



**Acura 3.2CL-S (Auto)
Acura 3.2TL-S (Auto)
Supercharger
Installation Instructions
(01-03 3.2TL-S 01-03 CL-S)**

4717 GOLDEN FOOTHILL BLVD • EL DORADO HILLS, CA 95762 • 916.933.1080 • FAX 916.939.9196 • www.comptechusa.com • M-F 8:00 AM—5:00 PM PST

INS-104

VERSION: 6.19.2003

Thank you for purchasing the Comptech Supercharger Kit for the 2003 Acura 3.2CL and Acura 3.2TL Type-S models. All components have been designed and manufactured utilizing the latest technology and materials.

Please take a moment to read this instruction manual and warranty information page thoroughly before starting any work. Comptech recommends the use of a Genuine 2003 Acura 3.2CL or Acura 3.2TL Type-S model Service Manual to supplement these instructions.

All Comptech products are intended to be installed by a professional installer. We recommend marking any hose or wire before disconnecting to avoid confusion during reassembly.

Remember to always use jack stands to support the vehicle when a car lift is not available. Always work in a clean environment and use the appropriate safety equipment and tools to avoid any potential damage or injuries.

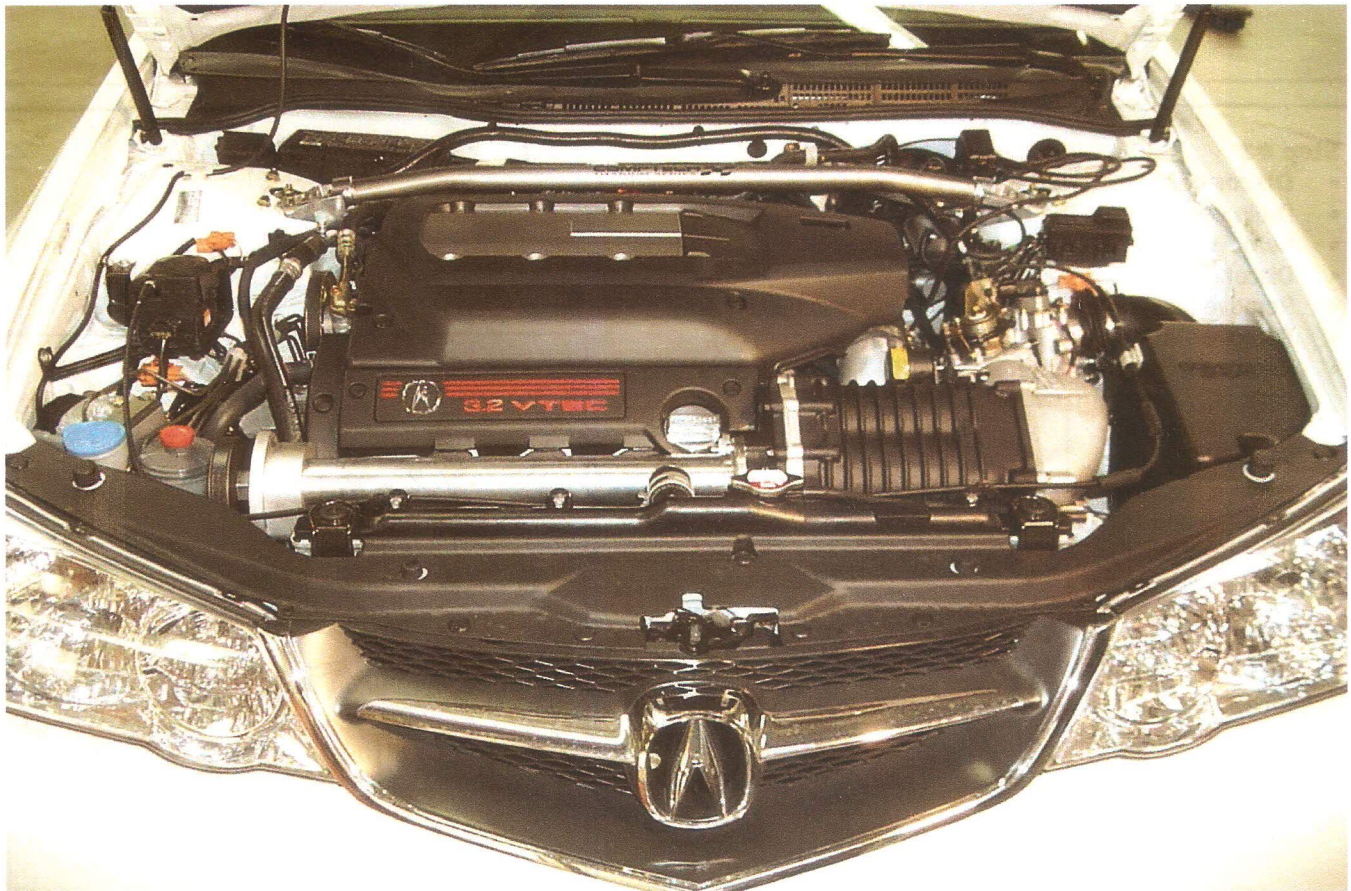
**Before starting, Comptech recommends locating the radio code for your particular vehicle and write down the frequencies for the radio's preset buttons, so the radio can be reactivated and restored after completion of this installation.

Comptech highly recommends the use of the Comptech Transmission Cooler Kit and Redline High Temp ATF fluids in your transmission for best performance & longevity.

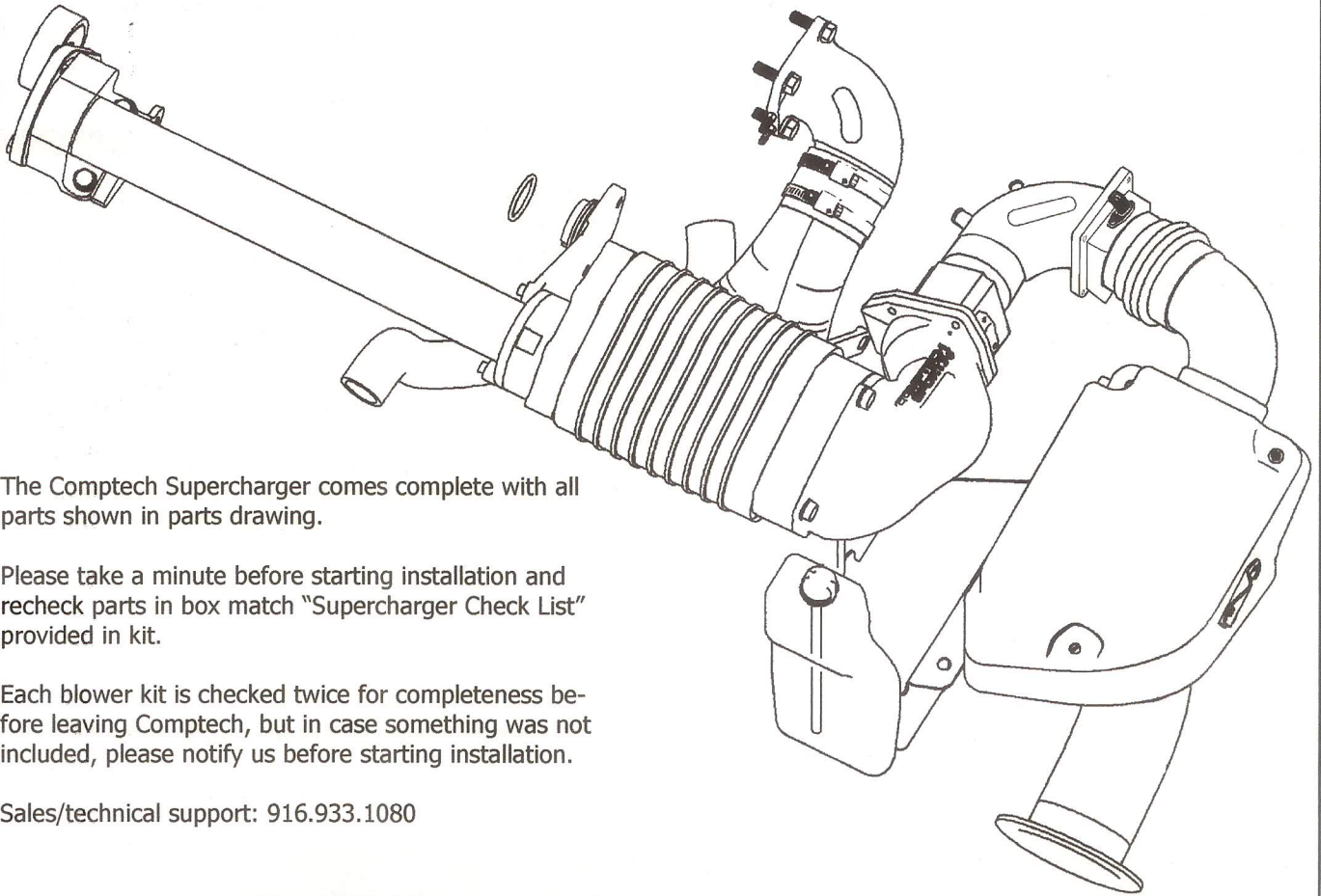
Additional items needed before starting installation:

- Torque Wrench
- Sanding disc or cut-off wheel
- Size 51R battery

Installation facility; please make sure the owner of the vehicle is given a copy of the instructions and supercharger maintenance for their records.



Parts Drawing—Comptech Supercharger—Acura 3.2CL-S A/T



The Comptech Supercharger comes complete with all parts shown in parts drawing.

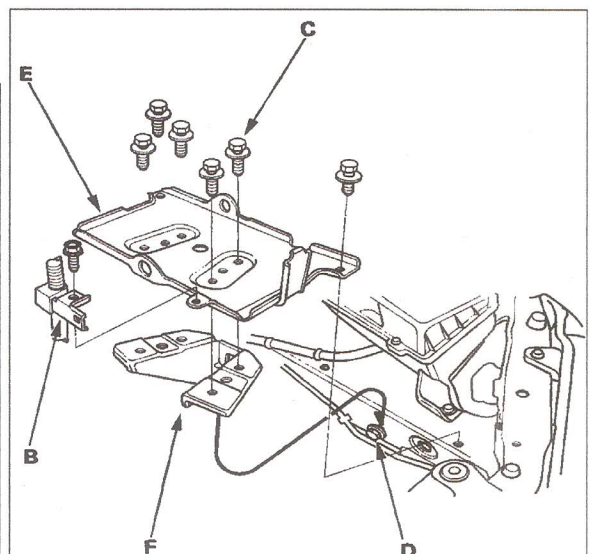
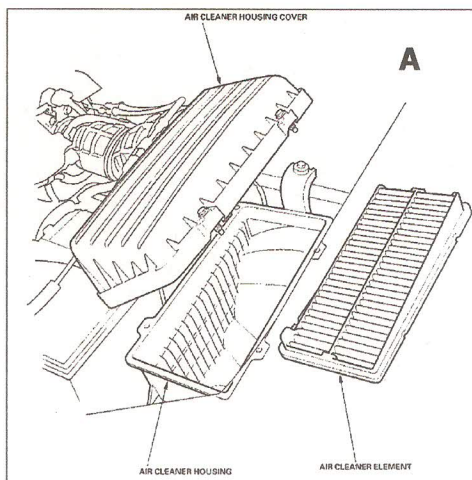
Please take a minute before starting installation and recheck parts in box match "Supercharger Check List" provided in kit.

Each blower kit is checked twice for completeness before leaving Comptech, but in case something was not included, please notify us before starting installation.

