



CONGRATULATIONS

May I be one of the first to congratulate you on the purchase of a Roush Performance Engine – the engine that Jack built. After all those years of working with Ford, it should not surprise you to learn that his lifelong passion for performance has translated into a “tremendous engineering and motorsports success story” and you are now the owner of just one of his successes! The engine department at Roush has been putting together engines for over 25 years winning in the world of drag racing, road racing, and oval track racing. This year his NASCAR team was the Winston Cup Champion.

As President of the Roush Owners' and Enthusiasts' Association, I would like to invite you to become a member of an elite group of Roush owners. We want to bring together all Roush Performance product owners and those that just dream of them for fun and enjoyment. Our mission is: To preserve and enhance the ownership experience of all vehicles, engines, and parts produced by Roush Performance. Why don't you jump on the bandwagon with us? Go to www.goroush.com and look at what our club can offer you. Join all of us members in letting the world know about this fabulous vehicle that we own. You can find an application on the website.

If you join you will get access to the members' forum and receive a 10% rebate from Roush Performance on parts and accessories. The club is just beginning and I look forward to club newsletters which will begin in January, static stickers for all members' windshields, and ROEA accessories. Join Roush Performance and the ROEA at events throughout the U.S. where we will display the cars, engines and accessories. Last year we held a Roush Round-Up at the Roush Headquarters in Livonia, Michigan participating in a road course, a drag race, a car show and the Woodward Dream Cruise.

Again, thanks for purchasing what I believe is a dream come true engine – a true thoroughbred with unbridled performance. I look forward to your joining the Roush Owners' and Enthusiasts' Association. If you have any questions, please feel free to contact me.

Sincerely,

Carol “Mabarker” Barker
President
Roush Owners' and Enthusiasts' Association

Idaho's Authorized Superformance & Roush Dealer

Owners: Wayne & Victoria Montgomery

Contact Info: Office: 208-887-9747

Cell: 208-272-1635

Web: www.gear6performance.com

email: gear6performance@mac.com



WHAT IS SUPERFORMANCE . . .

Superformance (SPF) is different than other replicars...

The Superformance car comes as a factory engineered and manufactured rolling chassis, assembled with all new high performance components and arrives complete from the Superformance factory minus engine and transmission. There is no other assembly required other than installation of the engine and drive train. True vintage styling and aesthetic correctness are combined with the latest in high performance engineering which makes Superformance exceptional.

Other than vehicles manufactured by Shelby, the Superformance MKIII and Superformance Coupe are the *only* component vehicles licensed with the permission of Carroll Shelby to replicate the shapes of his Cobra 427 and Daytona Coupe vehicles.

About Us . . .

We love high performance cars and everything that makes them run. A long time passion and dream to someday own a Cobra has culminated in a business venture to sell the best complete 'replicar' models available today. Superformance is widely respected among car enthusiasts worldwide and is the only component vehicle built under license by Carroll Shelby Licensing, Inc. We think that speaks volumes.

Born and raised here in the Boise valley, working in the business corporate world approximately 40 years and nearly that long racing, building high performance cars/engines... we have taken that dream to the next level.

What We Offer . . .

Complete factory built Superformance 'replicars', Roush Performance engines, and knowledgeable skilled service, at a conveniently located showroom, adjacent to Storey Park and the Meridian Speedway in Meridian, just off Franklin.

We work on high performance vehicles, domestic and import. We also carry a variety of merchandise, including Shelby Cobra apparel, hats, etc. Stop by, visit our showroom.. Mon-Fri, 9:00 am -6:00 pm.

- **Complete replicars (not kits)**
- **Built under license from Carroll Shelby**
- **Superformance Dealer (1st in Idaho)**
- **Roush Performance Dealer**
- **Custom auto work**
- **Locally owned and operated**



Order Confirmation Thank You!

[Billing & Shipping](#) | [Payment](#) | **Order Confirmation**Status: Order #**8101017**[Print this document for your records](#)


Customer Number: 13534107

Order Date: 6/21/2016 9:54:00 PM

Shipping Method: Ground

For your privacy and protection, this page will no longer be available once you close your browser. If you need to change this order, please call customer service at 1-800-230-3030. Go to [Order Status](#) to check on the progress of your order(s). We will send an email confirmation notice to your account email address.

Your Order

Purchased Items					
In Stock:  These Parts Are Ready To Ship					
Part #	Item	Status	Price	Qty	Line Total
PWM-9162	Powermaster 9162 - Powermaster OEM-Style High-Torque Replacement Starters	Ready to Ship	\$149.97	1	\$149.97
Order this item and get free shipping and handling! Oversize fees also waived on this item. Valid on orders shipped in the contiguous United States. Applicable shipping fees will be charged, if required, on additional items added to the order.					
Part Subtotal					\$149.97
Order Charges					
Tax					\$10.50
Order Subtotal					\$160.47
Ending Balance					\$160.47

Status Key

Awaiting Pickup - Item is ready to be picked up at the retail store.

Canceled - Item has been canceled.

Expected Arrival - Item is backordered and is expected to arrive at Summit Racing Equipment on the date above.

Picked Up - Item was picked up at a retail store.

Ready to Ship - Item is waiting to be shipped.

Refused - Item was not accepted by the customer.

Returned - Item has been returned.

Shipped From Manufacturer - Item has been shipped from Manufacturer.

Shipped - Item has been shipped.

Shipping From Manufacturer - Item is waiting to be shipped from the Manufacturer, Shipping times will vary.

Google Site Stats

[learn more](#)

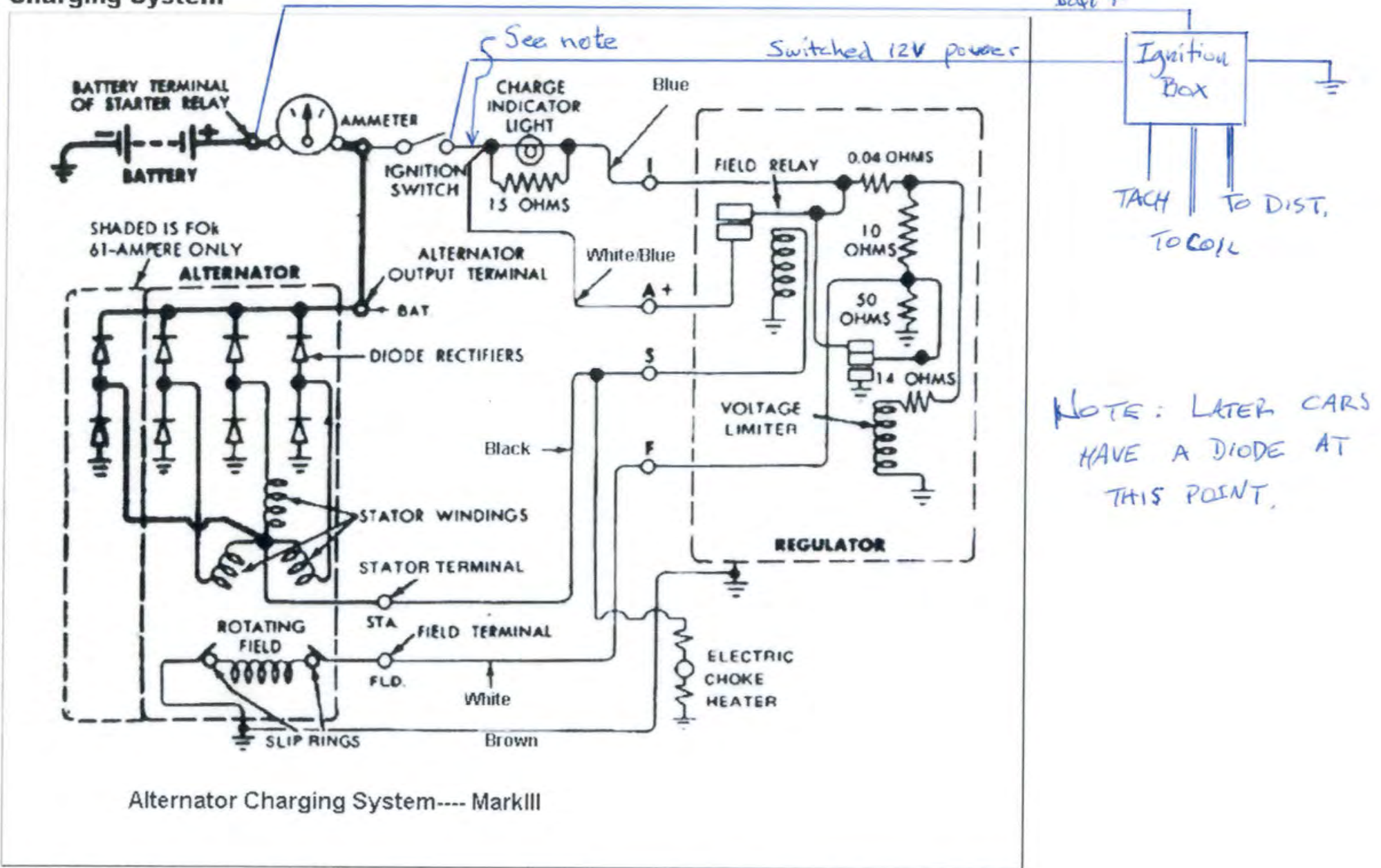
1-800-230-3030

or 1-350-430-3030

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dba Summit Racing Equipment | Trademarks

Charging System



Alternator Charging System---- MarkIII

Note: If a using an electric choke, it can be connected as shown above. Connect to stator on the back of alternator.

Complete 15 MAR 2014


TECH LIBRARY

 The Official S.C.O.F. On-Line Shop Manual
for the Superformance Mark-III

TEST PAGE

 YOU ARE IN A SECURED AREA
THIS MATERIAL IS EXEMPTED TO BE DELETED OR REPRINTED

SUBJECT: Overcharging problem / Ammeter Needle Wiggle - the Solution a/k/a ... "the RT Fix"

PROBLEM: Sometimes an ammeter needle can be erratic, unstable and bounce and wiggle. Even if not, this correction should be applied to all cars since it is overcharging the system with elevated voltage (unless using an aftermarket one wire alternator with a self contained internal regulator)

COST: Time only

TIME: 15-20 minutes

WHAT'S NEEDED: Razor blade, electrical tape, soldering gun and solder

AUTHOR: Randall Thomas - SP1002

UPDATE: 9/29/13 (updated 2/18/14)

DETAILS: Not all ammeters are unstable but they may become unstable after making modifications to your car such as changing the voltage regulator, alternator, ignition, lights, etc. For over a decade it was thought that the device that was added was the fault, or it was blamed on a sensitive meter. In reality the ammeter was reading perfectly, and the charging system itself was actually charging that erratically, thereby potentially resulting in premature regulator, alternator and even battery failure as well as bouncing tachometer and ammeter needles. However, after an in depth investigation it was discovered that the location for the "A" wire from the voltage regulator (*which is essentially the "sensor" for the regulator*), was wired by Superformance to read voltage from under the dash rather than right at the alternator "BATT" terminal as it should be which provides an accurate voltage level signal allowing the regulator to smoothly meter and control the charge output. It was not an "ammeter problem", it was merely indicating a regulator problem!
SOLUTION: Rather than rewiring the entire car to achieve this, I've researched, evaluated and tested all options for the easiest, simplest and quickest method to solve the ammeter and charging system problem. And this 20 minute procedure is easy and simple enough for anyone to perform...

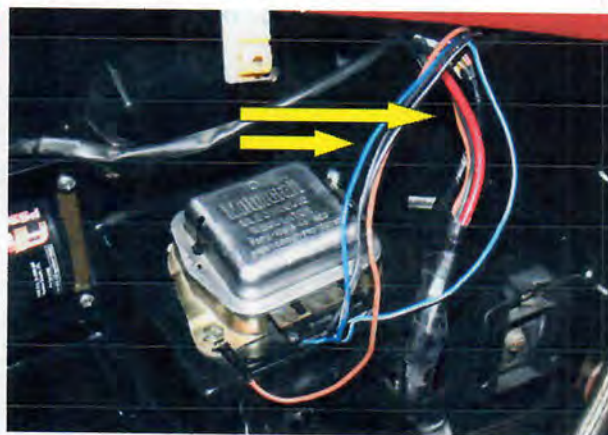
NOTE #1: Cars with one wire alternators that completely bypasses the factory electrical system and connect to the battery post need not perform this procedure. However, it is advisable to still perform this fix anyway so if the need arises to revert back to a conventional alternator, the wiring will already be in place, upgraded and ready to go.

NOTE #2: It is not suggested to run a direct wire from the regulator to the alternator because you still need to cut the regulator wire. While this method would work, the below procedure is cleaner, simple and just as fast and easy to do but with a more professional result, while following the industry standard to how all other OEM Ford cars are wired.

1. Disconnect the main power to the battery either by removing a cable or throwing a previously mounted disconnect switch. Now locate the voltage regulator in the engine compartment. On newer cars (1000+) it is usually found on the driver side fender well where older cars are commonly found on the passenger side fender well. It is a small metal box typically silver with a plug and 4 wires coming out of it as shown below. If using a aftermarket 1-wire alternator, this may have been removed or is not being used.

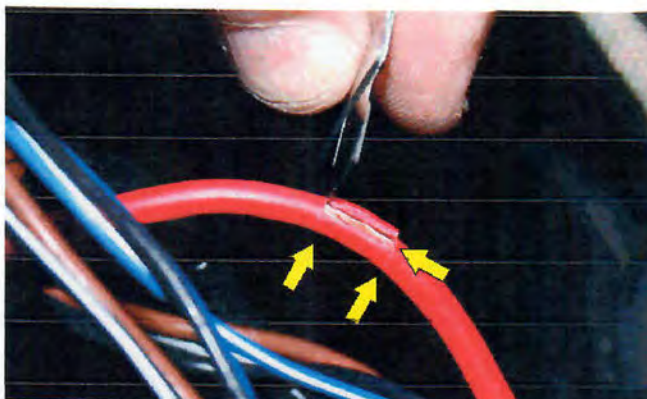


2. Unwrap the factory electrical tape or shrink type wrap covering the wires coming from the voltage regulator plug up to the main wiring loom. Then uncover the main loom 4 or 5 inches down from where the regulator wires meet with it as shown below. Take care not to cut too deep into the covering, cutting into the wires underneath. You are looking for a large red power wire which may be inside of a second shrink wrapped tube within the main loom.



3. Locate the large red power wire in the main loom (this comes directly from the "BATT" side of the alternator) and with a razor blade, carefully cut a circle around the wire in two places about 3/8" apart. Then slit down the middle and remove the insulation like a jacket.

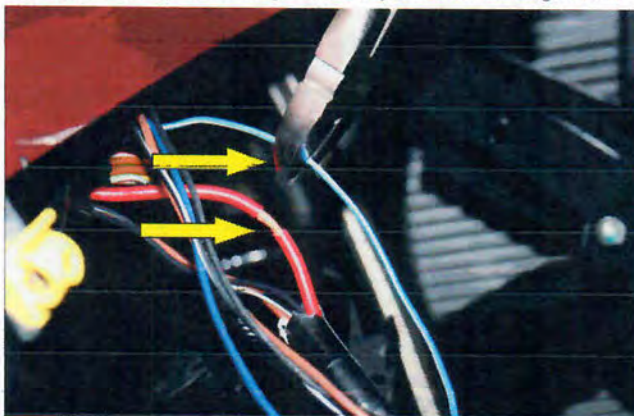
4. Identify the thin wire going to the "A" terminal of the regulator as illustrated below. In this case the wire is blue in color with a white tracer stripe. Follow this wire up to where it meets the main wiring loom where you just unsheathed the red wire.



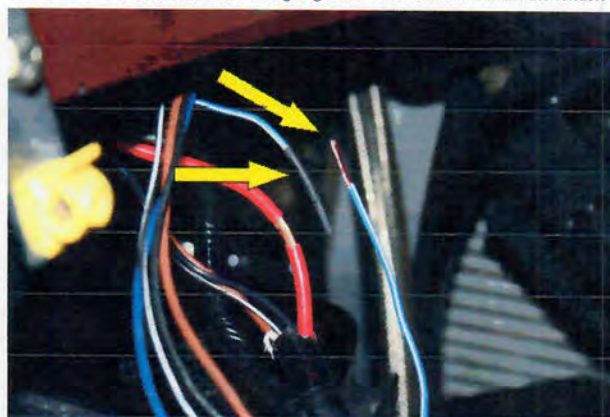
5. After following the thin wire from the "A" terminal up to the main loom, CUT the thin wire about 1" further up the wire's length than where you unsheathed the large red wire.



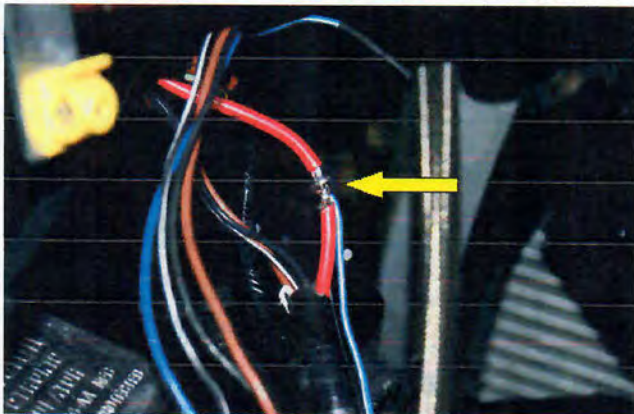
6. Strip 3/4" of the insulation off the thin wire going to the regulator. Then cover and shrink sleeve the other half of the wire going toward the main loom under the fender.



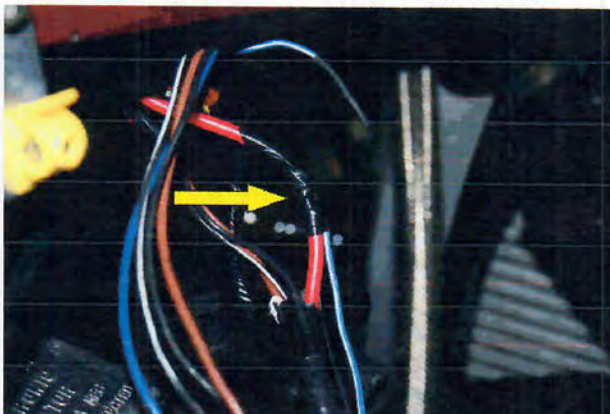
7. Wrap the stripped bare thin wire around the exposed large red wire making sure no sharp points are sticking outwards. Securely solder the joint with a soldering gun.



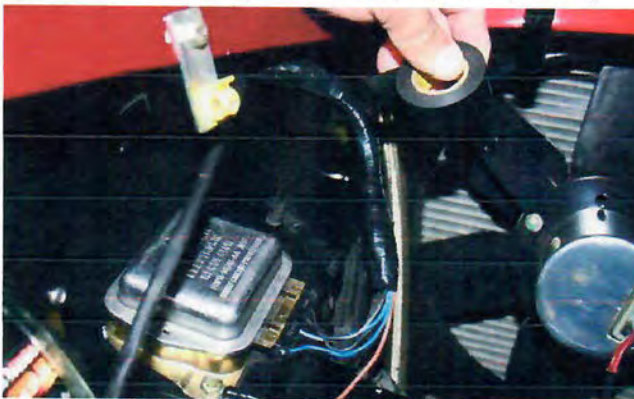
8. Using high quality electrical tape, cover the joint by stretching the first two layers tightly and then wrapping another 2-3 layers with minimal tension on the tape.



