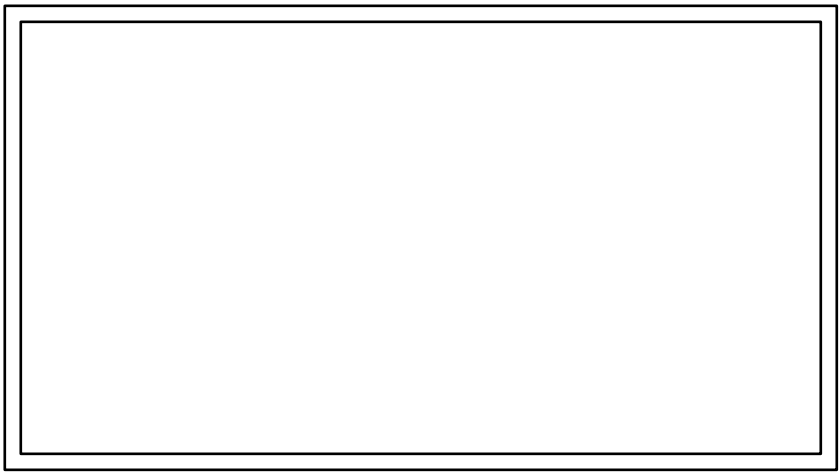
®

Superformance Coupe

Owner's Manual
Operational Guide
Warranty

First Edition
November 19, 2004

Authorized Dealer



Model Superformance Coupe
Chassis Number: SPC_____
Color: _____
Stripes: _____
Purchased by: _____
Purchase Date: _____

Superformance® Coupe
Owners Manual, Operational Guide, and Warranty

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ADDITIONAL INFORMATION TO BE PROVIDED

The Coupe Owner's Manual provides places to write information that is specific to your car.

To be provided by owner and/or Superformance dealer

To be provided by engine builder/installer

SPECIFICATIONS

General Specifications

Congratulations on your purchase of a Superformance® component vehicle! With proper care and maintenance your Superformance should supply you with years of pleasure and enjoyment. Prior to operation please familiarize yourself with the information contained in this book.

[Figure 1 - Superformance Coupe]

The vehicle is supplied by Superformance as a complete and fully equipped rolling chassis less engine and transmission. Please check with the installer of your engine and transmission for break-in details and specifications for your engine and transmission and record the information in the space provided in this manual.

Superformance makes running engineering changes as requirements are identified. The specifications herein are typical for cars in current production at the time of compilation of this manual. Specifications for individual cars may vary.

Chassis

Jig-Welded tubular steel space frame.

Body

Composite construction with superior aerodynamics. Hand laid fiberglass panels with Vinyl ester resin. All mounting points plated prior to lamination. Forward hinging doors and hood double skinned for added re-enforcement.

Front suspension

Fully independent suspension using unequal length A-arm design, adjustable coil springs over telescopic shock absorbers and anti roll bar.

Rear suspension

Fully independent suspension using unequal length A-arm design, with a toe control link, adjustable coil springs over telescopic shock absorbers and anti roll bar.

Steering

Power assisted Rack and pinion with 2.5 turns lock to lock giving a turning circle of 42ft. Ratio 16.1:1.

Pedal box

Floor mounted pedals. Pedals integrated into the space frame chassis. Pedal pads adjustable. Accelerator pedal height can be adjusted.

Brakes

Vacuum boosted system. PBR 2 pot floating calipers front, 1 pot floating calipers rear with vented discs:
FRONT – 12.8” x 1.25”
REAR – 12” x 1”

Cooling

Latest technology high performance aluminum core radiator with built-in oil cooler. Two thermostatically-controlled electric fans.

[Figure 2 – Superformance Chassis, Front View]

[Figure 3 – Superformance Chassis, Rear View]

Exhaust system

Fabricated headers bolt onto original side pipe design but with gases continuing back into rear mounted exhaust pipes protruding through lower rear of the body.

Interior

The cockpit is trimmed in top quality automotive carpeting, leather and Alcantara materials. The cockpit also houses a 4-point roll bar, a black padded roof liner, 3 point retractable seat belts **(See seat belt operation on page 32),** an original style 14" Motolita steering wheel and an interior light on the roof lining behind the windshield.

Mechanical Components

Engine

The Superformance Coupe has been designed to use:

- A Ford 351 Windsor block or aftermarket equivalent with standard 9.5 inch deck height
- Cylinder heads with exhaust ports in the stock location and with shape and dimensions consistent with AFR 185 cylinder heads
- A single four barrel with a dual-plane intake manifold

These specifications are dictated respectively by:

- Space within the engine compartment
- Exhaust header design and frame clearance
- Hood clearance

Within these constraints, the owner has a wide choice of 351W based engines from 351 to 427 cubic inches with up to 600 horsepower or more from a number of engine builders.

Transmission

The Superformance Coupe is designed to use the Tremec T-56 6-speed manual gearbox from TTC (Transmission Technologies Corporation).

The following speeds are the maximum calculated speeds based on recommended tire size, T-56 gear ratios, 3.46 final drive, and a 6000 rpm redline. The actual speeds attainable in the higher gears depend on the engine selected.

Gear	Ratio	mph/1000 rpm	Max speed in gears
1	2.97	8.2	49 mph (6000 rpm)
2	2.07	12.0	71 mph (6000 rpm)
3	1.43	17.1	102 mph (6000 rpm)
4	1.00	24.4	146 mph (6000 rpm)
5	0.80	30.5	183 mph (6000 rpm)
6	0.62	39.4	236 mph (6000 rpm)

CAUTION: Because the Coupe has low drag, speeds in excess of 200 mph may be possible with engines of 500 or more horsepower. Speeds higher than legal highway speeds should only be attempted by experienced drivers with proper safety equipment on closed courses designed for such speeds.

NOTE: REVERSE GEAR LOCK OUT SWITCH

The clutch pedal AND the brake pedal MUST be depressed before reverse gear can be engaged. The depressing of the brake pedal activates an electronic mechanism on the gearbox which allows reverse gear to be engaged.

For your safety, the Tremec employs a neutral safety switch that will only allow the engine to be cranked and started while neutral is selected.

Differential

BTR Hydratrac (3.46:1 ratio) limited slip differential designed for independent rear suspension is fitted as standard equipment.

Wheels and Tires

Front Wheels ..... Aluminum 18" x 8” peg drive knock off
Rear Wheels ..... Aluminum 18” x 10” peg drive knock off

Design Tire Sizes
Front 255/45-18
Rear 285/50-18

Optional Tire Sizes
Front 255/40-18
Rear 295/45-18

NOTE: Be sure to obtain a speed rating consistent with the speeds you expect to drive. A minimum of a Z rating is recommended.

Dimensions

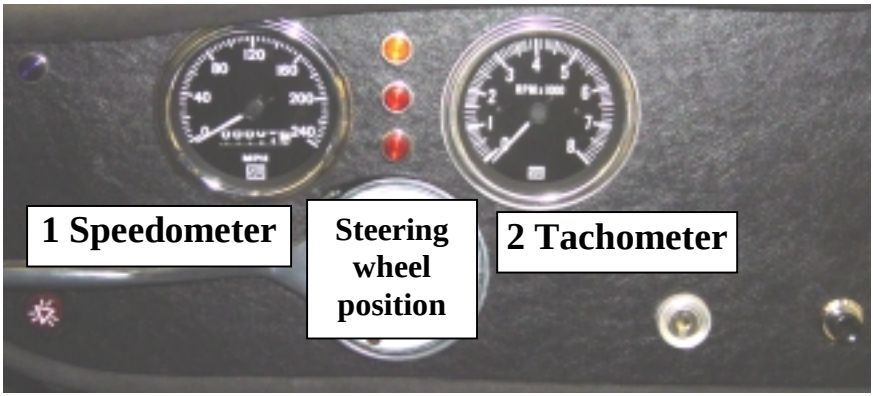
Curb weight .....3066 lbs
Weight distribution front/rear..... 49%/51%
Wheelbase: .....93"
Length: .....175"
Height .....49"
Width.....73.5"
Track front:.....56.5"
Track rear: .....58.5"
Ground clearance: .....6.25"
Fuel tank:..... 21 gallon stainless steel

Curb weight and weight distribution are typical for a 351W engine with an iron block and aluminum heads and a T-56 transmission.

OPERATION

Instrumentation

Full instrumentation, gauges and warning lights are provided with the Superformance rolling chassis. The gauges and warning lights must be correctly hooked up during the engine and transmission installation to function properly. The gauge and warning light readings are dependant on engine and transmission specifications and installation procedures. The following information is therefore provided as general guidelines only. The actual gauge readings should be determined by the owner and written in the spaces provided.



[Figure 4 - Speedometer and tachometer]

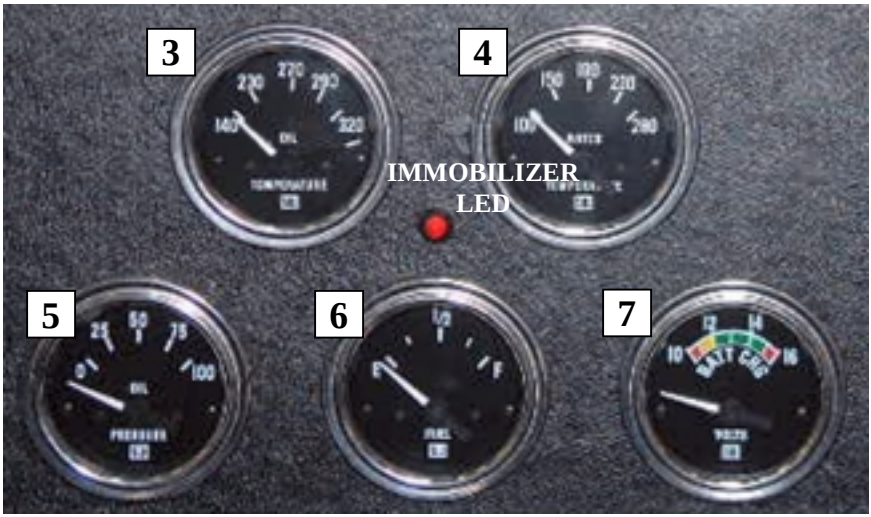
Speedometer

The speedometer (**1**) indicates the speed of the car in miles per hour.

Tachometer

The tachometer (**2**) indicates the engine speed in revolutions per minute. Your engine provider should specify the minimum and maximum engine speeds for the engine you have selected.

Minimum engine speed: _____ rpm
Maximum engine speed, break in: _____ rpm for _____ miles
Maximum engine speed: _____ rpm



[Figure 5 - Gauges]

Oil Temperature Gauge

The oil temperature gauge (**3**) indicates the engine oil temperature in degrees Fahrenheit. The oil temperature during normal driving should be approximately the same as the water temperature. It will be somewhat lower until the engine fully warms up and during cold weather. It will be higher during high speed driving. If the oil temperature exceeds the maximum during high speed driving, additional oil cooling capacity may be required.

Normal oil temperature: _____ degrees Fahrenheit
Maximum oil temperature: _____ degrees Fahrenheit

Water Temperature Gauge

The water temperature gauge (**4**) indicates the engine water temperature in degrees Fahrenheit. The normal operating temperature depends on the thermostat installed. Your engine provider should specify the normal water temperature.

Normal water temperature: _____ degrees Fahrenheit

If the water temperature exceeds 230 degrees Fahrenheit, the engine should be shut down and allowed to cool before

proceeding. Water temperatures above 210 degrees Fahrenheit during normal driving indicate a problem that needs to be corrected.

For those more familiar with Centigrade:

Fahrenheit	Centigrade
100	38
140	60
150	66
190	88
230	110
270	132
280	138
290	143
320	160

Oil Pressure Gauge

The oil pressure gauge (**5**) indicates the oil pressure in pounds per square inch (PSI). Your engine provider should specify the minimum and maximum oil pressure for the engine you have selected. If the oil pressure drops below the minimum, it may indicate a serious problem. The engine should be shut down immediately until the problem is identified and corrected.

Minimum oil pressure: _____ PSI at _____ rpm
Maximum oil pressure: _____ PSI at _____ rpm

Fuel Gauge

The fuel gauge (**6**) indicates the fuel level in the fuel tank.

NOTE: This is an approximate indication. You should set your own limits

Volt Meter

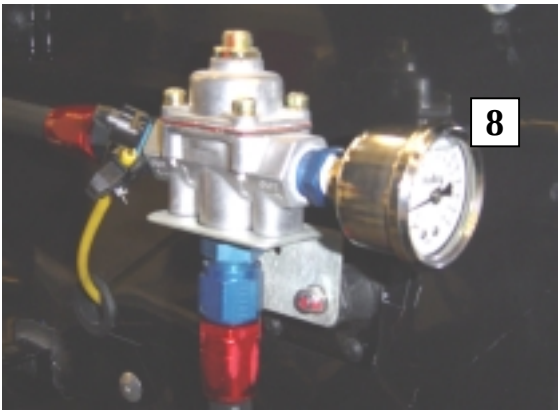
The volt meter (**7**) indicates voltage reading of the alternator and the battery.

ALTERNATOR: When the engine is running the Volt meter will show the charging voltage from the alternator to the Battery.

BATTERY: When the engine is off and ignition turned to position **1** the volt meter will show the condition of the battery power in volts.

Fuel pressure gauge

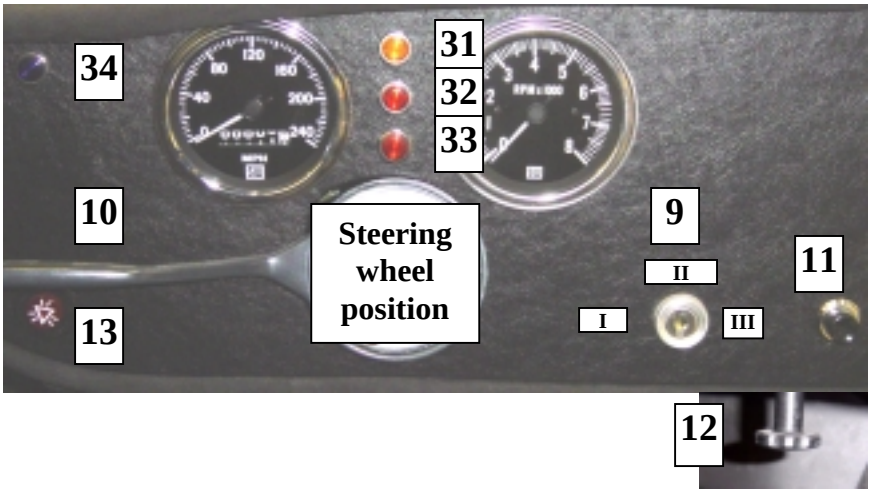
The fuel pressure gauge (**8**) is attached to the fuel pressure regulator, which is mounted to the firewall in the engine bay **(See Figure 6 below)**. The gauge measures the pressure of the fuel supply at the regulator, between the fuel pump to the carburetor. The pressure is measured in PSI. The fuel pressure can be adjusted at the regulator. The required fuel pressure setting may vary depending on the carburetor fitted. See your engine builder for the specific set up requirements for your carburetor.



[Figure 6 - Fuel pressure gauge]

Fuel pressure: _____ PSI at _____ rpm

Controls and Switches



[Figure 7 - Controls and switches]

NOTE: For digital watch owners, clockwise is top to the right, counterclockwise is top to the left.

Ignition Switch

The ignition switch (**9**) has **3** positions:

- **I** Accessory – key turned counterclockwise **(to left)** Only the radio and the DC accessory power ports have electrical feed with the ignition switch in this position.
- **II** Ignition "OFF" – Key in middle position.
- **III** Ignition "ON" – Key turned clockwise **(to right).** This switch position activates all functions which require electrical feed. **(See Start Procedure on page 25)**

Turn Signal Indicator / Hi Beam Stalk

The turn signal stalk / lever (**10)** is mounted on the steering column, typically on the left hand side. Move the stalk in the direction you want to turn to activate the turn signal. When the turn signals are on, the turn signal indicator light (**31**) will flash.

When the headlights are turned on, click the switch on the back of the tip of the turn signal stalk to switch between high beams and low beams. When the high beams are on, the hi-beam pilot light (**34**) will be on. When the headlights are not on, clicking the switch on the turn signal stalk flashes the high beams.

Horn

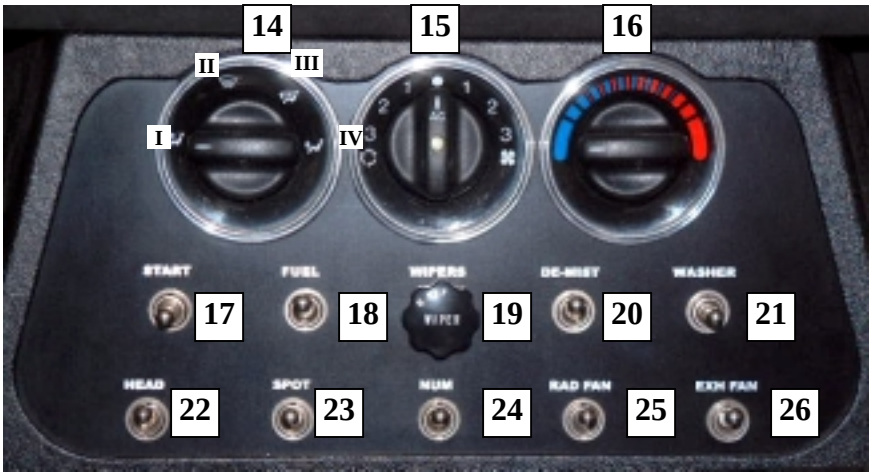
The horn button (**11**) is located on the dashboard. Pushing the button sounds the horns.

Dash Dimmer Switch

The dashboard dimmer switch (**12**) is situated on the under side of the dash, below the horn button, and is used to control the intensity of the dashboard lights. Turn the dimmer switch counterclockwise to dim the dashboard lights and clockwise to brighten them.

