

# NEUSPEED®

## SUPERCHARGER INSTALLATION INSTRUCTIONS PLEASE READ CAREFULLY *BEFORE* YOU BEGIN!

THIS SUPERCHARGER KIT IS FOR:  
2002-UP VOLKSWAGEN GOLF IV AND JETTA IV 2.0L 8V ENGINES WITH A/C  
**FOR DRIVE-BY-WIRE VEHICLES ONLY**

As soon as you receive your *NEUSPEED* Supercharger Kit, please check the Kit Contents to be sure you have all parts *before starting installation*. Notify us immediately if you are missing something. Also, send us your ECU (along with a copy of your receipt) ASAP (see LOCATION AND REMOVAL OF ECU Page 15 and 16), so that we can install our custom P-Chip program, which is **required before starting engine**. **SAVE SPECIAL SUPERCHARGER SHIPPING CONTAINER – SEE WARRANTY.**

### **KIT CONTENTS:**

- 1 – SUPERCHARGER/MANIFOLD ASSEMBLY (EGR plate, by-pass valve to Supercharger vacuum hose installed).
- 2 – SUPERCHARGER REAR SUPPORT BRACKETS (driver side rod end and jam nut installed).
- 1 – SUPERCHARGER HEAD STAY BRACKET
- 1 – SUPERCHARGER BELT
- 5 – SUPERCHARGER/MANIFOLD MOUNTING BOLTS – 3-25mm, 2-95mm.
- 5 – STAINLESS STEEL/NEOPRENE BACKED MOUNTING WASHERS
- 1 – *NEUSPEED* SPECIAL UNDER-WASHER LUBRICATING GREASE
- 1 – IDLER PULLEY MOUNT AND BELT ADJUSTER WITH PULLEY (installed).
- 1 – 1/2" HOSE CLAMP
- 1 – AIR FILTER BOX COVER
- 1 – ALUMINUM HEAT SHIELD
- 1 – COOLANT HOSE SUPPORT BRACKET
- 1 – VITON INTAKE MANIFOLD GASKET
- 1 – THROTTLE BODY GASKET
- 1 – COMBI-VALVE GASKET
- 4 – IRIIDIUM SPARK PLUGS
- 1 – 4-BAR FUEL PRESSURE REGULATOR
- 1 – CHECK VALVE
- 8 – VARIOUS ASSEMBLY BOLTS
- 1 – EVAP PURGE HOSE 5/16" X 28"
- 1 – THROTTLE BODY TO COOLANT TANK HOSE 5/16" X 20"
- 1 – BRAKE BOOSTER HOSE 3/8" X 12"
- 1 – 5/16" STRAIGHT HOSE BARB
- 1 – 5/16" 'T' HOSE BARB
- 2 – HOSE CLIPS
- 1 – LOCTITE 262
- 1 – NEUSPEED SUPERCHARGER BADGE
- 1 – CARB EXEMPTION PLATE – 50-STATE LEGAL
- 2 – PREMIUM FUEL ONLY DECALS – ONE FOR GAS GAUGE, ONE FOR FUEL DOOR
- 1 – BELT PATH ROUTING DECAL
- 1 – WARRANTY CARD – FILL OUT IMMEDIATELY WITH SERIAL NUMBER AND RETURN

## TOOLS REQUIRED:

- INCH AND FOOT LBS TORQUE WRENCH, METRIC SOCKET, HEX KEY, TORX, OPEN END WRENCHES, SCREW DRIVERS – PHILLIPS AND BLADE, PLIERS, HAMMER AND KNIFE, #8 TRIPLE SQUARE (12-POINT).

## SPECIAL ITEMS RECOMMENDED:

- PENCIL AND PAPER FOR NOTES.
- MASKING TAPE TO COVER INTAKE PORTS, LABEL PARTS REMOVED AND THEIR CONNECTIONS.
- A CLEAN WORK BENCH.
- A PARTS TRAY.
- CLEAN RAGS OR SHOP TOWELS.

## PREPARATION:

- **BEFORE YOU BEGIN:** ENGINE SHOULD BE CHECKED WITH A VAG SCAN TOOL OR EQUIVALENT TO MAKE SURE THERE ARE NO STORED FAULTS. ANY FAULTS SHOULD BE REPAIRED AND CLEARED, i.e. VW DEALER.
- FILL GAS TANK WITH PREMIUM FUEL.
- THOROUGHLY CLEAN THE ENGINE AND ENGINE COMPARTMENT.
- ENGINE SHOULD BE COLD BEFORE YOU BEGIN.
- TO MAKE INSTALLATION EASIER, DRAW DIAGRAMS AND LABEL YOUR ENGINE'S CABLE ROUTING, AND VARIOUS HOSES, ETC. THESE WILL BE REROUTED AND RECONNECTED IN DIFFERENT PLACES. **NOTE:** SOME HOSES LOOK ALIKE AND ARE THE SAME SIZE. IT IS IMPERATIVE THAT THEY BE RECONNECTED CORRECTLY!
- THE *NEUSPEED* SUPERCHARGER KIT HAS BEEN DESIGNED TO REUSE MANY OF THE STOCK COMPONENTS. WE HIGHLY SUGGEST THAT AS YOU REMOVE THEM, KEEP THEM WITH THEIR COMPONENTS AND LABEL THEM.
- **READ ALL INSTRUCTIONS BEFORE STARTING INSTALLATION!**

1. See section on LOCATION AND REMOVAL of ECU on Page 15 and 16. **Send us your ECU as soon as possible.**
2. Make note of Supercharger serial number **before** installation. **Bar code label with correct number (consisting of three letters followed by four numbers)** is located on **bottom** of front drive. **NOTE: You will NOT be able to read the serial number once the Supercharger has been installed! Send Warranty Card in promptly in case we need to notify you of any updates.**
3. Disconnect negative battery cable, and remove upper strut tie-bar if equipped.



