



SUBJECT

Replacement of Seat Adjustment Isolator Pad

MODEL

Z3

SITUATION

Some customers may complain that either seat seems to slide back and forth slightly under braking and acceleration. The urethane isolator pad used in the fore and aft seat adjustment assembly may compress or wear over time, causing excessive play in the mechanism.

CORRECTION

The material used in the isolator pad was improved in production in January 2000.

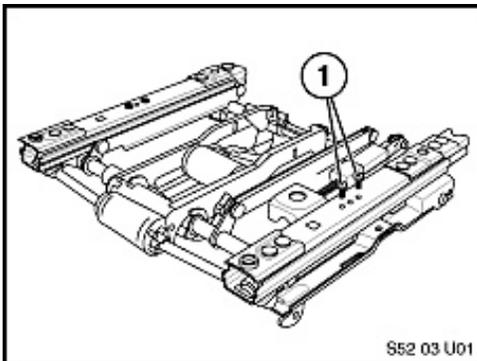
A parts kit and repair procedure has also been developed to eliminate the need to replace the seat track assembly on cars that exhibit this problem.

PROCEDURE

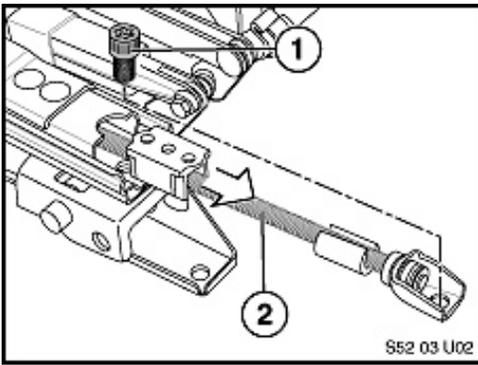
Note: The procedure described below is for one rail, but must be performed on both rails. The procedure for both rails is identical, but since one rail has left hand thread, it is recommended that only one rail is taken apart at a time to prevent mixing up the parts.

Remove the seat per Repair Instructions, section 52 10 000, protect the upholstery, and place the seat on a bench upside down to gain access to the fore and aft adjustment rails.

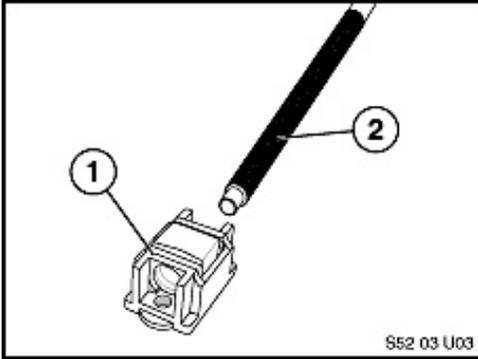
Note: To make disassembly of the rails easier, especially on the passenger seat, once the seat mounting bolts have been removed, run the seat adjustment all the way to the rear before disconnecting the electrical connectors.



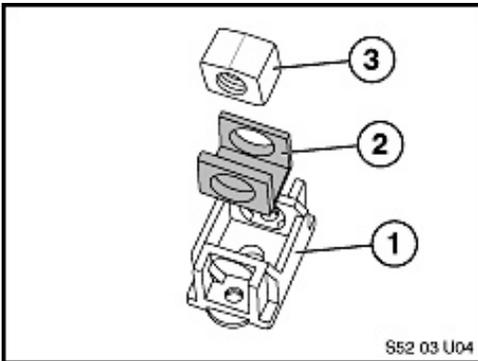
Remove the two Torx® screws (1) holding the anchor nut on the adjustment screw to the lower rail.



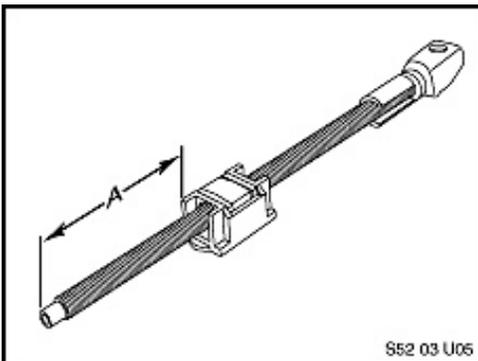
Remove the Torx® (1) screw holding the adjustment screw (2) to the upper rail, and remove the screw assembly from the rail.
Note: On passenger seat, take notice of the plastic sleeves on the forward end of the adjustment screws, to ensure that they are correctly located on installation.



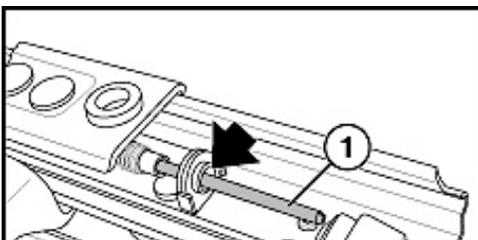
Remove the nut assembly (1) from the adjustment screw (2) and clean off the old grease and dirt from the screw and nut.