Hazard Light Switch

This switch (**13**) activates the hazard / emergency lights. Depress the switch and the indicator light (**31**) will flash. The switch will also flash bright red. Press the switch again to stop the indicators and switch from flashing.



[Figure 8 - Controls and switches]

Climate Control Air Flow Directional

This control (**14**) has **4** settings.

- **I** Air flow to head only.
- **II** Air flow is 70% head and 30% feet
- **III** Air flow 30% head and 70% feet
- **IV** Air flow to feet only

From position II to position III, the airflow varies continuously from 70/30 to 30/70 head to feet. In the middle, it is 50/50, for example.

This control does not operate the de-mister. **See Figure 17 – item # 20 on page 19** for information on de-mister operation.

Air Flow Source

The fan control (**15**) has three fans speeds. Turn the control counterclockwise (to left) for re-circulated air. Turn the control clockwise for fresh air.

Air Conditioning

Push in the fan control knob (**15**) to turn the air conditioning on and off. The small green light in the center of the knob will be on when the air conditioning is on.

Temperature Control

Turn the temperature control (16) counterclockwise (to the left) for cold air and clockwise (to the right) for warm air.

Start Switch

This switch (**17**) can be toggled up OR down for engine starting. **(See Start Procedure on page 25)**

Fuel Pump Toggle Switch

The fuel pump switch (**18**) controls the electric fuel pump. Up is off and down is on. Be sure to turn the fuel pump on before starting the car. Although the electric fuel pump shuts off when

the ignition is turned off, it is a good idea to turn off the electric fuel pump switch as well. Remember to turn it back on when you start the car. If the pump is switched off (**up**), the car may start, but will shut down in a short while when the fuel supply in the carburetor bowl is used up.

Windshield Wiper Rotary Switch

The two speed windshield wiper switch (**19**) has **3** positions:

- **P** Park (off)
- **N** Normal (low) speed wiper
- **H** High speed wiper

From park, rotate the switch clockwise (to right) one position for low speed wiper operation and two positions for high speed wiper operation. Rotate the switch counterclockwise to slow or turn off the wipers.

De-Mist Toggle Switch

Toggle the switch (**20**) downward to activate the wind shield de-mister.

Windshield Washer Toggle Switch

The windshield washer can be activated by toggling switch (**21**) upwards or downwards.

Headlight Toggle Switch

Toggle the headlight switch (**22)** to the full up position to turn off the lights. Toggle the switch down one position to turn on the running lights and down two positions to turn on the headlights. The dashboard lights come on automatically when the running lights or headlights are switched on.

Spot Light Toggle Switch

Toggle the switch (**23**) downward to switch on the spot lights. The spot light only come on when the headlights are on.

Number Toggle Switch

(Optional) All coupes have plugs in the door loom for the connection of a light on the door to illuminate the racing number. Toggle the switch (**24**) downward to activate this light.

Radiator Fan Override Toggle Switch

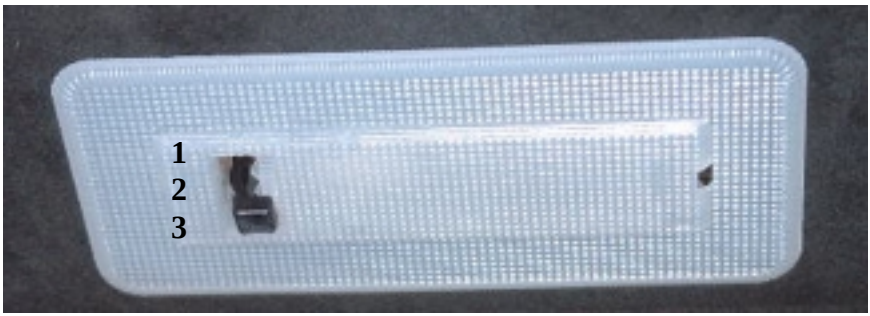
The radiator fans are switched on automatically when the engine temperature exceeds 203 to 207 degrees Fahrenheit and when the air conditioning is on. The radiator fan override toggle switch (**25**) enables you to turn the radiator fans on manually when the water temperature gauge indicates that the engine temperature is approaching 203 degrees Fahrenheit, typically in slow traffic. Up is off and down is on.

Engine Compartment / Exhaust Fan Toggle Switch

Fans have been fitted in the engine bay below the exhaust to remove excess heat in the engine bay. This is especially useful when driving slowly or through traffic, when the temperature rises due to lack of air flow. Toggle the switch (**26**) downward to activate these fans.

NOTE: The Radiator OR engine compartment / exhaust fans will sometimes come on automatically after the engine has stopped. This is normal and they will shut off automatically when the engine cools.

Interior Light Switch



[Figure 9 - Interior light switch]

The interior light switch has 3 positions:
1) Door activated – **"ON"** when door open
2) Manual light **"OFF"** position
3) Manual light **"ON"** position

Adjustable Air Vents

These dash mounted vents (**27**) are fully adjustable in all directions and are situated above the center gauges and air conditioner controls

[Figure 10 - Adjustable air vents]

Removable Cover for Radio Fitment

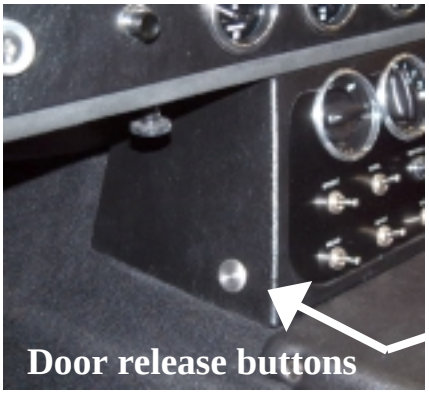
Remove the plastic cover (**28**) to reveal the radio fitment aperture

Side Windows

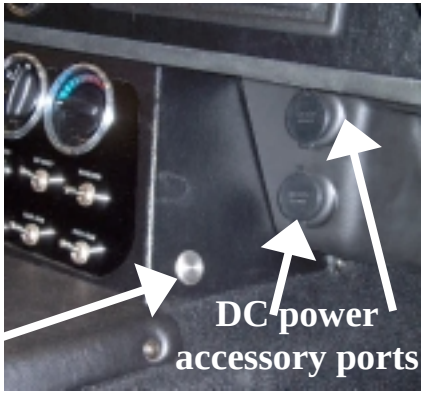
The doors house retractable toughened glass side windows, manually operated.

Door Release Buttons

The door locks can be activated by depressing buttons on the sides of the center console switch panel (**29**). There is a button on the left side of the switch panel for driver's side and on the right side for the passenger side door release.



[Figure 11 - Door release button driver's side]



[Figure 12 - Door release button passenger's side and DC power accessory ports]

Manual Door Operation

The doors can also be manually opened from inside the cockpit using the door levers housed in recesses in the bottom rear of the door panel.

[Figure 13 - Manual operation door lever]

Remote Immobilizer

A remote immobilizer is supplied with the vehicle. The remote immobilizer is used to unlock the doors (two clicks) and to unlock the ignition (one click). See page 26 for doors and page 25 for starting.

[Figure 14 - Remote immobilizer]

DC Power Accessory Ports

These can be used to supply power to 12 volt plug-in automotive accessories **(See Figure 12 on page 17)**

Hand Brake

To apply the hand brake, pull the handle rearwards while depressing the button at the end of the lever. Release the button at the end of the lever's travel. To release, press the button and move the lever forward fully.

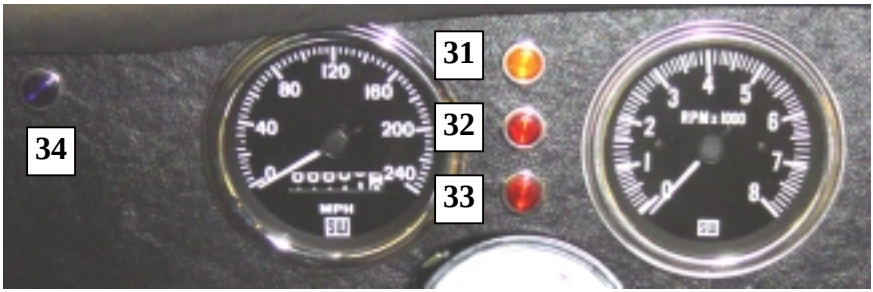
[Figure 15 - Hand brake and gear lever]

Gear Lever

The gear change layout for the 6 speed T-56 transmission is depicted on the top of the gear knob. Always select neutral before starting engine. The Tremec T-56 gearbox is equipped with a reverse gear lock out switch which ensures that reverse gear can only be selected whilst the car is stationary and the clutch AND brake pedals are depressed.

[Figure 16 - Gear lever knob]

Warning Lights / Buzzers



[Figure 17 - Warning lights and buzzers]

Indicator Repeater

The indicator repeater (**31**) blinks to indicate that the turn signals are on.

Ignition / Alternator Warning Light

It is normal for the Ignition / alternator warning light (**32**) to be on when the ignition is on and the engine is not running. If the Ignition / alternator warning light are on for more than a few seconds when the engine is running, it indicates a problem with the alternator. It may be that the fan belt is loose or missing. It may be an electrical problem. Immediate attention is required. A loose or missing fan belt can cause the engine to overheat.

Low Coolant Warning Light

This light (**33**) indicates that the coolant has dropped below an acceptable level in the coolant reservoir.

Hi Beam Pilot Light

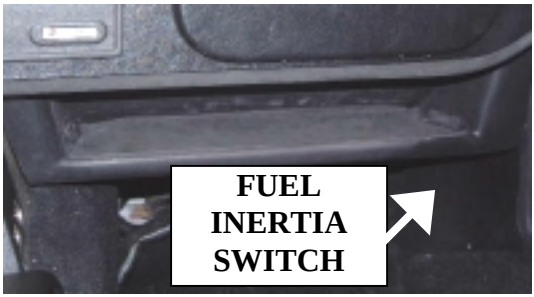
The hi-beam pilot light (**34**) indicates that the headlight high beams are on.

Low Brake Fluid Warning Buzzer

A low brake fluid level will cause a warning buzzer to sound when the ignition is on.

Fuel Inertia Switch

NOTE: SAFETY DEVICE



[Figure 18 - Fuel inertia switch location]

[Figure 19 - Fuel inertia switch]

The coupe has a fuel inertia switch fitted inside the cockpit. It is located at the front edge of the passenger's side kick panel. (Next to right foot when seated – **See Figures 18 and 19 above**). The button is on top of the switch.

If an accident occurs, the impact will activate the fuel inertia switch, which immediately stops the supply of power to the fuel pump. There fore stopping fuel flow to lessen the chance of a potentially dangerous fuel leak / fire hazard.

IMPORTANT: Ensure that the red button on the Fuel inertia switch is pressed in until it makes a "click" sound. If it is not pressed in, it will be impossible to start the car.

Storage

The Coupe has 5 stowage compartments**.**

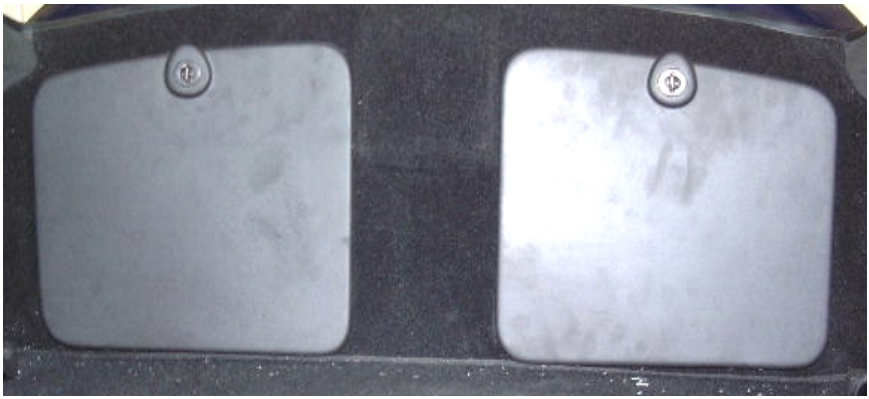
Glove Compartment

The glove compartment is situated on the right hand side of the dash panel. It has a **2** liter stowage capacity. Cup holders have been molded into the glove box door for your convenience.

[Figure 20 - Glove compartment] **[Figure 21 - Cup holders]**

General Stowage Compartments

There are **2** stowage compartments incorporated into the rear panel in the trunk. Each compartment has a stowage capacity of **3.5 liters**.



[Figure 22 - General stowage compartments]

[Figure 23 - Inside the stowage compartment]

Windshield Washer Bottle

The windshield washer bottle is housed in the left hand side rear panel in the trunk.

[Figure 24 – Washer bottle compartment]

[Figure 25 – Washer bottle reservoir]

Jack Compartment

The scissor jack compartment is housed in the right hand side rear panel and contains the scissor jack and cranking handle, the lead knock off hammer which is used to remove the wheel spinners and an aerosol inflatable tire product for the inflation of a tire in the case of a puncture.

[Figure 26 - Scissor jack compartment]

[Figure 27 - Scissor jack, handle and hammer]

Start Procedure

1. Apply the handbrake and insert the key into the ignition.

2. Depress the clutch pedal. Put the gear lever into neutral. The engine can only be started in neutral.

3. Turn the key clockwise to position III to activate the electrical circuits. **(See Figure 7 on page 11).**

4. If the ignition light (**See Figure 17 – item #32 on page 11)** does not come on this means that the vehicle is still immobilized. The button on the remote immobilizer **(See Figure 14 on page 18)** attached to the key-fob needs to be pressed once. The ignition light should then come on.

5. If the vehicle is fitted with an electric fuel pump it must be switched on at this stage **(See Figure 8 – item #18 on page 12)** (You should be able to hear it pressurizing the system).

6. Use the Start Switch **(See Figure 8 - item #17 on page 12)** to engage the starter motor. The switch can be pushed up or down to engage. If the engine does not start, repeat the stages detailed above.

IMPORTANT: Only short repeated engine cranking periods should be used, as long cranking periods cause unnecessary wear to the starter motor and cause un-burnt fuel to be deposited into the exhaust system.

Turn the ignition switch counterclockwise to turn the engine off. The key cannot be removed from the ignition switch unless the ignition switch is in the off position.

DO NOT engage the starter if the engine is running. Serious damage to the starter and engine can result.

DO NOT leave the ignition switched on when the engine is not running. Damage to the ignition system can result.

Running In Procedure

The benefits of gradually 'running in' your Superformance Coupe are many and varied, but a major factor is to enable the new engine components to bed-in properly. For your vehicle to run at its optimum performance it is important that the car avoids high engine rpm and heavy throttle opening during the periods detailed below.

Engine

Your engine builder should specify the correct running in procedure for your engine. See page 7 for rpm limits during run in.

Tires

It is advised that you should avoid excessive braking and cornering over the first 1000 mile period, in order to achieve and prolong maximum tire performance.

Brakes

It is advised that excessive braking should be kept to a minimum during the first 500 miles of driving to bed in the friction materials.

Vehicle Entry, Access and Refueling

Doors

Your Superformance Coupe is fitted with a remote entry system, with no external key locks or door handles for originality and enhanced security. The unlocking and opening procedure is activated by simply pointing the remote immobilizer **(See Figure 14 on page 18)** at the car and depressing the immobilizer remote control button twice. The door will 'pop' open slightly thus giving you enough space to insert your hand behind the edge of the door and open it.

CAUTION: Although the absence of key locks or door handles does enhance the security of your vehicle, it does however raise the possibility that you may not be able to gain access yourself. **E.G** keys and immobilizer remote control accidentally locked inside the car **OR** in the case of a flat battery.

It is therefore strongly recommended that you keep a spare trunk lock key either on your person or attached to the car, in a secure place known only to you, so that you may gain access from the rear hatch if locked out of the car for any reason.

NOTE: Once inside the cockpit the door can be opened by either pressing the Electronic DOOR RELEASE BUTTONS **(See Figures 11 and 12 on page 17)** or using the manual door lever. **(See Figure 13 on page 17)**

IMPORTANT: Care should be taken when opening the door in windy conditions.

Keys

[Figure 28 – Keys]

Your car has a key for the **ignition** (**1**), a key for the **locking gas cap** (**2**), and a key for locking the **trunk** (**3**). A spare of each of these keys is supplied with the vehicle

Record the key information here:

Key	Name	Number
Ignition	_____	_____
Trunk	_____	_____
Locking gas cap	_____	_____

Hood

[Figure 29 - Hood latch]

The hood (also known as the bonnet) is latched by two lever type hood latches at the rear of the hood on the sides.

Access under the hood is gained via these two levers. When the hood is latched, the latch handles point towards the floor and lay in a recess in the hood itself. **(See Figure 29 above)** Due to the size of the hood it is not recommended that you attempt to open the hood on your own. One person should stand on either side of the hood.

To open the hood, simply pull the levers, on both sides of the hood, upward and outward by inserting your index finger under the end of the lever at the bottom.

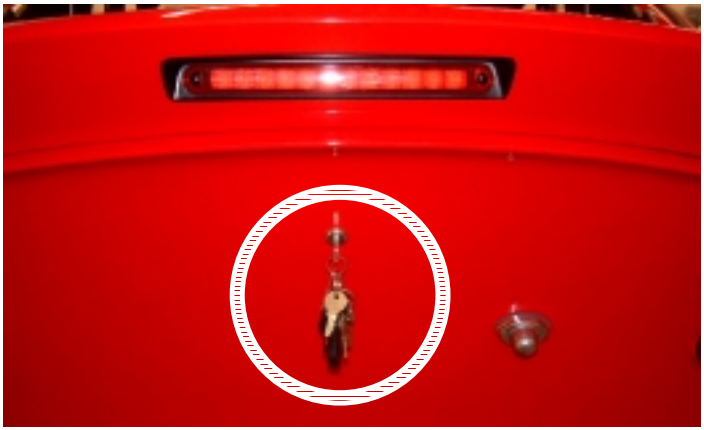
The hood is hinged at the front under the nose. Using the extended levers on both sides as handles, lift the rear of the hood up and forward, opening the hood and exposing the engine bay. The hood is supported in its open position by gas struts.

