How to measure your TRS harness

Before you start measuring:

- Measuring a bespoke harness usually takes 10-15 minutes to complete, but it's worth it to ensure you end up with a well-fitting harness.
- Useful Tools – tape measure, pen or pencil to record requirements on spec sheet, the old harness and harness fitting instructions. If there is no old harness to use as a pattern, a piece of string can be used as a substitute.
- A friend to help, in case you need to sit in the car and your friend can measure while you are sitting in the seat

1. The most important measurement on the harness is the shoulder strap. This is measurement "A" on the spec sheet. It's imperative to have the shoulder adjuster sitting in the correct position. This is on the driver's chest, near your nipple. If you are wearing a Frontal Head Restraint (e.g. HANS or Simpson Hybrid) TRS recommend the driver or co-driver putting on the their helmet and FHR for the measuring up process. This is to take into account the extra distance the harness has to travel over the drivers FHR.

2. You should aim to position the shoulder adjuster, so the adjuster sits at the bottom of the yoke of the FHR or just below the FHR. While wearing your helmet please check that you can see where you are driving and that you can read the dashboard instrument. If the adjuster is too high up around your collar bone/neck it could foul on the chin of your crash helmet and prevent you from looking ahead.

3. The best method of adjusting lap straps is the pull up direction. This is because it's easier for the driver to pull up the lap straps while sat in the car. Please check you have sufficient clearance for the end fitting and pelvic lap adjuster down on the floor of the car, the side of the seat and the chassis. This length is measurement "C" and 12cm is our standard length. We can increase this length, but we cannot make it shorter, as you need to have enough stitches in the webbing stitch patterns to make it strong enough.

4. If you have a tight cockpit car (typically a Lotus 7/Caterham, or Sports proto or Formula car) and a pull up lap strap is fouling, TRS recommend considering a pull down lap strap. This repositions the pelvic lap adjuster away from the floor of the car (where there is no space) and up on to the driver's thigh. It's not as easy for the driver to adjust the lap straps once seated in the cockpit of the car, but this can be done by the mechanic and does solve the installation issues of a tight cockpit.

5. For the crutch strap. Aim to position the QRB, just below your belly button when seated in the car.

6. TRS recommend the use of aluminium adjusters for ease of use.