

NEWTON COMMERCIAL

HERALD AND VITESSE SALOON REAR SEAT COVER FITTING INSTRUCTIONS 13/60 & VITESSE 2LT ONLY

Tools required: - Pair of pliers, Flat-ended screwdriver, Contact adhesive, Scissors, Sharp knife

We would suggest you read the following instructions before proceeding with fitting your new seat covers, to ensure that you have all the necessary equipment to hand. The internal foams or springs are probably worn out and will need replacing by now. The rear base seat will lift out of the tray. The rear seat squab is attached to the body by two 3/16" nuts on the lower bulkhead in the boot.

SQUAB COVER REMOVAL – Lay the seat squab upside down on the workbench. The two side and bottom skirts are attached to the frame by staples. The top roll is held in place with seat clips. The staples can be removed with either pliers or a screwdriver that will also do the seat clips. Fold the side skirts back and unclip the bottom calico piped flap. Roll the two top corners off the frame and fold the remainder of the top away from the frame. This will leave the corner attached to the frame by a large calico flap which is glued to Hessian in between the upper and lower squab foams (A, B & C). Carefully remove the top foam and then peel the calico away from the Hessian. The cover will now come away from the frame.

FITTING THE NEW SQUAB COVER – This operation is basically a reversal of the above so we suggest you start at the bottom.

1. Lay the cover face down on the bench
2. Foam A can be glued to the back of the seat cover using contact adhesive. The top edge of foam (x – on diagram) is positioned along the join of the fluted panel and the plain top roll. Glue the calico flap along the edge of foam A.
3. Lay the spring case in position over the foam ensuring that the area where the metal wheel arch encroaches are in alignment.
4. The calico piping is clipped to the frame and pulled in the direction of the arrow on the accompanying drawing. IE towards the top of the frame.
5. Side skirts around the wheel arch area can now be pulled over the frame and hog ringed in place over the rear wire.
6. Lay the assembly face up and roll back the top roll section of the cover exposing the calico flap that is now glued to the Hessian.
7. Foam B can be glued in position centrally, butting it up against foam A and roll it over top of frame.
8. Cut approximately 2" of the foam padding under the vinyl at the very top edge of the top roll (see side view of diagram) You will then be able to clip just the vinyl to the frame.
9. To aid fitting, glue a piece of the plastic bag the seat covers were delivered in on each top corner. This will help the very corners of the cover to slip over the frame. It may help you to actually compress the foam on these corners, so that the cover does not get stretched and rip. It may also be necessary to fill the corners with some sort of padding to fill out each corner.
10. Pull the top roll tightly over foam A and clip in position onto the metal angle using seat clips. Tuck the pipings under the top roll.
11. Top flap can be glued in position after fixing the remainder of the side skirts. The bottom flap can now be pulled tightly over the frame and clipped to the upper horizontal wire with large seat clips. Slit the flap where necessary to clear wires. Fit the complete finished assembly back into the car.

REMOVING SEAT COVER FROM BASE – Lay the seat base upside down on the workbench. You will see that the method of fixing the cover to the spring case is nothing more than staples at the side and rear and hog rings at the front edge. These can be removed by opening with pliers and a screwdriver. Peel back the side skirt all round to reveal the spring case. A further row of hog rings will be seen along the top edge of the spring case, holding in position a calico piping with cord sewn in – remove in the same fashion. The spring case can now be lifted away from the seat cover.

Inspect, repair or replace the spring frame, hessian and foam pad as necessary.

FITTING NEW BASE SEAT COVER - Attach new piece of hessian or cloth to spring frame and then adhere the foam pad to the cloth using a contact adhesive. Make sure the small skirt around the foam pad overlaps the edge of the frame. Lay the seat cover upside down on the bench with the calico piping flap facing you. Lay the spring casing centrally on top of the cover. The calico piping should now be clipped with the hog rings so that the top flutes roll over the edge of the frame slightly. Turn the complete seat over and gently turn all the skirts over the frame edges leaving the rear flap until last. We have supplied you with enough seat clips to replace the staples the factory originally used. Turn the seat over again and start to clip skirts in place. Progress can be monitored by turning the seat over and checking that the seat pipings are equal all round. Please note that the front edge is the only one visible from inside the car – so the hog rings must be positioned on the inner wire at the front lower edge of the spring case. The sides and rear flap can be clipped to the outer wire.

The rear corners of the cover should not be pulled down too tightly, otherwise a gap will appear between the squab and base cover when fitted in the car. It may be wise to fit the half finished seat in the car to make sure the flutes line up with those on the seat squab.

HAPPY MOTORING!