

Classic Land Rover Defender

L311 Seat Belt Anchorage Rail Fitting Instructions

Unwrap the Seat Belt Anchorage Rail and fitting kit. At this point it is recommended that all the main components are checked against the General Assembly drawing provided on Page 6 and the fitting kit components below. Should any parts or fixings be missing at this stage, or during installation, please contact your stockist.

Throughout the assembly we shall use a variety of different fasteners; the torque setting for each different size is listed below:

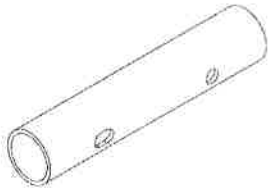
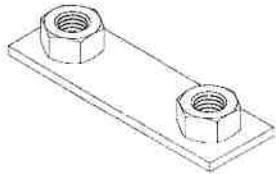

| | 8.8 Mild Steel |
|-------|----------------|
| M8 | 25 Nm |
| M10 | 45 Nm |
| 7/16" | 55 Nm |

During the installation, it will be necessary to drill the vehicle. It is important to use appropriate primer and paint any exposed areas to prevent rust and/or corrosion.

During the installation, you will find it beneficial and, in some cases, essential to have the following tools/consumables:

- A comprehensive socket set with star drives, hex heads and extension bars
- A comprehensive set of ring and open spanners
- A selection of screwdrivers and trim removal tools
- A drill with a variety of drill bit sizes
- Marking implements
- Sealant, copper grease, primer and paint to suit the vehicle
- Safety equipment- goggles, gloves, ear defenders and steel toe capped boots

Fitting Kit Components

| No. | Image | Description | Qty |
|-----|---|--|-----|
| 1 | - | M8 x 50mm Button Head Zinc Plated Bolt | 2 |
| 2 | - | M8 Nyloc Nut Zinc Plated | 2 |
| 3 | - | M8 Black Nut Cap Cover | 2 |
| 4 | - | M8 Form C Washer Zinc Plated | 4 |
| 5 | - | M10 Spring Washer Zinc Plated | 4 |
| 6 | - | M10 x 30mm Set Screw Zinc Plated | 10 |
| 7 | - | M10 Nyloc Nut Zinc Plated | 6 |
| 8 | - | M10 Black Nut Cap Cover | 12 |
| 9 | - | M10 Form A Washer Zinc Plated | 16 |
| 10 |  | Joining Spigot | 1 |
| 11 |  | Capping Nut Plate | 2 |
| 12 |  | Seatbelt Frame Footplate Packer | 2 |

Fitting Instructions

1. The first step is to decide on the positioning of the Seat Belt Rail. The Seat Belt Rail will fit anywhere along the rear capping rails and you can fit it where it best suits your application. If you decide to fit the rail over the top of the existing hood stick sockets behind the front seats on the capping rails (see figure 1), it is required that you fit the packer plate (**fitting kit item 12**), otherwise the seat belt rail will not sit flat on the capping. The fitting of packer is optional if you are fitting the seat belt rail anywhere other than over the top of the existing socket.



Fig 1 Pre-existing Hood Stick Socket

2. Bolt up the backstays loosely onto the corresponding bent weld assemblies, paying attention to washer order and orientation. The correct order is for the spring washer (where used) to be immediately under the bolt head, followed by the flat washer with the rounded side facing away from the spring washer/bolt head. If the washer order or orientation is incorrect the powder coating will be damaged when the bolts are torqued, which will shorten the life of your purchase and invalidate any warranty claims.
3. Bolt together the two bent assemblies loosely – using the spigot and the 2 x M8 bolts, 2 x nyloc nuts and 4 x M8 washers provided.
4. Next place the rail onto the vehicle's side capping rails in the position of your choosing. Once you are certain of the position that you wish to fit your rail, proceed to mark the hole positions on the top and inside of the body capping for the rear stays.

