INTERIOR

CONTENTS

E9HAZAE

SUMMARY OF INTERIOR PARTS

E9HJAAA

The interior parts are designed to be easy to use and create high quality interior with a new sense while meeting the fundamental needs for the reliability and security emphasized for the genuine multipurpose 4WD vehicle.

FEATURES

Enhancing a sense of quality

1. Use of full trim for interior
2. Headlining consisting of simultaneously formed felt base and skin
3. Formed resin trim
4. Door trim formed integrally with armrest
5. High grade cut pile carpet
6. Genuine leather seat <mid-roof model (with wide fenders) for Europe>

Promotion of convenience

1. Seat belt storage pocket
2. Split seat
3. Head restraint storage stay
4. Buckle assembled to seat
5. Suspension seat
6. Reclining adjusting mechanism with memory
7. Walk-in mechanism with neutral memory
8. Front passenger seat under tray
9. Seatback pocket
10. Water-repellent seat
11. Heated seat <vehicles for Europe>
12. Walk-in mechanism
13. Tilting head restraint with hole
14. Tool box built in back door trim
15. Adjustable angle type armrest
16. Side armrest tray
17. Front-rear seat full flatening
18. Front-second seat full flatening
19. Second-third seat full flatening
20. Sliding and reclining levers collected and arranged on side of seat (front seat)

Convenient storage of small articles

1. Glove box
2. Accessory boxes (instrument panel bottom centre, floor console front and side)
3. Front passenger seat under tray
4. Seatback pocket
5. Tray (instrument panel top centre)
6. Cup holders (inside of floor console, rear or second seat side armrests)
7. Door pocket
8. Quarter trim pocket

Improvement of safety

1. Slush formed instrument panel pad (from front of front passenger seat to panel centre)
2. Front passenger seat assist grip
3. Buckle assembled to seat
4. 3-point seat belt with ELR

Considerations for optimum riding position

1. Adjustable shoulder anchor
2. Seat armrest
3. Suspension seat
4. Lumbar support
5. Side support

INSTRUMENT PANEL AND CONSOLE

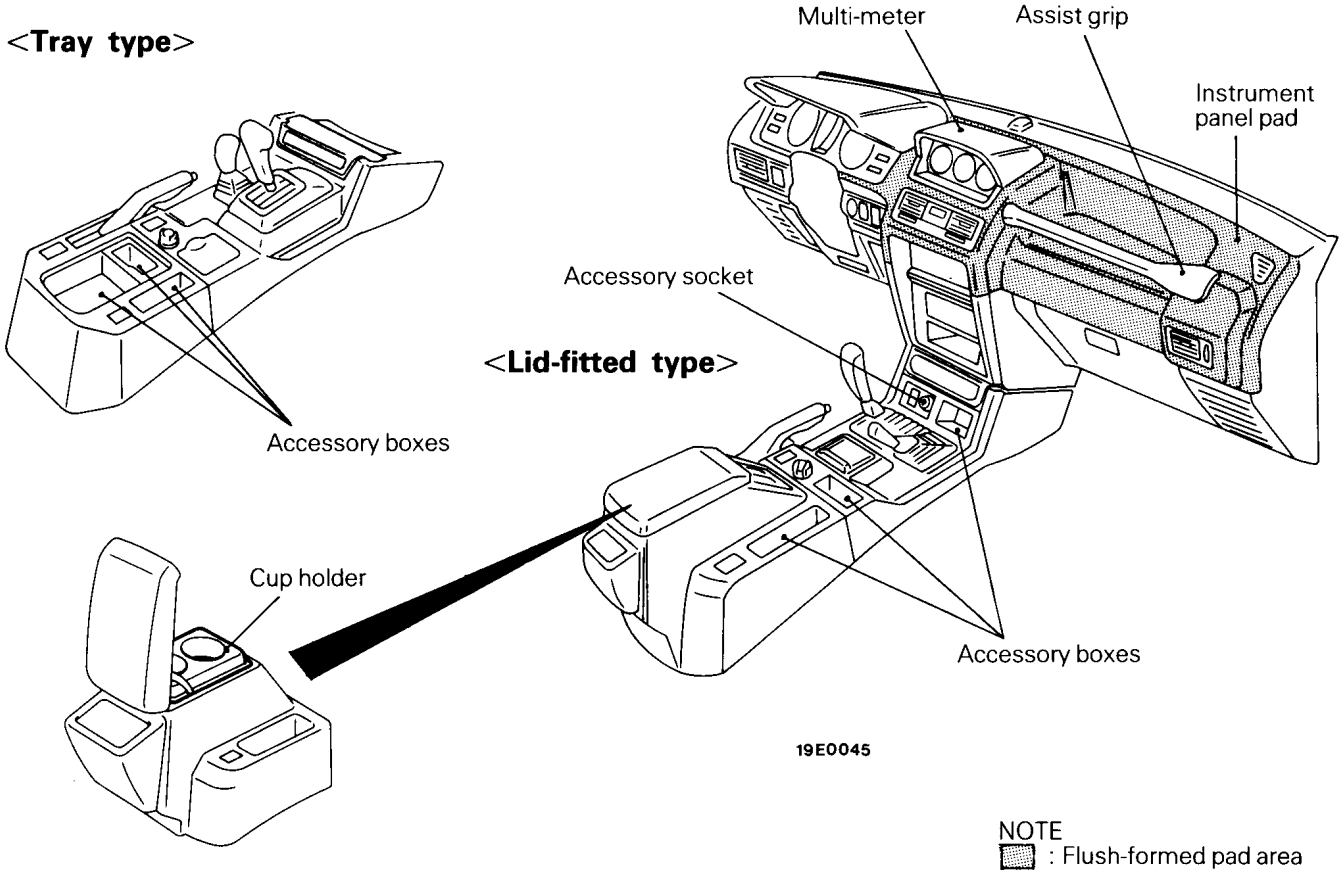
E9HBAAD

Various items of equipment required of the genuine multipurpose 4WD vehicle are functionally arranged on the instrument panel. In addition, a portion of the instrument panel extending from the front of the front passenger seat to the panel centre is covered by a large flush-formed pad with due consideration for the safety, resulting in the structure consisting of a resin (PPF) frame and a partial pad.

- The instrument panel has a large, easy-to-see combination meter located in front of the driver seat and principal switches arranged around it to ensure positive transmission of various information and provide easy, reliable operation.
- The centre of the panel top is provided with the multi-meter to facilitate the grasping of existing conditions inside and outside the vehicle for safe, pleasant driving. Provided halfway down from the top of the panel are the air vents of the air conditioner and the air conditioner controls not only to enhance the controllability and but also to improve the safety and comfortableness through guarantee of good visibility. The bottom of the instrument panel is provided with a space for installation of radio, cassette tape player, etc. and also for selective installation of accessories.
- The assist grip installed in front of the front passenger seat offers a sense of integration with the instrument panel.

