

*classic car interior trim*

## SEAT FITTING INSTRUCTIONS

### MINI Mk1 FRONT SEATS

FIXED FRAMES WITH FLAT BAR FRONT LEGS  
AND ROUNDED REAR LEGS.  
USING SF659 BASE FOAM

ISSUE DATE:



SC3104 FLECK FLUTES



SC3001/3002/3106  
FLECK OR PLAIN COLOUR



SC3006/3007 PLAIN COLOUR

SEAT BASES HAVE A FRONT ROLL (CAN BE A WRAP OVER FRONT OR WITH A PIPING ACROSS THE FRONT) – SAME FITTING METHOD.

#### AUTOMOTIVE TERMINOLOGY.

**BASE or CUSHION** = The part of the seat that you sit on.

**SQUAB or BACK or BACKREST** = The part of the seat that you lean your back against.

**DIAPHRAGM** = A flexible base supporting the seat padding.

**BASE RUBBER DIAPHRAGM** = A one piece rubber moulding fixed to the seat frame with hooks all round – used originally around 1961 to mid-1970s.

**SQUAB DIAPHRAGM** = Pre-1961 cars used Rubber Straps – 1962 to mid-1970s used a one piece rubber moulded diaphragm (No Longer Available). After this period, the Wire Diaphragm, held in place with springs was introduced.

**BASE or CUSHION FOAM** = Flexible polyurethane foam padding, cut from block foam up until the mid-1980s when moulded foams were introduced.

**SQUAB PADDING** = All Mk1 cars used a 1" thick "Horsehair" pad on top of the diaphragm, this wrapped around the frame with the resulting hard edges softened with a layer of cotton wadding. (Note; Although many decades ago actual horsehair was used in the upholstery trade. The introduction of the motor car meant that the number of horses declined, so horsehair became rare. The material used is 'COIR', a fibre by product of the coconut matting industry).

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## MINI Mk1 FRONT SEAT - FITTING INSTRUCTIONS (BASES WITH A FRONT ROLL)



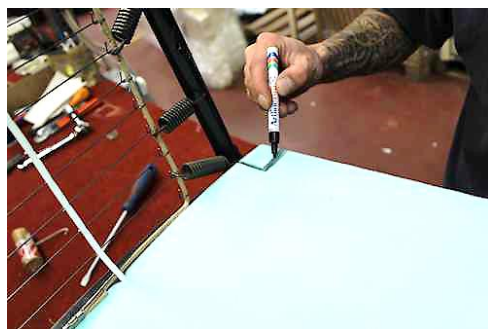
- 1) Strip off old seat covers, foams & diaphragms from the frame. Inspect the frame, clean, check for damage, repair and repaint as necessary. Fit new base diaphragm (C705) and squab diaphragm (C708).

**NOTE.** Drill new holes as required (3.5 to 4mm dia.) as original holes can become elongated with wear.

The picture on the right shows the technique for fitting the springs onto the wire squab diaphragm using a flat bladed screwdriver.



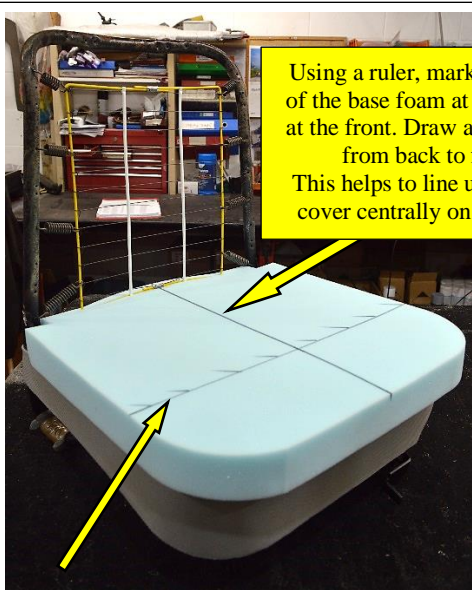
### START WITH THE BASE



- 2) Glue the Base Foam Wrap onto the outer edge of the base frame. If using spray glue, take care to mask any overspray on the rest of the frame using a piece of scrap cardboard or polythene. Trim off any excess foam so that it is flush with the upper & lower frame.

