TAKATA

INSTALLATION & OPERATING INSTRUCTIONS

RACING Models

Edition: 08/2012
Part No: EA 12.2

THIS MANUAL CONTAINS IMPORTANT INFORMATION SHOWN AS

SAFETY INSTRUCTIONS

SAFETY INSTRUCTIONS contain important hints to help you to install, use and maintain the TAKATA Racing Harness properly and effectively.

⚠ WARNING

WARNINGS deal with important issues about installation, use, misuse or modification of the racing harness.
Ignoring these WARNINGS will significantly reduce the performance of the racing harness system. This can result in serious personal injury or death during an accident.

Always read carefully and follow the information in this manual, especially those highlighted as above.

ABOUT THE IMPORTANCE OF THIS MANUAL !

TAKATA Racing has attempted to make this racing harness manual extensive and comprehensive. We have created it to help the reader understand racing harness installation, use and maintenance, and how it relates to safety in motorsports. Intensive research and experience in motorsports has led us to prepare up-to-date instructions for optimized anchor point locations and racing harness design features. What was considered acceptable in the early and mid-1990s has changed and evolved as the result of currently available data. Therefore, we ask the drivers, mechanics, teams and race car manufacturers to read and heed the information in this manual carefully. Safe and effective use of a Head And Neck Restraint also depends on specific restraint routing and anchor point locations.

"The sanctioning body regulating the motorsport series in which you are participating may have additional information specific to your chassis. All information in this document is based upon the best knowledge as of August 2012."

⚠ WAIVER

This harness belt, when properly installed and used according to applicable instructions can minimize injury. The ability of any restraint system to minimize or prevent injuries is directly related to the type and severity of accident. No restraint system can prevent injury or death in every accident.
Racing harness belts are NOT designed to be installed into street legal vehicles, and DO NOT meet federal and state vehicle safety regulations. They are designed and tested to be used exclusively in race cars and only in on-track events.

"This article is sold without warranty, express or implied, including but not limited to the implied warranties of merchantability and fitness for a particular purpose, all of which are specifically disclaimed, and no warranty or representation is made as to this product's capability to protect the user from any injury or death. Racing is dangerous! The user assumes the risk.

1. Do You Have Experience Installing Racing Harnesses?

The installation procedures explained in this manual assume that you have the knowledge, experience and tools required to install racing harnesses. If you do not have the knowledge, experience and/or tools required or do not understand the instructions, do not install the harness belt – have the harness belt system installed by a professional who will be able to do the job correctly. Your safety and the safety of others who will use the harness belt system are at stake!
Always heed all WARNING and SAFETY INSTRUCTION boxes. Always read and heed all instructions in this manual carefully. Failure to follow WARNING, SAFETY INSTRUCTIONS and all other instructions could result in severe personal injuries and death.

Approvals for racing harnesses are granted by sanctioning bodies like FIA and SFI. Some TAKATA racing harness models are approved by multiple sanctioning bodies and therefore may carry multiple labels. One of these labels should apply to the motor sport in which you are participating.

FIA homologated Racing Harnesses

Racing harnesses manufactured for motor sport in countries, or for racing series that fall under the FIA regulation, must carry the appropriate FIA labels. FIA-labelled belts are valid for five [5] years from last day of the year of manufacture unless regulated differently by the sanctioning body of the motor sport in which you are participating. The last year of FIA validity is indicated on the label. Each separate strap assembly is labelled.

SFI Approved Racing Harnesses

Racing harnesses specifically manufactured for motor sport requiring SFI 16.1 or SFI 16.5 approval are tested and labelled accordingly. These racing harnesses MUST be replaced two [2] years after the month and year of manufacture. The date of manufacture is indicated on all three SFI labels – [1] at the lap belt, [2] at the shoulder harness and [3] at the anti-sub strap.

Example of a FIA label
Label will be marked with valid year

Example of a SFI Label
Label will be marked with valid month and year

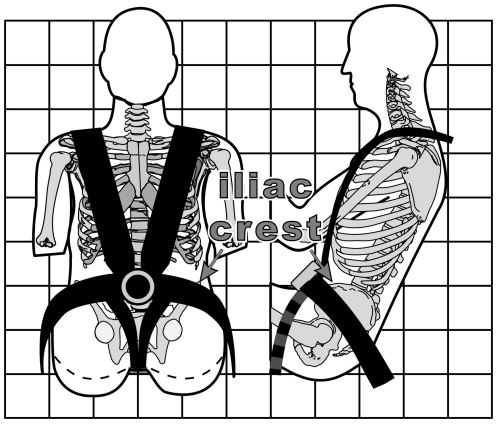
Anchorage Locations and Geometries

Belt Routing

An occupant can be effectively restrained ONLY by load transfer through the hard points of the occupant's body. The only accessible hard points are the following:

- pelvic
- thorax [chest] to a limited level only
- clavicle [shoulders]

Therefore, it is essential that strap routing be optimised as described in the following graphs.



SAFETY INSTRUCTIONS

Optimal performance of your racing harness requires proper installation and proper use. Heed and obey the following instructions with respect to racing harness geometry and routing.

