



**E46 M3 ROTREX C38-92 GEN 8 PRIMA
NON INTERCOOLED (5.5PSI)
SUPER CHARGER
INSTUCTIONS**



WARNING!!!!

Installation of a super charger kit is detailed and complex. It involves many steps that can be easily overlooked or missed. We highly recommend that the car be tested on a Dyno after installation. Air fuel ratio and boost should be logged.

All kits supplied with Methanol must be installed and used at all times. These kits have been tuned with Methanol and 93 Octane (unless otherwise specified).

For questions contact our software or Technical department (305) 233-9300 EXT 226,233,228

WARNING

INSTALLER MUST CHANGE FUEL FILTER BEFORE RUNNING WITH THE SUPERCHARGER INSTALLED. FAILURE MAY CAUSE A LEAN CONDITION RESULTING IN ENGINE FAILURE

ALWAYS READ BLOWER HANDBOOK BEFORE INSTALLATION.



DISASSEMBLE: SPOILER HAVE TO BE REMOVED TO TAKE OUT COWLING, FOR OIL COOLER INSTALATION.

1. REMOVE FRONT UNDER PANEL BY REMOVING THE SEVEN 8MM HEX SCREWS



2. REMOVE FRONT BUMPER. ON 11/01 AND UP MODELS REMOVE THE FOUR 8MM HEX SCREWS FROM UNDER THE CAR AND ONE 8MM HEX SCREW IN THE LEFT AND RIGHT FENDER WELL.



3. ONCE SCREWS ARE REMOVED, (SIX IN TOTAL) GRAB BUMPER FROM EACH SIDE AND WITH A STRONG QUICK PULL THE BUMPER SHOULD POP OFF. DISCONNECT THE FOG LIGHTS AND ELECTRICAL CONNECTOR.



4. ON 2001 MODELS UP TO 10/01 THERE ARE TWO LARGE REVERSE TORX BOLTS THAT NEED TO BE REMOVED FROM THE BOTTOM AS WELL AS THE 6 8MM SCREWS AND THEN BUMPER WILL SLIDE OFF. IT IS NOT NECESSARY TO POP IT OFF



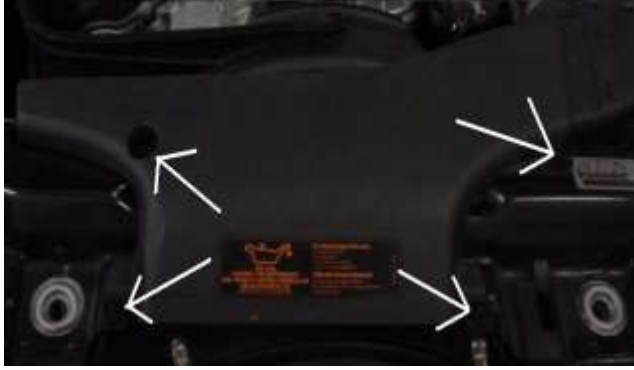
6. REMOVE BACK ENGINE COWL BY FIRST INSERTING A SMALL FLAT HEAD SCREWDRIVER BETWEEN THE WIRING HARNESS AND THE COWL AND PULLING UP. THIS SHOULD SEPARATE THE HARNESS FROM THE COWL



7. THEN REMOVE THE COVER AND THE FILTER.



8. NEXT REMOVE THE FOUR TORX HEAD SCREWS AND REMOVE THE COWL



9. REMOVE AIR DUCT ON TOP OF RADIATOR BY REMOVING THE 4 PLASTIC RIVETS



10. REMOVE AIR BOX BY REMOVING THE TWO 10MM BOLTS AND LOOSENING THE CLAMP



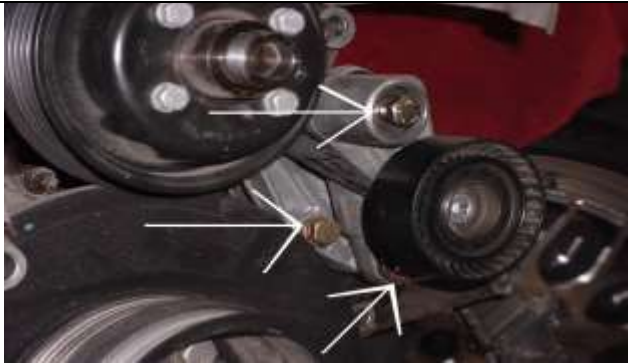
11. REMOVE DRIVERS SIDE FAN SHIELD BY REMOVING THE TWO PLASTIC RIVETS. YOU WILL NEED TO CUT THE SHIELD AROUND THE RADIATOR HOSE TO REMOVE IT FROM THE CAR. THIS SHROUD WILL NOT BE RE-USED



12. REMOVE PLASTIC SHROUD IN FRONT OF THE ELECTRIC FAN BY REMOVING THE REMAINING PLASTIC RIVETS. THIS SHROUD WILL NOT BE RE-USED



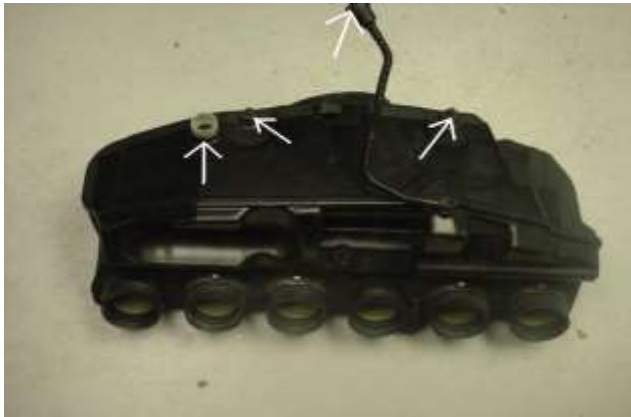
13. REMOVE ENGINE FAN WITH A 32MM WRENCH. FAN IS LEFT HAND THREAD. TURN IT CLOCKWISE TO LOOSEN.



