# MUSTANG

PROCHARGER®
SUPERCHARGER SYSTEMS



INVENTED, ENGINEERED
MADE IN THE USA




*PROCHARGER INTERCOOLED SUPERCHARGER SYSTEMS FOR:*

## FORD MUSTANG

# CELEBRATING OVER 60 YEARS OF MUSTANG & OVER 30 YEARS OF PROCHARGER

TWO INCREDIBLE MILESTONES IN AUTOMOTIVE PERFORMANCE WITH FORD SHAPING THE MUSCLE CAR LANDSCAPE AND PROCHARGER REVOLUTIONIZING MUSTANG SUPERCHARGER TECHNOLOGY



# MUSTANG

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# THE WORLD'S MOST POWERFUL SUPERCHARGERS

**"...Over the past 30 years, improvements to supercharger kits in general can in large part be attributed to ProCharger, resetting the performance...bar higher for everyone. This isn't hype, but a matter of historical record." – MOTORTREND**

## Largest Power Gains

An Intercooled ProCharger System can safely add massive power to your Mustang with no additional engine modifications, special fuels, or need for extended cool-down times. ProCharger produces the world's most powerful superchargers and delivers the most power per psi of boost, thanks to best-in-class aero stage designs and highly effective intercooling. With customers frequently reporting **200K+ miles**, ProCharger technology gives you the power and torque you want while supporting long-term engine reliability.

## Optimal Power Curve

ProCharger delivers additional power in a smooth, progressive curve that works with your Mustang's ability to put that power to the pavement, providing crisp, predictable driving manners for daily use. By building boost with RPM, ProCharger technology delivers strong, usable power without overwhelming the tires at the first touch of the throttle. For Mustangs equipped with Ford's 10-speed automatic, the broad operating range keeps the engine in the heart of the powerband for an especially rewarding combination.

## Fast, Easy Installation

ProCharger Systems are engineered for a straightforward, bolt-on installation that can be completed in a day or weekend with common hand tools. Installation times average just 6–9 hours, less than half the time of many competing systems, with no engine disassembly or permanent modifications required.

## Fuel Mileage Friendly

Beyond industry-leading power and durability, centrifugal supercharging can also maintain excellent fuel efficiency during normal driving. Because ProCharger boost builds with RPM and throttle demand, your Mustang can retain strong fuel economy while cruising, with owners frequently reporting improved mileage under normal driving conditions or helping offset fuel economy losses from larger tires and other vehicle modifications.

## Made in America

Every ProCharger supercharger is designed, built, and tested in the USA at our Kansas City headquarters campus. Keeping engineering and manufacturing under one roof helps deliver the exceptional quality, performance, and product availability Mustang owners expect. Once you experience the real-world performance of ProCharger technology, you'll understand why ProCharger is the **Ultimate Power Adder®**.











## Mustang Performance Leadership

For decades, ProCharger has been the dominant name in supercharged Mustang performance, from classic 5.0L combinations to today's high-revving Coyote engines. That experience spans generations of daily drivers, street cars, and some of the quickest Mustangs ever built—giving you proven supercharger technology backed by a long history of Mustang performance.

## Serious Power. Everyday Drivability.

Your Mustang can make serious power and still be a car you enjoy driving every day. ProCharger's progressive boost delivery maintains crisp, smooth driving manners around town, with 50-state street-legal Systems available for many popular Mustang applications. Then when you put your foot down, you'll feel the power build with RPM without sacrificing the street manners that make your Mustang so much fun to drive.

## Built to Grow With Your Mustang

Build the Mustang you want today without limiting where you can take it tomorrow. ProCharger Systems and Tuner Kits provide an exceptional upgrade path, allowing you to support higher horsepower goals over time with straightforward changes to your combination. Start with a fun street car, step up to 800+ horsepower, or pursue four-digit power and beyond—your ProCharger can grow right along with your build.

## Hear the Power

When you add serious horsepower, sometimes you want everyone to know it. Step into the throttle and the signature ProCharger whoosh delivers a sound that's every bit as exciting as the acceleration you feel. That unmistakable blow-off valve sound announces that your Mustang is far from stock and adds another dimension to the experience every time you drive it.

MADE IN THE USA

# SUPERIOR RELIABILITY & DURABILITY

## Durability Starts with Quality

The result of hard work and a commitment to quality, ProCharger superchargers are designed and assembled at our headquarters in Kansas City to provide superior quality control and availability. Our engineering staff uses state-of-the-art design programs to bring their concepts to reality. Our machinists faithfully reproduce these designs using our vast array of modern CNC machinery. Upon completion, precision-machined supercharger parts are inspected for quality and distributed to our supercharger assembly department where skilled technicians hand-build and test-run each unit prior to shipment.

## Warrantied Performance

Proudly standing behind our products, we offer a range of warranty options, including 12- or 36-month coverage on new serpentine systems, and a 3-year/36,000-mile powertrain warranty for select new vehicle models.



## Sustainable Torque

Thanks to the highest efficiency, and no heat transfer from engine-top mounting or an exhaust interface, ProCharger technology delivers cool charge air temperatures and low exhaust gas temperatures. With this thermal advantage, ProCharger is not only able to produce a large increase in torque, but also sustain that increase longer than other power adders.

## Designed For Reliability

**Aerospace-Grade Billet Aluminum:** Billet plays an important role in reliability. Because a billet wheel is made from a superior material (vs. cast), it is lighter and stronger and free of flaws. Crafted from aircraft-grade billet aluminum alloy, ProCharger impellers and gearcases are the most reliable in the industry.

**Higher Step-up Ratios:** Our superchargers utilize higher internal step up ratios, which allow the use of larger pulleys that provide more belt contact and increased drive belt longevity. This design allows a serpentine belt to make power in excess of 1,450 HP, a level once only available to cog belt users.

**Optimal Oiling System:** ProCharger's innovative, self-contained design allows the supercharger to operate independently from the engine's oil supply, avoiding motor oil contaminants. Also, oil temperatures run cooler than superchargers fed by engine oil. Our proprietary synthetic lubricant allows for higher bearing speeds, decreased bearing temperatures, and increased bearing life.

**Shared Innovation:** ProCharger street superchargers are built on a foundation of shared innovation, precision manufacturing, and military-grade quality control. This is drawn from both our record-setting race superchargers and the proven durability of blowers from our industrial division, Inovair (image to the left), which are engineered to run 24/7 for 20+ years. With decades of real-world experience in high-stress motorsports, military, and around-the-clock municipal applications, we've engineered our street systems to deliver unmatched reliability—built to perform under pressure, mile after mile. For more information, see page 51.

# 40+ Years of 50-State Legal
## Mustang Supercharger Systems!

From Fox Body Mustangs to today's S650 GT and Dark Horse, ProCharger offers 50-state street-legal Systems across all Mustang generations. Enjoy serious power gains while maintaining emissions compliance, along with the performance, drivability, and upgrade options Mustang owners expect from ProCharger. Explore our Street-Legal Mustang Systems to find the right combination for your Mustang.



# GT, DARK HORSE 5.0L 4V

## 2024 – 2026

*Call for Latest Model Years*

*"While the peak number is an attention-grabber, the dyno graph tells the deeper story. The P-1X centrifugal blower builds boost with rpm. It rolls in smoothly, climbs with the tach, and delivers a linear, predictable powerband that should serve us well on street and strip."* *–FordMuscle*

**Powertrain Warranty Available**
Call for details.

### 2024–2026 GT, DARK HORSE 5.0L

Unlock 395+ additional horsepower on premium pump gas and transform your S650 Mustang with a ProCharger supercharger system. Engineered for massive power without sacrificing everyday drivability, these systems retain the factory dual throttle bodies and require no engine disassembly or permanent modifications. From a street-driven GT to a serious Dark Horse build, ProCharger delivers efficient, intercooled power with plenty of room to grow.

### Stage 1 Intercooled System

- 330+ HP gain
- 12 psi boost
- P-1X supercharger, satin finish
- 1,200+ HP air-to-air intercooler
- Durable 6-rib shared drive system, proven to 18+ psi
- ProFlow blow-off valve
- PCM tuning provided
- Fuel upgrade components provided

### Stage 2 Intercooled System

Same as Stage 1 system, except:

- 395+ HP gain
- 1.500+ air-to-air intercooler and tubing

### Stage 3 Intercooled System

Same as Stage 2 system, except:

- 8-rib dedicated belt drive

### Optional Upgrades Include:

- Black, polished, or machined billet finish for supercharger and/or bracket
- Black intercooler finish
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1R, F-1A-94, or F-1R-103
- Race blow-off valve, red or black, or Bullet blow-off valve
- Fuel injectors and/or fuel pump booster (Tuner Kits)
- 10-rib drive system upgrade (Stage 3 only)
- Coyote crank support with optional black or polished finish (Stage 3)










### Stage 1, 2, and 3 Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components



# GT, MACH 1, BULLITT 5.0L 4V
2018 – 2023

## Add 320+ HP to your 2018–2023 GT, MACH 1, BULLITT

The Gen 3 Coyote was built to breathe—and ProCharger gives it the airflow to make serious horsepower. Bolt on massive power gains with premium pump gas while maintaining the crisp throttle response and smooth drivability that make these Mustangs so rewarding to drive. With efficient centrifugal boost, large air-to-air intercooling, and multiple performance levels available, your ProCharger system can grow right alongside your horsepower goals.

### Stage 2 Intercooled System

- 320+ HP gain
- 12 psi boost
- P-1X supercharger, satin finish
- 1,200+ HP air-to-air intercooler
- High-flow air inlet / ProFlow blow-off valve / Tubing
- Factory 6-rib belt drive with auxiliary tensioner
- PCM tuning / Fuel components

### Stage 3 Intercooled System

Same as Stage 2 System, except:

- 8-rib dedicated belt drive

### Optional Upgrades Include:

- Black, polished, or machined billet finish for supercharger and/or bracket
- Black intercooler finish
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, F-1A-94, or F-1R-103
- Race blow-off valve, red or black, or Bullet blow-off valve (Stage 2 or 3)
- 8" crank pulley upgrade (requires aftermarket balancer)
- Coyote crank support with optional black or polished finish (Stage 3)
- Fuel injectors and/or fuel pump booster (Tuner Kits)
- 10-rib dedicated belt drive upgrade (Stage 3 Tuner Kit only)


Stage 2 & 3




Stage 1



### Stage 1 Intercooled System

- 290+ HP gain
- 8.5 psi of boost
- P-1SC-1 supercharger, satin finish
- 750+ HP air-to-air intercooler
- Utilizes factory 6-rib belt drive
- Utilizes factory airbox
- 50-state street legal

### Stage 1, 2, and 3 Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components



# GT 5.0L 4V
2015 – 2017

## Add 305+ HP to your 2015–2017 GT

Turn your Coyote-powered Mustang into an entirely different animal with the smooth, scalable power of a ProCharger. Complete intercooled systems deliver substantial horsepower gains while preserving excellent street manners and the high-RPM character of the 5.0L. Whether you're building a fast daily driver or laying the foundation for a higher-horsepower combination, ProCharger gives you a proven path to more power.

### Stage 2 Intercooled System

- 305+ HP gain
- 10 psi of boost
- P-1X supercharger, satin finish
- 1,200+ HP air-to-air intercooler
- High-flow air inlet / ProFlow blow-off valve / Tubing
- Factory 6-rib belt drive with aux tensioner
- PCM tuning / Fuel components

### Stage 3 Intercooled System

Same as Stage 2 System, except:

- Dedicated 8-rib belt drive

### Optional Upgrades Include:

- Black, polished, or machined billet finish for supercharger and/or bracket
- Black intercooler finish
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, F-1A-94, or F-1R-103
- Race blow-off valve, red or black, or Bullet blow-off valve (Stage 2 or 3)
- Coyote crank support with optional black or polished finish (Stage 3)
- Fuel injectors and/or fuel pump booster (Tuner Kits)
- 10-rib dedicated belt drive upgrade (Stage 3 Tuner Kit only)


Stage 2 & 3




Stage 1



### Stage 1 Intercooled System

- 285+ HP gain
- 9 psi of boost
- P-1SC-1 supercharger, satin finish
- 750+ HP air-to-air intercooler
- Utilizes factory 6-rib belt drive
- Utilizes factory airbox
- 50-state street legal

### Stage 1, 2, and 3 Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components

# SHELBY GT350/R 5.2L
2015 – 2020



## Add 350+ HP to your 2015–2020 SHELBY GT350/R

Let the Voodoo breathe. ProCharger takes the high-revving 5.2L GT350 and GT350R to another level, with combinations capable of supporting up to 1,100 horsepower. Efficient centrifugal boost complements the engine's high-RPM personality while large air-to-air intercooling helps manage charge temperatures. The result is breathtaking top-end performance, smooth drivability, and a completely reversible installation with no permanent modifications.