9. Neatly bundle all the wires together and wrap with electrical tape with the first wraps tightly wound and the last few wraps with minimal tension to prevent any unraveling.



10. Reconnect the battery cables. Your regulator wiring solution is now complete. Start the engine, check for stable and proper charging and ammeter operation.





Superformance **MKIII**

The MKIII is built under license from Carroll Shelby Licensing Inc. and offers customers amazingly high resale values.

Standard Features:

- The MKIII is sold as a complete, factory, precision crafted rolling chassis (fully assembled) TKM.
- (TKM - turn key minus engine and transmission)
- Hand crafted fiberglass body with three stage, PPG custom paint, finish.
- Superformance - engineered race proven chassis with crumple zones.
- Bilstein coil over progressive shocks with custom springs.
- Four - wheel independent suspension.
- BTR Dana limited slip differential.
- Wilwood 4 piston caliper brakes.
- Hydraulic clutch set up.
- Original style pin drive 15" wheels with tires.
- Stainless steel fuel tank.
- (TIG welded and pressure tested)
- Monza style gas cap. (locking)
- Soft top, side windows and tonneau cover.
- Fully carpeted floor, trunk, console, sides & rear firewall panel.
- Heater / Defroster & fresh air ventilation system.
- Stainless steel roll bar fitted on the driver's side.
- Leather seating surfaces.
- Original style gauges and switches with reverse speedometer.
- Original Style shifter and hand brake lever polished stainless steel.
- Original style Moto-Lita wood steering wheel.
- Original style headers and side pipes.
- Aluminum single core performance radiator, shroud and dual fans.
- Oil cooler with braided lines.
- Add your customer installed engine / transmission to complete your dream in under two days.

**Yes! You do deserve a Superformance MKIII so call today;
We are waiting to hear from you.**



What makes your MKIII so much better?

It looks like an exact replica should. It is aesthetically and dimensionally correct. The MKIII is a solid factory-built unit so reliable that you can drive it to the track, race it and drive it home again. The fit and finish is superior and consistent throughout. Our MKIII's are engineered with the emphasis on performance, reliability, authenticity, drive ability and great handling. The MKIII is also street driven and track proven.

What do you get?

When you order your Superformance vintage sports car you know exactly what you'll get, a modern, high performance, dual purpose roadster that rides and handles as well as it looks. It is brand new and guaranteed. If you've set your heart on a replica of the car of your dreams, you deserve a top quality, visually correct, factory built unit, promptly delivered at a competitive price.

We have a large customer base comprising of thousands of satisfied owners.



Superformance
Driving Perfection

WWW.SUPERFORMANCE.COM

*All Contents Copyright Superformance LLC
Specifications Subject To Change Without Notice*

1-800-318-9296

Superformance (Idaho)
Gear 6 Performance Automotive, LLC
www.gear6performance.com
(208) 887-9747 (ofc)
(208) 887 9575 (fax)

ROUSH PERFORMANCE ENGINES

Engine Information

402R/402SR, 427R/427SR/427SRX

Roush Performance Engines - Engine Service Parts

Part Description	Part Number	Supplier	Notes
Oil Filter	FL1-HP	Motorcraft	
Engine Oil	10w30		Conventional w/ ZDDP Recommended
Air Filter	SP2992	Roush	2.5" Height
Fuel Filter	162-500	Holley	
PCV Valve	PC-84	Motorcraft/StanoPro	2 PC. Covers Use EV-79
Spark Plugs	7556	Bosch	Gasketed Seat
Spark Plugs	605	Autolite	Tapered Seat
Spark Plug Wires	SPW02BLK	Roush	
Distributor Cap	84313	MSD	Color - Black
Distributor Rotor	8467	MSD	
Valve Cover Gaskets	P1645	FelPro	
Fuel Pump - Polished	1725	Edelbrock	
Fuel Pump - Unpolished	M60454	Carter	
Breather Cap	WA9171	Wysco	

Engine Specifications

Description	Specification
Spark Plug Gap	.035"
Ignition Timing - Idle	16 BTDC @ 900 RPM
Ignition Timing - Total	32 BTDC @ 3,000 RPM
Idle Speed	900 RPM
Fuel Requirement	91-94 Octane (R+M/2) Unleaded
Fuel Pressure	6-7 PSI
Fuel Feed Line Size	3/8" or -6 AN
Engine Oil Fill (Inc. Filter)	Front Sump - 8 Qts
	Dual Sump - 7 Qts.
	GT40/Coupe - 9 Qts.
Remote Oil Filter Lines	5/8" or -10 AN In/Out

NOTES:

- Do not use forged 45 or 90 degree hose ends or fittings on any remote oil filter and/or cooler lines. Use only bent/radius hose ends to minimize pressure loss.
- Your engine is equipped with a 160 degree thermostat. It is your responsibility to provide an engine cooling system that maintains a maximum coolant outlet temperature of 220 degrees F under any and all operating conditions.
- To obtain any information not outlined, please call Customer Service at 1-800-59-ROUSH.
- This information was deemed accurate and complete on the date this engine was sold. Specifications are subject to change without notice or liability. Roush may alter or change this information at any time.

The alignment specs for the Superformance Cobras are as follows:

Front

Toe in: 1/8 inch total

Camber: 1/4 degree negative.

Castor 4 to 6 degrees positive

Rear

Toe in: 1/8 inch total.

Camber 1/4 degree negative.



Calling Customer Service?
Please have your
invoice number ready.

INVOICE NUMBER	DATE
8101017	06/21/16
CUSTOMER NUMBER	PAGE
13534107	1

INVOICE

• 1200 Southeast Avenue • Tallmadge, OH 44278 • 330-630-0250
• 960 East Glendale Avenue • Sparks, NV 89431 • 775-352-8787
• 20 King Mill Road • McDonough, GA 30253 • 770-288-3200

SOLD TO

SHIP TO

Qty.	Part Number	Part Description	Status*	Unit Price	Extended Amt.
1	PWM-9162	STARTER		149.97	149.97 T
	****.COM CATALOG ****	****.COM CATALOG ****		****.COM CATALOG ****	
	** DECLARED PART VALUE THIS SHIPMENT ** ** TOTAL INVOICE GEORGIA SALES TAX **				10.50

NOTE: If you wish to return an item, see instructions on the back of this form and complete the attached Exchange/Return Form.

*Explanation of status column codes: B/O = backorder C/S = cancel ship S/S = shipped separate

**Thank
You!**


Credit Card Charge	160.47
--------------------	--------

YOU CAN TRACK YOUR ORDERS FROM OUR WAREHOUSE TO YOUR DOOR:
GO TO WWW.SUMMITRACING.COM AND CLICK THE ORDER STATUS LINK.

S16550621 CCU U0001050

EXCHANGE/RETURN FORM

INVOICE NUMBER	DATE
8101017-9	06/21/16



NOTE: Please read the *How to Return an Order* instructions on the back of this form. Please indicate how you wish us to handle your return by checking either the exchange or refund column beside the part number on the list below. Include the reason code for the return. Please provide your daytime phone number in case we need additional information. Please be certain that you complete the additional exchange information form on the back of this sheet.

Phone: ()

Reason Codes

- N. No longer need the part
- D. The part is defective, or missing a piece
- Q. I am not happy with the quality of this product
- W. Part was not what I ordered
- I. I ordered the wrong part
- S. Other; please explain

Qty.	Part Number	Exchange	Refund	Qty.	Reason Code	Explanation
1	PWM-9162					
<hr/>						
**	DECLARED VALUE	149.97				

Vic Woodling
210 Harold DR
Centerville, GA 31028



725 00 31028 01 1352 0 1 8101017 9

NO POSTAGE
NECESSARY IF
MAILED IN THE
UNITED STATES

PARCEL SELECT RTN SVC

NEWGISTICS, INC.

PERMIT NO. 77006

USPS PARCEL RETURN SVC

■ SMARTLABEL RTNS

PARCEL RTN SVC

56901



9202 3901 0071 2022 4637 55

V247



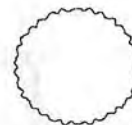
Starter Dyno Sheet

PASS

Performance result			Ratings		
Max Torque:	17.5	[Nm]	Rated Voltage:	12.0	[Volts]
Max Current	626	[Amps]	Rated Power:	1.4	[kW]
Max Power:	1.56	[kW]	Ground:	NEG	-
Speed @ Max Power	1389	[RPM]	Pinion Teeth:	10	-
Current @ Max Power	394	[Amps]	Rotation:	CW	-
Torque @ Max Power	10.72	[Nm]	Simulated Battery:	562	CCA

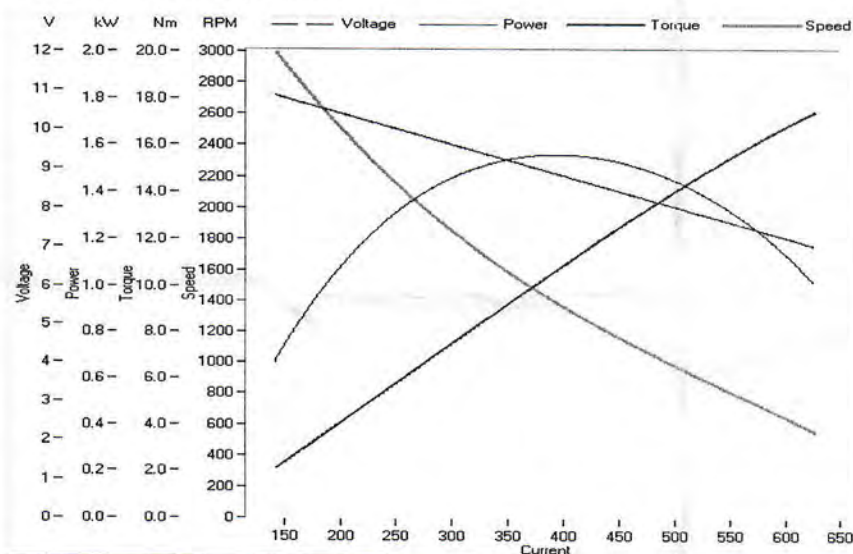
P/N: 9162
Type: FORD
Model: PMGR
UPC:

Commutator / Brush Ripple Pattern



Ripple Current: 0 [Amps]
Analyzed at: 1500 [RPM]

Performance curves by current



Free-run results

81.2 A @ 3684 RPM

Solenoid results * Compensated at Rated V

Pull Current: * 42.90 [Amps]
Hold Current: * 13.08 [Amps]
Voltage Drop (Max) 0.05 [Volts]
Close Test (Pull In): PASS -
Open Test: PASS -

Test	Speed [RPM]	Current [Amps]	Voltage [Volts]	Torque [Nm]	Power [Watts]	Trq. Const. [Nm/A]	Voltage Drop [Volts]
1	2996	142	10.87	2.13	669	0.0149	0.03
2	2499	201	10.40	4.15	1085	0.0206	0.02
3	1500	369	9.05	9.88	1552	0.0267	0.01
4	998	495	8.06	13.91	1454	0.0281	0.05
5	749	570	7.45	16.05	1258	0.0281	0.04
6	550	626	7.00	17.46	1006	0.0278	0.05

We certify these results are within specifications!



The MKIII is built under license from Carroll Shelby Licensing Inc. and offers customers amazingly high resale values.

Superformance MKIII

Standard Features:

The MKIII is sold as a complete precision crafted rolling chassis fully assembled TKM.

(TKM - turn key minus engine and transmission).

Hand laid fiberglass body with show quality PPG paint finish.

Superformance - engineered race proven chassis with crumple zones.

Bilstein coil over progressive shocks with custom springs.

Four - wheel independent suspension.

BTR Dana limited slip differential.

Wilwood 4 piston caliper brakes.

Hydraulic clutch set up.

Original style pin drive 15" wheels with tires.

Stainless steel fuel tank

(TIG welded and pressure tested)

Monza style gas cap (Locking)

Soft top, side windows and tonneau cover.

Fully carpeted floor, trunk, console, sides & rear firewall panel.

Heater / Defroster & fresh air ventilation system.

Stainless steel roll bar fitted on the driver's side.

Leather seating surfaces.

Original style gauges and switches with reverse speedometer.

Original style shifter and hand brake lever polished stainless steel.

Original Style Moto-Lita wood steering wheel.

Original style headers and side pipes.

Aluminum single core performance radiator, shroud and dual fans.

Oil cooler with braided lines.



What makes our component vehicles so much better than any other on the market?

It looks like an exact replica should. It is aesthetically and dimensionally correct. The MKIII is a solid factory-built unit so reliable that you can drive it to the track, race it and drive it home again. The fit and finish is superior and consistent throughout. Our MKIII's are engineered with the emphasis on performance, reliability, authenticity, drive ability and great handling.



What do you get?

When you order your Superformance vintage sports car you know exactly what you'll get, a modern, high performance, dual purpose roadster that rides and handles as well as it looks. It is brand new and guaranteed. If you've set your heart on a replica of the car of your dreams, you deserve a top quality, visually correct, factory built unit, promptly delivered at a competitive price.



You deserve a Superformance MKIII vintage sports car.



We have a large customer base comprising of thousands of satisfied owners.

Call one of our dealers to truly experience the thrill of owning and driving this magnificent vintage sports car. Yes! You do deserve a Superformance MKIII so call today; We are waiting to hear from you.

Gear 6 Performance Automotive
501 E. Scenery Ln., Suite 100
Meridian, Idaho 83642
www.gear6performance.com
(800) 318-9296 (208) 887-9747

www.superformance.com 1-800-237-6253





Second Strike

The Superformance Owners Group

Greetings!

Your information in **SCORE**, the Superformance Owners Registry, was recently updated. You are sent an update every time your information in the registry is updated so that you can verify that your information in the registry is correct.

Your current SCORE information is shown in the attached "Registry Information Verification". Please check the information to see that it is correct. If you have any changes, please note them on the form and return it to us.

If you are a Superformance Coupe or Superformance GT40 owner, your SAAC registry information is also enclosed. Please check this information as well and return any changes.

Thanks,

Mike & Pat

Mike and Pat Stenhouse
Second Strike
PO Box 4600
Davidson, NC 28036-4600

Phone: 704-895-1900

Email: MichaelStenhouse@bellsouth.net

Web: www.SecondStrike.com

Second Strike is the Superformance Owners Group. We have over 2,900 registered owners in 33 countries, all fifty USA states, DC, and Puerto Rico. Access to the information in the registry is restricted and is available only to registered Superformance owners, Superformance dealers, and the Superformance factory.

Information about the **Second Strike** newsletters is included in the enclosed **Second Strike Store Brochure**. Selected newsletters and articles are available on the **Second Strike website**.

Our website www.SecondStrike.com is updated frequently with articles of interest, a calendar of upcoming events, links to other Superformance web sites, and a store with a growing number of goodies.

The online **Second Strike Store** offers products, apparel, publications, and artwork all related to your Superformance. Check it out on the Second Strike web site.

SCORE

Superformance Owners Registry

Registry Information Verification

Registration Complete Yes

Items in bold underline are required to complete registration.

Owner Information

Changes

Name
Address Line 1
Address Line 2
City
State
ZIP
Country
Home Phone
Work Phone
Pager Number
FAX Number
Cell Phone Number
E-mail Addresses (1)

Web Site

(1) Your correct email address is important. We are increasingly using the internet to communicate with owners.

Car Information

Car Number (2) 2561
Chassis Number (2) SP02561
VIN Number (2) SPO 2561
License Plate (3)
Model Mk III Sports
Body Color Galaxy Blue
Accent/Stripe Color White
Engine Type 351W
Cubic Inches 427
EngineNote
Intake Note
Transmission Tremec TKO-600 (5-speed)
Dealer Gear 6 Performance Automotive, LLC
Current/Prior Owner Current
Date Purchased 8/20/2008
Date Sold if prior owner

(2) For Car Number, Chassis Number, and VIN definition, see the Registration Instructions for your Superformance model.

(3) If you have an interesting vanity plate, please include it.

Notes: Engine and car specifications and modifications. Competition, track, and show events.

Factory build and shipping instructions: Black Q/Lifts, Black Ceramic Headers & Pipes, Driver's & Passenger Side Mirrors, Leather S/Wheel, 17" wheels (Note: Some items shipped with this chassis may not be for this chassis.)

Other email: marknorment@yahoo.com

Superformance Registration Instructions for Mk III

Registration Is Important

The “numbers” are particularly important. We have tried to clarify this by carefully defining the three key numbers as described below.

Mk III Chassis Number

The **Superformance Chassis Number** is assigned by Superformance and stamped directly on the frame as shown in the photograph on the right. The number shown is in the 17 digit form, however your chassis number may be in another format as described below.



The Superformance Chassis Number is in of these three formats:

AC9CSLK1***AM1***	17 digit form. Used on cars 032 through 577, 579, 580, 582, 583, 584, 586. The fifth character appears to be S for side pipes and R for rear exhaust. The sixth character appears to be L for left hand drive and R for right hand drive.
SP***	5 digit form. Used on cars 578, 581, 585, 587, 588, 589, 590.
SP0****	7 digit form. Used on cars 591 on.

The asterisks (*) are numbers that vary from car to car. Even if your VIN number fits this format, it may not be not be your chassis number. The only accurate way to determine the **Superformance Chassis Number** is as follows.

1. Open the hood. Look in from the driver's side.
2. Locate the upper front cross member. It is just in front of the engine as shown in the photograph. For reference, it typically has the remote oil filter mounted on it.
3. On the top of the cross member about two inches from the left (driver's side) upright, a number is stamped directly on the frame cross member. This is the **Superformance Chassis Number**. See above for format.

If you have a metal plate pop riveted in this location, your dealer has covered up the **Superformance Chassis Number** with you state VIN number. In this case, do not remove the VIN plate. Write “Covered by VIN plate” in the space for **Superformance Chassis Number**. In this case, it is particularly important that you verify the **Car Number** as indicated below.

Mk III Car Number

The Mk III **Car Number** is used as a shorthand identifier by the factory. It is the last three digits of the **Superformance Chassis Number** for cars 999 and under, and last four digits for cars 1000 and above. The car number is also stamped on the hood hinges. Check either hood hinge plate where it is bolted to the hood. The number is stamped into the hinge plate. It may be partially filled with paint and hard to read, but it can be read. The number may also be written in grease pencil in the hinge plate. Use the stamped number.

VIN Number

The **VIN number** is assigned by the state where the car is registered. The **VIN number** will be on the registration card.

Engine and Transmission

The more popular engine and transmission choices are listed on the last page. Be sure to include displacement. You may note the manufacturer and model of your engine and any engine options. These will be included in the notes.

