

SAFECRAFT

SAFETY EQUIPMENT

INSTALLATION AND USE INSTRUCTIONS

MOTORSPORTS RESTRAINT ASSEMBLIES

PART NUMBER

3030

3040

3050

3060

3070

3080

3090

4000

4010

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A) General

1. This restraint system is designed for motorsports competition only.
2. The correct installation, use and care of this restraint is mandatory for its' continued performance and reliability.
3. All belts with SFI tags are left side belts.

B) Important Warning

1. Under no circumstances should this restraint be modified, altered or otherwise changed.
2. Under no circumstances should these restraint assemblies be used without both shoulder straps, both lap straps and all crotch straps properly engaged in the cam lock receptacle.
3. Under no circumstances are bolts inserted through the belt webbing acceptable for mounting.
4. Webbing must never be allowed to rub against any sharp surface or edge.
5. Restraints that show wear, such as frayed or cut webbing, damaged adjusters, or exposed to high temperatures must be replaced.
4. Restraints that have been contaminated by grease, fuel, solvents, bleach or battery acid must be replaced.

C) General Mounting Instructions & Requirements

1. Restraint anchor points should be capable of accepting a static load of 3500 pounds for the shoulder belts and 1800 pounds for the crotch belts. If two (2) straps anchor to the same point, that point should withstand the static load of the sum of both points.
2. If the shoulder belts are to be mounted around a roll bar structure, provisions must be made to prevent lateral movement.
3. All mounting points should be secured with minimum 7/16 inch, SAE Grade 8 steel bolts minimum. Nuts or threaded receptacles should have a locking feature or use a locking compound.
4. Do not enlarge the holes in any bolt mount plate.
5. Webbing should run directly to their anchor points with no obstructions.
6. Webbing must not be twisted during installation or use.

WARNING !!
HARNESS MOUNTS MUST NEVER BE SECURED TO A SHEET
METAL FLOORBOARD

D) Bolt In Mounting Brackets

- 1) Mounting brackets should be installed in the direction of pull of the webbing under full load. Preferred mounting is with a double shear mount tabs with clearance to allow for the harness bracket to swivel. See Figures D1 & D2. All mounting brackets should be attached directly to the frame or chassis of the car. Refer to the General Mounting Instructions for mount bracket requirements. This requirement for mounting brackets applies to all bolt in type of mounts.

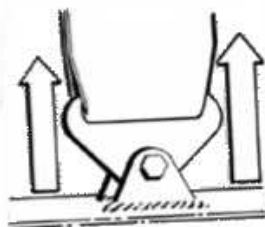


Figure D1
Correct

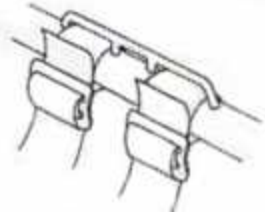


Figure D2
Wrong

E) Roll Bar Mounting

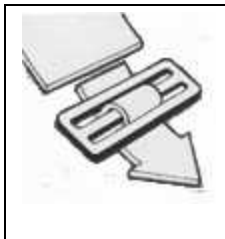
- 1) Shoulder straps that are looped around a roll must have provisions to prevent lateral movement. See Figure E1.
- 2) Refer to paragraph F for proper treading of the 3 bar adjusters.

Figure E1



F) 3 Bar Slide Adjusters

- 1) Locking the 3 bar slide adjusters is very important. The 3 bar slide adjuster must be located as close as possible to the bolt in mounts or roll bar if the wrap around method is used. Follow the diagrams below to thread the 3 bar adjusters correctly.



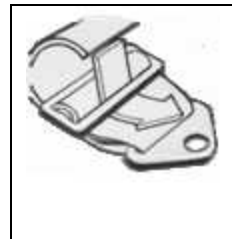
Step 1:
Insert webbing through the 3 bar adjuster.



Step 2:
Pull webbing to 8-10 inches beyond adjuster, fold edges, and insert into mount brackets.



Step 3:
Fold back webbing and re-insert through the 3 bar adjuster as shown.



Step 4:
Fold back webbing again and insert through bottom portion of buckle.