Sales/technical support: 916.933.1080

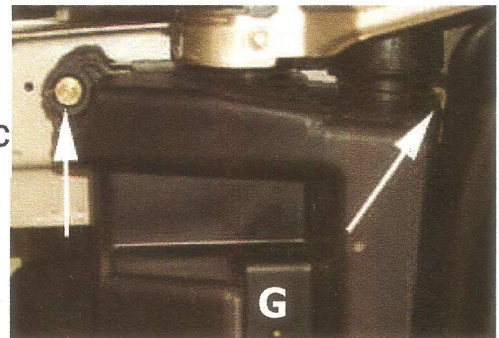
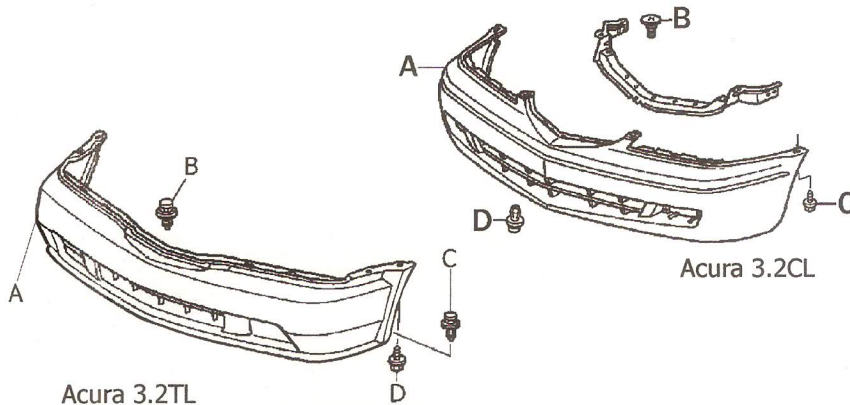
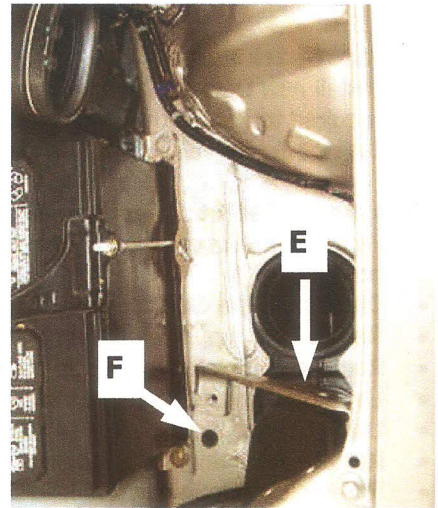
Step #1

- **Disconnect Negative battery terminal**
- Drain coolant from the radiator.
- Remove plastic engine covers.
- Disconnect Positive battery cable.
- Remove battery tie-down, battery & plastic battery tray.
- Remove stock air box lid, filter & air box bottom (A).
- Remove wiring harness from clip (B). Remove 6 mounting bolts (C), and remove the mounting bolt (D), then remove the tray base (E) and tray base bracket (F).
- Label & disconnect hoses from air inlet tube. Loosen clamp and remove tube.



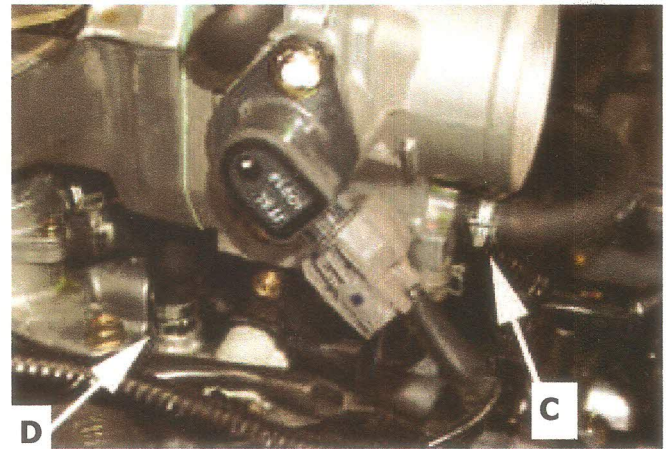
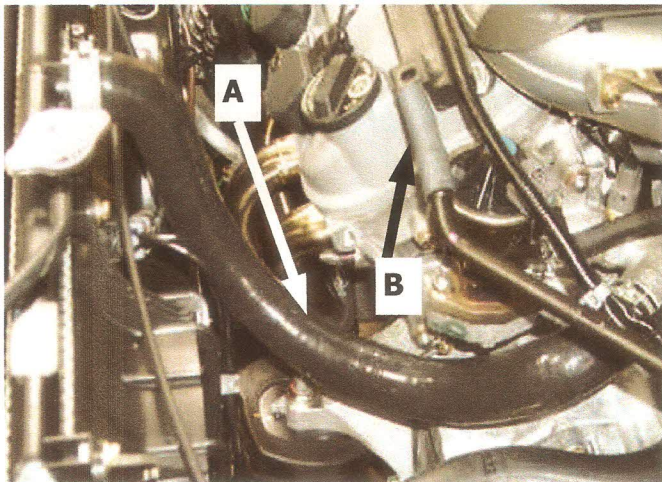
Step #2—Lower Air box

- **On most models:** The lower airbox is accessible and removable **without removing the bumper**. Remove the 4 screws holding the lower splash guard to the bumper and move splash guard enough to access the airbox mounting screws(G)
 - Lower & remove stock air box
 - Remove stock bracket in engine bay (E).
 - Remove small rubber grommet in sub-frame next to battery (F).
-
- **Bumper Removal:** Remove (2) screws at top corner in wheel wells (C) , (4) snap clips along grill top (B), (4) snap clips underneath (D) & (2) screws at the back of bumper underneath near wheels. Slide cover (A) forward from clips under headlights to remove cover to access stock lower air box. (See above for airbox removal)



Step #3—Radiator hose

- Remove stock upper radiator hose from engine & radiator. Remove spring clamps & reuse on new silicon hose in kit. (Replacement hoses are available **exclusively** through Comptech part # 355-155)
- Replace with new silicon hose in place of stock rubber hose (A).
- Remove engine breather hose from valve cover (B).
- Remove coolant bypass hose from throttle body (C). Do not remove manifold side (D) until throttle body has been relocated. Mark each coolant hose as they are disconnected. **DO NOT cross hoses during reassembly (step #20-E).**



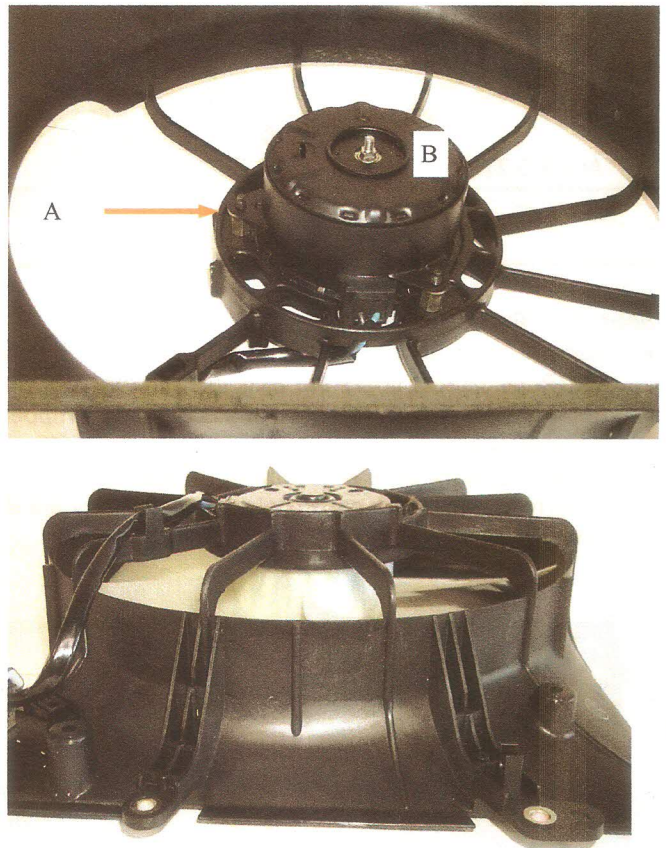
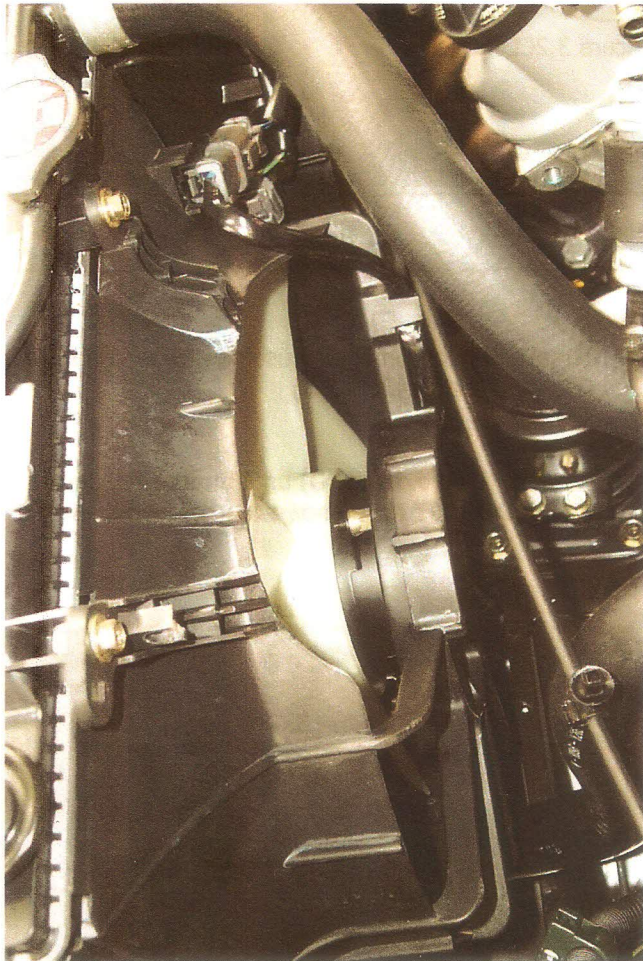
Replace Spark Plugs:

- Install new Denso IK22 Spark plugs as directed in service manual. These are a colder heat range plug and are required to handle the extra power produced by the supercharger.
- **Do not try to reset the gap on this style plug.**

Step #4 — Radiator Fan Shroud:

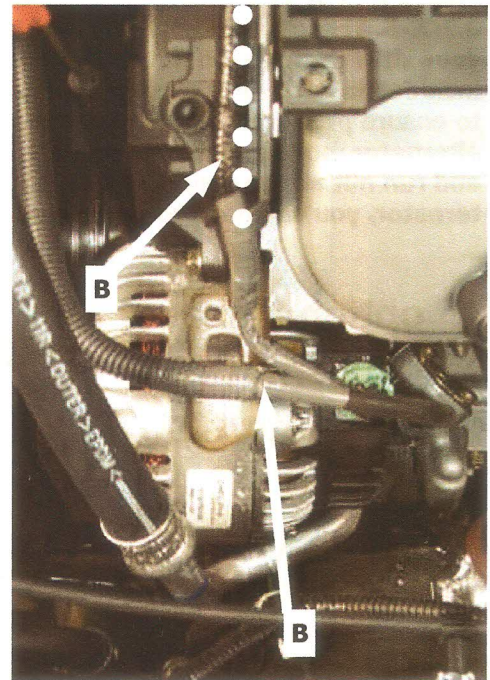
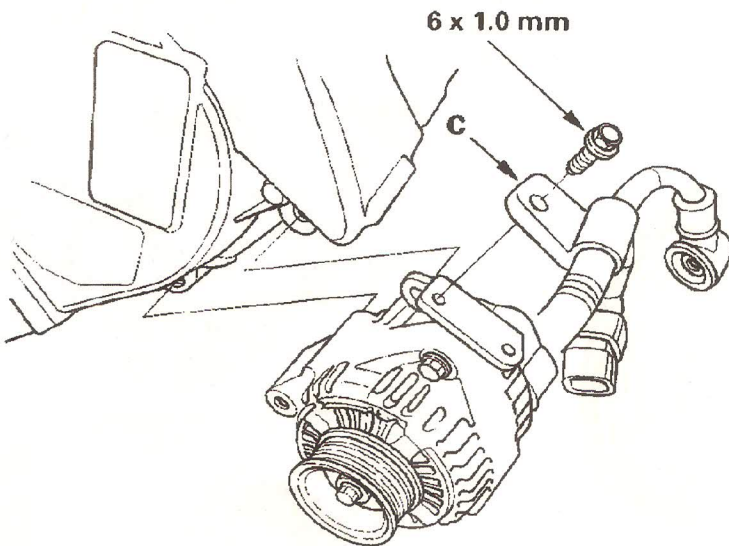
- Fan motor will be relocated to the inside of the modified fan shroud in kit to clear the bottom of the blower housing.
- Disconnect fan electrical supply plug, and throttle cable standoff from fan shroud.
- Remove two upper mounting bolts.
- Remove complete fan shroud assembly.
- Lay stock fan assembly next to supplied fan shroud. Remove fan from drive motor. Remove Motor from shroud.
- Using (3) supplied spacers (A) and screws transfer fan motor to the inside of the new shroud (B).
- Replace fan using stock retaining nut.
- Route plug through access hole and reattach to new shroud using stock clip from original shroud.
- Install new shroud assembly in reverse order of disassembly torque bolts to 5 ft/lbs.

