

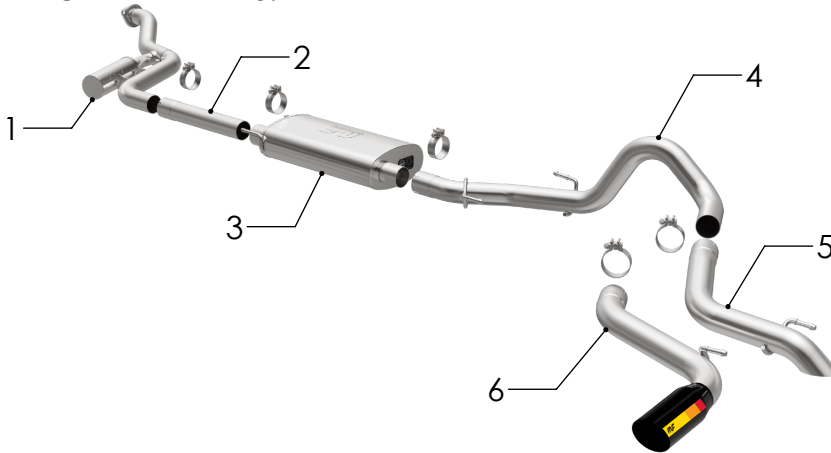


INSTALLATION INSTRUCTIONS



IVAN STEWART TOYOTA TACOMA | CAM-310276

BILL OF MATERIALS:



- 1. RESONATOR ASSY.
- 2. 18" EXTENSION PIPE.
- 3. MUFFLER ASSY.
- 4. OVER AXLE PIPE.
- 5. TURN DOWN TAILPIPE ASSY.
- 6. SIDE EXIT TAILPIPE ASSY.



WEAR SAFETY GLASSES



READ INSTRUCTIONS THOROUGHLY BEFORE INSTALLING PRODUCT



SPRAY LUBRICANT

To ease removal of existing exhaust components (especially on older vehicles) spray penetrating lubricant on all fasteners and hangers/insulators that will be loosened or removed and let soak before disassembly.

HARDWARE KIT:

- 1. [5] 3.00" Torca Clamp

MINIMUM REQUIRED TOOLS:



13mm



Hanger Tool (Or Pry Bar)

MAGNAFLOW RECOMMENDS PROFESSIONAL INSTALLATION ON ALL THEIR PRODUCTS



WARNING: When working on, under, or around any vehicle exercise caution. Please allow the vehicle's exhaust system to cool before removal, as exhaust system temperatures may cause severe burns. If working without a lift always consult vehicle manual for correct lifting specifications. Always wear safety glasses and ensure a safe work area. Serious injury or death could occur if safety measures are not followed.

Vehicles with deployable bed step will require modification to the system, or the bed step such as removal, to avoid heat damage

ATTENTION: Always install any supplied band or U-bolt clamps to the proper torque specifications of 40-45 ft-lb for band clamps and 30-35 ft-lb for U-bolt clamps. Over tightening will result in the clamps breaking and will NOT be warranted by MagnaFlow.

MAGNAFLOW: 1901 Corporate Centre Dr - Oceanside, CA 92056 | 1(800)990-0905

Technical Support: 1(800) 959-9226 | Email: moreinfo@magnaflow.com

INSTALLATION INSTRUCTIONS



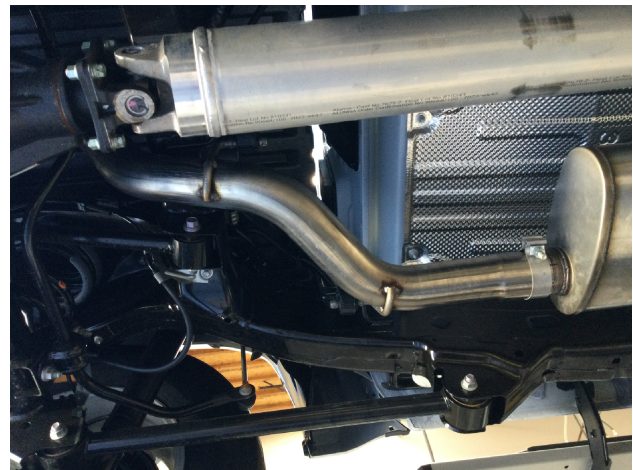
Step 1: To remove the OE exhaust system, remove the fasteners at the flange inlet at the front of the vehicle. Working front to rear disengage the hangers from the rubber insulators and drop the system. (Retain the Inlet fasteners, gasket and rubber insulators as they will be used to install your new system.)



Step 2: Begin Installation of the new MagnaFlow system by attaching Inlet Resonator Assembly using the OE fasteners and gasket. **(Leave all clamps and fasteners loose until final adjustment for fit.)**



Step 3: At this point if you are installing the MagnaFlow exhaust system on a Long Bed/Double cab vehicle you will need to install the 18" Extension Pipe using the supplied 3.00" clamp. (The Short Bed/Double Cab or Long Bed/Access Cab do not require this pipe). Next install the Muffler Assembly using the supplied 3.00" clamp and fit the hangers into the rubber insulators.



