

# FITTING INSTRUCTION FOR INERTIA REEL & LAP SASH BELTS INCORPORATING AN ADJUSTABLE WEBBING BUCKLE

## ANGLED RETRACTORS

### INERTIA REEL FITMENT

- When the inertia reel is removed from the box it will have a certain amount of webbing drawn from the spool and will be locked by a limit cam. Do not remove the limit cam until inertia reel has been mounted in correct position. Refer to 'Retractor Angles' section on the 'Information On Unlocking The Retractor' instruction sheet to determine your retractors correct mounting position. Mount the inertia reel and lower anchor as per figure 3. Remove and dispose of the 'limit cam' and then slowly move the sash guide assembly into position and mount it with the aid of the fittings provided, as shown in figure 1.
- The retractor supplied is the dual sensitive type. Sudden vehicle movement and/or rapid webbing withdrawal will cause the retractor to lock. In order to secure the correct functioning of the sensing mechanism, the retractor must be mounted +/- 2° of the X and Y plains, as shown in figure 2.
- After positioning the inertia reel and the lower anchor into the correct position as explained above, tighten the bolts securely to a torque of 25-30 lb ft (35-40 Nm).
- Test for satisfactory retraction of the webbing. If unsatisfactory, check the installation and alignment of the inertia reel.

### SASH GUIDE FITMENT

- Assemble the sash guide and fittings as shown in figure 1.
- Tighten bolts securely to a torque of 25-30 lb ft (35-40 Nm).
- Ensure the sash guide assembly is free to swivel.

### BUCKLE FITMENT

- Adjust the buckle length before tightening bolt so that the buckle is in position as shown in figure 4 on hip in normal seating position before mounting to vehicle structure.

NOTE: Buckle length cannot be adjusted after bolting in position.

- Remove slack in adjuster and fit to vehicle structure.
- Tighten bolts securely to a torque of 25-30 lb ft (35-40 Nm).

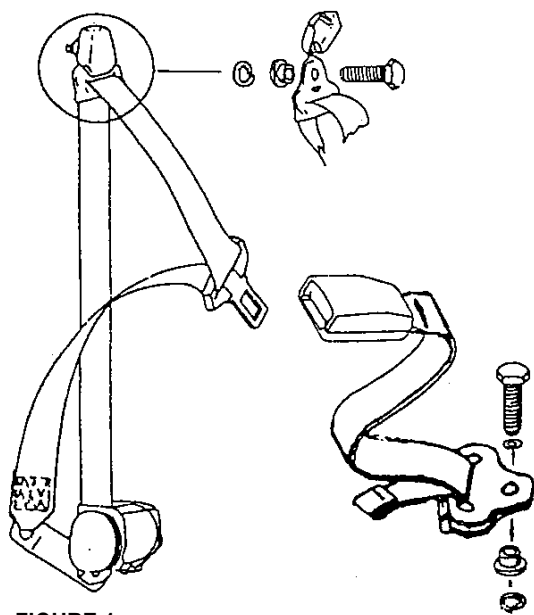


FIGURE 1

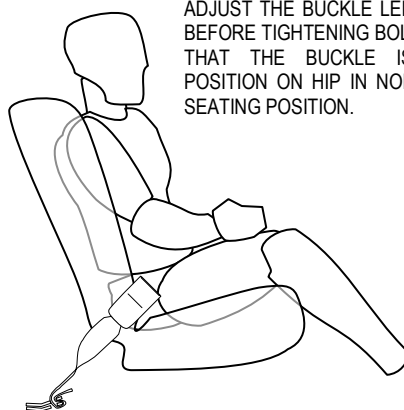


FIGURE 4

ADJUST THE BUCKLE LENGTH BEFORE TIGHTENING BOLT SO THAT THE BUCKLE IS IN POSITION ON HIP IN NORMAL SEATING POSITION.

NOTE: all illustrations show the right hand side. left hand assemblies are diametrically opposite.