To close the hood, ensure there are no loose items or obstructions in the engine bay. Lower the rear of the hood, back and downwards, until it rests on the sealing rubber. Push down gently on both sides of the hood to compress the sealing rubber and align the latches. Lock the latches by pushing the levers down and inward until they lay flush in the recesses on both sides of the hood.

Open and close the hood with care to protect the car finish and the latch mechanisms. Care should be taken when opening the hood in windy conditions

Trunk

Access to the trunk is gained via a lock located in the rear of the car just below the spoiler **(See Figure 30 below).** Use the key provided to unlock the trunk.



[Figure 30 - Trunk lock]

The trunk will lift just enough to get your fingers under the glass to enable you to open it. When open, the trunk is supported by two gas struts.

To close the trunk, simply push the glass back and downward until it rests on the sealing rubber. Give one last push downward to engage the lock. A “click” sound should be heard as the lock engages.

CAUTION: Do not leave unsecured objects in the trunk, particularly heavy objects, during high speed cornering as the objects may fly about and cause damage to the car and/or objects.

Refueling

A Le Mans vintage competition style gas filler and cap is fitted. To open the cap, press down on the latch.

[Figure 31 - Le Mans vintage competition style gas filler]

[Figure 32 - Locking type gas cap]

The cap will spring open. A locking type gas cap is fitted inside the Le Mans cap for additional security. The cap is locked and unlocked with the key provided. With the cap unlocked, turn the cap counterclockwise to remove it and clockwise to secure it. To close the Le Mans cap, press down on the cap until the latch catches.

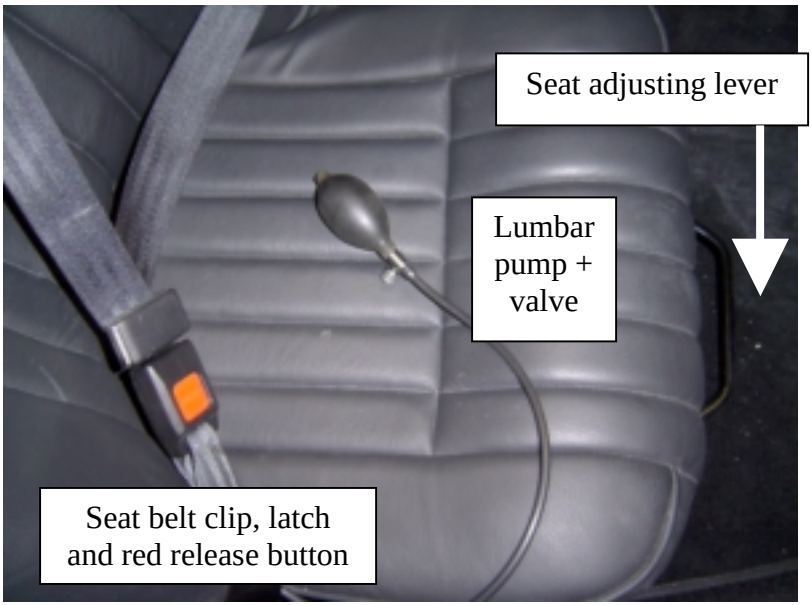
See page 52 for fuel octane requirement.

Seats

The hand made seats are upholstered in leather. The seats are adjustable fore and aft by 4". Both seats have 35 ¾" of headroom.

To adjust the driver's seat, reach down in front of the seat and locate the lever. Lift and hold the lever, move the seat fore or aft to the desired position, then release the lever.

NOTE: Force the seat back and forth to ensure engagement.



[Figure 33 - Seat adjust, seat belt and lumbar]

CAUTION: Never attempt to adjust the seat while the car is moving and particularly not while braking. Moving the seat can cause the driver to put unexpected pressure on the brake pedal, resulting in a sudden and potentially dangerous stop.

The seats have an inflatable lumbar support in the backrest. The lumbar support can be easily inflated by squeezing the hand pump repeatedly until sufficient lumbar support is achieved.

To decrease the lumbar support, simply un-screw the valve on the hand pump **(See Figure 33 above)** which releases the air in the lumber support cushion. Close the valve again when satisfactory lumber has been achieved.

Seat Belts

The seat belts are mounted in **3** points with an inertia reel mechanism.

To strap your self into the seat, locate the seat belt stalk latch, which is mounted from the floor between the transmission tunnel and the seat cushion. Reach over your shoulder closest to the door and locate the safety belt clip. Pull the clip and strap across your chest and insert it into the stalk latch. A “click” sound should be heard when the latch engages.

To remove the seat belt, simply depress the red button on the stalk latch to release the clip. The inertia reel will retrieve the clip strap.

Side Exhaust Pipe Caution

The vehicle has exhaust pipes which run along the sides of the car. Although there are sills which partly cover them, the side exhaust pipes can get extremely hot. The user/buyer must take special precautions for both the driver and any occupant not to make contact with the side exhaust pipes. The buyer, not the seller, is ultimately responsible to warn passengers, guests, on-lookers, other users, and especially children. Operating temperatures of these pipes may exceed two hundred and fifty (250) degrees Fahrenheit.

MAINTENANCE

Battery

Battery

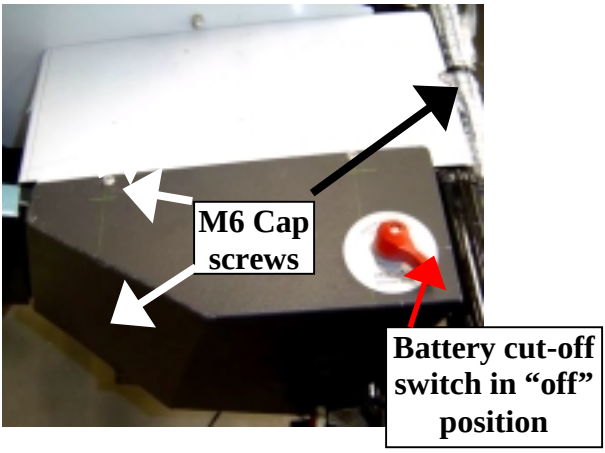
The battery recommended by Superformance is a sealed for life battery and therefore should not need regular maintenance or renewal.

The battery is located in the engine bay on the lower right hand side. To gain access to the battery, two metal panels must be removed by loosening and removing four M6 cap screws using a 4mm Allen key.

Main Power Cut Off Switch

Alternately, the power can be disconnected by simply twisting the **main power cut off switch** *counterclockwise*.

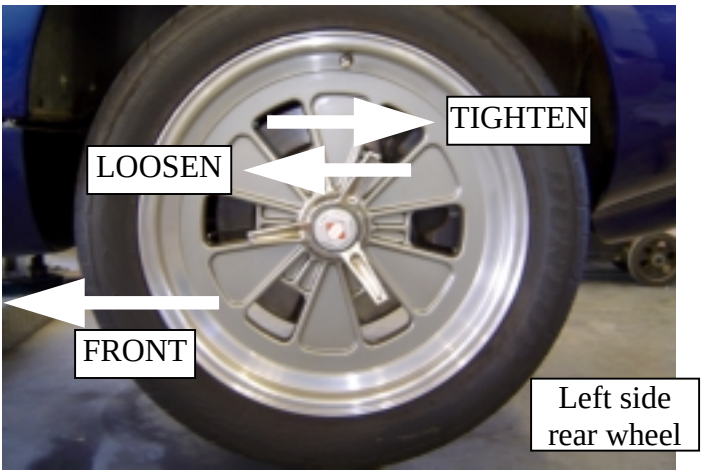
The power can be re-connected by twisting the **main power cut off switch** *clockwise*.



[Figure 34 - Battery location and main power cut off switch]

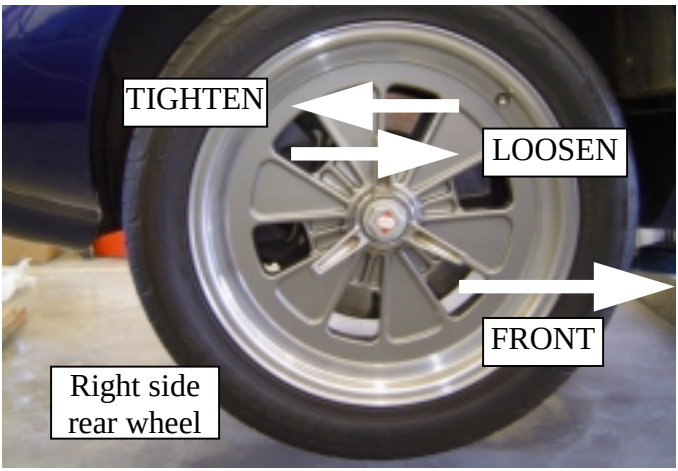
Wheels and Tires

The vehicle is fitted with Superformance aluminum peg drive wheels with polished rim and painted center.



[Figure 35 – Removing left side wheels]

The left side front and rear wheel spinners are loosened by turning them counterclockwise and tightened by turning them clockwise.



[Figure 36 – Removing right side wheels]

The right side front and rear wheel spinners are loosened by turning them clockwise and tightened by turning them counterclockwise.

If a wheel has to be removed, front or rear, the knock-on nut should be struck with a soft hammer (lead or urethane) in the direction of the wheel rotation when moving forward. The lead hammer can be located in the stowage compartment on the right hand side rear panel in the trunk area. **(See Figure 27 on page 24).** When the nut has moved approximately a quarter of a turn, the car should be jacked up for the nut to be removed completely.

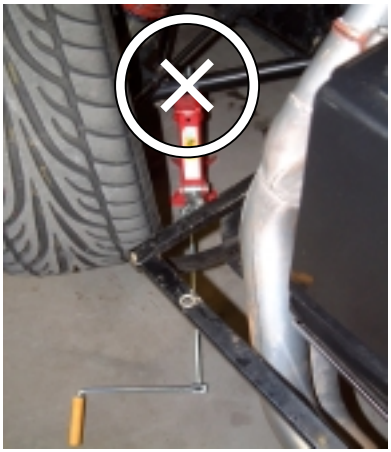
Tips for maintenance of knock off style wheels:

1) We do not recommend the use of a spinner socket (as sold by accessory shops) to install the spinners on the wheels. This tool can be used for spinner removal. The spinners cannot be properly tightened with this tool.
2) Apply anti-seize to the tapered part of the spinner and the wheel and to the threads of the hub.
3) Do not over tighten the spinners. This will cause difficulty in removal and possible spinner breakage. Tighten spinners with a deadblow hammer till it will no longer turn. Stop there; do not keep hammering on it.
4) Remove the spinner with a lead hammer. Hit one wing then move to another. Keep alternating. Pounding on one wing over and over will cause it to break.
5) Check the wheel pins for tightness after the first 500 miles. After that the pins should be checked any time the wheels are removed. Torque pins to 80 lb-ft.
6) Do not use an air or electric impact wrench on wheel pins. The hammering of the impact will cause the end on the pins to deform making installation of the wheel difficult if not impossible.
7) Spinners should be safety wired and should be examined occasionally for signs that spinners have moved.

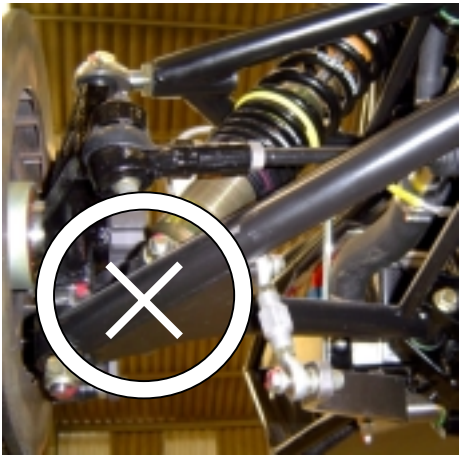
Emergency Jacking Points - Front

To jack up the FRONT, remove the scissor jack and jack handle from the stowage compartment on the right hand side rear of the trunk area. **(See Figure 26 on page 24)**. Open the hood for improved visibility and access. Turn the wheel inward, slide the scissor jack in and carefully position it under the front Lower control arm on either side of the car as shown below.(As close as possible to the underside of the shock mounting location)

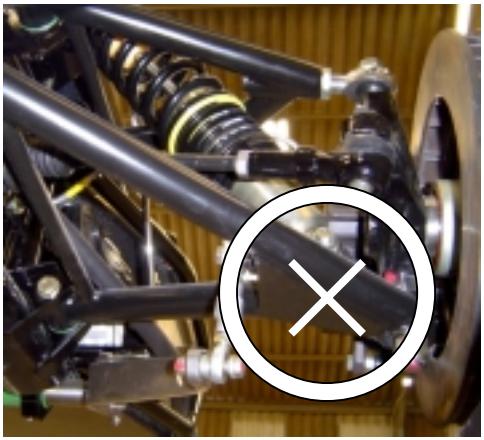
The white **X's** in the photos indicate acceptable emergency jacking points on the under side of the lower control arms **(See Figures 37 to 40 below).**



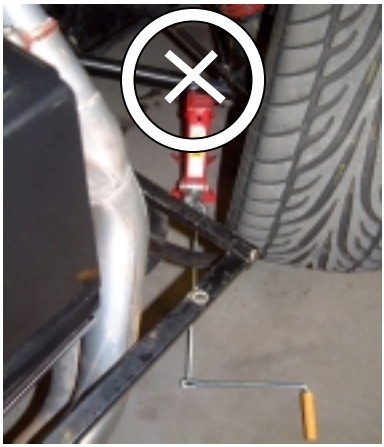
[Figure 37 - Hood raised, jack slid into position under left hand lower control arm]



[Figure 38 - Scissor jack locating point for left hand front suspension]



[Figure 39 - Scissor jack locating point for right hand front suspension]

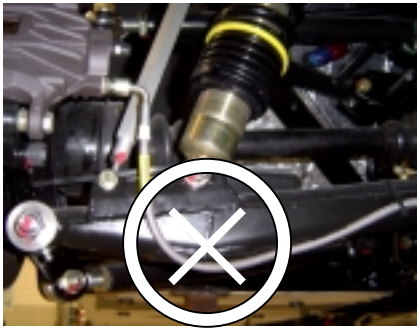


[Figure 40 - Hood raised, jack slid into position under right hand lower control arm]

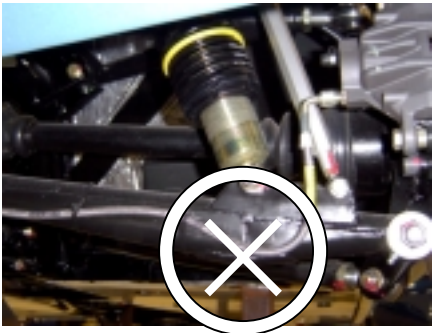
Emergency Jacking Points - Rear

To jack up the REAR, use the scissor jack and jack handle as used for the front. Slide the scissor jack in under the car from the rear. The scissor jack can be positioned under the rear lower control arm on either side of the car as shown below - as close as possible to the underside of the shock mounting location.

The white **X's** in the photos indicate acceptable emergency jacking points on the under side of the lower control arms **(See Figures 41 and 42 below).**



[Figure 41 - Scissor jack locating point for left hand rear suspension]

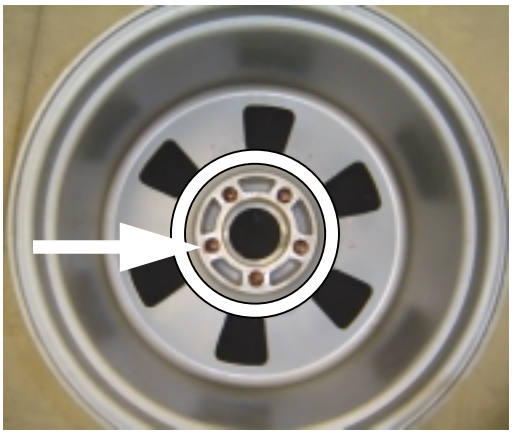


[Figure 42 - Scissor jack locating point for right hand rear suspension]

Carefully jack up the car. Ensure that the jack has a secure positioning on the lower control arm before removing the wheel. If available, support the car with axle stands under the lower control arm at the outer end of the suspension arm.

CAUTION: Always use jack stands once the car is in the air. Jacks should only be used for lifting and never to support the vehicle.

When replacing the wheel, the drive pins should be lined up with the inner row of holes in the center of the wheel rim.



[Figure 43 - Drive pin holes in rim center]

[Figure 44 – Drive pins on hub center]

The spinner seating face should be coated with anti-seize compound before reinstalling.

The spinner nut is tightened in reverse rotation direction. It is recommended that the spinner nut be tightened with a urethane hammer rather than a lead hammer to avoid over tightening.

The use of safety wire on the spinners is recommended. The spinners have small holes at the end of each finger for this purpose.

As the cars do not carry spare tires, it is advisable for the user of this vehicle to keep on hand at all times an aerosol inflatable tire product.

Tire Pressures

It is important to check the tire pressures regularly, in order to maintain maximum performance characteristics and prevent excessive tire wear.

Recommended Values:
Front .....24 psi
Rear ..... 24 to 26 psi

Towing

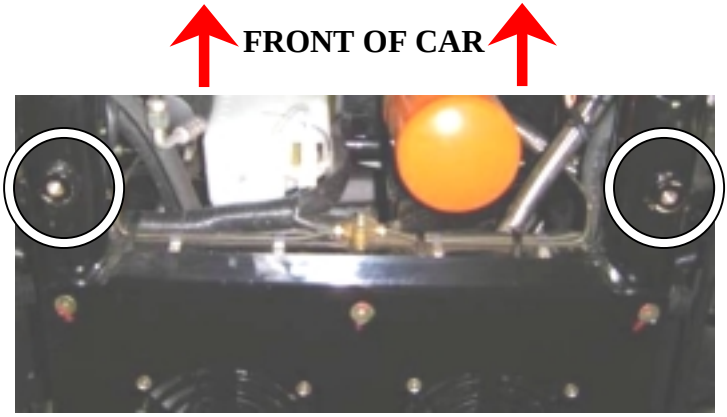
Three (3) towing eyes and bolts are provided with your vehicle for tow rope attachment.

