

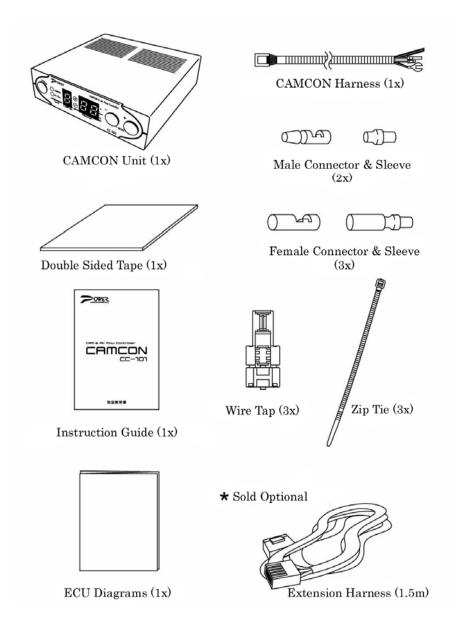
CAMCON CC-101

Toyota / Honda

This instruction guide contains important information you should know before and during installation and handling of the CAMCON unit. Please carefully read this instruction guide in its entirety and proceed with the installation only if you truly understand this instruction guide. Keep this guide filed in a safe place, readily accessible at any time. Make sure to pay attention to all warnings and notes throughout this guide. This product has been designed for use in off road vehicle applications never to be driven on a public highway. Design, Functions and Price is subject to change without notice.

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Components List	
Part Name	Quantity
CAMCON	1
Main Wire Harness	1
Male Splice Connectors & Sleeves	2
Female Splice Connectors & Sleeves	3
Wire Tap	3
Zip Tie	3
Instruction Guide	1
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Extension Harness (1.5mm)	1*



CAMCON safety precautions:

This installation and instruction guide is to educate you on the functions, use and installation of the CAMCON unit. Please carefully read this guide in its entirety before beginning any installation or setting of the CAMCON unit. Failure to do so may result in irreparable damage to your vehicle, product damage and serious bodily injury or even death.



A danger of serious damage to the vehicle and yourself



• An act which causes damages or trouble the vehicle or CAMCON



Things you must know when using the CAMCON



Do not install the CAMCON or harness where it may interfere or disturb the driver, such as
around the steering wheel, gear shifter or pedals. Never tune the CAMCON while driving.
Doing so may result in an accident where serious injury and death may occur.



 Do not dismantle and rebuilt the CAMCON. Failure of CAMCON unit and damage to the vehicle may be caused. Tampering with the CAMCON unit will void any and all warranty of the unit.



- This unit is designed for use in conjunction with an unmodified factory ECU. We will not guarantee the function or any damage resulting in use with any other ECU.
- Keep this instruction guide and Product Guarantee filed in a safe place. Record the name
 of the shop the CAMCON was purchased from along with a copy of the receipt and date of
 purchase. Failure to present this information may forfeit the limited warranty any repairs
 or replacement will be charged for.
- Do not drop or subject the CAMCON to strong shocks. It may cause the unit to malfunction and improper operation may damage your vehicle.
- Do not install the CAMCON unit in a location with high moisture, dust, direct sun or heat.
 Keep away from all heater outlets. Melting of the case, discoloration or malfunction of the product may occur.
- If there is any trouble or malfunction in this product, immediately stop use and promptly contact the store you purchased the CAMCON from or Power Enterprise USA.
- If the vehicle is subjected to hard or extreme driving conditions, use high-octane gasoline and spark plugs which are 1 or 2 step colder than OEM.
- Power Enterprise will not be responsible for any illegal or misuse of our product. Any
 damage incurred doing so will not be our responsibility. This product is to be used in off
 road application never to be driven on a public highway.
- If the vehicle installed with the CAMCON is to be lent or sold to another individual, discloser of the installation of the CAMCON unit and this instruction and installation guide is to also be transferred.
- Incorrectly setting your vehicle may cause damage. Because every vehicle has different
 requirements, please adjust the settings while monitoring the A/F ratio with an accurate
 and precise meter designed to be used for tuning. Lean conditions will cause damage to an
 engine.

Functions and Features

Controlling VVT - i and Real Time Display of Settings

Adjustment of Toyota Vehicles Variable Valve Timing with Intelligence (VVT-i) across 15 different points in 1° increments within the range of +20°~-20°.

- VVT-i timing is set in 500rpm increments from 2000rpm to 9000rpm (15 points)
 Settings are done in 500rpm increments; however, the unit will calculate the cam timing in 100rpm increments between two adjacent points. During operating, the real time display will show the VVT-i settings gradually phasing between those adjacent points in 100rpm increments.
- This unit will only control VVT-i valve timing and not Lift engagement in VVTL-i
- While used in Honda VTEC applications, VVT-i control functions will be disabled.

