

CORVETTE

PROCHARGER[®]
SUPERCHARGER SYSTEMS



ProCharger[®] Intercooled Supercharger Systems for

CORVETTE C8/C7/C6/C5/C4

The World's First 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 Chevrolet and Race Engine Applications 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 nearly 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 pioneered the use of air-to-air intercooling and self-contained, gear-driven supercharger oiling among other innovations. 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

For more than two decades, ProCharger has designed and manufactured its own superchargers and complete systems (unlike some competitors who buy head units and components elsewhere and are really just assembling kits). This helps to ensure that ProCharger delivers the highest quality, high performance product, designed specifically for your needs. In-house design and production capabilities allow ProCharger to provide industry-best warranty protection, with a 3-year warranty standard for intercoolers, and a 3-year extended warranty available for select supercharger system head units.

"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 supercharger and intercooler 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





***"The ProCharger system is
designed to provide maximum
reliable power gains."***

—GM High Tech Performance

WORLD'S FIRST SUPERCHARGED

C8 LT2

2020-2023



Standard Raw Intake with Satin Finish shown

BOLT ON 140-230+ MORE HORSEPOWER

2020-2023 Corvette C8 Stingray Systems & Kits

The C8's 6.2L V8 LT2 is similar to the C7's LT1 but with changes to both fit the new platform and add more base power. ProCharger engineers have worked hard to bring the world's first C8 supercharger kit to life and the results speak for themselves. Designed to be a 100% bolt-on installation with common hand tools, it also features an amazing 140-230+ HP gain with your choice of 5-7.5 psi of highly efficient, engine friendly boost. High end features come standard such as a billet intake manifold, robust drive system, and massive air to water intercooler designed to fit within the available space of the mid-engine design.



Hundreds of Dyno Testing Hours



Extensive drag strip and road course testing



2020-2023 Corvette C8 Stingray Kits

- Bolt-on installation (no cutting, trimming)
- CNC Billet Intake Manifold
- Installs with common hand tools
- Choose from highly efficient and durable P-1SC-1 or P-1X, or higher HP models
- 5 - 7.5 psi of boost with stock LT2
- Air-to-Water Intercooler
- Gains of 140-230+ HP with premium fuel

CALL REGARDING LATEST MODEL YEARS

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

WORLD'S FIRST SUPERCHARGED

C8 LT2

2020-2023

HO Intercooled System with P-1SC-1 (with optional carbon fiber manifold cover and trunk cover)



BOLT ON 230+ MORE HORSEPOWER

**The World's Fastest Supercharged C8
Corvettes are ProCharged**

"ProCharger is the only company that proudly offers the worlds first and only fully-calibrated Powertrain Control Module (PCM) for supercharged C8 Corvettes, which has led to the announcement of their 725-plus horsepower, Stage-II intercooled supercharger system." – [LSXmag.com](https://www.lsxmag.com)



Dragstrip Testing

SYSTEMS & KITS

HO System

- 5 psi, 665+ crank HP
- Produces the coolest charge air temps and largest power gains
- Bolt-on installation (no permanent modifications)
- Easy installation, only requiring common tools (no engine removal)
- Air-to-water intercooler system
- CNC Billet intake manifold
- Robust CNC billet bracket system
- Self-Contained ProCharger head unit
- For stock engine and stock exhaust
- PCM calibration included

Stage II System

*same as HO system except

- 7.5 psi, 725+ crank HP

HO Intercooled Tuner Kit Plus

- 5 psi, 635+ crank HP
- No PCM calibration
- Includes timing control only
- Race track use only

Stage II Intercooled Tuner Kit

- Intake manifold includes port injector bungs
- Customer to specify boost level and head unit
- Does not include tuning or fuel system or timing control



Call regarding Z06 and latest model years

Bolt-On Power

For nearly 30 years, ProCharger has developed industry leading bolt-on supercharger kits for virtually all generations of Corvettes, so it's no surprise that we were the first to introduce a supercharger kit for the 2020-23 C8! You can now add 140-230+ more horsepower to an otherwise stock LT2 C8 Corvette (including stock exhaust). Reliable boosted power is now available for your C8 with a 100% "bolt-on" ProCharger Supercharger kit that requires no permanent modifications!

Fully Tuned

The best part of the HO and Stage II Systems is you don't have to own a laptop or a dyno to enjoy it. Simply install the supercharger, install the ECU, push start, and enjoy all the sights and sounds that only a ProCharger can deliver. Get the driveability you want with the reliability you need.

Straightforward Installation

Thanks to a well-engineered design, customers can have their dealer install it or they can perform the installation themselves. Additionally, our design does not require engine removal for installation and no permanent modifications are necessary. Stock or cat-back exhaust may be used.

**PROCHARGER IS THE LEADER IN
CORVETTE SUPERCHARGING
FOR DECADES**



Call regarding convertible information

2020-2023 Corvette C8 Stingray Systems and Tuner Kits

- HO Intercooled System with P-1SC-1
- HO Intercooled Tuner Kit Plus with timing control and P-1SC-1
- Stage II Intercooled System with P-1SC-1
- Stage II Tuner Kit (Supplied intake manifold w/ port injector bungs and fuel rail) P-1SC-1

2020-2023 Corvette C8 Stingray Optional Upgrades

- Black or Polished supercharger and bracket finish
- Black finish for intake manifold (raw finish standard)
- Black finish for intake manifold cover (raw finish standard)
- Helical Gearset for noise reduction
- Sheet Metal Aluminum Intake Manifold w/ port injector bungs and fuel rail
- Supercharger upgrades such as P-1X or D-1SC
- Carbon fiber upgrades for manifold cover and trunk cover
- With P-1X ProCharger (replacing P-1SC-1, additional 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)

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 nearly 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



**First C7 supercharger system
from a manufacturer**

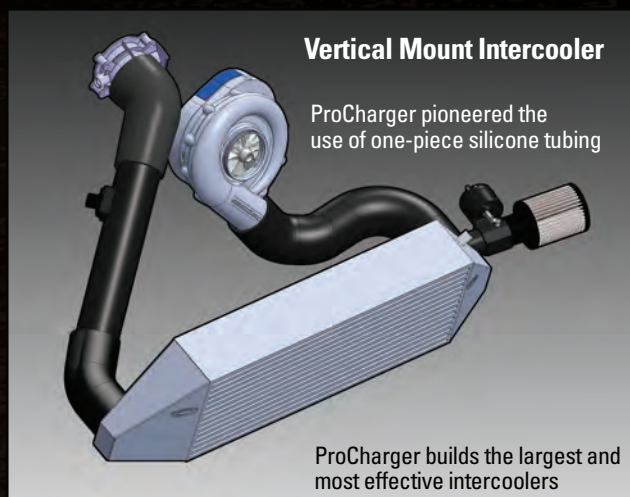


Offerings and kits available for
Stingrays, Grand Sports, Z51 and Z06 models

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.