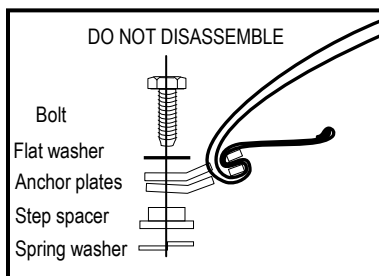


FIGURE 3

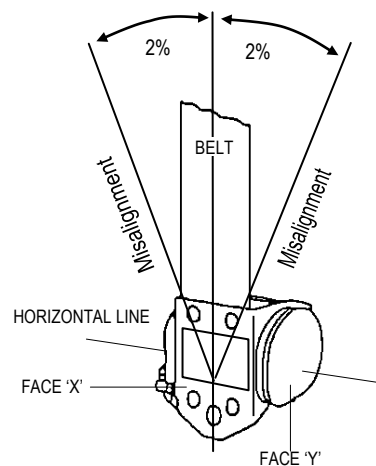
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### WARNING!

- Tampering with the inertia Reel will void the manufacturer's warranty.
- Where possible have the assembly installed by a competent mechanic at a fitting station.
- Do not make any alterations or additions to the belt.
- No excessive slackness in the belt should be evident.
- Webbing must not be allowed to chafe against sharp edges on seat or body work.
- Do not drill additional mounting holes in vehicle with inbuilt anchorages.
- Do not attach the belt assembly to unsound metal or to wood or plastic structures.
- Do not bleach or dye under any circumstances.
- Do not replace a stalk buckle with a webbing buckle.
- Do not attach the seat belt assembly to an in-built child anchorage, the vehicle seat or seat mounting bolts, unless the vehicle manufacturer has provided seat belt anchorages in the seat, or uses the seat anchor bolts for this purpose.
- After installation, please insure that bolts are securely tightened, all plastic covers are in place and there are no apparent loose or ill fitting parts present. Also check that webbing in the Inertia Reel will pay out and retract fully and will lock on rapid pay out.

NOTE: THERE MAY BE MORE FITTINGS THAN NEEDED. PLEASE DISCARD UNUSED FITTINGS.

FIGURE 2



# FITTING INSTRUCTION FOR INERTIA REEL & LAP SASH BELTS INCORPORATING AN ADJUSTABLE WEBBING BUCKLE

## PARCEL SHELF RETRACTORS

### INERTIA REEL FITMENT

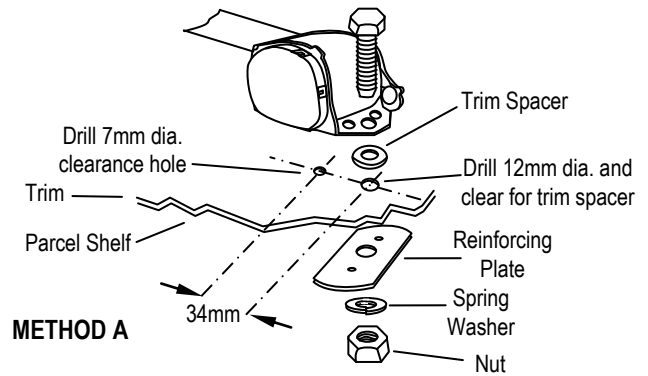
1. When the inertia reel is removed from the box it will have a certain amount of webbing drawn from the spool and will be locked by a limit cam. Do not remove the limit cam until inertia reel has been mounted in correct position. Mount the inertia reel on the parcel shelf, remove and dispose of the 'limit cam' and then slowly draw down the lower anchor to its mounting position and secure.
2. The retractor supplied is the dual sensitive type. Sudden vehicle movement and/or rapid webbing withdrawal will cause the retractor to lock. In order to secure the correct functioning of the sensing mechanism, the retractor must be mounted  $\pm 2^\circ$  of the X and Y plains, as shown in figure 6.
3. If an in-built anchorage is supplied, use the in-built mounting point as shown in figure 5.
4. For vehicles without in-built anchorage, select the appropriate location clear of any obstruction and use method 'A'.
5. Tighten bolts securely to a torque of 25-30 lb ft (35-40 Nm).
6. Clip plastic cover onto the inertia assembly.

