

CORVETTE

PROCHARGER[®]
SUPERCHARGER SYSTEMS



ProCharger[®] Intercooled Supercharger Systems for

CORVETTE C8/C7/C6/C5/C4

**World's Most Powerful
Supercharged C8 Corvettes**



“When you blast past a Lamborghini like it was standing still, there is great satisfaction to be had in knowing that you did it effortlessly and for significantly less money.” **-Vette**



CORVETTE

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INVENTED, ENGINEERED



AND MADE IN THE USA

See GM HOT ROD catalog for pre-1987 Corvette applications

PROVEN POWER

GREATEST POWER GAINS, COOLEST CHARGE AIR, BEST DRIVABILITY

From Stock to Whoa—The Ultimate Power Adder®

There is no single bolt on upgrade, or combination of modifications, that offer the kind of reliable, consistent, and hassle-free performance of a ProCharger. Installed with basic hand tools, ProCharger supercharger systems are thoughtfully designed to be minimally invasive, coming off just as easily as they went on. Having said that, from daily drivers to purpose-built racing machines and everything in between, once you've experienced the incredible, real-world performance of a ProCharger, we're confident you'll join thousands of die-hard Corvette ProCharger fans in agreeing—there's no going back.

Technology and Market Leadership

For over 30 years, ProCharger has been producing the industry's greatest, safest, and most consistent power gains. ProCharger was first to market with an intercooled application for Corvettes as well as the first manufacturer to offer supercharger systems for C8, C7 and C6 Corvettes. When designing supercharger kits and systems, every variable is accounted for across the entire use profile of the vehicle. This includes not only performance, but a host of other variables like reliability, durability, ease of installation, fuel efficiency, as well as factory-level fit and finish for overall under hood appearance.

With many thousands of satisfied ProCharger enthusiasts all over the world collectively logging millions of boost-enhanced miles over the years, it's really no surprise that ProCharger has become far and away the leading aftermarket supercharger manufacturer and Corvette high performance leader.

Race Ready and Ready to Grow with Your Demands

Far from boxing you in to a solution that satisfies today, but leaves you craving more in the years to follow, ProChargers are designed to be flexible and modular, with the ability to offer more as your appetite for performance increases. ProCharger kits and systems are designed to be upgradable on the same billet bracket to accommodate different head units to support sky's-the-limit power.

Record Setting Performance

ProCharger knows the goal is having the fastest car around. Now that could mean anything from having the fastest car on the block to maybe even the entire country. ProCharger strives to be the power adder that turns that goal into a reality. The world's fastest supercharged C8's, C7's, C7 Z06's, C6's and IRS C5 all run ProChargers.

Coollest Charge Air Temperatures

ProCharger's long history of innovation includes pioneering the use of air-to-air intercooling and optimizing air-to-water effectiveness on applications with integrated intake manifolds. ProCharger's intercooler and supercharger technology delivers substantial thermal advantages relative to competing products, which in turn produces the coolest charge air temperatures and largest street-legal power gains.

Pssst ... The Secret to Superior Drivability

It's really no secret at all—the answer is world-class engineering and rigorous testing. Crawling along in bumper-to-bumper traffic, driving through torrential downpours, blazing heat, snow storms, and more—while these are not the evocative open road scenarios you might envision when picturing quality time behind the wheel, they are all part of ProCharger's design and validation protocols. In the lab, at the track and on the street, ProCharger's engineers test for all this and more knowing that some Corvettes get driven virtually everywhere. After all, when something is this rewarding to drive, why limit the experience to ideal conditions? That's why ProCharged Corvette owners enjoy the best of both worlds: incredible power with everyday reliability and drivability ... every time. When weighing options like turbo charging, positive displacement blowers, nitrous, cams, or piece-meal solutions, know that nothing produces the vastly superior driving experience, no matter the conditions, of a ProCharger.

World-Class International Dealer Network

ProCharger has an extensive network of independent dealers across North America and around the world specializing in installing and fine-tuning the supercharger system on your Corvette; and just like the supercharger systems they install, ProCharger dealers are the best in the business when it comes to helping you realize your performance goals. For more information go to procharger.com/dealer-locator.

Unmatched Quality and Warranty Coverage

In-house design and production capabilities, which yield superior reliability, allow ProCharger to provide industry-best warranty protection. Our products come with a 3-year warranty standard for intercoolers and a 3-year extended warranty available for select supercharger system head units. We also offer an optional 3-year, 36,000-mile powertrain warranty. Call for details.



"We love it when a supercharger system like the ones from ProCharger under promise and over deliver!" –Super Chevy



Visit ProCharger.com for the latest videos, blog updates and additional information

PROVEN RELIABILITY

BOLT ON THE GREATEST, STREET-LEGAL POWER GAINS IN THE INDUSTRY

Design Superiority and Installation Simplicity

The basic design of a ProCharger system minimizes heat transfer by placing the key supercharger system components in a fresh air stream rather than on top of the engine or attached to the exhaust. This superior design also simplifies installation. The benefits of self-contained oiling are similar—no heat transfer from engine oil, no need to punch a hole in the oil pan, and no need to run oil feed and drain lines. The whole experience of installing a ProCharger is well-documented, clearly laid out, and designed to be as DIY-friendly as possible. A perfect family bonding project, most installations can be accomplished in an afternoon or over a weekend if done at a leisurely pace.

Engine-Friendly Boost with OEM Level Fit and Finish

No internal engine modifications, just incredible power gains and engine reliability without rival. ProCharger systems provide an OEM-quality appearance whether you install one yourself or have a ProCharger dealer install it for you. With no shopping lists, ProCharger systems come 100% complete—nothing else to purchase.

Industry-Leading Support and Service Excellence

Once you're a ProCharger customer, you're a member of an elite group of enthusiasts that are treated with the utmost respect and care—one day after purchase or ten years down the line. ProCharger's dealer-level support for installation and tuning is second to none. Additionally, ProCharger provides the industry's best factory support with a highly trained and knowledgeable in-house service team. Whether you have an installation question, a general service need, or are in the planning stages for more power; know that each and every time you reach out, you'll always receive expert advice you can trust. It should come as no surprise that a large number of ProCharger buyers become repeat customers and that ProCharger's best advertising is customer word-of-mouth.

Powerful, Efficient and Reliable

A ProCharger Intercooled Supercharger System can add best-in-class power gains to your performance vehicle with no additional engine modifications, competition fuels or extended cool-down times. Mild to wild, regardless of your power goals and aspirations, ProCharger can help you reach them.

INVENTED, ENGINEERED



AND MADE IN THE USA





WORLD'S MOST POWERFUL C8 SUPERCHARGER

C8 LT2

2020-2025



BOLT ON 170-230+ MORE HORSEPOWER

2020-2025 Corvette C8 Systems & Kits

For over 30 years, ProCharger has developed the industry's best bolt-on supercharger kits for virtually all models of Corvettes, so it's no surprise we offer the industry-leading supercharger kit for the C8! Add 45%+ more horsepower to an otherwise stock C8 Corvette (including stock exhaust, transmission and internals). Reliable boosted power is now available for your C8 with a 100% "bolt-on" ProCharger Supercharger system!



- Get 230+ more HP on pump gas
- Best tuning, drivability, and durability
- No engine/trans removal (DIY friendly)
- No permanent modifications (reversible)
- Complete turnkey systems with tuning
- Ready to ship to you! (or your installer)
- Proven 1000+ HP on modified applications
- Retains Targa Top storage

**WORLD'S MOST
POWERFUL
C8 SUPERCHARGER**



***PROCHARGER STAGE II SYSTEM PRODUCES MORE POWER
AND BETTER TRACK PERFORMANCE THAN A C8 Z06***

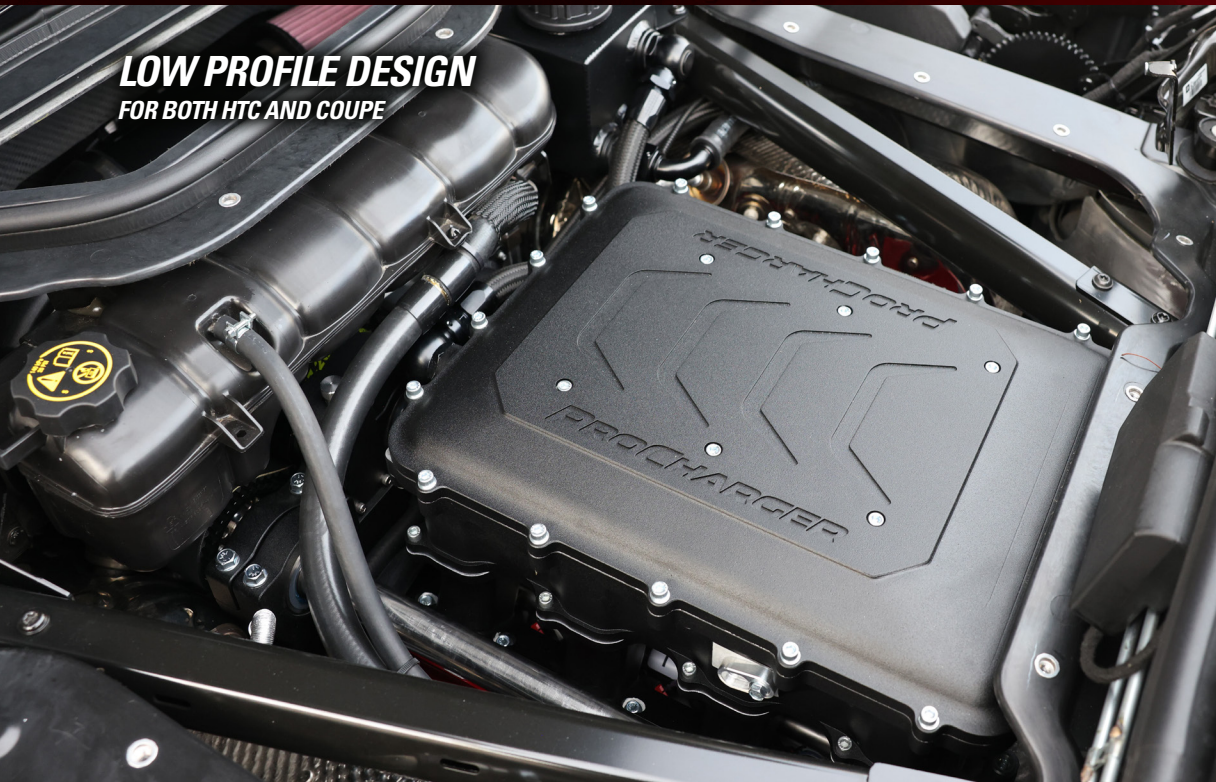
WORLD'S MOST POWERFUL C8 SUPERCHARGER

C8 Stingray LT2 (Coupe)

2020-2025



LOW PROFILE DESIGN
FOR BOTH HTC AND COUPE



LOW PROFILE DESIGN

STAGE II INTERCOOLED SYSTEM

- 7.5 psi, 45%+ / 230+ more crank HP
- Air-to-water intercooler system
- Low-profile intake manifold
- Self-Contained ProCharger head unit
- For stock engine and stock exhaust
- PCM calibration included

HIGH OUTPUT INTERCOOLED SYSTEM

- *same as Stage II System except
- 5 psi, up to 170 more crank HP

UPGRADES:

- Black or Polished finish for ProCharger (satin standard)
- Black or Polished finish for supercharger bracket (satin standard)
- Black finish for intake manifold (raw finish standard)
- Contrast Cut or Polished intake manifold lid (raw finish standard)
- Helical gearset for noise reduction
- With P-1X ProCharger (replacing P-1SC-1, add'l 10-15+ hp)



STANDARD PROFILE DESIGN

STAGE II INTERCOOLED SYSTEM

- 7.5 psi, 45%+ / 230+ more crank HP
- Air-to-water intercooler system
- Standard-profile intake manifold
- Self-Contained ProCharger head unit
- For stock engine and stock exhaust
- PCM calibration included

HIGH OUTPUT INTERCOOLED SYSTEM

- *same as Stage II System except
- 5 psi, up to 170 more crank HP

STAGE II INTERCOOLED TUNER KIT

- *same as Stage II System except:
- Custom boost level and head unit options
- Does not include tuning
- For modified engines and exhaust
- For Coupe only

UPGRADES:

- Black or Polished finish for ProCharger (satin standard)
- Black or Polished finish for supercharger bracket (satin standard)
- Black finish for intake manifold (raw finish standard)
- Black finish for intake manifold cover (raw finish standard)
- Helical gearset for noise reduction
- With P-1X ProCharger (replacing P-1SC-1, add'l 10-15+ hp)
- With D-1SC ProCharger (replacing P-1SC-1, Stage II Tuner Kit only)
- With D-1X ProCharger (replacing P-1SC-1, Stage II Tuner Kit only)
- With carbon fiber intake manifold cover
- With carbon fiber trunk cover (special order)
- Port injector bungs and fuel rail (Stage II Tuner Kit only)



STANDARD PROFILE DESIGN
(COUPE ONLY OPTIONAL CARBON FIBER INTAKE COVER SHOWN)

BOLT ON 230+ MORE HORSEPOWER!

"Easily [hit] triple digits in a matter of seconds on the straightaway. Yet such prodigious acceleration is linear, not overly abrupt. So the car still feels controllable...[with an] abundance of torque on tap."

- Corvette Magazine

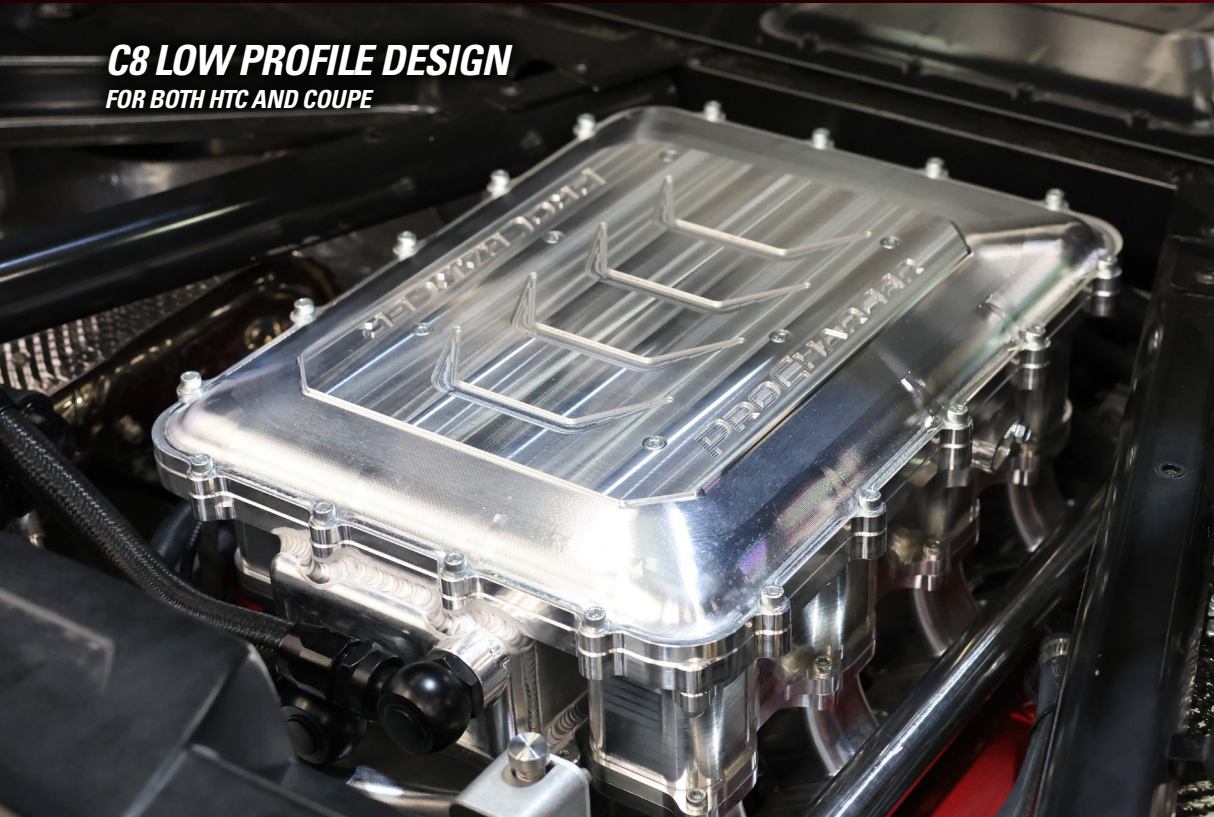
WORLD'S MOST POWERFUL C8 SUPERCHARGER

C8 Stingray LT2 (HTC)

2020-2025

C8 LOW PROFILE DESIGN

FOR BOTH HTC AND COUPE



STAGE II INTERCOOLED SYSTEM

- 7.5 psi, 45%+ / 230+ more crank HP
- Air-to-water intercooler system
- Low-profile intake manifold
- Self-Contained ProCharger head unit
- For stock engine and stock exhaust
- PCM calibration included

HIGH OUTPUT INTERCOOLED SYSTEM

- *same as Stage II System except
- 5 psi, up to 170 more crank HP

UPGRADES:

- Black or Polished finish for ProCharger (satin standard)
- Black or Polished finish for supercharger bracket (satin standard)
- Black finish for intake manifold (raw finish standard)
- Contrast Cut or Polished intake manifold lid (raw finish standard)
- Helical gearset for noise reduction
- With P-1X ProCharger (replacing P-1SC-1, add' 10-15+ hp)

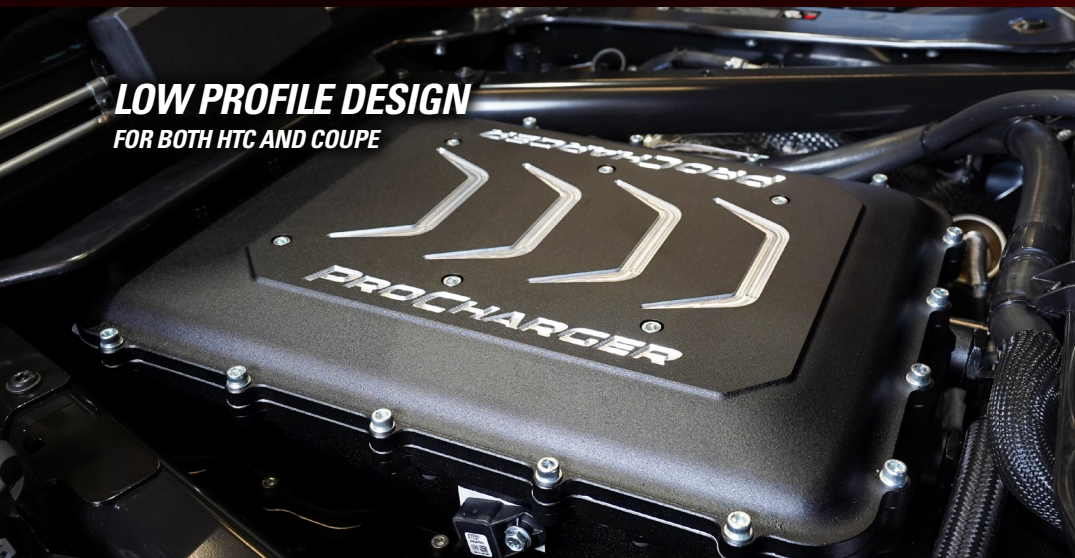




WORLD'S MOST POWERFUL C8 SUPERCHARGER

C8 E-Ray (Coupe & HTC)

