

TAKE YOUR SEAT



This aftermarket Flofit bucket from Seat Source (right) is more comfortable and support the occupant much better than stock SN95 seats (left).

Seat Source's solution to your sorry stern situation

text and photography by Angelo Moretti

Replacing the front seats in a Mustang is one of the easiest tasks we can imagine. Let's be even so bold as to call it amateurish. But that's only taking into account that all you have to do is remove four nuts or bolts, and replace the seats with like pieces, or after-market buckets with appropriate brackets. What's the deal if you want to upgrade to power seats at the same time as installing comfy new buckets? It's a piece of cake.

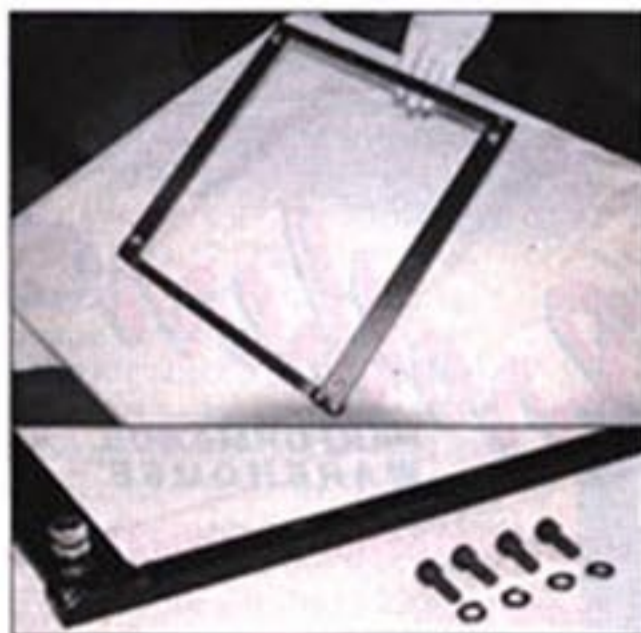
The '94 and later SN-95 Mustangs use the same basic floorpan as the '79 - '93 'Stangs, and the seat mounting locations are identical. That means that the power seats found in most SN-95 Mustangs will bolt into the earlier cars. And thankfully, Ford didn't change the bracket to seat mounting pattern, meaning converting your early car to power seats is a straight forward swap. But we weren't smart enough to figure that out -- it took the brains of Umberto Gizzi at GRC Performance to come up with the idea, and he showed us what he found.

The SN-95 electric seat bracket can be found new at your Ford dealer, or used from any number of Ford specific salvage yards. Be sure to specify which side you need (probably both sides), and if your not starting with the complete seat and bracket assembly, you'll need to order the seat switches too. If you have manual seats with power lumbar supports, wiring is a cinch - simply splice into the power lead under the seat. With full manual seats, wiring is still fairly simple. All you have to do is find a power source to tap into. Once you have the aftermarket or latemodel seats, swapping seat tracks is as easy as nuts and bolts. Check it out as GRC shows us how to do it, using Flofit leather seats, in either an early car or '94 and later.

ELECTRIC SEAT TRACKS



1 Unbolt the factory bracket and rack from the factory seat. Note how tight the return spring is on manual rack-equipped seats if you plan to stay manual.