### Stage 2 Intercooled System

- 175+ HP gain
- 6 psi of boost
- P-1X supercharger, satin finish
- 1,100+ HP air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- PCM tuning provided
- Fuel components provided

### Stage 3 Intercooled System

Same as Stage 2 System, except:

- 350+ HP gain
- 9 psi of boost
- 8-rib dedicated belt drive

### Stage 2 and 3 Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components









### Optional Upgrades Include:

- Black, polished, or machined billet finish for supercharger and/or bracket
- Black intercooler finish
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1R, F-1A-94, or F-1R-103
- Race blow-off valve, red or black, or Bullet blow-off valve



# V6 3.7L
2015 – 2017

## 2015–2017 V6 3.7L

Don't underestimate the 3.7L Mustang. A ProCharger system can add 150+ horsepower on premium pump gas, transforming the V6 with the acceleration and performance to surprise much more powerful cars. A large air-to-air intercooler, smooth power delivery, and a completely reversible installation make it an impressive street combination without sacrificing the crisp drivability you want from a daily-driven Mustang.

### High Output Intercooled System

- 150+ HP gain
- 8 psi of boost
- P-1SC-1 supercharger, satin finish
- 750+ HP air-to-air intercooler
- Utilizes factory 6-rib belt drive
- Utilizes factory airbox
- ProFlow blow-off valve
- PCM tuning provided
- Fuel components provided

### High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

### Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X
- Race air-to-air intercooler upgrade
- Bullet blow-off valve
- High-flow air inlet upgrade



Optional High-Flow Air Inlet Shown







*"In the 'bang per wrench' category, the results are staggering"*
*– Muscle Mustang and Fast Fords*

# S197

## GT 5.0L 4V
2011 – 2014



## BOSS 302
2012 – 2013

### 2011–2014 GT 5.0L
Adding a ProCharger unlocks even more of the original Coyote's potential. Efficient centrifugal boost and large air-to-air intercooling deliver substantial horsepower gains with a smooth, progressive power curve that feels right at home with the 5.0L's high-revving character. Enjoy serious performance, excellent drivability, and an upgrade path ready for whatever comes next.

### High Output Intercooled System
- 50%+ HP gain
- 7.5 psi of boost
- P-1SC-1 supercharger (satin finish)
- 3-core intercooler
- 8-rib dedicated drive belt
- ProFlow blow-off valve
- Programmer supplied
- Fuel injectors supplied

### Stage II Intercooled System
Same as High Output System, except:
- 55%+ HP gain
- 8 psi of boost
- Stage II air-to-air intercooler
- Stage II air inlet

### High Output Intercooled System (with Factory Airbox)
Same as above, except:
- Passenger side supercharger mounting location
- 6-rib shared drive belt
- 50-state street legal

### Intercooled Cog Race Kit
- F-1A, F-1A-94, or F-1R-103 supercharger (satin finish)
- Race air-to-air intercooler
- Dedicated cog belt drive
- Race blow-off valve
- Omits tuning and fuel system components

### High Output and Stage II Intercooled Tuner Kits
Same as Intercooled Systems, except:
- Omits tuning and fuel system components









### Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise (P- and D-series only)
- Supercharger upgrades: P-1X (High Output), P-1R through F-1R-103 (Tuner Kits)
- Race blow-off valve, red or black
- Stage II air inlet upgrade package (High Output)
- Race air-to-air intercooler upgrade (Stage II)
- Coyote crank support with optional black or polished finish (Stage II)



### 2012–2013 BOSS 302
The Boss 302 was engineered for performance from the start, and ProCharger gives its high-revving Road Runner 5.0L the power to run with far more exotic combinations. With 50%+ horsepower gains available from an intercooled Stage II System and combinations capable of exceeding 1,000 horsepower, ProCharger delivers a broad, scalable path from serious street performance to all-out racing.

### Stage II Intercooled System
- 50%+ HP gain
- 8.5 psi of boost
- P-1SC-1 supercharger, satin finish
- Dedicated 8-rib belt drive
- ProFlow blow-off valve
- Retains factory Boss 302 intake manifold
- Programmer & fuel system upgrades supplied

### Stage II Intercooled Tuner Kit
Same as Stage II Intercooled System, except:
- Omits tuning and fuel system components

### Intercooled Cog Race Kit
- F-1A, F-1A-94, or F-1R-103 supercharger (satin finish)
- Race air-to-air intercooler
- Dedicated cog belt drive
- Race blow-off valve
- Omits tuning and fuel system components









### Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise (P- and D-series only)
- Supercharger upgrades: P-1X, P-1R, D-1SC, F-1A-94, or F-1R-103
- Race blow-off valve, red or black
- Race air-to-air intercooler upgrade (Stage II)
- Coyote crank support (Stage II)

# S197 V6 3.7L 2011 – 2014





# S197 GT 4.6L 3V 2005 – 2010

## 2011–2014 V6 3.7L

Turn your 3.7L Mustang into something completely different with 50-60%+ horsepower gains on premium pump gas. ProCharger's intercooled centrifugal system delivers smooth, progressive power while retaining crisp street manners and requiring no permanent modifications. It's an approachable way to add serious performance to the V6 platform, backed by the same supercharger technology found on some of the world's fastest Mustangs.

### High Output Intercooled System

- 50-60%+ HP gain
- 8 psi of boost
- P-1SC-1 supercharger, satin finish
- Air-to-air intercooler
- Dedicated 6-rib belt drive
- Utilizes factory airbox
- ProFlow blow-off valve
- PCM tuning provided
- Fuel components provided

### High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

### Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: D-1SC
- High-flow air inlet upgrade



Optional High-Flow Air Inlet Shown







***ProCharged 3.7L Mustangs were first into 12's, 11's, and 10's.***

***"An all inclusive, sickening clean bolt on setup."***
***– 5.0 Mustang & Super Fords***

## 2005–2010 GT 4.6L

Give your Three-Valve Mustang the power its looks have always deserved. ProCharger's complete intercooled systems transform the 4.6L with substantial horsepower gains, responsive acceleration, and smooth street manners. Efficient centrifugal supercharging delivers power progressively with RPM, while air-to-air intercooling helps keep charge temperatures under control for consistent, reliable performance you can enjoy every time you get behind the wheel.

### High Output Intercooled System

- 525+ (70-75%+) HP
- 10 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core intercooler
- Dedicated 8-rib drive
- ProFlow blow-off valve
- Handheld tuner provided

### Stage II Intercooled System

Same as High Output System, except:

- Larger intercooler tubing
- Coolant tank provided
- Fan & fan shroud provided

### Intercooled System (with Factory Airbox)

Same as above, except:

- Passenger side supercharger mounting location
- 6-rib shared drive belt
- 50-state street legal

### High Output and Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components

### Serpentine Race Kit

- F-1A supercharger, satin finish
- Race air-to-air intercooler
- Dedicated 12-rib drive
- Race blow-off valve
- Omits tuning and fuel system components









### Optional Upgrades Include:

- Black or polished finish for supercharger, and/or bracket
- Polished finish for throttle body tube inlet (black standard finish)
- Helical gearset for reduction in gear noise (P- and D-series only)
- Race blow-off valve, red or black (High Output & Stage II)
- Supercharger upgrades: P-1X (All), D-1SC through F-1R (Tuner Kits)
- Supercharger upgrades: F-1A-94, F-1R (Race Kit)
- 800+ HP intercooler upgrade (Stage II)



# S197

## V6 4.0L
### 2005 – 2010



# NEW EDGE

## GT, Bullitt 4.6L 2V
### 1999 – 2004 GT | 2001 Bullitt

### 2005–2010 V6 4.0L

Your 4.0L Mustang doesn't need a V8 swap to become considerably more exciting. ProCharger's intercooled supercharger systems add the horsepower, acceleration, and signature whoosh that transform the driving experience while maintaining smooth everyday manners. With a vehicle-specific installation and proven centrifugal technology, it's a straightforward way to get substantially more performance from the Mustang already sitting in your garage.

### Stage II Intercooled System

- 55-60% HP gain
- 8 psi of boost
- P-1SC supercharger, satin finish
- 2-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Fuel components provided
- Programmer supplied

### Stage II Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

### Optional Upgrades Include:

- Black or polished finish for supercharger
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1SC-1 (Stage II), D-1SC (Tuner Kits)
- 3-core intercooler upgrade









*"Thanks to ProCharger, you can beat a V8 with a Super Six."*
*– 5.0 Mustang and Super Fords*

### 1999–2004 GT, 2001 BULLITT 4.6L

The New Edge Mustang remains one of Ford's most recognizable modern muscle cars, and ProCharger provides a proven way to dramatically increase the performance of its 4.6L 2V. Add substantial intercooled horsepower while retaining excellent drivability and the character that makes these cars so much fun. From a clean street GT or Bullitt to a serious weekend build, ProCharger delivers power with room to grow.

### High Output Intercooled System

- 55-60% HP gain
- 8 psi of boost
- P-1SC supercharger, satin finish
- 2-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Programmer supplied
- 50-state street legal

### Stage II Intercooled System

Same as High Output System, except:

- 60-65% HP gain
- 3-core air-to-air intercooler
- Additional fuel system upgrades provided

### High Output and Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components









### Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: D-1SC through F-1A (Tuner Kits)
- 3-core intercooler upgrade
- Race air-to-air intercooler upgrade
- Race blow-off valve, red or black

# MACH 1 4.6L 4V
## 2003 – 2004

NEW EDGE





# COBRA 4.6L 4V
## 2003 – 2004

NEW EDGE

### 2003–2004 MACH 1 4.6L

Make the most of the Mach 1's 4V 4.6L with a ProCharger system capable of adding 60–65% more horsepower on premium pump gas. Just 8 psi of intercooled boost transforms the car while preserving crisp, smooth driving manners. With a large air-to-air intercooler and available supercharger upgrades, your Mach 1 can deliver serious street performance today with an upgrade path for tomorrow.

### Stage II Intercooled System

- 60-65% HP gain
- 8 psi of boost
- P-1SC supercharger, satin finish
- 3-core air-to-air intercooler
- ProFlow blow-off valve
- Fuel components provided
- Programmer supplied

### Stage II Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

### Optional Upgrades Include:

- Black or polished finish for supercharger
- Helical gearset for reduction in gear noise
- Supercharger upgrades: D-1SC through F-1A (Tuner Kits)
- Race air-to-air intercooler upgrade
- Race blow-off valve, red or black, open or closed









***"Complete somehow falls short for describing the ProCharger system...[and] it's not often you see a 200+ HP gain on a stock vehicle."*** ***– 5.0 Mustang and Super Fords***

### 2003–2004 COBRA 4.6L

Take your Terminator beyond the limits of its factory supercharger with a ProCharger system built for serious horsepower. Street combinations can deliver up to 65% more power on premium pump gas, while available F-series race combinations open the door to 750+ RWHP and beyond. Smooth drivability, efficient centrifugal power, and extensive upgrade capability make ProCharger an ideal choice when your Cobra's factory performance is only the beginning.

### High Output Intercooled Tuner Kit

- 550 RWHP
- 10-15 psi of boost
- P-1SC supercharger, satin finish
- OEM-supplied intercooler
- ProFlow or Race blow-off valve
- Utilizes factory 6-rib drive belt
- No tuning or fuel system upgrades provided

### Stage II Intercooled Tuner Kit

Same as High Output except:

- 620 RWHP
- 10-20 psi of boost
- F-1D, F-1, or F-1A supercharger, satin finish
- OEM-supplied intercooler
- Race blow-off valve

### Race Kit

Same as Stage II except:

- 750+ RWHP
- 18-30+ psi of boost
- Cog drive belt









### Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Polished finish for sheet metal intake (satin standard)
- Omit Cobra intake manifold
- Helical gearset for reduction in gear noise

# COBRA 4.6L 4V
## 1999 – 2001



### 1999–2001 COBRA 4.6L
The high-revving 4-valve Cobra engine is an ideal foundation for centrifugal supercharging. ProCharger adds substantial intercooled horsepower while preserving the naturally responsive character that makes these Cobras unique. Smooth progressive boost complements the engine as RPM climbs, delivering strong top-end performance and excellent street manners with the flexibility to support more ambitious combinations as your build evolves.