2024-2025



LOW PROFILE DESIGN

STAGE II INTERCOOLED SYSTEM

- 7.5 psi, 45%+ / 230+ more crank HP
- P-1SC-1 supercharger, satin finish
- Air-to-water intercooler system
- Low-profile intake manifold
- Self-contained oiling system
- For stock engine and stock exhaust
- PCM calibration included

HIGH OUTPUT INTERCOOLED SYSTEM

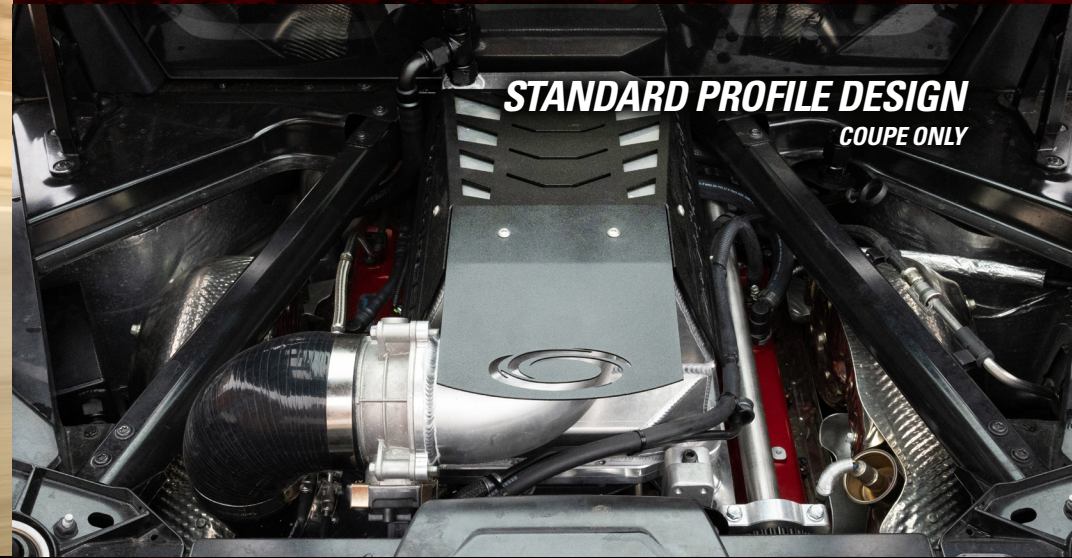
- *same as Stage II System except
- 5 psi, up to 170 more crank HP

UPGRADES:

- Black or Polished finish for ProCharger (satin standard)
- Black or Polished finish for supercharger bracket
- Black finish for intake manifold (raw finish standard)
- Contrast Cut or Polished intake manifold lid (raw finish std)
- Helical gerset for noise reduction
- With P-1X ProCharger (replacing P-1SC-1, add'l 10-15+ hp)



885 HP
HAS NEVER BEEN EASIER!



STANDARD PROFILE DESIGN

STAGE II INTERCOOLED SYSTEM

- 7.5 psi, 45%+ / 230+ more crank HP
- Air-to-water intercooler system
- Standard profile intake manifold
- Self-Contained ProCharger head unit
- For stock engine and stock exhaust
- PCM calibration included

HIGH OUTPUT INTERCOOLED SYSTEM

- *same as Stage II System except
- 5 psi, up to 170 more crank HP

STAGE II INTERCOOLED TUNER KIT

- *same as Stage II System except:
- Custom boost level and head unit options
- Does not include tuning
- For modified engines and exhaust
- For Coupe only

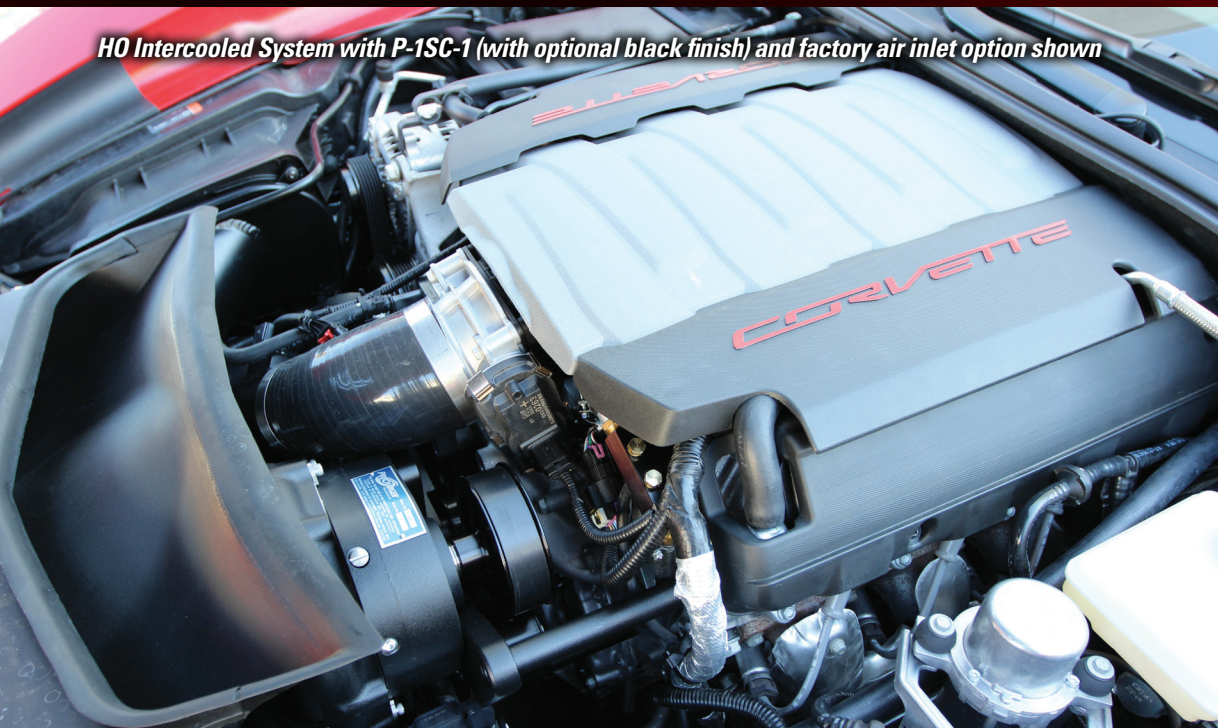
UPGRADES:

- Black or Polished finish for ProCharger (satin standard)
- Black or Polished finish for supercharger bracket (satin standard)
- Black finish for intake manifold (raw finish standard)
- Black finish for intake manifold cover (raw finish standard)
- Helical gearset for noise reduction
- With P-1X ProCharger (replacing P-1SC-1, add'l 10-15+ hp)
- With D-1SC ProCharger (replacing P-1SC-1, Stage II Tuner Kit only)
- With D-1X ProCharger (replacing P-1SC-1, Stage II Tuner Kit only)
- With carbon fiber intake manifold cover (special order)
- Port injector bungs and fuel rail (Stage II Tuner Kit only)

C7 LT1

2014–2019

H0 Intercooled System with P-1SC-1 (with optional black finish) and factory air inlet option shown



BOLT ON 180+ MORE HORSEPOWER

The World's Fastest C7 Corvettes are ProCharged!

"A simple supercharger and cam swap brought an additional 246 more hp to a factory 650 hp engine on pump gas, and a mind-bending 615 hp on race gas. We wonder what Zora Arkus-Duntov would have had to say about that one."

-Vette



650+ HP for LT-1 C7 Corvettes

Building on over 30 years of forced induction engineering and innovation, ProCharger was the first supercharger manufacturer to design and release a highly efficient air-to-air intercooled supercharger system for the C7 Corvette Stingray. With an original bracket design and belt-drive system unique to the C7 Stingray platform, ProCharger's P-1SC-1 intercooled systems and tuner kits continue to lead the industry in reliable performance, ease of installation, and OEM-level fit and finish.

ProCharger Advantages

ProCharger's C7 Corvette Stingray H0 Intercooled Systems with the P-1SC-1 are supplied with proven tuning calibrations and a handheld programmer delivering 180+ HP on an otherwise stock C7 on just seven psi of intercooled boost when running premium pump gas. Higher boost levels and horsepower gains are possible with an Intercooled Tuner Kit and custom tuning, and even more for modified engines. For hyper-custom racing builds, F-Series supercharger models up to the 10.5" volute (F-1X) are also available utilizing the same main bracket. It's no wonder that ProCharger consistently delivers industry-leading power gains on the street or track.

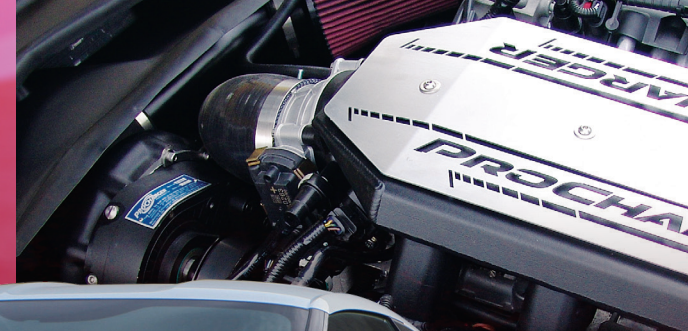
Power and Leadership

ProCharger knows these drivetrains inside and out and when it comes to record-setting performance, ProCharger is proud to offer the largest power gains along with the most horsepower per pound of boost.

It should come as no surprise that with ProCharger's world-class capabilities and decades of racing dominance, the quickest and fastest C7 Corvettes run ProCharger.



Grand Sport available



Planning Ahead

Even beloved Corvettes get traded in on newer models, sold to other enthusiasts, or end up as lease returns. With that in mind, every piece of OEM plastic that would have to get trimmed is already supplied with the system. Not only does this drastically speed up the installation, but it also ensures that you can return the car to 100% OEM stock, using the original GM-factory parts.

ProCharger is both flexible and modular enough to be tailored to suit your needs. Easily interchangeable, F-Series compressors support massive power gains of up to 1600 HP on modified engines. With multiple intercooler, belt width and inlet/filtration options; ProCharger configurations are highly customizable. ProCharger kits feature a dedicated drive system that requires no removal or keying of the factory balancer. You can also specify different finish options, including polished, satin or black, on both the supercharger and the mounting bracket.



Offerings and kits available for Stingrays, Grand Sports, Z51 and Z06 models

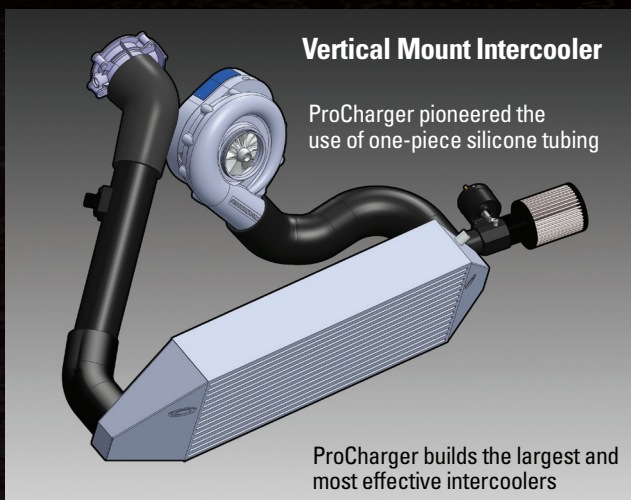
2014-2019 Corvette C7 Stingray Systems and Tuner Kits

- HO Air-to-Air Intercooled System with P-1SC-1 or P-1X
- HO Air-to-Air Intercooled Tuner Kit with P-Series, D-Series, or F-Series
- Competition Race Air-to-Water Intercooled Tuner Kit with F-Series
- ProRace Air-to-Water Intercooled Tuner Kit with F-Series

2014-2019 Corvette C7 Stingray Choices and Upgrades

- Factory Air Box Inlet and Filter (Race Air Inlet and Filter standard)
- Polished, or Black finish (supercharger and bracket, satin finish standard)
- Helical gearset for noise reduction (P-1SC-1, D-1SC, P-1X, D-1X)
- With P-1X ProCharger (replacing P-1SC-1, Systems and Tuner Kits)
- With D-1SC and D-1X ProCharger (replacing P-1SC-1, Tuner Kits only)
- With F-1D, F-1, F-1A, F-1A-94, F-1C, F-1R, F-1X ProCharger (replacing P-1SC-1)
- With F-1X ProCharger and Bellmouth (replacing F-1A-94, F-1C or F-1R)
- Race Bypass Valve Upgrade (open only)
- Optional 10 rib belt drive from 8 rib standard
- Aluminum Intake Manifold (replaces factory manifold, raw finish, black optional)
- Aluminum Intake Manifold with Injector Bungs and Fuel rails (replaces factory manifold, raw finish, black optional)

Learn more about
Race Superchargers
See page 45



Vertical Mount Intercooler

ProCharger pioneered the use of one-piece silicone tubing

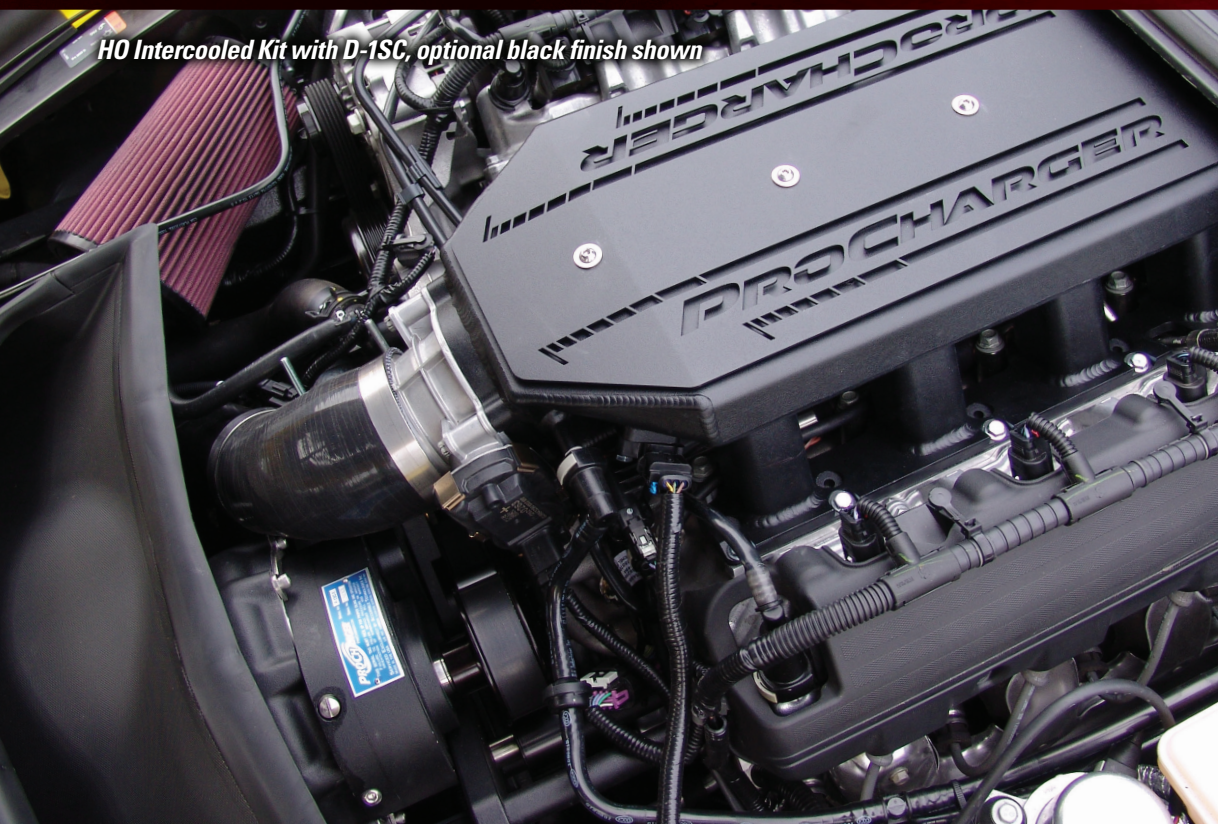
ProCharger builds the largest and most effective intercoolers

24" x 9" x 4.5"
core size with
972 ci core
volume

C7 Z06 LT4

2015–2019

HO Intercooled Kit with D-1SC, optional black finish shown



825-1,600 BOLT-ON HORSEPOWER

The World's Fastest C7 Z06 Corvettes are ProCharged

*"We found what we're looking for... 1088 rwhp!
I am extremely impressed with this and it is hard to impress the engine guys!"*

–Engine Power TV



ProCharger's C7 Z06 Innovations

ProCharger was the first manufacturer to design and release a supercharger system for the C7 Corvette Stingray ... and the innovations didn't stop there. ProCharger was also the first to offer a robust centrifugal supercharger kit for Chevrolet's ultimate supercar—the C7 Z06 Corvette.

GM laid the foundation for big power with the C7 Z06 LT4 engine's forged internals, relatively low compression, and factory-supercharger system. Now with the addition of a ProCharger supercharger you can bolt-on an extra 115+ HP over stock with a High Output Intercooled Tuner Kit at the same 10 psi factory boost level and premium pump gas, with no permanent modifications to the vehicle. At 13 psi, while still running premium pump gas and factory timing, 825 HP is on tap whenever you want it.