Return Stock Shroud for core deposit refund.



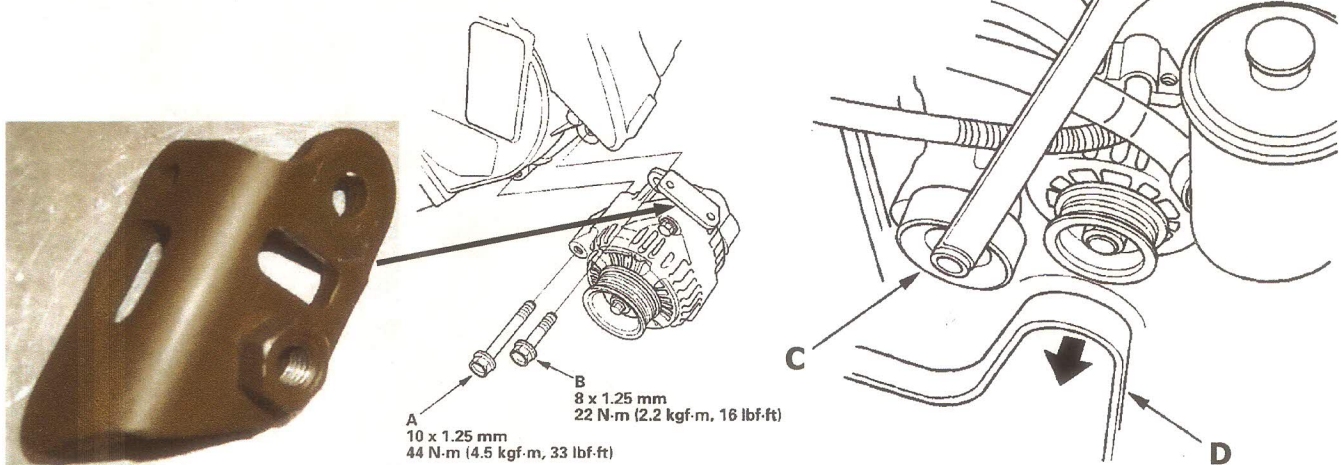
Step #4- Alternator harness

- Remove bolt holding plastic cover (c) over wiring harness. Open snap clips on plastic cover & remove from wire harness.
- These wires (B) will be rerouted along groove between plastic mount and cover.



Step #5- Preparing alternator

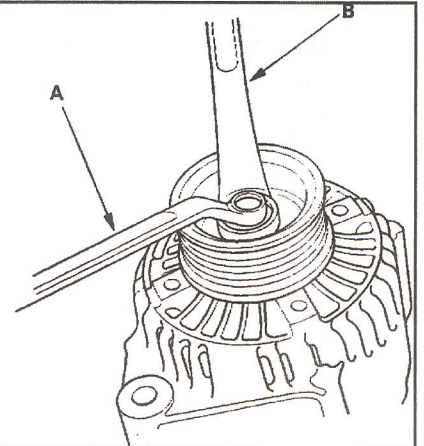
- Lift power steering reservoir up out of bracket on sub-frame rail and position out away from the belt assemblies. Remove stock power steering reservoir bracket.
- Loosen stock alternator belt tensioner (C) and remove stock alternator belt (D).
- Remove lower bolt (A) on alternator then remove upper bolt (B).
- Remove bracket attached to top of alternator. These bolts will be reused.



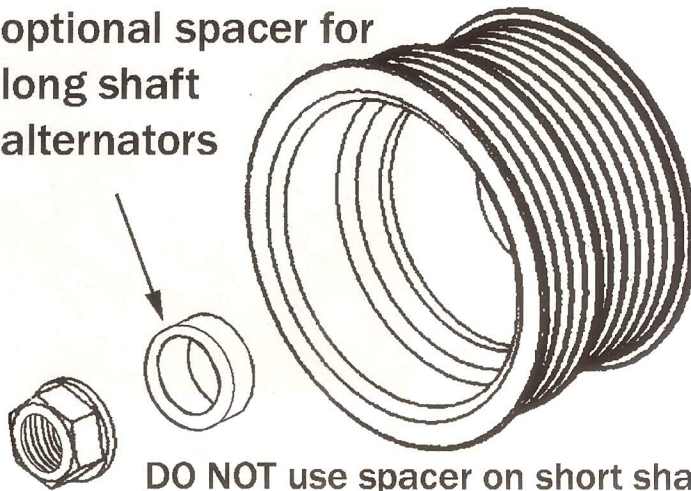
Step #6- Alternator pulley replacement

- With alternator pulley facing up remove stock alternator pulley with a 22mm & 10mm wrench (an impact gun may need to be used for removal).
- Install new alternator pulley (***See Note**) and tighten nut to 81.7 ft-lbs torque.

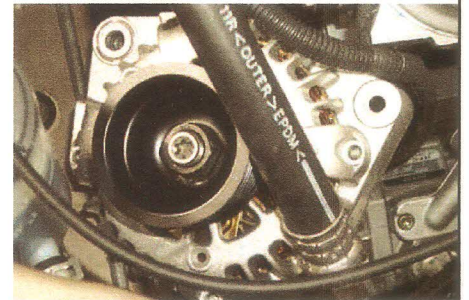
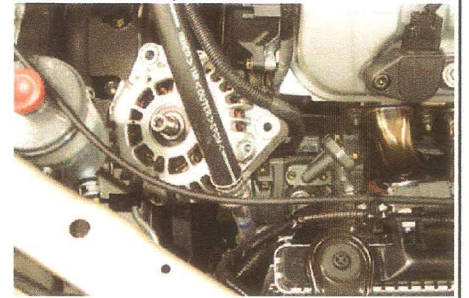
***Note:** Honda uses two types of alternators (Delphi & Denso) on the 3.2CL-S. These have different shaft lengths. The drive pulley supplied in your kit is designed to fit the shorter of the two shafts; there is a spacer included in each kit that may need to be used between new pulley & nut to ensure proper thread engagement & zero slop on drive pulley for the alternator models with longer shaft. Test fit pulley on your alternator, and run nut all the way down, if the pulley is not secured tight to the alternator, you will need to remove nut and install the spacer.



optional spacer for long shaft alternators

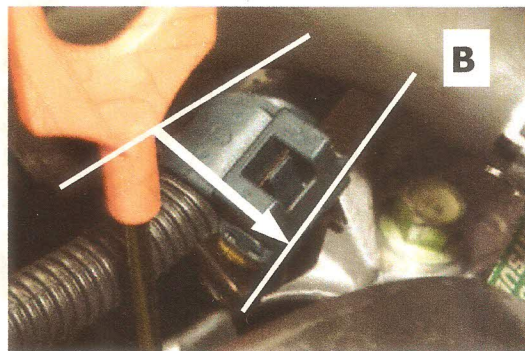
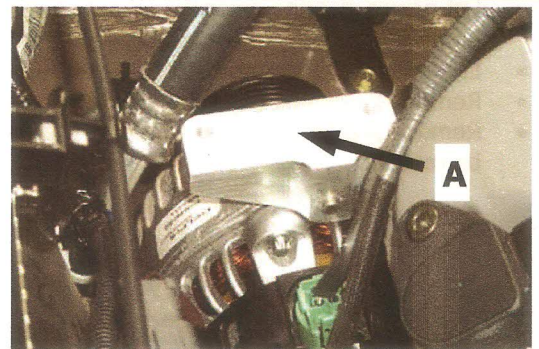


DO NOT use spacer on short shafts.



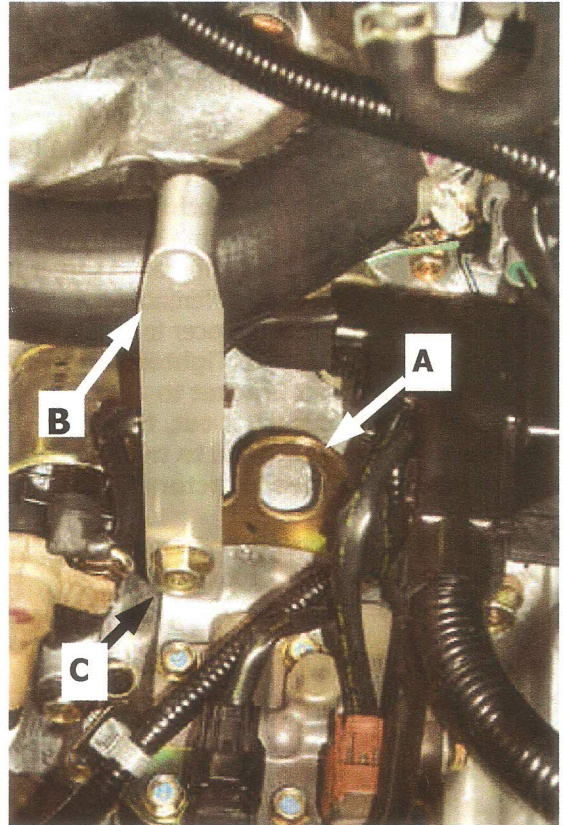
Step #7- Alternator

- Reinstall alternator in reverse order.
- Install new steel alternator/blower bracket on top of alternator using factory hardware (A). Torque to specs in Step #5.
- Replace alternator belt in stock location on inner pulley (see diagram step #5).
- Twist the loom mounting bracket toward engine to properly route wire loom (B).
- Carefully route alternator wire loom (C), along front of cam cover. (see Step #4) Keep it clear from all belts & pulleys.
- Remove oil dip stick and bend tube slightly away from engine so that, with oil dipstick in place, dipstick is on outside of wiring harness (D).