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

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

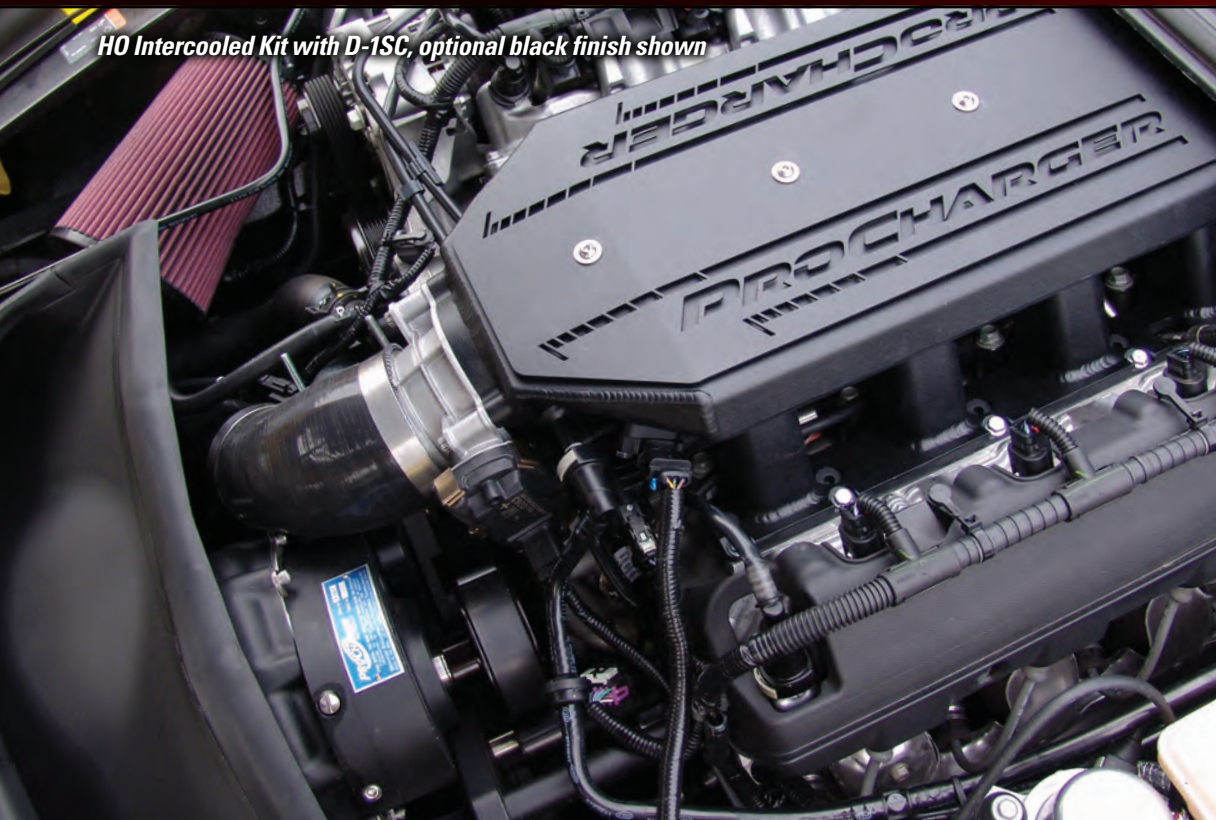
- Factory Air Box Inlet and Filter (Race Air Inlet and Filter standard)
- Polished, or Black finish (supercharger and bracket, satin finish standard)
- Helical gerset for noise reduction (P-1SC-1, D-1SC, P-1X, D-1X)
- With P-1X ProCharger (replacing P-1SC-1, Systems and Tuner Kits)
- With D-1SC and D-1X 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*

C7 Z06 LT4

2015–2019

H0 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

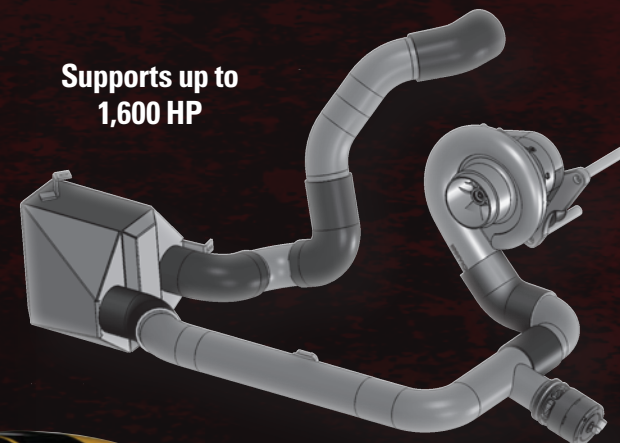
For those seeking even more performance from their C7 Corvettes, ProCharger offers a Competition Race Kit and Pro Race Kit with notable features. Owing to tight under hood packaging, to keep temperatures at bay even under the strain of prolonged boost sessions like the standing



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 45

C6 LS3

2008–2013

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



BOLT ON 200-1,000+ MORE HORSEPOWER

**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



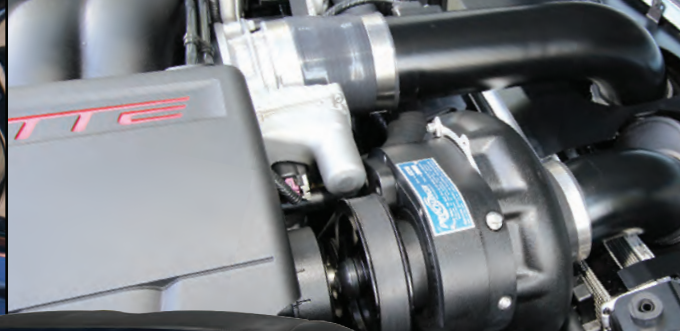
645+ Bolt-On HP For LS3 Corvette

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.

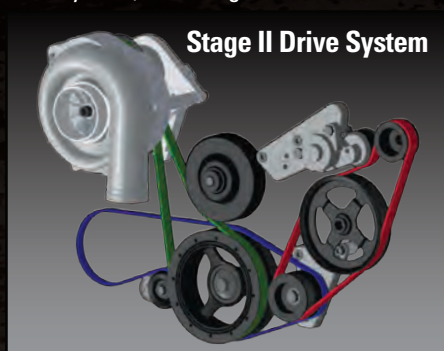
Race Kit

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 45

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.



Stage II Intercooled System with Dedicated Drive

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

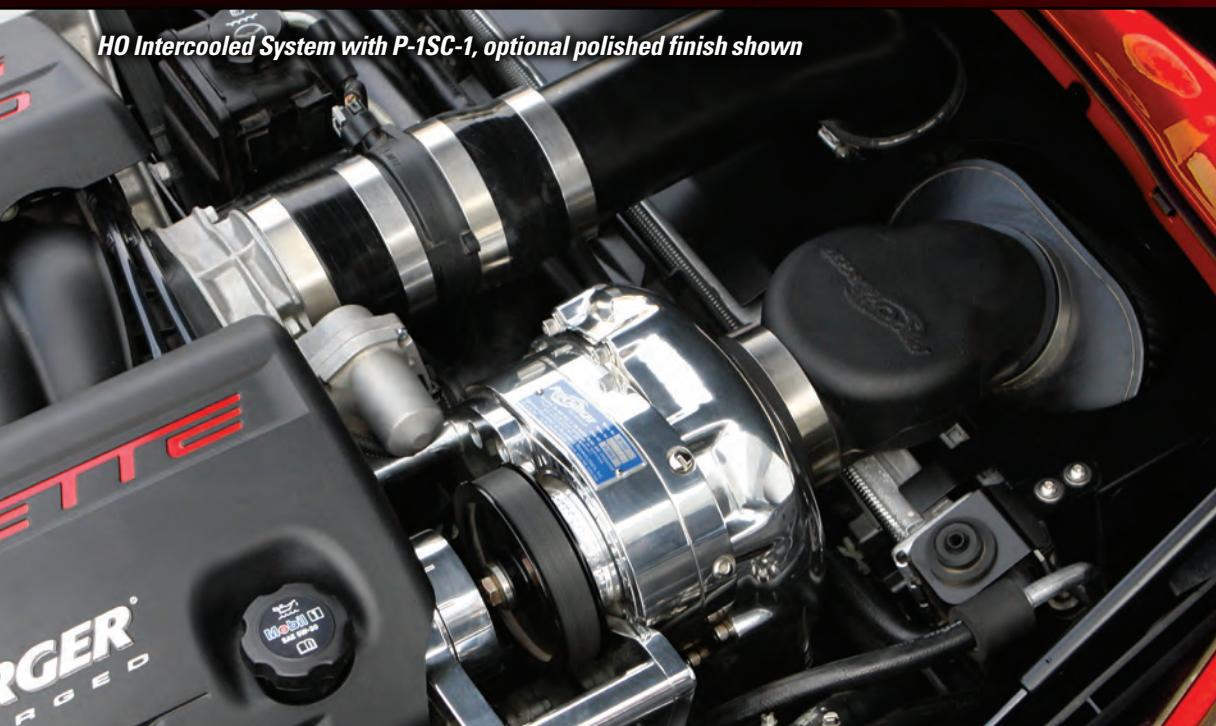
2006-2013 Corvette C6 Z06 (LS7) Choices and Upgrades

- 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)

C6 LS2

2005–2007

H0 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 Corvette 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.



Cooler 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.



Stage II LS2
Dedicated Drive



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)

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**



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.

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.



