

Seat Track Extensions Installation for '66 - '72 GM A-Body Cars

By Larry Klusza, October, 2019

Seat track extension brackets are available from almost all the major restoration parts houses. I decided to document my experience with the installation of a set because no one as yet seems to have done so.

I have a '70 GTO with buckets and a console. With the seat all the way back the steering wheel still felt like it was in my chest compared to my regular ride. I get it. When this car was produced, manual steering was still a thing. That's why you had to sit closer and use a big wheel to get enough leverage to muscle this car around.

I've heard that seat track extenders were supposed to be a factory optional accessory, but I've never seen any mention of them let alone pictures of an installation. So, I bought a set thinking "How hard could it be?" Since receiving mine, the only thing I found online about these things was a YouTube video by some guy *asking* how to do it. So, I thought I'd share my experience. It was also more than I anticipated.

Like I said, you can get these things anywhere. I just happened to get mine from The Parts Place, via eBay.

Here's what I ordered:



Here's the label with the "Installation instructions":



I take their meaning to be that the brackets are sandwiched between the seat bottoms and each seat track. That seems simple enough.

Well, that won't work for a couple of reasons. First, if you bolted the bracket to the bottom of the seat, you'd have to cut the plastic vinyl lower seat wrap-arounds to let them stick out the front:



Doing that would also have a 2-inch piece of angle bracket digging into the back of your legs or snagging your clothing.

Second, it won't work because the brackets are flat and the seat tracks are curved:



So, it seems that in order to use these things at all requires them to be mounted on the floor in place of the seat. You would then mount the seats in the new position, 2 inches back. Everyone already knows that modern cars do not have flat, symmetrical floors. There is a difference in mounting points between front to back as well as left and right. This leaves you with the job of selective cutting and bending to achieve the proper fit.

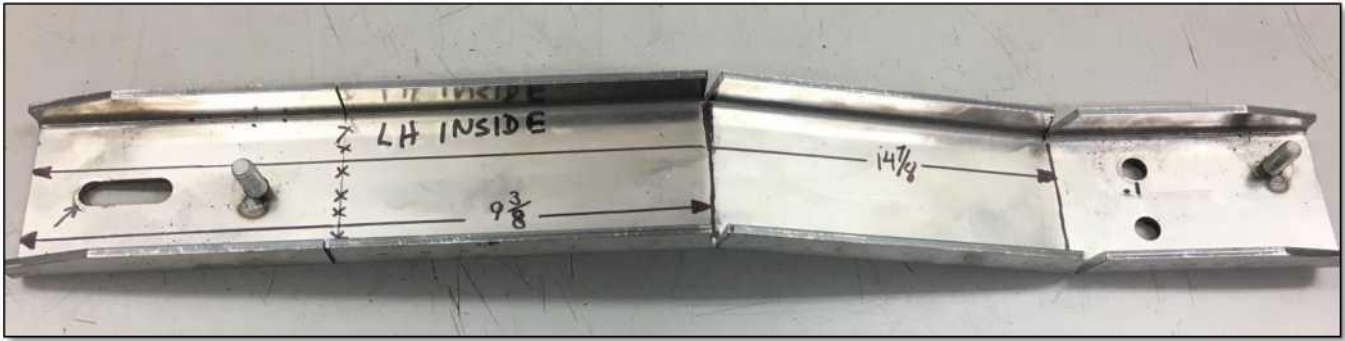
Because the brackets are channels, they don't fit under the carpet without looking goofy, so they must be mounted on top. Another possibility is to cut out the carpet around them but I don't really care to do that.

