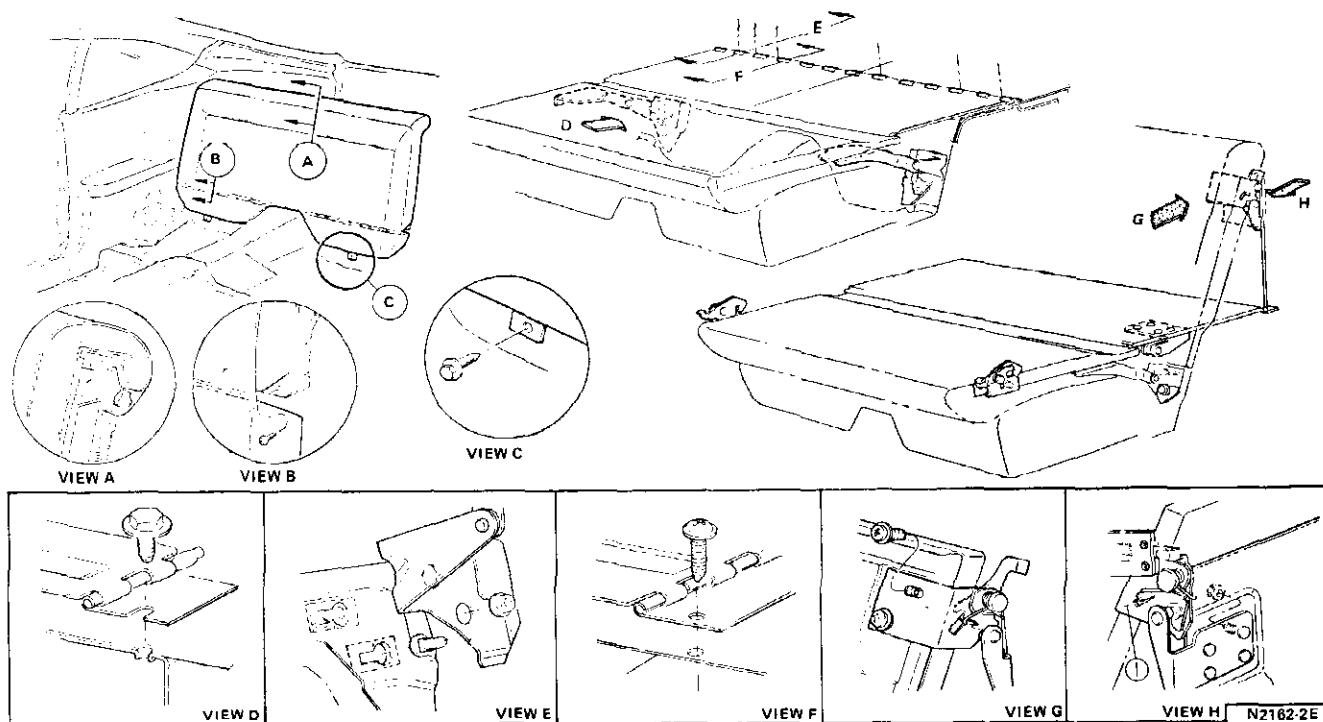


FIG. 1 Fold-Down Rear Seat Back Installation—Mustang II Shown—Pinto and Bobcat Similar

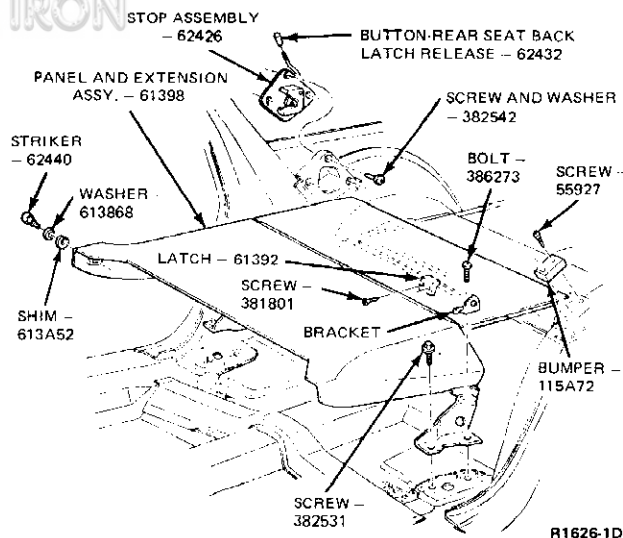


FIG. 2 Rear Seat Back Floor Extension Panel—Ford and Mercury

SECOND SEAT BACK-LATCH-STRIKER

The striker adjustment to the second rear seat stop assembly is made by turning the striker in or out to obtain the desired locking clearance. Install shims (not more than 4), and tighten to 20 ft-lbs. See Fig. 2.

The Ford and Mercury adjustment is located on the right side of the back seat.

AUXILIARY SEAT BACK-LATCH

The release handle and latch assembly located on each side of the auxiliary seat back has an up and down adjustment. (See Figs. 3 and 4.)

Loosen the two screws directly behind the seat back latch assembly to obtain the desired locking clearance. Install shims if required and tighten to specification.

STOWAGE COMPARTMENT DOOR-LATCH

To adjust the latch assembly, loosen the two screws holding the lock assembly, and raise or lower the lock to obtain desired position. Add shims if required and tighten the attaching screws. See Fig. 4.

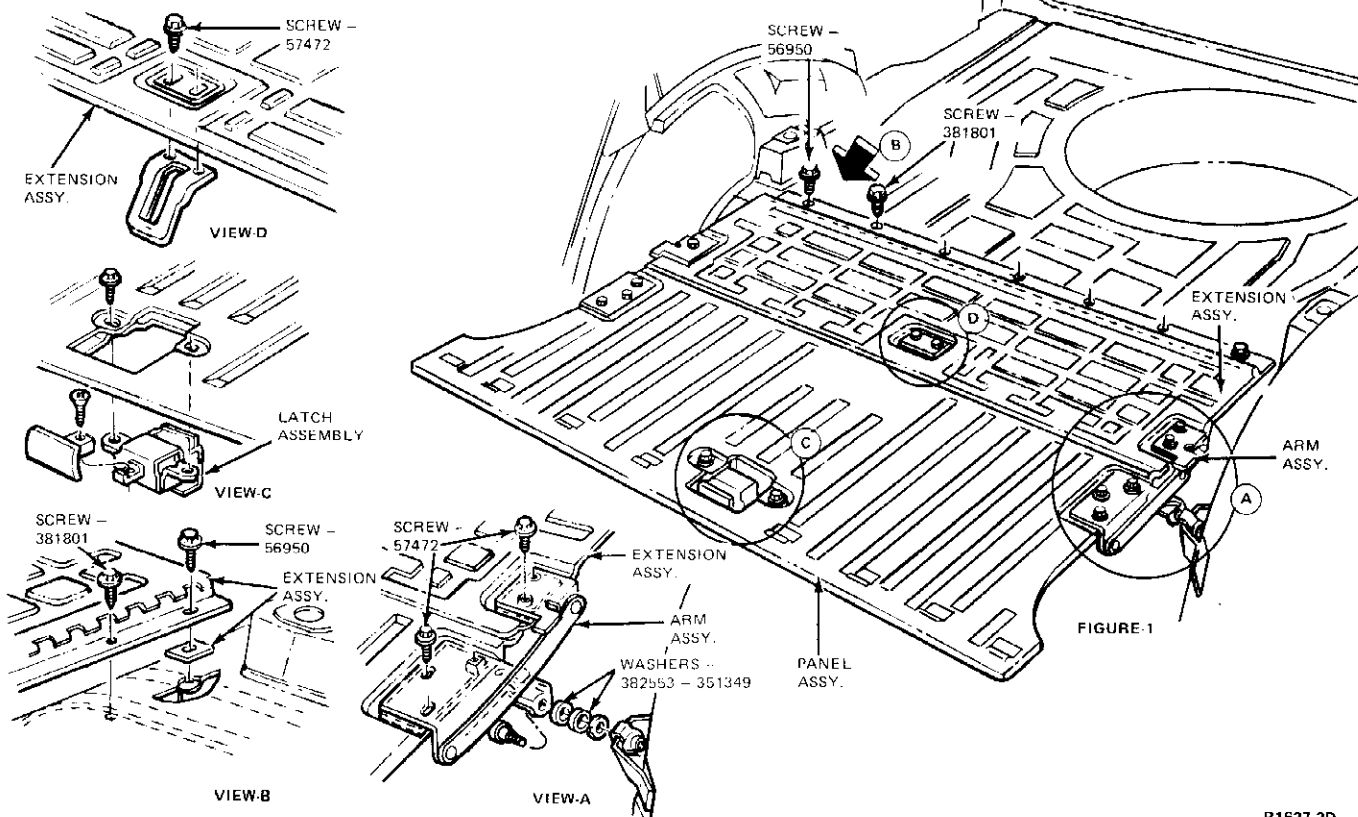
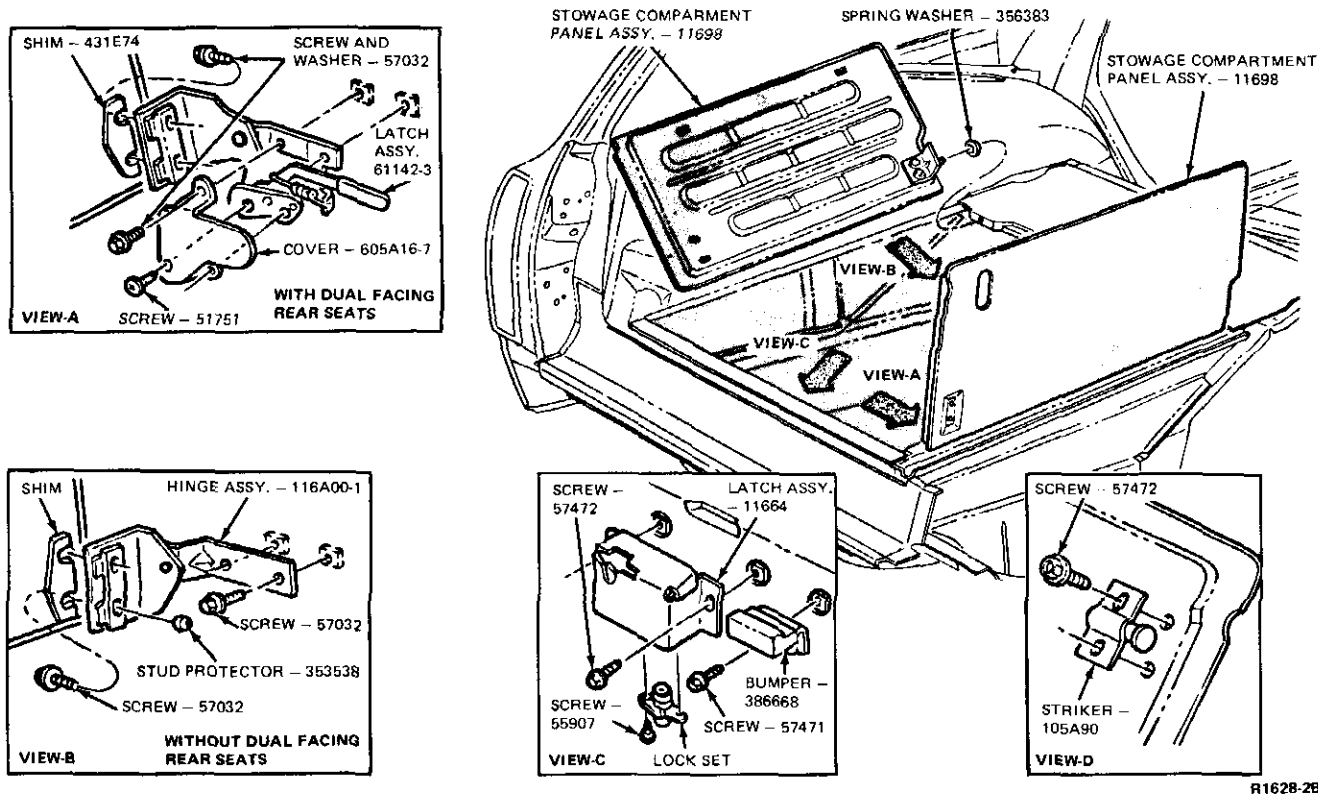


FIG. 3 Folding Seat—Load Floor—Fairmont and Zephyr



R1628-2B

FIG. 4 Rear Seat Auxiliary Floor Ford—Mercury

REMOVAL AND INSTALLATION

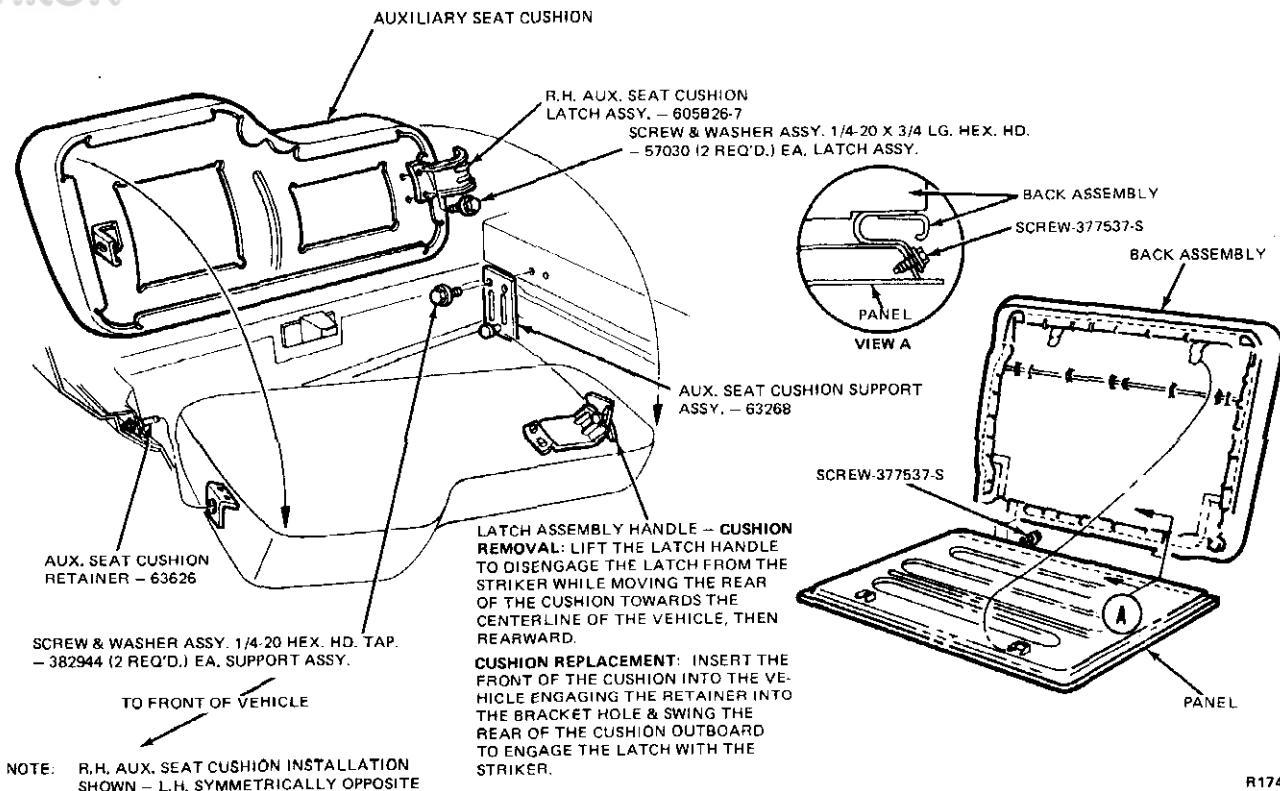
Refer to the illustrations shown in Fig. 1 through 5 and Fig. 2 in Part 41-14.

Removal

1. Remove the two lower retaining screws securing the rear seat back to the floor.
2. On the Mustang II, Bobcat and Pinto, rotate the bottom kidney pads up and remove the two screws retaining the upper back to the folding floor.
3. Lift up and disengage the upper clips of the rear seat back from the top of the folding floor.

Installation

1. Center the seat back on the folding floor and push down, engaging the upper channel of the back to the top of the folding floor.
2. On the Mustang II, Bobcat and Pinto, rotate kidney pads up and install 2 screws retaining the upper seat back to the folding floor.
3. Install two screws engaging the kidney pads to the floor pan.
4. Position the rear seat cushion into the vehicle and install the two lower retaining screws.