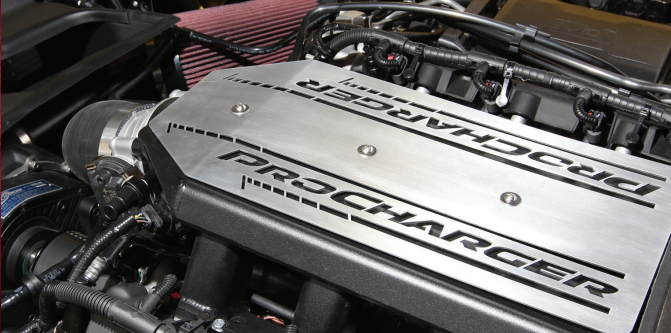
Thanks to the super-efficient boost and power created by the ProCharger centrifugal design, with a larger supercharger head unit you can achieve power levels upwards of 1,600 HP.

ProCharger's C7 Z06 kit is based on the proven bracket design and dedicated belt-drive unique to the C7 Stingray LT1 platform, but replaces the Z06's LT4 factory roots-style supercharger with a direct-replacement sheet metal intake manifold. This unique manifold is designed to optimize the air flow and power potential, but still comfortably fit under the factory hood on both the LT1 and LT4 Corvettes.

ProCharger intercooled kits for Corvettes continue to lead the industry in OEM-level fit and finish, ease of installation, and reliable performance, all with multiple finish and performance options to suit your needs.

Race Ready

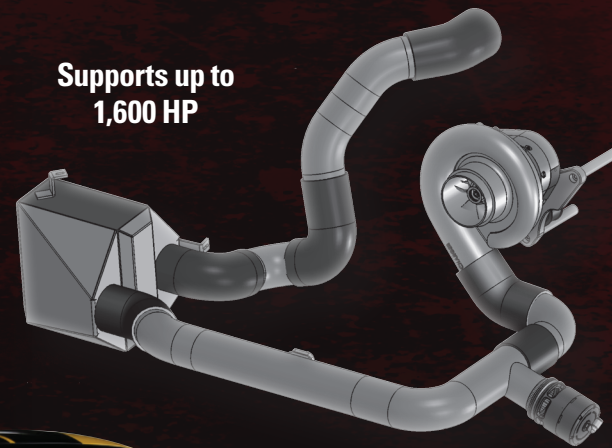
For those seeking even more performance from their C7 Corvettes, ProCharger offers a Competition Race Kit and Pro Race Kit with notable features. Owing to tight under hood packaging, to keep temperatures at bay even under the strain of prolonged boost sessions like the standing



ProCharger as seen on popular PowerNation TV show

Corvette C7 Z06 with optional ProRace intercooler

Supports up to 1,600 HP



mile, both air-to-air and air-to-water intercooler options are available on the Z06. In addition, the dedicated belt drive system helps eliminate the risk of slippage. All race systems utilize the higher-capacity race bypass valve in the place of the standard bypass valve found on the street level applications. The compressors on C7 Z06 competition kits begin with the F-1 and go up from there. Perhaps most unique to the C7 Z06 platform is the aluminum sheet metal intake manifold, available in standard satin finish or optional black coating.

Intake Manifold

ProCharger engineers designed a custom LT4 sheet metal intake manifold to replace the factory roots supercharger. This intake manifold is a direct replacement for the factory manifold—you simply unbolt the factory blower and drop the new intake in its place. It features CNC billet intake runners and base plates welded to thick-wall sheet metal built to withstand high amounts of boost. ProCharger set out to not only optimize air flow and power potential, but also ensure the factory hood line is maintained. This robust manifold is compatible with LT1-equipped C7 Stingray Corvettes as well.

Blower Options

From mild to wild, ProCharger has a supercharger head unit ready to support whatever power level you desire. The base HO kit comes with the legendary D-1SC supercharger, capable of 925 HP, and race kits are available up to the F-1X which can support 1,600+ HP. Each ProCharger supercharger model features a patented self-contained design with its own internal oiling system, and is built out of aircraft grade billet aluminum for the ultimate in reliability.

Air-To-Air Intercooler

ProCharger performed rigorous testing to design the ultimate air-to-air intercooler for the C7 Corvette platform, including road course, drag strip, dyno, commuting/commute cycle and in-lab testing. Putting the intercooler systems through their paces ensures the coolest charge air temperature and safe engine-operating temperature, all while leaving the C7's factory-engineered aerodynamics in place.



2015-2019 Corvette C7 Z06 Tuner Kits

- HO Air-to-Air Intercooled Tuner Kit with D-1SC or D-1X
- Air-to-Air Intercooled Race Tuner Kit with F-1D, F-1, F-1A, F-1A-94, F-1C, or F-1R
- Competition Air-to-Water Race Tuner Kit with F-1D, F-1, F-1A, F-1A-94, F-1C, or F-1R
- ProRace Air-to-Water intercooler Tuner kit with F-series

2015-2019 Corvette C7 Z06 Choices and Upgrades

- Polished or Black Finish (supercharger and bracket, satin finish standard)
- Black Finish (intake manifold, intake manifold cover, unfinished standard)
- Helical gearset for noise reduction (D-1SC, D-1X)
- Optional 10 Rib belt drive
- With D-1X ProCharger (replacing D-1SC)
- With F-1X ProCharger and Bellmouth (Replacing F-1A-94, F-1C, or F-1R)
- Race Bypass Valve Upgrade (open only, from Bullet)
- Standard Intake Manifold with optional injector bungs and fuel rails

Learn more about Race Superchargers See page 46

C6 LS3

2008–2013

HO Intercooled System with P-1SC-1, optional polished finish shown



BOLT ON 200-1,000+ MORE HP

The World's Fastest C6 Corvettes are Powered by ProCharger

"Its new found power is extremely noticeable, but only when you want it to be."

–LSX Mag



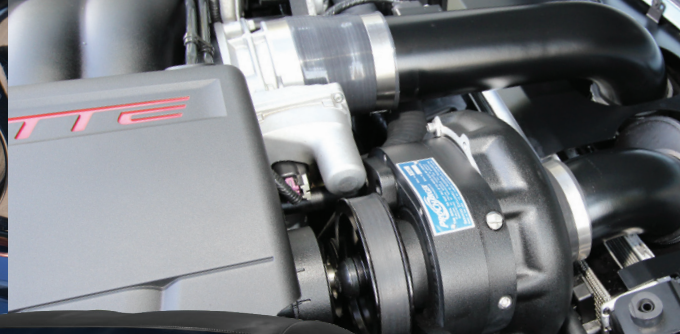
645+ Bolt-On HP For LS3 Corvette

The ProCharger High Output Intercooled system for LS3 Corvettes offers OEM appearance and fit and finish while delivering industry-leading performance and durability. This LS3 offering produces a 45%+ HP gain with just 7 psi of intercooled boost. ProCharger dealers can safely custom tune for higher power gains on stock engines.

Proven Intercooled ProCharger Systems

Owning and driving a ProCharged Corvette is an exercise in simplicity. ProCharger's patented and proven, self-contained supercharger design with simple, but effective, air-to-air intercooling requires no exotic fuels or extended cool-down times. ProCharged Corvettes have driven millions of boost-enhanced miles so ProCharged Corvette owners can enjoy everyday reliability and drivability with incredible power. Plus, ProCharger's engineering staff have painstakingly designed these systems to be installed on completely stock Corvettes with no additional modifications, with an OEM fit and finish.

The front fascia design on the C6 Corvette allows for the use of a single, center-mounted, air-to-air intercooler system. When coupled with the high-flowing, durable and extremely efficient ProCharger, this air-to-air intercooler substantially improves overall performance and engine reliability. With a P-1SC-1 or optional P-1X self-contained head units and highly-efficient air-to-air intercooler system, the LS3 Corvette kits continue the legacy of ProCharger's industry leading LS1, LS2, LS6 and LS7 supercharger systems. Thanks to ProCharger's mounting location, there is no need to purchase, prep and paint an aftermarket hood as there is with some other Corvette supercharger systems. In fact, once the ProCharger system has been installed, the car still appears "stock." There's also no need to tap into your engine's oil system for supercharger or turbocharger lubrication, nor do you have to replace your factory exhaust system or headers.



Planning Ahead

ProCharger is both flexible and modular enough to be tailored to suit your needs. While ProCharger systems are sold complete with tuning, higher power gains are available with dealer custom tuning.

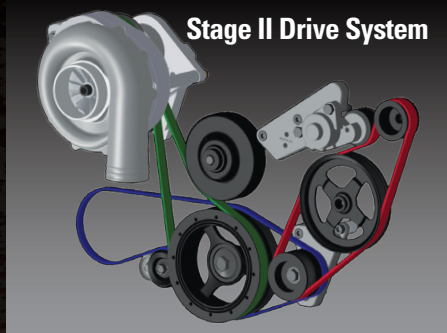
Race Kit

For those hungry for even more horsepower ProCharger offers a Competition Race kit. The C6 Race kit comes with a 4.5" thick intercooler core and a 4" throttle body tube standard along with a Race valve. The new blower drive system is available with 8 rib or 10 rib belts. This system also includes both fixed and spring tensioners to create increased belt wrap around the crank and the supercharger. Tuner and Race kits are intended to be tuned by ProCharger dealers specializing in tuning supercharged engines.

ProCharger Stage II

Over the years the power levels of Corvette C6's with ProCharger superchargers have climbed from 645 HP to upwards of 1,600 HP. In order to meet the high-performance demands of today's C6 Corvette owner's, ProCharger has released the Stage II Intercooled System for 2005-2013 C6 and Z06 Corvettes.

A challenge with high HP C6 supercharger systems is combating serpentine belt slip. By adding a dedicated drive belt system, ProCharger is able to decrease the overall belt length by more than 40%, creating an ultra-strong grip, which in turn leads to more consistent boost levels. The accessories are given a strong OEM spring-loaded tensioner providing sufficient belt pressure to allow for belt wear and stretch over time.



2012 Corvette C6
Grand Sport

2008-2013 Corvette C6 (LS3) Systems and Tuner Kits

- HO Intercooled System (P-1SC-1 or P-1X) and Tuner Kit (P-1SC-1 through D-1X)
- Stage II Intercooled System (P-1SC-1 or P-1X) and Tuner Kit (P-1SC-1 through D-1X)
- Intercooled Race Kit with F-1D, F-1, or F-1A
- Intercooled Race Kit with F-1A-94, F-1C, F-1R or F-1X

2008-2013 Corvette C6 (LS3) Choices and Upgrades

- Satin, Polished, or Black supercharger and bracket finish (P-series or D-series)
- Helical Gearset for noise reduction (P-1SC-1, D-1SC, P-1X, D-1X)
- With P-1X, D-1SC, D-1X (replacing P-1SC-1, Systems and/or Tuner Kits)
- With F-1D, F-1, F-1A, F-1C, F-1R (replacing P-1SC-1, Stage II only, 8 rib required)
- With F-1X ProCharger (replacing F-1C/F-1R, Race kit only)
- 8 rib dedicated drive upgrade (Stage II, time of purchase)
- 10 rib dedicated drive standard with Race Kit
- Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits)
- Air-to-Air Race Intercooler Upgrade (Stage II only)

*Learn more about
Race Superchargers
See page 46*

C6 Z06 LS7

2006–2013

HO Intercooled System with P-1SC-1, optional polished finish shown



700+ BOLT-ON HORSEPOWER

The World's Fastest C6 Corvette is ProCharged

"If you have the means, the skill, and the nerve, a ProCharged [LS7] Z06 will take you to your own speed limit and beyond - in a heartbeat."

–Vette Magazine



700+ HP With Stock LS7 Z06's!

ProCharger has 100% complete systems as well as Tuner Kits and Race Kits available for LS7 Z06 Corvettes. HO and Stage II Systems are capable of producing 700+ crankshaft horsepower on otherwise stock engines running high-quality pump gas. In addition to the largest power gains and coolest charge air temperatures, ProCharger also features the quickest installation of any forced induction system. At the same boost level, a ProCharger kit can produce more power at the rear wheels than other superchargers produce at the crankshaft.

Proven Intercooled ProCharger System

With millions of boost-enhanced miles under their tires, ProCharged Corvette owners enjoy the best of all worlds: everyday reliability and drivability combined with incredible power that is just a toe-tip away. Owning and driving a ProCharged Corvette is an exercise in simplicity. The HO Intercooled System for the C6 Z06 Corvette includes the industry-standard P-1SC-1 ProCharger with patented and proven self-contained oiling, billet impeller and transmission case, a highly effective air-to-air intercooler system, OEM quality brackets, hoses/tubing connectors and all necessary installation hardware.

The ProCharger C6 Z06 Corvette supercharger system is 100% complete, and comes with a standard one-year limited supercharger warranty (that can be extended to a three-year limited warranty). The front fascia design for C6 Corvettes allows for the use of a single, center-mounted, air-to-air intercooler system. When coupled with the high-flowing, durable and extremely efficient ProCharger, this air-to-air intercooler substantially improves overall performance and engine reliability.

ProCharger recognizes that some Corvette owners are looking to add the awesome power and reliability of a ProCharger to their modified or "built" engine combinations. ProCharger Tuner Kits exclude fuel



700+ crankshaft horsepower on stock engines running premium pump gas



components and computer tuning solutions, but otherwise, are identical to the HO Intercooled complete system. These kits are intended to be tuned by ProCharger dealers specializing in tuning supercharged engines. Tuner Kits are also used on stock engines when a ProCharger dealer will be supplying the fuel system and custom tuning.

ProCharger Stage II

In order to meet today's high-performance demands, ProCharger also offers the Stage II Tuner Kits and Intercooled Race Kits for C6 Z06 Corvettes. These kits are designed to support power gains from 700 HP to upwards of 1,600 HP. A challenge with high-HP C6 supercharger systems is combating serpentine belt slip. By adding a dedicated drive belt system, ProCharger is able to decrease the overall belt length by 40%, creating ultra-strong grip, which in turn leads to more consistent boost levels and helps eliminate belt slip. The accessories are given a strong OEM spring-loaded tensioner to ensure they have adequate belt pressure applied as their belt wears and stretches over time.

2006-2013 Corvette C6 Z06 (LS7) Systems and Tuner Kits

- HO Intercooled System (P-1SC-1 or P-1X) and Tuner Kit (P-1SC-1 through D-1X)
- Stage II Intercooled System (P-1SC-1 or P-1X) and Tuner Kit (P-1SC-1 through D-1X)
- Intercooled Race Kit with F-1D, F-1, or F-1A
- Intercooled Race Kit with F-1A-94, F-1C, F-1R or F-1X

2006-2013 Corvette C6 Z06 (LS7) Choices and Upgrades

- Satin, Polished, or Black supercharger and bracket finish (P-series or D-series)
- Helical Gearset for noise reduction (P-1SC-1, D-1SC, P-1X, D-1X)
- With P-1X, D-1SC, D-1X (replacing P-1SC-1, Systems and/or Tuner Kits)
- With F-1D, F-1, F-1A, F-1C, F-1R (replacing P-1SC-1, Stage II only, 8 rib required)
- With F-1X ProCharger (replacing F-1C/F-1R, Race kit only)
- 8 rib dedicated drive upgrade (Stage II, time of purchase)
- 10 rib dedicated drive standard with Race Kit
- Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits)
- Air-to-Air Race Intercooler Upgrade (Stage II only)

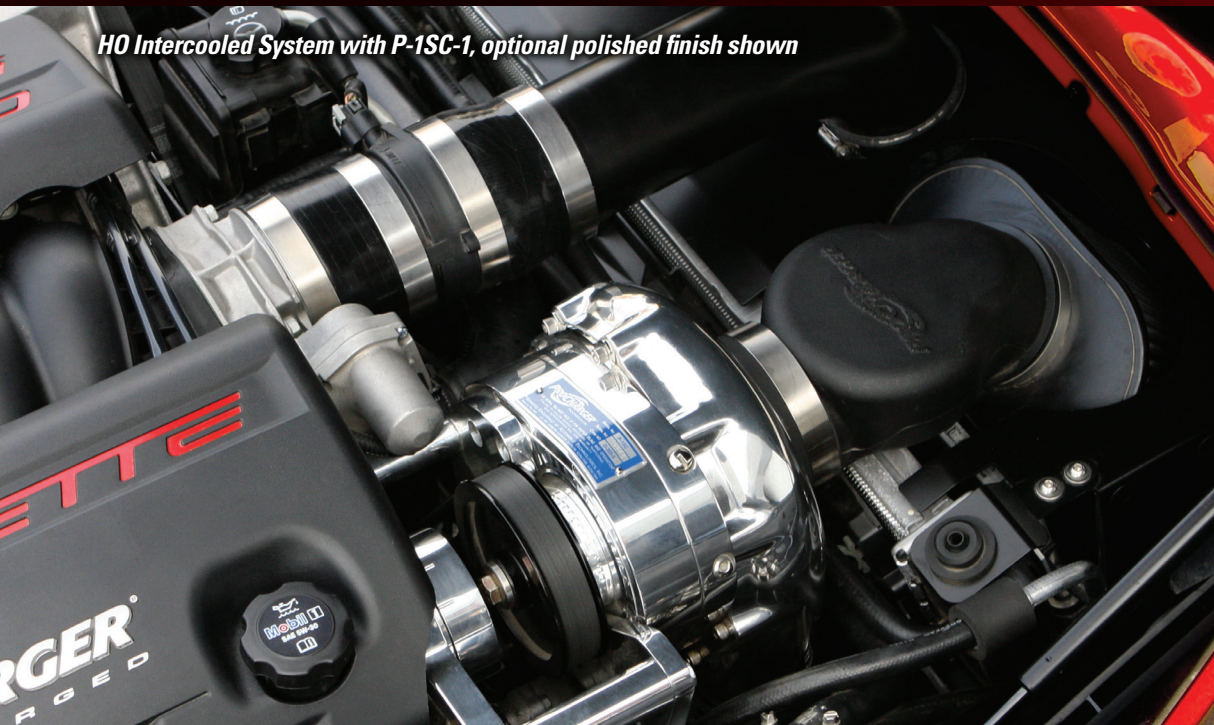


Stage II Intercooled System with Dedicated Drive

C6 LS2

2005–2007

HO Intercooled System with P-1SC-1, optional polished finish shown



BOLT ON 200-1,000+ MORE HORSEPOWER

The World's Fastest C6 Corvette Runs a ProCharger

"In addition to the power potential, we had other reasons to like the ProCharger system, including fitment, ease of installation, and complete lack of belt slippage. There is nothing more frustrating than trying to run your supercharged combination while fighting belt slippage all day."

-Super Chevy



600+ Bolt-On HP for LS2 Corvette

The High Output Intercooled ProCharger Supercharger System has been delivering ground-shaking power for Chevy's C6 Corvette since it was first released in August of 2005. With the coolest charge air temperatures and lowest parasitic load in the industry, this ProCharger supercharger system produces more than 600 horsepower on stock LS2 engines with only 6 psi of intercooled boost.