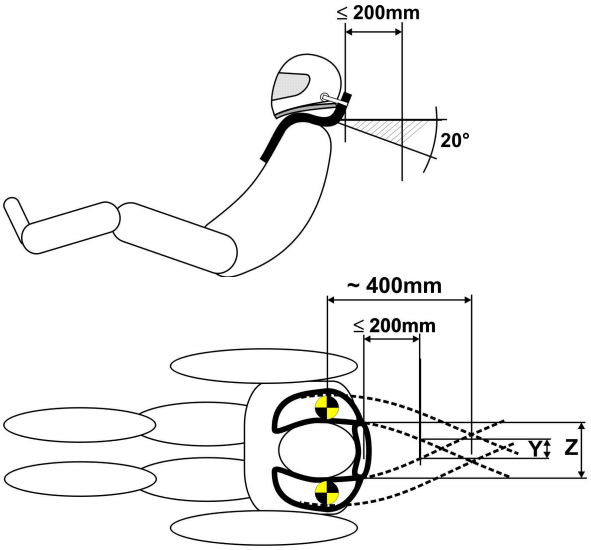
- Bracket installation and operation.
- Wearing the racing harness.
- Adjusting the racing harness.

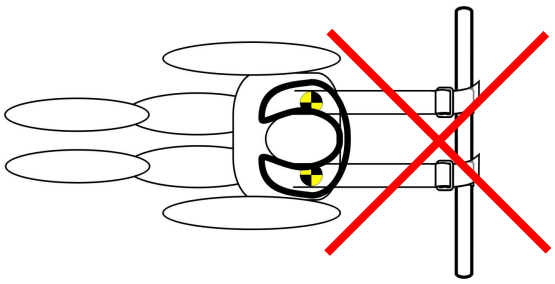
Lap Belt Routing

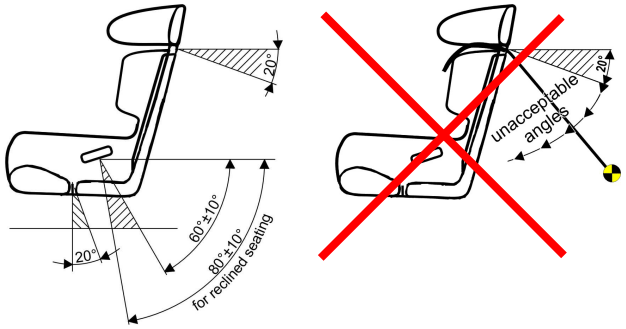
- Lap belt straps must be routed over the pelvic bone to stay firmly and tightly in the crest between the pelvic bone and the upper thigh.
- Lap belt downward angle should be approximately 60° measured from the horizontal, passing through the occupant's hip joint. This is the suggested angle for upright seating [15-20° backrest declination]. A higher backrest declination, e.g. 30° – 40°, as is common in open w heel race cars, requires a belt angle of 70° – 80°.
- Make sure there are no sharp edges [seat structure, seat mounts, chassis] that may tear or cut the lap belt webbing.

Shoulder Belt Routing

- Shoulder belts must run from the shoulders horizontally or down, at no more than a 20° angle.
- For the best restraint of the occupant's upper torso, anchor points should not be further back than 200 mm [8"] from back of user's seat.
- In the event that the anchor points are further towards the rear of the vehicle [e.g. using a roll cage bar for wrap around attachment] the distance between the strap anchorages will narrow or even cross over as described in following graphs.
- It is especially crucial to follow this strap routing when a Head And Neck Support is in use.







SAFETY INSTRUCTIONS

Shoulder belt mountings, located more than 200 mm [8”] from the back of the user’s seat or angled upwards, are not good practice and are most strongly discouraged. If shoulder belt anchor points are further back in the vehicle, the belts should be closer together at their mounting points, even crossing depending on the distance of the anchor points, but both belt and Head And Neck Support performance are severely compromised. See Table Below

Shoulder belts shall cross over when the anchor points are located more than approx. 500 mm [20”] behind the seat backrest.

For 75 mm [3”] webbing **wrap around** installation the following approx. anchor point distances are suitable:
Reduce numbers by 25mm [1”] if a Head And Neck Support specific harness is to be installed.

In metric measure

Distance from seat in mm	200	300	400	500	600	700	800
Anchor point distance in mm	150	100	75	75	-75	-100	-150

In imperial measure

Distance from seat in inch	8	12	16	20	24	28	32
Anchor point distance in inch	6	4	3	3	-3	-4	-5
			side by side	side by side	crossed over	crossed over	crossed over

For 75 mm [3”] webbing bolt on installation

Reduce numbers by 25mm [1”] if a Head And Neck Support specific harness is to be installed.