[Figure 45 - Towing eye and mounting bolt]

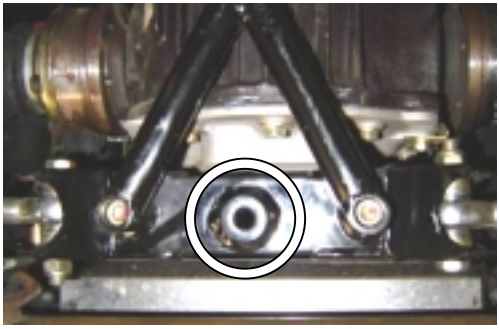
These must be stored in the vehicle for use in emergency towing situations. It is suggested that you purchase a 22mm spanner and store it with the towing eyes and bolts. The towing eyes can not be permanently fitted to the vehicle as they protrude from the bottom of the chassis. The towing eyes must be bolted on to bushes on the underside of the chassis when you need to tow the vehicle.

There are two attachment bushes in the chassis at the front, just in front of the engine bay cooling fans **(See Figure 46 below)**

There is one attachment bush in the chassis at the rear, just behind the differential **(See Figure 47 below)**



[Figure 46 - Front tow hook mount points]



[Figure 47 - Rear tow hooks mount points]

NOTE: The hoop of the towing eye must be angled in the direction that you are towing

Alignment Specifications

CAUTION: These settings are critical to the drivability of your vehicle and must only be adjusted by skilled individuals with the necessary experience. Consult your local dealer for a specialist in your area.

NOTE: When taking your vehicle in for wheel alignment, we strongly recommend that you supply them with a copy of the information below, to enable them to determine if they are capable of these technical adjustments

The settings and instructions below are for the Superformance Coupe and are base settings which will give a good ride for street use. Read through this entire section to familiarize your self with the procedure before starting the job.

Please take careful note to the fact that both the front and rear suspensions are extremely sensitive to any minor adjustments. When setting the car up do not make major adjustments, rather make small incremental adjustments until the desired bump steer settings have been achieved. Any large adjustments change the bump steer dramatically, which may cause you to think that it is impossible to achieve the suggested settings.

Recommended Settings

	FRONT	REAR
Caster	6-7º Negative	
Camber	0.5-1.0º Negative	1.0-1.25º Negative
Toe (Static)	2-3mm total toe in	2-3mm total toe in
	80-120 thousandths	80-120 thousandths
Ride Height	155-160mm	215-220mm
	6.100-6.300 inch	8.465-8.660 inch

NOTE: All of the settings and notes in this document are based on the recommended tire sizes. (**See page 6**) The use of other tire

sizes should not affect wheel alignment. Speedometer calibration and ride height may change.

Front Ride Height is measured from the ground to the bottom of the main chassis tube **(3”OD)** just below the front lower control arm (LCA) forward mount.

In other words just forward from the tow eye mount bush that is welded to the chassis tube. **(See Figure 46 on page 41)**

Rear Ride Height is measured from the ground to the bottom of the chassis between the left and right rear LCA inner mount points.

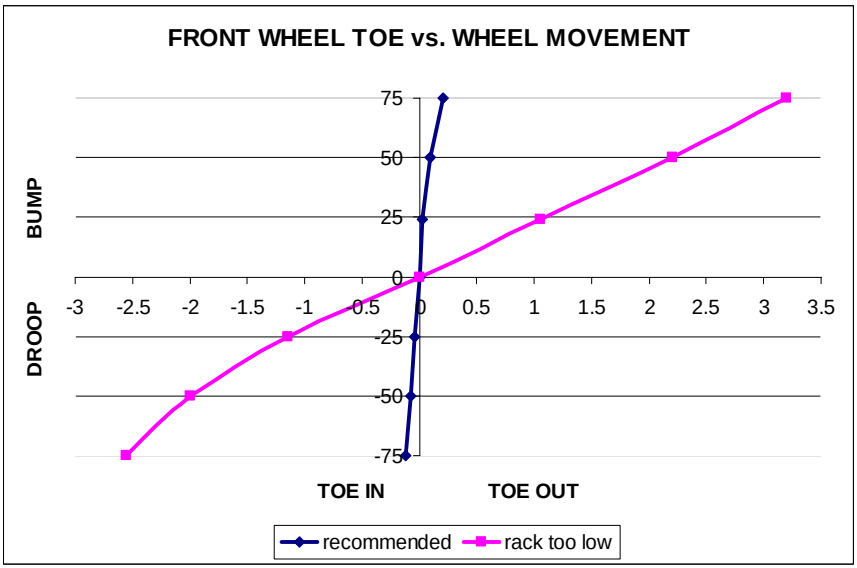
In other words either side of the rear tow eye mount bush that is welded to the chassis tube. **(See Figure 47 on page 41)**

Achieving the Settings - Front

This is a conventional double A-arm (unequal lengths) design and is very simple to adjust.

First set the camber by adjusting the upper control arm. Once this is done the static toe can be set by adjusting the steering tie rods.

Once you have the camber and toe set you can check the bump steer. The front is not as sensitive to minor changes as the rear is, so this is not essential. Below is a graph indicating possible curves.



[Figure 48 – Front wheel toe vs. wheel movement]

NOTE: – this graph is in mm, not inches.

When measuring the bump steer plot it on a graph similar to the one above. Or print it out and plot your reading on the graph.

The **ideal** is to have a maximum toe out gain under bump of about **0.2mm (0.008inch).**
The ideal situation is to have no bump steer under bump or droop.
Spec range under bump is **0.0-0.2mm toe out (0.000-0.008inch).**
Spec range under droop is **0.0-0.4mm toe in (0.000-0.015inch).**

Understanding Your Graph

If you find that you have too much toe out under bump and too much toe in under droop **(See diagonal line in graph above),** shim the rack up to correct the curve. This is done by adding shims under the steering rack mounting blocks.

To remove 1mm **(0.040inch)** of bump, add a 1mm **(0.040inch)** shim under the rack mounting block.

Achieving the Settings - Rear

Start by getting the control arms and trailing arm to the following lengths:

Upper control arm

Length should be set at **415mm (16.339”)** from center of inner bushes to center of rod end.

Lower control arm

Length should be set at **588mm (23.150”)** from center of outer bushes to center of rod end.

Trailing arm (Radius Rod)

Length should be set at **602mm (23.700”)** from center to center of rod ends.

Once the above has been done and the arms are assembled into the vehicle the static camber and toe can be set to the specifications found above in Recommended Settings.

NOTE: First set the camber and then do the static toe.

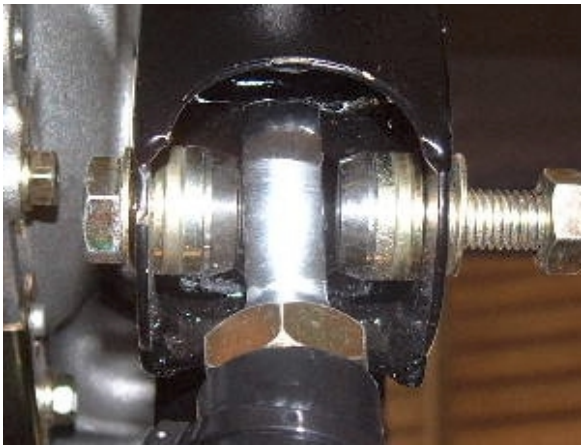
HANDY HINT!

1) One complete turn on the rod end of the upper control arm (UCA) will give **approximately 0.3º** camber change.

2) A **2mm** spacer at the LCA inner pivot will give approx. **1.2mm** static toe change. In other words, if you move the inner LCA point **2mm** forward, the static toe will increase by **1.2mm** toe out.

NOTE: The rear static toe is set by moving the LCA inner point backward to gain toe in and forward to gain toe out.

← Front of Car
← Toe out toe in →



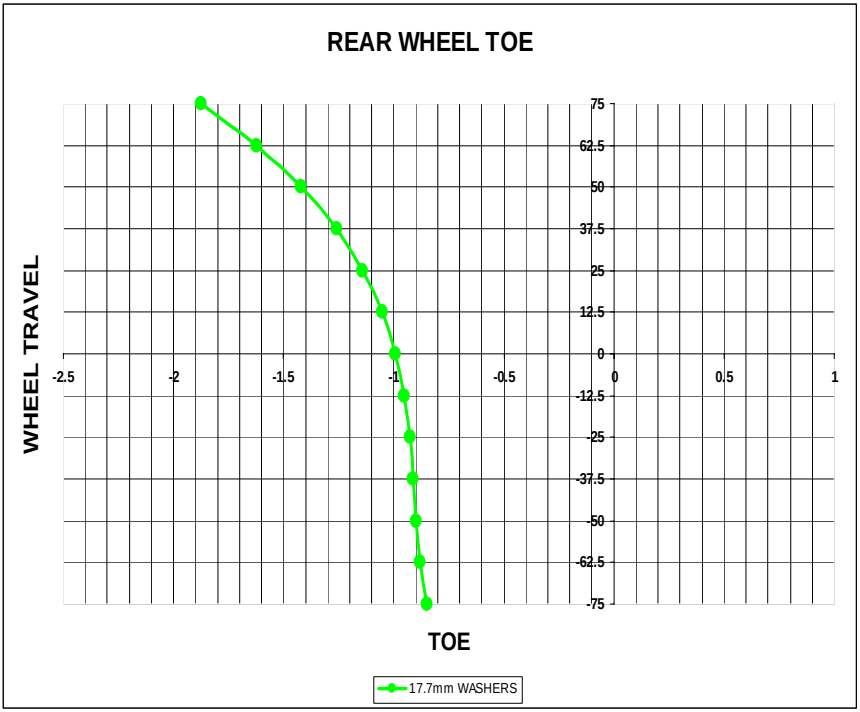
[Figure 49 – Setting rear static toe]

Once you have the camber and static toe set you need to measure the bump steer. Below is a graph indicating what the curve should look like.

NOTE: The following can be seen from the graph.

1) The static toe was **1mm** toe in.
2) The toe gain under **75mm (3")** bump was approx **1mm** toe in giving a total toe of approx. **2mm** toe in for that side wheel.
3) The toe loss under **75mm (3")** droop was approx **0.2mm** toe out giving a total toe of approx **0.8mm** toe in for that side.
4) The graph curve will stay as it is but just move left or right depending on the static toe setting. For example, if you had zero static toe, the toe change under bump would be approx 1mm toe in and under droop it would be approx **0.2mm** toe out.

Upper half of the graph is bump and the lower half is droop. The left side is toe in and the right side is toe out. Or positive values on the axes are bump and toe out, while negative values are toe in and droop.



[Figure 50 – Rear wheel toe vs. wheel travel]

NOTE: This graph is in mm and not inches.

When measuring the bump steer plot it on a graph similar to the one above. Or print it out and plot your reading on the graph The **ideal** is to have toe in gain under bump of about **0.8mm (0.031inch). 1mm (0.040inch)** is okay.

And then to have very little toe loss under droop of about **0.1 to 0.2mm(0.004-0.008inch)or even zero.**

Understanding Your Graph – (Dynamic Toe)

Dynamic toe is the toe change that occurs under bump or droop.

Too much toe in under bump: If you get more toe in under bump make the arm longer (e.g. **603mm**).

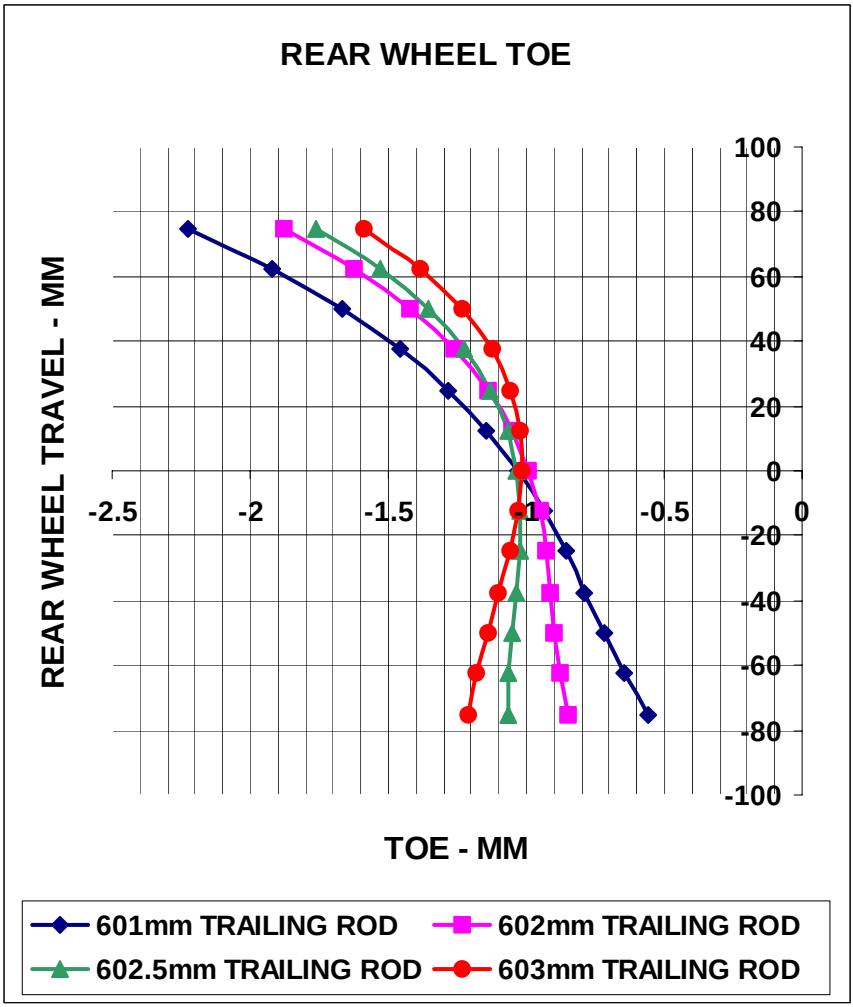
Too little toe in under bump: If you get less toe in under bump make the trailing arm shorter (e.g. **601mm**).

To adjust the trailing arms simply loosen the two locknuts (one at each rod end). One is left hand thread and the other is right hand thread. Turn the trailing arm tube one way to make it longer and the other way to make it shorter. Tighten the locknuts once the desired length has been achieved.

Once you have made the necessary adjustments to the trailing arm you must recheck and adjust the static toe (adjust at the inner LCA pivot with the washers). With the static toe correct, recheck the bump steer – plotting your readings once more. Repeat the above process if necessary.

VERY IMPORTANT TO REMEMBER

The trailing rod adjusts toe gain (dynamic toe). The static toe is adjusted with washers at the lower control arm inner pivot. Never confuse the two.



[Figure 51 – Rear wheel toe]

Routine Check Up and Service

After the first 1000 miles, and thereafter every 5000 miles, the vehicle should be thoroughly checked for loose nuts, bolts, etc.

Recommended Fluids

The actual fluids that you use depend on your choice of drive train. See pages 54 and 55 for typical fluid recommendations.

Engine Oil

The engine oil change specifications depend on the engine installed. Your engine provider should provide the oil change specifications.

Oil capacity: _____ quarts
Oil type
  Break in: _____
  Routine: _____
  High speed: _____
Oil change interval
  Break in: _____ miles
  Routine: _____ miles
  High speed: _____ miles

NOTE: The Superformance oil pan has an 8 quart capacity.

Transmission

The transmission fluid specifications depend on the transmission installed. Your transmission provider should provide the oil change specifications.

Fluid capacity:_____ quarts
Fluid type: _____
Fluid change interval
  Break in: _____ miles
  Routine: _____ miles

Differential

The differential fluid specifications depend on the type installed. Your local Superformance dealer should provide the oil specifications.

Oil capacity: _____ quarts
Oil type: _____

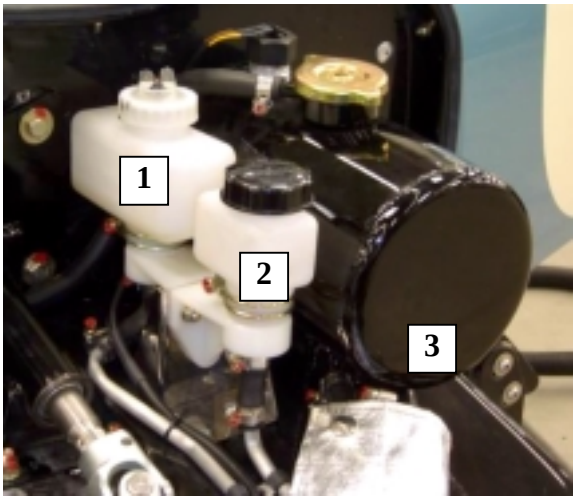
NOTE: Rear axle fluid normally does not require replacement in absence of repairs.

Brake Fluid

The brake fluid reservoir is located at the left hand side rear of the engine bay, mounted on a bracket on top of the driver's side foot well. **(See Figure 52 – Item # 1 below)**

Clutch Fluid

The clutch fluid is located in the remote reservoir which is mounted to the same bracket as the brake fluid reservoir on top of the driver's side foot well. **(See Figure 52 – Item # 2 below)**



[Figure 52 – Fluid reservoirs]

CAUTION: Brake fluid is corrosive to paint. Use care not to spill fluid on the finish. Any spills should be immediately flushed away with fresh water.

The brake system warning buzzer should sound if the fluid falls below the minimum level, but the brake and clutch fluid reservoirs can also be checked visually if required. A loss of fluid will only occur due to a leak from either the brake or clutch system.

Fuel Octane Requirement

The fuel octane depends on the engine installed. You engine provider should specify the octane required.