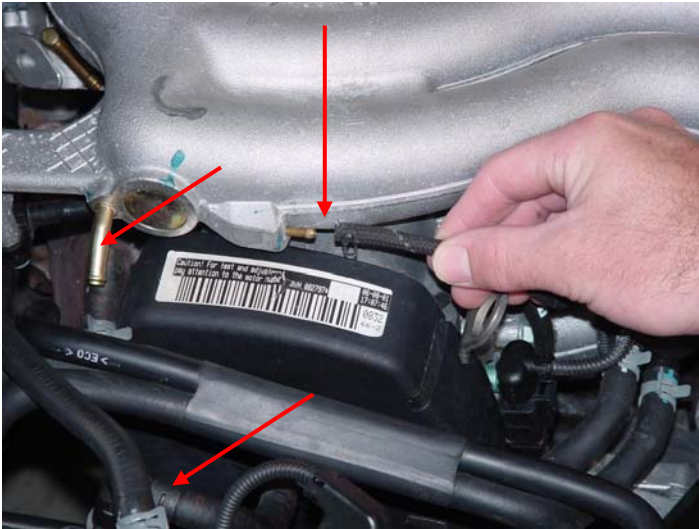
4. **ENGINE COVER/COWL REMOVAL:** Remove plastic engine cover by removing dipstick, lifting up on front corners, then pull cover forward to slide off rear mount. Replace dip stick.



5. **AIR CLEANER ASSEMBLY REMOVAL:** Disconnect air intake hose from throttle body, electrical connector from PCV valve, and MAF (mass air flow) sensor, fuel injector vacuum hose and air pump hose from air cleaner top. Unscrew upper air cleaner lid from lower housing and remove assembly.



6. **THROTTLE BODY REMOVAL:** Disconnect electrical harness from throttle position sensor, vacuum hose from EVAP canister purge valve, and coolant hoses. Remove four bolts using #8 triple square driver, and lift off throttle body – move aside.



7. **MANIFOLD REMOVAL:** Disconnect brake servo vacuum hose by cutting crimp-clamp, leak detection pump vacuum hose from white plastic fitting, EVAP purge valve hose, and fuel pressure regulator vacuum hose.



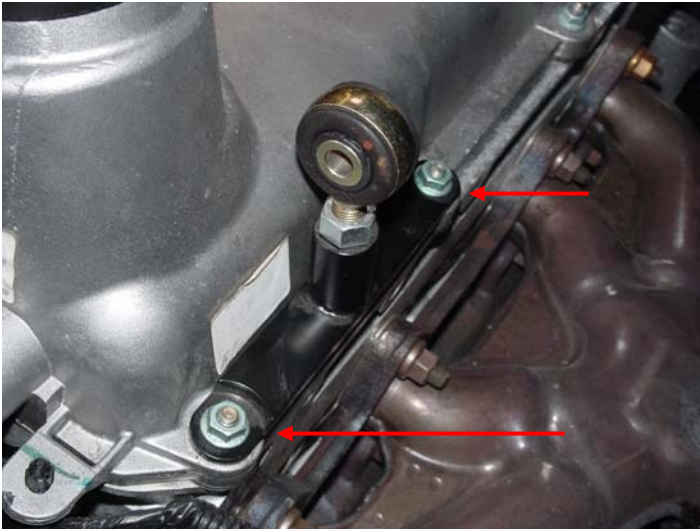
8. Remove the two rear bolts on back side of intake manifold to heat-shield/support using a 6mm hex driver, and five bolts holding upper intake manifold to lower intake runner using a 5mm hex driver. Carefully separate, and remove gasket. Clean off any remaining gasket material. Immediately cover intake runner ports with masking tape. Now is a good time to install the new hi-performance Denso Iridium spark plugs. **NOTE:** Spark plugs are pre-gapped. **NOTE:** Before removing old spark plugs, use compressed air to blow out around plug recesses so that any dirt will not fall into cylinder. Put anti-seize on threads!



9. **HEAT-SHIELD REMOVAL/ASSEMBLY:** Disconnect hard plastic air pump hose and secondary metal air pipe flare nut from combi-valve. Loosen lower flange nut so that you can push pipe out of fitting and rotate pipe towards driver side of vehicle to allow removal. Remove three bolts using a 6mm hex driver and one bolt using a 5mm hex driver – lift heat shield, and remove O<sub>2</sub> sensor. The heat shield can now be removed. Remove combi-valve assembly using a 5mm hex driver. Remove combi-valve gasket using a scraper or knife. Use new gasket supplied, and transfer assembly to the new supplied heat-shield. Torque combi-valve bolts to 7ft. lbs. Re-install heat shield, hoses, and metal pipe in reverse of disassembly with factory bolts. Torque heat-shield bolts to 18ft. lbs. Use Loctite on all bolts.



10. BELT TENSIONER REMOVAL: Using a 15mm open-end wrench, rotate tensioner to release tension on belt and remove the ribbed V-belt. Remove the three 13mm tensioner mounting bolts and remove tensioner assembly.

