History Of Corvette Seatbelts

On February 10, 1885, E. J. Claghorn was issued U.S. Patent #312085 for a restraining device designed to protect passengers in road vehicles. In the 1940's, safety tests showed that a substantial reduction in head injuries resulted when the occupants of automobiles were secured in their seats at the time of an accident. In the summer of 1955, the state of Illinois passed legislation requiring that all new vehicles registered in that state have frame holes for attaching seatbelts. 1956 Corvette frames included such mounting holes and seatbelts were a dealer-installed accessory.

Lap belts were available from the factory beginning in 1958. Shoulder belts became an option in 1966 and a standard feature in 1976.

Evolution of Design

The appearance and functional design of seatbelts has changed significantly since their introduction in 1956.

Through 1965, only lap belts were available. These had a buckle and a D-ring, both sides of which anchored to the frame with a hambone. The hinged buckle opened with a lever action. From 1956 to 1964, pulling on the loose end of webbing adjusted the belt length. In 1965, a mid-webbing retractor on the D-ring side of the belt rolled the webbing into a floor mounted housing, but belt length adjustment was still available by pulling on the loose end of buckle webbing.

In late 1966, a button-release mechanism replaced the lever-style buckle. This appears to coincide with the introduction of the shoulder belts. Through 1968, shoulder belts were essentially a second set of lap belts and included both a buckle and a D-ring. The buckles shared a common anchor with the lap belt buckles. The D-rings anchored to the outboard side of the rear deck.

Shoulder belts became standard coupe features in 1968, but continued to be available as options on convertibles through 1975.

In 1969, the shoulder belt buckle was eliminated. The D-ring anchored to the rear deck via an inertia retractor and "buttoned" to the lap belt D-ring. 1969 also marked a transition from sliding to fixed-position lap belt buckles.

The inertia retractor was used on lap belts beginning in 1972. This appears to coincide with the inclusion of a belt-reminder system required by federal law.

In 1974, the lap belt retractor was part of a federally-mandated ignition-lock system which prevented the Vette from being started until the seatbelt was fastened. This system was discontinued in 1975.

1976 was the first year a 3-point anchoring system was used on all Corvettes. The shoulder and lap belts shared a common D-ring, which slipped into a single buckle. The belts were anchored on the floor and deck of the outboard side, and on the floor of the inboard side of the floor.

Manufacturers

From 1956 to 1976, there were three primary manufacturers who supplied seatbelts to General Motors. Irving Air Chute supplied lap belts to Chevrolet beginning in the late '50's. From late 1966 through 1974, Hamill supplied both lap and shoulder belts. From 1975 through 1976, Firestone was the supplier.

Elements of Design

A seatbelt has four main components: a buckle, a D-ring, webbing, and anchoring hardware. The anchoring hardware can be a simple hambone or a complex inertia-clutch retractor. Some models also include protective boots, stowage pockets, and decorative housings.

Buckles

The lapbelt buckle half of the seatbelt was always mounted on the inboard side of the seat.

Early buckles included a spring-hinged paddle which released the D-ring when lifted. At first, an arched piece of metal was used as a torsion spring. This was later replaced by a tapered coil spring.

The flat paddles used on Corvette buckles from 1956 through 1963 were approximately 1/2” longer that other Chevrolet paddles. In late 1966, a button-release replaced the hinged paddle.
Buckle Fronts

The earliest buckles had plain metal paddles. Buckles from 1957-1959 were painted with a marbleized process called "Hammertone". The specification called for a painted release catch in blue-gray unigammer enamel (KB-3382). Some suppliers may have interpreted this to mean that both the front and back of the paddle were to be painted, while others painted only the outside surface.

From late 1959 through early 1962, a plain buckle was painted to match the interior. Late 1962 buckles had a plain finish.

In 1963, plain metal buckles had a satin finish.

The Chevrolet "Bowtie" logo appeared on painted buckles in 1964. The word "Chevrolet" appeared inside the Bowtie logo in 1967.

From 1968 forward, buckles were plain metal with a satin finish and the GM Mark of Excellence logo.

