



*classic car interior trim*

## SEAT FITTING INSTRUCTIONS

### MGB Mk1 FRONT SEATS

FOLDING – NON RECLINING FRAMES.



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**MGB Mk 1 1962 -68 MODELS**  
**SC101 (LEATHER) & SC103 (VINYL)**  
**SEAT FITTING INSTRUCTIONS**

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These instructions refer to all front seats fitted to Mk1 MGB Roadster & GT & MGC models from 1962 - 1968.  
It is recommended that you read these instructions thoroughly before starting to see what is involved & where possible do a 'dry run'.

**TOOLS & ITEMS REQUIRED**

Spray contact adhesive      Philips screwdriver      Scissors      Pliers      Strong nylon twine      Adjustable Hole Punch  
Long Sewing Needle      Flat bladed screwdriver      7/16" AF spanner/socket      Adhesive tape      Strong thin Nylon cord      2-pronged nail or staple remover

**SEAT REMOVAL**

In order to fit your new seat covers you will need to remove the seats from the car. Access to the seat slide floor retaining bolts is achieved by sliding the seat fully forward for the rear bolts & fully rearward for the front bolts. Undo these bolts & lift the seats from the car. The slides can be removed from the seat base for cleaning prior to refitting. Unbolt the Squab (Backrest) from the base. Lift all flaps from the bottom edge of the frame, releasing all clips using a flat bladed screwdriver. (These clips should be re-useable if in reasonable condition) Similarly, for the base assembly, remove all 'C' clips and pull the cover away from the frame. In order to get the best results & performance from your rebuilt seats, **we would recommend fitting new base diaphragms & new base & squab foams with your new seat covers.**(See Below)

**INSTRUCTIONS FOR USING SPRAYABLE CONTACT ADHESIVE**

**SAFETY**

Before using any sprayable chemical product ensure that the work area is well ventilated and that in a confined space it is recommended that the operator should wear an approved respiratory face mask and appropriate eye and skin protection as per the instructions on the can.

**APPLICATION**

- When gluing trim materials directly to a metal surface. Ensure that the metal is clean, free from rust, dust or any loose material. Clean off any deposits of previously applied adhesive using a Glue & Tar remover (Not White Spirit or Methylated Spirit) and allow the surface to dry thoroughly.
- When gluing materials together where one or both have an absorbent or fibrous surface. (Foams, vinyls, fabrics etc.) The following guidelines should be considered.
- Bear in mind that when using an adhesive spray can, most of the material that flows through the nozzle is solvent (used for thinning down the adhesive to make it sprayable) and propellant. So, where a strong bond is required, we recommend that you first spray both surfaces where required, so that an even coat of adhesive is visible. This will provide a key.
- When the first coat of adhesive is dry (usually after approx. 15 minutes, depending upon ambient temperature) spray both surfaces again. This will ensure that you have sufficient adhesive in place.
- Please be aware that by using this technique you will give the adhesive its maximum performance but that you will need to position the material very carefully before contacting the two surfaces as once together they will not come apart without damage.
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**WE RECOMMEND FITTING THE FOLLOWING NEW ITEMS TO ENSURE THE BEST PERFORMANCE & FIT OF YOUR NEW SEAT COVERS.**



BASE DIAPHRAGM – AHA7878  
X 2 OFF



SQUAB FOAM KIT – SF071  
X 2 OFF



SQUAB BACKBOARD  
SBB3001  
X 2 OFF



RH BASE FOAM – SF073  
X 1 OFF



LH BASE FOAM – SF072  
X 1 OFF



Seat Tube Clips.  
New ones are available if the  
old ones are not useable.

THESE ITEMS ARE AVAILABLE FROM YOUR MG PARTS SUPPLIER.

**PREPARATION:** BEFORE ANY FITTING OF NEW PARTS, INSPECT THE SEAT FRAMES. REPAIR & RE-PAINT AS NECESSARY



**BASE**

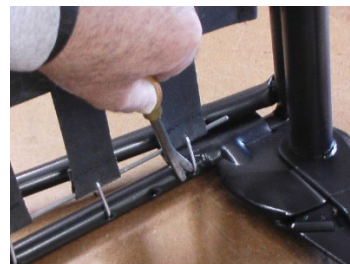
If not already fitted, fit the hooks around the outside of the diaphragm.

NOTE: The base frames are handed but there is only one diaphragm to fit both LH & RH bases. This works because of the flexible nature of the diaphragm.

**FITTING DIAPHRAGMS & FOAMS**

The picture on the left shows the base diaphragm fitted to a base frame. The above right picture shows a later MGB frame & diaphragm being fitted – the technique is the same for both. A pronged nail or staple remover is probably the best tool to use.

Fit the hooks into the back of the frame first, then the front 2 hooks, which will need some effort. The safest technique is to stand the frame vertically on the side being fitted, locate the nail remover onto the hook & push firmly downwards. This will stretch the diaphragm sufficiently to allow the hook to be pushed into its hole. (Both hands can be used for downward force if necessary) If the tool should accidentally slip, then it will only contact the workbench & should not cause any injury.