Step 4: Next, attach the Overaxle pipe to the Muffler Assembly using the supplied 3.00" clamp and fit the hangers into the rubber insulators.

INSTALLATION INSTRUCTIONS



Step 5: Install the Turn Down or Side Exit Tailpipe Assembly to the Over Axle Pipe fitting the hanger into the rubber Insulator.



Step 6: Once a final position has been chosen for the new exhaust system, evenly tighten all clamps from front to rear using the torque specifications on page one of the instructions. Inspect all fasteners after 25-50 miles of operation and re-tighten if necessary.

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[06.04.24]

"IVAN" TOYOTA TACOMA 2024 REAR BILLET TRAILING ARM KIT

980038

Thanks for purchasing our rear trailing arm kit for your Toyota Tacoma. If you are not installing these yourself have a qualified shop do so. These trailing arms were designed to replace the OEM versions and work with suspension kits associated with using them. Check the parts list to make sure you have every component prior to installing. Camburg Engineering has made every attempt to insure you receive the highest quality components in the most complete manner. This is a guide to help you through the process with some recommended torque specs & notes. It's your responsibility to ensure parts are being installed correctly using the correct tools and procedures to the proper torque. For step-by-step instructions refer to a Toyota service/repair manual.

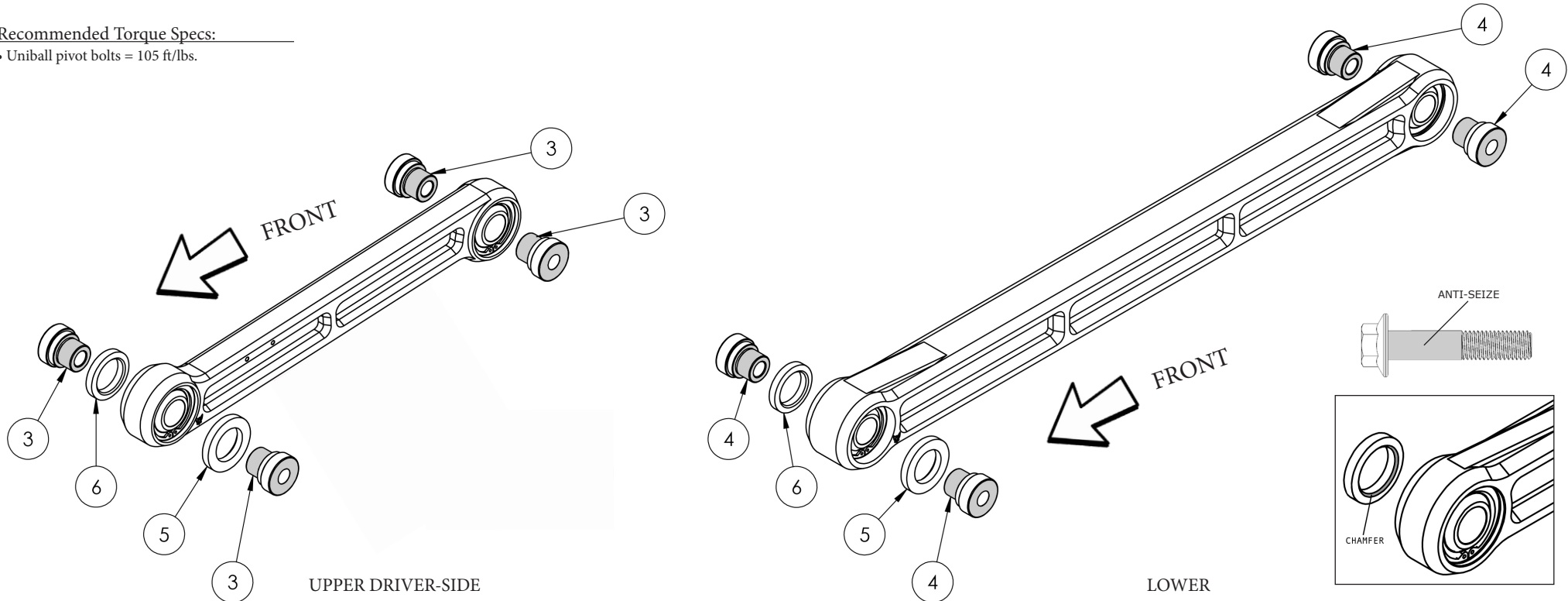
Important Notes:

- The delrin wobble stoppers are used in the front pivots only.
- Make sure to install uniball wobble stoppers with chamfer towards the uniball (inside).
- Apply anti-seize to uniball spacer surfaces (shaded gray in diagrams) as well as the shoulder of the OEM bolts.
- Ivan Stewart logos go towards the front.
- Use RED loctite on all fasteners > 1/4" dia.
- Use BLUE loctite on all fasteners < 1/4" dia.
- Inspect and re-torque all hardware and components after the first 500 miles, inspect at your scheduled maintenance intervals and whenever using the vehicle off-road.