Buckle Backs

From 1958 to 1966, Irving Air Chute manufactured buckles. Hamill became the manufacturer in 1966. This change appears to coincide with the introduction of shoulder belts. Hamill continued to manufacture both lap and shoulder belts through 1976 with one notable exception. In 1975, Firestone became the seatbelt supplier.

Model and patent information is stamped on the rear of the buckles. The text, its placement, and size varied over the years. In some cases while the buckle fronts remained unchanged, the metal stamping on the rear distinguishes model years.
From 1957 through early 1962, buckles were stamped with the words "U.S. PATENT 2,458.810" and showed no model number. The lock tab was a single, solid piece, larger and more rectangular in shape than subsequent designs.

The patent for this "aviator's belt" design was issued on January 1, 1949 to two men from East Hampton, Connecticut; Ken Varney and Harold Allen.

In 1962, some buckles were stamped "CD-5000" and "PAT. APPLD. FOR". The lock tab had three parts. Slightly below the lock tab towards the outer edges, two capsule-shaped cutouts were added to better guide the D-ring. This appears to be an interim buckle design.

In 1962, from approximately serial #2200 through approximately #12000, a CS-5000 buckle with two patent numbers was used. The stamping design varied and some units included two rectangular boxes with the letters PRC and CS inside the boxes; on the other units, the boxing and the PRC lettering were deleted. The lock tab had four parts.

Patent #2870510, a quick-release mechanism, was issued to Elmore F. Monrow of Toronto, Canada in January of 1959.

Patent #2846745, a buckle design, was issued to William Martin Lathrop of Sherman Oaks California and assigned to Cummings & Sander of Los Angeles, California on September 7, 1954.
From late 1962 through the middle of 1963, buckles had three lines of equal-sized stamped type. The stamping had the manufacturer’s name followed by "MODEL IC-58000" then the patent number. The lock tab had four parts.

This buckle signaled the return to the use of patent #2458810.

Note the spelling of the name Irving (IRVIN) in Figure 5.

In late 1963, the stamping changed and the line "MODEL IC-5000" was larger than the other text. The lock tab had four parts.

The "Model IC-8000" buckles, used in 1964 and early 1965, contained similar stamping to their IC-5000 predecessors. The lock tab was a single, solid piece.

A revised design of the IC-8000 buckle, used in 1965 and in early 1966, contained four numbered instructions followed by the manufacturer, model number, and patent information at the bottom. The lock tab was a single solid piece.

The instructions referred to the optional new mid-belt retractors that became available in 1965.
In late 1966 and 1967, the RCF-65 buckle enclosed four numbered instructions in a box. The manufacturer's name and model number appeared below the webbing slot.

The first shoulder belt buckles were lap belt buckles overlaid with mylar stickers containing shoulder belt operating instructions.

There were several RCF-65 buckle variations used in 1968. Some buckles had numbered instructions, others did not. On some buckles, the word "IMPORTANT" appeared centered at the top, on other buckles, this word was omitted. The Hamill logo and model number sometimes appeared above the webbing roller bar and sometimes below it.

The shoulder buckle was identical to the lap buckle, except that a mylar sticker with instructions for using the shoulder belt overlaid the stamping.

Another variation of the 1968 RCF-65 buckles was stamped "BAY-TRIM". The Bay-Trim buckles contained unnumbered instructions and the manufacturer/model information was stamped below the webbing roller. These buckles were used with both lap and shoulder belts.
In 1969, the Hamill AE-100 buckle carried an abbreviated message. The new button-release design eliminated the lock tab hinge and the webbing roller was enclosed under a raised area. Some examples of this buckle may be stamped "AE-10".

From 1970 to 1971, the Hamill RCF-67 buckle was used. A lengthy set of instructions was stamped on the back along with the manufacturer's name. The base of this buckle was rounded and dipped in a protective clear plastic.

The stamped text on the Hamill RCF-67 buckle changed for the model used from 1972 to 1974. A code was added below the model number. The numbers and letters in this code varied.

Some of the 1972-1973 buckles had the letter "F" stamped where the Hamill logo usually appeared.

