



**ELECTRIC HEADLIGHT DOOR KIT-68-82 CORVETTE
INSTALLATION INSTRUCTIONS: 122009/122010DS**

WELCOME TO DETROIT SPEED & ENGINEERING

OUR COMMITMENT

Congratulations on your purchase of this high-quality Detroit Speed & Engineering Electric Headlight Door Kit. It is engineered to the highest standards, utilizes the finest materials, and is built with exceptional craftsmanship and attention to detail.

The Detroit Speed Electric Headlight Door Kit replaces the stock vacuum-actuated system on all 1968-82 Corvettes. When installed, this kit operates the headlight doors more reliably and smoothly, and in sync, than the stock vacuum system. The complicated, failure-prone, and bulky vacuum accessories can all be eliminated. Vehicles with large engine cams and low vacuum signals will benefit from this system, as the headlight doors are electronically controlled.

While we understand your eagerness to start your installation, please remember that your safety is our utmost priority. Take all necessary safety precautions to ensure the job is completed safely and correctly.

Before you start, read and understand all instructions thoroughly. With hand tools and essential equipment, you can do the main assembly and setup of your new headlight door assembly in your home garage, but if you feel unsure of your abilities during the assembly or installation and need some help or have any uncertainties, please seek the assistance of a qualified mechanic or automotive repair shop.

If you have any product questions or need guidance, please don't hesitate to call and speak with DSE technical support at 704-662-3272.

Remember, we're here to support you every step of the way and are committed to ensuring your assembly and installation process is successful and enjoyable. We wish you all the best!

BEFORE INSTALLATION

Before you begin the DSE Electric Headlight Door Kit installation, read and understand these instructions carefully. If instructions are not correctly followed, personal injury, equipment, or product damage can result.

Products that have been installed are not eligible for returns. To prevent mistakes, thoroughly read these instructions before you begin installation.

Check your order as soon as possible upon delivery. DSE has provided parts list tables and images, as shown on pages 4 and 5. Compare your order's contents against the tables. Call your authorized dealer immediately if you discover anything missing from your order.

This kit requires no welding to assemble and install.

It is important to wear the appropriate personal protective equipment (PPE). However, the responsibility does not end there. Follow the manufacturer's instructions for safe use when working with power tools, and be cautious and responsible in your work. Make sure to ventilate combustible vapors and remove any nearby flammable materials.

ABOUT THIS MANUAL

PURPOSE

These instructions detail the installation of the DSE Electric Headlight Door Kit.

ITS CONTENTS

The information that follows is described in this instruction set:

- Required tools and supplies.
- Safety, hazard, and warning rules.
- Product overview and included parts.
- Installation and the setup procedures required for use.

Pages with images will have paragraphs and sentences with callout numbers that refer to their respective images, steps, and parts.

Procedures, once described in the text, are generally not repeated. When it is necessary to refer to another procedure, the page and step reference will be given.

REQUIRED TOOLS AND SUPPLIES

- SAE and Metric hand tools
- Optional Wire Stripper/Crimp Tool
- Optional Shrink Tubing
- Drill
- Drill Bit

SAFETY FIRST

- Work on your vehicle in an appropriate location.
- Park your car on a level surface.
- Wear personal protection like safety glasses, gloves, and a fine particle respirator mask (if grinding).
- Never use compressed air to clean brake or metal grinding dust from the frame, or body panels.
- Grind metal only in a well-ventilated area, and wear a respirator until the dust has settled and the work area air has been cleared.
- Dispose of damaged or old parts in accordance with local laws. Do not throw any hazardous waste in the trash.
- Follow the manufacturer's instructions for safe use when working with power tools, and be cautious and responsible in your work.



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ELECTRIC HEADLIGHT DOOR KIT 122009/122010DS





ELECTRIC HEADLIGHT DOOR KIT, 122009/122010DS

POSITION	PART #	DESCRIPTION	QTY	TORQUE SPECIFICATION
1	9312195	Headlight Actuator Assembly, LH	1	—
2	9312196	Headlight Actuator Assembly, RH	1	—
3	9312084	C3 Headlight Linkage Kit (not all parts shown)	2	—
4	9312141	Headlight Module Mounting Plate Assembly	1	—
5	9312185	Headlight Kit Harness Assembly (1968-1978)	1	—
6	9312186	Headlight Kit Harness Assembly (1979-1982)	1	—
7	9312069	79-82 C3 Headlight Kit Hardware (not shown)	1	—

Note: The part positions listed above will be called out in this installation manual as a visual reference to their respective positions during the installation procedure. Refer to these pages during the installation. Count and compare all parts and fasteners to the list above. If parts are missing, contact Detroit Speed at Sales@detroitsspeed.com.



1 **Warning:** *The electric headlight door kit performs best when the engine is idling. For everything to work the way it was designed, there must be over 12 volts in the electrical system to make sure it works correctly.*

For troubleshooting information, please see pages 31 & 32 of this instruction.

The actuators are pressure-sensitive to reduce the risk of personal injury or vehicle damage if something is caught in the door during operation.

If the door contacts an object, it will stop, and the lights must be cycled on-and-off to reset the actuators.

Note: *The Pitman arms on the actuators cannot be moved by hand. This action can cause permanent damage to the actuators.*

Many convenience features are integrated into this system. When the headlight switch knob is aligned to the "park" position, the park lamps illuminate while the headlights remain off, and the headlight doors stay closed.

When the knob is aligned to the "headlamps" position, the park lights stay on, the headlight doors open, and the headlamps illuminate.

If the knob is moved back to the "park" position, the headlamps turn off, but the headlamp doors remain open.

This type of operation is useful for cleaning or servicing the headlamps, since the doors will be open and the lenses will be cool. When switched to the "off" position, the park lights go out and the headlight doors close.

The module included with the Detroit Speed Electric Headlight Door Kit features a unique integrated failsafe protection mode that prevents damage from a short circuit in your wiring system.

If a short exists, the module will click continuously to indicate that it has entered failsafe mode.

To resume operation, first correct the short circuit, then remove the fuse from the main power wire for 10 seconds, then reinstall it to reset the module. If continuous clicks recur, the short has not been repaired and requires additional investigation.

Important: *This kit is designed to work with correctly installed and adjusted headlight doors. This system will not work correctly with headlight doors that bind or with stops that are not correctly adjusted.*

The headlight doors must open and close bind-free with no resistance. Because the system is pressure-sensitive, headlight door assemblies that bind or resist will cause the actuators to stop prematurely. Detroit Speed recommends you lubricate all pivot points.

DO NOT open or close the headlight doors by hand. When the headlight doors are fully open, the linkage is overcentered and locked in place. If the headlight doors are not in the over-center position and you force them open or closed by hand, this will damage the gearbox, and you must return the gearbox/motor assembly to Detroit Speed for repair at your expense.

Detroit Speed has gone to great lengths to provide you with the highest-quality, best-engineered product available, with a straightforward installation that requires minimal modification to your vehicle.

Note: *An installation video is available on the Detroit Speed website, in the tech/install video section shown here: <https://www.detroitsspeed.com/1963-82-corvette-installation-videos>*

2

While it is not required, Detroit Speed recommends you remove the hood for this installation.

With the hood in place, installation access is limited for the new Detroit Speed electric actuators and for routing the new wiring harness.

With an assistant's help, carefully remove the hood from the vehicle. Take care not to damage the paint.

Remove the negative battery lead to disconnect the battery power.

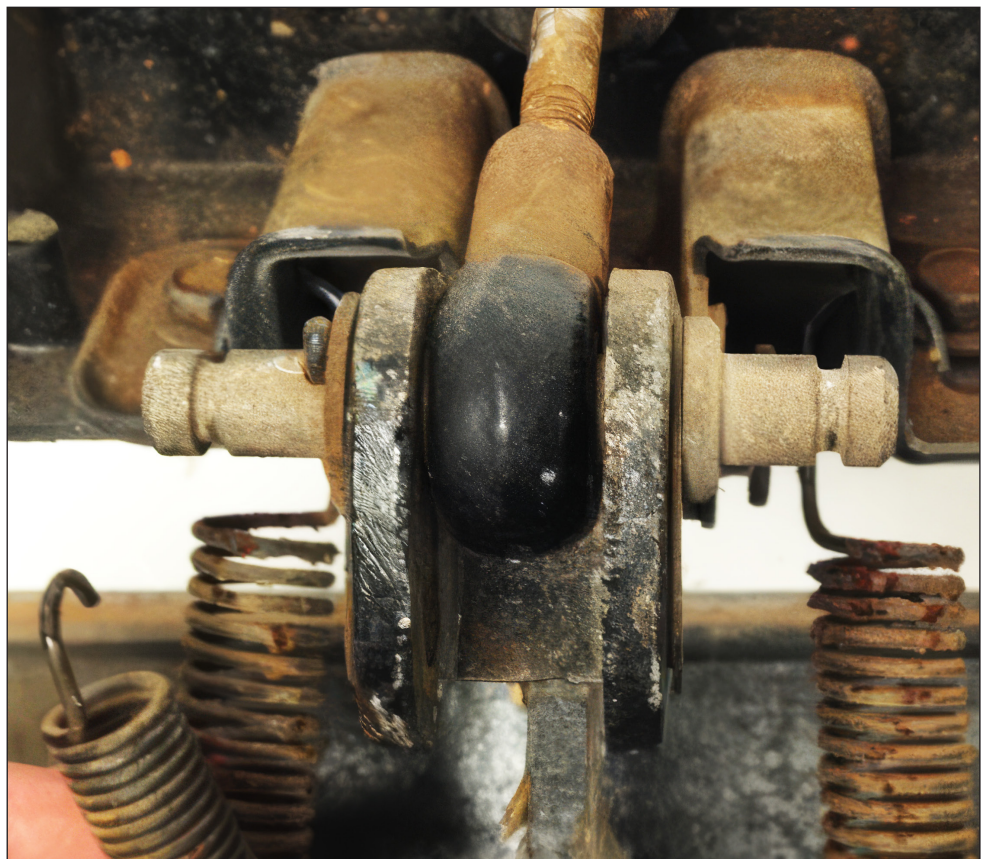
With the headlight doors in the closed position, follow steps X through X to remove the vacuum actuators on both sides of the vehicle.



