



## Trick Flow Specialties TFX Nitrous Systems by Nitrous Express For Holley 4150 and 4500 carburetors

Thank you for purchasing a Trick Flow TFX Nitrous System. These systems are the most advanced, state of the art nitrous systems available. The most important job for you, the installer, is to READ, UNDERSTAND and FOLLOW these instructions.

If there is something you do not understand, **STOP** immediately and call the NX factory tech department for help at 940 767-7694 from 9:00 A.M. to 4:00 P.M. Central Standard Time.

Be sure to save this instruction packet for future reference.

### Project Overview:

- Read **all** paperwork in your instruction packet before starting any work.
- Inspect all parts and check quantities.
- Purchase any additional parts needed (See Additional Parts Required section).
- Have the nitrous bottle filled.
- Select the best location for the bottle.
- Assemble the bottle brackets to the bottle.
- Drill four, 11/32" mounting holes for the bottle bracket bolts.
- Mount the bottle.
- Pre-assemble the nitrous plate w/the minimum horsepower jets.
- Install solenoid hard lines to the carburetor plate and mount the solenoids on the solenoid mounting plate.
- Make a diagram of all hose and throttle connections to the carburetor.
- Remove carburetor.
- Install nitrous plate assembly and gaskets.
- Route nitrous supply line and connect to bottle.
- Purge supply line.
- Install both solenoid inlet fittings (Barbed fitting is for the fuel solenoid).
- Connect nitrous supply line to the nitrous solenoid "IN" port.
- Connect one of the fuel lines after the "T" fitting to the fuel pressure regulator for the N2O system.
- Connect the other fuel line after the "T" fitting to the fuel pressure regulator for the carburetor.
- Plumb the fuel system per the diagram and upgrade fuel pump(s) if needed.
- Wire the solenoids, switches and relay.
- Install the optional Fuel Pressure Safety Switch if desired.
- Reinstall the carburetor and all connections.
- Check for solenoid operation.
- Verify there are no fuel or nitrous leaks.
- Test the system at the track.

### Parts Checklist:

Make sure you have the following parts before you begin:

- Nitrous plate
- 10 lb Orange Bottle

- 2 Bottle Brackets & 4 Mounting bolts, nuts & washers
- Bottle Nut and –4 nipple
- 14' Nitrous Supply Line
- 20' of 3/8" I.D. Fuel line
- 4 Hose Clamps
- Fuel "T" fitting
- Nitrous solenoid-to-plate hardline (blue fitting)
- Fuel solenoid-to-plate hardline (red fitting)
- Wide Open Throttle Switch with attached Bracket
- Relay Harness
- 60 Amp Anti-Flyback Relay
- 8' of 18 gauge Blue Wire
- 5' of 12 gauge Red Wire
- Jet Pack 50HP to 200HP
- Electrical Connectors
- Nitrous Arming Switch w/Bracket
- Fuel Solenoid and Nitrous Solenoid
- Solenoid Inlet Fittings (barbed fitting is for fuel solenoid)
- Carburetor Mounting Hardware (Studs, Nuts and Gaskets)
- Jetting Card

### **Recommended Tools:**

- Basic mechanics tool set with SAE and metric sockets and combination wrenches.
- Screwdrivers.
- Spark Plug Socket.
- Good quality flare nut wrenches.
- 11/32" Drill bit and drill.
- Wire strippers and crimpers.
- Soldering Iron.

### **Additional Parts Required:**

You will need the following components to complete the installation of your Trick Flow TFX nitrous system:

- Fuel Pressure regulator(s), Holley # 12-803.
- Fuel Pressure gauge, NX # 15519.
- Bottle Pressure Gauge, NX # 15509.
- Liquid Thread Sealer (Do not use Teflon Tape).
- Colder Spark Plugs (start 2 heat ranges colder).
- Improved Ignition System Components are highly recommended.

### **Optional Parts:**

- Fuel Pressure Safety Switch, NX # 15708.
- Bottle Warmer, NX # 15940.
- Bottle Jacket, NX # 15945.
- Nitrous Supply Filter, NX # 15610.
- Blowdown Tube, NX # 11708, (NHRA Approved).