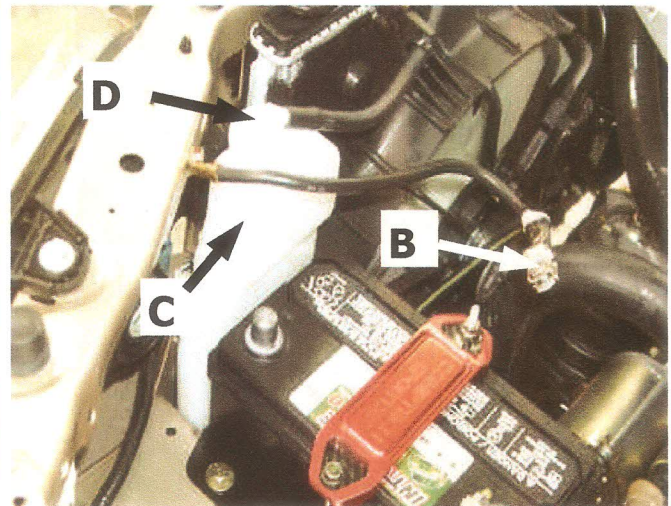
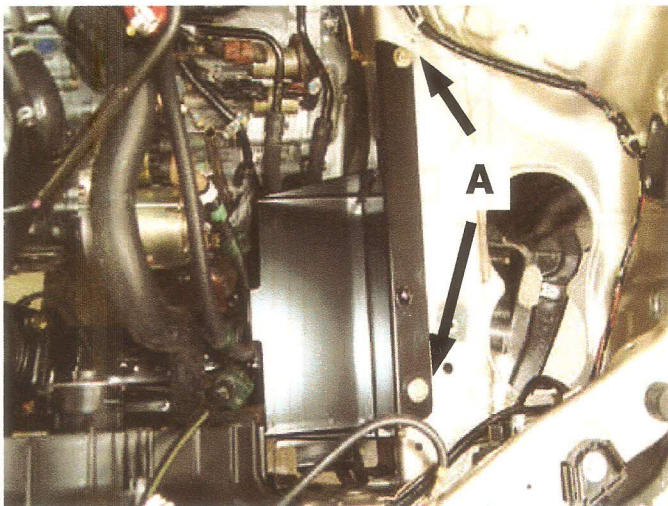
Step #8– Blower brace

- Locate upper transmission lift bracket (A).
- Install blower support (B) using stock long transmission bolt (C). Do not torque yet. Torque this bolt after installing blower and aligning top of mount with threaded tab on blower (Step #13).



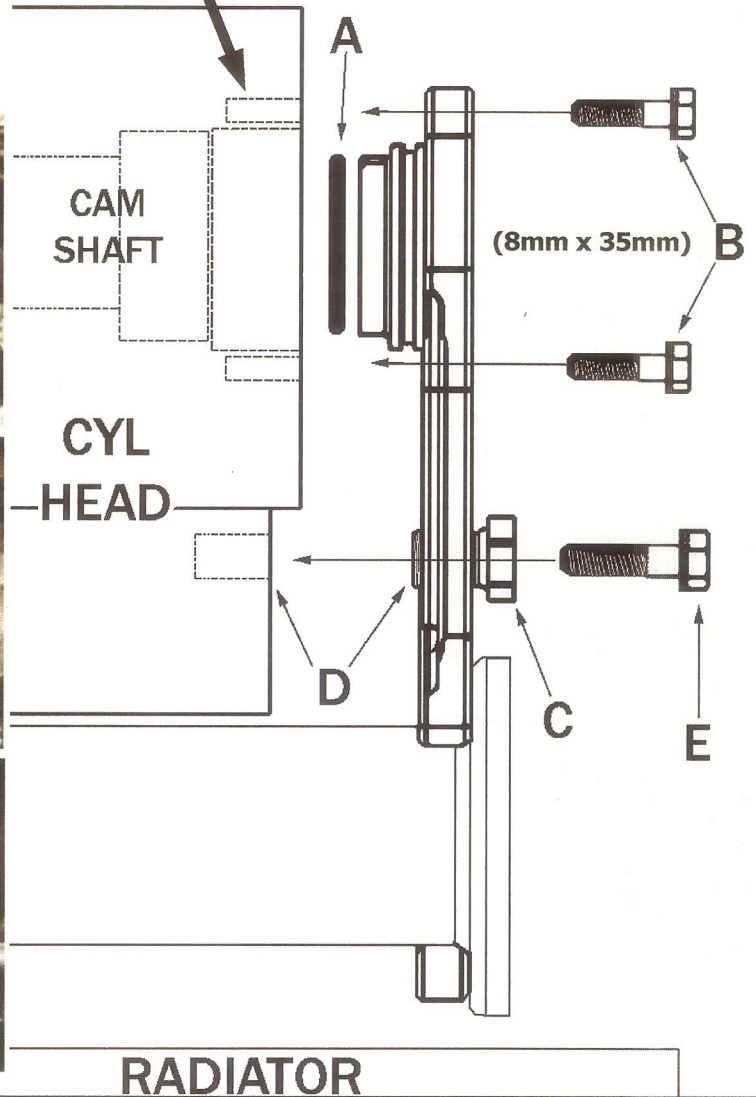
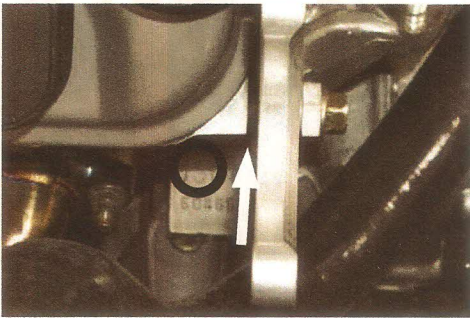
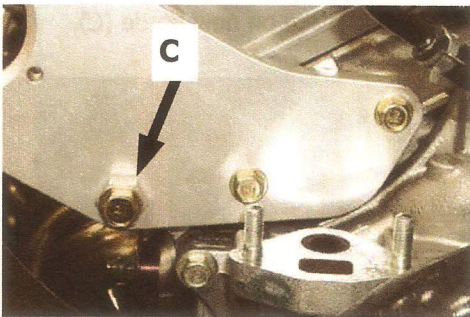
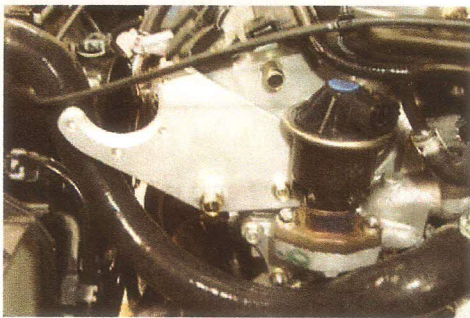
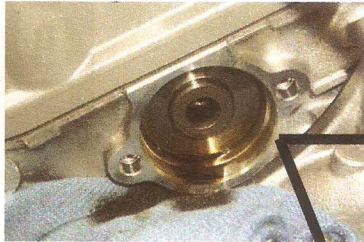
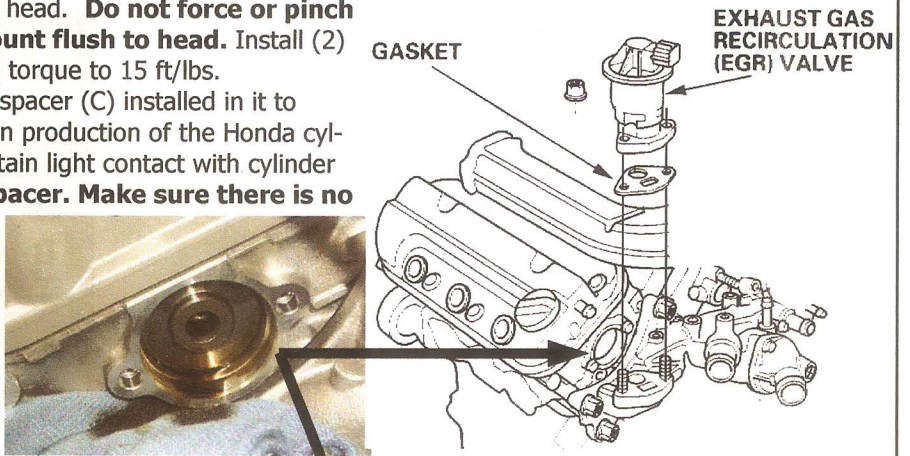
Step #9– Battery / Overflow

- Mount battery tray using stock tray holes and bolts (A).
- Lower new "51R" battery (not supplied in kit) into tray with posts offset to inner frame rail.
- Attach Comptech battery clamp using supplied long bolt on right & long stock "J" bolt on left. Connect Positive terminal only to battery.
- **DO NOT CONNECT NEGATIVE TERMINAL UNTIL INSTALLATION IS COMPLETE! (B)**
- Install Comptech overflow bottle on front of battery tray (C). Refill with appropriate coolant.
- Attach supplied long siphon hose to bottom of overflow bottle lid (D) and place on new bottle (C).



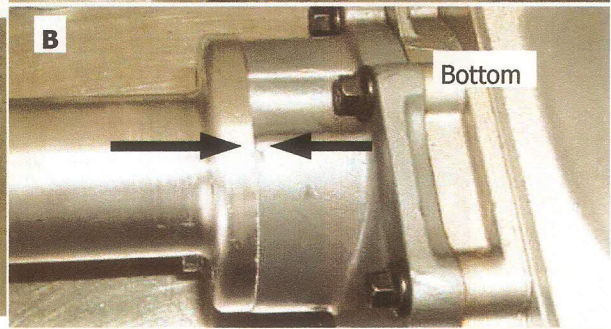
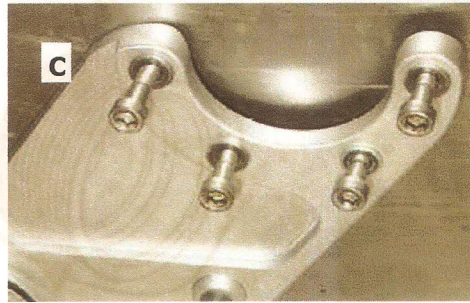
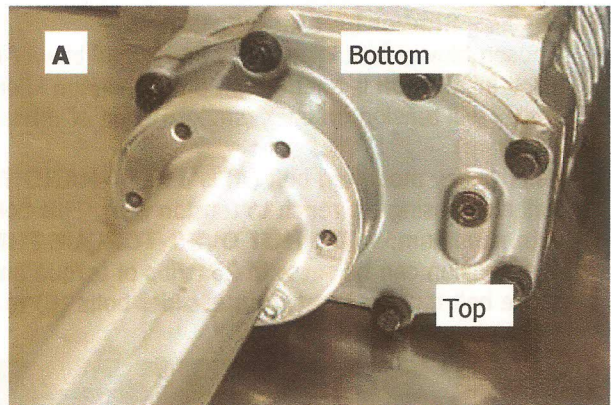
Step #11 - Blower Bracket

- Locate EGR valve, thoroughly clean area around valve and cam cover plate beside EGR valve. Remove EGR valve and cover opening.
- Remove cam cover plate beside EGR valve. This will expose camshaft, some oil may leak out, wipe with clean rag.
- Lubricate O-ring (A) on blower mounting bracket with clean motor oil, carefully install plate on cylinder head. **Do not force or pinch O-ring, plate must smoothly mount flush to head.** Install (2) 8mm x 35mm bolts (B) from kit and torque to 15 ft/lbs.
- Blower mount plate has a threaded spacer (C) installed in it to make up for machining differences in production of the Honda cylinder head. Adjust this spacer to obtain light contact with cylinder head. (see D) **DO NOT Tighten spacer. Make sure there is no pressure against bracket to distort plate or push it out, this spacer is only designed to take up inconsistencies in factory head.**
- While holding spacer (C) with a 19mm wrench, insert 10mm bolt (E) into hole and torque bolt to 28 ft/lbs.
- Replace EGR valve, using new gasket, and torque to 15ft/lbs. Replace electrical plug.