The floor console is available as either the tray type or the lid-fitted type.

- The console has the accessory socket provided at the front to keep accessories or the like.
- Accessory boxes provide ample capacity to enhance convenience.



SEATS

E9HDAAE

The seats are provided with various adjusting mechanisms and devices to maintain optimum riding position for the number of passengers, location of load or passenger, type of cargo, etc.

FRONT SEAT

Two types of seat are available for the front seat, and various adjusting mechanisms are provided to enhance the comfortableness and convenience.

- Lumbar support adjusting mechanism
- Side support adjusting mechanism
- Walk-in mechanism
- Reclining adjusting mechanism
- Reclining adjusting mechanism with memory
- Slide adjusting mechanism
- Walk-in mechanism with neutral memory
- Slide and reclining levers collected and arranged on side of seat
- Longitudinally tilting or vertically adjustable head restraint
- Armrest
- Heated seat
- Suspension seat
- Water-repellent seat
- Inner seat belt incorporated

REAR SEAT AND SECOND SEAT

The rear and second seats are available in two types, namely, split, forward folding type for various seat arrangement and one-piece, forward folding type.

- Seat cushion, back split seat
- Side armrest (with cup holder and tray)
- Centre armrest
- Reclining adjusting mechanism
- Walk-in mechanism
- Seat belt storage pocket
- Vertically adjustable head restraint
- Head restraint storage stay
- Inner seat belt incorporated

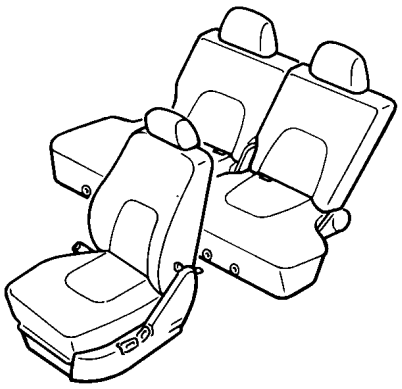
THIRD SEAT

The third seat is of the lifting type to enhance the convenience of the cargo space.

- Front faced type
- Face to face type
  <Canvas top and metal top models (without wide fenders) and long body van for General Export>
- Seat belt storage pocket <Front faced type>
- Reclining adjusting mechanism <Front faced type>
- Inner seat belt incorporated

