HEMI

PROCHARGER®
SUPERCHARGER SYSTEMS



PROCHARGER INTERCOOLED SUPERCHARGER SYSTEMS FOR:

MODERN HEMI ENGINES





"ProCharger really does their homework, designing powerful supercharger kits that don't sacrifice drivability or reliability"
– Mopar Muscle

FOR EARLY MOPAR AND HEMI, CALL US TODAY FOR MORE INFO

HEMI

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THE WORLD'S MOST POWERFUL SUPERCHARGERS

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

Largest Power Gains

An Intercooled ProCharger System can safely add massive power to your vehicle with no additional engine modifications, special fuels, or need for extended cool-down times. ProCharger produces the world's most powerful superchargers and delivers the most power per psi, thanks to best-in-class aero stage designs and highly effective intercooling. With customers frequently reporting 200K+ miles, ProCharger technology gives you the power and torque you want without sacrificing engine longevity.

Optimal Power Curve

This additional power is delivered in line with your vehicle's ability to put that power to the pavement, with unmatched drivability for daily driving. ProCharger designs allow the engine to develop power at crank angles further past top dead center, thereby avoiding the undue engine strain generated by other power adders, and giving you a smoother, more usable power curve. For HEMI vehicles with the 8-speed automatic, ProCharger technology is an even better match with the operating range of modern engines.

Superior Drivability

With ProCharged HEMIs racking up millions of miles on the road over many decades, ProCharger has proven that serious horsepower and everyday drivability belong together. ProCharger systems work with the HEMI's engine and PCM to have the best of all worlds, a crisp, predictable, and incredibly fun driving experience—with the power you want when you put your foot down and the refinement you expect everywhere else.

Fast, Easy Installation

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

Made in America

At ProCharger, we are incredibly proud of our legacy and our commitment to making top-notch products right here in the USA. Every ProCharger supercharger is designed, built, and tested at our headquarters campus in Kansas City, ensuring that you get superior quality, performance, and the best availability. Once you've experienced the incredible, real-world performance of this technology, you'll agree that ProCharger is the Ultimate Power Adder®.











Engine-Friendly Boost

ProCharger's highly efficient compressor design and large air-to-air intercooler produce cooler, denser charge air than many competing forced induction systems. More horsepower per pound of boost allows impressive performance while maintaining conservative boost levels, helping deliver the reliable, repeatable power HEMI enthusiasts have trusted for more than 20 years.

Over 20 Years of HEMI Supercharging

For more than two decades, ProCharger has helped HEMI owners unlock reliable, repeatable horsepower. From the 5.7L to today's 6.4L, our complete bolt-on systems are engineered to deliver exceptional performance, outstanding drivability, and room to grow. As the first supercharger manufacturer to introduce a dedicated system for the modern 6.4L Gen III HEMI, ProCharger has become a trusted name in HEMI performance.

Engineered for HEMI Performance

Gen III HEMI engines are a natural match for ProCharger's centrifugal supercharger design. Progressive boost delivery complements the HEMI's broad torque curve, producing smooth drivability, quick throttle response, and strong horsepower gains throughout the RPM range. The result is power that's just as enjoyable on the street as it is at the track.

Proven on the Street and the Track

From daily-driven Challengers and Chargers to record-setting race cars, ProCharger systems have earned a reputation for delivering the performance, reliability, and consistency enthusiasts demand. Whether your goal is a more exciting daily driver or a dedicated race build, there's a ProCharger system designed to help your HEMI reach its full potential.

MADE IN THE USA

SUPERIOR RELIABILITY & DURABILITY

Durability Starts with Quality

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

Warrantied Performance

Proudly standing behind our products, we offer a range of warranty options, including 12- or 36-month coverage on new serpentine systems.



"I bolted a ProCharger on my stock HEMI 150k miles ago; it gets beat on daily and I can always count on it." ***– C. Longo, BPR***

"Eight years and 100,000+ miles later, my ProCharged Challenger still delivers incredible power, great drivability, and proven reliability." ***– J. Baxter***

Sustainable Torque

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

Designed For Reliability

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

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

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

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

"Thanks to the highly efficient air-to-air intercooler design, the kit can make more power with less boost and heat."

– Mopar Muscle

System Options and Choices

ProCharger offers you the most options to customize your supercharger system as desired. This includes noise levels (standard or a stealthier helical option), finish options (black, polished, or satin) and a supercharger upgrade path that is superior to other brands.

CHALLENGER 6.4L

2015 – 2023





"Why did we select ProCharger?... They have been the leading aftermarket supercharger manufacturer for 25 years, and their products are some of the best engineered, reliable, and powerful on the market." –Hot Rod

2015–2023 Challenger 6.4L SRT/Scat Pack

Add 215+ horsepower on premium pump gas and push output beyond 700 horsepower with just 7 psi of highly efficient, engine-friendly boost. Enjoy proven reliability and crisp, smooth driving manners around town, then when you put your foot down, you'll feel serious HEMI power and hear those epic ProCharger supercharger sounds.

High Output Intercooled System

- 200+ HP gain (215 HP gain with Race intercooler)
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes tuning via handheld

Stage II Intercooled System

Same as High Output System, except:

- 8-rib dedicated belt drive

High Output / Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, F-1A-94, or F-1R-103
- Race air-to-air intercooler upgrade
- Race blow-off valve, red or black, open or closed
- ATI Performance Products balancer upgrade (Stage II)
- Fuel system components (Tuner Kit)









"Cooler air makes more power–period. With the ProCharger Kit, those numbers jumped to 616.86 RWHP [otherwise stock 392 HEMI, automatic transmission, race intercooler] … and with just 7-pounds of boost." – Mopar Muscle



CHALLENGER 5.7L

2015 – 2023





"Centrifugal superchargers act as the perfect middle ground for heavy late-model Mopars. They excel at high-RPM power delivery while being far more compact and easier to install in tight modern engine bays than a massive roots style system." *– American Muscle News*

2015–2023 Challenger 5.7L R/T

Add 160+ horsepower and transform your R/T with highly efficient, engine-friendly ProCharger boost. Enjoy proven reliability and crisp, smooth driving manners during everyday use, then when you open the throttle, you'll feel exhilarating acceleration and hear those unmistakable ProCharger supercharger sounds.

High Output Intercooled System

- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes tuning via handheld

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, F-1A-94, or F-1R-103
- Race air-to-air intercooler upgrade, optional black finish
- Race blow-off valve, red or black, open or closed
- Fuel system components (Tuner Kit)











CHALLENGER 6.4L
2011 – 2014

2011–2014 Challenger 6.4L SRT
Unleash substantially more horsepower from your 392 HEMI with highly efficient, engine-friendly ProCharger boost and effective air-to-air intercooling. Enjoy proven reliability and crisp, smooth street manners during everyday driving, then when you put your foot down, you'll feel hard-charging acceleration and hear those signature ProCharger supercharger sounds.

