



Summit Racing Street & Strip Carburetor

P/N SUM-M08500VS (electric choke)

P/N SUM-M08600VS (electric choke)

P/N SUM-M08601VS (electric choke)

P/N SUM-M08750VS (electric choke)

P/N SUM-M08750MS (manual choke)

INSTALLATION, TUNING, AND ADJUSTMENT MANUAL

199R10438

NOTE: These instructions must be read and fully understood before beginning installation. If this manual is not fully understood, installation should not be attempted. Failure to follow these instructions, including the pictures may result in subsequent system failure.

TABLE OF CONTENTS:

INTRODUCTION:3

REMOVAL:3

INSTALLATION:3

ELECTRIC CHOKE MODELS:6

MANUAL CHOKE MODELS:6

INSTALLATION NOTES:7

CHRYSLER APPLICATIONS:7

FORD APPLICATIONS:8

GM APPLICATIONS:9

CHOKE ADJUSTMENT:9

IDLE MIXTURE NEEDLES:10

FLOAT LEVEL ADJUSTMENT:11

VACUUM OPERATED SECONDARY THROTTLES:12

VACUUM OPERATED SECONDARY TUNING:12

JETTING (MAIN JETS):14

POWER VALVES:15

SUMMIT RACING STREET & STRIP CARBURETOR WARRANTY16

INTRODUCTION:

CONGRATULATIONS on your Summit Racing Street & Strip Carburetor purchase! Should you need information or parts assistance, please contact our Technical Service Department at 1-330-630-0240, Monday through Friday, 9 am to 9 pm Eastern Time. Please have the part number of the carburetor you purchased on hand when you call.

To preserve the warranty, these instructions must be read and followed thoroughly before and during installation.

ATTENTION! The information in this manual covers carburetor models SUM-M08500VS, SUM-M08600VS, SUM-M08601VS, SUM-M08750VS, and SUM-M08750MS.

NOTE: The SUM-M08500VS, SUM-M08600VS, SUM-M08601VS, SUM-M08750VS, and SUM-M08750MS are not 50-state emission legal replacement carburetors.

These carburetors have been designed and calibrated as a universal replacement carburetor for passenger cars and light truck applications equipped with V6 and V8 engines. They are designed for use on “square” flange intake manifolds.

REMOVAL:

1. Remove the air cleaner, exercising care to carefully detach any vacuum lines from the air cleaner and marking them so they can be reassembled to the air cleaner in the same manner.
2. Remove the existing carburetor by the following procedure:
 - A. Carefully disconnect the fuel line.

WARNING: Carefully protect the open end of the fuel lines, so that no foreign particles can enter. Wrap the end of the fuel line with a clean lint-free cloth. Always use caution when working with fuel lines—make sure the engine is cool and there are no open flames/smoking in the vicinity.

- B. Disconnect and mark all vacuum lines and wiring (if any) to the carburetor.
 - C. Disconnect the PCV hose.
 - D. Disconnect the choke rod or heat tubes (if equipped).
 - E. Disconnect and remove the throttle linkage and automatic kickdown linkage. **Save all retaining clips.**
 - F. Unbolt and remove the carburetor from the manifold.
3. If the intake manifold is being changed at this time, install the new manifold according to the manifold manufacturer’s directions. Since we are not familiar with all manifold instructions, Summit Racing Equipment cannot accept responsibility for their validity.

INSTALLATION:

1. Install the carburetor-mounting studs (not provided) in the proper location on the intake manifold carburetor flange.
2. Place the new carburetor flange gasket, provided with the carburetor, in the proper position on the intake manifold.
3. Place the carburetor on top of the flange gasket on the manifold. Install the hold down nuts and snug down progressively in a “crisscross” pattern (**60-80 in./lbs.**), as shown in Figure 1.

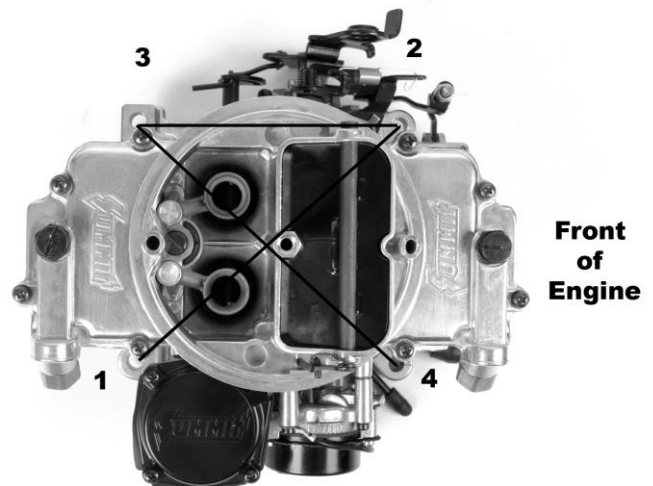


Figure 1—Carburetor torque sequence

WARNING: Over tightening may result in a warped or cracked carburetor body.

4. Before connecting the linkage, operate the throttle lever to assure the correct travel (no sticking or binding), by opening to wide-open throttle and back to closed throttle several times. Correct any sticking or binding conditions before proceeding.

WARNING: Any sticking, binding, or other interference in the throttle linkage could result in uncontrolled engine speed. This could result in engine damage or personal injury.

