



## **Trick Flow Specialties TFX Nitrous Systems by Nitrous Express For Trick Flow EFI manifolds**

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** the paperwork in your instruction packet before starting any work.
- Inspect all parts and check quantities.
- Acquire recommended tools.
- 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 4 mounting holes for the bottle brackets.
- Mount the bottle.
- Install the solenoid fittings.
- Pre-assemble the nitrous plate w/the minimum horsepower jets.
- Install the solenoid to plate hoses.
- Make a diagram of all hoses and throttle connections to upper manifold.
- Remove upper manifold.
- Install nitrous plate and gaskets.
- Route nitrous supply line and connect to bottle.
- Purge supply line.
- Connect nitrous supply line to the nitrous solenoid "IN" port.
- Replace the fuel rail "Test Port" fitting with the supplied fuel fitting.
- Connect the fuel supply line between the fuel rail fitting and the fuel solenoid "IN" port.
- Wire the solenoids, switches and relay.
- Reinstall the upper intake and all connections.
- Check for solenoid operation.
- Open bottle valve and purge nitrous solenoid.
- Verify that there are no 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.
- Bottle Brackets & Bottle Bracket Hardware Pack.
- Bottle Nut and –4 nipple.
- 14' Nitrous Supply Line.
- Short nitrous supply line (blue fittings).
- Fuel supply line (fuel rail to solenoid “IN” port, red fittings).
- Fuel supply line (solenoid out to nitrous plate, one red and one 90 degree fitting).
- Solenoid fittings (4).
- Fuel rail fitting.
- Wide-open Throttle Switch with Bracket.
- Relay Harness.
- 60 Amp Heavy Duty Relay.
- 8' of 18 gauge Blue Wire.
- 5' of 12 gauge Red Wire.
- Jet Pack 50HP to 200HP.
- Electrical Connectors and Terminals.
- Nitrous Arming Switch w/Bracket.
- Fuel Solenoid and Nitrous Solenoid.
- Solenoid mounting brackets.
- EFI Plate Hardware Pack (Studs, Nuts and Gaskets).
- Jetting Card.

## **Recommended Tools:**

- Basic mechanics tool set with SAE and metric sockets and combination wrenches.
- Spark Plug Socket.
- Good quality flare nut wrenches.
- 3/8” drill bit and drill.
- Wire strippers and crimpers.
- Soldering Iron.

## **Additional Parts You May Require:**

Depending on your application, you may need the following components to complete the installation of your Trick Flow TFX nitrous system.

- Fuel Pressure Safety Switch, NX # 15718.
- Bottle Pressure Gauge, NX # 15509.
- Bottle Warmer, NX # 15940.
- Bottle Jacket, NX # 15945.
- Nitrous Supply Filter, NX # 15610.
- Liquid Thread Sealer (Do not use Teflon Tape).
- Blowdown Tube, NX # 11708, (NHRA Approved).
- Vent Fitting, NX # 11709, (NHRA Approved)

- Colder Spark Plugs (Required, start 2 heat ranges colder).
- Improved Ignition System Components.

### **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 any disassembly work.

The Trick Flow TFX EFI nitrous system is designed to operate with stock fuel pumps and no timing retards up to the 150 horsepower level. However, if you have an aftermarket ECU chip that advances timing, detonation could be a problem. These chips can still be used if higher octane fuel is used with them. Above the 150 horsepower level, the following precautions must be observed:

- 1.) A higher output aftermarket fuel pump of at least 250 liters per hour must be used.
- 2.) High-octane race fuel must be used to prevent detonation. **Note** – cars with catalytic converters must use unleaded fuel.
- 3.) Higher strength rods and crank, along with high performance head gaskets are a must.
- 4.) Timing retard may be needed depending on cylinder pressure and fuel quality.

### **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. Never use Teflon tape.
- 2.) Do not use 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 over tighten 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, relieve the pressure from the fuel system following the procedure in the repair manual for your vehicle.