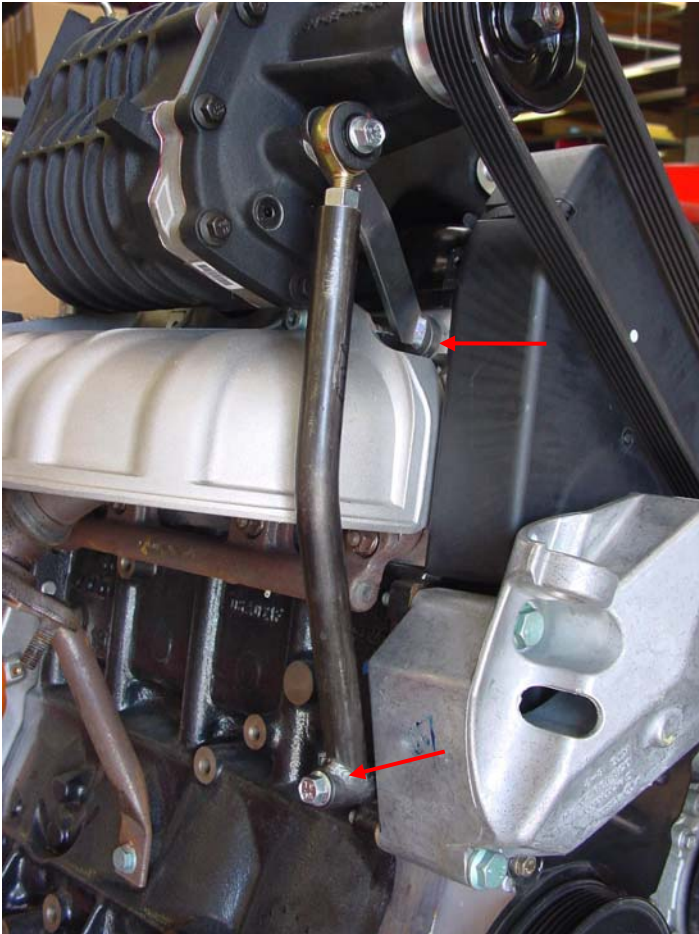


11. DRIVER SIDE REAR SUPERCHARGER SUPPORT BRACE INSTALLATION: We have assembled (mounting bracket, insulated rod end, jam nut) to its *approximate* length. Remove the two rear driver side valve cover nuts (10mm hex) from area shown. Install bracket on valve cover studs with **rod end leaning forward**. Install nuts. Torque to 7ft. lbs.



12. SUPERCHARGER INSTALLATION: First assemble the supplied new stainless steel/neoprene backed washers on the supplied new (3) M6X25mm and (2)M6X95mm intake manifold bolts. Ensure that the steel side of the washers are in contact with the heads of the bolts, and apply a small amount of *NEUSPEED* special grease to the neoprene side. With the Supercharger on the bench, and the mounting flange vertical, position the intake manifold gasket on the inlet runner flange and align ports. **Be very careful here because the gasket only fits one-way** – double check alignment of ports and bolt mounting holes! Insert bolts into proper holes to hold gasket in place. Remove tape covering lower intake ports, and lower Supercharger onto lower intake runners. **Carefully support backside of Supercharger until you have run mounting bolts down and torqued to 44inch lbs. (3.6 ft. lbs.).** Now you must check to see if the Driver Side Rear Support Bracket is in alignment with threaded hole on Supercharger. Bolt **MUST align perfectly with hole**. If not, determine amount of adjustment (up-or-down) to properly position rod end. You will need to remove Supercharger – make adjustment, re-torque bolts and try again. **NOTE: Supercharger MUST be torqued to proper setting BEFORE checking/installing bolt!** When you have a perfect fit, apply Loctite and torque Supercharger Rear Support bolt M8X35mm to 15ft. lbs, and tighten jam nut on rod end if you made an adjustment. **NOTE: This step is very important – you MUST take time to do it right!**

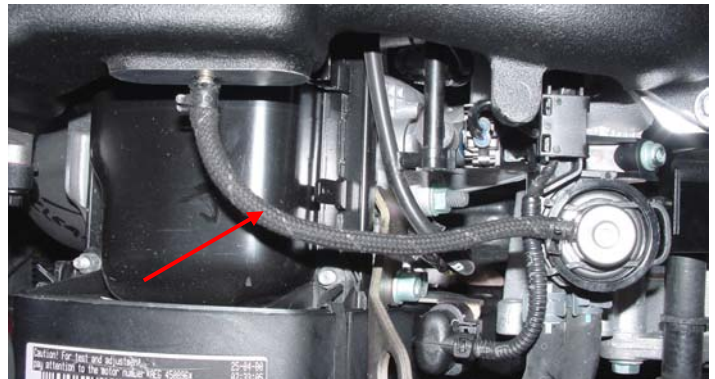
**NOTE:** The by-pass valve has been pre-installed and adjusted – **DO NOT** change adjustment!