5. Reconnect the throttle and transmission kickdown linkage and throttle return spring. Operate the carburetor throttle lever by hand to assure the correct travel (no sticking or binding) by opening to wide open throttle and back to closed throttle several times. Correct any sticking or binding conditions before proceeding.

NOTE: With the engine turned off, have an assistant slowly press the accelerator pedal to the floor, while you watch the throttle for any sticking or binding. Correct any sticking or binding conditions before proceeding. Also ensure that you are reaching full throttle. Many performance problems are traced to partial throttle openings from improperly adjusted linkage. Vacuum secondaries will not open mechanically during this procedure.

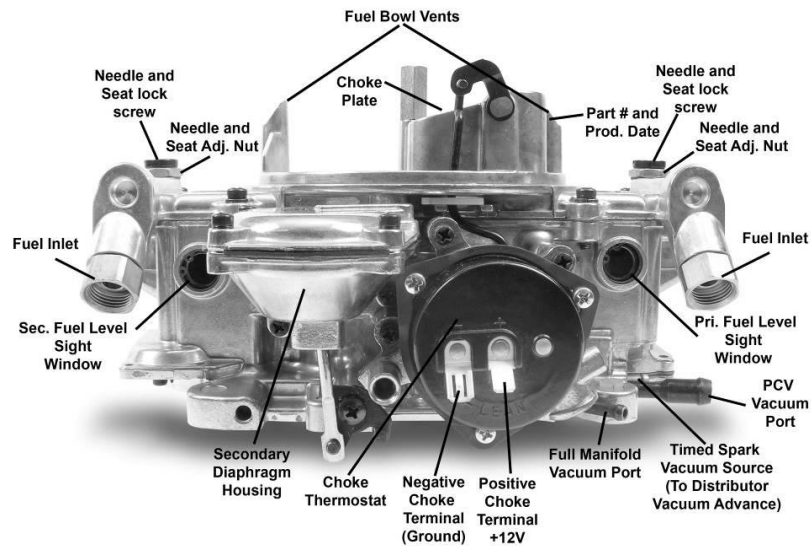


Figure 2

6. Reconnect the appropriate vacuum hoses to the carburetor, noting the correct fitting from Figure 2 and Figure 3a. Replace any cracked or dry rotted hoses at this time to prevent any vacuum leaks.
 - A. The full manifold vacuum source (3/16" tube) on the choke side front of the carburetor base provides vacuum for proper operation of the air cleaner, the pump diverter valve (if equipped), AC/Cruise, and/or the temperature sensing valve. If vacuum for more than two components are needed, use small plastic vacuum "T"s (available at most automotive stores).
 - B. The timed spark source (3/16" tube) on the choke side front of the carburetor base (Gold in color) provides vacuum for the operation of the distributor vacuum advance. Connect the hose to the distributor, spark delay valve, and/or temperature sensing valve as originally connected. Again use "T"s as necessary. If any questions arise about the hose connections, consult the proper service manual.
 - C. Plug any vacuum source not used. **(The Choke Fresh Air Intake Hose is not drilled, so no plug is needed.)**
7. Connect the PCV hose to the PCV 3/8" tube on the choke side front of the carburetor base.
8. If connecting a Power Brake hose, remove the 1/8" Std. Pipe Plug on the back of the carburetor and install the included barbed fitting as shown in Figure 3a.

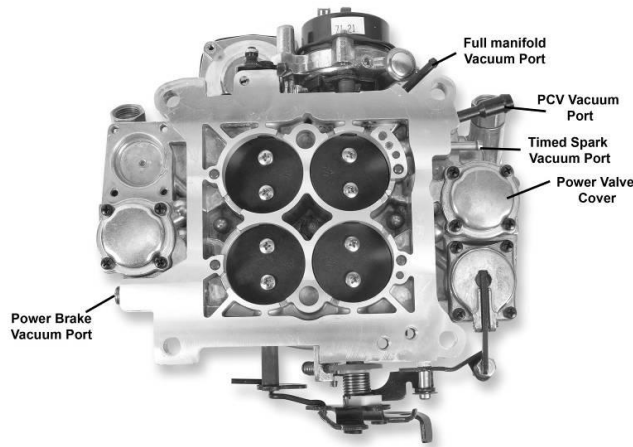


Figure3a

9. In some cases, the existing fuel line will have to be cut and connected to a “dual feed” fuel line (Included) with a length of rubber fuel hose and a clamp.
10. Apply a light torque to the gasketed brass fuel bowl fitting.
11. Install the fuel line and simultaneously draw both chrome fuel line nuts up finger tight into the brass bowl fittings. This aligns and seats both inverted flares correctly. **Do not use sealing pastes or tapes!**
12. Hold brass fuel bowl fitting firmly with one wrench while applying final torque with another wrench to the chrome fuel line fittings. Wrenches required: 5/8" and 3/4", Line or Flare nut wrenches are preferred. (Figure 3b)



Figure 3b

NOTE: To avoid potential fuel leak, use a two wrench method of applying torque to the fuel line fittings.

WARNING: During the fuel line installation, **DO NOT** allow any foreign particles to enter the fuel lines, which could then cause flooding and may result in a fire.

WARNING: Keep the fuel line away from the EGR valve (if equipped) on the intake manifold.

If installation requires cutting the metal fuel line, cut the fuel line with a good tube cutter. This will minimize the chance of producing metal chip particles. If a hacksaw must be used, the metal chips must be removed.