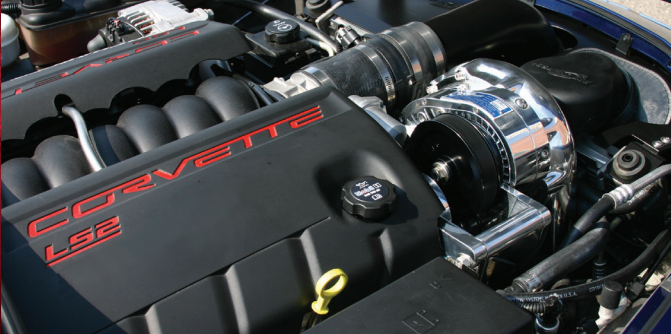
Thanks to industry-leading technology, at the same boost level a ProCharger kit can produce more power at the rear wheels than other superchargers produce at the crankshaft.

Proven Intercooled ProCharger System

With millions of boost-enhanced miles under their tires, ProCharged Corvette owners enjoy the best of all worlds: everyday reliability and drivability combined with incredible power that is just a toe-tip away. Owning and driving a ProCharged Corvette is an exercise in simplicity. With the patented and proven, self-contained ProCharger supercharger design and simple but effective air-to-air intercooling, there is no need for special fuels, additional modifications or extended cool-down times. In fact, ProCharger systems have been painstakingly designed to be installed on completely stock Corvettes—no additional modifications required.

ProCharger's intercooler design for LS2 equipped C6 Corvettes allows for the use of a single, center-mounted, air-to-air intercooler system. When coupled with the high-flowing, durable and extremely efficient ProCharger, this air-to-air intercooler substantially improves overall performance and engine reliability with 600+ HP.

The ProCharger C6 supercharger system is 100% complete and comes standard with a one-year limited supercharger warranty. ProCharger complete intercooled systems are optionally extendable to 3 years.



Coolest charge air temperature and lowest parasitic load in the industry

ProCharger Tuner Kits are also available for Corvette owners who are looking to add awesome power and reliability to their modified or "built" engine combinations.

ProCharger Tuner Kits exclude fuel components and computer tuning solutions, but otherwise, are identical to the HO Intercooled complete system. These kits are intended to be tuned by ProCharger dealers specializing in tuning supercharged engines. Tuner Kits are also used on stock engines when a ProCharger dealer will be supplying the fuel system and custom tuning.

ProCharger Stage II

Our Stage II Systems have a dedicated belt drive for 50%+ more horsepower. A challenge with high HP C6 supercharger systems is combating serpentine belt slip. The longer the belt, the more it will stretch as power is applied to it. By adding a dedicated drive belt system, ProCharger is able to decrease the overall belt length by 40%, creating ultra-strong grip, which in turn leads to more consistent boost levels and helps eliminate belt slip. The accessories are given a strong OEM spring-loaded tensioner to ensure they have adequate belt pressure applied as their belt wears and stretches over time.

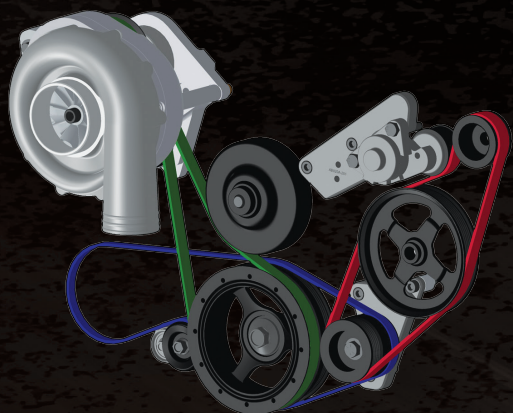


2005-2007 Corvette C6 (LS2) Systems and Tuner Kits

- HO Intercooled System and Tuner Kit with P-1SC-1
- Stage II Intercooled System and Tuner Kit
- Intercooled Race Kit with F-1D, F-1, F-1A, F-1A-94, F-1C or F-1R

2005-2007 Corvette C6 (LS2) Choices and Upgrades

- Satin, Polished, or Black supercharger and bracket finish (P-series or D-series)
- Helical Gearset for noise reduction (P-1SC-1, D-1SC, P-1X, D-1X)
- With P-1X, D-1SC, D-1X (replacing P-1SC-1, Systems and/or Tuner Kits)
- With F-1D, F-1, F-1A, F-1C, F-1R (replacing P-1SC-1, Stage II Tuner Kits only, 8 rib required)
- With F-1X ProCharger (replacing F-1C/F-1R, Race kit only)
- 8 rib dedicated drive upgrade (Stage II)
- 10 rib dedicated drive standard with Race Kit
- Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits)
- Air-to-Air Race Intercooler Upgrade (Stage II only)



Stage II LS2
Dedicated Drive

C5 LS1

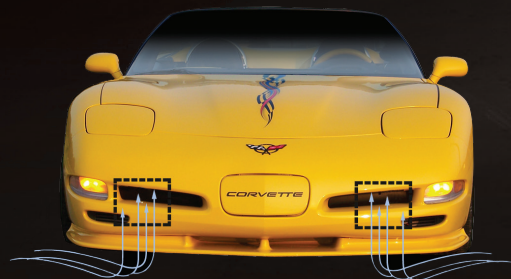
1997–2004

HO Intercooled System with P-1SC-1, optional polished finish shown



BOLT ON 190+ MORE HORSEPOWER

The World's Fastest IRS C5 Corvette is ProCharged



Twin Highflow Intercoolers

Exposing the intercooler to a constant supply of cool, incoming air is key to the heat removal process. Based on air inlet locations, ProCharger systems for C5's utilize an innovative Twin Highflow arrangement of two intercoolers.



LS1 Proven 535+ Bolt-On Horsepower

An outstanding performance package from the factory, LS1 Corvettes are even better with the addition of a powerful and proven ProCharger supercharger system. ProCharger introduced a complete supercharger system for LS1-powered Corvettes a full two years before others. This system sets the standard and has now evolved into the industry leading Stage II Intercooled System. The ProCharger LS1 system, featuring the industry-standard P-1SC-1 supercharger and ultra-effective Twin Highflow intercooler system, truly represents the pinnacle of incredible power gains that you can enjoy daily. This LS1 offering produces a 55% HP gain with just 7 psi of intercooled boost raising the stock 345 HP to 535 HP. Higher power levels can be achieved with higher boost and custom tuning.

Ready to Race

ProCharger takes C5 power to new heights with competition kits featuring 8 rib belts to help eliminate the risk of slippage as well as higher-capacity race bypass valves in the place of the standard bypass valves found on the street level applications. The compressor on C5 competition kit is the F-1A. If you're serious about C5 performance, ProCharger has the hardware to support your power goals—driver skill is all on you.

The HO offering that set the standard led the way for the Stage II. Both product levels feature OEM quality, bolt-on design and finish, ECU tuning for the systems, and a direct drive system.



SYSTEMS & KITS

HO System

- Shared 6-rib drive supercharger belt drive system
- OEM quality bolt-on design and finish
- ECU Tuning provided
- Easy install with common hand tools
- No cutting required, 100% bolt-on and reversible

HO Tuner Kit

No tuning or fuel components provided

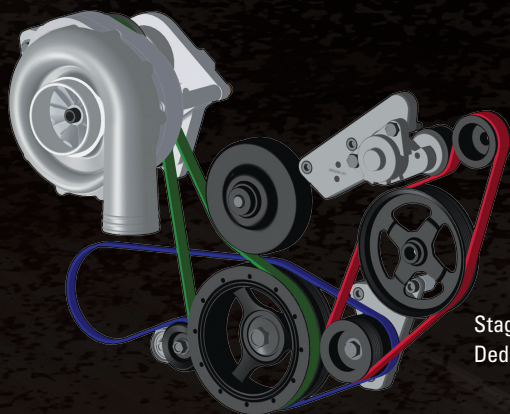
Stage II System

*same as HO system plus additions below

- Dedicated belt drive system for supercharger (6rib standard, 8rib optional)

Stage II Tuner Kit

No tuning or fuel components provided



Stage II LS1
Dedicated Drive



ProCharger offers the greatest power potential and most choices for your 1997-2004 Corvette C5

1997-2004 Corvette C5 (LS1) Systems and Tuner Kits

- HO Intercooled System with P-1SC-1 (shared 6 rib)
- HO Intercooled Tuner Kit with P-1SC-1 (shared 6 rib)
- Stage II Intercooled System with P-1SC-1
- Stage II Intercooled Tuner Kit with P-1SC-1

1997-2004 Corvette C5 (LS1) Choices and Upgrades

- Black or Polished Finish for supercharger and bracket (P or D-series)
- Helical gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)
- With D-1SC ProCharger (replacing P-1SC-1)
- With P-1X ProCharger (replacing P-1SC-1, Stage II only)
- With D-1X ProCharger (replacing P-1SC-1, Stage II only)
- With F-1D, F-1, F-1A (replacing P-1SC-1, 8 rib required, Stage II only)
- With F1A-94 (replacing P-1SC-1, 8 rib required, Stage II only)
- 8 rib dedicated drive upgrade (Stage II only)
- Race Bypass Valve Upgrade (Stage II only)

C5 Z06 LS6

2001-2004

HO Intercooled System with P-1SC-1, optional polished finish shown



200+ BOLT ON HORSEPOWER

LS6 Proven 600+ Bolt On Horsepower

Proven to produce the coolest charge air temperatures, greatest air flow, and largest power gains, the intercooled ProCharger LS6 system substantially raises the performance bar for C5 Z06 owners. Starting with an efficient P-1SC-1 supercharger, the LS6 system utilizes a large, ultra effective Twin Highflow intercooler system paired with a high-capacity air inlet system. The rugged and proven bracket design shows more of the supercharger for better appearance while still providing for maximum belt wrap; this design also allows the belt to be replaced without removing the supercharger. This LS6 offering produces a 50% HP gain with just 6 psi of intercooled boost raising the stock 385/405 HP to 600+ HP.



Never Stop Improving

We here at ProCharger love love love Corvettes, and it shows since we have supercharger systems for almost every Corvette made. Better yet, we never stop improving the systems over the years and this C5 Stage 2 system is a prime example of that. When this system was first developed at the dawn of the "LS" motor, it was unclear to the aftermarket just how much power these engines would be capable of handling. Well, these days, it's very well known that the LS engine is one of the best bangs for the buck engines for making big power with very little mods, and it's one of the most BOOST friendly engines on the planet.

Direct Drive System

The #1 enemy of any high HP supercharger system is belt slip. The longer the drive belt is, the more it will grow as power is applied to it. To keep the ProCharger drive belt short, we have incorporated a direct drive into the Stage II system. By adding a direct drive belt system to the ProCharger, we are able to decrease the overall length of the belt by over 40%, creating an ultra-strong grip.

Twin Highflow Intercoolers

Exposing the intercooler to a constant supply of cool, incoming air is key to the heat removal process. Based on air inlet locations, ProCharger systems for C5's utilize an innovative Twin Highflow arrangement of two intercoolers.



SYSTEMS & KITS

HO System

- Shared 6-rib drive supercharger belt drive system
- OEM quality bolt-on design and finish
- ECU Tuning provided
- Easy install with common hand tools
- No cutting required, 100% bolt-on and reversible

HO Tuner Kit

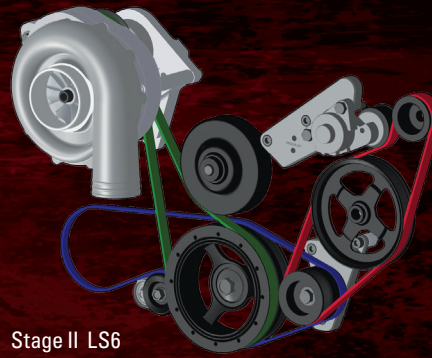
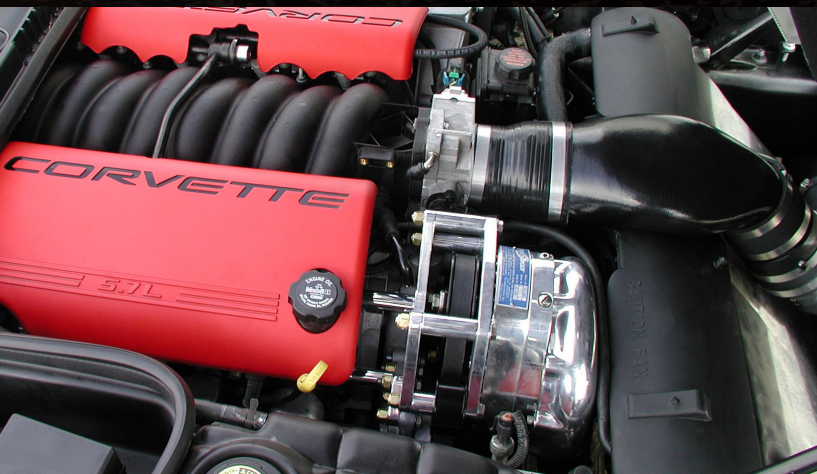
No tuning or fuel components provided

Stage II System

- *same as HO system plus additions below
- Dedicated belt drive system for supercharger (6rib standard, 8rib optional)

Stage II Tuner Kit

No tuning or fuel components provided



Stage II LS6
Dedicated Drive



AS SEEN ON
1320 VIDEO
SCAN TO WATCH



2001-2004 Corvette C5 Z06 (LS6) Systems and Tuner Kits

- HO Intercooled System with P-1SC-1 (shared 6 rib)
- HO Intercooled Tuner Kit with P-1SC-1 (shared 6 rib)
- Stage II Intercooled System with P-1SC-1
- Stage II Intercooled Tuner Kit with P-1SC-1

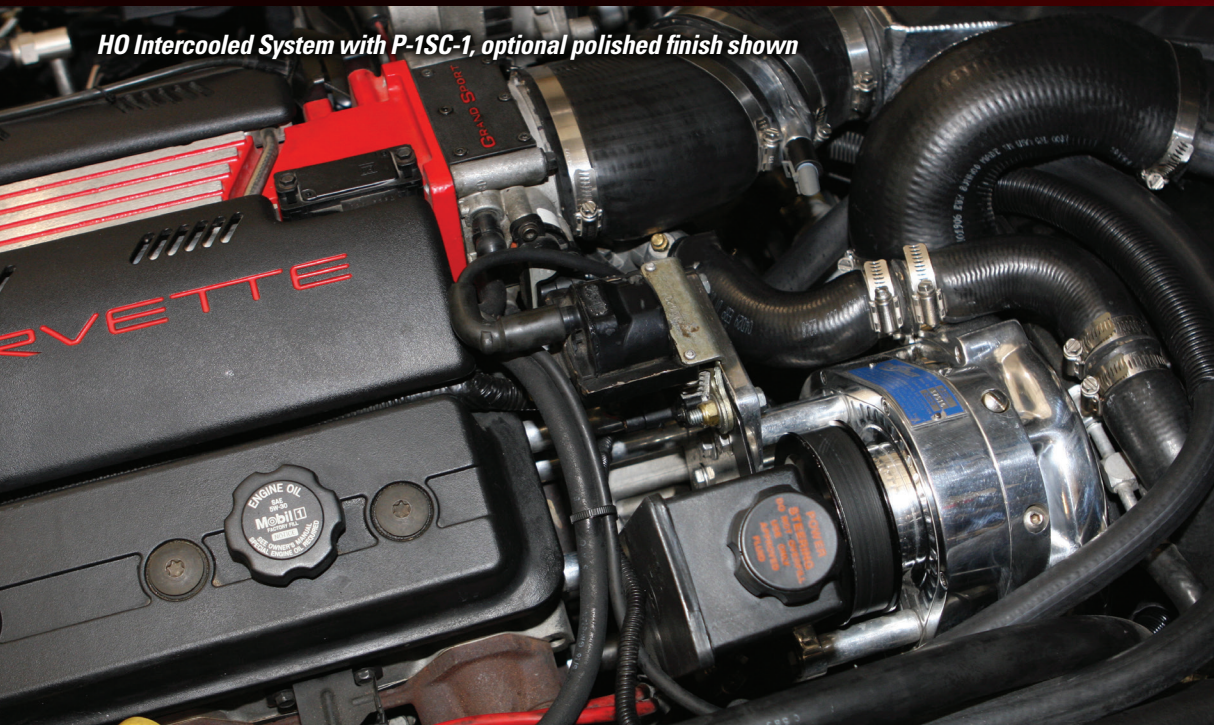
2001-2004 Corvette C5 Z06 (LS6) Choices and Upgrades

- Black or Polished Finish for supercharger and bracket (P or D-series)
- Helical gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)
- With D-1SC ProCharger (replacing P-1SC-1)
- With P-1X ProCharger (replacing P-1SC-1, Stage II only)
- With D-1X ProCharger (replacing P-1SC-1, Stage II only)
- With F-1D, F-1, F-1A (replacing P-1SC-1, 8 rib required, Stage II only)
- With F1A-94 (replacing P-1SC-1, 8 rib required, Stage II only)
- 8 rib dedicated drive upgrade (Stage II only)
- Race Bypass Valve Upgrade (Stage II only)

C4 LT1/LT4

1992-1996

HO Intercooled System with P-1SC-1, optional polished finish shown



45-60% POWER GAINS FOR LT1/LT4



Bolt on 45-60% power gains on stock engines

When GM introduced the “new generation” of small block engines with the LT1, the foundation was laid for an entire family of supercharging-friendly Corvette engines. The ProCharger HO Intercooled Supercharger Systems for LT1 and LT4 engines allow C4 Corvette owners to reap the benefits of bolting on major power gains without having to modify their engines. The LT1 offering produces a 55-60% power gains with 8 psi of intercooled boost. The LT4 offering produces a 45-50% power gain with 6 psi of intercooled boost.

Working as a system, the front-mounted intercooler, high-flow air intake system and ultra-efficient ProCharger supercharger provides safe, reliable and enjoyable horsepower gains while still retaining the C4's stock hood and exterior appearance. ProCharger is also the only company that offers intercooled supercharger systems for all five generations (C4, C5, C6, C7 and C8) of Corvettes.

All new ProCharger head units using a ProCharger provided serpentine belt drive include a 12-month warranty. ProCharger complete intercooled systems are optionally extendable to 3 years.