**SQUAB**

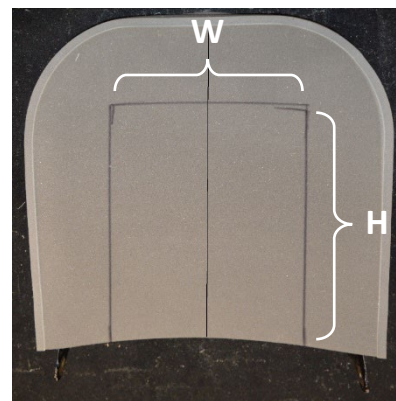
Tape the backboard onto the squab frame.  
(PVC packing tape is ideal)

NOTE: The Squab Frames, Backboards & Foams are NOT handed



Spray glue the inside of the skirt around the back of the squab foam and on the sides & top of the frame.

Carefully position the foam onto the front of the frame assembly.

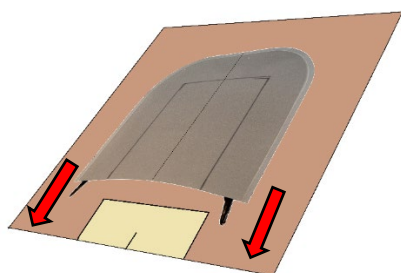


Using a ruler & felt tip pen mark a vertical centre line. Then mark the area where the centre fluted section of the seat cover will sit. This position should be central around the centre line & from the bottom edge.

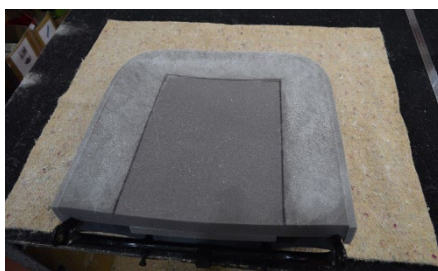
The dimensions are as shown below.

H = 375mm (14.75 inches)

W = 255mm (10 inches)



Take the soft felt from the Squab Foam Kit & mark the centre of the bottom edge. Lightly spray glue the surface – **Except** for the lower centre area. Lay the Foamed squab assembly centrally onto the glued felt but with the bottom edges aligned.



Now spray glue the face of the Squab Foam across the top & down both sides of the marked-out area. **NO GLUE IN THE CENTRE.**  
As shown in the picture above.



Carefully but firmly lift the felt up & over the sides of the foam. As you see above, the corners will need to be folded & trimmed so that the front surface is left flat & the corners are smooth.

The inside of the marked line will not stick together.

Trim the felt to the marked lines.

**When both bases and both squabs are at this stage, you are ready to fit the new seat covers.**



**FITTING YOUR NEW SEAT COVERS**

**SQUABS.** - The squab covers & backrest frames / foams are NOT handed, so it does not matter which combination is fitted.



Cut a strip of the plastic bag containing your new seat covers (approx. 25cm wide across the open end, then a single cut to open it out into a strip). This can be lightly glued across the top & down both sides of the assembly, as shown by the crossed lines in the above picture.



Pull the seat cover down over the squab assembly. Grip the side skirts & piping (This is the strongest part of the cover & will avoid damage to the seams)



Make sure the cover sits squarely. When happy with the fit, clip the bottom of the side skirt to the frame at each side using a tube clip. At the same time, fold the bottom of the side bands under – see arrows. (This avoids any raw edges showing)



With the squab assembly on its back, lift the front of the cover up. Spray glue the centre foam area & the back of the fluted centre section of the cover. When the glue has partially dried bring the two surfaces together. The bottom of the flute should just overhang the bottom of the squab foam.



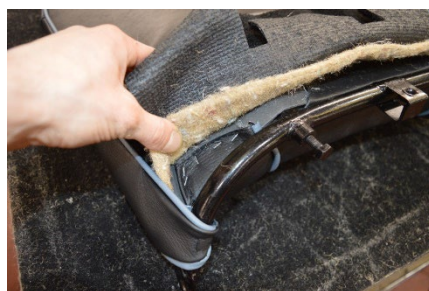
Trim the centre part of the front flap thus. Feed the flap through the gap between the bottom of the foam & the frame / backboard. The cut shape will allow the flap to clear the vertical frame members.



Turn the assembly onto its front. Lift the lower portion of the felt away from the backboard. Pull the flap through the gap firmly so that the cover/foam is held tightly against the frame. Glue the flap to the backboard.



The flap can then be stapled to the backboard. This will ensure that it will remain in position in use.