R1741-1D

FIG. 5 Auxiliary Seat Cushion and Back Installation—Ford and Mercury

Seat Back Latch--Manual

PART
41-25

CR2014-2B

DESCRIPTION AND OPERATION

All folding seats have a latch designed to hold the seat back in the normal position. For rear seat passenger entry and exit, a latch handle is located on the left side of all bucket and split bench seats (drivers side), and on the right side of all bucket and split bench seats, (passenger side). See Figs. 1 through 3.

If the seat back will not latch in position or the latch mechanism will not unlock, remove the seat trim as required to inspect the latch mechanism. Then, replace any damaged parts to put the latch system in proper working order. See Figs. 1 through 3.

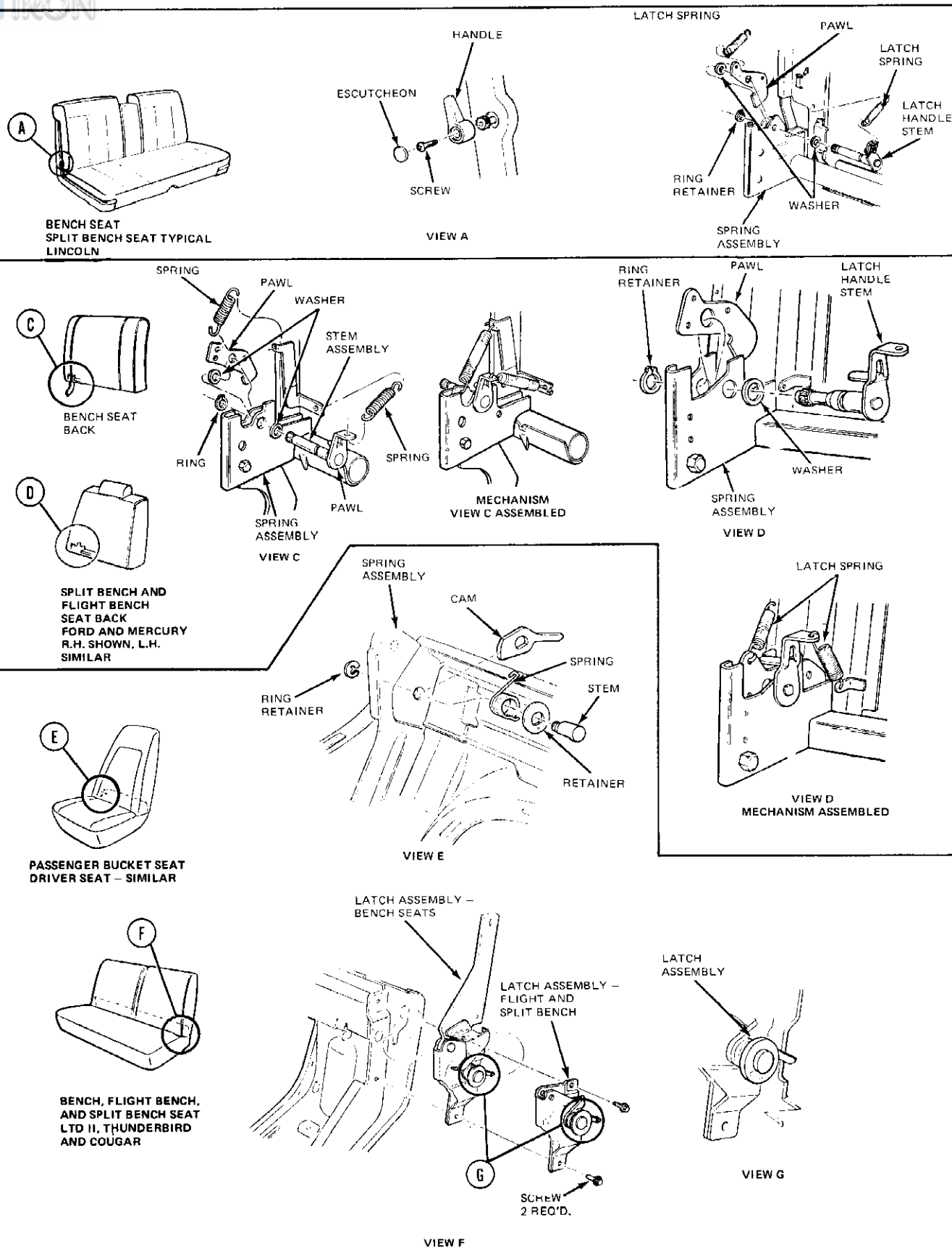
Check the front seat back latches (two door models only) for smooth operation. The latch should not stick or bind. Also check to be sure that the latch restrains the seat back from moving forward.

An inertia seat back latch system is used for all two door Fairmont-Zephyr and full bench seat equipped Granada-Monarchs. With the inertia seat

back latch system it will not be necessary to actuate the latch handle when folding the front seat back forward for rear seat passenger entry or exit. The inertia latch assembly remains unlocked with normal usage and locks when the vehicle experiences deceleration.

The bucket seat back latch is unique with the latch assembly installed in the seat back with an opening to facilitate the latch engaging the seat cushion striker. The bucket seat has no visible release handle but the latch assembly is provided with a hidden lever type handle to manually unlock the seat back if required after it has been triggered. A printed notice is molded into the seat back trim panel latch pod to call owner attention to this provision.

The bench seat back latch mechanism is also unique and is incorporated into the cushion and back pivot attachment. It has a visible release handle to manually unlock the latch if required. See Figs. 4, 5 and 6.



R1422-2J

FIG. 1 Front Seat Back Latching Mechanism Typical Left and Right Side

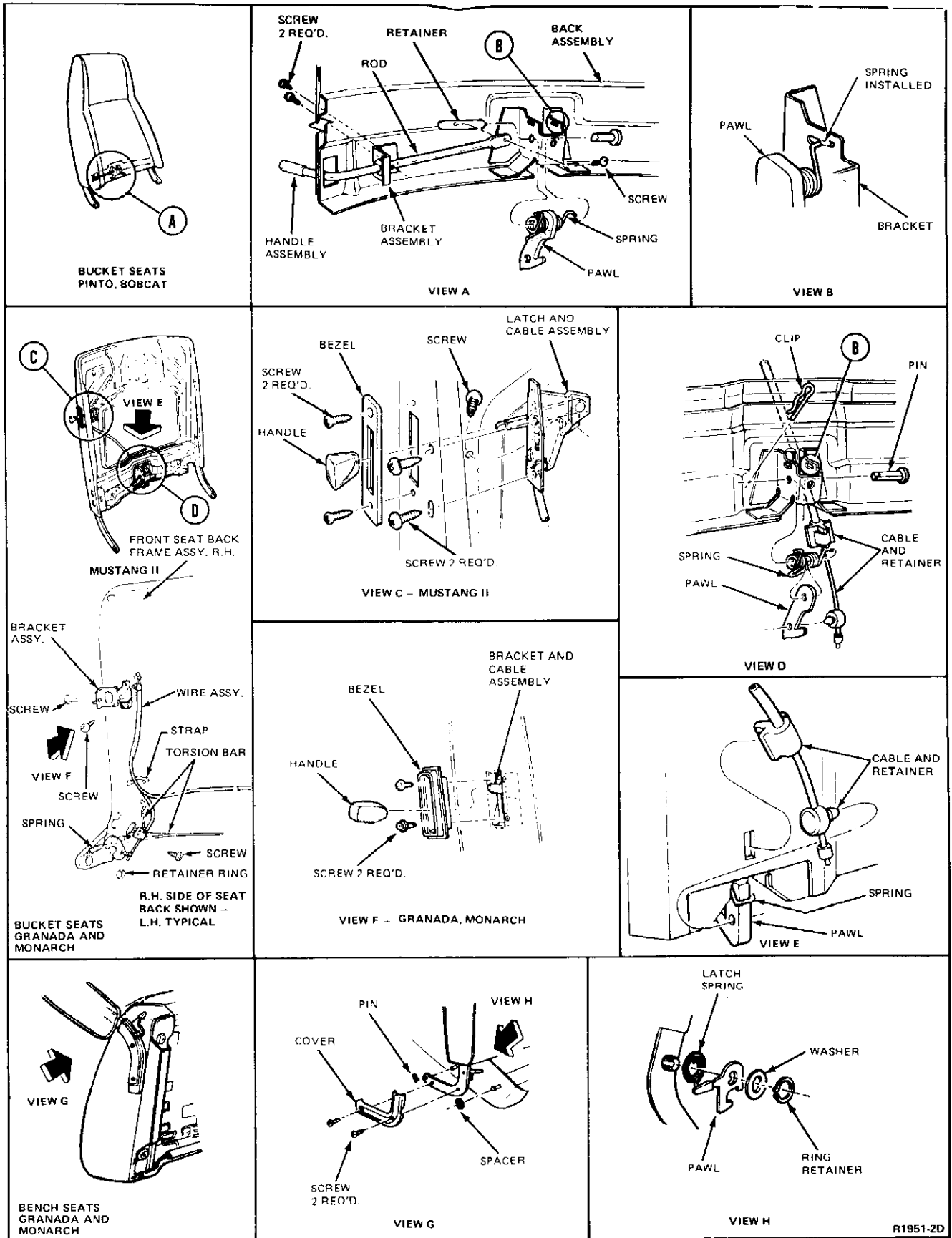
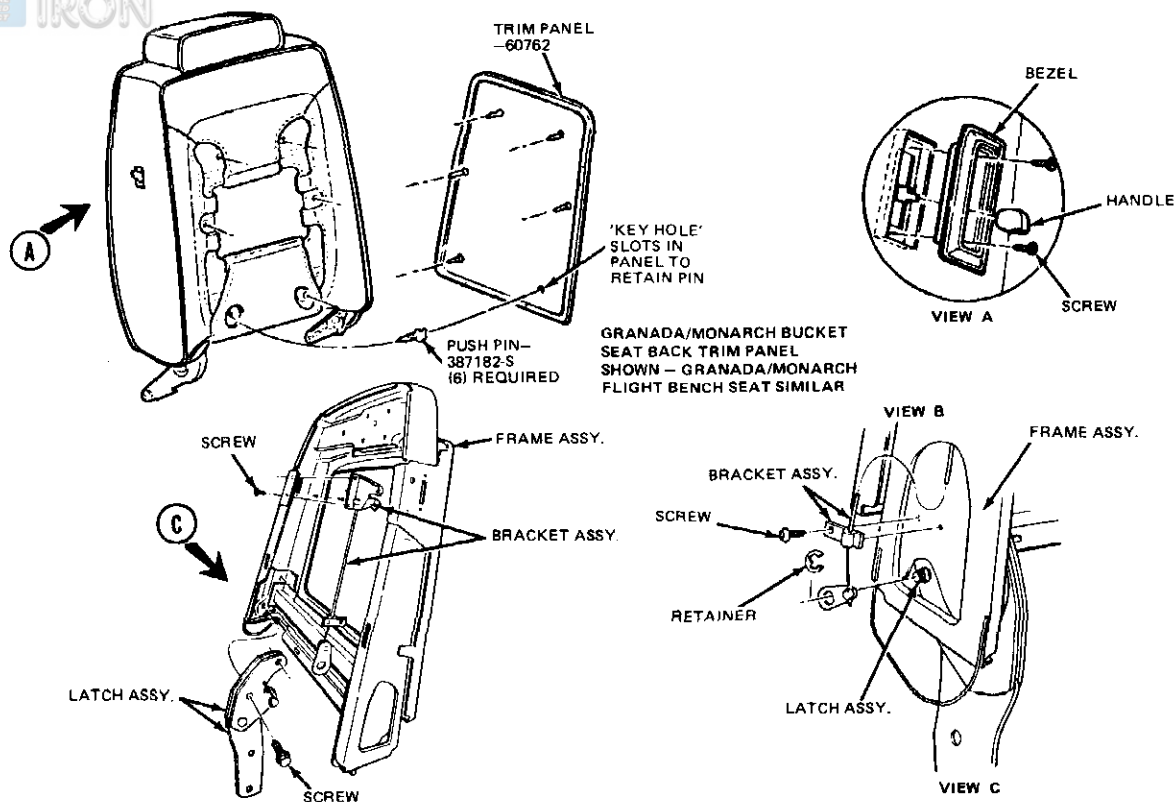


FIG. 2 Front Seat Back Latching Mechanism Typical Left and Right Side



N2770-28

FIG. 3 Front Seat Back Latching Mechanism—Granada and Monarch Flight Bench

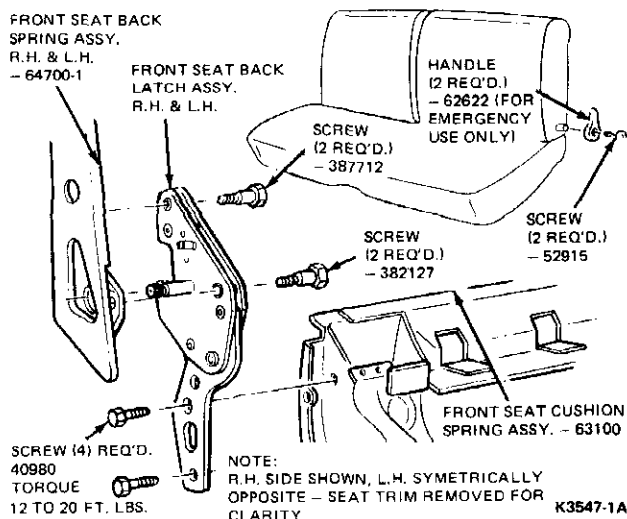


FIG. 4 Fairmont, Zephyr, Granada and Monarch Two-Door Models—Front Bench Seat Back Latch Mechanism

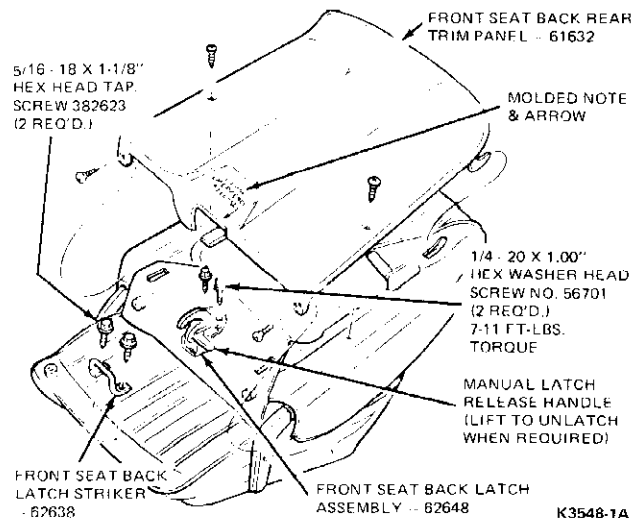


FIG. 5 Fairmont and Zephyr—Two-Door Bucket Seat Back Latch Mechanism

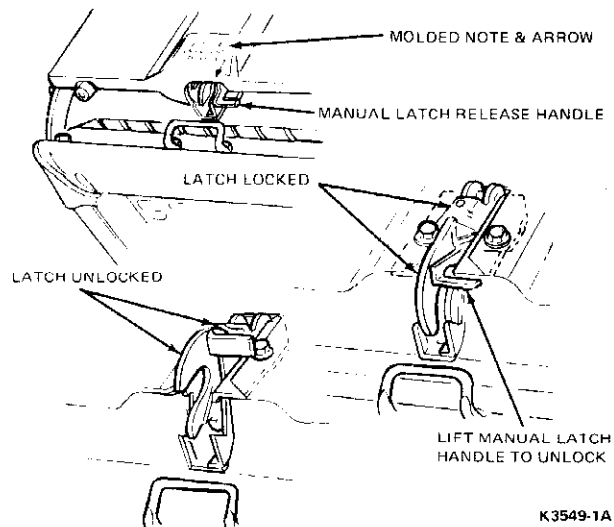


FIG. 6 Fairmont and Zephyr—Two-Door Bucket Seat Back Latch Operation

Seat Back Latch -- Automatic

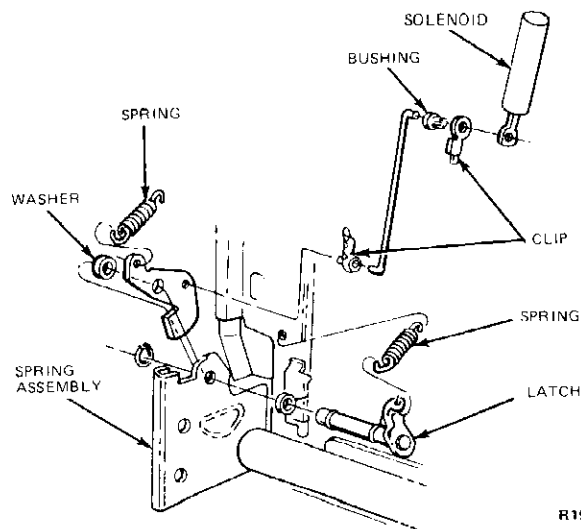
PART
41-28

SUBJECT	PAGE	SUBJECT	PAGE
DESCRIPTION AND OPERATION	28-1	REMOVAL AND INSTALLATION	
TESTING		Relay	28-4
Relay Test	28-4	Solenoid	28-4
Solenoid Test	28-4	Wiring Routes	28-4

