



Restraining Order

Installing five-point insurance in a Corvette

*by Andy Bolig
photography by Stephanie Petris*

Corvettes are fast, but they're designed as street cars, so many of the parts used to build them were designed for typical street driving. But because of the Corvette's performance, these cars also do well in various racing conditions. Problem is, racing means pushing the car to



1 We started by removing the seats from the car. This allowed us to get to the mounting points for the lap belt mounts. They simply bolt in and don't interfere with the operation of the original safety belts.

the limit, and at that point there's a fine line between winning and sweeping up Corvette parts. Should the unexpected

happen, it's comforting to know that your safety harnesses are well up to the task of protecting you.

DIFFICULTY INDEX

1 Anyone's Project
No tools required

2 Beginner
Basic tools

3 Experienced
Special tools

4 Accomplished
Special tools and outside help

5 Professionals Only
Send this work out

The owner of this Corvette sees 145 mph regularly so we decided that a Brey-Krause harness bar was in order to keep one of the Corvette Clinic's best customers around for a while. While this particular installation is for a C5, Brey-Krause also offers harness bars for the C4 Corvette line. Follow along as Chris Petris installs an insurance policy in a C5 Corvette.

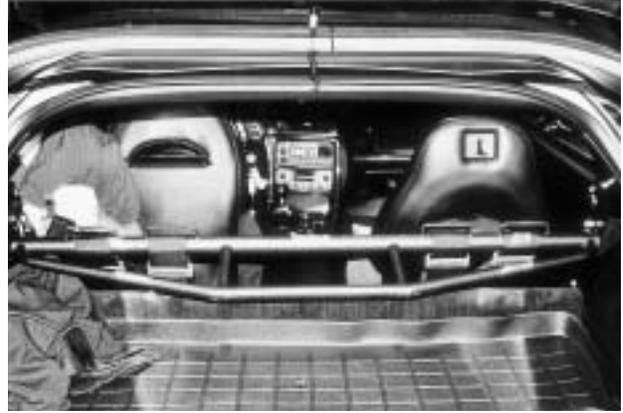
Simpson Harness Part Numbers

Dual Anti-Sub Belt
Cam-lock: PN 34014
Latch-type: PN 31014

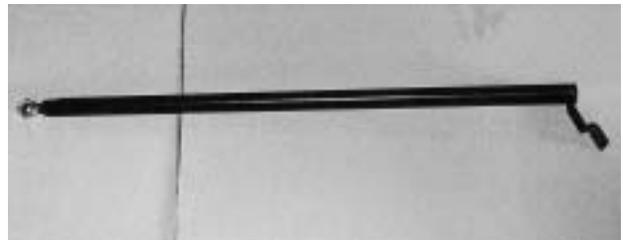
Individual Shoulder Harness
Cam-lock: PN 33004
Latch-type: PN 30004

Floor-Mount Seatbelt
Cam-lock: PN 32020
Latch-type: PN 29020

Floor mount Kit
For Anti-sub belt: PN 31020



4 With the lap-belt mounts installed we put the seats back in and bolted in the harness bar. This unit uses the bolts for the shoulder straps for a complete bolt-in installation. It also uses shoulder harnesses with a wraparound-style mounting. This prevents the belts from chafing, and the loops keep the belts from sliding out of place.



5 This harness bar uses an additional support rod on each end. This keeps the bar from moving and adds to the strength of the system.



2 The inboard lap-belt mount fastens to the same bolt as the factory belt and the outboard mount fastens under the seatbelt retractor. No drilling is required.



3 The Brey-Krause kit is designed to use lap belts with a clip-in installation. This means they can be unsnapped in seconds and safely stored out of the way when not in use.



6 The support rod uses the rear-seat bolt to fasten it to the floor, and the upper bolt holds it solidly to the harness bar.

Restraining Order



7 We contacted Simpson Race Products for the necessary harnesses for this application. There are several color options available, with either a cam-lock fastener or the latch-link system. We opted for the cam-lock.



8 The wraparound mounting utilizes a buckle that allows for a broad range of adjustment.



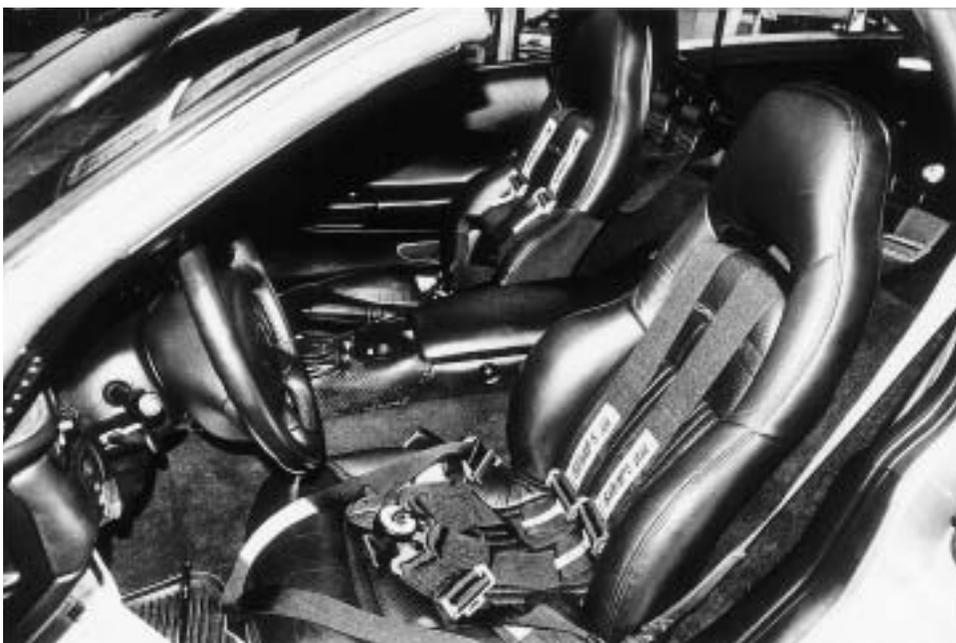
9 The shoulder harnesses also have a pull-down type of adjustment to tighten them up once you have them latched in place.

SOURCES

BREY-KRAUSE
MANUFACTURING
COMPANY
Dept. CF
1209 W. Lehigh St.
Bethlehem, PA 18018
(610) 867-1401
www.bkauto.com

CORVETTE CLINIC
Dept. CF
701-D Cornwall Rd.
Sanford, FL 32773
www.corvetteclinicinc.com

SIMPSON RACE PRODUCTS
Dept. CF
328 FM 306
New Braunfels, TX 78130
(800) 654-7223
www.simpsonraceproducts.com



10 In this photo you can see the installed harnesses. Note that the belt going down over the front of the seat is called a Dual Anti-Sub belt. It clips onto the side mounts with the lap belts. The user sits on the straps and then pulls the center of the "V" between his legs and clips it into the latching mechanism. These belts are designed to keep you from sliding down in the seat. This is the same design used by fighter jet pilots.

CF