



Extreme Installation Instructions

HARDWARE KIT:

Shoulder Harness Guide Relocation

Assemblies:

- 2 - 3/8" x 1" grade 8 bolts
- 4 - 3/8" flat washers
- 2 - 3/8" lock nuts
- 2 - brass bushings
- 2 - plastic trim caps
- 2 - 3/8" trim cap mounting washers

Seat Belt Reel Plate Mounting:

- 2 - 7/16" (11mm) x 1.25" bolts

Upper Mounting Plate:

- 2 - 7/16" (11mm) x 2.25" bolts
- 2 - spacers
- 2 - plastic trim caps
- 2 - 7/16" trim cap mounting washers

Foot Plate Mounting:

- 2 - bent back-up plates (front)
- 2 - flat back-up plates (rear)
- 12 - 3/8" x 1.25" bolts
- 12 - 3/8" lock nuts
- 22 - 3/8" flat washers

TOOLS NEEDED:

- Safety glasses
- #2 phillips head screwdriver
- wrenches
 - 16mm or 5/8"
 - '94 & later - 17mm or 11/16"
 - 2 - 9/16" 10mm
- drill w/ 3/8" drill bit
- jack and jack stands
- hack saw or aviation snips for cutting package shelf and interior panels
- belt sander or half round file for fitting plastic interior panels
- T-40 torx drive for removable hard top latches - obviously not will need these

1) This step is my favorite part: PUT THE TOP DOWN!

2) REMOVE THE TRIM PANELS COVERING THE SEAT BELT TOWERS. (THESE PIECES ARE CALLED QUARTER TRIM BY MAZDA.)

First remove the metal cap at the top of the panel just behind the door. This is held in place by a threaded fastener that is used to attach the top boot (10mm) and a Phillips head screw on the pre '99 cars. The '99 version is similar but an extra rubber molding has been added that is held in place by a plastic insert inside the top of the door jamb and another under the lip of the body just behind the door.

Remove the weather-stripping that runs along the front edge of the trim panel at the rear of the door opening. (you might find it necessary to loosen the 4 Phillips head screws in the scuff plate that runs along the bottom of the door sill on some early models)

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Remove the plastic cover from the shoulder harness guide (it just snaps off), loosen the bolts and remove the bolt and spacers from the guide.

On the '94-'97 models Remove the cockpit brace end covers (they also snap), loosen the bolts and remove the cockpit brace.

There is a small plastic clip at the rear of the trim panel, just behind the hole the shoulder harness guide bolt goes through. Remove the clip by pulling it toward the rear of the car.

Remove the rectangular seat belt trim ring at the front of the panel and the 2 fasteners in each trim panel located on the inside just above the package tray, one is a kind of plastic rivet that is loosened by lifting the center portion and pulling it free, the other is another one of those fancy boot cover snaps with the 10mm head. If you have a '99 with the wind blocker remove the screws and lift the wind blocker out. The trim panel can now be removed by pulling it toward the center of the car, there's a couple of snap type fasteners down low just behind the door that you will need to pop loose as the panel is pulled free.

3) PUT THE TOP UP - Remove the carpet from the fuel tank cover (the silver cover that makes up the front part of the package shelf) and fold it back. A claw hammer is a good tool for removing the plastic carpet fasteners. Lower the top. (Pre '99 leave the window zipped in, be careful not to crease the window) Some sort of cover for the window is not a bad idea. Remove the large silver metal fuel tank cover that makes up the front part of the package shelf by removing the several bolts w/ 10mm heads that hold it in place and releasing any wire loom fasteners. Lift the cover up and out of the car.

4) REMOVE THE LOWER SEAT BELT REEL BOLTS (16mm-pre'94, 17mm-'94 and later) AND SPACERS. Also remove seat belt reel alignment screw at the top of the mounting bracket (small screw w/ 10mm head). Pull the complete assembly forward. '90-'93 or '01 bend the small alignment tab down flat, if you have a '94 - '00 remove the bracket on the top of the seat belt reel that is held on by 2 pop rivets by drilling or grinding off the rivet heads, this will allow the reel to tilt inward for better seat belt alignment and retraction after the bar is installed.