The 1974 model included wiring that connected to the starter interlock system. Early 1974 modes had the number 121 below the RDF number. Late 1974 models had the number 092 below the RCF number.
From 1975 through 1976, Firestone supplied the seatbelts. The buckles carried the same stamped instructions and model number as the Hamill buckles, but the Firestone logo replaced the Hamill name.

Again, a code was stamped below the model number. An example of a 1975 code is 250 1772 E. A code example from a 1976 buckle is 1701 06J H4427.

In 1975, the rounded lower edge of the buckle was encased with a strip of protective white plastic. In 1976, the bottom of the buckle was dipped in a protective clear plastic.

**D-Rings**

The D-ring side of the seatbelt is always on the outboard side of the seat.

The exterior and cut-out shapes of the D-ring changed significantly over time. In addition, stamped numbers and letter distinguish one year from another. The earliest D-rings were C-shaped.

Early D-ring were flat. The initially square cut-out alternated between square and rectangular.
Two D-ring styles were used in 1969. Both had "button holes" for attaching to the shoulder belt D-ring. The raised bases were painted and textured. Early models had a narrow cut-out. Late models had a square cut-out.

A redesigned 1970 to 1971 lap belt D-ring included a raised button to allow shoulder harness D-rings to button into place.

In 1972 and 1973, a color-matched plastic boot enclosed the base of the D-ring.
The 1974 and 1975 coupe D-ring had two cut-outs for the lap and shoulder webbing in addition to the latch cut-out. The diagonal cut-out was marked L-R to indicate the orientation for the left and right sides and had a protective plastic clip mounted along the rear edge where the webbing wrapped.

A code was stamped at the base of the latch cut-out. Three digits appeared on the left, (e.g. 226, 259), five character appeared on the right (e.g. 1778D).

Shoulder belt D-rings looked much like their lap belt counterparts from 1966 to 1968.

When the shoulder belt buckle was eliminated in 1969, the D-ring design changed, so the shoulder belt could be fastened to the D-ring of the lap belt. At first, the shoulder belt D-ring had a "button". Later models put a "button hole" on the shoulder belt D-ring.

The 1973 shoulder belt D-ring had a keyhole shaped cut-out for attaching it to the lap belt. A protective clear plastic coated the base. The model number was stamped on the raised surface behind the keyhole cut-out.

**Webbing**

Seatbelt webbing is designed to withstand a 6,000 lb test load and is bolted to either the underbody or roof railings.

Six different webbing patterns have been used for Corvette seatbelts. In 1957, 6-bar was used. In 1958, 4-bar was used. In 1959, the 6-bar was used again. A unique pebble-grain was used from 1959-1961. 1962 models used pebble-grain, 6-bar and 4-bar depending upon the serial number. In 1963, and for just that single model year, a webbing with 3 equal-width bands was used. From 1964 forward, the webbing was a 3-bar with a wide center band flanked by two narrower outside bands.
Early webbing was made of nylon and was thicker than the later polyester fabric. The webbing color matched the carpeting except in 1964 when Corvettes with white interiors had white-webbing regardless of carpet color. With the advent of the buckle boot in 1969, it was not uncommon for the webbing on the buckle side to be a different color from the interior since this webbing was hidden by the boot.

Some confusion exists over webbing colors, partially due to the fact that GM used two different names for some webbing colors; a factory name and a marketing name. For example, sales literature might refer to "turquoise" while the factory worksheets for the same color might reference "blue green" or "green".

**Webbing Tags**

Webbing tags appeared on both lap and shoulder belts. A belt may have two tags: a date tag containing the name of the manufacturer, specification and date information and a warning tag.

Early tags were embroidered cloth, later tags were printed on coated paper. Tags were stitched onto the belt with white thread on the tag side and colored thread matching the webbing on the fabric side. The 1956-1957 tags were glued to the belts.

The location of date tags and warning tags changed over the years.

On late model date tags, the GM part number was printed at the top of the tag. This number described both the part and color. Replacement parts were often assigned different part numbers than the original parts and in some cases, the replacement part numbers changed from year to year.