In metric measure

Distance from seat in mm	200	300	400	500	600	700	800
Anchor point distance in mm	150	100	50	0	-50	-100	-150

In imperial measure

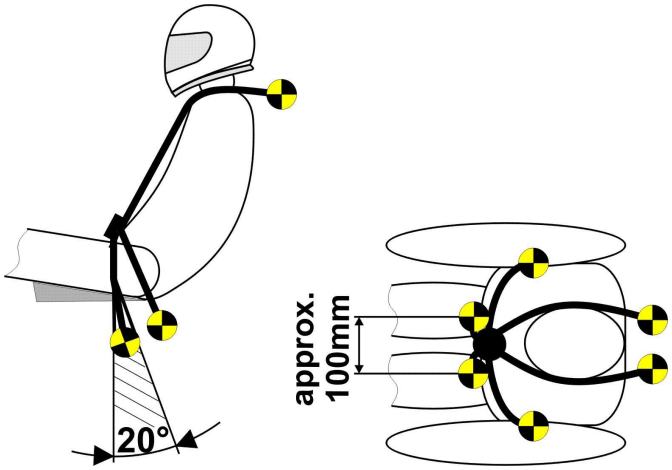
Distance from seat in inch	8	12	16	20	24	28	32
Anchor point distance in inch	6	4	2	0	-2	-4	-6
				Single point	crossed over	crossed over	crossed over

Anti-Sub strap Routing

6-point Models where Anti-Sub Straps are connected to the buckle

Anti-submarining strap routing shall be vertical down from the groin, and preferably approximately 20° back,

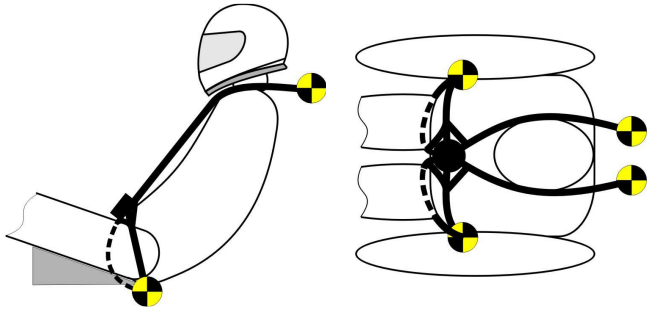
Anchor points shall be approximately 100 mm [4”] lateral apart from each other. In case of a low seating position (e.g. in open wheel race cars), this separation may be reduced since the anchor points are closer to the thighs.



Formula Models

This anti-sub strap design requires sitting on the straps or having a thin seat panel allowing the straps running rearwards right underneath the driver’s buttock and attaching in the region near or on the lap belt anchorages.

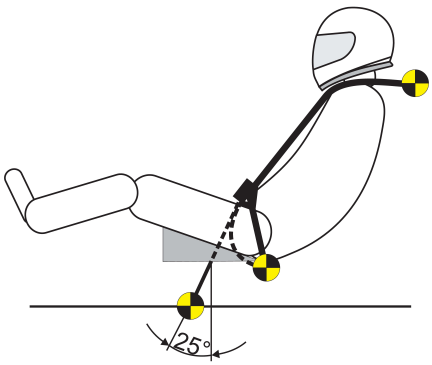
The anti-submarining strap routing over the upper thighs and attachment to the shoulder belt latches with the buckle in between, does not provide a direct load path from the shoulder belts down to the anti-submarining strap anchor points. The indirect routing requires a type of preloading of the anti-submarining straps during a frontal impact. This is achieved by sitting on the anti-submarining straps, routing them rearwards and attaching them in the region near or on the lap belt anchorages.



Important: This anti-sub strap design requires sitting on the straps or having a thin seat panel allowing the straps running rearwards right underneath the driver’s buttock.

Negative G Belt (7th Point)

Used in conjunction with a 6-point formula crotch belt system as an additional point to maintain the position of the lap belt in “Negative G” i.e. rollovers



Important Information About Bolts and Torques

Bolt Diameter

- Stock thread holes commonly are 7/16" 20 UNF. Therefore, all TAKATA models come with bolts and eye-bolts matching this dimension.
- For all other dimensions you must provide the correct bolt diameter, type of thread and bolt length. USE ONLY bolts grade 8.8 and higher.

⚠ WARNING

- **Never use bolts of the wrong diameters or bolts that are too short and may allow the bolts to become loose and separate from the anchorages. Use of improper bolts will cause the racing harness to fail.**
- **Never use bolts that are too long and may intrude into the fuel tank or other parts of the car.**
- **Always tighten bolts with the proper torque. Improperly tightened bolts may loosen during harness belt use and may become separated during a crash.**
- **Never over-tighten bolts. Over-tightening bolts may destroy the thread and allow the bolt to separate during a crash.**
- **BOLT FAILURE MAY RESULT IN SEVERE INJURIES OR DEATH.**

⚠ WARNING

Never try to drill a larger bolt hole into any harness belt bracket. The bracket is not designed for modifications and may stick to your drill bit and the bracket and attached webbing and its hardware may spin and may result in severe injuries or death.

Tightening Torques by Bolt Dimension

- Each bolt diameter and type of thread requires an individual torque for proper tightening. The torque as listed below is defined by national or international standardisation organisations.
- For safe installation always tighten bolts to the recommended torque.
- For any installation use e.g. "Loctite 243" or spring washers where recommended to secure bolt fastening.

