

Section # 4.1 - Interior Review (Console, Floor, Seating and, Under dash)

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1. Console Area (C16 option)

Console, Trim and Door

There are two configurations of consoles . One for the manual and one for the automatic transmission cars. The manual transmission console is very similar to the automatic transmission. However, there is plastic material removed from the left side of the manual transmission and a special detail added to facilitate the special floor pan used. The console is molded plastic.

The console is mounted to brackets that are welded to the floor pan with four (4) # 10-16 x .57 inch long pan head zinc plated Phillips drive screws with a captured washer. The color of the console should coordinate with the rest of the dash components

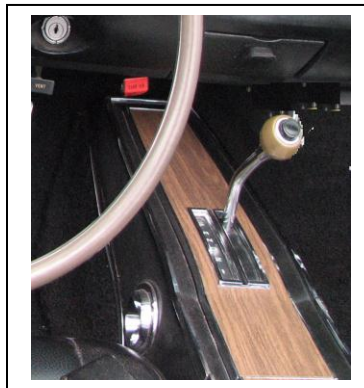
1968 and 69 - The top plate, door and rear is made our of cast metal that has ribbing that is chrome plated and trimmed with black paint.

1970

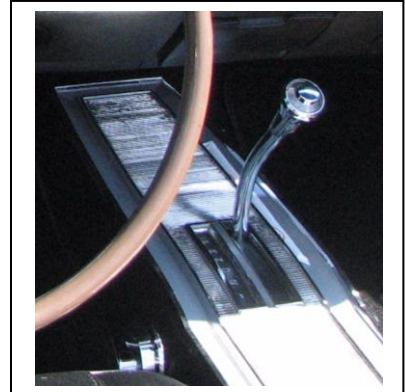
The top plate, door and rear is made our of cast metal that is chrome plated and trimmed with black paint and a vinyl wood grain decal.



1969 – 70 Console



1969 – 70 Console



1968 4 speed Console

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Console Door

The door operates pivots with a chrome hinge. The hinge is secured to the door and console by six (6) # 10 pan head zinc plated Phillips drive screws. There is a rubber coated steel cable with zinc plated eyelets at each end that is mounted to the back inside edge of the door and console to prevent the console door from being opened beyond 90 degrees. The cable is secured by two (2) special # 8-18 x .50 inch long round head chrome plated Phillips drive shoulder screws.

There are two types of door opening mechanisms; one is a chrome push button without a lock and the other one is with a lock. The lock version is operated by the rectangular shaped ignition key. The original destroy tag for this key is a small rectangular aluminum tag with the stamped key code. Excessive force should not be required. Some vehicles did not have the locking option on the console.

Note: Typically if there was not a lock on the glove box there would not be a lock on the console.

Console Back Trim

Inspect the condition of the back trims fit and finish. It should be free of pitting, nicks and discoloration.

Console Side Trim

Inspect the condition of the trim fit and finish on both sides. It should be free of pitting, nicks and discoloration.

Console Side Lights

Inspect the condition of the lights on both sides. The bezel should be free of pitting, nicks and discoloration. Inspect the lens for burn marks from the bulb.



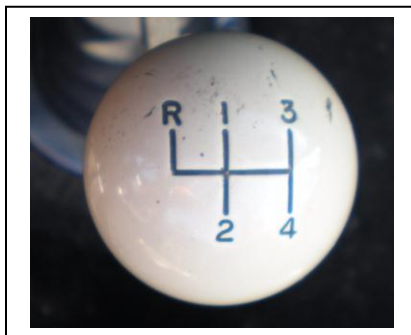
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Manual Transmission – Three or Four Speed (D21 option)

The shifter handle is a chrome plated round tapered shaft with a plastic ball at the top of the shifter. The plastic ball is threaded onto the shaft. The shifter pattern is located on the top of the ball. There is a rubber boot that has a chrome trim ring that is secured to the floor pan with four (4) oval head chrome plated Phillips drive screws.

