

## FITTING INSTRUCTIONS - please read before you start!

### Mini Monte Carlo Reclining Seat Covers

SC3070, SC3071, SC3073 & SC3074

These seat covers come in four basically similar varieties- all vinyl, or cloth faced, with and without headrest. All however fit to the seat frame and foam assemblies the same as shown here, because the frames and foams originally used were all 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. Where headrest covers are included, a commercial stapler will be required to attach the covers to the headrest unit at the base of the foam.

**-Note:** Front seats are dealt with first- separate sheets are included for rear seat and headrest fitting instructions.-



**Repairing foams:** If you are re-using original foams, it may be necessary to repair and re-attach them in several places after the original covers have been stripped. Ensure that any torn areas where the foam wraps around the frame, are glued back into place. Sometimes the entire foam can detach along with the seat cover- these are easily glued back into place using the wear marks and indents as a guide. For best results, new foams and or diaphragms should be used,

as below:



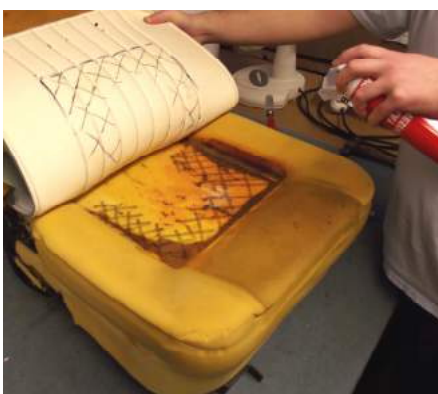
**NEW FRONT  
SEAT FOAMS**

**BASE =  
SF3018**

**SQUAB =  
SF3020**



**1: First of all, begin by fitting the base covers.** These should be turned inside out, and for reference, mark the centres lightly with permanent marker on the rear of the material, at the bottom of the wrap around skirt, and on the rear flap of material. Placing the cover onto the foam, line up the piping with the front edge of the foam and square up the cover so that it sits evenly (there will be some excess at the back). Lightly fold the covers along the crease in the foam, and mark a light line with the marker across the cover.



**2: To achieve the best finished shape on the seat,** the centre of the seat cover should be glued into the recess in the foam. Use the fold line as a guide to glue application- either brush on or spray glue can be used here, on the areas we have shaded ONLY.

**3: Give the glue a few moments to cure,** and then fold the cover into position again, tamping down the middle first and evenly smoothing the cover out towards the edges. It will be found that the cover sits in place quite happily. The next job is to fold the rear base flap under the squab foam.



**NEWTON  
COMMERCIAL**



**4:** The flaps need to be poked through the gap between the foams/ frames and encouraged to sit neatly as shown. It should then be glued tightly around the frame.



**5:** Glue as shown, and pull tightly round the frame member, showing evenly spread tension, as above. Trim off the excess material underneath to leave a neat edge at the bottom of the seat.



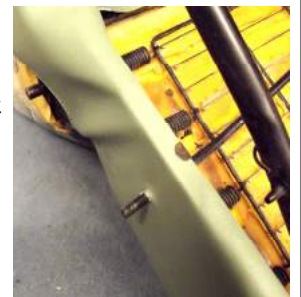
**6:** To fit the skirt over the base foam, use one hand to compress a corner of the foam, and the other to push the material over the edge.



**7:** When the skirts have been pulled over, it will probably be necessary to further massage the seat base into shape. The piping (bead where the skirt attaches to the face) needs to be made to sit upright around the edge of the seat.



**8:** Once happy with the cover, turn the seat upside down, and starting in the middle, pull the skirt as tight as you can and start to tap in a few seat clips. Apply them every 4" or 10cm at first, then fill in the gaps to even out the tension. Very carefully stretch the skirt to mark and cut a very small hole for the anti tilt shaft before applying clips onto the side of the seat frame. This needs to be in exactly the right place or it will crease and/or tear- your old plastic escutcheon should be push-fitted now to cover the hole.



**9:** Finishing the rear of the seat frame legs requires a little bit of creativity and dexterity to achieve a neat finish. The material will eventually be held in place with the original C-clips, but will first need to be slit as shown, and carefully glued and folded round so that the material tucks round and under, with no raw edges showing.





**10: Moving onto fitting the squab cover**, first of all the four squab pocket boards need to be replaced inside the covers. Our replacements do not have the hole cut in the centre, but still should be fitted tightly into the piping flange that runs around the bottom. The cover can then be placed over the top of the foam and carefully pulled down. We found that when using original foams, some new 10mm foam topping glued on the seat sides and top improved the fit. Foam shrinks over time; these were 30 years old! Our new foams do not require this treatment.



**11: Continue to work the cover down** as shown, and pull the front flap through over the foam. Note that the pockets should just cover the seat mechanism. When you are happy that the covers are a good tight fit (pull further if loose) tap the boards sharply with a hammer to locate them by piercing the board.



**12: With the cover located on the seat**, (and anchored by hammering the boards onto the pivot shaft), the reclining handles can be replaced. These are screwed in simply with a Philips set screw. To further improve the appearance of the refurbished seat, it may be desirable to paint or powder coat the handles first. The anti-tilt 'pull' handles twist on easily.

**13: The squab cover front flaps** now need to be pulled straight and can be glued around the foam and/or hog-ringed onto the diaphragm.



**14: Using hog-rings to attach the seat front flap** to the bottom of the squab diaphragm, is well worthwhile. They are easy to apply and are strong enough to keep the covers firmly in place here, even if the glue pulls away from the foam over time. Bear in mind that any excess material on the flap can be wound over several times for extra strength. Finally the back flap can be glued and tucked under the rear frame member, as shown in the next photos.



**15: Enjoy your new front seat covers!** Please note that where headrests are required, we supply a separate sheet of fitting instructions. The general process of fitting of the seat covers is exactly the same, although you do need to be wary of the position of the headrest eyelets at the top of the squab cover, in relation to the rest of the seat. If the eyelet isn't central for example, fitting the headrest will then crease the rest of the seat. It can therefore be advantageous to fit the headrests in, before completely finishing the covers. Happy Motoring!



**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.



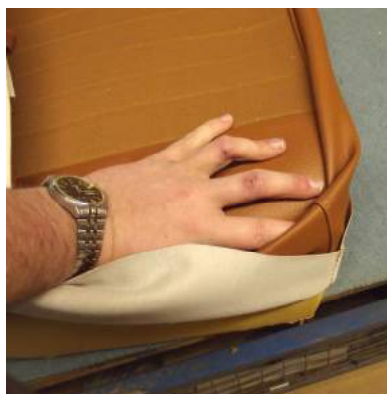
2: The next step is to clip the covers tightly onto the seat frame. Start in the middle at the top, then pull the covers to fit down the front of the frame, before folding over at the bottom. Again, along the bottom, start the clips in the middle and work outwards. The sides should be tight enough to 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!