Fuel octane required:_____ octane

Brake Fluid Warning Buzzer

A low brake fluid level will cause a warning buzzer, behind the dashboard, to sound when switching on the ignition.

NOTE: Brake system
If the brake fluid warning buzzer sounds, firstly check the brake fluid level. If this is low, top up with the recommended brake fluid **(Any DOT 3 or DOT 4 fluid** is recommended) If this is not the cause of the warning buzzer, please consult your Superformance dealer.

NOTE: Clutch system
A fluid leak from the clutch system will be indicated by one or both of the following:

1) A reduction of effort required to depress the clutch pedal.
2) Gear selection difficulty – Unable to disengage the clutch when the pedal is depressed.

Coolant Header Tank

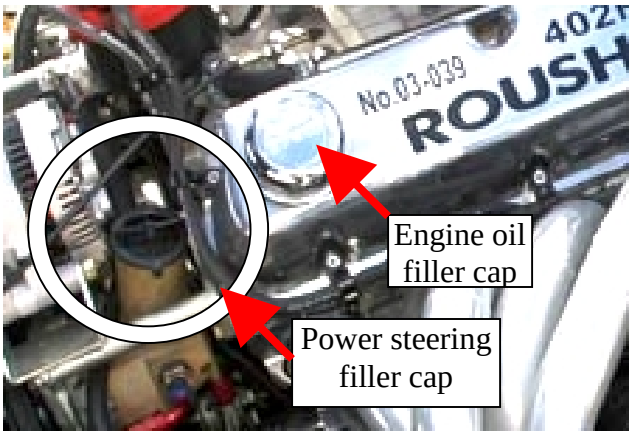
The engine coolant water for the radiator feed can be filled at the header tank **(See Figure 52 – Item # 3 on page 51)** which is mounted on top of the driver's side foot well.

NOTE: Be careful when removing the header tank cap as the contents will be under pressure when hot.

Power Steering Fluid

The power steering fluid reservoir is situated at the front left of the engine, just behind the alternator. To remove the cap, simply twist the cap counterclockwise (**to left**) and lift.

Minimum and maximum levels are marked on the side of the reservoir. If required, top up with fluid as recommended.

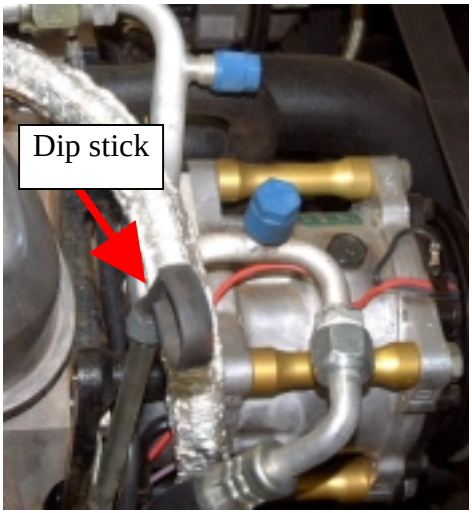


[Figure 53 - Power steering fluid reservoir]

Filling Engine Oil

The engine oil filler cap is located on top of the left hand side engine tappet cover **(See Figure 53 above)**. To remove, simply pull upward. Check the engine oil level using the dip stick situated at the right hand side front of engine behind the low and high pressure A/C gas ports. **(See Figure 54 below)**

Pull the dip stick out and wipe clean to ensure a true reading. Re-insert the dip stick and remove once again. The level of oil should read between the **Min** and **Max** marks on the dip stick. Top up with the recommended oil if required.



[**Figure 54 - Engine oil dip stick. A/C ports]**

Oil Usage Notes

1) The oil level should be checked at operating temperature, immediately after stopping the vehicle.
2) Running the car with an oil level above the maximum may cause oil wastage.
3) Running the car with an oil level below the minimum could cause considerable damage to the engine.
4) It is important that once the oil has been checked, the dip stick is securely replaced to avoid oil leakage.
5) For track day usage the oil should be topped up to the maximum mark, and the oil level monitored throughout the day

Typical Engine Service Parts

The following list includes **typical fluid types and capacities** for a Ford 351 Windsor based engine, Tremec T-56 6 speed transmission and Hydratrac limited slip differential (3.46:1).

Various drive train combinations will fit into the Coupe. All will require differing fluid types and capacities. See pages 50 and 51 for fluids for your specific drive train.

Item	Recommended
Transmission oil	Mobil 1 Synthetic ATF or equivalent
Differential oil	Motorcraft SAE 75W-140 Synthetic Real Axle Lubricant (or equivalent)
Cooling system	Add 2 gallons universal antifreeze. Top up with water.
Brake and clutch	Castrol SRF Racing Brake Fluid (or DOT 3 minimum)
Power steering	Red Line High-Temp ATF or Mobil 1 Synthetic ATF (or equivalent)
A/C gas	A/C unit uses R134a gas, 28-32 oz.
Air filter	13” round filter housing – K&N E-3705
	14” round filter housing – K&N E-1650
Oil filter	Fram HP 6 or Wix 51222R or NAPA 1222R
Fuel pump	Aeromotive 11203 or Holley Blue 12-802-1 or Carter P4600HP
Fuel filter	Fram G3736
Pulley belts	7 groove multi-belt – Goodyear Gatorback 4070505 7PK 1285 Single V-groove belt – size depends on specific engine and accessory installation. Typically in 15375 to 15395 range. For your car: _____
Alternator	RDI 10346 LMS
Battery	Group 75 L=245mm W=195 mm H=190mm Cranking amps 685 at 32 degrees F. 80 minute reserve. Top post recommended.
Ignition coil	MSD Blaster 2 Part No. 8202
Spark plugs	The type of spark plug depends on the engine you have selected. Your engine provider should provide the spark plug specifications. Plug type: _____ Plug change interval: Every _____ miles

Recommended Weekly Checks

It is advisable to spend a small amount of time each week inspecting and checking the more fundamental components of the vehicle. The following constitutes a checklist for these inspections:

1. All exterior lights
2. Coolant level
3. Brake fluid level
4. Clutch / Power steering fluid
5. Windscreen washer bottle
6. Tire pressure
7. Visual check for any fluid leaks

Recommended Daily Checks

In addition to the above, it is recommended that the following checks are routinely carried out on a daily basis:

1. Oil level
2. Chassis

IMPORTANT: If for any reason the vehicle is grounded or an object strikes the chassis from below it is advisable to visually inspect the chassis for signs of damage.

If there seems to be damage, the vehicle should be taken to your local Superformance dealer for a comprehensive inspection.

Exterior Cleaning

By Hand

The recommended method of cleaning your coupe is to wash it by hand using a specialist car shampoo or mild detergent. A low pressure hose should then be used to rinse the vehicle before drying with Chamois leather. It is not advisable to use specialist cleaners on the vehicle wheels, or to use other specialist “road film” removal solvents.

Power Wash (Not Recommended)

It is not recommended that a power or jet wash be used in the cleaning of your Coupe. However, if you do decide to do so, ensure that the nozzle is not aimed directly at the window or door seals, at any intakes or ducts, at the door handles or at the door mirrors. It is also very important that the engine bay is not power washed at any point as it may cause serious electrical problems.

Automatic Car Wash (Not Recommended)

The use of automatic car washes is not recommended. This is due to the door and window seals not being designed to withstand the direct force of high pressure jets, and also due to the profile of the vehicle being incompatible with many automated systems.

Interior Cleaning

Plastics / Alcantara / Leather / Carpets

Vinyl and **leather** should be cleaned regularly with a damp cloth. However, a small amount of mild detergent or specialist cleaner may be used on ingrained stains or blemishes. It is also recommended that **leather** upholstery or **Alcantara** trim is occasionally treated with a specialist “Hide food” **Carpets** should be vacuumed regularly to remove dust and grime. Mild detergent in combination with warm water may be used on more stubborn stains.

ELECTRICAL

Bulbs

Bulb Specification Table

Light	Watts	Factory Part #	Sylvania
Headlights	60/55W	Wipac S5819	9003
Spot lights	55W	OSRAM (3) H3 12V 55W G1907	(2)
Indicators (Front)	8W	Speedyquip 43-3034bA	89
Indicators (Rear)	21W	Europa 488A	1156
Brake/tail light (Rear)	21/5W	Europa 488R	1157
Reversing lights	21W	Europa 488L	1156
Number plate lights	4W	Stirling DLI-CP	3893
Overhead interior lights	10W	Power Torque OE 611755	5008
Door panel interior lights	2W	Autolite International (4)	(2)
Warning lights	2W	Durite (4) Blue 0-609-02 Red 0-609-05 Amber 0-609-10	(2)
Gauge lights	5W	Stewart Warner 366FC-F	1893

Notes:

(1) Sylvania bulb part number. Sylvania uses a suffix such as CB (Cool Blue), XV (Xtra Vision), and LL (Long Life) for variations.

(2) See your Superformance dealer for this bulb

(3) Bulb and wire come as a replacement unit. OSRAM is the parent of Sylvania.

(4) Available as a unit only. Bulb not available separately.

Bulb Replacement

NOTE: Before attempting to replace any faulty bulbs on the vehicle the ignition should be switched off

Headlight / Indicator – Front

To gain access to the headlight and indicator bulbs, the clear plastic cover needs to be removed. Lift up the sealing rubber at the lower front edge to reveal the fastening screw. Using a Phillips screw driver remove the screw. Lift cover away.

NOTE: The clear plastic headlight / indicator cover and sealing rubber were fitted using a little silicon sealer between the rubber and the body. Sealer MUST be applied in this area when replacing them after the bulb change

[Figure 55 - Remove fastening screw]

[Figure 56 - Remove plastic cover]

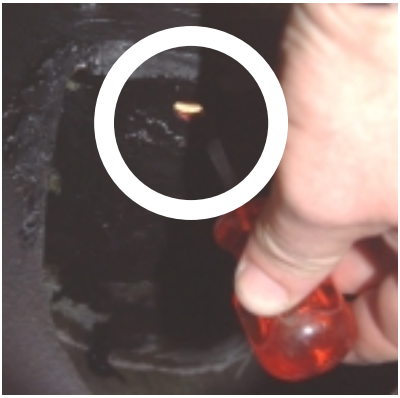
To change the INDICATOR bulb, simply remove the two Phillips head screws from the cover, remove the indicator cover replace the bulb, by turning counterclockwise and pulling it out. Refit by reversing the procedure.

[Figure 57 - Indicator cover]

[Figure 58 – Indicator bulb]

To change the HEADLIGHT bulb, you will need to open the hood. **(See Figure 29 on page 28)** Remove the plastic access cover, from behind the head light, by loosening the 5 screws. Using a short flat screwdriver, loosen and remove the screw holding the head light surround, gaining access through the hole in the hood panel.

[Figure 59 - Plastic access cover]



[Figure 60 - Loosen screw through hole]

Remove the surround to remove the light, remove the fastening screw and tip the light forward, to gain access to the rear of the housing. Pull the plug out. Remove the bulb by compressing the two ends of the spring wire clip together. Lift the bulb out and replace with a new one. Re-fit by reversing the removal procedure.

[Figure 61 - Remove surround]

[Figure 62 - Remove lens fastening screw]

[Figure 63 - Unplug the light]

[Figure 64 - Compress spring clip and remove bulb]

Spot Lights – Front

Using a Phillips screw driver, lift the sealing rubber and remove the four screws securing the clear plastic spot light cover. Remove the four screws securing the plastic shroud.

[Figure 65 - Spot light cover]

[Figure 66 - Plastic spot light shroud]

NOTE: The clear plastic spot light cover and sealing rubber were fitted using a little silicon sealer between the rubber and the body. Sealer MUST be applied in this area when replacing them after the bulb change.

Lean the spot light forward. Loosen and remove the screw and nut holding the fastening ring. Remove the fastening ring. Unplug the white wire at the terminals.

[Figure 67 - Remove fastening ring]

[Figure 68 - Unplug white wire]

Separate the lens from the housing by pulling it forward. Loosen and remove bulb using a short flat screw driver. Replace the bulb AND wire as a unit.

[Figure 69 - Loosen screw]

[Figure 70 - Replace bulb and wire]

Refit by reversing the removal procedure.

NOTE: Don’t forget to attach the black earth ring terminal when replacing the bulb fastening screw.

Rear Lights

The **BRAKE / PARK** lights, **REAR INDICATORS** and **REVERSE LIGHT** share the same type of light housing. Therefore the procedure for bulb replacement is the same.

Using a thin flat screw driver, carefully remove the chrome plated rim from the rubber seal by gently levering it out. Then, using the same method, remove the lens.

[Figure 71 - Remove chrome rim]

[Figure 72 - Remove indicator lens]

The bulb can be removed by pushing it in and turning counterclockwise. Replace bulb. Replace the lens and chrome ring by reversing the removal procedure.

Rear Number Plate Light

Using a flat screw driver, remove the two screws holding the number plate lamp cover.

Remove the cover to gain access to the bulb. Remove the bulb by pushing in and turning counter clockwise.

Replace the bulb with a new one.

[Figure 73 - Removal of number plate lamp cover]

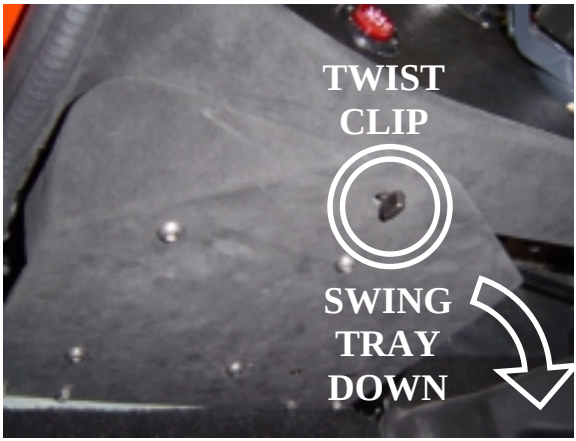
Refit the cover by reversing the removal procedure.

Fuse Box Tray Location and Components

Fuses and relays can be found in **two** locations. See Fuse Cluster #1 on page 66 and Fuse Cluster #2 on page 69.

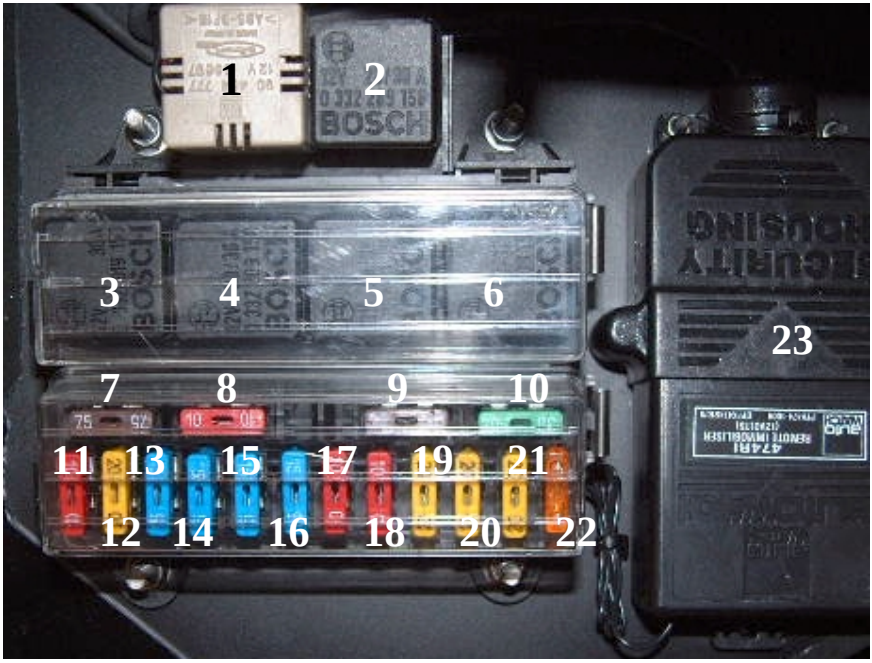
Fuse Cluster # 1

These fuses and relays are mounted on a hinged tray under the dash on the driver's side. (**Above drivers left knee**)



[Figure 74 - Hinged tray housing fuses]

Access to the fuses can be gained by simply turning the twist clip 90 degrees to either clockwise or counterclockwise until the tab aligns with the slot in the tray. The tray will then swing down on its hinges exposing the fuses and relays.



[Figure 75 - Cluster 1 Relays and fuses under the dash]

Relays

1 Lights on warning “GONG”
2 Low coolant warning light
3 Left side door opener
4 Climate control re circulation
5 Climate control re circulation
6 Climate control re circulation

Fuses

7 Left side park –Registration plate ..... 7.5 A
8 Right side park – Meter light ..... 10 A
9 Racing number ..... 7.5 A
10 Head light relay supply ..... 30 A
11 Meter – reverse..... 10 A
12 Fuel pump..... 20 A
13 Turn – Choke – Alt..... 15 A

14	Wiper – wash	15 A
15	HVAC	15 A
16	HVAC	15 A
17	Stop – Reverse solenoid	10 A
18	Dome – Immobilizer	10 A
19	Hazard	20 A
20	Cigar lighter – Door solenoid	20 A
21	Horn	20 A
22	Radio	5 A

Immobilizer

23	Immobilizer box

Fuse Cluster # 2

Fuse Cluster #2 is positioned under a plastic cover below the carbon fiber radiator cowl in the engine bay. To gain access to these fuses you will need to open the hood. **(See details on hood latches on page 28)**

Unplug the radiator fans to remove the carbon fiber radiator cowl. The plugs protrude from the bottom rear of the cowl, one on each side. The plugs can be disconnected by depressing the tab on the side and pulling the male and female apart.