Remove the center section (3) and the isolator pad (2) from the nut assembly (1). Install the new isolator pad and reinstall the center section of the nut. Lubricate the adjustment screw with Wurth Glide grease, article number 0893898. Use an acid brush to distribute the grease over the entire surface of the screw threads.



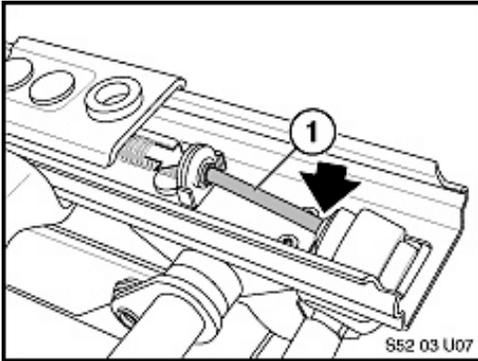
Run the nut onto the screw so that the end of the nut is 90 mm from the cable end of the screw (A).



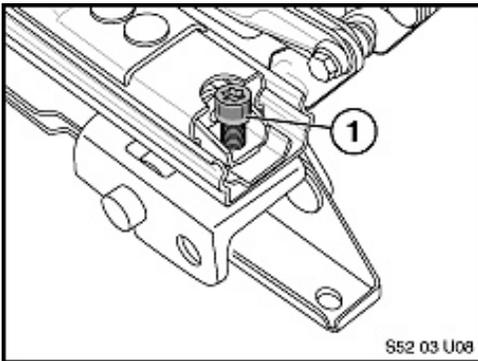
Remove the drive cable (1) from the gearbox and stick it through the guide hole in the rail. Install the screw assembly into the rail and use the drive cable to guide



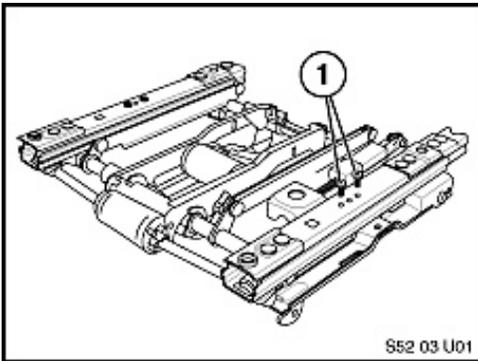
the end of the screw through the guide hole.



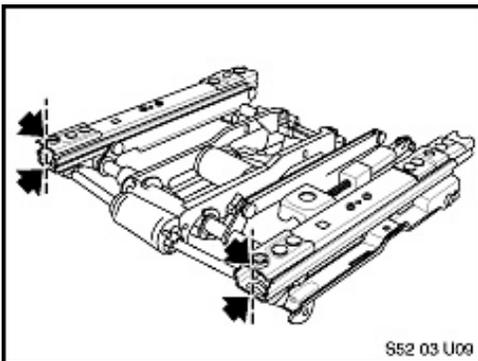
Guide the drive cable (1) back into the gearbox.



Install the Torx® screw (1) holding the adjustment screw to the upper rail, and tighten to 34 Nm.



Fasten the anchor nut to the lower rail with two new Torx® screws (1) from the parts kit, and tighten to 4.5 Nm.



Check the positioning of the upper and lower rails to make sure they are flush. When the procedure is completed on both rails, the alignment of both rails must be identical to prevent binding of the seat when operating. Reinstall the seat.

PARTS INFORMATION

This repair will require the following:

Part Number	Description	Quantity
52 10 7 137 499	Isolator Repair Kit	1 per seat

In addition, a small quantity of Wurth Glide grease, article number 0893898, is required. This is available through Wurth USA, Inc., telephone number 800-526-5228 or www.wurthusa.com

WARRANTY INFORMATION

Covered under the terms of the BMW New Vehicle Limited Warranty.

Defect Code **52 10 96 31 00**

Labor Operation: 00 54 080 Repairing one seat (Main Work)

Labor Allowance: 8 FRU

Labor Operation: 00 54 081 Repairing both seats (Main Work)

Labor Allowance: 15 FRU

Labor Operation: +00 54 645 Repairing one seat (Associated Work)

Labor Allowance: 7 FRU

Labor Operation: +00 54 646 Repairing both seats (Associated Work)

Labor Allowance: 13 FRU

Parts Allowance: 52 10 7 137 499 1 per seat

Sublet Allowance: \$1.00 (grease)

Note: The following explanations will spell out the correct use of the work times.

Main Work: Use this labor operation number when the only repair performed is the listed warranty repair.

OR

+Associated Work: Use this labor operation number when other repairs or services are performed along with the listed warranty repair. Under no circumstances should both labor operation numbers be claimed. Attempts to claim both times will result in an unnecessary delay in claim processing and payment.