WARNING: In all cases where the fuel line has been cut, it is essential that it be clean to ensure that no metal particles enter the fuel bowl after the new carburetor installation. Remove the fuel line at the pump and blow the line clean with compressed air. **DO NOT** use the procedure where the coil wire is disconnected, the engine cranked for a few revolutions, and the fuel collected in a container. This procedure is unsafe because sparking can occur either at the coil or at the distributor end of the coil wire and ignite any fuel spilled in the engine compartment.

CAUTION: The use of a quality inline fuel filter is mandatory as a safeguard against possible flooding, which could result from unfiltered particles becoming lodged between the fuel inlet needle and its seat. This can result in fire if a spark is present or backfire occurs in the engine compartment. Air cleaner filter elements should be blown clean with compressed air at 6,000 miles and replaced at 12,000 miles to assure maximum protection.

ELECTRIC CHOKE MODELS:

- A. Connect the electric choke lead (supplied) to the positive terminal of the choke cap. **The other end must be connected to a good fused ignition activated 12-volt source.** Hookup of this wire is **not** optional. (Figure 2)

WARNING: Connecting the choke cap to the ignition or ignition coil could result in unacceptable choke operation, poor fuel economy, and possible engine misfiring, since the voltage delivered to the spark plugs will be severely reduced by the drain imposed by the choke cap. Suitable ignition activated 12-volt sources are most electrical relays, as well as the leads to accessories, such as windshield wipers. **DO NOT** connect this wire to the original equipment (O.E.) electric choke source. This may not be a 12V source.

- B. Check the voltage source with a volt-ohm meter to assure proper voltage and choke operation. Provision of a good ground and 12 volt+ fused source that can supply enough current to the choke cap is *essential* for proper choke operation!

MANUAL CHOKE MODELS:

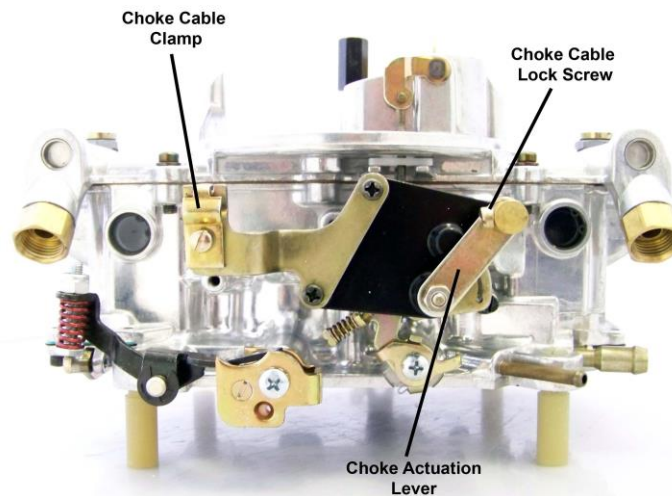


Figure 3c

- A. Connect the choke control cable (Summit Part # SUM-G1300) to the choke actuation lever, and lock in place with the choke cable lock screw. (Figure 3c)
- B. Mount the outer sleeve to the cable clamp (included).
- C. Actuate the choke cable through its full range of motion to ensure full choke operation. Adjust as necessary.
10. Start the engine and check the fuel lines and inlet fitting for possible leaks.

NOTE: The recommended fuel pressure is 5 psi with no more than 7 psi. Use an adjustable fuel pressure regulator (Summit Part # SUM-G3131-1) if it is higher than 7 psi.

11. Recheck to assure all existing vacuum hoses are attached properly. Plug any fittings not used.
12. With the engine at operating temperature, set the idle speed to the manufacturer's specifications (see page 10 for idle adjustment).

WARNING: With the engine off, recheck the assembled linkage for sticking and/or proper return to the idle position.

13. Place the air cleaner gasket (supplied) on the sealing flange, and install the air cleaner.
14. With some air cleaner configurations, it may be necessary to use an air cleaner spacer to provide adequate clearance between the carburetor and the air cleaner. Depending on the overall height, obtain the proper length 1/4 x 20 stud (included) and install in the carburetor airhorn. Close the hood slowly to ensure adequate clearance between the air cleaner stud and the hood.

WARNING: Inadequate clearance between the air cleaner and the throttle lever could result in throttle sticking and uncontrolled engine speed. Check the clearance between the throttle lever and air cleaner for proper operation. Check the clearance between the air cleaner and the hood before closing the hood completely.

MAINTENANCE WARNING: Fuel system components, including fuel lines and the carburetor, should be inspected periodically to assure no fuel leakage and to ensure the soundness of the hoses. Today's clean emissions engines provide higher temperatures in the engine compartment. These high temperatures promote faster aging of non-metallic materials.

Hoses that exhibit surface cracks, when bent to 180°, should be replaced. The presence of liquid fuel demands tightening of fittings, hose replacement, and retorquing of the fuel system component flange nuts. Periodically check the torque on the fuel bowl screws to **25-30 in./lbs.** to assure proper fuel metering.

GENERAL: Some very important factors to optimize efficiency and performance include: Correct engine timing, correct spark plug gap and heat range, ignition components in good working order, and correct operation of exhaust heat valve.

WARNING: On automatic transmission vehicles only, install the transmission kickdown adjustment screw and black retaining clip, as correctly indicated (See Figure 5). Failure to attend to this detail may result in a sticking wide-open throttle or dangerous uncontrolled engine speed.

