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OFFICE OF  
DEFECTS INVESTIGATION  
Part # D9D

**National Highway Traffic and Safety Administration Headquarters  
400 Seventh St., SW  
Washington, DC 20590**

**Dear NHTSA,**

Within the past 30 days, I have ordered 3 pairs of brake speed bleeders from Summit Racing. Summit Racing sells auto tools, equipment and parts. Some items they sell are their own private label. However, most, as in this situation, are not. 2 pairs of the speed bleeders were from "Russell" which is a company owned by Edelbrock in California. The other pair was from "Earls."

When I received the speed bleeders, I noticed that the Earls brand did not have any sealer, threadlocker or ? on the threads like the russell brand to help prevent air and/or brake fluid from leaking. I called Summit Racing and they advised me to call Russell and/or Earls to find out if any compound should be on the threads and if so, what such compound should be. They provided their phone numbers.

This is where the situation turned ugly. I called Earls several times at 310-609-1602. Each time, I wasn't able to speak to anyone, even during business hours. My calls just went straight to voice mail by the name of David Light. I left David 1-2 messages as to whether or not the threads should have a particular compound on them. It's been 3 weeks now and he has not returned my call. When I called Russell/Edelbrock, 1-800-739-3737, I was told, "We don't know what is on the threads since the manufacturer doesn't tell us."

On Tuesday, 12/13/05, I began to install a Russell brake speed bleeder screw on my car. Regardless of the number of small partial turns I loosened the screw and pressed on the brake, no brake fluid came out. I called Summit and spoke with Utah 1-800-230-3030 extension 6572. He said the checkball inside may be frozen and to try another one. I did and the same problem again. It should be noted that there was no air in the brake system since I had done no previous brake work and was intending to flush out the brake system of old fluid and replace it with new with the speed bleeders. The third one finally let out brake fluid but also sucked it back in !!! I couldn't believe when I pushed the brake pedal to the floor, got out and checked the master cylinder and no brake fluid had to be added. Huh!? I thankfully had installed a clear hose to the outside of the bleeder so the fluid wouldn't go all over the place and also to make sure if the bleeder was sucking back, I would know. I actually saw the brake fluid reversing back into the brake system through the "one way" bleeder. Otherwise, without such "safety" such as I had installed, a consumer would not know air was sucked back into the brake system unless it was a large amount of it. IN OTHER WORDS, CONSUMERS WHO PURCHASE SUCH DEFECTIVE PRODUCT FROM EDELBROCK CAN END UP WITH AIR IN THEIR BRAKES AND NOT EVEN KNOW, THINKING EVERYTHING WAS SAFE AND FINE. Please note Summit Racing Catalog page 210 left hand side... Russell Speed Bleeders... Earls Solo Bleeds...

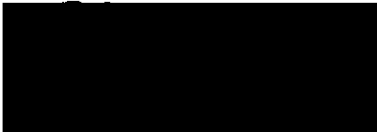
Maria  
1/14/06

When I installed the Earls product, I noticed that the threads were not of the right size and/or needed sealer or ? like the russell since with the slightest loosening of th screw, in order to bleed, the bleeder wobbled loosely in it's bore which would also allow air to be sucked back in around the threads. Important to note, the original bleeder screw on my 1992 Lumina Sedan has no thread sealer and turns properly, firmly and tightly in its bore to prevent any leaking past the threads. No sealer due to improper machining to ever wear out. Interestingly when I called edelbrock I was told the thread sealer does wear out on their speed bleeders and they don't know what it is, and they said you just have to buy another one !! Furthermore, their are NO INSTRUCTIONS, NONE ANYWHERE IN THE PACKAGES FROM THESE COMPANIES AS TO PROPER INSTALLATION.

Here are the 2 new bleeder screws from Russell which were jammed, frozen or who knows, the Russell bleeder screw that was sucking back through the "One-Way" check ball and the earls bleeder with the improperly ground threads. IN addition, there is one Russell Screw which was not installed and one Earls that was not installed for your analysis. If you have any questions, please call Robert Malek at 818-623-6406.

I would just like to caution you further about the Edelbrock/Russell company. 10 years ago, I purchased an air cleaner from them which in a matter of two weeks, the foam was disintegrating down into my carburetor. When I called Edelbrock, all they could say was my engine was backfiring. I told them it wasn't (a backfire is so loud, you KNOW BIG TIME when you have such a problem )and it was like talking to the wall. All they could say was nothing was wrong with their air cleaners and my car was back firing. Period. As if I was a liar. Edelbrock has no intention of dealing with the horrible products they sell and now with the brake bleeders they are putting the lives of Americans at risk. It is now time for the government to take a stand against this dispicable pathetic company before anyone is injured or killed by their products. As for me, it was 10 years since I tried anything from Edelbrock since the air cleaner experience and it will be another hundred before I would ever try anything from them again.