Well, after some cutting and bending I got them to fit very nicely:

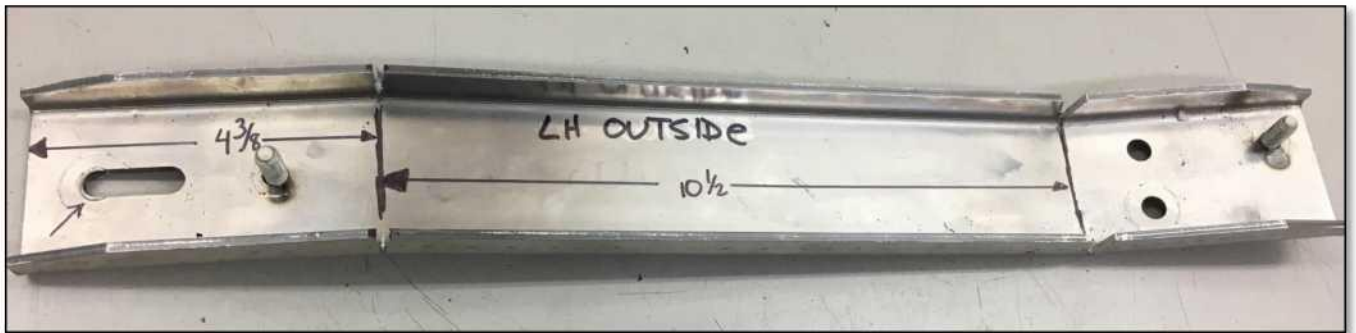


I reinstalled the seat and did a test ride. They worked perfectly and the extra room was much appreciated.

I marked each one and recorded the measurements: Here's the right (console) side:



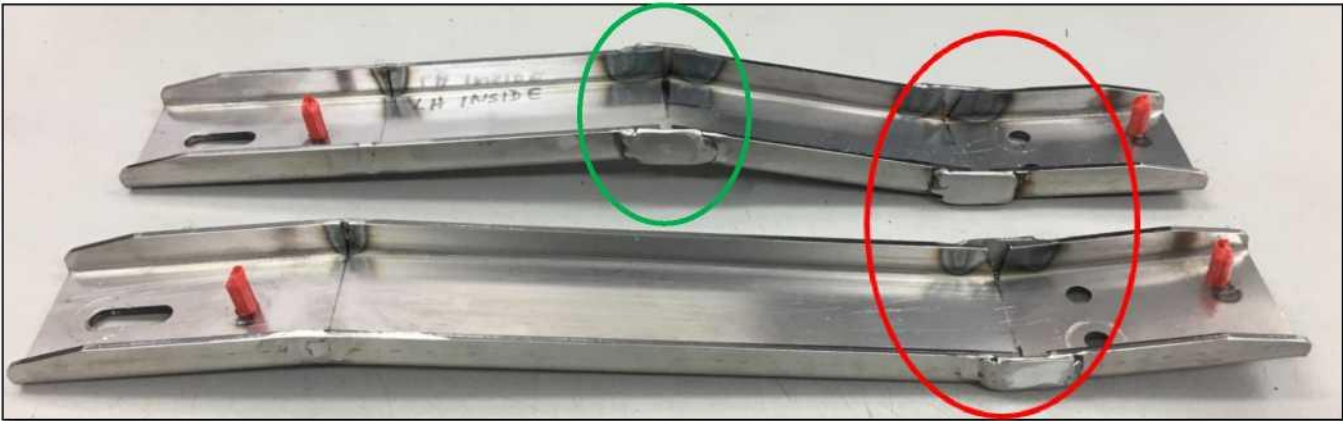
Next, the left (door sill) side:



Here's a picture of them side by side. You can see how much of a difference there is between the mounting points on the floor:



Looking closely at the picture below, you'll notice that I got a bit carried away making the "V" cuts for the "up" bends (red oval). If you work slowly and cut judiciously, you'll just have little cuts to weld up like at the opposite end, avoiding the necessity of welding on the little braces like I did. The gaps in the center cuts on the inside bracket (green oval) were unavoidable due to the steeper bend required to follow the contour of the floor. I added the braces there simply for peace of mind. You may also find that these brackets feel substantial enough, even after all the cutting, to skip the welding altogether. I just happen to have an Eastwood 110v MIG welder so I took the opportunity to add the bracing because I could.



However, once they're painted, they look great. You could even paint them to match your carpet, as I did, making them almost disappear. Now to get them into the car:





Installed, they look even better. More importantly, they now work as originally intended. The 2 inches of exposed extender is attractively painted and flat on the floor, safely out of reach of clothing or limbs.