#### **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.

#### **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 hose fittings. Failure to do so will void the warranty!!**

Using a small amount of Teflon paste sealer on the pipe threads, install the 4 supplied solenoid fittings into the solenoids. Both solenoid “out” fittings are the same. The nitrous solenoid “IN” port will take the larger 1/4” NPT fitting. The fuel “IN” port will use the same 1/8” NPT pipe thread as the both “OUT” fittings but has a larger diameter “AN” side to fit into the 19” long fuel supply hose with red fittings.

**Nitrous solenoid note:** The “P” outlet on the side of the nitrous solenoid is for an optional purge valve. If you are not using a purge valve you must install the supplied 1/8” NPT plug before you operate the system. However, do not install the plug at this time so that the nitrous solenoid can be purged as described later.

It is recommended to use the 41 nitrous jet and the 24 fuel jet for initial testing. This is the 50 horsepower setting. Insert the nitrous jet into the blue fitting on the plate. Connect the nitrous solenoid “out” fitting to the blue plate fitting using the short hose with blue fittings. The “OUT” terminal of the nitrous solenoid is on the bottom of the solenoid. The nitrous solenoid can be identified by the “N2O” stamped on the base and its larger size. Repeat this procedure for the fuel side, installing the 24 fuel jet into the red fitting on the plate. Connect the red plate fitting to the fuel solenoid “out” port using the short hose with one red fitting and one 90-degree end. The 90-degree end goes to the red fitting on the nitrous plate. Set the pre-assembled nitrous plate aside.

### 4.) Removing the upper intake and mounting the nitrous plate:

- 1.) Make a diagram of all hoses, wiring and linkages that will need to be disconnected to remove the upper intake. Consult your shop manual if necessary.
- 2.) Remove all connections to the upper intake then lift it up off the mounting studs. Remove the stock mounting hardware and replace with the longer studs and bolts from the hardware pack.
- 3.) Clean any old gasket material from the upper and lower intake mounting surfaces then install the pre-assembled nitrous plate with the fittings toward the rear of the engine. Make sure there is a gasket on both top and bottom of the nitrous plate.

### 5.) 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. Also avoid any “hot” electrical wires since a small spark can

damage the Teflon liner causing a possible nitrous leak. For street/strip cars, following the OE fuel line routing is a good idea. For full-time 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 a liquid Teflon paste type sealer on the pipe thread connections of this nitrous system, and no sealer on the AN connections. Next, clear 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 blow any debris from the supply line and prevent fouled nitrous solenoids. After the line is purged, connect the nitrous supply line to the “IN” port on the side of the nitrous solenoid.

## 6.) Fuel System Connection:

**Warning.** If you did not relieve the fuel system as described in the “Before You Begin” section, the fuel system will still be under high pressure. Use extreme caution when disconnecting the test port fitting on the fuel rail and be prepared to quickly contain any excess spillage. Place a shop towel over the fitting to catch any fuel spraying out under pressure. As always, when working around fuel systems use your safety glasses, extinguish any open flames and remove items that could create a spark, such as a trouble light that could break and create a fire.

Locate the “Test Port” fitting on the fuel rail. It is usually located near the front of the fuel rail and is covered by a black plastic cap. This is where the fuel solenoid feed line will be connected. Note: Be sure the port you have selected is the “Fuel Test Port”. There are similar looking ports that are not part of the fuel system. Most Fords will require the entire test port connector fitting to be removed and replaced by the supplied fuel rail fitting. After the fitting is in place, connect the longer fuel line, approximately 19” (red fittings on both ends) from the new fuel rail fitting to the inlet side of the fuel solenoid. The shorter fuel supply hose goes from the fuel solenoid “OUT” port to the red fitting on the nitrous plate. The 90-degree end on this hose should already be pre-assembled to the red fitting on the nitrous plate.

**Fuel pump note--**Your vehicle’s fuel pump is an important part of your nitrous system. For reliable, trouble-free service your pump must match your engine’s performance. Above settings of 150 horsepower, the fuel pump must be replaced with a high output aftermarket unit delivering at least 250 liters per hour.

## 7.) Electrical Hook-Up:

Follow the wiring diagram below when wiring the system.

### 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 and can be bent or cut to work in any application. The wide-open throttle switch is pre-assembled to the bracket using the 3/4" 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.