- Vent Fitting, NX # 11709, (NHRA Approved).

## Important Guidelines:

To get the highest level of performance and reliability from these systems, it is very important that you read all instructions and tips before doing any disassembly work.

## Threaded Connections:

The threaded connections in a nitrous system are very important. They will seal and survive under extreme pressure if you follow a few important rules:

- 1.) Use a Teflon based, liquid thread sealer on all pipe thread connections. Don't use Teflon tape.
- 2.) Do not use any sealer on "AN" connections, flare connections or "AN" hose connections.
- 3.) All threads must be clean and dry. On pipe threads, apply only enough sealer to wet the threads.
- 4.) Do not overtighten fittings! Threads will seal without excessive tightening.
- 5.) Do a trial assembly of all threaded connections by hand. Do not force fittings that feel too tight.

## Before you begin:

Before starting any work on the vehicle, disconnect the negative battery cable. Have clean rags ready to catch any spilled fuel when disconnecting the fuel line and be sure to observe all shop safety rules throughout the installation procedure.

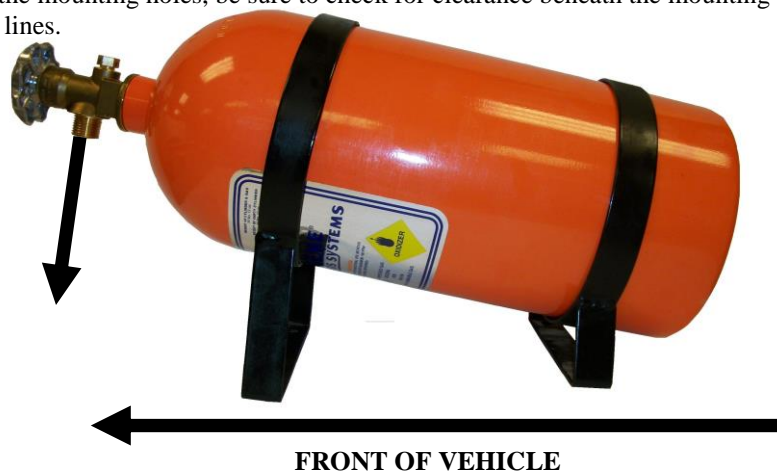
### 1.) Filling the Bottle:

Due to shipping restrictions, all nitrous bottles ship empty. Before beginning the installation, the nitrous bottle should be filled by an accredited filling station. Log on to [www.nitrousexpress.com](http://www.nitrousexpress.com) for filling station locations near you.

### 2.) Mounting the Bottle:

For passenger vehicles, the nitrous bottle should be mounted outside the passenger compartment, preferably in the trunk area. If this is not possible, as in the case of a hatchback vehicle, an NHRA approved blow down tube, Nitrous Express part numbers 11708 and 11709 must be installed. The position of the bottle should be as shown in Diagram A. This will allow the siphon tube to be covered at all times.

The mounting brackets should be assembled on the bottle with the short bracket approximately 2" from the bottom. On 10 lb bottles the long bracket should be placed approximately 7.5" above the lower one; on 15 lb bottles, the upper bracket should be approximately 12" above the lower bracket. Use this mock up as a template to locate the four mounting holes. A minimum 5/16" grade 5 fasteners and washers must be used. Note: Before drilling the mounting holes, be sure to check for clearance beneath the mounting surface. i.e.: fuel lines, fuel tank, brake lines.