### High Output Intercooled System
- 45-50% HP gain
- 6 psi of boost (max)
- P-1SC supercharger, satin finish
- 2-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Tuning programmer provided
- Fuel system upgrades provided

### Stage II Intercooled System
Same as High Output System, except:
- 60-65% HP gain
- 8 psi of boost
- 3-core air-to-air intercooler

### High Output and Stage II Intercooled Tuner Kits
Same as Intercooled Systems, except:
- Omits tuning and fuel system components









### Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: D-1SC (Tuner Kits)
- 3-core intercooler upgrade (High Output)
- Sheet metal 3-core race intercooler upgrade (from 3-core) (Stage II)
- Bullet blow-off valve



# V6 3.8L
## 1994 – 2004



### 1994–2004 V6 3.8L
Transform your V6 Mustang with up to 80% more horsepower from a complete ProCharger supercharger system. Depending on model year, intercooled systems deliver 9–11 psi of boost while maintaining crisp, smooth drivability and requiring no permanent modifications. From early SN95s to New Edge Mustangs, ProCharger gives the 3.8L a dramatic performance upgrade without requiring an engine swap.

### 1999-04 Stage II Intercooled System
- 60-80% HP gain
- 9-11 psi of boost
- P-1SC supercharger, satin finish
- 2-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Fuel component upgrades provided
- Tuning programmer provided (99-03)

### 1994-98 High Output Intercooled System
Same as 99-04 System, except:
- 75-80% HP gain
- 11 psi of boost
- 50-state street legal

### High Output and Stage II Intercooled Tuner Kits
Same as Intercooled Systems, except:
- Omits tuning and fuel system components










### Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Bullet blow-off valve
- 3-core intercooler upgrade

# GT 4.6L 2V
1996 – 1998





# COBRA 4.6L 4V
1996 – 1998

## 1996–1998 GT 4.6L

Bring your early SN95 4.6L GT to life with the power and unmistakable sound of a ProCharger. Designed to deliver strong horsepower gains without compromising everyday drivability, ProCharger's intercooled centrifugal systems build power progressively as RPM climbs. It's a proven way to transform the performance of your Two-Valve Mustang while keeping the clean, street-friendly character that makes these cars such great platforms.

### High Output Intercooled System

- 55-70% HP gain
- 8-10 psi of boost
- P-1SC supercharger, satin finish
- 2-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Fuel system upgrades provided
- 50-state street legal system available

### Stage II Intercooled System

Same as High Output System, except:

- 60-80% HP gain
- 8-12 psi of boost
- 3-core air-to-air intercooler

### High Output and Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components







### Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: D-1SC (Tuner Kits)
- Race intercooler upgrade (Stage II)

## 1996–1998 COBRA 4.6L

Unlock the potential of Ford's early 4-valve Modular Cobra with a ProCharger supercharger system. Designed to complement an engine that loves RPM, centrifugal boost builds progressively to deliver an exciting rush of top-end horsepower without sacrificing drivability around town. Efficient air-to-air intercooling and proven ProCharger technology make it an ideal combination for enthusiasts ready to take their SN95 Cobra well beyond stock.

### High Output Intercooled System

- 45-50% HP gain
- 6 psi of boost
- P-1SC supercharger, satin finish
- 2-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Tuning programmer provided
- Fuel system upgrades provided

### Stage II Intercooled System

Same as High Output System, except:

- 60-65% HP gain
- 8 psi of boost
- 3-core air-to-air intercooler

### High Output and Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components









### Optional Upgrades Include:

- Black or polished finish for supercharger
- Helical gearset for reduction in gear noise
- Supercharger upgrades: D-1SC (Tuner Kits)
- 3-core intercooler upgrade (High Output)
- Race intercooler upgrade (Stage II)

# GT 5.0L
1994 – 1995



## 1994–1995 GT 5.0L

The final factory 5.0L pushrod Mustangs combine classic small-block character with SN95 styling—and ProCharger adds an entirely new level of performance. Efficient centrifugal boost delivers strong, predictable horsepower without taking away from the street manners that make these cars so enjoyable. Whether you're preserving a clean GT or building something considerably faster, ProCharger gives the legendary 5.0L room to run.

## High Output Intercooled System

- 60-85% HP gain
- 9-14 psi of boost
- P-1SC supercharger, satin finish
- 2-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Fuel system upgrades provided
- 50-state street legal

## Stage II Intercooled System

Same as High Output System, except:

- 85%+ HP gain
- 15-22 psi of boost
- D-1SC supercharger, satin finish
- 3-core air-to-air intercooler

## High Output and Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components







## Optional Upgrades Include:

- Black or polished finish for supercharger
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1SC-1, P-1X, D-1SC (All), F-1D through F-1A (Stage II)
- 3-core intercooler upgrade (High Output)
- Race blow-off valve, red or black



# COBRA 5.0L
1994 – 1995



## 1994–1995 COBRA 5.0L

Add modern centrifugal supercharger performance to one of the most desirable pushrod Mustangs ever built. ProCharger helps the Cobra's 5.0L deliver substantially more horsepower with a smooth, predictable power curve that preserves its unmistakable small-block personality. The result is classic SN95 Cobra character with the acceleration, sound, and performance to make every trip behind the wheel more memorable.

## High Output Intercooled System

- 60-85% HP gain
- 9-14 psi of boost
- P-1SC supercharger, satin finish
- 2-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Fuel system upgrades provided
- 50-state street legal

## Stage II Intercooled System

Same as High Output System, except:

- 85%+ HP gain
- 15-22 psi of boost
- D-1SC supercharger, satin finish
- 3-core air-to-air intercooler

## High Output and Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components









## Optional Upgrades Include:

- Black or polished finish for supercharger
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1SC-1, P-1X, D-1SC (All), F-1D through F-1A (Stage II)
- 3-core intercooler upgrade (High Output)
- Race blow-off valve, red or black



# LX, GT, COBRA 5.0L
## 1986 – 1993



# 289, 302 & 351 V8
## 1964.5 – 1973

### 1986–1993 LX, GT, & Cobra 5.0L

Unlock **60–85%+ more horsepower** from one of the most iconic Mustang platforms ever built. ProCharger helped pioneer intercooled centrifugal supercharging for the fuel-injected 5.0L, and today's systems combine that proven history with crisp, smooth driving manners, engine-friendly intercooled boost, and plenty of room to grow. Then when you put your foot down, you'll feel serious power and hear those unmistakable ProCharger sounds.

### High Output Intercooled System

- 60-85%+ HP gain
- Up to 14 psi of boost
- P-1SC supercharger, satin finish
- 2-core air-to-air intercooler
- ProFlow blow-off valve
- Dedicated 8-rib belt drive
- ProPump and FMU included
- Non-intercooled System available
- 50-state street legal

### Stage II Intercooled System

Same as High Output System, except:

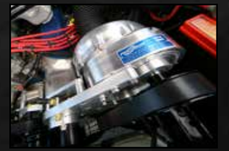
- 85%+ HP gain
- 15+ psi of boost
- D-1SC supercharger, satin finish
- 3-core air-to-air intercooler

### Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Supercharger upgrades: P-1SC-1, P-1X, D-1SC, F-1D, F-1, or F-1A
- Helical gearset for reduced gear noise
- Bullet or Race blow-off valve
- 3-core intercooler
- Twin high-flow intercooler
- Non-intercooled kit available
- Sheet-metal 3-core race intercooler
- 12-rib drive upgrade for Stage II
- Alternator relocation kit with power steering for non-A/C vehicles









### High Output / Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits ProPump and FMU

### CLASSIC FORD STYLE. SERIOUS PROCHARGER POWER.

Give your classic Mustang the horsepower to match its timeless style with a ProCharger System designed for the Small Block Ford. Even a stock engine with a blow-through carburetor can see approximately 45% more horsepower, with intercooled combinations offering even greater potential. Add the power, drivability, and unmistakable ProCharger presence that make every Sunday drive more exciting, and give your Mustang one more reason to stand out at the next car show.

### High Output Tuner Kit

- P-1SC supercharger, satin finish
- Dedicated 8-rib belt drive
- 2-core air-to-air intercooler (optional)
- ProFlow blow-off valve
- Standard carb hat
- Tubing included

### Optional Upgrades Include:

- Black or polished finish for supercharger and/or brackets
- Supercharger upgrades: P-1X, P-1R, D-1SC, D-1X
- Helical gearset for reduced gear noise
- Bullet or Race blow-off valve
- Competition carb hat
- 3-core or race intercooler upgrades
- Alternator relocation kit with power steering
- Narrow-engine-bay 8-rib bracket for applicable 1964½–1973 vehicles







### INTERCOOLED VS. NON-INTERCOOLED

Choose the configuration that best fits how you enjoy your classic Mustang. A non-intercooled kit offers a simpler installation and can help preserve the car's original sheet metal, since fitting an intercooler may require front-end modifications on many classic Mustangs. For moderate-boost street combinations, many owners enjoy excellent ProCharged performance without intercooling.

For owners seeking higher boost or greater power potential, an intercooler helps reduce inlet air temperatures and provides additional performance capability when maximizing power is the priority and modifications to accommodate the intercooler aren't a concern.

# PROCHARGER ACCESSORY DRIVE KITS

## SMALL BLOCK FORD ENGINES

### FINALLY... AN ACCESSORY DRIVE BUILT WITH A SUPERCHARGER IN MIND!

The ProCharger Accessory Drive for SBF engines offers the compact, sleek design style you expect from ProCharger, combined with a unique supercharger bracket design that provides you the convenience of adding the supercharger kit NOW or LATER. This kit includes everything you'll need to fit the accessories you want with the advantages you can expect from ProCharger.

### ORDER JUST WHAT YOU NEED

The ProCharger Accessory Drive is flexible and expandable, which allows you to select the combination of accessories you want to use.

#### The Base Kit Includes:

- Water Pump Pulley
- Crank Pulley
- Alternator Bracket & Pulley
- Serpentine Belt & Tensioner

#### Upgrade to Include the Following:

- Power Steering Bracket & Pulley
- A/C Bracket and Pulley Cover
- Supercharger Head Unit P-1SC through F-2
- Intercooler / Bypass Valve / Tubing
- Supercharger Bracket, Tensioner, & Belt
- Finish Options: Satin (standard), Black, Polished

### INSTALL NOW, BOOST LATER

Of course, we would love for you to buy them at the same time, but we understand. Project vehicle budgets often mean you need to do these installs at different times. With this accessory drive, you are able to save time and money by simply adding the supercharger and hardware when you are ready. It's an easy bolt-on upgrade.



SBF ENGINE WITH ALT. + P/S + A/C + PROCHARGER



ALT. ONLY



ALT. + P/S ONLY



ALT. + P/S + A/C

**LEARN MORE AT PROCHARGER.COM**



# CLASSIC SMALL BLOCK FORD SERPENTINE KITS

## FOR CARBURETED AND AFTERMARKET EFI

### MODERN PERFORMANCE FOR YOUR CLASSIC FORD

Modernize your Small Block Ford with ProCharger power. These kits use a dedicated supercharger drive, either 8- or 12-rib, to suit your horsepower goals. They are meant for customers running typical 1986-93 Fox Body accessories. From stock to highly modified, intercooled or not, ProCharger has you covered.

