

Lancia Beta Seat Runner Overhaul.

Over the years the Beta seats can become very difficult to adjust on the seat runners, this can be due to age, warping of the runners, bits missing, over-use of grease and foreign matter building up inside the runners.

My Beta Coupe was a typical example, the driver's side was difficult to adjust forward or back and the passenger side was next to impossible. Quite literally, I would have both feet jammed into the foot well and my back against the rear of the seat and be pushing for all I'm worth with little or no movement of the seat. ☹

Tools needed:

6mm Allen Key socket.

3/8 Drive ratchet drive

10" Extension bar (preferably a "wobble bar")

Small flat blade screwdriver

De-greasant / Solvent cleaner

Plenty of rags / old cloths

Dremel with suitable fitting (see pic.) or a soft backed disc on a small angle grinder.

Airline (not essential)

Time required: 3 Hours (depending on how badly warped the runners are)

The Dremel "bit"



First job is to remove the seats from the car.

I have always removed the two 6mm allen cap bolts at the rear of the seat runners first, take note of the orientation of the washers and tabs that keep the rollers from falling out the end.

Then push the seat as far back as it will go and remove the two 6mm allen cap bolts from the front, again take note of the orientation of the securing tabs. When removing the front seat I have found that's when the "wobble bar" comes in handy as you'll need to be able to operate the ratchet at an angle.

With all four bolts removed the seat should now lift out.



Check that all four large packing washers are present. Each one should be sandwiched between the raised chassis mounting points, above the captive nuts and the bottom of the seat runners. You need these, so they must be present! Otherwise your seats will not operate correctly and catch on the carpet.

Place something on the floor to keep the seats from getting too dirty, as you'll need to upturn the seat so that it is resting on the headrest and the front of the seat itself, this will allow you to work on the runners under the seat-base.

Operate the seat locking handle to allow the seat runners to move (unlocked), slide one of the runners all the way forward, once the runner has travelled as far as it can you should be able to see the roller through the small hole in the lower runner. When you see the roller you need to put the small screwdriver behind it and lever / pop it out.

Clean this properly it should be free of grease and dirt. I wiped mine with an old rag then blew them clean with an airline.

Front



Rear



You can see approximately $\frac{3}{4}$ of the black rollers through the holes. Note the locking notches - these should always face inwards towards the centre of the front seat.

Once they are out keep these two rollers safe!



Now remove the lower runner, I prefer one at a time so as not to confuse the orientation of each runner. Slide it all the way forward or back until it is free.

Once the runner is free, clean both the upper runner that is still attached to the seat and the lower runner that is now unattached. I used engine degreasant and plenty of rags / tissues, then finally blow clean with the airline.

The channel where the rollers operate should be free of grease, the grease will cause the rollers to slip rather than roll and also the rubber will swell making it increasingly more difficult to move the seat.

Lower runner covered in grease.



Upper runner also covered in grease



These runners should be 100% grease & dirt free

Once the two runners have been thoroughly cleaned and degreased they can now be tested to see whether there has been any warping or twisting that affects them from operating normally.

Refit the runner without the rollers and check on the operation forward and back, the runners should slide easily all the way without any binding or dragging. If you do find that the runners do not slide easily then you will have to dress the edge of the upper runner (the one still attached to the seat). Use the Dremel or a small angle grinder with a soft-backed disc to dress the outer edges on both sides of the runner.

This is not easy to photograph but I have marked a small section that needs “dressing”. Ignore the roller being in the picture.

Only the outside edge on both sides of each runner need dressing. In my case two pairs of runners did not need any attention, one pair needed a small amount and the final pair (drivers side) needed a lot. On the two that needed work I did the full length of each side of the runner.

QuickTime™ and a
decompressor
are needed to see this picture.

Once you are happy that the runners slide freely up and down then you're ready to reassemble this side of the seat. Put a small amount of grease on the outer edge of the upper runner (the section that you have just dressed if you needed to).

This much grease!



Slide the lower runner from the rear onto the upper runner all the way to the last notch so that the seat is now locked in position. Place one of the rollers at the back and push it back into place.

Unlock the seat again and slide the runner all the way back until the lock reaches the first notch (See pic.). Again push the roller back into place between the upper and lower runners. (You should feel the “play” between the runners disappear).



Repeat this process for each runner on both front seats.

Refitting the seats is the reverse of removal, remembering that the large packing washers need to be between the seat mounting points and the lower seat runner and the little tab on the stop plates should face inwards on the runner. These keep the rollers from dropping out when the seat is in position.

Once the seat is secured you should now be able to slide them back and forth with relative ease.

I've never had a Beta with seats that are this easy to move 😊

Big Thanks to Hutch for the initial hints and tips!