

MGB 1970-80 MODELS SEAT COVER FITTING INSTRUCTIONS

TOOLS REQUIRED

Contact adhesive
Flat ended screwdriver
Clamps
7/16" AF spanner/socket

Philips screwdriver
Pliers
Scissors
Sticky tape



fig 1

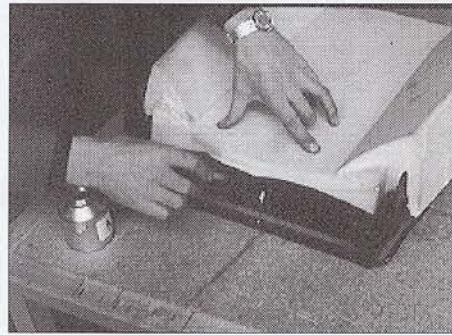


fig 2

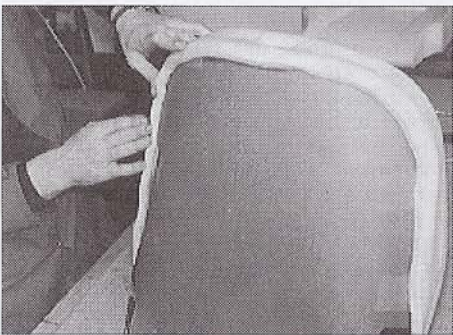


fig 3

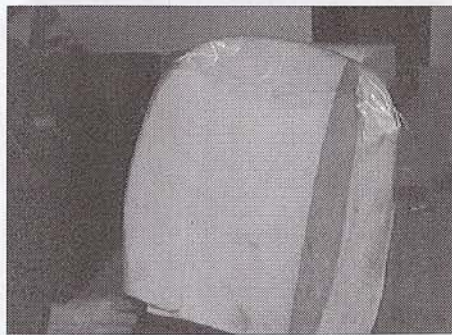


fig 4

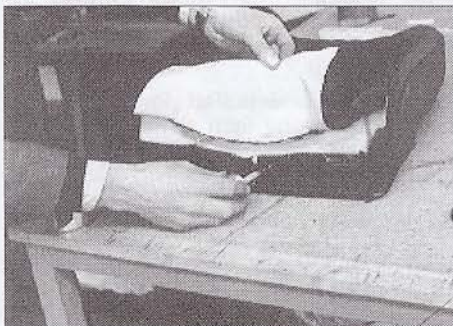


fig 5



fig 6

These instructions refer to all front seats fitted to MGB Roadster and GT models from 1970 to 1980, the only physical difference being the shape of the base foams. 1970-73 models have a 'HUMPY' base foam, whereas the 1973-80 models have a 'FLAT' base foam.

The backrest is identical to all models.

Firstly, the seats must be removed from the car before you commence fitting your new seat kit. The seat slide runners are bolted to the car at four fixing points directly under each seat, and access to them can be made by sliding the seat to its furthest points forward and backward.

Unbolt the squab from the base (seat base). The clips at the base of the seat can be released using a flat screw driver; the seat adjuster handle can be removed as can the two screws holding the base of the skirts. The old cover will probably still be glued inside the foam cushion. Release and the cover can be pulled off the assembly.

If the squab backboard has become disfigured, perished or torn, replace it with a new one (FIG.1). The board fixes to the squab with two screws and adhesive tape to give a nicely rounded shape.

Mark the centre of the squab frame (FIG.2) with chalk and then apply adhesive to the inner perimeter of the squab foam and frame, remembering to line up the headrest hold at the same time.

Glue and overlap the foam over the backboard to achieve a nicely rounded appearance (FIG.3). Using a strip of the polythene that the seat was supplied in, glue it over the seat squab foam (FIG.4). This will enable the squab cover to slide over the foam more easily.



