



37120KIT – 37160KIT Instructions

You have purchased the finest Micro/Mini Sprint 10 Degree Adjustable Containment Seat Kit available. These components (when installed correctly) are designed to reduce injury-producing movement of the upper body and head during a racing impact, but no device or component can prevent all injuries that may occur in auto racing. **Auto racing remains a**

very dangerous sport regardless of any protective devices you may use. Please read the instructions very carefully and if you have any questions please contact Kirkey Racing Fabrication Inc. 1-800-363-4885

FAILURE TO COMPLY WITH THESE INSTRUCTIONS MAY CAUSE SERIOUS INJURY OR DEATH

This seat is designed in three parts for maximum vertical adjustment.

Step 1- Shoulder Vertical Height Adjustment.

You have the choice of five (5) different vertical positions that can be used to set the shoulder height position, (see photo #1). Seat shoulder height should be level or slightly lower than drivers shoulder height, (see photo #2). As a base starting point you can bolt seat bottom and seat torso parts together in the middle neutral position, keep bolts loose for now. Have driver sit in seat with bottom seat cover installed. Lower or raise torso portion of seat to adjust correctly. With the shoulder at the correct position use the pre punched holes and six (6) 3/16" bolts and nuts provided to join the bottom and torso together. DO NOT overtighten bolts.

Step 2- Setting the Head Restraint Vertically and Horizontally.

You have the choice of five (5) different vertical positions that can be used to set the head restraint position, (see photo #3). Ideally you want the head restraint positioned level with the drivers cheekbone, (see photo #4). With the seat cover installed, have the driver look to the left and to the right to ensure that their peripheral vision is not obstructed. If peripheral vision is obstructed adjust accordingly.

You have the choice of four (4) different horizontal positions, (see photo #5). This is a driver preference; adjust so driver is comfortable with head position. With the head restraint in proper position fasten to seat using the two connector brackets and bolts, nuts and washers provided. Use the pre-punched holes and five (5) of the 1/4" x 3/4" bolts, flange nuts and washers provided for each side.

NOTE: This head restraint also can be moved laterally to the left an additional 1/2" to bring right side head pad closer to driver's helmet, (see photo #5). Head can also be rotated down at the front 3/4" to give driver more peripheral vision. Loosen three (3) connector bracket bolts on each side of shoulder and rotate to driver's preference.

Torque all of the 1/4" bolts ten (10) in total, to 10ft. lbs. NOTE: Re torque after each race.

Hardware List: 10- 1/4" x 3/4" bolts 10- 1/4" Hardened washers 10- 1/4" Flange lock nuts
6- 3/16" x 1/2" bolts and lock nuts 2- Connector Brackets

MOUNTING INSTRUCTIONS

For the bottom we recommend that you use no less than two (2) 5/16"(8mm) bolts directly through the bottom to frame, (spread the bolts out as far as possible to distribute the load). For the back we recommend no less than three (3) 5/16" (8mm) bolts using the mounting area in the shoulder box of the seat, (see photo #6). NEVER mount to sheet metal.

For additional strength we highly recommend that head restraint is mounted to A-frame using C plates, part # 99216 (see photo #7) – Included with KIT.

If you are not qualified to perform such fabrication have the installation done by an expert familiar with the requirements of such installation.

Be sure to check with your sanctioning body and/or track for their rules and regulations on seat mounting.