**Webbing Stitch Patterns**

Seatbelt webbing is secured to the D-ring end of the belt by overlapping the material and stitching it. On the buckle end, after the webbing was threaded through the buckle, the end of the webbing was folded over twice with 1-inch folds. The folded bulk faced down for 1956-1957, then faced up until the mid 1960's. The webbing lengths and stitching patterns varied over the years.

Nylon 207 bonded thread matching the webbing color was used, with approximately 9 stitches per inch.

From 1958 through 1962, the D-ring side of the webbing was 33" long with 3-1/4" folded over and looped through the D-ring. The stitching pattern was two rectangular boxes with X's stitched through the centers and two straight lines below. The buckle side of the 1958 to 1962 webbing was 39-1/2" long.
The D-ring side of early 1963 webbing was 26" long with a 3-1/2" foldover at the end. The stitching pattern was two rectangular boxes with X's stitched through the centers. The buckle webbing was 35-1/4" in length and was folded over 2-3/4" at the hambone end.

From 1965 to 1966, the D-ring webbing was 24-1/4" in length and was folded over 2" at each end. The stitching pattern was a three-sided rectangular box with a bow-tie stitched in the center. Once of the long sides of the rectangle continued into a key-pattern stitch. The buckle side of the webbing was 34" in length and was folded over 2" at the hambone end.

The 1968 D-ring webbing used two stitch patterns. On convertibles, three separate boxes with X's through the centers were used. On coupes, the stitch pattern was similar to that used in 1965 to 1966.

Late model D-rings attached to clutch retractors, a zig-zag pattern of 8 rows of stitching was used.

A similar pattern was used on late model buckle webbing. One notable exception occurred on buckle webbing used on 1974 and 1975 models that were wired into the starter interlock system. To accommodate the wiring, a divided pattern of 12 rows secured the webbing while allowing a "tunnel" for the wires.

**Hambones**

From 1956 to 1962, the hambone looked like its namesake. The shape became triangular in 1963 then was squared on later models. The model number flanked the webbing slot and other codes were stamped sideways near the top left of the anchor hole.

In 1969, the shoulder belt D-ring hambone became part of the inertia-retractor. Lap belts made this switch in 1972.
Retractors

In late 1964, (and modified in March 1965) a mid-webbing retractor was introduced which rolled the D-ring webbing into a housing. These Roll-a-belt retractors were manufactured by Borg-Warner of Chicago, Illinois.

The Roll-a-belt retractors were spring-wound. Early models were larger and had a boxed B-W and the Roll-a-belt name stamped above the words PAT. PENDING and the model number 100 B-W. Later models deleted the boxed B-W and the Roll-a-belt name.

Replacement retractors were packaged with a black plastic piece which held the spring fully wound. After installation, the plastic piece had to be removed to allow the belt and spring to move freely. If the plastic piece was removed prematurely, the spring would unwind. To reset the spring, the round bar had to be turned 9 times in the direction of the stamped arrows.

In 1966, a reel-type retractor was introduced.

A shoulder belt inertia-clutch retractor was introduced in 1969. A similar lap-belt retractor was introduced in 1972. Though functionally alike, lap and shoulder belt retractors differ in look.
The 1969 inertia retractor moved freely until it detected an abrupt strong pull.

A redesign 1974 retractor included a small, free swinging weight which locked the belt when a rapid deceleration rate was detected.

**Housings**

In conjunction with the introduction of mid-webbing retractors, an open-top housing was put on the outside of each seat so that the belt could be stored when not in use. In 1966, this housing was more closed-in at the top.

From 1969 to 1971, the housing was replaced by a stainless steel clip mounted on the front of the seat to hold the seatbelt in place.

In 1972, the clip was replaced by an elasticized strap attached to the outer side of the seat to hold the D-ring of the belt in its storage position, and prevent it from retracting under the seat.
1974 to 1976 lap belts secured in their storage position by a tubular handle retainer with flat ends that mounted to the floor.

An inboard stowage unit for seat belts buckles was provided on the center console from 1965-67. From 1966-68, a shoulder belt stowage unit was positioned on the rear deck, centered behind the two seats.