High Output Intercooled System
- 200+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- PCM tuning provided

Stage II Intercooled System
Same as High Output system, except:
- 8-rib dedicated belt drive

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

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, or F-1A-94
- Race air-to-air intercooler upgrade
- Race blow-off valve, red or black, open or closed
- ATI Performance Products balancer upgrade (Stage II)
- Fuel system components (Tuner Kit)


Stage II







"What makes the ProCharger system so appealing to many Challenger owners in addition to the instant addition of 200 more horsepower is that installation is easy and straight forward."
– Street Muscle Magazine

CHALLENGER 5.7L
2011 – 2014

2011–2014 Challenger 5.7L R/T
Give your 5.7L Challenger the power its muscle-car styling deserves with efficient, engine-friendly ProCharger boost. Enjoy proven reliability and smooth, predictable power delivery around town, then when you press the throttle, you'll feel serious acceleration and hear the unmistakable sound of a ProCharged HEMI.

High Output Intercooled System
- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- PCM tuning provided

High Output Intercooled Tuner Kit
Same as Intercooled System, except:
- Omits tuning and fuel system components

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, or F-1A-94
- Race air-to-air intercooler upgrade
- Race blow-off valve, red or black, open or closed
- Fuel system components (Tuner Kit)









"Essentially, you can go out and find a bargain on a '09-14 5.7L Hemi car, load it up with a ProCharger kit, and run down the bigger engines with ease."
– HotRod.com

CHALLENGER 6.1L
2008 – 2010

2008–2010 Challenger 6.1L SRT8
Build on the legendary 6.1L SRT8 with substantial horsepower gains from highly efficient, engine-friendly ProCharger boost. Enjoy reliable, repeatable performance and crisp, smooth driving manners on the street, then when you let the HEMI run, you'll feel serious top-end acceleration and hear those unmistakable ProCharger supercharger sounds.

High Output Intercooled System
- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- PCM tuning provided

Stage II Intercooled System
Same as High Output system, except:
- 8-rib dedicated belt drive

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

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, D-1SC, or F-1A
- Bullet blow-off valve
- Fuel system components (Tuner Kit)









"Once installed, the supercharger and related bracket and components look as if they could have been installed at the factory."

– Mopar Muscle

CHALLENGER 5.7L
2008 – 2010

2008–2010 Challenger 5.7L R/T
Transform your 5.7L R/T with highly efficient, engine-friendly ProCharger boost and substantial horsepower gains. Enjoy proven reliability and crisp, smooth driving manners around town, then as you press the throttle and climb through the RPM range, you'll feel the progressive rush of power and hear that signature ProCharger sound.

High Output Intercooled System
- 130+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- PCM tuning provided

High Output Intercooled Tuner Kit
Same as Intercooled System, except:
- Omits tuning and fuel system components

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, D-1SC, or F-1A
- Bullet blow-off valve
- Fuel system components (Tuner Kit)









CHALLENGER 3.6L

2015 – 2023

2015–2023 Challenger V6 3.6L

Unlock a whole new level of performance from your V6 Challenger with highly efficient, intercooled ProCharger boost. Enjoy reliable performance and crisp, smooth driving manners around town, then when you step into the throttle, you'll feel strong acceleration and hear the unmistakable sound of a ProCharger. Available for both RWD and AWD.



High Output Intercooled System

- 40-45%+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes tuning via handheld







High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Fuel system components (Tuner Kit)

CHARGER 6.4L
2015 – 2023

2015–2023 Charger 6.4L/Scat Pack
Add 215+ horsepower to your 6.4L HEMI with just **7 psi of highly efficient, engine-friendly ProCharger boost**. Enjoy proven reliability and crisp, smooth driving manners around town, then when you put your foot down, you'll feel massive acceleration and hear those epic ProCharger supercharger sounds.

High Output Intercooled System
- 200+ HP gain (215hp gain with Race intercooler)
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes tuning via handheld

Stage II Intercooled System
Same as High Output System, except:
- 8-rib dedicated belt drive

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

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, F-1A-94, or F-1R-103
- Race air-to-air intercooler upgrade, optional black finish
- Race blow-off valve, red or black, open or closed
- ATI Performance Products balancer upgrade (Stage II)
- Fuel system components (Tuner Kit)









"Unlike Roots-style blowers that dump massive torque at low RPMs—which can quickly overwhelm stock internals or street tires on a heavy car like the Charger—the ProCharger builds boost progressively with engine speed. It gives you a highly predictable power band that makes a 700-plus horsepower daily driver remarkably easy to manage." – MOTORTREND

CHARGER 5.7L
2015 – 2023

2015–2023 Charger 5.7L R/T
Wake up your Charger R/T with **160+ additional horsepower** from highly efficient, engine-friendly ProCharger boost. Enjoy proven reliability and refined driving manners while commuting or cruising, then when you press the throttle, you'll feel serious HEMI acceleration and hear those unmistakable ProCharger supercharger sounds.

High Output Intercooled System
- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes tuning via handheld

High Output Intercooled Tuner Kit
Same as Intercooled System, except:
- Omits tuning and fuel system components

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, or F-1A-94
- Race air-to-air intercooler upgrade, optional black finish
- Race blow-off valve, red or black, open or closed
- Fuel system components (Tuner Kit)









"With reliability, quality and power far superior to other forced-air induction systems, ProCharger Systems and Tuner Kits are excellent ways to add even more power to these modern HEMI powerhouses."
– autoblog

CHARGER 6.4L
2012 – 2014



2012–2014 Charger 6.4L SRT

Take your 6.4L SRT beyond its already impressive factory performance with highly efficient, engine-friendly ProCharger boost. Enjoy reliable, repeatable horsepower and crisp, smooth driving manners around town, then when the road opens up and you press the throttle, you'll feel just how much more the 392 has to give.

High Output Intercooled System

- 200+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- PCM tuning provided

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, or F-1A-94
- Race air-to-air intercooler upgrade, optional black finish
- Race blow-off valve, red or black, open or closed
- Fuel system components (Tuner Kit)









CHARGER 5.7L
2011 – 2014



2011–2014 Charger 5.7L R/T

Give your 5.7L Charger the performance to match its attitude with efficient, engine-friendly ProCharger boost. Enjoy proven reliability and smooth, predictable throttle response during everyday driving, then when you lean into the throttle, you'll feel serious HEMI acceleration and hear those signature ProCharger sounds.