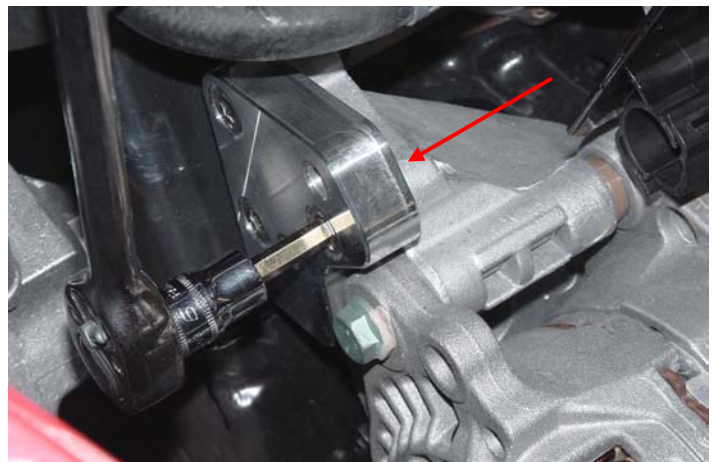
13. PASSENGER SIDE REAR SUPERCHARGER SUPPORT BRACE INSTALLATION: Insert the supplied new 8X1.25X40mm bolt through lower boss of the support brace – align with threaded boss on engine block and **tighten by hand**. Now check to see that rod end aligns with hole on boss on Supercharger (you can rotate this support on lower mounting bolt away from Supercharger to turn rod end) – make adjustment (in-or-out) for perfect alignment. Position Head Stay bracket by inserting button end into the hole located in the lower right-hand corner of cylinder head. Insure that the slot on the bracket aligns with the threaded boss of the Supercharger, then the rod end. Apply Loctite and insert supplied M8X35 bolt through assembly. Push and hold the Head Stay firmly against head as you torque bolt to 18ft. lbs. Now tighten jam nut, and torque lower support rod to 18ft. lbs. With the Supercharger supports properly in place and tightened, remove one manifold mounting bolt at a time – apply Loctite #262 (supplied) to each bolt and re-torque.



14. FUEL PRESSURE REGULATOR REMOVAL: **NOTE:** Dirt can accumulate around fuel pressure regulator. Use air pressure to clean out around regulator so that any dirt will not fall into fuel rail. Remove vacuum hose from regulator, pull out retaining clip. Cover regulator with an absorbent twoel or shop rag, and carefully lift out regulator. Use caution when removing regulator, as fuel will spray from the pressurized line – **NO SMOKING!**



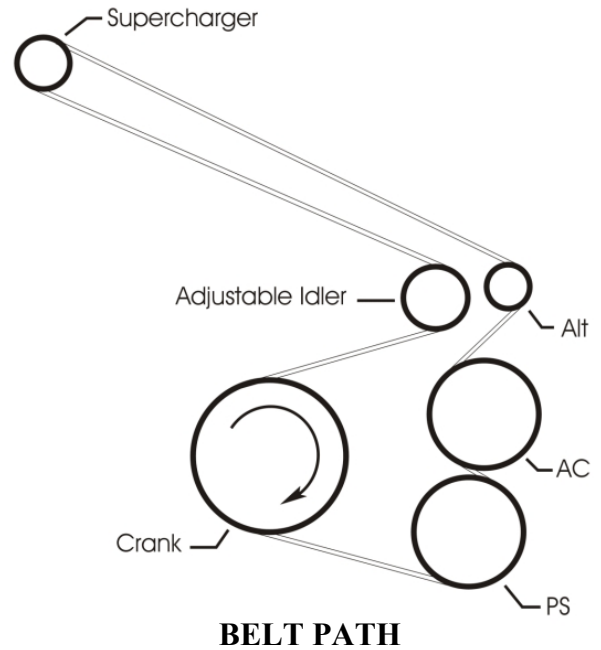
15. 4-BAR FUEL PRESSURE REGULATOR INSTALLATION: Lube O-ring and install supplied new 4-bar regulator into bore. Push down on regulator and install factory retaining clip. Connect vacuum hose from regulator to Supercharger plenum port.



16. BELT TENSIONER MOUNTING PLATE INSTALLATION: Remove factory engine cover/coolant hose mounting bracket. Position new mounting plate as shown using supplied new 6mm hex socket bolts, apply Loctite and torque to 18ft. lbs.



17. BELT TENSIONER ARM, PULLEY AND BELT INSTALLATION: Pulley has been pre-installed on arm. Install tensioner arm with pulley, and tighten supplied 13mm bolts hand tight. Install new supplied belt according to Belt Path diagram. Double check to be sure that the belt is properly seated into ALL the grooves on each pulley.



18. BELT TENSIONING: Using a 1/2" drive torque wrench, tension belt to 35ft. lbs. Now tighten tensioner arm bolts to 18ft. lbs.



19. THROTTLE BODY INSTALLATION: Using the M6X100 (black) bolt supplied, insert into hose barb and rotate the 90-degree vacuum port fitting approximately 45-degrees as shown. Install throttle body with supplied gasket using factory bolts. Torque bolts to 7ft. lbs. Reconnect electrical connector to throttle position sensor.



20. Remove coolant hose connecting throttle body to expansion tank. Cut hose 6" from end as shown, insert supplied hose barb fitting, and connect supplied  $\frac{5}{16}$ " x 20" hose. Position clamps as shown. Connect new coolant hose to throttle body and opposite end to expansion tank. Install supplied hose clips (2) on firewall studs and secure hose with clips.

21. In order to obtain peak performance from the Supercharger Kit, the O.E. intake baffle **MUST** be removed from the Golf IV and Jetta IV. Modify the air duct as follows:



21A. Remove air box assembly from vehicle, (2) M6 (10mm hex) bolts. Pull air box up and out as shown.



21B. Release screws, open air box and remove air filter element. Remove baffle by releasing clip securing baffle to bottom of air box.



21C. Remove air duct by removing M6 nut (10mm hex) and sliding duct up and out towards windshield.



