

Having looked all over the net for advise on how to fix a broken rear seat bolster lock mechanism on a W210 Merc. If you are reading this then I take it that you're are mechanically competent and any thing you do to your car is down to you. I did the following...

Remove the head rests.

Remove the head rest sockets, no need to remove the outer trim a slim blade screw driver works well down the socket a torch will let you see how to release the retaining tab.

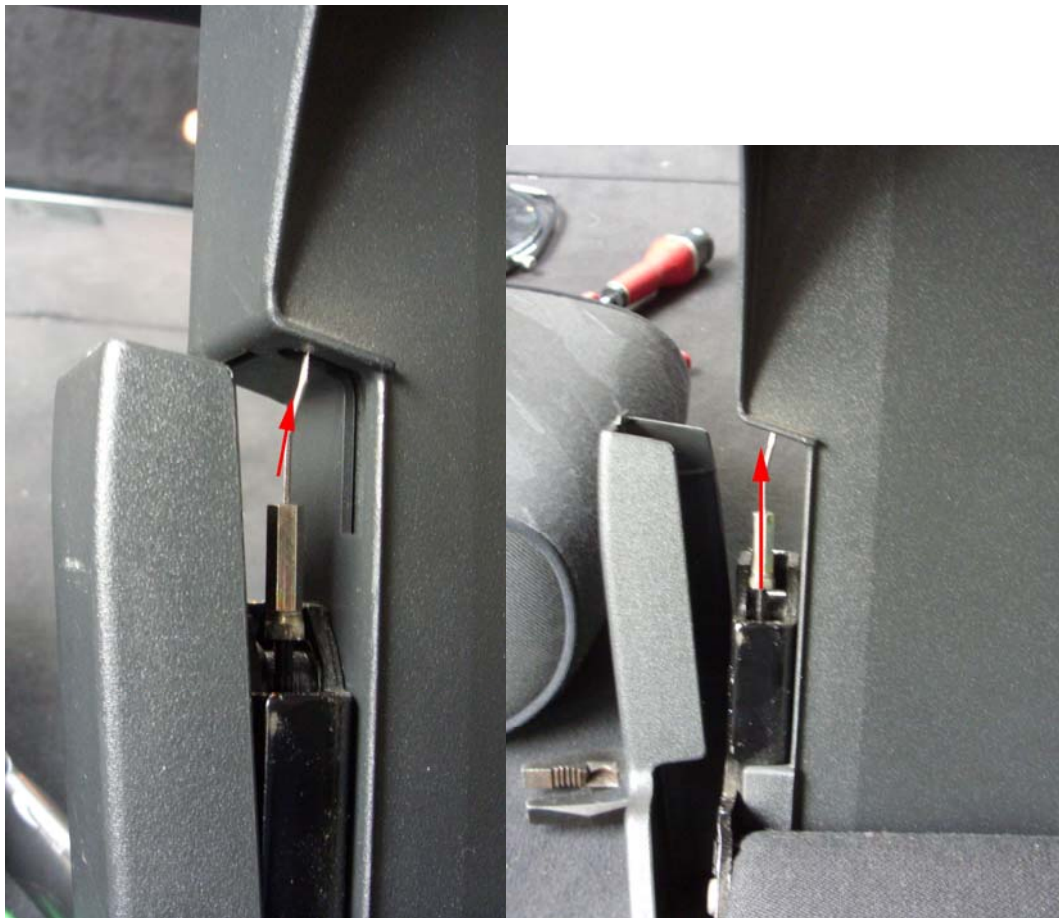
Lever the green pins from pink sockets, then release the red toe from under the blue ledges. I managed using the handles of a pair of pliers either side of the two pegs.



Watch this red button don't let it go into the winder mechanism it will be a task to get out.



The red wire will need to be pulled up to release the centre hinge lock together with the side lock release, though I was able to release the two locks one at a time. This wire can I believe also be the cause of a stuck seat, if it brakes or the adjustment unscrews itself.