### 3.) Assembling the Nitrous plate and Solenoids:

**Note:** You must always use a back-up wrench when tightening the nitrous or fuel fittings.

- 1.) If needed, make a diagram of all hoses, wiring and linkages that will need to be disconnected to remove the carburetor.
- 2.) Put down some clean, dry rags to catch any leaking fuel then carefully disconnect the fuel line.
- 3.) Remove all connections to the carburetor then lift it up off the mounting studs. Remove the studs and replace them with the longer studs from the hardware pack. Place a new carburetor gasket on the intake manifold.
- 4.) Next, place the solenoid mounting plate onto the intake manifold. Most applications will require the solenoids to be mounted on the passenger side of the engine and the nitrous feed at the rear of the carburetor. Do a trial assembly of the mounting plate, nitrous plate, solenoids, outlet tubes and carburetor to find the best mounting arrangement. The solenoid mounting plate can be trimmed if it contacts the distributor or any other component. Do not use thread sealer on any threads during this trial assembly.
- 5.) After the best arrangement is found, select the nitrous jet for the lowest horsepower setting and insert it into the fitting marked "N2O" on the plate. Connect the nitrous solenoid to the nitrous plate using the stainless steel connector with blue fitting. The nitrous solenoid can be identified by the "N2O" stamped on the base. Repeat this procedure for the fuel solenoid: select the fuel jet for the lowest horsepower setting, insert it into the fitting stamped "FUEL" on the plate, then connect the fuel solenoid to the nitrous plate using the stainless steel connector with the red fitting. Remember to use a small amount of liquid thread sealer on the solenoid fitting pipe threads for the final assembly. To secure the solenoids to the mounting plate, place a piece of the high strength, double sided tape between bottom of the solenoid and the top of the mounting plate.
- 6.) Reinstall the carburetor with a new gasket above the nitrous plate. Make sure that you are using 3 new gaskets, one between the intake and the solenoid mounting plate, one between the solenoid mounting plate and the nitrous plate, and one between the nitrous plate and the carburetor

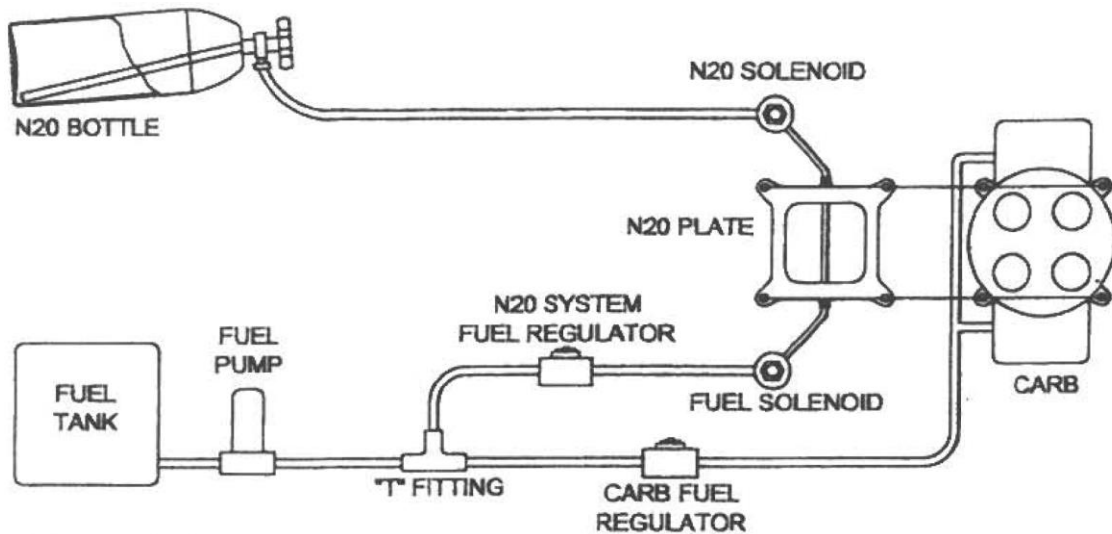
### 4.) Routing the Nitrous Supply Line:

- 1.) Put tape over both ends of the 14' long nitrous supply line, then route it from the bottle to the nitrous solenoid. When routing the nitrous supply line, be sure to avoid the exhaust system and any moving suspension parts. For street/strip cars, following the OE fuel line routing is a good idea. For racecars the shorter the supply line the better. Use grommets to protect the line wherever it will pass through sheet metal such as a firewall or a trunk pan. If the line is too long, coil the excess near the bottle. If the line is too short, try re-routing it to gain some length. If it is still too short, contact the factory for a custom length supply line. After the supply line is in place, remove the tape from both ends.
- 2.) Install the nut and nipple on the bottle and then connect the supply line and tighten firmly. Remember, use only a small amount of liquid thread sealer on the pipe connections, and don't use any on the "AN" connections. Next, purge the inside of the supply line of all possible debris by having an assistant hold the unconnected solenoid end of the supply line and point it away in a safe direction since any contact with the skin can cause severe freeze burns. Partially open the valve on the nitrous bottle for about 2 seconds, then close it. This will eject any debris from the supply line and prevent fouled nitrous solenoids.
- 3.) With a small amount of sealer, install the nitrous solenoid inlet fitting (1/8" pipe by -4AN) into the nitrous solenoid. Now connect the supply line to the -4 side of the fitting and tighten using a back-up wrench as always.

## 5.) Plumbing the Fuel System:

### Fuel Pressure Regulators (2 required)

Trick Flow TFX nitrous systems for Holley 4150 and 4500 series carburetors are designed to use the reliable, inexpensive Holley fuel pressure regulator, part number 12-803. Two regulators will be required. The fuel pressure regulator for the nitrous system must be fed by direct pump pressure and mounted as close to the fuel solenoid as possible. Mount it directly to the solenoid if you can. Do not connect the fuel pressure regulator for the nitrous system through the fuel pressure regulator for the carburetor. Each regulator should be getting direct pump pressure at its inlet port.



### Fuel Pump Recommendations

The fuel pump is an integral part of your nitrous system. For reliable, trouble-free service your pump must match your car's performance. All Trick Flow TFX nitrous systems require an aftermarket high performance fuel pump. Please refer to the fuel pump recommendation chart below:

- 10.00 or slower ET = 110 GPH or larger
- 9.00 to 9.99 ET = 250 GPH or larger
- 8.00 to 8.99 ET = 300 GPH or larger
- 7.00 to 7.99 ET = 400 GPH or larger
- 6.99 or quicker = 500 GPH

It is not necessary or recommended to run a separate, fuel pump for this nitrous system if you have followed the fuel pump guidelines. **However, if you feel it is necessary to run a separate pump you must run a bypass line with a maximum .050" orifice from the "High Pressure", unregulated side of your fuel pressure regulator back to the fuel tank. This is mandatory to prevent fuel line airlocks. If you ignore this advice, a massive nitrous flash fire and explosion will result!!** Call the NX factory tech line at 1-940-767-7694 before installing an additional fuel pump.

### Tuning with Fuel Pressures

On the bottom of the jetting card there are flowing fuel pressures, abbreviated FFP. These flowing pressures are a safe base-line and will generally be rich. After the installation of the nitrous system is complete, be sure to fine-tune your combination by reading your spark plugs after a full throttle pass. Use the NX Fuel Pressure Gauge, part number 15519, to accurately read your fuel pressure. When the tune-up is correct, the spark plug should be almost completely white with little or no color on the porcelain. **Note:** Using higher fuel pressures than those listed on the jetting card will not result in a safer system. Too much fuel can cause poor performance and oil contamination.

## **Optional Fuel Pressure Safety Switch**

For the ultimate in reliability and safety use the adjustable NX fuel pressure safety switch, part number 15708. It is preset and will disable the nitrous system at fuel pressures below 4.5 psi. The opening pressure of the switch can be set anywhere from 3.5 to 10 psi if desired.

### **Proper N2O Bottle Pressure**

The FFP values on the jetting card were calibrated at 1000 psi bottle pressure. When operating the nitrous system, make sure the bottle pressure is between 900 and 1050 psi.

## **6.) Electrical Hook-up:**

Follow the wiring diagram below when wiring the system and solder all connections if possible.

Note: The supplied relay must be used. Do not attempt to wire the system without it.