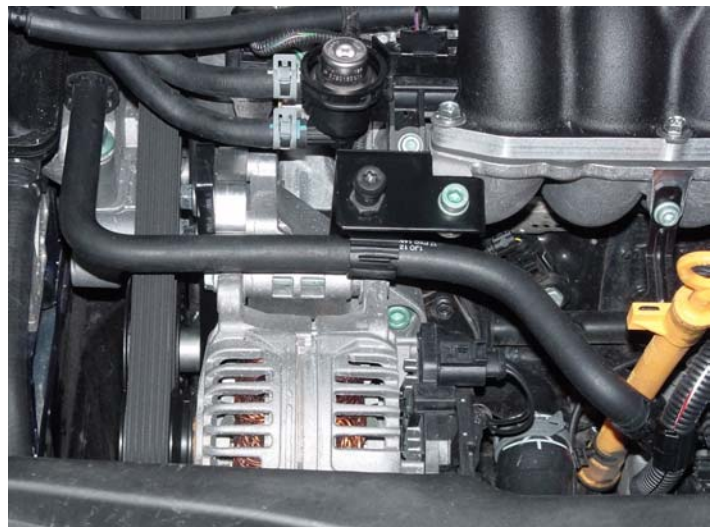
21D. Disassemble air duct by removing two (2) Phillips screws.



21E. Locate mesh screen and cut around perimeter of air duct to remove. (Mesh screen has already been removed from picture).



22. MAF AND AIR BOX COVER INSTALLATION: Remove O-ring from factory air box cover, lubricate, and transfer to new air box cover. Install MAF on new air box cover using factory screws. Now install air box cover to lower half using factory screws from stock cover. Snap on air pump hose, and re-install throttle body to air filter air intake hose. **NOTE:** If you do not have an air pump, you should have been provided a plain air box cover without a hole or fitting.



23. Install new supplied coolant hose mounting bracket. Transfer factory hose clamp by snapping into hole and slot – clamp hose. **NOTE:** Threaded insert is for the factory engine cover post.





24. Using factory clamps, install supplied PCV hose as shown.



26. Remove section of brake booster hose between manifold port and check valve. This may require cutting the hose as shown to remove. Connect one end of supplied  $\frac{3}{8}$ " X 12" brake booster vacuum hose to check valve and the other end to the 90-degree hose barb located on rear of Supercharger housing. Use supplied  $\frac{1}{2}$ " hose clamp to secure hose.



25. CHECK VALVE INSTALLATION: Cut fuel injector vacuum line halfway between fuel rail and air intake hose – insert new check valve supplied. Check valve **MUST** be installed with *conical end* (red dot) facing engine!



27A. Cut hose leading from intake manifold to EVAP purge valve in area shown (arrow) and pull hose through heat-shrink sheathing and remove. Insert  $\frac{5}{16}$ " T-fitting to remaining hose and connect new EVAP hose supplied ( $\frac{5}{16}$ " X 28") to opposite end of T-fitting – route hose under Supercharger plenum. Cut off an 8" section of hose and use this to connect from leak detection pump fitting (white plastic line) to new T-fitting.



27B. Remove stock T-fitting and 90° rubber hose found on underside of intake manifold. Connect T-fitting to EVAP hose and 90° rubber hose to throttle body. Cut small PCV vacuum hose to length and connect to T-fitting.

28. Reconnect battery. Re-install upper front strut tie-bar.

29. Clean front plastic radiator cover, and apply your *NEUSPEED* Exemption Plate, and Belt Path routing decal. Then apply the supplied Premium Fuel Only decals to fuel door and over factory lettering on fuel gauge.

30. Clean area, align carefully and apply *NEUSPEED* Supercharger badge to rear hatch, trunk lid or your preference.

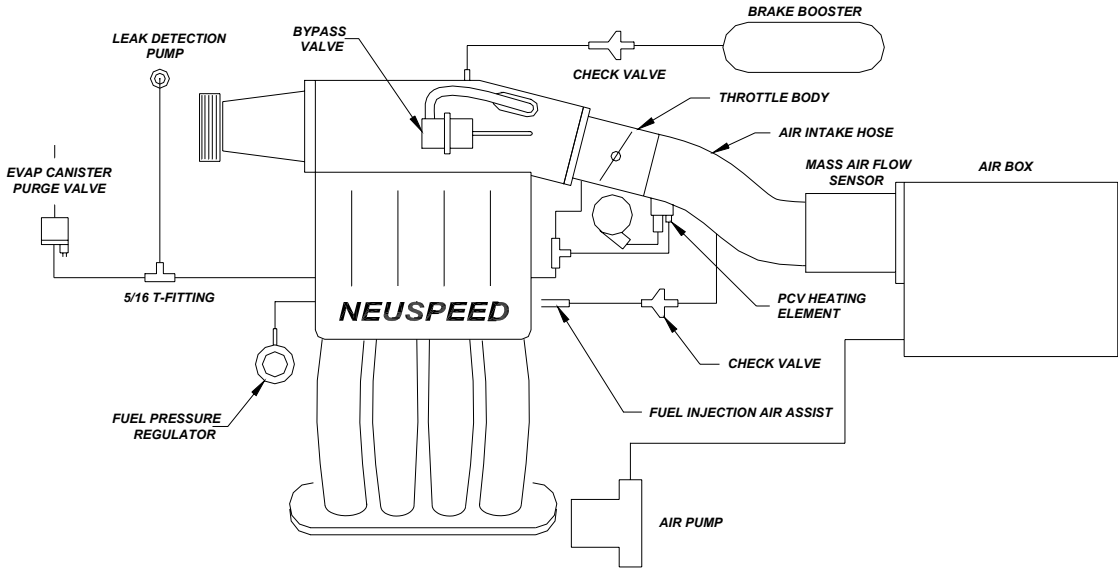
31. When you receive your ECU, re-install in reverse of disassembly, and reconnect battery cable. **DO NOT START ENGINE YET! Turn ignition key to ON position, wait for 30-seconds and then you can start engine. The throttle body MUST be given time to adapt to the ECU.**