5) GO GET SOME HELP! Y'ALL SET THE BAR IN THE CAR - BE CAREFUL. The rear brace foot plates will just fit under the front edge of the package tray, work the rear braces past the several wiring harnesses in this area being careful not to mess up any of the wiring. Also watch the front mounting plates, they will be very close to the seat backs at this point. The horizontal mounting plates half way up the bar should fit over the top of the seat belt tower and align with the bolt hole that held the shoulder harness guide. The lower mounting points align with the lower seat belt reel bolt holes. The roll bar plates fit against the seat belt reels which stay in their original location but do not use the original spacers. **(FIG# 1)** Once the bar and those rascally seat belt reels are in position start but do not completely tighten the seat belt reel mounting plate bolts from the hardware kit, make sure that your seat belts are on the inside of the roll bar.

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Using the bolts and spacers from the hardware kit, install the upper mounting bolts through the upper mounting plate with the spacer under the plate in place of the original shoulder harness guide bolt and spacers, (**FIG# 2**) if you have a problem with alignment partially tighten the seat belt reel bolts and pull the rear braces toward the rear. Be sure the trim cap mounting washers are under the bolt heads, we want this thing to look nice when you get done! The shoulder harness guide is NOT installed at this point, DO NOT install the guide under the mounting bolt.

Attach the seat belt guide to the bar through the smaller hole in the upper mounting plate using the bolts, washers and bushings supplied in the hardware kit. (**FIG# 3**) Be careful, don't drop any hardware down in the seat belt reel. For better seat belt alignment and retraction the belt guide will need to have a small amount of metal removed to allow it to rotate far enough forward for the plastic oval to touch the bar. This should only require a small amount of material to be removed and will not compromise the integrity of the guide when done properly. Tighten to 20 ft-lbs. Once you have the seat belt reel and the upper mounting plate bolts started and no wires are pinched tighten them to 50 ft-lbs.

6) JACK UP THE REAR OF THE CAR AND SUPPORT WITH STURDY JACK STANDS - Remove the wheels and plastic splash panels from the front of the inner fenders. (pre 99 - 4 bolts w/ 10mm heads / 99+ - 4 plastic fasteners w/ Phillips heads)

7) GET THE DRILL AND SAFETY GLASSES - Locate the position for the rear back-up plates by drilling the first hole down from the top. It's tight in this area. An angle drill is helpful but not absolutely necessary to do these holes. An alternative method is to center punch from the top and feel for the dimple from underneath. Once you get the first hole drilled, bolt the back-up plate in place, the others can be done from under the car using the back-up plate as a template. The notched back-up plate goes on the passenger side to clear the battery cable grommet. The front plates are easy, just drill from the front and bolt the back-up plates in place using washers under all nuts and bolts. Tighten to 40- 50 ft-lbs. Spraying the back-up plates with undercoating after the fasteners are tight is a good idea. Install the splash panels and rear wheels.

8) TRIM THE FUEL TANK COVER - This requires a notch on either side, use the bolt holes for reference points. Bend the rear corners to clear the bar until the panel is in place then flatten into place. Install the fuel tank cover.

9) CHECK CONVERTIBLE TOP CLEARANCE - It may be necessary to adjust the top frame to allow clearance when top is lowered and raised, raise the top slowly checking clearance as the hinge points come up past the bar. If the hinge points rub the bar loosen the (3) 12mm bolts on each side just behind the door jamb that hold the top frame, pull or pry the frame toward the rear of the car as far as it will go. Tighten the bolts while holding pressure on the top frame and recheck the clearance. Raise the top put the carpet back in place and trim around the roll bar.

10) CUT QUARTER TRIM PANELS - This will only hurt a little. In order to reinstall the trim panels they have to be cut into two pieces, it's not really all that bad, it just takes some time to do it right. I use a small air powered reciprocating saw to do the dirty work, but a

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hack saw or a pair of aviation snips (tin snips) will do just fine. It's fairly evident as to where the cut needs to be made, just cut the panel and trim to fit up to the roll bar, but maybe **(FIG# 4B)** will help to make things easier. A belt sander gives a nice straight finished edge but a large fairly coarse (wood type) file will suffice. Take several small cuts to get a good fit, you can always take more off but it's hard to put back. In addition to the vertical cut, a semicircular area will have to be removed along the outer top area of the panel to fit up to the bar. **(FIG# 4A)**

The final cut is to elongate the seat belt hole, trim to the vertical edge, cut the end off of the rectangular seat belt trim rings that were snapped out of the quarter trim during the disassembly so that they will fit back into the elongated seat belt holes and butt up against the roll bar. **(FIG# 4A)**

11) REINSTALL THE REMAINING PARTS - You will have some leftovers: seat belt reel spacers, bolts and screws, shoulder harness guide trim, bolts and spacers. HAPPY MOTORING

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