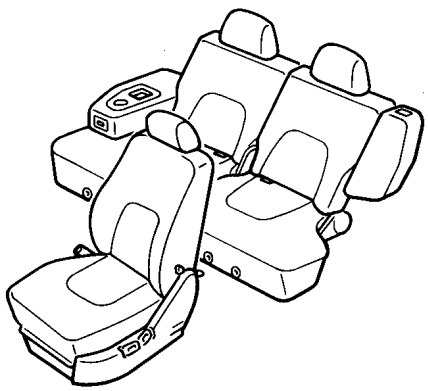
Vehicles for Europe and Australia

Canvas top



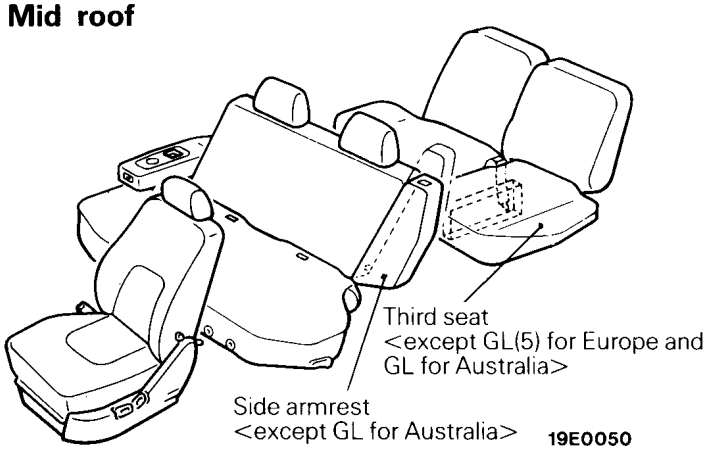
19E0017

Metal top



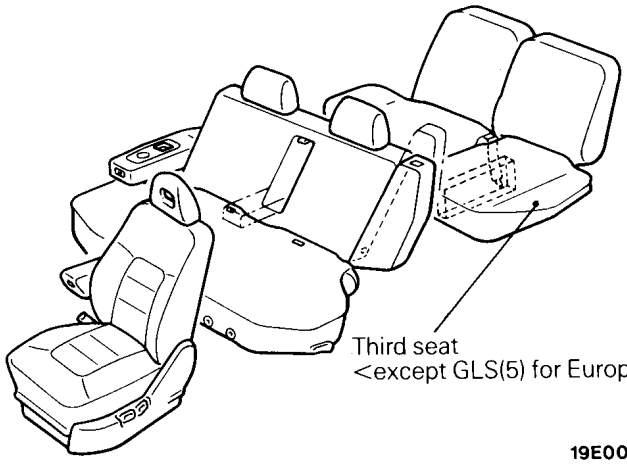
19E0018

Mid roof



19E0050

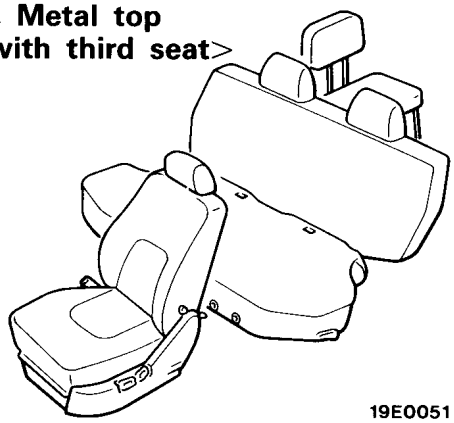
Mid roof <vehicles with wide fenders>



19E0016

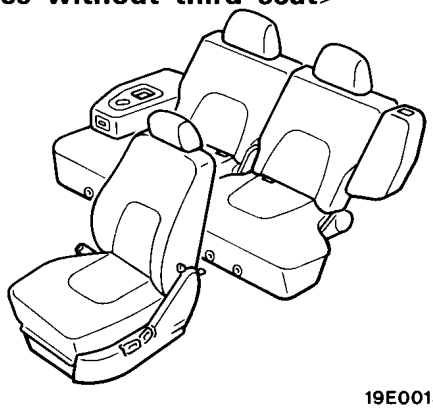
Vehicles for General Export

Canvas top, Metal top
<Vehicles with third seat>



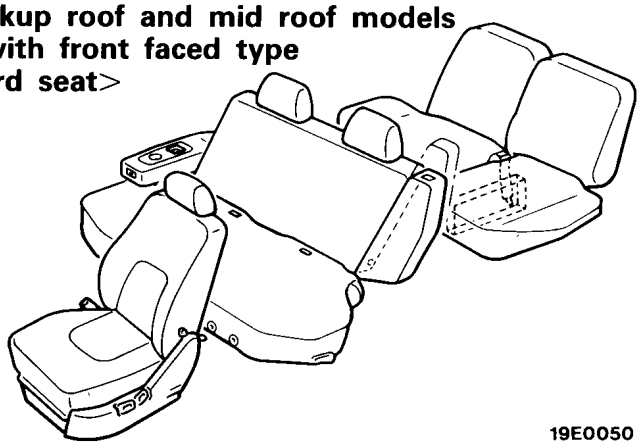
19E0051

Metal top
<Vehicles without third seat>



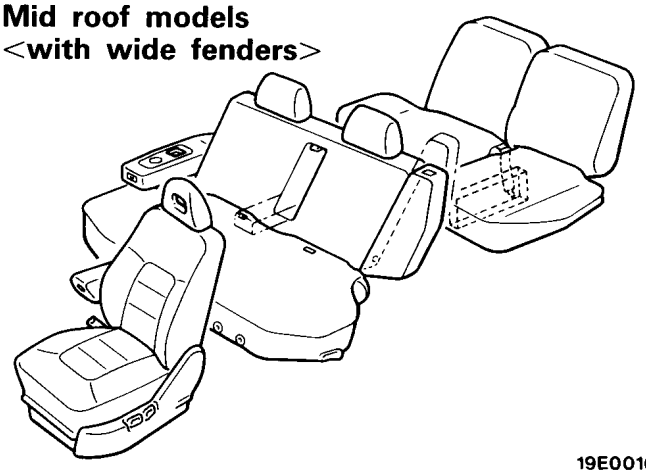
19E0018

Kickup roof and mid roof models
<with front faced type
third seat>



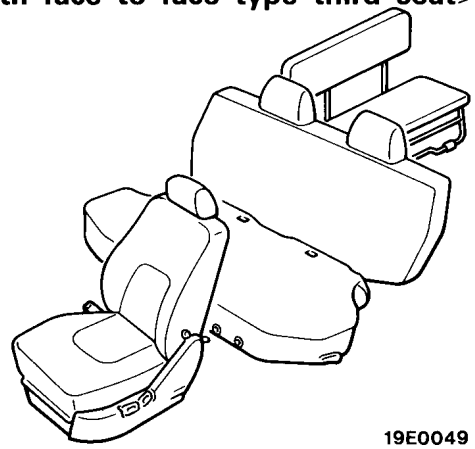
19E0050

Mid roof models
<with wide fenders>



19E0016

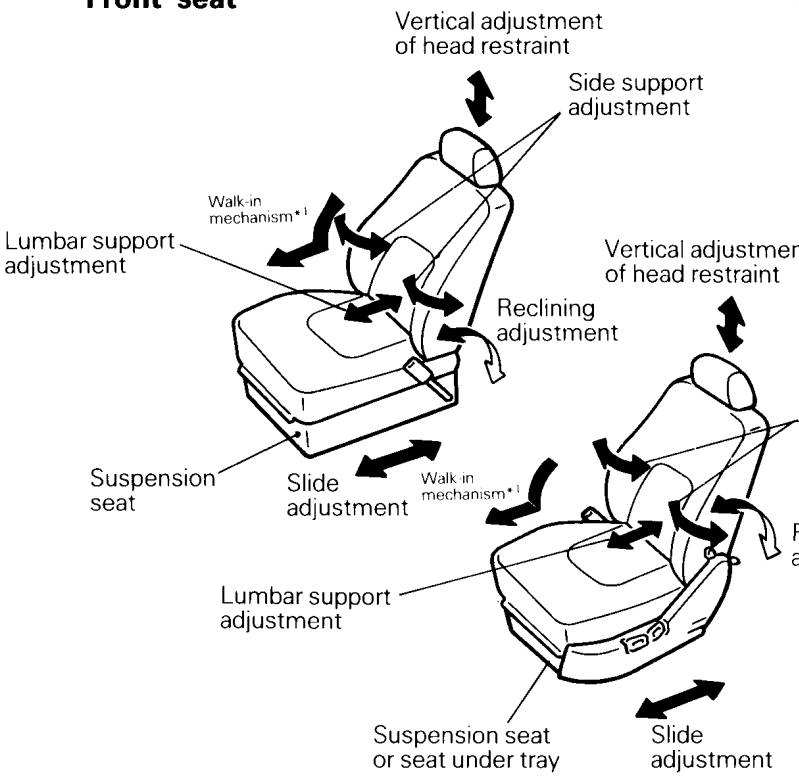
Kickup roof and mid roof models
<with face to face type third seat>