High Output Intercooled System

- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- PCM tuning provided

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, or F-1A-94
- Race air-to-air intercooler upgrade, optional black finish
- Bullet blow-off valve
- Fuel system components (Tuner Kit)









CHARGER 6.1L
2006 – 2010

2006–2010 Charger 6.1L SRT8
Take the original Charger SRT8 to another level with substantial horsepower gains from highly efficient, engine-friendly ProCharger boost. Enjoy reliable performance and excellent street manners while cruising around town, then when you put your foot down, you'll feel strong top-end acceleration and hear those unmistakable ProCharger supercharger sounds.

High Output Intercooled System
- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- PCM tuning provided

Stage II Intercooled System
Same as High Output system, except:
- 8-rib dedicated belt drive

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

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, D-1SC, or F-1A
- Bullet blow-off valve
- Fuel system components (Tuner Kit)






Stage II



CHARGER 5.7L
2006 – 2010

2006–2010 Charger 5.7L R/T
Unlock substantially more horsepower from your 5.7L HEMI with efficient, engine-friendly ProCharger boost. Enjoy proven reliability and crisp, smooth driving manners whether you're commuting, cruising, or handing over the keys, then when you press the throttle, you'll feel what a ProCharged HEMI can really do.

High Output Intercooled System
- 110+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- PCM tuning provided

Stage II Intercooled System
Same as High Output System, except:
- 8-rib dedicated belt drive

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

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, D-1SC, or F-1A
- Race air-to-air intercooler upgrade, optional black finish
- Bullet blow-off valve
- Fuel system components (Tuner Kit)






Stage II



"ProCharger has become an industry leader in self-contained supercharger applications." *– Mopar Enthusiast*



CHARGER 3.6L

2015 – 2023

2015–2023 Charger V6 3.6L

Unlock substantially more performance from your V6 Charger with highly efficient, intercooled ProCharger boost. Enjoy reliable performance and crisp, smooth driving manners during everyday driving, then when you ask for more, you'll feel responsive acceleration and hear that signature ProCharger sound. Available for both RWD and AWD.

High Output Intercooled System

- 40-45%+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes tuning via handheld

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Fuel system components (Tuner Kit)









"If you have mechanical skills, and can follow simple instructions, you can definitely install this kit." – Engine Power

300 SRT 6.4L
2012 – 2014





300C 5.7L
2011 – 2023

2012–2014 Chrysler 300 SRT 6.4L HEMI

Add **215+ horsepower** on premium pump gas and take your 6.4L HEMI beyond 700 horsepower with highly efficient, engine-friendly ProCharger boost. Enjoy proven reliability and the crisp, refined driving manners expected from a 300 SRT, then when you put your foot down, you'll feel the effortless acceleration of a seriously powerful luxury sedan.

High Output Intercooled System

- 200+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- PCM tuning provided

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, D-1SC, or F-1A
- Race blow-off valve, red or black, open or closed (Tuner Kit)
- Fuel system components (Tuner Kit)









"Because of the similar HEMI engine platforms between Jeep, Dodge Challenger and Chargers, RAM trucks, and Chrysler 300Cs, the install time is about the same for all of them. Right at 8-10 hours."

– Engine Power

2011–2023 Chrysler 300C 5.7L HEMI

Your Chrysler 300 already delivers the comfort of a luxury sedan with the character of a HEMI V8. A ProCharger supercharger system adds 160+ horsepower while preserving the smooth drivability and refinement that make the 300 such an exceptional daily driver. Using highly efficient, engine-friendly boost, every complete system is engineered to deliver reliable, repeatable performance with room to grow.

High Output Intercooled System

- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- PCM tuning provided

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, D-1SC, or F-1A
- Race blow-off valve, red or black, open or closed (Tuner Kit)
- Fuel system components (Tuner Kit)









"Like a Top Fuel HEMI "boilin' the hides; this 300C is a serious muscle car."

– Mopar Muscle

300C 5.7/6.1L
2005 – 2010





MAGNUM 5.7/6.1L
2005 – 2008

2005–2010 Chrysler 300C 5.7/6.1L

Give your 300C the power to match its presence with substantial horsepower gains from efficient, engine-friendly ProCharger boost. Enjoy proven reliability and comfortable, smooth driving manners every day, then when you put your foot down, you'll feel considerably more performance from your 5.7L or 6.1L HEMI.

High Output Intercooled System

- 6.1L: 160+ HP gain
- 5.7L: 110+/130+ HP gain*
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- PCM tuning provided

High Output Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, D-1SC, or F-1A
- Bullet blow-off valve
- Fuel system components (Tuner Kit)









"...A daily driven Chrysler sedan capable of 10.01 quarter-mile time slips"
– Mopar Muscle

*130+ HP with 2009/10 5.7L VCT Engines

2005–2008 Magnum 5.7/6.1L

Turn your Magnum R/T or SRT8 into the ultimate HEMI sleeper with substantial horsepower gains from highly efficient, engine-friendly ProCharger boost. Whether it's powered by the 5.7L or 6.1L, enjoy proven reliability and crisp, smooth driving manners while making the most of the Magnum's everyday versatility, then when you put your foot down, you'll feel the kind of acceleration few people expect from a wagon.

High Output Intercooled System

- 6.1L: 160+ HP gain
- 5.7L: 110+/130+ HP gain*
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- PCM tuning provided

High Output Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, D-1SC, or F-1A
- Bullet blow-off valve
- Fuel system components (Tuner Kit)









*130+ HP with 2009/10 5.7L VCT Engines

RAM 1500 5.7L
2004 – 2024





RAM 2500/3500 6.4L
2014 – 2025

2004–2024 RAM HEMI

Bolt on 160+ HP tire-shredding power with a ProCharger system, which delivers more power per PSI that results in safe, reliable boost. Whether you're towing a boat to the lake or commuting to the job site, ProCharger provides massive power gains while ensuring decades of durability—with customers frequently reporting 200,000+ miles of trouble-free performance. Each complete system includes everything needed for installation - no engine modifications required - including ECU programming, so you can enjoy smooth drivability, safe power on premium pump fuel, and options for both the standard 5.7L and eTorque engines.