Lay the base foam in position on the frame/Diaphragm. Mark & cut a 2" (50mm) square cut out at each rear corner, this will allow the foam to clear the rear frame supports. Glue the base foam to the top of the frame and the Diaphragm – **Note**, The base foam should have an equal overhang on each side & should overhang at the front by approx.. 1" (25mm).

(Again make sure the frame underneath is masked from glue overspray)



Using a ruler, mark the centre of the base foam at the back & at the front. Draw a centre line from back to front. This helps to line up the base cover centrally on the foam.

- 3) Take the small Front Roll Foam & lay it over the front of the base foam. (Ensure the front edges are aligned all round) Mark a line where the rear of the Roll Foam meets the Base Foam.



- 4) Lay the base cover on the foam, the piping join where the front roll meets the fluted section should line up with the marked line on the base foam. Make sure the cover is placed centrally. (It may help to mark the mid-point on the cover to give a reference point) The rear of the cover should lay over the rear of the base foam. Push the rear flap under the squab diaphragm.

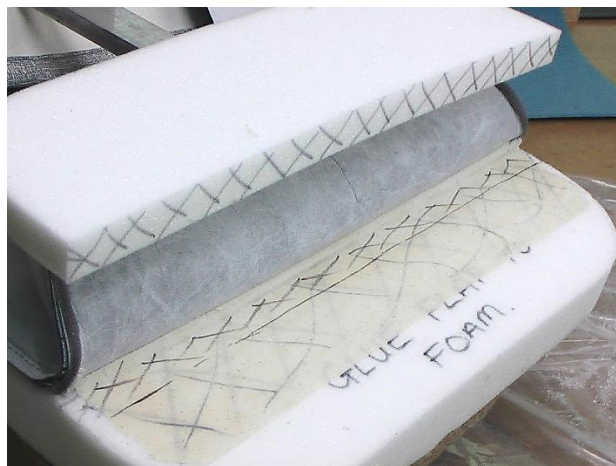
When happy with the position, lift the front of the cover and glue an area (Approx. 2" (50mm)) on the Base Foam behind the line and on the underside of the fluted section behind the front roll join.

(The shaded area in the picture shows where to glue)

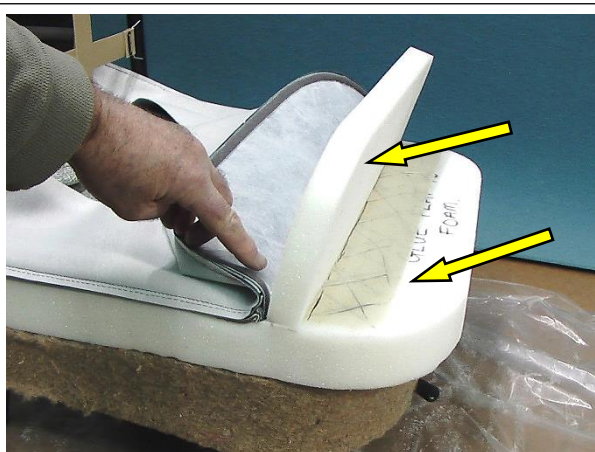
## MINI Mk1 FRONT SEAT - FITTING INSTRUCTIONS (BASES WITH A FRONT ROLL)



5) With the seat cover positioned centrally & glued in place behind the front roll, glue the Calico Flap to the base foam. (Glue flap & foam where indicated)



6) Take the Front Roll Foam & glue along the straight edge. Glue along the back edge of the Calico Flap (See above)



7) Once the glue is dry, position the Front Roll Foam with its top edge in line with the edge of the Calico and cover join. This leaves the Roll Foam standing vertically. Carefully glue the underside of the Roll Foam & the remaining top of the Base Foam/Calico Flap. (Try NOT to get glue over the sides of the Base Foam)



8) Bring the Roll Foam down onto the Base Foam – Make sure the outside edges line up first, then press the foams together. You will see that the back edge of the Roll Foam now has a nice curve along its length.