Year	Shifter	Model	Shifter ball type	
			4 speed	3 Speed
1966 - 67	Inland	Coronet, Coronet	Black knob	
1968	Inland Early	Coronet, Coronet , Roadrunner	Black Knob	
1968 Late (Feb)	Hurst	Road Runner , Coronet, Charger	Wood grain	Black
1969	Hurst	Coronet , Charger	Wood grain	Black
1970	Hurst	Charger , Coronet	Pistol Grip	Black

Note: Reproduction Balls : Not only is the color or grain on the wood grain not quite right, the 4 speed pattern is molded into the part when it is made, versus being heat melted into the ball as the originals were.



Hurst shifter ball – White aftermarket .



Original Hurst shifter ball – White the distance between the 1 and R is greater then on the after market one.



Hurst shifter ball – Black. Early part # 2950217.



Inland shifter knob



#2950213 Wood grain Ball

Safety Belts (lap, front and rear shoulder)

Seat belts are colored-keyed with the carpet. Each belt has a white cotton tag sewn to the lower end which provides the date of manufacture, the Chrysler Corporation name and vendor code. Example: F 1470 identifies the 1970 production model and the 140th day of 1970. The dates of all the seat belts should be within 30 days of each other. The seat belt is nylon webbing with 4 equally wide panels. The end below the buckle is double sewn with thread. During the last 30 days of production of the 1971 model year, colored seat belts were phased out and replaced by black seat belts. (P.I.B. 7).

Note: Federal law mandated for shoulder belt installation in new cars for sale in the US, was 1972. Jan 1, 1968 was mandate for front lap seat and shoulder belts.

Federal Motor Vehicle Safety Standards and Regulations Reference

Standard No. 208

Passenger Cars (Effective 1-1-68)

Lap or lap and shoulder seat belt assemblies for each designated seating position. Except in convertibles, lap and shoulder seat belt assemblies are required in each front outboard seating position.

Standard No 202

Head Restraints - Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses with a Gross Vehicle Weight Rating of 4,536 kg (10,000 lbs.) or less (Effective 1-1-69)

This standard specifies requirements for head restraints to reduce the frequency and severity of neck injuries in rear-end and other collisions.

Check the position of the seal belt tag.

- American standard belts have the tag sewn in the overlapping stitching area.
- Pontineer belts have the tag sewn inside of the overlapping stitching area. The tags for the buckles are sewn at the opposite end of the belt from where it is secured to the floor pan.

Note: It has been discovered that the majority of the Pontineer belts were installed in Hamtramck, MI. built cars and the American Standard belts were installed in Los Angeles, CA built cars. However, at this time no point deductions will take place for the belt manufacturer in either car.



Front Shoulder Belt Retainer

1968-69 The shoulder belt retainer is steel stamped brushed chrome plated and mounted above the sun visor utilizing the same fasteners that mount the sun visor to the inner roof frame. Inspect the retainer for pitting and scratches.

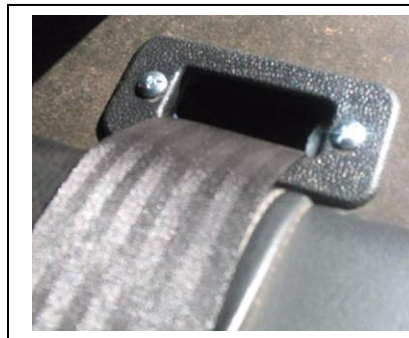
1970 had separate retainers on inner roof frame on side above door window.



Rear Shoulder Belts

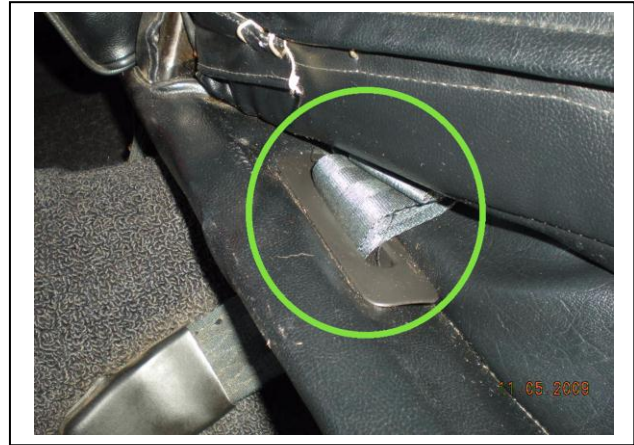
The rear shoulder belt was an option from 1968-1972. However, this is a very rare option there is only about .1 % of the production B and E bodies have this option. The upper belt is anchored in the trunk and comes through the package tray.