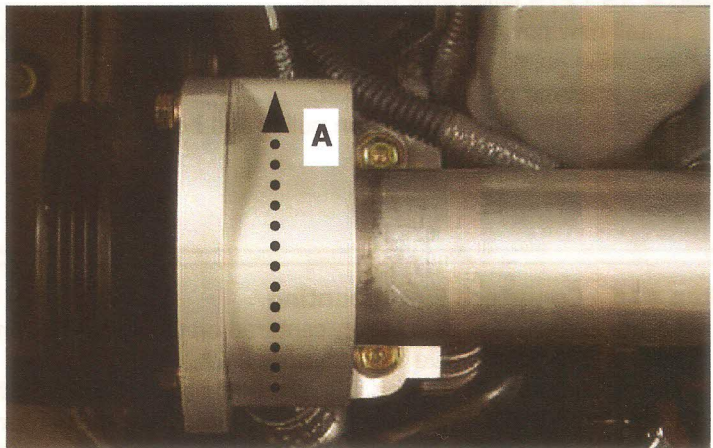
Step #12 - Blower preparation

- Blower has (6) bolts around input shaft. Lower (4) bolts will need to be removed*. These (4) bolt holes will be used to attach mount to blower with the (4) longer socket bolts and washers provided in kit (C) in step #13-B.
- **Photo (A&B) shown blower upside down for clarity.**
- ***Note: DO NOT remove (2) upper (top) bolts on drive shaft & housing. Bolts around blower drive shaft also maintain seal (B) around blower's internal oil reservoir, if this seal is broken during installation, the blower unit will need to be returned for a NON-WARRANTY service to properly reseal the blower.**



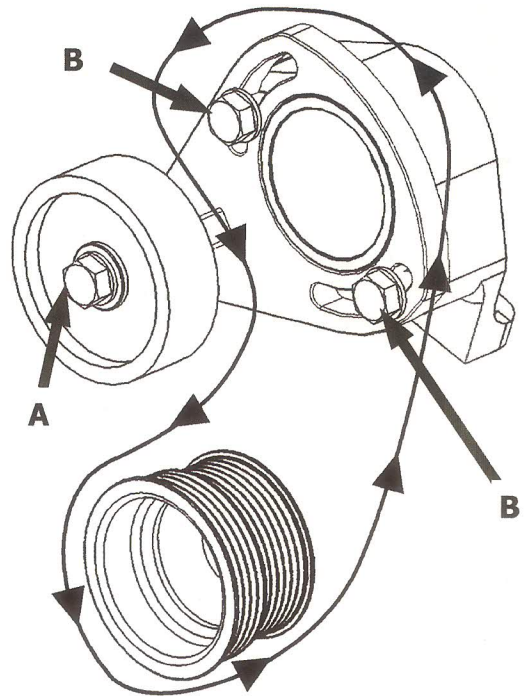
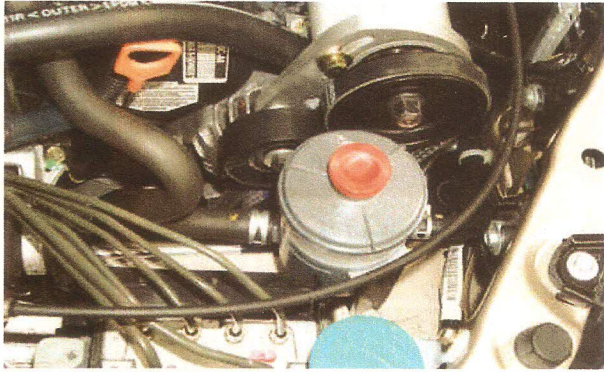
Step #13 - Blower installation

- Remove throttle cable plastic clip located beside Power steering reservoir to clear supercharger drive pulley. Tie wrap cable to existing hole from clip.
- Lower blower unit into position, lining up blower with mounting bracket on head.
- **DO NOT flex shaft & blower unit, this will break the seal (Step #12-B) around blower's prefilled internal oil reservoir. If this seal is broken, blower unit will need to be returned for a NON-WARRANTY repair to reseal blower oil reservoir.**
- On pulley side of blower shaft, align blower outer bracket with bracket on alternator. A/C hose will route between bracket and pulley (A). Mounting bracket should be on right-hand side of A/C line & tensioner arm should be on left-hand side of this A/C line.
- **DO NOT force A/C line to bend, this may cause hose to leak refrigerant.**
- Install (2) bolts holding blower mount to alternator bracket to align shaft with rear bracket. **Do not tighten.**
- Install (4) long bolts from kit in main blower bracket.
- Torque bracket on alternator to 15 ft/lbs.
- Install upper bolt in support bracket under blower (see step #9). Torque both ends to 15 ft/lbs (see step #5)
- Once everything is aligned properly, torque (4) allen head bolts (B) to 10 ft/lbs and torque (2) bolts on blower outer bracket (A) to 15ft/lbs.



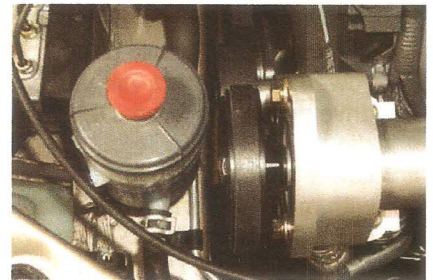
Step #14 - Blower belt installation

- Loosen blower belt idler pulley and install blower drive belt. (Belt installation is a little tight due to limited idler travel) Idler pulley will tension on back (smooth) side of drive belt. (See Diagram)
- Idler pulley mounting bolt (A) is a **LEFT-HAND THREAD**, this will allow using a wrench to tension idler. This bolt is threaded into aluminum, so **DO NOT OVER-TORQUE THIS BOLT**. Belt tension can be set with 25 ft/lbs of torque on this bolt. Once belt tension is set, torque slider bolts (B) to 15ft-lbs.



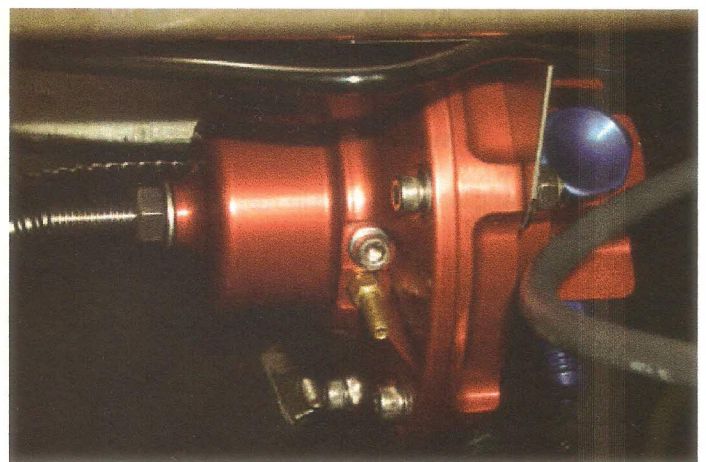
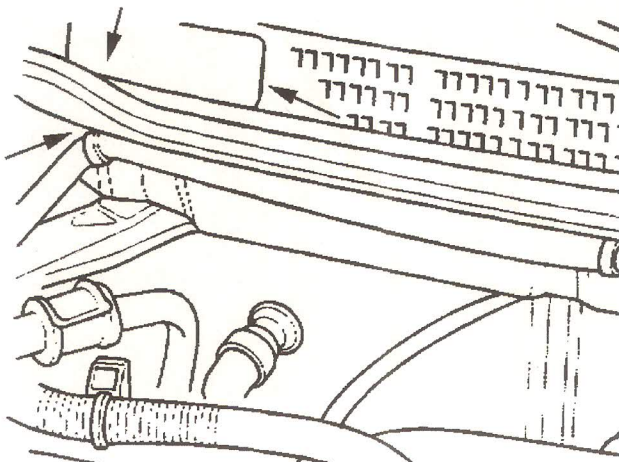
Step # 15 - P/S reservoir bracket

- Install new power steering fluid reservoir bracket supplied in kit to original mounting point.
- Slide reservoir onto new bracket.
- Check all lines for clearance on pulley and belts.



Step #16 - Comptech FPR mounting

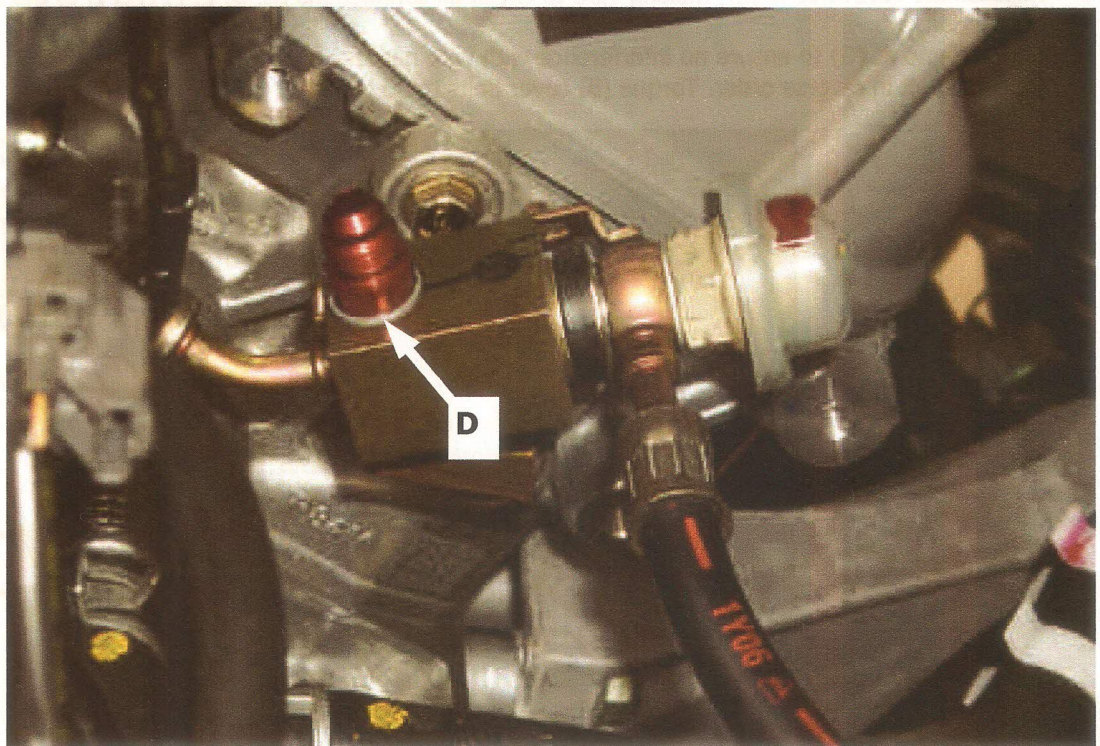
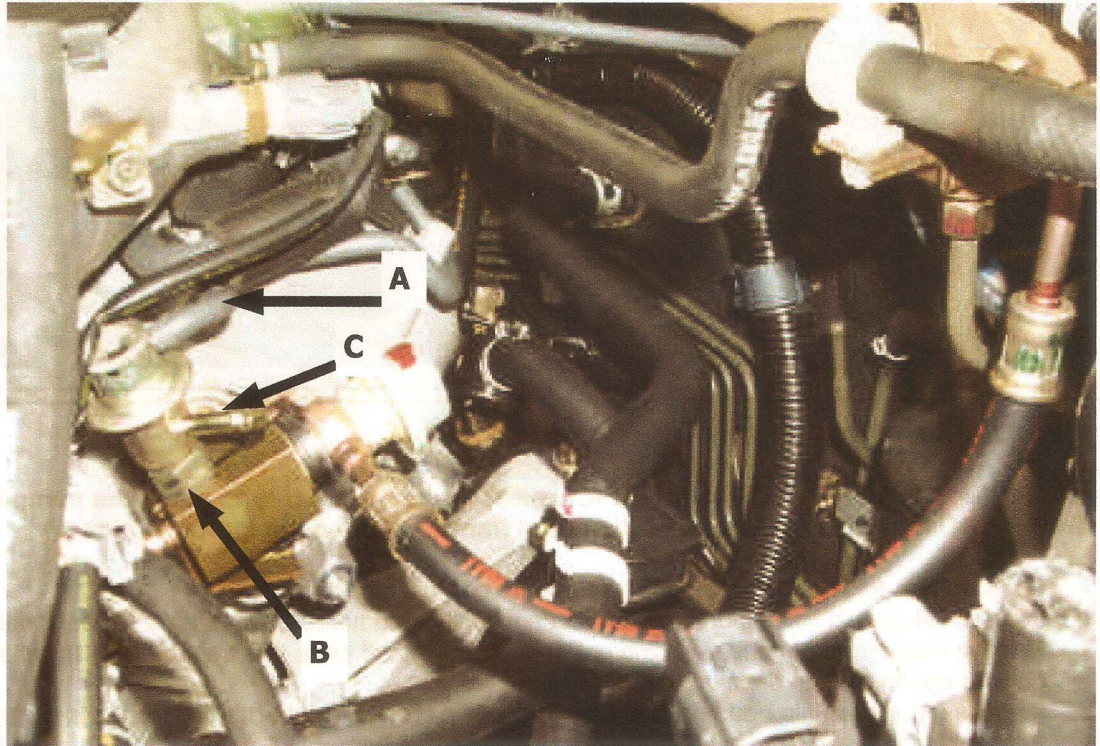
- Locate & remove access cover, centered on cowl vent by windshield wiper arms. Locate hose routing clip inside cowl and remove. Move vacuum hose back.
- Mount Comptech FPR using this hole and supplied bolt with fuel lines on right and preload adjuster screw on left.
- **Comptech FUEL Pressure Regulator comes pre-set for 3.2CL-S Supercharger application, DO NOT ATTEMPT TO ADJUST.** This will VOID the WARRANTY and may lead to major engine problems.