**New
Product!**

Superformance Mk III Console

**New
Product!**

Mk III Console



Console Standard Features

- ✓ Padded leather armrest
- ✓ Hinged lid with internal storage
- ✓ Carpeted to match Mk III interior
- ✓ Retractable two position cup holder
- ✓ Rugged construction from 1/2" stock
- ✓ Simple installation. Instructions included.

Console Options

- ✓ Two models – Standard and Expanded
- ✓ Audio systems electronics package
- ✓ Key lock

During an extended road-trip in upstate New York, Tony Revetti (SP 1085) realized there was something he needed in his Mk III. He built a custom fit, high quality center console incorporating key features for driver and passenger, as well as providing additional storage for the odds and ends that tend to litter our cars during longer road-trips.

This excellent console is now available to all owners through the Second Strike Store. The console offers a striking OEM appearance. It incorporates a contour matching leather armrest that is professionally dye-matched to the Mk III's

black leather. A smooth transition to the interior is provided by matching the console's front/ rear angles with that of the Mk III. Original style carpet material is utilized on front and side surfaces to enhance the OEM appearance of the entire assembly.



Hinged Lid with Internal Storage

Although out of sight, the console's interior is also ready to perform. Components such as the self-aligning magnetic latch system, heavy duty stainless steel hinge assembly and multiple applications of vinyl coating ensure the interior can standup to the rigors of every day use.



Standard Model with 2.5 lb Fire Extinguisher

A step down at the rear of the console provides space for a fire extinguisher to be mounted on the rear bulkhead if you so desire. Fire extinguishers using the Halotron agent are recommended such as the HalGuard HG100C (1.4 lb, 10" high) and the HalGuard HG250C (2.5 lb, 15" high).



TECH LIBRARY The Official S.C.O.F. On-Line Shop Manual for the Superformance Mark-III



YOU ARE IN A SECURED AREA
 THIS MATERIAL IS PROHIBITED TO BE REPRODUCED OR RE-TRANSMITTED

SUBJECT: Overcharging problem / Ammeter Needle Wiggle - the Diagnosis

PROBLEM: Sometimes an ammeter needle can be erratic, unstable and bounce and wiggle. What you don't realize is the battery is overcharging!

COST: Approximately 50 cents **TIME:** 15 minutes

WHAT WAS USED: 3 short lengths of 16 ga. electrical wire, a 3 foot length of electrical wire, 4 male and 4 female spade connectors, crimping tool

AUTHOR: Randall Thomas - SP1002 **UPDATE:** 9/29/13 (updated 2/18/14)

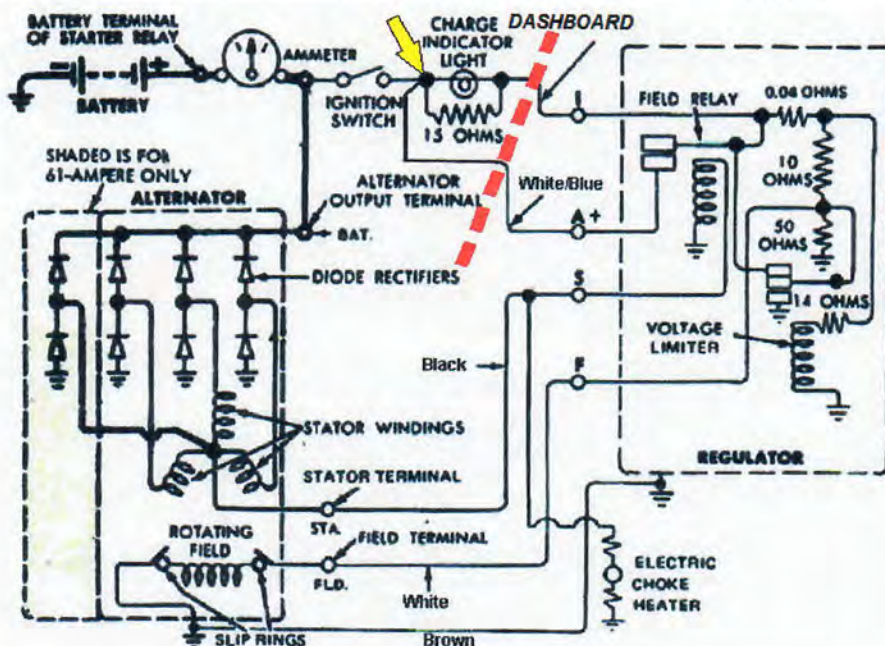
NOTE -- YOU DO NOT NEED TO PERFORM THIS TEST YOURSELF -- WE DID THIS FOR YOU TO DEVELOP "THE R/T FIX" >>>

DETAILS: Ammeter needle bounce, wiggle, unstable or erratic movements as well as unseen overcharging conditions have plagued the Superformance Mk-III from day one in one form or another. The ammeter was assumed to be "too sensitive" and even the ignition box or brand of battery was blamed. None of these were really the cause. Many attempts to correct this issue have been presented from resistors to capacitors to jumping the ammeter terminals to grounding regulators and trying different regulators, but none were the solution (*other than converting to a 1-wire alternator*).

SOLUTION: One of the more interesting anomalies is turning on the signal light and seeing the ammeter flicker then go away. Consider that a signal bulb barely uses 1-2 amps, which should not even register on a 50+50 amp sweep gauge. The reason it does is because the draw on the gauge is under the dash where the alternator's "sensor" wire was found to be incorrectly located. The sensor sees this draw as being much more significant than it is and momentarily ramps up the alternator's output. When the alternator turns on the regulator now realizes there is no significant draw and turns the alternator back down again. Same thing occurs when turning on or off any dash device such as lights, heater, fans, etc. which instantly makes a dramatic response at the ammeter which turns on the charging system full bore when it shouldn't. It was always thought the ammeter itself was the problem, possibly because it was too "sensitive." In reality the ammeter was correctly reading what was going on in the charging system and it was the voltage regulator that was being fed false signals due to the improper positioning of the "sensor" wire where the voltage regulator makes its decisions from.

The findings below are the result of an opportunity finally arising where a car with this issue was presented to me so I could tear it apart looking for the answer. And after several weeks of diagnosing and researching the cause and source of the problem, the solution was formulated. Finally, after all these years, the random ammeter bounce and all too common system overcharge has been solved. *This is how it was done...*

1. Below is the Superformance wiring diagram. Note that the "A" terminal on the voltage regulator connected into the wiring AFTER the ignition switch, where it senses every tiny current change under the dashboard. This is the wrong location!



2. Below is where the "A" terminal should be connected, BEFORE the ignition switch and at the BATT terminal on the alternator so it can "see" exactly what the alternator is putting out so it can regulate voltage smoothly. This is the NEW and correct location.

EXAMPLE: Think of the stock wiring as a where you are trying to regulate the heat in your room, but with the sensor to the furnace thermostat upstairs. No matter how accurate you set the thermostat in the living room, the sensor in the other room always be calling on the furnace to turn on when needed and always staying on much longer than and desired.

This is similar to how the Superformance wiring is. The "sensor" wire to the regulator that is in look at the voltage level directly to the BAT terminal incorrectly positioned under the dash instead. anytime even the slightest amount of current draw behind the dash at the switches, signal lights, brake heater, horn, etc... it pulls down on the resistive local voltage behind the dash and inaccurately signals the regulator to ramp up the charge rate of the alternator to supply more voltage... even though the battery is significantly drawn from. This in turn supplies requested voltage to behind the dash, however, at time it is over charging the battery which the "sensor" for the regulator can not see this, since it is sensing voltage behind the dash, not at the battery. The alternator over and over eventually prematurely wears out electrical devices in the car.

THIS AFFECTS ALL KNOWN CAR MODELS WHETHER THE AMMETER WIGGLES OR NOT

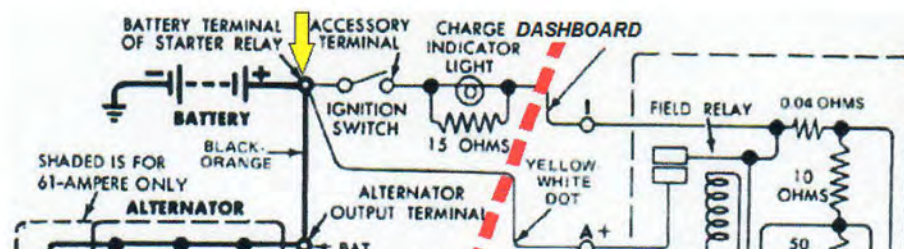
The ammeter needle can be stable... or reading excessively or the needle might even be wiggling (unstable). However, three situations the alternator is being forced to silently at all times without this wiring fix/upgrade. Perpetual overcharging can result in ruined batteries, bouncing tachometers, damaged components, lights, instruments, ignition modules, coils

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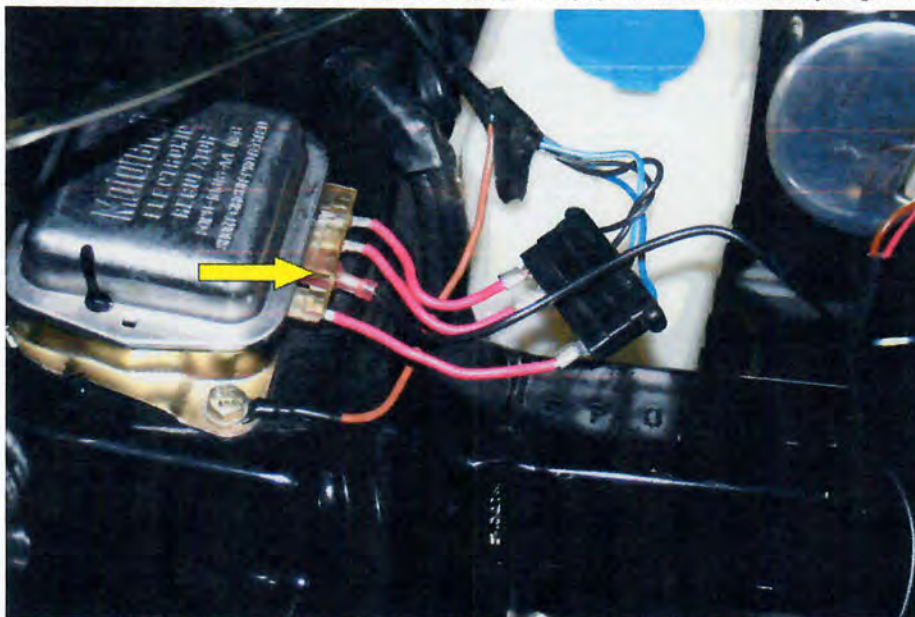
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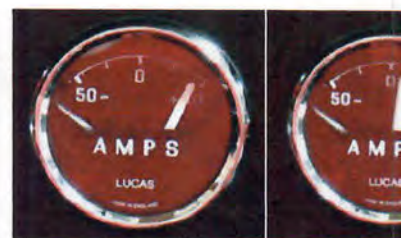
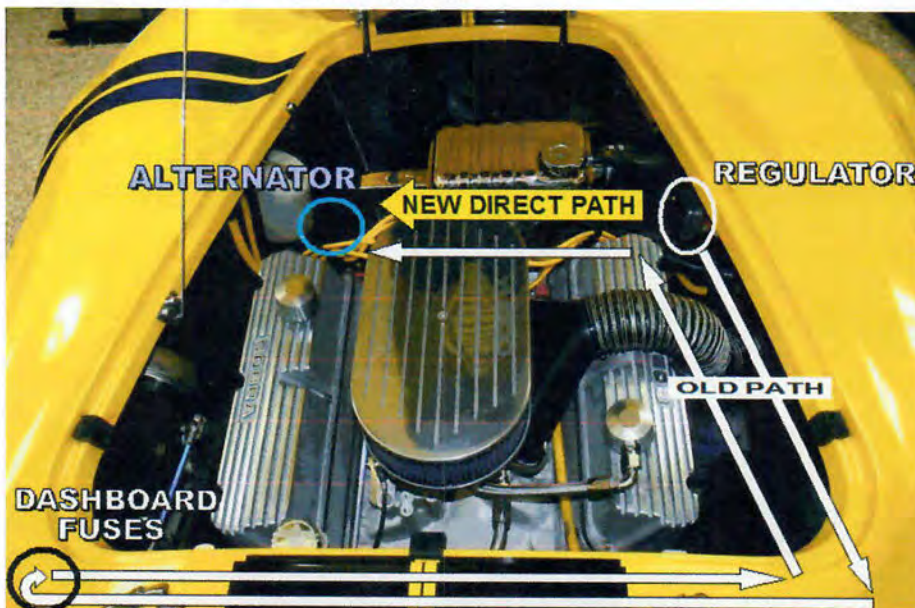
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3. When first diagnosing this issue, the arrow below points to the "A" terminal on the voltage regulator which was jumped directly to the battery terminal. The new wiring fix runs the "sensor" wire from the voltage regulator directly to the alternator, as it should be, with no underdash interference.



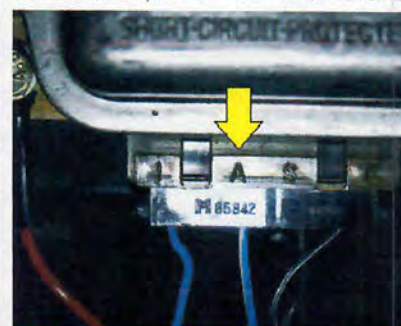
5. While some voltage regulators are mounted on the right and others on the left, the same round-a-bout path leading back into the dashboard and back out to the alternator exists. The new wiring fix runs the "sensor" wire from the voltage regulator directly to the alternator, as it should be, with no underdash interference.



The normal charging voltage range is acceptable between 13.8-14.7 volts for continuous operation. The standard factory Superformance wiring results in the voltages that can exceed 14-15 volts cause electrical component damage and boil batteries off. This can occur even if the ammeter needle is not wiggling.



4. The top arrow points to the "A" terminal on the voltage regulator. The bottom arrow points to the BATT terminal on the alt.



BATTERY CHARGE LEVEL BASICS

The optimal charge rate for a lead acid battery is 2.5 or 13.8 volts total. On the other hand The maximum rate is 2.4-2.25 per cell, or 14.4-14.7 volts total.

14.7v charge rate: the battery is subject to corrosion and will need constant water while causing severe ov

The higher 14.7 volt level is best suited only for rapid of a drained battery or one with a heavy current load not for normal continual operation. 13.2-13.8 v optimal continual operation charge rate.

Knock Off Removal and Installation Tips

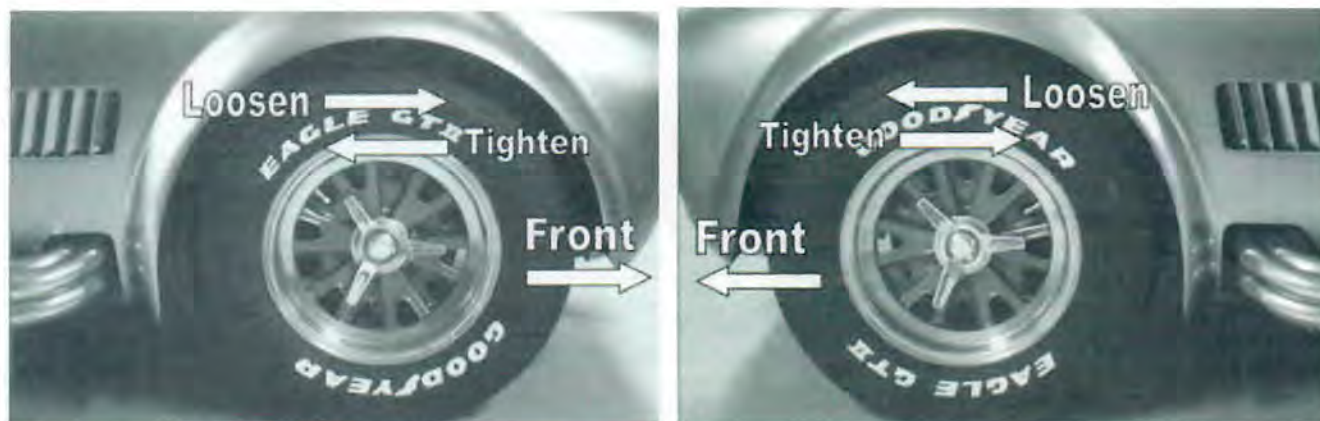
This should be considered supplemental information to that which is provided in the Superformance Owner's Manual (Second Edition) Refer to page 29 Wheels and Tires. If you do not have this manual, one can be obtained from your Superformance dealer.

Superformance Recommendations:

- ?? It is recommended that the wheel pins be checked for tightness after the first 500 miles. After that we recommend the pins be checked any time the wheels are removed. **Torque pins to 80 lb. ft.**
- ?? **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.
- ?? Superformance does not recommend the use of a spinner socket (as sold by Finish Line) to install the spinners on the wheels. This tool can be used for spinner removal. The spinners cannot be properly tightened with this tool.
- ?? Apply only a thin coat of anti-seize to the tapered part of the spinner, wheel, or hub. Also apply anti-seize to the threads and wheel pins. **(Note: For older cars with Trigo wheels, Trigo does not recommend application of anti-seize to the tapered part of the spinner, wheel, or hub.)**
- ?? Do not over tighten the spinners. This will cause difficulty in removal and possible spinner breakage. Tighten spinners with hammer till it will no longer turn. Stop there; **do not keep hammering on it**
- ?? When removing the spinner with a hammer, hit one wing then move to another. Keep alternating. Pounding on one wing over and over will cause it to break.

Spinners should be safety wired and should be examined occasionally for signs that the spinners have moved.

Note: Under normal driving situations the spinner will tighten themselves to some degree; therefore the safety wire if properly installed should stay taught.



**Make certain that you tighten or loosen the spinner in the proper direction
Threads are different from Left to Right**

Note: If you find that the spinner have been over tightened or stuck, please refer to page 30 of the Superformance Owners manual. There are some great tips here for working with stuck spinners.

Service Bulletin: 0201mb Mark III first engine start up

Side pipe cautions during first start up and break in:

During initial start up of new engines and during camshaft break in, extreme cautions must be taken. Excessive heat during this time can cause blistering of the paint under the side pipes, behind the exit hole on the body.

These tips to avoid paint damage must be followed:

- 1) Make sure power train has been moved as far forward as possible. This should provide adequate clearance of side pipes in exit holes. Clearance is most important at the back of the hole.
- 2) Engine timing is critical during initial start up and cam break in. If timing is retarded, the pipes will get extremely hot and may even glow. This must be avoided. Get timing as close as possible before start up. Set timing as soon as possible after start up.
- 3) Carburetor setting should also be as close as possible to prevent pipe overheating. If not sure go richer on settings. A lean mixture can again, cause pipes to glow.
- 4) It is highly advisable to set up fans, directed at each side pipe to keep airflow over the pipes. This final, extra measure can mean the difference between no problems and blistered paint.
- 5) If during break in, you notice the pipes glowing low in the headers, shut things down and locate the problem before continuing. The above-mentioned problems can also cause engine damage as well as damage to your car.

Keep in mind!