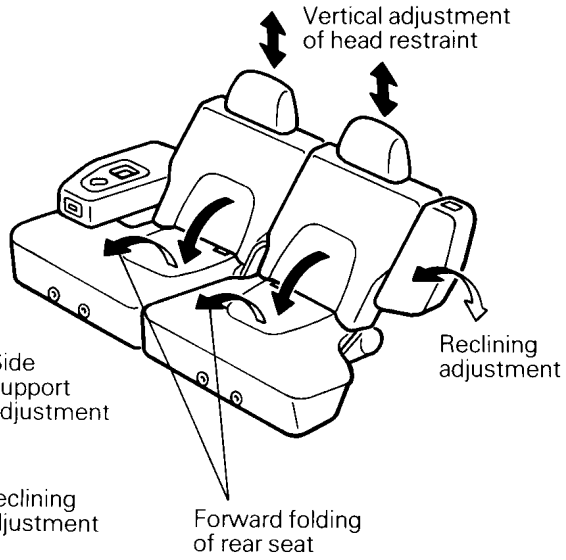
19E0049

EXPLANATION OF MECHANISM

Front seat

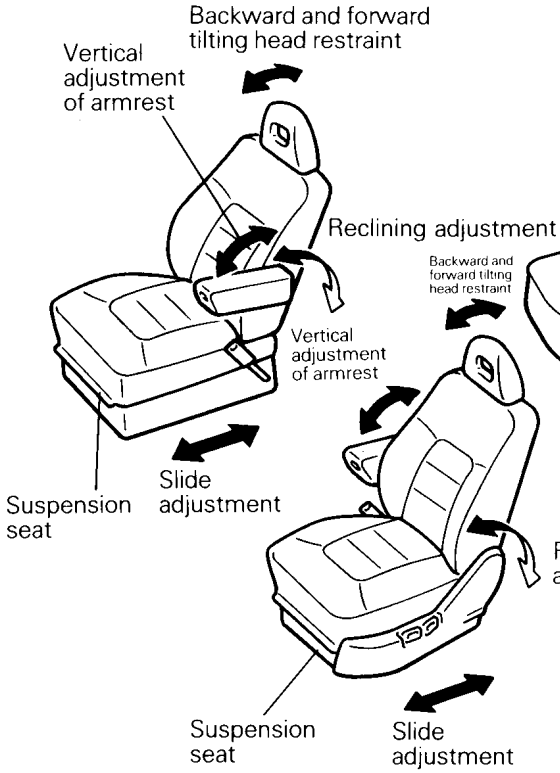


Split, forward folding rear seat



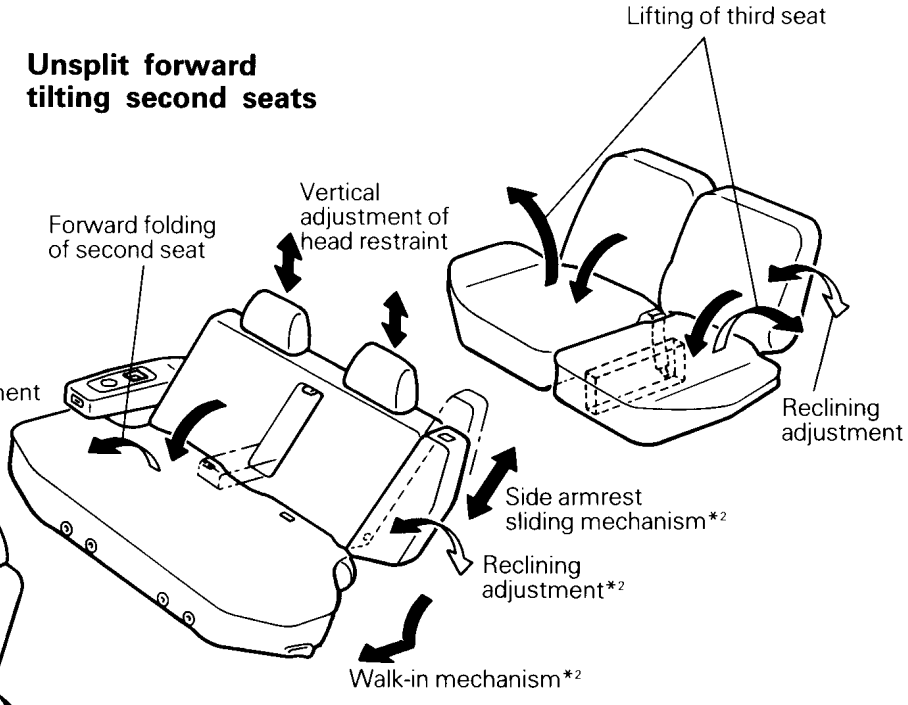
19E0019

Front seat with armrest



Unsplit forward tilting second seats

Lifting third seat*3



19E0020

NOTE
*1: J-top and metal top only (except RH seat of vehicles for Australia)
*2: Except long body GL for Australia and van for General Export
*3: Front faced type

CONSTRUCTION AND OPERATION

SEAT ARMREST (VERTICAL ADJUSTMENT TYPE)

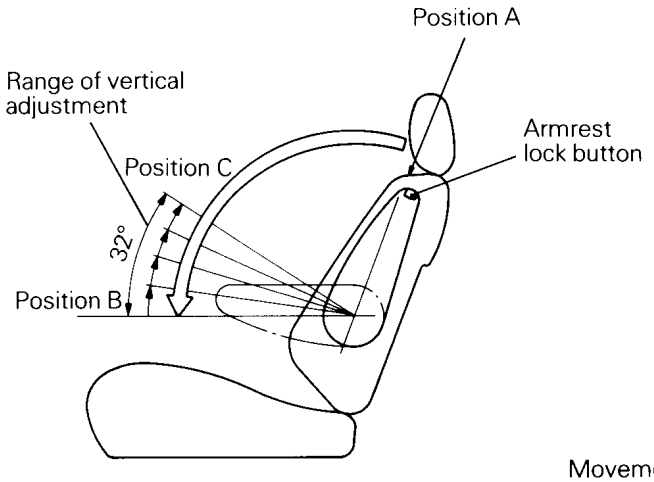
The armrest with vertical adjustment in five stages to suit the taste of the occupant has been made available. When not in use, the armrest is raised and secured to the side of the seatback. To use the armrest, tilt it forward and all the way down and adjust to the desirable height (angle).

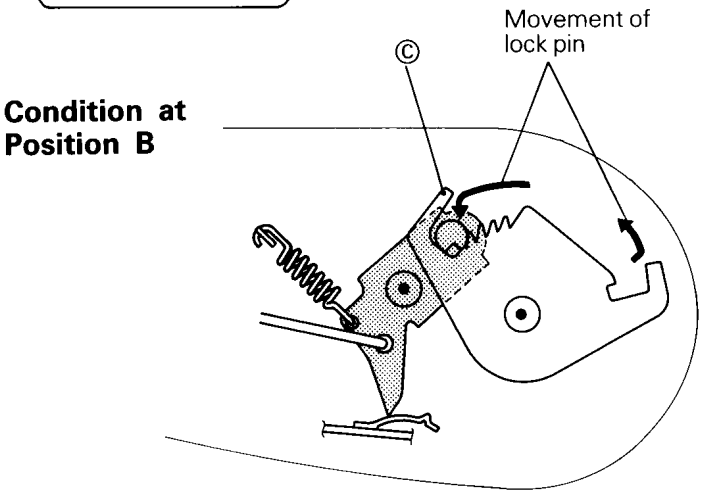
Vertical Adjusting Mechanism

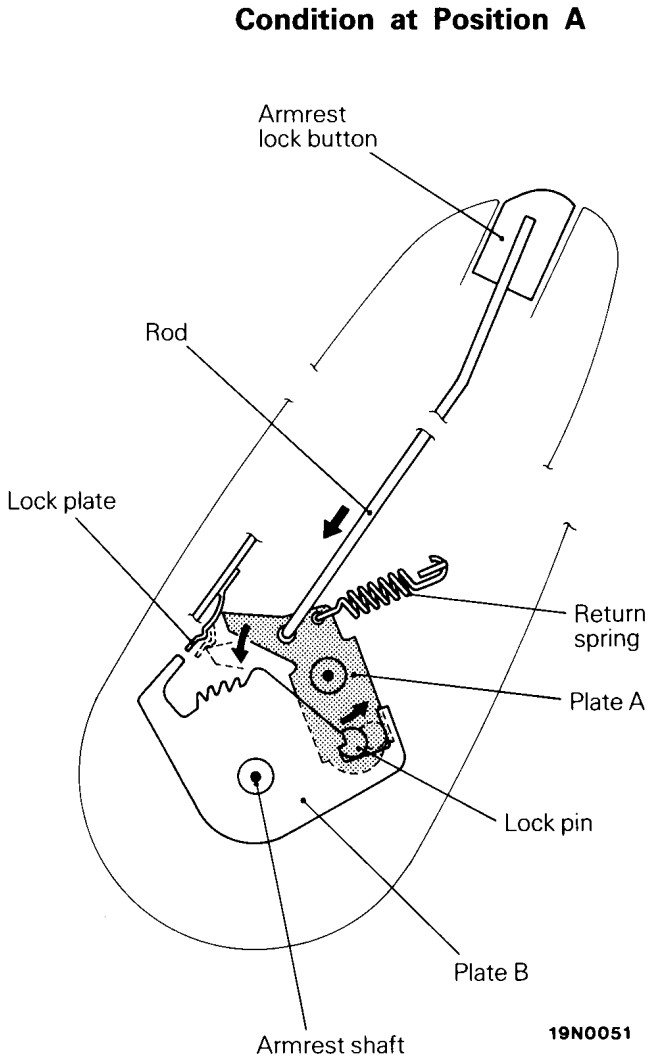
When the armrest is at position A (when not in use), the lock pin integral with plate A engages plate B integral with the seatback frame, locking the armrest. Pushing the armrest lock button causes the rod to turn plate A in the direction of the arrow and disengage the lock pin from plate B, tilting the armrest forward. On that occasion, plate A is locked by the lock plate. Therefore, the armrest tilts all the way down to position B without engagement of the lock pin on the way.