3

First, remove the inside pair of springs from the pivot pin with a pair of needle-nose pliers.

Note: Wear safety glasses when removing the springs.



- 4** Then, remove the cotter pin and washer. Discard the cotter pin.
Set the washer aside as it will be reused.
Slide the pivot pin out towards the center of the vehicle.



- 5** When you remove the pin, be careful not to lose the pivot pin bushings. They will be reused during the installation of the Detroit Speed actuator kit.



6

First, remove the vacuum lines from the actuator.

Next, remove the four hex nuts from the headlight assembly that hold the vacuum actuator in place.

Repeat steps 2 through 6 for the other side.



7

Remove the vacuum actuator system from the vehicle along with any tanks, hoses, etc. These parts are not necessary.

Use vacuum plugs on the vacuum tank or tube where you have removed the hoses for the headlight actuators.

Note: For 1968-72 Corvettes with the stock wiper system, retain the wiper door vacuum hoses and tank, as they are required for proper wiper door operation.



8

To remove the clevis from the actuator, first hold the vacuum pushrod with a pair of vise grips. Next, turn the clevis off from the pushrod.



9

Set the clevis aside, as it will be reused on the Detroit Speed electric actuators.

Now, install the factory clevis onto the threaded end of the new pitman arm linkage. Turn the clevis all the way on until it bottoms out on the threaded rod.

Loosen the jam nut on the ball joint to orient the clevis until it is perpendicular to the ball joint stud. Now tighten the jam nut.

Put the clevis end of the linkage back through the center hole on the headlight motor mount.

Align the clevis until it can be installed onto the earlier removed pivot pin.



10

Push the linkage to open the doors, test the headlight doors by hand, and make sure they do not bind.

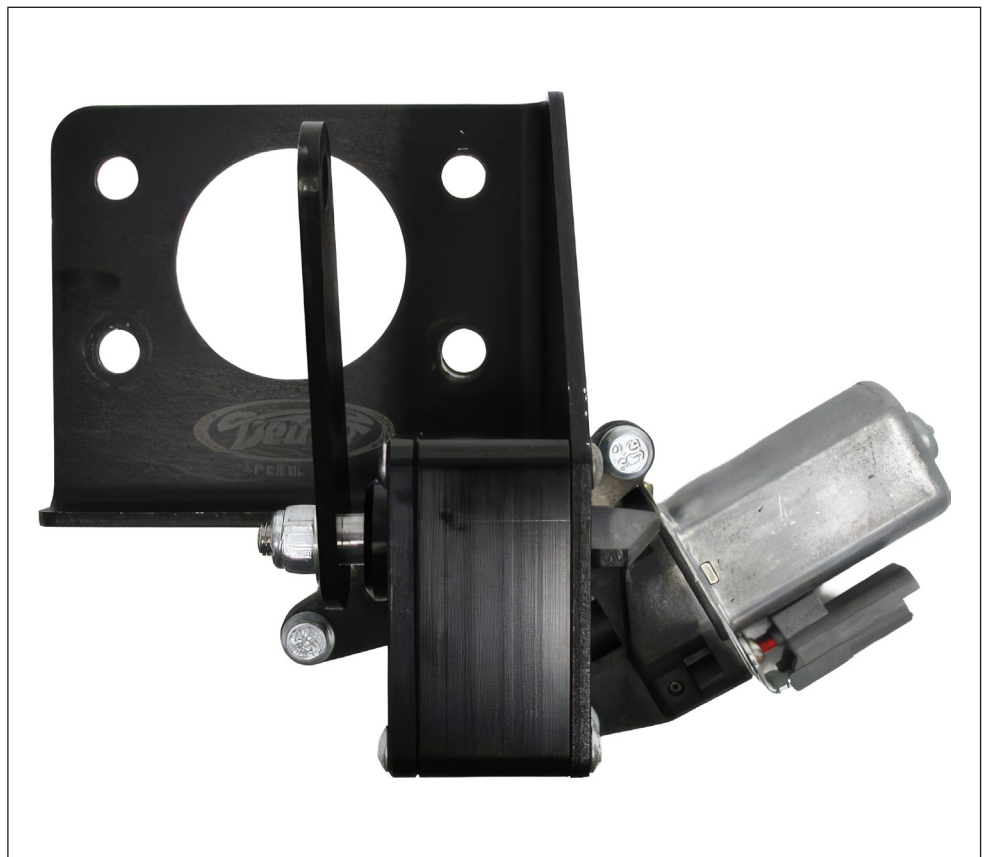
Once the door is fully open, it will be over-center. To close the door, pull the assembly downward from the bottom.

Note: If the doors do not open and close smoothly, they will not work correctly once the electric motors are connected. If they do bind, replace or lubricate any worn-out bushings and clear any components that interfere with the door's operation.



11

Install the left-hand (driver's side) actuator assembly into the vehicle.

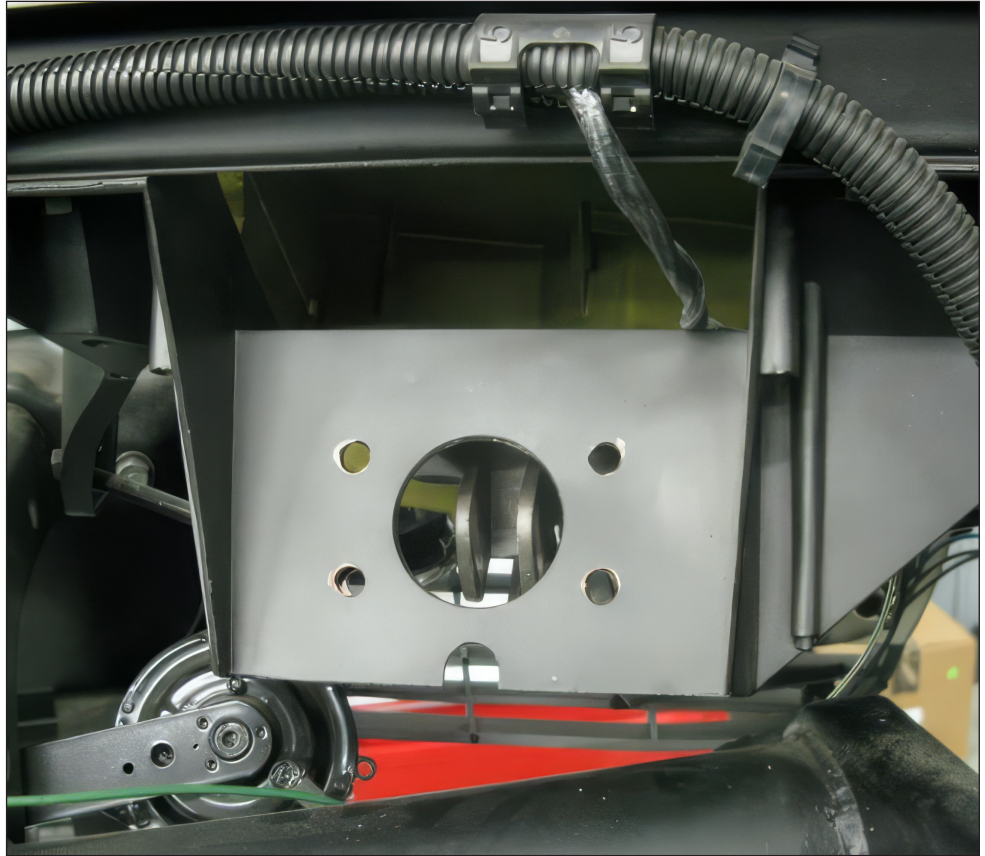


12

Use the Detroit Speed 5/16"-18 x 1" hex head cap screws, Nylock nuts, and washers to hold the actuator in place.

Make sure the two lower bolts go through the support rod on the lower front side of the mount.

Torque the 5/16"-18 hardware to 20 ft.-lbs.



13

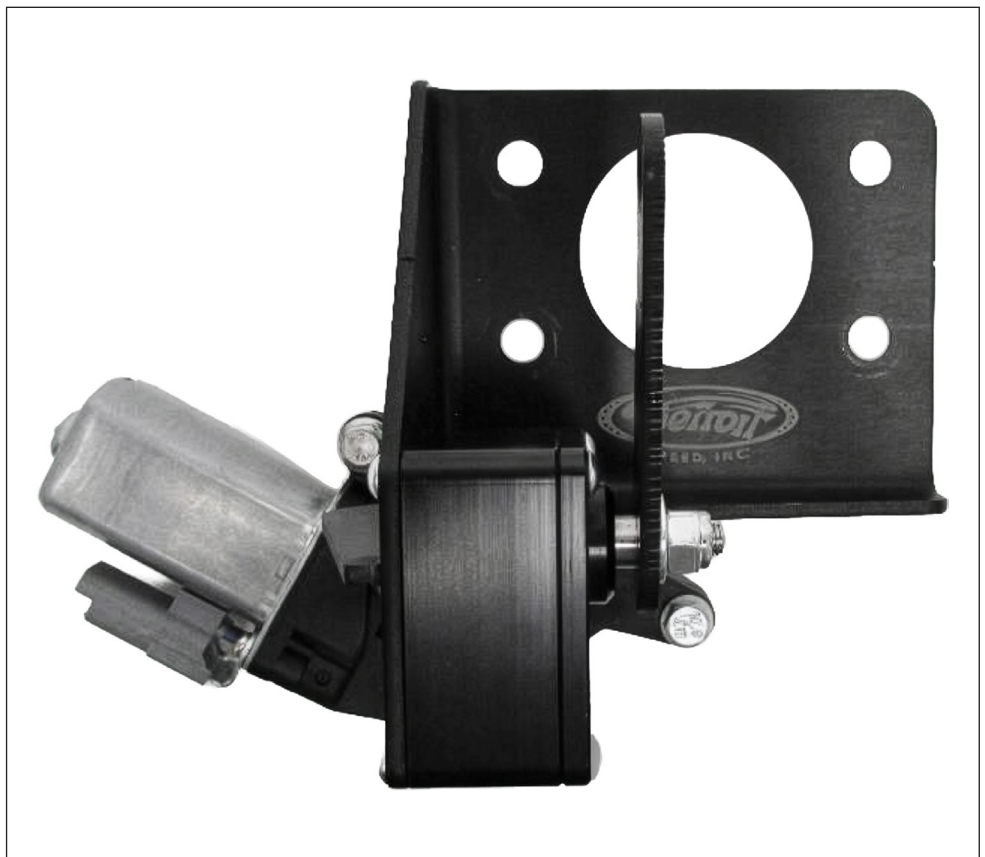
Repeats steps 11 & 12 to install the right-hand (passenger's side) actuator assembly.

