

SAAB

900

**SERVICE
MANUAL**

8:2 Interior equipment



SERVICE MANUAL

8:2 Interior equipment M 1979-86-

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Units

The basic units as well as the derived units used throughout the Service Manual are in accordance with the SI system.

As a supplement to these, a number of other units are specified within brackets.

The following symbols for the various units have been used in this issue:

SI unit

mm
kg
N
Nm
bar
l
°C

Supplementary unit unit

in
lb
lbf
lbf ft
psi
qt (US)
°F

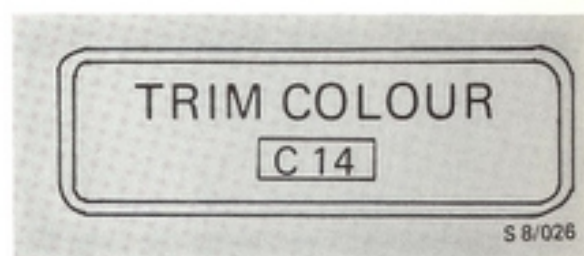
Conversion factors

1 in = 25,4 mm
1 lbf = 4,45 N
1 lbf ft = 1,36 Nm
1 psi = 0,07 bar
1 qt = 0,95 l

1 mm = 0.039 in
1 N = 0,23 lbf
1 Nm = 0,74 lbf ft
1 bar = 14,5 psi
1 l = 1,05 qt

Technical data

A colour code plate specifying the colour code of the interior trim is fitted in the engine compartment, adjacent to the chassis number plate.



Interior trim

Door trim, two-door and three-door cars 851-1

Door trim, four-door cars 851-2
Headlining 851-4

Door trim, two-door and three-door cars

Removal and installation

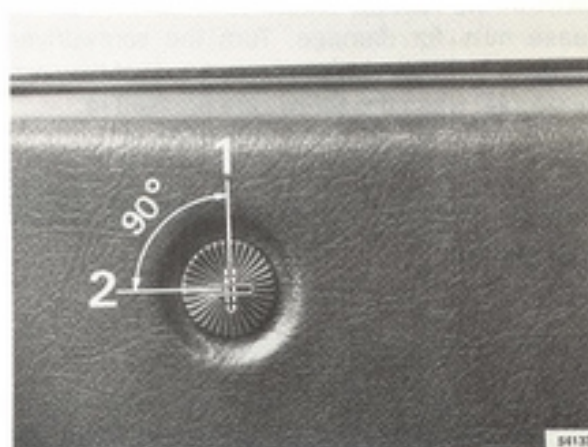
The door trim is made of hard polyurethane foam clad with foil. To remove the door trim, proceed as follows:

- 1 Remove the washer from the window crank by means of a small screwdriver. Undo the window crank screw and remove the crank.
- 2 Unscrew the locking knob.
- 3 Unscrew the closing handle and cover inside the door handle.
- 4 Remove the three Phillips screws together with plastic washers at the top of the door and the two quick-release screws at the bottom. The quick-release screws are released by turning them through 90°.
- 5 Remove the door trim.

Refit the trim in the reverse order.

Ensure that the apertures on the inside of the door are covered with protective paper and that the bottom edge of the paper lies inside the door (to lead any water away from the trim).

Apply Loctite to the window crank setscrew.



Quick-release screw

1 Installing position

2 Removing position



Removal and installation of side trim at rear seat

- 1 Remove the floor plate and rear floor panel in the luggage compartment having first removed the selftapping screws and the hinge screws for the rear seat backrest. Remove the back rest from the car.
- 2 Remove the rubber buffer and cover from the backrest catch, having first removed the two self-tapping screws.
- 3 Unbolt the front strap of the seat belt from the mounting points on and below the door pillar.
- 4 Remove the ashtray and strap guide from the side trim and drop the strap inside the trim.
- 5 Remove the quick-release screws by turning them through 90° and lift away the trim.

Refit in the reverse order. Check the quick-release nuts for damage. Turn the screwdriver slots of the quick-release screws so that they are horizontal when the screws are pressed in.



Door trim, 4-door Saab 900 models

Removing and installing

The door trim is stretched over a fibre-board backing and is secured to the door by screws and snap fasteners. To remove the door trim, proceed as follows:

- 1 Undo the window crank screw and remove the crank.
- 2 Remove the locking knob.
- 3 Undo the screws from the door sill strip.
- 4
 - a Unscrew the armrest.
 - b Unscrew the screw at the bottom of the front edge of the door.
- 5 Remove the cover plate under the door handle and free the snap fasteners for the door trim by prying outwards with the fingers. Remove the trim.

Refit the trim in the reverse order.

Make sure that the holes on the inside of the door are covered with protective paper with the bottom edge of the paper inside the door (to prevent the inside trim from getting wet).

Apply Loctite to the window crank setscrew.

Removal and installation of side trim at rear seat

- 1 Drop the seat forward and remove the lower side trim retaining screw.
- 2 Drop the backrest forward and remove the upper side trim retaining screw and backrest catch cover.
- 3 Remove the side trim

Refit in the reverse order.



Removal and installation of side trim in luggage compartment

- 1 Left side. Remove the spare wheel cover and the spare wheel and unscrew the spare wheel support bracket.
- 2 Remove the floor plate and rear floor panel in the luggage compartment.
- 3 Remove the quick-release screws by turning them through 90°. Remove the lining.

Refit in the reverse order. Check the quick-release nuts for damage. Turn the screwdriver slots of the quick-release screws so that they are horizontal when the screws are pressed in.



Headlining

During transit, the lining is covered with plastic, which should be removed once the lining has been fitted. Because of its stiffness, the lining cracks and breaks easily. It is especially fragile around the recesses for the dome lamps and sun visors. The greatest care must therefore be taken when fitting the lining.

Removal

- 1 Remove the rearview mirror, the dome light, the sun visors and the assist straps above the doors.

In cars fitted with sunroofs, remove the plastic edging from around the sunroof opening to free the headlining.



- 2 Remove the seat belt fitting and the safety padding from the middle door pillar.

- 3 Combi Coupé:

- a Remove the parcel shelf brackets and the plastic covers for the hinges of the luggage compartment door.



- b Free the clips and remove the trim from the rear corner pillar.

Where applicable, remove the seat belt fitting and the catch on the opening rear side window.



- c Supporting the rear edge of the headlining, move it backwards to bring it free of the top of the padding on each windshield pillar.

Lift out the headlining through the luggage compartment.

Install in the reverse order.



Sedan

Four-door

- a Free the safety padding from the windshield pillars and fold it out of the way.
- b Remove the moulding from the rear window sealing strip.
- c Tape the sealing strip to the roof to prevent its falling out of the window frame when the window is removed.
- d Disconnect the heating element cables for the rear window.
- e Remove the rear window.
- f Slide the headlining forward slightly, to free it from the corner pieces at the back.
- g Withdraw the headlining through the rear-window aperture.

On the two-door Sedan, the headlining can be removed through the right-hand door, provided that a certain amount of care is taken.

Refit in the reverse order.

Seats, seat cushions and carpeting

Seats	852-1
Driver's seat	852-2
Passenger seat	852-2

Rear seat	852-12
Carpeting	852-14

Front seats

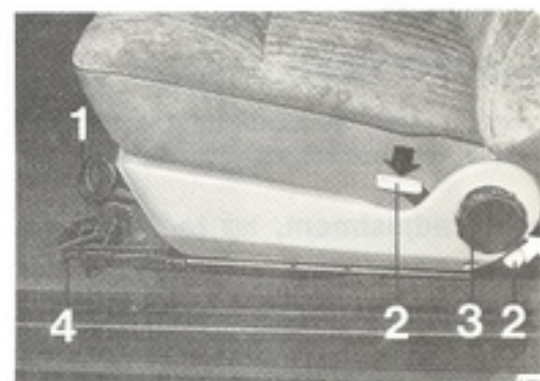
Each front seat consists of a sheet steel frame to which the backrest is secured. The padding consists of moulded rubber cushions resting on rubber sheets (Pullmaflex netting as from the 1986 models). The seat is upholstered with fabric and fabric-backed plastic. The seat is mounted on rails, which allows for fore-and-aft adjustment. At the front of the driver's seat, between the rails, is the bar for adjusting the seat height. The ends of the rails at the back of the seat are supported by a bracket with two notches in it. Operation of the adjusting bar enables the seat to be raised or lowered, and the front and back of the seat cushion to be raised or lowered independently. Underneath the seat rails at the back is a system of springs which assists adjustment of the seat height. The adjusting bar is operated by means of a handle, which has a catch which is released when the handle is depressed. As from 1981 models, provision has been made for a similar device for height adjustment to be fitted to the passenger seat.