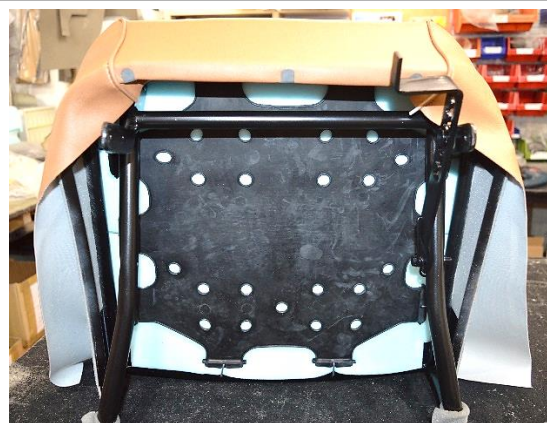
9) PULLING THE BASE SKIRT OVER THE FOAM.

This technique is the same for all base covers of this type.

Place one hand inside the cover with the finger tips spread, pressing on the piping. At the same time, with the other hand, push the top edge of the Base Foam/Roll Foam just under the piping edge of the cover.

(Keeping pressure on the fingers inside the cover will hold everything in place) Then pull the skirt over the corner in a downward direction as far as it will go.

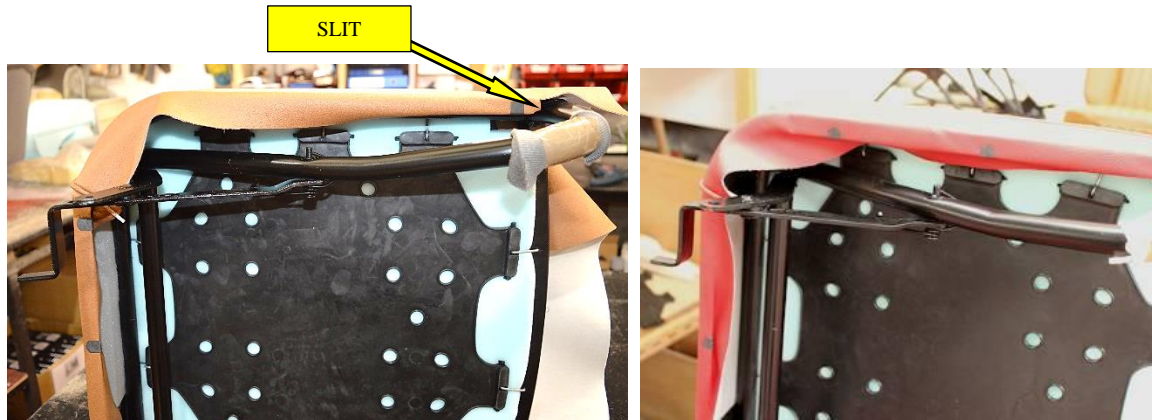
Repeat this procedure for the other front corner.



10) Pull the front of the skirt evenly over the front roll & clip in place along the straight portion of the front lower frame.

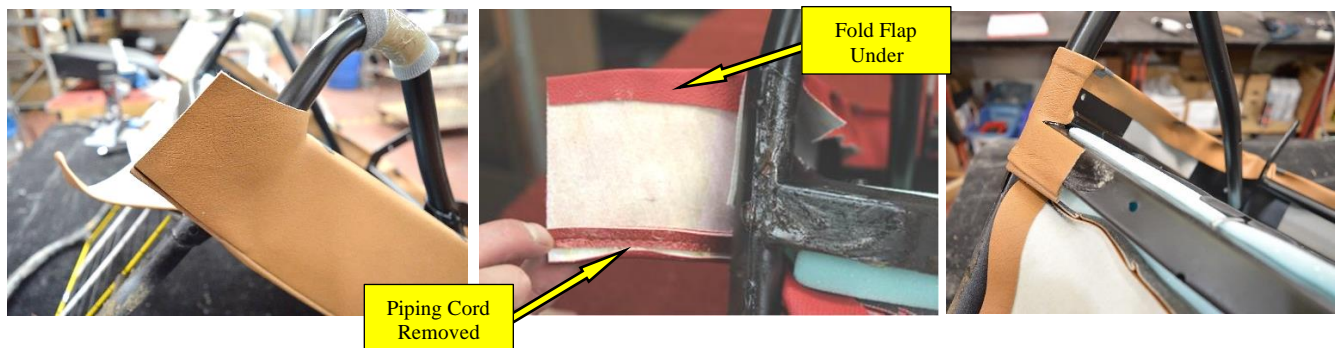
(Use flat seat clips C707)