Step #17— Replacing stock fuel pressure regulator.

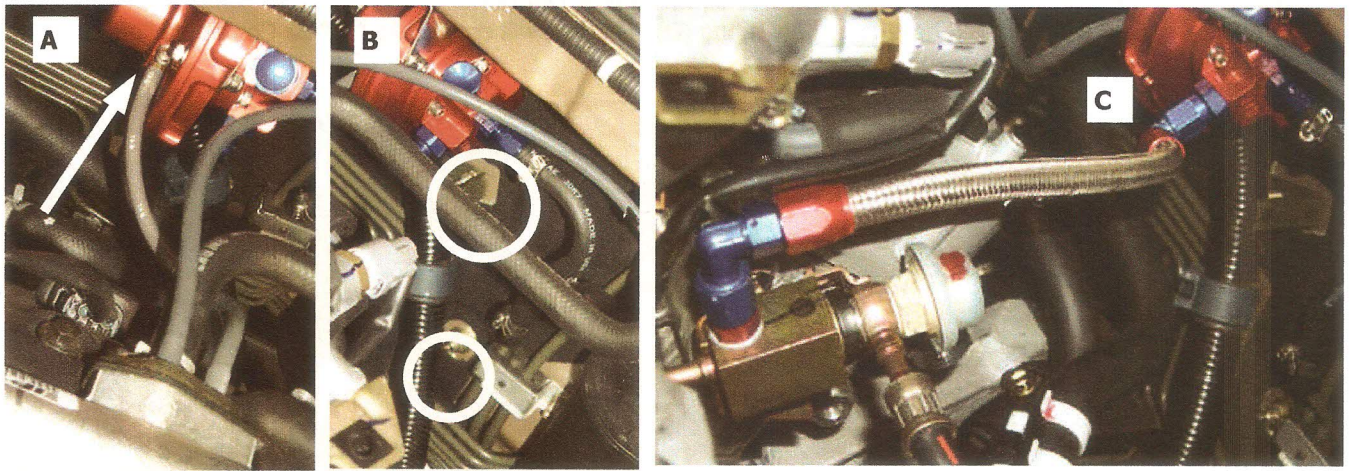
Intake manifold **DOES NOT** need to be removed.

- Label and remove vacuum line from stock fuel pressure regulator (A).
- Wrap a rag around stock fuel pressure regulator and unscrew 1/4 turn to relieve system pressure (B).
- Label and remove upper fuel return line and unscrew stock fuel pressure regulator (C).
- Install red aluminum -6 AN fitting with crush washer in place of FPR (D).
- Connect supplied steel braided hose to red AN fitting (D). This line will connect to "IN" on Comptech FPR (step #18-C).



Step #18 - FPR hose routing

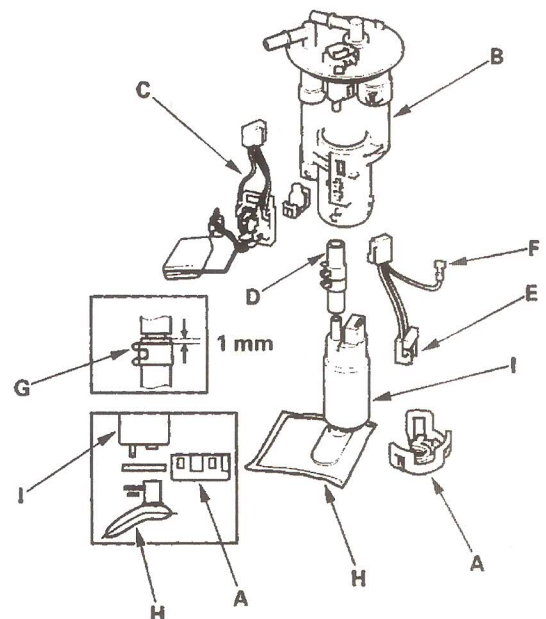
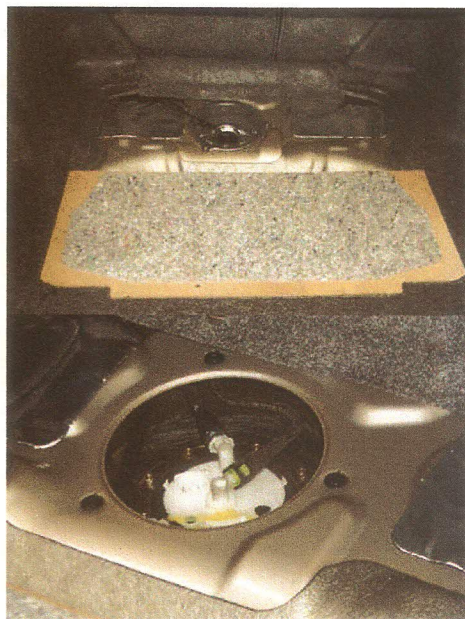
- Route vacuum line from intake manifold to brass vacuum fitting on Comptech FPR (A).
- Use provided -6 AN fitting with rubber hose slip fit to attach outlet of FPR to hard return line. Use provided hose clamps to secure rubber fuel hose to AN adapter and hard line (B).
- Attach stainless steel braided line to "IN" on Comptech FPR (C).



Step #19 - Installing fuel pump

CAUTION! Fuel pump will have fuel in it, make sure to have a tray to allow the pump & sending unit to drain in. DO NOT perform installation around flame, spark or any ignition source.

- Open trunk & fold back rear of floor carpet to access fuel tank dust cover.
- Remove (3) screws holding dust cover, disconnect plug and hoses, then remove (8) bolts holding pump unit.
- Remove entire pump / gauge sending unit from tank (B) and place in a tray to drain. Installation may need to be done in tray to contain draining fuel.
- Remove (H) suction filter and replace onto new pump (I) (Make sure this connection is secure).
- Reassemble in reverse order, making sure to check all connections (C, D, E, F, H & I) to the housing (B) before installation.
- Check clamp at (G) to ensure no interference with wire harness (C or E).
- Reinstall unit in reverse order. Torque (8) cover bolts to 36 in-lbs.

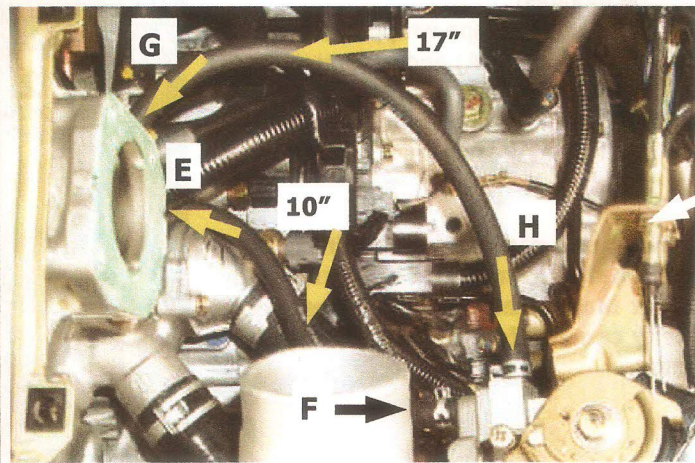
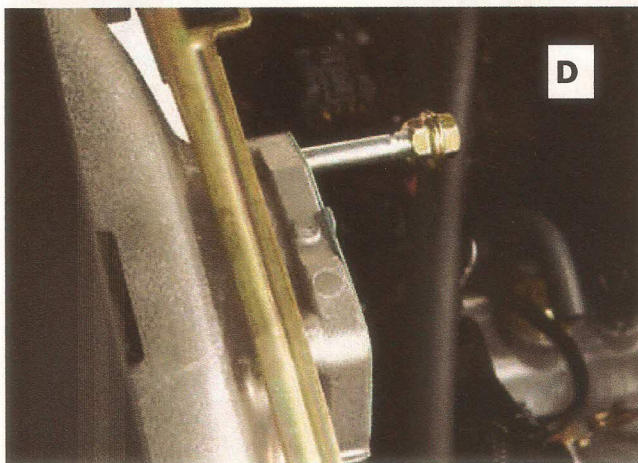
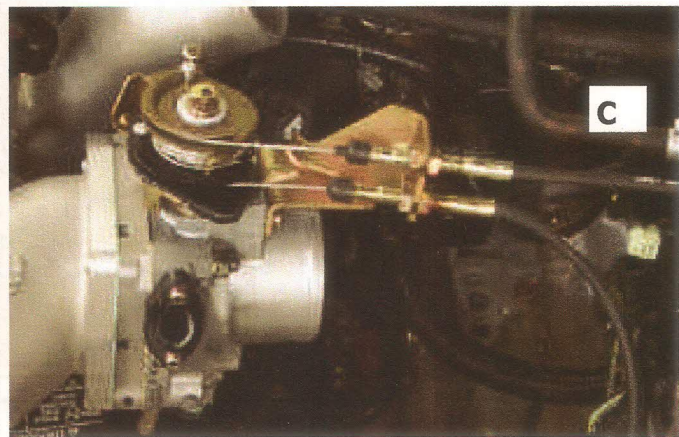
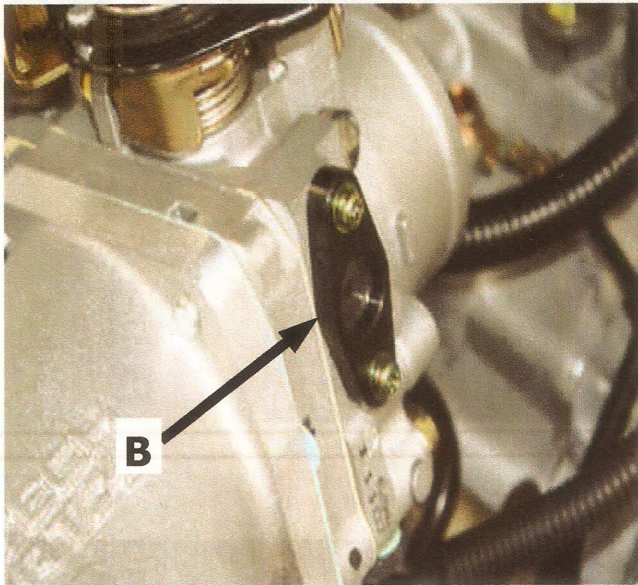
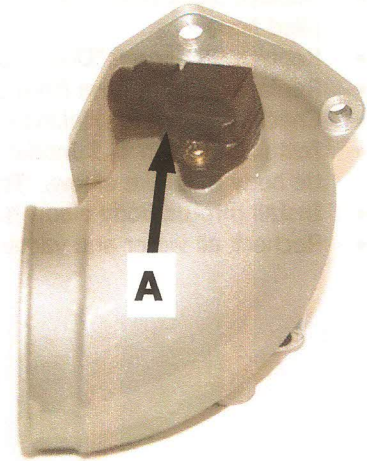