Note: This area is still being researched.



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There should be a plastic guide between the top and the bottom seat to guide the belt



Rear seat belt to floor pan mounting reference

	GTX	Belve. Sport Satellite	Belve. Satellite	Road Runner	Belvedere		GTX	Belve. Sport Satellite	Belve. Satellite	Road Runner	Belvedere
Power						Safety Belts					
Brakes—req'd w/disc brakes . . .	E	E	E	E	E	Lap—3 front & 3 rear on bench seats and buckets with center seat cushion	S	S(2)	S	S	S
Steering	E	E	E	E	E	Lap—2 front & 3 rear—bucket seats without center cushion . .	S	S	—	S	—
Windows (hardtops & conv. only)	E	E	E	E	NA	Shoulder, left & right front (optional on conv.)	S	S	S	S	S
Convertible top lift	S	S	S	S	—	Shoulder, left & right rear (NA conv.)	E	E	E	E	E
Radio						Side Marker Reflectors	S	S	S	S	S
Solid-state AM—push button (NA w/stereo tape)	E	E	E	E	E	Shock Absorbers, heavy-duty front and rear (std. w/440 and 426 Hemi)	S	E	E	S	E
Solid-state manual tune AM with stereo tape player	E	E	E	E	E	Speedometer—150 mph calibration .	S	NA	NA	S	NA
Solid-state FM/AM—push button	E	E	E	E	E	Steering Wheel					
Rear-seat speaker (NA conv.) . . .	E	—	E	E	E	Three spoke w/padded horn button	NA	NA	NA	NA(9)	S
Rear-seat speaker w/reverberator (NA conv.) (dealer installed) . .	E	—	E	E	E	Three spoke w/partial horn ring w/padded hub	S	S	S	S(3)	E(1)
Seat Cushion—foam front bench . .	NA	S	E	E	E	Three spoke w/full horn ring and padded center	E	E	E	E	E
—foam front bucket	S	S(6)	NA	E	NA	Three spoke simulated wood grain w/padded center	E	E	E	E	E
Seats						Sun Visors—padded	S	S	S	S	S
Front bench	NA	—	S	S	S						
Front bench w/folding center armrest	NA	S(2)	NA	NA	NA						
Front bucket	S	S(6)	NA	E	NA						
Center cushion w/folding center armrest (w/bucket seats only, NA w/console)	E	E	NA	E	NA						
Seat Adjustment, front											
—2-way manual	S	S	S	S	S						
—Custom position manual driver's side front bucket seat.	E	E	NA	E	NA						

(2) Std. on Sport Satellite sedan.
 (6) Hardtop and convertible, no-cost option on sedan.

Belv.-27 (1) Sedan only w/extra-cost, black all-vinyl trim only.
 (2) Std. on Sport Satellite sedan.

(3) Extra cost on coupe.
 (9) Standard on coupe.

1969 Plymouth dealer data book reference

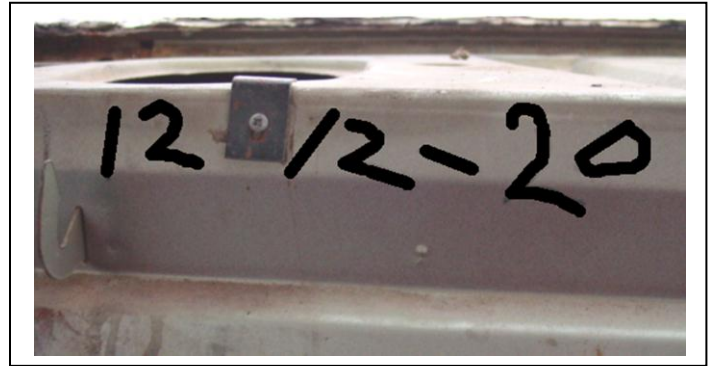
Interior Body Marking Reference

We have found factory code markings on the front face of the package tray of B bodies. This marking is always in the same location on the right side of the package tray. Typically there are three sets of characters and often the first set sometimes repeats itself and the last set is different. This information has been found on Lynch Road, St. Louis and Los Angeles and Hamtramck Assembly Plant built car from 1963 to 1976