## MINI Mk1 FRONT SEAT - FITTING INSTRUCTIONS (BASES WITH A FRONT ROLL)



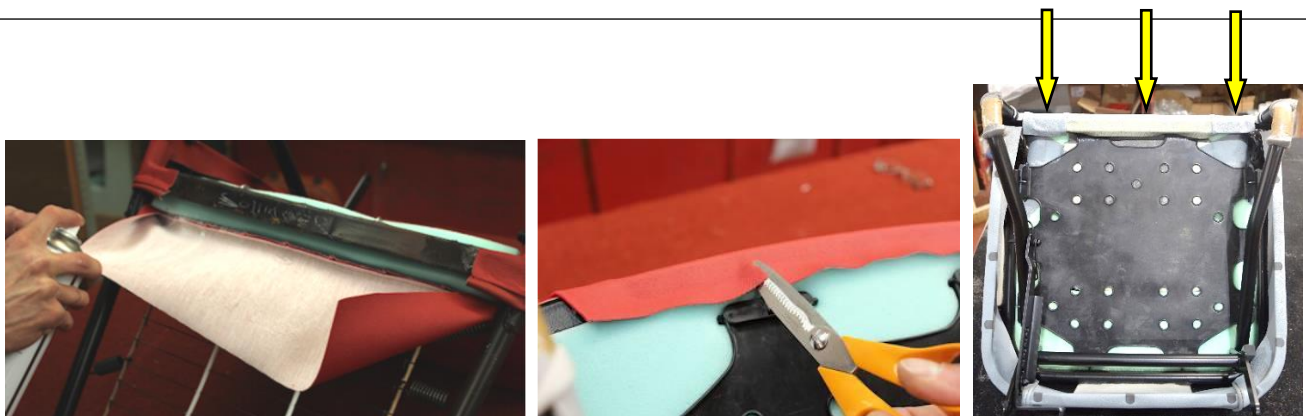
11) Turn the seat on its side. Pull the side of the skirt downwards and firmly rearwards. (This will provide tension at the front corner of the cover).

Use one clip just in front of the rear leg to hold the cover in place then make a cut just in front of the leg, this will give a flap at the rear of the skirt. Add more clips along the sides, keeping the piping straight by adjusting the downward tension on the skirt.



12) Glue this rear skirt flap and the rear of the frame and top of the leg. Pull firmly & glue this flap in place, as shown, around the leg & onto the rear of the frame (slit where necessary).

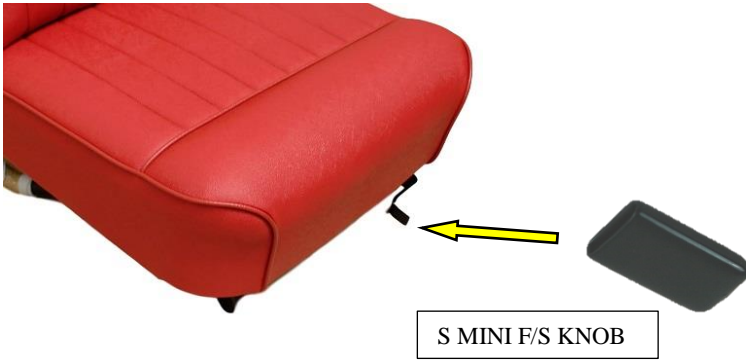
(Note; Fold the bottom of the flap under around the leg, to avoid a raw edge – Also, using a knife, remove the piping cord where it wraps round the leg, this avoids any lumps showing under the squab cover when it is fitted later.)



13) Glue the rear flap onto the rear frame cross member, folding underneath. Cut a slit to allow the flap to pass each side of the diaphragm hooks. (No Clips fitted at this stage at the Rear Flap)

Fit any remaining seat clips along sides & at front corners as necessary. Keep tension on the sides to keep piping flat and parallel.