	M 8	5/16"	M 10	3/8"	7/16" 20 UNF	15/32"	1/2"
Torque in Nm	25	25	50	50	40	87	113
Torque in lbinch	18,5	18,5	37	37	30	64,5	83,5

Creating a new attachment point

- For new attachment points to the chassis heed the following **WARNING** box.

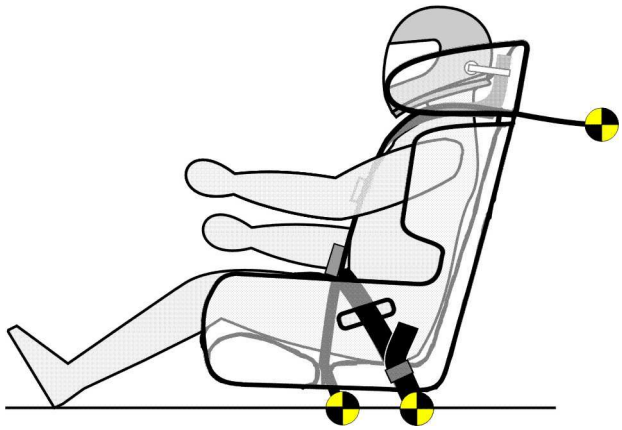
⚠ WARNING

If you intend to drill a hole, make sure not to damage the fuel tank, fuel lines, electrical wires, brake lines or other important components. Any damage to such components can result in fire or explosion and severe injuries or death can result.

- For new attachment points to the chassis you must use a FIA specified reinforcement plate [see list of accessories in TAKATA catalogue].
- Drill a hole of 12 mm [15/32"] diameter for lap- & shoulder belt and 5-point anti-sub strap attachments.
- Use with this product supplied bolts and eyebolts only! They are tested for quality and fit to the threads provided by the TAKATA reinforcement plate and to the brackets.

Initial Restraint Adjustment during Installation

While first installing your racing harness the following items may require minor adjustments to the belts.



- Shoulder belt tilt lock adjusters **must be positioned minimum of 250 mm (10") below the collar bone or lower if possible.**
- If a Head and Neck Support is worn, the adjuster must be positioned low on the yoke end of the Head and Neck Support.
- **Lap belt tilt lock adjusters** must not be positioned within the openings of the seats. Adjusters must be either outside of the seat at a minimum distance of 40 mm (1.5") from the opening or close to the rotary buckle inside the seat.

SAFETY INSTRUCTIONS

Any drilled hole for racing harness attachment must be strengthened by a reinforcement plate meeting FIA specification

TAKATA recommends, whenever possible and suitable, the use of existing factory provided anchor points for the lap- and shoulder belts.

1. Wrap Systems to roll bar installation and brackets assembly

2. 3-bar slide wrap

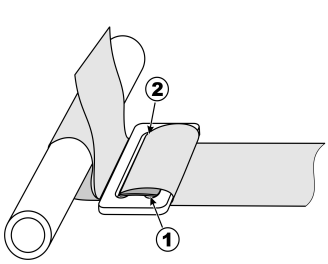
This installation is commonly used for

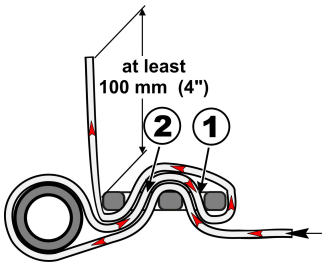
- shoulder strap roll cage installation and
- to assemble open strap ends to brackets or approved harness hardware.

Do not install a lap belt directly to a roll cage by wrap around technique.

Racing harness with end brackets assembled to the shoulder belts by a 3-bar slide allow to dismount the brackets and use the 3-bar slide for wrap around installation directly to the roll cage. Also brackets can be exchanged e.g. from a snap-on to a bolt-in bracket or vice versa.

Installation



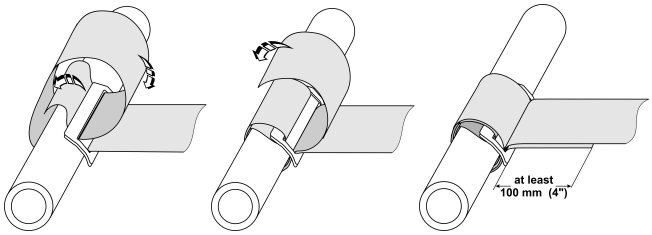


⚠ WARNING

Incorrect wrap techniques or positioning 3-bar slides too far away from the roll cage bar or from any bracket may allow webbing to slide or slip during an accident. Extra elongation will occur which may reduce the effectiveness of the racing harness and the Head and Neck Support, if worn. Shoulder belts may slide off the Head and Neck Support or will lengthen allowing the head and chest to impact onto the steering wheel. Severe injuries or death may occur.