#### High Output Tuner Kit

***Select Components To Fit Your Build***

- Superchargers: P-1SC, P-1X, P-1R, D-1SC, F-1A, F-1A-94, or F-1R-103
- Belt Drive: 8-rib or 12-rib
- Carb Hat: Standard, Low-profile, Competition
- Intercooler (optional): 2-core, 3-core options up to 1,300 HP
- Blow-off Valve (optional): ProFlow, Bullet, Race
- Tubing supplied (optional)

#### Optional Upgrades Include:

- Black or polished finish for supercharger, brackets, and applicable carburetor hat
- Helical gearset for reduced gear noise (P- and D-series only)
- Alternator and/or power steering relocation kit







**SBF Cog Race Kits See Page 33**

### 1988-1996 FORD GEN1 LIGHTNING / OBS F-150 & BRONCO

#### High Output Tuner Kit

- D-1SC supercharger, satin finish
- Non-intercooled
- 6-rib shared belt drive
- Bullet blow-off valve
- Tuning and fuel components not supplied

#### Optional Upgrades Include:

- Black or polished finish
- Helical gearset for noise reduction
- Supercharger upgrade: See above
- Race intercooler upgrade
- Race blow-off valve (red or black)



# COYOTE SWAP KITS
## REVERSE MOUNT

### BIG COYOTE POWER FOR TIGHT ENGINE BAYS

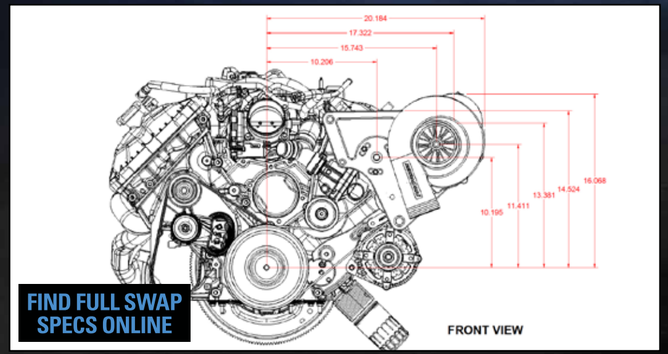
Put modern Coyote horsepower into your swap without letting a tight engine bay limit your supercharger plans. ProCharger's reverse-mount configuration provides a clean installation designed to address packaging and hood-clearance challenges in applications like the Fox Body Mustang. With supercharger options ranging from street-oriented P-series models to serious F-series combinations, you can match the ProCharger to the way you plan to enjoy your Coyote-swapped build.

### High Output Tuner Kit

- P-1SC-1 supercharger, satin finish
- Dedicated 8-rib belt drive
- Air-to-air intercooler (optional)
- ProFlow blow-off valve
- Reverse-mount, driver's-side supercharger location
- Compact bracket design for tight engine bays
- Compatible with stock or aftermarket balancer
- No tuning or fuel system upgrades provided

### Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Supercharger upgrades: from P-1X through F-1X models
- Helical gearset for reduced gear noise
- Stage II and Race air-to-air intercoolers
- Race blow-off valve
- 10-rib drive upgrade
- Coyote crank support
- Coolant tank reservoir relocation kit




FIND FULL SWAP SPECS ONLINE

### STANDARD OR REVERSE MOUNT?

Standard Mount provides a conventional supercharger location when space allows, with a greater array of high-horsepower options, while Reverse Mount helps address tighter packaging and hood-clearance requirements and still allows for F-series superchargers to fit.

### 1992-1996 FORD F-150 OBS COYOTE SWAP



#### High Output Tuner Kit

- P-1SC-1 supercharger, satin finish
- Stage II 1,200 HP air-to-air intercooler
- Dedicated 8-rib belt drive
- Fits under the stock hood
- Compatible with stock balancers as well as aftermarket units

#### Optional Upgrades Include:

Same as auto Coyote Swap Kit



# COYOTE SWAP KITS
## STANDARD MOUNT

### PROCHARGER POWER BUILT AROUND YOUR COYOTE SWAP

Whether your Coyote is powering a resto-mod, Fox Body, hot rod, or dedicated race car, ProCharger gives you a flexible supercharger platform designed to grow with the build. The driver's-side standard-mount bracket supports everything from street-oriented P-series superchargers to serious F-series combinations, while dedicated belt-drive options let you configure the system around street use, big horsepower, or all-out racing.

### High Output Tuner Kit

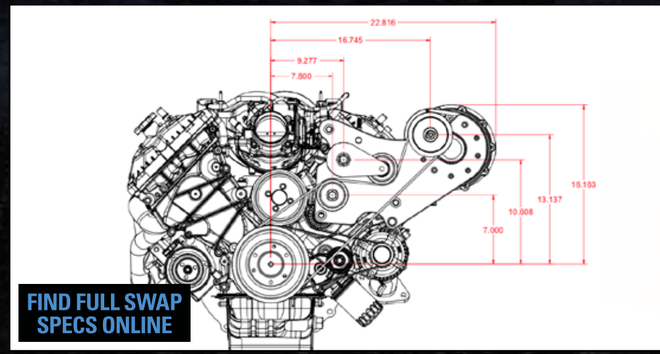
- P-1SC-1 supercharger, satin finish
- Dedicated 8-rib supercharger drive
- Air-to-air intercooler (optional)
- ProFlow blow-off valve
- Standard-mount, driver's-side supercharger location
- Compatible with stock or aftermarket balancer
- No tuning or fuel system upgrades provided

### Cog Race Kit

- F-1A, F-1A-94, F-1R-103, or F-1X supercharger, satin finish
- 50mm cog drive
- Stage II air-to-air intercooler (optional)
- Race blow-off valve
- Designed for high-boost, high-RPM race combinations
- Aftermarket balancer required

### Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Supercharger upgrades: P-1X through F-1X
- Helical gearset for reduced gear noise (P- and D-series only)
- Stage II or Race air-to-air intercoolers
- Race blow-off valve
- 10-rib drive upgrade (serpentine only)
- Coyote crank support (serpentine only)
- Coolant tank reservoir relocation kit




FIND FULL SWAP SPECS ONLINE



LEARN MORE HERE!



### PROVEN IN A FOX BODY

ProCharger's Coyote-swapped R&D Mustang produced 700 RWHP and 504 lb-ft of torque during development.

# RACE KITS

## HARDCORE RACERS KNOW PROCHARGER

### BUILT FOR SERIOUS MUSTANG HORSEPOWER

When your Mustang is built with racing in mind, ProCharger offers race kits designed around the power level, engine combination, and packaging demands of your build. Choose from **Serpentine Drive, Cog Drive, and Reverse Cog Drive Race Kits**, with intercooled and non-intercooled configurations available for select applications. With supercharger options extending through the **F-3R-136**, ProCharger gives Mustang racers a proven path to serious power.

### Serpentine Drive Race Kit

- F-1A, F-1A-94, or F-1R-103 supercharger, satin finish
- Dedicated belt drive (8- or 12-rib, depending on vehicle model year)
- Race blow-off valve
- Race air-to-air intercooler (optional)

### Cog Drive Race Kit

- F-series supercharger, satin finish
- Cog belt drive
- Race blow-off valve
- Race air-to-air intercooler (optional)

### Reverse Cog Drive Race Kit

These kits are the same as the Cog Race Kits above, except for mounting location.

### Optional Upgrades Include:

- Polished or black supercharger finish
- Upgraded air-to-air intercooler, from 800 HP to 1,550 HP
- Race air-to-water intercooler
- Competition Carb Hat
- Bullet or Race blow-off valve









### Godzilla (7.3L) Swap Kit

- CNC billet alum. boxed bracket system
- 8- and 10-rib drive belt configuration
- Forward-facing supercharger inlet
- Requires Innovators West balancer
- Fits up to F-1X supercharger head units
- CrankDrive available
- Race air-to-air intercooler (optional)










SEMA BEST NEW PERFORMANCE-RACING PRODUCT

### CRANKDRIVE™ FOR EXTREME-POWER COMBINATIONS

For Mustang race builds pushing into the highest levels of competition, the award-winning ProCharger CrankDrive™ gear drive provides a purpose-built solution capable of supporting 4,500+ horsepower. Compatible with ProCharger F-1 through F-4X superchargers, CrankDrive™ provides easy gear-ratio changes, accessory flexibility, and efficient supercharger drive at extreme power levels.

- Positions the supercharger higher for improved steering-component and frame clearance
- Lightweight design
- Easy assembly, disassembly, and gear-ratio changes
- Complete assemblies available for specific engines
- Allows the engine to rotate in either direction for servicing

***Available for Small Block Ford, Big Block Ford, Coyote, and Godzilla engine applications***

# RACING DOMINATION

## REAL WORLD PROCHARGER POWER

*"The intercooled ProCharger centrifugal supercharger system … [modified, with F-1A] served up an astonishing 962.6 lb-ft of torque."* – MOTORTREND

### ProCharger Motorsports

ProCharger has a long, 30+ year history of helping an incredible number of enthusiasts and racers accomplish their performance goals: WINNING! From drag strips to off-road, and from the salt flats of Bonneville to open road races and rear-wheel dyno competitions, more and more ProCharger owners are reaching and exceeding their performance goals in amazing fashion.

When it comes to motorsports, talk is cheap. It seems like there are always too many aftermarket manufacturers willing to inflate their performance claims. ProCharger-equipped racers prefer to let their actions and results speak for themselves.

### ProCharger and Racing: A Winning Combination

ProCharger superchargers are synonymous with high performance, especially in sanctioned drag racing competition. ProCharger was the first centrifugal supercharger to power racers into the 6's. As a matter of fact, as far back as 2002, every single Super Street and Street Outlaw racer in the 7's, and Renegade racer in the 8's were all ProCharged. Once the ProCharger supercharger power genie was out of the bottle, there was no looking back–unless you count looking in the mirror for the other guys.

The list of ProCharged racing champions, record holders and top performers reads like a Who's Who of winning racers. No one else even comes close, as ProCharged racers have won over 250 national championships in the past 20 years, more than all of our direct competitors combined.

### We Race, You Win

The same design philosophy that puts top racers into the winner's circle can be found in every street-legal ProCharger supercharger system. With a ProCharger system, not only will you receive the largest and most engine-friendly horsepower gains, but you'll also have the peace of mind knowing that your supercharger was designed to reliably and consistently produce event and championship-winning power race after race, year after year. What are your high-performance goals? Let ProCharger help you blow them away.



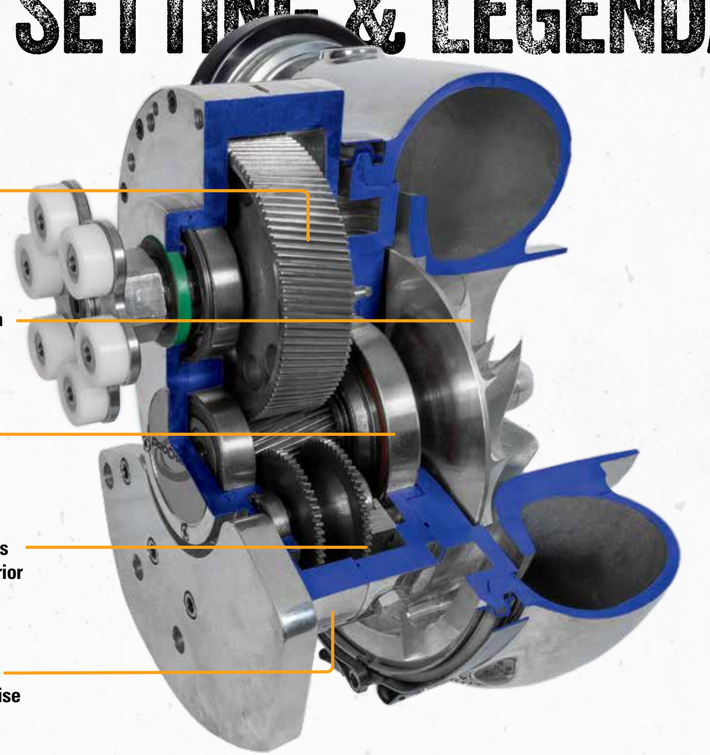

*Manny Buginga's ProCharged Mustang set records and is one of the world's quickest radial cars, running 3.481 seconds in the 1/8th mile and 5.682 seconds in the 1/4th mile on 275 radials, plus 3.441 and 5.488 seconds, respectively, on 315 radials. ProCharger F-4X-144.*

### Consider these ProCharger Motorsports Achievements:

- ProCharged racers have won over 250 national championships in the past 20 years
- The ONLY centrifugal supercharger to run 3.40's in 1/8th mile
- The FIRST centrifugal supercharger to make 4,000 horsepower on methanol
- HOT ROD Pump Gas Drags Championship, HOT ROD Drag Week Championship, and Maxton Mile Top Speed Challenge Winner
- First centrifugal approved for NHRA Pro Mod

**"[ProCharger is] leading the charts across the board in a multitude of different sanctions and series, setting records, breaking hearts..."** – Wes Buck, Drag Illustrated

# RECORD SETTING & LEGENDARY



# F-1X / F-2 SERIES

1,000+ HP

## ProCharger F-Series Superchargers

ProCharger F-Series superchargers were designed with one simple goal: blow the competition away. For 25 years, ProCharger's ever-expanding line of F-Series superchargers has continued to be the standard by which others hope to be measured, both on the track and on the street. F-Series superchargers have been designed to deliver maximum performance, pass after pass, year after year, championship after championship.