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

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

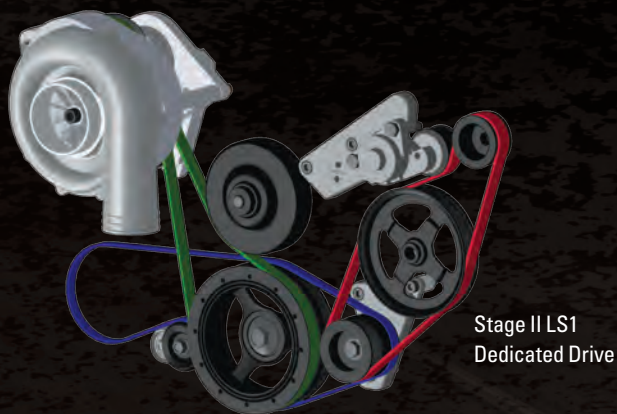


1997-2004 Corvette C5 (LS1) Systems and Tuner Kits

- 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

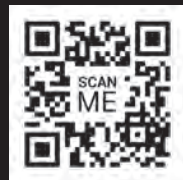
No tuning or fuel components provided



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

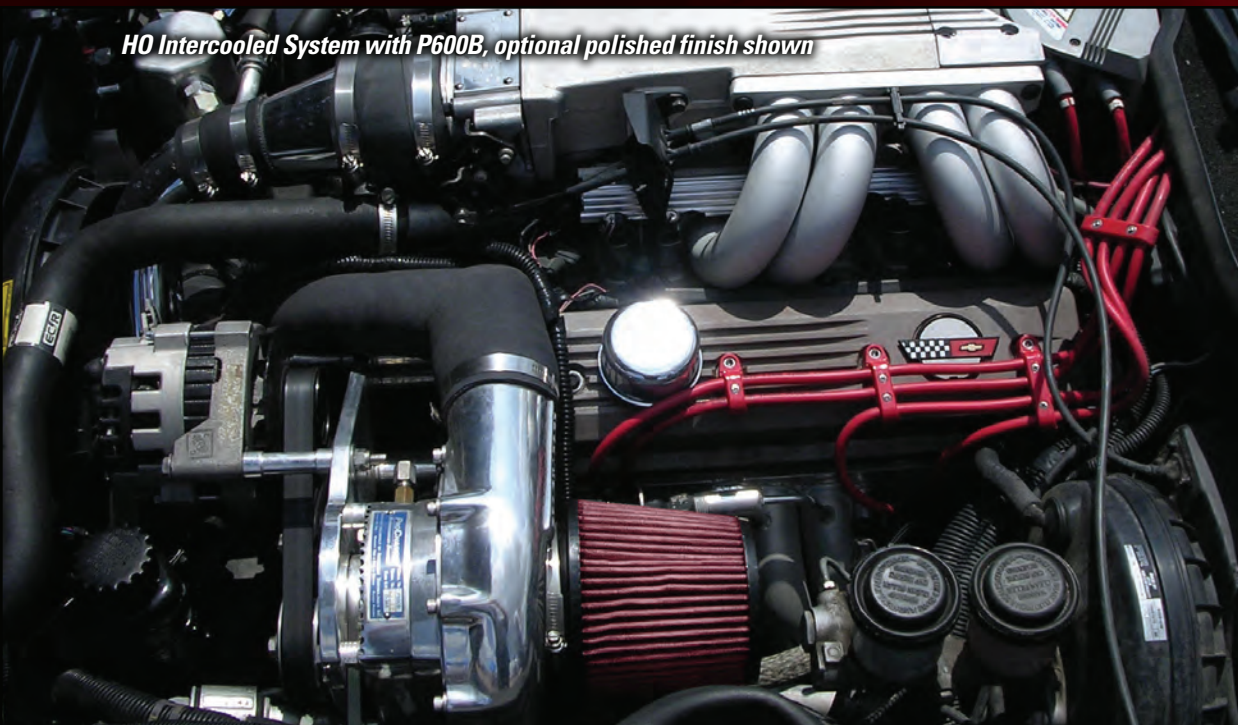
- Polished finish supercharger and bracket finish
- Helical gearset for noise reduction (P-1SC, D-1SC)
- With D-1SC ProCharger (replacing P-1SC, Tuner Kit only)
- Mass Airflow Massager (required for 1996 only)



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



COOLER IS BETTER

TECHNOLOGY ADVANTAGE

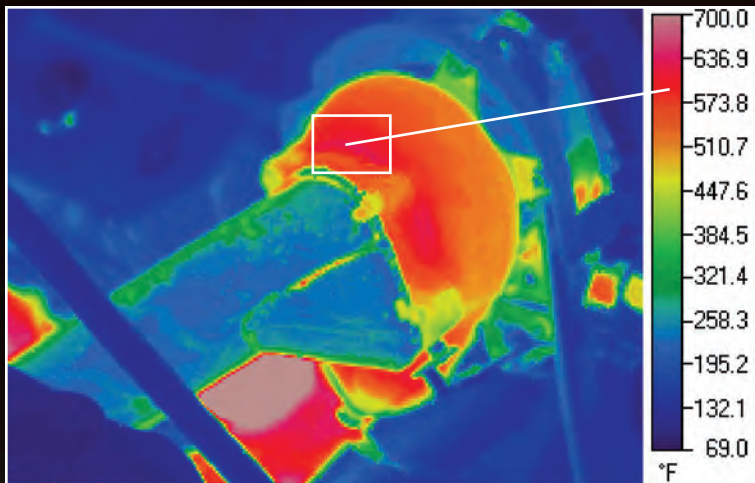
Thermal Advantage

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.

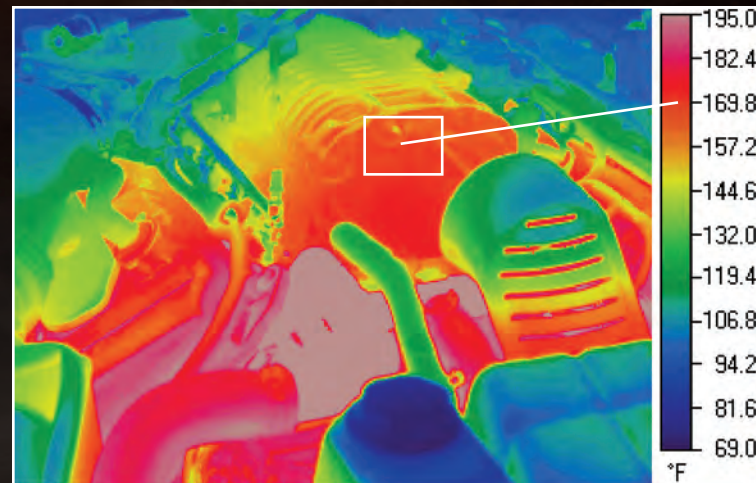
These images illustrate the thermal advantages of a ProCharger supercharger system when compared with a turbocharger and positive displacement blower. By their very design, centrifugal superchargers are more efficient compressors and create less heat during their operation. Additionally, ProCharger superchargers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

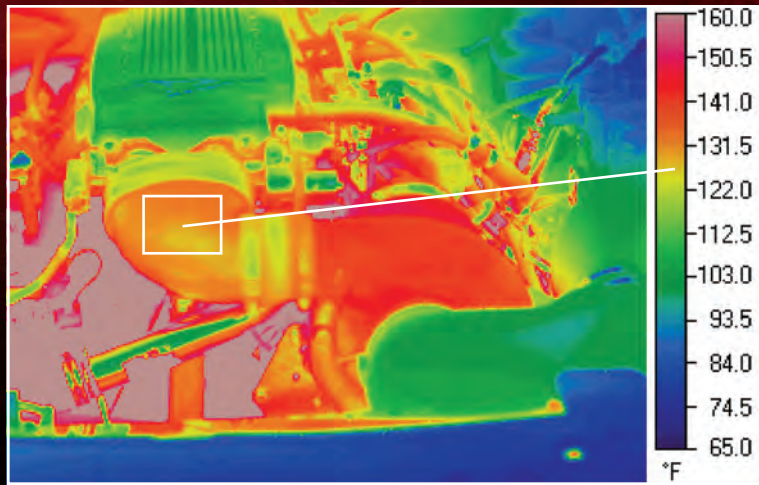


Turbocharger

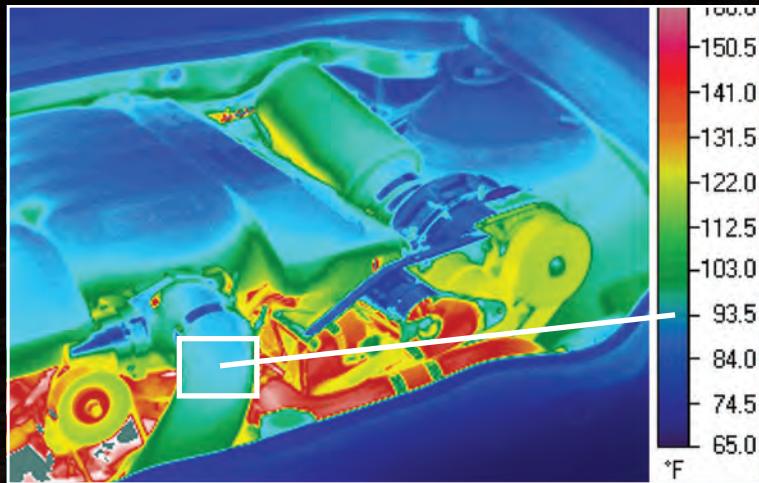


Positive Displacement with air-to-water-to-air intercooler, 8 psi

NOTE: the scales of the turbocharger and positive displacement images are higher due to the additional heat they produce.