G) Attach Point Mounting Dimensions

- 1) Follow the diagram G1 below for the acceptable dimensions for mounting all points of the harness.

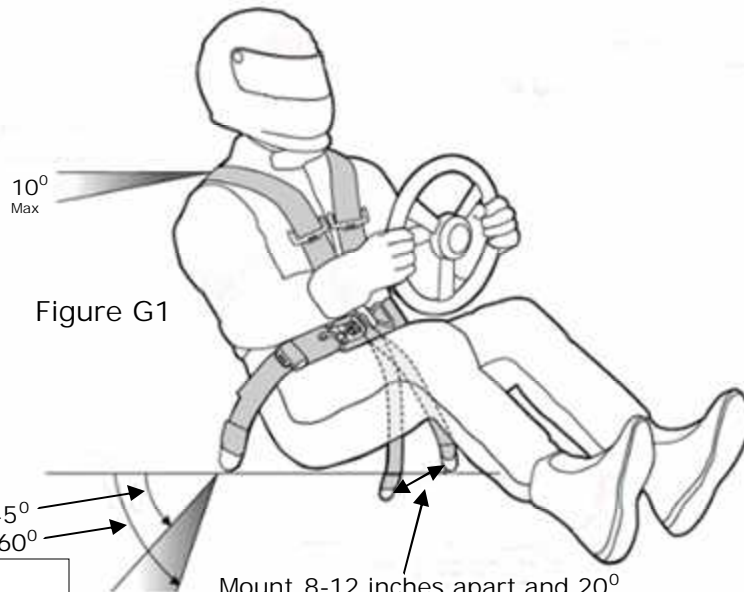


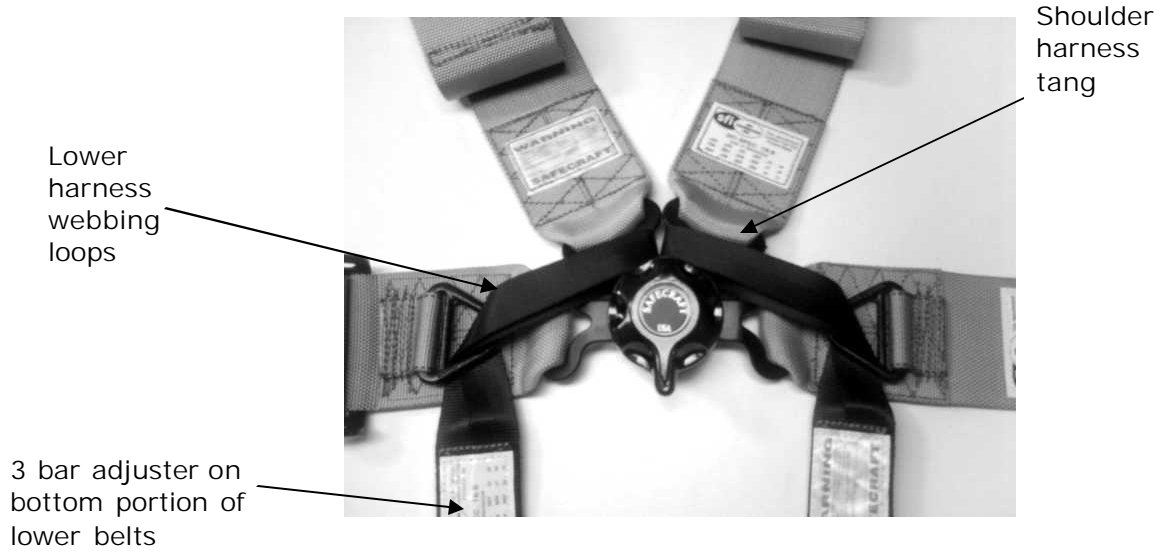
Figure G1

NOTE:
For a single sub strap, mount through center of seat as far back as possible.

Mount 8-12 inches apart and 20° minimum behind chest line (measured from cam or latch buckle). Mounting to lower roll bar structure behind driver is preferred.

H) Cam Lock and Lower Belt Configuration

Feed Through Sub Belts



Single Tang Sub Belts



NOTE:

For a single sub strap, or sub straps attached to a common tang, snap tang in lower slot on Cam Buckle.