Item	Component Part	Quantity	Part Description
1	180345	2	Tacoma 2024 Upper Trailing Arm Assy AN
2	180346	2	Tacoma 2024 Lower Trailing Arm Assy AN
3	CAM-960581	8	1.00" x .566" I.D. x .673" Upper Uniball Spacer (Short)
4	CAM-960582	8	1.00" x .566" I.D. x .728" Lower Uniball Spacer (Long)
5	CAM-960572	4	Delrin Uniball Wobble Stopper (B)
6	CAM-960571	4	Delrin Uniball Wobble Stopper (A)
7	180650	8	Bolt M14-1.50x100mm Hex Head Flange Class 10.9 Zinc
8	180651	8	Flat Washer M14 Zinc
9	180652	8	Nut M14-1.5 Hex Flange Class 10 Zinc

Recommended Torque Specs:

- Uniball pivot bolts = 105 ft/lbs.



Due to the extreme and punishing nature of off-road use, Camburg Engineering products have no implied or expressed warranty. Camburg Engineering products and components are designed and manufactured for off-road use only. Always inspect your suspension after off-roading and at your routine service intervals. Use of products sold by Camburg Engineering is at the consumer's own risk. Proper installation and proper use of all products must be followed for optimal safety and performance. Camburg Engineering does not accept responsibility for improper use, alterations, lack of maintenance/inspection and installation of any products. Installing most suspension products will raise the center of gravity of the vehicle and can increase the susceptibility to a rollover and alter the handling characteristics. Camburg Engineering products may void the vehicles warranty, check with your local dealer. The loss of use of the product, loss of time, inconvenience, removal, shipping costs, commercial loss or consequential damages are not covered. Camburg Engineering reserves the right to change the design, material or specifications of any product without assuming any obligation to modify any product previously manufactured and without prior notice. Every effort has been made to avoid printing errors and specifications. By purchasing, installing and/or using these products you are accepting these stated conditions and accept all liability and responsibility.

Installation Instructions

“IVAN” Preload Leveling System



1. Dominator Spacers
2. Isolator Bushings (Bottom)
3. Isolator Bushings (Top)
4. Spring Isolators
5. Isolator Washer (Bottom)
6. Isolator Washer (Top)
7. Spacer Nuts
8. Spacer Studs
9. Red Threadlocker
(not pictured)



**Safety
Glasses**



**Basic
Hand Tools**



**Ratchet
& Sockets**



**Jack or
Auto Lift**
(Don't forget jack stands!)



**Pry Bar
or Crowbar**



**Spring
Compressor**



PROFESSIONAL INSTALLATION IS STRONGLY RECOMMENDED

WARNING: When working on, under, or around any vehicle always exercise caution. Take care when lifting your vehicle off the ground, and when doing so without a multi-post lift, consult vehicle manual for correct lifting procedures. Always wear safety glasses and ensure a safe working area. Serious injury or death could occur if safety measures are not followed.

ATTENTION: Always take great care removing loaded springs from shock assemblies. Springs are under tremendous loads and can abruptly and dangerously decompress unless properly disassembled.

Installation Instructions



Toyota Tacoma

2024+

“IVAN” Preload Leveling System

Step 1

Begin by lifting your vehicle's front end off the ground, and removing the front wheels to access the suspension. If you are not using a post lift in a shop environment, park on a safe, solid, and level surface from which to lift from. Use an appropriate jack to lift, and use jack stands to support the vehicle while the suspension and wheels are removed.



Step 2

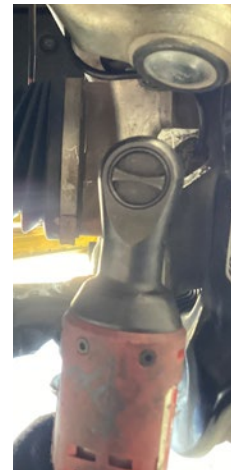
With your vehicle safely in the air, and your front wheels removed, you're ready to disassemble the front suspension to remove your strut assembly.

The next steps are recommended to make removal and re-installation easy as possible. Skipping these steps can make installation substantially more difficult, and can increase the risk of damaging suspension components throughout the process.



Step 3

Begin by removing the hardware that holds your brake line and abs sensor to the upper control arm and the spindle. Take care throughout the install process to make sure brake lines remain free of tension and clear of pinch points.