Controlling VTEC and Real Time Display of Settings

Setting of high cam cross-over in Honda Variable Valve Timing and Lift Electronic Control (VTEC) can be done in 100rpm increments within the range of 2000rpm to 9000rpm. During operation, the real time display will indicate the current engine RPM in 100rpm increments and the VTEC indication LED will light upon cross over to inform the driver of its operation.

- This unit will only control VTEC Lift control and not valve timing in I-VTEC.
- When used in Toyota VVT-I applications, VTEC control functions will be disabled.

Controlling A/F and Real Time Display of Settings

The A/F ratio can be adjusted across 17 points in 1% increments within the range of +20%~-10% for both Toyota and Honda applications.

- A/F is set in 500rpm increments from 1000rpm to 9000rpm (17 points) Settings are done
 in 500rpm increments; however, the unit will calculate the cam timing in 100rpm
 increments between two adjacent points. During operating, the real time display will
 show the VVT-i settings gradually phasing between those adjacent points in 100rpm
 increments.
- The A/F control function will work in both Honda and Toyota application in conjunction with either VVT-i or VTEC control

Simple Return to Factory Settings

Returning the vehicle to factory settings is easy with the CAMCON unit. Simply turn the unit off by holding the Power button until the display shuts down. The factory ECU will now be in control of the A/F and Cam settings. You can take advantage of this by comparing the vehicle with the unit on and off to what power you are actually gaining! If poor setting of the CAMCON is done and the vehicle will not run properly, turn the unit off and the vehicle will run on factory settings until proper tuning can be done.

Internal Memory Function

All settings programmed into the CAMCON unit are stored into an internal chip. If any interruption in power occurs reprogramming of the unit is not necessary.

Switching Applications

The single CAMCON unit you purchase has the ability to be used in either Toyota or Honda applications. Simply set the Dip Switch to the proper vehicle setting and plug the CAMCON onto the harness spliced into vehicle wiring. One unit to control VVT-i or VTEC.

Installing the CAMCON



- Incorrect wiring may cause damage to both the CAMCON and ECU or result in an electrical fire.
- When working on wiring, remove the key from the ignition cylinder and disconnect the minus (-) terminal of battery. Failure to do so may result in product damage or electrical fire due to short circuiting of the wiring during installation.
- Do not install the CAMCON or harness where it may interfere or disturb the driver, such as
 around the steering wheel, gear shifter or pedals. Never tune the CAMCON while driving.
 Doing so may result in an accident where serious injury and death may occur.



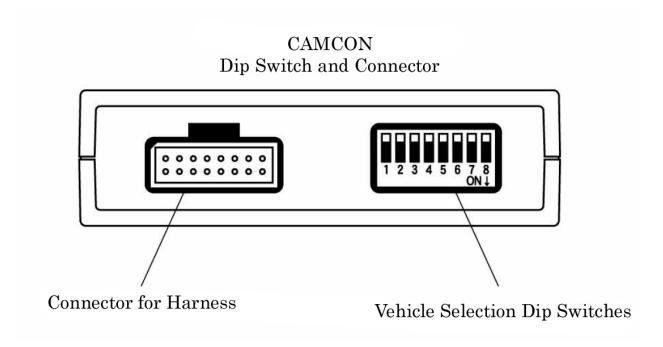
- Splicing into the ECU harness is required. Knowledge of automotive ECU technology and wiring is required. Please have a shop with a certified specialist install this CAMCON unit.
- Wiring in locations such as the engine bay will be exposed to the environment. Please take
 every precaution necessary to insulate and keep them away from heat and moisture.
- Do not install the CAMCON unit in a location with high moisture, dust, direct sun or heat.
 Keep away from all heater outlets. Melting of the case, discoloration or malfunction of the product may occur.

\triangle Important \triangle

• The CAMCON is set with all dip switches in the OFF position. Please set the dip switches on the back of the unit to the matching car model to be used in. Information on dip switch setting can be found on page 10 (Toyota) or page 12 (Honda)



- The dip switch in location No.4 is to remain OFF at all times. Unit will function abnormally if set incorrectly.
- Please connect the wire tap using pliers making sure proper contact is established.
- Please use the proper crimping tool and solder the connectors to ensure proper connections.
- Poor grounding may cause malfunction and possible damage. Please test all grounding points and wires before and after installation with the proper equipment.



Installation methods are different between Toyota and Honda applications.

Go to page 9, for installation into Toyota vehicles.

Dip Switch Settings on page 10.