3. LIGHT WEIGHT D-RING 75 MM (3") WRAP

WRAPPING INSTRUCTIONS:



1. position D-Ring to roll bar with wider bar atop
2. slide a minimum of 600mm (24") of strap length through D-Ring and from underneath around roll bar [first loop]
3. slide strap from atop through D-Ring slot towards roll bar and back between roll bar and first loop until it protrudes from slot in D-Ring (second loop).
4. Pull at shoulder belt to check that wrap will tighten when being loaded.
5. Wrap strap end around roll bar again [third loop] and thread through D-Ring again. Shoulder belt is now sandwiched between first loop webbing and protruding strap end.
6. Make sure strap end protrudes at least 100 mm [4"]

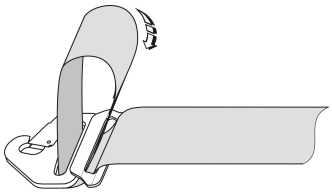
D-RING (LV 4) LIGHT WEIGHT WRAP SYSTEM TO BRACKETS

This light weight system assembles directly to 50 mm (2") slot brackets and is therefore commonly used by TAKATA for anti-sub strap brackets. This system is also absolutely micro slip free.

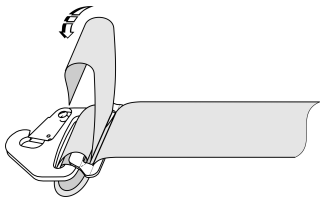
WRAPPING INSTRUCTIONS

1. Place LV 4 with its thicker bar onto the bracket.

2. Run strap end through slot at LV 4 and then from underneath through webbing slot at bracket. Pull through at least 200 mm (8") of webbing. Fold strap end over the wider bar of LV 4 and back through the gap between bracket bar and LV 4 bar.

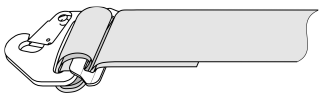


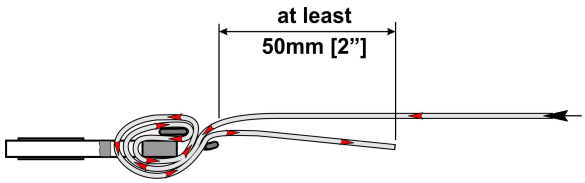
3. Slide strap end further through the webbing slot at bracket and then fold the strap end through the slot at LV 4.



4. Pull at the load taking strap and the bracket to make sure, the webbing is properly clamped by the wrap hardware.
5. If this is not achieved, check for proper strap routing and follow these instructions step by step again.

6. If the protruding webbing is significant longer than the minimum of 50 mm [2"], you may fold it over again, run it through webbing slot of the bracket/latch and again back and through the webbing slot at LV 4.

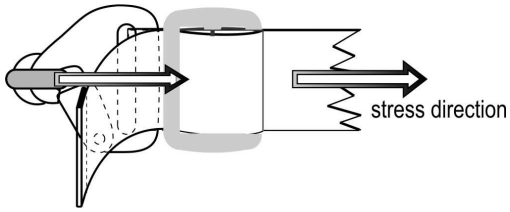




7. In this case, the strap end now protrudes from the down side of the LV 4. **Webbing must be wrapped tightly!**

EYE BOLT INSTALLATION FOR SNAP-ON BRACKETS

- Assemble eye bolt and spring washer as shown in sketch beside.
- Bolt in eye bolt and tighten securely. The optimum torque setting is 40 Nm (350 lbs./inch). Pull either screw driver or similar tool through eye and turn clockwise to tighten the bolt securely.
- Make sure the eye's ring is pointing in direction of pull as shown in drawing below. This position will reduce the risk of unintended loosening of the eye bolt by torque forces applied by the harness during racing. If you cannot achieve this position by further tightening or loosening the bolt by a maximum of ¼ turn, dismount the eyebolt and use 2 spring washers to come closer to the recommended position.



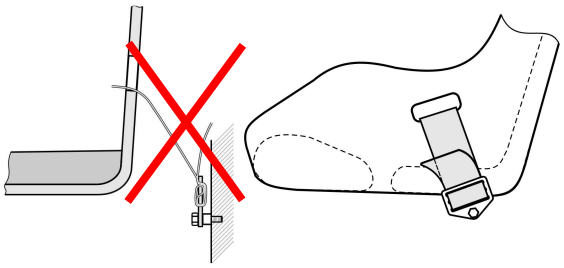
⚠ WARNING

Safe harness belt functioning requires belt and bracket alignment during a crash. Any restriction of the harness belt or bracket may cause the webbing dumping/loading into bracket edges and webbing may become cut and may cause severely injuries or death.

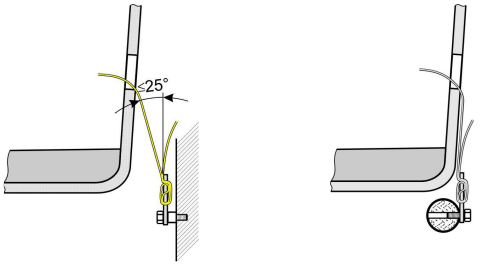
Never try to drill a larger bolt hole into any bracket. The bracket may be weakened or stick to your drill bit and the bracket and attached webbing and its hardware may spin and may cause severely injuries or death.