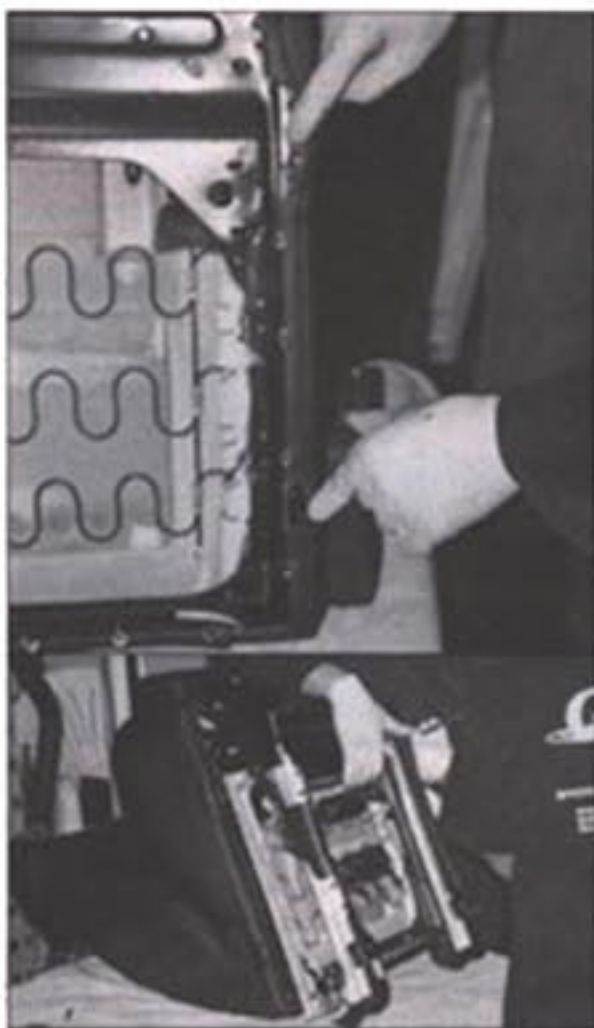
2 This is the Seat Source adapter. Be sure to note front/rear and up/down: The two corners with the predrilled holes go to the rear, and the bolts attaching the adapter face go down. The adapter can be reversed 180 degrees for a vertically-challenged person. Note the Allen bolts supplied by Seat Source to attach the chair to the adapter.



3 This is the Seat Source adapter, front corner as it mounts to the factory bracket. This hole should face rearward for taller people. The aluminum factory bracket may need to be nibbled wider here with a round file or Dremel tool.



5 We've dropped the adapter/electric bracket combo into place on the passenger side of an SN-95. The small hole in the carpet (arrow) is where you would thread your power lead if the vehicle was not so equipped. Use 14- or 16-gauge stranded wire and soldered connections.



4 Use these holes for mounting the adapter/electric bracket combo. Attach your assembly to the new Flofit seat (on a covered table), being sure to align the adapter properly for your height. This closeup shows how the adapter installs for people under 5-foot-7-inches, or so.



6 If you started with electric SN-95 seats, remove two screws, a few tie-downs and then the controller itself (top). You will reuse this harness. To mount the switch to the new Flofit seats, you'll need a bracket. Mark a piece of angle aluminum (available at any hardware store) like so (middle), and then cut the hole with a hacksaw or chopsaw. Be sure to clean up the edges so as not to get cut. Drill two holes for the switch screws and two more to attach the bracket to the seat.

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7 There is a light piece of steel under the Flofit seat that can take two short sheetmetal screws. This will locate the bracket just far enough under the seat to allow access, without leaving it vulnerable.



8 The top view of the Seat Source adapter on a manual seat bracket. Note the forward corner of the adapter without the hole. This is the way the bracket should be oriented for a taller person. This label always faces up.

