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Anchor shoulder straps at point zero to 10 degrees below the top of the shoulder.

Note: Preferred mount is as close to the shoulder as possible.

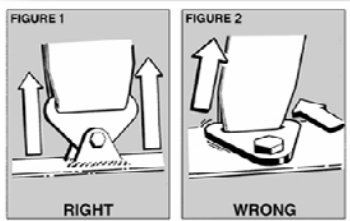
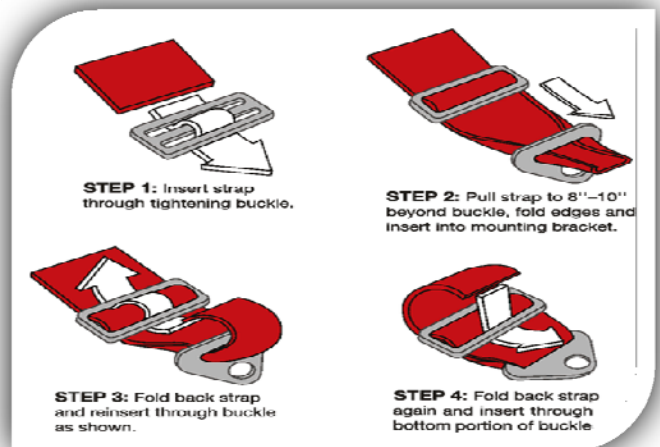
Shoulder harness adjusters should be located in line with the bottom of the sternum (Lower chest area).

During adjustment of the belts, make sure that webbing enters and exits straight and in-line with all adjusters and mounting hardware.

Lap belts must be anchored to the frame rail or roll cage as close to the hip as possible at an angle of 45 degrees, but no greater than 60 degrees to the ground.

Belt Webbing must have an unobstructed travel path. Allow a minimum 1-inch space around the belts in the seat opening for anticipated travel. Your belts will move in the direction of the impact. Make sure this area is clear of obstruction. All edges including any seat holes must have an edge guard to protect the webbing against abrasion and cuts. Keep belts away or protected from sources of heat.

"Locking" the slide adjuster shown in Steps 1-4 is VERY IMPORTANT. The slide adjuster must be located as close as possible to the Bolt-end bracket or roll bar (Wrap design).



Mounting brackets should be installed at an angle that is compatible with the direction of pull on the webbing under full load. Preferred mount is in a double shear with allowance for the bolt-in bracket to pivot and align toward the direction of the load as shown in Figure 1.

All mounting brackets should be attached directly to the frame of chassis of the car and installed to limit the driver's body travel both upward and forward. Do not weld around or near belts or belt hardware.

All mounts should hold a Minimum of 3,000 Lbs. force.

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