CR2015-2B

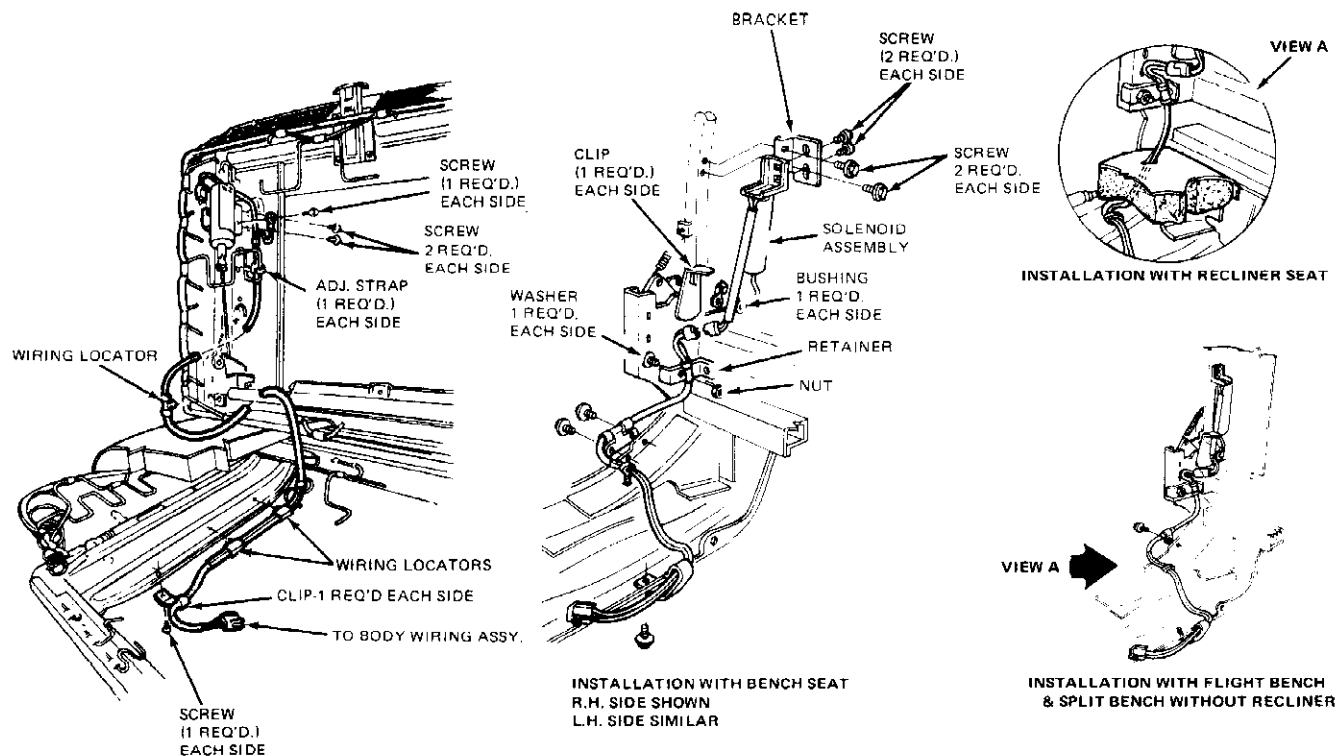
DESCRIPTION AND OPERATION

Both front seat back latches automatically release when either front door is opened. In each front door hinge pillar there is a switch connected to battery power. Opening the door closes the switch and sends power to energize a relay. When the relay is closed, it sends power to two solenoids, one mounted on each seat back (Figs. 1 through 4). The actuating rod of the solenoid is connected to the latch pawl. When the solenoid is energized it operates the pawl to release the latch. If the electric system does not function, the latch can be released manually by moving the seat back release handle. If the seat back fails to release automatically when the door is opened, remove the seat back trim cover and/or carpet far enough to inspect and test latch mechanism. See Figs. 1, 2 and 3. **NOTE:** After performing any work on the seat back latches, check for smooth operation of the latches. The latch should not stick or bind. Check that the latch does restrain the seat back from moving forward. Be sure that the latches function both automatically and manually.



R1940-1B

FIG. 1 Seat Back Latch—Automatic—Lincoln Continental 2-Door Models



R1941 2C

FIG. 2 Seat Back Latch—Automatic—Ford and Mercury 2-Door Models

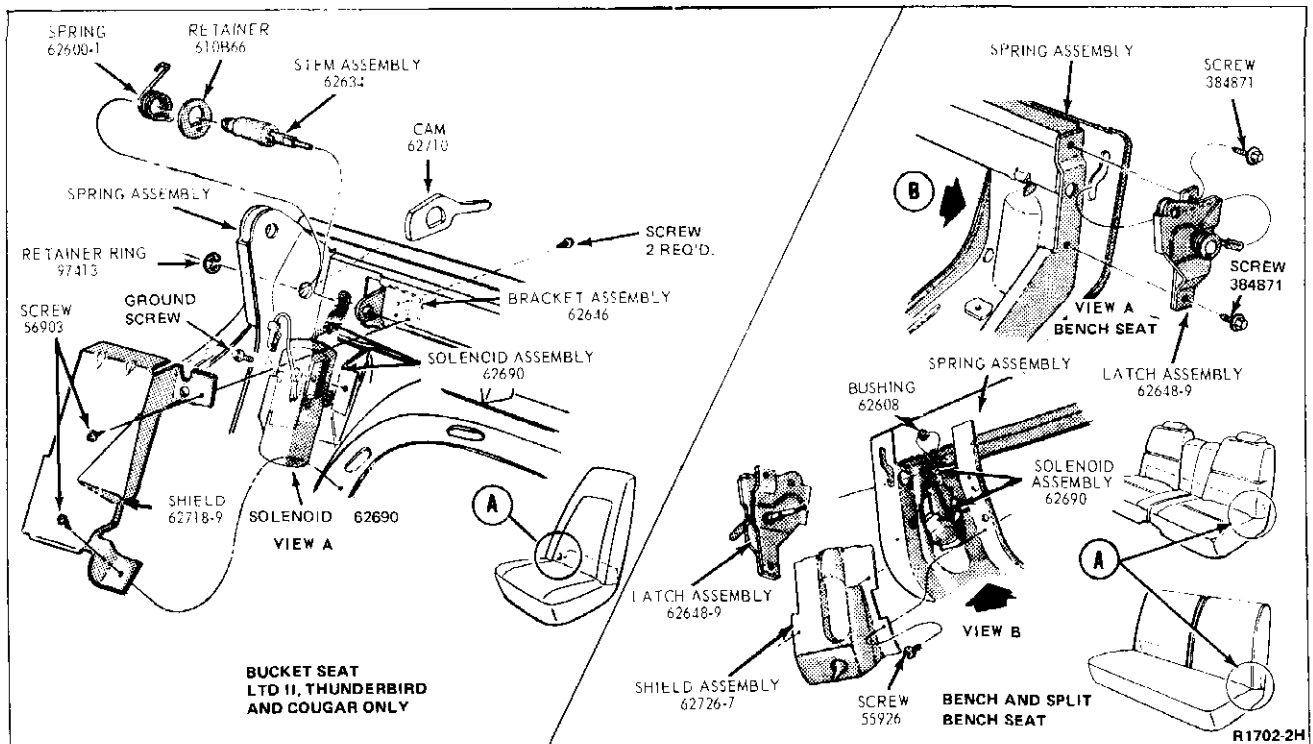
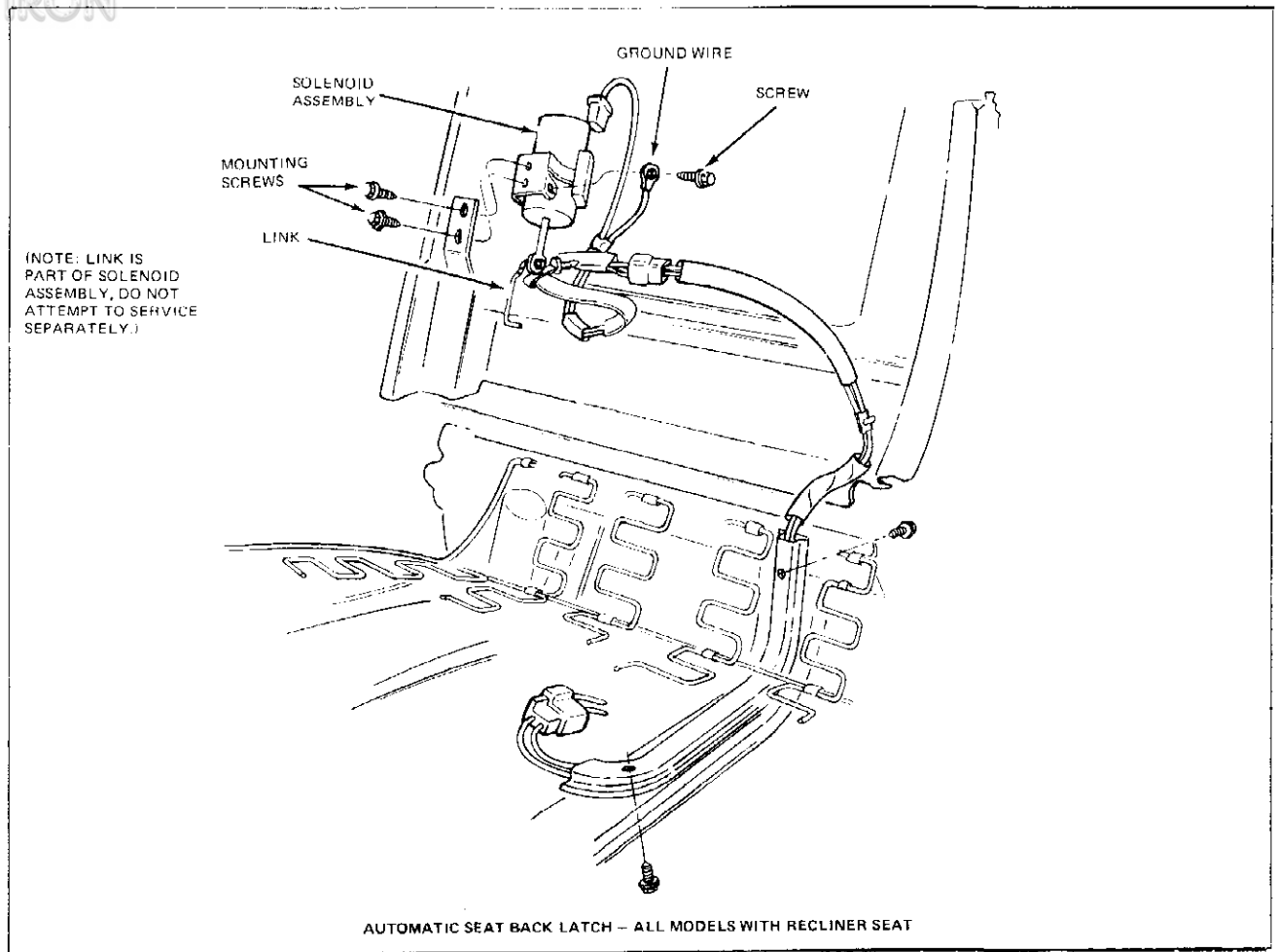


FIG. 3 Seat Back Latch—Automatic—LTD II, Cougar, Thunderbird, Continental Mark V

TESTING

SOLENOID TEST

Remove the solenoid and connect battery power to the connector terminal and ground the case of the solenoid assembly to the negative side of the battery. If the solenoid plunger does not move quickly, replace the solenoid.

NOTE: Solenoid must be held in normal installed position for this test.

RELAY TEST

See Removal and Installation for relay locations. Disconnect the relay connector, noting the color of the three wires at each terminal, and remove the relay. Connect battery power to the relay (positive post to the pink-white stripe wire terminal and negative post to the relay case). Connect a self powered test light between the other two relay terminals. If the test light does not light, replace the relay.

REMOVAL AND INSTALLATION

RELAY

The relay is mounted in various locations according to car line as follows: Lincoln Continental, on the front floor pan assembly under the passenger's seat; Thunderbird in brake pedal support left-hand side; Continental Mark V, on the brake pedal support bracket to the right of the fuse panel; Ford and Mercury on the instrument panel center reinforcement, above tunnel; and LTD II and Cougar inside the left-hand cowl side panel assembly. The Granada and Monarch relay is mounted at the right side of the instrument panel (Fig. 4).

Disconnect the battery negative post. Disengage the 3-way hardshell connector from the relay. Remove the mounting screws and remove the relay.

When installing the relay, be sure to engage the 3-way hardshell connector to the relay.

SOLENOID

Ford, Mercury, Lincoln Continental, and Continental Mark V. Also Recliner Seat on LTD II, Cougar, Thunderbird and Continental Mark V.

Remove the seat back trim cover far enough for access (Figs. 1, 2 and 3). Disconnect the wires at the

connector plug. Remove the clip that connects the solenoid plunger to the latch pawl, and remove the solenoid mounting screws (Figs. 1, 2 and 3). Remove the solenoid from the seat assembly and, at the same time, disengage the plunger rod from the latch pawl.

LTD II, Cougar, Thunderbird and Continental Mark V (Without Recliner)

Cut the hog rings from the carpet to gain access to the solenoid assembly. Remove the three shield retaining screws and disconnect the wires at the connector plug. Remove the two solenoid assembly retaining screws (Fig. 3). Then, loosen the two back pivot bracket assembly screws and slide the latch assembly out far enough to remove the solenoid and link from the latch stem. To install, reverse the procedures.

Granada and Monarch

For Removal and Installation procedure, refer to Fig. 4.

WIRING ROUTES

Refer to Figs. 5 and 6 for correct wiring routes.