Superformance is not responsible for damage to paint or body caused by overheated pipes. Superformance considers this damage to be total avoidable if the above-mentioned precautions are followed.

This is a Superformance authorized Service Bulletin.

The modifications or adjustments shown in this service tip have been performed and tested in our service facility. This must be done exactly as stated in these instructions and must be done by a qualified individual. If you have any questions or are not sure of the results please call us and ask.

513-738-4000

We cannot control the results of the shown modification or adjustments and therefore cannot be held liable for the results.

By you doing this modifications or adjustment you solely take full responsibility for the outcome

This Information has been researched and written by Mike Evangelo for use by Superformance Dealers and Owners.

Any unauthorized use of this information is strictly forbidden. Copyright© 2001

Mark III Service Bulletin: 0306mb New Style Park Brake Service and Adjustments

The purpose of this bulletin is to explain in detail, pad service and adjustment of the new style parking brake. A drive shaft mounted park brake system was incorporated into the Mark III around car number 1600. Older cars can be upgraded to this style park brake and on many this has already been done.

It has come to our attention that some customer installed park brake or brakes that have been adjusted in the field are experiencing problems with the pads burning up. After examining some of the cars that had this problem, it has been concluded that the problem lies in poor adjusting techniques, poor installation techniques or both.

Close examination of the instructions supplied by Superformance shows that not much detail has been given to adjusting the unit properly. These instructions do however show the proper installation and service of the brake unit and this bulletin should be used in conjunction with the Superformance instructions. You should use these instructions for part identification also. If you do not have a copy, check the last page of this bulletin for part identification. Copies are available through Snakebite.

I will give you proper adjustment of four adjusting points on the unit. I will also give detail on pad replacement. Plus, I will give service tips, that will make working on or installing the unit much easier.

Need For Service

The first thing to determine is if there is a need to adjust or service the unit. Even though this new brake has the ability to hold the car on a steep grade, you may feel that the lever has a weak feel to it. This is to be considered normal. This brake should catch and hold the car when the lever is pulled completely back if it is working correctly. If you feel it is not working correctly test the brake as described.

The brake should be tested on a grade in an empty lot. Stop on the grade put the car in neutral with you foot on the brakes, set the parking brake completely. Let off the brakes and see if the car creeps or begins to roll.

If the car holds steady you do not need to adjust the park brake. If it does move then adjustment or service will be necessary.

If you are upgrading to the new unit you will definitely need to read this entire bulletin and make the following adjustments.

It is not recommended that you park on a grade and depend solely on the park brake. If you must park on a hill or grade it is advised that you park with the park brake fully on and the transmission in gear.

Service or Adjustment

We have found that if the parking brake has been overheated it is doubtful that it can be adjusted and made to operate safely without first replacing the pads. If you know that this has happened it is best to call Snakebite and order a new set of pads. If you do not know if the parking brake has been over heated, first look for signs of this, blueing on the brake disc, excessive dust around the pad area and pad material that is worn excessively. New pad material is .174 thick.

It may become necessary to remove the pads for inspection.



Blueing on the out side edge of the disc



Burnt pads, material is flaking off

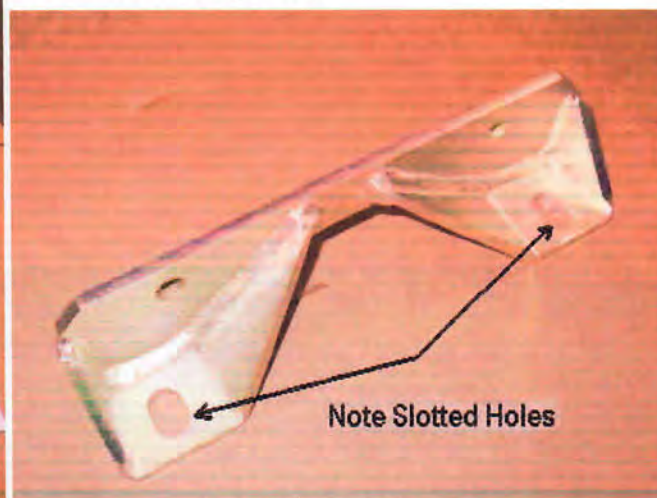
These conditions will indicate the need for pad replacement. It is also advise that all of the following steps be taken to ensure that the installation was done correctly.

Install, Service and Adjustment Tips

If you are in the process of upgrading to this unit make sure all of the kit is present.



Parts you will receive in the kit



Slotted holes in bracket

Check the mounting bracket for slotted holes as shown above. These holes are not slotted from the factory; Snakebite has this done to add adjustability for pad centering. (*This will be explained later*) If you bought your kit from another source, and this is not the case, it is advised that these holes be at least slightly slotted with a die grinder to allow some adjustment.

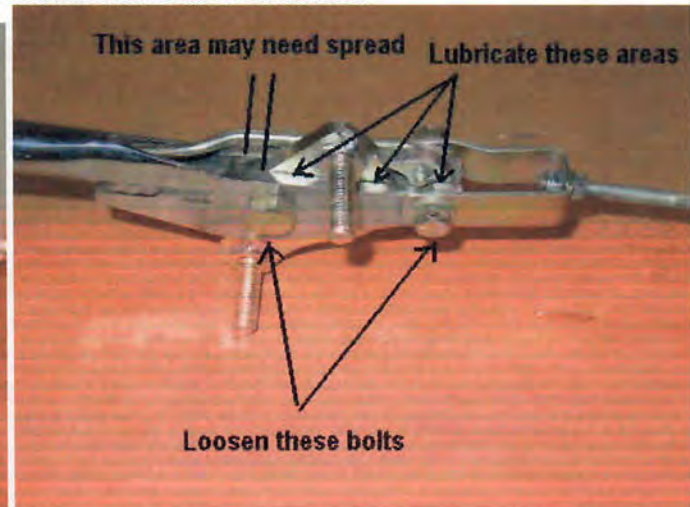
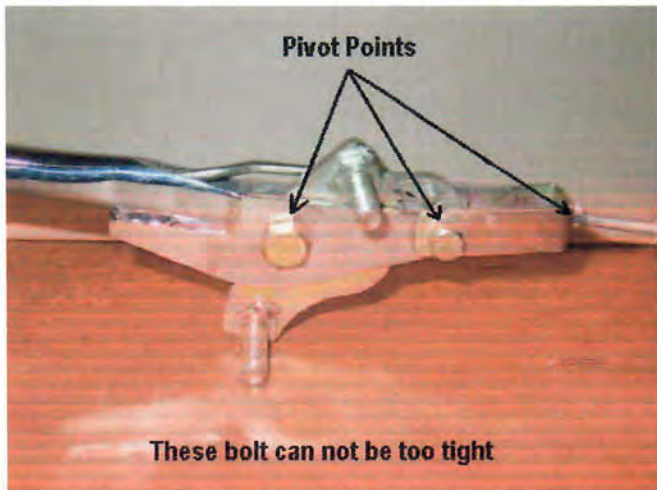
Follow the instruction supplied with the kit on removal of the old parking brake system and installing the brake disc to the drive shaft.

Brake Handle

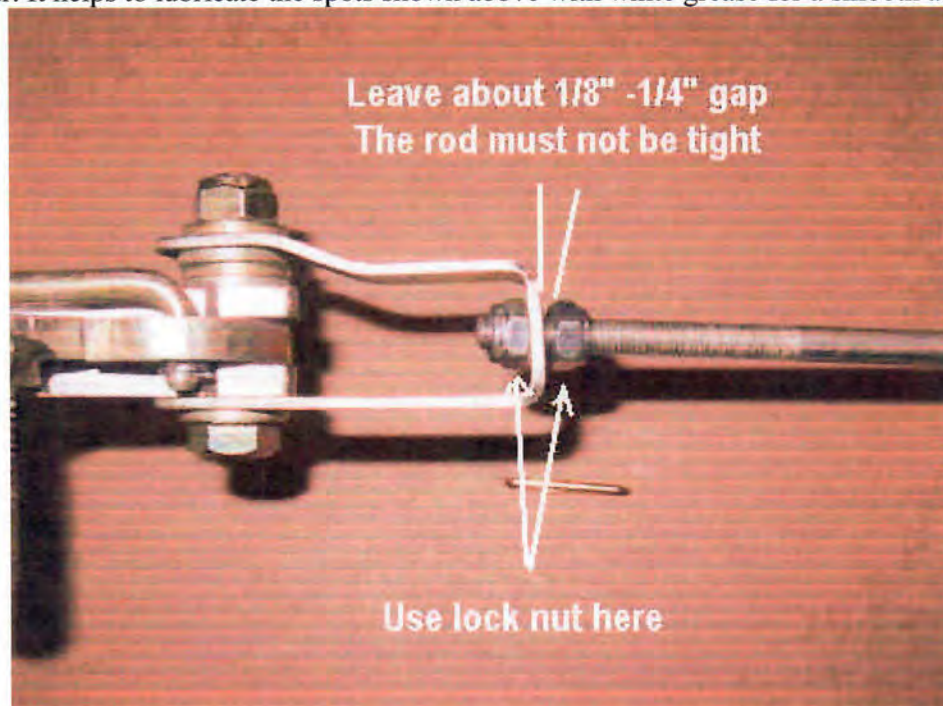
Once the disc has been installed you will need to change the Actuator Rod to the one supplied in the kit. A few mistakes can be made at this point so if you are working on a problem install, it will be necessary to check these parts.

It is stated in the Superformance instruction that the passenger seat must be removed for this step. We find this is rarely the case, the seat can be left in tack and the brake handle removed without a problem. Simple remove the two nuts from under the car, in the tunnel and pull the handle out with the rod attached.

Once you have removed the old rod, check the action of the hand brake lever. It is not uncommon to find it extremely tight. If this is the case it must be remedied to have a smooth lever action.



The lever has three pivot points. In most cases the two through bolts can be loosened to free up the action. In extreme cases the area between lever may need to be spread to make it work correctly. This can be done by backing off the pivot bolts and spreading this area slightly with a screwdriver. It may become necessary to insert the screwdriver blade between the lever arms and the gear, and then tighten the smaller bolt spreading the middle area. The two bolts will then be left slightly loose so the lever can move freely. If they are left to loose, rattling can occur. It helps to lubricate the spots shown above with white grease for a smooth action.



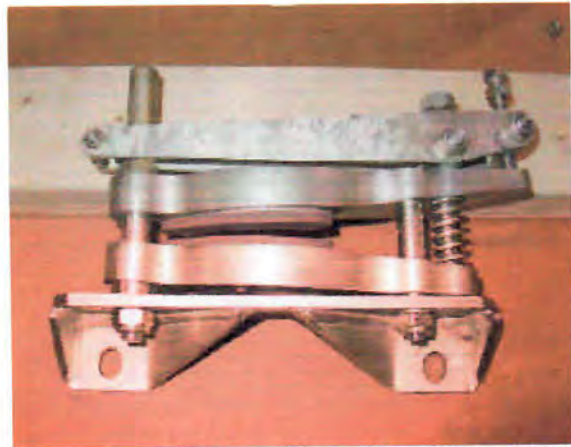
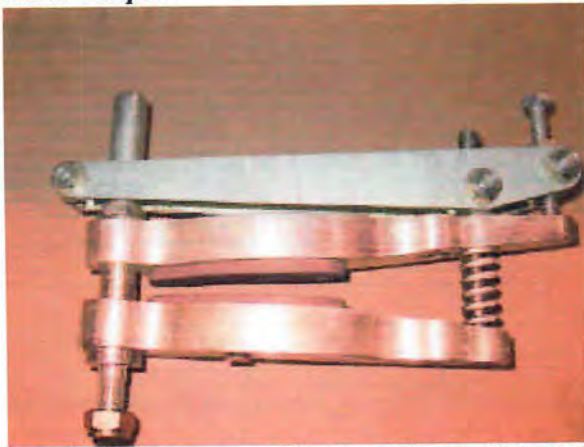
The new rod can now be installed, it is highly recommended that the standard nuts supplied not be used here and Nylock nut be substituted. The reason being that these nuts must not be tightened down, as shown above a gap of at lest 1/8"-1/4" must be left.

Also you will notice in the above photo that the outside nut is just a few threads from the end of the rod. This is important since this will leave the maximum amount of rod at the brake unit end, where it will be needed the most.

The above are two very common mistakes.

The lever and rod can now be reinstalled. Make sure the rod goes in above the drive shaft loop.

The Brake Caliper



If you are installing a new unit, the caliper will look like the one on the left. You will need to add the bracket. If you are servicing a previously installed unit it can be removed in one piece as shown on the right.

The following tip can be used for installation or service.

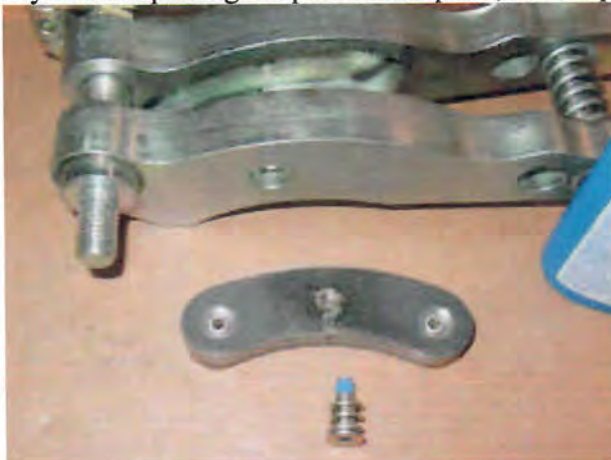
Instead of using a jack to support the differential as shown in the factory instructions, a medium sized chisel can be wedged between the rear mount and frame, as shown below.



There is no danger of the differential falling, this just helps maintain alignment of the front mounts to the frame. Note: when removing the front mount bolts, older cars have a nut on top that must be held. Newer cars are threaded directly into the frame. The thick washer shown in the above photo can usually identify this type.

Pad Replacement

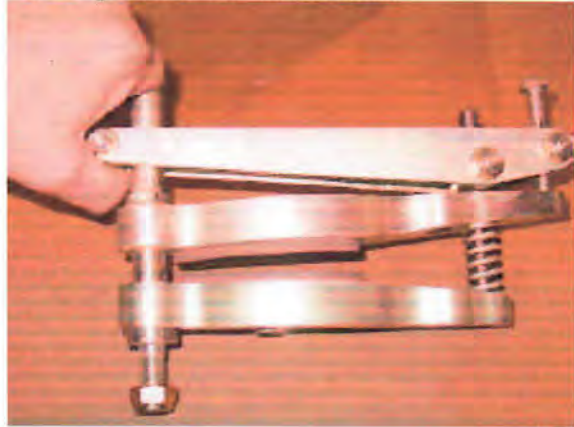
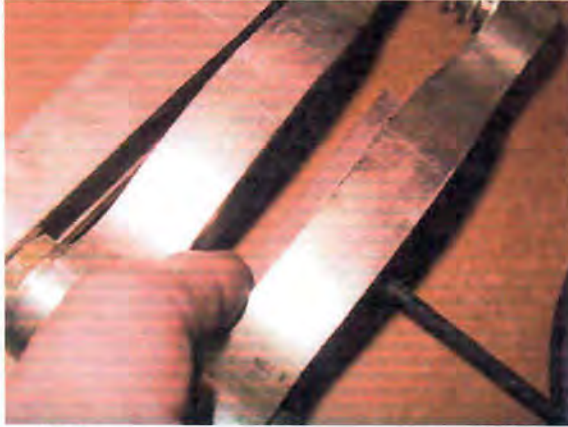
If you are replacing the pads at this point, the caliper does not need to be disassembled to do this.



The pads can be slipped out of the caliper one at a time. If you cannot fit the new pads in, loosen the tom bolt to spread the caliper. *See Adjustments for information on how to loosen the tom bolt.*

When installing the new pads use a dab of blue thread lock on the Allen retaining bolt. Do not tighten this bolt down completely. *(Continued on next page)*

The pads must be able to rock from side to side as shown in the Superformance instructions.



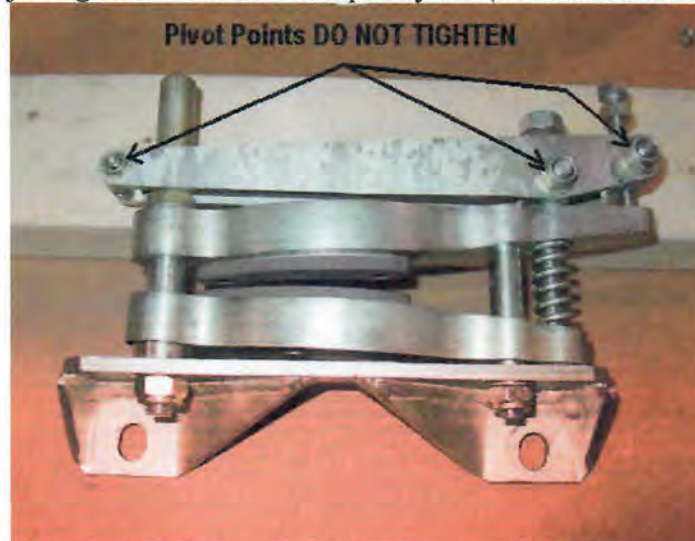
Caliper Action

Check the movement of the caliper as shown above. There must be no binding or sticking.

It is a common mistake to tighten the Nylock pivot nuts on the caliper. This must not be done; they should be tight enough to keep the unit from rattling, yet loose enough that the actuator arm cannot bind.

Even new units should be checked for binding pivots.