fig 7



fig 8

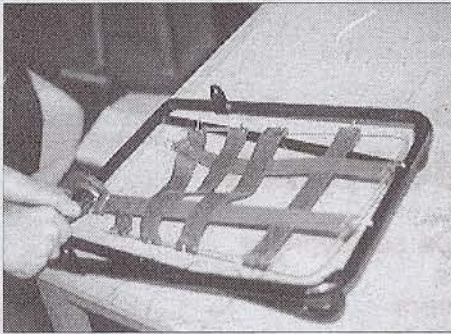


fig 9

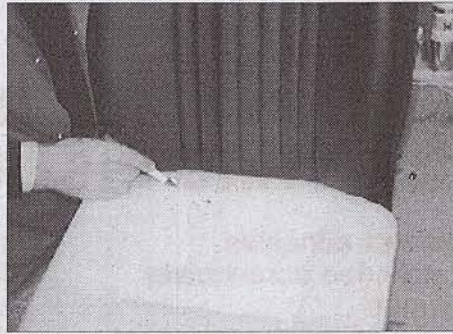


fig 10

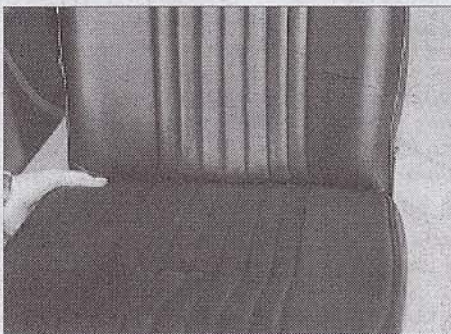


fig 11



fig 12

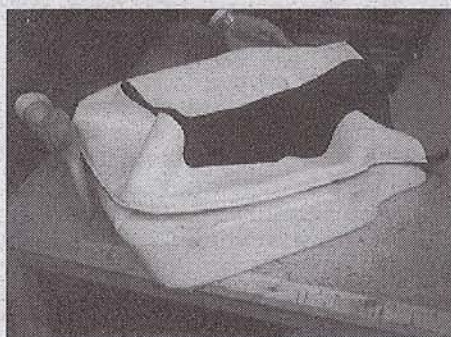


fig 13

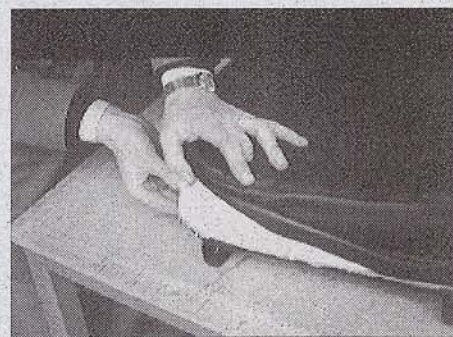


fig 14

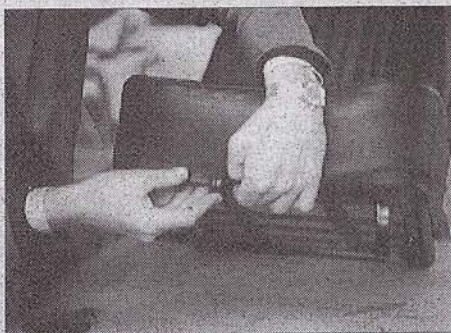


fig 15

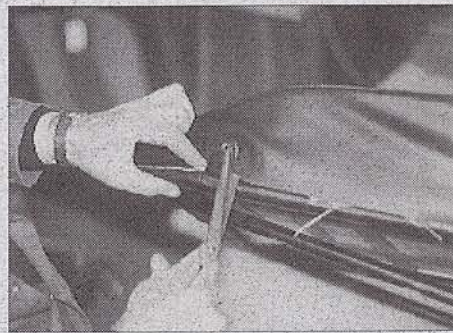


fig 16

At this point, without using any glue, pull the squab cover down firmly over the squab taking care not to snag the material on the seat adjuster rods. Mark the centre of the central 'flute' and (FIG.5) align mark with the chalk mark made earlier on frame. This will ensure that the squab cover fits squarely on the frame and foam (FIG.6). Also align headrest hole and adjust the foam within the cover so that it appears to fit satisfactorily. Any loose material and puckering will be eliminated in the final stages further on.

Remove the squab cover carefully and apply adhesive to the two outside flutes (FIG.6) and the inner side panels and the corresponding foam. Whilst the glue is curing, pull the cover over the squab once again.

Having pulled the cover down apply pressure by leaning on the area to be stuck with your arms to ensure a firm fix (FIG.7).

All that remains is to apply adhesive to the squab frame tubes and pull and wrap the material firmly prior to fixing with the circular clips (FIG.8). The side cards can then be pulled down and screwed into place, and the seat adjuster handle put back on.

REMOVING & FITTING NEW COVERS TO BASE

The base covers are held on the frame by circular spring clips which can be removed as before by using a flat headed screw driver. Note how the old cover is glued to the foam cushion. To fit a new support diaphragm, fasten the base frame to your workbench with a G clamp (FIG.9). Using a pair of pliers, stretch the webbing and fasten the clips in position. Adhere a piece of calico or sackcloth to the underside of the foam to protect it from chafing on the frame.

Temporarily bolt the base frame to the finished squab, place base foam in place and mark the point of the outermost seams on the corresponding squab (FIG.10). It is crucial for appearances sake that these flutes match, so take particular care (FIG.11).

Apply glue to the flat section of the foam and the corresponding section on the cover (FIG.12). After allowing time for the glue to cure, fix the cover to the foam ensuring that the outermost flutes/seams align with the corresponding marks on the foam. Apply pressure and leave sufficient time for the glue to set before proceeding.

With the foam in position squarely on the frame, ensure that the flutes on the base and squab align exactly (FIG.11) and that the front edge of the foam is level with the frame (FIG.13).

The sides or 'skirt' of the cover can now be pulled down (FIG.14). Temporarily clip the front and sides of the skirt to make sure the cover is square on the frame (FIG.15).

With the skirt now pulled down, slit approximately one inch at the point in front of the squab bolt hole brackets, glue and tuck under (FIG.16). Glue can now be applied to the frame side tubes and the skirts pulled down evenly all the way round and the necessary fixing clips put on. Fix the squab assembly permanently to the base frame and the seat can be returned to the car.

HAPPY MOTORING