Shoulder belt retractors had housings from 1969 forward. The first design consumed cargo area, so the housings were redesigned and repositioned in 1970. The design of these housings changed significantly over the years. (See individual year listings for photos.)

**Boots**

From late 1969 forward, the buckle side of the seatbelt was enclosed in a boot and mounted firmly in position, out of the way when not in use.

The lap belt D-ring base was booted from 1972 to 1973.

**Shoulder Belts**

In late 1966, shoulder belts were option A85. Early shoulder belts were two-part units separate from the seatbelts. By 1969, the buckle portion of the shoulder belt was eliminated and the shoulder belt D-ring attached to the D-ring of the lap belt. In 1974 coupes, lap and shoulder belts were a single assembly joined by a common D-ring.

The 1966 to 1969 shoulder belts went over the top of the seat. In 1970, Corvettes with shoulder belts had seats with cut-outs through which the shoulder belt webbing threaded.

From 1968 through 1975, shoulder belts were standard features on coupes and the RPO A85 option was available for convertibles only. Though these shoulder belts carried the same option number as the 1966 to 1967 belts, the word "custom" was added to the description.

Shoulder belt webbing matched seat belt webbing.

<table>
<thead>
<tr>
<th>A85 Options Ordered</th>
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<tbody>
<tr>
<td>1966</td>
</tr>
<tr>
<td>1967</td>
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<tr>
<td>1968</td>
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<td>1969</td>
</tr>
<tr>
<td>1970</td>
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<table>
<thead>
<tr>
<th>Year</th>
<th>Code</th>
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<tbody>
<tr>
<td>1971</td>
<td>677*</td>
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<tr>
<td>1972</td>
<td>749*</td>
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<tr>
<td>1973</td>
<td>788*</td>
</tr>
<tr>
<td>1974</td>
<td>618*</td>
</tr>
<tr>
<td>1975</td>
<td>646*</td>
</tr>
</tbody>
</table>

*Available for convertibles only

### Operating Instructions

Seatbelt operating instructions were included in various places.

1957
An Options Guide (available from dealers) contained installation instructions for the dealer accessory seatbelt kit.

1965
From this year forward, instructions were stamped on the buckle backs, and Owner's Manual included use and care information. When the retractor design changed, an orange instruction tag was twist-tied to the passenger belt. This tag was used on models manufactured from March 19 through November 26.

1966-67
The optional shoulder harnesses came with an instruction card (3908112) which explained their use. In early models, this card was put in the glove box.

### Date Codes

Many seatbelt components are dated. Webbing date codes are usually located on both the D-ring and buckle sides near the anchoring hardware. From 1974 forward, when coupe lap and shoulder belts joined to a common D-ring, the date tag only appeared on the lap belt.

The following examples show 1966 and 1967 tag date codes. The codes show the week, day, and year of manufacture. A = Monday.

- 35 A 66
- Hamill 47 A 66
- 1967, C10, 7A67

Early housings are dated near the mounting hardware.

### Seatbelts and the Electrical System

In 1968, a warning light was added to the instrument cluster to remind occupants to "buckle-up." In 1972, to comply with federal legislation requiring a seatbelt reminder system, Corvettes came with an audible warning, in addition to the light on the instrument cluster, to remind drivers to "buckle-up." The circuit which delivered an annoying buzzing sound included lap belt retractor switches, a pressure sensitive switch located below the passenger seat, a warning light, and a buzzer. Corvettes with manual transmissions ran the circuit through the ignition switch, the parking brake warning light switch, and a relay located between the instrument wiring and the parking brake switch. Corvettes with automatic transmissions ran the circuit through the ignition switch and the combination backup lamp/neutral safety switch.

When the Corvette was started, the pressure plate made contact and activated the circuit when the manual transmission parking brake was released, or when the automatic transmission was put into a forward gear. Only 40 to 50 lbs of weight activated the circuit, and the weight could be on either the driver's or passenger's side. Fastening the seatbelts de-activated the circuit.