Go to page 11, for installation into Honda vehicles

Dip Switch Settings on page 12

Installation into Toyota vehicles (VVT-i Function)

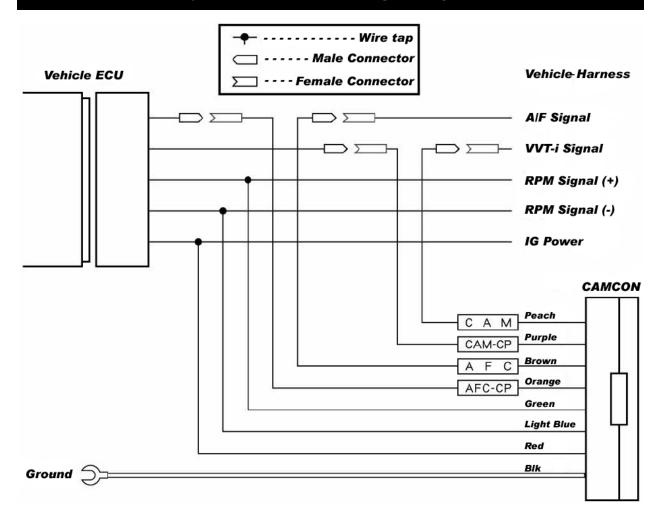
Step by Step

① Remove the key from the ignition cylinder and disconnect the minus (--) terminal of the battery.



- Do not install without first disconnecting the (-) terminal of the battery. Damage to the CAMCON will occur resulting in malfunction of the unit.
- ② Remove panels to gain access to the OEM factory ECU. Refer to the wiring diagram for factory ECU locations according to vehicle model.
- ③ Wire the harness to the unmodified factory ECU. Please refer to the Toyota wiring diagram on the next page for specific wiring information for your application.
- ④ The CAMCON is set with all dip switches in the OFF position. Please set the dip switches on the back of the unit to the matching vehicle type to be used in. Information on dip switch setting can be found on the next page.
- (5) Route the harness from the ECU to the location the CAMCON is to be installed. Keep away from all moving parts and be sure both harness and CAMCON location will not interfere with driver operation of the vehicle.
- ⑤ Insulate remaining unused wiring (used in Honda Applications) with electrical tape along with any wiring in locations exposed to heat and moisture.
- Reconnect the (-) terminal of battery and continue to operation check (Pg.13).

Toyota VVT-i Wiring Diagram





All Toyota



* All Off Position

Installation into Honda vehicles (VTEC Function)

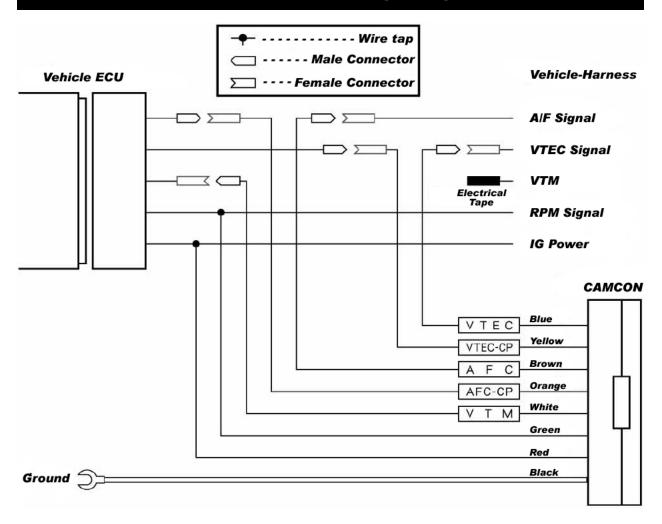
Step by Step

① Remove the key from the ignition cylinder and disconnect the minus (-) terminal of the battery.

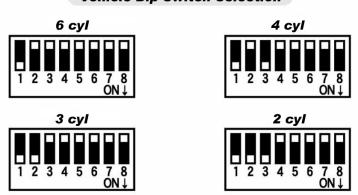


- Do not install without first disconnecting the minus (-) terminal of the battery. Damage to the CAMCON will occur resulting in malfunction of the unit.
- ② Remove panels to gain access to the OEM factory ECU. Refer to the wiring diagram for factory ECU locations according to vehicle model.
- ③ Wire the harness to the unmodified factory ECU. Please refer to the Honda wiring diagram on the next page for specific wiring information for your application.
- ④ The CAMCON is set with all dip switches in the OFF position. Please set the dip switches on the back of the unit to the matching vehicle type to be used in. Information on dip switch setting can be found on the next page.
- (5) Route the harness from the ECU to the location the CAMCON is to be installed. Keep away from all moving parts and be sure both harness and CAMCON location will not interfere with driver operation of the vehicle.
- ⑤ Some Honda applications do not have a VTM wire. In these cases it is not required to be connected; however, insulate remaining unused wiring (used in Honda Applications) with electrical tape along with any wiring in locations exposed to heat and moisture.
- Reconnect the (-) terminal of battery and continue to operation check (Pg.13).