32. Double-check complete installation, tightness of all nuts and bolts, and TEST DRIVE CAREFULLY!

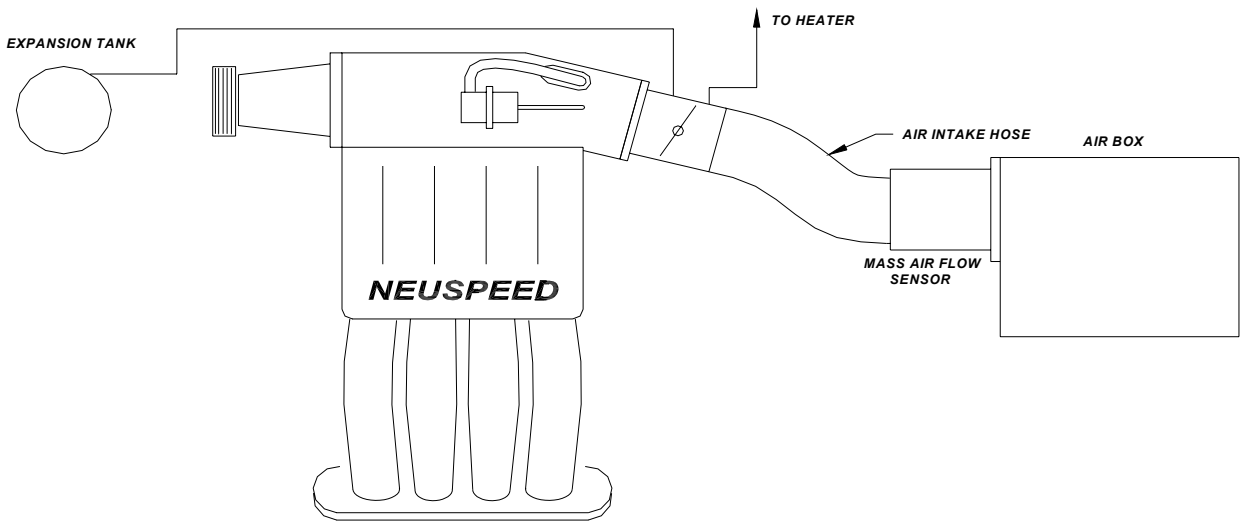
33. **NOTE:** If you do not have a full tank of premium fuel, drive under very low boost until your tank is just about empty and fill with premium fuel. Maximum boost can now be used.



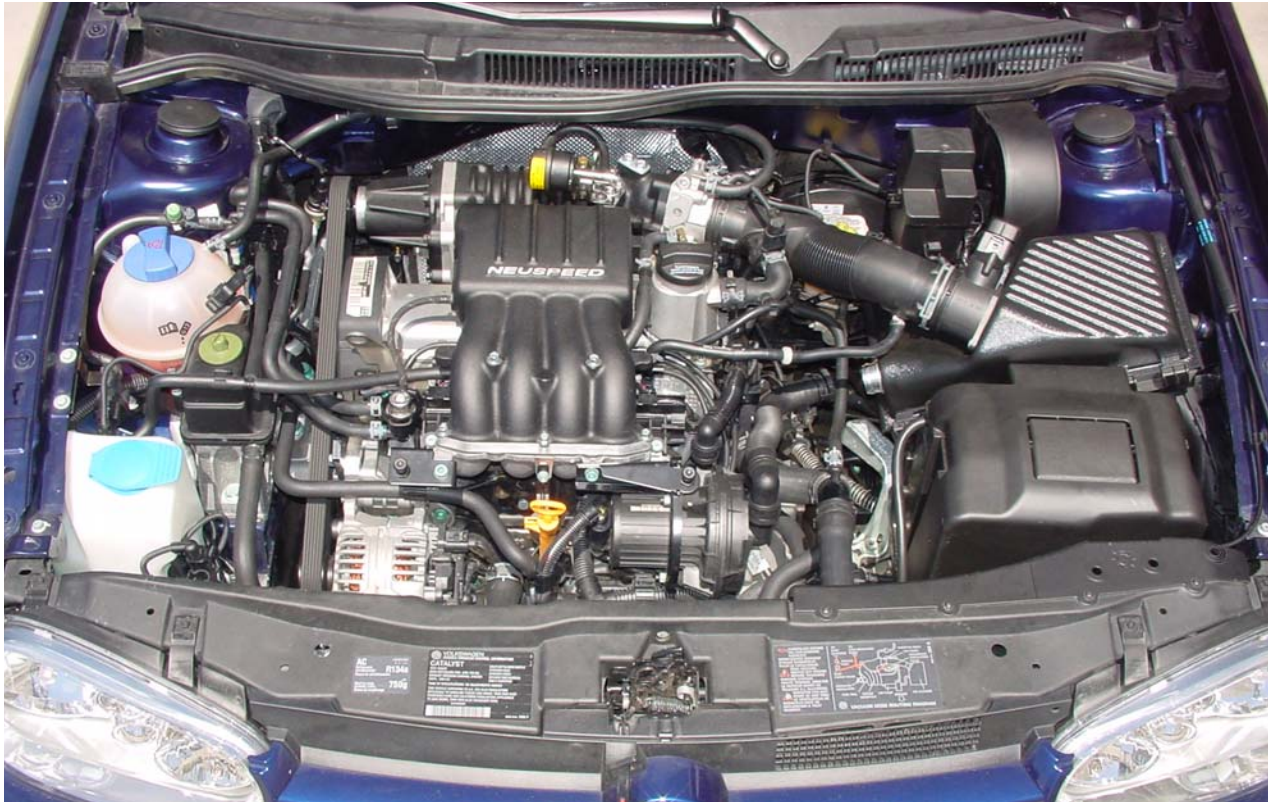
**ENGINE COVER MODIFICATION/INSTALLATION:** If you want to use the factory engine cover, it's easy to modify and install on the Golf and Jetta as shown. The special *NEUSPEED* bracket that mounts the factory coolant hose also has a special threaded insert installed where the factory engine cover mount would normally screw into. The Golf and Jetta use the factory ball mount as shown. It's easy to trim the plastic cover with a hacksaw, and then file the edges round and smooth. Follow the shape as shown in the photo. The cover can be used in the factory finish, or painted to match using standard finishing procedures for ABS plastic