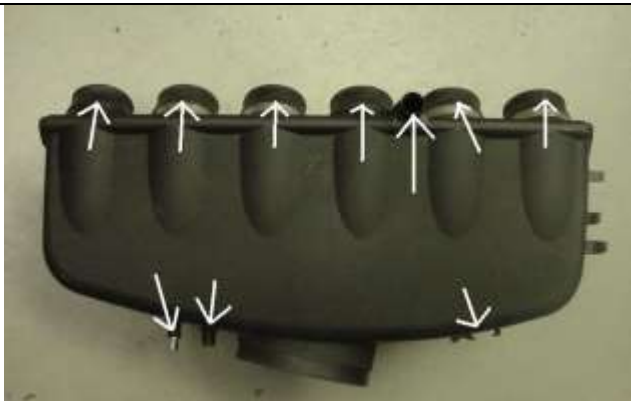
14. REMOVE A/C AND DRIVE BELT. REMOVE THE THREE 13 MM BOLTS THAT HOLD PRIMARY TENSIONER.



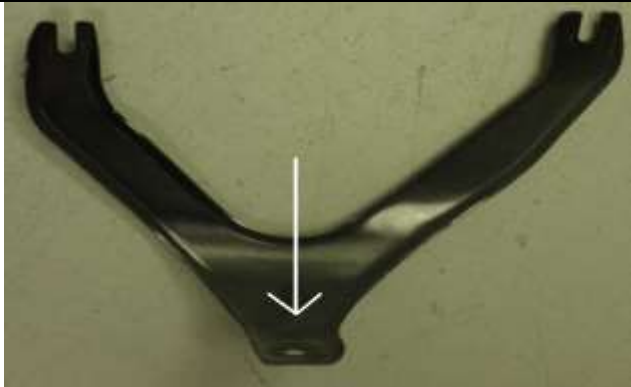
15. ALL 3 BOLTS HAVE TO BE REMOVED TO GET ENTIRE TENSIONER OFF. NEW TENSIONER WILL ONLY BE MOUNTED BY 2 (8X35MM) BOLTS.



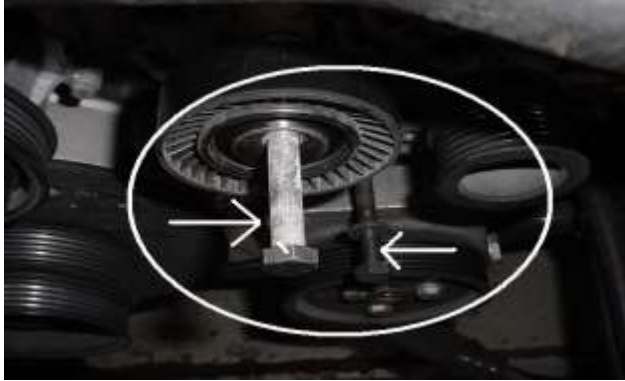
16. REMOVE INTAKE MANIFOLD BY DISCONNECTING THE CRANK CASE BREATHER HOSE, IDLE CONTROL VALVE, JET PUMP FITTING, DIPSTICK MOUNT, OIL DRAIN LINE AND THE TWO 10MM MOUNTING NUTS UNDER THE MANIFOLD.



17. REMOVE THE SIX CLAMPS FROM THE THROTTLE-BODIES
HINT: THE FACTORY CLAMPS CAN BE REMOVED BY PINCHING THEM TOGETHER WHERE THEY OVERLAP.



18. REMOVE THE MANIFOLD SUPPORT BRACKET BY REMOVING THE 13MM BOLT



19. REMOVE THE UPPER AND LOWER ALTERNATOR BOLTS BY FIRST SNAPPING THE COVER OFF THE TOP IDLER PULLEY AND REMOVING THE BOLT. REMOVE THE LOWER BOLT



20. **CUSTOMERS**
WITHOUT SIMON 2 CABLE
WILL NEED TO REMOVE THE ECU AND SHIP TO AA.

REMOVE ECU BY FIRST REMOVING THE FOUR 5MM ALLEN HEAD BOLTS TO REMOVE THE COVER.



21. STARTING AT THE FRONT RELEASE THE 5 BLACK PLUGS ON TOP OF THE ECU. THEN



22. REMOVE THE ECU
PACKAGE AND SHIP ECU TO ACTIVE AUTOWERKE

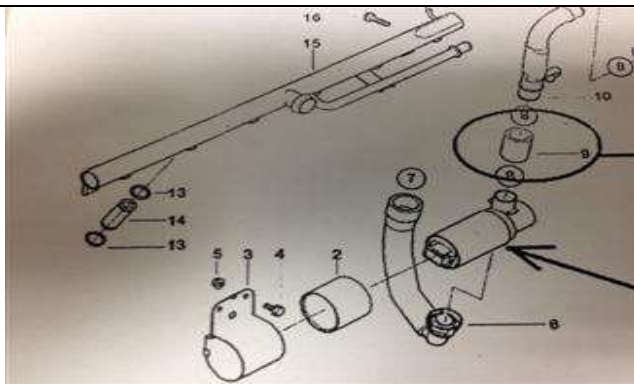


INSTALLATION:

23. INSTALL CHECK VALVE IN FUEL PURGE LINE. LOCATE FUEL PURGE SOLENOID AND CUT LINE THAT RUNS TO THE VACUUM RAIL



24. INSTALL CHECK VALVE WITH ARROW POINTING TOWARDS VACUUM RAIL (ENGINE)



25. REPLACE SHORT IDLE VALVE HOSE. IT IS HIGHLY SUGGESTED ON CARS WITH OVER 50,000 MILES; CRACKS ARE HARD TO SEE BUT OPEN UP UNDER BOOST.