Do not attempt to power up the headlight motors when the pitman arm linkage is detached from the headlight doors.

The headlight motors are shipped with the pitman arm precisely set in position.

The headlight doors can be connected to the actuator between the door's full-open and full-closed positions.

Caution: If the headlight motors are powered on and moved from their original position with the linkage detached, the pitman arm will crash into the bracket and damage the actuator motor.



14

Install the pitman arm linkage to the pitman arm.

Remove the 5/16"-24 Nylock nut and washer on the ball joint side of the linkage. Adjust the clevis end of the linkage so the ball joint's stud aligns with the Pitman arm's hole.

Install this end of the linkage into the pitman arm on the actuator, then reinstall the washer and Nylock nut.

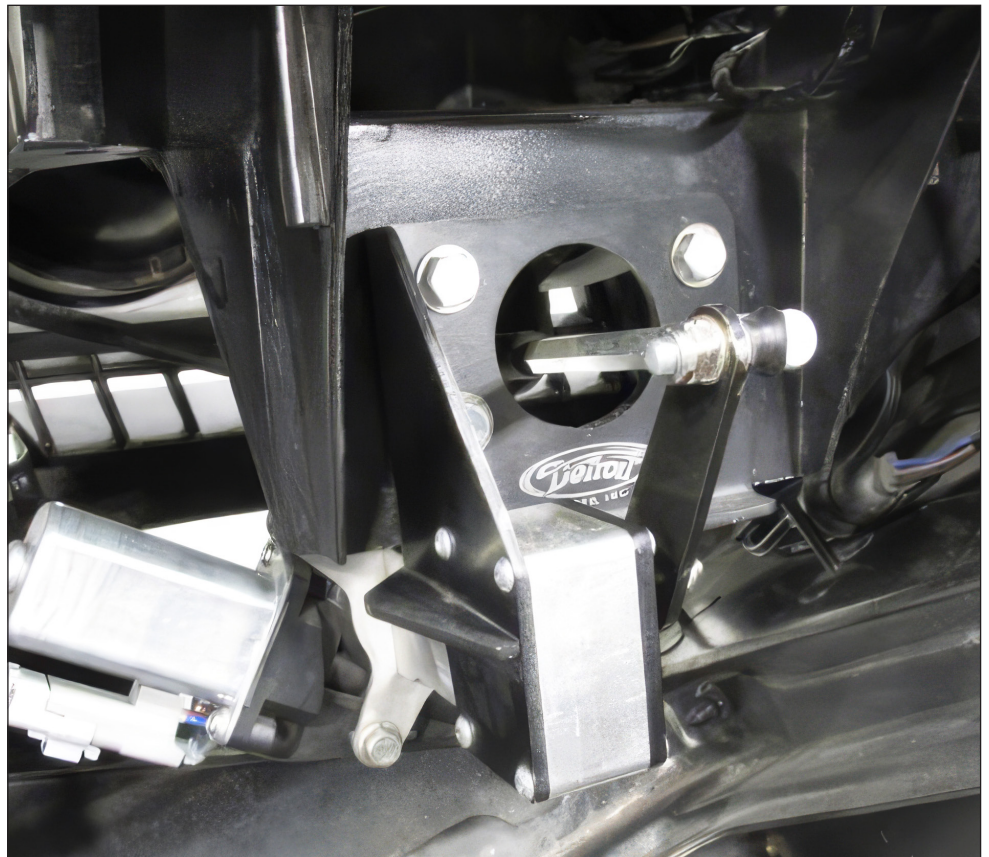


15

Use a 7/16" wrench to hold the ball joint's hex nut and tighten the nut with a 1/2" socket.

Torque the nut to 20 ft.-lbs.

NOTE: To prevent permanent damage to the actuators, do not attempt to move the actuator's pitman arms by hand when you attach the linkage.



16

Remove the adjustable stop from the arm on the headlight door assembly.

To gain more adjustability once the round bumper pad is installed, move the hex jam nut from the front to the back of the bracket, and reinstall the stop.

Note: The stop must be adjusted when the door actuators' opening height is later tested.



17

Install the provided round bumper onto the adjustable stop on both sides of the vehicle



18

Adjust the clevis so it aligns with the mount, then install the pivot pin removed during step 4.

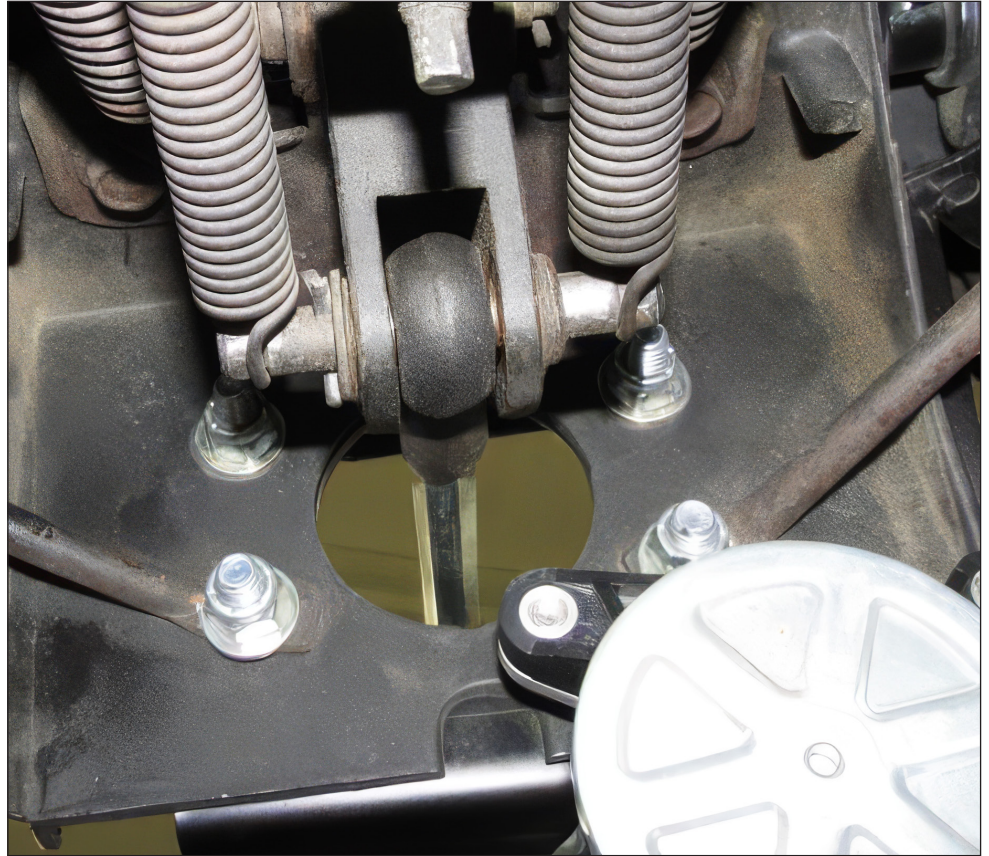
With the pivot pin installed and bushings in position, put the washer on the cotter pin side of the pin.

Now, install the new 7/64" x 3/4" cotter pin.

Bend the two halves around the pivot pin in opposite directions to retain it.

Use a pair of needle-nose pliers to reattach the springs removed in step 3 to the pivot pin.

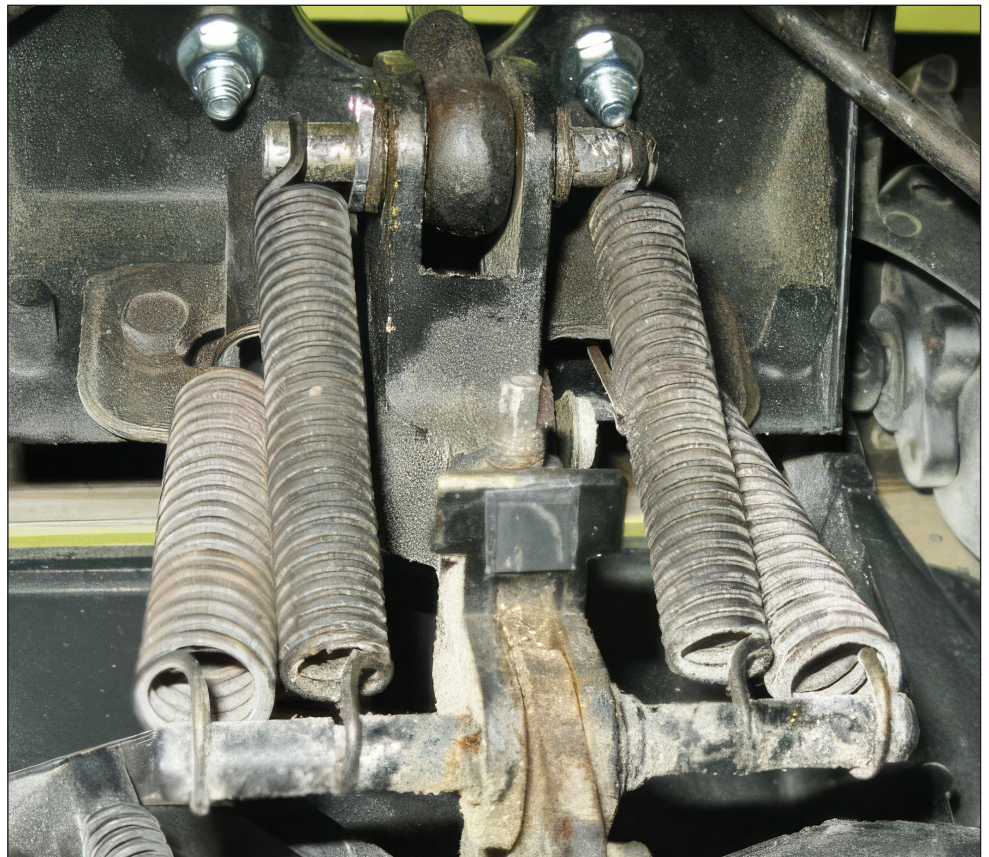
Note: Wear safety glasses when you install the springs. Make sure the springs sit in their grooves on both spring ends. Repeat steps 8 through 18 on the other side of the vehicle.