[Figure 76 - Radiator fan plug - left hand]

[Figure 77 - Radiator fan plug - right hand]

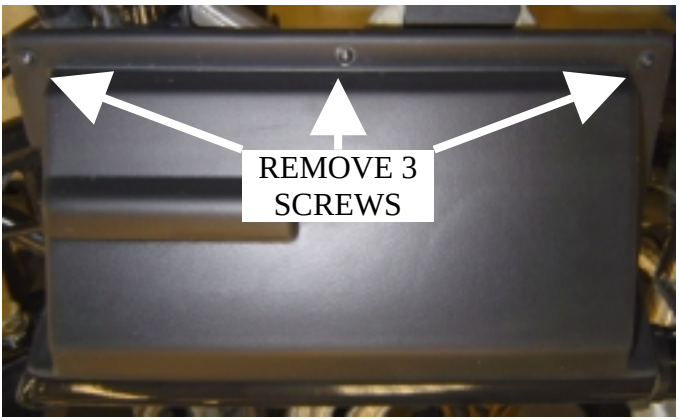
The cowl is held down at the front by a rubber o-ring on a hook. Insert finger into o-ring and unhook it by pulling it back.

The cowl and attached fans can now be lifted up and back to remove.

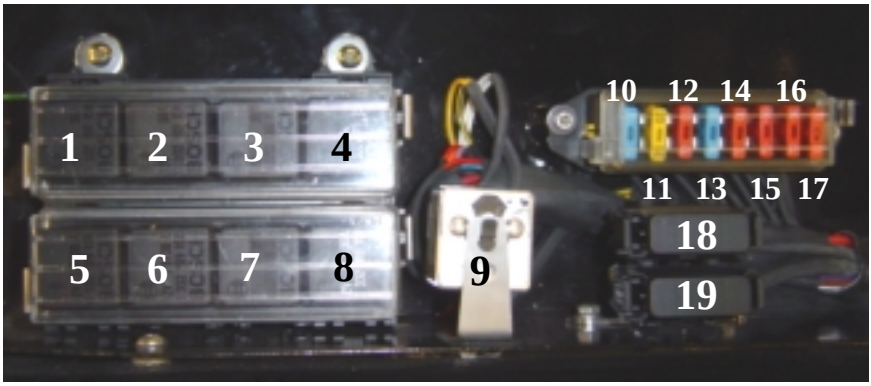
[Figure 78 - Radiator cowl and fans]

[Figure 79 - Cowl fastener O-ring]

Underneath the cowl you will find a plastic cover. Using a Phillips screw driver, remove the 3 panel screws from the plastic cover. Remove cover to gain access to fuses.



[Figure 80 - Plastic cover over fuses in engine bay]



[Figure 81 - Cluster 2 Relays and fuses in the engine bay]

Relays

1 Spot lights
2 Air conditioner unit
3 Exhaust fans
4 Starter motor
5 Radiator fans – 1st speed Neg.
6 Radiator fans – 1st speed Pos.
7 Radiator fans – A/C / Temp. signal
8 Radiator fans – 2nd speed
9 Head lights

Fuses

10 Power supply to head light relay ..... 15 A
11 Exhaust fans ..... 20 A
12 Air conditioner ..... 10 A
13 Spot lights..... 15 A
14 Driving lights..... 10 A
15 Driving lights..... 10 A
16 Hi beam ..... 10 A
17 Hi beam ..... 10 A
18 Maxi-fuse ..... 40 A
19 Maxi-fuse ..... 80 A

Wiring Harness Diagrams

The wiring harness has been divided into two sections.

1) The **DASH HARNESS**, Earth route and connectors.

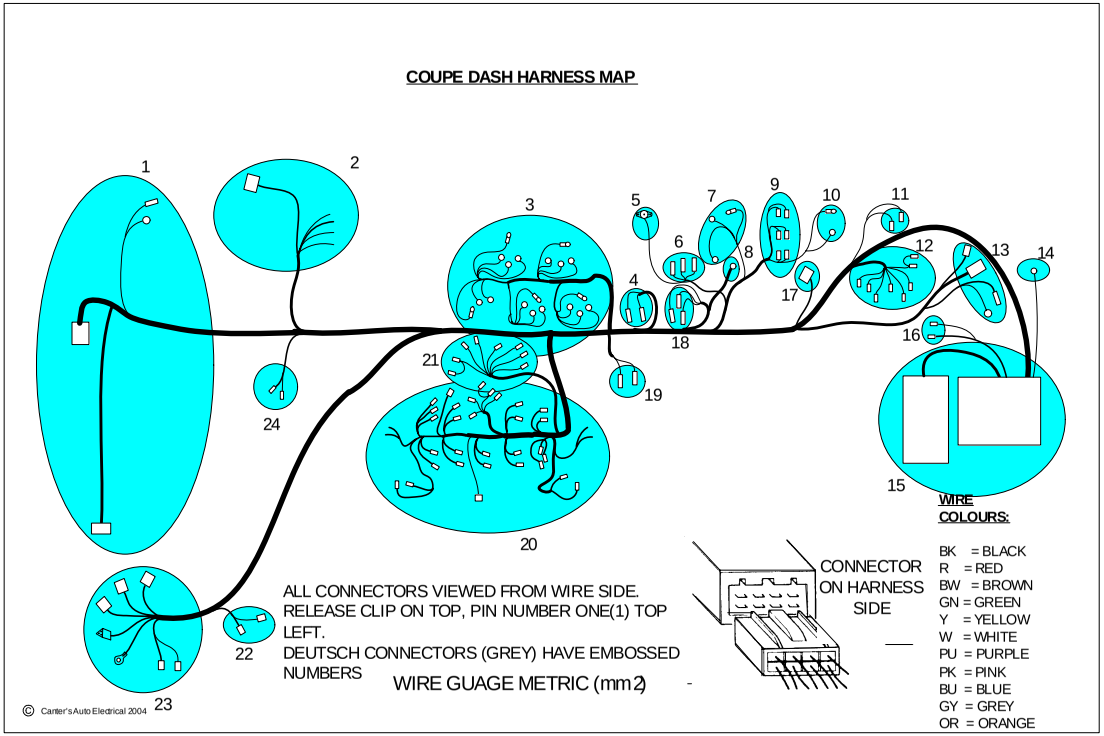
2) The **FRONT HARNESS** and 8 pin connectors.

Both sections have been broken down into loom extensions / branch clusters with item description, wire color, wire thickness and connecting wires.

These pages can be set one next to the other to give the entire wiring layout.

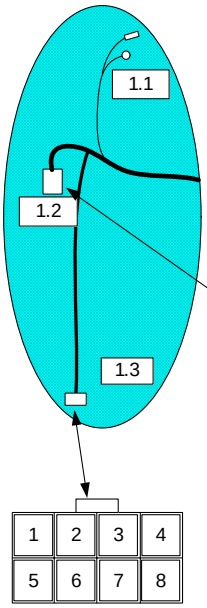
NOTE: When removing any electrical component please note and record the wiring positions so that it can be correctly reinstalled.

Dash Harness Map



Cluster DH1

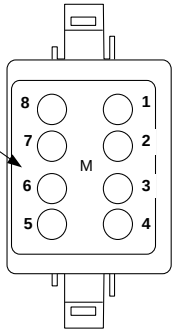
DH1	**1.1** DOOR SWITCH **1.2** DOOR HARNESS CONNECTOR **1.3** BLOWER FAN/RECIRC/A-C THERMOSTAT



DH1.1.1 BROWN/GREEN .75 TO DH13.1A -- TO DH13.2 PIN 7 -- TO DH13.3 PIN 2 -- TO DH15.1 RELAY 1 PIN 31b

DH1.1.2 BROWN .75 SPLICED TO DH1.3 PIN 8 2.0 BW

DH1.2 8 PIN MALE



DH1.2.1. BROWN FLEX TO DH8
DH1.2.2. BROWN/WHITE FLEX TO DH20.1.2
DH1.2.3. RED FLEX TO DH2.2
DH1.2.4. RED/BLACK FLEX TO DH2.2

DH1.2.5. GREY/RED .75 TO DH15.1 FUSE 3
DH1.2.6. RED 1.0 TO DH15.1 FUSE 12
DH1.2.7. BROWN/GREEN .75 SEE 1.1.1
DH1.2.8. *NOT USED*

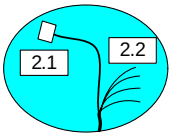
DH1.3 8 PIN MALE

DH1.3.1. BLACK/GREEN 1.5 TO DH20. PIN 1
DH1.3.2. BLACK/BLUE 1.5 TO DH20. PIN 2
DH1.3.3. BLACK/RED 1.5 TO DH20 PIN 3
DH1.3.4. PURPLE .75 TO DH20. PIN 6 JUMP TO PIN 5
DH1.3.5. PURPLE .75 TO FH11.1A
DH1.3.6. PURPLE/WHITE .75TO
DH1.3.7. ORANGE .75
DH1.3.8. BROWN 2.0

Clusters DH2 +DH3

DH2

DH2.1 WIPER MOTOR CONNECTOR
DH2.2 RADIO

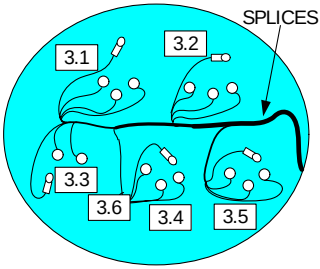


DH2.1.1 GREEN/PURPLE TO 20.4 PIN 30
DH2.1.1 GREEN/PURPLE 1.5 TO 23.7 PIN 1
DH2.1.2 GREEN/BLACK 1.5 TO 20.4 PIN 53 JUMP TO PIN 31b
DH2.1.3 GREEN/YELLOW 1.5 TO 20.4 PIN 53b
DH2.1.4 GREEN 1.5 TO 20.4 PIN 31
DH2.1.5 BROWN 1.5 TO 8

DH2.2.1 RED/BLACK FLEX TO DH1.2 PINS 3 and 4
DH2.2.2 RED/BLACK FLEX TO DH13.2 PINS 3 and 4
DH2.2.3 RED 1.5 TO 15.1 FUSE 15
DH2.2.4 BROWN 1.5 TO 8

DH3

DH3.1 COOLANT TEMPERATURE GUAGE
DH3.2 OIL TEMPERATURE GUAGE
DH3.3 VOLTMETER
DH3.4 FUEL GUAGE
DH3.5 OIL PRESSURE GUAGE
DH3.6 VOLTAGE STABILIZER



Guage rear view typical

G = GROUND (BROWN)
S = SIGNAL
I = IGNITION + (BLACK)

DH3.1.1 GREY .75 SPLICE TO GREY/BLACK 1.5
DH3.1.2 BROWN .75 SPLICE TO BROWN 1.5
DH3.1.3 BLACK .75 SPLICE TO BLACK 1.0
DH3.1.4 BROWN/BLUE .75 TO 23.1 PIN 8

DH3.2.1 GREY .75 SPLICE TO GREY/BLACK 1.5
DH3.2.2 BROWN .75 SPLICE TO BROWN 1.5
DH3.2.3 BLACK .75 SPLICE TO BLACK 1.0
DH3.2.4 BROWN/PURPLE .75 TO 23.1 PIN 6

DH3.3.1 GREY .75 SPLICE TO GREY/BLACK 1.5
DH3.3.2 BROWN .75 SPLICE TO BROWN 1.5
DH3.3.3 BLACK .75 SPLICE TO BLACK 1.0

DH3.4.1 GREY .75 SPLICE TO GREY/BLACK 1.5
DH3.4.2 BROWN .75 SPLICE TO BROWN 1.5
DH3.4.3 BLACK .75 TO 3.6 PIN I
DH3.4.4 WHITE/GREEN .75 TO 23.7 PIN 3

DH3.5.1 GREY .75 SPLICE TO GREY/BLACK 1.5
DH3.5.2 BROWN .75 SPLICE TO BROWN 1.5
DH3.5.3 BLACK .75 SPLICE TO BLACK 1.0
DH3.5.4 BROWN/GREEN .75 TO 23.1 PIN 7

DH3.6.1 BLACK .75 SPLICE TO BLACK 1.0
DH3.6.3 BLACK .75 TO DH3.4.3

Clusters DH4, DH5, DH6, DH7 + DH8

DH4	DH4 HORN BUTTON

DH4.1 RED/YELLOW 1.5 TO DH15.1 FUSE 16
DH4.2 RED/YELLOW 1.5 TO DH 23.2 PIN 1

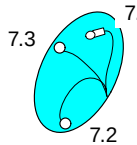
DH5	DH5 LOW BRAKE FLUID BUZZER

DH5.1 BLACK .75 SPLICED TO BLACK 1.0 TO DH15.1 FUSE 5
DH5.2 BROWN/YELLOW .75 TO DH23.1. PIN 4

DH6	DH6 FLASHER UNIT

DH6.X GREEN 1.5 TO DH12 PIN 49
DH6.L GREEN/WHITE 1.5 TO DH 17 PIN 6
DH6.P GREEN/BROWN TO DH9.1.1

DH7	DH7 TACHOMETER



DH7.1 GREY SPLICED TO GREY/BLACK 1.5 TO 16.1
DH7.2 BLACK .75 SPLICED TO BLACK 1.0 TO DH15.1 FUSE 5
DH7.3 BLACK/GREEN .75 SPLICED TO BLACK/GREEN 1.5 TO 23.2 PIN 7

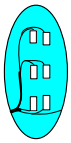
DH8	DH8 EARTH POINT

DH8.1 BROWN 4.0 TO 14 MAIN EARTH
DH8.2 BROWN 2.0 TO DH1.3 PIN 8 BLOWER FAN
DH8.3 BROWN 1.5 TO DH2.1 PIN 5 WIPER MOTOR
DH8.4 BROWN 1.5 TO DH22.1 PIN 3 IGNITION MODULE
DH8.5 BROWN 1.5 TO DH20.8.1 CIGAR LIGHTER
DH8.6 BROWN FLEX TO DH1.2 PIN 1 R/S DOOR CONNECTOR
DH8.7 BROWN 1.5 SPLICED TO DH3.1 -- DH3.2-- DH3.3--DH3.4--DH3.5
DH8.8 BROWN .75 TO DH9.1
DH8.9 BROWN .75 TO DH11.2

Clusters DH9, DH10, DH11 + DH12

DH9

DH9 WARNING LIGHTS



DH9.1.1 GREEN/BROWN .75 TO DH6.P
DH9.1.2 BROWN .75 TO DH8

DH9.2.1 BLACK .75 SPLICED TO DH 7.2
DH9.2.2 BLUE .75 TO 23.2 PIN 4

DH9.3.1 BLACK .75 SPLICED TO DH 7.2
DH9.2.2 YELLOW .5 TO 15.1 RELAY 2 PIN 30

DH10

DH10 SPEEDOMETER

DH10.1 GREY .75 SPLICED TO DH7.1
DH10.2 BROWN .75 SPLICED TO DH9.1.2

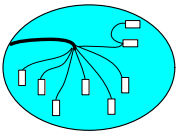
DH11

DH11 HIGH BEAM WARNING LIGHT

DH11.1 WHITE .75 TO DH20.12 PIN 1
DH10.2 BROWN .75 DH8

DH12

DH12 HAZARD WARNING LIGHTS



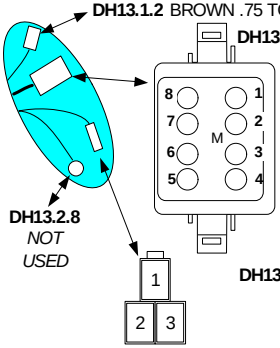
DH12.30 RED 1.5 TO 15.1 FUSE 13
DH12.15 BLACK/BLUE 1.5 TO 15.1 FUSE 7
DH12.L GREEN/YELLOW .75 TO DH17 PIN 4
DH12.L BLACK (YELLOW FLAG) TO DH15.2 PIN 7
DH12.R GREEN/BLACK .75 TO DH17 PIN 5
DH12.R BLACK (YELLOW FLAG) TO DH15.2 PIN 10
DH12.30b GREEN 1.5 JUMP TO 49 TO DH6.X
DH12.49a GREEN/WHITE 1.5 TO DH17 PIN 6
DH12.31 BROWN .75 SPLICED TO 13.3 PIN 2

Clusters DH13, DH14 + DH15

DH13

DH13.1 DOOR SWITCH
DH13.2 DOOR HARNESS CONNECTOR
DH13.3 HIGH BEAM WARNING LIGHT

DH13.1.1 BROWN/GREEN .75 SEE DH1.1.1
DH13.1.2 BROWN .75 TO 8



DH13.2 8 PIN MALE

DH13.2.1. BROWN FLEX SPLICED TO 14
DH13.2.2. BROWN/WHITE FLEX TO DH15.2 RELAY 3 PIN 30
DH13.2.3. RED FLEX TO DH2.2
DH13.2.4. RED/BLACK FLEX TO DH2.2
DH13.2.5. GREY/RED.75 SPLICED TO GREY/RED.75 DH15.1 FUSE 3
DH13.2.6. RED 1.0 SPLICED TO RED 1.0 DH15.1 FUSE 12
DH13.2.7. BROWN/GREEN .75 SEE DH1.1.1
DH13.2.8. *NOT USED*

DH13.2.8 *NOT USED*

DH13.3 3 PIN MALE

DH13.3.1 RED 1.0 SPLICED TO DH13.2 PIN 6
DH13.3.2 BROWN/GREEN .75 SEE DH1.1.1
DH13.3.3 BROWN .75 TO 8

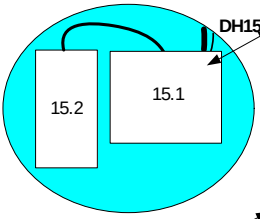
DH14

DH14 MAIN EARTH

DH14 BROWN 4.0

DH15

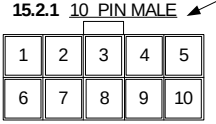
DH15.1 FUSE/RELAY BOX
DH15.2 IMMOBILIZER--R/S DOOR OPENER



DH15.1 FUSE/RELAY BOX -SEE DRAWING PAGE 14

DH15.2.1 IGNITION (GREEN FLAG) TO DH15.1 FUSE 5
DH15.2.2. BATTERY (RED FLAG) TO DH15.1 FUSE 12
DH15.2.3. EARTH (BLACK FLAG) TO DH15.1 RELAY 2 PIN 87a
DH15.2.4. BROWN FLEX - NOT USED
DH15.2.5. BROWN/WHITE FLEX TO DH15.1 RELAY 3 PIN 85
DH15.2.6. EXT RELAY - NOT USED
DH15.2.7. TURN (YELLOW FLAG) TO DH12 PIN L
DH15.2.8. LED POSITIVE
DH15.2.9. LED NEGATIVE
DH15.2.10. TURN (YELLOW FLAG) TO DH12 PIN R