### **Arming Switch**

Mount the red arming switch within easy reach and plain sight of the driver. Using the 18 gauge blue wire and connectors supplied in the kit, find a hot lead (12 VDC positive) that is controlled by the ignition switch and connect it to the “power” terminal of the toggle switch. You can use a 5 amp inline fuse in this line if desired. Next, connect the “ground” terminal of the toggle switch to a good ground. Connect the “ACC” terminal of the toggle switch to the terminal on the long side of the wide-open-throttle (WOT) switch after it is mounted (see below). Use the 18 gauge blue wire for all arming switch connections.

### **Throttle Switch**

The WOT switch and mounting bracket are universal and can be mounted in a variety of positions by bending or cutting the bracket. The WOT switch comes pre-assembled to the bracket using two ¾” long, 4-40 bolts and nuts. Select the best position for the switch and mount it so that when the throttle is fully open, the switch arm pushes the red button down consistently. NOTE: Always check that there is no binding of the throttle’s movement after installing the WOT switch. This is very important. Failure to do so may result in a stuck throttle condition. The terminal on the short side of the throttle switch is connected to the red wire coming from the relay harness. Use a piece of the blue 18-gauge wire if needed.

### **Power Supply**

Use the red 12 gauge wire to connect the black wire on the relay harness to a 12 volt DC power source. The power source for the nitrous system can be the terminal on the back of the alternator labeled “BAT” or the “positive” post on the battery. Do not try to splice into the factory vehicle wiring harness for a power supply. These smaller circuits will not have adequate amperage to operate the solenoids. An optional 40-amp fuse can be installed in the power supply line if desired.

### **Solenoids**

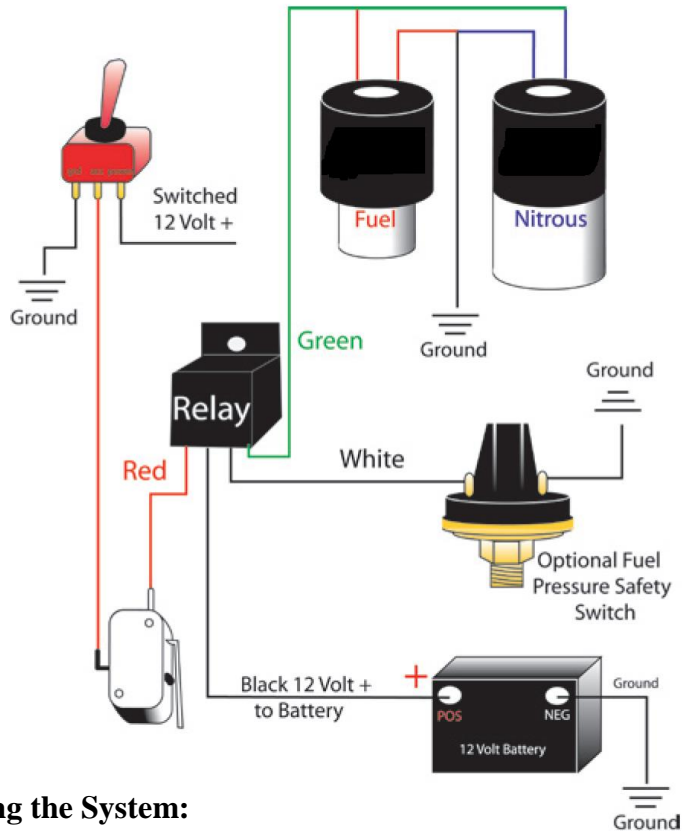
Attach one wire from each of the solenoids to the green wire coming from the relay harness. Since these are DC coils it doesn’t matter which wire you choose. Attach the remaining two wires from the solenoids to a good ground.

### **Fuel Pressure Safety Switch (Optional)**

If you are using the Fuel Pressure Safety Switch, NX part number 15708, attach the white wire from the relay to the “NO” terminal on the switch. Connect the other side of the switch, marked “C” to ground. If you are not using a Fuel Pressure Safety Switch simply connect the white wire from the relay harness to ground.

After all relay harness connections are made, install the relay into the socket of the relay harness.

