

FITTING INSTRUCTIONS - please read before you start!

Mini Monte Carlo Fixed (non-reclining) Seat Covers

SC3069 & SC3072

These seat covers come in two basically similar varieties- all vinyl, or cloth faced. Both fit to the seat frame and foam assemblies the same as shown here, because the frames and foams originally used were pretty much identical. The seat covers are designed to fit onto either used foams in good condition, or new replacements that we can also supply- originals are shown here.

TOOLS & MATERIALS REQUIRED:

Contact adhesive + brush or pump-brush, OR suitable spray adhesive, a light/pin hammer, craft knife, Philips and flat bladed screwdrivers, 3/8" BSF/AF spanner to manipulate the reclining mechanism, pliers. Hog-rings + hog-ring pliers aren't a necessity, but are very useful for this kind of work generally. **Note:** Front seats are dealt with first- separate sheet is included for rear seat fitting instructions.-



1: Begin by turning the base cover inside out and dry-fitting onto the foam. For best results, the centre of the seat should be glued to the foam. Use the shaded area as a guide.



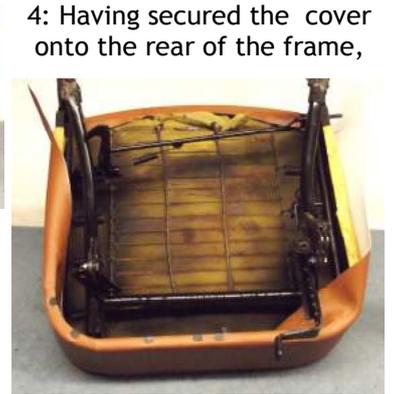
2: Pull the base rear flap through the gap where the foams meet, making sure it is straight, and pulling any excess tight.



3: When you are happy with the position of the seat face on the seat foam, glue the rear flaps and the frame member.



4: Having secured the cover onto the rear of the frame, the base skirt should be attached by firmly and evenly pulling down the sides, to tap in the seat clips every few inches.

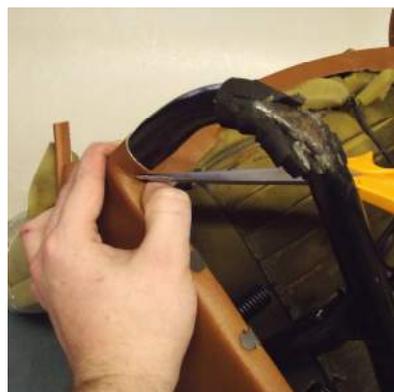


4: Having secured the cover onto the rear of the frame,



5: With the seat in this condition, the last job is to trim up the material at the rear of the frame legs. It should be simple enough to still re-adjust any clips or glue at this stage if necessary.

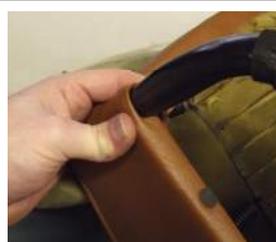
Note the polythene bag over the squab foam, which will be used later to help slide on the covers.



6: Turning the seat upside down, pull the excess material out of the skirt ends and clasp it tightly around the seat frame. Slit into the corner between the leg and the seat frame. The material here should be trimmed to eliminate raw edges. Apply one more seat clip right into each corner to secure.



7: Glue the resulting flap. The bottom edge has been doubled over to form a neat edge. The piping will be 'lost' by tucking it under the frame later.



gaps right up in the corners can be hidden by the squab back when it is fitted.

8: Allow the glue to go tacky before clenching into place. The legs can be finished off now with a C-clip on each side. Any slight





9: Slide the squab cover over the seat foam, pulling the sides right down as far as possible until the foam feels tight in the top corners.

Pull the front face flap through the gap between the base and squab. This will allow fitting adjustments to be made by tensioning the front of the face from the rear of the seat.



10: Making sure that you are happy the squab cover is a good fit and makes a nice shape, the next stage is to attach the squab cover firstly by gluing the face front flap under the back of the base frame member.



11: Ignore the seat back material for the moment. Instead glue the front flap over the bottom of the frame. Use plenty of glue here.



12: Trim off the excess material when the glue has cured and the flap is fixed in place. Next, give the squab skirt sides another good pull down the seat ready to stretch into position.



13: The side skirts can only be properly fitted with a really good tug, before clipping to the frame just in front of the legs. You will notice that this seat has an anti-tilt shaft, which requires a little more careful trimming, i.e. make sure you put the hole in the right place, because there is no going back! The exact positions of the mechanism and shaft can vary, but these were an original feature of most UK Minis built from the mid '70s onwards.



14: With the side skirts clipped into place, pull the back of the seat cover down and lightly glue it over the bottom of the frame. A few more evenly spaced seat clips are a good finishing touch- they will strengthen the covers which should now be quite taught.



15: The finished article! It is now easy to bolt the refurbished front seats back into your car. We are sure they will look and feel the part, especially so if new foams and diaphragm kits have been purchased to renew at the same time to re-fit - Happy Motoring!

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**MONTECARLO
REAR SEAT COVER
FITTING INSTRUCTIONS**
Newton Commercial

1: Take the polythene bag which the covers were supplied in, and cover the ends of the frame and foam assembly with a little of it. Make sure it is not creased. The polythene will help slide the assembly into the new covers, as shown here. It will be a tight fit.



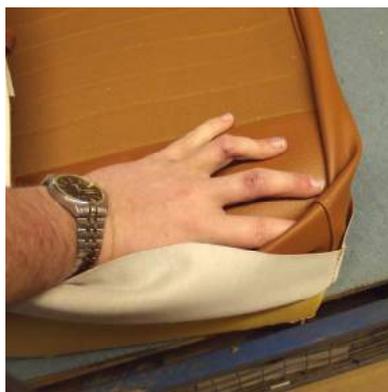
2: The next step is to clip the covers tightly onto the seat frame. Start in the middle at the top, then pull the covers to fit down the front of the frame, before folding over at the bottom. Again, along the bottom, start the clips in the middle and work outwards. The sides should be tight enough to need only a few clips on sharp curves and corners. You will need to trim away excess material as shown here, leaving about 1" or 25mm to tuck under the frame. The top and bottom frame corners should be used to gather material together, attaching it with hog rings or contact adhesive.



3: The top corners need to be treated like this, so that they sit neatly when the squab frame is attached to the rear bulkhead. It is usually held in place by two self tappers which pass up through the rear parcel shelf. The top rear rail of the squab frame is designed to overhang the upright lip of the rear bulkhead- the bottom will either push fit into a couple of sockets, or screw in with plastic tabs depending on the car's age.



4: The base cover should be turned inside out and laid in position on top of the foam like this.



5: The base cover needs to be carefully rolled over the base foam, so that the corners at the front appear to be symmetrical/'mirror' the opposite side. The welded vinyl, or stitched cloth seat centres will largely follow the impressions which are moulded into later foams, or follow the contours made by foam topping pieces on older models. Make sure that the piping sits upright and in a straight line, all round the perimeter of the seat faces.

The rear flaps are not joined, and this is to aid the fitting process- very little of the Mini's seat base could ever actually be seen in the cars, save for the front skirt and faces.

6: Finally attach the rear seat base covers by stapling and/or glueing the skirts all the way around. On later cars, no glue will be necessary, as hardboard tacking strips were moulded in to take the staples. Attach the middles first (front and back, keeping cover taught), then anchor the front corners over the stitched seam, before filling in the gaps all round.



Your completed assembly can now be re-fitted to your Mini!



Happy motoring!