Installation Instructions



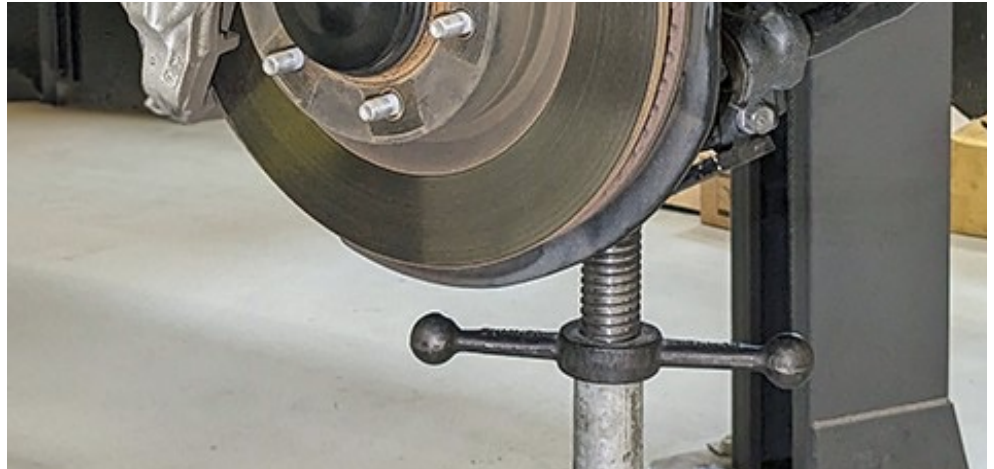
Toyota Tacoma

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“IVAN” Preload Leveling System

Step 4

Support your lower control arm or knuckle with a jack, or a screw stand if using a lift. This will allow you to easily articulate the front suspension as you work, as well as provide an extra layer of safety.



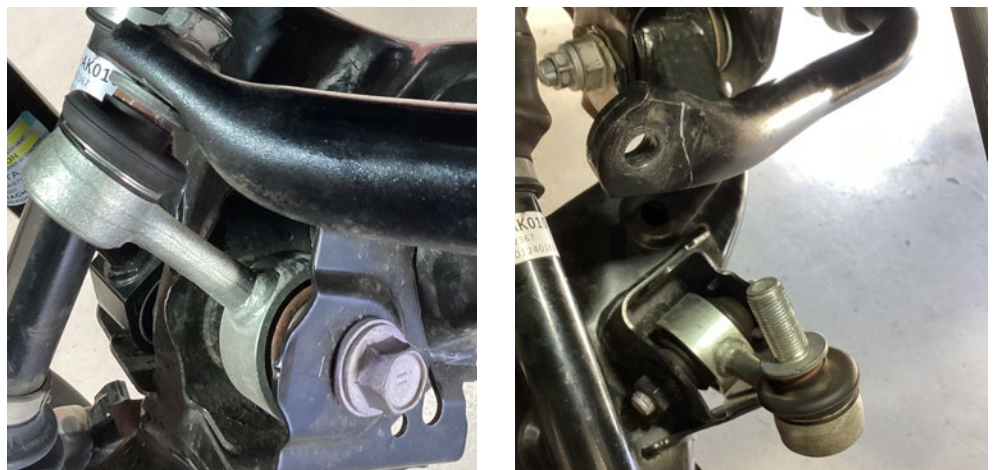
Step 5

Remove the nut from your upper ball joint. Carefully remove the ball joint following proper procedure (using a ball joint separator or otherwise).



Step 6

Next remove the sway bar end link hardware to relieve the sway bar tension on the lower control arm.



Installation Instructions

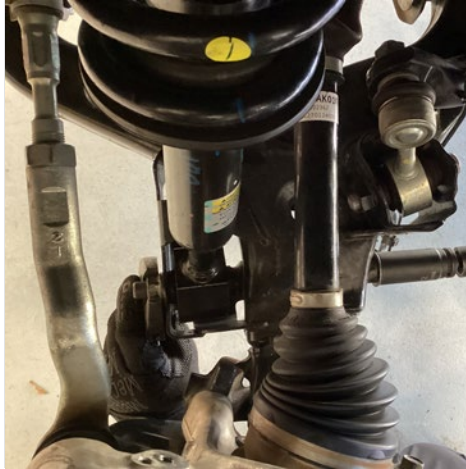
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“IVAN” Preload Leveling System

Step 7

Next, remove the lower mounting hardware for the strut. Take care not to damage this bolts threads during removal.



Step 8

Finally, remove the outer nuts securing the top of the strut. You can now swing the lower strut mount out of the lower control arm, and then remove the strut assembly down and out of the vehicle.



Step 9

WARNING: Springs are under tremendous pressure and can be very dangerous when disassembling. If you are unfamiliar with the process of taking a strut apart, leave this work to a professional shop.

Using a spring compressor (ensuring it is rated for truck strength springs), carefully compress the spring and unload the top hat to where you can clearly see the spring is no longer in contact with the top hat assembly.



Installation Instructions



Toyota Tacoma

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“IVAN” Preload Leveling System

Step 10

Using a wrench or pliers, grip the flats on the strut shaft (center of top hat) and remove the center nut. Once off, you may remove the OEM top hat assembly and bushings.



