

Seat-Back Fittings and Reclining-Seat Fittings

Job No.

91 — 3

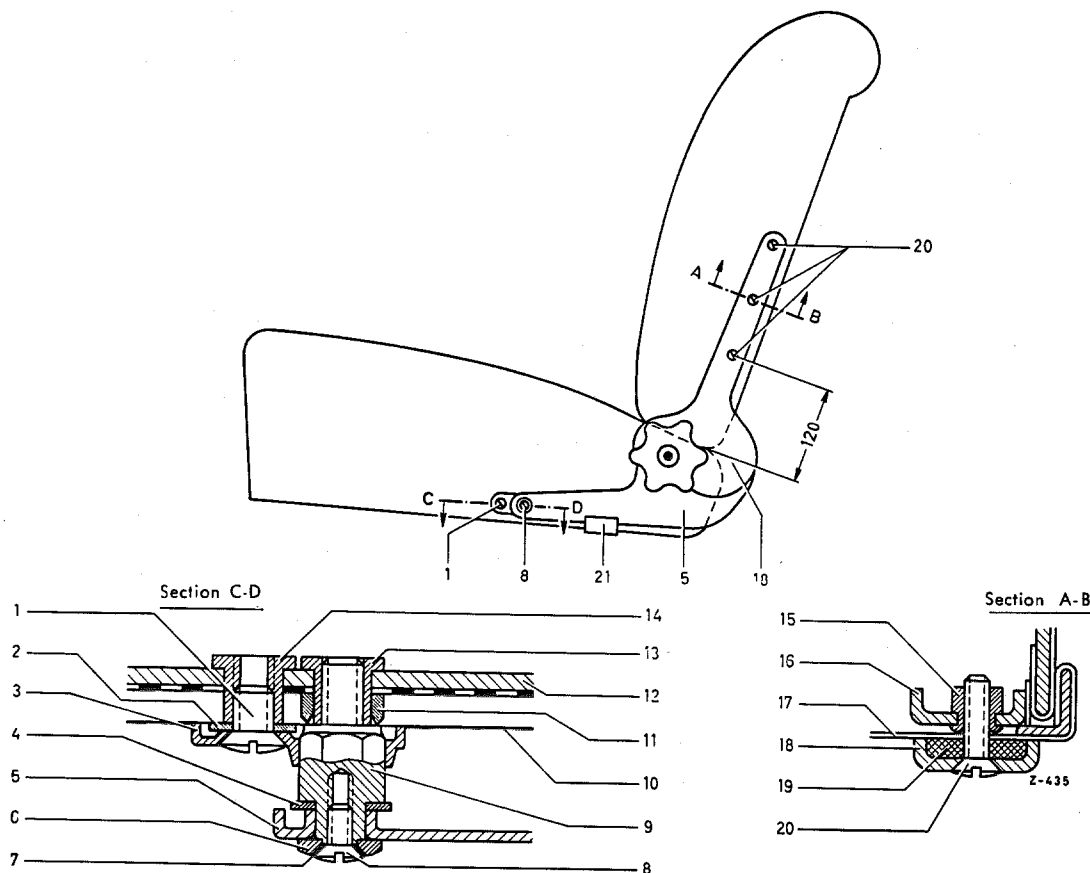


Fig. 91 — 3/1

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|---|--|
| 1 Oval-head countersunk screw AM 10 × 20 | 11 Thrust Ring with cutting edge Part No. 10 180 919 00 22 |
| 2 Lock washer B 10 DIN 137 | 12 Seat cushion frame |
| 3 Escutcheon (12 parts) Part No. 10 120 919 01 23 | 13 Threaded bushing |
| 4 Lock washer B 12 DIN 137 | 14 Threaded bushing |
| 5 Lower seat-back rail | 15 Rivet nut N 3006/2 |
| 6 Washer | 16 Upper seat-back rail |
| 7 Toothed washer V 6.4 DIN 6797 | 17 Cover for seat-back |
| 8 Oval-head countersunk screw AM 6 × 12 | 18 Reclining seat fittings |
| 9 Pivot pin for reclining-seat fitting Part No. 10 120 919 01 15 | 19 Cardboard insert |
| Pivot pin for standard seat-back fittings Part No. 10 120 919 00 15 | 20 Oval-head countersunk screw AM 6 × 18 |
| 10 Leatherette cover | 21 Support angle with rubber buffer |

The seat-back fittings of the individual seats with or without reclining-seat fittings are fixed to the front end of the back rail (5) in the pivot pin (9) (see Fig. 91 — 3/1). The pivot pin (9) is secured in its position by an escutcheon (3). On older-type seats a thrust ring with two plane faces is installed between the pivot pin and the seat frame. The leatherette cover at the side of the seat is held between the thrust ring and the pivot pin. When the pivot pin is tightened, the leatherette can turn with the pin and form spiral folds. It is for this reason that sometimes the pivot pin is not fully tightened through no fault of the mechanic, so that as a consequence it is subject to bending instead of to shearing stress.