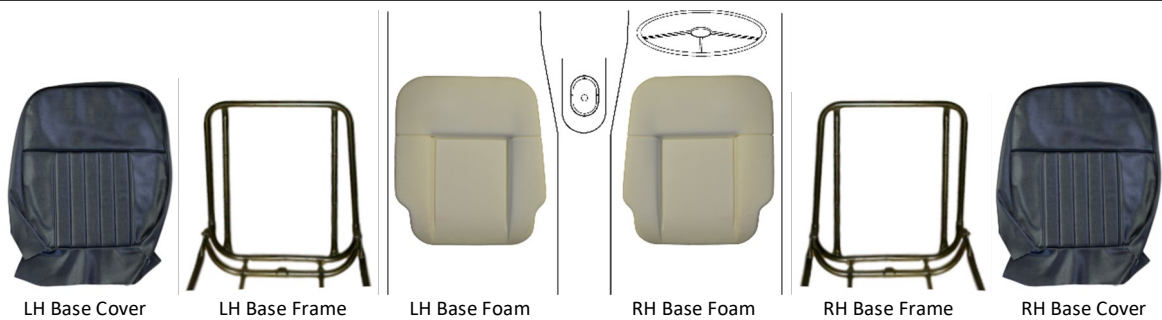
Similarly push the bottom of the face side bands through the gap between foam & frame/backboard, make sure the cover sits crease free over the foam. Trim, glue & staple in place. Fold the felt back down onto the backboard.



The rear carpet section can be pushed against the frame to see where it needs trimming around the seat adjustment post. Cut a slit each side of the lug and fold it inwards.



The carpet can be wrapped over the frame & clipped in place with tube clips. Your squab is now complete. Repeat the procedure for the other squab.



View from above shows the layout in the car. The inside face of the seat slopes to become narrower at the front. This is to allow clearance between the seat and tunnel when the seat is in its forward position.

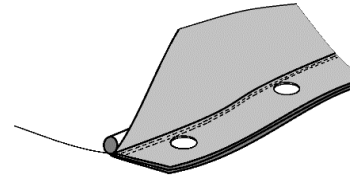
Choose which seat you are starting with (RH or LH) & get all the base parts on the workbench (Frame, Foam & Base Cover). This will avoid any confusion.

Having fitted the Squab assemblies, the main issue to fitting the bases is to ensure that the pipings & flute lines are in alignment where the base & squab assemblies meet.

The moulded base foams make this job easier, in that the position of the cover on the foam is governed by the channels in which the back of the piping (The piping flange) sits. As you see, the piping runs down each side of the fluted centre section where each face side band is joined & across the front where the front roll joins the front of the flutes & sidebands, making up the top face of the cover.



Punch holes in the piping flange across the front & along both sides of the centre flute area.



The holes should be only just large enough for the nylon cord to pass through. The holes should be close to the stitch lines – it is OK to cut the bottom stitch line BUT NOT the top stitch line – **CARE!!!**

**See further pictures to get an idea of the hole spacing.**

**5 holes at each side & 4 across the front.**

Lightly Glue the back of the centre fluted section of the base cover & the corresponding flat centre section of the base foam. Fit the cover in place on the foam. You will see how the piping flange sits into the moulded channels.

Temporarily assemble the Base Frame to one of the already complete Squab assemblies. Place the base foam/cover onto the base frame (The base foam should overhang approx. 5mm over both sides & at the front of the frame)



More importantly, the flutes & pipings should align. When happy with the position, glue the base foam to the frame top & diaphragm.

Check the alignment again.

**Remove the Squab assembly & set it aside for later.**



Using the long needle & the nylon cord, sew the piping flange through the foam & the holes in the diaphragm as shown in the next group of pictures.



It will take some practice to get the needle to the required position through the foam. When fully threaded, tension the cord just enough to pull the piping evenly into the foam channel. Tie the cord off at the rear of the diaphragm.

**Note:** Too much tension will result in lumpy & uneven piping surrounding the centre section.





The result should look like this.



Place a hand inside the top of the cover, spread fingers along the piping, push the corner of the foam under the piping then roll the base skirt over the fingers & down the side of the foam & frame. Repeat for the other corner.



Pull the skirt over the frame & clip in place using tube clips.  
The skirt will need to be slit to pass around the pivot.



Cover clipped neatly all round the frame.

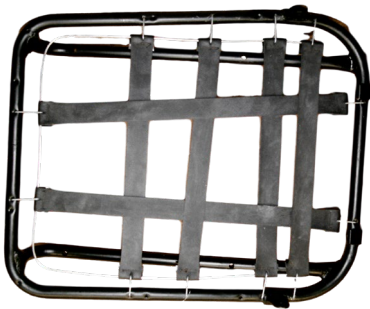


The base is now complete.  
Fix to the squab assembly & repeat this procedure for the other base.



Completed pair of Mk1 seats.

If you are unable to obtain the Mk1 rubber diaphragm, then it is quite possible to use the later wire & strap diaphragm.  
If using this diaphragm, we would recommend glueing calico on the bottom of each base foam. (This will improve the wear properties of the foam & ensure that the nylon cord does not pull through). Apart from that, everything is as described. – See the pictures below.



Late MGB Diaphragm.  
(Part Number BHH580)



Calico glued to underside of base foam.



View of underside at the clipping stage.

Happy Motoring!