To enable rear-seat passengers to enter or leave two-door cars, the front seat back-rests can be folded forward after the catch has been released by one of the release levers. The one at the side of the seat is for operation from outside the car, while the one at the back of the seat is for operation by a rear-seat passenger. The driver's seat is electrically heated (also the front passenger seat on certain models). Heating pads consisting of electric heating elements and reflectors enclosed in plastic netting are fitted into the seat cushion and backrest and are connected to the ignition switch across a thermostat. The heating elements will be switched on if the seats temperature is below about +12°C. The thermostat, which is fitted in the seat cushion, will open the circuit when the temperature has risen above about +27°C.



Front seat, up to 1980 models

- 1 Legroom adjustment handle
- 2 Backrest release, to drop backrest forward
- 3 Backrest angle adjusting knob
- 4 Height adjustment handle (driver's seat only)
- 5 Catch



Front seat, as from 1981 models

- 1 Legroom adjustment handle
- 2 Backrest release, to drop backrest forward
- 3 Backrest angle adjusting knob
- 4 Height adjustment handle (driver's seat)

Driver's seat

Removing and installing, up to 1980 models

The driver's seat can be taken out complete with rails.

- 1 Release the seat by moving the height adjustment handle to the intermediate position. Disconnect the cable connectors for the seat heating pads and, where applicable, the cables for the seat belt warning system.
- 2 Push the catches back to release the adjusting bar. Raise the leading edge of the seat, tip it backward and disengage from the brackets at the rear.

Refit in the reverse order.

Vertically adjustable driver's seat, as from 1981 models

To remove and refit

The driver's seat is removed and refitted complete with the slide rail assemblies.

- 1 Slide the seat right back.
Remove the two socket head screws securing the seat and adjusting the mechanism to the seat frame.
Disconnect the electric cables.
- 2 a Slide back the seat to the limit of its travel, thereby releasing the front catch.
b Tip the seat back.
c Lift the seat upwards and forwards.

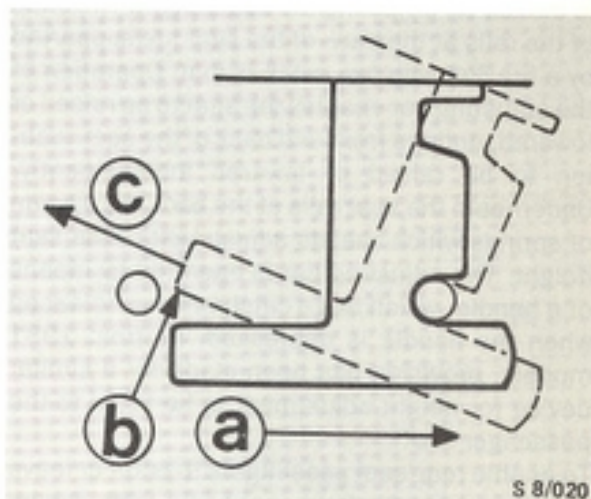
Refit in the reverse order.

Passenger seat

Release the seat by removing the retaining screws (socket-head screws) from the rails.

Legroom adjustment, up to 1980 models

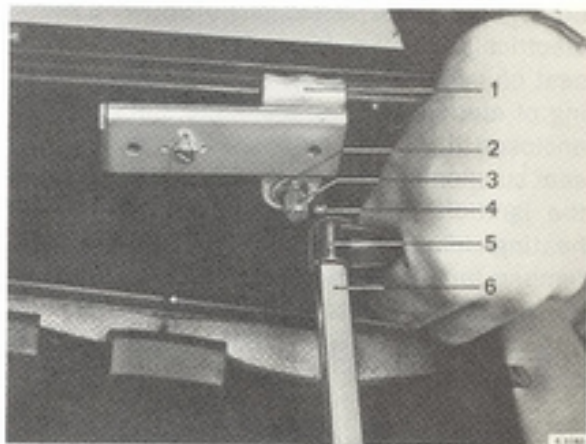
The front seat adjustment is infinitely variable between the limits and features a friction device that locks the seat frame to the rails.



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To remove the seat

- a. Slide the seat backwards as far as it will go.
- b. Tilt the seat backwards.
- c. Lift out the seat forwards and upwards.



Splined joint, dismantled

- | | |
|---------------|---------------------|
| 1 Locking arm | 4 Spring |
| 2 Eccentric | 5 Twist ring |
| 3 Splines | 6 Intermediate tube |

The friction device must lock equally hard on both sides when the release catch is in its normal position (i.e. locked). This is best checked with the seat mounted in the car. The release catch must not touch the stop when in this position. If the friction device is not working properly, the seat must be taken out and the adjustment mechanism readjusted. It is normally sufficient to adjust the inner side only, as follows.

- 1 Separate the splined joint with a screwdriver.

Note

Make sure that the eccentric does not slip out of the hole in the locking arm. If this happens, the eccentric shaft tension spring will lose its grip.

- 2 Turn the twist ring and intermediate tube counterclockwise until all play has been eliminated and the release button is about 10 mm (0.4 in) above the stop. Put the splined joint together in this position.

Note

The foregoing instructions apply to the left-hand seat. In the case of the right-hand seat, turn the twist ring and intermediate tube clockwise.

To remove

Slide the seat right back. Disconnect the electric cables and then remove the screws securing the seat rails to the frame.

Slide the seat fully forward.

Undo and remove the nuts securing the rails to the height adjusting mechanism.

Lift the seat out of the car.

Refit in the reverse order.

Legroom adjustment, as from 1981 models

As from 1981 models, the legroom can be adjusted after the lever has released the catches which engage notches in the upper rails. To release the catches, lift the handle at the front of the seat.

To remove and refit the seat rails and controls

Remove the two locknuts in each rail and then separate the rails from the seat.

After the rails have been unbolted, the legroom adjustment handle will also be free.

To refit the seat, secure one of the rails to the seat. Make sure that the spacers are in position on the selected side.

Fix the legroom adjustment control to the catch mechanism on the rail that has been secured. Next, fix it to the other rail and fit the rail. Tighten the nuts.

To fold the backrest forward

To fold the backrest forward, press down the release latch 2 (see the figure on page 852-1).

Backrest adjustment

Turn knob 3 (see illustration, page 852-1) forward to raise and backward to lower the backrest.

Note. Do not press on the backrest while adjusting.

The control is basically the same as that in 1981 model cars, although it is now of simpler design.

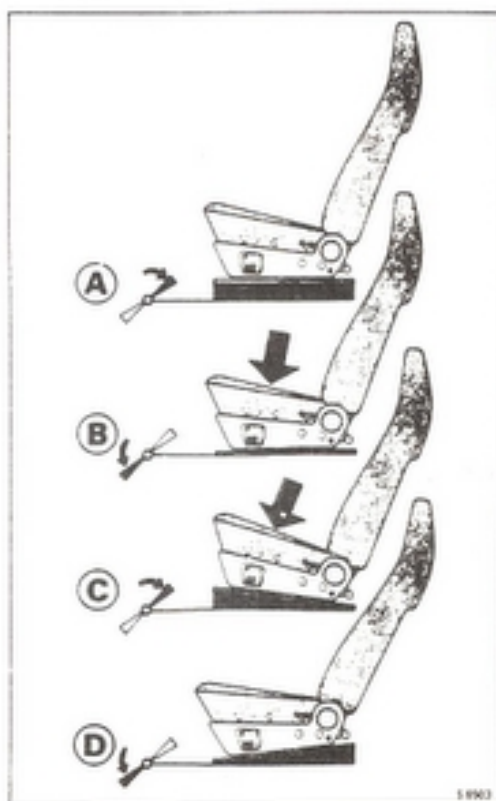
Adjusting the height of the driver's seat

The lever under the front of the seat, which is provided with a catch, is used to adjust the front and rear of the seat to two alternative heights. As the front and rear adjustments are independent of each other, four different combinations are possible. The lever has three positions: forward, middle and back.