For this reason, the thrust ring has been replaced by a new thrust ring (11) with cutting edge (see Fig. 91 — 3/1). This thrust ring (11) should be installed in such a way that the cutting edge under the leatherette cover (10) points toward the outside. When the pivot pin (9) is tightened, the thrust ring cuts through the leatherette cover. The pivot pin (9) can then be tightened to make metallic contact with the cutting edge of the thrust ring (11).

If it is found that a pivot pin is loose, it is advisable to install a new thrust ring subsequently; the same applies when reclining seat fittings are installed subsequently.

A. Removal and Installation of Seat-Back Fittings

Removal:

1. Remove the front seat from the car (see Job No. 91 — 1).
2. Unscrew the two oval-head countersunk screws (8) at the seat-back rails (5) and remove the seat-back (see Fig. 91 — 3/1).
3. Remove the oval-head countersunk screws (1) at the chromium-plated escutcheons (3) and remove the escutcheons (3) (see Fig. 91 — 3/1).
4. Unscrew the pivot pins (9).

Note: Fig. 93 — 3/1 shows the pivot pin for the reclining-seat fittings. The pivot pin for the standard seat-back fittings (Part No. 10 120 919 00 15) has a shorter hexagon head.

5. Remove the thrust ring (11) between the seat cushion frame (12) and the leatherette cover (10).

Installation:

6. Install the thrust ring (11) with cutting edge (see Fig. 93 — 3/1). The cutting edge of the thrust ring (11) must point toward the **outside**, i. e. it must be under the leatherette cover (10).

Note: Thrust rings with two plane faces should be replaced by thrust rings with cutting edge.

7. Screw in the pivot pin (9). When this is done, the cutting edge of the thrust ring (11) cuts through the leatherette cover (10).
8. Tighten the pivot pin (9) to a maximum of 4 mkg, slide on the escutcheon (3), and screw in the oval-head countersunk screw (1).

Note: If the bore in the escutcheon (3) for the oval-head countersunk screw (1) is not aligned with the threaded bore of the bushing (14), the pivot pin must be either backed out or slightly tightened.

9. Install the other parts by reversing the removal procedure.

B. Subsequent Installation of Reclining-Seat Fittings for the Left or Right Front Seat

(Optional Extra, SA 1436-120)

(System Keiper and Reutter)

Removal:

1. Remove the front seat from the car (see Job No. 91 — 1).
2. Unscrew the two oval-head countersunk screws (8) at the seat-back rails (5) and take off the seat back (see Fig. 91 — 3/1).

3. Unscrew the oval-head countersunk screws (1) at the chromium-plated escutcheons (3) and take off the escutcheons (3) (see Fig. 91 — 3/1).

5. Remove the thrust rings (11) between the seat cushion frame and the leatherette cover (10).
6. Pull out the seat-back panel and open the cover at the side of the seat back.

Installation:

7. Saw off the seat-back rail (16) flush with the lower edge of the seat back in accordance with the specified dimensions, 120 mm from the lower fixing screw (see Fig. 91 — 3/1). Insert the three rivet nuts (15) in the available holes in the seat back rail (16) and rivet them in.
8. Fasten the side part of the seat-back cover and install the seat-back panel.
9. Screw the reclining seat fittings (18) with cardboard insert (19) to the seat back by means of the oval-head countersunk screws (20) AM 6 × 18 (see Fig. 91 — 3/1).
10. Install the thrust ring (11) (see Fig. 93—3/1). The cutting edge of the thrust ring (11) must point toward the **outside**, i. e. it must be under the leatherette cover (10).

Note: Thrust rings with two plane faces should be replaced by thrust rings with cutting edge.

11. Screw in the pivot pins (9). When this is

done, the cutting edge of the thrust ring (11) cuts through the leatherette cover (10).