High Output Intercooled System (non-eTorque)

- 130-160+ HP gain (depends on model year)
- 6-7 psi of boost
- D-1SC supercharger, satin finish
- Vertically mounted air-to-air intercooler
- Utilizes factory belt drive
- Includes tuning via handheld
- ProFlow blow-off valve
- Fuel injectors supplied

Stage II Intercooled System (including eTorque)

Same as High Output system, except:

- P-1SC-1 supercharger, satin finish
- 8-rib dedicated belt drive

High Output / Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, or F-1A-94
- Race blow-off valve, red or black, open or closed (Stage II)
- ATI Performance Products balancer upgrade (Stage II)







Stage II



"ProCharger did its job quite well and had all the necessary parts to make this install a breeze." – Truck Trend

2014–2025 RAM HEMI

Unlock 130+ more horsepower for your RAM 2500/3500 HEMI (6.4L) with a ProCharger supercharger system. Designed for both power and reliability, these systems deliver smooth, consistent performance, amazing drivability with durability tested beyond 200,000 miles. Increased torque makes towing easier, while the available 8-speed transmission ensures an optimized power curve that enhances drivability on- and off-road. Installation is quick and easy, with a DIY-friendly design, no permanent modifications required, and compatibility with dual alternators. A large air-to-air intercooler keeps intake temperatures low for maximum performance. Plus, with minimal maintenance and fuel mileage-friendly operation, this upgrade is as practical as it is powerful.

High Output Intercooled System

- 130+ HP gain
- 6 psi of boost
- D-1SC supercharger, satin finish
- Vertically mounted air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow or Bullet blow-off valve
- Includes fuel system components
- Includes tuning via handheld
- Power Wagon winch compatible

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise









"We were pretty stoked with the results: 441 RWHP and 417 lb-ft of torque! That's a gain of 154 ponies [at the tire] and 103 lb-ft! Not bad for a day's work on an otherwise stock engine." – Truckin'

DURANGO 6.4L
2018 – 2025





DURANGO 5.7L
2018 – 2025

2018–2025 Durango SRT 6.4L

Add serious horsepower to your 6.4L Durango with highly efficient, engine-friendly ProCharger boost. Enjoy proven reliability and crisp, predictable driving manners that keep your Durango comfortable and easy for anyone to drive, then when you put your foot down, you'll feel exhilarating acceleration from your HEMI-powered SUV.

High Output Intercooled System

- 215+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- Includes tuning via handheld

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, F-1A, or F-1A-94
- Race blow-off valve, red or black, open or closed
- Fuel system components (Tuner Kit)









"It doesn't matter what the [HEMI] engine comes in, it's a great platform that responds to big boost from ProCharger and they are the leader in HEMI kits hands down." *– Engine Power*

2018–2025 Durango R/T 5.7L

Wake up your 5.7L Durango with substantial horsepower gains from highly efficient, engine-friendly ProCharger boost. Enjoy proven reliability and crisp, smooth driving manners during everyday family duty, then when you need to pass, merge, or simply have some fun, you'll feel the added power immediately.

High Output Intercooled System

- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- Includes tuning via handheld

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, F-1A, or F-1A-94
- Race blow-off valve, red or black, open or closed
- Fuel system components (Tuner Kit)









GRAND CHEROKEE 6.4L
2012 – 2021

2012–2021 Jeep Grand Cherokee SRT
Add 215+ horsepower to your Grand Cherokee SRT with highly efficient, engine-friendly ProCharger boost. Enjoy proven reliability and smooth, refined driving manners during everyday use, then when you put your foot down, you'll feel serious acceleration that transforms the personality of your SRT.

High Output Intercooled System
- 215+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- Includes tuning via handheld

High Output Intercooled Tuner Kit
Same as Intercooled System, except:
- Omits tuning and fuel system components

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, F-1A, or F-1A-94
- Race air-to-air intercooler upgrade
- Race blow-off valve, red or black, open or closed
- Fuel system components (Tuner Kit)









"On the street, power delivery is smooth and linear and there's no debating the cool whoosh noises from the [blow-off] valve."
– MotorTrend

GRAND CHEROKEE 5.7L
2011 – 2021

2011–2021 Jeep Grand Cherokee 5.7L
Unlock 160+ additional horsepower from your Grand Cherokee's 5.7L HEMI with efficient, engine-friendly ProCharger boost. Enjoy reliable performance and smooth, predictable throttle response around town, then when you need to pass, merge, or accelerate, you'll feel the added HEMI horsepower go to work.

High Output Intercooled System
- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- Includes tuning via handheld

High Output Intercooled Tuner Kit
Same as Intercooled System, except:
- Omits tuning and fuel system components

Optional Upgrades Include:
- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, F-1A, or F-1A-94
- Race air-to-air intercooler upgrade
- Fuel system components (Tuner Kit)









GRAND CHEROKEE 6.1L

2006 – 2010

2006–2010 Jeep Grand Cherokee SRT8

Make one of the original high-performance SUVs even more exciting with substantial horsepower gains from highly efficient, engine-friendly ProCharger boost. Enjoy proven reliability and crisp, controllable street manners during everyday driving, then when you open the throttle, you'll feel dramatically more performance from the 6.1L HEMI.

High Output Intercooled System

- 160+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- PCM tuning provided

Stage II Intercooled System

Same as High Output System, except:

- 8-rib dedicated belt drive

High Output / Stage II Intercooled Tuner Kits

Same as Intercooled Systems, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Supercharger upgrades: P-1X, P-1R, D-1SC, F-1A, or F-1A-94
- Fuel system components (Tuner Kit)









"It really is the perfect blend of performance while maintaining utility in one seamless package." – Truckin

WRANGLER/GLADIATOR 3.6L

2012 – 2025

2012–2025 Jeep Gladiator JT, JL (Non-ETorque) & JK

As the leader in Jeep aftermarket supercharging for decades, ProCharger delivers a reliable 40–50%+ power gain for the Wrangler JK, Wrangler JL (non-eTorque), and Gladiator JT on otherwise stock 3.6L engines running premium pump gas. Offering the easiest and quickest installation available, our kits require no permanent modifications. Whether you're towing with your Gladiator, hitting the backroads in your Wrangler, or cruising the highway, ProCharger transforms your Jeep with massive power gains and perfect drivability—and many customers report 200,000+ miles of trouble-free performance.

High Output Intercooled System

- 40-45%+ HP gain
- 7 psi of boost
- P-1SC-1 supercharger, satin finish
- 3-core air-to-air intercooler
- Utilizes factory 6-rib belt drive
- ProFlow blow-off valve
- Includes fuel system upgrade components
- Includes tuning via handheld

High Output Intercooled Tuner Kit

Same as Intercooled System, except:

- Omits tuning and fuel system components

Optional Upgrades Include:

- Black or polished finish for supercharger and/or bracket
- Helical gearset for reduction in gear noise
- Black intercooler finish
- Supercharger upgrades: D-1SC (Tuner Kit)
- Fuel system components (Tuner Kit)









"A pleasure to experience on or off road...you can add a ton of power to pass with the big tires, and crawl over any boulders you can find by bolting on a highly efficient ProCharger supercharger." – Off Road Xtreme