Honda VTEC Wiring Diagram



Vehicle Dip Switch Selection



Operation Check

Check for proper operation in the following procedures. If unit is not operating properly please consult the troubleshooting chart (Pg.28) and confirm proper installation.

① Double check dip switch positions match the vehicle applications and then turn the ignition switch to the ON position. Confirm that the CAMCON unit is OFF, (nothing is displayed by the LED display and only the POWER, UP and DOWN switch) if not, hold down the CAMCON POWER button until the unit shuts off.



- In some vehicle models, as soon as the key is inserted the vehicle will temporarily go into the ignition ON state. This is normal operation and not a malfunction.
- ② Start and the warm the engine up to normal operating temperatures. Confirm that no warning lights, such as the engine check lamp, illuminate and that the engine is operating properly.
- ③ Push the POWER switch of CAMCON and turn the unit on. The CAMCON mode LED should illuminate. Allow the engine to continue idling for several minutes and confirm that no warning lights, such as the engine check lamp, illuminate and the engine continues operating properly.
- ④ Take the vehicle for a test run and confirm that no warning lights, such as the engine check lamp, illuminate and the engine continues to operate properly.



• This is strictly a test to confirm proper operation of the CAMCON. Do not change any settings during these tests.

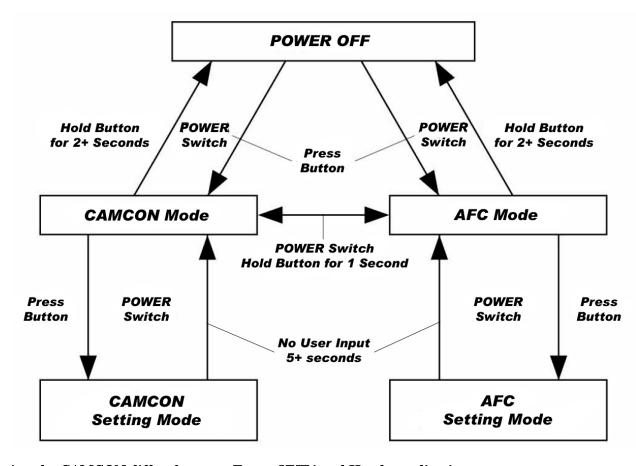
Operating the CAMCON



• Please do not adjust the CAMCON while operating the vehicle. Failure to pay attention to the road may cause an accident to happen. Please be a safe and responsible driver and give 100% of your attention to the road while driving.



• Incorrect settings can cause engine damage. Because adjusting the cam settings will change the amount of intake air, monitor the A/F ratio with an accurate and precise meter designed to be used for tuning. Lean conditions will cause damage to an engine.



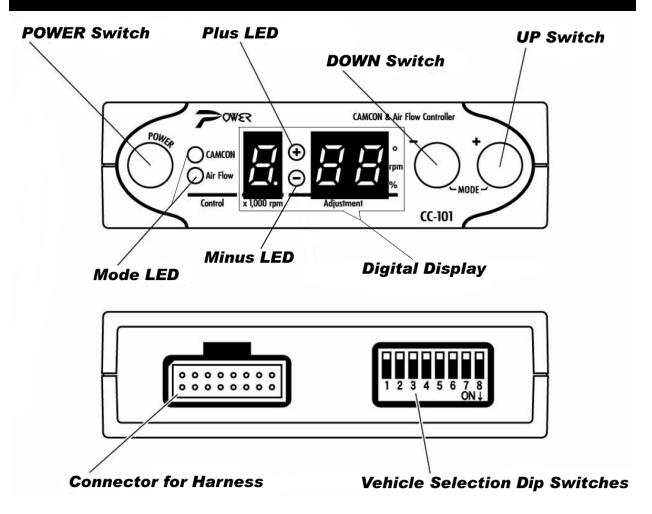
Setting the CAMCON differs between Toyota VVT i and Honda applications.

Continue to page 15 if setting for Toyota application.

Go to page 21 if setting for Honda applications.

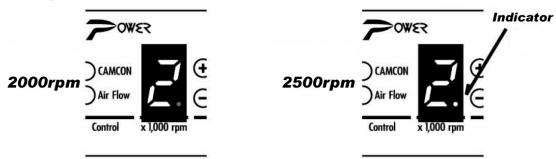
Information on A/F setting can be found on page 25.

CAMCON Mode Operation in Toyota Applications (VVT-i)



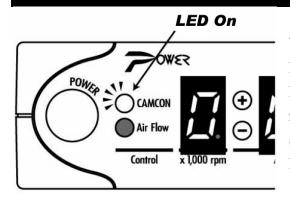
* About the Digital Display

CAMCON VVT-i mode, the first number displays the RPM x1000 value. The red dot to the right of the first number (RPM) indicates 500rpm. The next 2 numbers indicate the valve timing advance or retard degree. Refer to the figure below.