Adjusting seat cushion height and angle

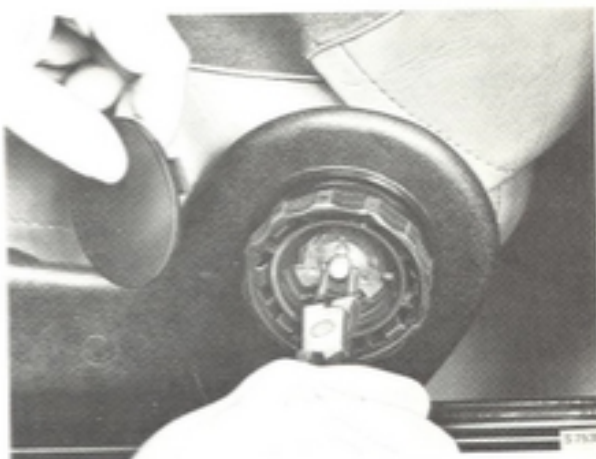
Release the lever/handle catch by pulling the lever/handle and moving it to the middle position. The seat can now be adjusted to the desired position as follows:

- A Front and back raised:
Move lever/handle back, without any weight on the seat.
- B Front and back lowered:
Move lever/handle forward, pressing down on seat.
- C Front raised, back lowered:
Move lever/handle back, pressing down on seat.
- D Front lowered, back raised:
Move lever/handle forward without any weight on the seat.

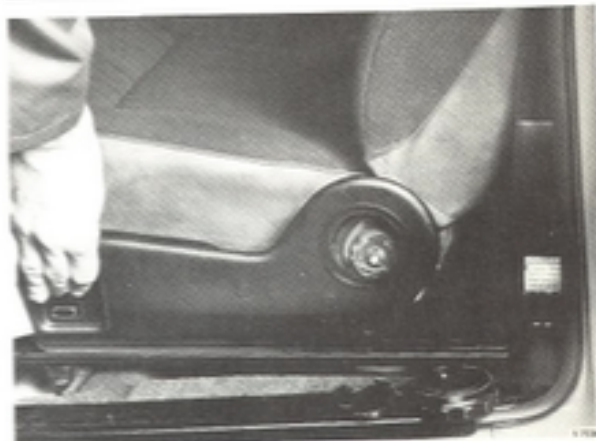


Separating the backrest from the seat cushion

- 1 Remove the cover on the backrest adjusting knob, rotate the bayonet clip and then remove the knob.



- 2 Remove the plastic cover from the side of the seat.



- 3 Remove the two screws as illustrated. The screws have HIGRIP No. 8 dodecagonal heads. Ideally the HIGRIP No. 8 socket should be used or, failing that, a 6 mm hexagon socket bit or an XZN No. 8 dodecagonal socket, can be used although the fit will be inferior.



- 4 Up to 1982 models:
Remove the circlip on the opposite side. (The circlip locks the backrest frame pivot in against the seat frame.) The backrest can now be separated from the seat.

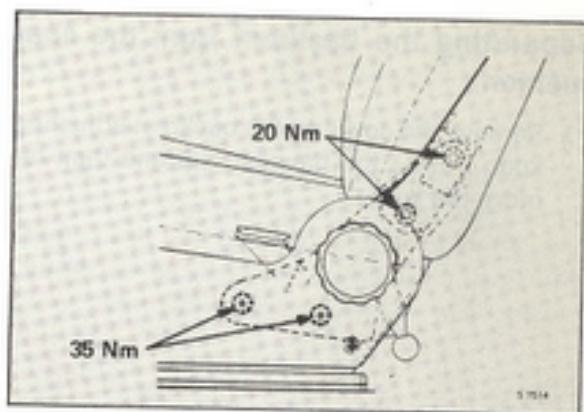
As from 1983 models:
Remove the screws securing the mechanism to the seat frame. Unhook the backrest from the seat.



Tightening torque for the backrest mounting

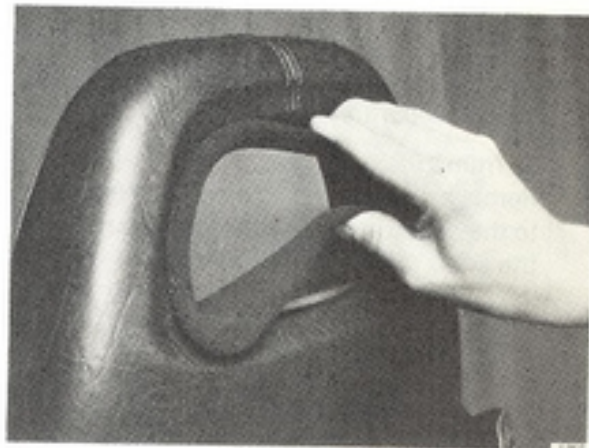
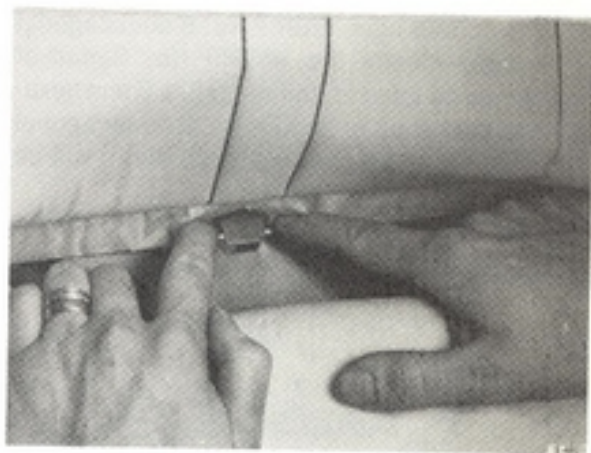
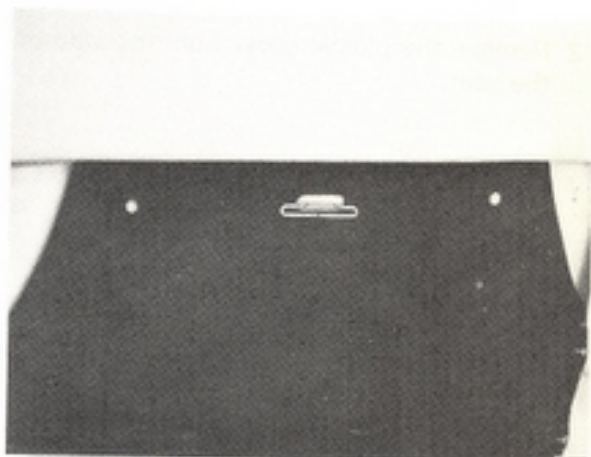
In the backrest frame: 20 Nm (15 lbf ft)

In the seat cushion frame: 35 Nm (26 lbf ft)



Changing the backrest cover, 1979 models

- 1 Undo the zip at the bottom of the cover and unhook the hooks at the bottom of the cover, one on either side.
- 2 Roll up the cover. Release the elastic holding the cover in at the bottom of the backrest. Release the strap fastener at the rear of the backrest and pull the strap and fastener round to the front of the seat.
- 3 Unhook the wire which holds the cover in the front from below the aperture in the backrest.
- 4 Compress the plastic ring which retains the cover in the aperture and pass it through to the front of the aperture.



- 5 Fold back the flaps from the grooves inside the aperture.

- 6 Remove the cover.

To refit, reverse the removal procedure.



Changing the backrest cover, as from 1980 models

- 1 Raise the head restraint to the upper position.
- 2 Remove the self-tapping screw from the upper front edge of the backrest (accessible if the cover is carefully pulled down).

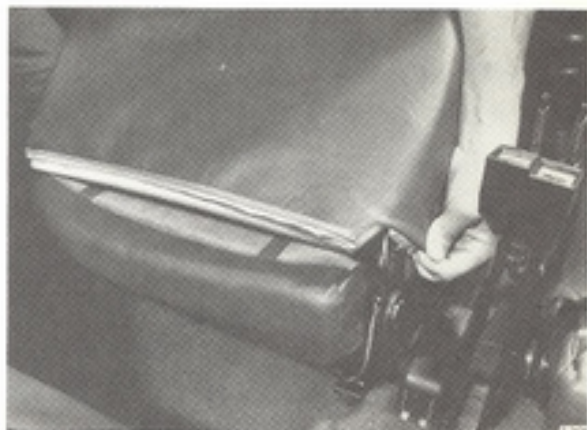


- 3 Press the two spring-loaded tongues of the head restraint mounting catch towards each other. Pull up the head restraint and remove it.



852-8 Seats, seat cushions and carpeting

- 4 Unzip the cover at the bottom and unhook both the hooks at the bottom of the backrest, one on either side.



- 5 Roll up the cover and unhook both the wires which hold it front and back. Remove the cover.