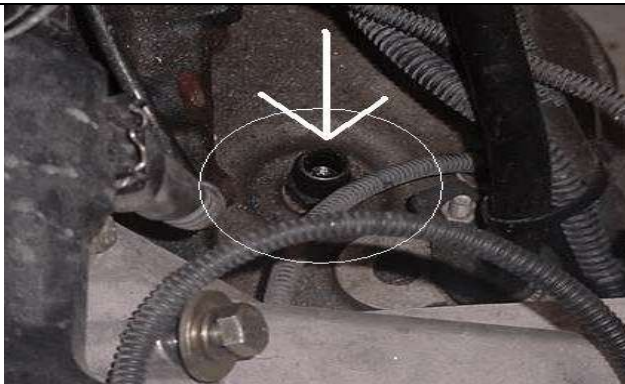
25A. NEW IDLE VALVE HOSE.



26. CUT ORIGINAL HOSE AS SHOWN IN PICTURE.



27. INSTALL NEW IDLE VALVE HOSE ELBOW INTO ORIGINAL IDLE HOSE. WITH OPEN END TOWARDS PLENUM.



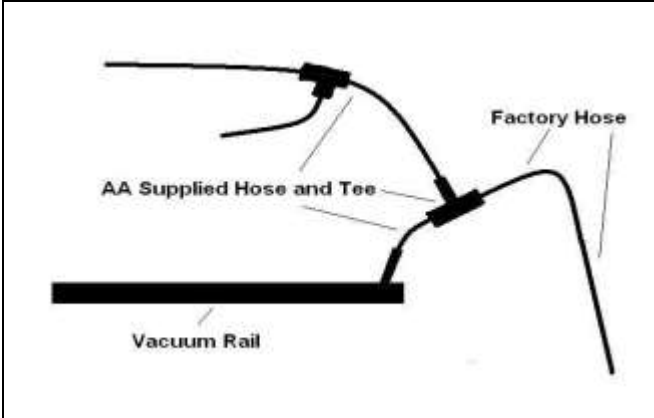
28. LOCATE PLENUM OIL DRAIN FITTING ON TOP OFF OIL PAN AND REMOVE.

NOTE: DRAIN LOCATED BESIDE SMG PUMP ON SMG CARS.



29. REMOVE OIL DRAIN TUBE.

	<p>30. PLUG BACK OIL DRAIN HOLE WITH SUPPLIED BUNG AND CRUSH RING.</p> <p>BUNG CAN BE ALLEN HEAD OR HEX 12MM X 1.5 THREAD</p>
	<p>30A. BUNG INSTALLED</p>
	<p>31. INSTALL SUPPLIED VACUUM LINE AND TEE. FIRST REMOVE THE FACTORY VACUUM HOSE CONNECTED TO THE BACK OF THE FUEL RAIL, INSTALL THE SUPPLIED HOSE AND TEE AS SHOWN BELOW. BOTH LEGS OF THE VACUUM LINE WILL LATER BE CONNECTED TO THE BLOW OFF VALVES.</p>



32. VACUUM DIAGRAM



33. MAKE SURE WHERE THE HARD LINE CONNECTS TO THE SOFT RUBBER ELBOW IS TIGHT. IF LOOSE, SECURE IT WITH A LITTLE GLUE OR A TIE STRAP. THIS HARD LINE GOES TO THE FACTORY FUEL PRESSURE REGULATOR AND IT IS IMPORTANT THAT THIS LINE REMAINS CONNECTED!!!



34. LOOP VACUUM LINE AROUND TO PRVENT KINKING.

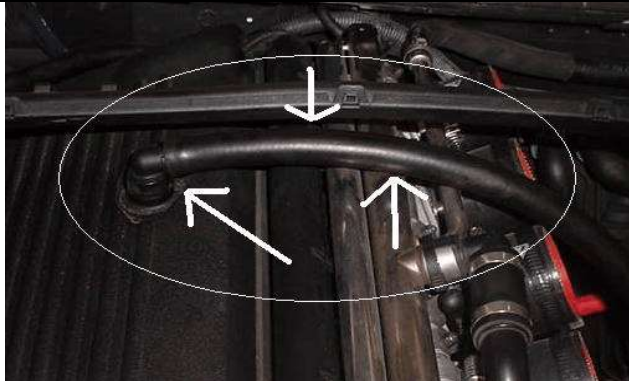


35. INSTALL NEW CRANK CASE BREATHER HOSE BY FIRST REMOVING THE ACCORDIAN HARD LINE FROM THE COVER.

SQUEEZE SIDES TO REMOVE.