INSTALLATION NOTES:

CHRYSLER APPLICATIONS:

WARNING: This carburetor is not designed for use with any Chrysler automatic overdrive transmission. **SEVERE** transmission damage may result from improper application use.

1. Unless you are replacing an existing carburetor (which already has a lever extension arm), you may need to purchase and install a throttle lever extension (Summit Part # SUM-M08082) on the carburetor. Remove the throttle stud and nut from the original carburetor and install the stud in the throttle extension lever (See Figure 4).

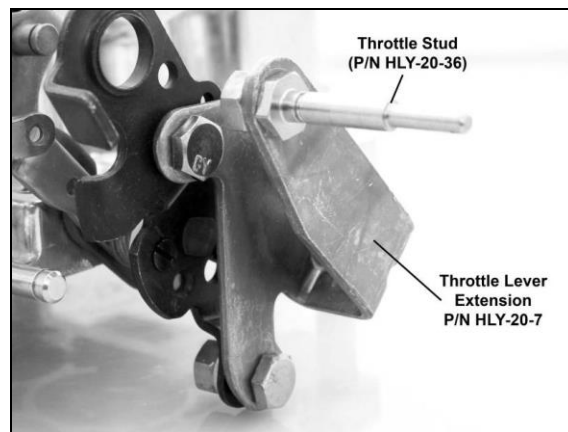


Figure 4—Chrysler applications

FORD APPLICATIONS:

FORD APPLICATIONS WITH AUTOMATIC TRANSMISSIONS: * IMPORTANT NOTE*: This carburetor is not intended nor recommended to be used with automatic overdrive vehicles. **SEVERE** transmission damage may result from improper application use.

NOTE: You may need to purchase Summit Part # SUM-M08070, spring and perch kit, for Ford automatic transmissions.

1. Install the throttle ball, lockwasher, and retaining nut to the carburetor throttle lever in the same position as the existing carburetor.
2. Insert the transmission kickdown screw with the black retaining clip on the transmission kickdown lever (Figure 5). This assembly must be installed according to the detailed drawing (Figure 6).

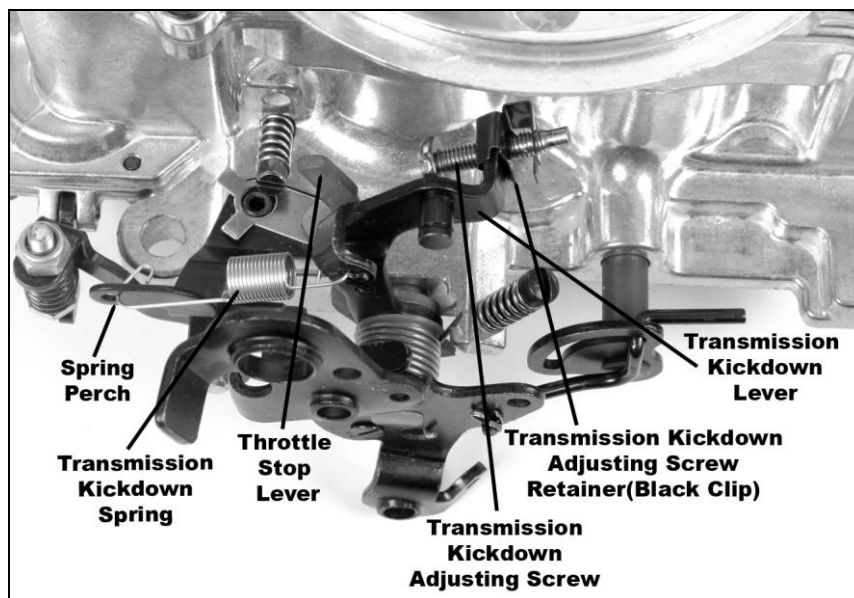


Figure 5—Ford applications

3. Remove the lockout screw from the kickdown lever (Figure 7).
4. Install the transmission kickdown spring between the transmission kickdown lever and spring perch (Figure 5).
5. **With the engine off**, push the transmission kickdown rod rearward until it stops and hold it in position. Push the throttle lever rearward to its wide-open throttle position and adjust the transmission kickdown screw to come in contact with the transmission kickdown lever tang. (See Installation Notes for Ford Applications)

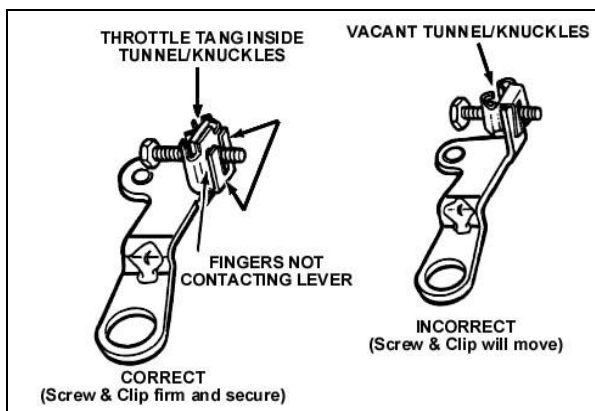


Figure 6—Ford applications

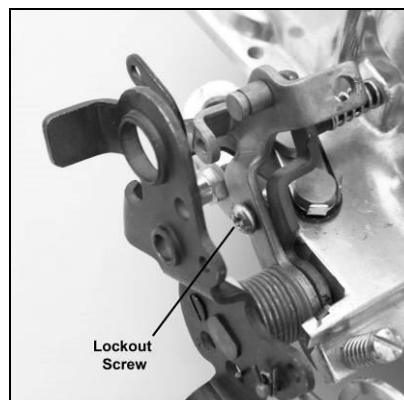


Figure 7—Ford applications

GM APPLICATIONS:

WARNING: If you are using this carburetor with a GM overdrive transmission TH-700-R4 or a TH-200-R4, you must use a transmission kickdown cable bracket (Summit Part # SUM-M 08080) and lever/stud (Summit Part # SUM-700202). Otherwise, SEVERE transmission damage WILL result. This carburetor is not designed to work with ANY other automatic overdrive transmission.