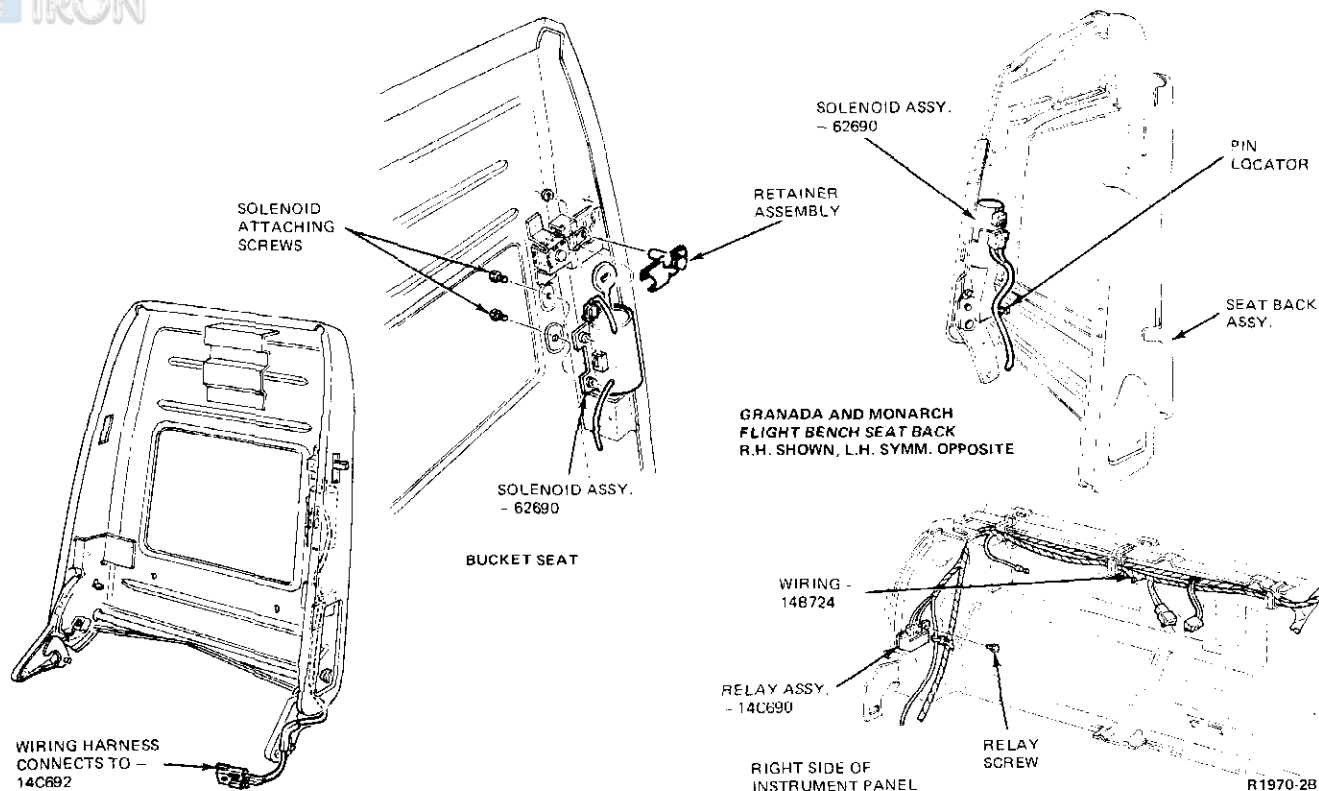
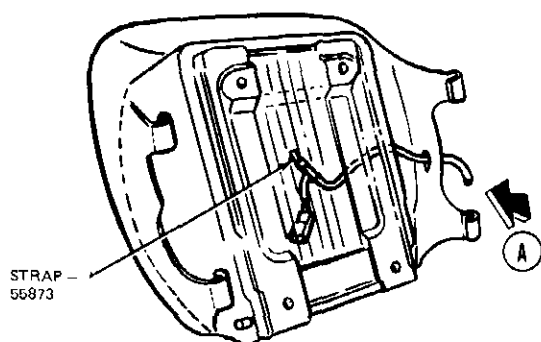
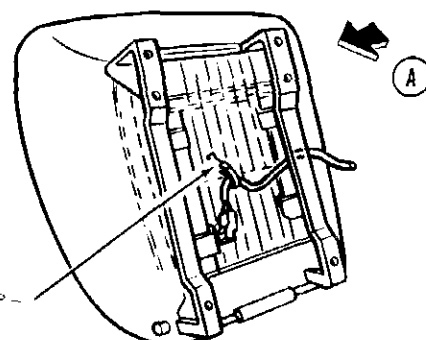
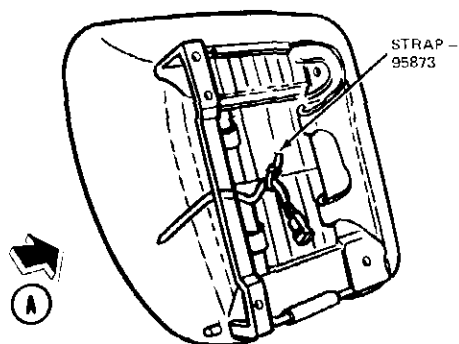
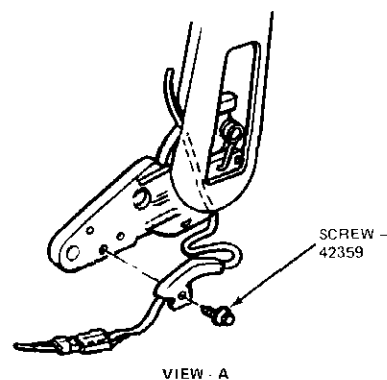


FIG. 4 Seat Back Latch—Automatic—Granada and Monarch

ROUTING OF 14C692 WIRING ASSY.
(L.H.) WITH POWER SEAT OPTIONROUTING OF 14C692 WIRING ASSY.
(L.H.) MANUAL

ROUTING OF 14C692 WIRING ASSY. (R.H.)

INSTALLATION OF WIRING RETAINER
L.H. SHOWN, R.H. SYMM. OPPOSITE

N2858-2A

FIG. 5 Automatic Seat Back Latch (Bucket Seats)

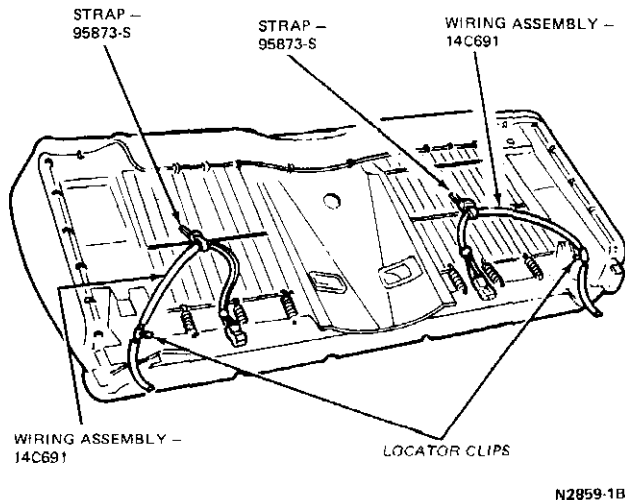


FIG. 6 Automatic Seat Back Latch—Flight Bench Seats—Typical

Reclining Seat Back

**PART
41-30**

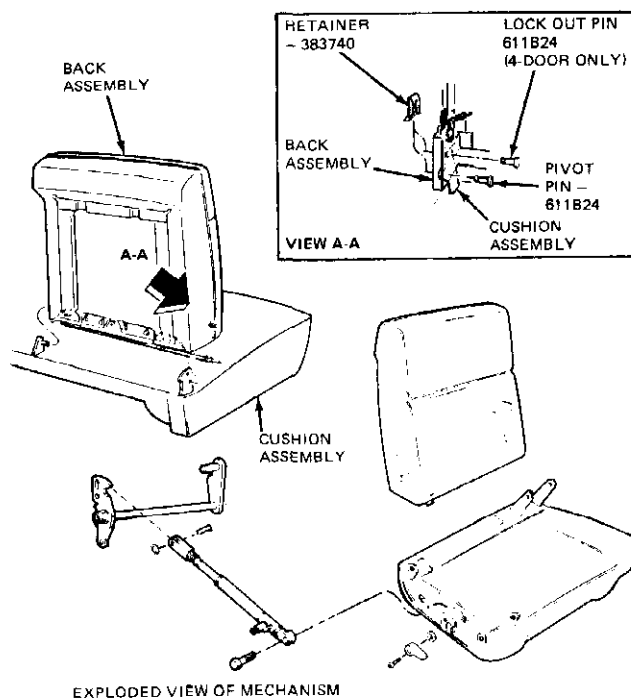
DESCRIPTION AND OPERATION

The mechanical reclining seat back is available on all vehicles except Pinto, Bobcat and Mustang II.

The reclining seat is adjusted by a recliner handle on the seat cushion right side of the passenger seat (inboard side of both seats—backs on the Granada, Monarch, and Versailles bucket seat cars). To recline the seat, turn the handle and push the seat back to the desired position and release the handle. Spring action will return the seat to normal position when the handle is released at the seat back. See Figs. 1 through 4. For Ford, Mercury and Lincoln Continental, push the handle

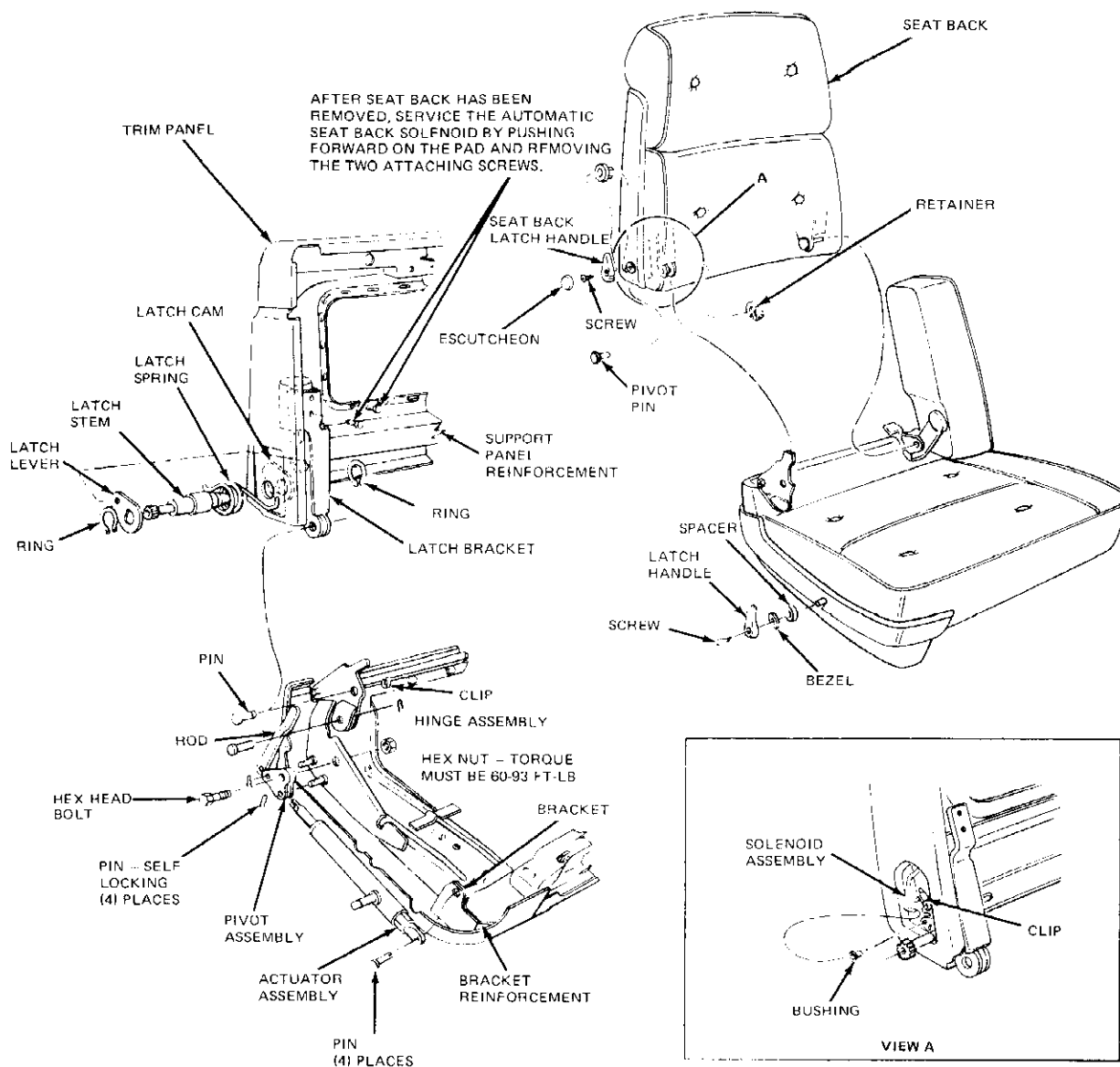
forward to release the seat back, recline or return seat. For Continental Mark V, LTD II, Cougar and Thunderbird, push the release handle rearward to release the seat back, recline or return seat.

If the reclining seat will not fold down or return to its normal position, it will be necessary to remove the seat cushion or back trim cover, carpet and/or seat back trim panel far enough to inspect the recliner mechanism. Then replace any damaged parts to put the recliner system in proper working order (Figs. 1 through 4).



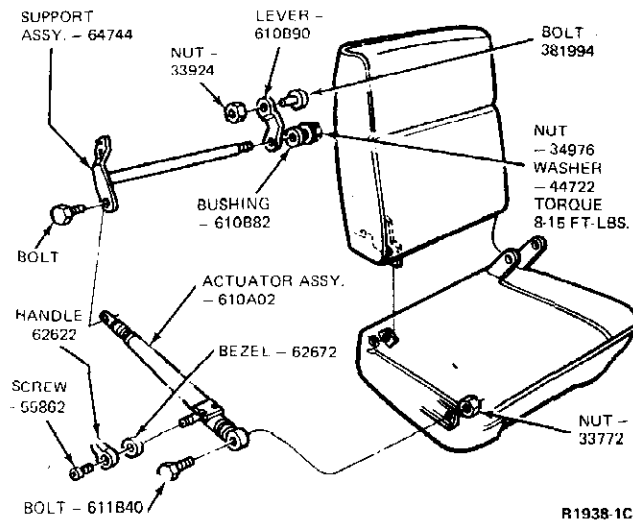
R1629-1D

FIG. 1 Reclining Seat Back Installation—Lincoln Continental

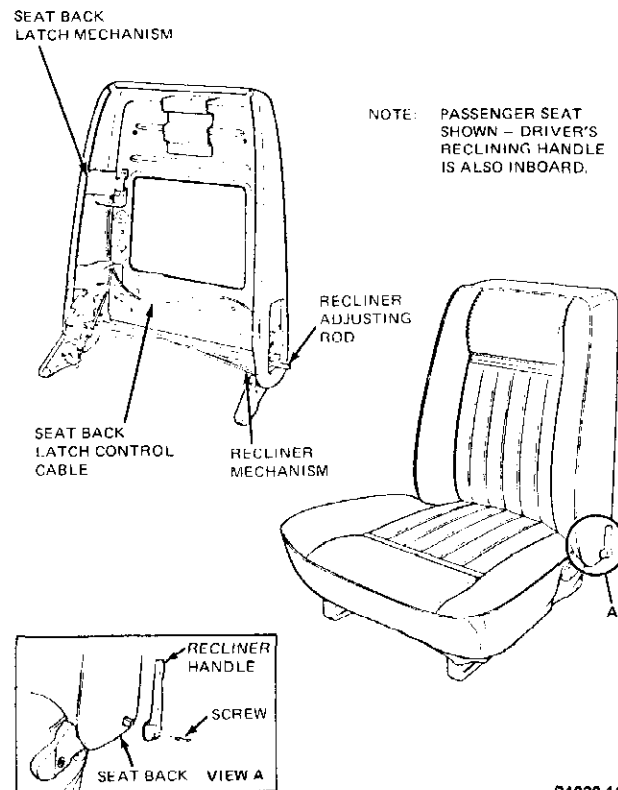


R1789-2E

FIG. 2 Reclining Seat Latch and Mechanisms—Thunderbird and Continental Mark V Shown—Typical for Cougar and LTD II



**FIG. 3 Reclining Seat Latch and Mechanisms—
Ford and Mercury**



**FIG. 4 Reclining Seat and Mechanisms—
Granada and Monarch Shown—
Versailles Similar**

Lumbar Power Seat

PART
41-35

SUBJECT	PAGE	SUBJECT	PAGE
DESCRIPTION AND OPERATION	35-1	TESTING	35-4
REMOVAL AND INSTALLATION	35-1		

CR2017-2B

DESCRIPTION AND OPERATION

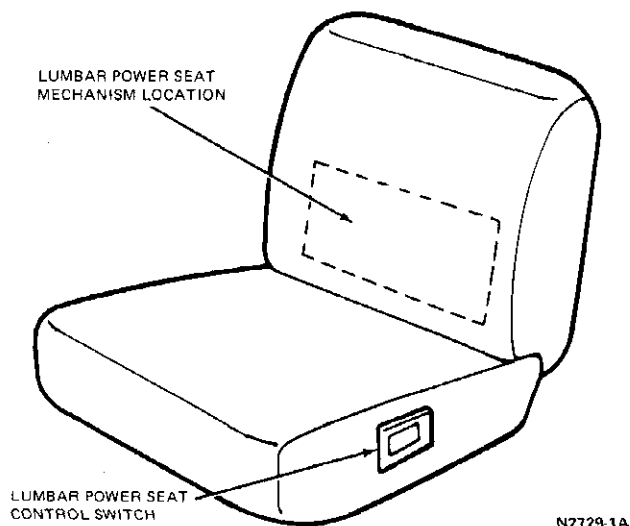
LUMBAR POWER SEAT

The lumbar power seat provides adjustable control of the contour of the driver's seat. It enables the driver to select the amount of support he desires for the lumbar region of his back (Fig. 1).

