

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

LAP BELT GENERAL PURPOSE FRONT OR REAR APPLICATION

1. Your lap belt assembly is as shown in figure 1.
2. Fit tongue side to vehicle structure as shown in figure 1.
3. Adjust buckle length so that buckle is in position shown in figure 3 before mounting to vehicle structure.

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

4. Remove slack in adjuster, fit to vehicle structure.
5. Tighten the bolt securely to a torque of 25-30 lb/ft (35-40 Nm).

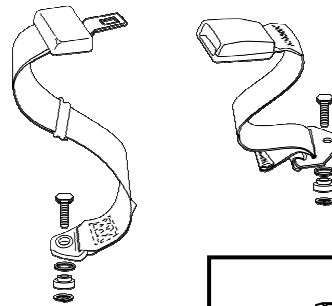


FIGURE 1

LAP SASH BELT GENERAL PURPOSE FRONT OR REAR APPLICATION

1. Your lap/sash belt assembly is as shown in figure 2.
2. Fit tongue side to vehicle structure as shown in figure 2.
3. Adjust buckle length so that buckle is in position shown in figure 3 before mounting to vehicle structure.

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

4. Remove slack in adjuster, fit to vehicle structure.
5. Tighten the bolt securely to a torque of 25-30 lb/ft (35-40 Nm).
6. Ensure upper fitting is free to swivel.
7. Slide plastic sleeve over upper anchor.

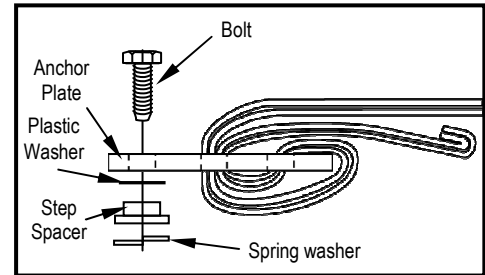
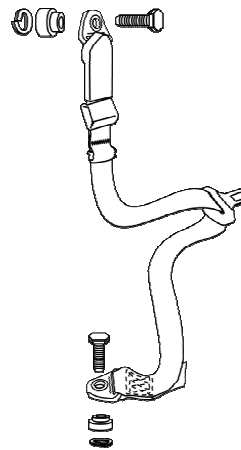


FIGURE 2

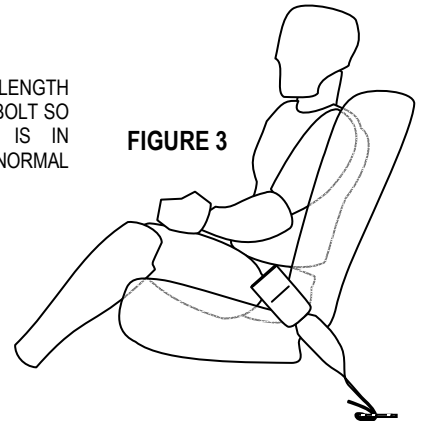
WARNING!

- 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 ensure that bolts are securely tightened, all plastic covers are in place and there are no apparent loose or ill fitting parts present.

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

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

FIGURE 3



WARNING!

ENSURE BOTH LENGTHS OF WEBBING ARE OF EQUAL LENGTH AS SHOWN IN FIG 4.

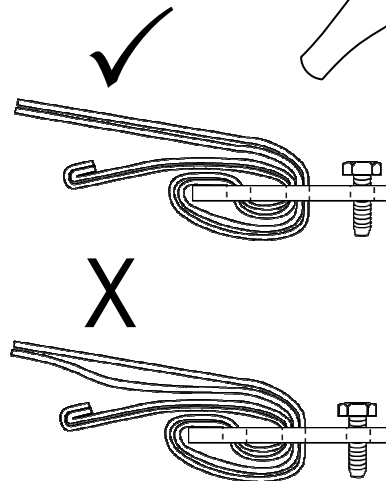


FIGURE 4



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GENERAL INSTRUCTION FOR USE OF SEAT BELTS

INSTALLERS OF SEAT BELTS ARE SPECIALLY REQUESTED TO LEAVE THESE INSTRUCTIONS IN THE VEHICLE SO THAT THEY MAY BE READ BY THE OWNER.

Thank you for purchasing a APV Safety Product. All our seat belt products carry the certification mark of Benchmark Australia which is your assurance of the quality and if installed in accordance with the enclosed instructions, will provide the required degree of protection to the wearer in most accidents. We are the major original equipment supplier of seat belts in Australia and strive to present to the Australian consumer the best products in quality and performance.

WARNING!