1. Remove the throttle cable ball and automatic transmission kickdown stud (if any) from the original carburetor, and mount these in similar locations on the Holley throttle lever.

NOTE: For proper adjustment of the GM automatic kickdown linkage, refer to the appropriate GM service manual for your application.

CHOKE ADJUSTMENT:

IMPORTANT: Your Summit carburetor has been factory wet flowed and calibrated. The “out of the box” settings should be very close for all adjustments. The following tuning section is included ONLY to aid you in fine tuning adjustments.

Electric Choke

1. You can control the choke operation by rotating the choke cap. If the choke comes off too soon, loosen the three screws and rotate the cap counterclockwise one notch at a time, until the choke operation is satisfactory. If the choke comes off too late, rotate the cap clockwise one notch at a time, until the choke operation is satisfactory. The choke setting from the factory is on “index” or at center position. After making the final adjustments, start the engine and make sure the choke plate opens completely.
 - A. A choke that comes off too soon could exhibit one or more of the following symptoms: stalling, surging, backfiring, stumbles, or poor vehicle drivability when the vehicle is cold.

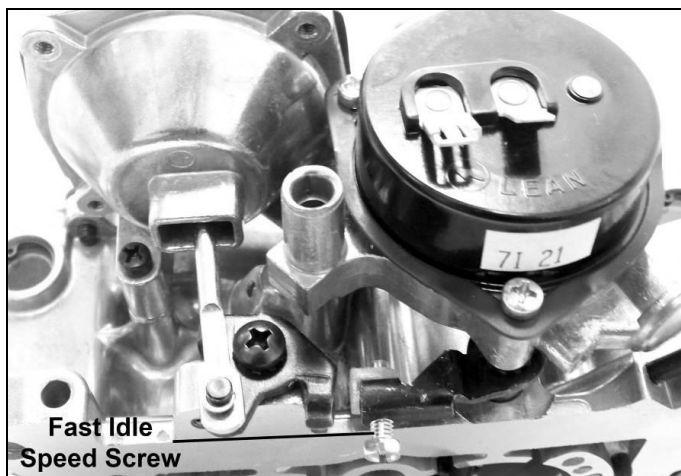


Figure 8

- B. A choke that comes off too late could exhibit one or more of the following symptoms: black smoke from the tailpipe, poor drivability when cold, poor gas mileage, misses, or rough idle.

Manual and Electric Chokes

2. If the fast idle RPM is too low or too high for your preferences, SHUT DOWN THE ENGINE! Advance the throttle to wide-open, exposing the fast idle set screw below the choke housing (See Figure 8).
3. Using a 1/4" open end wrench, turn the screw clockwise to increase the RPM or counterclockwise to decrease the RPM. The factory setting should give you a 1500-1600 RPM fast idle speed.

NOTE: All vacuum ports must be plugged to properly adjust the fast idle RPM or it will result in a false setting.

IDLE MIXTURE NEEDLES:

Idle mixture needles control the air/fuel mixture at idle. These have been preset at the factory and SHOULD NOT need any adjustments. However, if you feel that adjustment is necessary, you can use the following procedure to do so. When tuning the idle mixture, you're actually tuning for the best manifold vacuum. Idle mixture needles are found on the primary side of the carburetor. If you change one idle mixture needle, you must change the other idle mixture needle by the same amount. Here are the proper steps for setting the idle mixture needles.

1. Attach the vacuum gauge to a full manifold vacuum port on the throttle body (Figure 3).
2. Adjust each idle mixture screw (Figures 10 & 11) 1/8 turn at a time, alternating between each screw. Turn them equally, until you achieve the highest possible vacuum reading without adjusting the curb idle speed screw. Turn screws in to lean the mixture. Turn them out to richen the mixture.



Figure 9

3. Now that the idle mixture is set, it may be necessary to go back and reset the idle speed using the curb idle speed screw, as shown in Figure 9.
4. If a vacuum gauge is not available, use a tachometer to obtain the highest RPM.

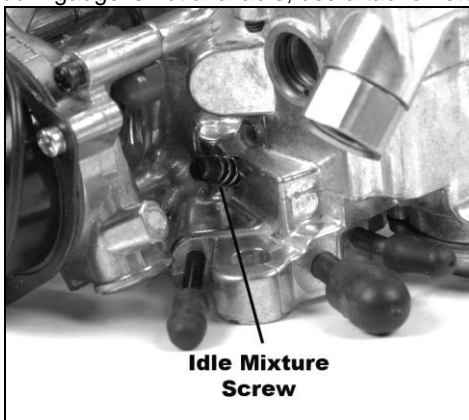


Figure 10



Figure 11

ROUGH IDLE AND VACUUM LEAKS: If a rough idle persists after the engine has been started and the mixture screws adjusted, check for manifold vacuum leaks. These could result from unplugged vacuum fittings or a carburetor flange gasket that was torn during installation. Recheck for proper attachment of all vacuum lines and check the lines for cracks. If the manifold was changed, a manifold vacuum leak could occur at the cylinder head/manifold surface due to damaged gaskets or improper torquing. Frequently, manifold vacuum leaks occur from the valley side/underside of the manifold. These are very difficult to detect, unless a discernible whistle can be heard.