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

ProCharger Motorsports

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

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

ProCharger and Racing: A Winning Combination

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

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

We Race, You Win

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



World's Fastest 1/4 Mile | 6.258 @ 212 mph, ProCharger F-3R-121 | Gen III HEMI

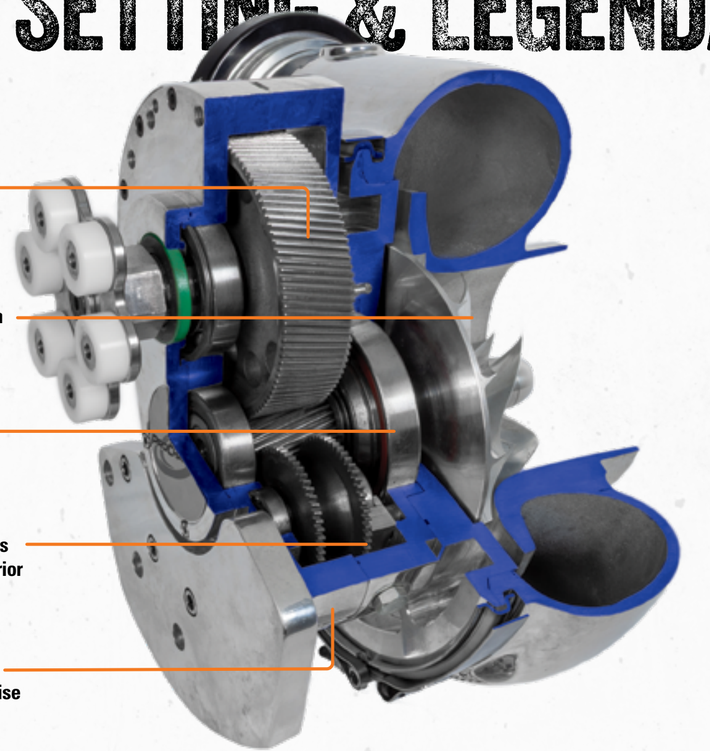
Dale Arnold 2018 Dodge Demon powered by a 3,000+ HP Noonan Gen III HEMI and a Procharger 121 blower. Engine by DiSomma Racing Engines, chassis by JE Speed, tuning by Eric Holliday. This car currently holds the Gen III HEMI ET record running in the bottom 6's 1/4 mile time.

Consider these ProCharger Motorsports Achievements:

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

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

RECORD SETTING & LEGENDARY



F-1X / F-2 SERIES

1,000+ HP

ProCharger F-Series Superchargers

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

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

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

F-1R and F-1R-103

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

F-1X and F-2

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

On the Street or Strip

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



OPTIONAL RACING BELLMOUTH AVAILABLE FOR MOST F-SERIES BLOWERS

F-1D

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

F-1A-94

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

F-1R-103

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

F-1

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

F-1R

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

F-1X

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

F-1A

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

F-2

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

F-3 / F-4 SERIES

1,000 – 4,500+ HP

F-3

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

F-4X

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



Marty Stinnett - F-3R-102



Rob Goss - F-4R-136



Dale Arnold - F-3R-121

CRANKDRIVE™

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



CrankDrive™ with Dual Accessory Drive

F-3R-112

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

F-4R-136

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

F-4X-140

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

F-4X-140-1

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

F-4X-146

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

P-1X/P-1R SUPERCHARGERS

HIGH EFFICIENCY STREET/STRIP SUPERCHARGERS

Higher Efficiency 9" Designs

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

P-1X/P-1R Features:

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

ProCharger P-1X

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

ProCharger P-1R

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



BLOW-OFF VALVES

Why Blow-off Valves Are So Important

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

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

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

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

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

UP TO 700 HP

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

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

UP TO 1,200 HP

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

1,500-4,500+ HP

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



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

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

***ALL VALVES AVAILABLE IN BLACK!**

COOLER IS BETTER

TECHNOLOGY ADVANTAGE

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

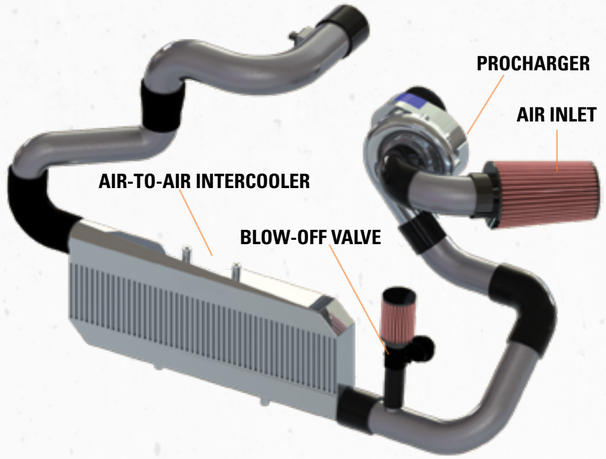
"The normal, closed loop air-to-water intercooler system, [not using ice] is ***not as effective as a properly designed air-to-air intercooling system*** since the cooling medium or the liquid coming from the front heat exchanger is always warmer than the ambient air temperature." *– "All About Intercooling,"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

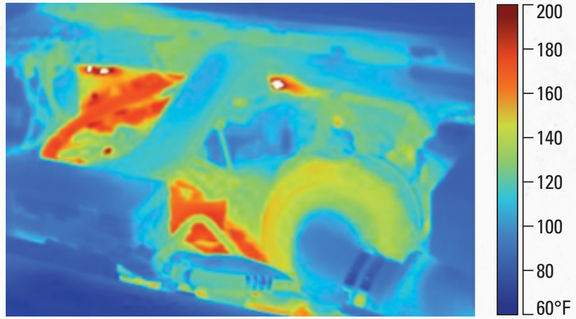
Thermal Advantages

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

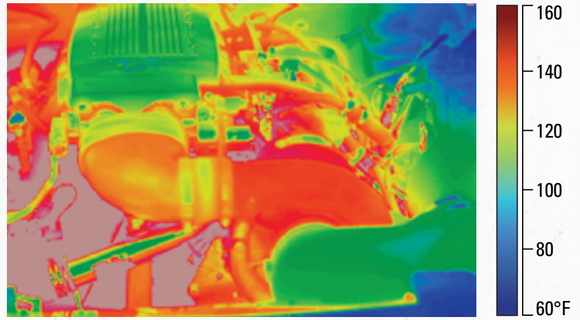
These images illustrate the thermal advantages of a ProCharger supercharger system when compared with a turbocharger and positive displacement blower. By their very design, centrifugal superchargers are more efficient compressors and create less heat during their operation. Additionally, ProCharger superchargers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