19

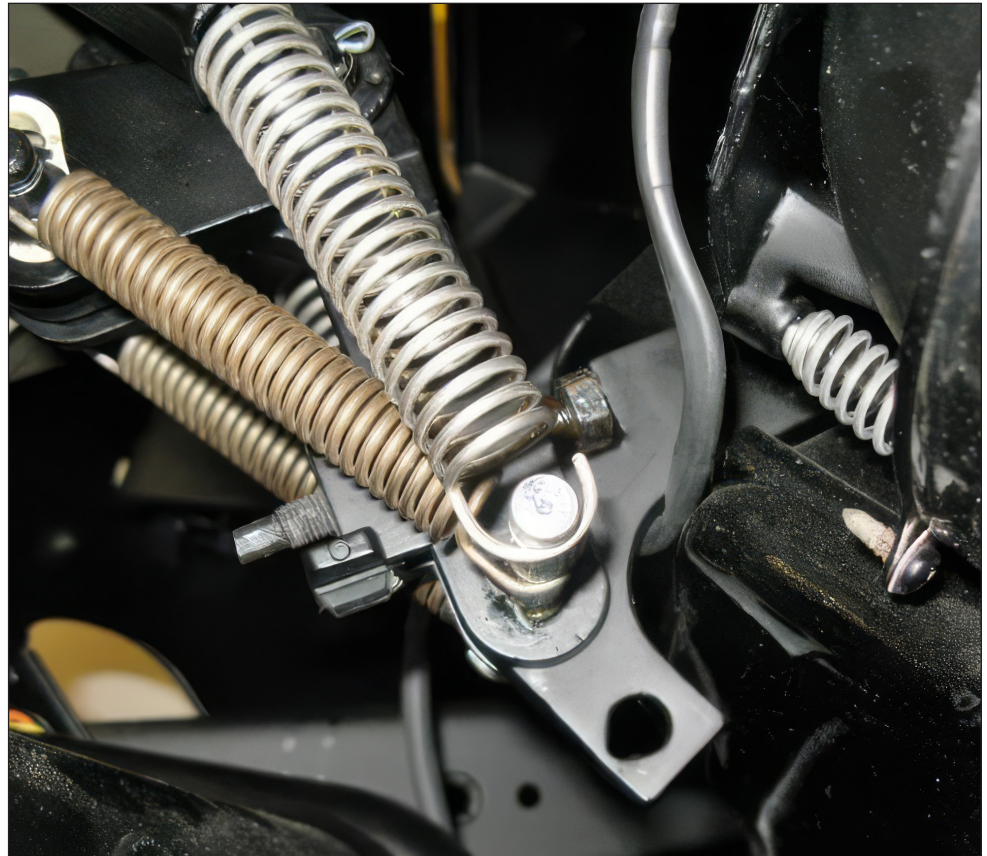
Install the provided square spacer pads on both sides of the vehicle at the headlight door assembly.

To make sure the square pad bonds to the bracket, use lacquer thinner or alcohol to clean the area where the square pad will be attached to the headlight assembly.



20

Use a $7/32$ " wrench or socket to adjust the bolt to set the closed height of the headlight door. It must rest slightly below flush with the front end.



21

Remove the left lower firewall insulation retaining plug from the firewall.

It is located inside the vehicle, just below the bottom-right corner of the fuse block.

To gain access, pull back the carpet slightly.

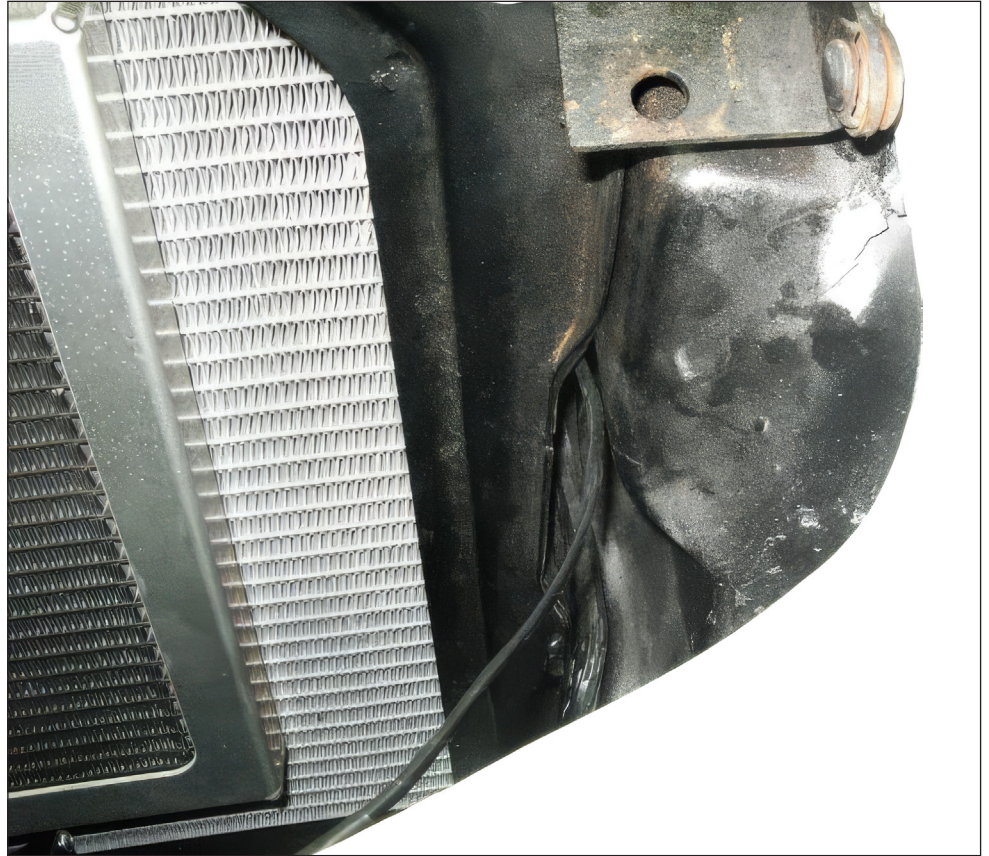
Use a Uni-bit or drill bit up to $1-1/8$ to enlarge the existing hole.

You can route the new headlight harness through this hole, or drill a new hole on the side of the fuse box area.

Use the included firewall grommet to protect the wiring, then pass the headlight motor connectors through the firewall.



- 22** Route the harness along the front end through the core support. Then connect the wiring harness to the headlight door actuators.



- 23** Connect the connector with the yellow and orange wires to the driver's side actuator.



24

Then connect the connector with the purple and green wires to the passenger's side actuator.



25

To remove the headlight switch, Detroit Speed recommends that you first remove the steering column.

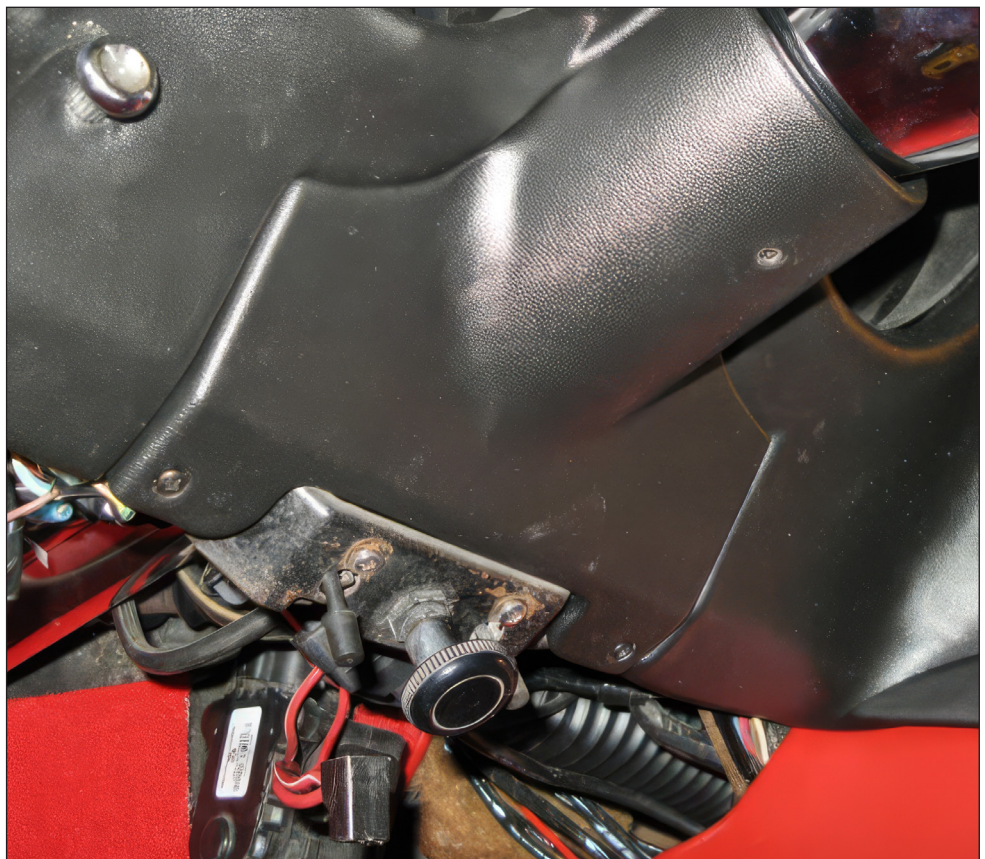
To prevent damage to the gauge cluster during installation of the control module assembly.