**Note:** The relay must be used in all applications.

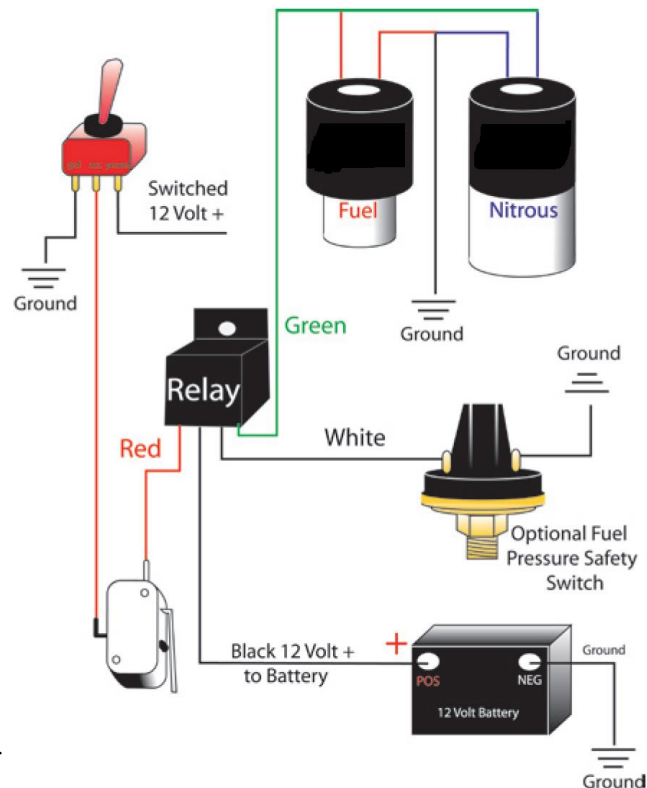
## Solenoids

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 a Fuel Pressure Safety Switch, 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



## 8.) Completing the System:

Reinstall the upper intake and 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 supplies are correct then double check all wiring on the system. It is now time to test the system. If you followed steps one and two, the full nitrous bottle should be securely mounted in the bottle brackets with the supply line connected and the bottle valve closed.

Reconnect the negative battery cable, and then flip the red toggle switch to arm the nitrous system. Note: The valve on the nitrous bottle is closed and the engine is off. You must 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”. 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 the solenoids for more than 20 continuous seconds. Solenoids that have scorched or burned Electro-magnets will not be replaced under warranty.

The next step is to purge the nitrous solenoid. Leaving the “P” port on the side of the nitrous solenoid open, lay a clean rag around the solenoid, open the bottle valve and activate the WOT switch for a second or two. This will purge any debris from the solenoid. Flip the arming switch off, remove the rag then install the pipe plug into the “P” port or use an optional purge valve.

With the nitrous solenoid purged and both solenoids operating properly, open the nitrous bottle and check all connections for leaks. If “ice” forms on any connection, this indicates a leak. Retighten any connection that leaks and then recheck. If there are no leaks start the engine and check for fuel leaks and immediately fix any fuel leaks that are present.

## 9.) 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 and WOT switch 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 amounts of fuel and nitrous. 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 then enjoy some serious horsepower!

### Safety Tips:

Follow these safety tips at all times!

- 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 interchange the solenoids for fuel and nitrous. 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 sealer only on pipefittings.
- 10.) Do not use sealer of any kind on AN 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 well with all applications; 4 cycle, 2 cycle, diesel and rotary engines. Each application, however, has different tuning characteristics. The following tips apply generally to each type of engine. 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 can limit 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 that detonation is an engine KILLER.

Read and 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, including full competition racecars must 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, instant non-warranty damage will result.
- 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. 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!
- 13.) Your nitrous bottle should be turned off when not in use. This means even between runs unless they're immediately after each other.
- 14.) Start with the lowest power setting in your system and work your way up.
- 15.) If there is a question about the purity of your nitrous supply, use a filter, such as NX part number 15610 when refilling your bottle. 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.
- 16.) If you have questions about your torque converter or gear ratios call the 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.
- 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.
- 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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