

# NEWTON COMMERCIAL

## TRIUMPH VITESSE 2 LITRE MK.II FRONT SEAT COVER FITTING INSTRUCTION

### TOOLS REQUIRED

Hammer  
Flat-ended screwdriver  
½" UNF spanners  
Strong pliers  
Contact adhesive

Before starting to strip down your old seats we would suggest you read through these instructions to familiarise yourself with the sequence of events required to fit the new covers, foams and diaphragms. Generally speaking Triumph seats were well made and the condition of certain internal parts may need only slight attention. However, new seat diaphragms and foams are available should you require them.

- a. Remove the seats from the car using the ½" spanners
- b. Turn the seat upside down on the workbench and start to remove the black clips which hold the skirt to the base frame using the flat ended screw driver. Note how the squab cover (the part your back leans against) is folded over the seat tube and attached with two "C" clips.
- c. Note that the calico flap is attached to the rear of the frame and comes down inside the squab cover. This flap tensions the horizontal seam line in the top of the squab cover.
- d. Having removed all the seat clips pull the squab cover upwards and away from the frame. You will probably find a plastic bag over the squab foam pad, this being there to help slide the cover over the pad when fitting. Inspect the foam, repair or replace as necessary. The spring tension frame attached to the main tube may well be in need of attention, if necessary a strong welding wire rod will do the job successfully.
- e. Peel back the base cover skirt until folded on top of the seat face, disconnect spring, then remove the entire seat cover/foam pad assembly in one piece from the frame.

You will note that a calico strip is sewn into the cover and is glued to the side of the foam cushion. Peel this away carefully all the way around. The seat face is also partially glued to the seat foam that can now be carefully peeled away. Inspect the foam and repair or replace. The rubber diaphragm should be replaced.

### FITTING YOUR NEW SEAT COVERS

We suggest you start by fitting the base cover. Originally, Triumph would have adhered the base cover centrally to the foam cushion and then inserted the two wing foams afterwards, so that they filled the side panels nicely. So having replaced the seat diagram, re-insert the spring through the loop in the rear of the cover and attach to the frame. Apply adhesive to the frame edges and the foam, then slide the foam under the cover until centrally in place, then apply adhesive to the two outer most flutes on the underside of the cover and the corresponding area on the foam cushion. Centralise the press firmly and allow drying for 30 minutes. The base foam wrap can now be glued in place. Initially insert the two wing foams into position without any glue and turn the base skirt over and pull into position to familiarise yourself on how the finished article should look. Perhaps put a few clips in place and you will see if you need to make any adjustments. When satisfied, adhere the wings in place as well as the outer calico skirt and finally clip the skirt in place.

We are now assuming that you have repaired or replaced the squab frame spring mechanism. If you are using new squab foam let it sit on the base cover and roll it over the top of the frame and it will find its own position. When satisfied apply adhesive to the frame tube and the sides of the foam, position, press firmly and allow to dry. Cover the top and outer edges of the foam pad with parts of the plastic bag in which you received the seat cover kit, this will allow the cover to slide easily over the foam. Now pull the cover over the frame inserting the calico flap between the foam straps. Continue pulling the cover downwards by holding the pipings on the sides. Centralise the cover so that the flutes on both covers line up with each other. Using the "C" clips, fasten the tail ends of the side skirts to the tube on the base frame. When satisfied with the front, put your hand up inside the rear of the cover and pull the calico flap down and clip it on to the frame. You may need to experiment here with the tension until you are happy with the finish on the front face. The bottom of the front face just tucks under the foam pad, you can add a small amount of adhesive if you so desire. Finally pull back the vinyl panel down evenly and clip to the rear of the frame.

HAPPY MOTORING!