Seat belts are designed to bear upon the bony structure of the body, and should be worn low across the front of the pelvis, or the chest and shoulders, as applicable: wearing of the lap section of the belt across the abdominal area must be avoided.

Seat belts should be adjusted as firmly as possible, consistent with comfort, to provide the protection for which they have been designed. A slack belt will greatly reduce the protection afforded to the wearer.

Care should be taken to avoid contamination of the webbing with polishes, oils and chemicals, and particularly battery acid. Cleaning may safely be carried out using mild soap and water. The belt should be replaced if webbing becomes frayed, contaminated or damaged.

It is essential that the entire assembly be replaced if it has been worn during a severe impact, even if damage to the assembly is not obvious.

Any fraying of webbing will reduce the strength and retraction performance of the seat belt, and the seat belt assembly should be replaced.

Belts should not be worn with straps twisted.

The buckles of lap sash belts and lap belts must be located at or below the wearer's hips. Each seat belt assembly must be worn by only once occupant; it is dangerous to put a belt around a child being carried on an adults lap.

HOW TO FIT AND WEAR YOUR SEATBELT CORRECTLY

To "Buckle Up" slid the tongue into the slot at the open end of the buckle. It is correctly engaged when you hear a positive "click".

LAP SASH COMBINATION BELTS:

To adjust the belt, feed the slack webbing through the tongue from the lap part of the belt. Finally tighten by pulling the loose end of the webbing through the adjuster located on the outboard sash section of the belt just above the shoulder.

LAP SASH COMBINATION BELTS FOR FRONT SEATS:

1. Adjust the seat to the most convenient driving position.
2. To adjust the belt, feed the slack webbing through the tongue from the lap part of the belt. Finally tighten by pulling the loose end of the webbing through the adjuster located on the outboard sash section of the belt just above the shoulder.
3. To lengthen the belt, tilt the adjuster away from the webbing (about 30°) while pulling on the sash section of the belt.

LAP SASH COMBINATION BELTS FOR REAR SEATS

Adjust as in Points 2 to 3 in previous section.

LAP BELTS:

NOTE: The length adjuster on a lap belt is incorporated on the tongue.

TO ADJUST THE BELTS:

Pull on short end of webbing on the tongue side of the belt. This will cause the webbing to tighten.

THE INERTIA REEL SEAT BELT:

The Emergency Locking Retractor type seat belt will automatically retract the webbing to the body after the tongue and buckle are engaged. This type of seat belt allows freedom of movement to the wearer to reach controls, but automatically locks when the mechanism is activated by impact or rapid speed changes or changes in vehicle direction.

A firm application of the brakes when the vehicle is in motion or a sharp tug on the webbing will lock the belt and testing can be carried out by this procedure.

The only adjustment necessary for Inertia Reel belt is to ensure that the buckle is located at the point of the hip prior to engaging the tongue into the buckle.

To engage the tongue, to the buckle, grasp the tongue which will be locate just above the shoulder, pull gently to extend the webbing from the reel, engage tongue into the buckle. The inertia reel will automatically retract the webbing to the body.

No modifications or additions should be made by the user which will either prevent the seat belt adjustment devices from operating to remove slack, or prevent the seat belt assembly being adjusted to remove slack.

GENERAL INFORMATION:

"Buckle Up" and check that the buckle is correctly located at the hip point. The lower webbing strap (Lap) and upper webbing strap (Sash) should pass across your pelvic area and upper torso respectively. Operate the adjuster to achieve this and make sure the straps are not slack at any point.

You should be able to slide your hand between your chest and the sash strap. Be comfortable, but "too tight" is better than "too loose". To release the belt, push the button in the centre of the buckle while applying a slight forward body pressure.

SEAT BELT STOWAGE: LAP SASH COMBINATION BELTS

The seat belt when not in use should be stowed away by hanging the tongue on the stowage hook provided.

Your sea belt has been designed and manufactured to very strict standards. In your own interests you should WEAR IT AT ALL TIMES when driving your car, even for short trips to the corner shop. Fatal accidents can occur within short distances of home and at low speeds. There is not doubt that seat belts, correctly worn can reduce the incidence of fatalities and serious injury. Your seat belt will give you valuable protection, but IT IS YOUR RESPONSIBILITY IN THE INTERESTS OF YOUR OWN SAFETY TO DRIVE CAREFULLY AT ALL TIMES.

IMPORTANT NOTE:

REPLACE YOUR SEAT BELT IF:

- (a) The vehicle should be involved in a serious accident.
- (b) The webbing or fittings become damaged.



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