Note: The standard pivot pin (Part No. 10120 919 00 15) must be replaced by the longer pivot pin for reclining-seat fittings (Part No. 10 120 919 01 15).

12. Tighten the pivot pin (9) to a maximum of 4 mkg, slide on the escutcheon (3), and screw in the oval-head countersunk screw (1).

Note: If the bore in the escutcheon (3) for the oval-head countersunk screw (1) is not aligned with the threaded bore of the bushing (14), the pivot pin must be either backed out or slightly tightened.

When reclining-seat fittings are installed, always use a thrust ring with cutting edge and make sure that the pivot pin is firmly seated, since the pivot pin may be subject to higher stresses when the seat-back is adjusted. Loose pivot pins therefore are subject to greater bending stress after the installation of reclining-seat fittings and may break at the threads.

13. Replace the support angle (21) with rubber buffer at the seat cushion frame by a new support angle.
14. Screw the seat back to the seat and reinstall the seat in the car (see Job No. 91—1).

List of Available Parts:

The whole kit can be ordered from our works under the following Order Nos.:

Reclining-seat fitting with hand wheel adjustment, system Keiper

for left seat: 10 120 910 91 80

for right seat: 10 120 910 92 80

Reclining-seat fitting with lever adjustment, system Reutter

for left seat: 10 120 910 93 80

for right seat: 10 120 910 94 80

C. Subsequent Installation of Reclining-Seat Fittings for Bench Driving Seat

(Optional Extra, SA 55 015/1)

(System Keiper)