In 1974 and part of 1975, federal law mandated that fastening seatbelts be a mandatory step in starting a car and a starter interlock was added to the warning circuit. This law was repealed during the 1975 model year and the interlock was eliminated. Corvettes manufactured during this period could not be started until the driver and passenger had buckled-up. Creative drivers who tried to cheat and fasten the seatbelt prior to sitting down were thwarted in their efforts because they had not followed the prescribed sequence, and the Corvette would not start.

### Maintenance and Repair

Seatbelts are designed for continuous use; if treated with reasonable care, they should operate smoothly for many years. Most seatbelts suffer cosmetic damage. Neglect, misuse, rust, corrosion, being caught in the seat adjustment mechanism, or being shut in the door are the most common causes for damage.

### Cleaning

Cosmetic damage can be corrected with careful cleaning. Before tackling any cleaning project, take a good look at the condition of the seatbelt. **Always test any cleaning product on a small section before proceeding to be sure that it will not damage the part, or alter the color.** Cleaning
Webbing

Clean webbing by extending the fabric to its full length, then washing it either with warm water and a mild soap, or trichloroethylene (a dry cleaning fluid). When washing webbing, be careful not to get any water on the metal parts, as this can cause corrosion and rust. After the webbing has been cleansed, it must be allowed to dry completely before reinstalling it or rewinding it into a retractor.

Buckles

Clean the painted surface of a buckle with a mild soap applied gently with a damp cloth. Pat the surface dry immediately so that moisture doesn't have a chance to penetrate the paint and corrode or rust the metal below.

Silver surfaces on seatbelts are flash-chromed. Heavy abrasives can remove the chrome as well as rust or corrosion. There are a number of chrome cleaners on the market which can be used to clean away dirt, rust, and corrosion. These should be applied to a cloth, which is then gently rubbed over the surface. Be careful not to get any of the cleanser between the rachet spokes, or between other moving parts.

Housings

Retractor and buckle housings are either vinyl or leather and can be cleaned with a cleaner designed for these fabrics. Apply the cleaner to a cloth, then use the cloth to clean the surface. Be careful not to get any cleaner on either the webbing or metal parts of the seatbelts -- or adjacent carpeting.

Repairs

While a Corvette owner may be able to make minor repairs to seatbelts, the major ones are best left to the experts who have both the equipment and experience to do the job right -- and safely.

Webbing

Webbing that has come un-stitched can be repaired, but webbing that is torn, has holes, or is frayed may require replacement. In some cases, extended use can cause webbing to stretch, and depending upon the degree of damage, this too may require replacement.

Buckles

Buckles that are pitted can be cleaned, but this will not remove the depressions.

On early buckles, the spring-hinge and the traction bar may become frozen or rust-encrusted. **Do not disassemble the buckle to repair these!** To un-freeze and lubricate these parts, use a penetrating oil. You may need several light application. To remove encrusted rust, apply a rust-penetrating oil-based solvent. Let the solvent soak in for a few minutes, then carefully brush away the rust with a toothbrush. Repeat the soaking and brushing process until all of the rust is removed. Be sure to remove all traces of the solvent, then lubricate the moving parts with a rust-inhibiting penetrating oil.

If the paint on your buckles is chipped, you can repaint them (unless they have the Hammertone finish which required a special process). Before painting, carefully tape-off the logo with masking tape, then prepare the surface by bead blasting. Apply a coat of primer. Be sure the primer is completely dry before applying any paint. If you apply multiple coats of paint, wait for each coat to dry completely before adding another. As soon as the last coat is dry, remove the tape.

Housings

Housings that are cracked or chipped can be glued, but usually require replacement.

Retractors

Retractor malfunctions are usually caused by rust or corrosion, or a broken spring. When this happens, the seat belt may appear to be frozen, or may pull out, but not retract. **If you retractor is not working properly, get it fixed professionally! Resist the temptation to disassemble and repair it yourself!** The heavy-duty coil spring inside the mechanism is under pressure. If you remove its protective cap, the spring will fly out, impaling anything it its trajectory. If the spring is broken, it may fly out in multiple directions.