## MINI Mk1 FRONT SEAT - FITTING INSTRUCTIONS (BASES WITH A FRONT ROLL)



S MINI F/S KNOB

14) Firmly push fit the plastic knob (S MINI F/S KNOB) onto the frame slide handle at the front of the base.  
 (This may require a gentle tap with a small hammer – use a piece of scrap vinyl or leather to protect the plastic from hammer marks)  
 Finally to protect the new base cover from any glue overspray, use part of the plastic bag in which your new seat covers were packed to completely enclose the base assembly.

### **The Base cover fitting is now complete & we are ready to fit the Squab cover.**



1) Take the Horsehair pad (From Squab Padding Kit – SF666) & position it at the front of the squab frame centrally, resting on the base cover. Using a Marker Pen, mark around the outside of the frame.

Spray glue the front of the squab frame & inside the line on the padding. (Use scrap polythene or cardboard to mask any overspray)  
 Carefully offer up the glued padding & position it centrally onto the front of the squab frame – make sure the bottom edge sits firmly against the base cover. Press the padding firmly against the frame. Now carefully spray glue the rear of the padding and frame.



2) Fold the padding around the frame taking care at the top corners to fold as neatly as possible. (Note; achieving smooth corners at the top is most important). Trim off excess where the padding has to be gathered in on the inside of the corners so that you are left with no lumps at the back

## MINI Mk1 FRONT SEAT - FITTING INSTRUCTIONS (BASES WITH A FRONT ROLL)



3) Lay the white Wadding on the workbench. Glue one face & fold in half lengthways so that you have a strip of the same length but half the width. Lay the strip over the top & down both sides of the squab padding (One bottom edge level with the bottom of the Horsehair padding) Trim off the overhang level with the bottom of the padding on the other side ( Marked X on the diagram). This offcut can be glued along the top of the padding, then the remaining long length is glued along the top edge & down both sides of the squab assembly.

When happy that all is smooth & even, take a strip of Polythene bag and glue it over the wadding & down both sides. Again trim any small lumps so that the polythene lays flat.

This polythene layer will allow the squab cover to slide down over the frame & padding assembly as it provides a smooth surface for this operation. At this stage we have finished spray gluing, so the Polythene covering the base assembly can be removed. (At least from the rear area as we need it free for squab cover fitting, if you wish to leave some protection still on the rest of the base, that is fine)



4) At the bottom of each side skirt on the squab cover is a pocket which holds a metal tab (These should be available to re-use from you old seats – if so, make sure they are flat) Slide a tab fully into each pocket.



5) Slide the squab cover down over the squab assembly.

**Important Note:** Firmly grip the cover at the bottom of the side piping. (This is the strongest area of the squab cover & will avoid damaging the cover under tension). Pull the cover fully down so that it sits as in the picture on the right.



6) With the cover pulled down at the sides, feel inside for where the bottom frame meets the leg, cut with scissors on the back, next to the piping, to about 5mm of this point on each side.



7) Maintaining downward pressure, fold the bottom of the side skirts around & under the lower frame. (You will feel the metal tabs inside the pockets – once these are bent round the frame in front of the leg, the squab cover is held in place)

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8) With the sides now anchored, feed the front flap & lower portion of the fluted section under the padding & behind the diaphragm. Push it so that it lies flat behind the diaphragm. Once in place properly it will stay in place without the need for any glue.



9) Now we look at the rear of the cover. Find the point where the rear frame cross member meets the rear leg. Place scissors into this corner & cut at approx.. 45°. This will give a flap to be trimmed around the rear leg.



10) Fold the raw edge of this flap under so that it can be glued (Use brush glue) over the top of the base skirt rear flap already glued onto the leg. Repeat for the other side.



11) Pull the back down over the rear frame cross member. Clip it in the centre & work outwards, snip the flap to clear the diaphragm hooks.



12) Fit another 3 or 4 clips along the rear flap & tuck the raw edge in between the frame & the base foam to give a neat finish.



13) Remove any remaining polythene covering from the base assembly and your seat is complete & ready to fit into the car.