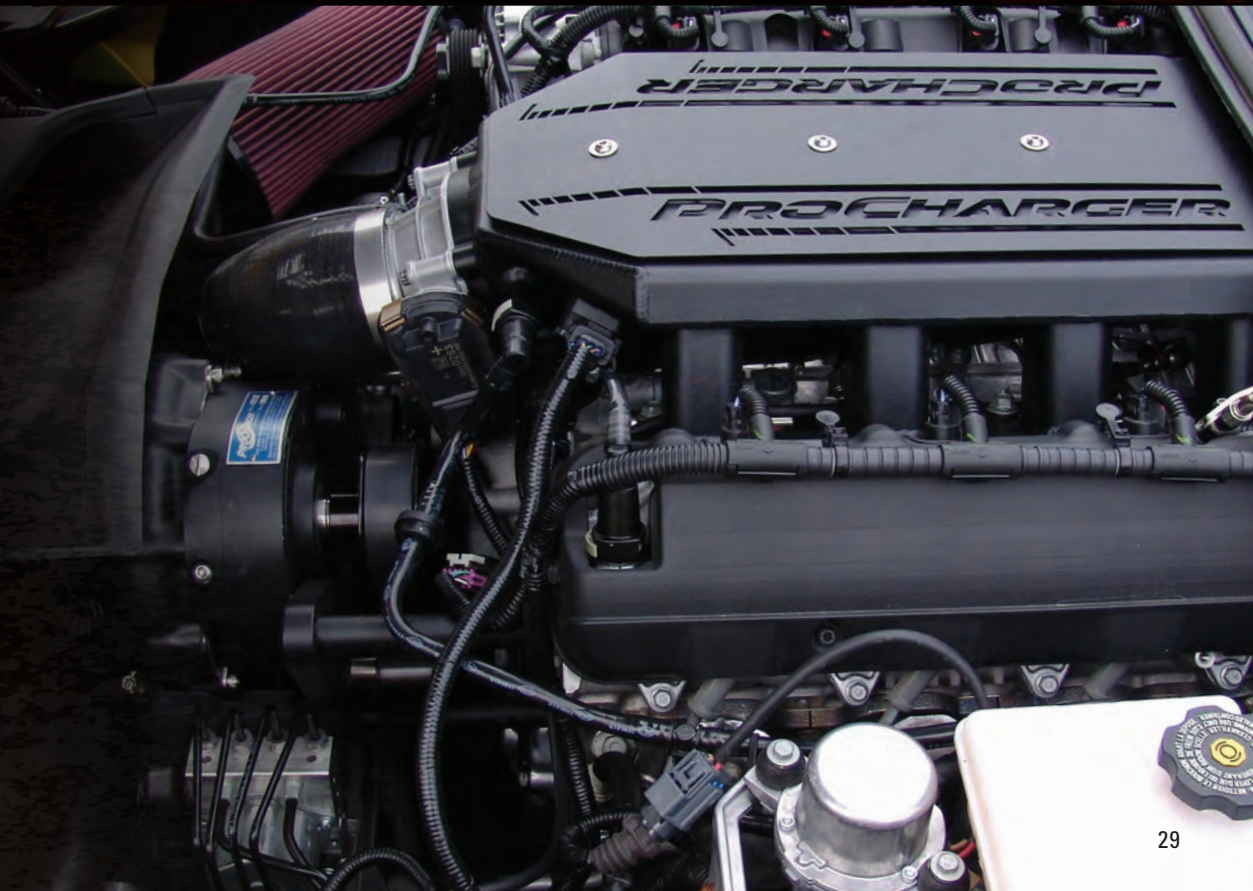
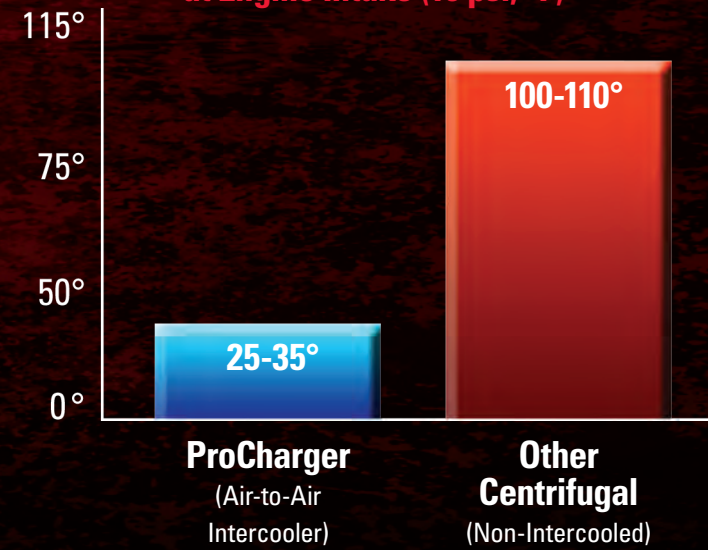


Other centrifugal, non-intercooled, 9 psi



ProCharger with air-to-air intercooler, 9 psi

Increase in Charge Air Temperatures at Engine Intake (10 psi, °F)



AIR-TO-AIR INTERCOOLING

COOLER IS BETTER

Intercooled Supercharging

ProCharger pioneered the practice of intercooling as an integral design solution on aftermarket supercharger systems nearly five years before others, and to this day, still offers the most effective, reliable and highest flowing intercoolers. Other aftermarket companies are now embracing air-to-air intercooling, with air-to-air being standard on their newer supercharger kits, while they only offer air-to-water-to-air or no intercooling on their older kits. Don't get stuck with yesterday's technology.

Intercoolers are an integrated part of ProCharger's street supercharger systems and have been specifically designed to deliver the lowest charge air temperatures to the engine for maximum engine longevity and efficiency, with zero maintenance. In fact, in test after test, ProCharger's air-to-air intercooled supercharger systems have been proven to produce the largest power gains and coolest charge air temperatures.

Others offer only one size of intercoolers for street/strip applications (or none at all), and their one intercooler frequently becomes undersized with even minor engine modifications. ProCharger generally offers two sizes of intercoolers, often more, and supports the highest street/strip power levels in the industry. This ensures the right product for your power level based on how you will be using your ProCharged vehicle.

With respect to intercooling: efficient, reliable power is the bottom line. And when it comes to street-driven performance, air-to-air intercooling provides superior charge air cooling which in turn is able to produce more power after it enters the engine.

Intercooler Design Considerations

Because of their design and mounting location, positive-displacement blowers are unable to use air-to-air intercooling, instead having to go with air-to-water-to-air

configuration or no intercooling at all. Aftermarket turbocharger manufacturers on the other hand, who could go with either system, choose to utilize the more effective air-to-air intercooler technology.