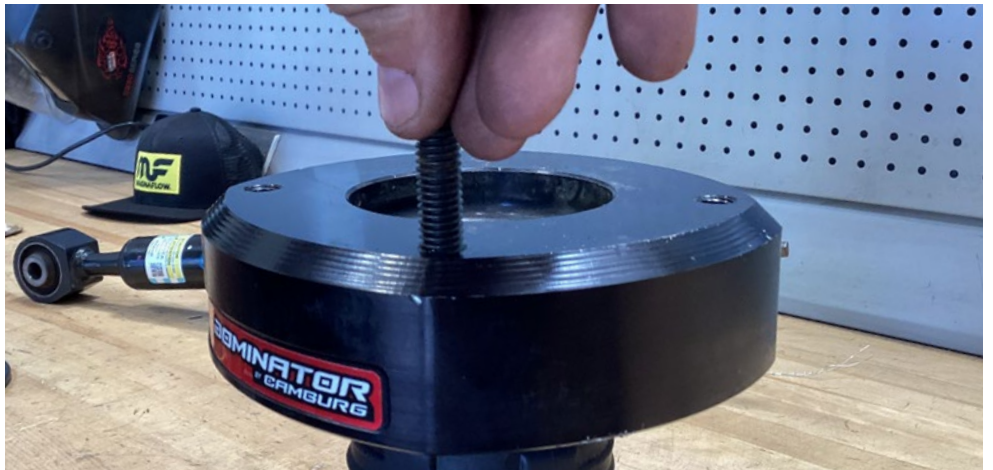
Step 11

Begin assembling your Dominator spacers by installing the studs. Apply one drop of loctite to the end of the stud threads before screwing them in.



Step 12

Placing the loctite end of the stud in first, screw your studs in until fully bottomed out in the spacer. Should you have any difficulty, you can double-nut the stud to tighten it fully with a wrench.



Installation Instructions



Toyota Tacoma

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“IVAN” Preload Leveling System

Step 13

With all studs installed fully (fully tightened studs should be roughly .75” above top of spacer), allow the loctite to set for 10 minutes. You can then safely move on to installation, with the loctite being fully cured in 24 hours time.



Step 14

Ensure that both lower bushings and machined washers are installed onto the Dominator spacer securely, with the spring isolator flush against the spacer bottom, and the bottom bushing fully inserted. (See photo below for reference of bottom bushing seen from top of part. It should sit flush or just slightly below flush with the flat surface.)



Step 15

Remove the OE plastic dust boot and bump stop from the OEM top hat and insert into dominator lift spacer. Press into lift spacer location shown until fully seated.



Installation Instructions



Toyota Tacoma

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“IVAN” Preload Leveling System

Step 16

Install the supplied spring isolator bushing as shown to the boot of the lift spacer.



Step 17

Assemble the upper washer and bushing as shown. Place the bushing washer assembly into pocket at the top of the part as shown.



Step 18

With the spring in the compressor, place the lift spacer assembly into the spring as shown. Be sure that the assembly is fully seated and clocked in the correct orientation. Push the shock assembly up through the bottom making sure it passed through the lower and upper bushing assemblies. Re-install the OEM shock nut and torque to OE specs.



Installation Instructions



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“IVAN” Preload Leveling System

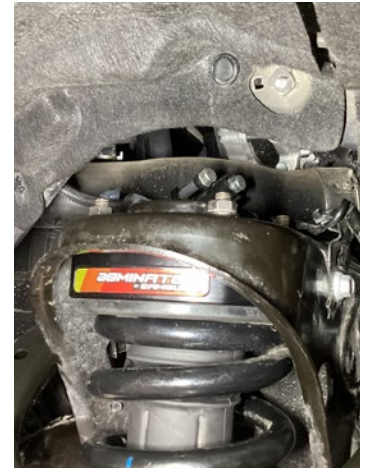
Step 19

With your strut fully reassembled, you are now ready to reinstall the assembly onto your truck. Slide the strut in bottom-first, reversing the general process of disassembly. Install at least two of the top nuts, but do not completely tighten them. These will help support the strut while you align the lower strut mounting.



Step 20

Next, reinsert the lower mounting bolts into the lower control arm. Due to the lift spacer increasing the length of your strut assembly, this can be more difficult, and may require some prying for the lower mount to drop into place. Once the lower mount is secured, you can install and torque all of the upper mount nuts.



Step 21

With the strut fully torqued down, you can now reinstall the sway bar end link hardware. If you find this difficult, you may need to jack up the lower control arm slightly to compress the suspension.



Installation Instructions



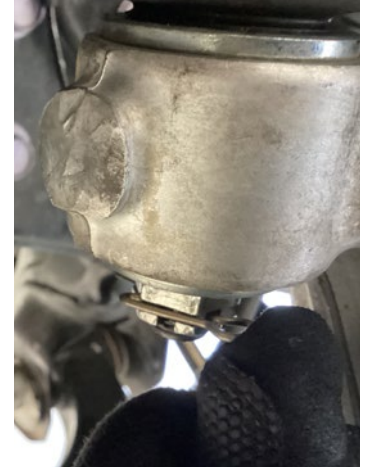
Toyota Tacoma

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“IVAN” Preload Leveling System

Step 22

Reinsert the ball joint into the spindle, and torque to OEM specs..



Step 23

Reinstall all of the brake line and abs sensor mounting hardware, ensuring that the new geometry doesn't put any stress on the lines, and that no hoses or lines will be in a pinch zone when the vehicle is lowered back to the ground.



Installation Instructions



Toyota Tacoma

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“IVAN” Preload Leveling System

Step 24

Check that all hardware is tightened and torqued down before proceeding. You can now reinstall your wheels, and lower your truck back down onto the ground. As always, take care when dealing with a vehicle supported off the ground.