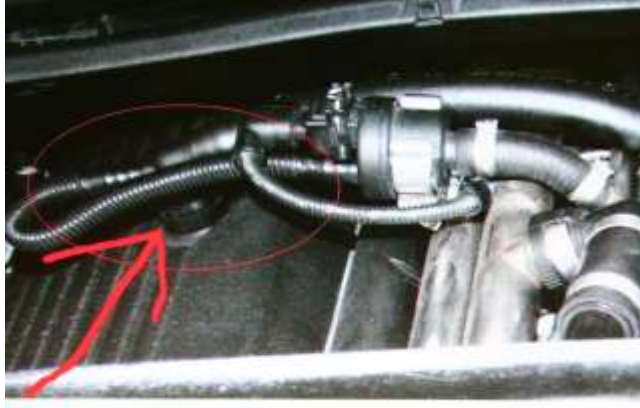


36. REMOVE ONE ELBOW BY CUTTING HARD LINE WITH A RAZOR BLADE.



37. INSTALL ELBOW INTO 16X22MM HOSE AND RECONNECT TO VALVE COVER.

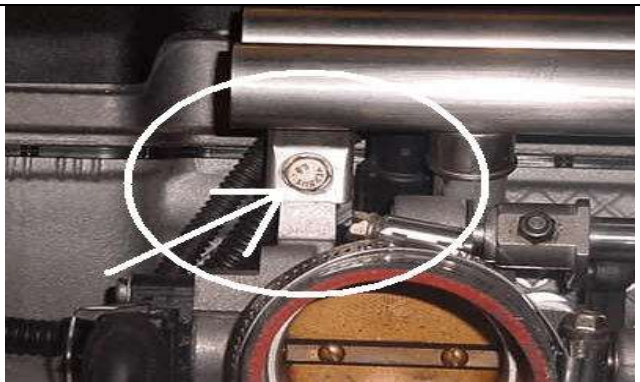
FEED HOSE THROUGH INTAKE PLENUM RUNNERS.



37A. 2005 CARS WILL HAVE A EXTRA PURGE VALVE MOUNTED ON THE VALVE COVER. REMOVE ACCORDIAN LINE AND ATTACH NEW BREATHER LEAVING VALVE.



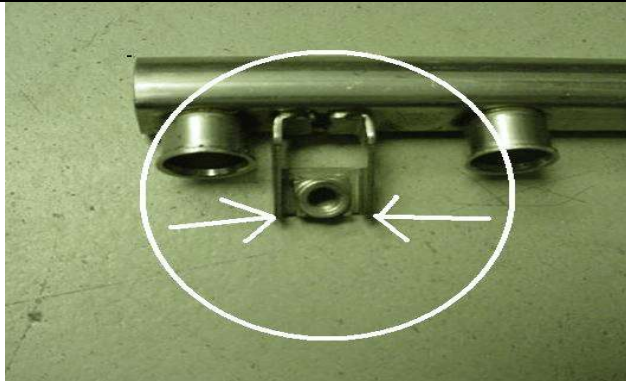
38. INSTALL FUEL INJECTORS AND ADAPTER BY FIST REMOVING THE ELECTRICAL RAIL BY PRYING IT AWAY FROM THE INJECTORS.



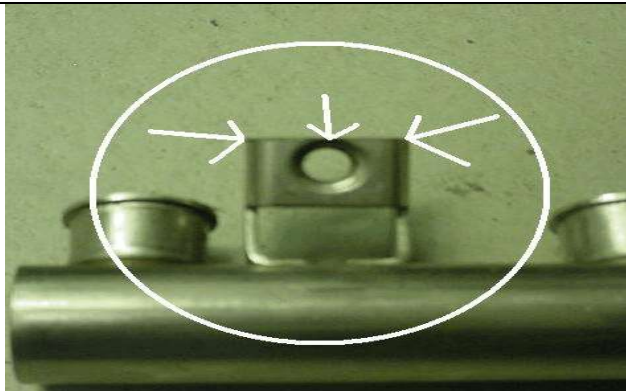
39. REMOVE THE TWO 6MM BOLTS TO LOOSEN FUEL RAIL.



40. REMOVE THE SEVEN BLACK RETAINING CLIPS.
REMOVE RAIL AND INJECTORS.



41. NEXT, USING A CUTOFF WHEEL, TRIM THE MOUNTING POINTS ON THE RAIL AS SHOWN





42. CUT RIGHT NEXT TO THE HOLE.



43. NEXT INSTALL THE TWO FUEL RAIL MOUNTING EXTENSION BRACKETS SO THE THREADED SIDE OF THE BRACKET IS STICKING DOWN AND MOUNTED FROM THE BACK.



44. FRONT VIEW.

	<p>45. MAKE SURE O RING IS INSTALLED ON ADAPTER.</p> <p>OIL ORINGS ON ADAPTER AND IJECTORS BEFORE INSTALL.</p>
	<p>46.NEXT INSTALL THE FUEL RAIL ADAPTER ONTO THE FUEL LINE USING ONE OF THE FACTORY BLACK CLIPS</p>



47. NEXT INSTALL THE SIX NEW INJECTORS SUPPLIED WITH THE KIT. REMEMBER TO OIL THE O-RING BEFORE INSTALLING THEM. THE NEW INJECTORS DO NOT REQUIRE THE RETAINING CLIP. INSTALL THE RAIL AND INJECTORS INTO THE CAR AND SECURE THE FUEL LINE TO THE RAIL USING THE FACTORY RETAINER CLIP

NOTE: NEW INJECTORS CARRY DOUBLE O RINGS



48. REINSTALL THE TWO 6MM BOLT TO SECURE THE FUEL RAIL AND REINSTALL THE ELECTRICAL RAIL MAKING SURE THAT ALL SIX INJECTOR ARE COMPLETELY CONNECTED. MAKE SURE TO HEAR EACH ONE CLIP ON.