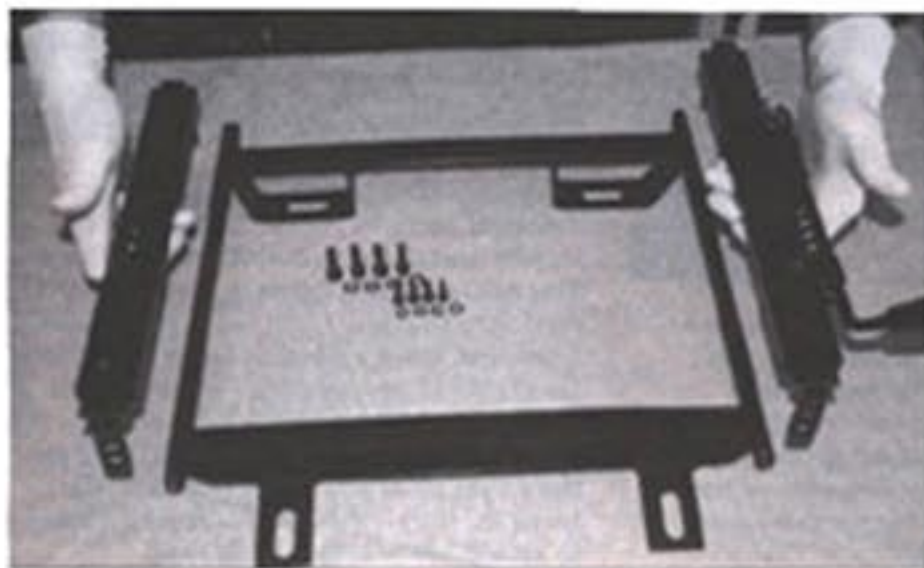


9 It's possible to bolt the manual rack in misaligned. Examine forward holes to be sure they're even. Also note where we've reattached the return spring. Tension should compare to when you released the spring earlier.



10 The seats installed in an SN-95 with the adapter/electric bracket combo. Looks like it belongs, eh? Field tests by the preeminent Gary DeLoach had him declare increased "touch." "I could stick it into the turns harder and read my way through better. With the Flofits, my butt tells me more about what the car is up to than the stock seats could."

MANUAL SEAT TRACKS



1 The other bracketry option is to use what Seat Source supplies for the Mustang. This three-piece manual setup is much simpler than the factory manual rack and weighs a few pounds less, but does essentially the same thing.

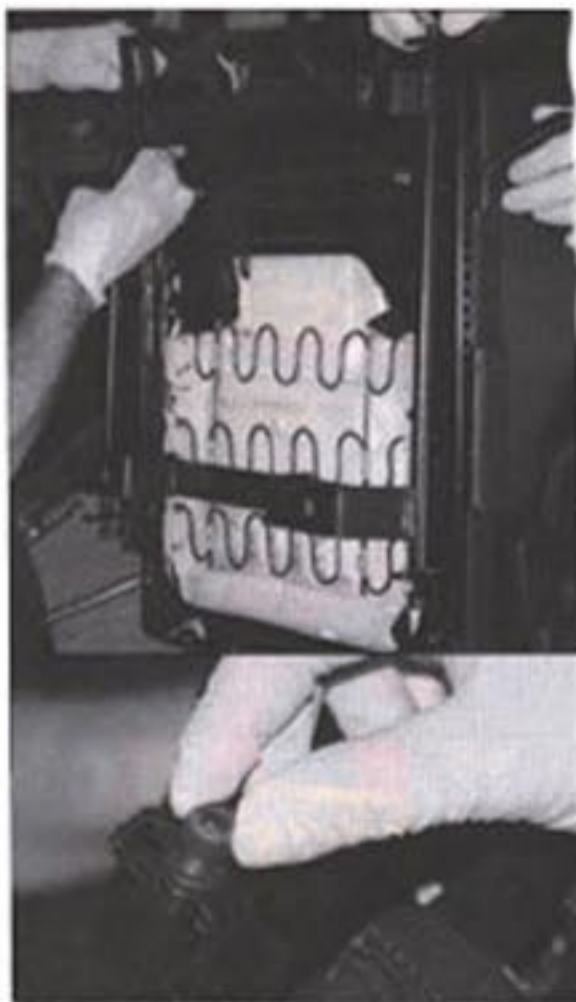
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2 Now we bolt the sliders to the Flofit seat, making sure the front/rear adjustment lever orients to the front/left corner of the seat. See how the closer tab is longer than the far one? On the Mustang, you can cut the first mounting hole off both forward tabs, as Umberto does here. The two holes left allow plenty of height adjustment, and unless you're really short, the third isn't necessary.

Seat Source and Flofit?

First and foremost, Seat Source is not Flofit Seating Systems in any shape or form. Seat Source is the U.S. distributor for Flofit seats, which are manufactured overseas. Second, this is the same quality Flofit seat as before, only sold by another company. Third, Seat Source wants to establish Flofit as a quality name, so give them a chance to smooth over any issues you may still have with the old Flofit Seating Systems.



3 Four Allen bolts secure the sliders to the floor-bracket. The taller feet face to the rear. Be extra careful not to cross these threads, or future altitude adjustments become difficult.



4 Another success. The terminally "soft" factory seats have given way to something much more in touch with the true nature of your Mustang—aggressive, defined, firm, yet comfortable. These seats look at home here.

Sources

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