### LOWER ANCHOR FITMENT

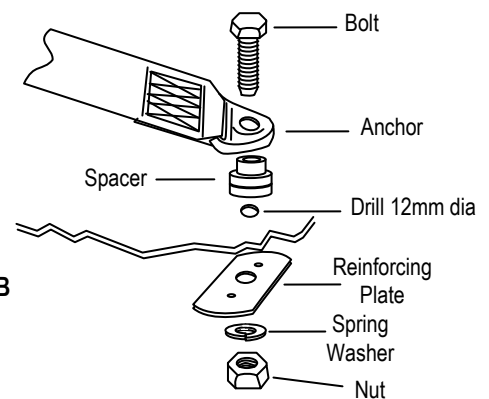
1. Assemble the lower anchor and fittings as shown in method 'B' for vehicles without an in-built anchorage. For vehicles with an in-built anchorage, only the bolt space and the spring washer are required.
2. Tighten bolts securely to a torque of 25-30 lb ft (35-40 Nm).

### BUCKLE FITMENT

1. Adjust the buckle length so that the buckle is in position shown in figure 7 before mounting to vehicle structure.
- NOTE: Buckle length cannot be adjusted after bolting in position.
2. Remove slack in adjuster and fit to vehicle structure.
  3. Tighten bolts securely to a torque of 25-30 lb ft (35-40 Nm).



METHOD A



METHOD B

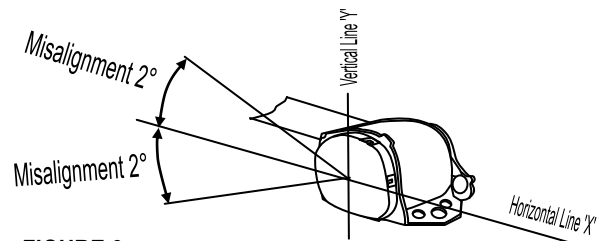


FIGURE 6

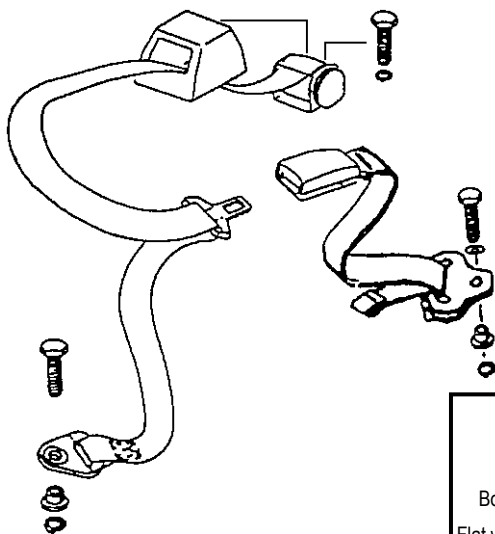


FIGURE 5

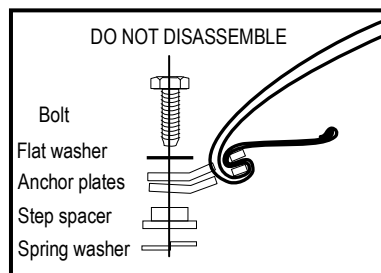
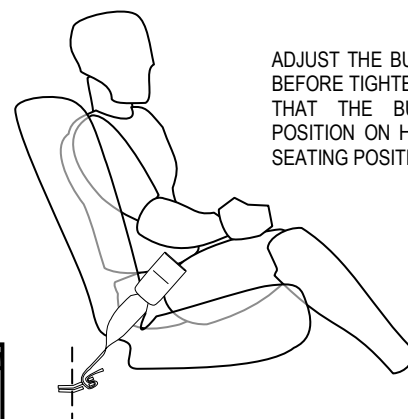


FIGURE 7



ADJUST THE BUCKLE LENGTH BEFORE TIGHTENING BOLT SO THAT THE BUCKLE IS IN POSITION ON HIP IN NORMAL SEATING POSITION.



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Australian Standards  
AS/NZS2596 ID3098