At position B, the lock pin comes into contact with portion C, plate A disengages the lock plate, and lock pin is pushed against plate B.

The four teeth of plate B and the lock pin are so shaped that at the location between positions B and C, the armrest can move upward but it cannot move downward because of its locking.

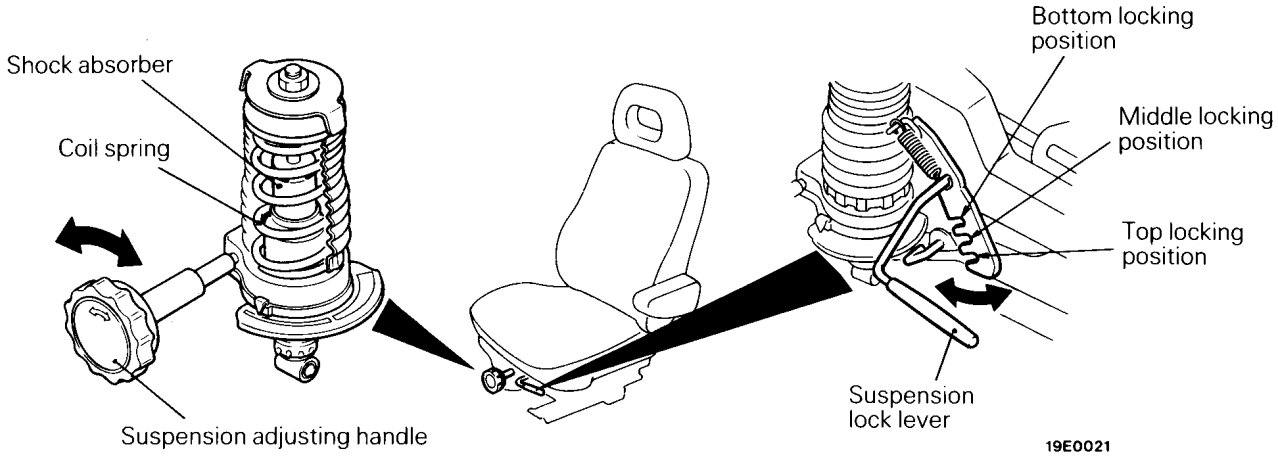




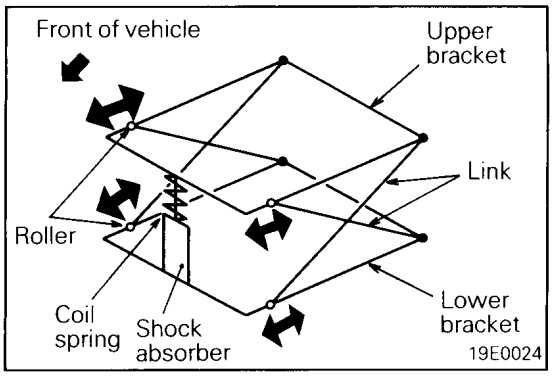


SUSPENSION SEAT

The suspension seat consisting of a linkage, coil spring and shock absorber is designed to absorb body vibration in off-road driving, relieve the occupant's fatigue and offer comfortable ride.



NOTE
LH side seat is shown.

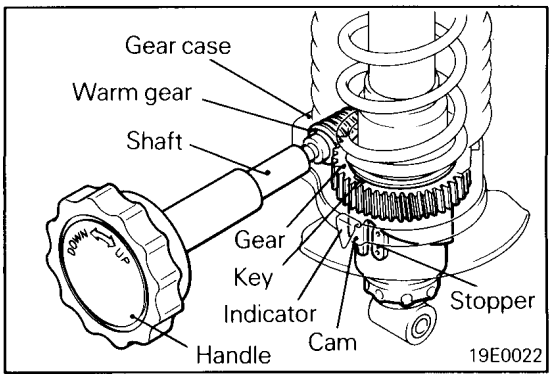


Suspension Mechanism

Except for coil spring and shock absorber installation methods, the mechanism is the same as conventional models of PAJERO.

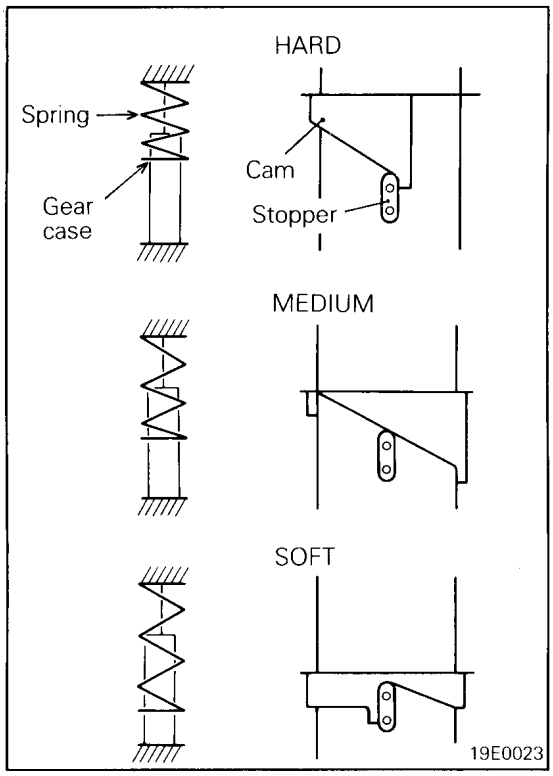
Suspension Locking Mechanism

The mechanism is the same as the conventional models of PAJERO.