15.2.1 10 PIN MALE



15.2.2 4 PIN MALE

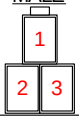
DH15.2.2.1 BLACK (CIRCUIT 1) TO DH18.2
DH15.2.2.2 BLACK (CIRCUIT 1 LOAD) TO DH20.6 OUTSIDE PINS
DH15.2.2.3 BLACK (CIRCUIT 2) TO DH18.2
DH15.2.2.4 BLACK (CIRCUIT 2) TO SPLICE RED/GREEN .75 TO DH22.2 PIN 2

Clusters DH16, DH17, DH18 + DH19

DH16

DH16 METER LIGHTING DIMMER

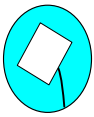
DH16
3 PIN
MALE



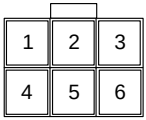
DH16.1 GREY/BLACK .75 TO DH19.1
DH16.2 GREY/RED TO DH15.1 FUSE 2
DH16.3 GREY/BLACK 1.5 TO .75 GREYS AT DH3

DH17

DH17 TURN/DIP SWITCH



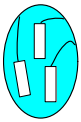
DH17 6 PIN MALE



DH17.1 BROWN .75 TO DH8
DH17.2 BLUE/WHITE 1.0 TO DH23.2. PIN 3
DH17.3 *NOT USED*
DH17.4 GREEN/YELLOW .75 TO DH12.L
DH17.4 GREEN/YELLOW .75 TO DH23.3 PIN 2
DH17.5 GREEN/BLACK .75 TO DH12.R
DH17.5 GREEN/BLACK .75 TO DH23.3 PIN 1
DH17.6 GREEN/WHITE 1.5 TO DH12.49a
DH17.6 GREEN/WHITE 1.5 TO DH6.L

DH18

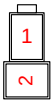
DH18 IGNITION SWITCH



DH18.1 RED 4.0 SPLICED TO DH23.5
DH18.2 BLACK (CIRCUIT 1) TO DH15.2.2.1
DH18.2 BLACK (CIRCUIT 2) TO DH15.2.2.3
DH18.2 RED/GREEN 1.5 TO DH23.2 PIN 8
DH18.3 GREEN 3.0 TO 15.1 FUSES 5-10
DH18.4 RED 1.0 TO DH15.1 FUSE 16

DH19

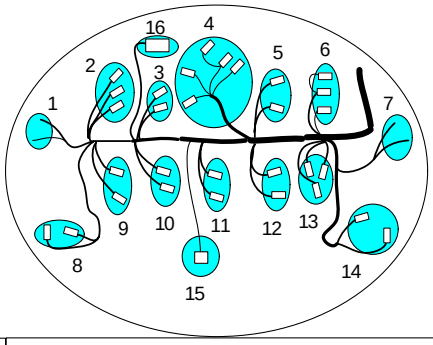
DH19 METER LIGHTING DIMMER SWITCH



DH19.1 GREY/BLACK .75 TO DH16.1
DH19.2 BROWN .75 TO

Clusters DH20.1 to DH20.6 (switch panel)

DH20	DH20 SWITCH PANEL



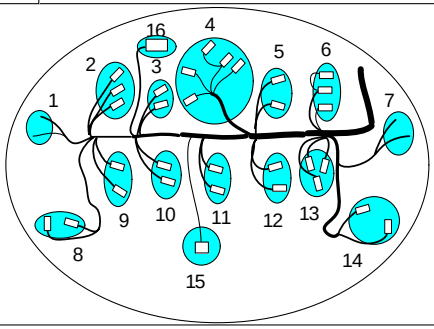
Cluster s
DH20.1
to **20.6**

DH20.1	R/S DOOR OPENER SWITCH **DH20.1.1** RED/GREEN 1.5 JUMP TO DH20.8.1 **DH20.1.2** BROWN/WHITE FLEX TO DH1.2 PIN 2
DH20.2	WINDSCREEN WASHER SWITCH **DH20.2.1** GREEN/BROWN .75 TO DH8.2 **DH20.2.2** BROWN .75 TO DH20.9.2 **DH20.2.3** BROWN .75 JUMP TO DH20.2.1
DH20.3	DEMIST SWITCH **DH20.3.1** BROWN/YELLOW .75 TO DH23.7 PIN 2 **DH20.3.2** BROWN .75 TO DH20.9.2 **DH20.3.3** BROWN .75 JUMP TO DH20.2.2
DH20.4	

DH20.5	FUEL PUMP SWITCH **DH20.5**.1 RED/WHITE 2.0 TO DH15.1 FUSE 6 **DH20.5.2** RED/WHITE 2.0 TO DH23.7 PIN 5
DH20.6	STARTER MOTOR SWITCH **DH20.6.1** BLACK/YELLOW .75* SPLICED TO CIRCUIT 1 LOAD **DH20.6.2** BLACK/YELLOW .75* TO DH23.2 PIN 5 **DH20.6.3** BLACK/YELLOW .75* JUMP TO DH20.6.1

Clusters DH20.7 to DH20.13 (switch panel)

DH20	DH20 SWITCH PANEL

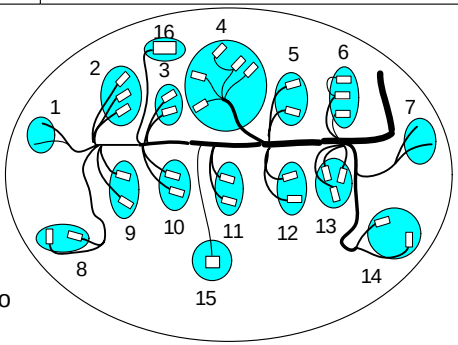


Cluster s
DH20.7 to
DH20.13

DH20.7	L/S DOOR OPENER SWITCH **DH20.7.1** BROWN/WHITE .75 TO DH15.1 RELAY 3 PIN 85 **DH20.7.2** BROWN .75 TO DH20.14.2
DH20.8	R/S CIGAR LIGHTER **DH20.8.1** RED/GREEN 1.5 TO DH20.1.1 **DH20.8.1** RED/GREEN 1.5 TO DH20.14.1 **DH20.8.2** BROWN 1.5 TO DH8 **DH20.8.2** BROWN .75 TO DH20.2 PIN 1
DH20.9	EXHAUST FAN SWITCH **DH20.9.1** BROWN/RED .75 TO DH23.1 PIN 2 **DH20.9.2** BROWN .75 TO DH20.2 PIN 3
DH20.10	RADIATOR FAN SWITCH **DH20.10.1** BROWN/BLACK .75 TO DH23.1 PIN3 **DH20.10.2** BROWN .75 TO DH20.9 PIN 2
DH20.11	RACING NUMBER / FOGLIGHT SWITCH **DH20.11.1** GREY/RED 1.5 TO DH20.13 PIN 2 **DH20.11.2** GREY/RED .75 TO DH15.1 FUSE 3
DH20.12	SPOT LIGHT SWITCH **DH20.12.1** WHITE .75 TO DH23.3 PIN 5 **DH20.12.1** WHITE .75 TO DH11.1 **DH20.12.2** BLACK/BLUE 1.0 TO DH23.2 PIN 2
DH20.13	HEAD LIGHT SWITCH **DH20.13.1** RED 4.0 SPLICED TO 23.5 **DH20.13.2** GREY/RED 1.5 TO DH15.1 FUSES 1 and 2 **DH20.13.2** GREY/RED 1.5 TO DH20.11.1 **DH20.13.3** BLUE 3.0 TO DH15.1 FUSE 4

Clusters DH20.14 to DH20.16 (switch panel) + DH21

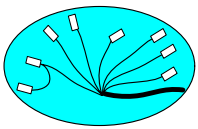
DH20	DH20 SWITCH PANEL



Cluster s
DH20.14 to
DH20.16

DH20.14	L/S GIGAR LIGHTER **DH20.14.1** RED/GREEN 1.5 TO DH20.8.1 **DH20.14.1** RED/GREEN 1.5 TO DH15.1 FUSE 14 **DH20.14.2** BROWN 1.5 SPLICE TO BROWN 1.5 TO DH20.8.2
DH20.15	REVERSE LIGHT/SOLENOID **DH20.15.1** BLACK/WHITE 1.0 TO DH15.1 FUSE 5 **DH20.15.2** BLACK/WHITE 1.0 TO DH23.7 PIN 4 **DH20.15.3** RED/BLUE 1.5 TO DH23.3.7 **DH20.15.4** BROWN 1.5 TO DH8
DH20.16	HVAC CONTROL LIGHTING **DH20.16.1** GREY .75 SPLICE TO GREY/BLACK 1.5 **DH20.7.2** BROWN .75 TO DH20.3 PIN 1

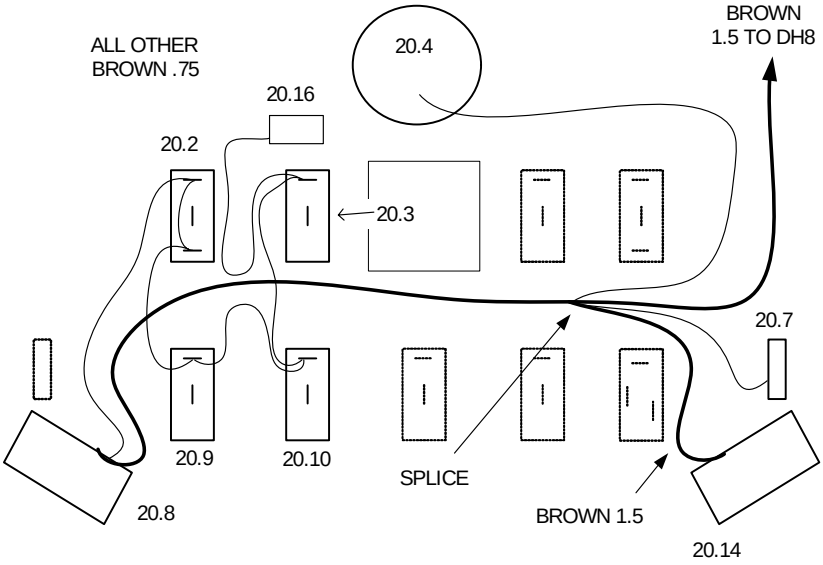
DH21	DH21 BLOWER A/C RECIRC SWITCH



DH21.+ WHITE/RED 2.0 TO DH15.1 FUSES 9 and 10
DH21.1 BLACK/GREEN 1.5 TO DH1.3 PIN 1
DH21.1 BLACK/GREEN .75 TO DH15.1 RELAY 6 PIN 86
DH21.2 BLACK/BLUE 1.5 TO DH1.3. PIN 2
DH21.3 BLACK/RED 1.5 TO DH1.3 PIN 3
DH21.4 PURPLE/WHITE .75 TO DH15.1 RELAY 6 PIN 87a
DH21.5 PURPLE .75 TO DH1.3 PIN 4
DH21.6 PURPLE .75 JUMP TO DH21.5
DH21.7 BROWN .75 SPLICE TO BROWN 1.5 TO DH20.14

DH 20 Earth route + MSD ignition connections

DH20	DH20 EARTH ROUTE



DH22	DH22 IGNITION MODULE CONNECTORS

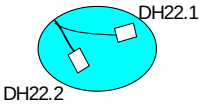
MSD IGNITION MODULE

R	4.0mm Main Feed
BW	2.0mm Main Earth
R/GN	1.0mm Ignition From Immobilizer
R/GN	1.5mm Ignition + to Coil
OR	1.5mm Coil -
BK/GN	0.75 Tachometer

Clusters DH22 + DH23

DH22 DH22 IGNITION MODULE CONNECTORS

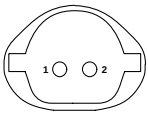
FORD TYPE IGNITION MODULE.
NOTE: FOR MSD IGNITION MODULE WIRES
SEE PREVIOUS PAGE (**84**)



22.1 4 PIN MALE

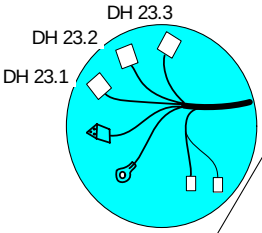
DH22.1.1 CLEAR TO DH23.4 PIN A
DH22.1.2 BLACK TO DH23.4 PIN B
DH22.1.3 BROWN 1.5 TO DH8
DH22.1.4 BLACK/GREEN 1.5 TO DH23.2 PIN 7

22.2 2 PIN MALE

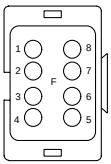


DH22.2.1 *NOT USED*
DH22.2.2 RED/GREEN .75 SPLICE TO CIRCUIT 2

DH23 DH23 FRONT HARNESS CONNECTORS



DH23.1.1 YELLOW .75 TO DH15.1 RELAY 2 PIN 86
DH23.1.2 BROWN/RED .75 TO DH20.9.1
DH23.1.3 BROWN/BLACK .75 TO DH20.10.1
DH23.1.4 BROWN/YELLOW .75 TO DH5.2
DH23.1.5 PURPLE .75 TO DH1.3.5
DH23.1.6 BROWN/PURPLE .75 TO DH3.2.4
DH23.1.7 BROWN/GREEN .75 TO DH3.5.4
DH23.1.8 BROWN/BLUE .75 TO DH3.1.4



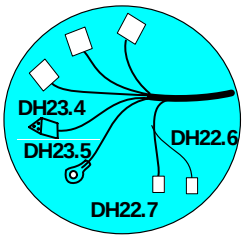
DH23.2.1 RED/YELLOW 1.5 TO DH4.2
DH23.2.2 BLACK/BLUE 1.0 TO DH20.12.2
DH23.2.3 BLUE/WHITE 1.0 TO DH17.2
DH23.2.4 BLUE 1.0 TO DH9.2.2
DH23.2.5 GREEN .75 TO DH20.6.2
DH23.2.6 BLACK 1.5 TO DH15.1 FUSE 7
DH23.2.7 ORANGE 1.5 TO DH22.1.4
DH23.2.8 RED/GREEN 1.5 TO DH18.2

DH23.3.1 GREEN/BLACK .75 TO DH17.5
DH23.3.2 GREEN/YELLOW .75 TO DH17.4
DH23.3.3 GREY/GREEN.75 TO DH15.1 FUSE 2
DH23.3.4 GREY/BLACK .75 TO DH15.1 FUSE 1
DH23.3.5 WHITE .75 TO DH20.12.1
DH23.3.6 RED/BLUE 1.5 TO DH15.1 FUSE 11
DH23.3.7 RED/BLUE 1.5 TO DH20.15.3
DH23.3.8 BLUE 3.0 TO DH15.1 FUSE 4

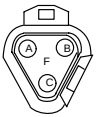
Clusters DH23 + DH24

DH23

DH23 FRONT HARNESS CONNECTORS



23.4 DEUTSCH 3 PIN FEMALE

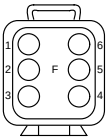


DH23.4.A CLEAR TO DH22.1.1
DH23.4.B BLACK TO DH22.1.2
DH23.4.C SCREEN (EARTH) SPLICE TO DH22.1.3

DH23.5. RED 4.0 TO 15.1 FUSES 11 - 16

23.5 6mm EYELET

DH23.6.1 GREEN/BLACK .75 SPLICE TO DH23.3.1
DH23.6.2 GREEN/YELLOW .75 SPLICE TO DH23.3.2
DH23.6.3 GREY/GREEN .75 SPLICE TO DH23.3.3
DH23.6.4 GREY/BLACK .75 SPLICE TO DH23.3.4
DH23.6.5 GREY/RED .75 SPLICE TO DH1.2.5
DH23.6.6 BLACK/RED 1.0 SPLICE TO DH23.3.7

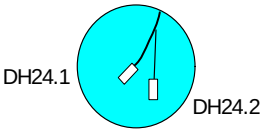


23.6 & **23.7** DEUTSCH 6 PIN FEMALE

DH23.7.1 GREEN/PURPLE 1.5 TO DH2.1.1
DH23.7.2 GREEN/BROWN .75 TO DH20.2.1
DH23.7.3 WHITE/GREEN .75 TO DH3.4.4
DH23.7.4 BLACK/WHITE 1.0 TO DH20.15.2
DH23.7.5 RED/WHITE 2.0 TO DH20.5.2
DH23.7.6 *NOT USED*

DH24

DH24 DEMIST VALVE



DH24.1 BLACK 1.0 TO DH21.+
DH24.2. BROWN/YELLOW .75 TODH20.2.1

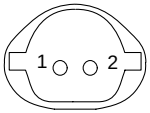
Harness connectors

HITECH COUPE DASH HARNESS CONNECTORS
ALL CONNECTORS VIEWED FROM WIRE SIDE

22.1 4 PIN MALE

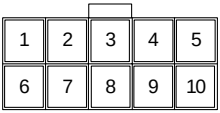
1 CLEAR
2 BLACK
3 BROWN 1.5
4 BLACK/GREEN 1.5

22.2 2 PIN MALE



1 *NOT USED*
2 RED/GREEN .75

15.2.1 10 PIN MALE

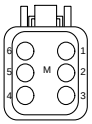


1 IGNITION (GREEN FLAG)
2 BATTERY (RED FLAG)
3 EARTH (BLACK FLAG)
4 BROWN FLEX - NOT USED
5 BROWN/WHITE FLEX
6 EXT RELAY - NOT USED
7 TURN (YELLOW FLAG)
8 LED POSITIVE
9 LED NEGATIVE
10 TURN (YELLOW FLAG)

15.2.2 4 PIN MALE

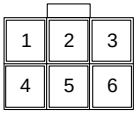
1 CIRCUIT 1
2. CIRCUIT 1 LOAD
3. CIRCUIT 2
4. CIRCUIT 2

1.2 and 13.2 6 PIN MALE



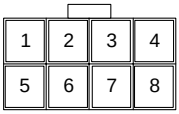
1. BROWN FLEX
2. BROWN/WHITE FLEX
3. RED FLEX
4. RED/BLACK FLEX
5. GREY/RED .75
6. RED 1.0
7. BROWN/GREEN .75
8. *NOT USED*

17 6 PIN MALE



1. BROWN .75
2. BLUE/WHITE 1.0
3. *NOT USED*
4. GREEN/YELLOW .75
5. GREEN/BLACK .75
6. GREEN/WHITE 1.5

1.3 8 PIN MALE

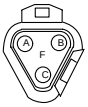


1. BLACK/GREEN 1.5
2. BLACK/BLUE 1.5
3. BLACK/RED 1.5
4. PURPLE .75
5. PURPLE .75
6. PURPLE/WHITE .75
7. ORANGE .75
8. BROWN 2.0

Harness connector's cont.