It consists of a reversible motor driven directly off of the battery, a driver controlled switch for reversing the motor's direction of rotation and a mechanical drive train from the motor output shaft to a metal plate which is driven forward and backward to effect the change in seat contour. The drive train consists of a flexible

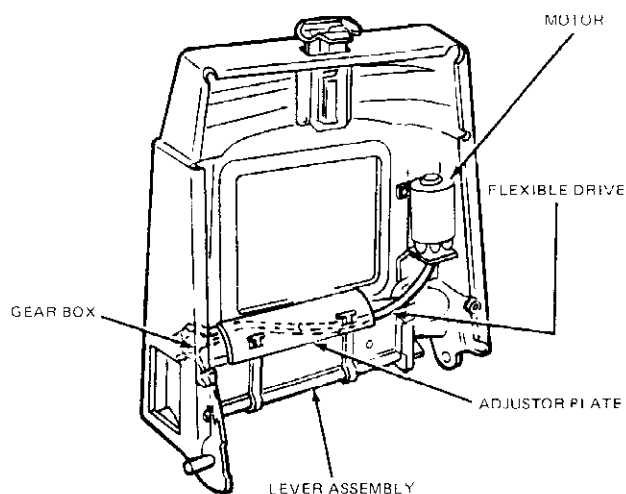
drive cable, a gearbox with a worm shaft output and a lever between the worm shaft and seat plate (Fig. 2).

When the lumbar power seat control switch is pressed to the forward (OUT) position, the motor drives the contour plate toward the forward maximum support position. When this switch is pressed to the rear (IN) position the motor drives the contour plate toward the back minimum support position. When the switch is released the contour plate remains in the position selected by the driver. The range of plate travel is 1.9 inches. The lumbar power seat adjuster mechanism is installed into the seat back assembly as a complete assembly.



N2729-1A

FIG. 1 Lumbar Power Seat



N2730-1A

FIG. 2 Lumbar Power Seat Mechanism

REMOVAL AND INSTALLATION

Removal

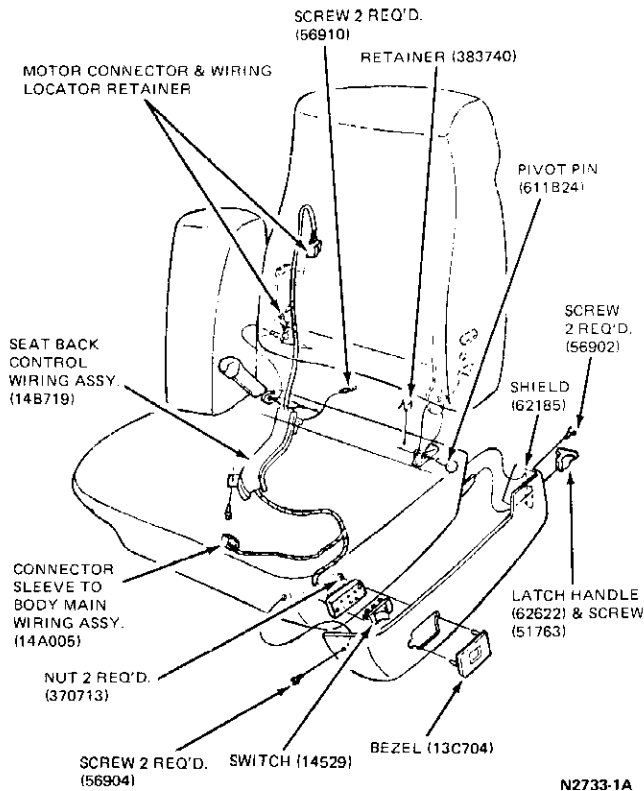
1. Disconnect the seat back control wiring assembly connector sleeve from the body main wiring assembly. Use Fig. 3 as a guide.
2. Remove the driver's seat and track assembly from the vehicle and place on a clean work surface. Refer to Group 41 for removal procedure of the complete seat and track assembly.

3. Use a putty knife or a similar tool to pry loose the four retaining clips which secure the front seat back rear panel assembly to the back assembly of the front seat on those vehicles equipped with the optional Midas trim (Fig. 4).
4. Remove the front seat back shield assembly four retaining screws and separate the shield from the seat back (Fig. 4).
5. Disconnect the front seat back control wiring assembly at the motor connector and wiring locator retainer (Fig. 3).
6. Tilt the seat back assembly forward and disengage the outboard retainer and pivot pin (Fig. 3).
7. Disengage the inboard pivot pin from the center pivot hole and remove the seat back assembly from the cushion and place on a clean work surface.
8. Disengage the front seat back cover plastic retainers and four hog rings and pull back the cover sufficiently to gain access to the adjuster assembly attaching screws (Fig. 4).
9. Remove the five attaching screws which secure the adjuster assembly to the front seat back pad (Fig. 5).
10. Slide the front seat back pad adjuster assembly downwards so that it slides out the bottom of the seat back between the seat back pad and frame.
11. Cut and remove the three plastic ties holding the motor wiring and motor drive cable together.
12. Remove the lower two motor mounting screws and separate the motor and bracket assembly (Fig. 6).
13. Unsnap the motor wiring connector from the retainer and remove the motor and bracket assembly.
14. Remove the two shaft support bracket attaching bolts and separate the bracket from the support assembly and the shaft assembly (Fig. 6).
15. Remove the shaft assembly and spacer from the drive levers and the support assembly.
16. Remove the two plate attaching retainers, pins, and springs and disengage the plate from the shaft assembly (Fig. 6).
17. Remove the two gear assembly attaching bolts and nuts and cable retainer (Fig. 6).
18. Disengage and remove the cable assembly from the gear assembly (Fig. 6).
19. Remove the gear assembly and the drive assembly.
20. Remove the front seat back latch handle attaching screw and remove the handle (Fig. 3).
21. Remove the four front seat cushion side shield assembly attaching screws (Fig. 3).
22. Remove the two front seat back switch bezel attaching nuts and remove the side shield and bezel from the cushion (Fig. 3).
23. Disconnect the control switch assembly from the seat back control wiring assembly and remove the switch (Fig. 3).
24. Turn the front seat cushion upside down and remove the two wiring shield attaching screws and remove the seat back control wiring assembly

Installation

1. Turn the front seat cushion upside down and insert the seat back control wiring assembly. Fasten in place with the two wiring shield attaching screws (Fig. 3). Return seat cushion to upright position.
2. Connect the control switch assembly to the seat back control wiring assembly (Fig. 3).
3. Insert the front seat back switch bezel in the front seat cushion side shield assembly and push threaded studs on the bezel through the control switch assembly. Install the attaching nuts and tighten (Fig. 3).
4. Position the front seat cushion side shield assembly to align the shield screw holes with those in the seat cushion (Fig. 3). Install and tighten the four front seat cushion side shield assembly attaching screws.
5. Insert the front seat back latch handle through the shield onto the seat cushion latch and attach with screw (Fig. 3).
6. Connect the flexible drive cable to the gear assembly using the cable retainer and mount the gear assembly to the support assembly with attaching bolts.
7. Install the two plate attaching retainers, pins, and springs to attach the plate to the shaft assembly.
NOTE: A No. 8-32 x 1-1/2 inch pan head screw can be used as a service replacement for the pin and a No. 8-32 hex nut and washer can be used for the retainer.
8. Install the shaft assembly through the drive assembly the spacer and into the support assembly. Insert the other end of the shaft assembly into the shaft support bracket and mount the shaft support bracket to the support assembly (Fig. 6).
9. Mount the motor and bracket assembly to the support assembly using the mounting screws.
10. Snap the motor wiring connector into the retainer on the motor and bracket assembly.
11. Use tape or adjustable straps to bundle the drive cable and wiring harness together (Fig. 6).
12. Slide the assembled front seat back pad adjuster assembly up into position between the seat back pad and frame and secure it to the front seat back pad using the five attaching screws (Fig. 5).
13. Insert the front seat back cover plastic retainers and hog rings to replace the plastic back cover.
14. Mate the seat back assembly to the cushion by inserting the inboard pivot pin in the pivot holes of the back assembly and cushion pivot brackets.
15. Tilt the seat back assembly forward and insert the outboard retainer and pivot pin (Fig. 3).
16. Connect the front seat back control wiring assembly at the motor connector and wiring locator retainer (Fig. 3).
17. Install the front seat back shield assembly on the seat back using the four retaining screws (Fig. 4).
18. Secure the front seat back rear panel assembly to the back assembly of the front seat on those vehicles equipped with the optional Midas trim, using the four retaining clips (Fig. 4).

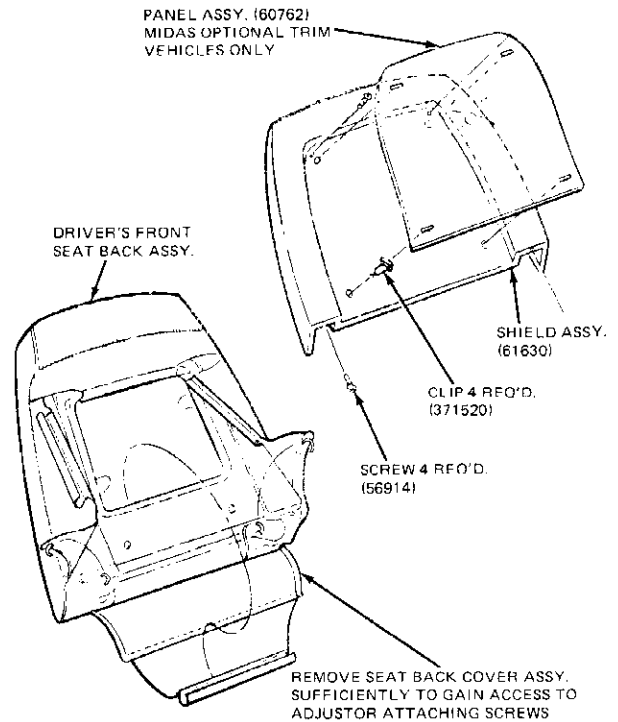
19. Install the driver's seat and track assembly in the vehicle. Refer to Group 41 for installation procedure of the complete seat and track assembly.



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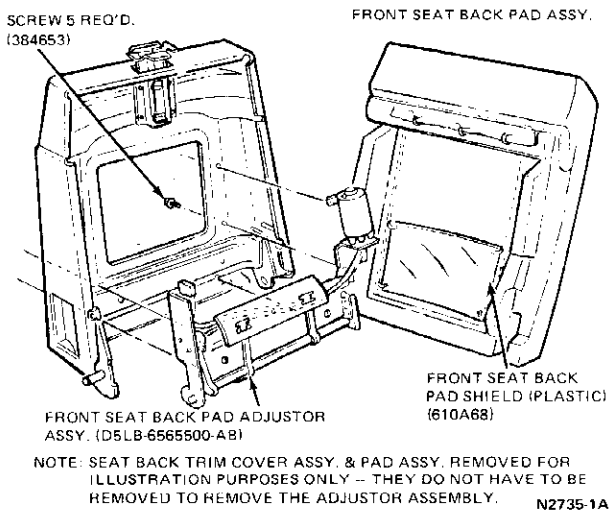
FIG. 3 Lumbar Power Seat Wiring—Driver's Side

20. Connect the seat back control wiring assembly connector sleeve from the body main wiring assembly (Fig. 3).



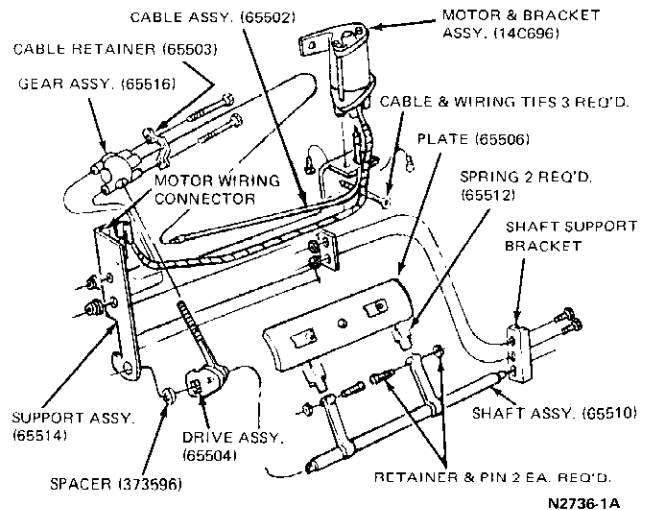
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FIG. 4 Driver's Side Front Seat Back Panel Assembly



N2735-1A

FIG. 5 Driver's Side Front Seat Back Internal Assemblies



N2736-1A

FIG. 6 Driver's Side Front Seat Back Pad Adjuster Assembly

TESTING

To test the current draw of the lumbar power seat adjuster assembly motor, remove the adjuster assembly from the front seat back assembly using the procedure

provided under Removal and Installation and remove the motor from the adjuster assembly as instructed in this procedure.

Test Procedure

1. Connect an external power source (Power Pac or equivalent or a fully charged battery) to the motor with an ammeter in series as shown in Fig. 7.
2. Observe the current draw. It should not exceed specifications and should not fluctuate. Reversal of the motor wire connections will reverse the direction of motor rotation. If current draw exceeds the specified value check for binding of the motor shaft and replace the motor if the binding is not correctable.

SEAT SWITCH TEST

Testing of the lumbar power seat adjuster switch should be performed with the switch removed from the vehicle. Use a self-powered test light or an ohmmeter.

TEST PROCEDURE

1. With the switch in the neutral position, there should be continuity between terminals 1 and 3, 2 and 5, and 4 and 6 (Fig. 8).
2. With the switch toggle pushed downward, there should be continuity between terminals 2, 4 and 5, and 1 and 3. Terminal 6 should be disconnected from every other terminal.
3. With the toggle switch pushed upward, there should be continuity between terminals 2, 3 and 5, and 4 and 6. Terminal 1 should be disconnected from any other terminal.
4. If the switch does not test correctly, replace the switch.

WIRING CHECKS

Refer to the wiring diagram in Fig. 9 when performing continuity checks between the battery and switch and between the switch and motor.

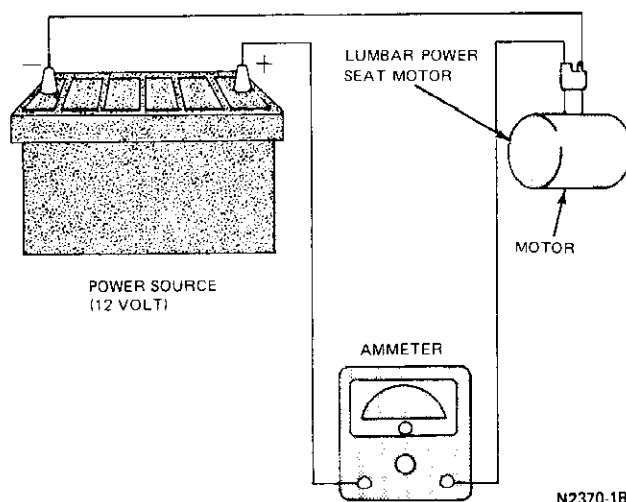
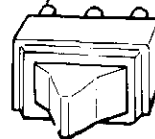


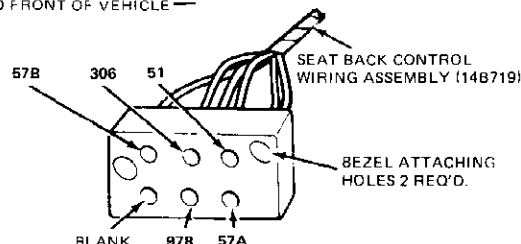
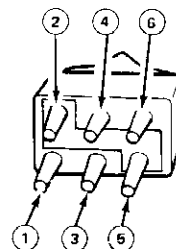
FIG. 7 Adjuster Motor Current Draw Test

CONTROL SWITCH (SAME PART AS WINDOW REG. CONTROL SINGLE SWITCH ASSY. 14529)



POWER SWITCH TEST

← TO FRONT OF VEHICLE



- ① GROUND OR HOT FEED
- ② POWER FEED
- ③ MOTOR TERMINAL - FORWARD MOVEMENT
- ④ MOTOR TERMINAL - REARWARD MOVEMENT
- ⑤ BLANK (BUSS BAR TO PIN NO. 2)
- ⑥ GROUND OR HOT FEED

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FIG. 8 Switch Pin Locations

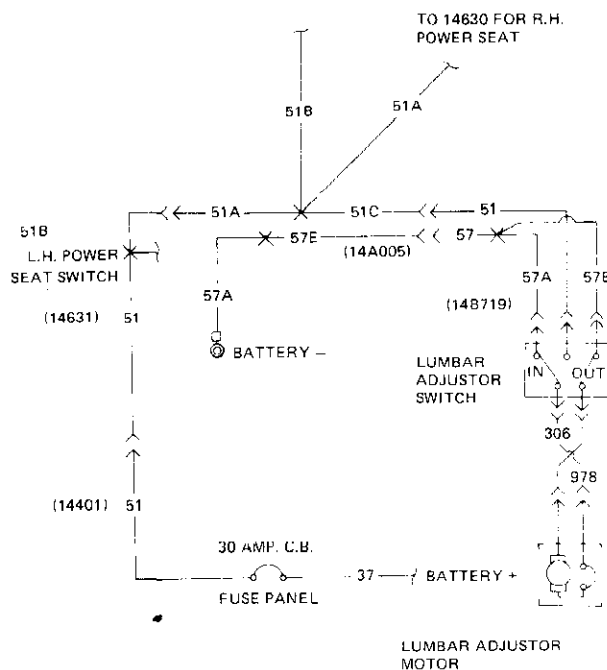


FIG. 9 Wiring Diagram

REMOVAL AND INSTALLATION

HEAD RESTRAINT

Removal

The head restraint is removed by pulling the head restraint post upward and out of the guide sleeve and mounting bracket.