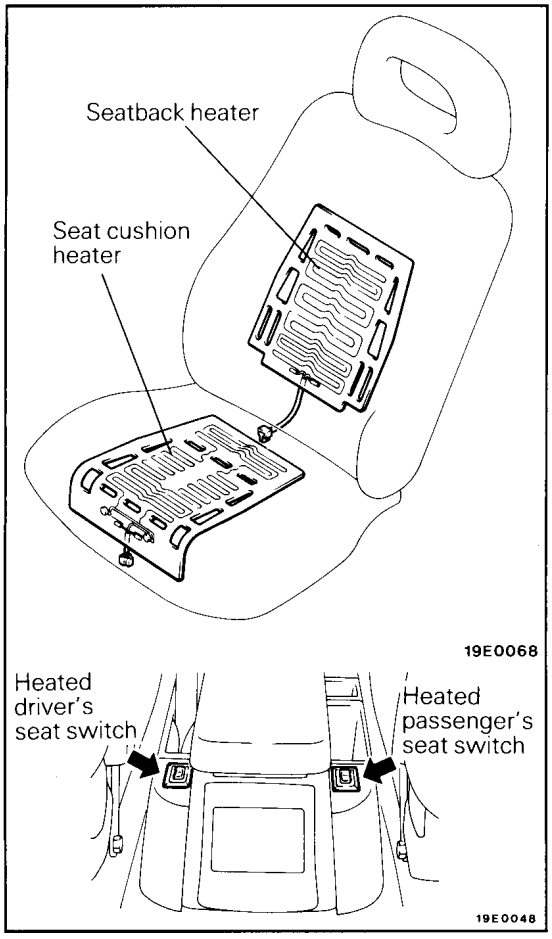


Suspension Adjusting Mechanism

The handle, shaft and warm gear rotate as a unit. The warm gear engages the gear.
The gear and cam turn as a unit by means of a key installed to the cam.
As it turns, the cam also moves up and down along the stopper installed to the cylinder.



In addition, the gear case containing the warm gear, gear and indicator fits in the groove of the cylinder and moves vertically without rotating.
The gear case, whose vertical movement is interlocked with that of the cam, also functions as a spring seat.
The vertical movement of this gear case changes spring force to adjust suspension.



HEATED SEAT <VEHICLES FOR EUROPE>

Except for addition of the indicator and illumination to the switch, the heated seat is the same as that installed on the conventional models of PAJERO.

WALK-IN MECHANISM WITH NEUTRAL MEMORY

Raising the seatback of the seat moved to the foremost position by the walk-in mechanism and pushing it back will move the seat to the neutral position of the seat slide and lock it at that position.

NOTE
For the construction and operation of the mechanism, refer to 1989 COLT/LANCER Technical Information Manual.

RECLINING ADJUSTMENT MECHANISM WITH MEMORY

If the seatback is raised after being inclined to the front, it can be returned to the original angle set in memory by previously setting the seatback angle in memory.

Furthermore, even after it is reclined at any angle, if the seatback is raised after being inclined to the front, it can be returned to the original angle set in memory.

Fig. 1: This is outside the memorized position. The bracket on which the seatback is mounted and sector gear move as one unit. The lock gear and sector gear, and lock and memory plate teeth are meshed. The memory arm hits the memory plate and stops.

Fig. 2: To memorize the position shown in Fig. 1, the meshing of the lock and memory plate is disengaged when the memory lever is pulled, the memory arm pushes the memory plate with the force of spring A and turns it until it hits the lock gear. As a result, the memory arm moves in range "a" on the sector gear teeth. This amount is the memorized amount and the reclining angle is memorized.

Fig. 3: When the reclining lever is pulled up, the meshing of the lock gear and sector gear is disengaged, the seatback inclines to the front and the sector gear and memory plate turn but the memory arm does not turn since it is against the lock gear.

Fig. 4: When the seatback is inclined as far as possible to the front, bracket projection (A) hits the lock gear pin and pushes the lock gear down. The unsupported memory arm is turned by the force of spring A until it hits the memory plate. As a result, the memorized range "a" on the sector gear teeth is covered.

Fig. 5: If the seatback is reclined to the rear, the coverage of the memory arm disappears when the sector gear, memory plate and memory arm rotate and the memorized position is reached; the lock gear and sector gear mesh and the seatback is fixed in the memorized position.

The memory range is between A – B as shown in Fig. 6. Since the memory plate and sector gear hit (b in Fig. 2 is 0) between B – C, position B is memorized even if the memory lever is pulled between B – C.

If the seat is at an angle outside the memorized position, the seatback angle can be changed in the front/back direction since the lock gear and sector gear meshing is disengaged when the reclining lever is pulled up.