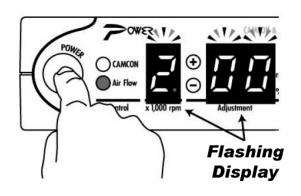
The red dot to the right of the first number (RPM) indicates 500rpm.

CAMCON VVT-i Mode



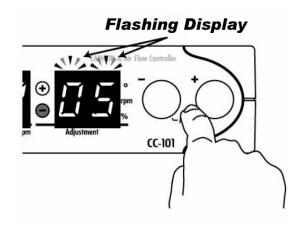
When in CAMCON VVT-i mode the upper CAMCON LED is illuminated. If the unit is in A/F mode (lower LED illuminated) press and hold the POWER button for 1 second and release. The CAMCON unit should switch to the CAMCON VVT-i mode and the upper LED should be illuminated.

Setting the Variable Valve Timing with Intelligence (VVT-i)

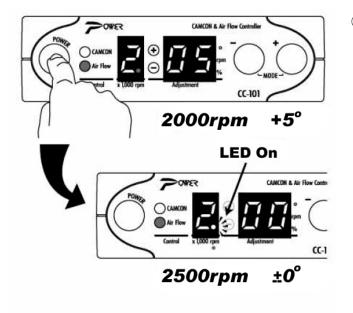


① Turn the CAMCON unit on and confirm CAMCON LED is illuminated. Press the POWER switch, at this time display will flash indicating "setting mode" and adjustments can be made. The RPM will display as 2000rpm and the timing at 0° as the CAMCON is initially set.

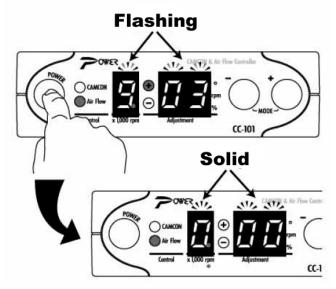
* When there is no user input for over 5 seconds, the CAMCON will return to the real time display mode.



② Press the UP switch to either advance or the DOWN switch to retard the valve timing at 2000rpm. Each time the buttons are pressed the valve timing will be changed by a 1° increment. Holding the button down will increase the speed at which the display scrolls.



③ Press the POWER switch after setting the value for the 2000rpm point. The small LED on the bottom right of the RPM number will illuminate indicating +500rpm (2500rpm). Repeat step two to set valve timing for the 2500rpm point.



④ Repeat steps ② and ③ until setting is complete for all 15 points from 2000rpm to 9000rpm.

△Important**△**

- After setting all points, press the POWER button and scroll through the settings, confirming all inputted numbers to be correct.
- If the valve timing adjustment is either too advanced or retarded, the factory ECU will detect it as a fault and the engine check lamp may illuminate. Please refer to page 19 before normal operation of vehicle.
- (5) After settings are confirmed do not press any buttons for 5 seconds and the unit will stop flashing and return to the real time display mode.

Settings Operational Check

Do an operational check by test driving the vehicle after inputting all settings. Some vehicle models may trigger an engine check lamp after inputting the settings. In these cases immediately discontinue operation of the vehicle and turn the CAMCON unit off. Note the RPM that the engine check lamp illuminated. Refer to the CAMCON setup (Pg. 17) and decrease the amount of timing advance/retard in the RPM range the check lamp illuminated at. In cases where the engine check lamp no longer illuminates after the CAMCON unit is powered off, turn the CAMCON unit back on and do another test drive. Confirm whether the engine check light illuminates or if there is unusual operation. If light illuminates refer to the CAMCON setup (Pg. 17) and decrease the amount of timing advance/retard in the RPM range the check lamp illuminates at.

If the settings inputted are within the allowable range of the vehicle, the engine check lamp will not illuminate during normal operation.

If the engine still does not operate smoothly or the check lamp remains illuminated, please disconnected the minus (-) terminal of the battery and restart the setup procedure for the CAMCON.



• Operating the vehicle while the engine check lamp is illuminated or the vehicle is not running smoothly may cause severe engine damage. If you believe the vehicle is running abnormality, immediately turn the CAMCON off, pull over and stop the vehicle.



• CAMCON settings are internally stored even after the battery terminals are disconnected.