If the mounting bracket spring clip will not disengage from the detent on the head restraint post to allow removal (Fig. 1), insert a 12-inch length of thin flat stock into the sleeve at the front side of the post and push the spring clip out of the detent while withdrawing the head restraint.

The guide sleeve is removed by pulling the sleeve out of the mounting bracket after first removing the head restraint. Occasionally, it may be necessary to trip the locking tab on the guide sleeve in order to remove it from the bracket (Fig. 1). Insert a short piece of wire having a hooked end into the sleeve, hook onto the locking tab and pull it inward. On cars equipped with

the flight or split bench seat, it may be necessary to remove the front seat back trim panel to release the head restraint.

Installation

The head restraint is installed by inserting the post into the sleeve in the seat back. It can be adjusted by applying hand pressure, either upward or downward, to the center area of the head restraint assembly. The head restraint must operate smoothly throughout its full range of travel and must remain in any fixed position.

MOUNTING BRACKET AND CATCH ASSEMBLY

Remove the head restraint and post assembly from the sleeve and remove the sleeve. Remove the seat back trim cover for access, and remove the screws that retain the mounting bracket to the mounting in the seat back.

Seat and Shoulder Belts

PART
41-50

Installation, Removal, Usage and Maintenance Instructions

SUBJECT	PAGE	SUBJECT	PAGE
GENERAL INFORMATION	50-1	MAJOR REPAIR OPERATIONS	
DESCRIPTION AND OPERATION	50-1	Cleaning	50-15
REMOVAL AND INSTALLATION	50-5	Seat and Shoulder Belts	50-15
		Seat and Shoulder Harness Belt With	
		Damaged Anchor Plate Threads	50-15
		Seat Belt With No Anchor Plate	
		Thread Damage	50-15

CR2019-2B

GENERAL INFORMATION

SEAT AND SHOULDER BELTS

There are two distinct front outboard seat belt systems. One system, used in previous years, is the **three point system**. A new system is also used and it is called the **continuous loop system**.

The three point system has a fixed tongue on the front outboard lap/shoulder belt and two retractors. The continuous loop system has a movable tongue on the front outboard lap/shoulder belt and only one retractor.

The seat belts and shoulder belts are factory installed in their proper locations. If the seat belts or shoulder belts are removed for any reason, they should be installed as shown in Figs. 3 through 16. Sealer should be placed around all seat belt anchor bolt holes in the

floor pan. Tighten the anchor bolts to the specification shown at the end of this Part.

Belt assemblies must be installed in matched sets as received and **must not be interchanged between vehicle models**.

If a component portion (buckle portion, retractor portion, etc.) of a **seat belt or shoulder belt assembly is nonfunctional or damaged, the entire assembly (buckle, tongue and shoulder harness portions) must be replaced**. The replacement assembly must be installed as a matched set and the identification labels on all portions must bear exactly the same code, and manufacturer's name. Under no circumstances are seat belt or shoulder belt components to be replaced as individual components.

DESCRIPTION AND OPERATION

Both systems incorporate a buzzer (except Versailles which has a chime) and light warnings. The seat belt warning light illuminates for about eight seconds after the ignition switch is turned on—regardless of seat belt usage. The seat belt warning buzzer or chime is grounded by a switch in the left lap retractor, on the three point system and by a switch in the left inboard buckle on the continuous loop system. The seat belt warning buzzer or chime will sound for approximately eight seconds unless the driver's belt is used.

When the occupant restraint system for front outboard passengers is a 3-point system, with the outboard lap belt and shoulder harness are sewn together at the tongue. To secure the belts, the tongue is inserted into the buckle.

ADJUSTMENTS

On the three point system, the webbing for the lap belt extends from a belt retractor that automatically

locks when the belt is being worn. This lock prevents the belt from being pulled out further, but allows the belt to retract, and thus maintains a snug fit around the user for optimum safety. This lap belt retractor is located **on** or **in** the rocker panel (depending on car line and model).

With the continuous loop system, the outboard lap/shoulder belt uses a common sliding tongue. To secure, insert the tongue into the inboard buckle.

The webbing for the lap belt is anchored to the side of the sill without a retractor.

On both systems, the shoulder harness webbing has the other end fixed in a retractor, which is located in or on the rocker, in the "B" pillar post or in the quarter panel (depending on car line and model). The Mustang II, Pinto, Bobcat, Fairmont, Zephyr, Ford, Lincoln, Granada and Monarch (2-doors) shoulder harness retractor is located in the quarter panel. The Continental Mark V shoulder belt retractor is located in the headlining above the opera window. This webbing then passes through a guide on the Ford and Lincoln Continental above and behind the occupant's shoulder which directs the webbing at the proper downward angle over the occupant's shoulder and chest, and attaches to the lap belt connector. **The shoulder harness retractor is designed to let the webbing freely move in or out at all times, except during vehicle deceleration, when it is automatically locked by a mechanically actuated inertia sensor (Fig. 1).**

The inboard belt with the buckle passes through the seat on bench seat installations and directly to a fixed anchorage on the floor on bucket seat installations.

Attaching the tongue and buckle secures the occupant with both lower and upper restraints. This attachment of the tongue and buckle can be accomplished by a single continuous movement.

The 2-point system (lap belts only) continues for the front seat center position and all rear seat positions.

CONTINUOUS LOOP SYSTEM (SLIDING TONGUE, WITHOUT COMFORT REGULATOR)

FRONT LAP-SHOULDER BELTS

Fastening Belts

After entering your car, adjust the front seat to obtain the best position for your driving comfort and visibility. Then use the following procedure for fastening belts.

Pull the lap-shoulder belt from the retractor so that the shoulder portion of the belt crosses your shoulder and chest and insert the belt tongue into the proper buckle until you hear a snap and feel it latch.

Adjusting Shoulder Portion

The shoulder restraint portion of the belt adjusts automatically to a snug position. The inertia reel allows freedom of movement; locking tight only on hard braking or impacts of approximately 5 mph (8 km/h) or more. The reel cannot be made to lock by jerking on the webbing.

Adjusting Lap Portion

The lap portion of the belt adjust automatically.

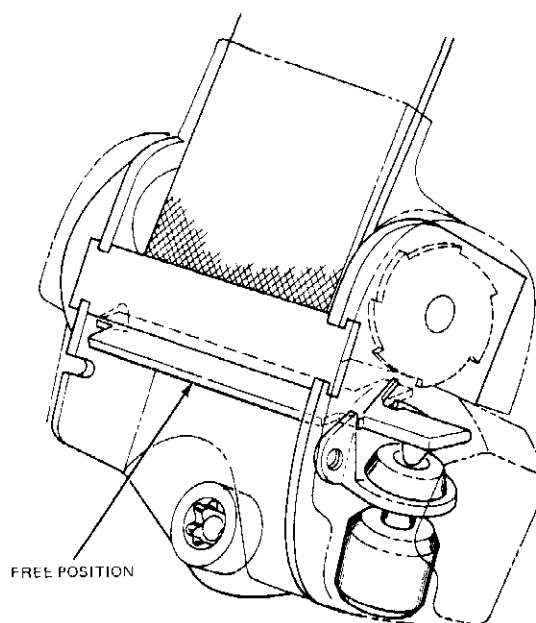
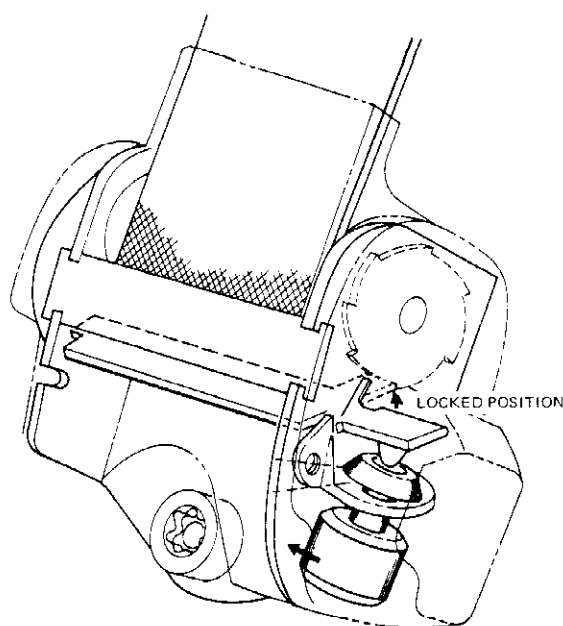


FIG. 1 Shoulder Harness Retractor—Three Point System

REAR LAP BELTS

To Fasten Belts

Pull the belt out of the retractor with a steady motion and insert the tongue into the buckle. Adjust belt snugly around the hips (never across the waist) by allowing slack to return to the retractor. Failure to do so may result in unnecessary injury in the event of a collision.

CONTINUOUS LOOP SYSTEM (WITH ONE-WAY TONGUE AND COMFORT REGULATOR)

Perform the same operations as continuous loop without comfort regulator, with the following additions.

ADJUSTING SHOULDER PORTION (With Comfort Regulator)

To relieve belt pressure on your shoulder after the belt is fastened, a shoulder harness comfort regulator has been installed in the shoulder retractor. This regulator allows you to adjust your shoulder belt to a position for a comfortable shoulder harness length. This comfort regulator operates similar to a "window shade" mechanism, and is used in the following manner:

1. Close the door.
2. Pull several inches of shoulder belt away from your body and release.
3. Pull down a small amount of shoulder belt and release.

CAUTION—An adjustment that results in more slack than is required in order to insert a first between the shoulder belt and the chest may reduce the restraint system effectiveness. Pull and release until the slack is correct.

COMFORT REGULATOR RELEASE

The comfort regulator is designed to automatically release when the respective front door is opened. As the seat belt is unbuckled, it should be hand-guided back to the retractors to prevent the belt tongue from striking occupants or objects nearby during retraction.

THREE-POINT SYSTEM—EXCEPT VERSAILLES

To fasten the front lap shoulder belts after entering the car on the three point system, adjust the front seat to obtain the best position for your driving comfort and visibility. Then, use the following sequence for fastening belts.

1. Pull the lap-shoulder belt from the retractor in one continuous motion, so shoulder portion of belt crosses your shoulder and chest and insert the belt tongue into the proper buckle. If the pulling motion is interrupted while extending the belt, it may be necessary to return the lap belt to the stowed, or fully retracted position, in order to release the stop mechanism in the lap portion of the belt.
2. Adjust lap portion of seat belt snugly **around the hips**—not the waist, by allowing any excess belt to return into the retractor.
3. The shoulder restraint portion of the belt adjusts automatically to a snug position. The inertia reel attached to the shoulder belt allows freedom of movement, locking tightly only on hard braking or

impacts of approximately 5 mph or more. The reel cannot be made to "lock up" by jerking on the webbing.

THREE-POINT SYSTEM—VERSAILLES

1. Pull lap shoulder belt from retractor so that shoulder portion of belt crosses shoulder and chest. Insert belt tongue into buckle.

ADJUSTING LAP BELT (FREE WHEELING FEATURE INCORPORATED AFTER DECEMBER, 1977)

The lap belt retractor is designed to "free wheel" while the occupant is buckling up. This electrical device allows the driver and/or right passenger to extend or retract the webbing without lock up until the tongue has been inserted in the buckle. **ADJUST LAP PORTION OF BELT ACROSS THE HIPS** (never across the waist) by allowing any excess belt into the retractor.

ADJUSTING SHOULDER PORTION (With Comfort Regulator)

To relieve tension on your shoulder after the belt is fastened, a shoulder harness comfort regulator has been installed in the shoulder retractor. This regulator allows you to adjust your shoulder belt to a comfortable length and obtains proper amount of slack. This comfort regulator operates similar to a shade mechanism, and is used in the following manner:

1. Pull several inches of shoulder belt away from your body and release.
2. Pull down a small amount of shoulder belt and release.

Comfort Regulator Release

The comfort regulator is designed to release when the door is opened.

FRONT CENTER LAP BELT

The center seat belts do not have retractors. To lengthen the belt, tip the tongue.

To fasten the belt, insert the tongue into the open end of the buckle until you hear a snap. Shorten the belt, if necessary, by pulling on the loose end of the webbing. The belt should be snug across **the hips; never across the waist.**

WEBBING CANNOT FULLY RETRACT FROM LAP BELT RETRACTOR

ALL MODELS EXCEPT FAIRMONT, ZEPHYR, VERSAILLES, GRANADA, MONARCH, MUSTANG II, PINTO, BOBCAT (2-DOOR) AND LTD II AND COUGAR (4-DOOR)

1. Pull webbing from the shoulder harness retractor, allowing the lap belt to retract fully into the retractor. Pull webbing from the lap belt retractor.
2. If OK, withdraw lap belt webbing and buckle up while sitting in seat. Repeat five times to insure proper operation. If not OK, replace the seat belt assembly.
3. If the webbing cannot be pulled from lap belt retractor, unsnap retractor cover door and disengage locking bar from the ratchet gear (Fig. 2). (Use a small common screwdriver which has no burrs or sharp edges.) Hold the locking bar down

and pull the webbing from the retractor. Inspect the webbing for foreign material and/or twist and remove. Allow webbing to retract into the retractor. Withdraw lap belt webbing and buckle up while sitting in seat. Repeat five times to insure proper operation. If not OK, replace the seat belt assembly.

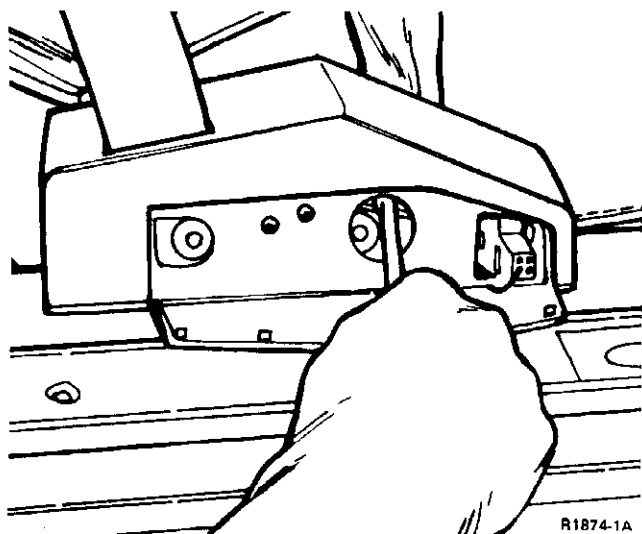


FIG. 2 Disengaging Seat Belt Retractor Locking Bar

LTD II AND COUGAR—(4 Door Models)

1. Pull webbing from the shoulder harness retractor, allowing lap belt to retract into the retractor. Pull webbing from the lap belt retractor.
2. If OK, withdraw lap belt webbing and buckle up while sitting in seat. Repeat five times to insure proper operation. If not OK, replace the seat belt assembly.
3. If the webbing cannot be pulled from lap belt retractor, remove center pillar trim cover and seat belt retractor. Pull the retractor cover away from retractor frame at the area of the attaching bolt hole and disengage locking bar from the ratchet gear. (Use a small common screwdriver which has no burrs or sharp edges.) Hold the locking bar down and pull the webbing. Inspect the webbing for foreign material or twisting. Remove foreign material or roping/twisting. Allow webbing to retract back into retractor. Cycle retractor five times, if not OK, replace the seat belt assembly.
4. If OK, reinstall in vehicle. Withdraw lap belt webbing and buckle up while sitting in seat. Repeat five times to insure proper operation. If not OK, replace the seat belt assembly.