## WIRING DIAGRAM



### 7.) Completing the System:

Reconnect all vacuum lines and linkages. After all components have been assembled on the vehicle, verify that the plumbing for both the nitrous and fuel systems are correct then double check all wiring on the system. It is now time to test the system. Make sure the nitrous bottle is securely mounted in the bottle brackets with the supply line connected and the valve closed.

Reconnect the negative battery cable, turn the ignition switch to the “ON” position and then flip the red toggle switch to arm the nitrous system. Note: The valve on the nitrous bottle must be closed and the engine must be off. You can now test the solenoid operation by engaging the wide-open throttle switch. If you are using a Fuel Pressure Safety Switch, you will have to place a jumper wire across the switch terminals. Both solenoids should “click” when you move the throttle to the full open position. If they do not, STOP and verify all electrical connections with the wiring diagrams. **Note:** The nitrous and fuel solenoids are rated only for intermittent duty. Do not engage either solenoid for more than 20 continuous seconds. Solenoids that have scorched or burned electro-magnets will be ruined.

Once the solenoids are operating properly, open the nitrous bottle and check all connections for leaks. If “ice” appears on any connection, this indicates a leak. Retighten any connection that leaks and then recheck. Next, start the engine and check for fuel leaks and immediately fix any leaks that are present. With the engine running, adjust the fuel pressure regulator that feeds the fuel solenoid to one of the safe settings on the jetting card.

**Important Note:** If your engine has not been “dialed in” before the nitrous system was installed, it is extremely important that it be dialed in now. Close the valve to the nitrous bottle, turn of the arming switch and completely tune the engine for the best (safe) power. Don’t go too lean. The engine should be pulling strong without the nitrous.

### 8.) Testing the System:

**Do not** floor the throttle with no load on the engine. The nitrous system should only be engaged when the engine is at full throttle, under load, with the car in motion. This means a trip to the local dragstrip. All Trick Flow TFX nitrous systems are intended for off-road use only and should only be operated in that manner. With the vehicle at the local racetrack, verify that all operations are normal and the throttle linkage is operating correctly. Pre-stage the vehicle, arm the system, and if you are using a purge valve, purge the air from the supply line using 3 one-second bursts. Stage and gently launch the vehicle,

gradually accelerating to WOT. When WOT is achieved a noticeable surge of power should be produced, if not, stop and recheck all installation procedures.

Repeat the staging procedure; the system should now be crisp and responsive. Make a full throttle pass and then check all 8 spark plugs. Verify that each cylinder is getting proper amount of fuel and nitrous by reading the plugs. The plugs should have little or no color. If they are sooty the fuel pressure should be reduced a small amount at a time until the optimum air-fuel ratio is achieved. Double check for leaks and make sure that all wiring is safely routed and all connections are tight. Now change to a higher horsepower jet combination and enjoy some serious horsepower!

## **Safety Tips:**

**Follow these safety tips at all times for your health and the health of your engine.**

- 1.) Never inhale nitrous oxide. Inhalation may lead to death by suffocation.
- 2.) Never allow nitrous oxide to come into contact with the skin. Severe frostbite can occur.
- 3.) Never start an engine that has had nitrous oxide injected into it while the engine was off. Always disconnect the coil wire, open the throttle wide and crank the engine for several revolutions before attempting to start it. Failure to do this can result in severe engine damage.
- 4.) Do not attempt to modify this nitrous system. Call the NX factory tech line if you think you need a non-stock item.
- 5.) Do not get the solenoids for fuel and nitrous mixed up. The solenoids are clearly marked as to their purpose. Severe engine damage may result if they are switched around.
- 6.) Do not use octane boosters that contain methanol. Fuel solenoid failure may occur, causing severe engine damage.
- 7.) Never force threaded connections that do not seem to fit properly. Inspect the threads if they do not start easily by hand.
- 8.) Do not use Teflon Tape on any threaded connections in this kit. A bit of dislodged tape can find its way into a solenoid causing severe engine damage when the system is engaged.
- 9.) Use Teflon-based paste only on pipe style fittings.
- 10.) Do not use sealer of any kind on AN type fittings and do not overtighten them.
- 11.) Keep the exterior surfaces of all supply lines and solenoids clean and dry. Wipe off any fuel, oil or other combustible substances immediately to prevent a potential fire hazard.
- 12.) Never drop or violently strike the bottle since an explosive bottle failure may occur.
- 13.) Do not alter or remove the data on the bottle label.
- 14.) Never use an unlabeled bottle. The bottle must be labeled to indicate that it is filled with nitrous oxide.
- 15.) Do not increase the pressure settings of the safety relief valve on the nitrous bottle valve. Doing so can result in an explosive bottle failure. Safe bottle pressure is between 900psi and 1050 psi.
- 16.) Always keep the bottle valve closed when the system is not being used or when the bottle is empty.
- 17.) After filling or storage, open the bottle valve for an instant to clear the opening of any dust or dirt.
- 18.) Before filling the bottle, always notify the supplier of any condition which may have allowed dirt or foreign matter into the bottle or valve.