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





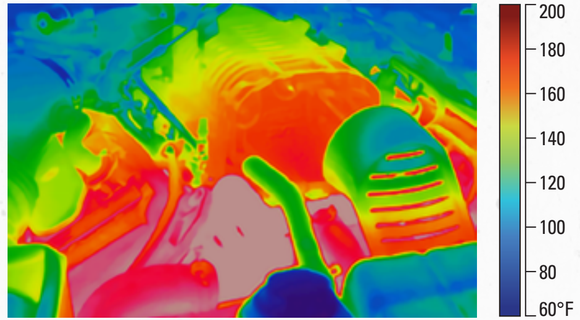
Intercooled ProCharger, 8 psi



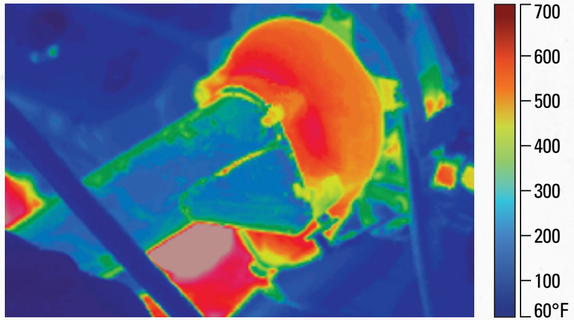
Other centrifugal, non-intercooled, 9 psi

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

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



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



Turbocharger

IMPORTANCE OF INTERCOOLING

COOLER AIR FOR MAXIMUM PERFORMANCE

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

– "Supercharged," Corky Bell

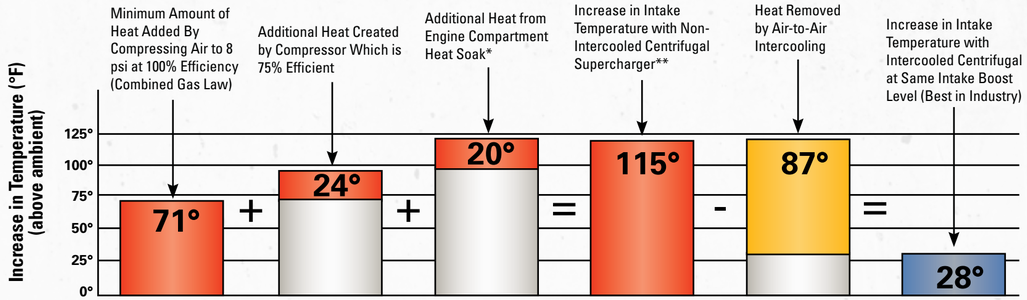
Intercooled Supercharger Kits

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

Types of Intercoolers

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

ProCharger was the first to offer supercharger systems with integrated intercooling for the HEMI market, over 20 years ago.



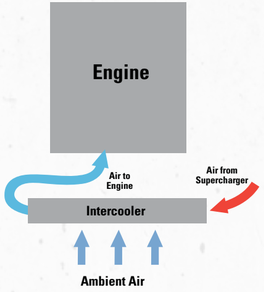
Air-to-Air Simplicity and Durability

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

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

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

One-Step Process: Air-to-Air



Role of Blow-Off Valves With Intercooling

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



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

– "All About Intercooling", George Spears

SUPERCHARGER LEADERSHIP

DESIGNED TO BLOW AWAY THE COMPETITION™

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

Pioneered Self-Contained Oil Supply

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

The Secret to Our Oiling System Success…

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



MOTORTREND

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

Leading the Way in Intercooled Supercharger Systems

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



The First to Use Billet…Everywhere

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

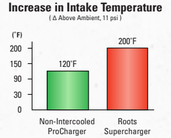
- ***Why are ProCharger parts machined from aerospace-quality aluminum billet?***
  To give you more boost, airflow, and power! Billet components offer strength unmatched by more commonly used castings. The material tensile strength for most aluminum castings is 32,000-36,000 psi as compared to the 7075-T6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