NOTE: In most cases, when rough idle occurs after a carburetor/manifold change, they result from manifold vacuum leaks similar to those described above. Assuring a proper manifold installation rather than assuming the carburetor is not functioning properly will ultimately save time.

FLOAT LEVEL ADJUSTMENT:

NOTE: Do not try to remove the sight glasses. It takes special tools to install these and removal is not recommended.

Primary and secondary float adjustments are set at the factory, but variations in fuel pressure could cause a change in these settings. To aid in adjustment of the float levels, clear sight glasses are installed from the factory. The following procedure shows how to make these adjustments:

1. Start the vehicle.
2. Observe the sight glass for the fuel level. If none is seen, the level is too low. If it is higher than the middle of the sight window, it is too high. **NOTE:** A properly set float level will have the fuel level located at the middle or slightly below the middle of the sight window, as shown by the line in Figure 12

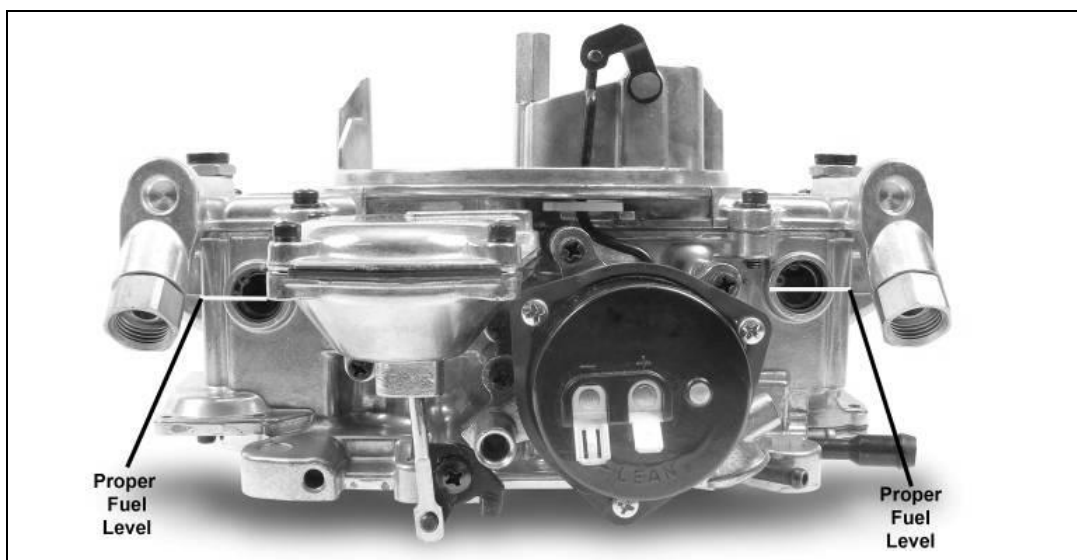


Figure 12

3. To adjust, shut down the engine.
4. Loosen the lock screw on top of the fuel bowl just enough to allow you to turn the adjusting nut. Hold the screw in position with the screwdriver.
5. Using a 5/8" wrench, turn the adjusting nut in the appropriate direction: **Clockwise to lower float and counterclockwise to raise float.**

NOTE: Many customers attempt to adjust the float level down by turning the adjusting nut clockwise, only to see the fuel level rise through the sight glass. This is due to the float being pushed down into the fuel, therefore displacing the fuel to a higher level. You will find it easier to adjust the float levels if you rev the engine slightly between adjustments to evacuate the fuel.

6. Turn the adjusting nut in increments of 1/4 of a rotation.
7. Retighten the lock screw.
8. Restart the vehicle and observe the sight window.
9. Repeat steps 1 through 8 as necessary.

SECONDARY FLOAT LEVELS:

Very little fuel is drawn out of the secondary fuel bowls during idle operation. This makes it a little tricky to set the proper float level with the sight glasses. Many customers attempt to adjust the rear float level down by turning the adjusting nut clockwise, only to see the fuel level rise through the sight glass. This is due to the float being pushed down into the fuel, therefore displacing the fuel to a higher level. You will find it easier to adjust the float levels, if you rev the engine slightly by opening the secondaries between adjustments. This can be easily done by pushing upward on the secondary diaphragm stem or by rolling the secondary throttle shaft linkage forward on the driver's side of the vehicle. This will use fuel from the secondary bowl at a much faster rate, allowing the float level to seek the adjustment point that you have set. Once the floats have been set with this procedure, drive the vehicle, making sure the secondaries open and recheck the float level.

VACUUM OPERATED SECONDARY THROTTLES:

Many people have the misconception that opening the secondary throttles sooner will provide increased performance and quicker drag strip times. Others think they must “feel” a kick when the secondaries engage. Still others believe that they should disconnect the vacuum diaphragm and make the secondaries open mechanically.