The gauge cluster can be removed with the column in place, but it will make the job much more difficult.

Note: If the steering column is dropped, the gauge cluster will rest on the column and distort the area around the lower collar. This will break the gauge cluster or crack the section between the speedometer and tachometer.

To remove the steering column, first remove the two screws from the lower column cover.

Note: There may be three screws if you have an aftermarket steering column.



26

In some models, a vacuum override switch and/or the wiper override electrical switch (1968-72) are attached to the cover.

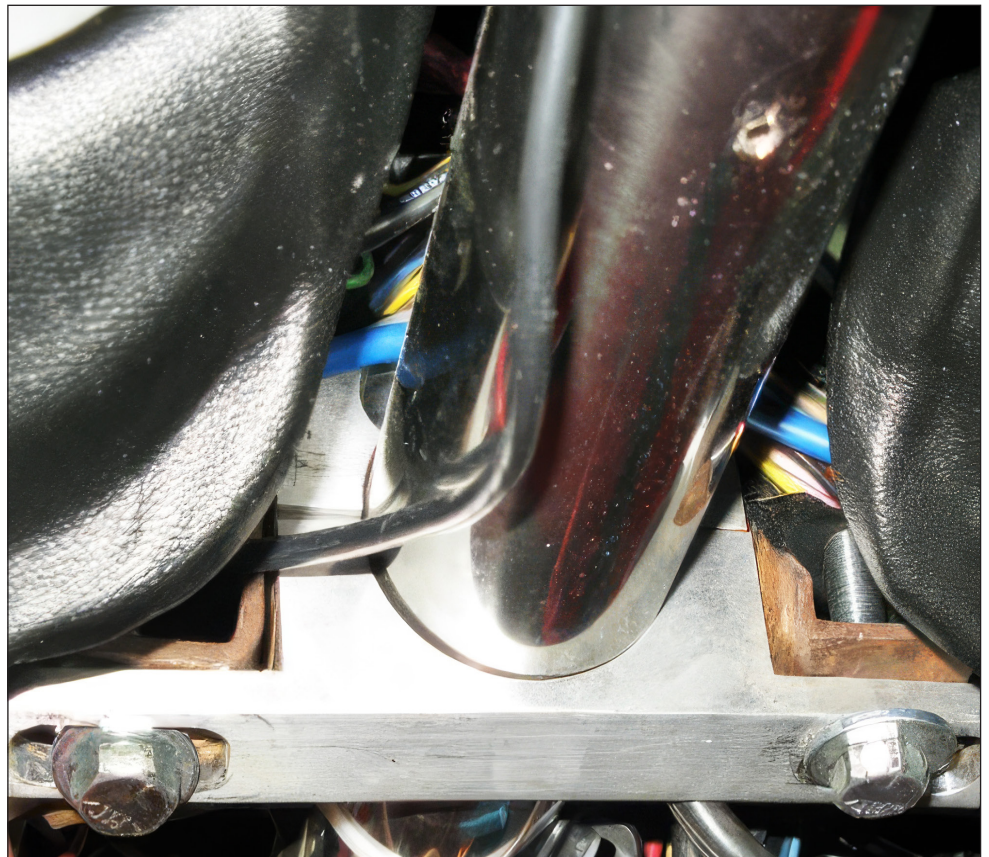
Remove the lower LH side-dashboard vent duct.



27

Remove the two bolts that hold the steering column to the support brace.

Note: The steering column shown in steps 27 through 30 shows an aftermarket column.



28 Remove the two carriage bolts from the lower part of the column.



29 Remove the clips from the interlock cable pin and cable, then remove the cable from the lower column.

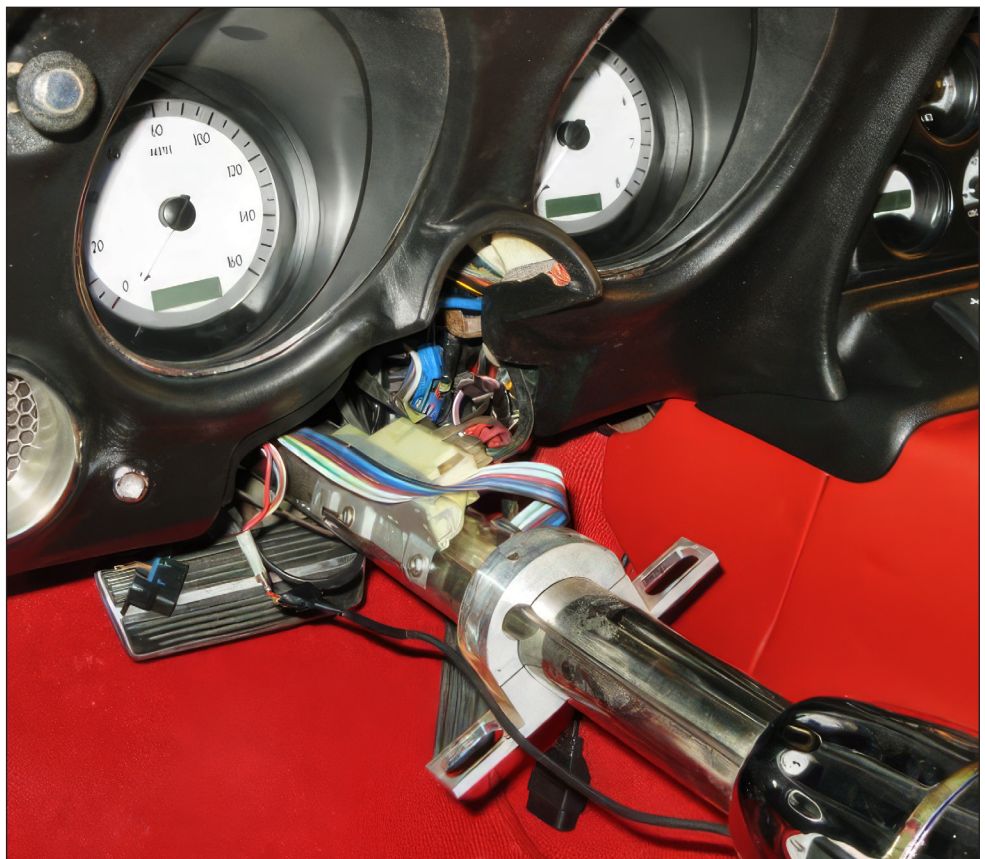
Remove the bolt that holds the “tulip flange” coupler to the lower column, then carefully pry the flanges apart with a screwdriver.

For a splined U-joint, loosen the jam nut and set screw before you remove the column.

Remove the electrical (ignition switch) connection from the lower half of the steering column.

Pull the steering column out of the car and continue to pry between the coupler and the column while you wiggle the column loose.

Note: With an aftermarket column, you can pull the steering column out of the coupler while the steering wheel rests on the front seat. If the column is not completely removed from the vehicle, leave the electrical switch connected to the column.



30

With the steering column out of the way, remove the gauge cluster.

Remove the three screws around the top of the pad and the two screws on each side of the gauge cluster.

Once all the screws are removed, the cluster is ready to be dropped.

Note: For 1968-74 applications, remove the tachometer cable from the distributor.

For all applications, remove the speedometer cable from the transmission.

With the cluster now dropped down, pull these cables out with the gauge cluster.

There is no need to reach behind the dashboard to unscrew or unclip the gauges' cables.



31

For better access behind the gauge cluster, unplug the headlight switch connector.

Pull the switch out as far as it will go to remove the headlight switch knob.



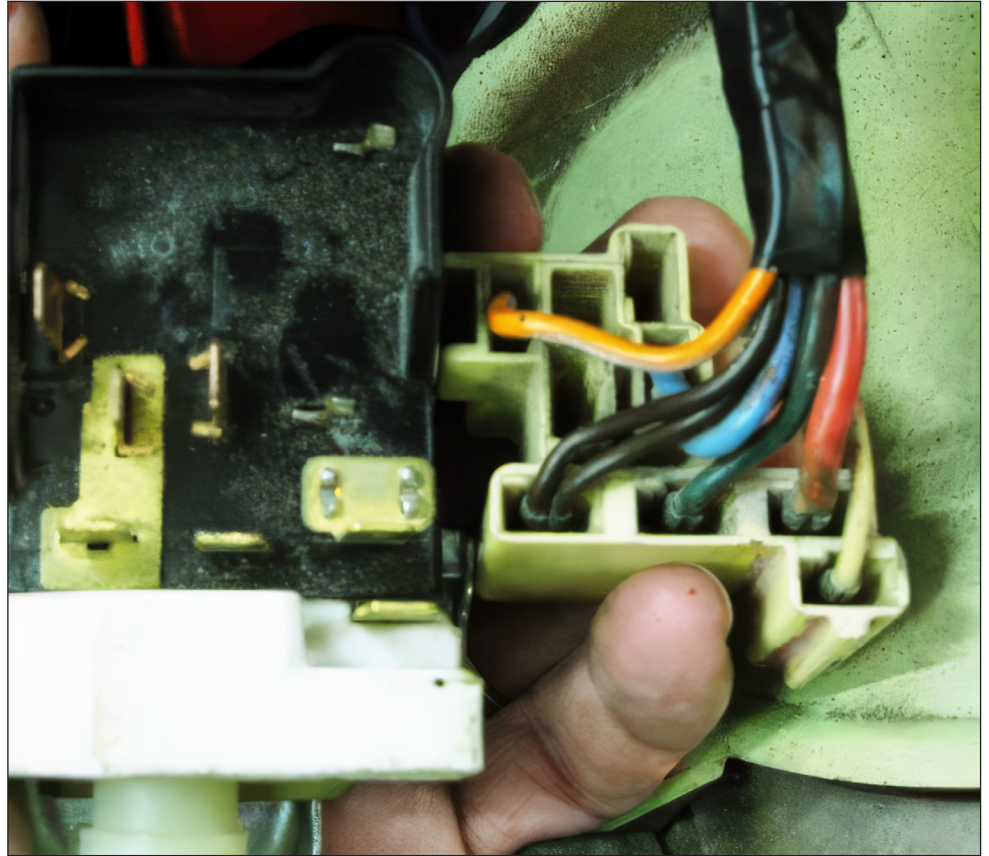
- 32** Now, hold down the release button (circled) on the top of the switch and pull the headlight knob out of the switch.