ProCharger is a Class Above All Other Power Adders

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

Positive Displacement Blowers

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



Turbochargers

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

Nitrous Oxide

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

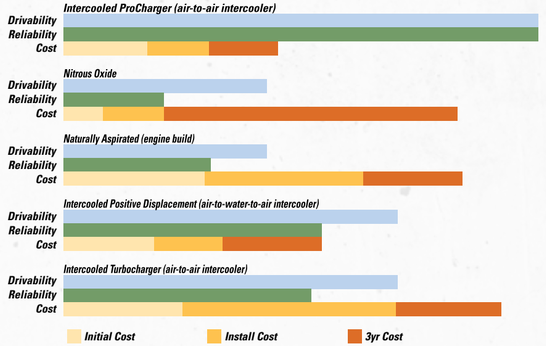
Weight Advantage

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



Power Adder Comparison

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



BUILDING THE POWER

INVENTED, ENGINEERED, AND MADE IN THE USA

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

Made in America

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

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

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

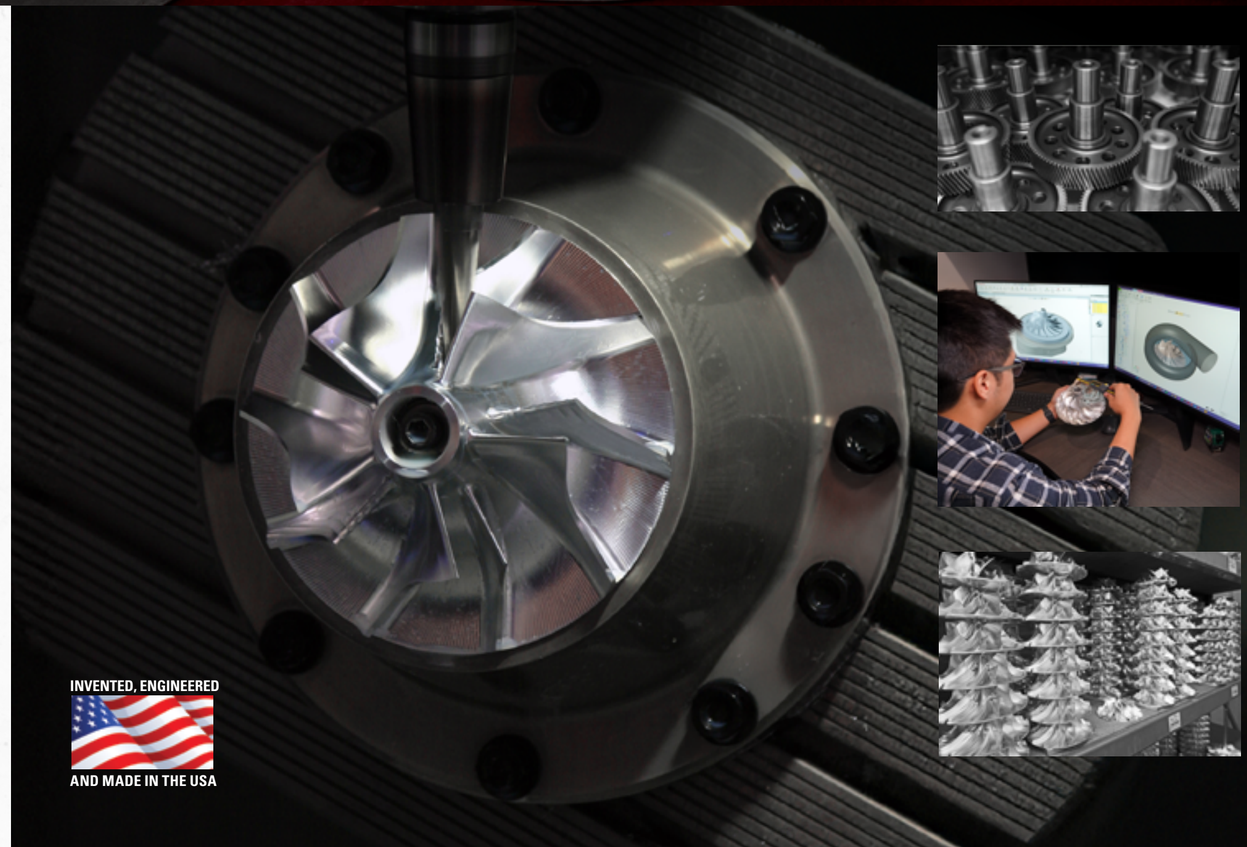












INVENTED, ENGINEERED

AND MADE IN THE USA

LEADERSHIP THROUGH INNOVATION

ENGINEERED QUALITY AND PERFORMANCE

State-of-the-Art Test Facility

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

Beyond the Test Lab - Real-World Insights

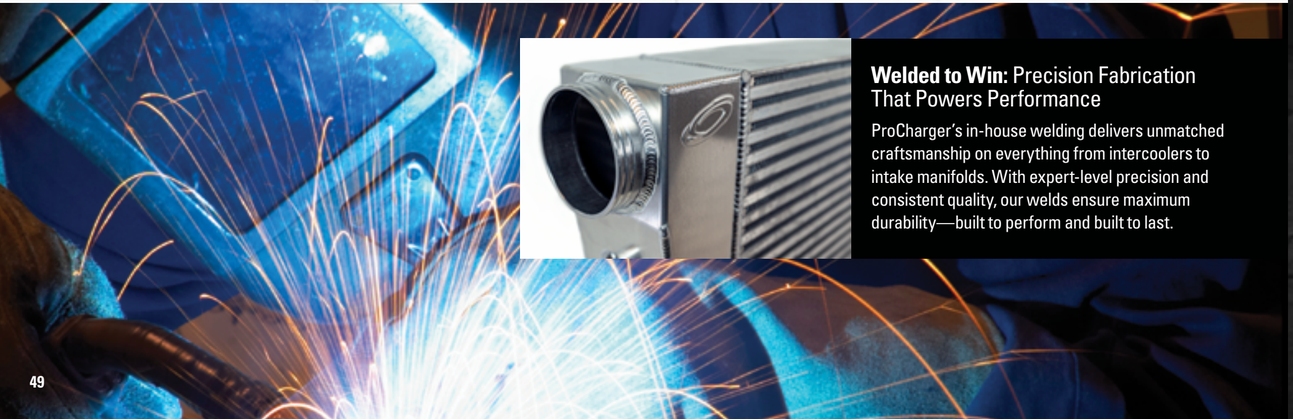
A hallmark of the company's innovation success has been a thorough understanding of engine dynamics and real-world application needs. Our testing in the lab and on the dyno is augmented with testing at the track. Real-world performance from both ProCharger vehicles and customer feedback are the ultimate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

Aerodynamics Testing

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

Industrial Applications Influence

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



Welded to Win: Precision Fabrication That Powers Performance

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



Test lab, building #2 of ProCharger campus



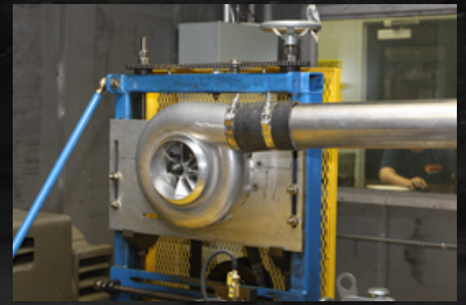
Chassis dyno (1 of 2), building #3







Engine dynos, building #1



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







Vehicle R&D, building #3



PROCHARGER DNA

Industrial and Military Reliability

inovair® Geared Centrifugal Blowers η = Efficiency®

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



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



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



Inovair IM-20 Blower Packages at Midwestern Clean Water Plant



ProCharged Inovair Field Service Truck at Kansas City HQ Campus



Air Force One, Inovair Blowers Deliver Forced Air Deicing



Inovair Booth at WEFTEC Trade Show



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

Self-Contained Superiority

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

Industry-leading 4.10:1 step-up ratio

Precision ground gears provide unmatched durability

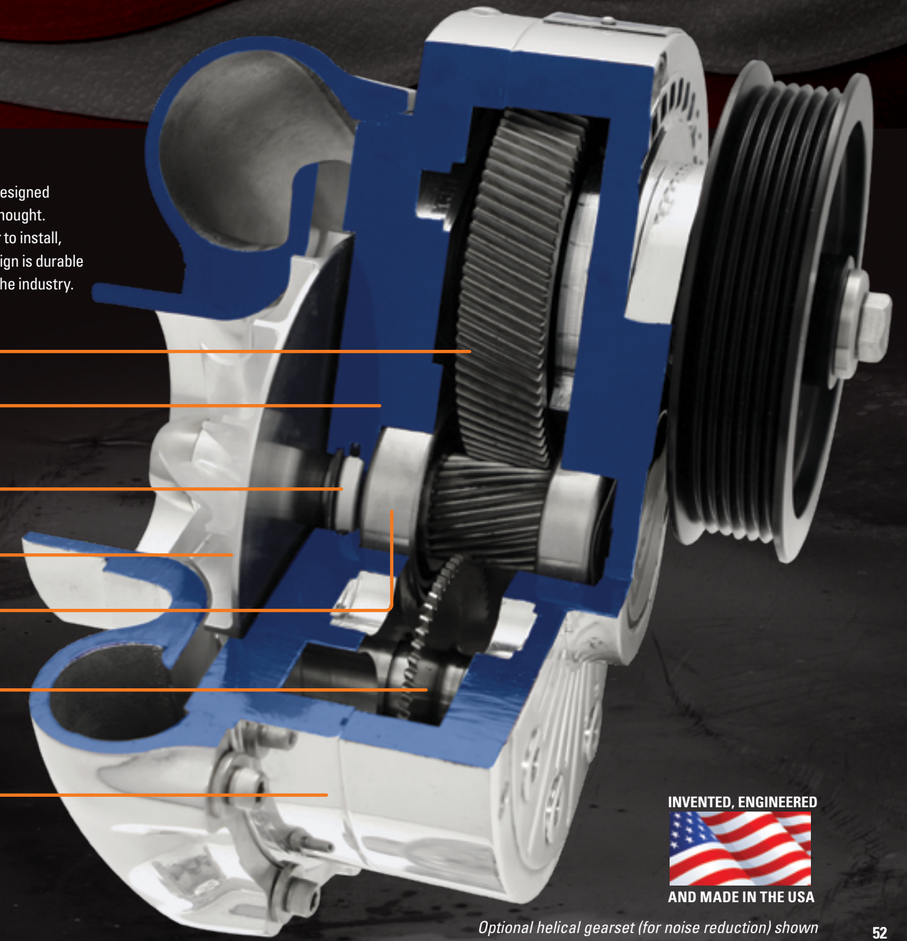
Custom Teflon composite high pressure dual lip seal