To eliminate creaking noise in the backrest

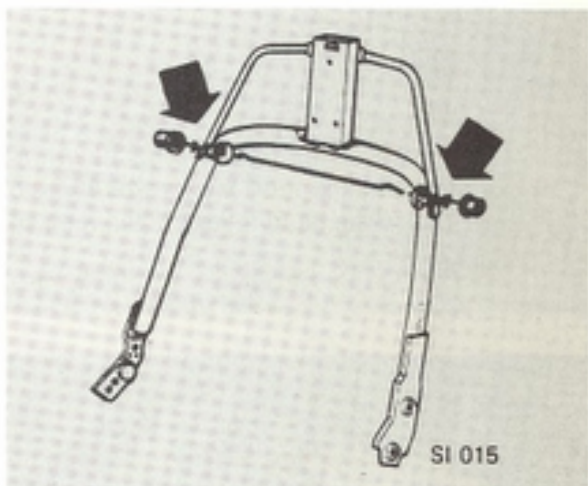
Lubricate the backrest pivot pin on the inside with silicone spray.

Lubricate the ends of the wire in the plastic bushes shown in the illustration as follows:

Unzip the backrest cover at the bottom.

Take a little grease on a finger, reach up under the backrest cover and apply the grease to the wire near the bush.

Repeat the procedure on the opposite side, and move the wire back and forth, so that the grease will enter into the bushes.



To check the heating pads (insufficient heat)

Note

When checking the passenger seat, the seat switch must be closed.

- 1 Disconnect the connector through which power is supplied to the heating element.
- 2 Switch on the ignition and check that the supply to the connector is live. Use a test lamp.

If the supply to the connector is live, check the circuits in the seat cushion and backrest as follows:

- 3 Connect a buzzer to the seat connector. Cool the thermostat by spraying aerosol refrigerant onto it.

If the circuit is in good condition but the seat still fails to warm up, the heating wires may be too close to the thermostat.

If the heating wires are too close to the thermostat:

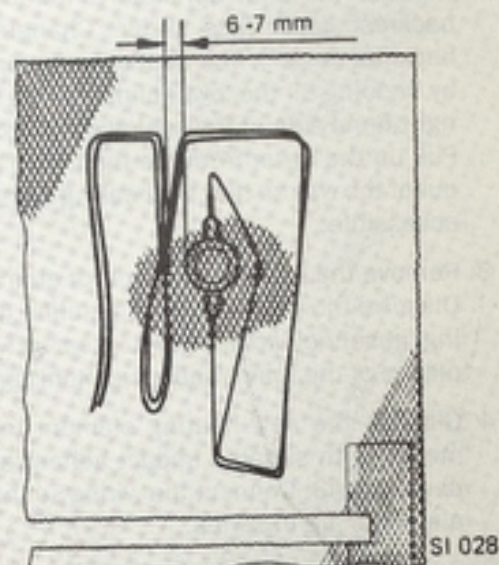
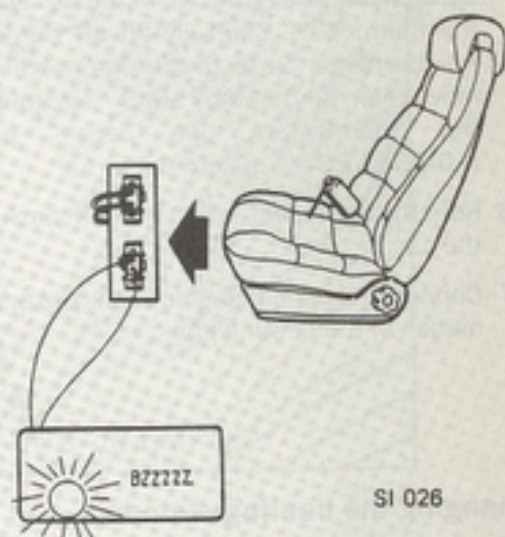
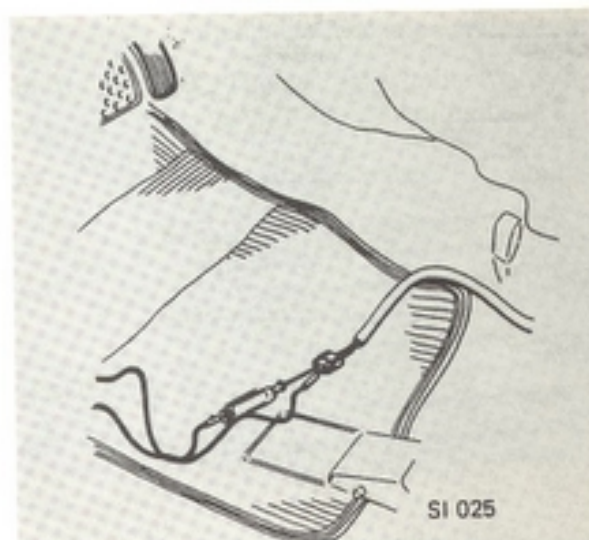
- 4 Remove the seat from the car

Release the seat cushion cover by removing the clips at the bottom edge, the tensioning spring on the right-hand side of the seat and the bottom tensioning spring. Raise the seat cover so that the thermostat will be accessible.

- 5 Heating pads on netting:

Adjust the distance between the heating wires and the thermostat to 6 - 7 mm. Secure the wires with thread, for instance.

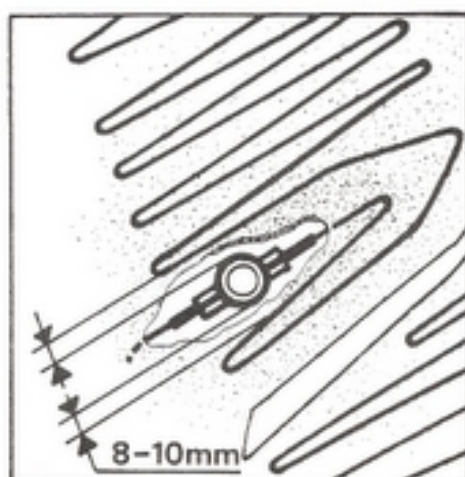
If necessary, use impact adhesive to secure the heating pad in position.



852-10 Seats, seat cushions and carpeting

Heating pads on foam plastic:

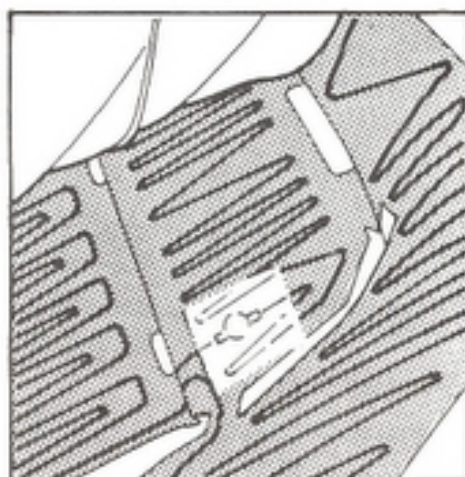
The heating wires should be 8 - 10 mm from the thermostat.



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Carefully cut away the foam plastic around the thermostat. Carefully lift off the wires which are too close to the thermostat and move them so that they are 8 - 10 mm from the thermostat. Use repair patch (10)95 51 227 to secure the wires.

- 6 Refit the seat cover and fit the seat back into the car.
- 7 Connect the connector and check the performance of the heating pad.



SI 107

Changing the heating element

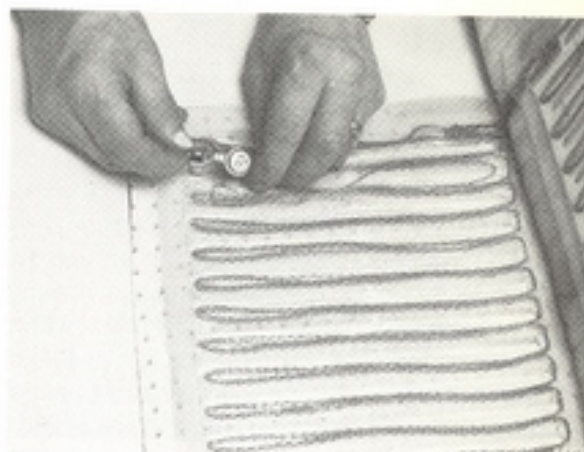
- 1 Take out the seat.
- 2 Remove the seat upholstery. Remove the backrest cover (see under "Changing the backrest cover"). The seat cover is removed by undoing all the lower clips, the rib on the right-hand side of the seat and the base rib. Pull up the cover from the right, and tuck it out of the way so that the heating element is accessible.
- 3 Remove the heating element (or elements). Dissolve the glue with pure gasoline (cleaning gasoline) so as not to tear off large pieces of the foam rubber cushioning.
- 4 Glue on the new heating element (or elements) with suitable impact adhesive such as Bostik A3. Connect the wiring so that the elements are in series.
- 5 Replace the upholstery and fit the seat.