Thank You,  
Sincerely,



## The Street Legal way to improve braking

Replace your factory rubber brake lines with a set of Russell Street Legal® brake lines. The preassembled, steel braided brake lines provide firmer, more responsive braking by reducing excessive brake pedal travel caused by the expansion of rubber lines. The brake lines meet strict DOT requirements for street driven vehicles and come in a kit with all the necessary hardware and fittings.

|                                                                    | Price/Kit |
|--------------------------------------------------------------------|-----------|
| RUS-692080 Chevy Camaro/Pontiac Firebird, 1969-76                  | \$71.88   |
| RUS-692030 Chevy Camaro/Pontiac Firebird, 1977-81                  | \$71.88   |
| RUS-692000 Chevy Corvette, 1963-82                                 | \$89.88   |
| RUS-692100 Chevy Monte Carlo/Pontiac Grand Prix/Am, 1979-88        | \$71.88   |
| RUS-693050 Ford Mustang, 1965-66                                   | \$71.88   |
| RUS-693150 Ford Mustang, 1968-70, front only                       | \$59.88   |
| RUS-693160 Ford Mustang, 1971-73, front only                       | \$59.88   |
| RUS-693000 Ford Mustang, 1979-86                                   | \$71.88   |
| RUS-693010 Ford Mustang, 1987-93                                   | \$71.88   |
| RUS-693180 Ford Mustang GT, 1996-2001, front only                  | \$59.88   |
| RUS-693170 Ford Mustang Cobra, 1996-2001, front only               | \$59.88   |
| RUS-694050 Mopar Challenger/Charger Barracuda/Road Runner, 1970-72 | \$71.88   |

## Russell Speed Bleeders

Russell Speed Bleeders let you bleed your brake lines all by yourself. The Speed Bleeders' spring loaded, one-way ball and check valve allows old fluid and air out when you pump your brakes, then automatically closes between pumps to prevent fluid and air from re-entering. Speed Bleeders use the OEM style sealing area for a positive seal. Speed Bleeder kits.....from \$9.88

## High performance stopping power.

At 80 mph, Earl's says the Hyperfirm brake line kits reduce stopping distance by as much as 18 feet. As if that's not good enough reason to use Hyperfirm brake lines, they also give you a firmer pedal feel & reduce brake pulsation, too. The Teflon/stainless steel hose is pressure-tested at 4,000 psi and is DOT-approved, ready to install.

## Chevy/Pontiac

|                                                                     | Price/Kit |
|---------------------------------------------------------------------|-----------|
| EAR-28A160ERL Camaro, 1969; Nova, 1970-72, with front disc brakes   | \$69.95   |
| EAR-28A210ERL Camaro/Firebird, 1970-71, with front disc brakes      | \$69.95   |
| EAR-28A200ERL Camaro/Firebird, 1972-73, with front disc brakes      | \$69.95   |
| EAR-28A170ERL Camaro/Firebird, 1974-76, with front disc brakes      | \$69.95   |
| EAR-28A100ERL Camaro/Firebird, 1977-78, with front disc brakes      | \$69.95   |
| EAR-28A110ERL Camaro/Firebird, 1979-81, with front disc brakes      | \$69.95   |
| EAR-28A180ERL Camaro/Firebird, 1984-92, with front disc brakes      | \$69.95   |
| EAR-28A190ERL Camaro/Firebird, 1985-92, with four-wheel disc brakes | \$95.95   |
| EAR-28A030ERL Camaro, 1993-97, with four-wheel disc brakes          | \$95.95   |
| EAR-28A480ERL Chevelle, 1968-72, with front disc brakes             | \$69.95   |
| EAR-28A080ERL Corvette, 1984-87                                     | \$89.95   |
| EAR-28A010ERL Corvette, 1993-96                                     | \$89.95   |
| EAR-28A140ERL Impala SS, 1994-96, with four-wheel disc brakes       | \$95.95   |
| EAR-28A230ERL 1/2 ton pickup, 1988-98, 4x2 (except diesel)          | \$69.95   |
| EAR-28A260ERL 1/2 ton pickup, 1988-98, 4x4                          | \$69.95   |

## Ford

|                                                           |         |
|-----------------------------------------------------------|---------|
| EAR-28B040ERL Mustang, 1989-93, V8 with front disc brakes | \$69.95 |
| EAR-28B010ERL Mustang, excluding Cobra, 1994-95           | \$69.95 |
| EAR-28B020ERL Mustang Cobra, 1994-95                      | \$95.95 |

## Earl's Solo-Bleeds

Bleeding your brake lines used to be a messy hassle, and you needed a buddy to help, and there was still a chance that air could get into the lines. Earl's Solo-Bleeds™ change all that. They replace your original bleeder screws and turn bleeding into a one-man job with no chance of air getting in. The secret is the spring-loaded plunger inside. Just loosen the Solo-Bleed™ screws and step on the brakes to bleed the lines. When you release the pedal, the plunger inside closes automatically. Tighten the screws back up and you're done! Available in numerous standard and metric bleeder screw sizes—call with your application. Solo-Bleed bleeder screws, pair; from \$9.88

## Brake better

## with Speed-Flex brake lines!

Earl's Speed-Flex brake lines are extruded Teflon® hoses reinforced with a stainless steel braid, pressure-tested to 4,000 psi. You'll notice a firmer brake pedal and improved brake modulation right away. Available in 10", 12", 14", 16", 18", 20", 22", 24", and 32" lengths—add the length to the end of the part number. EAR-630101 -3 AN straight female swivel fittings on both ends.....from \$9.88  
EAR-630117 -3 AN straight female swivel fitting to -3 AN 90° female swivel fitting.....from \$18.88

\*Not available in 32" length.

