Victoria Seats!

by Tom Endy

Early Victoria's

The driver's seat in the early Victoria is adjustable by means of a long rod (like a long bolt) that goes through a hole in a floor bracket and then through a long tube bolted under the front of the seat. It passes through another floor bracket on the other side of the seat and is held by a nut. There are three sets of holes in the two floor brackets to provide adjustment of the seat.

Late Victoria's

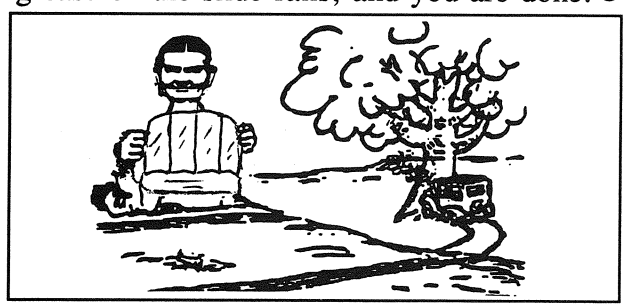
The driver's seat in the later Victoria is adjustable by means of a slide mechanism. On two occasions I had to remove the driver's seat from my late Victoria. I had a devil of a time getting the seat out of the car. Both times I bent some of the slide mechanism hardware. There had to be a trick that I was not aware of. Thanks to Charlie Viosca, who pointed me in the right direction, I was able to understand how to properly remove and install the seat. It seemed prudent that I pass along this profound wisdom.

Late seat removal

The seat can be slid forward and off of the two slide rails once the positioning mechanism is disconnected. The first order of business is to unhook a large spring underneath the back of the seat. The spring is about 3/4" in diameter and about 6" long. One end is hooked to a metal tab attached to the bottom of the seat at the back. The other end is attached to an "L" bracket that is part of the positioning mechanism and is bolted to the floor of the car. Reach under the seat from the back and unhook the spring from the tab that is attached to the seat. Lay the spring on the floor with the other end still attached. The next step is to unscrew two 7/16" hex nuts that attach the positioning mechanism to the front bottom of the seat. There are two studs that stick down through the bottom front edge of the seat frame and go through two holes in the positioning mechanism. Reach under the front of the seat and remove the two hex nuts and allow the positioning mechanism to rest on the floor directly below the seat. It would appear at this point it was Henry's design that the seat could be slid forward and off the slide rails, and it would be out. This did not happen in my car. When the seat was slid forward the leg of the "L" bracket sticking up in a vertical position contacted the inside edge of the wooden seat frame. It is possible that an original seat frame bottom has a notch cut away so as to clear the "L" bracket. In any case mine would not clear. All was not lost however. The left side slide rail is bolted to the car floor by three 1/2" hex lag bolts. I backed each one off a 1/4" and was able to lift the left side of the seat up enough to allow the seat wood frame to clear the "L" bracket. With that I slid the seat forward and out of the car.

Late seat installation

Reinstalling the seat is pretty much the reverse order of removing it, however, there are a couple of things you have to do first. Make sure the "L" bracket is bolted to the floor first. Place any rug segments in place that will be locked there once the seat is installed. Next slide the positioning mechanism through the square cut-out in the vertical portion of the "L" bracket. You will have to turn it sideways to get it through the square hole. Once through the square hole align the positioning mechanism such that the saw tooth engages the bottom of the square hole. Lay the positioning mechanism down on the floor lined up between the slide rails. The chrome adjusting handle will be on the right side of the mechanism. Attach the spring to the hole in the edge of the vertical end of the "L" bracket and lay it on the floor with the other end pointing toward the rear. Back off the three 1/2" hex lag bolts that attach the left side slide rail to the floor of the car about 1/4". Set the seat in front of the slide rails and start each seat rail onto the floor rails. Slide the seat back until the wood frame contacts the vertical portion of the "L" bracket. Lift the left side of the seat up and push the seat back until it clears the "L" bracket. Tighten down the three lag bolts. Reach under the back of the seat and connect the spring to the metal tab attached to the seat frame. Reach under the front of the seat and install the positioning mechanism onto the two studs and install the two 7/16" hex nuts. A little bit of grease on the slide rails, and you are done. ☺



Yo! Charlie! Did you unhook the spring?