

# INSTALL INSTRUCTIONS: POWER SEAT TRACK

**ATTENTION:** Refer to the appropriate shop manual for your vehicle to obtain specific service procedures for this part. If you do not have a service manual or lack the skill to install this part, it is recommended that you seek the services of a qualified technician. Pay special attention to all cautions and warnings included in the shop manual. Read and follow all instructions carefully.

## Tools required for proper removal of motor and regulator:

- 12 Point 15MM Deep Socket
- 12 Point 5/16" Shallow Socket (Or E-10)
- 12 Point 7/16" Shallow Socket (Or E-14)
- 12 Point 3/8" Shallow Socket (Or E-12)
- 12 Point 3/8" Shallow Socket 1/4" Drive
- 3" 1/4" Drive Extension
- Appropriate Ratchets and at Least a 3" Extension for Above Sockets
- 15MM Wrench
- T-20 Screwdriver
- Bench Mounted Vice
- Small Ball Peen Hammer
- Small Punch
- Assortment of Flathead Screwdrivers
- Piece Of Sandpaper
- Small Tube of Loc-Tite (Medium Removable Strength)
- Small Amount of Grease (Any Common Automotive Grease is Fine)
- Large Piece of Cardboard (To Protect Seats When Upside Down on Floor)
- Roll of Teflon Tape
- Paper Towel or Rags

**STEP 1:** Move the seat to the most rear-ward position to gain access to the front two nuts. Using the 15 MM deep 12 point socket, remove the nuts from both rails.



**STEP 2:** Now move the seat to the most forward and upward position (very important to ensure lead screw alignment).



**STEP 3:** Remove plastic trim cover near inboard rail by pulling straight upward on it. This will take some force if it hasn't been off before. Now remove the two rear rail bolts using your ratchet and 7/16" 12 Point shallow socket. These will also come out hard if they have not been out before.



### Disclaimer:

Even though every attempt is made to ensure this information is complete and accurate, it is impossible to account for all possible circumstances or situations. Please consult with a qualified auto technician before attempting to perform any work you are not qualified to do. Automobiles can be hazardous to work on; be sure to take all necessary safety precautions. Failure to do so may result in property damage or personal injury. Certain motor vehicle standards and performance requirements may apply to your motor vehicle (such as Federal Motor Vehicle Safety Standards by the National Highway Traffic Safety Administration). Be sure that your work is performed in accordance with such standards and that you do not disable any motor vehicle safety feature.

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**STEP 4:** Unplug electrical connector underneath the front of the seat by depressing lock tab and pulling on vehicle end of harness and position harness out of the way so the seat does not catch on it upon removal. Note the factory routing so it can be routed in the same position as before.



**STEP 5:** Remove seat by pulling straight upward so that the rail mounting points will clear the front studs and carefully remove from vehicle (have an assistant if necessary and be careful not to scratch the paint!). Designate a clean work area (large piece of cardboard works) and position the seat as shown to allow comfortable access to working on the track.



**STEP 6:** Using the ratchet and the 5/16" 12 point socket, remove the two bolts holding the aluminum block assembly to the outboard rail (the rail nearest the outside of the vehicle) and position aside.



**STEP 7:** Using a ratchet and the 15mm deep-well 12 point socket, remove the two nuts as shown above from the rail to floor mounting bracket and remove bracket from rail noting position of bracket. There is one regular hole and one oblong hole, make a mark on both the rail and bracket if necessary to ensure proper installation later. Now using the ball peen hammer and supporting the rail from the other side with your hand, carefully drive out the rear stud to allow rail to slide back far enough to access the screw and block assembly retaining bolt through large hole found between the two studs.



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**STEP 8:** Now slide rail back until you can access the bolt retaining the screw and block assembly to the rail. There is a nut on the back side of the rail that must be held for bolt removal. Using the 15mm wrench, slide wrench through side access hole as shown above and secure nut on backside of rail and remove bolt using the 3/8" 12 point shallow socket and ratchet. The nut is flanged and will stay on wrench provided you do not turn the wrench upside down, so simply slide wrench out of access hole after bolt is removed and set aside.



**STEP 9:** Holding rail towards back of seat, use the T-20 screwdriver to remove the two bolts attaching the drive mechanism to the rail and pull driveshaft out of screw assembly by pulling straight back and position out of the way of the screw assembly.

*Please note: Be very gentle when tightening the two bolts attaching the drive assembly to the rail, these do not need to be very tight to retain the drive assembly and the aluminum drive can be stripped very easily if over tightened.*



**STEP 10:** Now push end of screw assembly out of plastic bushing toward rear of seat as shown above, then slide the rail to gain access to screw assembly mounting bracket on other end of rail. Using a flathead screwdriver, pivot bracket 180 degrees. This will take some patience as it is a tight clearance, but is necessary for the screw and block assembly to clear the rivet located on the rail for removal of the assembly.



**STEP 11:** Sliding the rail to the most rearward position (towards seat back), use both hands and push from one end of the screw and block assembly and pull from the bracket you rotated 180 degrees (some wiggling is necessary) and remove rod and block assembly from rear side of track.



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**STEP 12:** Shown above is the removed screw and block assembly. You can now see why it was necessary to have the seat all the way forward so the block assembly is tight against the end of the screw assembly to allow perfect alignment upon re-installing block assembly. Wiggling block assembly back and forth you should now also be able to see where that back and forth seat movement was coming from. The rubber bushing degrades with time and allows the free movement of the block assembly. Utilizing this repair kit, the special nylon will not fail as the original rubber has as shown above. Thread aluminum block assembly all the way off of lead screw and then remove remaining rubber bushing as well as threaded steel block nut, and clean all parts thoroughly.



**STEP 13:** Now take the machined special nylon washers and insert them in block as shown above with one flat side down and one flat side visible (the only side visible when the washers are installed in the block, also noting that the "peak" on the steel nut should be up and visible). They will be a snug fit, use the screwdriver as a punch and very lightly tap them in with the hammer if needed, you want these to have a tight, zero clearance fit. If unable to insert them with light force, sand the face down slightly with the sandpaper constantly checking your progress to maintain a zero clearance fit between the steel block nut and aluminum housing (you shouldn't have to as they are machined within .004"). When you get the washers seated in the block, look through center of block assembly to ensure the hole through the center of the washers are aligned with the hole in the threaded steel block and the top flat of the washers are flush or slightly below the ridge of the aluminum block assembly. If not, try pushing the washers in further or pulling them slightly up to align the holes and assure a flush fit with the aluminum block assembly.



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**STEP 14:** Wipe the grease off of the screw assembly and lightly apply new grease, working it up and down the screw. Afterwards, thread aluminum block assembly back onto screw assembly (one screw is left hand thread, one is right hand thread) and continue to thread up the screw until it is fully seated against the end of the screw as shown.



**STEP 15:** Finally, insert the screw and block assembly back into the seat track and place the stud that you tapped out of the rail in step 7 in a suitable vice. Using the flange nut that you took off the stud, work the nut back and forth on the bolt numerous times until you can easily thread the nut at least halfway up the block by hand to ensure stud will not spin when you tighten the nut back up. For re-assembly, reverse procedure starting with step 10 and working your way back to the beginning, being sure that you use Loc-Tite on the bolts. You may need the punch (and hammer) to re-seat the stud removed in step 7.



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