1992-1996 Corvette C4 Systems and Tuner Kits

- HO Intercooled System and Tuner Kit with P-1SC

1992-1996 Corvette C4 Choices and Upgrades

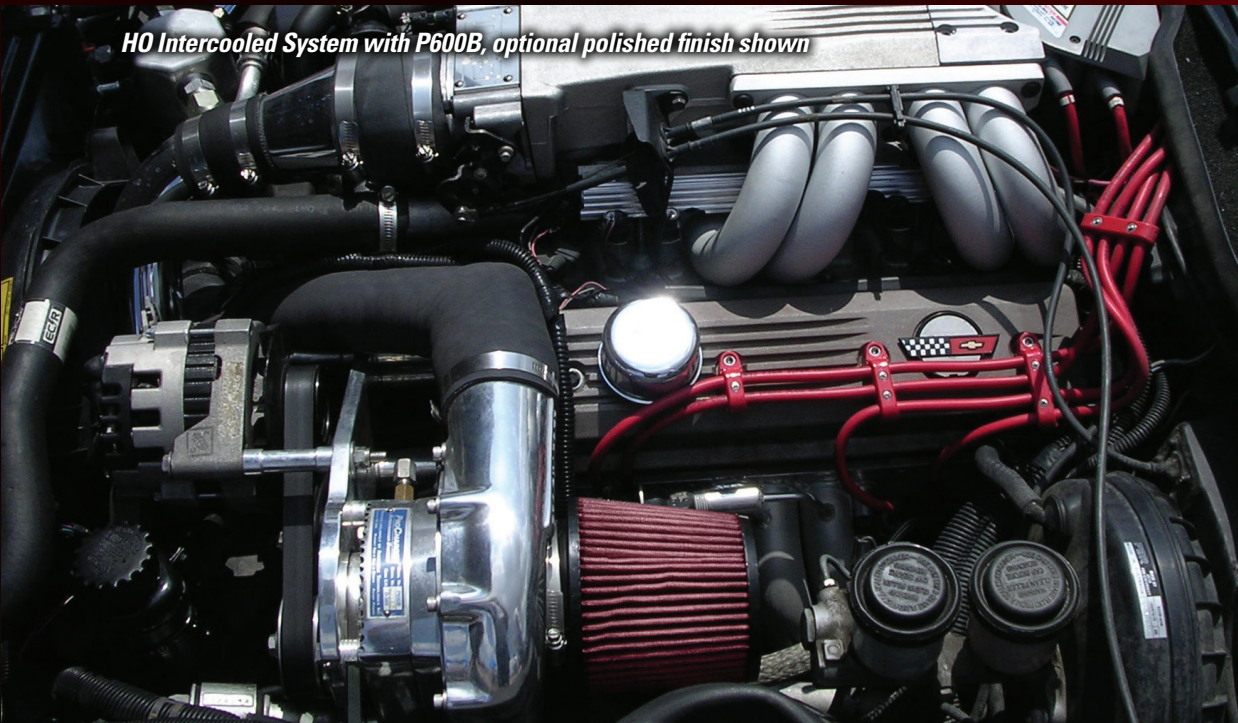
- Polished finish supercharger and bracket finish
- Helical gerset for noise reduction (P-1SC, D-1SC)
- With D-1SC ProCharger (replacing P-1SC, Tuner Kit only)
- Mass Airflow Massager (required for 1996 only)



C4 TPI L98

1985-1991

HO Intercooled System with P600B, optional polished finish shown



55-75+% POWER GAINS FOR TPI



Add 55-75+% HP Gains

An outstanding performance package from the factory, L98 Corvettes are even better with the addition of a powerful and proven ProCharger supercharger system. Backed by the strength and support of the industry leader, ProCharger offers you the greatest power potential and most choices for your 1985-1991 Corvette C4 TPI (L98).

For Coolest Charge Air Temperature

Working as a system, the front-mounted intercooler (85-89) or the twin intercooler (90-91), high-flow air intake system and ultra-efficient ProCharger supercharger provides safe, reliable and enjoyable horsepower gains while still retaining the C4's stock hood and exterior appearance. ProCharger is also the only company that offers intercooled supercharger systems for all five generations (C4, C5, C6, C7 and C8) of Corvettes.

All new ProCharger head units using a ProCharger provided serpentine belt drive include a 12-month warranty. ProCharger complete intercooled systems are optionally extendable to 3 years.

Tuner Kits are also used on stock or modified engines when a ProCharger dealer will be supplying the fuel system and custom tuning.

1985-91 Corvette C4 TPI (L98) Systems and Tuner Kits 1985-91 Corvette C4 TPI (L98) Choices and Upgrades

- HO Intercooled System and Tuner Kit with P600B
- HO Intercooled System and Tuner Kit with D-1

- Polished finish supercharger and bracket finish
- Omit FMU
- Omit in-line fuel pump



PROCHARGER ACCESSORY DRIVE KITS

LS/LT/SBC/BBC ENGINES

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

The ProCharger Accessory Drive for LS/LT/SBC/BBC 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:

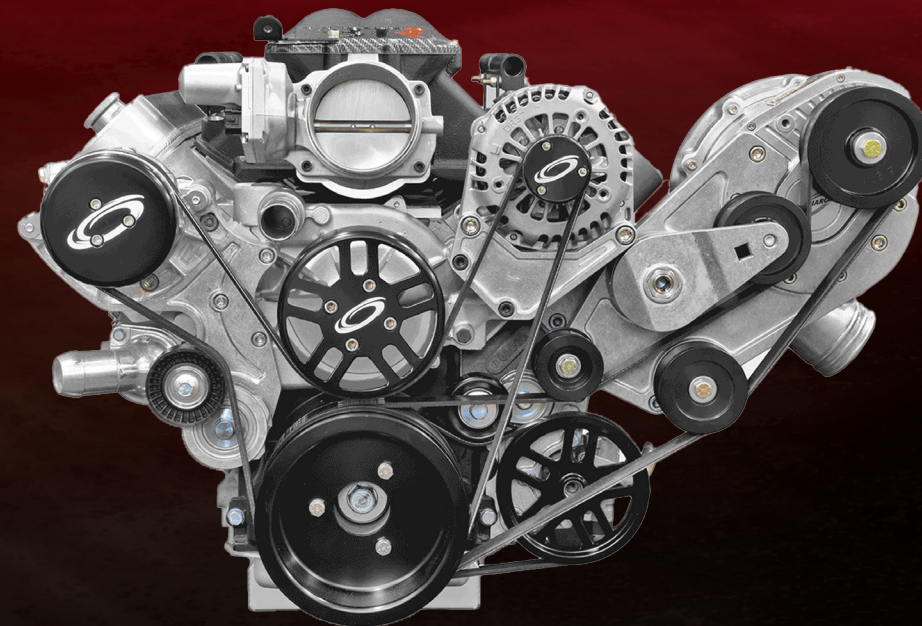
- Water Pump (LS only)
- Water Pump Pulley
- Crank Pulley
- Alternator Bracket & Pulley
- Serpentine Belt & Tensioner

Upgrade to include the following:

- Power Steering Bracket & Pulley
- A/C Bracket and Pulley Cover
- Supercharger Head Unit P-1SC thru 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.



LS ENGINE WITH PROCHARGER



ALT. ONLY



ALT. + P/S ONLY



ALT. + P/S + A/C



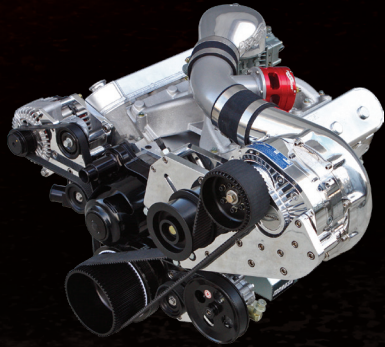
VIEW PRICING AT
PROCHARGER.COM

SWAP KITS AND ACCESSORY DRIVES



LS Classic Serpentine Kit

The flexibility of what accessories you use, combined with the bracket location, is a good option for driver's side mount applications. Supports up to 1,400 hp. P/N 1LS100.



ProCharger Small Block/Big Block Chevy Swap Kits

Offering racers the durability and reliability they need for the unique duty cycle of dedicated drag racing, this kit features a cog/Gilmer belt. Supports 1,600+ hp. P/N 1LS200.



LT Classic Serpentine Kit

Based on our record-setting Camaro and CTS-V bracket system, this kit offers provisions for a power steering pump and aftermarket balancers. Supports up to 1,400 hp. P/N 1LT100.



LS Reverse Rotation Kit

If you are aiming to use Corvette accessories, or you plan to mount the supercharger on the passenger side, you want this reverse-mounted kit. Supports up to 1,400 hp. P/N 1GQ400.



Visit procharger.com for dimensions, compatible accessories, and additional product details.

COOLER IS BETTER

TECHNOLOGY ADVANTAGE

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. With other forced induction designs, excess heat not only reduces power gains on your first pull, it produces power fade that further reduces power and performance as the engine heats up.

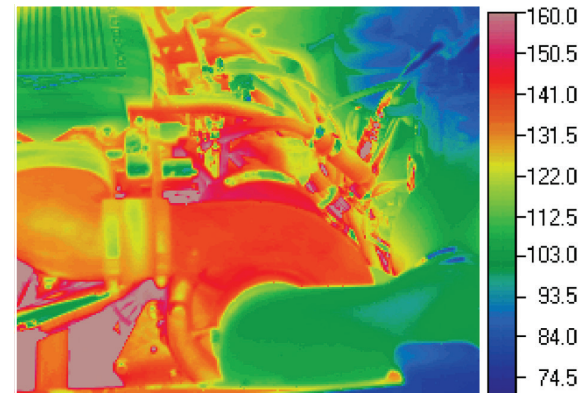
These images illustrate the thermal advantages of a ProCharger supercharger system when compared with a turbocharger and positive displacement blower. By their very design, centrifugal superchargers are more efficient compressors and create less heat during their operation. Additionally, ProCharger superchargers 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 build up in exhaust manifolds, cylinder heads and valves.

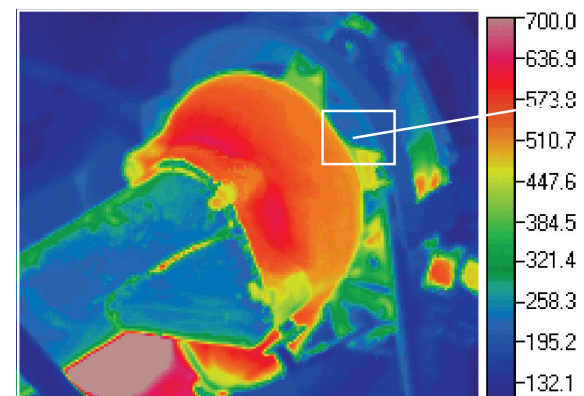
Positive-displacement (PD) blowers are typically located directly on top of the engine or deep between the cylinder heads. Because they are attached to or surrounded by hot engine components, this is an extremely hot environment. Now add the heat created by their lower-efficiency compressors and you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

Ease of Installation

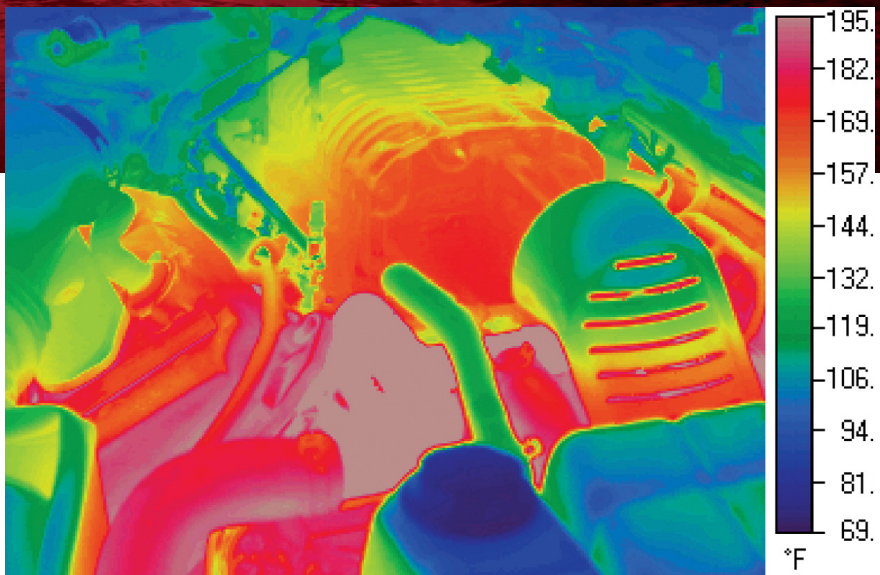
ProCharger's supercharger mounting location provides a quick, simple installation, with no engine disassembly, unlike positive displacement blowers. The simplicity of air-to-air intercooling, especially with the space available in your engine compartment, further simplifies installation. Typical installation time for a ProCharger kit is approximately 6-8 hours, vs. 10-12 hours for intercooled positive displacement and 12-20 hours for intercooled turbo kits.



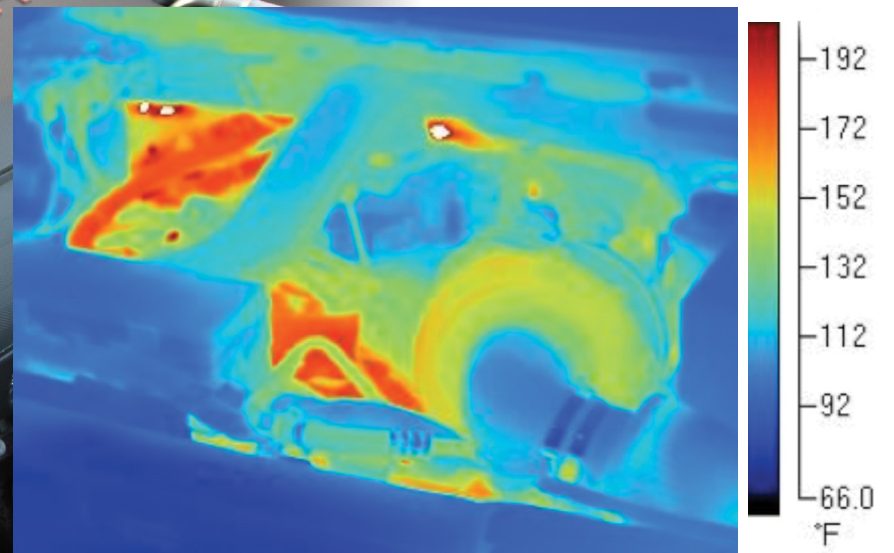
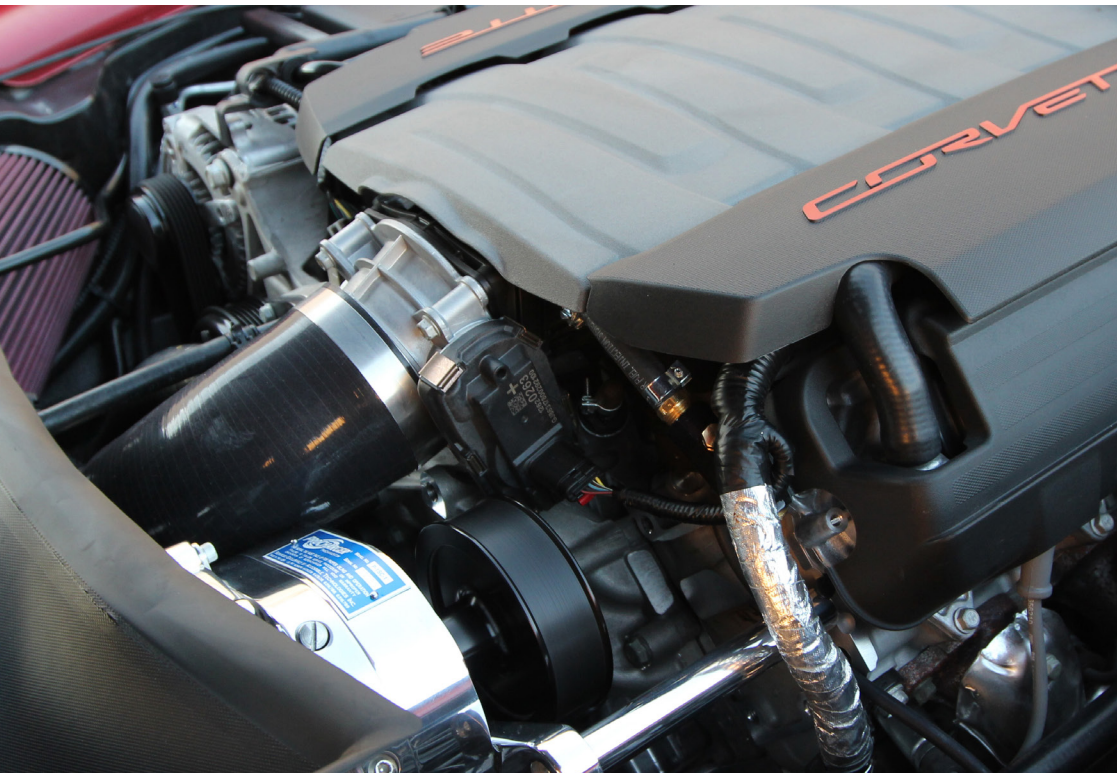
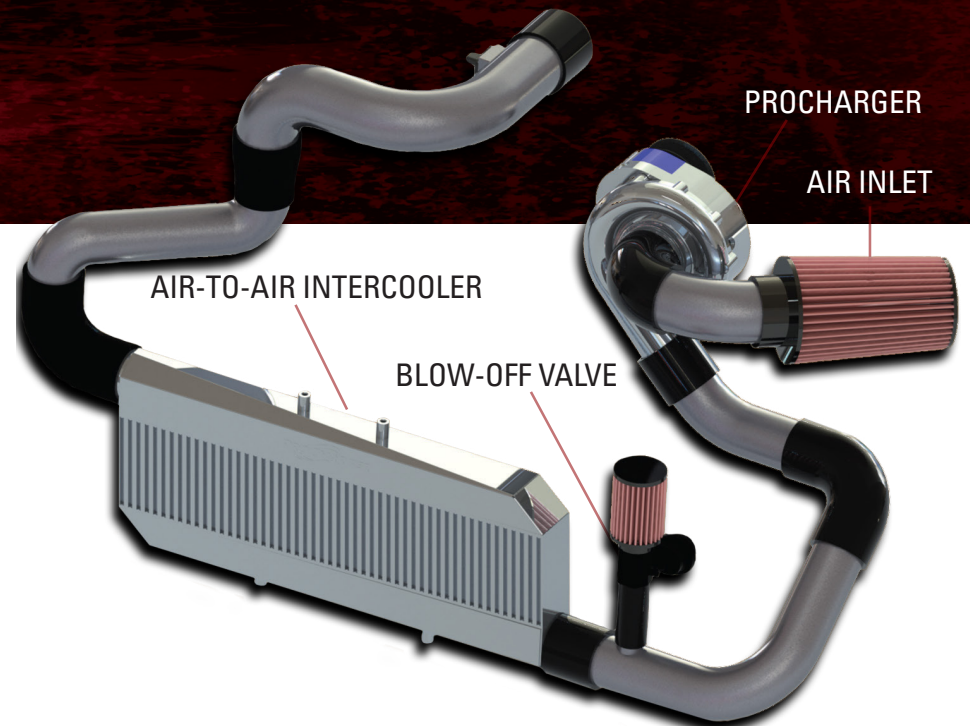
Other centrifugal, non-intercooled, 9 psi