Fig. 1

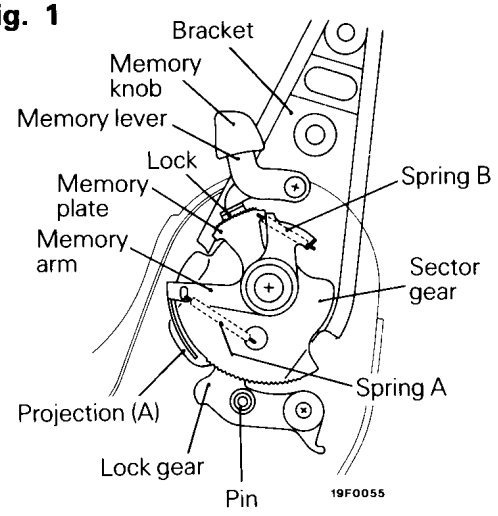


Fig. 2

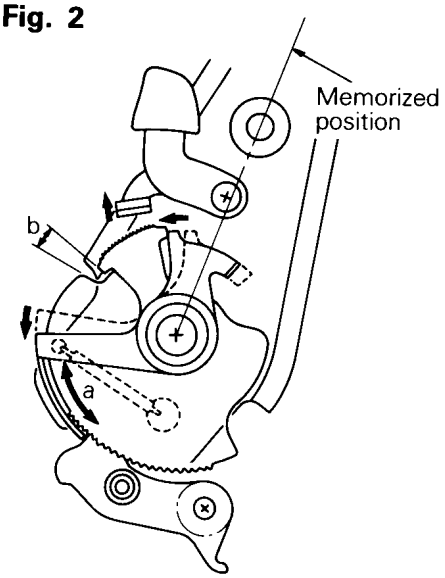


Fig. 3

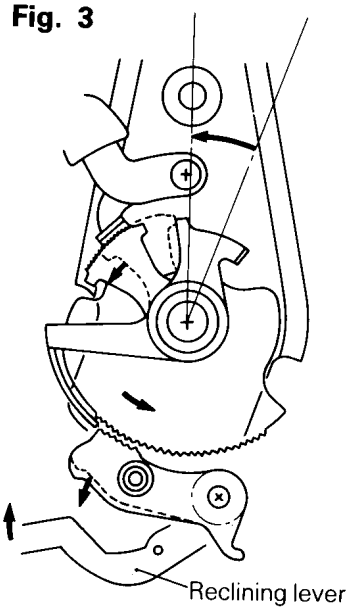


Fig. 4

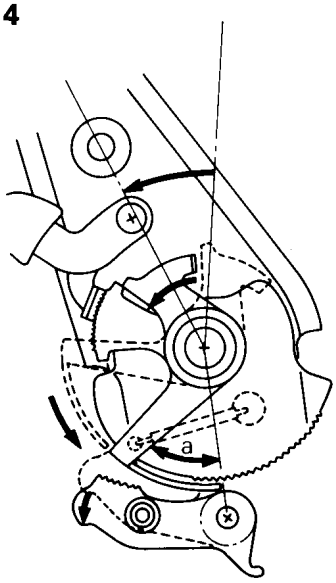


Fig. 5

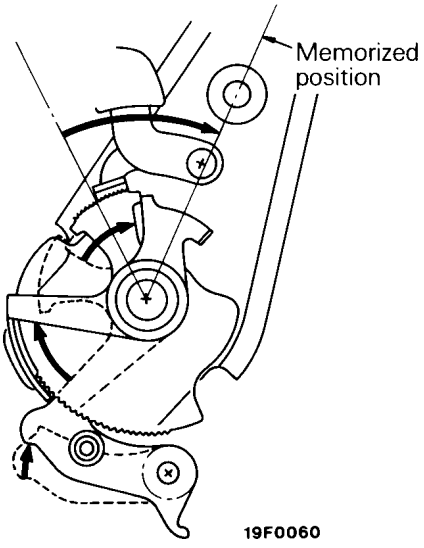
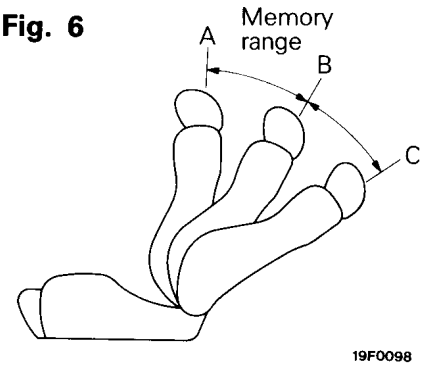


Fig. 6



SEAT BELTS

E9HFAAG

The seat belt has the following mechanisms.

VEHICLES FOR EUROPE AND AUSTRALIA

Front seat belt

- 3-point seat belt with ELR
- Buckle built in seat
- Adjustable seat belt anchor <Vehicles with full trim>

Rear or second seat belt

- 2-point lap belt <Canvas top>
- 3-point seat belt with ELR <Except for canvas top although option is available for canvas top>
- Inner seat belt built in seat

Third seat belt <Long body model (except GL(5) and GLS(5) for Europe and GL for Australia>

- 3-point seat belt with ELR
- Inner seat belt built in seat

VEHICLES FOR GENERAL EXPORT

Front seat belt

- 3-point seat belt with ELR
- Buckle built in seat
- Adjustable seat belt anchor <Vehicles with full trim>

Rear or second seat belt

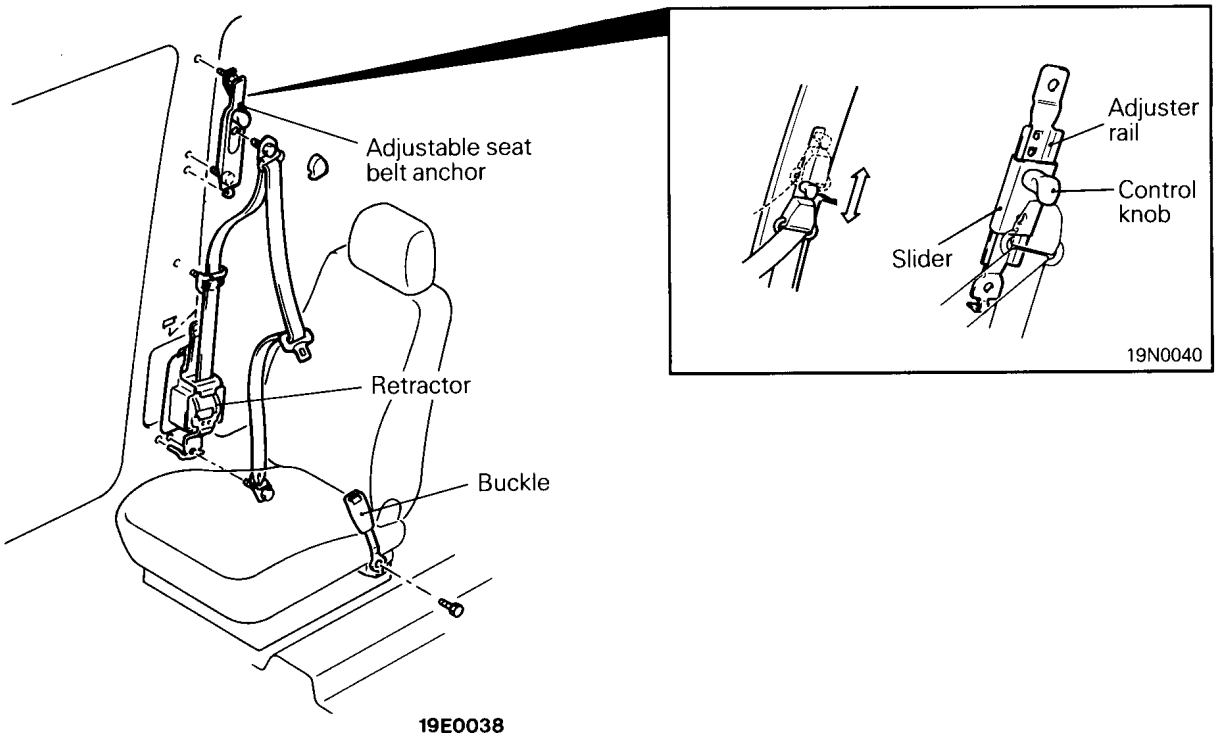
- 2-point lap belt <Except long body model for GCC>
- 3-point seat belt with ELR <Standard equipment on long body for GCC and option on metal top for GCC>
- Inner seat belt built in seat <Except metal top model (without wide fenders) for GCC and van>

Third seat belt <Long body model (except van)>

- 2-point lap belt <Except vehicles for GCC>
- 3-point seat belt with ELR <Vehicles for GCC>
- Inner seat belt built in seat

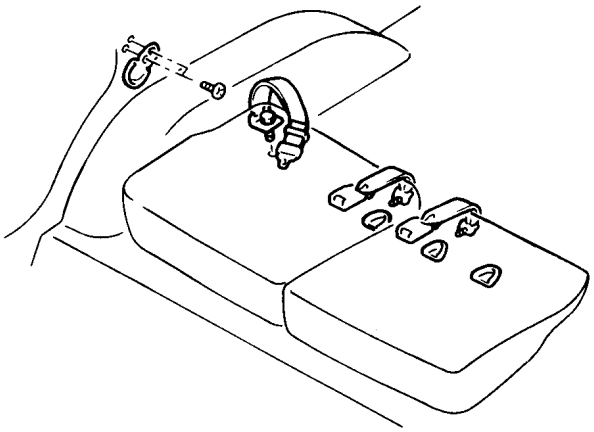
NOTE
For the construction and operation of the retractor and adjustable seat belt anchor, refer to the 1988 GALANT Technical Information Manual.

