

STREET/STRIP

PROCHARGER SUPERCHARGER SPECIFICATIONS



	A-1R	B-1	CS-1	C-1	C-2	P600B	P-1SC	P-1SC-1	P-1X	P-1SC-2	D-1	D-1SC	D-1X	F-1D	F-1	F-1A	F-1A-91	F-1A-94	
VOLUTE DIAMETER	7"	7"	7"	7"	7"	9"	9"	9"	9"	9"	9"	9"	9"	9"	9"	9"	9"	9"	9"
MAX SUPERCHARGED HP	150	250	550	675	725	775	825	825	950	825	925	925	1075	1050	1050	1100	1200	1300	
MOTOR BASE HP RANGE*	50-95	60-150	150-325	150-325	175-375	200-500	200-500	200-450	300-500	200-450	300-500	300-500	300-550	300-500	300-500	300-500	300-500	300-550	
MAX FLOW (CFM)	450	600	900	1000	1000	1150	1200	1200	1275	1200	1400	1400	1500	1500	1525	1575	1600	1625	
MAX BOOST (PSI)	15	20	24	24	24	24	30	32	32	30	32	32	32	34	38	38	38	38	
INLET HOSE DIAMETER	3"	3"	3.5"	3.5"	3.5"	3.75"	3.75"	3.75"	3.75"	3.75"	3.75"	3.75"	3.75"	3.75"	3.75"	3.75"	3.75"	3.75"	4"
INDUCER DIAMETER	2.28"	2.28"	2.66"	2.75"	3.14"	3.37"	3.37"	3.37"	3.57"	3.24"	3.37"	3.37"	3.57"	3.37"	3.57"	3.5"	3.57"	3.7"	
EXDUCER DIAMETER	3.2"	3.2"	3.7"	4.25"	4.25"	6.25"	6.25"	5.25"	5.56"	6"	6.25"	6.25"	6.20"	6.25"	6"	5.56"	5.56"	5.56"	
OUTLET HOSE DIAMETER	2"	2"	2.5"	2.5"	2.5"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	
OUTLET I.D.	1.75"	1.75"	2.12"	2.12"	2.12"	2.62"	2.62"	2.62"	2.62"	2.62"	2.62"	2.62"	2.62"	2.62"	2.62"	2.62"	2.62"	2.62"	
MAX IMPELLER RPM	75,000	110,000	80,000	80,000	80,000	60,000	62,000	65,000	65,000	60,000	65,000	62,000	62,000	65,000	70,000	74,000	74,000	74,000	
INTERNAL STEP-UP	4.11:1	4.95:1	8.30:1	4.70:1	4.70:1	3.05:1	4.10:1	4.10:1	4.10:1	4.10:1	4.44:1	4.10:1	4.10:1	5.40:1	5.40:1	5.40:1	5.40:1	5.40:1	
REVERSE ROTATION OPTION	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
SELF CONTAINED	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
OIL CAPACITY	2.5 oz	2.5 oz	3.2 oz	2.5 oz	2.5 oz	-	6 oz	6 oz	6 oz	6 oz	-	6 oz	6 oz	4 oz	4 oz	4 oz	4 oz	4 oz	

See Other Side for F-Series Supercharger Specs

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RACE

PROCHARGER SUPERCHARGER SPECIFICATIONS

See Other Side for Street Supercharger Specs



	F-1C	F-1R	F-1X	F-2	F-3D-102	F-3D-106	F-3R-102	F-3R-112*	F-3R-121	F-3R-130	F-3R-136	F-3R-140	F-3X-140	F-4X-140	F-4X-140-1	F-4X-144
VOLUTE DIAMETER	9.75"	9.75"	10.5"	10.5"	10.5"	10.5"	12"	12"	12"	12"	12"	12"	13.5"	13.5"	13.5"	13.5"
MAX SUPERCHARGED HP	1,100	1,250	1,400	1,450	1,500	1,800	1,600	2,100	2,400	2,700	3,000	3,400	3,500	3,500	3,700	4,000
MOTOR BASE HP RANGE	300-550	375-550	375-550	425-600	550-750	550-750	375-550	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL
MAX FLOW (CFM)	1,625	1,700	2,000	2,700	1,900	2,200	2,000	2,300	3,100	3,600	4,000	4,400	4,500	4,500	4,700	5,000
MAX BOOST (PSI)	38	38	38	38	38	38	38	38	40	45	50	58	60	60	65	70
INLET HOSE DIAMETER	4"	4.05"	4.8"	4.6"	4.8"	4.8"	6"	5"	5.5"	5.75"	5.75"	5.75"	6"	6"	6"	6"
INDUCER DIAMETER	3.7"	4"	4.20"	4.5"	4"	4.2"	4"	4.4"	4.8"	5.12"	5.35"	5.47"	5.47"	5.47"	5.51"	5.63"
EXDUCER DIAMETER	5.56"	6"	6"	6.75"	6"	6"	6.75"	6.75"	6.75"	7.22"	7.22"	7.22"	7.22"	7.22"	7.42"	7.91"
OUTLET HOSE DIAMETER	3"	3"	3.5"	3.5"	3.5"	3.5"	4"	4"	4"	4"	4"	4"	4.5"	4.5"	4.5"	4.5"
OUTLET I.D.	2.62"	2.62"	3.15"	3.15"	3.15"	3.15"	3.59"	3.59"	3.59"	3.59"	3.59"	3.59"	4"	4"	4"	4"
MAX IMPELLER RPM	74,000	68,000	72,000	65,000	74,000	74,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000
INTERNAL STEP-UP	5.40:1	5.40:1	5.40:1	5.40:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	4.77:1	4.77:1	4.77:1
REVERSE ROTATION OPTION	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No
SELF CONTAINED	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
OIL CAPACITY	4 oz	4 oz	4 oz	4 oz	4 oz	4 oz	4 oz	4 oz	4 oz	4 oz	4 oz	6 oz	6 oz	6 oz	6 oz	6 oz

- *Formally F-1X-12
- F-1/F-2 superchargers are rated based upon high horsepower street engines. F-3 superchargers are rated based upon maximum effort race engines.
- The stated figures are not absolutes, and may actually be higher depending upon the specific application.
- Figures based on stated peak airflows; actual power levels may be higher in well prepared engines.

- Engine intake air temperature is the most relevant thermal measure (not SAE J1723) for a supercharger installed on a vehicle, especially when intercooled; SAE J1723 does not address the impact of engine dynamics, engine compartment heat transfer, intercooling or deficiencies caused by supercharger location.

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