Getting Professional Help

When you contact a supplier for information regarding seatbelts, be ready to supply the following information:

1. Model year
2. Style (Couple, Convertible)
3. Seatbelt (lapbelt) or shoulder belt
4. Carpet/trim color
5. Driver or passenger side

If you wanted your seatbelts repaired, be able to describe their current condition and explain what's wrong.

If you need to purchase seat belts, you have five options:

- **NOS.** These seatbelts are manufacturer's originals (New Old Stock). In many cases, they are available in their original boxes.
- **Used.** These seatbelts are manufacturer's originals that have been removed from a Corvette. They may range widely in condition.
- **Reproduction.** These seatbelts are newly manufactured in compliance with original design specifications. Since the market for such reproductions is small, color choices are limited and you may not find original webbing patterns or fabrics.
- **GM Replacements.** For early models, these seatbelts are functional black belts with buckles containing a GM logo. For later models, replacement parts are color coordinated.
- **Aftermarket Replacements.** These seatbelts are functional belts which do not necessarily conform to the original design. In some cases, a choice of colors is available.

### 1956

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
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<tbody>
<tr>
<td><strong>Buckle Front</strong></td>
<td>Plain or chrome plated</td>
</tr>
<tr>
<td><strong>Buckle Rear</strong></td>
<td>Varied with manufacturer</td>
</tr>
<tr>
<td><strong>D-ring</strong></td>
<td>Varied with manufacturer</td>
</tr>
<tr>
<td><strong>Hambones</strong></td>
<td>George W. Gayle &amp; Son (Figure 26) Some models used interlocking pieces.</td>
</tr>
<tr>
<td><strong>Webbing Design</strong></td>
<td>6-Bar, nylon</td>
</tr>
<tr>
<td><strong>Colors</strong></td>
<td>Silver gray</td>
</tr>
<tr>
<td><strong>Tags</strong></td>
<td>Varied with manufacturer. The following is an example of a Brown-Line tag which was glued to the webbing.</td>
</tr>
</tbody>
</table>
Notes

The seatbelt anchor was mounted at the factory in the two lower holes of the reinforcement; the belts were a dealer accessory kit.

Because lap belts were a dealer option and there were several suppliers, buckles and webbing designs varied.

The stitching pattern was three large X's with side borders. The folded end on the buckle side faced down.

1957

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Tags

Table: Tag Varieties

<table>
<thead>
<tr>
<th>Tag Type</th>
<th>Details</th>
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<tr>
<td>Buckle Front</td>
<td>Hammer tone, paddles were painted on both top and bottom surfaces, or just top</td>
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<tr>
<td>Buckle Rear</td>
<td>U.S. PATENT 2,458,810 (Figure 1)</td>
</tr>
<tr>
<td>D-ring</td>
<td>Square cut-out (Figure 17)</td>
</tr>
<tr>
<td>Hambones</td>
<td>George W. Gayle &amp; Son (Figure 26)</td>
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<tr>
<td>Webbing Design</td>
<td>6-Bar, some 4-Bar was also used</td>
</tr>
<tr>
<td>Colors</td>
<td>Steel gray (Early), red, charcoal, blue-gray (Late)</td>
</tr>
</tbody>
</table>

Notes

The lap belt anchor (3746274) was mounted at the factory in the two lower holes of the reinforcement; the belts were a dealer accessory.


Lap belts were a dealer option and were supplied by several manufacturers including Irving Air Chute and Brown-Line.

1958

Photo 16: 1958 lap belts

Figure 30: 1957 lap belt tag
Notes

This was the first year that seatbelts were available from the factory.

Floor anchors were painted to match body color.