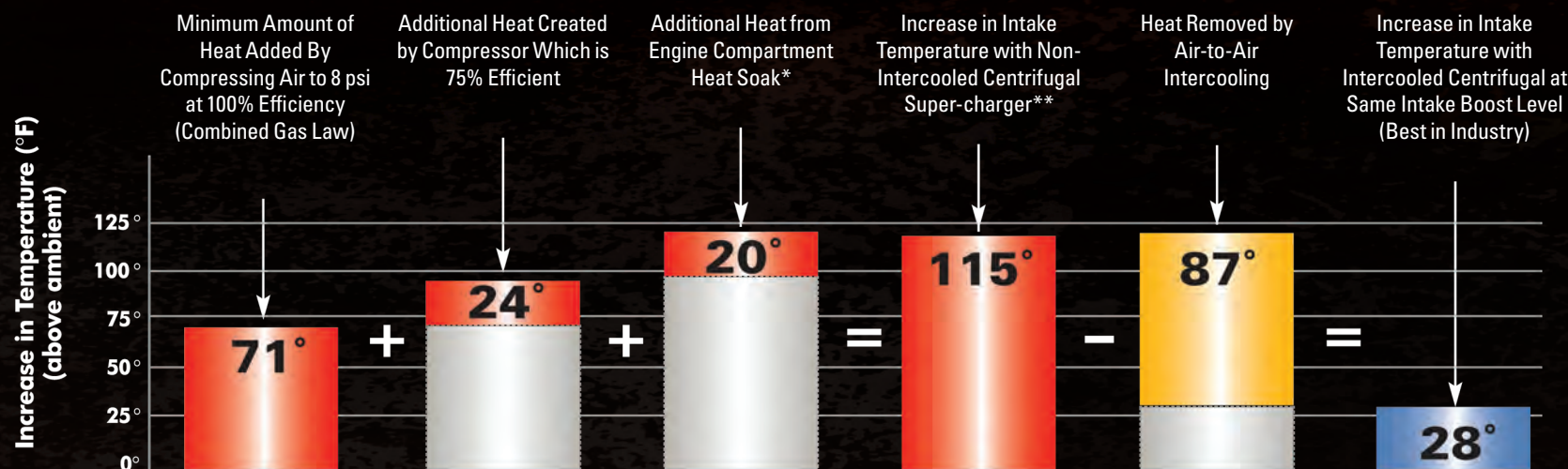
Benefits Of Air-To-Air Intercooling

- More effective
- More reliable
- No maintenance
- Simpler and easier to install
- Superior charge air cooling capabilities
- Intercooler exposed to a constantly replenished airflow
- Large intercooler surface area for quick recovery and repeatable performance in real-world driving situations

Air-to-air intercooling for the street is effective simple, and time proven to be best for street applications. In some limited/extreme endurance racing scenarios, the added heat soak resistance of an air-to-water intercooler can be helpful despite its added complexity and weight, and these are optionally available for this reason.

ProCharger's industry leading system efficiency is proven by producing the most power per psi of boost while also having the ability to produce the highest overall boost and power levels. For maximum power, reliability and drivability since 1994, customers have looked to ProCharger: The Intercooled Supercharging Experts®.

"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



*Radiant heat from engine and exhaust transferred through air, conductive heat transferred directly, and convective heat from engine oil. This engine compartment heat is not addressed by SAE J1723 (supercharger efficiency standard).

**Temperature will be higher for PD blower or turbo.

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

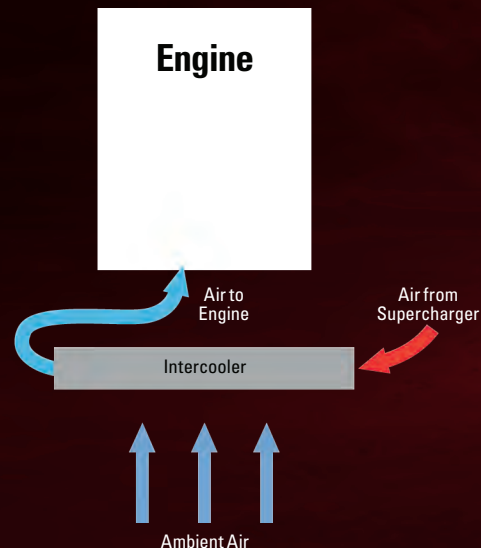
through the passages or fins of the intercooler. Next, this cooler, denser air is routed into the throttle body and into the engine. In engineering terms, air-to-air intercooling represents a one-step cooling process.

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.

For more on air-to-air intercooling, check out the Technology pages at ProCharger.com.

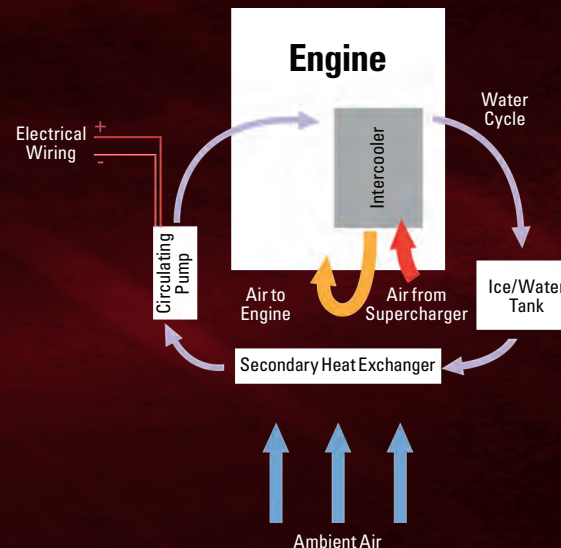
One Step Process: Air-to-Air

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.



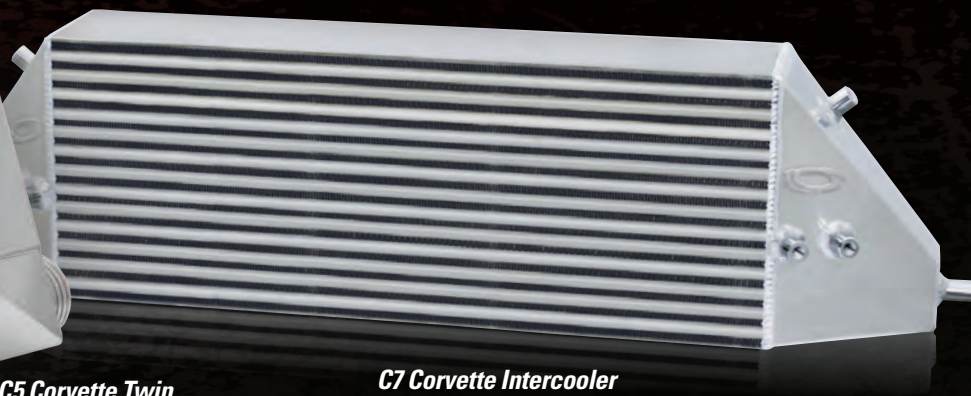


C7 Corvette Intercooler



*C6 Corvette
Race Intercooler*

*C5 Corvette Twin
Highflow Intercoolers*



C7 Corvette Intercooler

On the street or on the track, ProCharger offers the broadest range of intercoolers of any supercharger manufacturer.

CENTRIFUGAL LEADERSHIP

DESIGNED TO BLOW AWAY THE COMPETITION™

Technology

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.

The top-selling ProCharger P-1SC, P-1SC-1, P-1X, D-1SC, and D-1X supercharger street models share many of the design elements that deliver the record-setting durability and performance of the ProCharger F-Series competition superchargers. With their rugged design, including an exclusive billet gear case, these self-contained superchargers are powerful and efficient enough to harness the benefits of air-to-air intercooling, while also being durable enough to carry the industry's best warranty coverage.

The patented self-contained design eliminates the need for an external oil supply or oil lines that require a hole to be punched in the engine's oil pan. Additionally, testing has shown self-contained superchargers run cooler than those fed by engine oil.

Internal Oil Pump

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

Instead of being forced to utilize hot engine oil or the grease in sealed bearings, ProCharger superchargers are lubricated with an extremely premium synthetic oil specifically engineered for high speed use.

ProCharger's self-contained design eliminates the heat that is transferred to a supercharger by engine-oiled designs and also avoids the possibility of supercharger or turbocharger damage that can result from clogged oil feed lines or oil drainage problems.

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 and are free of the flaws found in typical cast impellers. Large, structurally sound impellers are capable of higher speeds, which flow more air and in turn, produce more power. ProCharger was the first manufacturer in the industry to utilize billet impellers.