49. INSTALL SC OIL TANK BY FIRST INSTALL MOUNT BRACKET USING THE INCLUDED 13MM BOLT.



50. INSTALL BRACKET ON PASSENGER SIDE BESIDE ABS PUMP.



51. THEN TRIM A (V) IN THE RUBBER GROMMET FOR THE OIL LINE THAT RUNS TO THE OIL-COOLER.



52. NEXT TRIM A HOLE IN THE GROMMET NEXT TO THE ABS LINES.



53. CONNECT INLET LINE TO THE BOTTOM OF OIL CANISTER TIGHTEN AND ATTACH CANISTER TO BRACKET USING SUPPLIED 8MM BOLT.

BANJO BOLTS 21NM (15LBFT)

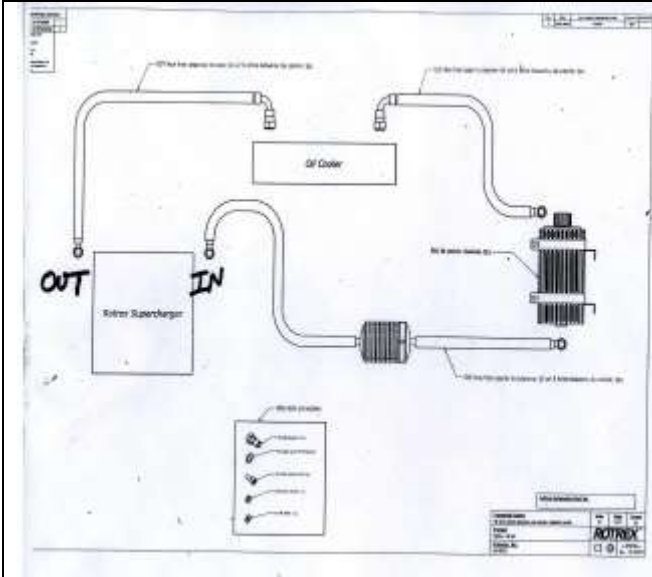


54. THEN ROUTE THE OIL RETURN LINE DOWN AND AROUND THE HEAD LIGHT, AND THROUGH RADIATOR SUPPORT.

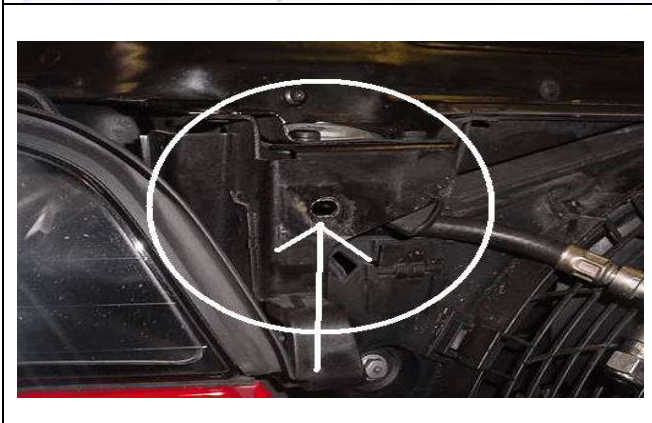
IMPORTANT TO PREVENT KINKS, CRACKS OR CUTS IN OIL LINES.



55. ROUTE INLET LINE FROM BOTTOM OF CANISTER AROUND BACK OF MOTOR TO INLET OF BLOWER. THEN ROUTE OUTLET FROM BLOWER THROUGH CORE SUPPORT TOWARDS OIL COOLER.

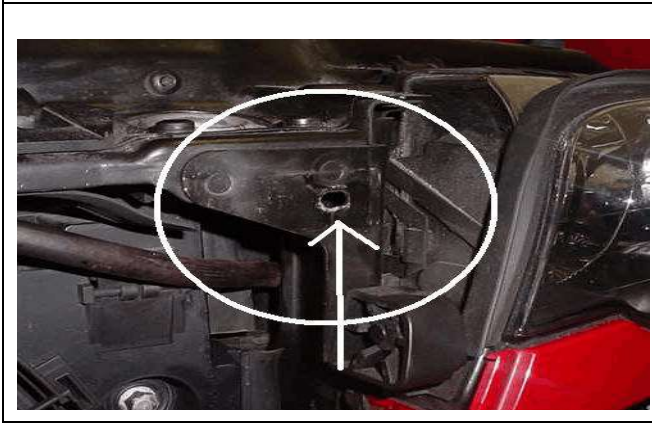


56. OIL FLOW DIAGRAM.



57. LOCATE HOLES IN CORE SUPPORT ON LEFT AND RIGHT OF THE ELECTRIC FAN.

PASSENGER SIDE.



58. DRIVERS SIDE HOLE.



59. MOUNT OIL COOLER BRACKET USING 6MM NUT AND BOLTS SUPPLIED. CONNECT OIL LINES.

USE SUPPORTING WRENCH WHEN TIGHTENING FITTINGS 30 NM (22FTLB).

ALL FITTING AND THREADS ARE INSPECTED AND TESTED AT AA BEFORE SHIPMENT.



60. HOOD GRILL WILL NEED TO BE TRIMMED TO PROVIDE CLEARANCE FOR THE OIL COOLER.



61. USE AIR SAW OR CUT OFF WHEEL TO TRIM OFF EDGES OF GRILL.



62. A NEW STEERING RESOVOIR HOLDING BRACKET IS SUPPLIED. REMOVE THE POWER STEERING BOTTLE BY FIRST DRAINING THE POWER STEERING FLUID, AND REMOVING THE LINES FROM THE BOTTLE.