VACUUM SCHEMATIC



COOLANT SCHEMATIC



**GOLF IV & JETTA IV**



***NEUSPEED* Supercharger installation shown with optional P-Flo, Upper Strut Tie Bar, and various Billet Engine Dress-up Items.**

## GOLF IV, JETTA IV LOCATION AND REMOVAL OF ECU



1. Open engine hood. ECU is located under plastic cover at base of windshield.
2. Remove four T-20 Torx or Phillips head screws on the passenger side and remove plastic cover.
3. Remove the plastic caps that cover the nuts on the windshield wiper arms.
4. Remove the 13mm nuts that hold on the windshield wipers. Lift wipers up and wiggle to remove.
5. Starting on the passenger side, lift plastic cover perpendicular from the glass to release cover out of its locking groove. Continue toward driver's side to fully remove cover.
6. The ECU is located in the middle. Remove the two electrical connectors by firmly holding the slide clip and pulling it out toward the side of the car. This action will unlock the connector and release it from the ECU. **DO NOT** try to force the connector off the ECU. Just pull the locking slide outward from the connector sideways. Then pull the connector away from the ECU.
7. On the passenger side of the ECU, there is a metal clip. Take a flat screwdriver and pry outwards to unlock the ECU. Now pull ECU out.
8. When sending your ECU to *NEUSPEED®*, wrap it carefully in bubble wrap or equivalent, package securely, include your receipt for correct program, and send next day air insured for full value... \$1,200.00 to: *NEUSPEED®*, 3300 Corte Malpaso, Camarillo, CA 93012. **MARK BOX: ATTN: CHIP**
9. We will receive your ECU the following business day, perform the *NEUSPEED®* P-Chip installation, and ship it back to you the same day.
10. Upon return of your ECU, reinstall in reverse of disassembly. **IMPORTANT! SEE STEP #32.**

## **SUPERCHARGER FACTS:**

The *NEUSPEED* Supercharger has been designed for stock engines in good mechanical condition. Engine recalibration devices that modify fuel delivery and spark curve are NOT recommended, and may cause engine damage or failure! Volkswagen engines, along with our custom programmed P-Chip have sufficient fuel system capacity to deliver the additional fuel to match the additional air induced by the Supercharger.

### **What about aftermarket parts – camshaft, adjustable pulley, exhaust system? Can they be used with my Supercharger?**

Yes. If you already have them on your engine, no problem. However, the camshaft should be a very mild grind like our 256-degree, and the cam gear should be set to 'O'. If you do not have the *NEUSPEED*® hi-performance exhaust, or a P-Flo they may be added at any time for additional power.

### **Does a Supercharger cause engine ping?**

Your custom P-Chip has been programmed to provide sufficient fuel delivery and correct spark advance, so that you should not have engine ping. In addition, your engine has an anti-knock device to bring the spark advance back slightly so that does not happen. In any case, **never** allow your engine to ping any longer than it takes to initially hear the ping.

### **What kind of fuel should I use?**

Only use **PREMIUM FUEL!**

### **What kind of air filter does *NEUSPEED* recommend?**

For the best overall driving conditions with the Supercharger, we recommend the stock air filter. That is why we have included in our kit a new custom air box cover. This design also makes for a very easy installation and a clean factory-look. A K&N stock replacement filter can also be used. If your stock air filter is dirty, replace it or clean your K&N at this time. A new Stainless Steel P-Flo is now available for Golf IV, Jetta IV, and Beetle *NEUSPEED*® Supercharged cars. Call for details.

### **Does it matter if my transmission is manual or automatic?**

No. The *NEUSPEED* Supercharger will work properly regardless of transmission type.