## F-1, F-1D, F-1A, and F-1A-94

Featuring a compact, 9" volute, these are powerful and highly versatile superchargers. Like all the F-Series models, the industry-exclusive compound bearing design that supports high horsepower applications comes standard. The patented and proven self-contained oiling design eliminates the need for external oil lines while providing years and years of trouble-free high performance.

## F-1R and F-1R-103

These ProCharger superchargers use a slightly larger, 9.75" volute for higher airflow and horsepower ratings. They also retain all the design advantages of the other F-Series models.

## F-1X and F-2

The ProCharger F-1X and F-2 feature a 10.5" volute diameter and provide a significant increase in airflow. Considered by many to be the ideal combination of small size and high performance, the F-1X can support up to 1,550 HP.

## On the Street or Strip

The highly versatile ProCharger F-1 Series supercharger lineup is compact enough for many of today's high-horsepower modified street engine applications, yet powerful enough for ultra-high street horsepower and hard-core racing applications.




**OPTIONAL RACING BELLMOUTH AVAILABLE FOR MOST F-SERIES BLOWERS**

### F-1D

Base HP (NA Engine) . . .300-500 HP
Max Supercharged HP. . . . .1,050 HP
Maximum Airflow . . . . . .1,500 cfm
Maximum Boost. . . . . 34 psi
Maximum Impeller RPM . . . . .65,000
Internal Step-up Ratio . . . . . 5.40:1

### F-1A-94

Base HP (NA Engine) . . .300-550 HP
Max Supercharged HP. . . . 1,300 HP
Maximum Airflow . . . . . .1,625 cfm
Maximum Boost. . . . . 38 psi
Maximum Impeller RPM . . . . .74,000
Internal Step-up Ratio . . . . . 5.40:1

### F-1R-103

Base HP (NA Engine) . . .450-650 HP
Max Supercharged HP. . . . 1,500 HP
Maximum Airflow . . . . . .1,900 cfm
Maximum Boost. . . . . 38 psi
Maximum Impeller RPM . . . . .72,000
Internal Step-up Ratio . . . . . 5.40:1

### F-1

Base HP (NA Engine) . . .300-500 HP
Max Supercharged HP. . . . .1,050 HP
Maximum Airflow . . . . . .1,525 cfm
Maximum Boost. . . . . 38 psi
Maximum Impeller RPM . . . . .70,000
Internal Step-up Ratio . . . . . 5.40:1

### F-1R

Base HP (NA Engine) . . .375-550 HP
Max Supercharged HP. . . . 1,250 HP
Maximum Airflow . . . . . .1,700 cfm
Maximum Boost. . . . . 38 psi
Maximum Impeller RPM . . . . .68,000
Internal Step-up Ratio . . . . . 5.40:1

### F-1X

Base HP (NA Engine) . . .375-550 HP
Max Supercharged HP. . . . .1,550 HP
Maximum Airflow . . . . . 2,000 cfm
Maximum Boost. . . . . 38 psi
Maximum Impeller RPM . . . . .72,000
Internal Step-up Ratio . . . . . 5.40:1

### F-1A

Base HP (NA Engine) . . .300-500 HP
Max Supercharged HP. . . . .1,100 HP
Maximum Airflow . . . . . .1,575 cfm
Maximum Boost. . . . . 38 psi
Maximum Impeller RPM . . . . .74,000
Internal Step-up Ratio . . . . . 5.40:1

### F-2

Base HP (NA Engine) . . .425-600 HP
Max Supercharged HP. . . . 1,450 HP
Maximum Airflow . . . . . .2,100 cfm
Maximum Boost. . . . . 38 psi
Maximum Impeller RPM . . . . .65,000
Internal Step-up Ratio . . . . . 5.40:1



# F-3 / F-4 SERIES

1,000 – 4,500+ HP

## F-3

The first centrifugal supercharger to power a doorslammer over 200 mph and into the 6's, F-3 ProChargers are the centrifugal superchargers of choice among the best racers around the world. The ProCharger F-3 family features a large, 12-inch volute and provides vastly higher airflow than the F-1 and F-2 models. With multiple trims available, the F-3 can support up to 3,000+ HP.

## F-4X

Welcome to the pinnacle of performance and durability: the ProCharger F-4X supercharger. A complete redesign from previous race models, the F-4X represents a massive collaborative effort to develop a system that is capable of 4,500+ HP, while also maintaining the highest levels of durability. It is the pinnacle for racers looking for ultra-high horsepower along with championship-earning reliability and consistency.



*Chris Evans - F-1A-94*



*Tim Essick - F-4X-140*



*Ronnie Proctor - F-3R-121*

## CRANKDRIVE™

The award-winning CrankDrive™ gear drive is capable of supporting 4,500+ HP, accommodates a variety of accessories, allows easy gear-ratio changes, and provides maximum efficiency at extreme power levels.



CrankDrive™ with Dual Accessory Drive

### F-3D-106

Base HP (NA Engine) . . . . . Call
Max Supercharged HP. . . . 1,800 HP
Maximum Airflow . . . . . 2,200 cfm
Maximum Boost. . . . . 38 psi
Maximum Impeller RPM . . . . .74,000
Internal Step-up Ratio . . . . . 5.63:1

### F-3R-121

Base HP (NA Engine) . . . . . Call
Max Supercharged HP. . . . 2,400 HP
Maximum Airflow . . . . . .3,100 cfm
Maximum Boost. . . . . 40 psi
Maximum Impeller RPM . . . . .72,000
Internal Step-up Ratio . . . . . 5.63:1

### F-4R-136

Base HP (NA Engine) . . . . . Call
Max Supercharged HP. . . . 3,000 HP
Maximum Airflow . . . . . 4,000 cfm
Maximum Boost. . . . . 50 psi
Maximum Impeller RPM . . . . .72,000
Internal Step-up Ratio . . . . . 4.70:1

### F-4X-140

Base HP (NA Engine) . . . . . Call
Max Supercharged HP. . . . .3,700 HP
Maximum Airflow . . . . . 4,500 cfm
Maximum Boost. . . . . 60 psi
Maximum Impeller RPM . . . . .72,000
Internal Step-up Ratio . . . . . 4.70:1

### F-4X-140-1

Base HP (NA Engine) . . . . . Call
Max Supercharged HP. . . 4,000+ HP
Maximum Airflow . . . . . .4,700 cfm
Maximum Boost. . . . . 65 psi
Maximum Impeller RPM . . . . .72,000
Internal Step-up Ratio . . . . . 4.70:1

### F-4X-146

Base HP (NA Engine) . . . . . Call
Max Supercharged HP. . . 4,500+ HP
Maximum Airflow . . . . . 5,200 cfm
Maximum Boost. . . . . 72 psi
Maximum Impeller RPM . . . . .68,000
Internal Step-up Ratio . . . . . 4.70:1

# P-1X/P-1R SUPERCHARGERS

## HIGH EFFICIENCY STREET/STRIP SUPERCHARGERS

## Higher Efficiency 9" Designs

The ProCharger P-1X and P-1R head units feature the robust, self-contained gearcase that is standard on most ProCharger models, but with a new aerodynamic compressor design that creates cooler charge air temperatures and more horsepower at the same boost level compared with the industry-standard P-1SC-1 and D-1SC. This higher efficiency design is engineered to be a bolt-in replacement for P-1SC-1 and D-1SC equipped systems. These unique designs are built on the same proven technology that propels the P-1SC-1 and D-1SC models. This technology allows the P-1R to be capable of 4-digit power numbers and slightly beyond, and utilize a 4.10:1 step-up ratio. The compressor side of the supercharger is designed with greater efficiency and less parasitic engine load. This means less heat and less power needed to spin the impeller–that adds up to more horsepower. The P-1X and P-1R fit into the same brackets as P-1SC-1 systems and are an optional upgrade for those who want increased performance on otherwise stock, modern V8 engines–to the tune of 10-15 more flywheel HP at the same psi!

## P-1X/P-1R Features:

- More power per psi, more maximum HP, and cooler charge air temperatures
- 10-15 flywheel HP gain with P-1X or P-1R on otherwise stock, modern V8 engines at the same boost level and pulley size (vs P-1SC-1)
- Even larger gains possible at the same boost level with built and modified engines
- P-1X is 950+ HP capable and is a direct bolt-in upgrade for the P-1SC-1
- P-1R is 1,200+ HP capable and is a direct bolt-in upgrade for the P-1X
- Designed for today's high-flowing V8 engines producing 300+ naturally aspirated HP
- Durable, high HP designs with a compact new state-of-the-art 9.0" housing/volute
- Uses same proven gearcase as the self-contained P and D series, also available with standard or reduced noise level

## ProCharger P-1X

Base HP (NA Engine)..... 300-500 HP
Max Supercharged HP .....950 HP
Maximum Airflow..... 1,275 cfm
Maximum Boost .....32 psi
Maximum Impeller RPM..... 65,000
Internal Step-up Ratio..... 4.10:1

## ProCharger P-1R

Base HP (NA Engine)..... 300-500 HP
Max Supercharged HP ..... 1,200 HP
Maximum Airflow..... 1,600 cfm
Maximum Boost .....36 psi
Maximum Impeller RPM..... 65,000
Internal Step-up Ratio..... 4.10:1






# BLOW-OFF VALVES

## Why Blow-off Valves Are So Important

More horsepower is associated with more airflow. It is important to get the air charge out of the tubing quickly when you let off the throttle to avoid compressor surge and potential damage to the ProCharger supercharger or other power adder, and help prevent other issues such as throttle hang, and belt snap on cog or serpentine driven applications. ProCharger offers several blow-off valve models based on the needs of different applications.

For street applications, our supercharger kits come with the proper valve based on the vehicle's horsepower output level so there's no need to worry about the right one. However, we do offer upgrade options for those seeking a little more sound or those that like the cool look of the anodized finish of our Race valves. Race valves can be used on stock vehicles and are a great upgrade for sound, look, and when you turn the power and boost up.

When to run a Competition blow-off valve vs. Race blow-off valve? Competition valves are generally used in pairs and are only for high horsepower competition applications. They are not recommended for street use.

**Open Blow-Off Valves** - Vent to the atmosphere and creates a distinctive "whoosh" when the throttle blade suddenly closes. Many customers enjoy this sound.

**Closed Bypass Valves** - Vent to an external air filter or an internal tube for rerouting excess boost pressure back upstream of the supercharger. Often referred to as a recirculating valve.

## UP TO 700 HP

**PROFLOW VALVE:** Compact in size, it can be fitted into tight spots when space is limited. Its butterfly valve is extremely durable and reliable, and this design creates a straight airflow that achieves excellent flow for its size. The ProFlow valve can also be paired with a small filter to minimize noise.

**BULLET VALVE:** This valve's compact design also makes it fit easily in tight spaces. It comes in both an open and closed format. The closed format allows you to recirculate air back into the system, or run to an air filter to minimize noise.

## UP TO 1,200 HP

**RACE VALVE:** This is the industry-leading blow-off valve for both street and race applications. The larger valve diameter is designed for high-flow applications, and can be used in pairs.