- 33** First remove the vacuum hoses from the back of the switch.
 Now, remove the headlight switch retaining nut with a large screwdriver or other suitable tool.
 Finally, remove the headlight switch from the dashboard.



34 For the early- and mid-C3 applications, find the light blue and brown wires.



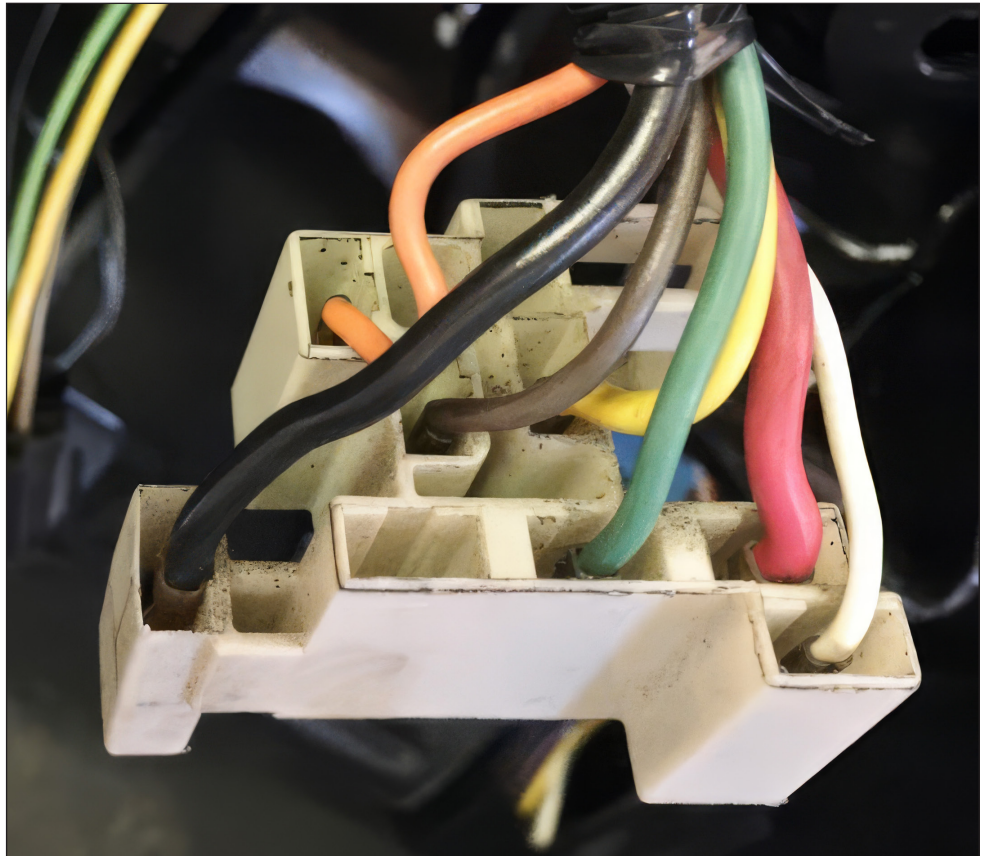
35 Use a terminal removal tool or a small flat-blade screwdriver to disconnect the light blue and brown terminals from the connector.



36

For later C3 applications, the yellow and brown wire terminals must be removed.

Note: The brown wire is also in a different location between early and mid-to-late C3 vehicles.



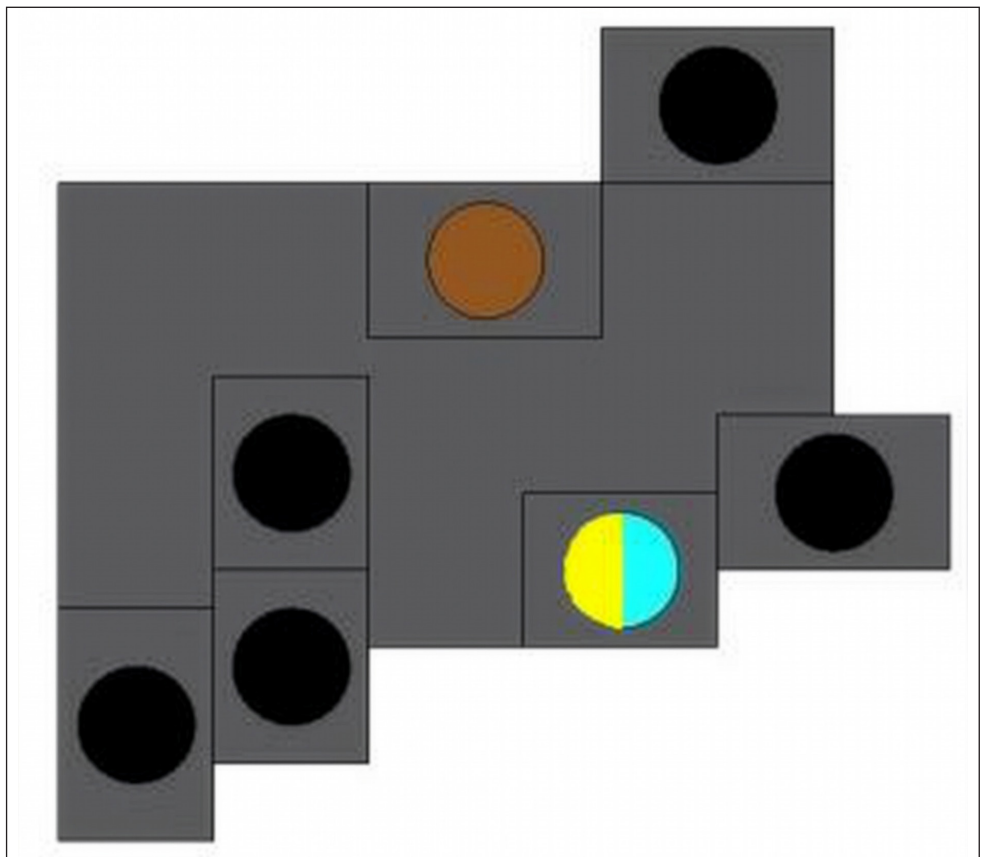
37

The light-blue or yellow wire is the 12-volt headlamp feed, while the brown wire is the park-lamp feed.

There can be more than one brown wire in the connector, so be sure to remove the correct one.

Note: Due to your specific application, the connector's wire colors can differ from those shown.

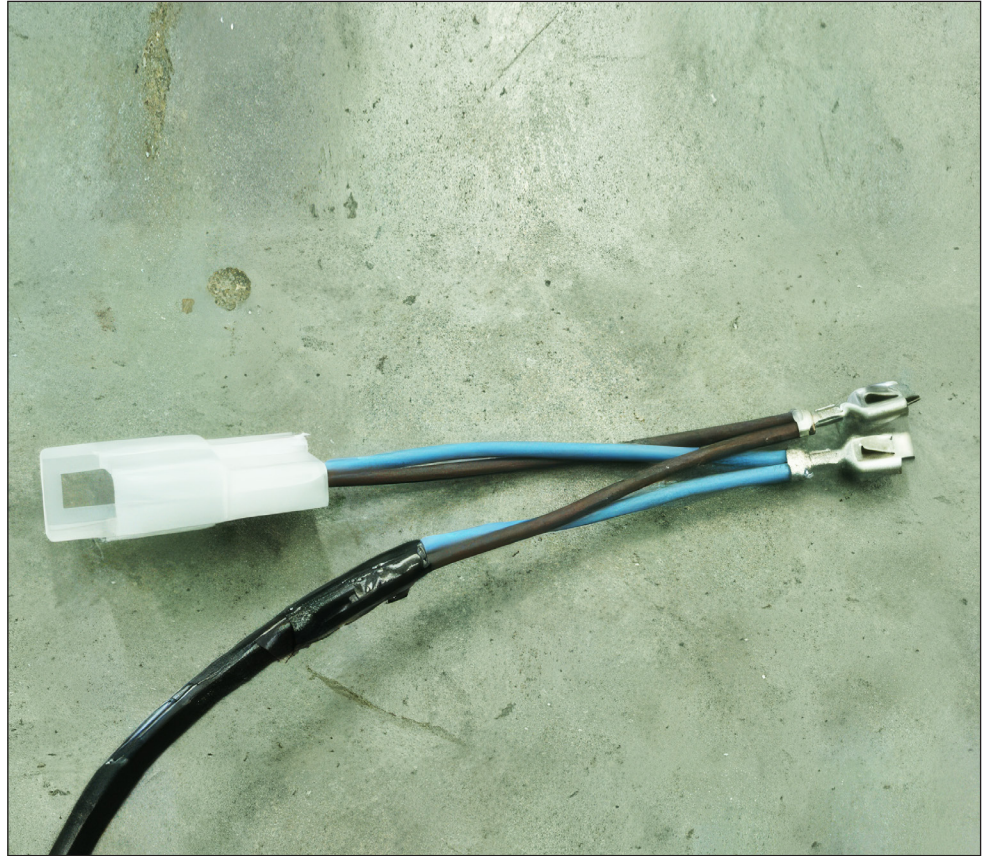
The spades on the headlight switch will perform the same switch function, even if the wire color does not match.