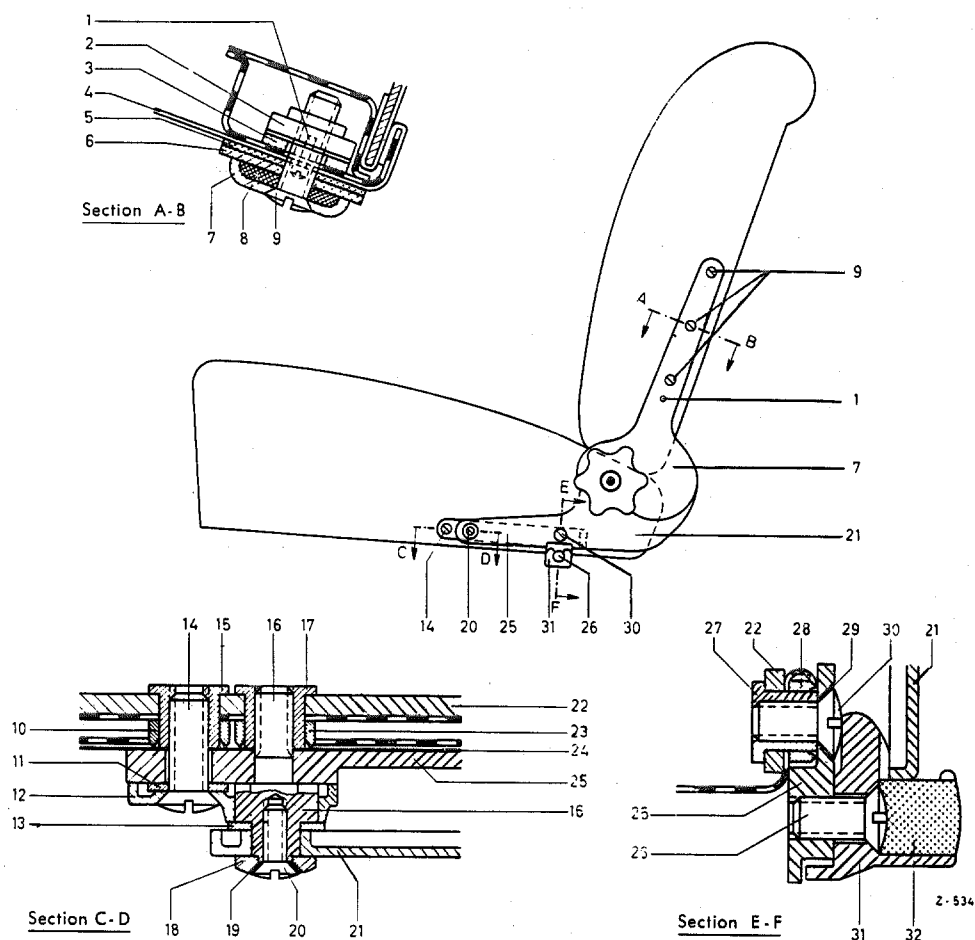


Fig. 91 — 3/2

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|--|--|
| 1 Oval-head screw AM 4 X 6 DIN 7985 | 17 Threaded bushing |
| 2 Fastening rail with three square nuts | 18 Washer |
| 3 Seat-back frame | 19 Toothed washer V 6.4 DIN 6797 |
| 4 Seat-back cover | 20 Oval-head countersunk screw AM 6 X 15 DIN 88 |
| 5 Cardboard spacer | 21 Reclining-seat fittings for the seat adjuster at the seat frame |
| 6 Cardboard spacer with chrome frame | 22 Seat cushion frame |
| 7 Reclining-seat fittings for the seat adjuster at the seat-back | 23 Thrust ring with cutting edge |
| 8 Cardboard insert | 24 Cover |
| 9 Oval-head countersunk screw AM 8 X 25 DIN 91 | 25 Support rail (left) |
| 10 Thrust ring with cutting edge | 26 Oval-head countersunk screw AM 10 X 25 DIN 91 |
| 11 Lock washer B 10 DIN 137 | 27 Threaded bushing |
| 12 Escutcheon (12 parts) | 28 Thrust ring with cutting edge |
| 13 Lock washer B 12 DIN 137 | 29 Toothed washer V 10.5 DIN 6797 |
| 14 Oval-head countersunk screw AM 10 X 25 DIN 91 | 30 Oval-head countersunk screw AM 10 X 20 DIN 91 |
| 15 Threaded bushing | 31 Support for seat back |
| 16 Pivot pin | 32 Rubber buffer |

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1. Detach the seat-back from the seat by unscrewing the fixing screws at the seat-back rails, and take it out.
2. Unscrew the seat-back rails from the seat-back frame (3), paying attention to the following points:

- a) On previous versions, the seat-back rails are screwed on at the outside and can be removed after unscrewing the screws which are visible.
- b) On recent cars, the seat-back rails are screwed on under the seat-back cover. On

these cars, the side part of the seat cover must be opened so that the seat-back rails can be unscrewed. To do this, remove the seat-back panel.

3. Insert the connecting rod in the reclining-seat fittings (7) at the left and at the right, and cotter.
- 4a. On previous versions, fix the reclining-seat fittings (7) and cardboard inserts (8) at the right and at the left side by means of three oval-head countersunk screws (9) together with cardboard spacers (5) and (6).
- 4b. On recent cars, install the fastening rails (2) at the left and at the right in the seat-back frame (3) from below and fix them with an oval-head screw (1). Then screw the reclining-seat fittings to the seat-back as described above. Fasten the side part of the seat-back cover and install the seat-back panel.
5. Install the thrust ring (10) with cutting edge, at the left and at the right (see Fig. 91—3/2). The edge of the thrust ring must point **outward**, i. e. it must be under the leatherette cover (24).
6. Check the thrust rings (23) and (28) to see whether they are provided with a cutting edge. If thrust rings with two plane faces are found, they must be replaced by rings with cutting edge.

Note: Reclining-seat fittings must only be installed with cutting edge thrust rings.

7. Fix the left and right support rails to the seat frame by screwing in the pivot pin (16) and the oval-head countersunk screw (30) together with toothed washer (29).
8. Tighten the pivot pin (16) to a maximum torque of 4 mkg, slide on the escutcheon (12), and screw in the oval-head countersunk screw (14) together with lock washer.

Note: If the bore in the escutcheon (12) for the oval-head countersunk screw (14) is not aligned with the threaded bushing (15), the pivot pin must be either slightly backed out or tightened.

Make sure that the pivot pins are firmly seated, since the pivot pins are subject to high stresses when the seat-back is adjusted. Loose pivot pins are then subject to great bending stress and may break at the threads.

9. Screw the support (31) to the support rail (25) by means of the oval-head countersunk screw (26).
10. Install the rubber buffer (32) in the support (31).
11. Screw the seat-back to the left and right pivot pins (16), using oval-head countersunk screw (20), the lock washers (13), the washers (18), and the toothed washers (19).

List of Available Parts:

The whole kit can be ordered from our works under Order No. 10 120 910 84 01; please indicate whether for left-hand or right-hand drive.