

## HOW TO RECOVER AN 1800 HIGHBACK SEAT AND NOT GO BONKERS

### Seat Removal

Remove the seat from the car by first removing the bottom cushion, which is held onto the frame with four snaps. Then remove the four nuts that hold it onto the seat tracks. Take the seat to a place with plenty of room, where you can work without being disturbed, and where other people can't hear you swearing. I recommend doing one seat at a time.

### Seat Disassembly

Remove the plastic pieces near the pivot point for the back. Start with both #21s, which are held on by a screw (it will slide over the reclining handle), then remove both #22s which just snap in place. This will also slide over the adjustment handle. This will expose the pivot point bolt which holds the back to the bottom. Remove these bolts and separate the parts. You can now clean up the bottom frame and replace any broken springs or repair the grid work that hold up the cushion. Now comes the FUN. Look at all the parts on the recliner mechanism and note how it's put together. Remove the screw from the reclining handle #26 and then unscrew the handle #18 from the bar #17 and remove both. The friction plates for the recliner are held to the back with bolts (#43). Be careful as you remove these bolts as all manner of washers and springs will un-spring. All the parts should now be removed from the back frame except for the lumbar support adjuster.

### Recover the Seat.

Unscrew the lumbar adjuster and you should find a spring clip under this. Carefully remove it with a screwdriver. Now you can remove the covering from the frame. I'll tell you how I did it because I don't know how they expect anyone to do it. If you look at the base of the seat frame, you will see where the

back and front are tucked into a channel. There are metal rods in pockets sewn into the ends of the front and back cover. You can TRY and remove them by pulling them out from the side. I couldn't, so I cut the material on both and then pried the channel apart. Once this is done, you will have to reach inside the frame and release three sets of plastic 'S' clips that hold flaps from the front cover to the frame (these pass thru the foam). Congratulations, you can now pull the old cover off. Hopefully the foam cushion and the lumbar straps and other parts are in good condition. If the foam is bad in spots, try gluing some new foam in those places to build it up to the way it was when new. Remove all those metal bars and clips from the cover and put them aside (put a note on them as to where they came from).

Now take that new cover from whoever you purchased it and examine it for all the places where those metal bars go and put the old ones in their respective places. Do not put the plastic clips on the ends. Carefully slide the cover over the back. This will get harder as more of the cover is on the back; please keep the profanity down if children are near. When it is all the way on you will have to reach inside and pull those flaps with the rods thru the foam and install those plastic clips. Start near the headrest and work towards the opening. When all is in place, make sure the cover is sitting in the correct place, then put those metal rods into the ends of the cover. I would like to tell you how to put them back into the groove, but I don't know how to without damaging the cover. In place of that use 5 or 6 hog rings to hold the two ends together. Don't worry about them showing, because they are all the way on the bottom of the seat and will only show when the seat is folded forward to access the rear.

## Recover the Seat Cushion.

Depending on the condition of the bottom cushion, you may want to just cut the cloth on the bottom to remove the foam and metal retaining bars or remove the hog rings. Make a note of where the straight and one "U" bars are placed. There are two pieces of foam, one is more or less square and the other "U" shaped. If, like the back, the foam is bad in spots, try gluing some new foam in those places to build it up to the way it was when new.

Take the new cover and install all the metal rods. Then put the "U" shaped foam in the cover; leave the center piece out for now. Using "hog" rings, connect the flaps from the top of the seat to the bottom, starting with the front flap. Make sure that the foam is correctly installed and then do the side flaps. Now insert the other foam piece. Then attach the bottom flap to the other bars in the same manner as above.

Now that everything has been covered with new material of your choice all we have to do is put the seat back together. Ha!

When I put a pair of these seats together, I put the back adjustment on the driveshaft side of the seat along with the lumbar support adjustment. This may not be exactly stock but it keeps you from using the wrong lever when you want to tilt the seat forward.

There is a spring on the seat back that grabs a pin on the back of item 28, do not try and hook the spring on the hinge until told to do so. Start with placing item 28 on each side of the back, making sure that items 36, 29, 30 and 31 are centered over the hole that passes thru the seat back. Now place item 32, the multiple hinge (the cross bar tightens the plates together and prevents it from moving) over the above items and loosely

install the screw #43 into the seat back and circlip #35 on to the pin that protrudes from #28. When both of these are on the back (an extra set of hands really helps) put plate 33 on one side and plate 34 on the other. Then put rod #17 thru the hole, putting the pin in any hole, the exact hole will be determined latter. Be sure that the bushing 25 is in place on the tube in the seat. Screw handle 18 on loosely, just enough to keep all this stuff from falling apart.

Carefully take the seat back and attach it to the bottom frame loosely with the screw and bushing at the pivot point. Now turn the seat upside down so that the hinged area faces you. Take the seat lock arm #40 and make sure that there is a bushing #41 for each end. Insert #40 so that the handles are between the seat and the frame and the bushings go into the holes in each side plate #28. This may be somewhat difficult as everything is loose at this time. Tighten up the screws and the handle #18 a little at a time making sure that all the bushings on the rod #17 are still in place and the seat lock arm is still in both holes. When everything is almost tight take a pair of pliers and grab the spring on the seat and with the back pushed all the way forward, put the spring over its pin. do both sides.

When all the above has been done tighten all the screws and check the operation of the seat reclining mechanism. If it does not move smoothly check for the proper positioning of all bushings. If all is well you will now make sure that the handle #18 is in the proper position, carefully loosen it and lift the end out enough so that the pin clears the hole in plate 33 and move it to the desired location. This may take a few tries before you will find a place where, with the screw #26 installed in the handle will permit the handle to move enough between it's stops to lock and loosen the reclining device.

Once this is done there is either a spring or rubber band that has to be installed to return the seat tilt arm back so that it will lock when the seat is returned back to its normal position.

When you are satisfied that everything works right you can now put the plastic covers on all the hinge parts by reversing the order that they were removed.

Now that wasn't so hard was it? Yes it was and now you have to do the other seat !!

ROBERT H. FOLTZ