INSTALLATION

- Anchor point positioning has to provide a bracket pointing toward the driver as shown in sketch below.
- Webbing shall not run off the bracket under an angle of more than plus or minus 25°.

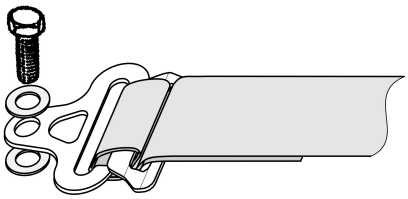


WRONG CORRECT



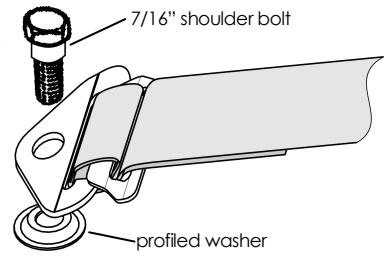
CORRECT CORRECT

LIGHT WEIGHT BOLT-IN BRACKETS B64.20.08



1. These brackets (B 64.20.08) are commonly used for 50 mm [2"] and for a fold in 75 mm [3"] sewn in assembly, or with D-Ring 50mm webbing (2") wrap mount.
2. Bolts and washers are not supplied by TAKATA
3. Use bolts with grade 8.8 or higher only.
4. Make sure the bend of the bracket aligns to the direction of pull deviating not more than plus or minus 25°.
5. Before fully tightening position the bracket to align with direction of pull.
6. Use e.g. "Loctite 243" to secure bolt.
7. Tighten the bolt. Follow all instructions and information, WARNINGS boxes provided under section "Important Information About Bolts and Torques"
8. Make sure the bracket has not turned out of direction of pull. If it has, repeat the procedure as described.

BOLT-IN BRACKET B 24.15.13



1. These brackets are used for sewn in or 75mm (3") webbing 3-bar wrap mount and 50 mm [2"] D-Ring wrap assemblies.
2. 7/16" 20 UNF shoulder bolts are standard
3. Bushing sleeves for 8mm/5/16" bolts are supplied for formula harness anti-sub straps. Bolts will not be supplied by TAKATA. Choose from bolts with grade 8.8 or up only.

4. Make sure the bend of the bracket aligns to the direction of pull deviating not more than plus or minus 25°.
5. Use e.g. "Loctite 243" to secure bolt.
6. Tighten the bolt. Follow all instructions and information, WARNINGS boxes provided under section "Important Information About Bolts and Torques"
7. Make sure the bracket can swivel after bolt is tightened.

WEARING YOUR HARNESS SAFELY

1. GENERAL INSTRUCTIONS

To help reduce the risk of serious injury in an accident:

- Never use the harness belt system for persons which weigh less than 40 kg (88 lbs.) or those who are less than 150 cm (4'11") tall, regardless of age.
- Never strap more than one person in place with each harness belt.
- Never use the lap belt portion of the harness belt without the shoulder belts and the anti-submarining strap (if 6 point belt is installed).
- All straps must permanently run through the slots of the bucket seat – as shown in the figure below "CORRECTLY SEATED".
- Always make sure that no strap is twisted when worn.
- Always wear the lap belt portion of the harness system low and tight across the pelvis.
- Pressure of shoulder belts on your shoulder and chest must be equal.
- Never wear the belts over heavy clothing as it can interfere with proper positioning and adjustment of the belts.
- Never wear the belts over rigid or breakable objects in or on your clothing, such as eye glasses, pens, jewellery, keys etc. as these may cause injury.
- Never allow straps to rub against sharp objects.
- Never allow the belts to be damaged by becoming caught in door or seat hardware.
- Never use a racing harness belt and a factory 3-point belt in the same seat at the same time.

⚠ WARNING

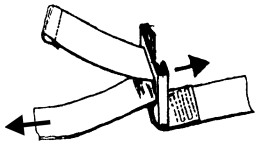
Improper use of any harness belt can cause serious personal injury or death.

Correctly Seated

2. How to operate tilt lock adjusters

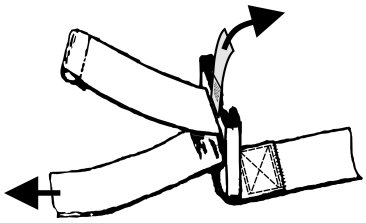
TAKATA racing harnesses utilise "tilt lock adjusters" for quick adjustment of the harness belt.

To lengthen a strap, tilt (lift) the adjuster up to 90 degree relative to the strap and pull in direction as indicated.



To tighten a strap, pull at the protruding strap end as indicated.

If tilt lock adjusters are equipped with a release strap, simply loosen the harness belt by pulling on the strap to lift the adjuster.