"The self-contained ProCharger that I race has never been back to ProCharger for any kind of repair or check-up since it was new. Five years worth of racing—that means three championships and two runner-up finishes with well over 1,000 passes on it with no problems. Awesome durability!" —**Tim M., Multi-Time National Champion**

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**

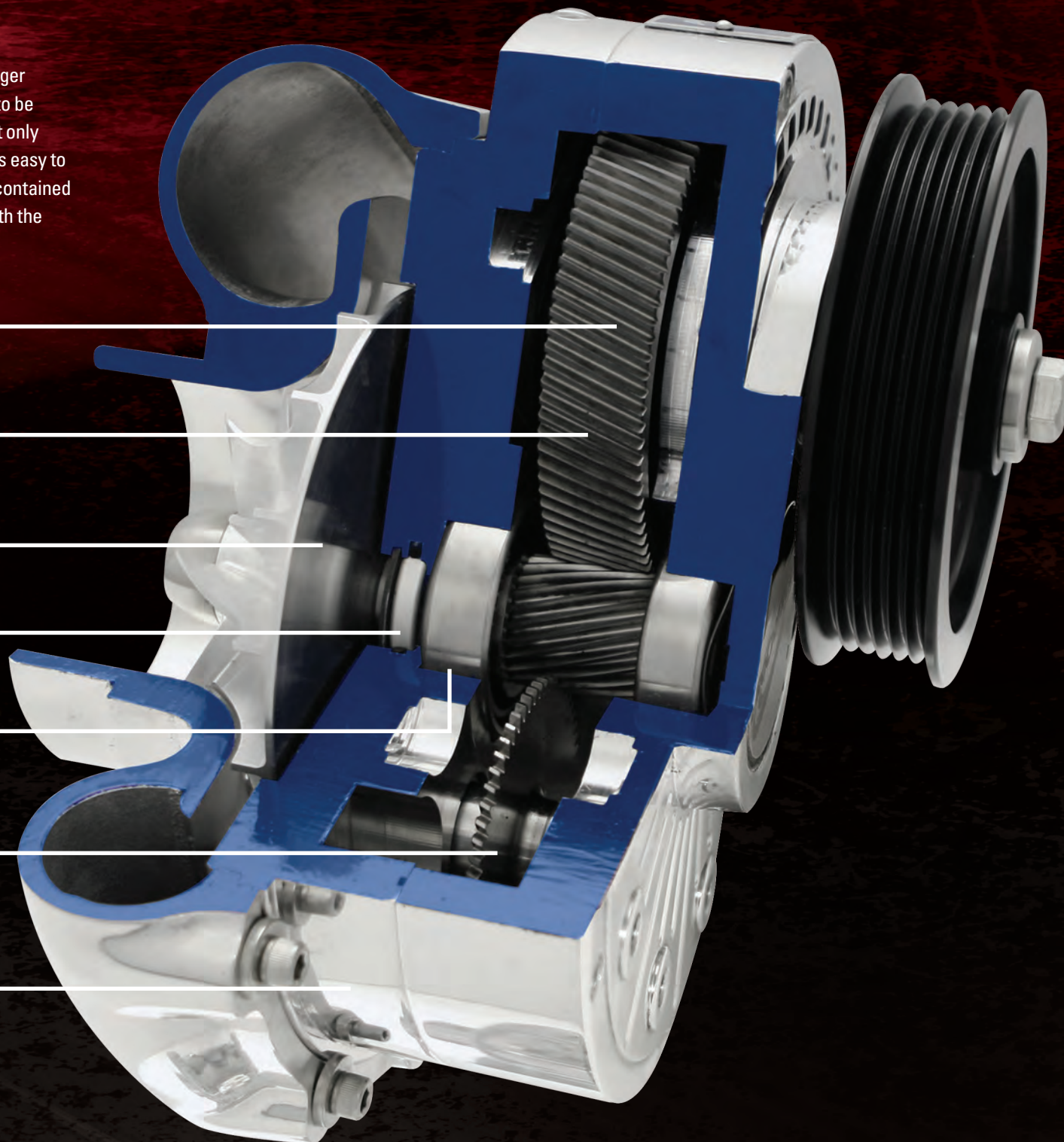
**Custom Composite High
Pressure Dual Lipped Seal**

**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)



CENTRIFUGAL SUPERCHARGING

MORE POWER, LESS HEAT, IDEAL POWER CURVE

Supercharger Efficiency: Centrifugal vs Positive Displacement

By its very definition, a supercharger is a device (such as a blower or compressor) for increasing the volume air charge of an internal combustion engine over that which would normally be drawn in by the intake stroke of the pistons. Efficiency refers to both the heat created by the supercharger and the power required to drive it.

Due to their design, it's a commonly accepted engineering fact that centrifugal compressors are much more efficient than positive displacement superchargers. More efficient compressors mean more efficient supercharger systems, this in turn means more power across a wider operating range for your engine. This is the very core of the ProCharger supercharger advantage.

Centrifugal superchargers also have a broader operating range than positive displacement superchargers. This broad operational range supports future engine modifications, meaning you are less likely to "outgrow" your ProCharger supercharger than a positive displacement design.

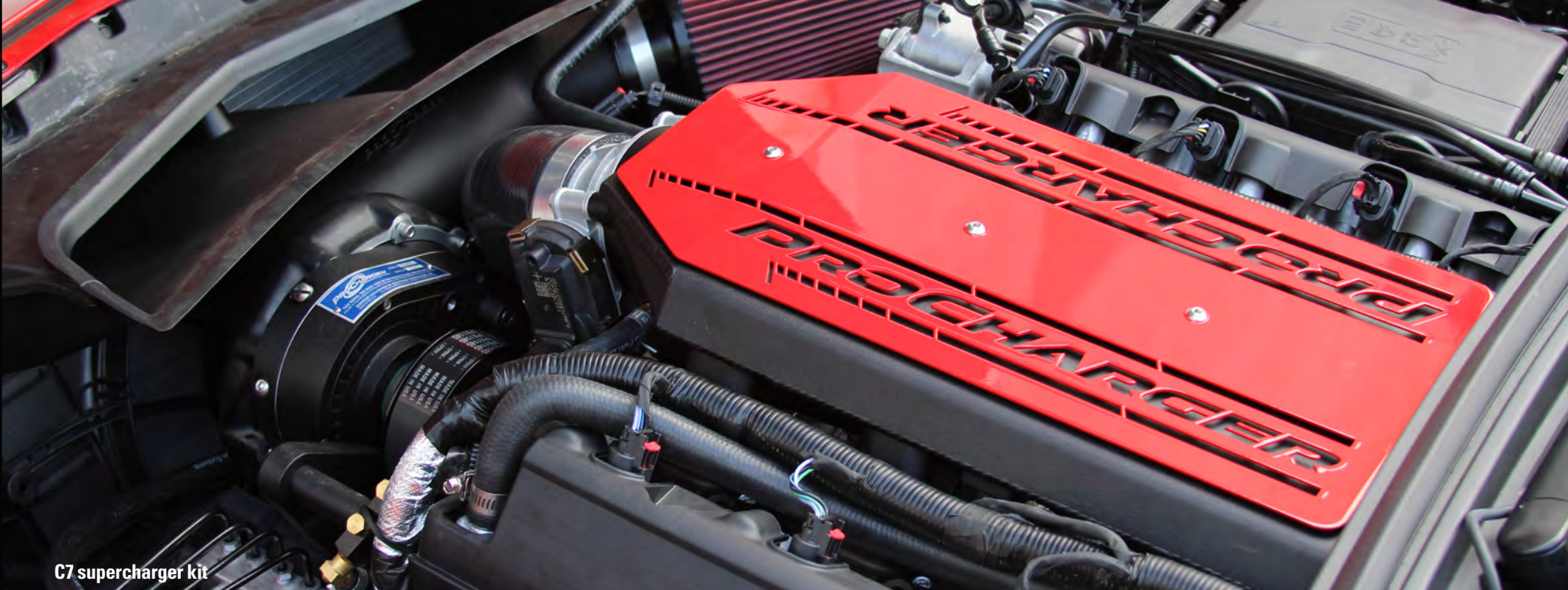
At higher boost levels, centrifugal superchargers remain up to 80+% efficient, whereas positive-displacement-blowers are less efficient to begin with and efficiency further declines as pressure increases. Positive-displacement blowers are also mounted on top of the engine where they quickly become heat soaked, further increasing charge air temperatures. Positive-displacement blowers deliver a nearly-fixed volume of air per revolution at all RPM's, making PD blowers less efficient than ProCharger centrifugal design throughout the engine's performance operating range.

More Boost After Peak Torque

Most of today's stock street engines have a torque curve that falls away while horsepower is still on the rise. A ProCharger centrifugal supercharger system continues to increase the amount of intercooled boost available to your engine once it is past its peak torque output. Now, rather than your engine "going flat" after peak torque, it continues to build power right up to your engine's maximum RPM. The result is more power across the typical operational RPM range of a performance engine.

