

## Installation tips

To get a long buckle stalk (the female end) low enough to work properly, you can twist it up to three full turns (if it is physically possible). Keep the red release button away from the child's seat.

To keep a seatbelt stalk accessible for a boosted child, put a small piece of pool noodle or a toilet paper roll around the stalk to keep it more upright.

To help install a rear facing seat at the correct angle, with or without the use of noodles/rolled towels, stand behind the carseat and use your hips to shove it toward the trunk as you tighten down the lower connector strap or the seatbelt.

If you are having trouble tightening the lower connector strap, pull the tail of the strap back through the belt path so it's touching the rest of the strap. Then add weight and pull tight. The change of angle will help with leverage to tighten the rest of the slack out.

Occasionally reclining the vehicle's seat (or plane's seat) during installation will make it a little easier to get the correct amount of base on the seat, or help get a more acceptable installation if the install is not quite tight enough on its own (remember, up to 1" of movement at the belt path is acceptable). Leave a little more slack in the belt than you normally would, though, so when you sit the seat back upright you do not damage anything.

Adding weight by the child's feet area of a rear facing seat will help it sit more upright, even if it's in the properly mechanically reclined position. Conversely, adding weight where the child's bum sits means the seat will stay at the angle you see.

You can also sit a seat more upright by pulling it away from the backseat a half inch or so, then adding weight by the child's feet. Remember to follow your manual for appropriate mechanically reclined positions and angles allowed.

When installing with a lap and shoulder belt, grabbing the seatbelt's shoulder portion close to the buckle will give more leverage than trying to pull the shoulder portion closer to the retractor.

Generally you do not need to add your full body weight, nor is it desirable to do so. If you need more leverage than your hands can apply, or you simply need both hands while you're working, gently add weight with a single knee, and be mindful of edges on the seat/base, and how much weight is added. You don't want to injure your knee or the base.

Whenever you are installing a forward facing harnessed seat a top tether should be used. This keeps a child's head (and less importantly their arms and legs to some extent) from impacting the back of the seat in front of them during a frontal impact.

Children are important, but don't forget that all passengers in the car need support to the level of their ears for whiplash protection, and at least 10 inches (driver) or 20 inches (passenger) for airbag protection. No one should rest against the door frame as about five inches is needed for side curtain airbags.

Children's carseats can interfere with the passenger and occasionally driver airbags in the front. Make sure a piece of paper is able to go between the child's seat and the vehicle's seat without issue or tearing to be conservative.

Never install two carseats on one lower anchor. There are no seats nor cars that allow for this.

Check your car's manual for lower anchor positions. No European cars have lower anchors in the center available. Very few Asian cars do without a dedicated set in the center (Mazda being the exception due to their former partnership with Ford). About half of American cars may allow using the lower anchors for a non dedicated center position. After you've checked the car's manual, check your carseat manual to make sure they also allow a non standard spacing.