Also make sure that the Adjusting screw is backed completely off. (See Front Jaw Adjustment for details)



Tightening these nuts is another common mistake

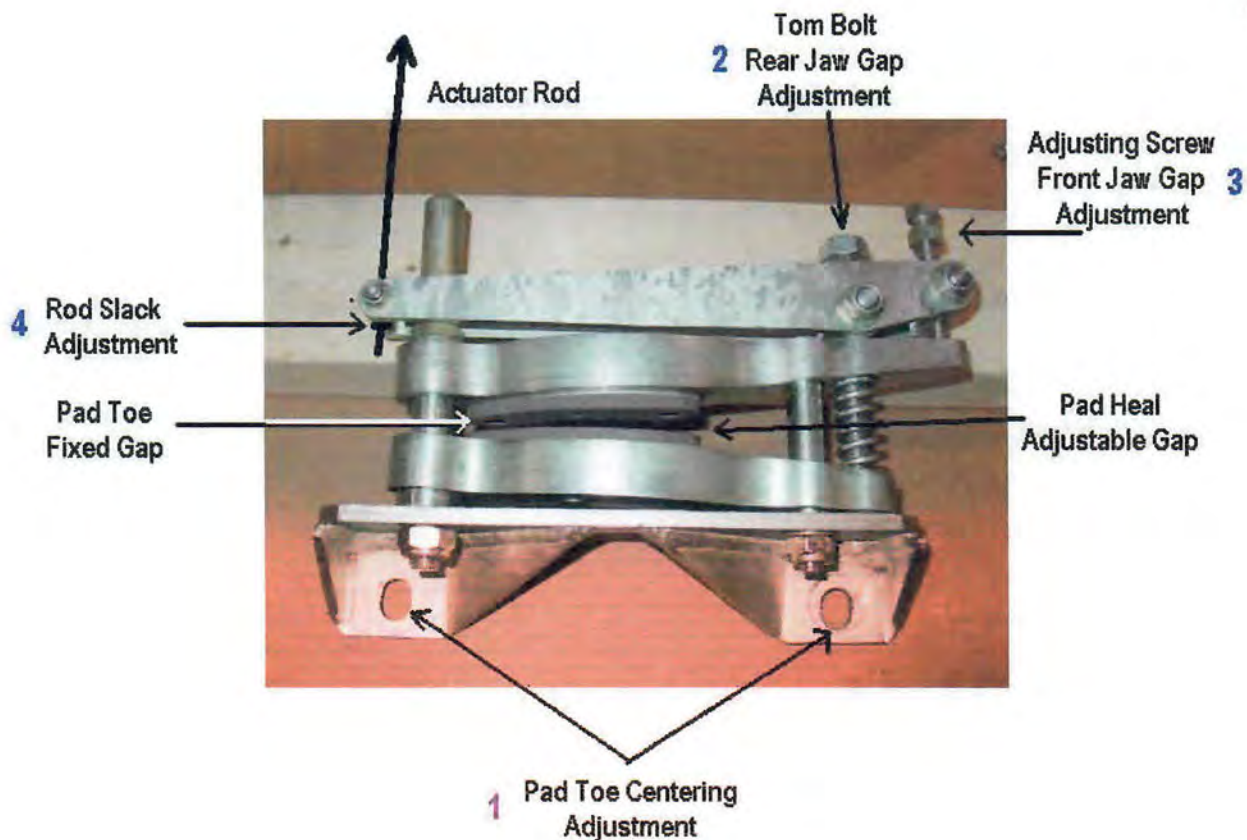
Adjustments

At this point the caliper and bracket should be mounted on the car as per the Superformance instruction sheet. You will also need the car on jack stands so that the rear wheels are free to spin. This will allow drag on the brake to be checked by spinning the rear wheels.

Make sure the actuator rod is in place but that the two nuts on the caliper end of the rod are loose.

As mentioned earlier there are four points of adjustment on this unit. All four must be correct for the unit to work smoothly without any problems. (See photo next page)

1. Pad toe centering. This adjustment centers the toe end of the pads to the centerline of the disc rotor. This is accomplished by sliding the mounting bracket back and fourth.
2. Rear jaw adjustment. This adjustment will bring the rear pads heel closer to the disc rotor. Adjusting the tom bolt does this.
3. Front jaw adjustment. This adjustment will bring the front pads heel closer to the disc rotor. This is done with the adjusting screw.
4. Rod Slack adjustment. This is used to take out any extra slack in the actuator rod.



Pad Toe Adjustment

The toe or fixed ends of the pads have no adjustment as far as width. This fixed clearance can float somewhat back and forth since the pads are allowed to move in their mounts. The only adjustment here is the centering of the pads to the disc to eliminate any drag. In most cases this will not be very critical, but in some instances one pad or another can be close enough to cause a drag at the pad toe. It is for this reason that we slot the holes in mounting bracket. This will allow the caliper to be centered on the disc.

It is not difficult to do this adjustment since the caliper, in most cases will center itself when bolted down. If you can see a good gap at the pad heal and you can still feel a drag on the disc, loosen the mounting bolts and let the caliper find center. In some cases you may need to pry the unit one way or another to accomplish this. At some points during the remaining adjustment you may need to go back and re-center the caliper if you cannot eliminate drag on the disc.

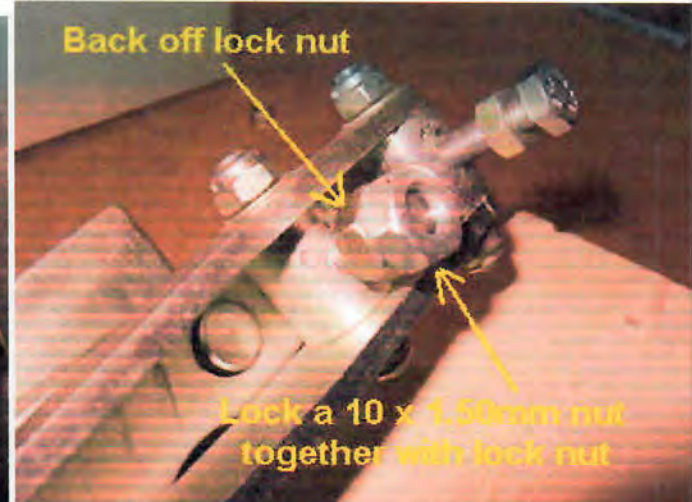
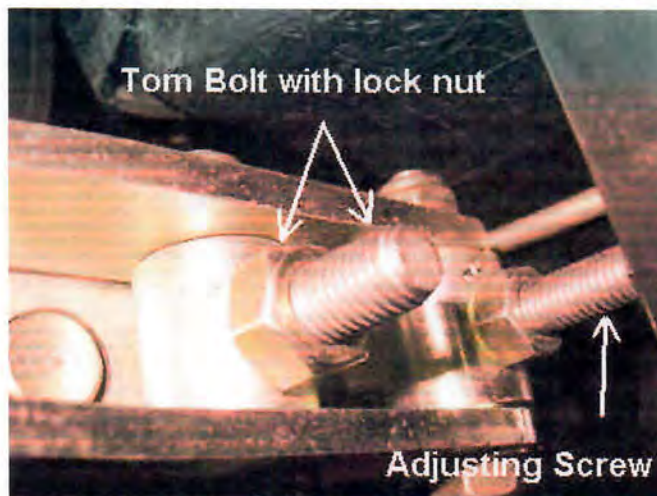


Rear Jaw Adjustment

At this point you should be able to spin the rear wheels and feel no drag from the park brake. If you still have a drag, go back over the previous adjustment. Still have a drag? Go back to *pad replacement* and make sure the pads are not tightened down too tight and can float. Still can't get rid of a drag? Look for a gap at the pad heel, if you find no gap make certain that the adjuster screw is backed off which can cause the front pad to drag. The last source of drag could be that the rear jaw is too tight and there is no gap at the rear pad.

More likely, you will find at this point that there is no drag and a large gap at the rear pad.

To adjust the rear pad, you will need to adjust the Tom Bolt.



The Tom Bolt is secured with a lock nut. You will need to back this nut off and then install a M10X1.50 nut onto the end of the bolt. Lock these two nuts together so they can be used to turn the tom bolt.



You can now use the Tom bolt to pull up the rear pad gap, or in the case of a drag back it off.

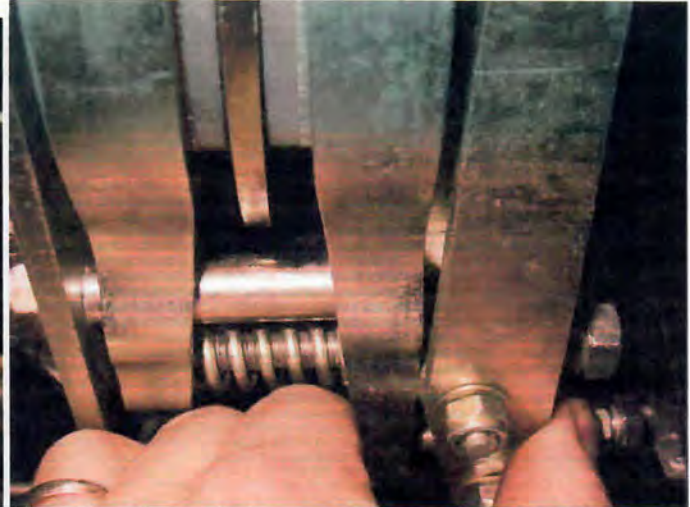
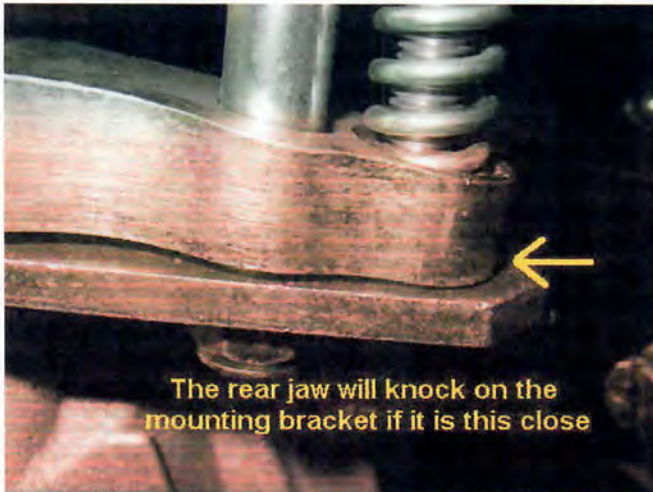
Turning the bolt counter clockwise pulls the pad in closer. Turning it clockwise pushed the pad away.

The goal here will be to get the pad as close as possible without feeling any drag on the disc. Pull the pad in and keep spinning the rear wheels, when you feel a drag, back it off till it is just gone.

Another common mistake

It is a common mistake to try and do this with the Adjuster screw first. The problem is, if the gap is taken up on this end first, it can leave the caliper jaws set back too far. This in turn can cause the rear jaw to knock on the mounting bracket. (See next page) For this reason taking the gap up here is the only way to keep things working properly.

You should also be aware that the jaws will float back and fourth. Pushing the jaws to the rear will pull the entire gap to the rear pads where it can be adjusted out.



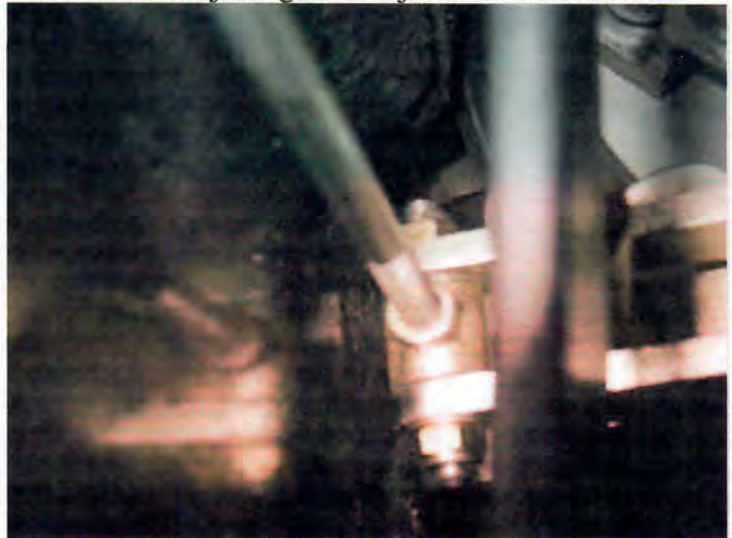
In the above right photo the jaws are being worked back and fourth. Push them to the rear to check pad gap. Pull this gap out with the Tom Bolt. This will give the maximum clearance at the rear jaw to bracket area. *I do believe that the best way to do this adjustment is by feel*, and this can take some skill and experience. So I tried to come up with a gap that seems to be effective. With the front pad pushed against the disc set the rear pads heel at .020-.025 gap. This can be done with feeler gauge between the pad and disc and should get you close.

Remove the extra nut, run the original nut down and lock it against the pivot.

Front Jaw Adjustment

In most cases you will not have to make much adjustment here at this time. Just run the adjuster screw in till it touches the jaw, lock it down and leave it. Use this to fine-tune the adjustments if necessary in the future.

Remember, the jaws float so all of the gap adjustment came from adjusting the rear jaw with the Tom Bolt.



Rod Slack Adjustment

The rod slack is just what the name applies, used to remove any excessive slack in the actuator rod.

This should never be used to try to adjust the for better brake lever feel.

First make sure the brake lever is all the way down (*off*). You should have one nut already on the rod towards the front. Run this nut up against the pivot.

Place a second nut on the backside of the rod and run this against the pivot and lock it down. (See next page)



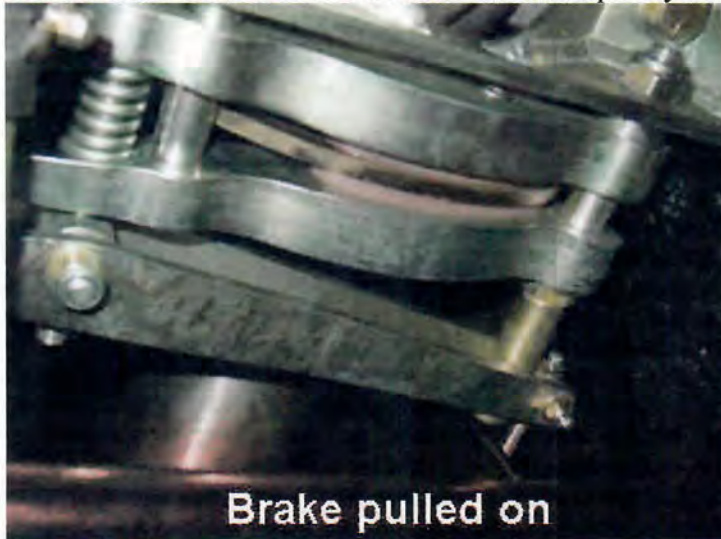
Make sure that the Actuator arms are not pulled up off the stop nut any more than a 1/32 of an inch. This is the maximum!

One Big Mistake

The biggest mistake we see is attempting to use this rod to adjust the parking brake. This simply cannot be done and it will positively burn up the brake pads. The actuator rod adjustment is only to be used to eliminate the slack in the rod.

Check for proper operation

Pull the brake on and off a few times. Pull it completely on and check the operation from under the car.



The handle will be pulled all the way up, though you will feel little resistance the last few click should engage the brake fully. If all looks good, let the brake off and check the pad gap one final time. If it has increased, some parts may now be fully seated leaving the extra gap.

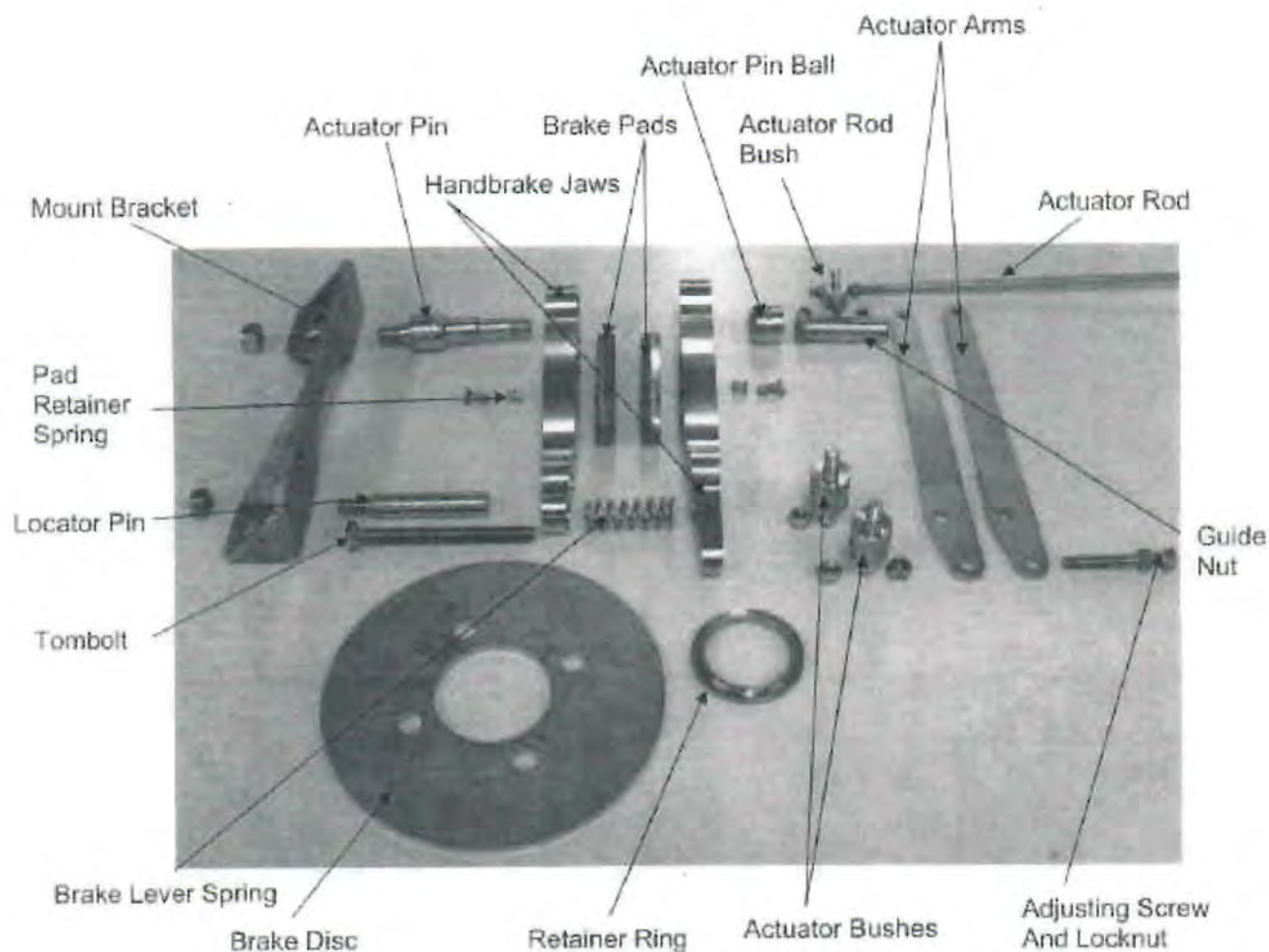
Go back and re-do the adjustments. If you find you now have drag on the wheels, reset the centering then re-check the adjustments. You can, at this point, fine-tune the gap with the Adjusting screw. Be sure you have no drag.

Put the wheels on the ground and pull the brake all the way on. You will be able to rock the car but you should not be able to move it, if you can move it then re-check the adjustments.

If you try while the wheels are off the ground, you will be able to turn one side wheel even with the brake on and holding.

As a final test do the grade test described at the beginning. Drive the car and stop immediately if you feel a drag or smell anything burning. If this happens you have the gap set too tight or the centering is off. Re-check your adjustment.

