



MGB: 1970 - 80 MODELS

SEAT COVER FITTING INSTRUCTIONS

These instructions refer to all front seats fitted to MGB Roadster and GT models from 1970 to 1980. The only physical difference between any of the seats during this period is the base foam; models built from 1970 through to 1973 have what is known as a 'HUMPY' base foam, whereas the models built after 1973 and up to 1980 have a 'FLAT' base foam. The backrest/squab is identical to all models. It is recommended that you study these instructions thoroughly before attempting to start fitting, to see what is involved.

TOOLS REQUIRED-

Spray contact adhesive
Flat bladed screwdriver

Philips screwdriver
Pliers

Clamps
7/16" AF spanner/socket

Scissors
Sticky tape

Before beginning to fit your new seat kit, it is necessary to completely remove the seats from your car. 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 seats to its furthest points back and forth.

Unbolt the squab from the 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 these from one another and the cover can be pulled off the assembly.

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.

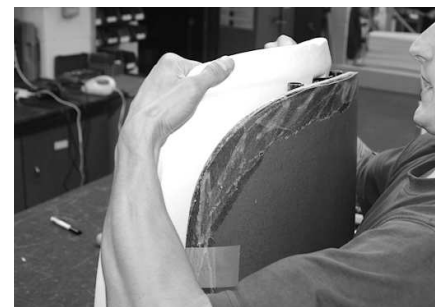
FITTING-



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



2: Mark the bottom centre of the squab frame with chalk, and then apply adhesive to the inner perimeter of the foam and the frame. Don't forget to line up the headrest hole at the same time.



3: Glue and overlap the foam around the backboard edges to achieve a nicely rounded appearance.



4: Use a strip of polythene that the covers were supplied in and glue this over the top edge and outsides of the foam (not the face you sit against). This will help the covers slide over more easily.



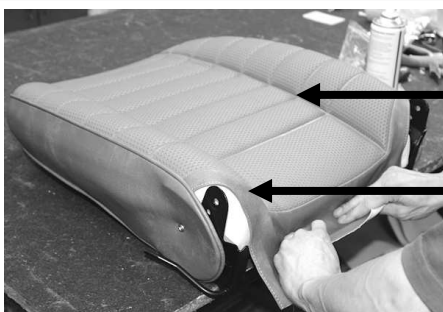
5: To prepare the squab covers for fitting, the half moon boards need to be replaced in their pockets at the bottom of the cover. These give the squab bottom something to screw into when finishing the squab fitting.



6: At this point, without using any glue, dry fit the cover pulling it firmly down over the squab, taking care not to snag the material on the seat adjuster rods. Mark the bottom centre of the cover underside and align with the mark made on the frame. Align the headrest hole, trial fit the stalk, and arrange the foam inside the covers to suit.



7: When you are happy with the way the covers appear to fit around the foams, the squab skirt bottoms with their pocket boards can be pulled down over the corresponding frame ends and screwed into position. This will hold the cover roughly in place. The next step is to lift the covers up, and spray glue 2" either side of the joint that separates the squarer seat middle from the curved sides. This is where the seat foam is shaped to receive this seam- this will need to be sprayed in the same manner. The next photographs show this in more detail.



8: The area that needs to be glued follows the two vertical lines in the seat cover and foam, as indicated here with two arrows. Spray 2" of glue either side of these on both the cover and foam as accurately and as far inside the cover as you can. Support the cover and do not let the glued surfaces come into contact before the glue has been allowed to go tacky.



9: Push the glued surfaces together carefully when the glue is ready- once it has gone off it is very difficult to re-arrange. The seams should locate nicely inside the foam recess. Smooth one side into position at a time and then lean on the seat with both arms to apply pressure.



10: All that remains is to apply adhesive to the squab frame tubes. Pull and wrap the material firmly, before attaching the flaps with the circular clips. The seat adjuster handles can also now be replaced, and this completes the fitting of the squab covers.



11: The base is attached to the frame using circular clips. You will see upon removing your old covers that the seat cover is glued into place on the foam by its middle, as shaded above. You may find it necessary to renew the diaphragm straps, which is most easily done by clamping the frame to a workbench and stretching them into position with a pair of pliers.



12: Before applying any glue it is necessary to dry fit the foam into the base frame, and this up with its corresponding squab cover, to make identical middle marks on the foam and base cover underside. When this is done the foam and cover can be glued as directed on the flat middle section. As before leave sufficient time for glue to set before proceeding.



13: With the foam in position squarely on the frame, check again that the designs on squab and base line up correctly and that the front of the foam is flush with the frame. The skirt can now be rolled over the foam and pulled down to the base frame. Temporarily clip the sides and front of the skirt to test the fit of the cover on the frame.



14: Finally with the skirt pulled down, slit approximately one inch at the point in front of the squab bolt hole brackets, and glue and tuck under the resulting flap of material.

Glue can now be applied to the frame side tubes and the skirts pulled down evenly all the way round so that the piping sits smoothly all around and is not distorted- it should then be clipped to the frame as necessary to fix it down.



All that remains is to fix the squab assembly permanently to the base frame, and your newly re-trimmed seat can be returned to the car's interior.



**HAPPY
MOTORING!**