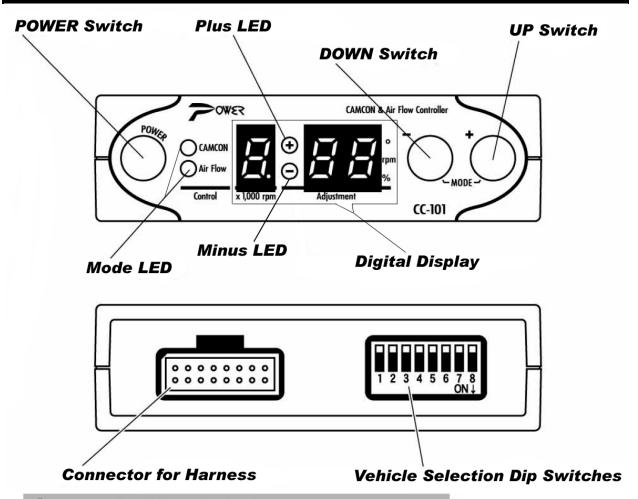
Information on A/F setting can be found on page 25.

CAMCON VVT i Adjustments

Although the VVT-i timing is set in 500rpm increments the unit will calculate the cam timing in 100rpm increments between two adjacent points. During operating, the real time display will show the VVT-i settings gradually phasing between those adjacent points. Below 1500rpm the CAMCON will keep the VVT-i adjustments to 0°. Above 9000rpm the CAMCON will hold the VVT-i adjustments set at the 9000rpm point.

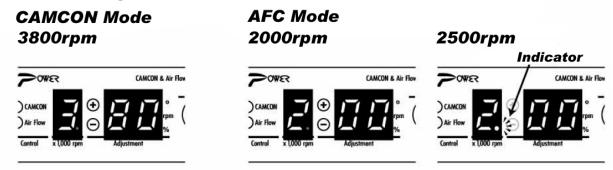
As you can see in the above graph, at 4200rpm the CAMCON sets the valve timing is at +8° by averaging out the difference between 4000rpm setting and 4500rpm setting. As you can see 1500rpm and below is 0° and above 9000rpm the setting is held at -5°.

CAMCON Mode Operation in Honda Applications (VTEC)



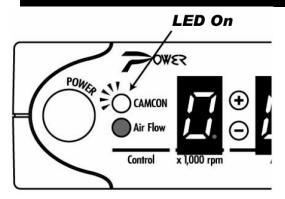
* About the Digital Display

CAMCON VTEC Mode display will show the current rpm x10
AFC mode, the first number displays the RPM x1000 value.
The red dot to the right of the first number (RPM) indicates 500rpm.
The next 2 numbers indicate the valve timing advance or retard degree.
Refer to the figure below.



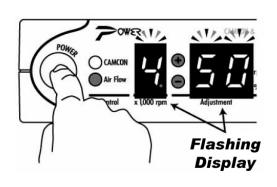
The red dot to the right of the first number (RPM) indicates 500rpm.

CAMCON VTEC Mode



When in CAMCON VTEC mode the upper CAMCON LED is illuminated. If the unit is in A/F mode (lower LED illuminated) press and hold the POWER button for 1 second and release. The CAMCON unit should switch to the CAMCON VTEC mode and the upper LED should be illuminated.

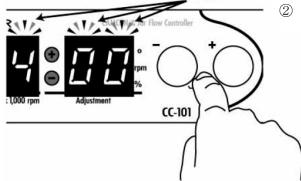
Setting the Variable Valve Timing and Lift Electronic Control (VTEC)



① Turn the CAMCON unit on and confirm CAMCON LED is illuminated. Press the POWER switch, at this time display will flash indicating "setting mode" and adjustments can be made. The RPM will display as 4500rpm as the CAMCON is initially set.

* When there is no user input for over 5 seconds, the CAMCON will return to its real time display mode.

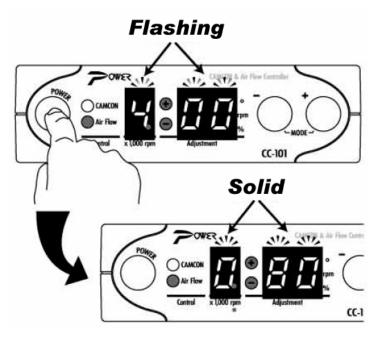
Flashing Display



Press the UP switch to increase by 100rpm or the DOWN switch to decrease by 100rpm. Holding down the buttons will increase the speed at which the number scrolls.



• VTEC cross-over to be set above 3000rpm for CIVIC and INTEGRA type-R (I-VTEC) motors. Failure to do so will cause the rocker-arm plunger to operate abnormally and damage may occur. Knocking occurs for STREAM (I-VTEC) motors when VTEC cross-over point is set at 2500rpm or less. Please use high-octane gasoline and take care when setting VTEC.



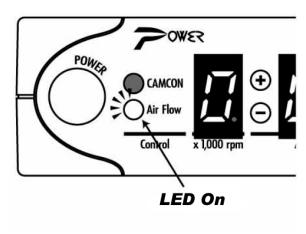
③ Once the display indicates the RPM at which VTEC cross-over is desired, press the POWER switch to finish setting. The unit will return to real time display mode and the display with go from flashing to solid.