Parts that make up the hand brake assembly



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513-738-4000

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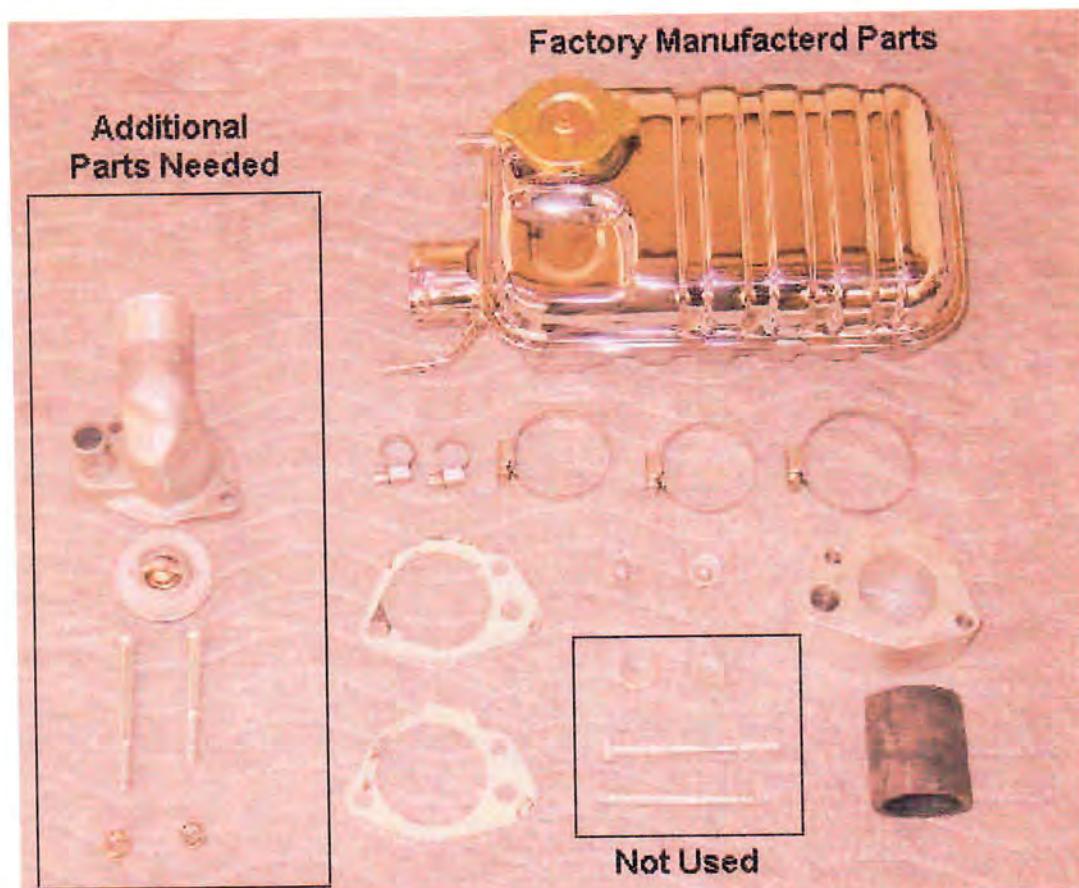
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Mk III Service Tip: 0520mt Expansion tank assembly 351 based engines

Superformance Stainless Steel 351 Expansion Tank

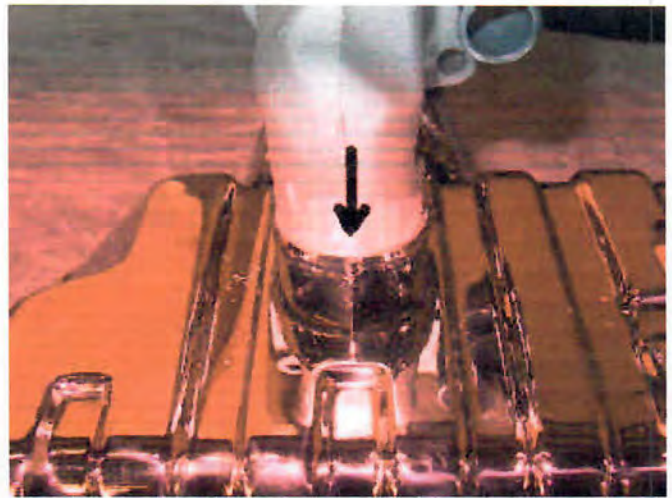
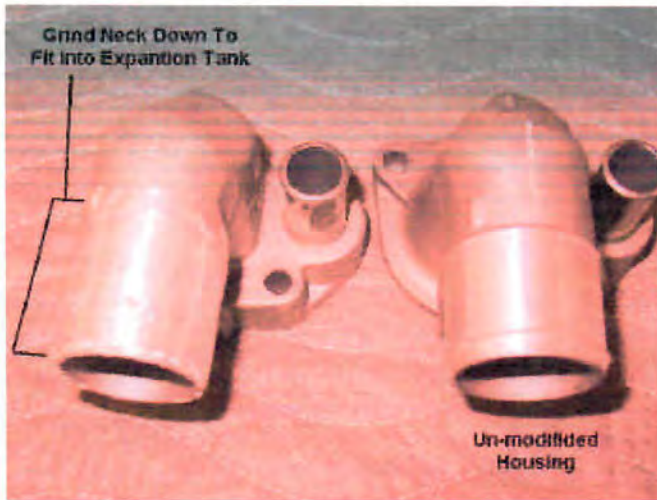
This service tip will show how to prepare and install the Superformance stainless steel expansion tank to the Ford 351 based small block engines.



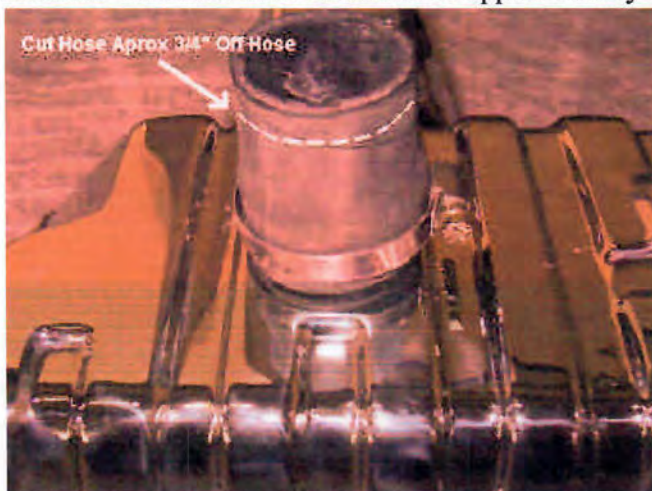
The photo above shows the parts associated with the preparation of the expansion tank. The parts on the right come in the Superformance expansion tank kit. The parts on the left are added to the factory kit by Snakebite to complete it. Some modification of the above parts will be needed to facilitate fit.

Preparation of The Tank Assembly

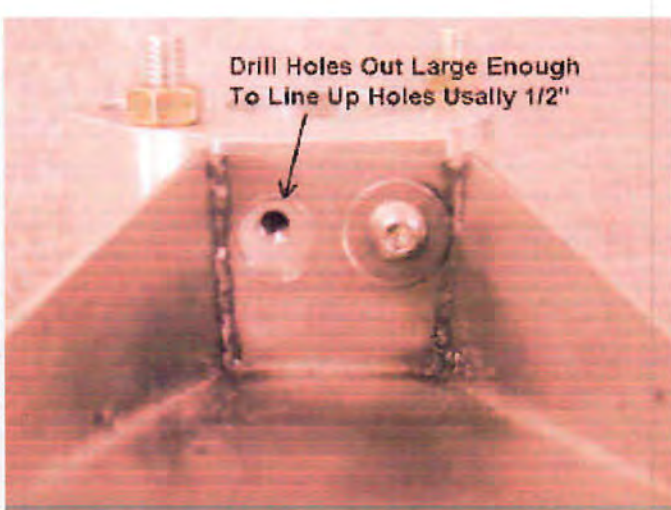
The first part to be modified will be the thermostat housing. The neck of this housing must fit into the bottom opening of the expansion tank. For this to happen the ridge at the top of the thermostat housing must be ground off. In addition some material will need to be ground off all the way down the neck as shown in the photo next page. Grind off just enough to allow the thermostat housing to slide into the bottom neck on the tank. This can be done with a bench grinder or belt sander. *[See photos next Page]*



The left photo below shows the expansion tanks bottom neck. The short hose included in the kit has been installed. This hose must be shortened approximately $\frac{3}{4}$ - 1 inch.



Clamp the shortened hose into place as shown in the right photo above. Temporarily install the thermostat housing into the neck. Temporarily bolt the aluminum space to the back of the thermostat housing using the long bolts and nuts supplied. **Note:** There is no need to install the thermostat at this time this will be done later.



Check the alignment of the boltholes as shown in the left photo on the previous page. Also make sure that the spacer will meet the tank, if not the hose may need to be trimmed shorter.

If the holes do not align as shown on the previous page, the holes in the tank will then need to be enlarged. It is not uncommon to need to open these up as much as 1/2". Larger stainless steel washers are supplied to cover the enlarged holes.

Once the spacer fits properly to the tank, remove the spacer and thermostat housing for final assembly.

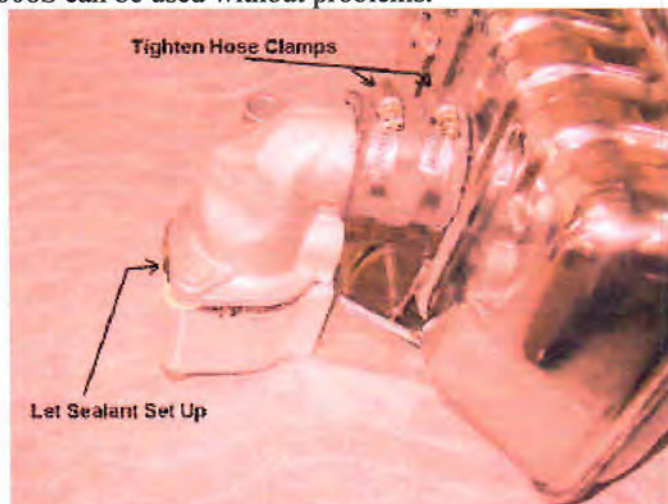
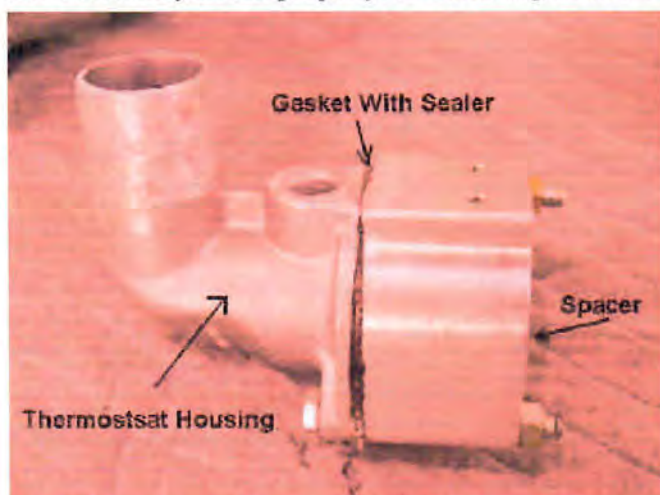


It is not imperative that this be done, but we have found that drilling an 1/8" air bleed hole in the thermostat as shown above can make it easier to get all the air out of the system when filling. Make sure this hole is placed to the top of the housing when installed.

The thermostat can now be placed into the thermostat housing as shown in the above right photo.

Note: Make sure that the thermostat bulb (end with the spring) is installed out or towards the engine. Failure to do so will cause the engine to overheat and could cause engine damage.

Note: Use only the thermostat supplied by Snakebite or an equivalent, as some aftermarket performance thermostat may not fit properly. A Gates Superstat® 33008S can be used without problems.



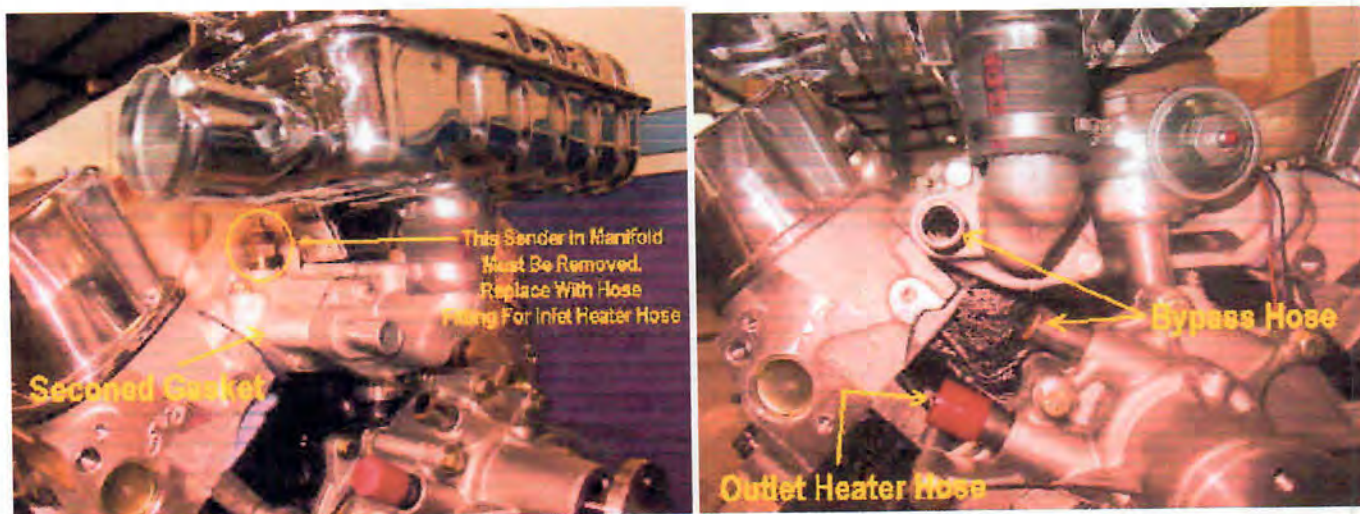
Use a sealant around one of the two gaskets supplied in the kit, Permatex or RTV will do. Bolt the spacer to the thermostat housing using the two bolts and nuts supplied.

Note: Make sure that the thermostat stays in place and does not slip, if this happens a leak will occur. Tighten the bolts to set the sealant. Let this set up so these parts will stay together when nuts are removed to install the assembly to the engine. Install the thermostat housing and spacer assembly on to the expansion tank and bolt it in place. Tighten the hose clamp on the short hose at this time.

Installation of the Expansion Tank Assembly

If your engine has a thermostat, thermostat housing and bypass hose installed, remove these parts at this time and clean off any gasket material left on the manifold.

After the tank assembly has had several hours to let the sealant set up, the two nuts can be removed from bolts holding the spacer to the housing. The nuts are no longer needed.



Install the tank assembly to the engine using the bolts supplied. Be sure to place the seconded gasket between the spacer and manifold using sealant. Tighten the assembly in place.

Prepare the bypass hose by cutting it as shown below.

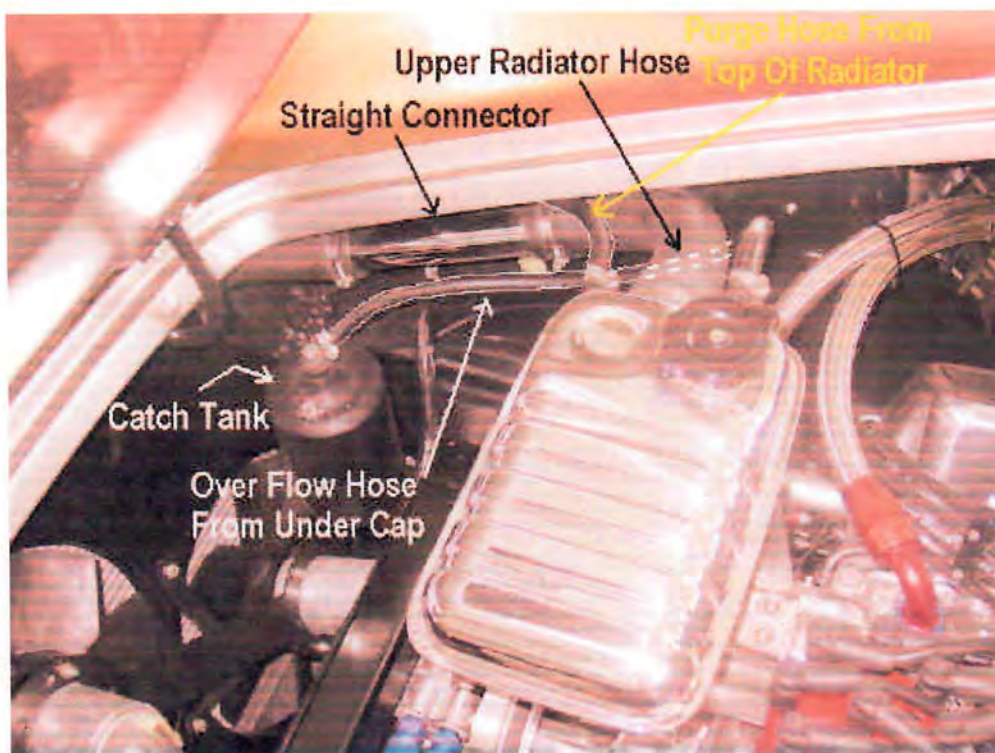


Install the first sharp 90° bend onto the water pump nipple that is located directly under the thermostat housing first. The hose is slightly larger then the nipple but will clamp down without a problem. Next bend the hose up to meet the nipple on the thermostat housing. Clamp this into place at this time. There will be some kink to the hose try and keep this to a minimum. [See photos next page]

Note: If you are using an aftermarket water pump with threaded hole for the bypass and heater hose, a 90° fitting with a nipple can be used for the bypass. In this case you can cut the bypass hose as needed to produce a much neater bend.



In the car the upper radiator hose will be connected using the straight connector and the short 90° hose as shown below.



Connect the purge hose, the small hose off the top of the radiator, to the small nipple to the front of the upper hose connection on the expansion tank. The overflow hose connects to the nipple under the radiator cap and then goes to the catch can.

Note: When filling, no not completely top off tank, fill only to just above the tank half seam.

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Mk III Service Tip: 0417mt Door adjustments

This service tip will explain the need and techniques for adjusting the doors on the Superformance Mark III. These techniques are typical for all cars.

Need for Adjustments

Since the doors on the Mark III are extremely adjustable the doors can be out of adjustments in many ways. There are two most common complaints that will warrant the need to adjust the doors. These are, “door droop” or to low contact with the striker and “door sticking” or hard to open. The door can be out in other ways for example to high contact with the striker or the door could be twisted in a vertical manor, though these situations are not as usual.

If the door has just a minor sticking problem or sticking only sometimes, try to lube the latch and adjust the striker as explained later in the tip sheet.

It is not uncommon for the doors to need adjusting after the drive train is first installed. Some settling can occur from the time the car is built to the time the weight of the engine is added, so cars will typically need the doors adjusted after completion.