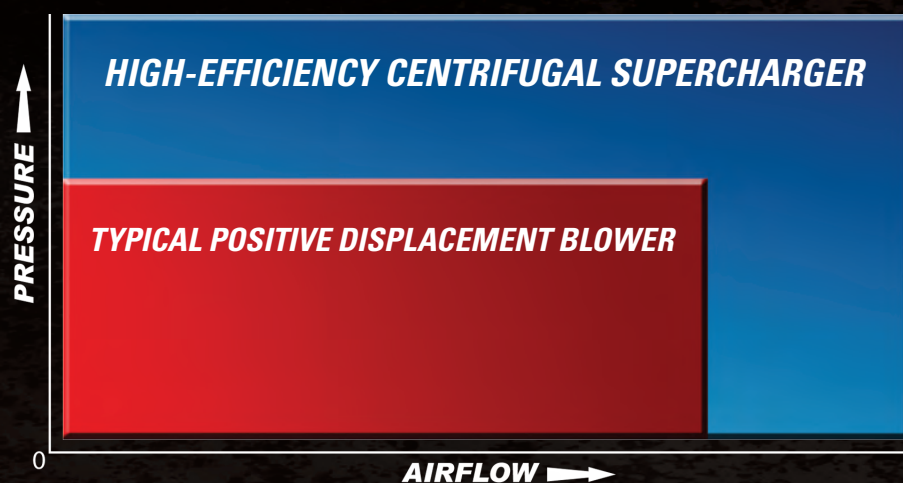


A ProCharger centrifugal supercharger can also support future modifications to your engine or exhaust system. Thanks to industry-leading step-up ratios and rugged design, ProCharger provides the best performance at any power level. High-flow intake manifolds, camshaft, cylinder heads and exhaust systems can all be supported via more airflow and boost from the same ProCharger supercharger with a simple pulley upgrade.



C7 supercharger kit

ADVANTAGE IN EFFICIENCY AND OPERATING RANGE



Wider Operating Range

Centrifugal superchargers have a much broader operating range, in terms of both airflow and pressure, when compared to typical positive displacement blowers. Bottom line: ProCharger makes more power at the same boost level, and also offers far more upgradability to accommodate engine modifications and higher boost and power levels.

"ProCharger takes pride in this kit being designed and manufactured in the U.S. of A."

—GM High Tech Performance

THE ULTIMATE POWER ADDER®

NOTHING ELSE EVEN COMES CLOSE

Other Power Adders Just Don't Add Up

Proven by dealers, racers and Corvette 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 just don't add up.

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.

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. This reduces the vehicle's fuel efficiency, drivability, power and engine longevity.

Turbochargers

A turbocharger, technically a turbosupercharger, is in fact a form of centrifugal supercharging. Although they use advanced compressor technologies similar to ProCharger's compressor designs, 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 temps, back pressure, high charge air temperatures, and are subject to "lag" that degrades their real-world driving performance. Turbos also require you to punch a hole in the oil pan in order to use engine oil feed and return lines for lubrication, which run the risk of oil contamination, oil line clogs, and increase the unwanted thermal breakdown of your engine's oil.



The world's quickest C7 Corvette Stingrays and the world's quickest Corvette C7 Z06's run ProCharger.

Other Centrifugal Superchargers

When compared with other centrifugal superchargers on the market, ProCharger superchargers support nearly twice the horsepower along with much greater durability and reliability. Additionally, ProCharger is focused solely on centrifugal compressor technology, providing superior products and support to customers and dealers.

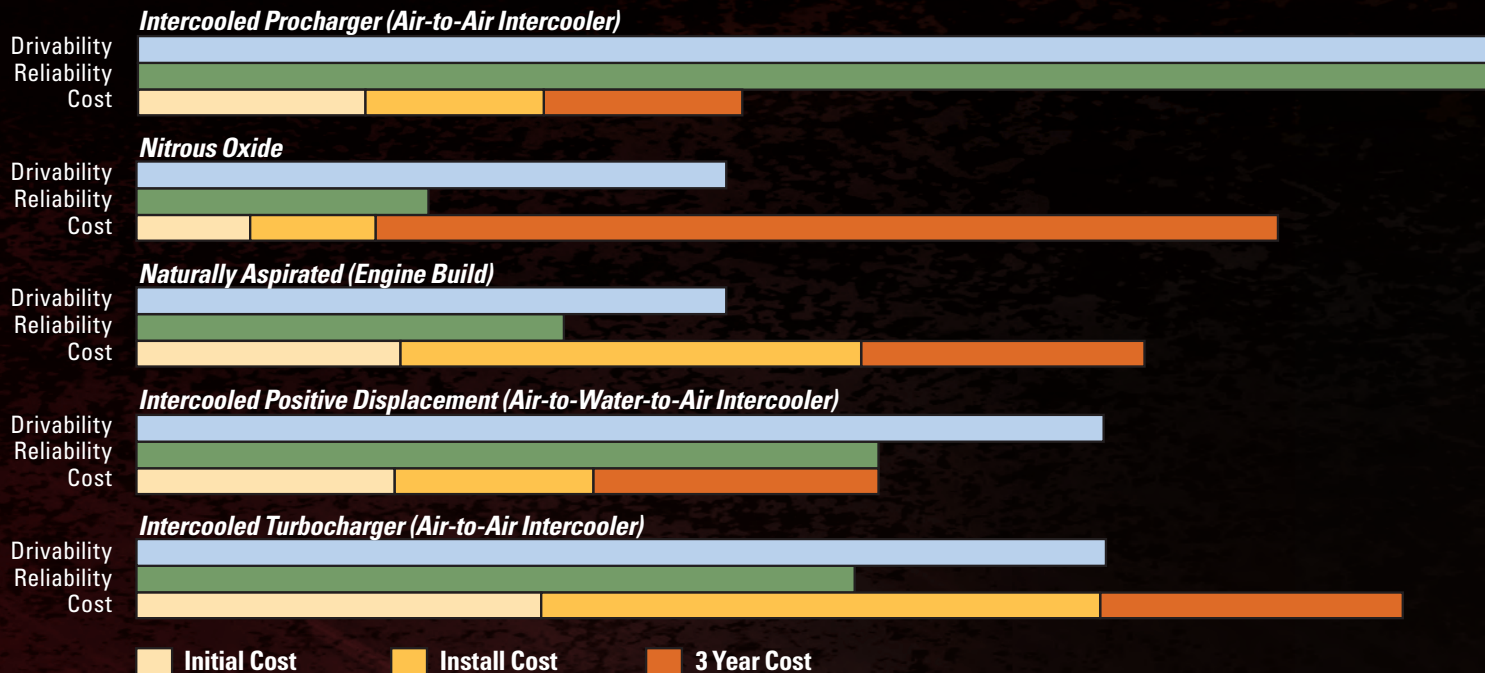
Naturally Aspirated

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 650+ HP When Starting With a Stock LT1 Engine Using 91 Octane Pump Gas



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 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 Airflow1,275 cfm
Maximum Boost 32 psi
Maximum Impeller RPM65,000
Internal Step-up Ratio4.10:1

ProCharger D-1X

Base HP (NA Engine) ...300-550 HP
Max Supercharged HP1,075 HP
Maximum Airflow1,500 cfm
Maximum Boost 32 psi
Maximum Impeller RPM62,000
Internal Step-up Ratio4.10:1

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—1 also available with standard or reduced noise level



BYPASS VALVES

SURGE VALVES FOR STREET AND RACE APPLICATIONS

Why Bypass/Surge Valves are so Important

A bypass/anti-surge valve, also known as a “surge valve” or “blow off valve” is an important part of the forced induction driving experience. From a practical standpoint, it’s designed to help maintain the longevity and reliability of the compressor by evacuating turbulent air from hitting the impeller. From a driver’s standpoint, it can either operate quietly by re-routing this discharged air back into the intake plumbing, or provide a distinctive and visceral woosh of sound when vented directly to the atmosphere. Whether you like to be reminded that you’re driving a ProCharged car with the satisfying vent of air, or prefer to have it run quietly in the background, ProCharger offers four different surge valve options to fit your preference.

Street

ProFlow™ Valve: The ProFlow valve is the standard surge valve option for street supercharger systems and kits. 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 path which achieves excellent flow for its size. The ProFlow valve can also be paired with a small air filter to minimize noise.

Bullet Valve: This surge 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 instead, to run to an air filter to minimize noise.

Race

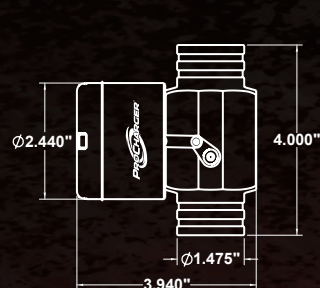
Race Valve: This is the industry leading surge valve for both street and race applications. The larger valve diameter is designed for high flow applications.

ProRace™ Valve: The ProRace valve outperforms any other single valve on the market and is ProCharger’s highest-HP bypass valve option. This massive flow capacity comes from a piston style valve design (patent pending) that allows for a significant increase in curtain area over traditional style valves, while still fitting into a reasonably sized package. It also incorporates a v-band clamp for an easy install.