Photo #1

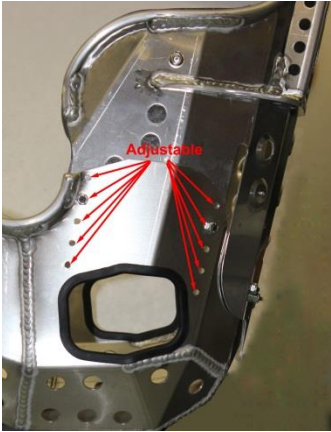


Photo #2

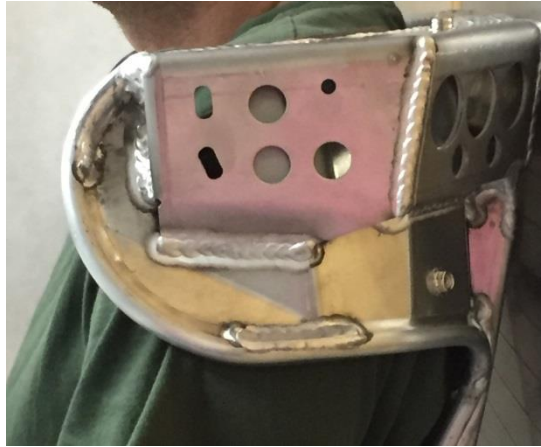


Photo #3

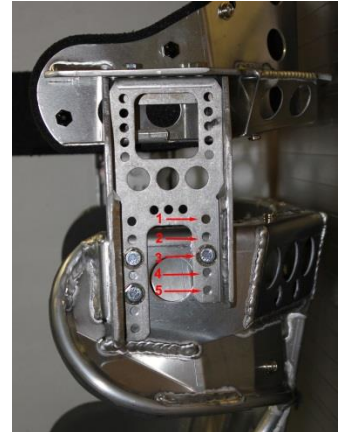


Photo #4



Photo #5

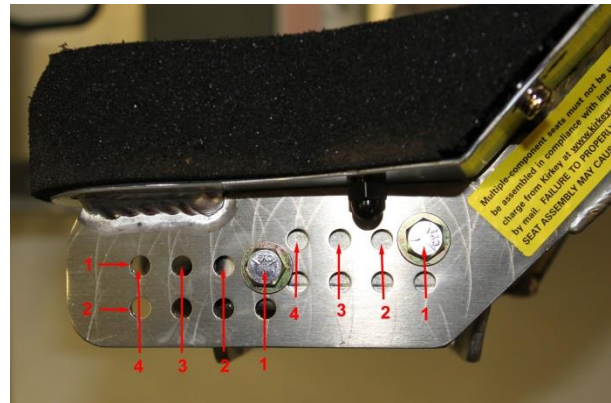


Photo #6



Photo #7



For more information please contact us

www.kirkeyracing.com
 1-800-363-4885 (voice)

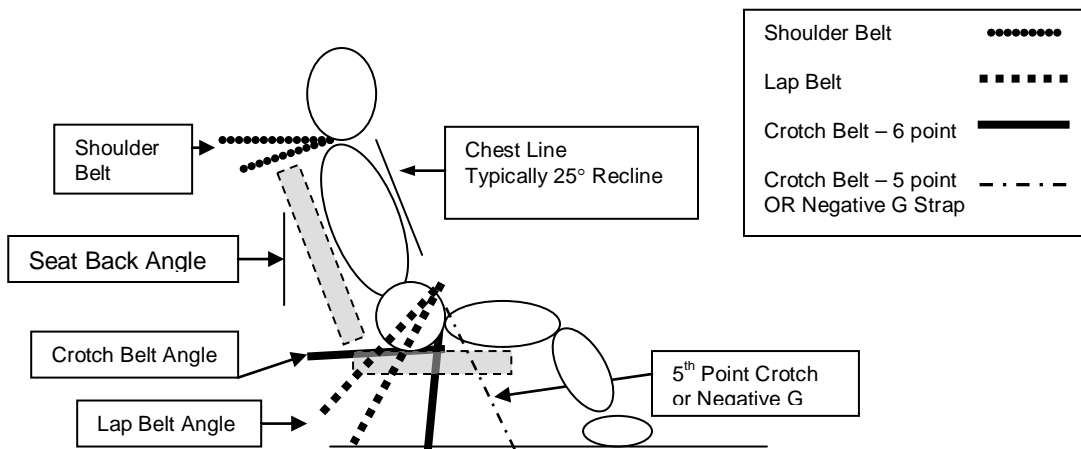
kirkey@kirkeyracing.com
 1-800-829-7072 (fax)

Not intended for highway or airplane use

SEATBELT INSTALLATION GUIDE* FOR UPRIGHT SEATING (UP TO 25° RECLINE SEAT BACK ANGLE)

June 5, 2012

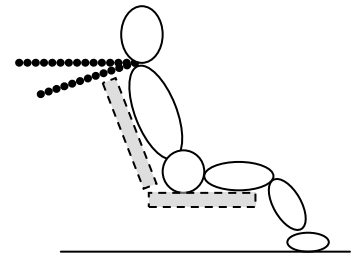
***IMPORTANT NOTICE:** The purpose of this guide is to provide motorsports vehicle drivers, owners and mechanics with additional information on seatbelt installation. This guide is for informational purposes only and in no way should it be construed to be an express or implied warranty of safety or guarantee that Driver Restraint Systems mounted in accordance with this guide will prevent any injury, systems failure, property damage, or death. Participation in motorsports carries with it the risk of serious injury, property damage and death at all times regardless of which driver restraint systems are used. This informational guide does not supersede or replace product manufacturers' installation instructions or sanctioning body rules and requirements. This guide applies to Driver Restraint Assemblies which pertain to the SFI Specification 16.1 and SFI Specification 16.5 compliance programs. Prior to any seatbelt installation or installation modification, consult with the motorsports vehicle builder, seatbelt manufacturer, and sanctioning body. At all times the driver and vehicle owner have prime responsibility for the safe installation and use of seatbelts.



SHOULDER BELTS

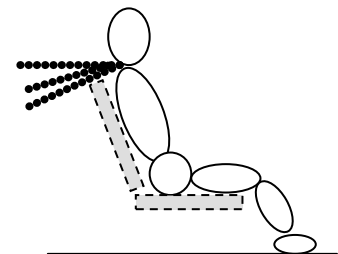
Shoulder Belt Angle: 0 to -20° (-10° optimum) from horizontal

- Clear passage of webbing from top of shoulder (or head and neck restraint) back to the harness bar or mounting point without any interference of the seat openings
- Belts should be as short as possible back to the mounting points