## **Power Tuning Tips:**

Nitrous oxide works! Each application, however, has different tuning characteristics. Nitrous oxide is referred to as “Liquid Supercharging” because in effect, it does exactly the same thing as a mechanical supercharger, forcing more fuel and oxygen into each cylinder to produce more power. One of the advantages of nitrous is that it achieves its goal without the mechanical losses of a belt driven supercharger. The nitrous system is only there when you need it. A mechanical supercharger is always robbing the engine of at least some horsepower by simply being in motion.

The biggest enemy of all supercharged, turbo charged and nitrous injected engines is DETONATION. The use of higher-octane fuel and timing retard will reduce the possibility of engine damage due to detonation. If you are tempted to run an engine too lean or with too much spark advance just remember the detonation is an engine KILLER.



### **Follow these tuning tips:**

- 1.) Tune your engine for maximum power before nitrous usage.
- 2.) Engine operating temperature should be between 160 and 200 degrees before nitrous usage.
- 3.) Engage the nitrous system only at wide-open throttle. Engage the system only at engine speeds above 3000 RPM. Using nitrous at low RPM's will destroy an engine.
- 4.) The better the exhaust system the better the nitrous system will work.
- 5.) Make sure your ignition system is up to the task. It must be able to ignite a much denser mixture under very high cylinder pressures. The hotter the spark the better! If you have the higher octane fuel required to prevent detonation, you can run the engine closer to its best timing without nitrous. Even with the best fuel, start out with 1 degree of timing retard for each 50 horsepower of nitrous boost. Your engine may need more or less timing retard depending on your particular engine combination.
- 6.) All vehicles should have an alternator to provide adequate amperage to the electrical system.
- 7.) Install a good engine-to-chassis ground connection. This will prevent a possible explosive failure of the main nitrous supply line.
- 8.) Even on mild engines the spark plugs should be at least 2 steps colder than the stock heat range. Do not use any spark plug with multiple ground straps, split ground straps, extended tips or platinum tips. When in doubt about heat range always go one step colder. A plug that is too hot will cause detonation, burned plugs and engine damage. In competition engines, use the coldest plug available. Never use an extended tip plug in a racing engine.
- 9.) Do not attempt to drill or alter the jets, solenoids or the tubes in the nitrous plate. These items are engineered to their maximum capacity. Modifications will decrease power and/or destroy your engine.
- 10.) If the solenoids must be disassembled for cleaning or rebuilding always use the proper wrench, NX part number 15921. Do not use any clamping device around the solenoid tower.
- 11.) All Trick Flow TFX nitrous systems are designed to operate at 1000 psi bottle pressure. This is extremely important and cannot be stressed enough. If your bottle pressure is below 1000 psi, the system will run rich and will not produce the advertised horsepower. If the bottle pressure is above 1050 psi the system will run lean, possibly damaging engine parts. Bottle pressure can be easily monitored using a liquid filled pressure gauge from NX, part number 15509. A bottle warmer, NX part number 15940 is recommended when ambient temperatures are below 97 degrees Fahrenheit. An NX bottle jacket is part number 15945 will help stabilize bottle pressure in the winter and summer.
- 12.) Never use an open flame to heat a nitrous bottle. This is very dangerous and potentially fatal.
- 13.) A purge valve is recommended on all Trick Flow TFX nitrous systems. When the weather begins to get hot, a purge valve is worth up to a tenth of a second on a quarter mile pass. The correct purging procedure for drag racing is: 1.) Complete the burnout. 2.) Light the pre-stage bulb. 3.) Push the purge button three times, one second each. 4.) Stage immediately, then GO!
- 14.) Your nitrous bottle should be turned off when not in use. This means even between runs unless they're immediately after each other.
- 15.) Start with the lowest power setting in your system and work your way up.
- 16.) If there is a question about the purity of your nitrous supply, use a filter when refilling your bottle, NX part number 15610 is recommended. Just attach the filter to your bottle when you take it to be refilled. Contaminated nitrous will cause serious damage to the solenoids and possibly to your engine. This is a lifetime renewable filter.
- 17.) If you have questions about your torque converter or gear ratios call the NX factory tech line at 940 767-7694.