Step #20 -Throttle body

- Locate MAP sensor on side of throttle body, label and unplug sensor. Transfer sensor, screws and o-ring to blower intake elbow (A). Install block off plate (B) with o-ring and screws supplied, onto throttle body.
- Remove TCS throttle body from intermediate housing (6 mm screw will be reused). The TCS throttle will be relocated later in this step. Remove intermediate housing and hardware this will not be reused.
- Prepare to transfer throttle body assembly from stock manifold to blower inlet, remove studs from intake manifold (D) and install studs on blower inlet in top (2) holes.
- Install supplied throttle body gasket onto intake manifold and blower inlet manifold.
- **Carefully rotate throttle body so cables are on top (C).** If hoses or wires restrict movement review instructions to identify what they are, label and remove to complete transfer. Replace and torque stock hardware to 14 ft/lbs.

Water Hose Routing: REPLACE 1 HOSE AT A TIME. DO NOT CROSS HOSES. THE SUPPLIED HOSES ARE LONGER TO REACH THE RELOCATED THROTTLE BODIES, HOWEVER THE CONNECTIONS REMAIN THE SAME AS STOCK.

- Route supplied 10" and 17" coolant lines to throttle body.
- 10" line connects horizontal line out of thermostat housing (E) to side (previously bottom) of throttle body (F),
- 17" line connects transmission heat exchanger (G) to face of throttle body facing firewall (H).



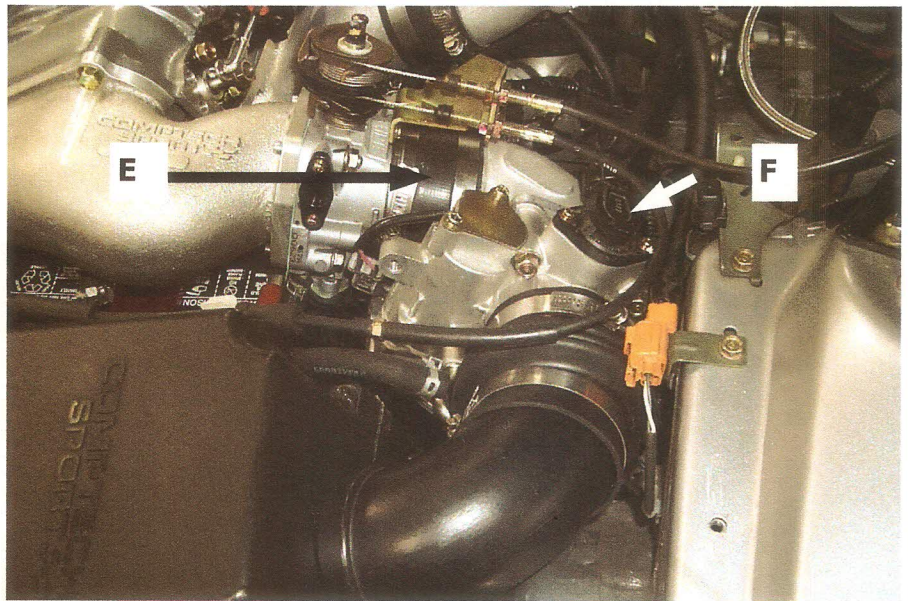
Step #20 (continued):

- Install 3" x 2" silicone hose using supplied clamps to main throttle body (E).
- Rotate TCS throttle body so sensor (F) is on top. Water hoses will need to be replaced as follows before you can relocate TCS throttle body.

Water Hose Replacement: REPLACE 1 HOSE AT A TIME. DO NOT CROSS HOSES.

THE SUPPLIED HOSES ARE LONGER TO REACH THE RELOCATED THROTTLE BODIES, HOWEVER THE CONNECTIONS REMAIN THE SAME AS STOCK.

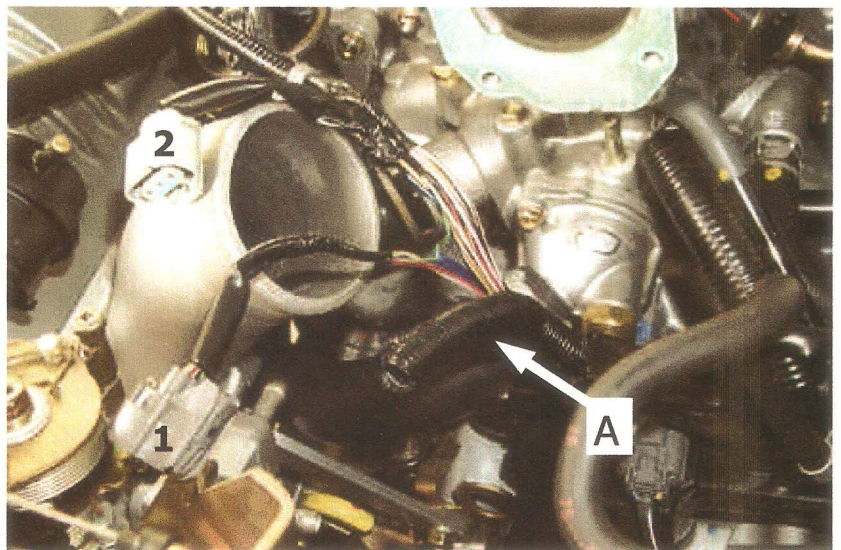
- Replace stock hose from 90 degree "up" barb on TCS to vertical barb behind thermostat housing with 24" supplied hose.
- Replace 90 degree "Down" barb on TCS to horizontal barb on rear cylinder head with 27" supplied hose.
- Replace vacuum hose from bottom of main throttle body to solenoid valve with 36" supplied hose.
- Check all hoses for kinking or routing problems and proper connection of clamps.
- Install O-Ring in TCS Intake elbow and using (3) supplied 8 x 50 mm bolts and stock 6 mm bolt attach TCS throttle body to intake elbow. Torque 6 mm bolt to 8 ft/lbs and 8 mm bolts to 16 ft/lbs.
- Install throttle body elbow in open end of main throttle body silicone hose and tighten hose clamps.
- Recheck all water and vacuum hoses for kinks and proper routing.



Step # 21 - Wire harness modification

- MAP sensor / TP sensor / IAC valve and TCS control wire looms will need to be modified.
- Cut electrical tape wrapped around corrugated loom (A) and separate TPS (1) & IACV (2) plugs from MAP plug until they are long enough to reach TPS, IACV & MAP sensors.

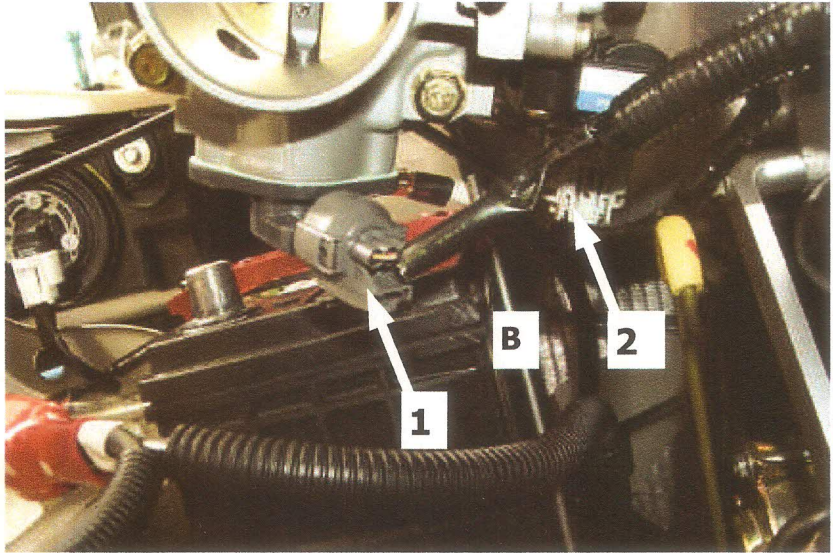
***Note: Use caution when trimming corrugated loom (A). Sharp knives or razor blades can cut into wires, potentially causing future electrical problems.**



Step # 21 - Wire harness modification (continued)

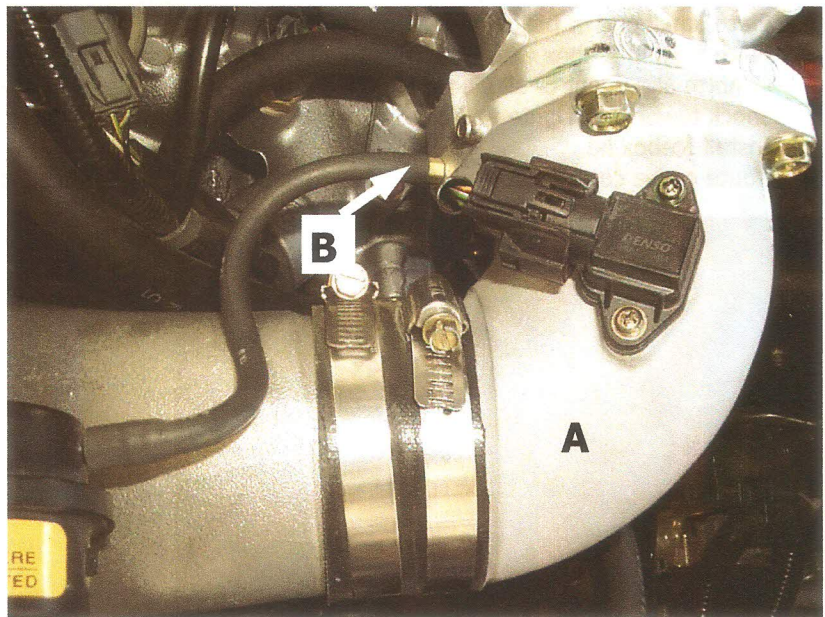
- Route TPS plug to new sensor location under throttle body (B-1).
- Route IACV plug to new sensor location on side of throttle body (B-2).
- Route MAP sensor wire to intake manifold inlet where relocated MAP sensor is installed (Step #20-A).
- Route TCS upper and lower plug to appropriate sensor.
- Using a good electrical tape, wrap the exposed wire and loom. Confirm that sensor plugs are connected to appropriate sensors.