63. REMOVE THE TWO 13MM HEAD BOLTS.



64. REMOVE 10MM HEAD BOLT AND REMOVE MOUNTING BRACKET.



65. REMOVE THE LARGER LINE FROM THE BACK OF THE PUMP.

CUT THE SMALLER LINE (FROM STEERING COOLER) SO THAT THERE IS 8.5 INCHES OF RUBBER HOSE REMAINING.



66. CONNECT SUPPLIED LINE TO BOTTLE.



67. A NEW POWER STEERING RELOCATION BRACKET IS SUPPLIED.



68. MOUNT USING THE TWO 6MM NUTS SUPPLIED.

CONNECT THE CUT LINE TO THE RESOVOIR BOTTLE AND THE NEW SUPPLIED LINE TO THE BACK OF THE PUMP.



69. MOUNT THE RESOVOIR ONTO THE NEW RELOCATION BRACKET USING TWO 8MM NUTS SUPPLIED.



70. ADJUST HOSES SO THAT THERE ARE NO KINKS.

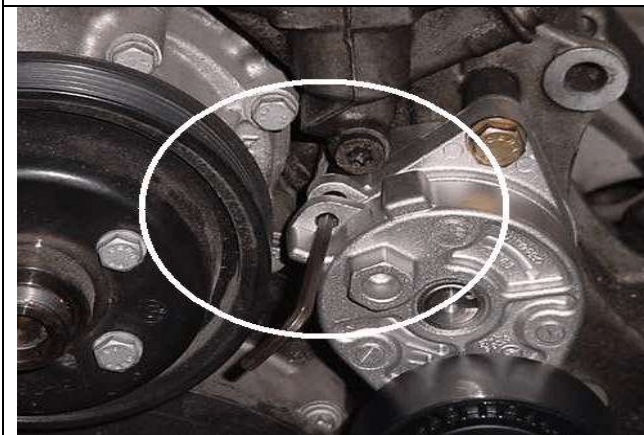
REFILL WITH POWER STEERING FLUID.



71. INSTALL NEW TENSIONER USING SUPPLIED 8X35MM BOLT WITH ONE OF THE FACTORY BOLTS ALSO (8X35MM)



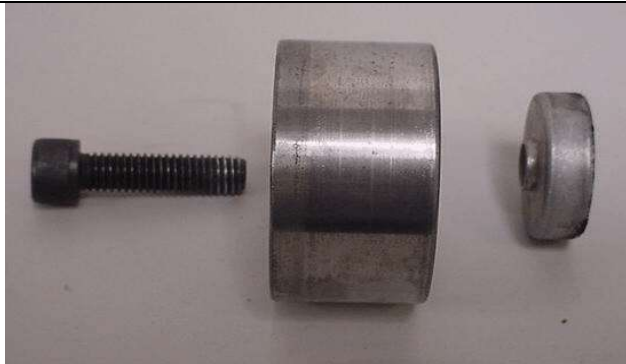
72. NEW TENSIONER USES ONLY 2 BOLTS VERSUS 3 IN THE ORIGINAL ONE.



73. ONCE INSTALLED PIN TENSIONER IN OPEN POSITION.



74. BOLT THE SC BRACKET TO THE ALTERNATOR MOUNTING POINTS USING THE 160MM BOLT IN THE BOTTOM HOLE AND 130MM BOLT FOR THE TOP. (15 ft lbs)



75. BEFORE MOUNTING IDLER PULLEYS TO BRACKET INSTALL SPACER WITH LIP TOWARDS PULLEY.



76. MOUNT METAL IDLER PULLEYS TO BRACKET. TIGHTEN 28 FT LBS.

INSIDE PULLEY IS USUALLY MOUNTED IN THE UPPER HOLE WHEN USING A PULLEY SMALLER THAN 100MM.

IF BELT TENDS TO HAVE AN ALIGNMENT ISSUE BOTTOM HOLE CAN BE USED TO ALLOW BELT MORE FLEXIBILITY.



77. BRACE FOR SC BRACKET.



77A. REMOVE 13MM HEAD BOLT ON FAR SIDE OF OIL FILTER HEAD.



78. ATTACH BRACE TO OIL FILTER HOUSING BUT LEAVE LOOSE. (8X80MM ALLEN BOLT) NO WASHER.



79. ATTACH BRACE TO BLOWER BRACKET AND SET IN PLACE, THEN TIGHTEN (12 FT LB)



79A. ALWAYS TIGHTEN OIL FILTER HEAD SIDE LAST. (10 FT LB)

(THIS WILL ASSURE THAT BRACKET IS NOT INFLUENCED BY BRACE)



80. TAKE NOTE OF OIL INLET AND OUTLET.



81. INSTALL BLOWER (USUALLY PRE CLOKED IN THIS POSITION) USING 8X85MM FLAT HEAD BOLTS



82. TIGHTEN BLOWER BOLTS TO 8 FT LBS.



83. AIR FILTER HOUSING SHOULD BE PREMOUNTED ON BLOWER.



84. BREATHER HOSE NIPPLE SHOULD POINT TOWARDS DRIVERS FENDER.

ATTACH BREATHER HOSE FROM VALVE COVER.