Some parts are not legal for sale or use in California on any pollution controlled motor vehicles.

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Rotors • Brake Pads • Brake Line and Hardware

## Braking power for your vintage musclecar.

With their exclusive Vac-U-Slot design to shed heat and reduce fade, Power Slot slotted brake rotors give you excellent braking power that lasts. You also get maximized braking surface area. The rotors are made from high quality castings, with silver-cadmium plating for corrosion resistance and great looks. Specify right or left side by adding one of the following letters to the end of your part number: R=right or L=left. More applications available—if you don't see yours here, call us!

|                                                 |            |
|-------------------------------------------------|------------|
| PSR-8200PS_ Camaro, 1968-69; Chevelle, 1967-72; | Price Each |
| PSR-8210PS_ Nova, 1967-74, front                | \$121.95   |
| PSR-8207PS_ Corvette, 1965-82, front            | \$119.95   |
| PSR-8207PS_ Corvette, 1963-82, rear             | \$139.95   |

## Spice up your factory brakes!

Power Performance's PROSTOP-Drilled brake rotors look great behind custom wheels—just add a set of performance brake pads (sold separately) to complete the look. Every rotor starts off as a premium quality casting that matches OEM dimensions. A proprietary drilling process maintains rotor balance, and each hole is ball-chamfered to reduce abrasion. Finally, every rotor is gold cadmium plated for corrosion resistance. Specify right or left side by adding one of the following letters to the end of your part number: R=right or L=left. Other applications available, ask your sales rep.

## Chevy/Pontiac

|                                                             |            |
|-------------------------------------------------------------|------------|
| PSR-8200D_ Camaro, 1968-69; Chevelle, 1967-72;              | Price Each |
| PSR-8210D_ Nova, 1967-74, front                             | \$129.95   |
| PSR-8202D_ Corvette, 1963-82, front                         | \$81.39    |
| PSR-8234D_ F-body, 1970-78; A-body, 1973-77, front          | \$79.95    |
| PSR-8250D_ Barchetta, Cavalier, 1992-96; Grand Am, 1990-97; |            |
| PSR-8249D_ Sunbird, 1992-2004; Sunfire, 1992-2004, front    | \$59.95    |
| PSR-8664D_ Camaro/Firebird, 1993-97, front                  | \$75.95    |
| PSR-8665D_ Camaro/Firebird, 1993-97, rear                   | \$115.95   |
| PSR-8664D_ Camaro/Firebird, 1998-2002, front                | \$119.95   |
| PSR-8665D_ Camaro/Firebird, 1998-2002, rear                 | \$99.95    |

## Ford

|                                                        |          |
|--------------------------------------------------------|----------|
| PSR-8126D_ Mustang 5.0L (except Cobra), 1987-93, front | \$89.95  |
| PSR-8141D_ 1994-2002, front                            | \$89.95  |
| PSR-8142D_ 1994-2002, rear                             | \$69.95  |
| PSR-8144DL_ Cobra, 1994-2002, front left               | \$114.95 |
| PSR-8145DR_ Cobra, 1994-2002, front right              | \$114.95 |

\*Except 1993 Cobra

\*\*Except Cobra

## Street performance-plus braking.

### Hawk Performance HPS Brake Pads

Performance and safety are the trademarks of the unique Ferro-Carbon compound used in the HPS street performance brake pads. These aerospace-design, high-friction pads produce low dust, are gentle on your rotors, and are very quiet. You'll enjoy improved braking, plus long service life. Available for most popular domestic and import cars.

HPS Brake Pads, set.....from \$48.95

### Hawk Performance HP PLUS Brake Pads

HP PLUS brake pad material can take the heat of the track and still get you home safely. These pads are ideal for autocross, club racing events, and serious street machines. However, the dramatic race-level friction may affect rotor and pad life, noise levels, and dusting. Available for most cars, domestic and import. HP-PLUS Brake Pads, set.....from \$64.95

## Squeal-free braking from VGX.

These brake pads are 16% quieter than standard semimetallic brake pads. They use VGX's special friction material, which contains 100% virgin graphite for ultra smooth contact. The combination of graphite, extra fine soft steel wire, and powdered sponge iron maximize heat transfer for reliable stopping power and reduced fade. That's why they last up to 35% longer than other semimetallic pads. Complete kits include all necessary shims and clips. Complete Kits.....from \$34.95

### Ceramic Brake Pads

These noiseless, low-dust pads give you superior braking power and extended wear. VGX Ceramic brake pads are manufactured with a patented aluminum shim-and-pinning process for built-in noise suppression. The 100% mechanically attached shims eliminate shim drift problems as well. Slotted and chamfered to OE specifications.

Ceramic brake pads, set.....from \$29.95

NOTE: Other applications and rear brake shoe kits also available, ask your sales rep.

Order Online!  
SummitRacing.com