SI 108

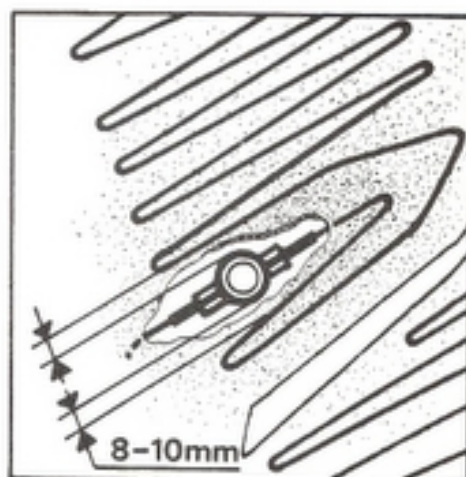
To change the thermostat (on netting)

Remove the seat cover, see points 1-2 "Changing the heating element". Remove the binding threads from the thermostat cables, after which the thermostat can be pulled out and replaced. Fit binding threads to the new thermostat to eliminate the risk of the cables working loose after a time. Check that the distance between the thermostat and the nearest heating wire is at least 6 - 7 mm (see page 852-9).



To change the thermostat (in foam plastic)

- 1 Release and lift off the seat cover, so that the thermostat will be accessible.
- 2 Carefully cut away the foam plastic around the thermostat. Fit a new thermostat and locate it so that the heating wires are at least 8 - 10 mm from the thermostat.
- 3 Secure the thermostat and the heating wires with repair patches (10)95 51 227.
- 4 Replace the seat cover and fit the seat back into the car.
- 5 Connect the connector and check the performance of the thermostat.



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Rear seat

The rear seat cushion and backrest are interior sprung with cushioning and upholstery. Two hinges mounted in the front edge of the seat cushion attach it to the body. Two hinges in the lower edge of the backrest allow it to be tilted forwards. A catch holds the backrest in an upright position to prevent it being pushed forward by loose objects in the luggage compartment when the car is braking hard. If required, the luggage compartment area can be extended to provide additional space by repositioning the rear seat cushion and backrest as follows.

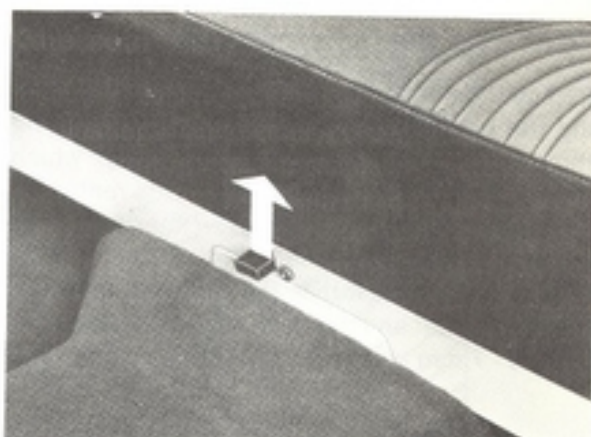
Up to and including 1982 models:

To fold the rear seat cushion forward in 3-door Combi Coupé cars, first release the catch by lifting the knob located in the middle of the leading edge of the rear seat support. Now lift the front of the seat and fold it forward.

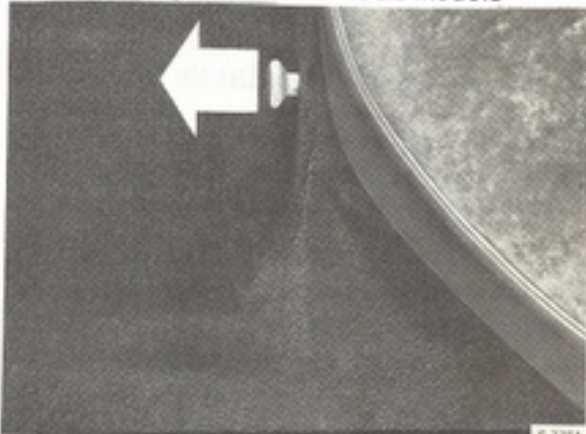
In 5-door Combi Coupé and Saab 900 Sedan cars, the release knob for the catch for the seat cushion is located at the side.

As from 1983 models:

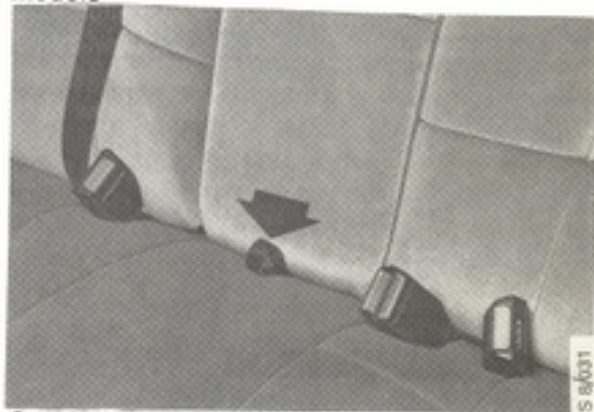
To fold the seat cushion forward, pull up the strap located between the seat cushion and the backrest. By pulling the strap forwards and upwards, the seat catch will be released and the seat will slide slightly forward before the back lifts, allowing the cushion to fold forward. Next, free the backrest catch and fold the backrest forward and down.



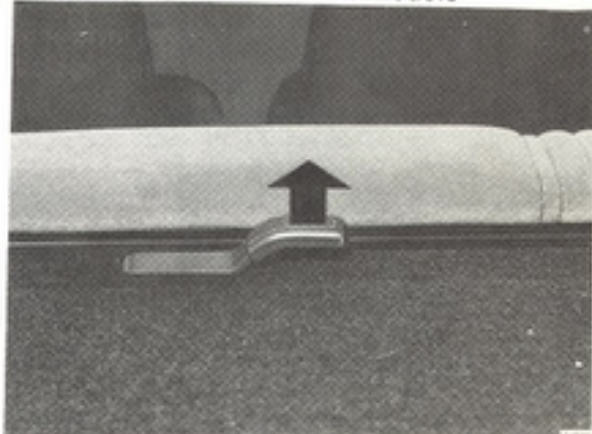
Release knob for cushion catch, 3-door Combi Coupé cars, up to and incl. 1982 models



Release knob for cushion catch, 5-door Combi Coupé cars and 900 Sedan, up to and incl. 1980 models



Cushion strap, as from 1983 models



Backrest release lever, up to and incl. 1980 models

Stiff backrest latch (late 1984 and early 1985 models cars)

Remove the washer between the rubber support and the bracket.

Fit sleeve 98 51 676 into the square hole.

Check that the latch is easy to release and that the backrest is firmly retained between the rubber supports and the latch hooks.

Noise and creaking (as from the 1981 models)

Fit one or two washers (part No. 80 29 951) to the rubber support.

Moreover, to counteract creaking, it is advisable to fit a sleeve (part No. 98 51 676) into the square hole in the bracket.

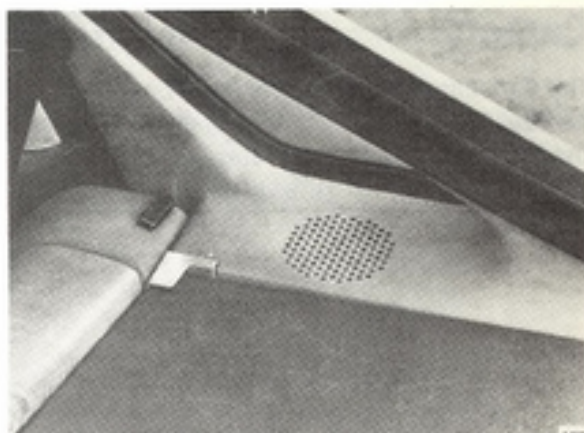
On certain cars, the front of the bracket has been adjusted upwards to provide reliable latching, and sleeve 98 51 676 then cannot be fitted. The contact surface between the hook and sleeve should instead be sparingly greased with petroleum jelly.