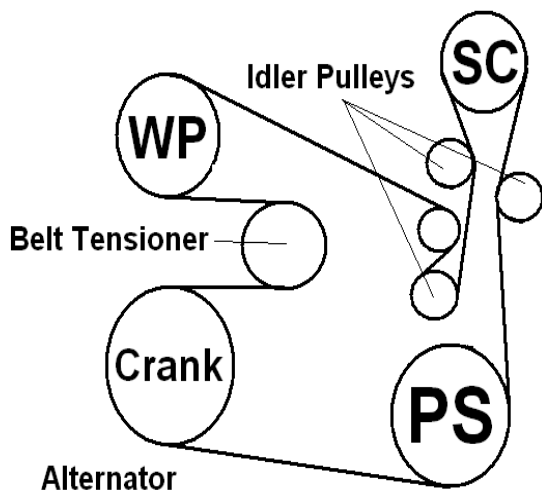


85. AIR FILTER MOUNTED.
(NOTE: POSITION OF SMG BOTTLE ON SMG CARS)



86. FILL RESOVOIR AND LEAVE TILL CAR CAN BE STARTED. AFTER CAR IS STARTED FLUID LEVEL SHOULD GRAVITY FEED INTO BLOWER. TOP UP LEVEL UNTILL IT REACHES THE (MIN) MARK OF STICK.

ANY LEVEL OVER (MIN) MARK MAY FOAM OUT OF THE CAP AT HIGH RPM.



87. INSTALL NEW MAIN DRIVE BELT BY FOLLOWING THE ROUTING DIAGRAM BELOW. THEN REINSTALL THE A/C BELT



87A. BELT ROUTING.



88. INSTALL PRIMA PIPE WITH 45 DEG 3 TO 2.5 INCH REDUCER TO INTAKE MANIFOLD. INSTALL SHORT SIDE OF 2.5 INCH 90 DEG HOSE TO BLOWER.



89. WHEN USING OPTIONAL AIR BOX TRIM OFF THE BOLT STICKING OUT OF THE DRIVERS SIDE SHOCK TOWER USING AN AIR-SAW OR CUTOFF WHEEL



90. INSTALL INTAKE MANIFOLD ONTO TO THE THROTTLE BODIES. MAKE SURE THE HOSE CLAMPS DO NOT INTERFERE WITH THE THROTTLE LINKAGE. YOU MAY NEED TO BEND THE DIPSTICK SLIGHTLY AND ATTACH USING THE SUPPLIED BRACKET. CONNECT THE IDLE VALVE HOSE TO THE UNDERSIDE OF THE MANIFOLD



91. NOTHING IS TO BE CONNECTED TO FRONT BOV.



92. CONNECT THE VACUUM LINE TO THE SECOND BLOW OFF VALVE LOCATED UNDER THE INTAKE MANIFOLD. CONNECT THE VACUUM LINE TO THE NIPPLE ON THE TOP (BLACK) PART OF THE VALVE.



93. SMG CARS:

SMG RESOVOIR HAS TO BE RELOCATED AND REPLACED WITH A NEW BOTTLE. PLASTIC OR ALUMINUM BOTTLES ARE USED.



94. REMOVE THE SMG HOSE FROM THE SMG PUMP BY PUSHING DOWN ON THE RED RING, THEN PULL UP ON THE HOSE.

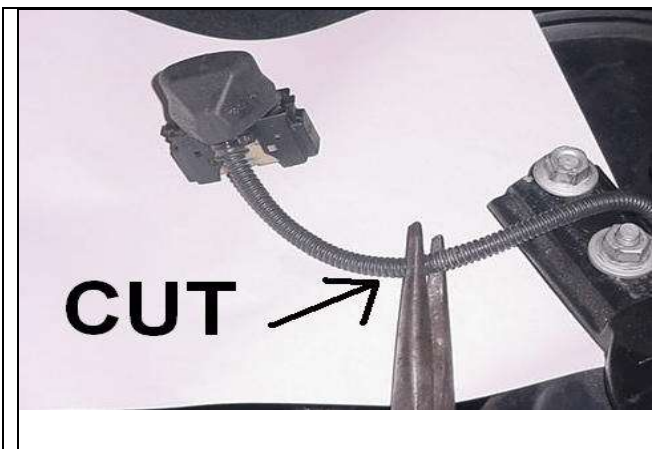


95. USING A RAZOR BLADE CUT THE HARD LINE OFF OF THE CONNECTOR AND ATTACH IT TO THE NEW BOTTLE AND HOSE



96. ATTACH CONNECTOR TO THE HOSE ON THE NEW BOTTLE AND REINSERT INTO PUMP. MOUNT BOTTLE.

REFILL WITH 2 OUNCES OF CHF 11S FLUID. AFTER COMPLETE INSTALL TURN KEY TO ON POSTION AND PUT IN R, SMG PUMP SHOULD RUN. AFTER IT STOPS CHECK LEVEL. SHOULD BE ABOUT HALF TANK.



97. INSTALL THE AIR TEMP SENSOR HARNESS BY FIRST CUTTING THE PLUG OFF THE FACTORY HARNESS.



98. CONNECTING THE FACTORY YELLOW/BLUE WIRE TO ONE LEG OF SUPPLIED HARNESS AND THE BROWN/ORANGE TO THE OTHER LEG OF THE SUPPLIED HARNESS. (POLARITY OF SWITCH DOES NOT MATTER) YOU WILL NOT USE THE SOLID YELLOW, RED/WHITE, AND RED/GREEN. HARNESS WILL BE CONNECT TO THE AIR TEMP SENSOR LATER IN THE INSTALL



99. INSTALL AIR BOX OR RAM AIR PIPE.



100. REMOVE BRAKE DUCT DRIVERS SIDE AND OPEN HOLE TO 3.5 INCH.



101. INSERT PLATE INTO DUCT UNTILL IT FITS SNUG. DRILL 1/8 HOLES INTO TABS. (DO NOT RIVET UNTIL HOSE IS CONNECTED). REMOVE PLATE AND FEED 3.5 INCH HOSE THROUGH TOP HOLE UNTILL IT COMES OUT THE FRONT. ATTACH THE PLATE WITH CLAMP AND INSERT BACK INTO DUCK AND THEN RIVET.