Front seat belt



Rear or second seat belt

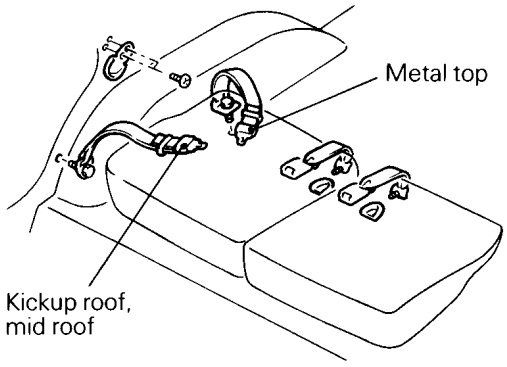
<2-point lap belt on canvas top>



NOTE
The inner seat belt on vehicles for General Export is of the floor anchor type.

19E0060

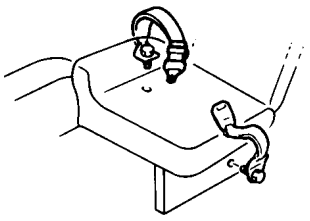
<2-point lap belt on metal top, kickup roof and mid roof>
<Vehicles for General Export>



NOTE
The inner seat belt on van is of the floor anchor type.

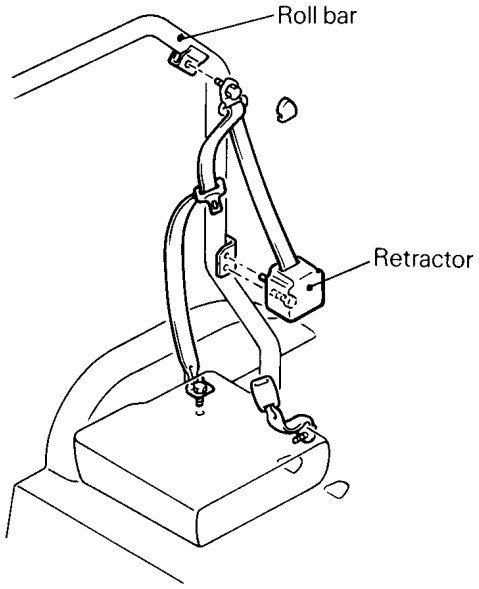
19E0067

Third seat belt
<2-point lap belt>



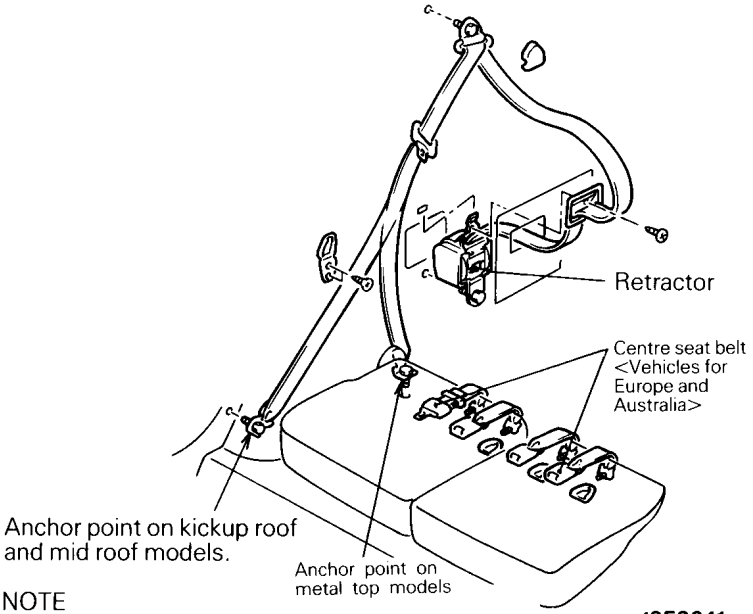
19E0066

<3-point belt with ELR on canvas top>
<Vehicles for Europe>



19E0039

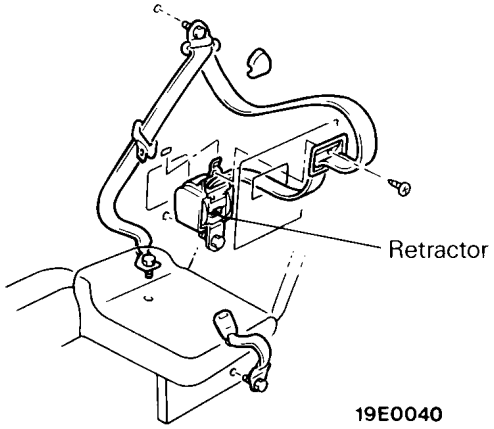
<3-point belt with ELR on metal top, kickup roof and mid roof model>



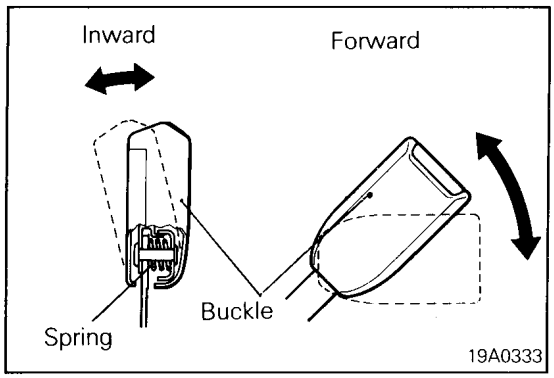
NOTE
The inner seat belts on metal top model (without wide fenders) and van for GCC are of the floor anchor type.

19E0041

<3-point belt with ELR>



19E0040



CONSTRUCTION AND OPERATION OF THE BUCKLE

There is a spring installed in the portion connecting the buckle to the arm, allowing the buckle to tilt forward and inward so that the belts can be tight enough around the body.

REAR SHELF TRIM

E9HHAAA

The rear shelf trim has been made available in order to make the cargo space invisible from outside the vehicle. It consists of the centre shelf and side shelves, and the centre shelf is further divided into the soft and hard portions. The soft portion is split in two to follow the rear split seat and reclining adjusting mechanism.

- The centre shelf is installed to the seatback of the rear seat by means of clips so that cargo may be taken out from the rear seat.
- The centre shelf may be taken out by folding it into three and stored at the rear end of the cargo space.

CONSTRUCTION