Check that the backrest is firmly retained between the rubber supports and the latch hooks.

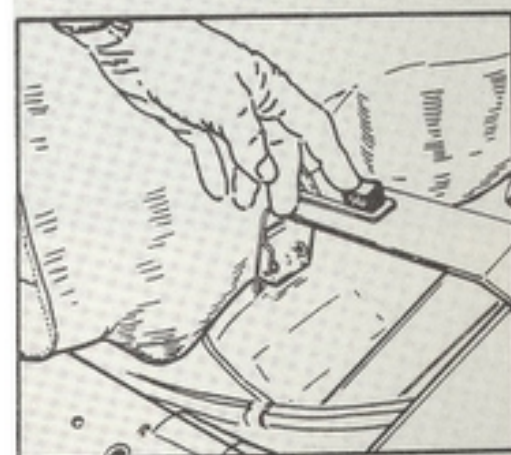
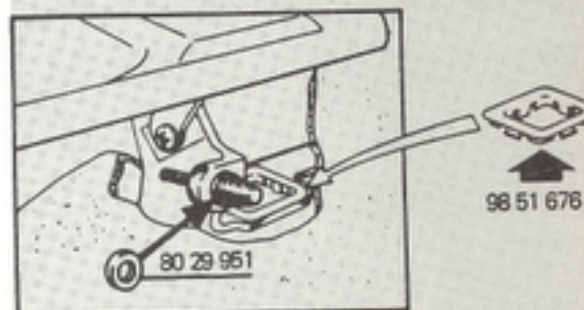
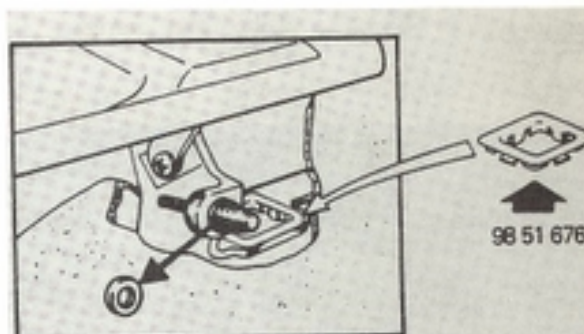
Seat cushion rattles

Excessive play in the seat hinges may cause rattling.

Fit about 30 mm long pieces of rubber strip 93 49 929 in the slots for the hinge arms, as shown in the figure.



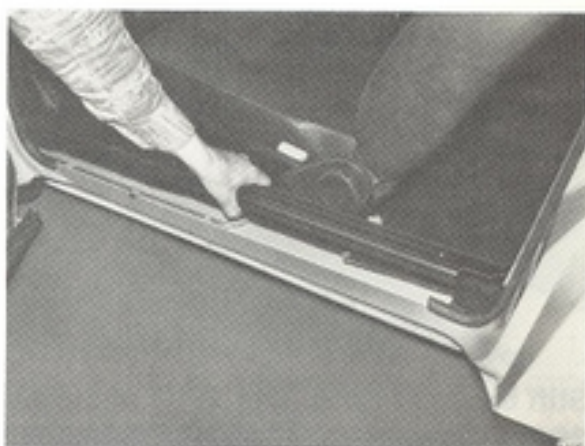
Rear-seat backrest latch as from the 1981 models



SI 014

Carpets

The floor carpets are of nylon fibre on fabric. The carpets are secured by means of press studs and tape fasteners. They are secured at the sides by kick plates screwed to the sill beams by means of self-tapping screws.

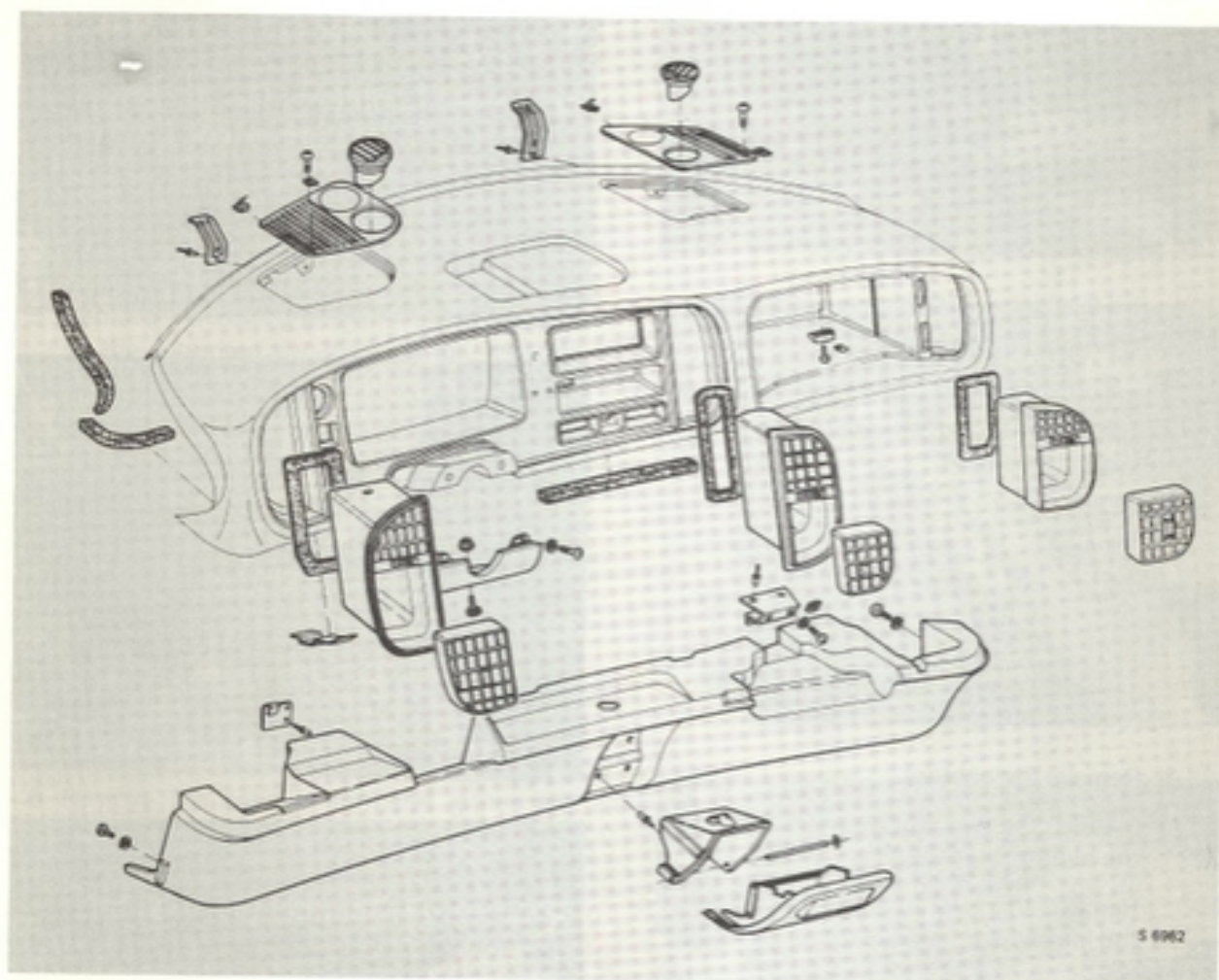


Interior equipment

Instruments	853-1	Top of facia	853-6
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Instrument panel

The instrument panel and heating and ventilation system are built around a sturdy panel member. The instrument panel includes an upper section with glove compartment, switch panel and knee-level safety padding.



Instrument panel

Removing the entire panel assembly

Drain off sufficient coolant to enable the hoses to the heater connections in the engine compartment to be disconnected without spillage. To prevent coolant leaking onto the carpeting, plug the hose ends before removing the panel.

- 1 Disconnect the positive (+) lead from the battery.
- 2 Remove the left-hand seat.
- 3 Remove the cover below the switches on the steering column.

Saab Turbo and GLE cars, as from 1983 models, are fitted with a centre radio and storage console which must be removed at this stage.

- a Squeeze together the rubber boot on the gear lever to free to retaining lugs, and slide the boot up.

- b Remove the ashtray.

Remove the four Phillips screws securing the ashtray holder to the console.