Turbocharger



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



Intercooled ProCharger, 8 psi

INTERCOOLED SUPERIORITY

COOLER IS BETTER

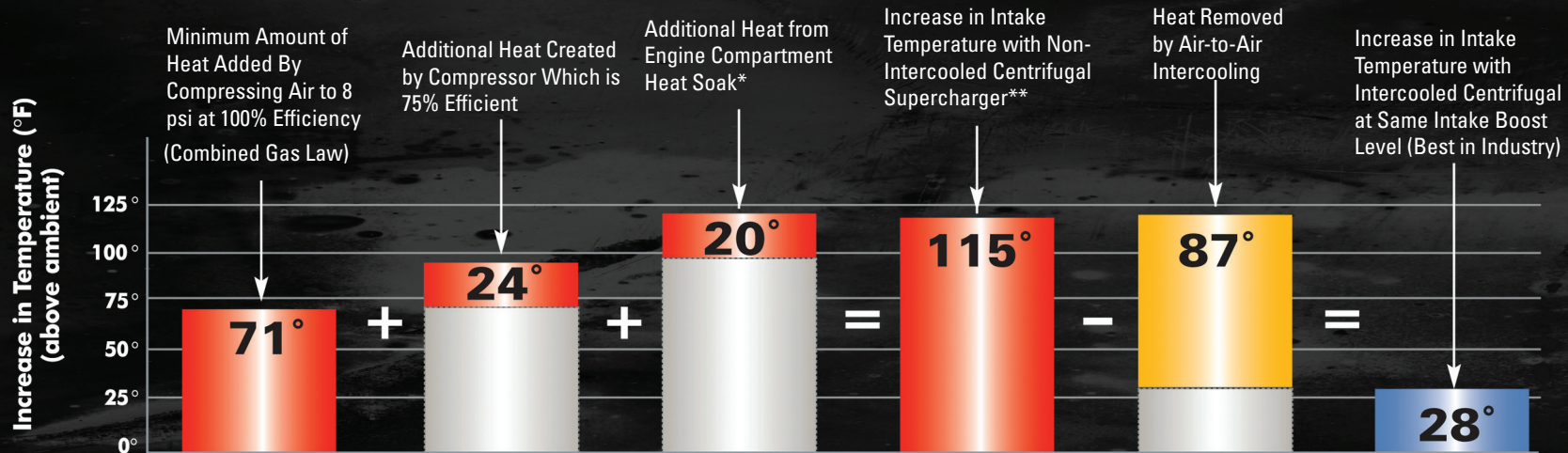
Intercooled Supercharger Kits

A centrifugal supercharger used alone is a potent power adder. When coupled with an intercooler it becomes a power multiplier! Among the many benefits of an intercooler is its ability to be purchased up front or added to your ProCharger in the future. Using an intercooler allows you to generate even greater power gains without increasing octane levels. While a centrifugal supercharger's reduced discharge temperatures allow it to outperform a roots supercharger, coupling it with an intercooler makes the effect even more pronounced. Anytime a gas (air in this case) is compressed, its temperature will rise (Boyle's gas law). Remember, a high performance engine's greatest enemy is detonation, a by product of excessive combustion temperatures. Adding an intercooler to your engine removes detonation inducing heat from the combustion air charge and further increases its density, thereby allowing you to get more air into the cylinder. Adding an intercooler alone will reduce boost levels (as will increasing displacement or improving the engine's ability to flow air) while increasing HP. Boost is simply a measure of the engine's inability to accept the air being forced into it: more pressure = more resistance. Looking at boost levels alone won't tell the whole story. While boost usually gets all of the credit, it is actually the resultant increase in air density that is responsible for the increase in power. Yet another benefit of intercooling is that the reduced air temperatures allow the use of more spark advance, allowing you to extract more power from your engine. With a blower alone, a 350 HP, 9:1 compression ratio engine can be quickly turned into a 540 HP engine

running 10 psi of non-intercooled boost on pump gas with a ProCharger. Add an intercooler to that same engine, turn the boost up to 14-16 psi and you'll make 700 HP without sacrificing reliability, while still running 91-93 octane pump gas!

Intercooler Dimensions

The upstream fuel has already done part of the intercooler's job. Often, a non-intercooled carbureted or TBI engine will show a slight edge when compared to its port fuel injected counterpart. 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 the ultimate in charge air temperature reduction when used in conjunction with a mixture of ice and water, but are frequently 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. 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.



“When space permits an adequately sized air-to-air intercooler to be fitted and given access to decent airflow, it will always 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

Selecting An Intercooler

There are a few factors that must be taken into consideration when evaluating your intercooling needs. Though all applications can benefit from the use of an intercooler, carbureted or throttle body injected (TBI) applications running low boost levels on pump gas or high boost levels with racing fuel will make similar peak power numbers, but will not pick up as much power as their port fuel injected counterparts when intercooled. This is due to the fact that the charge air is cooled and its density is increased when mixed with the fuel at the carburetor venturi/throttle body injector.

AIR-TO-AIR INTERCOOLERS

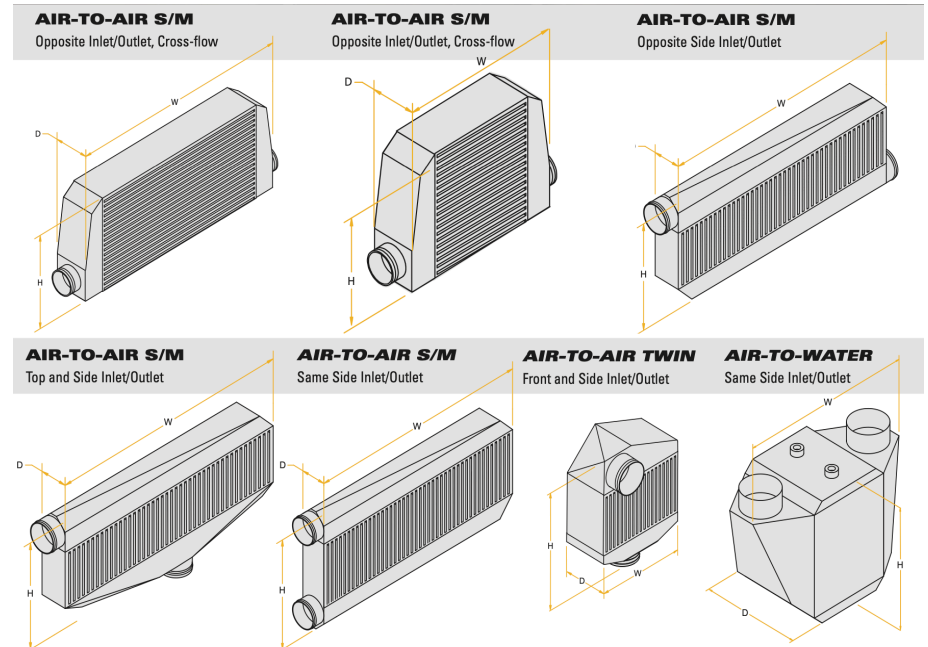
Part #	End Tank Type	In/Out Location	In/Out DIA.	Max HP	Core Width	Height	Depth
AI002A-001	Sheet Metal	Opposite Sides	3"	500	18	12.5	3
AIFP1A-004	Sheet Metal	Opposite Sides	3"	500	18	12.5	3.5
AIFP1A-001	Sheet Metal	Opposite Sides	3"	650	24	12.5	3.5
AI003A-001	Sheet Metal	Opposite Sides	3"	825	27	12.5	3
AI003A-002	Sheet Metal	Opposite Sides	3"	950	27	15	3
AIDD1A-071	Sheet Metal	Opposite Sides	3"	1000	24	20	3
AI003A-005	Sheet Metal	Opposite Sides	3.5"	1050	27	15	3
AI045A-001	Sheet Metal	Opposite Sides	3.5"	1300	27	12	4.5
AI006A-001	Sheet Metal	Opposite Sides	4"	1550	27	12	6
AIJK1A-002	Sheet Metal	Opposite Sides Cross Flow	3"	475	18	11	3
AIFR1A-010	Sheet Metal	Opposite Sides Cross Flow	3"	650	29	12	3.5
AIGN2A-011	Sheet Metal	Opposite Sides Cross Flow	3"	800	29	12	4.5
AIFW1A-035	Sheet Metal	Opposite Sides Cross Flow	3.5"	1200	20	17.5	4.5
AIGU1A-001	Sheet Metal	Front, Cross Flow	3"	1000	34	9	4.5
AIDD1A-015	Sheet Metal	Top/Side	3"	750	24	17	3
AIG03A-001	Sheet Metal	Top/Side	3"	1050	27	13	3.5
AIG03A-003	Sheet Metal	Top/Side	3.5"	1300	27	12	4.5
AIG03A-004	Sheet Metal	Top/Side	3.5"/4"	1300	27	12	4.5
AI002A-003	Sheet Metal	Same Side	3"	500	18	12.5	3
AIGN1A-001	Sheet Metal	Same Side	3"	600	18	12.5	3.5
AI003A-003	Sheet Metal	Same Side	3"	825	27	12.5	3
AI003A-004	Sheet Metal	Same Side	3"	950	27	15	3
AIDG1A-073	Sheet Metal	Same Side	3"	1000	24	20	3
AI003A-006	Sheet Metal	Same Side	3.5"	1050	27	15	3
AI045A-002	Sheet Metal	Same Side	3.5"	1300	27	15	4.5
AI006A-002	Sheet Metal	Same Side	4"	1550	27	12	6

AIR-TO-AIR TWIN INTERCOOLERS

Part #	End Tank Type	In/Out Location	In/Out DIA.	Max HP	Width	Height	Depth
AIGB1A-XXX	Twin Sheet Metal	Opposite Sides	2"	500 Per Pair	9	10.5	3
AIGA1A-XXX	Twin Sheet Metal	Opposite Sides	2.5"	750 Per Pair	9	11	3.5
AIGK1A-XXX	Twin Sheet Metal	Front/Side	3"	850 Per Pair	9	11	4.5

AIR-TO-WATER INTERCOOLERS

Part #	End Tank Type	In/Out Location	In/Out DIA.	Max HP	Width	Height	Depth
AIGU1I-123	Sheet Metal/Billet	Same Side	3.5"	1500	12.5	10	12
WI1005A-003	Sheet Metal	Same Side	3.5"	1500	13	11	9
WI1005A-001	Sheet Metal	Same Side	4"	1800	9	13	19
WI1005A-002	Sheet Metal	Same Side	4"	2400	13	13	23



Scan to learn more on Air-to-Air, Air-to Air Twin, and Air-to-Water Intercoolers



AIR-TO-AIR SIMPLICITY

THE FUNDAMENTAL SOLUTION

Air-To-Air Advantage

Since their earliest uses in fighter and bomber aircraft, the advantages of air-to-air intercooling have been demonstrated time and time again. It's a simple fact of physics: cooler air makes more power. Period. Today, ProCharger owners are still reaping the performance benefits of air-to-air intercooling.

On street driven vehicles, air-to-air intercooling is a natural fit because it locates the intercooler at the front of the car where it is exposed to a constant supply of cooling airflow. Consisting of large-volume air plenums, ProCharger's air-to-air intercoolers utilize a highly efficient and durable cross-flow intercooler core that provides large surface areas for superior levels of heat dispersion.

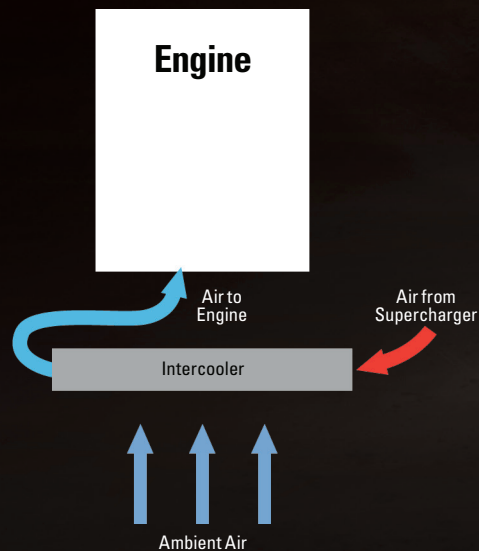
Air-to-air intercooling is a one-step process and represents a fundamental ProCharger advantage. Compressed air enters one side of the intercooler, making its way into the

cross-flow 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. In engineering terms, air-to-air intercooling represents a one-step cooling process.

On the other hand, positive-displacement blowers are forced to use an air-to-water intercooler system which is a complex arrangement of intercooler cores, hoses, fittings, a coolant pump, tank, electrical connections and yes, a front-mounted air-to-air heat exchanger. In street applications, an air-to-water intercooler is in fact an air-to-water-to-air system. Typically packed into the tight and hot confines under the supercharger and intake manifold deep in the V of the engine, air-to-water-to-air intercooler systems are more complex and not as effective as air-to-air intercooling. In engineering terms, air-to-water-to-air intercooling is a two-step cooling process.

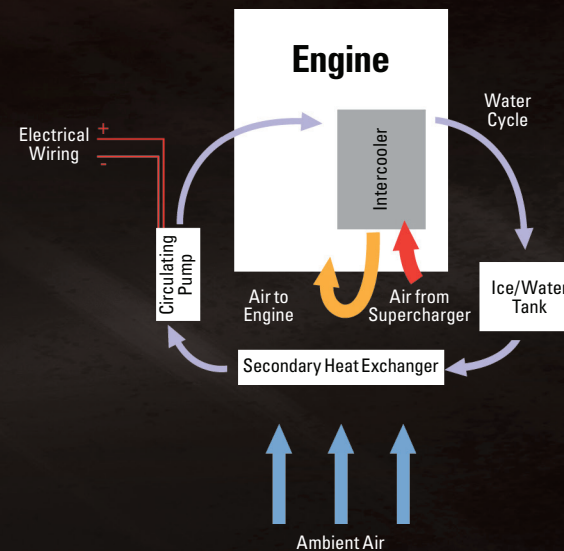
One Step Process: Air-to-Air

Air-to-air intercooling represents a one step process of cooling the compressed air before it enters the engine. Simple, easy-to-install and highly effective, ProCharger's air-to-air intercooler design provides the coolest charge air temperatures for the highest horsepower gains.



Two Step Process: Air-to-Water-to-Air

Air-to-water-to-air is a two step process of cooling the compressed air before it enters the engine. Typical air-to-water-to-air intercooler systems are a complex arrangement of potentially unreliable components. Not only is this less effective, but it is also unsightly, adds complexity and risk of coolant leaks and/or coolant pump failure.



AIR TO WATER

REAL WORLD PROCHARGER POWER

Overview

At ProCharger we focus our street systems around the ultra-simple and highly effective air-to-air intercoolers. With no moving parts, pumps, or wiring, they ease installation times and are perfect for street applications that will see decades of use day in and day out. However, when it comes to heads up racing where every horsepower counts or cramped engine bays where space is a premium, ProCharger has air-to-water intercooler options to meet those needs.

At the Track

When records and championships are on the line, and inlet air temps need to be forced below the ambient temperature (with use of ice water) ProCharger competition air-to-water systems shine. Using the latest in intercooler core and pump technology, our systems can keep inlet temps at or below ambient, even when boost levels exceed 25+ psi. To meet our Corvette customers' needs we have both our universal race intercoolers or our C7 Corvette Competition intercooler system.

On the Street

When available space and/or ram airflow is at a minimum, but cooling demand is at a maximum, ProCharger air-to-water intercoolers are a key to success. One example of where this system is being used in tight spaces is the C8 Corvette, with an intake mounted high-efficiency core and fender mounted heat-exchangers we can accomplish our cooling goals with a small footprint and easy installation. For more details on our intercoolers please contact our sales teams with any questions you may have.



ProCharger manufactures the ONLY supercharger to produce 2,000 horsepower on 93 octane.



Air-to-Water standard on mid-engine C8

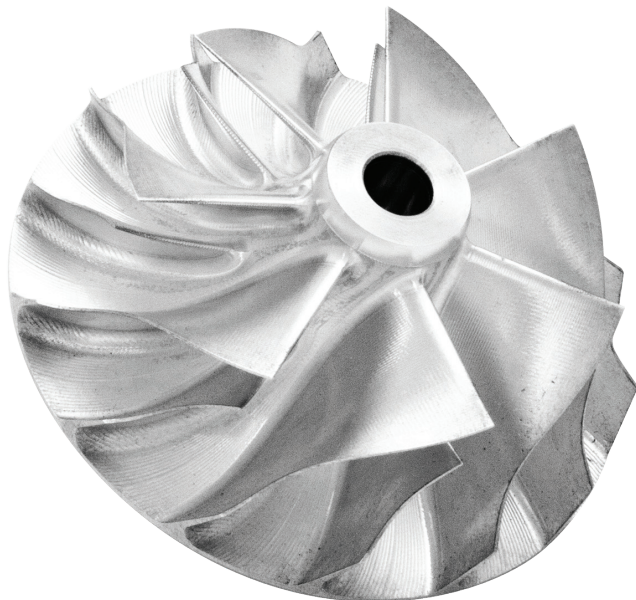
SUPERIOR RELIABILITY

FROM QUALITY MANUFACTURING TO DRIVABILITY

Quality From Start to Finish

Meticulous Manufacturing Processes: 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.

High Mileage Tracking: Each and every ProCharger unit is recorded and tracked based on serial number. To ensure we maintain the best quality of any supercharger manufacturer, we thoroughly analyze and improve our designs based on field experience. Customers commonly report hundreds of thousands of miles driven with the same ProCharger system. In fact, procharger.com documents many of these high mileage vehicles to feature in our gallery and blogs.



Designed For Reliability

Optimal Oiling System: ProCharger's innovative, self-contained design allow 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.

Aerospace Grade Billet Aluminum: Billet plays an important role in reliability. Because a billet wheel is made from a superior material (vs. cast), it can be designed with thinner features without sacrificing strength and durability. Versus cast components, billet is lighter and stronger and free of flaws. Crafted from aircraft-grade billet aluminum alloy, ProCharger impellers and gear cases are the most reliable in the industry.