Sticking Doors and Door Droop

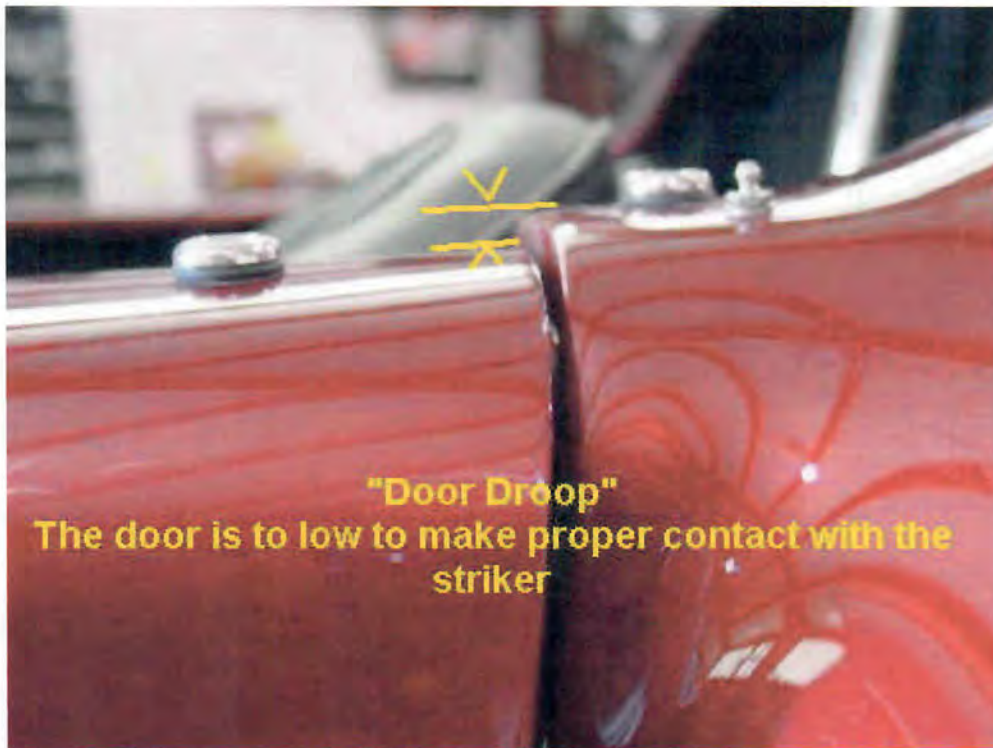
A sticking door will be the most common reason to warrant a door adjustment. If the door is sticking and is difficult to open, the first evaluation is the door making proper contact with the latch.

Door droop or a door that is hanging too low when making contact with the striker must be adjusted first before any other adjustment can be done.

To check for a door that is too low, get down at eye level with the door and slowly swing the door close. Just before it hits the striker, note the position of the door to the rear body (see photo next page). Then gently push the door onto the striker, watch for the door lifting as it closes, indicting that it needs to come up to make proper contact.

Rubbing of the paint on the top of the door jam is another indication that the door is to low.

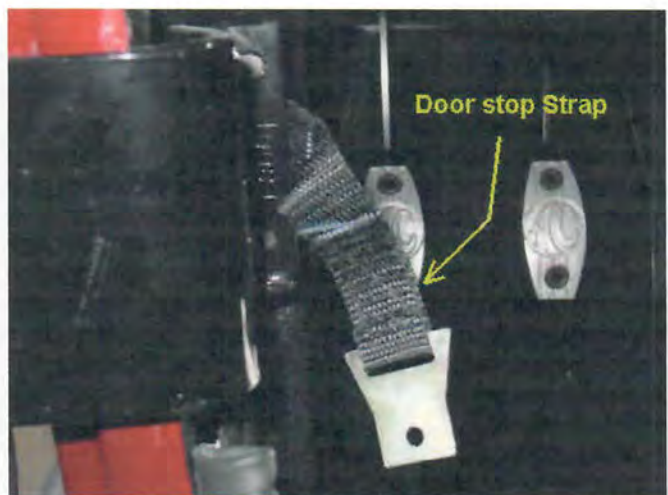
Note: do not try this with the side window in place. The window will always tend to push the door down some, even when the door is properly adjusted.



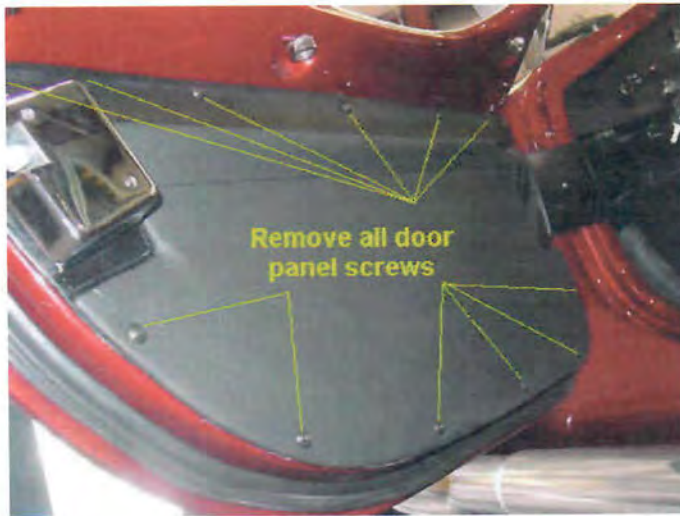
Adjusting (Door Droop)

Note: This adjustment can be used to raise or lower the door or to make adjustment in the door gap. Make this adjustment first, if it is needed.

1. Remove the plastic hinge cover that is retained by one single screw. This will leave the doorstop strap loose.



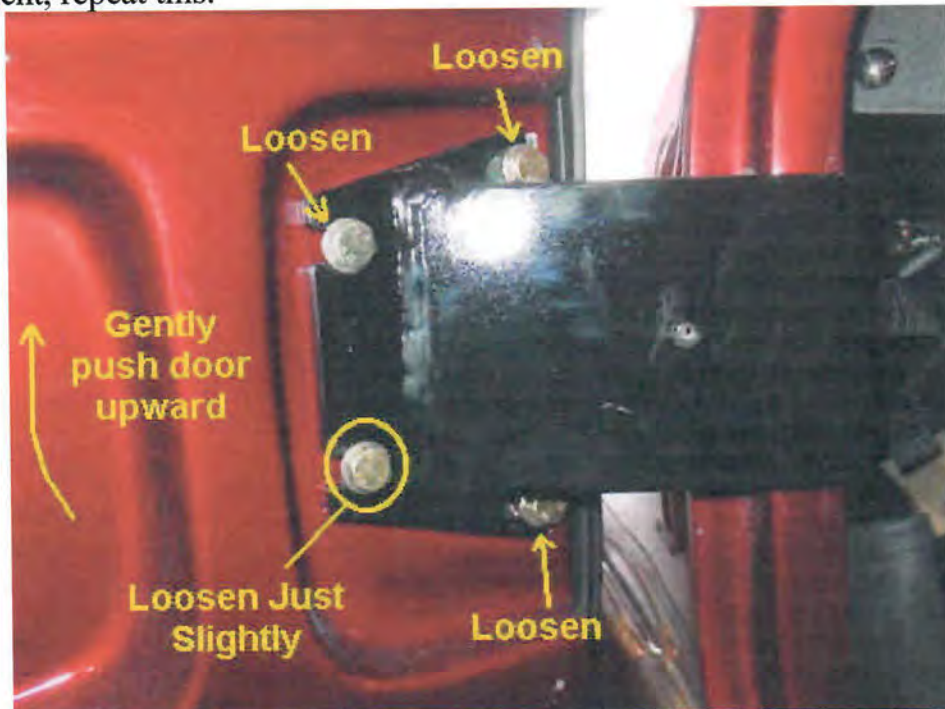
2. Remove the door panel retaining screws from around the edge of the panel. Be sure to collect the washers as these will stick to the panel and then fall off, getting lost. You will not need to remove the door latch to remove the panel. The leather filler behind the latch is glued to the panel with sticky glue and can be carefully pulled away from the panel.
3. To remove the panel, pull the panel up and out from the bottom gently twisting the panel upward (see next page). Be careful as the filler pulls away from the panel and as not to twist the top part of the panel above the latch.



4. Once the door panel is removed. You will see that the hinge is attached to the door by four bolts. The door can now be adjusted by loosening these bolts and sliding the door. The trick is to do this in a manor that will allow only the movement needed to raise the door without loosing all the adjustment.



5. The photos bellow shows how to make this adjustment without losing all the adjustments. While supporting the edge of the door loosen the three bolts shown, leaving the fourth tighter than the others. Gently lift the door a slight amount until you see it move at the hinge flange. Tighten one of the loosened bolts and try the door for fit. If it needs more adjustment, repeat this.



6. If done correctly, the door should now be lined up with the body and hit the striker right on.



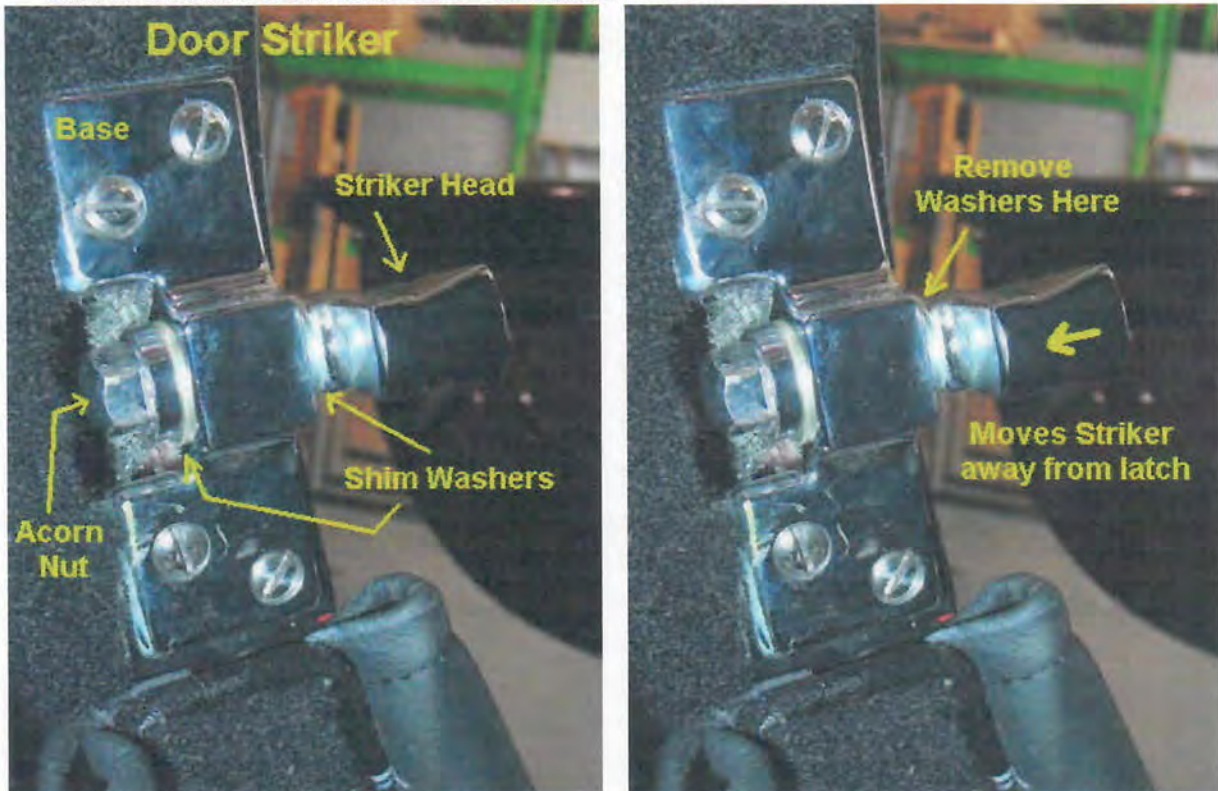
Check the door operation at this point. This may have corrected all the problems, if this is the case then re-install the door panel, hinge cover and you're done. On the other hand this action may have caused the door to stick even worse indicating that the door latch will need to be adjusted.

In either case as long as the door is now hitting the striker straight you are done with this part and the door can be re-assembled.

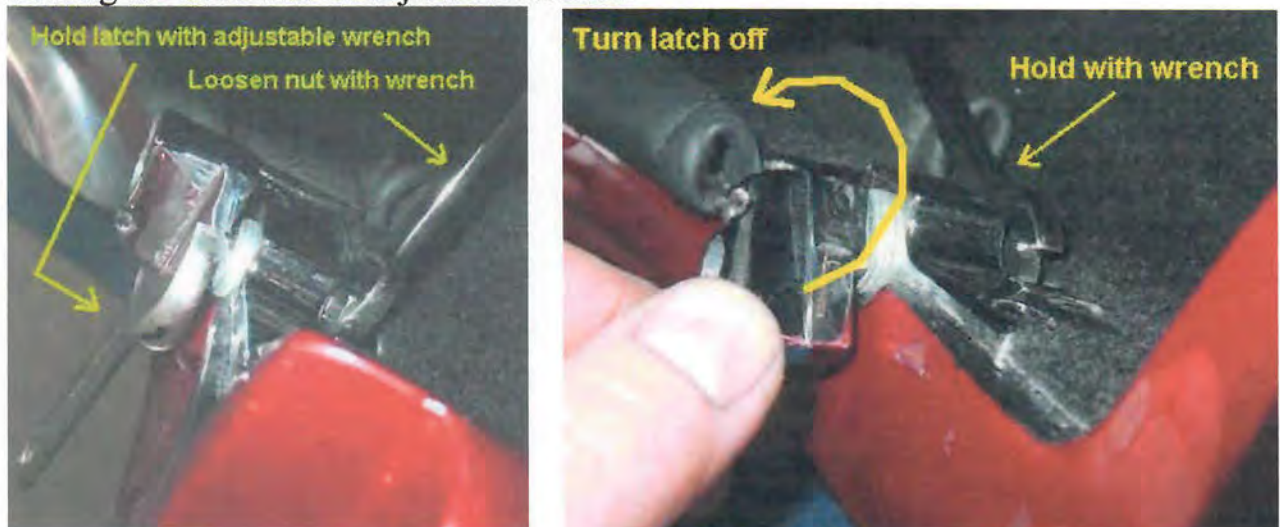
Adjusting (Door latch Sticking)

Note: This adjustment will change the relation of the striker and latch. Make this adjustment only, if the door closes level with the body. (Or after previous adjustment)

1. The striker is located on the body of the car and can be adjusted by removing or moving shim washers. This will bring the striker closer or farther away from the door latch. If the latch is difficult to open or is sticking, the striker needs to move away from the latch. If the door hits the striker and bounces back, not latching, then the striker needs to move closer to the latch.



2. To adjust the door latch, the acorn nut must be removed. The latch will come out and has a long stud that protrudes through the base. Loosen the acorn nut with a 13mm wrench while holding the latch with an adjustable wrench.



3. After the nut is somewhat loose grab it with a small needle nose vise grip and turn the latch to remove it from the nut. **Note:** be careful as not to drop the nut or the rear washer, as the nut will fall into the body of the car. These nuts are not available separately and a complete latch set will need to be purchased to replace it.

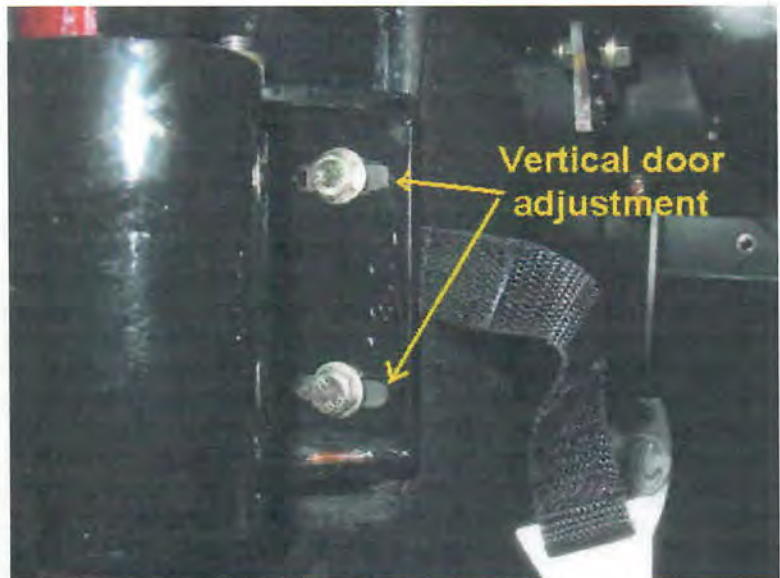
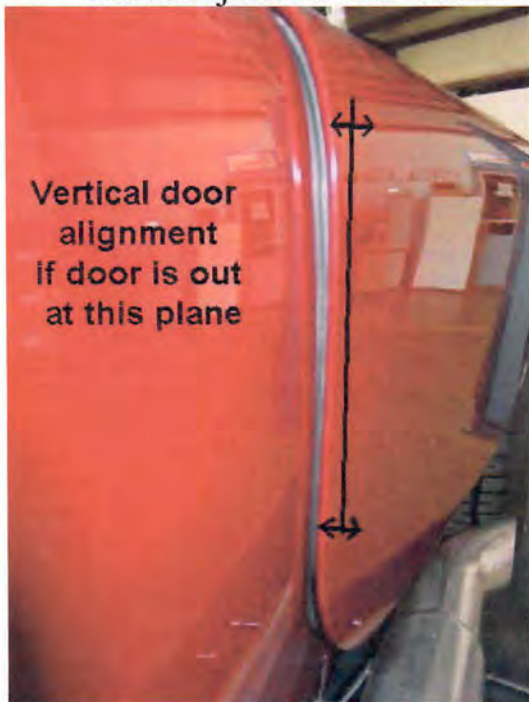


4. If you are moving the latch away from the striker, which is most likely the case, you can usually just remove one of the washer from the front location. In some cases you may need to move the washer to the rear to get the latch tight. Save the removed washers, you may need them for future adjustments.
5. If for some reason the latch need to be moved closer, and you need a washer, call Snakebite we have them available.
6. After removing a washer and retightening the latch, you may find that you need to fine-tune the latch angle to get the door to shut just right. To do this simply turn the latch slightly as you try shutting and opening the door till you find an angle that the latch work best with.



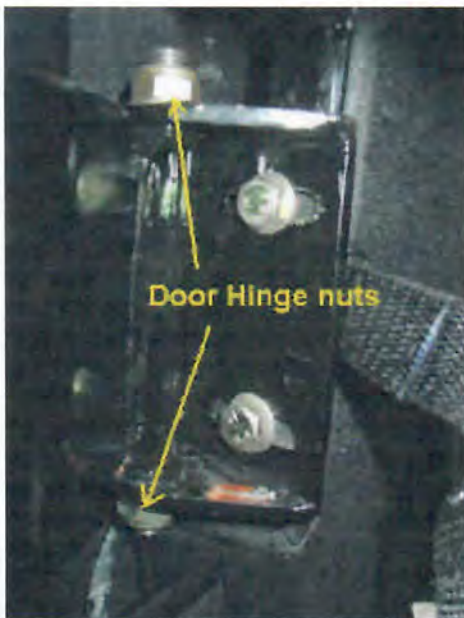
Other adjustments (Vertical door adjustment)

1. It is very rare for the doors vertical adjustment to be out, but if this is the case the door can be adjusted in this manor.



2. Remove the hinge cover and the adjusting bolts can be seen behind as shown above.
3. Loosen the bolt that is related to the end of the door that needs to be moved. Slightly loosen the other bolt and gently bump the door to make the adjustment.
4. Once you have the door aligned, as you want it, re tighten the bolts and reinstall the hinge cover. **Note:** after making this adjustment the previous explained adjustment may need to be done.