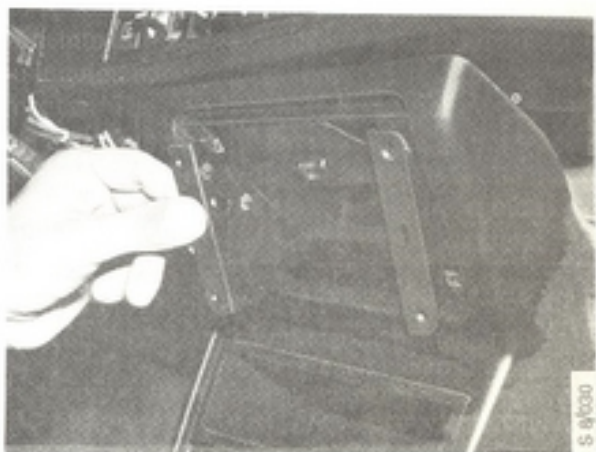
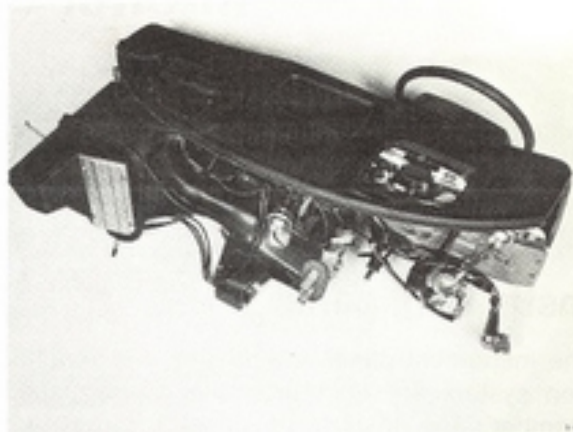
Remove the bolt securing the holder to the instrument panel member.

Disconnect the cables and remove the bulb.

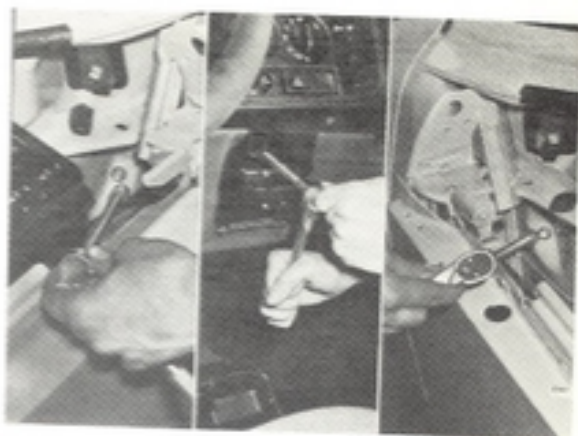
Remove the holder.

- c Remove the six Phillips screws securing the console to the frame and car body.

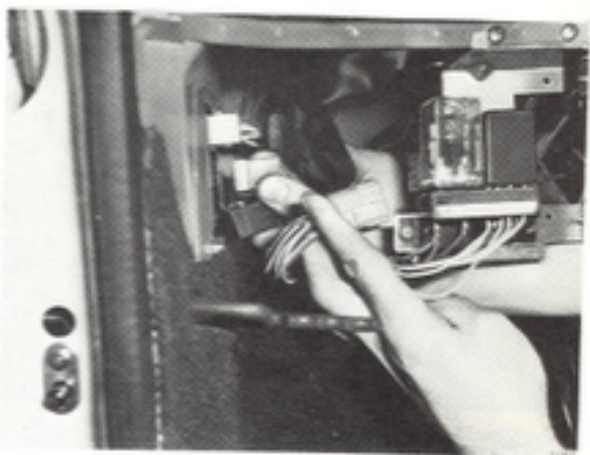
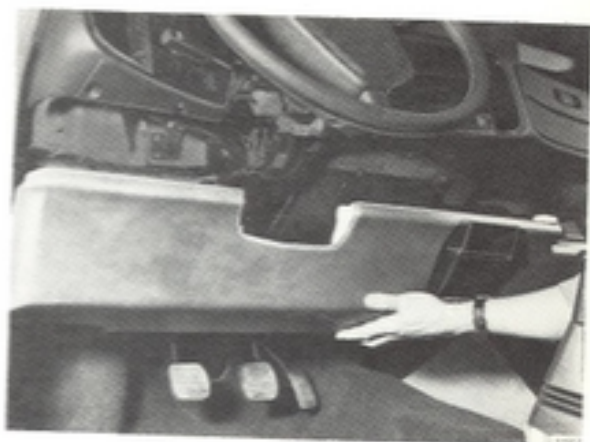
Remove the console and frame.



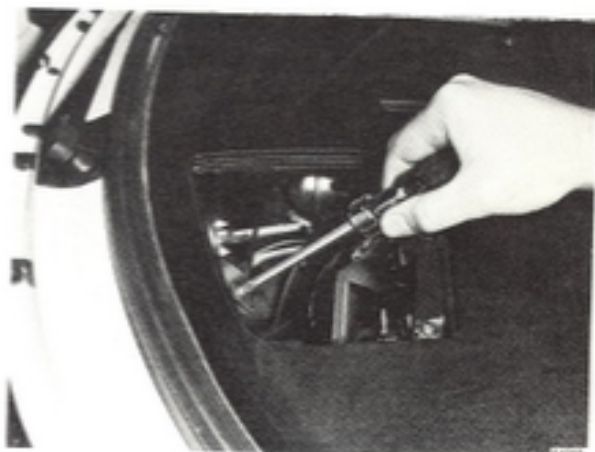
- 4 Remove the lower section of the panel.



- 5 Remove the locking screw for the upper joint of the intermediate shaft in the steering assembly.
- 6 Unhook the brake and clutch pedal return springs.
- 7 Unplug the connectors for the instrument panel.

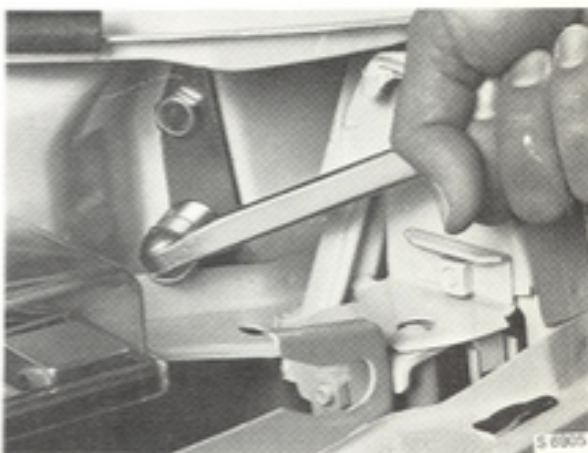


- 8 Remove the speaker/defroster grilles and undo the screws in the upper section of the panel.



853-4 Interior equipment

- 9 Disconnect the speedometer cable from the speedometer.
- 10 Disconnect the lead from the right-hand door switch and pull the lead into the passenger compartment.
- 11 Remove the panel member retaining bolts.



- 12 Disconnect the vacuum hose connections to the heater housing, located beneath the heater system air filter in the engine compartment. Lift the entire panel unit out of the car.



Refit in the reverse order.

Tightening torque
Facia cross-member bolts: 40-54 Nm
(30-40 lbf ft)

Switch panel

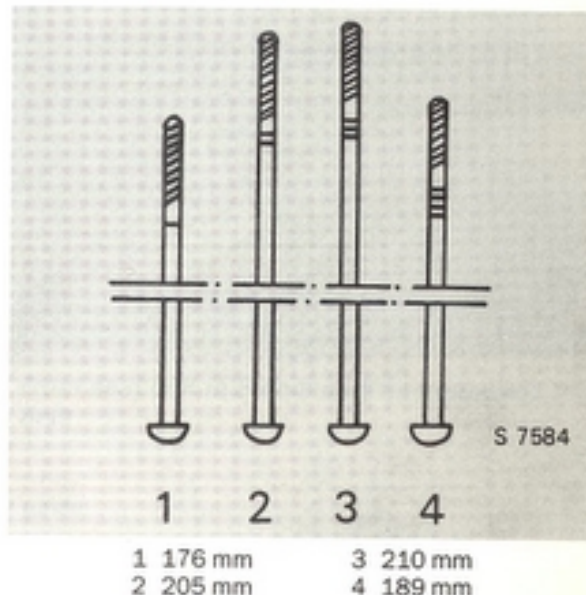
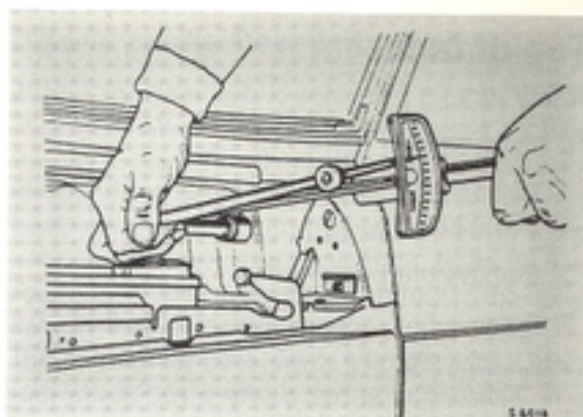
To remove and refit

- 1 Disconnect the cable from the positive pole of the battery.
- 2 Remove the steering wheel.
- 3 Remove the four panel retaining screws.
- 4 Tilt back the panel and disconnect the electrical connections and the hose connections of the vacuum distributor.
- 5 Lift out the switch panel.