Step 25

With your vehicle back on the ground supporting its own weight, take a close look at both the upper and lower ends of the spring to ensure it is still seated properly on the lower end of the strut and on the Dominator spacer at the top. Should the spring be rotated slightly out of line, lift your vehicle, and using a soft mallet or cloth wrapped pry bar, you can massage the spring back into position, re-lower the vehicle, and inspect again.



Pre-flight Checks ✓

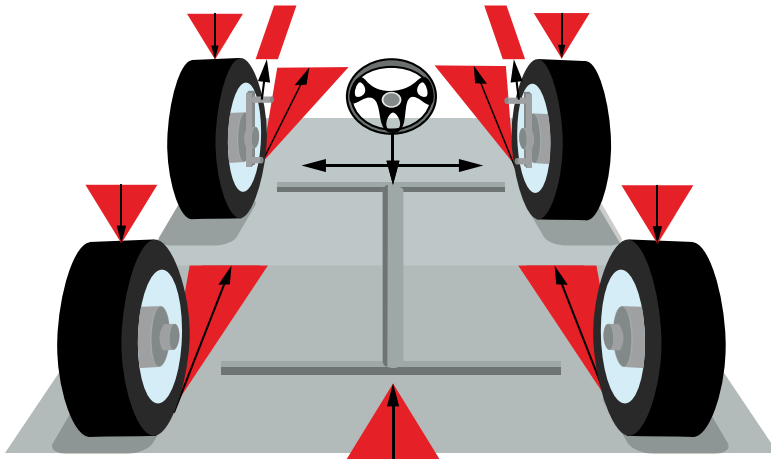


Toyota Tacoma

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“IVAN” Preload Leveling System

- ❑ With the car back on the ground and off of your lift or jack stands, take a few moments to ‘cycle’ both sides of the front suspension by rocking the truck side to side, listening for any irregular sounds (creaking, clunking, metallic scraping, etc.).
- ❑ Once your vehicle is reassembled and on the ground, give your front suspension a thorough inspection, ensuring the spring is seated correctly, and that no cables, hoses, or other components have been pinched or are out of their proper place.
- ❑ Before you hit the road or trail, make sure you have checked and torqued all fasteners involved in installing your Dominator Preload Lift Spacers, including your lug nuts.

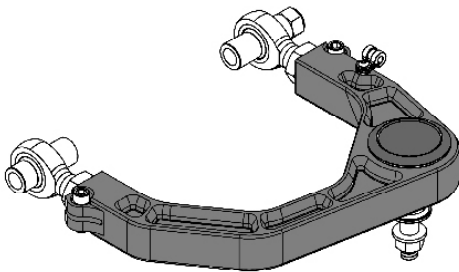


WARNING: After completing installation of your Dominator Preload Lift Spacers, your vehicle will need to be professionally aligned. Changing ride height alters suspension geometry, and while every kit is designed to suit your vehicle, you still need a fresh alignment to maintain ideal drivability and minimize undue tire and component wear.

PARTS SUPPLIED

QTY	DESCRIPTION	ID
4	FK 3/4 X 7/8 RHT Heim Joints	21
4	7/8-14 RHT Steel Jam Nuts	1
4	3/8-24 x 1.25" SHCS Allen Bolts	7
8	3/8 AN960 Washers	9
4	3/8-24 MS21042 Flanged Nuts	10
4	Heim Spacers (long inner)	15
4	Heim Spacers (short outer)	16
2	M16 x 1.50 Nyloc Nuts	5
2	1.50" OD x 9/16" ID x 3/16" Washers	3
2	X-Joint Nyloc Nuts (M14x1.5)	2
2	X-Joint Grease Zerk Fittings	20
2	X-Joint Cover Caps (press-on)	18
4	X-Joint Cover Cap O-rings	13
2	10-32 x 3/8" BHCS Allen Screws	8
4	10-32 Stainless Washers	4
2	Stainless Rubber Insulated Clamps	6
1	#30 x 10" Fishing Line (for cap install only)	

** REFER TO EXPLODED CAD DRAWING ON **
 ** OTHER SIDE FOR PARTS REFERENCE NUMBERS **



Thanks for purchasing our upper control arm kit for your Toyota Tacoma. If you are not installing these yourself have a qualified shop do so. These upper control arms were designed to replace the OEM versions and work with suspension kits associated with using them. Check the parts list to make sure you have every component prior to installing. Camburg Engineering has made every attempt to ensure you receive the highest quality components in the most complete manner. This is a guide to help you through the process with some recommended torque specs & notes. It's your responsibility to ensure parts are being installed correctly using the correct tools and procedures to the proper torque. For step-by-step instructions refer to a Toyota service/repair manual.