Exclusive T-6 billet impeller

Precision high speed rated aerospace spec support bearings

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

Exclusive CNC machined billet aluminum housing ensures precise shaft alignment



INVENTED, ENGINEERED AND MADE IN THE USA

Optional helical gearset (for noise reduction) shown

PROVEN HISTORY

TIMELINE OF POWER

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

1994-1996



ProCharger introduces the first air-to-air intercooled aftermarket supercharger system, featuring the P600B ProCharger supercharger.

ProCharger debuts the first blow-through centrifugal supercharger system for carbureted muscle cars and classic trucks.

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



ProCharger is the first centrifugal supercharger manufacturer to successfully supercharge marine engines and is also the first to offer integrated intercooling.

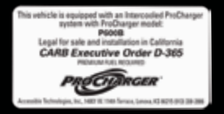
1997-1999



ATI/ProCharger moves into their own, newly constructed., state-of-the-art manufacturing facility. The new location serves as engineering, R&D, technical service, customer service and marketing headquarters, leading to a period of unprecedented product expansion.



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.



An Intercooled ProCharger System is the first to become 50-state legal with more than 8 psi of boost.

2000-2002

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



ProCharger is the first centrifugal supercharger to power racers into the 6's. In fact, in 2002 every single supercharged Pro 5.0 racer in the 6's, Super Street and Street Outlaw racer in the 7's, and Renegade racer in the 8's, was ProCharged.



ProCharger introduces the first intercooled supercharger systems for 5.2L and 5.9L Dodge Magnum V8 RAM, Dakota and Durango models.

2003-2004



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



The Little Red Wagon project appears on Stacey David's "Trucks!" TV show, produces 55-60% power gains on a Dodge RAM with a ProCharged 5.9L Magnum engine.

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



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

2005-2007

The HEMI is back! ProCharger is the first manufacturer to release a fully engineered, tested, and safely tuned intercooled supercharger system for this new generation of late-model HEMI performance enthusiasts at the 2006 SEMA Show.





ProCharged racers win a record-setting 11 International Championships in a season, and the best ProCharged 1/4 mile performance is reset to 6.18 ET @ 228 mph.



2008-2011

The SRT8 Challenger lights up the performance world and once again, ProCharger is first-to-market with a safe, reliable air-to-air intercooled supercharger system for 6.1L HEMI Challengers.



An F-3 ProCharged big block Ford wins HOT ROD's Pump Gas Drags, becoming the Fastest Pump Gas car in America. ProCharger-power strikes the salt flats of Bonneville with the World's Fastest Production muscle cars running ProCharger superchargers.



With the introduction of helical gearsets for noise reduction, ProCharger becomes the first company to offer a choice of supercharger sound levels.



Intercooled ProCharger Systems for 2006-10 Jeep Grand Cherokees receive praise for their unmatched performance, drivability and appearance.

2012-2016

ProCharger is once again first to market, this time for 392 Challengers and Chargers. Industry-leading ProCharger technology allows extremely reliable, bolt-on gains of 200+ HP with 6.4L HEMI's.



Rob Goss runs a 6.85 @ 204 (1/4 mile) to become the world's fastest Gen III HEMI, as well as the X275 Record Holder.



ProCharger releases a rugged new Intercooled System for the Jeep 3.6L Wrangler JK.



Grand Cherokee SRT ProCharger Systems begin shipping. Testing demonstrates supercar performance, with ProCharger 0-60 mph times as quick as 3.4 sec.



2017-2018



Mopar Muscle installs a ProCharger system on a 6.4L Challenger, picks up over 200 HP, and states, "ProCharger was the only choice when it came to a 100 percent complete, bolt-on supercharger installation. They have been the leading aftermarket supercharger manufacturer for 25 years…"



ProCharger becomes the first in the 3.50's on a Drag Radial tire, 3.58 @ 206.67 MPH! (F-3X-140 supercharger and Crankdrive)



Engine Power TV shows how to add 215+ HP to a 6.4L Grand Cherokee on 7psi.



ProCharger named Best New Racing Product at the 2018 SEMA Show.

2019-2020



Permatex Partners with ProCharger and PowerNationTV on Dodge Challenger build project.



Rob Goss sets HEMI record and wins X275 with F-3D-102 on his Challenger.



ProCharger Challenger stolen and recovered at 2019 SEMA Show!



ProCharged BAE HEMI wins JE pistons Master of Motors Award.

ProCharger, the first and only centrifugal supercharger legal for NHRA Pro Mod, sponsors the class at U.S. Nationals at Indy.

2021-2026



To accommodate continued growth, ProCharger expands operations into an adjacent facility and a state-of-the-art aerodynamic test center.



Dale Arnold Motorsports reset the Gen III HEMI world record at World Cup Finals - Import vs. Domestic with his ProCharged Dodge Demon that laid down a 6.258 @ 212.49 MPH!



Rob Goss piloted an HHP Racing built ProCharger F-1X-powered Challenger DragPak to historic radial records in the 7.32 to 7.84-second range.

FOR WHATEVER MOVES YOU

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













ProCharger is The ULTIMATE Power Adder®

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



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

PROCHARGE YOUR LIFE

GET EQUIPPED, GET CONNECTED

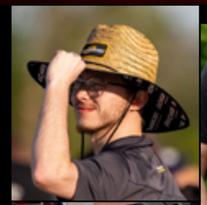
ProCharger Online: Catalogs, Vehicle Gallery, Apparel, Parts and more!

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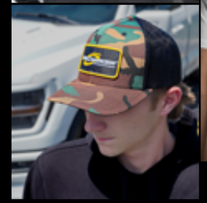
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