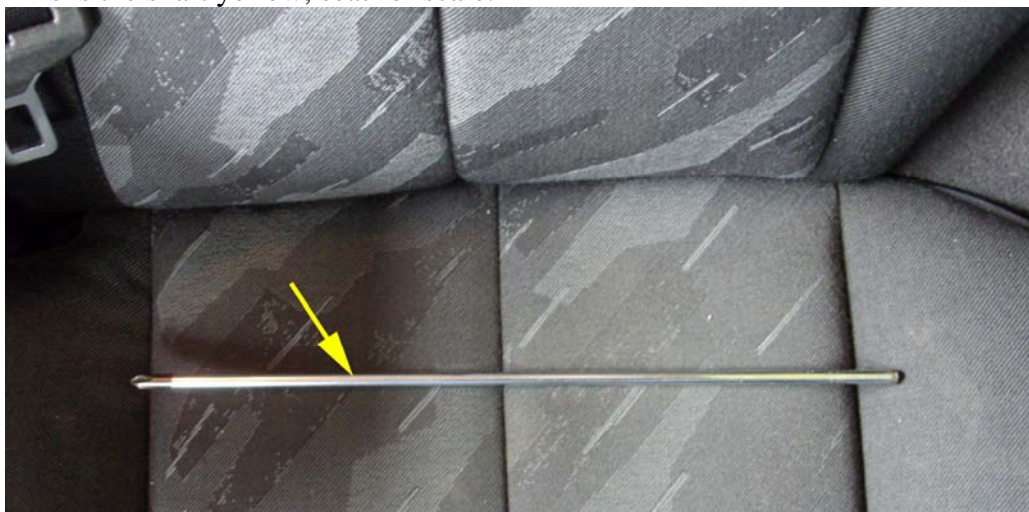


Using a long stiff shaft green I managed to release the lock using a downward push green once I found the lever using just feel.

The pink is an additional slot that the cover uses.

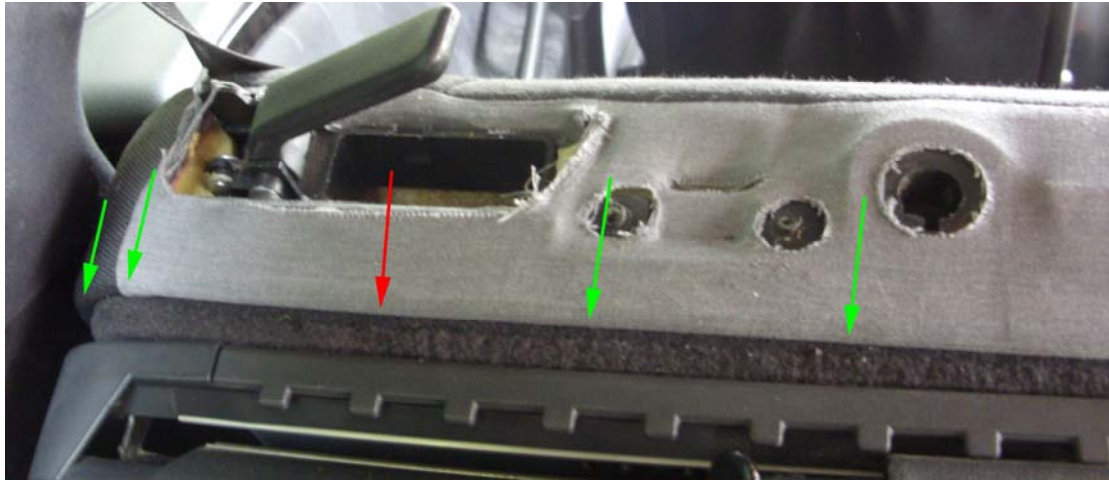


This is the shaft yellow, seat for scale.