Tools & Supplies Required

Eye Protection | Jack | Jack Stands | Needle Nose Pliers | Deburring Tool
 2-3 lb. Mini Sledge Hammer | Rubber Mallet | 19mm Socket
 22mm Socket & Wrench | 24mm Socket | 1-1/4" Open-end Wrench
 7/16" Socket | 8mm Socket | 21mm Socket | 5/32" Allen Wrench
 5/16" Allen Wrench | Torque Wrench | Brake cleaner | Anti-seize
 Grease | Red Loctite | Blue Painters Tape

1.0 Setup

Park the vehicle on level ground and set the parking brake and chock both rear wheels. Jack up the front end from the chassis until the front tires are off the ground. Place jack stands under the front frame rails and set down. Make sure the vehicle is supported correctly and the front tires are still off the ground. Place the jack under the driver side lower arm and raise the tire 1/2", then remove the wheel while keeping jack under lower a-arm to support the suspension. Read these instructions start to finish before moving forward and review diagrams.

2.0 Removal

Remove the ABS speed sensor wire from the sheet metal bracket on the stock upper arm, being very careful not to damage the wire. Using needle nose pliers, remove the cotter pin from the upper ball-joint at the spindle. Using a 19mm socket, loosen the castle nut but do not fully remove. With a mini sledge hammer strike the top of the spindle numerous times to release the ball-joint tapered stud. This can be a little difficult since it's a press fit, heating up the spindle to get it to expand will help if need be. Once the ball joint releases from the spindle, then remove the castle nut. Disconnect the arm from the spindle. Make sure to position & support the spindle so that it doesn't pull on the brake line and on 4wd models that it doesn't pull out the inner CV or strain the CV boots and axles. Using a 22mm socket & wrench, loosen and remove the OEM upper a-arm bolt. Remove the stock upper arm. You will not re-use the original large washers or nut.

3.0 Pre-installation

We recommend putting blue painters tape on the billet arms for protection during installation. Thread the 7/8" jam nuts onto the heims then apply anti-seize compound on the exposed threads.

Thread the heims into the upper arm so the heim is vertical and the jam nut makes contact with the arm and you have 3 threads exposed past the nut. Install the 3/8" allen heim pinch bolts into the arm. With a drop of red Loctite on the nut, tighten and torque to 20-22 ft/lbs. Use a 1-1/4" open-end wrench to fully tighten the jam nut using another wrench to hold the heim vertical (perpendicular to the arm) so it doesn't rotate. Now install the heim pivot spacers, first coating the surface that slips into the heim with anti-seize. The longer/thicker spacers go on the insides and the shorter/thinner spacers go on the outsides. See diagram for reference.

Using an 8mm socket, install the straight grease zerk fitting into the top of the X-Joint. Do not over tighten or cross thread.

4.0 Installation

Install the driver side Camburg upper arm to the frame using the existing OEM M16 bolt. To insure you're installing the correct arm, the longer a-arm leg is towards the front of the vehicle along with the Camburg logo with the threaded hole for the ABS clamp towards the rear. With the bolt pushed all the way through clean the threads using brake cleaner and install the supplied nyloc nut with red loctite. Using a 22mm wrench and 24mm socket, torque to 120 ft/lbs. Cycle the arm up and down to make sure there are no clearance issues. See diagram for reference.

Prior to installing the X-Joint stud into the spindle, inspect and clean the tapered hole in the spindle/knuckle. Swing down the upper arm so the X-Joint stud inserts into the spindle. You may need to jack up the lower arm and move the X-Joint stud. Install the 1.50" OD large washer and nyloc nut with a small amount of red Loctite onto clean threads. Using a 21mm socket, torque to 92 ft/lbs. Don't over-tighten or use an impact gun. See diagram for reference.

IMPORTANT: Now you'll need to grease the X-Joint, if not damage will occur. Using a hand grease gun with a high temp. lithium complex #2 synthetic grease, slowly pump grease into the joint through the zerk fitting making sure not to over grease or over pressurize. When you see the boot to begin to swell, that's a sign the X-Joint is fully greased.

Using the supplied 10-32 hardware and rubber clamps, attach the ABS speed sensor wire to the backside of the upper arm using a 5/32" allen wrench and a drop of blue loctite. Get this hand tight only and do not over-tighten. Make sure to route the wire so that is has proper clearances and slack.

Lastly install the cap by first installing one of the supplied o-rings into the caps lower groove. Then apply a small amount of grease to the inside of the top of the cup. Use the supplied 30# fishing line and insert 2" of it into the upper arm cup This will be used to release the trapped air as the cap is pressed on.

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Position and center the cap with the Camburg logo in your desired position. Cover the cap with a rag to protect the finish and use a rubber mallet to tap the cover in if not by hand. Make sure to apply even pressure so that it presses in straight. When the cap is fully seated and you hear the air escape, pull the fishing line out and make sure the cap is tight to the cup. Twist the cap a few degrees to the right and left to help seat the cap and o-ring. Then install another o-ring between the cap and the arm. This will allow you to easily remove the cap by removing the o-ring and having a recess to grasp by hand or with a small plastic tool. Periodically check the caps to make sure they are fully seated after off-road use and remove temporarily after any pressure washing for moisture to dissipate .