Note: However, we do not know the exact meaning of these markings or when they are applied at this time. We are still researching this item. Our advice is that unless these codes are found on your car they should not be applied because that is not found on all cars.



1970 Coronet 4 door Built at Lynch Road Assembly on June 6, 1970. F4 Interior, F4 Exterior Interior and green vinyl top



1968 Road Runner RM21 Built at St. Louis Assembly Plant on March 14, 1968. Red Interior, black Interior and black vinyl top

Seats Cont...



1969 Plymouth Road Runner - H2 Code
Reproduction covers



1969 Plymouth Road Runner - H2 Code Original



1969 Plymouth GTX - P6T Code

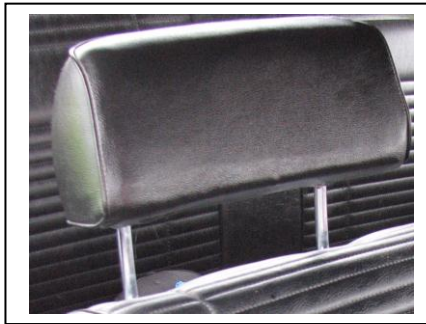


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Head Restraints

Hear restraints became standard equipment on all Chrysler Corporation products after January 1, 1969. There were two style head rests used from 1968-70. Both were vinyl covered with dual chrome support posts and chrome receiver bezels that were mounted to the top of the seats. One is oval shaped with a chrome bars around the length of the head rest. The other style is triangular shaped.

Note: Order code for 1968: 531 Left only, 532 Right only and 533 Right and left .



Reference "A" - 1969 Bucket seat and 1968-69 Bench seat



Reference "B"
1968 Bucket seat

Reference "B"
1970 Bench seat



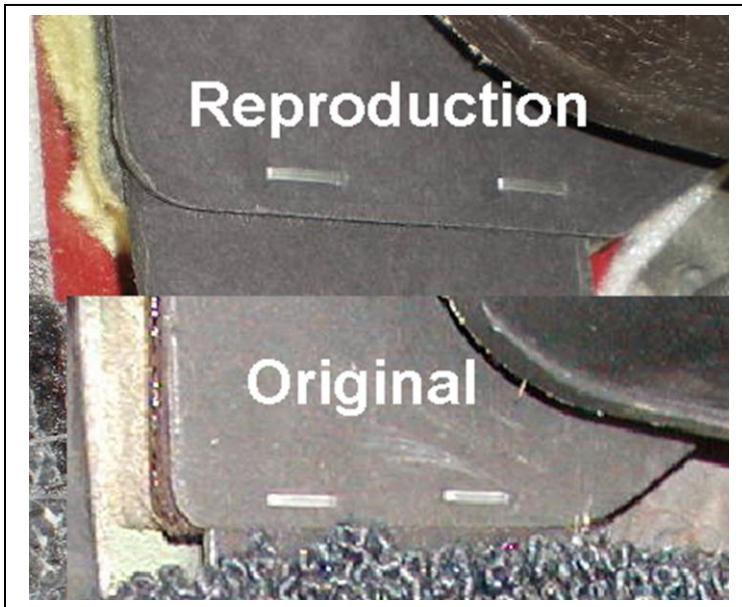
There should be a black plastic trim detail that cover the bottom side of the head restraint