38

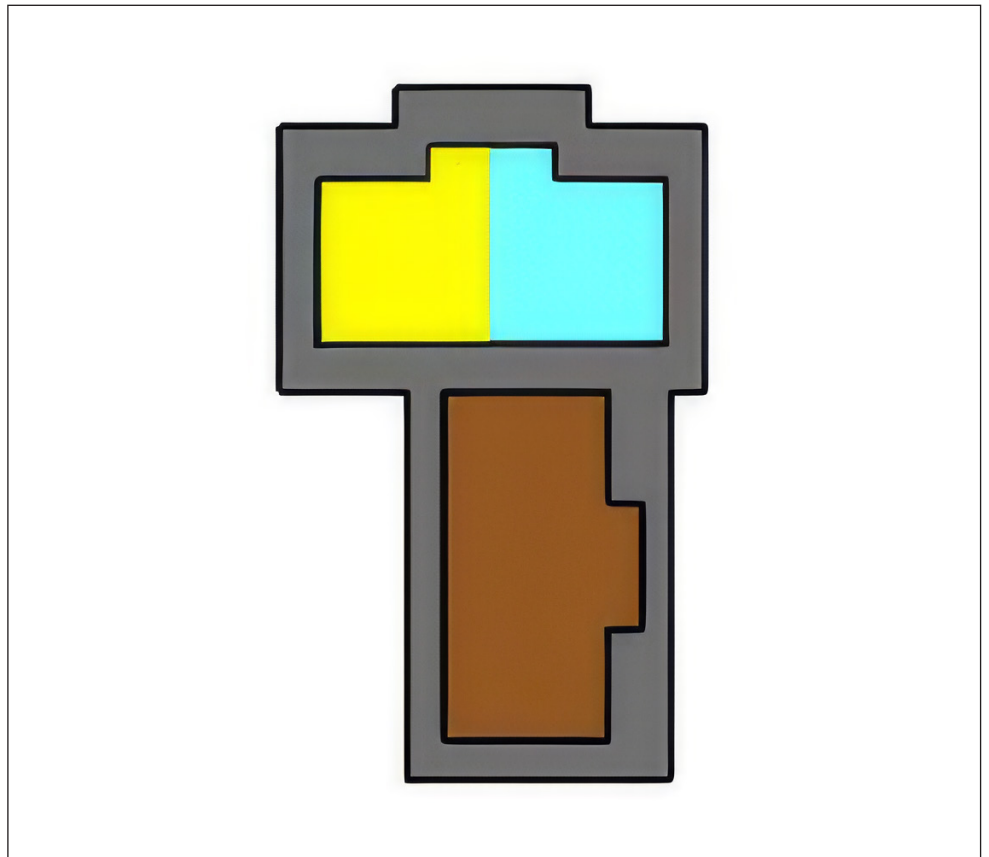
Insert the light blue wire terminal from the new headlight harness into the headlight connector in the position previously occupied by the original light blue or yellow wire.

Insert the brown wire terminal from the new headlight harness into the headlight connector in the position previously occupied by the original brown park lamp wire.

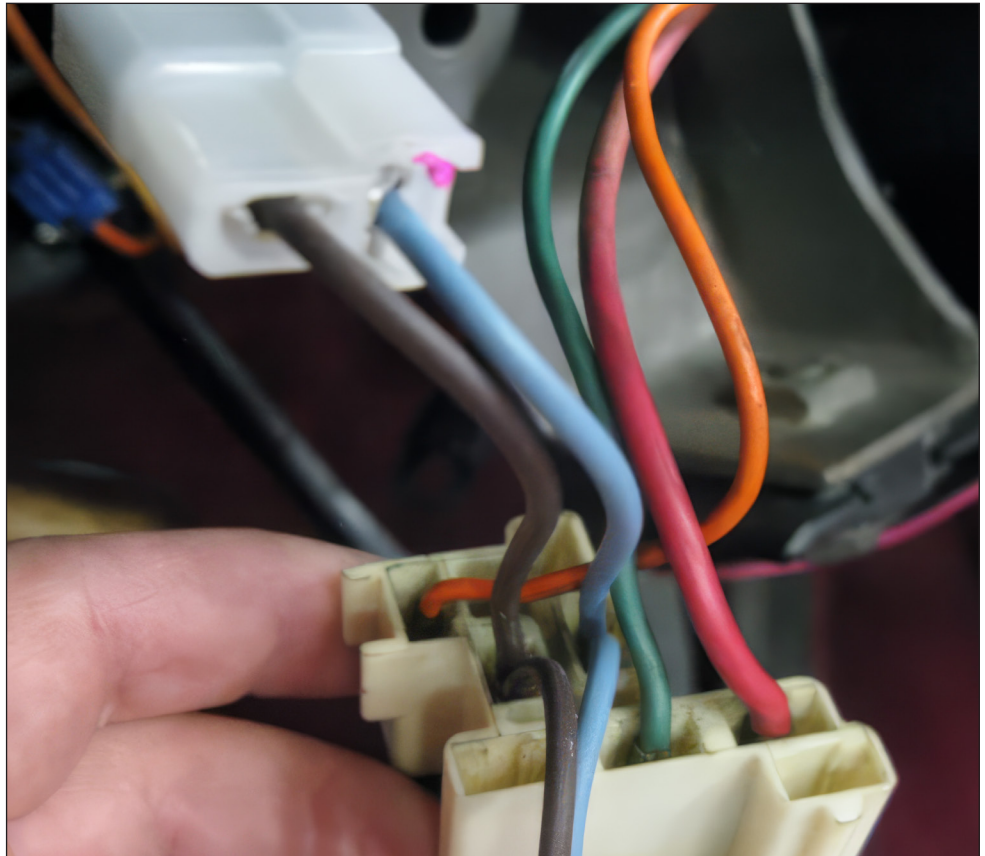


39

Insert the wire terminals that you removed from the original headlight harness connector into the two cavities of the black, two-terminal female Packard connector provided by Detroit Speed.



- 40** Plug the black two-terminal female Packard connector into the clear two-terminal connector on the new harness.
 Make sure the wire colors match (light blue to light blue, or yellow to brown).



- 41** The headlight module bracket arrives pre-assembled from Detroit Speed.
 Before installation, verify all connectors and fasteners are tightened and that the bracket matches the configuration and connector positions shown.
 If you plan to add a Detroit Speed Wiper kit, see step 42 for an example. The bracket makes it easier to add the module.



42 If you also have the Detroit Speed Wiper Kit, you can mount both control modules to the same mounting plate.

The module plate appearances can differ from what is shown and are based on your specific application.



43 Align the headlight control module and mounting plate on the steering column support.

Remove the two bolts from the steering column support and set them aside.

Attach the module and mounting plate with the same removed bolts. Tighten them evenly, but do not overtighten.

Use mounting plate holes to attach the wiring harness with wire ties. This will organize and protect the harness.

Note: On 1968-69 vehicles with an under-dashboard cross brace, carefully bend the module plate for clearance. Use caution to avoid damage.



44

Plug the 8-Pin harness connector into the headlight module connector as shown.

Plug the headlight switch connector into the headlight switch. Do not reinstall the switch in the dashboard at this time.

Install the headlight knob back into the unmounted switch.



45

For 1968-78 applications, connect a 12V constant-power source to the module. Attach the new harness's red wire with the black connector in an open slot on the fuse block labeled "battery".

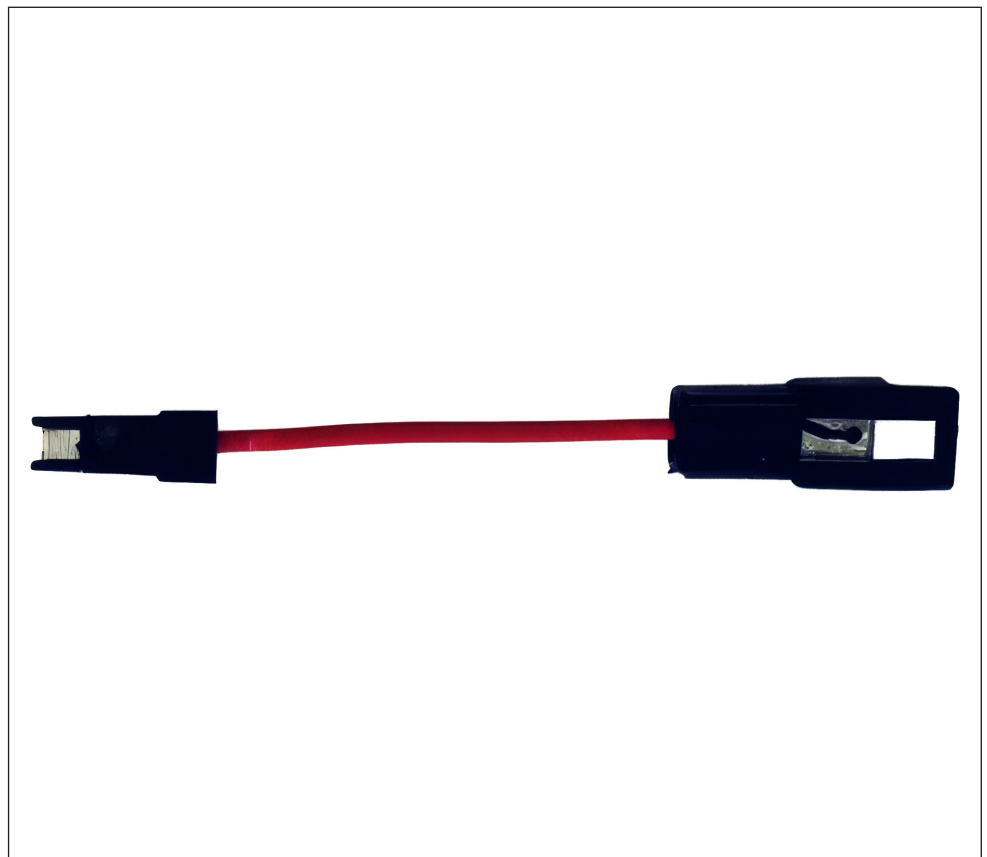
For 1979-82 applications, first plug the provided jumper harness into the black connector on the red wire from the new harness.