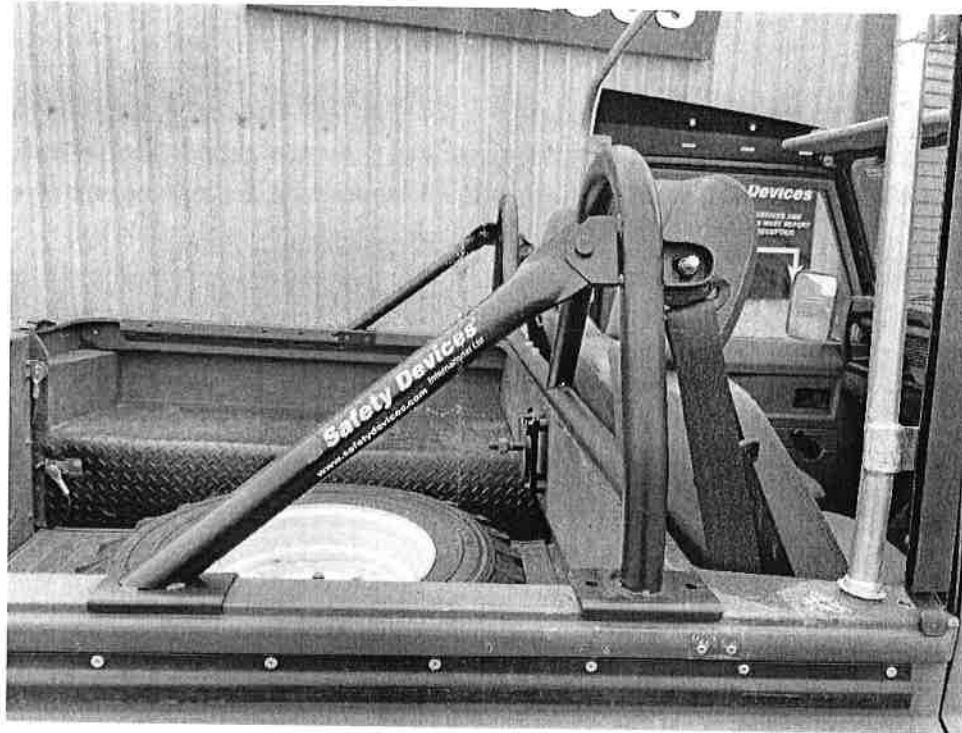


Fig 4

5. Remove the rail from the vehicle and drill the holes. Start with a pilot hole using a 3-4mm drill bit, ensuring to use a cutting lubricant while drilling. Open out the pilot holes to 11mm.
6. Deburr the holes, and following this apply primer and paint to the drilled areas to prevent rust/corrosion occurring under or around the seat belt rail.
7. Once the paint has dried, place the rail back onto the capping rails and line up the holes. Feed a nut plate into position behind the backstay mounting holes through the larger hole in the lower side of the body capping. Loosely screw in the corresponding M10 bolt after adding the washers, and then also loosely install the M10 bolts, washers and nuts for the front footplates.
8. Once everything is in place, proceed to tighten everything evenly to the specified torque setting - beginning with the bolts through the capping, then the upper stay bolts and finally the two M8 bolts through the centre of the bar.
9. Install nut covers.
10. Fit your existing upper seat belt fixture, including the OE spacer, to the upper mounting bracket.

11. Your L311 seatbelt anchorage frame is now correctly installed.



Fig 11 Installed L311

Seat Belt Anchorage Rail Maintenance

The anchorage rail should be kept clean and the fasteners checked regularly – if this is not carried out then you may find it difficult to remove the rail from the vehicle if required at some point. The rail should also be inspected for damage if in regular use.

Industrial coatings are no different to the paint on your car – they need cleaning and maintaining. Accumulated dirt may affect the design life of product and any mechanical damage almost certainly will. Therefore, regular inspections should take place and minor damage must be touched up. The anchorage rail is powder coated with zinc primer followed by a topcoat, so does provide a hardwearing surface. Should you damage the surface and expose bare metal, this needs to be repaired to prevent rust spreading under the powder coat.

Damaged areas must be clean and free of grease or rust. Dry sand the area with 600-grade paper until the metal is exposed. The area must be completely free of dust and cleaned with a non-aggressive solvent before proceeding. Spray zinc-based primer onto the area and allow it to dry fully. An acrylic or polyurethane topcoat of matching colour (RAL9005 Black Satin) should then be applied and allowed to dry.

Assembly Drawing

