

Thank you for purchasing a Wagonmeister seat rail extension kit for your Volvo 240.

Installation takes about ½ hour. The seat is cumbersome and difficult to manage. Consider recruiting a helper!

Pictures show a primed fixture, just for ease of photography.

Start by reaching under the seat and disconnecting the seat heater connection, if your car has heated seats. The plug comes out of the carpet near the floor duct. Then move the seat all the way forward.



Next, remove the plastic cover on the outboard rear seat mount. It is held in place by two plastic buttons. You can use a trim fork tool to remove them from the outside. You can also wedge a screwdriver between the inside of the cover and the bracket and pop them out. Take care, they have a tendency to fly.



Here's what you'll find underneath...



Remove the bolt. Early cars are 13mm. Later cars, from around 1989 on are 12mm. An extension and ratchet will do the trick.



Also remove the inboard bolt—no cover on that one. With the back free, move the seat all the way to the back of its travel. This will uncover the nuts that hold the front of the rails to the floor.



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13mm nuts. Use a deep well socket to make life easier.

Move the seat back. No need to remove it, but be careful of the feet in the back. They can rip your carpet! Put something underneath them to protect the floor.



Leave the carpet holders in place, no need to move them. Those are the little curvy metal parts you see around the studs.

Place the seat extension over the studs and use two nuts to hold it there. Don't tighten them yet. Just run the nuts down about halfway.



Then lift the seat and place it over the new studs.



Again, don't tighten the nuts down. However you will want them down far enough that they don't interfere with seat travel.

Move to the back of the seat.

This is the left side spacer. It is cut straight on both ends.



It will fit between the bracket on the floor and the "foot" on the left side rear.



Place it between the bracket and the foot

Now insert the long bolt with the large, 3/8 washer, and thread it in just a couple of turns—enough to keep it in place.



Move over to the right side. The bracket's foot on the right is angled quite a bit. You want to straighten it. Make sure the slides are locked in place, you don't want the rails to move at all or it will be difficult to align all four corners. Use a small hammer, or if you can get in there with a pliers that's fine, and straighten the foot.



This foot is a little too vertical and I had to pull it back a hair.

Now you'll understand why we leave everything loose! The second spacer has an angle at one end to match the angle on the floor pedestal. You need some play.

In this photo you will see that the foot has been set at the proper angle. The bolt and spacer are located with the original hole. While this would be the easy way to mount the seat, unfortunately the angle of the mounting hole on the floor makes this impractical. If you look at the underside of the rail in this picture, you can see that the entire seat is raised, because of the angle.



This won't do, as it leaves the entire seat tilted to the left. Instead, use the small washer and mount the bolt through the second, oval hole above the original hole.



To get the bolt and washer to seat properly, it's helpful to open the sides of the foot just a little, on both sides.



A Vice Grips works well for this.

With everything loose, you can adjust everything until you have all four corners where they need to be. Then proceed to tighten things up. I like to do the right rear first, as it is the most difficult to work with. Make sure the spacer's angles and curves fit the floor and the foot before tightening.



Then tighten the left rear. Take the same care to be sure the spacer is centered around the bolt, front and back.

Next move to the front and tighten down all four fasteners. Don't leave any of the nuts loose, the seat will wiggle around until something breaks.

Finally, reconnect your seat heater where applicable. If you wish to replace the bracket cover, you will have to cut out a circular notch where the little bump is that used to cover the old bolt head. Then it can be slipped around the spacer. How much to cut out? Basically you want to remove the entire "cap" that covered the old bolt.



I use a die grinder and a burr. Start at the top and work down and around the circumference of the cap.

You can clean this up as much as you want.



Slide it under the left rear extension tube, snap into place with the original fasteners, and you're done.

Enjoy your 2 1/2" of increased leg room, and thanks for purchasing Wagonmeister products.