Then, plug the jumper harness into the ATO-style fuse block. Use the open slot labeled "battery".

Note: Make sure the 10-amp fuse is installed between the power source and the module.

Connect the black wire from the new headlight harness to a suitable ground using the ring terminal.

Some vehicles have an existing ground connection behind the driver's side kick panel. Make sure a proper ground is obtained by removing any rust or paint from the metal.



46

Incorrect wiring can cause serious damage to the system, so before you power on the system, double-check all wiring connections for continuity with a multimeter.

Reconnect the battery. The system will cycle at this time, and the doors should open slightly, then return to the closed position.

Once the system has cycled, turn the headlamps on and off to examine their operation.

If the system is operating correctly, proceed to the next step. If not, examine all wiring connections and refer to the troubleshooting guide at the end of these instructions.

Note: If problems continue, bypass the fuse block and run the power and ground wires directly to the battery.



47

Adjust the height of the door stops as needed.

Turn the hex jam nut and move the stop on the arm to the desired opened height of the headlight door.

Adjust the bolt on the door linkage as needed for the closed height of the doors.

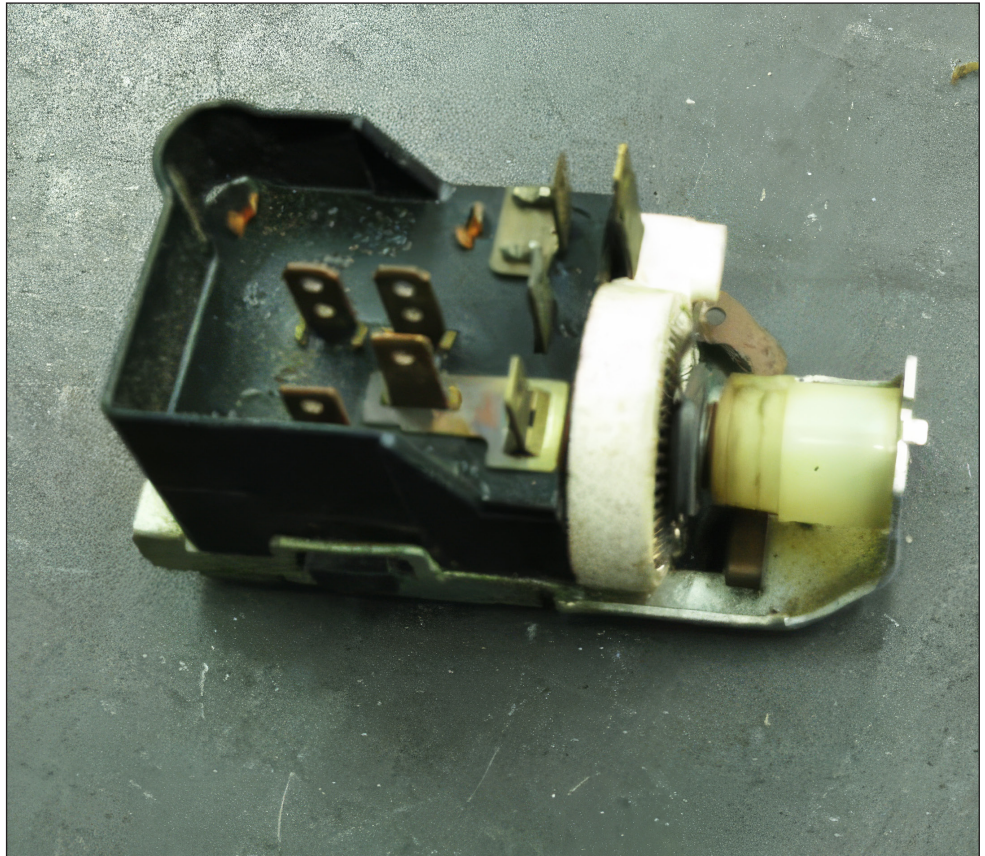
If the doors do not close, the headlight door bolt is too tight. Loosen this bolt with a 3/4" wrench to the point where the doors close.

Note: If these stops are not adjusted correctly, the doors will not fully open and/or close.

Once the system's operation has been verified, disconnect the battery again.



48 Remove the headlight switch knob and reinstall the headlight switch into the dashboard.



49 Make sure the anti-rotation tab on the switch lines up with the alignment slot on the dashboard. With the switch is installed, now install the headlight switch retaining nut and install the headlight switch knob.

To reinstall the gauge cluster and steering column, reverse the steps described in 25-29.

Use the included Nylon cable ties to attach the new wiring harness under the dashboard, inside the engine compartment, and at the front of the vehicle.

Finally, reconnect the battery and install the hood.



After all connections are complete, connect the battery. The doors must run through a “power up” cycle.

During this cycle, the headlight doors will partially open and then close. Each time power to the module is disconnected and restored, the doors will repeat the “power up” cycle.

The module features built-in failsafe protection against electrical shorts.

If a short circuit is detected, the module will emit a beep followed by a series of clicks to indicate it has entered fail-safe mode.

To restore normal operation, correct the short circuit and then reset the module. To reset the module, remove the fuse from the main power wire for 10 seconds before you reinstall it.

If an audible click sound persists after the reset, the short circuit remains unresolved and requires further examination.

Refer to the troubleshooting table below for the expected voltages at the module input during normal operation.

Use these values to diagnose wiring issues or problems with headlight switch operation.

WIRING						
HEADLIGHT SWITCH POSITION	RED WIRE	BLACK WIRE	BROWN WIRE	BLUE WIRE	DOOR OPERATION	LIGHT OPERATION
Off	+12V	Ground (-12V)	0V	0V	None	None
Park	+12V	Ground (-12V)	12V	0V	None	Park
Headlight	+12V	Ground (-12V)	12V	12V	Door Opens	Headlights*
Park (after headlights on)	+12V	Ground (-12V)	12V	0V	None (Door remains open w/ headlights off)	Park
Off	+12V	Ground (-12V)	0V	0V	Door Closes	None

*Park lights will turn off when the headlights are on.

TROUBLESHOOTING	
CONDITION	CAUSE
Module continuously clicks	The module has entered its failsafe mode, and only when it detects a short in the system. To correct this condition, first determine then repair the short in the system. To restore the module to normal operation, remove the 10-amp fuse for 10 seconds, then reinstall it. The system will enter its “power up” cycle. If it does not, or if the clicking continues, a short circuit exists in the vehicle’s electrical system and requires further investigation.
Doors only partially open or close	Most issues with door operation are due to headlight door assemblies with excessive resistance, binding, or out-of-adjustment. If the actuators operate as described, intermittent problems are likely due to doors that experience excessive resistance when opening and/or closing.
One door opens faster or slower than the other	One door has more or less resistance than the other. Lubricate all pivot points and adjust the tension of the fasteners at those points.
Doors do not operate at all	Make sure the battery voltage is over 12V. A low battery condition will render the doors inoperable. Do a check on all connections. Make sure a fuse is not blown and that the doors do not bind.



TROUBESHOOTING (CONT.)

CONDITION	CAUSE
One or both doors close when the headlight switch is turned on. Door(s) open when the headlight switch is turned off.	On the driver's side, make sure the orange wire is inserted into cavity "2" and the yellow wire into cavity "1" of the connector body. The purple wire must be inserted into cavity "2" and the green wire into cavity "1" of the connector body for the passenger side. If the wires are properly terminated and the problem persists, reverse the wires on the problematic actuator(s) to resolve the condition.
Doors do not operate "power up" cycle.	<p>Check voltages at the red, black, blue, and brown wires as described in the "WIRING" table on page 31.</p> <p>If voltages are consistent with the table, disconnect then reconnect the red wire. If the doors do not operate or do not attempt to operate at this point, double-check that the actuator harness is plugged into the module and the actuators.</p> <p>Check continuity between the actuator wires at the module pigtail and at the actuator connector.</p>

Note: If none of these suggestions solves your issue, please call DSE technical support at 704-662-3272.

MODULE CONNECTOR PIN-OUT
(CONNECTOR BACK SHOWN)

WIRE COLOR	POSITION
ORANGE (UPPER ROW)	LH Actuator Positive (+)
YELLOW (UPPER ROW)	LH Actuator Ground(-)
GREEN (UPPER ROW)	RH Actuator Positive (+)
PURPLE (UPPER ROW)	RH Actuator Ground (-)
RED (LOWER ROW)	Constant 12V Battery Voltage
BLACK (LOWER ROW)	Ground (-12V)
BROWN (LOWER ROW)	Park Lamp Feed
BLUE (LOWER ROW)	Headlight Feed



DISCLAIMER / WARRANTY

Detroit Speed warrants that its products will be free from defects in materials and workmanship for two years (24 months). This warranty is extended only to the first purchaser of any product at retail and who has retained ownership of the vehicle on which the product was originally installed.

This warranty does not cover any labor or materials not supplied by the manufacturer, nor does it include shipping or towing charges. It also does not cover any product that has been repaired, altered, or misused and/or misapplied. All warranty replacement or repair privileges are void when a product is modified by anyone other than Detroit Speed, Inc.

A dated purchase receipt or invoice must be presented with all claims. If DATE CODING is removed from the product, the warranty is void. If the product is found to be defective, Detroit Speed will, at its sole discretion, repair, replace, or refund the purchase price.

Detroit Speed will cover all standard ground shipping costs on replacement products when the returned products are found to be defective or unacceptable due to an error on the part of Detroit Speed, Inc. All non-defective products, as verified by Detroit Speed, will be returned to the customer.



