Driver Net Installation Instructions

11-05

The Safety Solutions Driver Nets are an integral part of any good safety system. They are constructed of the best materials available and have been tested on hyge sleds to insure they will perform when called upon. Unlike other manufactures nets, the safety solutions nets are made from either Polyester or Kevlar materials to help them reduce the amount of head movement into the net.

Installation:

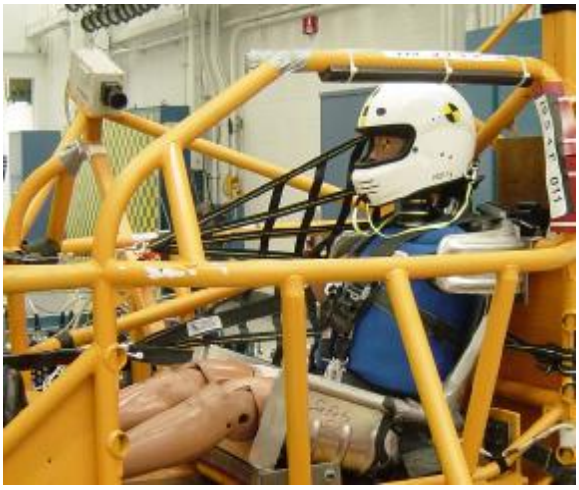
The driver nets are designed to reinforce the headrest and shoulder in the seat system when present or to contain the occupant in the seat system when no headrest or shoulder is used in the occupant safety system. In angular impacts, the nets are designed to catch and guide the head in both the forward motion and in the return motion to help the head get back into the seat system instead of in-back of the headrest.

The location of the net is important to its proper operation. The front point of the net needs to be located about shoulder or dash level in the car. All anchor points must be able to withstand a minimum of 2,000 lbs of force. All anchor points should include a provision to stop any sliding action of the strap when the net is loaded.

In a banner style net (C5R, Rally or Viper, etc.) the upper strap needs to be located such that it passes through the centerline of the drivers head when seated in the race car in a normal driving condition.

T. S. Nextel Cup Car

Net Sled Test 2001 – 50 G impact



Rally Net Test w/ LFT Technologies R3 – Note Location of upper strap through cg of the head.

The nets are designed to be right and left handed. The net vertical straps are located away from the occupant and the red release strap is located to the bottom side of the net. This provides the smoothest surface for the occupant's head to glide on, while insuring an easy grab to the quick release red tether.

The net should be anchored at the back wrapping the seat system as much as possible and as close as possible to the drivers head. The greater the distance between the driver's head and the net, the less effective the net will be in lowering the impact forces. This is because the driver will have a greater distance to build up speed before contacting the net.

While looking front to back in the car, the net should be mounted as straight up as possible. As the net becomes more tilted inward toward the driver, the more the occupant will be forced down by the upper strap, causing greater neck compressive forces.

Installation into the vehicle:

After determining the proper mounts for the nets, lace the nets to the anchor points with the webbing through only one of the bars of the 3-bar adjusters. This will allow you to easily adjust the tension on the net to get the net smooth and even. This part of the installation is the most tedious, but most essential part.

The tension mechanism, ratchet or over-center mechanism, can be used on the front point of the net, (most common) or either the upper or lower rear strap of the triangle. The placement is a matter of convenience and room. The nets are generally supplied with the front D-ring and webbing attached to a ratchet. This is the most common set-up. If the ratchet is to be transferred to one of the rear straps, the black 3-bar adjuster used on the new tension strap must be transferred to the front d-ring mount.

Use the front quick release to provide most of the tension on the net. **The proper tension on the net is determined by the amount of force applied to release the quick release at the front of the net. Since this is the escape route in most cars, the driver needs to be able to release the net before exiting the car.**

When the proper tension has been achieved for the net system, always insure that the metal 3-bar adjusters have been locked down by weaving the webbing material back through the 3-bar a third time. (When properly locked down, only one side of the 3-bar will be visible.) Trim all excess webbing after the 3-bar adjusters approximately 2-3 inches beyond the adjuster or tie wrap the excess down.

2004 Crawford Grand Am Prototype