• CAMCON settings are internally stored even after the battery terminals are disconnected.

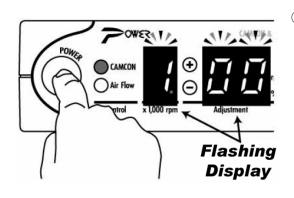
Continue to Page 25 for Information On A/F Setting

AFC Mode Operation (Toyota & Honda)



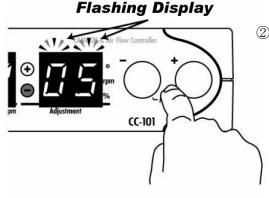
When in AFC mode the lower AFC LED is illuminated. If the unit is in CAMCON mode (upper LED illuminated) press and hold the POWER button for 1 second and release. The CAMCON unit should switch to the AFC mode and the lower LED should be illuminated. When in real time display Air Fuel (AFC) mode, the first number displays the RPM x1000 value. The red dot to the right of the first number (RPM) indicates 500rpm. The next 2 numbers indicate the amount of A/F % richened or % leaned.

Setting the Air Fuel Control (AFC)



Turn the CAMCON unit on and confirm Air Flow LED is illuminated. Press the POWER switch, at this time display will flash indicating "setting mode" and adjustments can be made. The RPM will display as 1000rpm as the CAMCON is initially set.

* When there is no user input for over 5 seconds, the CAMCON will return to its real time display mode.



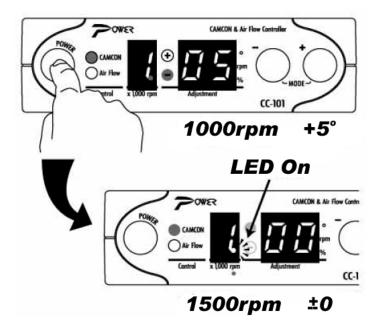
② Press the UP switch to either richen or the DOWN switch to lean the A/F percentage at 1000rpm. Each time the buttons are pressed the valve timing will be changed by a 1% increment. Holding the button down will increase the speed at which the display scrolls.



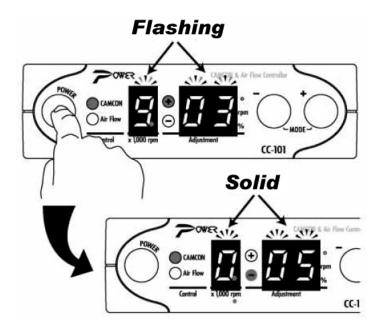
• Do not change the A/F percentage to extreme lean or rich conditions. Doing so will cause detonation and high exhaust gas temperatures leading to engine failure. When leaning the A/F do so carefully while monitoring the A/F ratios with a precise and accurate monitoring system designed to be used for tuning.

△Important **△**

• In some applications the CAMCON values may exceed that of which the OEM ECU can handle. In these situations when the CAMCON real time display hits the RPM that the values are out of the ECU range the display will indicate OF informing the user of the fault. Please take note of the RPM in which the display indicated OF and redo the settings at that set point to lower the A/F adjustment value.



③ Press the POWER switch after setting the value for the 1000rpm point. The small LED on the bottom right of the RPM number will illuminate indicating +500rpm (1500rpm). Repeat step two to set valve timing for the 1500rpm point



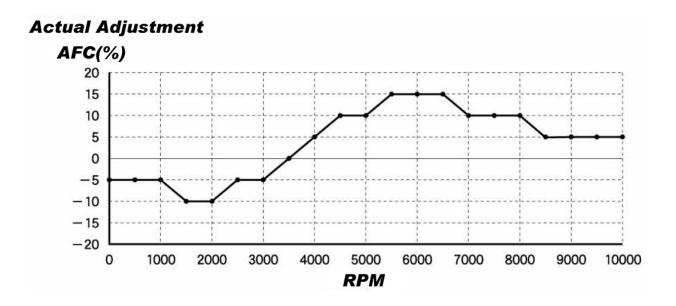
④ Repeat steps ② and ③ until setting is complete for all 15 points from 2000rpm to 9000rpm.

△Important**△**

- After setting all points, press the POWER button and scroll through the settings, confirming all inputted numbers to be correct.
- ⑤ After settings are confirmed do not press any buttons for 5 seconds and the unit will stop flashing and return to the real time display mode.

Toyota/Honda AFC Adjustments

Although the AFC percentage is set in 500rpm increments the unit will calculate the adjustments in 100rpm increments between two adjacent points. During operating, the real time display will show the AFC settings gradually phasing between those adjacent points. Below 1000rpm the CAMCON will set the AFC adjustments to the 1000rpm setting. Above 9000rpm the CAMCON will hold the AFC adjustments set at the 9000rpm point.



