

Seat belts Reel type

Parts required;

1. Two Reel seat belt units and fixings (7/16 UNF thread).
2. Reel box (available from RVD).
3. Nine M5 Rivnuts.
4. Nine M5 x 20 Pan Head stainless steel screws.
5. Two Alloy spacers (available from RVD) or made by builder.
6. Two 40 x 6 x 80 mm.

Tools required;

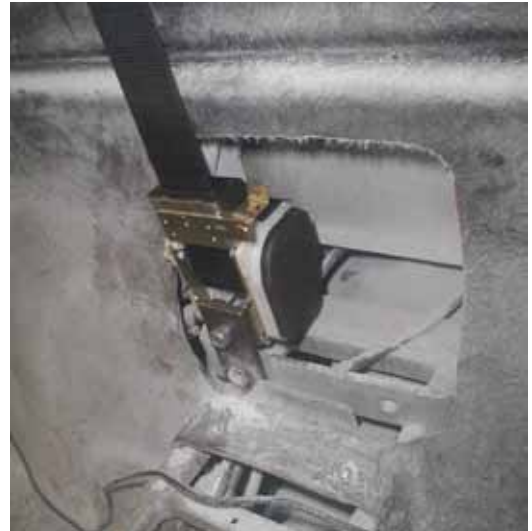
1. Hand drill & drill bits
2. Die Grinder
3. Rotary Burrs
4. Tape measure
5. Selection of files

Method:

1. The RVD chassis comes with all the mounts for reel type seat belts, as we feel these are the best type for ROAD use as they do not require adjusting for every driver or passenger that may use the car. If you want a more RACE set up and use a FOUR POINT HARNESS then you will need to make up your own top mounts, RVD cannot be responsible for these additional mounts, we can only recommend a method. One method is to use RVD's own made rollover hoops (made from 3mm steel) as the top mounts, to comply with UK SVA you will need to add a "third leg" to give "Triangulation" to the mounts. **NOTE:** if you plan to use harnesses then please contact RVD for advice on the position and mounting of this third leg, if you plan to use the car for racing then they may be material specifications that have to be complied with as well.
2. Before fitting the body you should have "Cleaned out" the threads in the chassis for the seat belt fixings, there are four anchor points on each side seat belt. One on the outside rail on the floor and one just above the floor on the center tunnel and two behind the GRP body as shown below.



3. The above pictures show the positions of the concealed anchor points, and the plates and spacers required to fit to your reel units. The left hand picture shows the top anchor's these are set at 100mm centers and are on center to the rollover bar fixing holes, drill a small hole in the approximate position to locate the center of the nut in the chassis, open up the hole until you can thread a long 7/16" UNF bolt in to the nut. Once you can do this mark around the head of the bolt to give an accurate hole for the spacer. Note: allow some clearance to allow for paint thickness around 1mm.



4. The Right hand picture shows the plates needed to bring the mounts up into a position that the reels can be mounted on to this will change from reel make to make, you as the builder will need to decide on the make that you use. The chassis mounts are set at 120mm centers, depending on the size and type used these center may not be ok for your reels, test fit the reel units into the GRP box and measure the centers required. If the centers are not 120mm the plates can be drilled offset to obtain the centers you require.



5. Test fit the reels and bolts in to position, open up the hole in the bulkhead to allow the reel box to fit into the bulk head. Two slots will need to be cut into the front lower edge of the box to allow the plates to pass through to the inside of the cockpit.
6. Once you have the box in position over the plates and flat on to the bulkhead mark Nine holes as shown in the pictures below. Hole clamp as you drill the holes to prevent miss alignment.



7. Open up the holes in the GRP box flange to around 6mm (1/4") to clear the M5 screws, open up the holes in the bulkhead to fit the M5 rivnuts. Fit the Nine M5 rivnuts in to the bulkhead.
8. Test assemble the reels and belts into position and test operation, before removal before painting.



9. The above right hand picture shows the finished look with the carpets covering the not so nice looking reel units. A well positioned and trimmed slot in the bulkhead carpet allows the belts to run through the carpet, take care that the carpet does not rub on the belt as hard at any point, it can be best not to glue the carpet down all over as you may need to remove the carpet to show the SVA inspector the mounting points to determine the strength and SVA compliance. **Note:** Secondly you may need to maintain the units at some later date as with an open top car moisture and dust can enter onto the unit during use. From experience this can be very troublesome if the unit is very hard to reach, and of course it will only not work correctly when you are taking the car for that annual MOT test !!! (sods law will pro-vale) and a blowing out with a high pressure air line from time to time can save problems.