## 1,500-4,500+ HP

**COMPETITION VALVE:** Our Competition Valve is ideal for our highest horsepower applications, designed with the Pro Mod racer in mind. It is compact, lightweight, and fast acting. For use as a pair in applications above 4,500 HP, the Competition Valve is the go-to for our ProCharged racers.



| | ProFlow | Bullet (open) | Bullet (closed) | Race (open) | Race (closed) | Competition (pair) |
|---|---|---|---|---|---|---|
| **Application** | Street | Street | Street | Street/Race | Street/Race | Race |
| **Outlet Diameter** | 1.5 in | Open Vent | 1.5 in | Open Vent | 2.0 in | Open Vent |
| **Horsepower** | Up to 700 HP | Up to 700 HP | Up to 700 HP | Up to 1,200 HP | Up to 1,200 HP | 1,500-4,500+ HP |

Scan to learn how to choose the right blow-off valve

***ALL VALVES AVAILABLE IN BLACK!**

# COOLER IS BETTER

## TECHNOLOGY ADVANTAGE

"Because of the extraordinary efficiency of both the ProCharger and intercooler, intercooled ProCharger systems feature the coolest intake temperatures" – *Sport Truck*

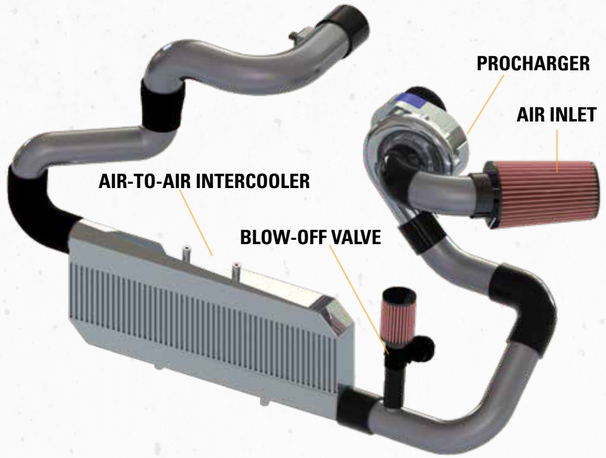
"The normal, closed loop air-to-water intercooler system, [not using ice] is ***not as effective as a properly designed air-to-air intercooling system*** since the cooling medium or the liquid coming from the front heat exchanger is always warmer than the ambient air temperature." – *"All About Intercooling," George Spears*

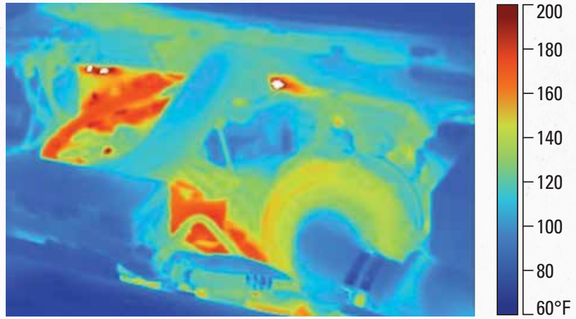
### Thermal Advantages

It's really quite simple: cooler air is more dense. Denser air is able to produce more power. If your goal is to produce maximum reliable power, then you want the coolest charge air temperatures possible. When it comes to producing consistent and reliable power, heat is the ultimate enemy. Unlike other forced induction systems, which generate excess heat that limits your initial power gains and causes power fade as the engine heats up, ProCharger delivers consistent performance pull after pull.

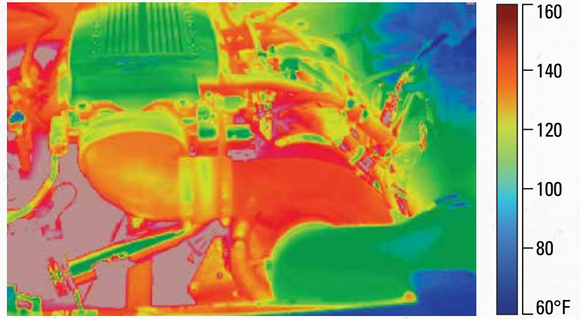
These images illustrate the thermal advantages of a ProCharger supercharger system when compared with a turbocharger and positive displacement blower. By their very design, centrifugal superchargers are more efficient compressors and create less heat during their operation. Additionally, ProCharger superchargers are mounted in front of the engine, which is a much cooler environment than on top of the engine or if plumbed into the engine's exhaust.

Turbochargers require hot engine exhaust to compress air. The result is a very hot turbine and turbine housing which transfers heat to the compressor. Turbochargers also create high exhaust gas temperatures and back pressure, causing additional heat buildup in exhaust manifolds, cylinder heads and valves.



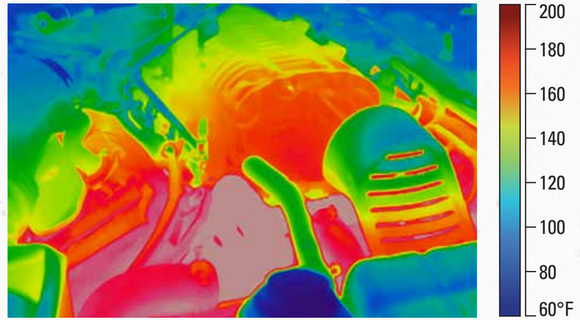

***Intercooled ProCharger, 8 psi***



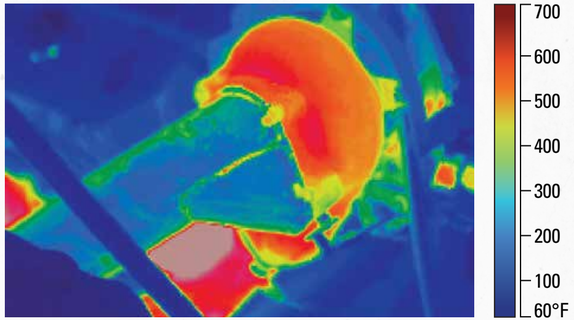

***Other centrifugal, non-intercooled, 9 psi***

Positive-displacement (PD) blowers are typically located directly on top of the engine or deep between the cylinder heads. Because they are attached to or surrounded by hot engine components, this is an extremely hot environment. Now add the heat created by their lower-efficiency compressors and you end up with a hot compressor producing hot, compressed air.

The location of a PD blower necessitates the use of a complex intercooling system which is also located in a hot and heat-soaked environment. Heat is the enemy of consistent and reliable power in general, but especially on direct-injection engines, which experience substantial power fade when exposed to excess heat.




***Positive displacement w/ air-to-water-to-air intercooler, 8 psi***




***Turbocharger***

# IMPORTANCE OF INTERCOOLING

## COOLER AIR FOR MAXIMUM PERFORMANCE

**"When space permits an adequately sized air-to-air intercooler to be fitted and given access to decent air flow, *it will prove superior.* The only excuse for a liquid-based intercooler is when severe space restrictions exist [including positive displacement superchargers, due to mounting location] or … where an iced coolant can be used."**

***– "Supercharged," Corky Bell***

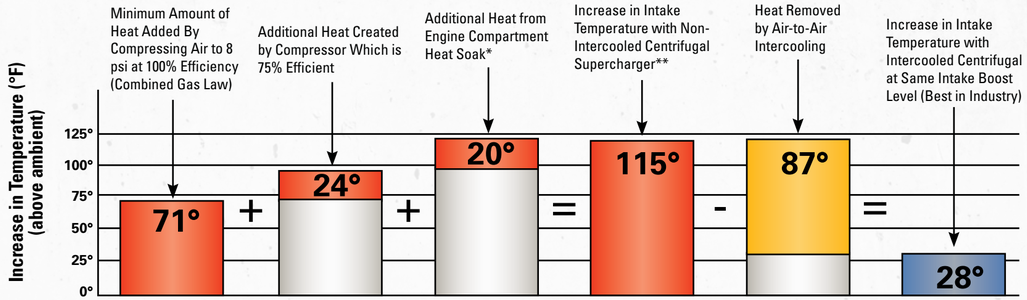
### Intercooled Supercharger Kits

A centrifugal supercharger alone is a potent power adder. When paired with an intercooler, it becomes a power multiplier! One benefit of an intercooler is that it can be purchased upfront or added later. It allows greater power gains without needing higher octane fuel. While centrifugal superchargers already outperform Roots-style units due to lower discharge temps, adding an intercooler amplifies the effect. Compressing air increases its temperature (Boyle's Gas Law), and excessive combustion temps can cause detonation—an engine's worst enemy. An intercooler removes heat from the air charge, increases its density, and gets more air into the cylinder. It also reduces boost levels (as does increased displacement or airflow improvements) while increasing HP. Boost is just a measure of the engine's resistance to incoming air; more restriction = more pressure. Boost alone doesn't tell the full story—it's the increased air density that drives power gains. Intercooling also lowers temps, allowing more spark advance and more power. A 350 HP, 9:1 compression engine can hit 540 HP with 10 psi non-intercooled boost on pump gas. Add an intercooler, run 14–16 psi, and you'll see 700 HP—still on 91–93 octane, without sacrificing reliability.

### Types of Intercoolers

For street applications, including those that will see occasional duty at the track, air-to-air intercoolers deliver consistent, trouble-free performance. For race-only applications, air-to-water intercoolers offer very good charge air temperature reduction when used in conjunction with a mixture of ice and water, but can be a poor choice for street use. In order to deliver the full benefit, an intercooler must also be appropriately sized. Use of an intercooler that is too small for your application will result in inferior performance as it will restrict airflow and/or fail to remove a sufficient amount of heat from the air charge. Though there is no harm in doing so, little benefit will be observed when using a larger than recommended intercooler. ProCharger has a full line of intercoolers engineered for use in centrifugally supercharged applications.

ProCharger was the first to offer supercharger systems with integrated intercooling for the Mustang market, over 30 years ago.



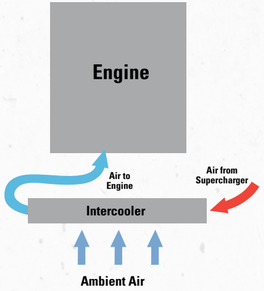

### Air-to-Air Simplicity and Durability

It's a simple fact of physics: cooler air makes more power. On street-driven vehicles, air-to-air intercooling is a natural fit because it locates the intercooler at the front of the vehicle where it is exposed to a constant supply of cooling airflow. Engineered with large-volume air plenums, ProCharger's air-to-air intercoolers utilize a highly effective and extremely durable bar-and-plate intercooler core design that provides large surface areas for superior levels of heat dispersion.

Simple, easy-to-install and maintenance-free, ProCharger's air-to-air intercooler design provides the coolest charge air temperatures for the largest power gains. With no water pump, electrical wiring or water lines to install or fail, air-to-air technology is also the most durable form of intercooling.

Air-to-air intercooling is a highly effective one-step process and represents a fundamental ProCharger advantage. Compressed air enters one side of the intercooler, making its way into the bar-and-plate core. Once in the core, the compressed air is cooled by the airflow moving through the passages or fins of the intercooler. Next, this cooler, denser air is routed into the throttle body and into the engine. ProCharger air-to-air intercoolers typically feature best-in-class effectiveness of 70-80%. Air-to-water intercooling for the street (technically air-to-water-to-air) is a two-step process, with the heated air being cooled by water in the first heat exchanger, and then the heated water cooled by air in the second heat exchanger.

### One-Step Process: Air-to-Air




### Role of Blow-Off Valves With Intercooling

When using an intercooler system, a surge/blow-off valve should be incorporated into the system. The use of this valve allows excess charge air to be vented to the atmosphere under high rpm/low airflow situations, thereby preventing harmful compressor surge.



***"Overall, air/liquid systems are more complex,***
**since a circulating pump and front air exchanger are necessary and they are heavier than an air-to-air unit of equal cooling capacity."**

***– "All About Intercooling", George Spears***

# SUPERCHARGER LEADERSHIP

## DESIGNED TO BLOW AWAY THE COMPETITION™

**"Any time that you compress air, like with a supercharger, that creates heat, and heat is the enemy of horsepower. An air-to-air intercooler takes that hot blast of air and cools it down. This [Intercooled ProCharger system] will give you a *65% increase in power. That's more than any other supercharger on the market."* —"Trucks!" TV**

### Pioneered Self-Contained Oil Supply

ProCharger introduced the industry's first self-contained, gear-driven supercharger in 2000. Since then, this patented and proven self-contained design has become the standard by which other superchargers are measured. By freeing the supercharger of the engine's oil supply, you don't have to punch a hole in your oil pan, motor oil contaminants are eliminated, and our units work great for dry sump or custom applications where blower locations would be limited by motor oil drain back. You also avoid the risk of clogged oil feed lines and oil drainage problems. Testing has shown self-contained superchargers run cooler than those fed by engine oil. Independence from engine oil allows a ProCharger to operate seamlessly under extreme conditions, like arctic cold and desert heat.