Higher Step-up Ratios: Our blowers 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.

Shared Innovation: Top-selling ProCharger street supercharger models share many of the design elements as the record-setting F-series race superchargers and our industrial division blowers. Drawing on extensive field experience in extreme conditions across these adjacent applications, our street superchargers have the most rugged and reliable gear and bearing designs.

Warranty: Buy a ProCharger, get peace of mind. We make the industry's finest superchargers and stand behind our products. We offer a 12-month warranty on new, serpentine head unit purchases. All superchargers and kits, including cog-driven, gear drive, and race head units, are covered by ProCharger's limited warranty. Visit procharger.com/warranty/ to learn more.

Self-Contained Superiority

Introduced in 2000, self-contained ProCharger superchargers were designed specifically to be self-lubricating, not as an afterthought. Not only does this make ProCharger's superchargers easy 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
with Patented Design for
Noise Reduction Provide
Unmatched Durability**

**Exclusive 7075 T-6
Billet Impeller**

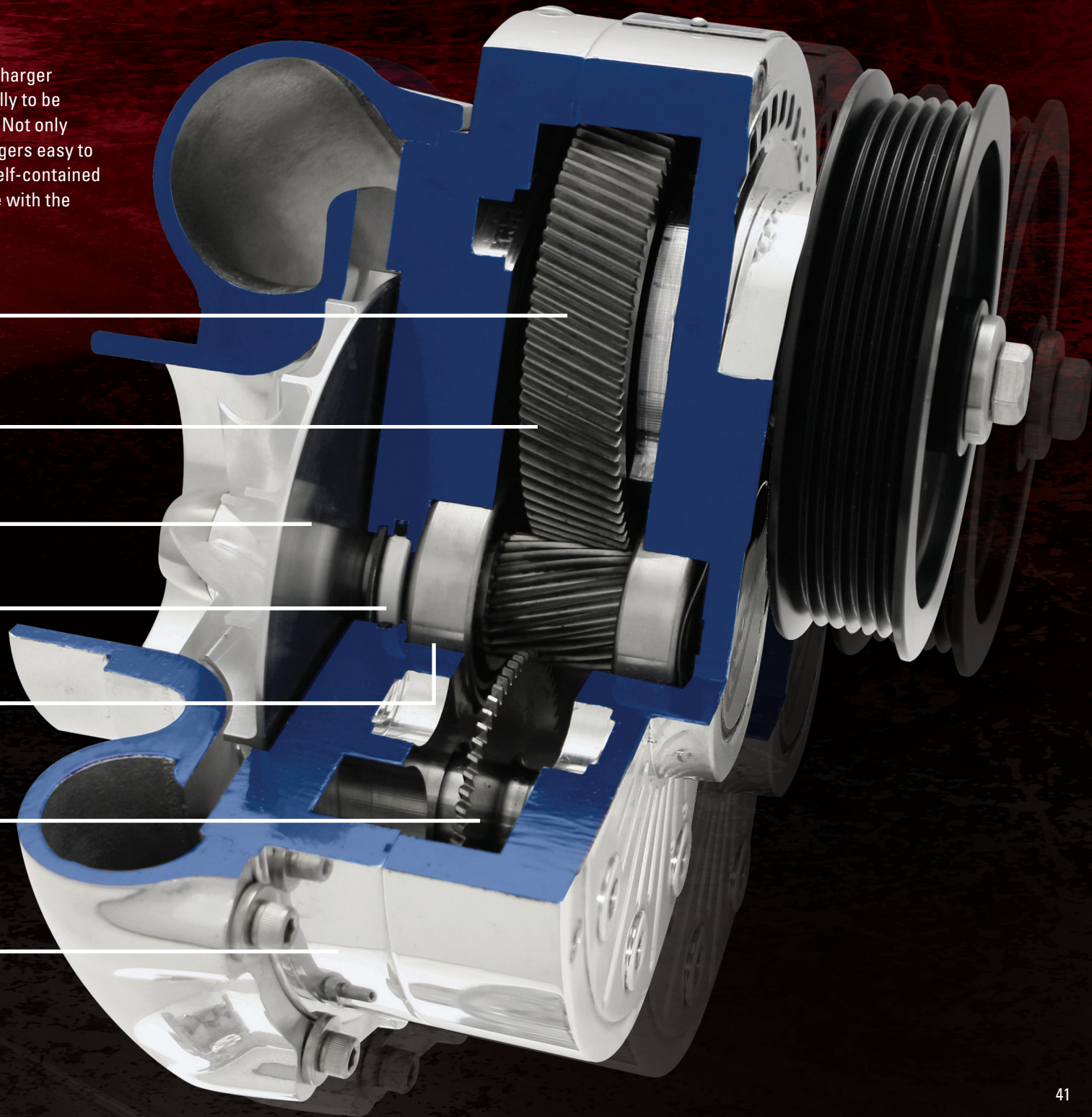
**Custom Composite High
Pressure Dual Lipped Seal**

**Precision High Speed
Rated Aerospace Spec
Support Bearings**

**Patented Aeration Pump
Provides Self-Contained
Oiling with Superior
Bearing Lubrication**

**Exclusive CNC Machined
6061 Billet Aluminum
Housing Ensure Precise
Shaft Alignment**

(Optional helical gear set shown)



SUPERCHARGER LEADERSHIP

DESIGNED TO BLOW AWAY THE COMPETITION™

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.

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 T-6 aluminum alloy for tremendous strength and performance. The brackets, serpentine drive pulley, and transmission case 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 T-6 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.

THE ULTIMATE POWER ADDER®

NOTHING ELSE EVEN COMES CLOSE

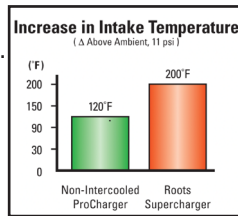


ProCharger is a Class Above All Other Power Adders

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 the other power-enhancing options are inferior to a ProCharger.

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, they also create high exhaust temperatures and back pressure, high charge air temperatures and are 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, increases the thermal breakdown of your engine's oil.

Nitrous Oxide

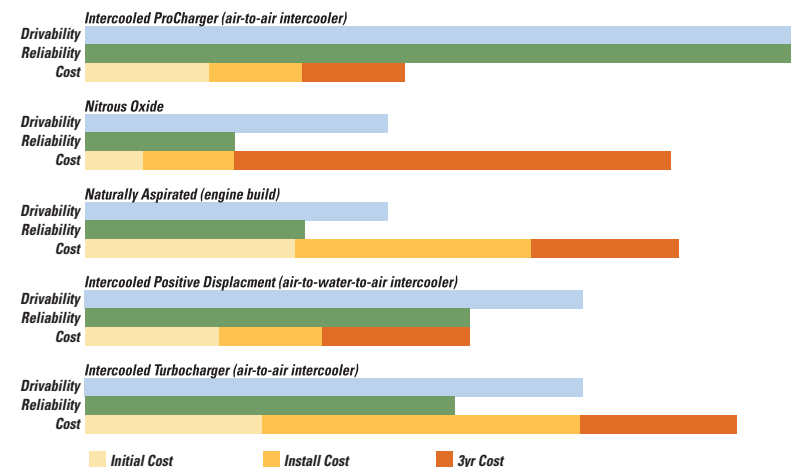
Initially, nitrous may look like a bargain, but a review of the facts reveals otherwise. Nitrous oxide accelerates the combustion rate, which in turn increases peak cylinder pressures. This combination greatly increases the probability of piston-melting pre-detonation. This rapid increase in cylinder 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.

Large Displacement Engines

The expense associated with building an engine large enough to produce the same power as a ProCharged stock engine just doesn't add up, especially when you consider the poor idle quality and extra fuel the larger engine will require. You must also consider the time and hassle of a complete engine swap or the downtime of a complete engine rebuild. Large displacement engines also tend to utilize higher compression ratios which create more heat and require expensive race fuels.

Power Adder Comparison

Comparison for Making 575-600+ When Starting With a Stock 6.2L Engine



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 of 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 currently has 5 different blow-off valve models available 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, 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 - Vents to the atmosphere and creates a distinctive "whoosh," when the throttle blade suddenly closes. Many customers enjoy this sound.

Closed Bypass Valves - Vents 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.

1,200-4,500+ HP

PRORACE VALVE: This piston-style valve outflows any other single valve on the market, and is the valve of choice for Top Sportsman and Top Dragster racers.

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 4,000 hp, the Competition Valve is the go-to for our ProCharged racers.



	ProFlow	Bullet (open)	Bullet (closed)	Race (open)	Race (closed)	ProRace	Competition (pair)
Application	Street	Street	Street	Street/Race	Street/Race	Race	Race
Inlet Diameter	1.5 in	1.5 in	1.5 in	2.0 in	2.0 in	3.0 in	2.5 in
Outlet Diameter	1.5 in	Open Vent	1.5 in	Open Vent	2.0 in	Open Vent	Open Vent
Mounting	Hose Clamp	House Clamp	Hose Clamp	Bolt-On	Bolt-On	V-Band	V-Band
Horsepower	Up to 700 HP	Up to 700 HP	Up to 700 HP	Up to 1,200 HP	Up to 1,200 HP	Up to 2,500 HP	1,500-4,000+ HP
Flange Included	N/A	N/A	N/A	Yes	Yes	Yes	Yes



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

***ALL VALVES AVAILABLE IN BLACK!**

P-1X/D-1X SUPERCHARGERS

HIGH EFFICIENCY STREET/STRIP SUPERCHARGERS

Higher Efficiency 9" Designs

The ProCharger P-1X and D-1X 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 than 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 D-1X to be capable of 4-digit

P-1X/D-1X Features:

- More power per psi, more maximum HP, and cooler charge air temperatures
- 10-15 flywheel HP gain with P-1X 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
- D-1X™ is 1075+ HP capable and is a direct bolt-in upgrade for the D-1SC
- 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 P-1SC-1 and D-1SC—also available with standard or reduced noise level

power numbers and slightly beyond, and utilize 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 fits into the same brackets as P-1SC-1 systems and is 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 pulley size!

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 D-1X

Base HP (NA Engine) 300-550 HP
Max Supercharged HP 1,075 HP
Maximum Airflow 1,500 cfm
Maximum Boost 32 psi
Maximum Impeller RPM 62,000
Internal Step-up Ratio 4.10:1



RACING DOMINATION

REAL WORLD PROCHARGER POWER

ProCharger Motorsports

ProCharger has a long, 30-year history of helping enthusiasts and racers accomplish their performance goals: WINNING! You'll find ProCharged racers competing and winning on drag strips, road courses, the salt flats of Bonneville, open road races, and rear-wheel dyno competitions. As you know, when it comes to motorsports, talk is cheap. Actions and results speak for themselves. And ProCharger is proud to boast more records and championships in the past 20 years than all of our direct competitors combined.

ProCharger and Racing: A Winning Combination

ProCharged race engines are hard to beat, especially in sanctioned drag racing competition. ProCharger has been helping racers set new ET and MPH records for decades. 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. The list of ProCharged racing champions, record holders, and top performers reads like a Who's Who of winning racers. Check out the ProCharger Honor Roll at Procharger.com. Are you ready to put your name on this list?

From Strip to Street

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, you 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. Whatever your high-performance goals, let ProCharger help you blow them away.

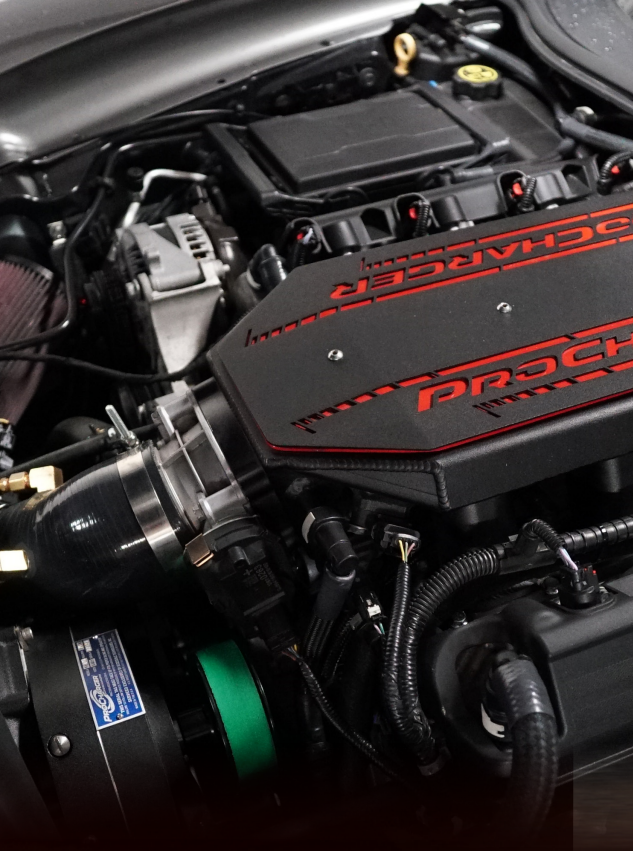


Scan to view
Parts & Racing
Price Guide



Drag Racing





Road Racing



Street/Strip

CRANKDRIVE™



The award winning CrankDrive™ gear drive is capable of supporting 4,000+ HP, allows for a variety of accessories, has easy to change gear ratios, and provides maximum efficiency at extreme power levels.



CrankDrive™ with dual accessory drive



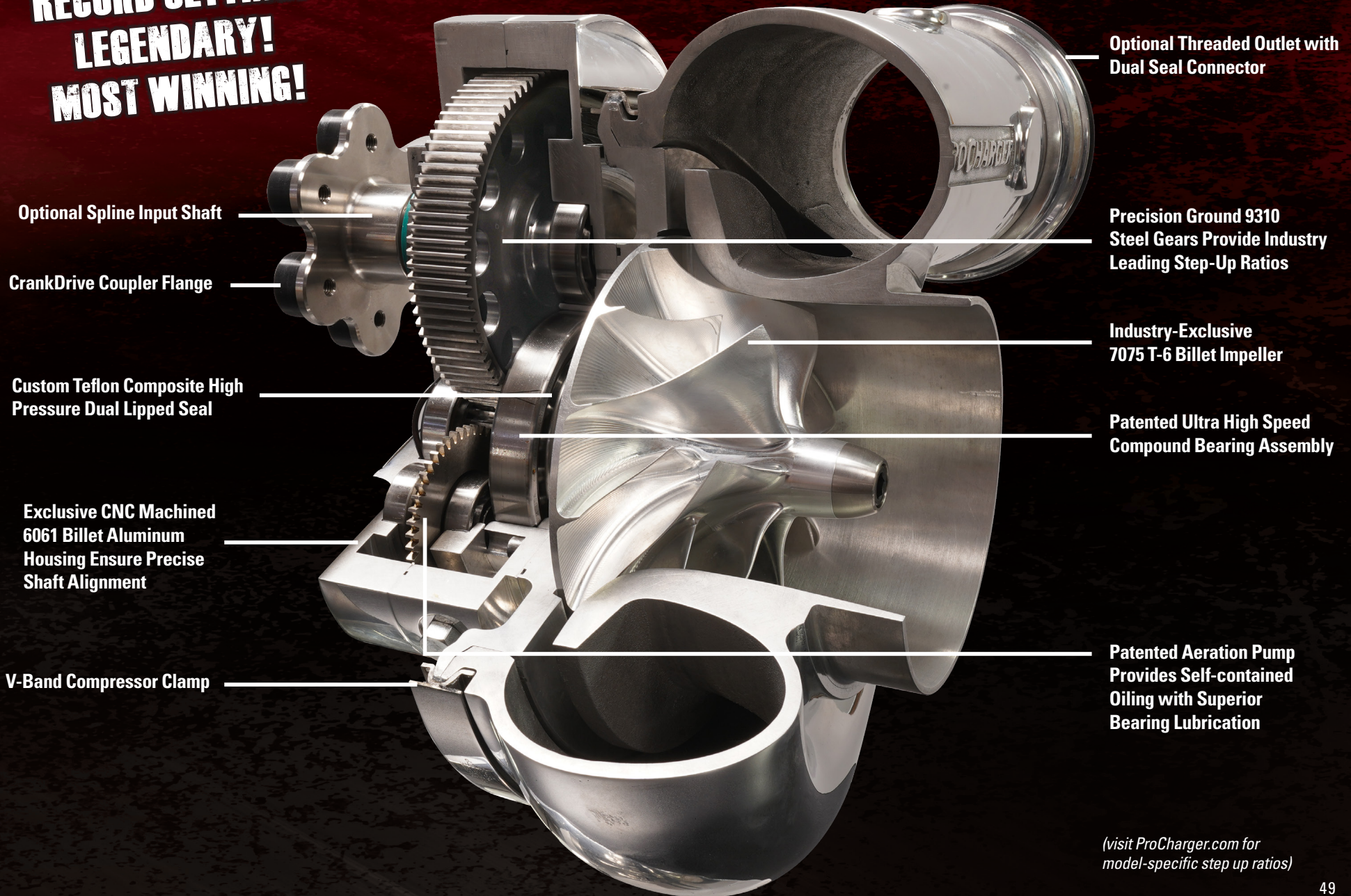
Holley EFI

Holley EFI

RHODES
Custom Auto.com
302-378-1701

F SERIES TECHNOLOGY

**RECORD SETTING!
LEGENDARY!
MOST WINNING!**



Optional Spline Input Shaft

CrankDrive Coupler Flange

Custom Teflon Composite High Pressure Dual Lipped Seal

Exclusive CNC Machined 6061 Billet Aluminum Housing Ensure Precise Shaft Alignment

V-Band Compressor Clamp

Optional Threaded Outlet with Dual Seal Connector

Precision Ground 9310 Steel Gears Provide Industry Leading Step-Up Ratios

Industry-Exclusive 7075 T-6 Billet Impeller

Patented Ultra High Speed Compound Bearing Assembly

Patented Aeration Pump Provides Self-contained Oiling with Superior Bearing Lubrication

(visit ProCharger.com for model-specific step up ratios)

F-1/F-2 SERIES

1000+ 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 have continued to be the standard by which others hope to be measured, both on the track and on the street. F-Series superchargers has 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-1C and F-1R

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

The ProCharger F-1X features a 10.5" volute diameter and provides a significant increase in airflow when compared with the 9" and 9.75". Considered by many to be the ideal combination of small size and high performance, the F-1X can support up to 1,400 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 Airflow1,500 cfm
Maximum Boost 34 psi
Maximum Impeller RPM65,000
Internal Step-up Ratio 5.40:1

F-1

Base HP (NA Engine) ...300-500 HP
Max Supercharged HP ...1,050 HP
Maximum Airflow1,525 cfm
Maximum Boost 38 psi
Maximum Impeller RPM70,000
Internal Step-up Ratio 5.40:1

F-1A

Base HP (NA Engine) ...300-500 HP
Max Supercharged HP ...1,100 HP
Maximum Airflow1,575 cfm
Maximum Boost 38 psi
Maximum Impeller RPM74,000
Internal Step-up Ratio 5.40:1

F-1A-91

Base HP (NA Engine) ...300-500 HP
Max Supercharged HP ...1,200 HP
Maximum Airflow1,600 cfm
Maximum Boost 38 psi
Maximum Impeller RPM74,000
Internal Step-up Ratio 5.40:1

F-1A-94

Base HP (NA Engine) ...300-500 HP
Max Supercharged HP ...1,300 HP
Maximum Airflow1,625 cfm
Maximum Boost 38 psi
Maximum Impeller RPM74,000
Internal Step-up Ratio 5.40:1

F-1C

Base HP (NA Engine) ...300-550 HP
Max Supercharged HP ...1,110 HP
Maximum Airflow1,625 cfm
Maximum Boost 38 psi
Maximum Impeller RPM74,000
Internal Step-up Ratio 5.40:1

F-1R

Base HP (NA Engine) ...375-550 HP
Max Supercharged HP ...1,250 HP
Maximum Airflow1,700 cfm
Maximum Boost 38 psi
Maximum Impeller RPM68,000
Internal Step-up Ratio 5.40:1

F-1X

Base HP (NA Engine) ...375-550 HP
Max Supercharged HP ...1,400 HP
Maximum Airflow2,000 cfm
Maximum Boost 38 psi
Maximum Impeller RPM72,000
Internal Step-up Ratio 5.40:1

**HIGHER HP RACE
SUPERCHARGERS ON
NEXT PAGE**

F-3 / F-4 SERIES

1000–4000+ 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 4,000+ 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.