Before going any further, let’s discuss these points in a reverse order. First, if we could make our vacuum operated secondary carburetors perform better by opening the secondaries mechanically, it would be to our advantage to do so since all that vacuum actuating hardware is expensive and requires much time and money to calibrate. Mechanical secondary carburetors all utilize a secondary pump shot to prevent bogging when the secondaries are opened. Secondly, those who “feel” a kick when the secondaries engage are actually feeling a flat spot during initial acceleration, because the secondaries have already begun to open and have weakened the fuel delivery signal to the primary boosters. The engine is struggling to increase speed and what they actually feel are the secondary nozzles “crashing in” as the engine finally reaches the speed where it provides the proper fuel delivery signal to primary and secondary venturi. Third, opening the secondaries early causes the situation described above. The secondaries must not open until the engine requires the additional air. This allows torque to increase along the peak torque curve. Performance is compromised less by holding the secondaries closed a little longer than by opening them a little too soon. If the opening rate of the vacuum operated secondaries is properly calibrated there should not be a “kick”, only a smooth increase in power should be felt.

In general, heavier cars require stiffer secondary diaphragm springs than light cars. Air cleaner configuration and restriction plays an important part in spring selection also, so be sure to use your air cleaner when evaluating your vehicle’s performance after each change. **DO NOT** expect to “wing” the throttle and see the secondaries begin to open. If they do they will probably open too soon. Secondaries should open only when the engine is under a load. **DO NOT** clip or trim a spring in an effort to make a spring lighter so that the secondaries will open sooner. Strange as it may seem, clipping springs actually increases spring rate and will delay opening. So in order to tune the secondaries follow the steps below. A secondary spring kit is available from Summit (Holley Part # HLY-20-13).

VACUUM OPERATED SECONDARY TUNING:

1. Remove the choke cap (electric choke) and choke housing (manual and electric choke) to gain access to the third screw retaining the vacuum diaphragm to the main body (Figure 13).
2. Remove three screws attaching secondary vacuum diaphragm to the main body (Figure 14).

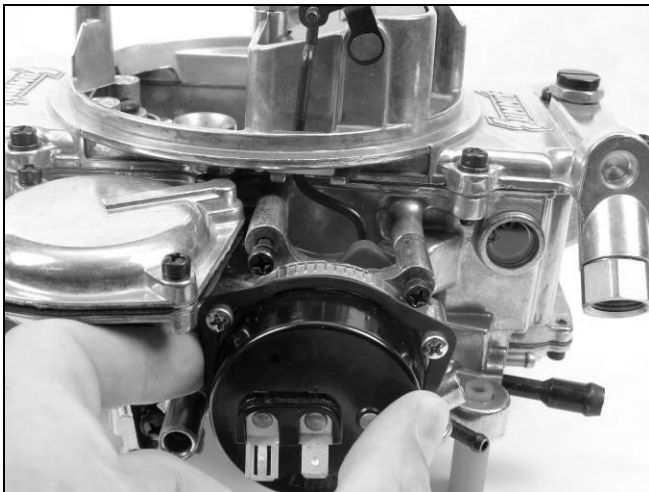


Figure 13



Figure 14

3. Remove the clip retaining the diaphragm plunger to the secondary throttle lever using a small flat-blade screwdriver (Figure 15).

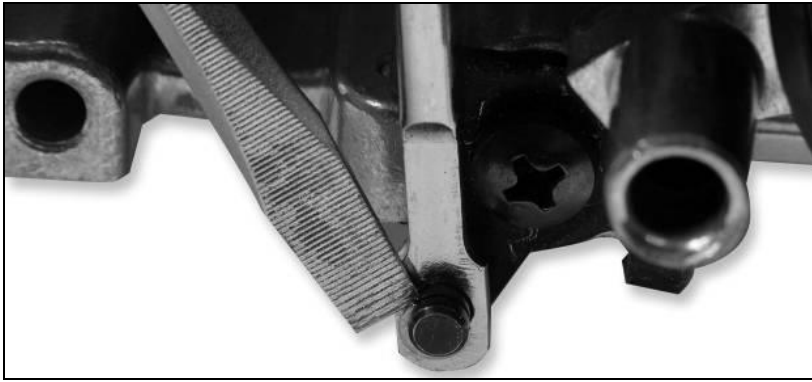


Figure 15

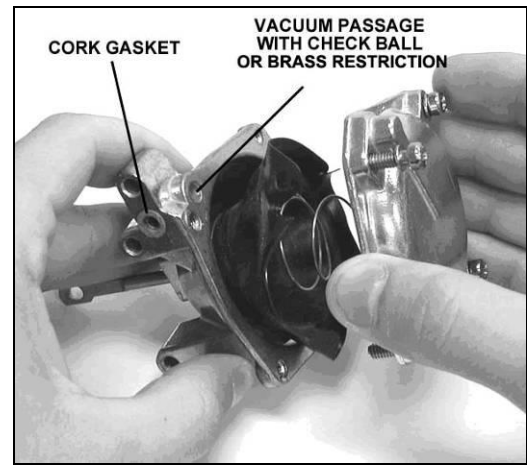


Figure 16

4. Remove the four screws securing diaphragm cover.
5. Gently remove the cover. Take care as not to tear the diaphragm or lose the check ball (Figure 16).
6. Change the spring. Make sure that the new spring seats on the stud cast into the underside of the cover. The stiffer the spring, the later the secondaries will open.
7. When reassembling secondary diaphragm parts, exercise care to properly align the vacuum passage in the casting with the "cut out" in the rubber diaphragm, and make sure the check ball is in place. **DO NOT** pinch or tear the rubber diaphragm.