### **Fuel System Tips:**

- 1.) If you run a nitrous system of 150 horsepower or higher, you must use a high-octane type racing fuel. The most important number to look for is the "MON" or motor octane number. In most cases, the higher this number is, the more timing you can run and detonation will not be a problem. With nitrous
- 2.) Most engines with stock compression can run up to a 150 horsepower nitrous system on "93" octane unleaded pump gas. Racing engines with 12:1 or higher compression must run racing fuel. Higher compression and boost will require higher motor octane numbers.
- 3.) All Trick Flow TFX nitrous systems are calibrated to use fuel with a .730 specific gravity or "SG". If you have to use a fuel with a lower SG, you must use a higher fuel pressure to compensate for the lighter fuel. If you must run fuel with a higher SG, you must use a slightly lower fuel pressure due to the heavier fuel.

- 4.) Racing fuel should be stored in an airtight, dark container. Exposure to the atmosphere allows very important “high end” hydrocarbons to evaporate and lower the octane rating of the fuel. Remember this when you are tempted to leave the fuel in your racecar between race days. Dark containers are required since sunlight oxidizes the lead contained in some racing fuel.
- 5.) Never buy racing fuel from an underground or vented storage tank. A sealed drum is the only correct way to store racing fuel.
- 6.) Aviation fuel is not compatible with nitrous usage. Fresh, properly stored high octane automotive racing fuel is the only fuel you should use for race engines or any engine with 150 or more horsepower of nitrous boost.
- 7.) If your car has a catalytic converter, use unleaded fuel only.

### **Ultimate Bolt-On Performance® Lifetime Warranty**

**Trick Flow Specialties cylinder head castings are backed by a lifetime warranty. If a cylinder head casting fails to provide the original purchaser with complete satisfaction, Trick Flow Specialties will repair or replace it free of charge — guaranteed!**

Moreover, the valves, valve guides, valve seats, valve job, valve springs, valve spring retainers, valve locks, rocker arm studs, guideplates, and valve stem seals included on assembled Trick Flow Specialties cylinder heads are warranted to the original purchaser to be free from defects in materials and workmanship for a period of two years from the date of purchase. All other Trick Flow Specialties products are warranted to be free from defects in materials and workmanship for a period of 90 days. There are no mileage limitations.

#### **Extent of Warranty**

Customers who believe they have a defective product should return it to the dealer from which they purchased or ship it freight prepaid to Trick Flow Specialties along with proof of purchase and a complete description of the problem. If a thorough inspection indicates defects in materials or workmanship, our sole obligation is to repair or replace the product.

This warranty is only if the product is properly installed, subjected to normal use and service, did not fail due to owner negligence or misuse, and has not been altered or modified.

Trick Flow Specialties warranties do not cover any installation or removal costs.

Trick Flow Specialties is not liable for consequential damages for breach of contract of any warranty in excess of the purchase price of the product sold.

#### **PROPOSITION 65 WARNING**

This product may contain one or more substances or chemicals known to the state of California to cause cancer, birth defects or other reproductive harm.

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