Thunderbird, Fairmont, Zephyr and Versailles—All Models

1. If lap belt does not fully retract, pull webbing from the shoulder harness retractor, allowing lap belt to retract fully back into the retractor. Pull webbing from the lap belt retractor.
2. If OK, withdraw lap belt webbing and buckle up while sitting in seat. Repeat five times to insure proper operation. If not OK, replace the seat belt assembly.

3. If the webbing cannot be pulled from the lap belt retractor, visually check the webbing inside the snout (look down the snout opening) for foreign material or twisting. Remove roping by untwisting belt. Remove foreign material with tweezer or any appropriate tool that does not have burrs or sharp edges that would damage the webbing. Allow webbing to retract back into retractor. Withdraw lap belt webbing and buckle up while in seat. Repeat five times to insure proper operation.
4. If not OK, tighten the webbing on the spool in the retractor, by trying to pull the webbing from the retractor. (Use both hands to pull webbing.) Allow webbing to retract by pushing the webbing into the retractor. Withdraw webbing and inspect for foreign material or twisting. Remove foreign material or roping/twisting. Withdraw lap belt and buckle up while in seat. Repeat five times to insure proper operation. If not OK, replace the seat belt assembly.

LAP BELT RETRACTOR DOES NOT LOCK

ALL MODELS EXCEPT PINTO, BOBCAT, MUSTANG II, GRANADA, MONARCH, FAIRMONT, ZEPHYR, VERSAILLES (2-DOOR) AND LTD II AND COUGAR (4-DOOR)

1. Withdraw a minimum of 18 inches of webbing from lap belt retractor and check for lock-up. (Retractor must lock-up after 18 inches of webbing withdrawal.) Return 2 inches into retractor and pull out.
2. Unsnap retractor cover door and check locking bar spring. Pull webbing from the lap belt retractor and check for broken spring on locking bar by moving locking bar away from ratchet gear. (Use a small common screwdriver which has no burrs or sharp edges.) Spring should force locking bar back into engagement with ratchet gear (Fig. 2).
3. If not OK, replace the seat belt assembly. If OK, check locking bar for foreign material. Remove foreign material. Withdraw lap belt webbing and buckle up while sitting in seat. Repeat five times, to insure proper operation. If not OK, replace the seat belt assembly.

VERSAILLES

1. Fasten the seat belt. Pull on the lap belt webbing, the retractor should be locked if O.K., unbuckle, allow the lap belt retractor to fully retract.
2. Repeat Step 1 five (5) times to insure proper operation.
3. If not O.K., replace the seat belt assembly for that seating position.

NOTE: There are two ways to stop the retractor from "free wheeling." One is to "buckle up" and the retractor will lock immediately. The second way is to pull approximately 12" of webbing from the lap belt retractor, wait approximately 15 seconds and a thermal timer will deactivate the "free wheeling" feature.

LTD II AND COUGAR (4 Door Models)

1. Withdraw a minimum of 18 inches of webbing from lap belt retractor and check for lock-up. (Retractor

- must lock-up after 18 inches of webbing withdrawal.) Return 2 inches into retractor and pull out.
2. Remove center pillar trim cover and seat belt retractor. Pull the retractor cover away from retractor frame at the area of attaching bolt hole and check for broken spring on locking bar, by moving locking bar away from ratchet gear. (Use a small common screwdriver which has no burrs or sharp edges). Spring should force locking bar back into engagement with ratchet gear (Fig. 2).

3. If not OK, replace seat belt assembly. If OK, check locking bar for foreign material. Remove foreign material. Withdraw lap belt webbing and allow to retract. Repeat five times to insure proper operation. If not OK, replace seat belt assembly. If OK, install in vehicle and withdraw lap belt and buckle up while sitting in seat. Repeat five times to insure proper operation. If not OK, replace seat belt assembly.

REMOVAL AND INSTALLATION

FRONT SEAT BELT RETRACTOR AND HARNESS ASSEMBLY

2-DOOR MERCURY, COUGAR, LTD II, THUNDERBIRD, AND RANCHERO

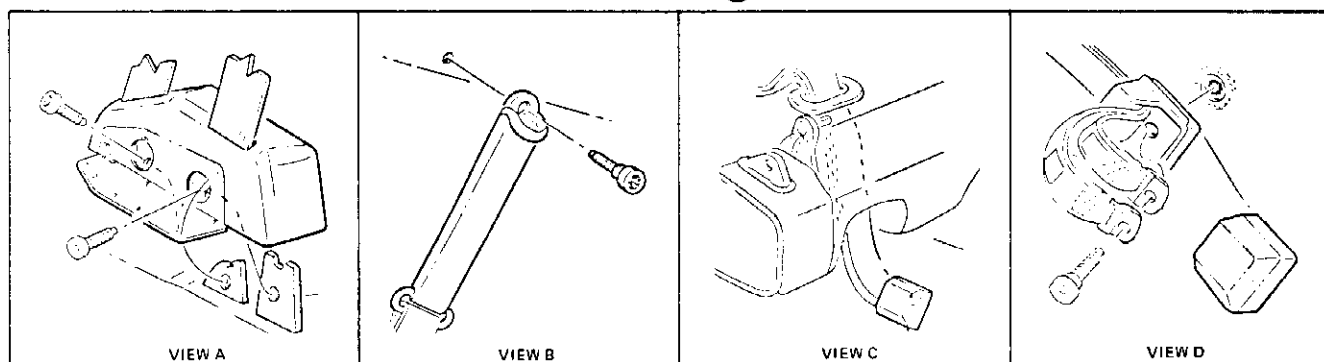
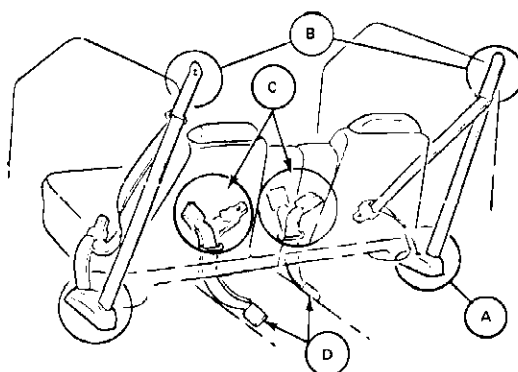
NOTE: Fig. 3 shows the front seat belt, shoulder harness, inboard and outboard locations. Tool T70P-2100B and T77L-2100A (or equivalent) should be used for Removal and Installation. Refer to Group 45 for trim removal.

1. Fold back the 9 inch sling "boot" cover (portion covering the roof rail anchor bolt) and remove the anchor bolt.
2. Unlatch the inboard attachment boot cover and remove the anchor bolt attaching the front inboard belt and buckle assembly.

3. Remove the belt and buckle assembly by pulling the attaching anchor plate through the seat grommet.
4. Flip over the cover on the dual retractor boot (mounted on top of the sill).
5. Remove the two (2) anchor bolts attaching the dual retractor assembly and remove the retractor assembly.

Installation

To assemble, reverse the preceding steps. Torque all bolts to 22-32 ft-lbs. Cycle system several times to assure proper retractor operation.



R1583-2A

FIG. 3 Front Seat Belt Installation—Mercury, Thunderbird, LTD II, Cougar and Ranchero—2-Door Models

4-DOOR FORD, MERCURY AND LINCOLN CONTINENTAL

Removal

1. Unsnap the cover on upper "D" ring attachment and remove the attaching bolt (Fig. 4).
2. Remove upper and lower "B" pillar trim panels.
3. Remove the bolt from the upper retractor and remove the retractor from the pillar.
4. Unsnap the driver's side front cover from the retractor on top of sill and disconnect electrical connector.
5. Unsnap the other cover on the retractor assembly, remove the attaching bolt and remove the retractor assembly.
6. With the seat in full forward position, remove the center anchor cover by spreading sides and lifting off cover.
7. Remove bolt attaching buckle ends.
8. Connect the driver's side electrical connector to the retractor assembly and install the access covers.
9. Install the "B" pillar retractor assembly and tighten to specification.
10. Install the lower and upper "B" pillar trim panels.
11. Install the shoulder harness and bolt to the "B" pillar and "D" ring attachment and tighten to specification. Make sure there is no twist in the webbing.

Installation

To assemble, reverse the preceding steps. Torque all attaching bolts to 22-32 ft-lbs. Cycle system several times to assure proper operation of retractors.

4-Door LTD II and Cougar

1. Unsnap the cover on upper "D" ring attachment and remove the attaching bolt (Fig. 5).
2. Remove upper and lower "B" pillar trim panels.
3. Disconnect driver's side electrical connector from the lower retractor.
4. Remove the bolt from the upper retractor and remove the retractor from pillar.
5. Remove the bolt from the lower retractor and remove the retractor assembly.
6. With seat in full forward position, remove center anchor cover by spreading sides and lifting off cover.
7. Remove the bolt attaching the buckle ends.
8. Pull the buckle through the seat assembly.

Installation

To assemble, reverse the preceding steps. Torque all attaching bolts to 22-32 ft-lbs. Cycle system several times to assure proper operation of retractors.

Pinto/Bobcat and Mustang II (All Models) Granada/Monarch (Two-Door Models)

Removal

1. Remove the outboard front seat belt-to-sill attaching bolt and rubber washer (Fig. 6, View AA).
2. Unsnap the Guide Cover at the upper attachment and remove the Seat Belt Guide attaching bolt. (Fig. 6, View BB).
3. Remove the rear seat cushion and back (refer to Part 41-14 and 41-20).

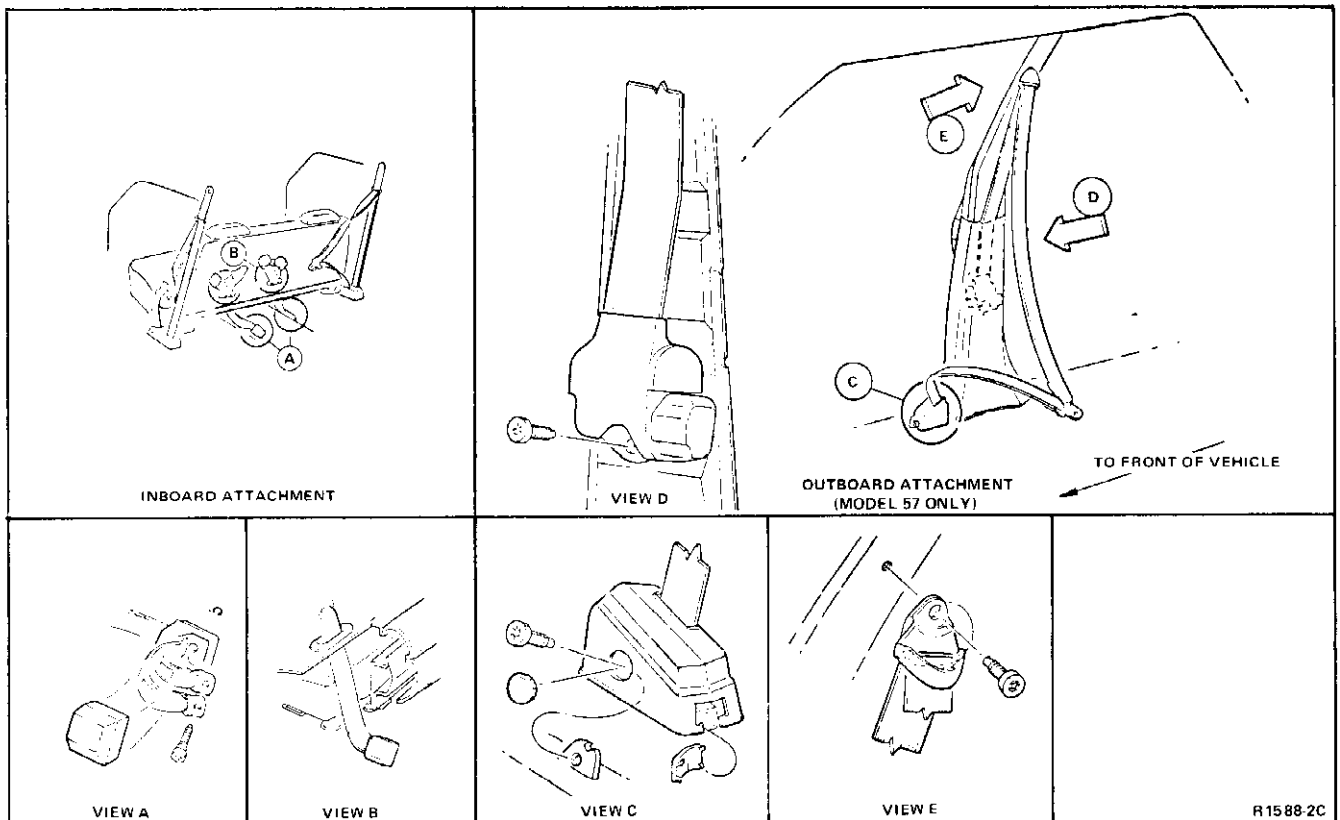


FIG. 4 Front Seat Belt Assemblies—Ford, Mercury and Lincoln Continental—4-Door Models

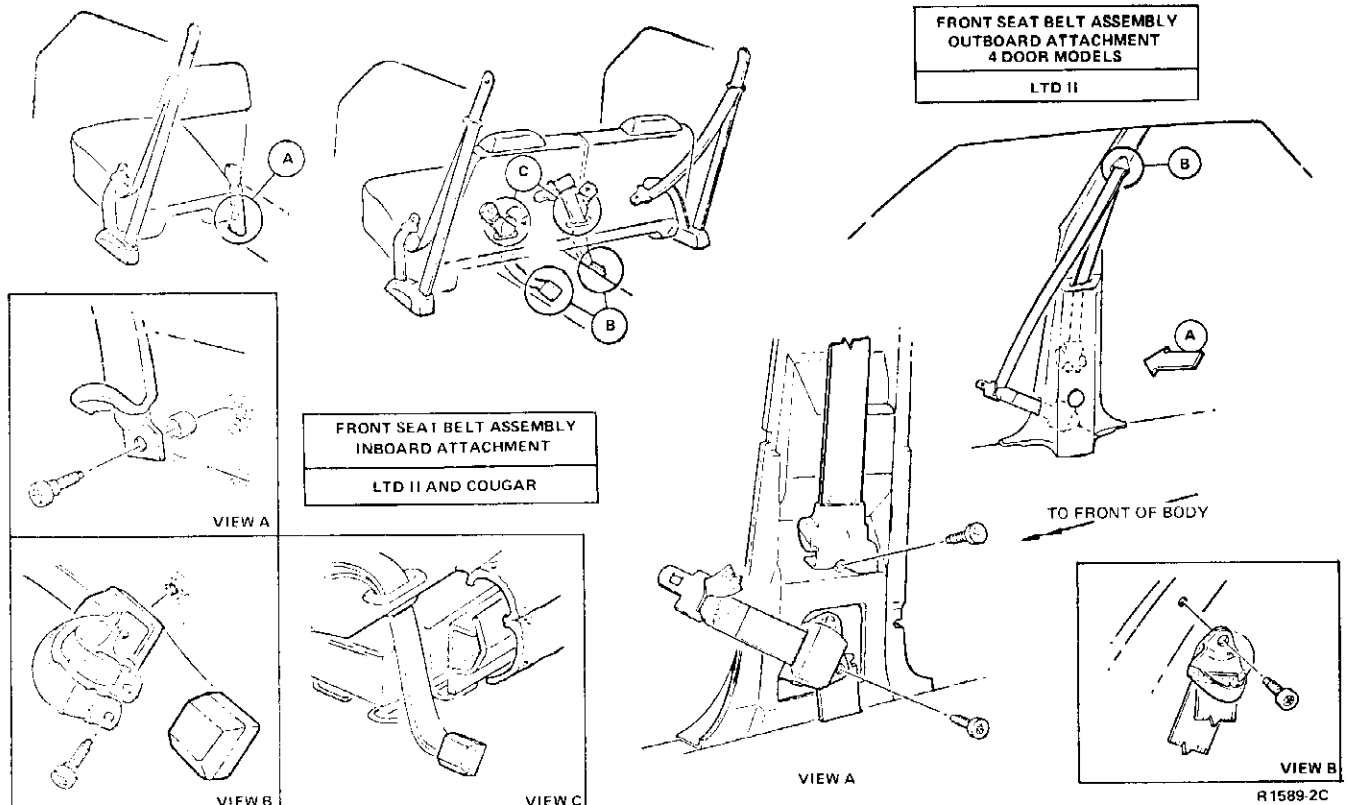


FIG. 5 Front Seat Belt Assemblies—LTD II and Cougar—4-Door Models

4. For Pinto, Bobcat and Mustang, remove the quarter trim panel. On Mustang Ghia and Granada/Monarch remove the roof side rear trim panel before the quarter trim panel. (Refer to Part 45-03.) (Fig. 6, Views CC—1, 2, 3, 4 and 5.)
 5. Disengage the front seat belt opening bezel from the opening in the quarter trim panel for the standard Mustang, Pinto and Bobcat. Remove the belt from the existing slit in the bezel and panel. For Mustang Ghia and Granada/Monarch models, disengage the belt from the exit slit in the roof side rear trim panel.
 6. Remove the quarter panel mounted retractor attaching bolt and remove the outboard front seat belt assembly from the vehicle. (Fig. 6, Views DD—1, 2, and 3.)
- NOTE:** Pinto and Bobcat station wagons outboard front seat belt sill attaching end, boot, guide, tongue and stop must be threaded through the inside quarter panel from the top after removing the retractor.
7. RH Inboard Front Seat Belt and Buckle removal procedure is: With the seat in the forward position to provide access, lift or slide the lower end of the buckle end boot, remove the front seat belt and buckle assembly attaching bolt and remove the assembly from the vehicle. (Fig. 6, Views EE—1 and 2.)
 8. LH Inboard Front Seat Belt and Buckle Assembly: With the seat forward, disconnect the seat belt warning buzzer wiring connector at the lower end of the LH buckle end boot, lift or slide (as applicable) the lower end, remove the attaching bolt and remove the assembly from the vehicle.