TIP: To make reassembling the diaphragm easier, push the diaphragm arm into the housing and form the diaphragm into a "mushroom" shape (Figure 17). Then position the diaphragm over the bolt holes and vacuum port. Hold the diaphragm in that position with your fingers while inserting the spring, cover, and bolts to avoid disturbing the position of the diaphragm.

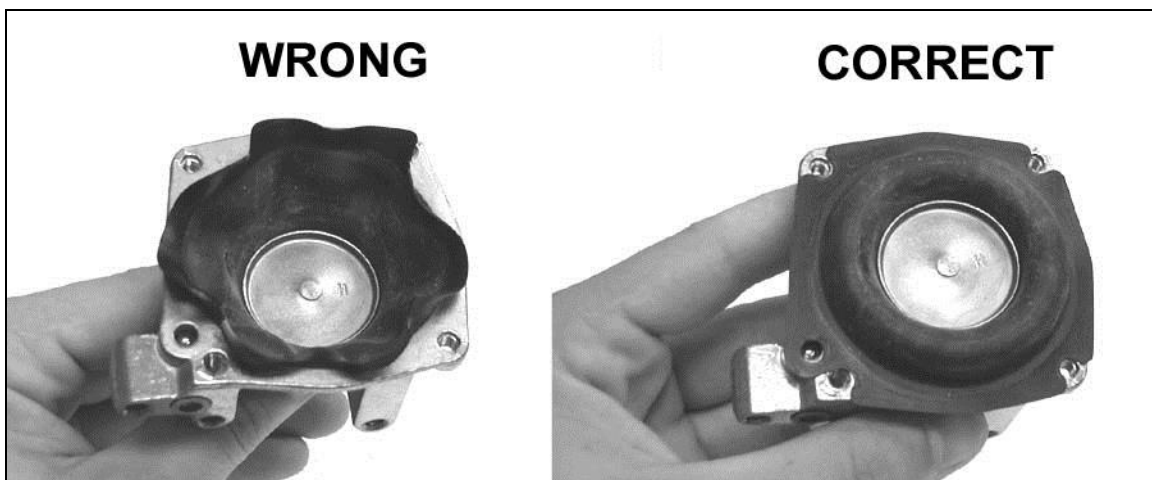


Figure 17

8. Make sure the cork gasket in the secondary diaphragm housing mates with the main body casting and reassemble the housing and choke to the main body.
9. Reinstall the air cleaner, and test drive the vehicle.

JETTING (MAIN JETS):

Due to varied applications that a universal performance carburetor will work with, a few tips on jetting are provided to help you understand their purpose.

1. Out of the box jetting is extremely close for most applications.
2. Carburetors are calibrated at 70°F at sea level. Decrease the jet size primary and secondary, one number for every 2000 ft. increase in altitude.
3. Jets are broached, flowed, and stamped according to flow rate. **NEVER** drill jets, as this seriously alters flow characteristics. Stamped numbers are reference numbers and **DO NOT** indicate drill size.
4. In most cases it will be **unnecessary** to increase jet size more than four numbers greater than out of the box jetting. Exceptions could arise when the carburetor is mounted on a very large volume, plenum-ram manifold.
5. Spark plugs provide the best indication of proper jetting. Consult an ignition manual for proper reading of spark plugs.

POWER VALVES:

The number stamped on a power valve, such as 65, indicates the manifold vacuum below which the power valve is operational. In this case, all manifold vacuums below 6.5" Hg, the power valve is operating. Generally a 65 power valve is sufficient for most high performance applications that have a manifold vacuum of 12" Hg or higher. However, some problems can result with radically cammed machines equipped with automatic transmissions. These vehicles often "idle" at 2000 rpm, approx. 6.0" Hg. At this point the main nozzles are starting to feed and richen the mixture (supplied by the power valve) and the engine will probably "load up". To correct this problem, install a 45 or 35 power valve. If the engine has a manifold vacuum of 12" Hg or less, a good way to determine power valve size is take the manifold vacuum at idle and divide that number by two. The answer is the power valve size. This will provide idling and proper fuel flow under wide-open throttle conditions when manifold vacuums seldom rise above 1" Hg.

Summit Racing Street & Strip Carburetor Warranty

Summit Racing Equipment warrants this product for 1 year from date of purchase. If used for racing or competition, this warranty is limited to manufacturer defects only; wear and breakage are not covered under any circumstances.

If the product shows, in our opinion, evidence of being used or installed contrary to the instructions and/or subjected to improper handling, packaging, or shipping by the customer, it will not be covered by our limited warranty.

Summit Racing Equipment's liability for losses or damages, arising out of any cause whatsoever, is limited to full refund of the purchase price or, at our option, repair or replacement of the product(s). Summit Racing Equipment shall not be liable for any consequential or incidental damages. Some states do not allow exclusion or limitation of consequential or incidental damages, so the above limitation or exclusion may not apply to you.

**Summit Racing Equipment
1200 Southeast Ave, Tallmadge, OH 44278**

**Technical Service: 1-330-630-0240
Fax: 1-330-630-5333**

**For online help, charts, guides, and tech tips, log on to:
www.summitracing.com**

Printed in U.S.A.
Copyright © 2009

**Summit
Racing Equipment**

Revision Date: 8-14-15
199R10438