1959

<table>
<thead>
<tr>
<th>Buckle Front</th>
<th>Hammer tone (Early)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Plain, painted to match interior (Late)</td>
</tr>
<tr>
<td></td>
<td>Some examples of unpainted buckles exist.</td>
</tr>
<tr>
<td>Buckle Rear</td>
<td>U.S. PATENT 2,458,810 (Figure 1)</td>
</tr>
<tr>
<td>D-ring</td>
<td>Square cut-out (Figure 17)</td>
</tr>
<tr>
<td>Hambones</td>
<td>George W. Gayle &amp; Son (Figure 26)</td>
</tr>
<tr>
<td>Webbing Design</td>
<td>6-Bar. Some pebble-grain can be found on late models.</td>
</tr>
<tr>
<td>Colors</td>
<td>Red, Black, Turquoise, Frost Blue, Green</td>
</tr>
</tbody>
</table>

Tags

[Image of 1958 lap belt tag]

Figure 31: 1958 lap belt tag

[Image of 1959 seatbelt with Hammer tone finish and 6-bar webbing]

Photo 17: 1959 seatbelt with Hammer tone finish and 6-bar webbing

[Image of 1959 lap belt tag]

Figure 32: 1959 lap belt tag
Notes

Floor anchors were painted to match body color.

### 1960

![Photo 18: 1960 buckle, painted to match interior](image)

<table>
<thead>
<tr>
<th>Buckle Front</th>
<th>Plain, painted to match interior</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buckle Rear</td>
<td>U.S. PATENT 2,458,810 (Figure 1)</td>
</tr>
<tr>
<td>D-ring</td>
<td>Square cut-out (Figure 17)</td>
</tr>
<tr>
<td>Hambones</td>
<td>George W. Gayle &amp; Son (Figure 26)</td>
</tr>
<tr>
<td>Webbing Design</td>
<td>Pebble-grain</td>
</tr>
<tr>
<td>Colors</td>
<td>Red, Black, Turquoise, Frost Blue</td>
</tr>
<tr>
<td></td>
<td>On 2-5-60, approximately serial #4500, the following colors were added:</td>
</tr>
<tr>
<td></td>
<td>Blue, Green, Fawn, Maroon</td>
</tr>
<tr>
<td>Tags</td>
<td><img src="image" alt="Image of 1960 lap belt tag" /></td>
</tr>
</tbody>
</table>

Notes

Floor anchors were painted to match body color.

### 1961
| **Buckle Front** | Plain, painted to match interior  
Some late models may be unpainted |
| **Buckle Rear** | U.S. PATENT 2,458,810 (Figure 1) |
| **D-ring** | D-ring was chromed steel with rectangular hole (Figure 18). The number 235 was stamped along one side of the cut-out. |
| **Hambones** | George W. Gayle & Son (Figure 26) |
| **Webbing Design** | Pebble-grain, then 6-bar |
| **Colors** | Red, Black, Fawn Beige, Jewel Blue |
| **Tags** | Attached on D-ring side, near D-ring. On buckle side, 24" from end of fabric. The same tag was used on both sides. |

**Notes**

Belt tension bar was chrome plated. Pivot bolt for latch was cadmium or zinc plated.

Floor anchors were painted to match body color.

1962
| **Buckle Front** | Rectangular painted paddles. Color matches carpet.  
Serial # 1 - 1800 (Black)  
Serial # 1 - 2200 (Red)  
Serial # 1 - 2000 (Beige)  
Rectangular satin finish. From the changeover to end: |
| **Buckle Rear** | Through approximately Serial # 2200:  
U.S. PATENT 2,458,810 (Figure 1)  
Serial # 2200-12000  
CS 5000 (Figures 2, 3, & 4)  
Serial # 12000-end  
Irving, model IC 5000, small (Figure 5) |
| **D-ring** | Early models had square cut-out with 235 stamped beside the cut-out (Figure 17)  
Late models had rectangular cut-out and no stamped number (Figure 18) |
| **Hambones** | George W. Gayle & Son (Figure 26) |
| **Webbing Design** | 6-Bar through Serial # 1800 (red), # 1200-1500 (black and beige)  
4-Bar from changeover to end  
Some pebble-grain can be found on early models, and a few very late models may have had the special ’63 3-bar webbing. |
| **Colors** | Red, Black, Fawn Beige |
| **Tags** | Position of tag on buckle portion from serial # 2500 to end was near end of fabric |
Notes

Floor anchors were painted to match body color.

The stitching pattern near the D-ring was two square boxes with X's and two horizontal lines.
Figure 38: 1962 stitching pattern