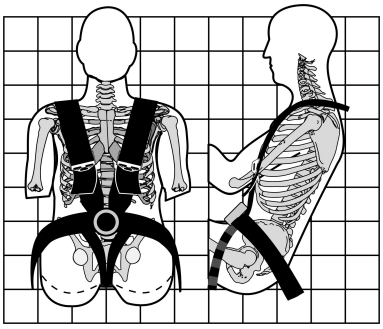


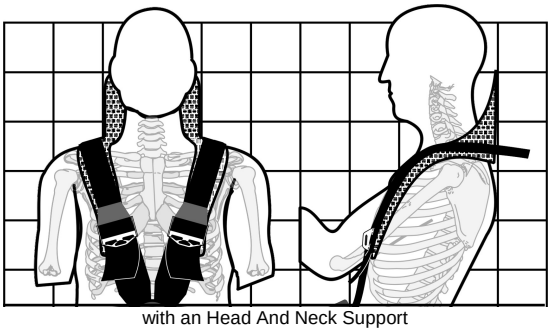
SAFETY INSTRUCTIONS

Make sure the adjusters are correctly positioned to avoid interference with the seat or the wearer's neck during normal use as well as during an accident. See section of this manual titled "Initial Restraint Installation".

Made to measure racing harnesses often do not have adjusters at lap belts and/or anti-sub straps. If such a harness is used, make sure body tight length is achieved during initial installation. If necessary re-adjust the strap lengths at brackets.

Follow instructions in section "Wrap Installations".





with an Head And Neck Support

Make sure the shoulder harness is properly positioned on your Head And Neck Support if worn. Adjuster must be on lower tip of the Head And Neck Support yoke.

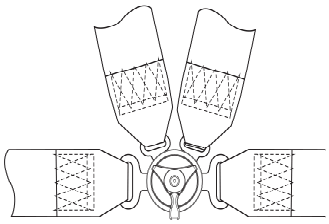
WARNING

Interference between an adjuster and the seat or the collar of a Head And Neck Support during an accident may release webbing through the adjuster or "dump" webbing into one edge of the adjuster. As a result, webbing may be cut and fail. Severe injuries or death may occur.

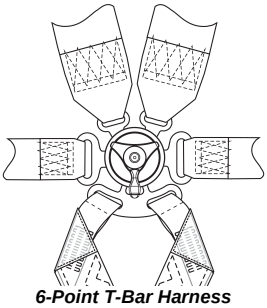
3. How to wear & engage your Racing Harness

3.1 4-Point Models and 6-Point models

- Loosen the shoulder belts to allow for proper positioning of the lap belts and rotary buckle.
- Engage lap belt and tighten securely. If the race car is equipped with a sliding seat track, it is recommended that the seat be slid rearwards by one or two detents. After tightening the lap belt, slide the seat forward again into the correct seating position. This will optimally tighten the lap belt.
- Make sure the rotary buckle is well centred to your body and positioned low and tight, approximately 25-50mm (1-2") below the belly button.
- Engage the anti-sub strap in the downward pointing slot. Make sure the T-bar ends of the 6-Point models point away from your body.
- Tighten anti-sub strap securely.
- Hook in shoulder belt latches.
- Tighten shoulder belts securely.



4-Point Harness

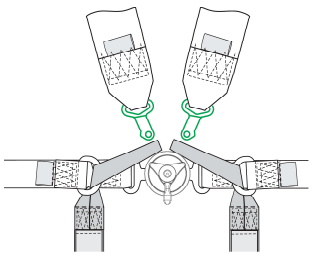


6-Point T-Bar Harness

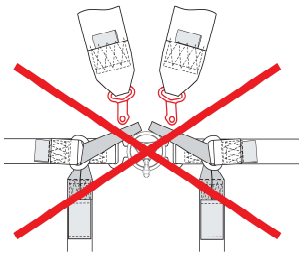
- Make sure the shoulder harness is properly positioned on the Head And Neck Support if worn.
- Adjusters must be on lower ends of the Head And Neck Support yokes, approximately 25mm (1") up from the bottom tip when the shoulder belt is fully tightened.

3.2 Formula models

- Loosen the shoulder belts so they will not pull on the rotary buckle when engaged.
- Engage lap belt and tighten securely.
- Make sure the rotary buckle is well centred to the occupant's body, and positioned approximately 25-50mm (1-2") below the belly button.
- run anti-sub straps flat over upper thighs,
- thread end loop straps from underneath through D-rings on lap belts.
- Hook end loop straps accordingly into left and right shoulder belt latches and secure shoulder belt latches in rotary buckle.
- Make sure left and right shoulder belts are not interchanged as shown in the drawing below "WRONG".



RIGHT



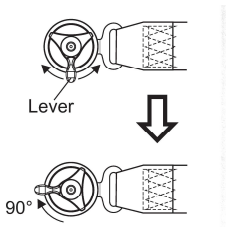
WRONG

- Tighten anti-sub straps (if adjusters are available).
- Tighten shoulder belts securely.
- Make sure the shoulder harness is properly positioned on the Head And Neck Support if worn.
- Adjusters must be on lower tip of the Head And Neck Support yokes, approximately 25mm (1") up from the bottom tip when the shoulder belt is fully tightened.

HOW TO USE THE BUCKLE

1. Belt fastening

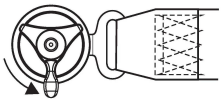
1.1 Resetting the buckle



Turn the lever either left or right until the movement stops. After moving the lever either left or right it will stop at approximately 90°.