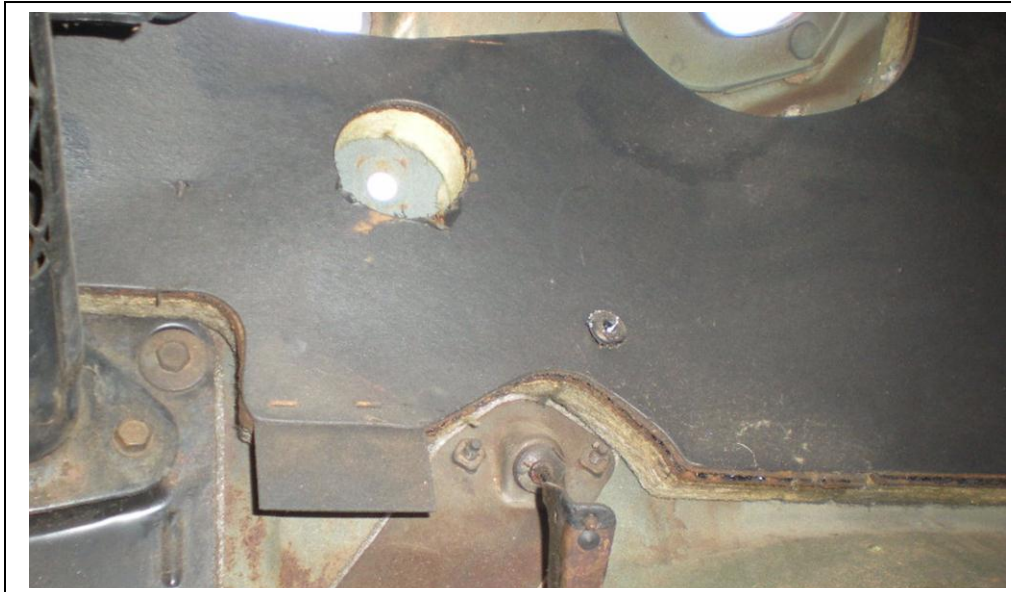
Cowl and Fire Wall Insulation

- **Kick Panel Insulation**
There is one fiberboard insulation panel with yellow shaded fiberglass glued to the panel behind each kick panel.
- **Back**
There is fiberboard insulation panels with yellow shaded fiberglass glued to the panel. Each insulation panel is secured to the fire wall with black plastic plugs. Inspect to ensure that the proper plugs were used to mount the insulation to the fire wall.

Note: The original and reproduction can be identified by the position of the staples and the radius on the corner of the fiber board. The original ones have a smaller radius on the corners. Also the position of the lower fiber board that is attached to the upper one is offset on the original one.



Aftermarket reference



Factory original reference

Fire Wall Insulation Retaining Darts

The insulation package is secured to the using black plastic retaining darts. Most of the aftermarket darts are not identical to the original factory installed darts.



Original factory installed
dart part # 6008190



Original factory installed dart in late
60's and early 70's vans and trucks



Typical aftermarket dart

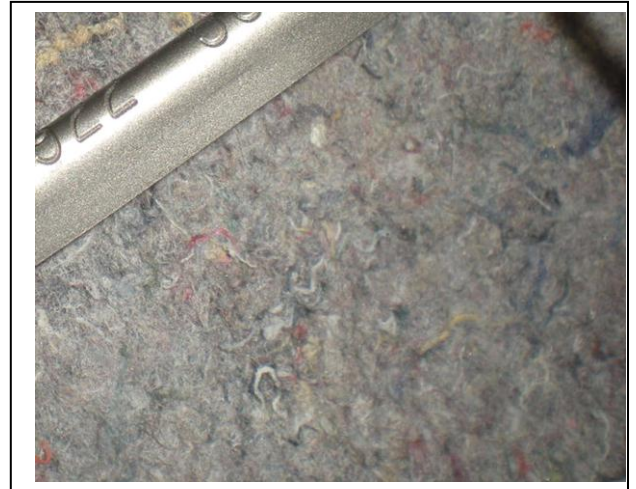
Cowl and Fire Wall Insulation Cont...

- **Cowl**

There is a sound insulation pad (beige cotton with red, blue, green etc...thread fibers) glued to the bottom of the cowl under the dash area.



Original under dash cowl insulation. It is beige in color with **large multi color thread** fibers



Aftermarket under dash cowl insulation. It is gray in color with small multi color thread fibers