102. INSTALL FRONT PLATE AND ATTACH TO BLOWER BRACKET WITH 4MM BOLT.



103. POSITION PLATE AND ATTACH WITH (3) 4MM BOLTS.



104. REPLACE BRAKE DUCT WHILE FEEDING 3.5 INCH FLEX HOSE UP BEHIND HEAD LIGHT. ATTACH HOSE TO FRONT PLATE. USING CLAMP TO SECURE.

INSTALL AIR TEMP SENSOR INTO THREADED PORT ON OUTLET PIPE.



105. INSTALL (L) BRACKET TO EMBOSSMENT ON MANIFOLD.



106. INSTALL COVER USING 6MM BUTTON HEAD BOLTS.



107. LOCATE JET PUMP HOSE AND REMOVE.



108. PLUG WITH 3/8" VACUUM PLUG.



109. REINSTALL BUMPER COVER AND CONNECT THE ELECTRICALS.



110. REINSTALL AND TIGHTEN FAN CLUTCH. (TIGHTEN COUNTERCLOCK WISE)



111. REINSTALL REAR ENGINE COWL AND A/C MICRO FILTER.



112. REINSTALL FRONT AIR DUCT. RIVET OR SCREW THE TWO PIECES TOGETHER AS SHOWN



113. REINSTALL AIR DUCT.



114. INSTALL THE ACTIVE AUTOWERKE PLAQUE (RIVET, OR EPOXY WITH JB WELD)



115. PROGRAM ECU USING SIMON OR REINSTALL YOUR REPROGRAMMED DME (FROM AA) AND ERASE ADAPTIONS AND ANY FAULT CODES (YOU WILL NEED SIMON LOGGER (USED WITH SIMON 2 CABLE) OR A BMW GT1 OR AUTOLOGIC SCANNER TO ERASE ADAPTATIONS)

<p>116. BEFORE YOU START THE MOTOR:</p> <ol style="list-style-type: none"> 1. MAKE SURE YOU HAVE REFILLED THE POWER STEERING BOTTLE AND SMG IF APPLICABLE. 2. CHECK THE SUPERCHARGE OIL TANK AND MAKE SURE IT IS BETWEEN THE MINIMUM AND MAXIMUM MARK. 3. SYSTEM CAN BE PRIMED WITH PRESSURIZED AIR (<15PSI). LOOSEN BANJO BOLT OF OIL INLET ON BLOWER AND BLOW THROUGH CANISTER INLET (USE RAG TO SEAL). TIGHTEN BANJO AFTER OIL APPEARS. SEE ROTREX HANDBOOK. 	<p>117. START MOTOR:</p> <ol style="list-style-type: none"> 1. REV BETWEEN 2-300RPM AND MAKE SURE THAT THE OIL LEVEL STARTS TO DECLINE IN THE TANK. ADD SC OIL SO THAT THE OIL TANK NEVER GETS EMPTY (SET TO MIN MARK) TO PREVENT FOAMING OUT OF VENT CAP 3. LET ENGINE IDLE FOR 5 MINUTES WHILE CHECKING FOR LEAKS. SCREW THE DIP STICK (CAP) BACK INTO THE TANK THEN REMOVE AGAIN TO CHECK LEVEL
<p>118. BREAKIN PERIOD:</p> <p>A RUN-IN PERIOD OF 60 MILES IS HIGHLY RECOMMENDED. DURING THIS RUN-IN PERIOD, DRIVE THE VEHICLE MODERATELY AND AVOID UNNECESSARY REVVING OR HEAVY ACCELARATION.</p>	<p>119. MAINTENANCE:</p> <ol style="list-style-type: none"> 1. REPLACE TRACTION OIL EVERY 50,000 MILES OR 2 YEARS. 2. REPLACE UNIBELT AS NEEDED. 3. FOLLOW FACTORY MAINTENACE FOR REST OF CAR
<p>120. HANDBOOK:</p> <p>REFER TO BLOWER HANDBOOK (ROTREX) FOR SPECIFIC OIL LEVEL CHECKING, MAINTENANCE, TESTING AND WARRANTY PROCEDURES.</p>	<p>121. WARRANTY:</p> <p>BLOWER 2 YEARS, ALL OTHER PARTS 1 YEAR. MAINTENANCE ITEMS (BELTS) AT DISCRETION OF ACTIVE AUTOWERKE. PARTS FOUND TO BE DEFECTIVE DUE TO MISUSE OR ALTERATION WILL NOT BE HONORED FOR WARRANTY OR OTHER ASSOCIATED LIABILITIES.</p>

122. WARRANTY:

ACTIVE AUTOWERKE SHALL NOT BE RESPONSIBLE FOR ANY SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR COSTS INCURRED DUE TO THE FAILURE OF THESE PRODUCTS.

123. WARRANTY:

FAILURE OF THE ENGINE OR BLOWER AND RELATED ITEMS DUE TO MODIFICATION OR ALTERATION OF THE BOOST LEVEL THAT THE SPECIFIC KIT WAS DESIGNED FOR WILL NOT BE HONORED FOR WARRANTY OR OTHER ASSOCIATED LIABILITIES.