Repeat steps 1 through 4 to install passenger side arm

5.0 Alignment

You will need to have your vehicle aligned by a qualified shop. Additional caster is built into the Camburg arms to correct alignment issues that are inherent with lifting the vehicle. Have your alignment shop increase positive caster, then set camber and toe to factory OEM specifications. Having an increase in caster helps with straight line stability and cornering precision for performance driving on and off-road.

6.0 Maintenance & Care

Use mild soap & water to clean the anodized aluminum surfaces, using chemicals can stain/dis-color the finish. Uniballs and heims are precision parts with tight tolerances which can lead to occasional noise when they become dirty. Occasionally wipe off the heims with a clean rag to remove road grime and dirt. Cleaning and lubricating them with WD-40 or a PTFE dry film lube like Super Lube can minimize any noise from stiction. Do not use harsh chemicals or grease/oils that attract dirt to clean & lube as it will damage and wear the internal teflon (PTFE) liner. Neglecting care and upkeep will wear parts out faster.

We recommend greasing the X-Joints 2-3 times per year or every 5-8k miles depending on use with a high temp. lithium complex #2 synthetic grease. Higher frequency lubing may be required when used off-road and/ or in wet/snow/mud conditions.

Inspect and re-torque all hardware and components after the first 500 miles, inspect at your scheduled maintenance intervals and whenever using the vehicle off-road.

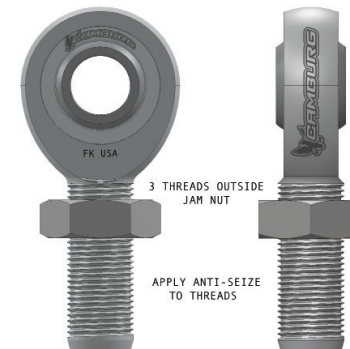
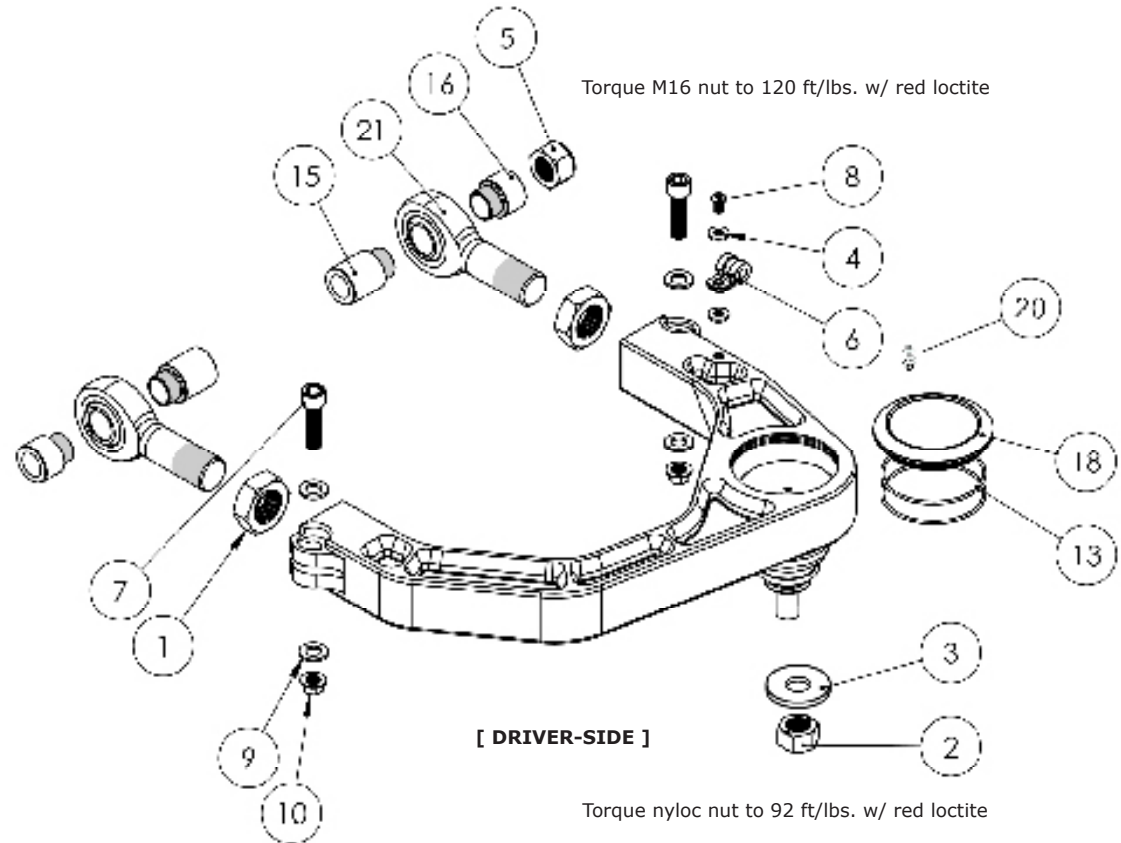
Notes

Recommended tire size: 285/70/17

Recommended wheel size: 17"

Recommended wheel backspacing = 4.75"

Maximum wheel backspacing = 0.198"



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