### **How much boost should the *NEUSPEED* Supercharger make?**

The *NEUSPEED* Supercharger comes with one pulley size only! It is designed to deliver approximately 5-7 psi of boost pressure. The pulley size affects the drive ratio between the Supercharger and the engine. Increasing the speed of the Supercharger relative to the engine will raise the boosted manifold pressure, but not the actual torque and horsepower of the engine. *NEUSPEED* has conducted hundreds of hours of dyno testing to find the best level of boost with available gasoline octane. In many cases, raising the boost level will actually decrease engine performance. Timing advance and available gasoline octane are critical elements. The pulley size, and boost level of the Supercharger has been designed to achieve the best combination of performance, efficiency and overall long-term reliability. Changing or altering the pulley **WILL VOID THE WARRANTY ON THE SUPERCHARGER.**

### **How to contact us:**

*NEUSPEED*®

3300 Corte Malpaso  
Camarillo, CA 93012

805.388.7171

805.388.0030 Fax

info@neuspeed.com

## **NEUSPEED® SUPERCHARGER LIMITED WARRANTY**

Automotive Performance Systems Inc., d.b.a. *NEUSPEED* and Neumann Distributing, located at 3300 Corte Malpaso, Camarillo, California 93012, warrants all new *NEUSPEED* Supercharger Kits against defects in material and workmanship. Please take a moment to fill out your *NEUSPEED* Warranty Registration Card immediately and return it by mail to *NEUSPEED*'s offices.

### **WHAT IS WARRANTED**

- The Eaton rotor group, the Supercharger pulley, and the external bypass valve are warranted against defective materials or workmanship for up to three (3) years from the date of purchase, or up to 36,000 miles of use, whichever comes first. The Eaton rotor group includes all parts contained inside the Supercharger housing (bearings, rotors, seals.)
- The serpentine drive belt is warranted against defective materials or workmanship for ninety (90) days from the date of purchase.
- All other components included in the *NEUSPEED* Supercharger Kit are warranted against defective materials or workmanship for one (1) year from the date of purchase.

### **WHO IS COVERED BY WARRANTY**

The original purchaser of a *NEUSPEED* Supercharger Kit who has returned a warranty registration card to *NEUSPEED* and provided all the request information.

### **WHAT IS NOT WARRANTED**

- Any *NEUSPEED* Supercharger Kit that has been used off-road for racing or for any other driving competition.
- Any *NEUSPEED* Supercharger Kit that has been installed on a vehicle other than the model specifically designated by *NEUSPEED*.
- Any *NEUSPEED* Supercharger that has had its drive pulley and/or front cover removed for any reason.
- Any *NEUSPEED* Supercharger Kit that has been incorrectly installed, or has been modified from the original *NEUSPEED* specification, or has been used with components not specifically approved by *NEUSPEED*.

### **WHAT VOIDS THE WARRANTY**

- Any attempt to remove the drive pulley and/or the front cover from the Supercharger housing.
- Any modification of the *NEUSPEED* Supercharger Kit from its original specifications.
- Use of components not specifically approved by *NEUSPEED*.
- Improper or incomplete installation of the *NEUSPEED* Supercharger Kit.
- No Warranty Registration Card on file or no proof of purchase.

### **HOW TO SUBMIT A WARRANTY CLAIM**

In the event of defect, malfunction or failure of the *NEUSPEED* Supercharger Kit to conform to this warranty, the original purchaser must notify *NEUSPEED* immediately by phone at (805)388-7171, by fax at (805)388-0030, or by email at [info@neuspeed.com](mailto:info@neuspeed.com). Please have your original proof of purchase available. **DO NOT OPERATE THE VEHICLE UNTIL YOU HAVE CONTACTED *NEUSPEED* FOR TECHNICAL SUPPORT.**

After reviewing your information, a *NEUSPEED* technical service representative may advise you to remove the *NEUSPEED* Supercharger Kit from the vehicle, **repackage all components in the original shipping carton**, and return the Supercharger Kit to *NEUSPEED* for examination, repair, or replacement. Alternately, *NEUSPEED* may, at its sole discretion, elect to send you replacement component(s) in exchange for the defective unit(s). **All returned items MUST be shipped in their original cartons, especially the Supercharger housing, which is packaged in a custom Styrofoam and cardboard container.**

*NEUSPEED* will not pay for the removal of any defective components from the vehicle. *NEUSPEED* will not pay for the installation of new or repaired components and the cost of postage and return shipping costs shall be prepaid by the original purchaser. *NEUSPEED* is not responsible for items lost or damaged during shipping. **Customers are responsible for purchasing insurance from their designated shipping company to cover loss or damage incurred during transit.**

### **EXTENT OF WARRANTY**

THIS WARRANTY IS LIMITED SOLELY TO THE ABOVE AND THIS WARRANTY WILL APPLY ONLY FOR THE TERM STATED ABOVE.

AUTOMOTIVE PERFORMANCE SYSTEMS INC. WILL NOT BE LIABLE FOR ANY LOSS, DAMAGE, INCIDENTAL OR CONSEQUENTIAL DAMAGES OF ANY KIND WHETHER BASED UPON WARRANTY, CONTRACT OR NEGLIGENCE AND ARISING IN CONNECTION WITH THE SALE, USE OR REPAIR OF THE PRODUCT.

SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, OR EXCLUSIONS OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS OR EXCLUSIONS MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY HAVE OTHER RIGHTS THAT VARY FROM STATE TO STATE. UNLESS CONTRARY TO THE STATE LAW GOVERNING THE PURCHASE, THE WARRANTOR'S LIABILITY SHALL NOT IN ANY CASE EXCEED THE CONTRACT PRICE FOR THE PRODUCT CLAIMED TO BE DEFECTIVE OR UNSUITABLE.