### The Secret to Our Oiling System Success…

At the heart of the ProCharger self-contained design is a simple but highly effective oil aerator that creates an effective oil mist lubrication for the precision bearings and gears. This design does not require priming at start-up, and oil changes are only required every 6,000 miles.



**MOTORTREND**

*"Based on ProCharger's history of many firsts in the bolt-on supercharger market…[such that] over the **past 30 years**, improvements to supercharger kits in general can in large part be attributed to ProCharger, resetting the performance …bar higher for everyone. **This isn't hype, but a matter of historical record.**"* — MotorTrend, 2023

### Leading the Way in Intercooled Supercharger Systems

While it is common to have intercooling on supercharging applications today, that was not the case when ProCharger launched its first products in 1994. Cooler air means more power potential from the engine, so from the beginning ProCharger sought out air-to-air intercooling as a way to lower intake air temps. It's a compliment to see that our principles and practices have inspired other supercharger manufacturers to follow suit. To learn more about ProCharger's intercooler designs and options, see pages 41-44.



### The First to Use Billet…Everywhere

Using state-of-the-art, five-axis CNC machines, ProCharger crafts our superchargers from billet everywhere we can. ProCharger's proprietary impeller designs are crafted from aircraft-grade 7075-T6 aluminum alloy for tremendous strength and performance. The brackets, serpentine drive pulley, and supercharger gearcase are made from billet 6061 aluminum. With a higher strength-to-weight ratio, our superchargers are lighter and can produce higher pressure, flow more air and, in turn, produce more power.

- ***Why are ProCharger parts machined from aerospace-quality aluminum billet?***
  To give you more boost, airflow, and power! Billet components offer strength unmatched by more commonly used castings. The material tensile strength for most aluminum castings is 32,000-36,000 psi as compared to the 7075-T6 alloy used in ProChargers which is 83,000 psi, allowing for greater weight savings and tighter tolerances to yield the largest power gains.
- ***What other benefits do billet parts offer?***
  By using billet, ProCharger is able to test and evaluate new design shapes and is not confined to a basic design that may only be "trimmed" in an attempt to meet the needs of a given application. Billet components also avoid common issues seen in castings, like density variations, porosity, and inclusions.

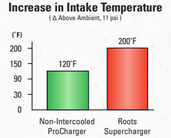


### ProCharger is a Class Above All Other Power Adders

Proven by dealers, racers, and vehicle owners around the world, no other form of aftermarket power-adder provides the combination of power, reliability, ease of installation and maintenance, engine safety, and cool operation of a ProCharger. Let's take a look at why ProCharger is superior to other power-enhancing options.

### Positive Displacement Blowers

Centrifugal superchargers offer substantially higher adiabatic efficiencies than their positive-displacement (PD) counterparts. PD blowers are located on top or nestled in the "V" of the engine, placing them in a very hot, harsh environment, which results in significantly hotter charge air temperatures. To cope with these high charge air temperatures, PD blowers must be tuned extremely rich with less timing, which reduces the vehicle's fuel efficiency, drivability, power, and engine longevity.




### Turbochargers

Turbo systems' initial cost and complexity make them less practical for everyday street driving. Because a turbo relies on hot engine exhaust to create power, it also creates high exhaust temperatures and back pressure, high charge air temperatures and is subject to "lag" that degrades their real-world driving performance. Additionally, turbos require engine oil feed and return lines for lubrication and due to extreme heat, increase the thermal breakdown of your engine's oil.

### Nitrous Oxide

Initially, nitrous may look like a bargain, but a review of the facts reveals otherwise. Nitrous oxide accelerates the combustion rate, which in turn increases peak cylinder pressures. This combination greatly increases the probability of piston-melting pre-detonation. This rapid increase in cylinder pressure also increases the load placed on internal engine components. Additionally, nitrous oxide adds the expense and hassle of constantly having to refill bottles and is not always available when you need it.

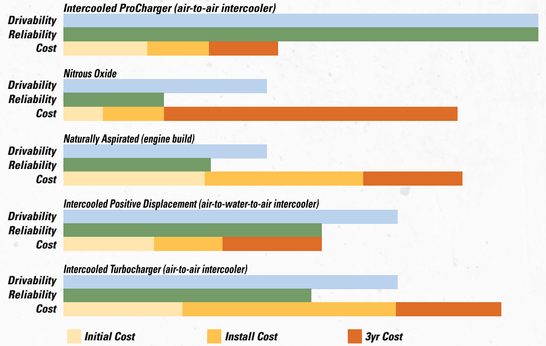
### Weight Advantage

ProCharger supercharger kits offer a significant weight advantage over traditional screw and Roots-style blowers, enhancing both performance and handling. Positive displacement blowers are heavier, increasing the overall vehicle weight and making them a bigger challenge to install. The lightweight, self-contained ProCharger system keeps weight lower for a lower center of gravity, making for a faster, more agile ride.




### Power Adder Comparison

Comparison for Making 575–600+ HP When Starting with a Modern Stock Engine



# BUILDING THE POWER

## INVENTED, ENGINEERED, AND MADE IN THE USA

### Made in America

ProCharger products are of the highest quality, with proven reliability, and possess the most sophisticated engineering. To meet these standards, we make nearly all products in-house, which also helps to ensure the industry's best availability.

Raw metal arrives at our factories regularly, most commonly 7075 and 6061- T6 aluminum. They are processed by our machine shop using high-precision CNC machines into compressor wheels, gearboxes, brackets, and more. Our intercooler cores are welded by hand by our highly skilled fabricators. We aren't dependent on other vendors to do this work for us, so we can easily flex production up or down, based on demand. Parts are inspected by our quality control team using precision measuring equipment to guarantee the parts match the design.

Each ProCharger system comes equipped with a supercharger, typically an integrated intercooler system, a supercharger bracket assembly, fuel system upgrades (if needed), tuning, clamps, and all other parts needed to make the installation process straightforward. Given the vast amount of part numbers, our shipping crew has a meticulous process in place to ensure all packages contain the proper components. Each evening, shipping companies collect our bounty of boxes, which find their way to your door within a few days.







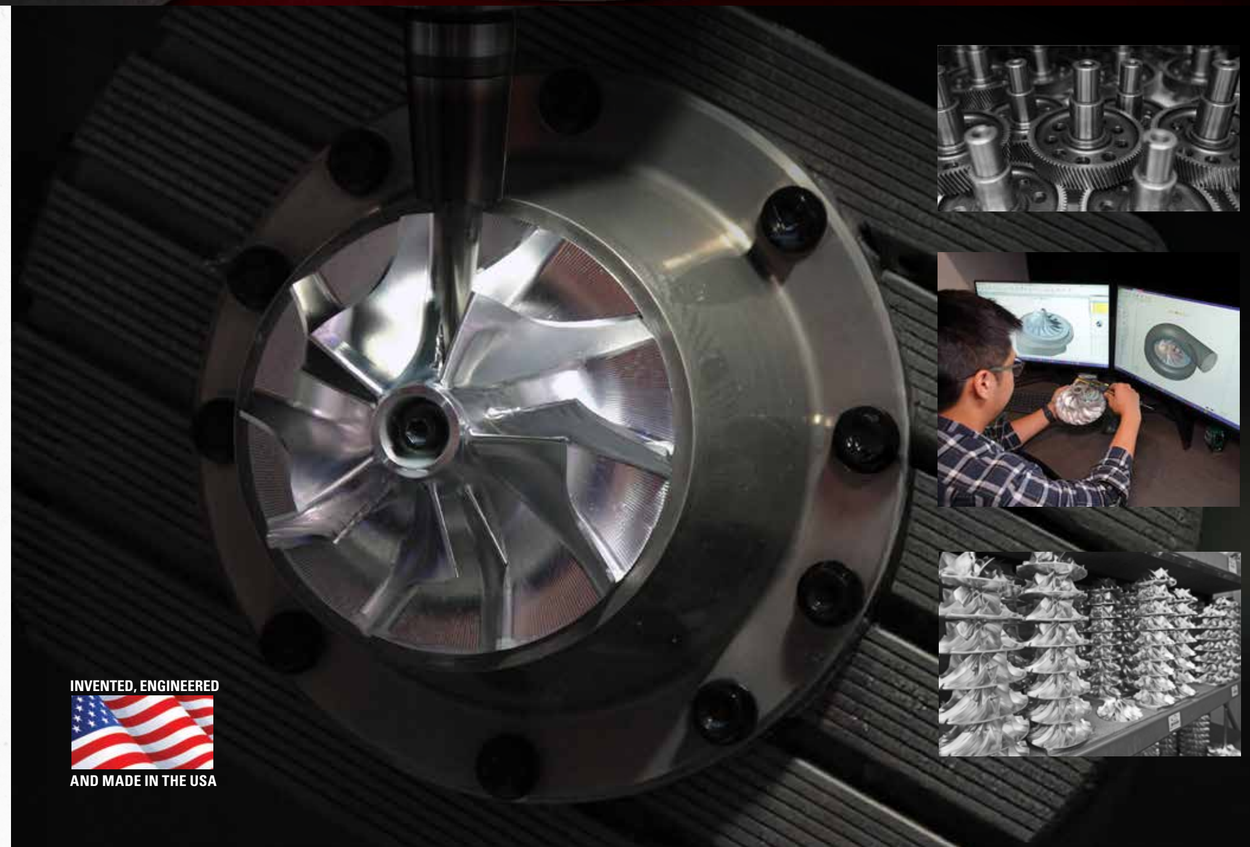









**"ProCharger started using CNC-machined 7075-T6 billet aircraft aluminum in 1994, and is still the only supercharger manufacturer using this severe-duty material for impellers across its entire product lineup."** – *MOTORTREND*









INVENTED, ENGINEERED



AND MADE IN THE USA

# LEADERSHIP THROUGH INNOVATION

## ENGINEERED QUALITY AND PERFORMANCE

### State-of-the-Art Test Facility

To ensure that ProCharger superchargers are the best available, ProCharger's campus in Kansas City includes the industry's largest and most capable test lab, which allows ProCharger engineers to simultaneously perform aerodynamic, gearcase, and long-term durability testing.

### Beyond the Test Lab - Real-World Insights

A hallmark of the company's innovation success has been a thorough understanding of engine dynamics and real-world application needs. Our testing in the lab and on the dyno is augmented with testing at the track. Real-world performance from both ProCharger vehicles and customer feedback are the ultimate proving grounds, guiding product refinements and ensuring every ProCharger system delivers reliable, repeatable results where it matters most—on the street, strip, or trail.

### Aerodynamics Testing

Industry-leading power is highly dependent upon world-class aerodynamic efficiency from our compressor sets. ProCharger's aerodynamics test lab utilizes state-of-the-art equipment and multiple test cells. This advanced setup allows us to precisely measure, analyze, and refine compressor performance across a wide range of conditions, ensuring maximum boost.

### Industrial Applications Influence

In addition to expertise from the test lab, street, off-road, and track testing, ProCharger benefits from technology developed by Inovair, the company's industrial division. Inovair applies the same supercharger technology for 24/7 nonstop operation with compressor efficiencies over 80%. Engineering insights from Inovair are shared throughout the organization and drive advancements in ProCharger superchargers.





**Welded to Win:** Precision Fabrication That Powers Performance

ProCharger's in-house welding delivers unmatched craftsmanship on everything from intercoolers to intake manifolds. With expert-level precision and consistent quality, our welds ensure maximum durability—built to perform and built to last.






*Test lab, building #2 of ProCharger campus*



*Chassis dyno (1 of 2), building #3*







*Engine dynos, building #1*



*Aerodynamic test station (1 of 6) in lab, building #2*







*Vehicle R&D, building #3*



# PROCHARGER DNA

## Industrial and Military Reliability

**Inovair®** Geared Centrifugal Blowers **η = Efficiency®**

ProCharger shares engineering, manufacturing, and quality control resources with Inovair, which evolved from ProCharger technology in 1998 and produces industrial-use "superchargers" built to run 24/7 for 20+ years. Utilized in military applications, aircraft ground support equipment, clean water plants and other uses, Inovair's cutting-edge expertise and state-of-the-art capabilities help ensure that ProCharger products and processes are the best possible, delivering unbeatable performance and durability. Both ProCharger and Inovair are headquartered on the same 4-building campus in Kansas City, with team members from both divisions located in the company's Mill Valley, CA office as well, near Sonoma Raceway. For more information, visit Inovair.com.