Other adjustments (hinge tightens)



If the door hinges seem to drag or if they seem too loose, this can be adjusted also.

Simply tighten or loosen the nuts on either end of the hinge pin to get the door hinge to feel, as you like.

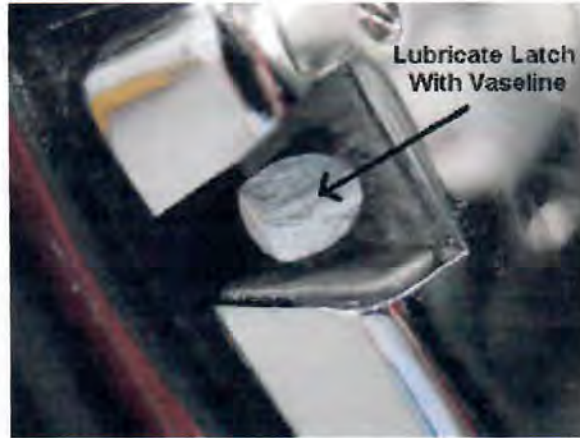
Tightening older car doors hinges can make them feel like new again.

Other door problems

There are a few other door problems that you can run into. These are simple to fix if you know to look for them.

Lubricating The Latch

Even after all the adjustments are made you may still have some sticking at the latch. Try lubricating the latch with Vaseline. We use Vaseline since it will not harm clothing if you rub against the striker getting in or out of the car.



Rubbing Latch Handle

You may find that when opening the door, the latch handle seems to be dragging. Chances are it is and you may find that it is dragging on the door and scraping the paint above the latch. This can easily be fixed by bending out the latch handle as shown in the photo.



Note: If your latch knob has come off, please see Mk III Service Tip: 0420mt Door latch knob repair Latch Knobs coming off.

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Invoice

Gear 6 Performance Automotive, LLC
 501 E. Scenery Ln., Ste 100
 Meridian, ID 83642
 Ofc: (208) 887-9747
 Fax: (208) 887-9575

Date	Invoice No.
08/10/08	200

Bill To:

Ship To

P.O. Number	Terms	Rep	Ship Date	Ship Via	Project
0694	1% 10 Net 30	WM	08/14/08	Gear6 Transport	SPO 2561

Item	Description	Quantity	Price Each	Amount
MKIII Replica - SPO2561	965 Vintage Replica- Vehicle ID: SPO 2561 Galaxy Blue/ White Stripes	1	41,900.00	41,900.00
	Subtotal			41,900.00
	FACTORY OPTIONS:			
SO MKIII Glove Box	Glove Box	1	250.00	250.00
SO MKIII - Twin Stripes	Twin Stripes	1	600.00	600.00
SO MKIII - Side Mirror	Passenger Side Mirror	1	78.00	78.00
SO MKIII Black Headers	Black Ceramic Headers	1	420.00	420.00
SO MKIII - Black Pipes	Black Ceramic Pipes	1	420.00	420.00
SO MKIII Black QLifts	Black Ceramic Quick Lifts (No/Chrg)	1	0.00	0.00
SO MKIII Leather Wheel	Black Leather Steering Wheel (No/Chrg)	1	0.00	0.00

	Out-of-state sale, exempt from sales tax			
Total				\$ 43,668.00
Payments/Credits				\$-10,000.00
Thank you for your business!				Balance Due \$33,668.00



Parts Invoice

Gear 6 Performance Automotive, LLC

501 E. Scenery Ln., Ste 100

Meridian, ID 83642

Ofc: (208) 887-9747

Fax: (208) 887-9575

Bill To:

Ship To:

Date	Invoice No.	P.O. Number	Terms	Project
08/11/08	201		1% 10 Net 30	SPO 2561

Item	Description	Quantity	Rate	Amount
	* ENGINE & DRIVETRAIN COMPONENTS FOR INSTALL BY MATT COMPTON OF PERFORMANCE SOLUTIONS			
RESF-427 SR-C	ROUSH 427 SR - Complete Cobra Engine, Non-Polished 520/HP Engine ID # 389	1	14,350.00	14,350.00
	DRIVETRAIN COMPONENTS:			
McLeod Bellhousing	McLeod Steel Bellhousing - 8660	1	399.00	399.00
SO 360048P MCL	McLeod 10 1/2" Pressure Plate	1	199.00	199.00
1364-8 MCL	McLeod Hydraulic Throw-Out Bearing Assembly	1	399.00	399.00
TCET 5008	Tremec - TKO 600 Street Transmission	1	2,195.00	2,195.00
MSD-6AL	MSD 6AL Ignition Control Box	1	279.00	279.00
DSM5S60	6 1/2" Drive Shaft	1	299.00	299.00
	Subtotal			18,120.00
	ADDITIONAL ACCESSORIES & OPTIONS:			
CA-3015	Complete Speedometer Cable (incl. gear, o-ring, & clip)	1	75.00	75.00
SO 427 Side Badges	427 Side Emblems	2	17.50	35.00
SO Cap OEM	Wheel Cap (Cobra)	1	45.00	45.00
SO SP-003(D)	SPF MKIII Floor Mats (Set)	1	175.00	175.00
SO Clutch Reservoir	Billet Aluminum clutch reservoir	1	250.00	250.00
Rear Rock Guards	Rear Fender Rock Guards - X-Pel (2)	1	216.68	216.68
	Subtotal			796.68
Subcontract Srv	Subcontracted Services - Performance Solutions (engine & drivetrain install) Inv # 1392	1	2,415.32	2,415.32
	Out-of-state sale, exempt from sales tax		0.00%	0.00
Thank you for your business!			Total	\$21,332.00
Visit our web site: www.gear6performance.com			Payments/Credits	\$0.00
			Balance Due	\$21,332.00

www.djsafety.com



PAID
09/08/2011

Date Ordered	Invoice #
9/8/2011	32835

Bill To	Ship To

P.O. #	S.O. #	Terms	Invoice Due	Date Shipped	Rep	UPS Acct	Ship Via
Phone Order	4207	Credit Card	9/8/2011	9/8/2011	JL		UPS
Item Code	Qty	B/O	Description	Rate	Amount		
330100.9	2	0	3" V Harness B/I with Pads	66.75	133.50		
No Logo	2	0	No DJ Safety Logos on Belts. Must have Manufacture Tags	9.00	18.00		
DOT	2		All Belts Must Be DOT	2.00	4.00		
UPS			Shipped On: 09/08/2011 Tracking #: 1ZW29R180359343863	19.07	19.07		

All Discrepancies must be reported within 10 days of Ship Date.
All RETURNS are subject to a 20% Restocking Fee. If returned after 30 days of ship date, Restocking fee will apply. All Returns must have a RMA# to be processed.
Finance Charges will be applied to all Past Due Invoices on the 1st of every month.

Subtotal	\$174.57
Sales Tax (0.0%)	\$0.00
Payments/Credits	\$-174.57
Balance Due	\$0.00

WARNING

Motorsports are dangerous. No warranty or representation is made as to this product's ability to protect the user from any injury or death. THE USER ASSUMES THAT RISK.

ROUSH

427 Engines Dyno Charts

427SR



427SR w/TW



427R



427IR



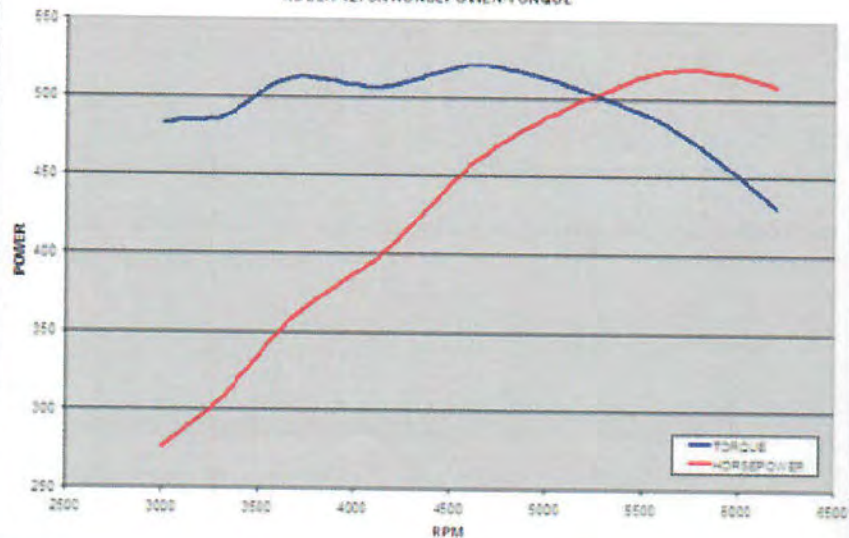
427RX



Technical Specs

Dyno Charts

ROUSH 427SR HORSEPOWER TORQUE



Mark III Service Bulletin: 0509mb Revised Axle Nut Lock Nut Installation

This bulletin supersedes #0407mb

Please Read This Thoroughly Before Attempting

This bulletin has been updated to include all Superformance Mark III manufactured from March 2003 to July 2005. It includes car number in the approximant range of 1529- 2200. A small number of cars in this range have experienced problems with the rear wheel axle nut loosening enough to cause lateral movement in the rear wheels. Therefore as an added safety precaution Superformance will supply, at no charge additional axle nut to be used to double nut the rear axle shafts.

Superformance dealers will be sending these nuts out to owners whose cars fall into the above range. The following information is to help with installing these nuts. If after thoroughly reading these directions you feel you cannot perform this installation as described, please contact your dealer and make arrangements to have this done through them. This job will take approximately ½ hour for a skilled technician.

Note: Superformance is not obligated to pay labor for this installation done by owners or out side sources. Your Superformance dealer may do this service for you at no charge. Please check with your dealer.

Parts

You will receive at no charge, two new rear axle nuts and a tube of thread locking compound.

Tools

You will need the following special tools to perform this operation.

- ?? Torque wrench capable of 80-270 lb-ft range
- ?? 36-millimeter deep well socket (1 7/16")
- ?? Possibly a 1 3/8" socket (for old style nuts)
- ?? 12-millimeter Allen socket
- ?? Lead hammer, safety wire, and wire pliers
- ?? Pneumatic impact wrench or a large breaker bar

Inspection

Before beginning this installation you will need to determine which axle nuts are present on your car. This can be done with out jacking up the car or removing the wheels.



Remove the center cap from the hub of one of the rear wheels. These caps simply pop off and are held in place with an o-ring. Look into the hub with a flashlight to identify which axle nut you have.



?? The first nut shown here is an incapilated nut. It will be a bluish- gray or silver color. If you have this nut on your car, call your dealer and request replacement nuts. **Note: These nuts are not to be used with the lock nut and must be replaced.**

?? If you have either one of the gold colored nuts shown, you can simply install the lock nut without and further work. (see instructions that follows)

Lock Nut Installation and Old Style Nut Replacement

Jack up the rear of the car and place a suitable pair of jack stands under the frame.

Remove the rear wheels per instruction found in the Mark III Handbook supplied with the car. Jacking instructions are also found in the handbook. If you do not have a copy of the handbook one can be purchased through Snakebite or your dealer.

Remove the center cap from the rear hub. These caps are held in by an o-ring and can be removed by gently prying up with a screwdriver and then pulling out by hand.



Insert a screwdriver or punch into the rotor fins and support it against the brake caliper to immobilize the hub.

Remove the pins using a 12mm Allen socket and a ratchet or breaker bar. Make sure you have the Allen socket completely inserted into the pin to prevent damage.

Note: DO NOT use a pneumatic impact wrench to remove these pins. Doing so will spread the ends of the pins and they will have to be replaced to reinstall the wheel.

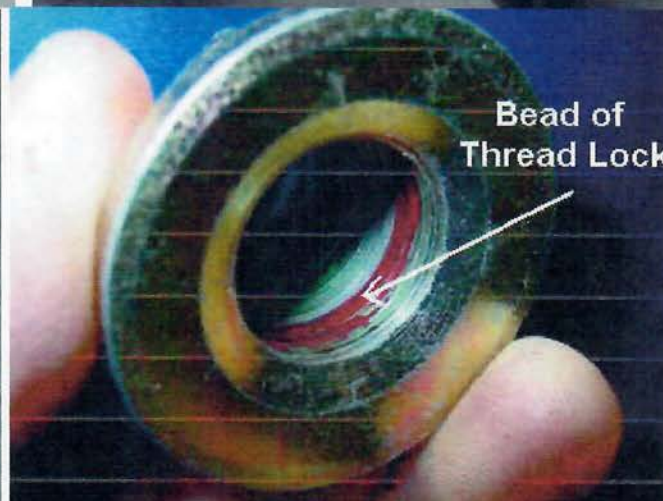
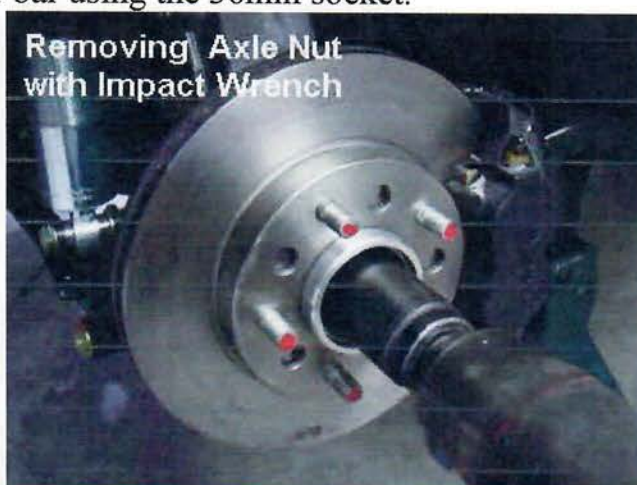


Remove the hub from the rotor exposing the axle nut.

Note: If your car already has the Gold Nuts move on to **Torquing Main Nut** at this point.

Old style Nut Replacement

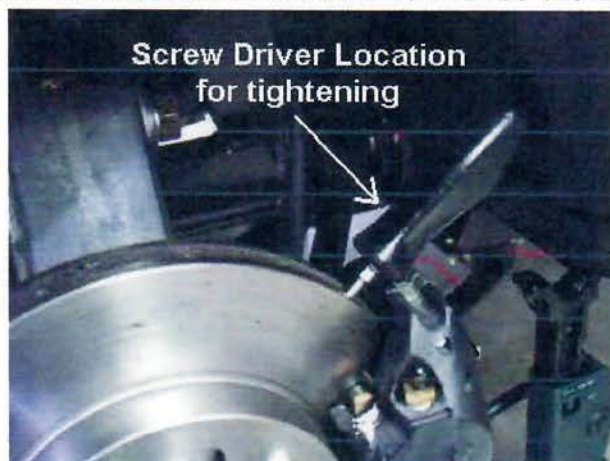
Remove the axle nut with an impact or a breaker bar using the 36mm socket.



Open the supplied tube of thread locking compound. Apply approximately a 1/6" bead of the compound to the threads of the new nut. Use sparingly there is just enough compounds to use on both nuts.

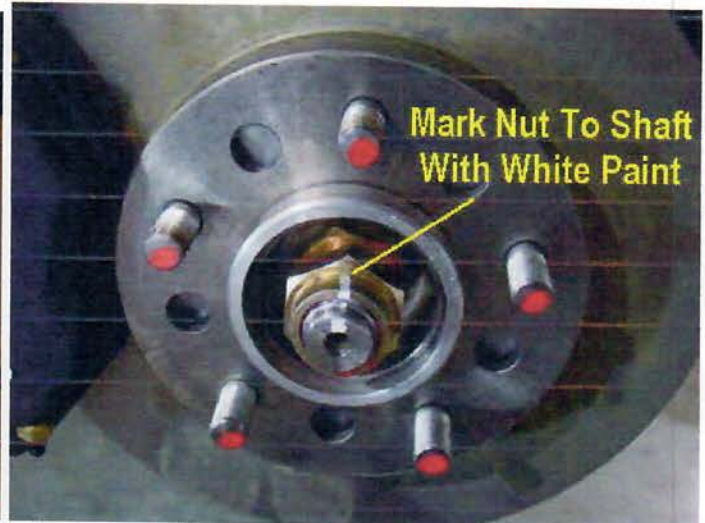
Torquing Main Axle Nut

Move the location of the screwdriver so the nut can now be tightened.



Note: Even if you already have the gold colored axle nuts you must check the torque of this nut at this point. **Torque the main axle nut to 270 lbft.**

At this time coat the threads of the lock nut with the supplied thread locking compound. Install the lock nut and run it up against the main nut. **Torque the lock nut to 150 lbft.**



Mark the lock nut to the shaft with a line of white paint as shown above. This line can be inspected without removing anything more then the center cap. This should be periodically checked as regular maintenance.



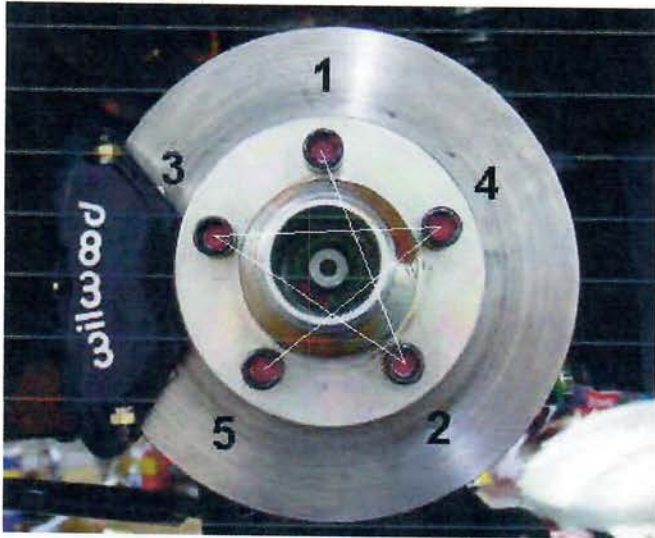
Reinstall the hub. Install the pins by hand, if you must, use a ratchet to run the pins down.

DO NOT use an Impact to Install The Pins

Torque the pins to 80 lbft in a star pattern as shown on the next page.

Note: Over tightening the pins will distort them and make it impossible to reinstall the wheel. Be sure to remove the screw drive or punch from the rotor.

Do the same procedure on the other side.



Reinstall wheels per the Mark III Handbook. Reinstall the safety wire on the spinners. The old nuts can be disposed of.

Note: If at any time in the future you must remove the axle nuts, the nuts **MUST BE REPLACED WITH NEW ONES.**

Your Superformance Dealer can supply you with new nuts.

This is a Superformance authorized Service Bulletin.

The modifications or adjustments shown in this service tip have been performed and tested in our service facility. This must be done exactly as stated in these instructions and must be done by a qualified individual. If you have any questions or are not sure of the results please call us and ask.
513-738-4000

We cannot control the results of the shown modification or adjustments and therefore cannot be held liable for the results.

By you doing this modifications or adjustment you solely take full responsibility for the outcome

This Information has been researched and written by Mike Evangelo for use by Superformance Dealers and Owners.

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