

I had my seats redone in leather about 11 years ago just after I bought the car. The vinyl was extremely worn, torn and patched. The upholsterers told me they could only use a bit of the original yellow foam as the rest had more or less disintegrated then the seats were disassembled. Seems they only used the bottom half of the pocket foam and remade the rest, including some scrim foam on the front and sides.



Rather than Norm's seats being glued to the metal base, my seat covers have a binding strip (mill board?) sewn to the reverse of the leather, so the binding is slipped/pulled over the pressed steel lip around the base of the seat and that keeps it taught. I started with the driver's seat and used the lessons of this one, when sorting out the passenger seat – trial and error!



Firstly I removed the binding from the lip and pulled back the leather seat cover to expose the pocket and all its prongs. Luckily all my prongs were there and I just straightened them and pulled them up, *gently*, with needle-nose pliers, all to the same position. I removed the foam that was glued to the pressed steel base, and scraped off all the remaining foam bits and old dried glue. I was easier to do this 'dry', rather than use a solvent which just made a gooey mess – first lesson learnt. I had a varnish scraper (like a wide wood chisel, but very thin) and a stainless steel pan scrubber, which was extremely efficient in removing really dried on glue.

The base of my passenger seat seemed, to me, to be made of a thinner gauge steel than the first seat I did. It also had a 30mm crack in the steel under the bolster foam at the front, caused by a fairly large dent, and a similar crack along the side. Both were drilled at the ends to stop any further cracking. I also used a small upholstery hammer to knock out any dents and knock back in some seam overlaps that had got a bit loose. I used a homemade tool that I made for pulling upholstery springs, to pull out the pressed steel lip, as the first seat proved an absolute **@%&* to pull the binding over the lip – second lesson learnt! Once I'd given the paintwork a sand/scuff, I treated any rust with Kurust rust converter, getting into all the overlapping seams and flooding it down the inside of all the lips.