



1959 – Seat belts were standard from the factory in all Corvettes. The lap belt design consisted of 2 straps that came across the lap with a latch in the middle. There were no retractors on the belts, meaning that when they were not in use, they hung at either side of the seat.

C2 Corvette Seat Belts

The lap belt design remained more or less the same, with the addition of a tongue on the inboard console to secure the belt out of the way.

1965 – A retractor was added to the base of the outboard belt. A plat was also added, almost as an afterthought, to hold the outboard belt in place.

1966 – Shoulder belts became an option. They were not originally available with a retractor and lay behind the seat, creating somewhat of a mess every time the driver tried to use them. The shoulder belt was a separate piece from the lap belt.

1967 – Although the outboard belt had a retractor to keep it out of the way when not in use, it still got caught in the seat when it was tilted forward. A change to the winding mechanism helped alleviate this problem.

C3 Corvette Seat Belts

1968-1971 – Lap belts were designed without retractors for this period, while the shoulder belts did have retractors.

1969 – A tongue was added to the center bottom of the seat, moving the lap belt out of the way for entering and exiting the Corvette.

1968-1969 – Shoulder belts looped around the seat and were held in place by the headrest or the outboard side of the seat. They fit into a bracket that latched into the inboard lap belt buckle, securing the entire seat belt together.

1969 – A sheath was added for the inbound belt instead of the tongue to give it more stability and keep it out of the way when not in use.

1970 – High back seats allowed for a design that incorporated the shoulder belts into the seat. Shoulder belts became standard in all Coupes at this time.

1972 – The lap belt retractor was positioned under the seat.

1972-1975 – On Convertibles, the shoulder belt came through the seat and hooked into the lap belt. This was because there was no B Pillar.

1956-1962 Lift Latch



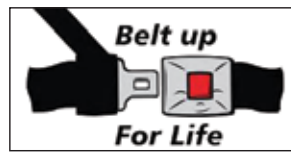
1963 Lift Latch



1964 Painted Bowtie Lift Latch

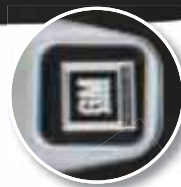


1965-1966 Early Bowtie Lift Latch



1966 Late-1967

1968 Late-1969 Early



1972-1973

1969 Late-1971 GM Buckle



1974-1975





1974-1977 – On Coupes, the retractor was positioned under the seat for lap belts and behind the seat for shoulder belts. The shoulder belt came out of the B Pillar. A tongue connected the shoulder and lap belts so they buckled together.

1974-1977



1978 – 3-point seat belts were first used in the Corvette. The lap belt was bolted to the outboard frame of the car, the shoulder belt creates a loop and a sliding tongue latches into the buckle on the inboard side. The retractor was located in the B Pillar, making the belt much easier to use.

1978-1982



C4 Corvette Seat Belts

1984-1996 – Few changes were made once the 3-point seat belt came into use. C4 Corvette seat belts featured dual retractors, both positioned in the lower quarter trim panel/sill area of the vehicle. Belts were manufactured of nine panel webbing.

1984-1996



C5 Corvette Seat Belts

1997-2004 – With the addition of the air bag, an inertia switch was incorporated into the Corvette seat belt restraint system. The air bag will not function without the seat belt being engaged, avoiding potential injury if the driver would be too close to the air bag when it deploys. C5 Corvette seat belts featured dual retractors. The shoulder belt retractor was located in the upper quarter trim panel and the lap belt retractor was located at the rear of the sill next to the seat. Belts were manufactured of nine panel webbing.

1997-2004



C6 Corvette Seat Belts

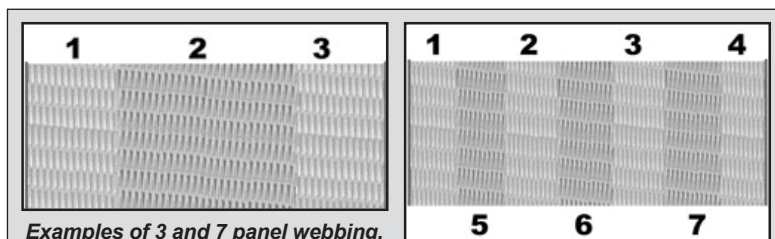
2005-2013 – C6 Seat belt restraint system included the same air bag/supplemental restraint system originally release on the C5 model. One major between the C5 and C6 model seat belts was the C6 passenger restraint system utilized a single retractor mechanism, compared to the two used on C5 models. The single retractor was attached to the shoulder belt and located in the upper rear quarter trim panel. Belts were manufactured of nine panel webbing like prior C4 and C5 models.

2005-2013



C7 Corvette Seat Belts

2014-2015 – Seventh Generation Corvette Stingray seat belt restraint system are nearly identical the design found on C6 models. C7 model seat belts feature the same single retractor design and mounting locations as the C6 model. Belts are also manufactured of the same nine panel webbing and available in black only.



Examples of 3 and 7 panel webbing.

Webbing is the part of the **seat belt** in contact with the passenger that receives and softens the shock of an impact. It is **made** of polyester and woven from about 300 warp strands and one weft strand. The width of the webbing is about 48mm and has a tensile strength sufficient to support approximately three metric tons.





Daily Driver Or Show Stopper – Quality Matters

At Mid America Motorworks, we know that owning a Corvette is all about options! Those options apply to seat belts as well.

For restorations, choose a direct replacement of original equipment, designed to reproduce the OE set belt assemblies and interior colors very closely. Retro Belt USA Seat Belt Kits conform to FMVSS 209 and 302 government specifications and are manufactured under the strictest quality standards

For daily drivers or racers that don't need to look factory-correct, replacement seat belts do the trick. In some cases, you can even choose the webbing color to complement your interior.

If your budget doesn't allow for OE-style or color-matching seat belts, there are basic black Seat Belt Sets that will keep you safe behind the wheel. They provide the same quality, safety and legal compliance as other belts and cost much less than OE replacements.

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Once your worn or faulty seat belts have been replaced, you can customize your safety! Products are available to give you added comfort or better driving performance.

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While the 3-point style is the most commonly used in daily drivers, racing seat belts often use 4- to 6-point belts. Some avid race enthusiasts have even carried that style over to their daily driver.



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