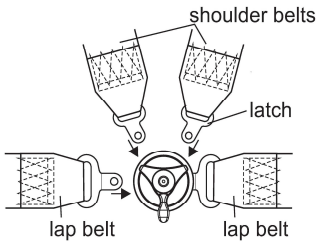
This is the reset/open position.
In this position, even if you insert each latch, it will not lock or engage the latches.

1.2 Setting the buckle



Return the lever back gently in position and it will automatically set. Shown is the set position.

1.3 Inserting latches

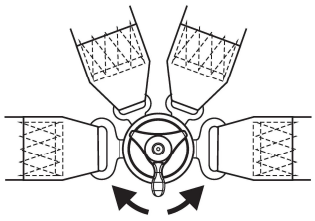


Insert the latch into the buckle until you hear a distinct clicking sound.

WARNING

After inserting the latch, be certain to check that the latch cannot be released from buckle. If the latch releases from the buckle, it will not provide the intend restraint to the occupant.

2 Buckle release



To unfasten latches from the buckle, turn the lever [either left or right] until it stops.
The latch will not unfasten if turned less than 25¶

SAFETY INSTRUCTIONS

When re-inserting latches, reset the buckle again and set the buckle. If you do not adequately reset the buckle, you may not be able to insert the latch.

If the latch does not release even after turning lever to end of movement, then cut belts to facilitate escape.

WARNING

Never position the belt in any other way than as described in this manual. Improper belt positioning may result in reduced safety performance or even malfunction of the racing harness.

Never position lap belts too high [extending above the pelvis], and/or at too low of an angle routing to the mounting point. Lap belts positioned too high or too low, may result in increased pelvic movement, submarining and will create extra load on the anti-sub straps.

Never wear lap belts loosely. Loosely worn lap belts may result in increased pelvic movement, submarining and will create extra load on the anti-sub straps.

Loose shoulder belts will result in increased head trajectory during an accident.

Loose anti-sub straps will allow the lap belt to ride up during an accident and create submarining or increase head trajectory.

FAILURE TO WEAR AND TIGHTEN THE RACING HARNESS PROPERLY CAN RESULT IN SUBMARINING AND/OR INCREASED HEAD IMPACT, CAUSING SEVERE INJURIES OR DEATH.

HOW TO RELEASE YOUR RACING HARNESS

a) loosen shoulder belts [not necessary in case of an emergency]
b) turn rotary buckle by approx. 90° into either di rection
c) all latches except one will release from the buckle. On Formula-Type models the buckle always stays with the lap belt.

WARNING

Never allow straps to be caught by the seat rail or door when leaving the vehicle.

Webbing which is caught may be damaged or weakened, the racing harness may fail during an accident and severe injuries or death may occur.

CARE AND MAINTENANCE

INSPECTION

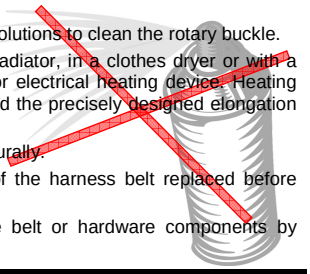
- Inspect the harness belt thoroughly for damage before each use.
- Make sure that the inspection of the belt is included with regular check-ups of the race car and its equipment.
- Regularly check correct torque of bolts.
- Check for expiration date of the racing harness as it applies to the regulation of your sanctioning body and/or the FIA or SFI tag, prior to each use.

⚠ WARNING

Never use any belt that is cut, torn or damaged in any way! Replace it immediately, cut the old belt in half, and discard the old belt so that it cannot be used again. Cuts, tears and other damage to the belt will greatly reduce its effectiveness, may cause it to fail, and may result in severe injuries or death.

CLEANING

- To clean the harness belt, use only mild soap and warm water.
- Never use solvents or other cleaning solutions, they can weaken the webbing or stitch pattern.
- Never use chemical solvents or cleaning solutions to clean the rotary buckle.
- Do not dry the belt in the sun or near a radiator, in a clothes dryer or with a hair dryer or with any other mechanical or electrical heating device. Heating webbing may make the material shrink and the precisely designed elongation rate will be changed.
- Always allows a cleaned belt to air dry naturally.
- Always have damaged sub-assemblies of the harness belt replaced before using the harness belt again.
- Never modify, disassemble or repair the belt or hardware components by yourself.



⚠ WARNING

Never clean your racing harness with chemical solvents or spray cleaner.

Webbing or buckle housings weakened by solvents or chemicals may fail during an accident and severe injuries or death may occur.

ACCIDENT

- Any harness belt which was used during an accident is unfit for further use and must be replaced.
- Never continue to use a harness belt which was in use during an accident. Replace it immediately.
- FIA and other sanctioning bodies require that inspectors cut the racing harness, or cut the labels off the racing harness, after an accident.
- Always inspect all anchorages for damages such as deformations or cracks, after an accident.
- Strictly follow the recommendations of the vehicle or roll cage manufacturer if a repair should be necessary.

⚠ WARNING

Never re-use a harness belt that has been in an accident of any type. The belt can fail in a subsequent accident causing serious injuries or death.

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