As you can see in the above graph, at 3200rpm the AFC percentage is set at -3% by averaging out the difference between the 3000rpm setting and the 3500rpm setting. Below 1000rpm you can see that the AFC is set with the 1000rpm value and above 9000rpm the value is held.

Troubleshooting

If there are any issues with the CAMCON not operating properly please consult the following troubleshooting FAQ. In the following FAQ does not solve the issue please discontinue use of the product and promptly contact the shop you purchased the CAMCON from for technical support.

- **Q**: Unit will not power on even when the ignition is turned on!
- **A:** Is the battery properly connected? If installation was just completed, check to make sure the (-) terminal of the battery was reconnected.
- A: Is the CAMCON unit powered on? Press the POWER button to turn the unit on.
- **A:** Is the unit wired correctly? Check all wiring for proper (+) battery and (-) ground connections. Also check the wire taps for proper contact with wires.
- **Q**: The RPM won't display or the RPM displayed is extremely off from my OEM tachometer!
- **A:** The dip switch setting on the back of the unit is incorrect. Please consult the diagram and check the dip switches again.
- **A:** The harness may not be connected properly. Check harness for proper wiring and connections for proper contact.
- Q: The car is idling rough or the idle is very high or low.
- **A:** Is the AFC value near the idle RPM range set extremely rich or lean? If so, please redo the AFC setting until factory idle specification returns.
- **Q**: The engine check lamp turns on.
- **A:** The wiring harness is not properly connected or may be damaged. Confirm the connections and wires for proper installation.
- **A:** The dip switch setting on the back of the unit is incorrect. Please consult the diagram and check the dip switches again.
- **A:** If the valve timing adjustment is either too advanced or retarded, the factory ECU will detect it as a fault and the engine check lamp may illuminate. Please refer to page 19 and do not operating the vehicle.



- After properly setting the CAMCON. When an engine check lamp does not turn off or the engine does not run smoothly even with the check lamp off, disconnected the (--) terminal of the battery for several minutes to reset the ECU.
- **Q:** The CAMCON unit is displaying an OF error!
- **A:** Did you set the AFC value too high? If the AFC setting exceeds that which the OEM ECU can handle the CAMCON real time display will indicate OF. Please check to see what RPM the OF error displays at and redo the settings in that range to lower the AFC adjustment value.
- **Q**: The engine seems to be knocking or doesn't seem to be running correctly...
- **A:** Are any of the settings on the CAMCON to the extremities? Most vehicles do not need settings too far from the 0 positions and in some cases will not operate properly if set too extreme. Please redo the setup until proper settings are achieved.
- **A:** The car may become slower if VTEC cross-over is set an extremely high or low value from that of the original factory setting.
- **A:** High-octane gas must be used! Even if originally used gasoline is low octane the engines increased requirements for power may require higher octane gasoline.
- appears by setting.
- **A:** Confirm spark plugs are still within tolerance. After hard driving and long time use plugs will not operate as efficiently as they originally do. Sometimes colder plugs may be required for the vehicle to operate at the increased requirements of the engine at it's new found power levels.
- **Q:** The digital display is freezing up or displaying odd characters.
- **A:** The contacts in the wiring are bad or a connector may be loose. Check all connections for proper contact and make sure the connector is properly seated into the CAMCON unit.
- **A:** A bad ground may be causing this. Change the location of the ground wire to another spot. Make sure the ground is connected to a clean, unpainted bare metal surface with a good contact. ...

Product Guarantee

Product Name	CAMCON CC-101
Date of Purchase	
Term of Guarantee	Twelve Months
Your Name	
Address	
Telephone	
Vendor Name	
Address	
Telephone	

We guarantee that this device, CAMCON CC-101, will be free from defects in material and workmanship for a period of twelve months after the date of purchase. Within this period, subject to the following conditions, we will repair or replace free of charge the defective product at our option. If you wish to claim the CAMCON CC-101 as defective during the term of this guarantee, please contact the location from where you purchased the CAMCON CC-101 and notify them of the situation. If there is anything unclear about this guarantee, feel free to contact us. This guarantee does not limit your statutory rights

- 1. You need to show this Product Guarantee.
- 2. This Product Guarantee is filled in.
- 3. The unit has not been misused, disassembled and repaired illegally.
- 4. The unit has not been damaged during shipment after purchase, and not been dropped.
- 5. Defects due to earthquake, lightning, water, or any other extraordinary natural occurrence, accident, negligence, unusual voltage and the like are not covered. Repairs of such defects will be subject to normal service charges.
- 6. We do not reissue the Product Guarantee.

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