***Note: Use caution when trimming corrugated loom (A). Sharp knives or razor blades can cut into wires, potentially causing future electrical problems.**



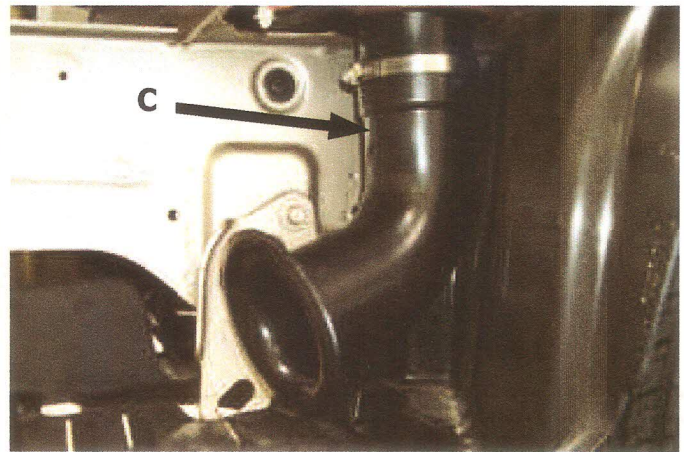
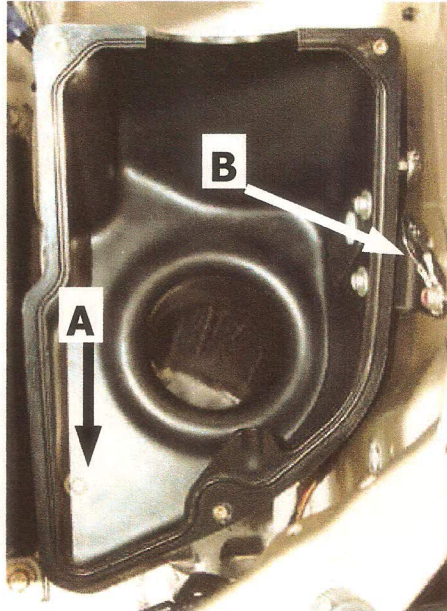
Step #22 - Blower manifold installation

- **Inspect all intake openings and tubes for any debris or objects. Install only clean inspected parts.**
- Slide silicon coupler and clamps on intake elbow. Bolt cast elbow (A) onto intake manifold using supplied hardware, torque to 14ft/lbs.
- Slide hose equally over both housings and tighten clamps.
- Connect vacuum hose from blower bypass valve to inlet fitting (B).



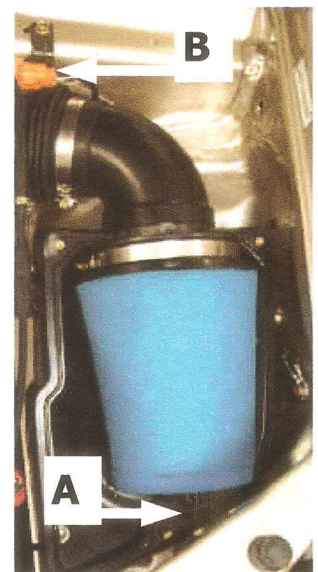
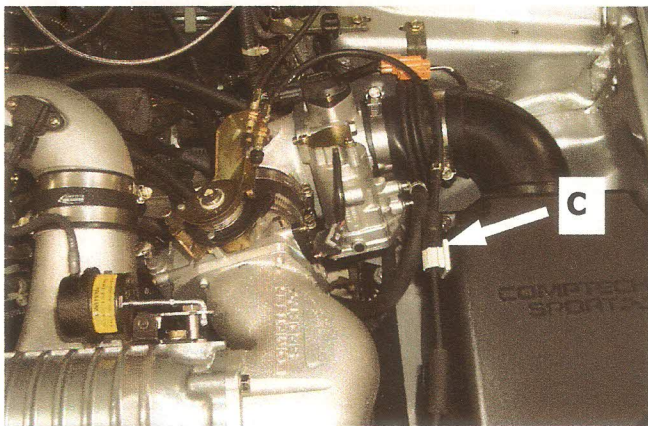
Step # 23 - Icebox installation

- Locate ground wire on fender-well in air box area (B), remove bolt. Remove clips holding wire loom along fender to relocate wire for Icebox clearance.
- Remove 3-hole mounting bracket from Icebox and bolt in place with ground wire using ground bolt (B). Leave loose until Icebox is attached.
- Place Icebox in fenderwell, making sure it is slid over as closely as possible to battery tray edge. Align hole in bottom to hole in sub-frame and start provided 8 mm bolt (A).
- Align box with side bracket (B) & insert (2) 8 mm bolts. Tighten all hardware.
- From inside lower fender-well slide air horn over air-box bottom inlet. Orient air inlet so open end faces front of car. Tighten band clamp (C).
- Replace lower splash guard or front bumper cover (If removed).



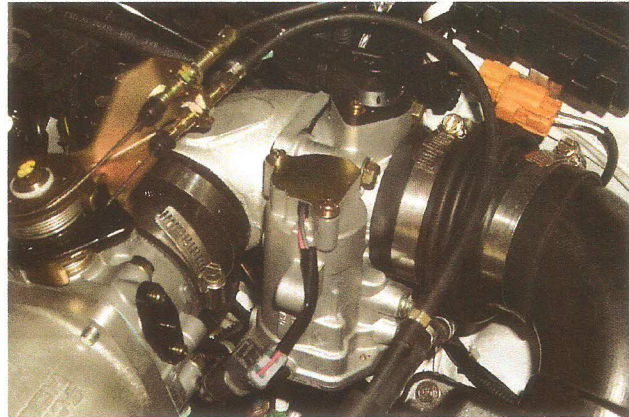
Step # 24 - Filter installation

- Prepare filter by coating it with supplied filter oil (For future filter services order service kit: (Comptech part# 620-004)
- Assemble filter, adaptor elbow, rubber bellows and clamps.
- Place small end of bellows over throttle body inlet.
- Place filter in Icebox with front alignment post in alignment groove (A).
- Confirm alignment of all pieces and clearance of large bellows to ABS sensor plug on shock tower (B). Tighten all band clamps and check alignment and clearance.
- Install Icebox lid.
- Route cruise control cable along side of Icebox using supplied clip (C).



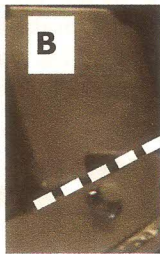
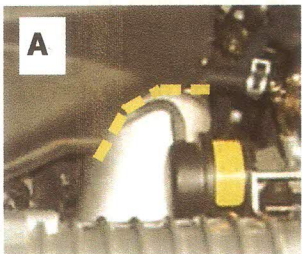
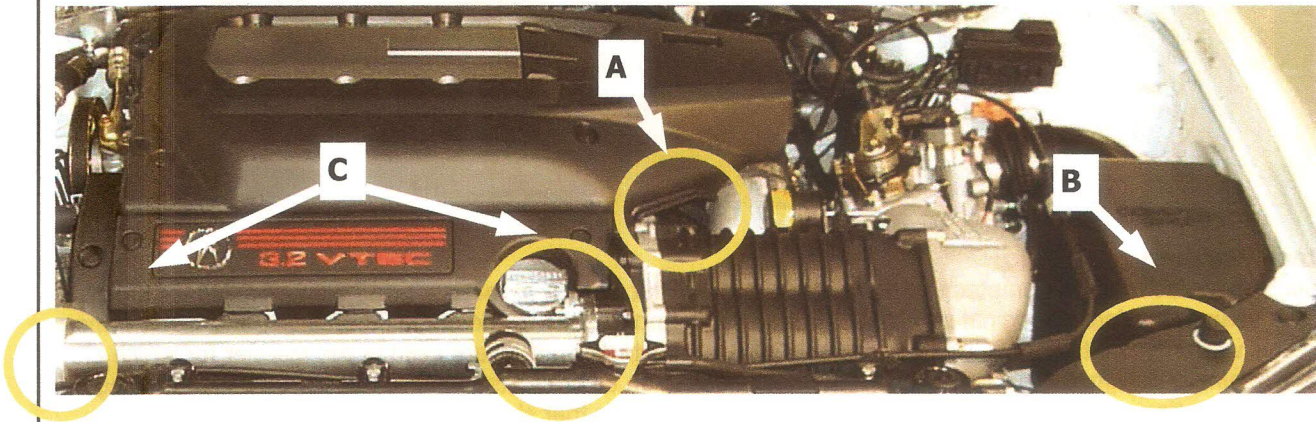
Step # 25 - Recheck lines

- Connect breather hose and vacuum line to outside of TCS cast elbow.
- Recheck all water and vacuum hoses for clearance, bends, clamps and proper routing.



Step # 26 - Trim engine covers

- Trim engine plastics to clear blower unit; main engine cover (A), grill cover (B) (seen in Step #2-A), and front plug wire cover (C).
- Below is an example of where to trim, but you will have to test fit as you trim your covers to ensure proper fit.
- We recommend the use of a cut off wheel or razor knife to trim away main portion of plastics, then trim away finer portions with a razor knife, sanding disc and emery cloth.
- Take care not to damage surface finish of plastics with sand paper or emery cloth.
- Replace all plastic engine covers. Check for clearance on engine and vacuum hose to FPR.



Step # 27 - Installing ESM unit

- Please refer to the instructions included with the ESM unit for wiring & installation.

Step# 28 Final

- Place CARB EO Decal in a visible place within the engine bay for inspection purposes.
- Refill radiator.
- **COOLING SYSTEM MUST BE PROPERLY BLEED AS DIRECTED IN SERVICE MANUAL, FAILURE TO DO SO COULD RESULT IN ENGINE DAMAGE.**
- Recheck all connections, fittings, fluids, plugs and wires. Wipe down all parts.
- Replace negative battery terminal.
- Turn ignition key to the "ON" position but **DO NOT START ENGINE**. This will allow the fuel pump to pressurize the system. Check all fuel lines for leaks.
- **Start vehicle, check for any leaks, squeaks or rubbing of components.**
- **After car has cooled recheck coolant level, belt tension / alignment and leaks.**



Comptech Warranty

All products manufactured by Comptech USA are warranted against defects in materials and workmanship for the period of two years from date of original purchase. This warranty applies only to the original purchaser and is not transferable. This warranty is intended to cover Comptech Sport products when they are used in the manner for which they were originally designed. This limited warranty shall be void on all products found to have been used in racing or off-road applications, of any nature whatsoever, and on all products that show evidence of abuse, lack of maintenance, improper installation, misapplication, alteration in any way whatsoever from their original design or negligence in the use of Comptech Sport products by the original retail purchaser or by any agent of the original purchaser. The warranty specifically excludes, but is not limited to; brake pad material, brake rotors, clutch friction surfaces, belts, normal maintenance items, and those items designed as a racing part. This warranty does not cover consequential damages claimed as a result of the failure or use of a Comptech product. Other products distributed by Comptech USA are covered by the terms of that manufacturer's warranty.

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...Enjoy the Drive!

Installation facility; please make sure the owner of the vehicle is given this page, along with a copy of the instructions for their records.

Honda/Acura V6 Supercharger Maintenance

Filter maintenance:

- Inspect air filter during normal oil servicing intervals (every 3000 miles or 3 months).
- Filter will normally need cleaning/re-oiling about every other regular oil change, but may vary due climate/regional differences.
- When in doubt about servicing, remember a clean filter flows more air, and will allow your vehicle to run better.
- Properly maintained, the included filter should last the lifetime of your vehicle.
- For future filter service, please order Comptech/Uni Filter Service kit: Part# 620-004

Belt Maintenance:

- Inspect and replace worn belt when inspecting all other rubber belts as per the Honda/Acura service schedule.
- Blower Drive Belt Replacement: Part# 350-058 (2003 CL-S 6-spd) or # 350-059 (98-02 Accord V6)

Blower Maintenance:

- Sound from the blower unit is normal at idle and normal operating conditions.
- Blower unit should not require any servicing for 70,000+ miles.
- If blower unit shows signs of wear or defect, I.e. oil leaking, excessive sound, or damaged unit, please contact Comptech's technical support at 916.933.1080.

Misc Maintenance:

- Remember to check all hoses, vacuum lines, electrical connections, battery, etc, whenever servicing vehicle, to ensure proper vehicle operation.



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