World's Quickest Corvette Z06



3,700 HP, F-4X-140-1 ProCharger

Learn more about these racing models,
race kits, and the ProCharger
CrankDrive™
at ProCharger.com

F-3R-112

Base HP (NA Engine) . . . 375-550 HP
Max Supercharged HP . . . 2,100 HP
Maximum Airflow 2,300 cfm
Maximum Boost 38 psi
Maximum Impeller RPM 72,000
Internal Step-up Ratio 5.63:1

F-3R-121

Base HP (NA Engine) . . . 500-580 HP
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-3R-136

Base HP (NA Engine) . . 700-1000 HP
Max Supercharged HP . . . 3,000 HP
Maximum Airflow 4,000 cfm
Maximum Boost 50 psi
Maximum Impeller RPM 72,000
Internal Step-up Ratio 5.63:1

F-4X-140

Base HP (NA Engine) Call
Max Supercharged HP . . . 3,500 HP
Maximum Airflow 4,500 cfm
Maximum Boost 60 psi
Maximum Impeller RPM 72,000
Internal Step-up Ratio 4.77:1

F-4X-140-1

Base HP (NA Engine) CALL
Max Supercharged HP . . . 3,700+ HP
Maximum Airflow 4,700 cfm
Maximum Boost 65 psi
Maximum Impeller RPM 72,000
Internal Step-up Ratio 4.77:1

F-4X-144




Base HP (NA Engine) CALL
Max Supercharged HP . . . 4,000+ HP
Maximum Airflow 5,000 cfm
Maximum Boost 70 psi
Maximum Impeller RPM 72,000
Internal Step-up Ratio 4.77:1

LEADERSHIP THROUGH INNOVATION

ENGINEERED QUALITY AND PERFORMANCE

Fundamental Advantage

ProCharger has many advantages which help support cutting-edge innovation, precise engineering, quality manufacturing, unsurpassed performance, and best in class service. Here are just a few of those advantages:

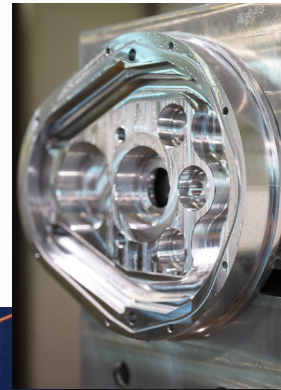
-  ProCharger designs and manufactures its own supercharger systems, unlike some competitors who buy superchargers and components elsewhere and are really only assembling kits. This helps ensure that ProCharger delivers a high quality, high performance product designed specifically for your needs.
-  ProCharger resources lead the industry, including best-in-class aerodynamic design capabilities, and an unmatched commitment to testing (test lab, chassis and engine dynos, industry's largest test fleet). No other aftermarket company is even close to ProCharger's ability to rapidly design, prototype and test new compressor models.
-  ProCharger's entire staff and large dealer network is composed of automotive enthusiasts who share your passion for high performance. These advantages, together with over 30 years of experience, help to explain why ProCharger leads the supercharging industry in patents, documented performance gains, and racing.

Exclusive Billet Impellers

Using state-of-the-art, five-axis CNC machines, ProCharger's proprietary impeller designs are crafted from aircraft-grade 7075 T-6 aluminum alloy for tremendous strength and performance. This top-tier material allows for larger impellers that weigh less, are free of the flaws found in typical cast impellers, and reliably produce more power. Additionally, the precision bearings used in ProCharger superchargers are of consistently higher-quality and carry higher load ratings than those used by others.

Billet Gear Cases

ProCharger designs and manufactures all supercharger gear cases from high-quality billet for superior quality, durability, sealing and appearance. This helps to support higher boost level and superior overall performance relative to other superchargers, as well as improved performance. Billet gear cases cost more than castings, but are representative of ProCharger's commitment to quality and high performance. Billet is also utilized for brackets, crank pulleys and most other components.



INVENTED, ENGINEERED

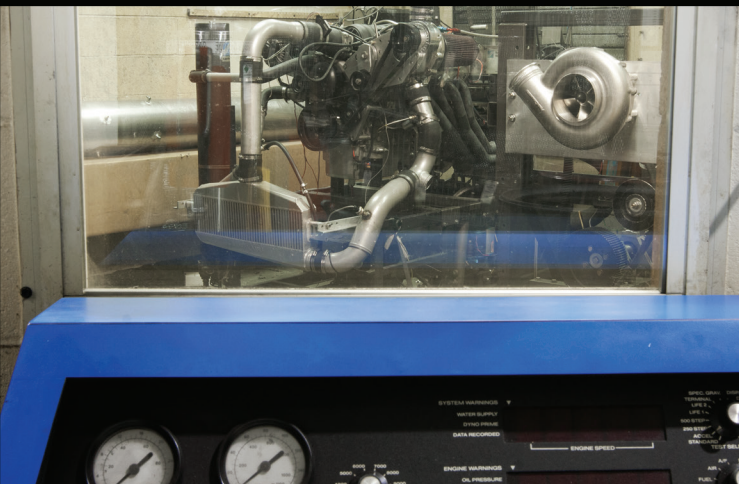
AND MADE IN THE USA



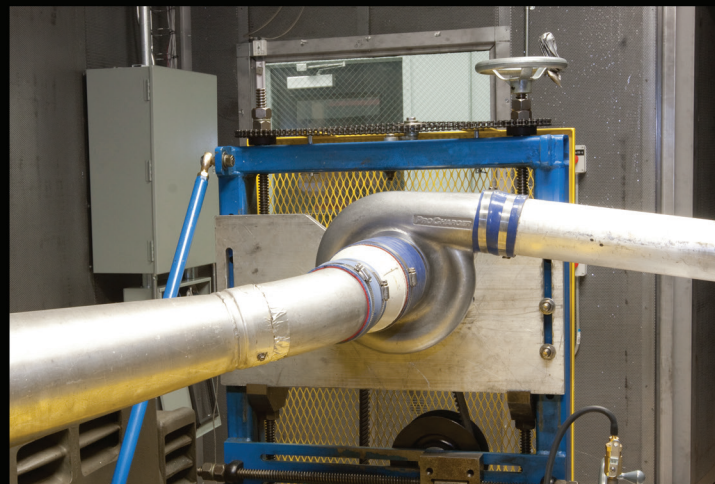
Test lab, building #2 of ProCharger campus



Chassis dyno (1 of 2), building #3



Engine dynos, building #1



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



POWERFUL HISTORY

TIME LINE OF INNOVATION AND LEADERSHIP

1994-1996

ProCharger introduces the first air-to-air intercooled aftermarket supercharger system, featuring the P600 ProCharger supercharger.



ProCharger introduces the first blow-through centrifugal supercharger kit for carbureted Chevy "muscle cars."

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 outflowed other street-legal models by more than 65%.



ProCharger introduces a supercharger system for the L98 Tuned Port Injection Corvettes in late 1995. Using either a P600B or D-1 ProCharger, owners can now bolt on up to 75% more power! This is the first and only intercooled supercharger system for L98 Corvettes.

1997-1998



ATI / ProCharger moves into their own, newly-constructed, state-of-the-art manufacturing facility.



In 1998, ProCharger releases the first and only intercooled supercharger systems for LT1 and LT4 Corvettes, with street power gains of 55-60%.



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



1999-2000

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 dominate racing, propelling racers into the 7.20's—over one second ahead of competing centrifugals.

An intercooled ProCharger system is the first to become 50 state legal with more than 8 psi of boost.

This vehicle is equipped with an Intercooled ProCharger system with ProCharger model:
P600B
Legal for sale and installation in California
CARB Executive Order D-365
PREMIUM FUEL REQUIRED
PROCHARGER
Accessible Technologies, Inc., 14801 W. 114th Terrace, Lenexa, KS 66215 (913) 338-2886

2001-2003



In 2001, ProCharger introduces the first air-to-air intercooled supercharger system for the high-tech LS1 Corvette, followed closely by the early 2002 release of an industry-leading system for the awesome new LS6-equipped Z06 Corvette.



Serving notice to the drag racing world, ProCharger is the first centrifugal supercharger to power racers into the 6's.



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

2003-2005

With more than 40 International Championships over the last six years, 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.



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

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



ProCharger superchargers make a statement on Discovery Channel's "Monster Garage" by adding insane power to an Army Jeep hot rod puller.



“ProCharger is the world headquarters of supercharging.” *–Bret Kepner, ESPN2*

2006-2007



ProCharger is the first aftermarket supercharger manufacturer to offer a 100% complete, air-to-air intercooled supercharger system for the new LS3 Corvette.

2008-2012

ProCharger releases the first 100% complete air-to-air intercooled supercharger system for the legendary Z06's LS7 engine. *Vette Magazine* confirms it: 700+ horsepower and everyday drivability and reliability.



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



ProCharger-equipped racers win a record-setting 11 Championships in a season.

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



ProCharger-power strikes the salt flats of Bonneville: the World's Fastest Camaro sets the record running a ProCharger F-3R.

2013-2014

ProCharger launches C7 Stingray systems capable of not only going beyond three times the LT-1's base power output, but also designed to be hands-down the easiest supercharger system ProCharger has ever offered (4-5 hour install time).



GM Truck logs 230,000+ miles on a ProCharger. ProChargers with 50k, 100k, and even 150k miles on them now is common, so passing the 200,000 mile mark is a proof point for how overbuilt these units are.



C7 Corvette application gets serious media attention and takes the market by storm. ProCharger is still the undisputed HP leader, with Corvette kits ranging from 600 HP to over 1,600 HP!



2015-2018

ProCharger has powered over 100 championships in the last 15 years.



ProCharger releases C7 Z06 system with custom replacement intake manifold for the LT4 (and LT1) engine.



P-1X and D-1X models are debuted. These state-of-the-art designs increase ProCharger's lead for both efficiency and maximum power. Soon thereafter, the P-1X becomes emissions legal.



ProCharged racers post 17 Championships and major event wins in 2018, and ProCharger wins Best New Performance Racing Product Award at SEMA.

2019-2025

Engine Power TV installs a ProCharger kit on a stock C7 Z06 with fuel system upgrade and produces 1,200 HP.



ProCharger becomes the first and only centrifugal legal for NHRA Pro Mod, and customers with the new F-3X and F-4X win multiple championships in NHRA Pro Mod, PDRA Pro Boost, and NMCA Pro Mod.



ProCharger is first to market with a full line-up of offerings for the C8 Corvette, including HO and Stage II power level options. With a fully recalibrated ECU, the Stage II Systems yields an impressive 725+ HP from the LT2.



ProCharger launches the E-Ray supercharger kit. The enhanced engine performance with the hybrid assist yielded 2.0sec 0-60mph times. A fun test day!



Performance Product of the Year

ProCharger Intercooled Supercharger Systems for Harley-Davidson® V-twin engines earn the Performance Product of the Year award.

BUILDING THE POWER

INVENTED, ENGINEERED, AND MADE IN THE USA

“ProCharger takes pride in this kit being designed and manufactured in the U.S. of A.”
– GM High-Tech Performance

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 ensures the industry’s best availability.

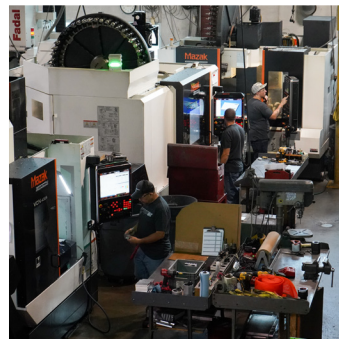
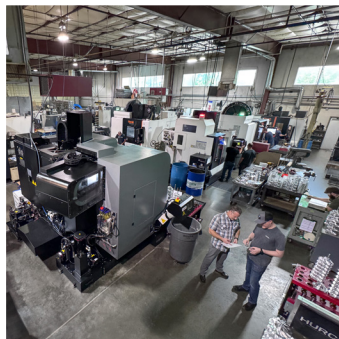
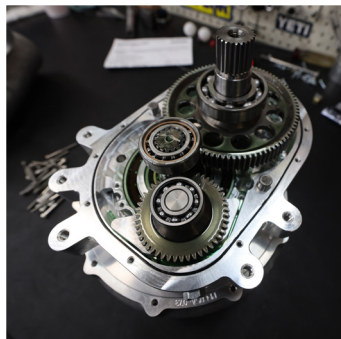
Raw metal arrives at our factories regularly, most commonly aluminum 7075 and 6061-T6. They are processed by our machine shop using high precision CNC machines into compressor wheels, gearboxes, brackets, and more. Our intercooler cores are welded by hand by our highly-skilled fabricators. We aren’t 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 and kit comes equipped with a blower, typically an intercooler, a supercharger bracket assembly, tubing, clamps, and all other parts needed to make the installation process straightforward. Given our vast amount of part numbers, our shipping crew have 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.

State-of-the-Art Test Facility

ProCharger’s aerodynamics test lab utilizes state-of-the-art equipment and multiple test cells to ensure that ProCharger superchargers are the best available. With the industry’s largest and most capable test lab, ProCharger engineers simultaneously perform aerodynamic, gear case, and long-term durability testing.

A hallmark of the company’s success has been a thorough understanding of engine dynamics and customer usage on the street, off road, and at the track. Our testing in the lab, on the dyno, and on the pavement are all representative of real-world performance. Additionally, knowledge transferred from Inovair, Accessible Technology’s industrial products division which features gear cases designed for nonstop 24/7 operation and compressor efficiencies exceeding 80%, now helps fuel further advances for ProCharger superchargers.



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

UNBRIDLED POWER

WORD ON THE STREET

"Due to superior efficiency, centrifugal superchargers heat the air less than roots blowers per pound of boost, thus each pound carries more oxygen molecules (something we refer to as greater mass flow) ... [This means] a centrifugal supercharger is capable of supplying more power per pound of boost than a roots blower."

—*Super Chevy*

"A centrifugal supercharger is the easiest big horsepower gainer that can be added to an automotive engine. Whether it's a blowthrough carb system or an EFI-controlled engine, bolting on a ProCharger results in instant performance."

—*Super Chevy*

"The forced-injection motor uses a ProCharger F-1A supercharger set up to produce 17 psi. How does 835 hp feel behind the wheel of a street-tuned Corvette? It takes some getting used to. The g-force is breathtaking."

—*Vette*

"This is the kind of power curve dreams are made of."

—*Super Chevy*

"Until you go to wide open throttle—and then the raging beast takes over in a rush of sound and fury that's all the more impressive out of a mild-mannered, silver convertible. I like it, a lot! This is definitely an instance where a manufacturer's claims are not just so much hot air."

—*Vette Magazine*

"Man, this power curve is just awesome!"

—*Engine Power*

"The real magic comes from the ProCharger centrifugal supercharger. Which specific blower model used depends on how fast you want to go."

—*HOT ROD Magazine*

"The ProCharger is a brute of a compressor, creating more boost pressure than any other centrifugal supercharger on the market. But the real beauty of the system is the fact that it is designed from the ground up as an intercooled system."

—*Corvette Fever*

"Stomp the throttle, and it takes off like a crazed cop car hot on the heels of a miscreant's muscle machine."

—*Corvette Magazine*

"That way you don't have to tap into your engine's oil system. Whether it's for the street or the strip, a supercharger is going to make more power, more safely with an intercooler."

—*Horsepower TV*

"The real magic, comes from the ProCharger centrifugal supercharger. Which specific blower model used depends on how fast you want to go."

—*HOT ROD Magazine*

"How does 835 HP feel behind the wheel of a street-tuned Corvette? It takes some getting used to. The g-force is breathtaking."

—*Vette*



For the latest independent testing and media coverage, visit procharger.com

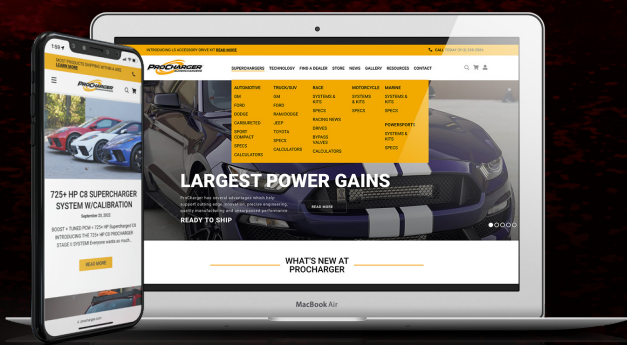


PROCHARGE YOUR LIFE

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 or upgrade ProCharger-related parts, like gauges, oil, and blow-off valves. Visit ProCharger.com.



SCAN HERE TO SHOP THE PROCHARGER STORE



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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Technical Service Email: ts@procharger.com

Customer Service Email: cs@procharger.com



MADE IN AMERICA



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WWW.PROCHARGER.COM