Refit in the reverse order.

Note

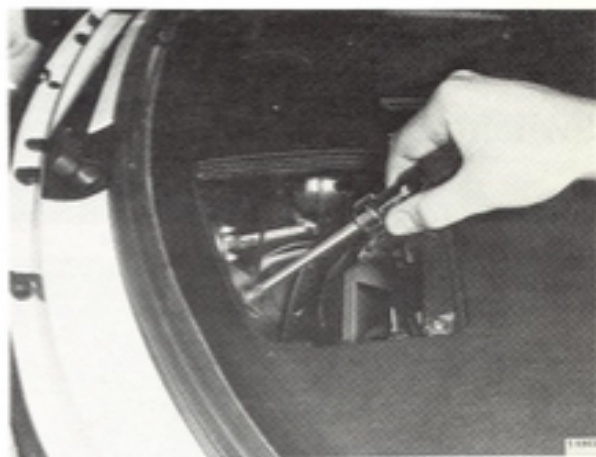
The lengths of the four switch panel retaining screws are different. For easy identification, the screws have grooves in them, as shown below.



Top of facia

To remove and refit

- 1 Disconnect the cable from the positive pole of the battery.
- 2 Remove the switch panel.
- 3 Remove both speaker/defroster grilles.



- 4 Remove the retaining screws at the wind-screen.
- 5 Remove the retaining screws under the glove compartment.



- 6 Lift out the facia top.

Refit in the reverse order.



Seat belts

Saab cars are equipped with seat belts for the front and rear seats in accordance with the requirements made on the respective markets. This can involve different combinations of fixed belts and inertia-reel belts.

All belts have received type approval.

A label on the belt gives the make, the manufacturer's part number, the year of manufacture, type approval codes and the Saab part number.

Note

The label should not be removed from the belt. Seat belts should not be modified or repaired, nor should their anchorage points be changed. Ensure that the correct type of belt is fitted and that it is positioned in accordance with the spare parts instructions.

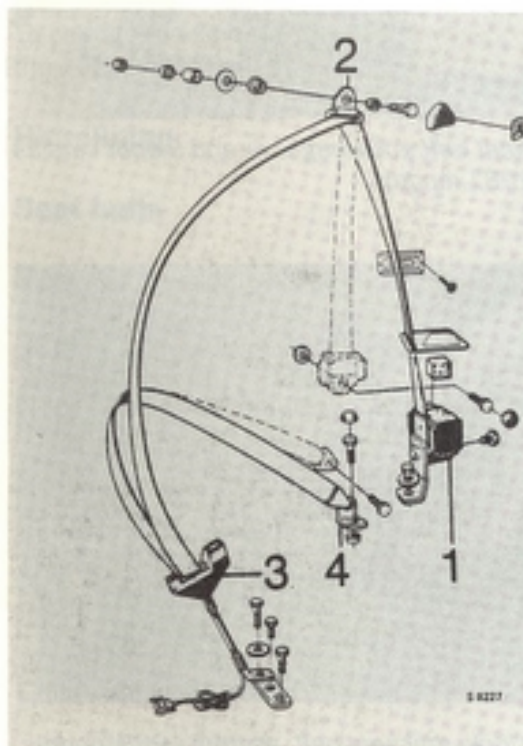
A seat belt that has been fastened around an occupant of a car which has been involved in a collision will stretch by 50 - 60 mm (more than 2 inches). Any such belt must be removed and destroyed, so that it cannot be fitted to a car.

3-point Inertia-Reel Belt

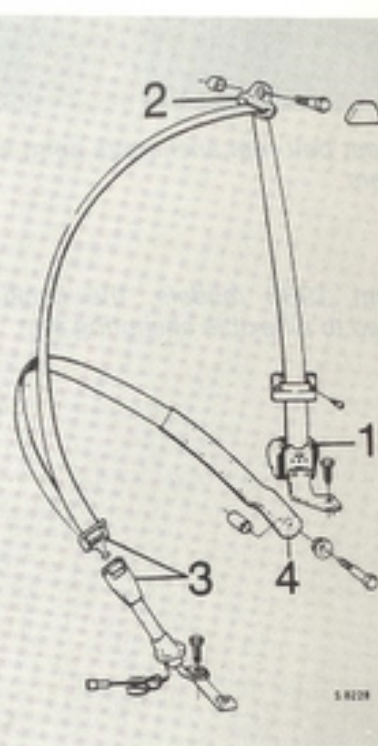
At rest the seat belt is retracted into an inertia reel (1). When the belt is extracted it runs through a guide fitted near the top of the door pillar (2). When fastened, the belt is inserted in a buckle lock (3) which is attached to a flexible arm anchored between the front seats. Belts for rear seat passengers are anchored direct to the body, or to an arm, under the seat.

The inertia reel consists of a holder with a strap reel which has a return spring in one end. This automatically adjusts the length of the belt. There is a locking mechanism at the other end of the reel which is activated by centrifugal force in all directions or by excessive acceleration of the strap. If the belt does not always retract satisfactorily, check that it has not become twisted between the door pillar guide and the reel, that the guide cover is correctly positioned and that the movement of the strap at the pivoted anchorage point is not restricted by the webbing cover lying too close to the carpet.

Tightening torque for all anchorage bolts:
45 + 10 Nm (33 + 7 lbf ft)

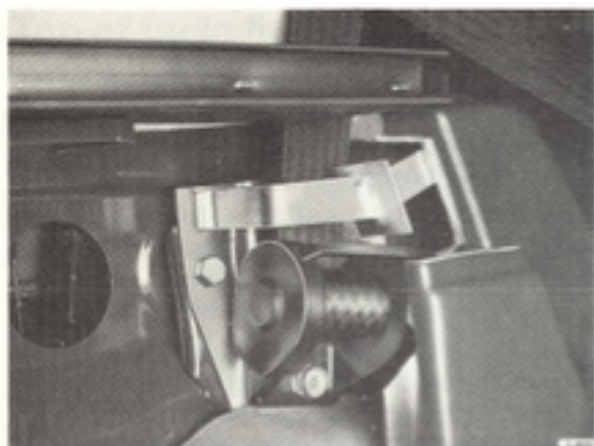


Front seat belt in 3-door 1979-1980 models



Front seat belt in 3-door cars as from 1981 models

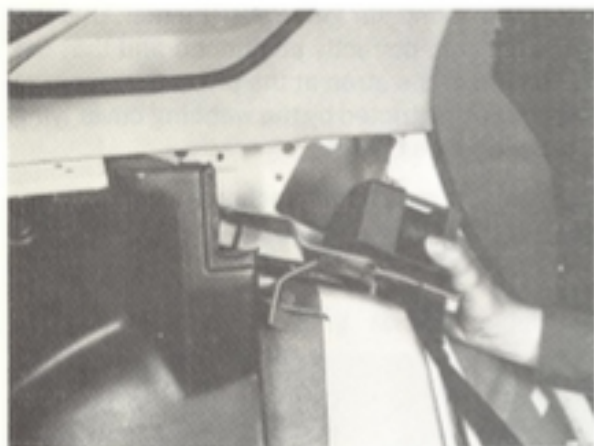
- 1 Reel
- 2 Door pillar guide
- 3 Belt lock
- 4 Strap attachment



Rear seat belt reel anchorage point in 3-door cars



Front seat belt anchorage point in 5-door 1979-1980 models



Rear seat belt reel anchorage point in 4- and 5-door cars



Front seat belt anchorage, 4- and 5-door cars as from 1981 models

As from 1983 models, the buckle lock is attached to a flexible anchoring arm



Buckle lock, rear seat belt, as from 1983 models

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