



## Harness Set-Ups for Dual-Purpose Cars

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Listers:

There has been some Email traffic on this subject of late...I'm behind on the lists so please excuse me for the late response. I had made a number of posts on this topic ( see archives ! ), whereby I claim to have found some details that make for a particularly sanitary installation. Without going into the kind of detail of those posts, let me now just summarize for our new listers:

-- when using 5 point belts and factory belts on a dual purpose car, you are well advised to use the \*eyebolt and clip\* style mounts at most points. Notably for the lap-belts ( using the factory lower sill mount points...but NOT on the inboard side..more later), and at the back seat lap belt points ( used for front-seat shoulder harnesses connection points.)If shoulder harnesses are mounted this way, use the long shoulder harnesses ( ~ 75" long) vs the short versions ( ~ 45" long), and drape them over a proper harness bar. The shorter versions mount to a cross-bar. Don't mount these to a harness bar directly unless specifically designed for this purpose, like the Brey Krause "truss", or unless mounted to a strong cage or roll bar piece.

-- Using eyebolts for the inboard lap belts often causes interference with the center console / heater controls. At this location, use the Brey-Krause R-9001 piggy-back clip receptacle. Works nice on top of the factory receptacle. When it's not in use, it can be swung 180 degrees back on the floor and out of the way. Certain cars ( 84-89 Carrera's ) need a supplemental bolt kit that I helped BK develop ( R-9002).

-- Front anti submarine strap: I was successful in removing the front plastic trim piece on my factory seats, gaining access to hardware underneath from the front. There is a large inverted "C" cross member as part of the seat bottom, that mounts the electric seat motors. You can "loop" a narrow sub-strap around the hefty "C" section, and use it for 5th belt duties. For street driving, leave it under the seat or bring it forward under your floor mat. I've been told this works only through 85 ( or so) cars..I know of one person with an 87 where the underside of the seat was much different than my 85, and the "C" section looked much weaker. Look and check first. When you buy eye-bolts, recognize that these are not metric, but universally used ( for seat belts) 7/16"-20 pitch fine thread.... not typically found in hardware stores, and easily confused with 11 mm, and will cause a \*terrible\* cross thread after 4 turns , if the wrong piece is used. Normal length provided by OG Racing and others is 1.5 " long...and this can be too long for the rear seat outboard locations...produces a nice sheet metal dimple inside the wheel well, \*right\* behind the oil lines that run in the Right-Rear wheel well ( ! ). Use 1" long bolts at this location , and maybe even on the inboard side...don't want to puncture the differential case !.... Also, for a cleaner installation, be sure to re-use the small washers that embed inside the factory clips, for example, at the rear selt belt lap points and the front seat / outside lap

points near the sill. This allows the factory belts to "rotate" in their mounts, as intended, instead of being locked in-place by the eye-bolts that you are now using.

I find that with this set-up , I can either remove the track belts easily for street use, or store them quickly out of the way while remaining attached. No extra bolt holes had to be drilled in the car either, so no tell-tales remain if they should be removed later.

Regards,  
Wil Ferch - 85 Carrera