Installation

To re-assemble, reverse the preceding steps. Torque all attaching bolts to 22-32 ft-lbs and cycle the system several times to assure proper operation of the retractor.

Granada/Monarch Four-Door Models—Front Removal

1. Remove the outboard front seat belt-to-floor attaching bolt (Fig. 7, View AA).
2. Unsnap the "D" Ring Guide Cover at the upper attachment and remove the belt guide attaching bolt (Fig. 7, View BB).
3. Remove the Center Pillar trim (Refer to Part 45-03) and disengage the belt from the slot in the center body pillar inside finish panel (Fig. 7, View CC).
4. Remove the center pillar mounted retractor attaching bolt and remove the outboard front seat belt assembly from the vehicle (Fig. 7, View DD).
5. RH Inboard Front Seat Belt and Buckle Assembly: With the seat forward, lift the lower end of the boot and remove the front seat belt and buckle assembly attaching bolt. Remove assembly from vehicle (Fig. 7, View EE—1 and 2).
6. LH Inboard Front Seat Belt and Buckle Assembly: With the seat forward, disconnect the seat belt warning wiring connector at the lower end of the boot. Remove the attaching bolt. Remove the assembly from the vehicle.

Installation

To assemble, reverse the preceding steps. Torque all attaching bolts to 22-32 ft-lbs. Cycle the system several times to assure proper operation of the retractor.

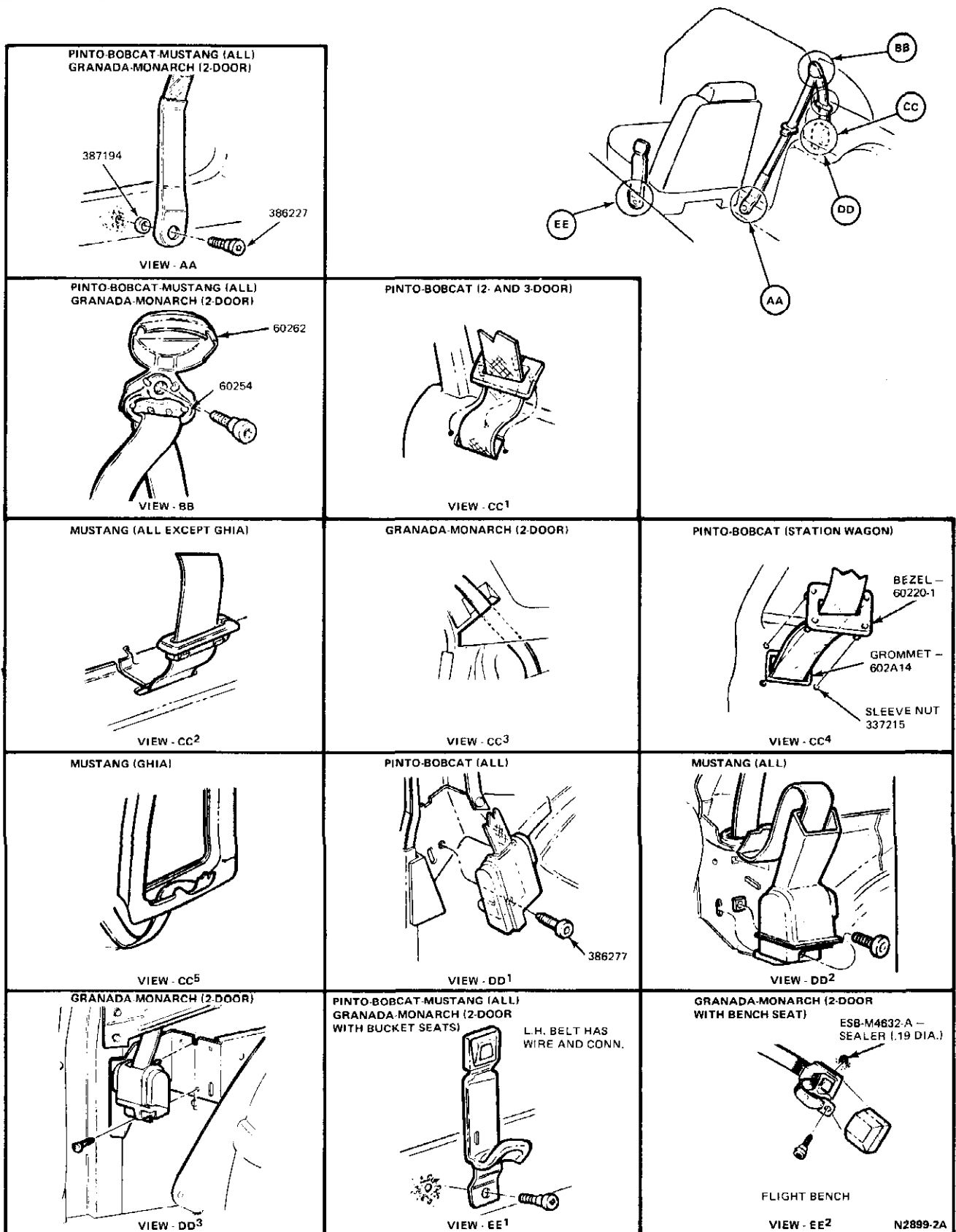


FIG. 6 Front Outboard Seat Belts—Pinto, Bobcat and Mustang II (All Models); Monarch and Granada (2-Door Models)

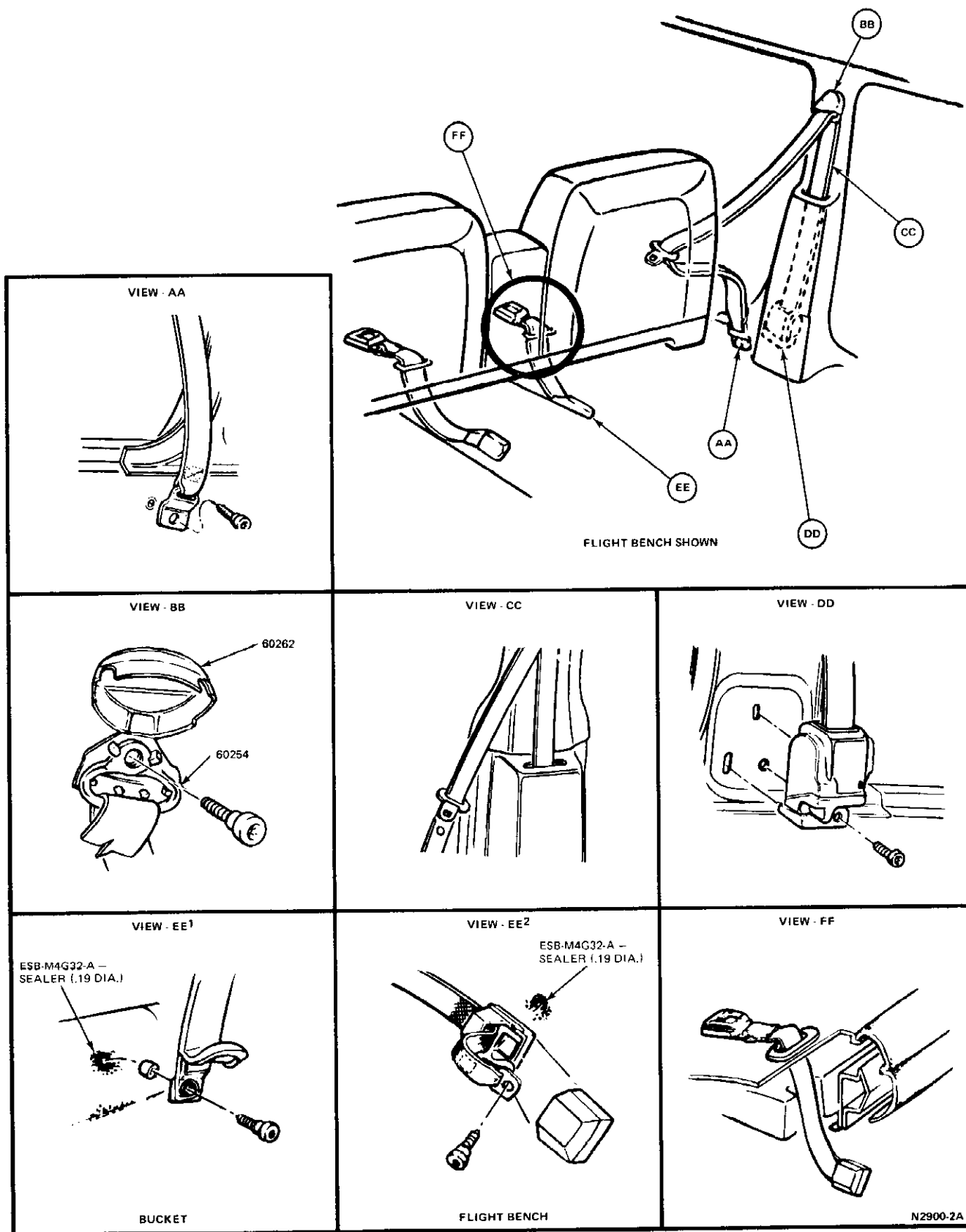


FIG. 7 Front Outboard Seat Belts—Granada and Monarch (4-Door Models)

Continental Mark V

NOTE: Fig. 8 Views A, B, C show the Front Seat Belt and Shoulder Belt Inboard and Outboard Locations. Tool T70P2100B should be used for Removal and Installation. Refer to Group 45 for Trim Removal.

Removal

1. Remove the shoulder belt retractor cover attaching screws (2).
2. Remove the shoulder belt retractor attaching screws (2). Lower Assy. to rear floor (Fig. 8).
3. Unsnap "footman's loop".
4. Remove the plug from the front of the lap belt retractor cover. (Driver's side only.)
5. Disconnect the driver's side seat belt electrical connector from left lap belt retractor.
6. Remove the plug from the side of the lap belt retractor.
7. Remove the one bolt from the lap belt retractor assembly and remove the retractor assembly.
8. With the seat in the full forward position, remove the center anchor cover by spreading the sides and lifting off the cover.
9. Remove the bolt attaching the buckle ends.
10. Pull the buckle ends through the seat assembly.

Installation

To assemble, reverse the preceding steps. Torque all attaching bolts to 22-32 lbs-ft and cycle the system several times to insure proper operation of the retractor.

2-Door Ford and Lincoln Continental

1. Unsnap the cover on upper "D" ring attachment and remove the attaching bolt (Figs. 9 and 10).
2. Remove quarter trim panels, Part 43-05.
3. Lincoln Continental Only—Remove the four (4) screws retaining the seat belt guide.
4. Remove the bolt from the "B" pillar retractor and remove the retractor from the pillar.
5. Unsnap the driver's side front cover from the retractor on top of sill and disconnect electrical connector.
6. Unsnap the other cover on the retractor assembly, remove the attaching bolt and remove the retractor assembly.
7. Remove the seat belt loop retainer from seat assembly.
8. With the seat in full forward position, remove the center anchor cover by spreading sides and lifting off cover.
9. Remove bolt attaching buckle ends.
10. Pull buckle through seat assembly.
11. Thread the center belt through the seat cushion bezel and insert.
12. Position the center belt assembly, install the attaching bolt, tighten to specification and install the center anchor cover.
13. Install the lower retractor (one (1) bolt) and tighten to specification.
14. Connect the driver's side electrical connector to the retractor assembly and install the access covers.

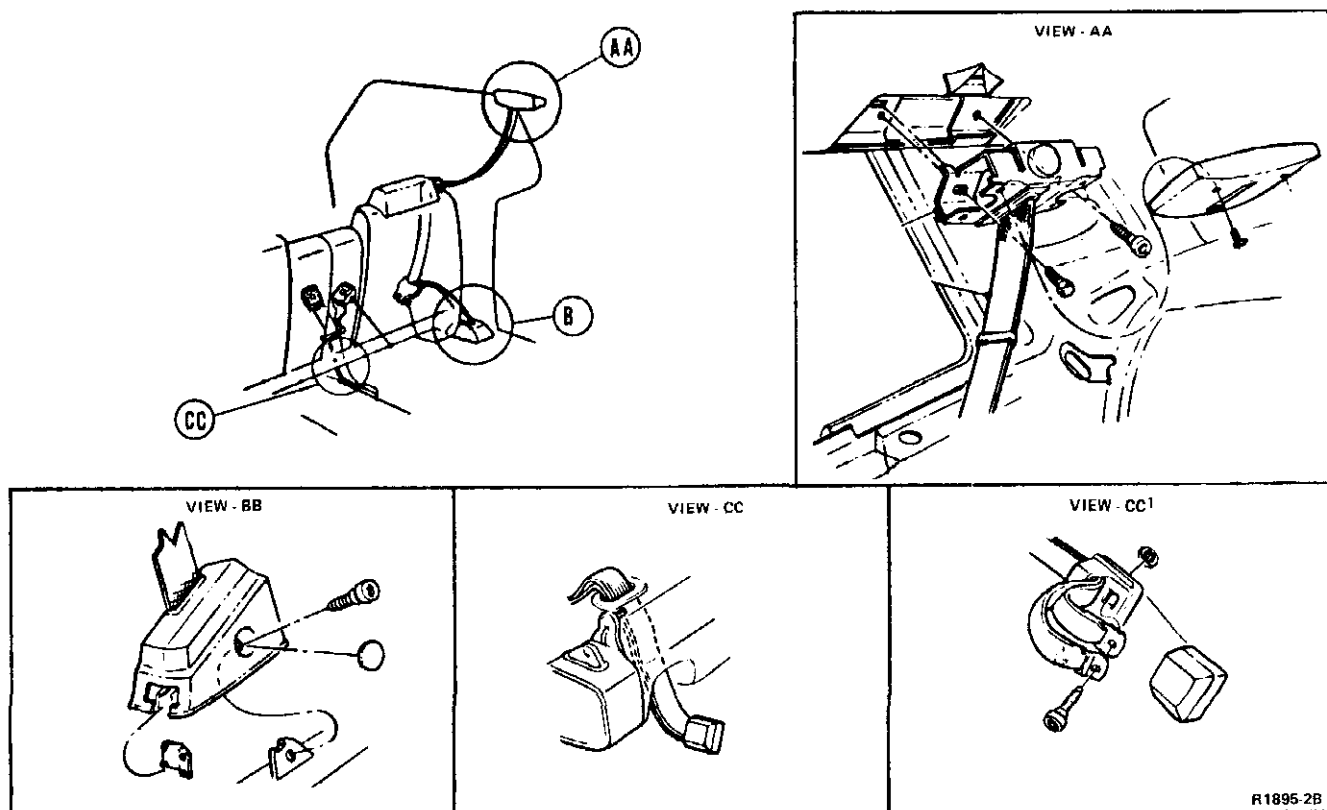


FIG. 8 Front Seat Belt Assembly Continental Mark V—All Models