HITECH COUPE DASH HARNESS CONNECTORS
ALL CONNECTORS VIEWED FROM WIRE SIDE

23.4 3 PIN FEMALE

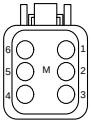


A. CLEAR
B. BLACK
C. EARTH

23.5 6mm EYELET

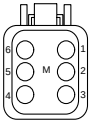
RED 6.0

23.6 6 PIN FEMALE



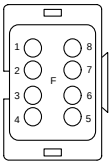
1. GREEN/BLACK .75
2. GREEN/YELLOW .75
3. GREY/GREEN .75
4. GREY/BLACK .75
5. GREY/RED .75
6. BLACK/RED 1.0

23.7 6 PIN FEMALE



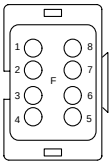
1. GREEN/PURPLE 1.5
2. GREEN/BROWN .75
3. WHITE/GREEN .75
4. BLACK/WHITE 1.0
5. RED/WHITE 2.0
6. *NOT USED*

23.1 8 PIN FEMALE



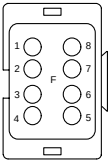
1. YELLOW .75
2. BROWN/RED .75
3. BROWN/BLACK .75
4. BROWN/YELLOW .75
5. PURPLE .75
6. BROWN/PURPLE .75
7. BROWN/GREEN .75
8. BROWN/BLUE .75

23.2 8 PIN FEMALE



1. RED/YELLOW 1.5
2. BLACK/BLUE 1.0
3. BLUE/WHITE 1.0
4. BLUE 1.0
5. GREEN 1.0
6. BLACK 1.5
7. ORANGE 1.5
8. RED/GREEN 1.5

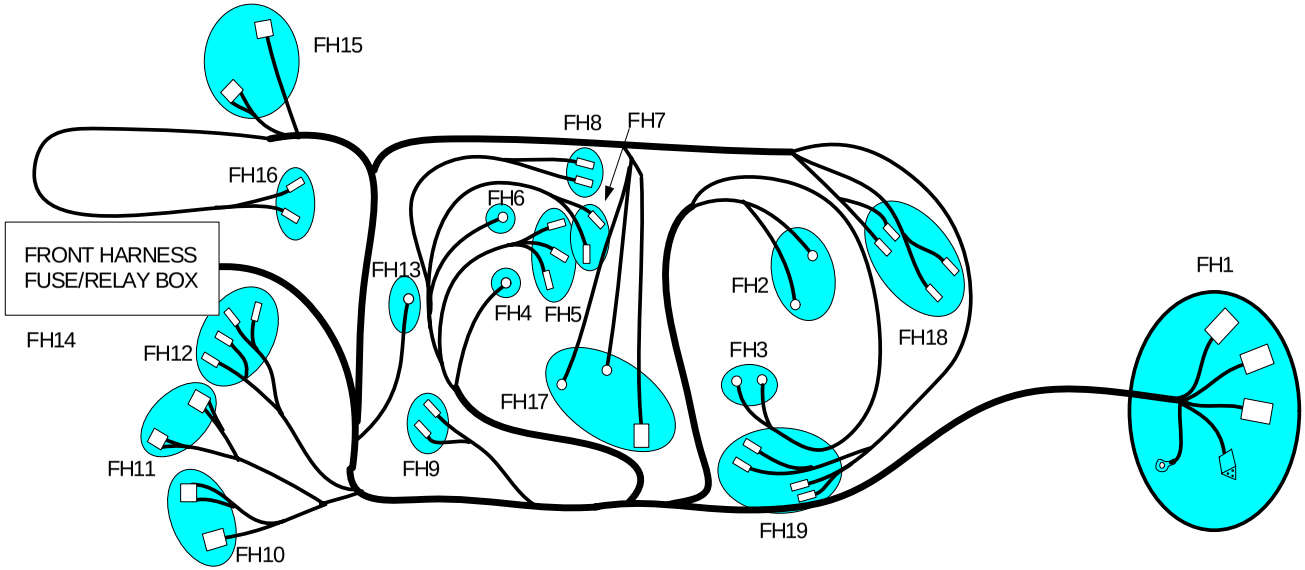
23.3 8 PIN FEMALE



1. GREEN/BLACK .75
2. GREEN/YELLOW .75
3. GREY/GREEN .75
4. GREY/BLACK .75
5. WHITE .75
6. RED/BLUE 1.5
7. RED/BLUE 1.5
8. BLUE 3.0

Front Harness Map

COUPE FRONT HARNESS MAP LHD



Harness Wire Color, Thickness and Function

HITECH COUPE FRONT/REAR HARNESS CONNECTORS

Colour	mm2	Function
R	6	MAIN SUPPLY
R/GN	1.5	COIL +
BK/GN (ORANGE)*	1.5	COIL -
GN	1.0	START RELAY
BK	1.5	CHOKE / ALT / RELAY IGN+
R/BU	1.5	BRAKE LIGHT / REV L/O** +
R/BU	1.5	BRAKE LIGHT / REV L/O** RETURN
R/Y	1.5	HORN +
BU	3	SCHRITT RELAY*** + TO LIGHT SW
BU/W	1	SCHRITT RELAY*** TO DIP SW
W	1	HIGH BEAM W/L
BK/BU	1	SPOT LIGHT SW
GY/BK	.75	L/S PARK LIGHT
GY/GN	.75	R/S PARK LIGHT
GN/Y	.75	L/S TURN
GN/BK	.75	R/S TURN
BU	1	ALT W/L
Y	.75	LOW COOLANT
BW/BK	.75	RADFAN OVERIDE SW
BW/R	.75	EXHAUST FAN OVERIDE SW
PU	.75	A/C RELAY TRIGGER
BW/Y	.75	LOW BRAKE FLUID
BW/BU	.75	COOLANT TEMP
BW/PU	.75	OIL TEMP
BW/GN	.75	OIL PRESSURE
2 x CO-AX (SCREENED)	.35	DISTRIBUTOR PICKUP

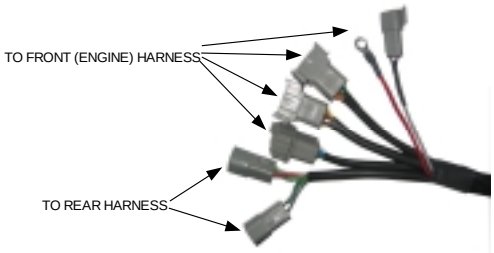
WIRE COLOURS:

BK = BLACK
R = RED
BW = BROWN
GN = GREEN
Y = YELLOW
W = WHITE
PU = PURPLE
PK = PINK
BU = BLUE
GY = GREY
OR = ORANGE

* ORANGE = MSD IGNITION APPLICATION

** REVERSE GEAR LOCK-OUT SOLENOID

*** HEADLIGHT RELAY



EXPRESS CONDITIONAL WARRANTIES, INSPECTION AND REPAIRS

IN GENERAL, it is the intention of Superformance Inc. and the Dealer, to provide our customers with a Superformance rolling chassis of unsurpassed quality, attention to detail, and safety. If the component vehicle succumbs to a mechanical defect covered by this warranty during the warranty period, we will remedy the problem at our expense. All we ask of the customer is that you properly care for and maintain your new component vehicle and if a problem should arise, not to entrust the matter to unauthorized service people.

A. The seller shall provide an express one (1) year warranty of merchantability and fitness with respect to the chassis, fit and finish and all other standard features except for the electronic and wiring components pursuant to the following terms and conditions:

1. (a) Performance parts supplied by third party manufacturers shall not be warranted for a period beyond that which the part's manufacturer supplies. Any resulting breakage of said parts shall be covered by the parts manufacturer's independent warranty and said breakage shall not include any resulting labor costs by seller for removal and replacement of the part in question.

(b) Engines and drive train parts shall not covered by this warranty.

2. Tires shall not be covered either expressly or implicitly by this warranty (the tires are covered by the tire maker's independent warranty).

3. Electrical components including, but not limited to, wiring harnesses, fuse boxes, ignition systems, gauges, etc., shall carry a three (3) month warranty.

4. The vehicle's paint shall be covered by a one (1) year conditional warranty against cracking, peeling, and/or any other defect resulting from seller's workmanship, however, such warranties shall not apply to normal wear and tear or misuse. Such misuse would include, but is not limited to, leaving the vehicle exposed in extreme climates for extended periods of time.

5. This express warranty is limited only to the items contained herein and shall in no way shape or form be construed by any party to this transaction to contain implicit warranties not expressly stated herein.

6. All portions of this warranty shall become null and void if the vehicle is used in any form of speed competition.

7. This warranty shall become void if unauthorized parties perform repairs to the vehicle. Authorized parties include those parties expressly designated as such in writing by the sellers.

B. If in the event warranty repairs are required, the buyer shall place the seller on notice of the condition, at which time, the seller shall make best efforts to inspect and cure the defect.

1. Notice to seller shall take effect upon delivery of written correspondence confirming the condition.

2. Upon notice, the seller shall contact the buyer within ten (10) business days and shall make arrangements to inspect the alleged defect.

3. If the vehicle is operational, the buyer shall deliver the vehicle to seller for inspection of the defect.

4. Seller is not responsible for alternative transportation or alternative transportation costs while the vehicle is being serviced or repaired.

5. If the vehicle is non-operational then the vehicle may be repaired on site by an authorized repair agent or may require delivery to the seller's service site. If in the discretion of the seller, it is determined that the vehicle will require service at the seller's service site then the cost of delivering the vehicle shall be the burden of the buyer. If upon inspection by sellers it is determined that the defect is covered by the warranty then the seller shall reimburse buyer for all reasonable vehicle delivery costs.

6. If after inspection it is determined by seller that the condition is indeed covered under the warranty, then the seller shall have thirty (30) days to cure the problem. If in the event that new parts from a third party supplier or Superformance, Inc., are required and that delivery and installation of these new parts will require more than thirty (30) days then seller shall give notice to the buyer of this delay and shall thereafter use all best efforts to expedite the repair process, but, shall not be liable to buyer for any resulting financial liabilities.

7. Seller shall not be responsible nor obligated to cure damages caused to vehicle due to repairs, service, or modifications performed by unauthorized parties and, to the extent of such unauthorized service, repairs, and or modifications, the express warranty language contained in this document is hereby void.

C. Repairs made to the vehicle during the warranty period carry an additional labor warranty of sixty (60) days or the remainder of the express conditional warranty, whichever is longer.

D. Modifications performed by Superformance Inc., and/or the Dealer, after the date of sale and/or after the culmination of the warranty period shall carry a separate warranty to be determined by the parties at that time with such terms and conditions having no effect on any portion of this agreement.

E. This warranty begins on the date that the vehicle is delivered to buyer or put into service by seller as a demonstrator.

F. Warranty repairs and adjustments will be made at no charge except for those aforementioned items expressly stated above.

G. This warranty gives the buyer specific legal rights which may vary from state to state. Neither Superformance Inc. nor the Dealer assumes nor authorizes any other person or party to assume for them any other liability in connection with this vehicle. No payment or other compensation will be made for indirect or consequential damages, such as damage or injury to person or property or loss of revenue which might be paid or incurred by reason of failure of any part or assembly which may be repaired or replaced in accord with the terms of this warranty.

H. This warranty is applicable only to countries where Superformance Inc. has appointed dealers.

I. Damages due to accidents, negligence, misuse, objects striking the component vehicle, overloading, improper operation, lack of maintenance, poor fuel quality, environmental damages (e.g. tree sap, bird droppings, road salt, hail, airborne fallout) are not covered under this warranty.

J. The seller reserves the right to make any changes in design or to make any additions to or upon its products without incurring any obligations to install the same equipment on motor vehicles previously built.

MISCELLANEOUS TERMS AND CONDITIONS

A. Severability: If any term, condition or clause contained herein shall be deemed by a court of proper jurisdiction to be void, void able, unconscionable, or otherwise unenforceable then said clause may be severed from this agreement with the remainder of same continuing to remain binding upon the parties herein.

B. Litigation: If in the event litigation is required then the parties hereto by operation of contract bind themselves and submit to the jurisdiction of the courts of the county and state of the applicable Dealer.

C. Assumption of Risk: By entering this agreement buyer is aware that the vintage sports car styled component vehicle being purchased is a high performance vehicle which, in most cases, far exceeds the power to weight ratios of conventional vehicles and as such may be potentially dangerous and could cause injury or death to the operator or passenger of same. The safety features provided by the manufacturer are not a guarantee or bar against such injuries or death. Buyers are encouraged to take every safety precaution when operating this performance vehicle.

D. Refunds: Once vehicle delivery has been completed by seller and payment has been tendered in full by buyer the sale becomes final and as such no refunds will be made by sellers.

E. Non-Affiliation: Neither Superformance Inc. nor the Dealer are affiliated either directly or indirectly with Ford Motor Company or Carroll Shelby.

F. Completeness: This agreement shall represent the total and complete embodiment of the buyer's and seller's intentions and shall supersede any prior or contemporaneous verbal or written agreements, promises, intentions and/or understandings between the parties.

GLOSSARY

A. Assumption of Risk: Is a danger or possible danger that a reasonable party should either actually be aware of or should have been aware of.

B. Certified Notice: Shall include the definition stated in Glossary Item (M), "Notice", but shall require that such written transmissions be furnished from one party to another by way of the United States Postal Service in a certified format.

C. Competition: Shall refer to any organized or unorganized contest of speed utilizing a Superformance Inc. product as mode of transportation.

D. Customer: Shall be defined in the same relative terms as those defined in Glossary Item (R), "Purchaser".

E. Defect: Shall refer to any condition which, in the discretion of the employees, agents or authorized representative of Superformance Inc. and/or the Dealer, is deemed as a material departure from that of the designed or intended appearance or function of the vehicle.

F. Down Payment: Shall refer to a partial financial payment offered by the purchaser to the seller for the express purpose of securing a purchase transaction.

G. Express Warranty: Shall be defined as those explicit promises made by the sellers to the purchaser contained herein and shall in no way be construed to include implied or additional promises or guarantees beyond those express warranties of merchantability and fitness as specified herein.

H. Inspection: Shall refer to on-site examination of the vehicle in question by employees or agents of Superformance Inc. and/or the Dealer.

I. Labor: Shall refer to physical work required by Superformance Inc. and/or Dealer employees for the purpose of repairing or maintaining the vehicle in question.

J. Misuse: Shall refer to any application of Superformance products falling outside the reasonably anticipated use of the vehicle or its options.

K. Notice: Shall refer to written correspondence which, among other things, confers a party's intent or concerns.

L. Options: Shall refer to any additional features not otherwise included on the standard features list as identified in the Superformance Inc. sales brochure (herein incorporated by reference).

M. Parts: Shall refer to any items and assemblies not otherwise manufactured by Superformance Inc. or the Dealer.

N. Payment: Shall refer to partial or total financial consideration proffered by purchaser to the Dealer, for products, repairs, modifications, and/or labor.

O. Performance Modifications: Shall include any and all special requests made by the customer and/or purchaser which varies from the stock equipment offered on the vehicle.

P. Power train: Shall refer to the vehicle's engine, drive shaft, and transmission. (The terms "drive train" and "power train" are used interchangeably.)

Q. Product: Shall refer to the articles manufactured by Superformance Inc., distributed and serviced by the Dealer, and sold to the purchaser, less engine and transmission.

R. Purchaser: Shall refer to the party or parties who take possession of the vehicle in question with the intent to maintain

legal ownership of the vehicle. The term "purchaser" shall not include parties who receive the vehicle as a gift, a second purchaser, family members, heirs, transferees, and or any other party or parties who take possession of the vehicle after the original date of purchase.

S. Seller: Shall refer to both the Dealer and Superformance Inc.

T. Side Exhausts and/or Side Pipes: Refers to the tubular pipes running from the outlet located behind the front wheels on either side of the vehicle and attached to the rocker panels below driver and passenger side door sills. Side Exhausts may or may not appear on the vehicle subject to this contract.

U. Special Order: Shall refer to a vehicle ordered by the purchaser which is not currently in the Dealer's vehicle inventory at the time such request is made by customer.

V. Sports Car: Shall be defined as general styles of vehicles and shall in no way be construed as being affiliated with or otherwise attached to similar vehicles manufactured by any other manufacturer.

W. Superformance International Inc.: Is a company operated and organized under the laws of the State of Ohio, whose chief responsibility is the distribution of Superformance products to its nationwide chain of dealers.

X. Towing: Shall refer to third party transportation of the vehicle if the vehicle suffers a material breakage which renders it otherwise inoperable.

NOTES