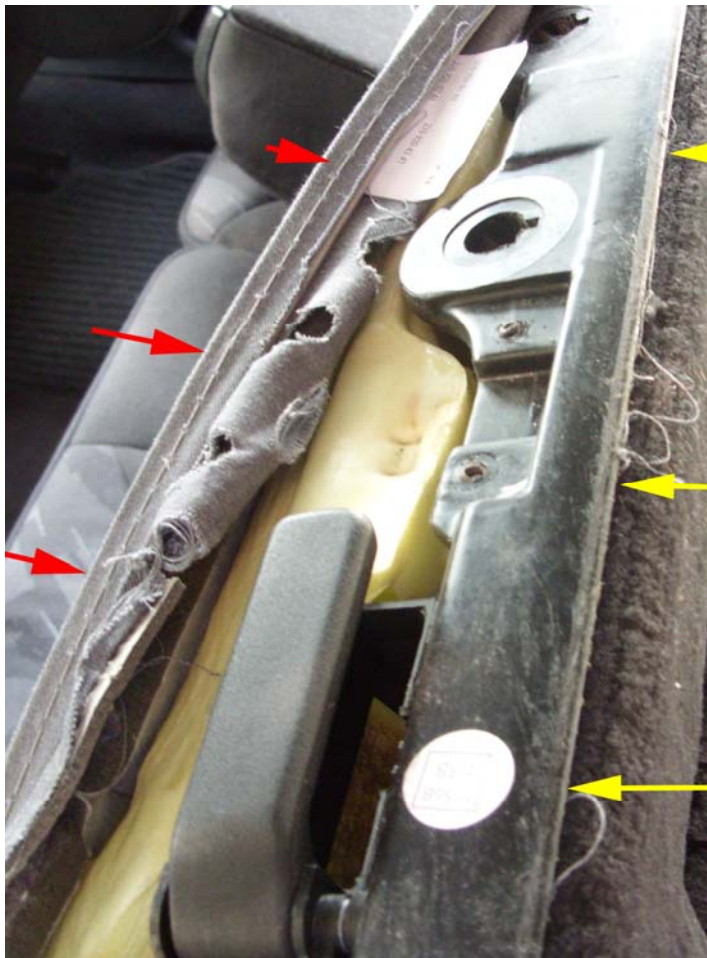




I started at the red arrow and worked along the top green and down the side green this was enough for access, and I don't have leather.

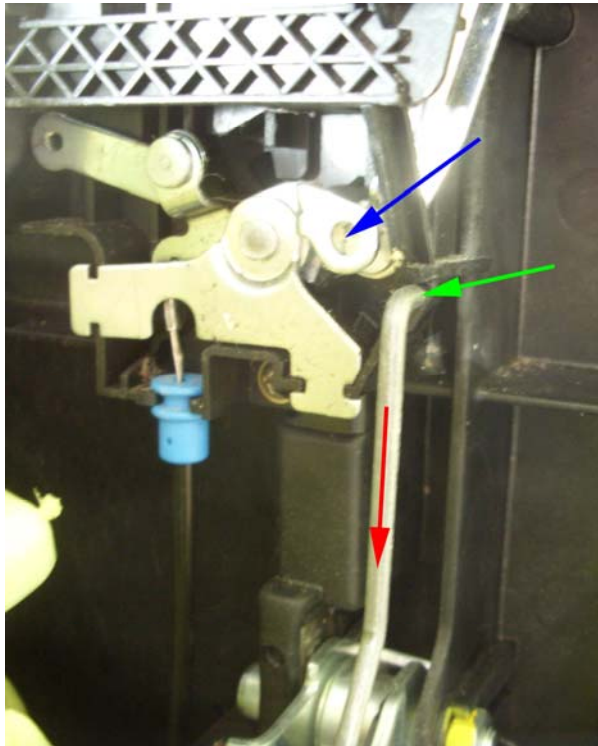


The yellow slot anchors the red strip used to secure the facing of the seat. This must be released by pushing the strip towards the back of the car. Compressing the foam back as you do this helps, the start is by far the most difficult.





On my car the green rod should be held in the blue hole by a plastic bush. This was my problem. Also brute force had been used in the past and the lever mechanism was damaged.



The blue arrow is the correct angle for this lug the red arrow is where it was bent to. A little shed time to drill out the rivet and tap the old rivet with a M4 thread to enable re assembly of the straitened parts, a drop of thread loch and I'm back in business...