*ProCharger P-1X (9") and Inovair 9400 (29") Models*



*F-35, Deicing and Pre-Conditioned Air Both Supplied by Inovair Blowers*



*Inovair IM-20 Blower Packages at Midwestern Clean Water Plant*



*ProCharged Inovair Field Service Truck at Kansas City HQ Campus*




*Air Force One, Inovair Blowers Deliver Forced Air Deicing*




*Inovair Booth at WEFTEC Trade Show*



*Inovair IM-30 Blower Packages (Continuous Duty) at Winery in California*



## Self-Contained Superiority

ProCharger self-contained superchargers were designed specifically to be self-lubricating, not as an afterthought. Not only does this make our superchargers easier to install, but this patented, gear-driven, self-contained design is durable enough to be available with the best warranty in the industry.

**Industry-leading 4.10:1 step-up ratio**

**Precision ground gears provide unmatched durability**

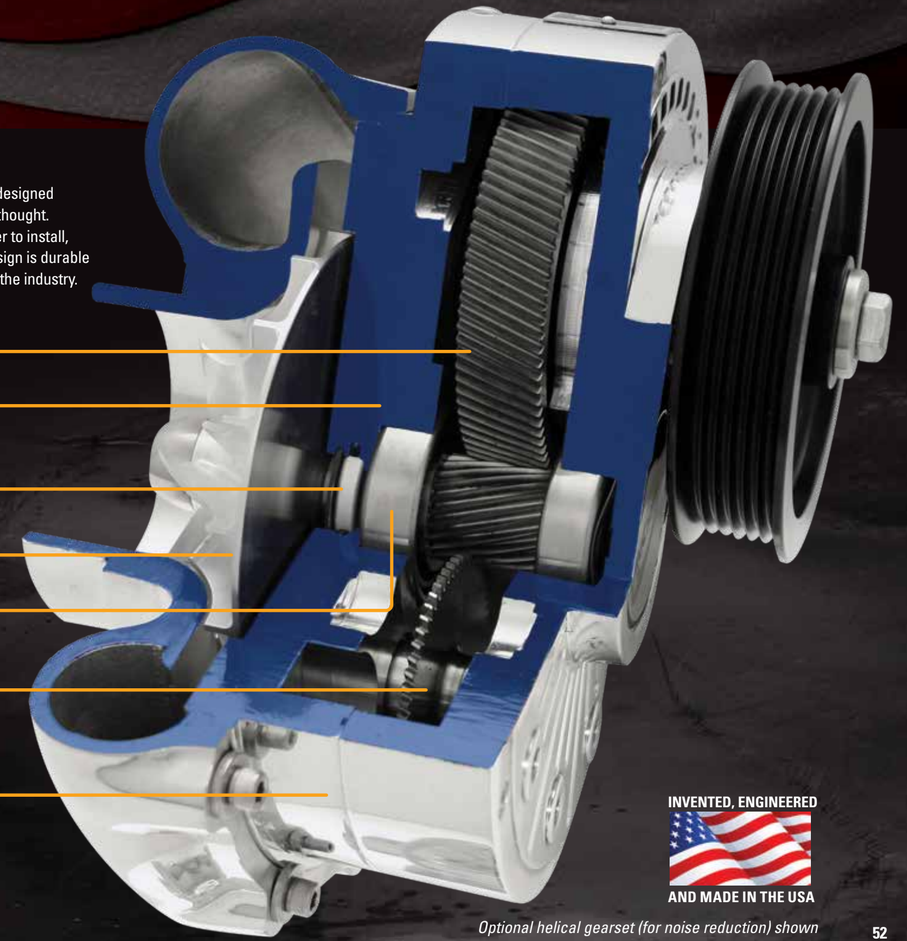
**Custom Teflon composite high pressure dual lip seal**

**Exclusive T-6 billet impeller**

**Precision high speed rated aerospace spec support bearings**

**Patented aeration system provides self-contained oiling with superior bearing lubrication**

**Exclusive CNC machined billet aluminum housing ensures precise shaft alignment**



**INVENTED, ENGINEERED AND MADE IN THE USA**

*Optional helical gearset (for noise reduction) shown*

# PROVEN HISTORY

## TIMELINE OF POWER

> **"ProCharger is the world headquarters of supercharging."**
> *– Bret Kepner, ESPN2*

### 1994-1996



ProCharger introduces the aftermarket's first air-to-air intercooled supercharger system, featuring the P600 ProCharger and built for the Ford Mustang.




State-of-the-art, CNC-machined billet impellers, a ProCharger exclusive, are introduced with the P600B. Designed for use with big blocks and intercooling, the P600B outflows other street-legal models by more than 65%.




ProCharger is the first to put otherwise stock 5.0L Mustangs into the 11's.

### 1997-1999



ATI ProCharger moves into a newly constructed, state-of-the-art manufacturing facility.




ProCharger is the first to be 50-state legal with more than 8 psi of boost, receiving EO D-365 for its 14 psi intercooled system for 5.0L Mustangs.

ProCharger is the first centrifugal supercharger manufacturer to successfully supercharge marine engines and first to offer intercooling for the extremely demanding marine market.



The ProCharger D-1 is the first race supercharger offered with a warranty and features an over-sized impeller shaft, 4.44:1 step-up ratio and dual support bearings–all ProCharger exclusive features.

### 2000

The first self-contained, gear-driven centrifugal, the P-1SC, is produced. The patented design requires no external oil lines and becomes the industry standard.



An industrial customer uses a D-1 ProCharger to win a U.S. Air Force contract for an aircraft deicing system which utilizes forced air.



The all-new ProCharger F-Series superchargers dominate racing. Jim Summers becomes the first Pro 5.0 racer to run 7.20's with a stunning 7.26 @ 193 mph and joins the ProCharger staff in 2002.



### 2001-2002



Self-contained ProChargers produce 2,000+ HP on 400 cid Ford small blocks and dominate all others at the race track.



ProCharger is the first centrifugal supercharger to power Pro 5.0 racers into the 6's, as Doug Mangrum runs a 6.98 @ 200.2 mph; Don Walsh, Jr. and Jim Summers soon follow.



In 2002, every supercharged Pro 5.0 racer in the 6's, Super Street and Street Outlaw racer in the 7's, and Renegade racer in the 8's, was ProCharged–including Jim Larocca, EFI Renegade champion, shown above.

### 2003-2004

ProCharger's F-3 models firmly establish themselves as the dominant power adder in racing and other ultra high horsepower applications. Patented compound bearings and advanced impeller designs provide outstanding power and championship winning consistency.



Having outgrown the existing facility, ProCharger breaks ground on a major building expansion.



ProCharger is first-to-market once again, this time for 2004-08 Ford F-150 trucks. Similar to ProChargers for 1997-2003 F-150s, this Intercooled ProCharger system produces a 60-65% power gain with 8-9 psi.

Racers win 5 national championships and set 10 national records using self-contained ProCharger superchargers.

### 2005-2006



Ford introduces a new 3V version of the 4.6L. An intercooled ProCharger system adds 70-75% more power to this otherwise stock engine running high quality pump gas!

After being outlawed for years, a ProCharger racer wins the first centrifugal championship in NHRA competition.

**Performance Product of the Year**

ProCharger Systems for Harley-Davidson® V-twins earn Performance Product of the Year award.

ProCharger superchargers make a powerful statement on Discovery Channel's "Monster Garage," adding insane power to Jesse James' Army Jeep hot rod puller.

### 2007

Team ProCharger rolls with the HOT ROD Power Tour. Tires are roasted in numerous states and ProCharger owners bring their cars out to the traveling display.




A ProCharger-powered racer wins the prestigious HOT ROD Drag Week, earning the title: Fastest Street Car in America.

ProCharger continues to dominate the industry, powering 90% of the 100 fastest centrifugally supercharged racers and running nearly two seconds ahead of the nearest competitor.



ProCharger-equipped racers win a record-setting 11 International Championships in a season that sees the fastest side-by-side ProCharger race to date: a 6.32 to a 6.41!

### 2008-2010

ProCharger introduces a helical gearset option for noise reduction, becoming the first company to offer customers their choice of supercharger sound levels.



An F-3 ProCharged big block Ford wins HOT ROD's Pump Gas Drags, becoming the Fastest Pump Gas car in America.



ProCharger power strikes the salt flats of Bonneville: the World's Fastest Production Mustang sets the record.



With continued growth, ProCharger expands into an adjacent facility, which includes a state-of-the-art test lab.



The 5.0 Mustang is back and once again, ProCharger is first-to-market.

### 2011-2015



ProCharger puts the first blown Coyote into the 9's, and the first 5.0 4V Mustang into the 8's.



ProCharger is first to market for the 3.7L V6, delivering a 150+ HP gain and impressive fuel efficiency.

ProCharger powers the first 3.7L Mustangs into the 12's, 11's and 10's.



ProCharger is the first centrifugal manufacturer to offer supercharger systems for 2015 Gen 2 Coyote Mustangs.

ProCharged racers dominate in 2012 with an Industry-leading 8 national championships, and follow that with 14 championships in 2013-14.

### 2016-2026




Engine Power TV installs a ProCharger P-1X system, adding 300+ HP on an otherwise stock 2016 Mustang GT.




ProCharger becomes the first in the 3.50's on a Drag Radial tire, 3.58 @ 206.67 MPH!



First P-1X to run 7s, fastest P-1X in the 1/4 mile - 7.968 @ 173.18 MPH.



ProCharger Stage 2 System delivers 320+ crank HP gain for 2018-23 Mustang GT.



Mustang GT and Dark Horse models debut. These state-of-the-art designs increase ProCharger's lead for both efficiency and maximum power.

# FOR WHATEVER MOVES YOU

## STREET, STRIP, SAND & WATER... WE'VE GOT YOU COVERED













### ProCharger is The ULTIMATE Power Adder®

ProCharger has products beyond muscle cars. From trucks to boats, modern muscle cars to motorcycles, professional drag race cars to amateur drift cars, chances are ProCharger has a supercharger solution for it. Give our sales team a call at (913) 338-2886, email sales@procharger.com, or visit ProCharger.com for more information.



*"The real magic, of course, comes from the ProCharger centrifugal supercharger. Which specific blower model used depends on how fast you want to go."* – HOT ROD Magazine



# PROCHARGE YOUR LIFE

## GET EQUIPPED, GET CONNECTED

### ProCharger Online: Catalogs, Vehicle Gallery, Apparel, Parts and more!

Check out our website for more application-specific information about our complete line of supercharger systems. You'll find cool videos, installation manuals, and a vehicle gallery where you can add your own build! It also offers online, downloadable versions of our product catalogs. Show your ProCharger pride by purchasing from our large selection of ProCharger apparel and merchandise, including T-shirts, hats, license plate frames, and more. Stock up on or upgrade ProCharger-related parts, like gauges, oil, and blow-off valves. Visit ProCharger.com.




***SCAN HERE TO SHOP THE PROCHARGER STORE NOW!***

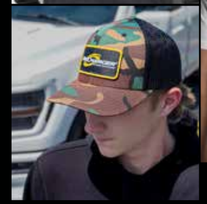






















PROCHARGER®
SUPERCHARGER SYSTEMS

## STREET OR STRIP - PROCHARGER HAS YOU COVERED WITH

# THE ULTIMATE POWER ADDER®

All of us at ProCharger encourage you to use your newfound ProCharger power responsibly.
Please drive safely and be respectful of your fellow motorists. If you feel the need to race, don't do it on the street–take it to the track!

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| Sales/Service Phone Hours: | 8:00 am–5:30 pm CT (M-F) |
| Sales Email: | sales@procharger.com |
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MADE IN THE USA

14801 W. 114TH TERR LENEXA, KS 66215 • PH: (913) 338-2886 • FAX: (913) 338-2879
WWW.PROCHARGER.COM