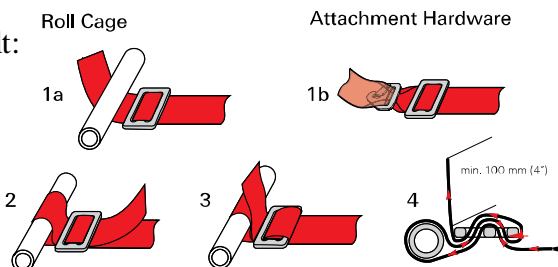


Double Shoulder Belt (Over/Under Belt):

- Upper belt (2" belt) 0 to -10° (-10° optimum)
- Body belt (3" belt) -10 to -30° (-20° optimum)
- Separation between upper and lower belt 1" to 2"
- Upper belt mounted to line up with the inside edge (closer to the neck) of the Body belt



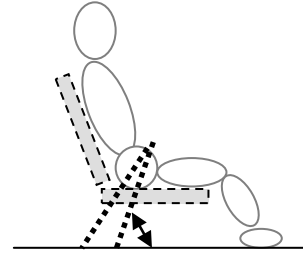
Proper Wrap of Shoulder Belt:



LAP BELTS

Lap Belt Angle: -45° to -80° from the horizontal

- Belt should ride within the curvature of the pelvic bone preferably just below the iliac crest
- There should be clear passage through the seat opening without webbing being corded or binding on edges of seat openings with a direct path to the mounting point
- The webbing should not ride against any hardware such as seat mounting brackets, bolts, or tabs
- Lap belt adjusters should be clear of the seat openings. Pull-up adjusters if outside the seat opening should be a minimum of 2" below the opening when the lap belt is tightened
- Belts to the mounting point should be as short as possible mounted beside the seat and never behind the seat
- Lap belt should be allowed to pivot freely at the mounting point
- Webbing should be allowed to pull on hardware in plane (straight)



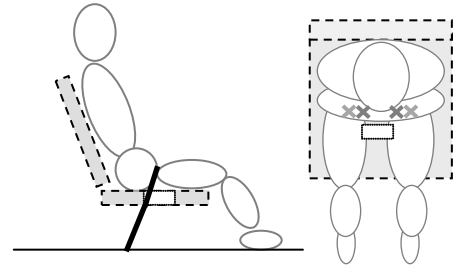
Position of the Cam Lock or Latch and Link

- Centered on the body 1 to 2 inches below the belly button when all belts are tightened

CROTCH BELT – 6-POINT

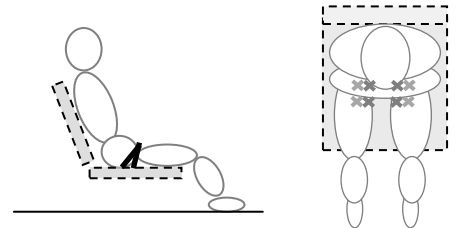
Sports Car “Shell Type Seat” and aluminum seats with single crotch belt hole forward of the inside seat back from 10 to 12 inches: (*NOTE: Seats with a single hole positioned more than 12 inches from the inside seat back are designed for 5 point belt installations and may not be as effective for 6-point installations*):

- Crotch Belt Angle: -20° (2" rearward) through the hole
- Two separate anchors 4 to 6 inches apart (x)



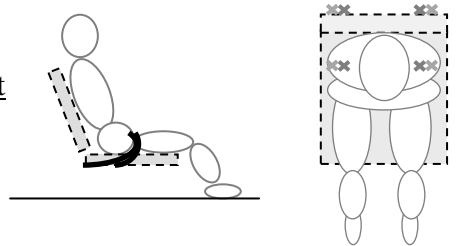
Containment Seats with Crotch belt mounting directly to seat bottom OR through holes provided at the back of the seat bottom: (*Driver is sitting on the Crotch belts*)

- Crotch Belt Angle -10° to -20° from the perpendicular just in front of the crotch with anchors 4 to 6 inches apart (x)



OR

- Crotch Belt Angle Horizontal rearward to under the butt or to the back of the seat (x)



Option (typically for single-seat wide cockpits):

Crotch Belt mounting to the front side of the outboard lap anchors. (Option not illustrated)

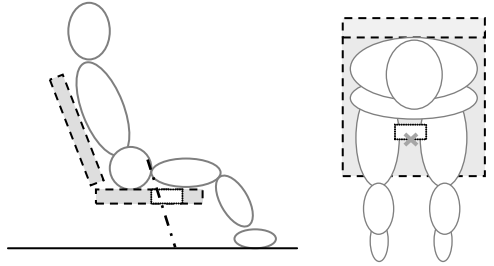
Considerations:

- Routing of crotch belts should have a clear and unobstructed path to the mounting point

CROTCH BELT – 5-POINT

Sports Car “Shell Type Seat” and aluminum seats with single crotch belt hole forward of the inside seat back from 11 to 13 inches:

- Crotch Belt Angle: Chest line to 20° through the hole
- Crotch Belt should never wrap around the front of the seat – there should be a pass through
- Crotch belt is used only to maintain position of the lap belt



NEGATIVE G BELT – (7TH POINT)

Negative G Strap Angle: 20° to 25° (Chest line extension on a 25° seat back angle)

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