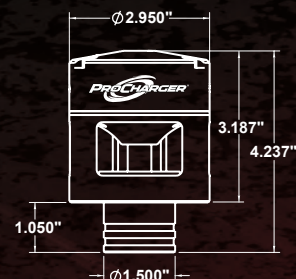
Learn more about bypass valves at ProCharger.com



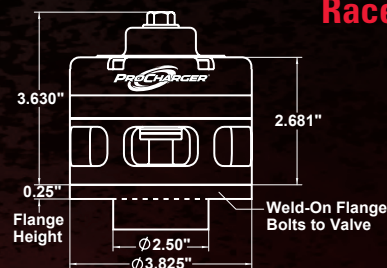
	ProFlow	Bullet (open)	Bullet (closed)	Race (open)	Race (closed)	ProRace
Application	Street	Street	Street	Street/Race	Street/Race	Race
Inlet Diameter	1.5 in	1.5 in	1.5 in	2.0 in	2.0 in	3.0 in
Outlet Diameter	1.5 in	Open Vent	1.5 in	Open Vent	2.0 in	Open Vent
Mounting	Hose Clamp	Hose Clamp	Hose Clamp	Weld-On Flange, Bolt-On Valve	Weld-On Flange, Bolt-On Valve	Weld-on Flange, V-Band Clamp Valve



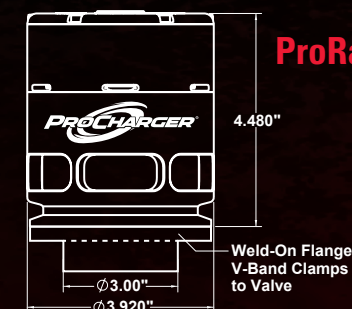
ProFlow™



Bullet



Race



ProRace™

RACING DOMINATION

REAL WORLD PROCHARGER POWER

ProCharger Motorsports

ProCharger has a long, nearly 30 years, history of helping an incredible number of enthusiasts and racers accomplish their performance goals: WINNING! From drag strips to road courses, 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 Corvette performance, especially in sanctioned drag racing competition. ProCharger was the first centrifugal supercharger to power Pro Mod Corvettes into the 3 second zone at 200+ mph. 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. Check out the ProCharger Honor Roll at ProCharger.com. Are you ready to put your name on this list?

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, 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.



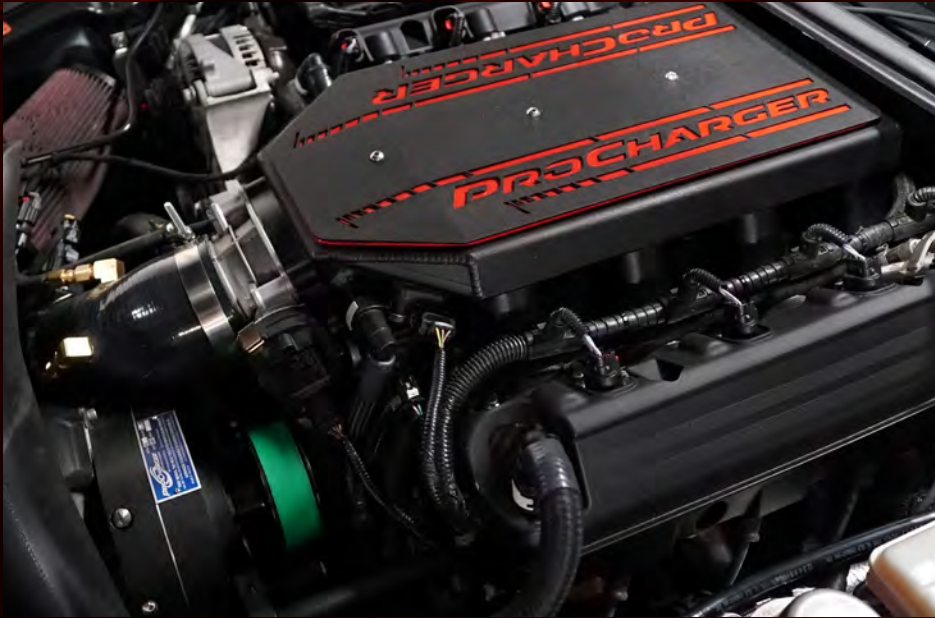
Drag Racing

Consider these ProCharger Motorsports Achievements:

- ProCharged racers have won over 100 national championships in the past 15 years
- In drag racing, the 80 quickest centrifugal racers are all powered by ProCharger
- The first centrifugal supercharger to power a doorslammer past 200 mph
- The world's fastest supercharged C8, C7, C7 Z06, C6 and IRS C5 all run ProChargers
- HOT ROD Pump Gas Drags Championship, Drag Week Championships and Maxton Mile Top Speed Challenge Winner
- Car Craft Street Machine of the Year Award
- The ONLY supercharger to make 2,000 horsepower on pump gas
- The ONLY centrifugal supercharger to make 4,000 horsepower on alcohol
- First and only centrifugal approved for NHRA Pro Mod

RACING DOMINATION

REAL WORLD PROCHARGER POWER



Road Racing

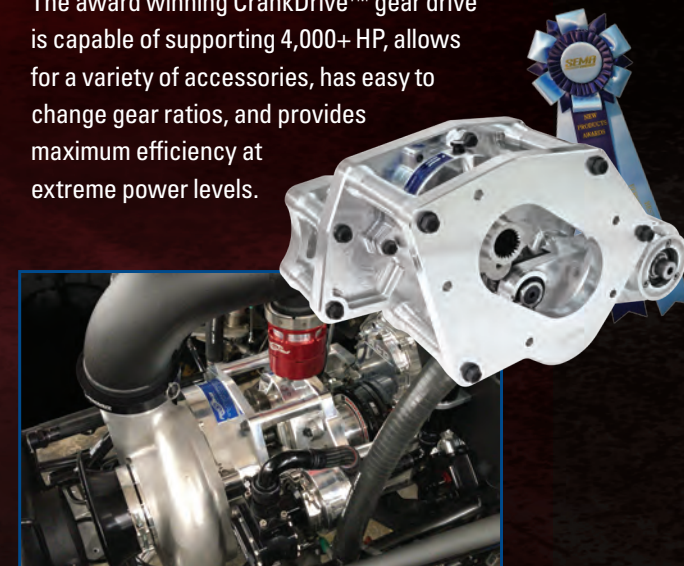


Street/Strip

CRANKDRIVE™

SEMA SHOW

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

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 pump gas. ProCharger air-to-water intercooler for race applications (shown at left)*

Air-to-Water standard on mid-engine C8 (shown below)



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. Since their introduction in 2000, ProCharger's ever-expanding lineup 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. From the custom designed 7075 billet aluminum impeller to the CNC machined transmission case to the industry-exclusive, compound bearing design, each self-contained F-Series supercharger 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

These ProCharger superchargers utilize a compact, 9" volute and are powerful and highly versatile superchargers. Like all the F-Series models, the F-1 and F-1A feature the industry-exclusive compound bearing design that supports high horsepower applications, while 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 three ProCharger superchargers use a slightly larger, 9.75" volute for higher airflow and HP ratings and retain all the design advantages of the other F-Series models.

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 HP1,050 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 HP1,050 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 HP1,100 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 HP1,250 HP
Maximum Airflow1,700 cfm
Maximum Boost 38 psi
Maximum Impeller RPM68,000
Internal Step-up Ratio 5.40:1

F-2

Base HP (NA Engine) ...425-600 HP
Max Supercharged HP 1,450 HP
Maximum Airflow2,700cfm
Maximum Boost 38 psi
Maximum Impeller RPM65,000
Internal Step-up Ratio 5.40:1

**HIGHER HP RACE
SUPERCHARGERS ON
NEXT PAGE**

F-1X / F-3 / F-4 SERIES

1000-4000+ HP

F-1X

The ProCharger F-1X features a 10.5 inch volute diameter and provides a significant increase in airflow when compared with the 9 inch and 9.75 inch ProChargers. Considered by many to be the ideal combination of small size and high performance, the F-1X can support up to 1,300 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 4000+ 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.

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



Performance
Racing Industry



WCHRA



World's Quickest C7 Stingray Corvette



World's Quickest Corvette Z06



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

F-1X

Base HP (NA Engine) ... 375-550 HP
Max Supercharged HP ... 1,400 HP
Maximum Airflow ... 2,000 cfm
Maximum Boost ... 38 psi
Maximum Impeller RPM ... 72,000
Internal Step-up Ratio ... 5.40:1

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-140-1

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

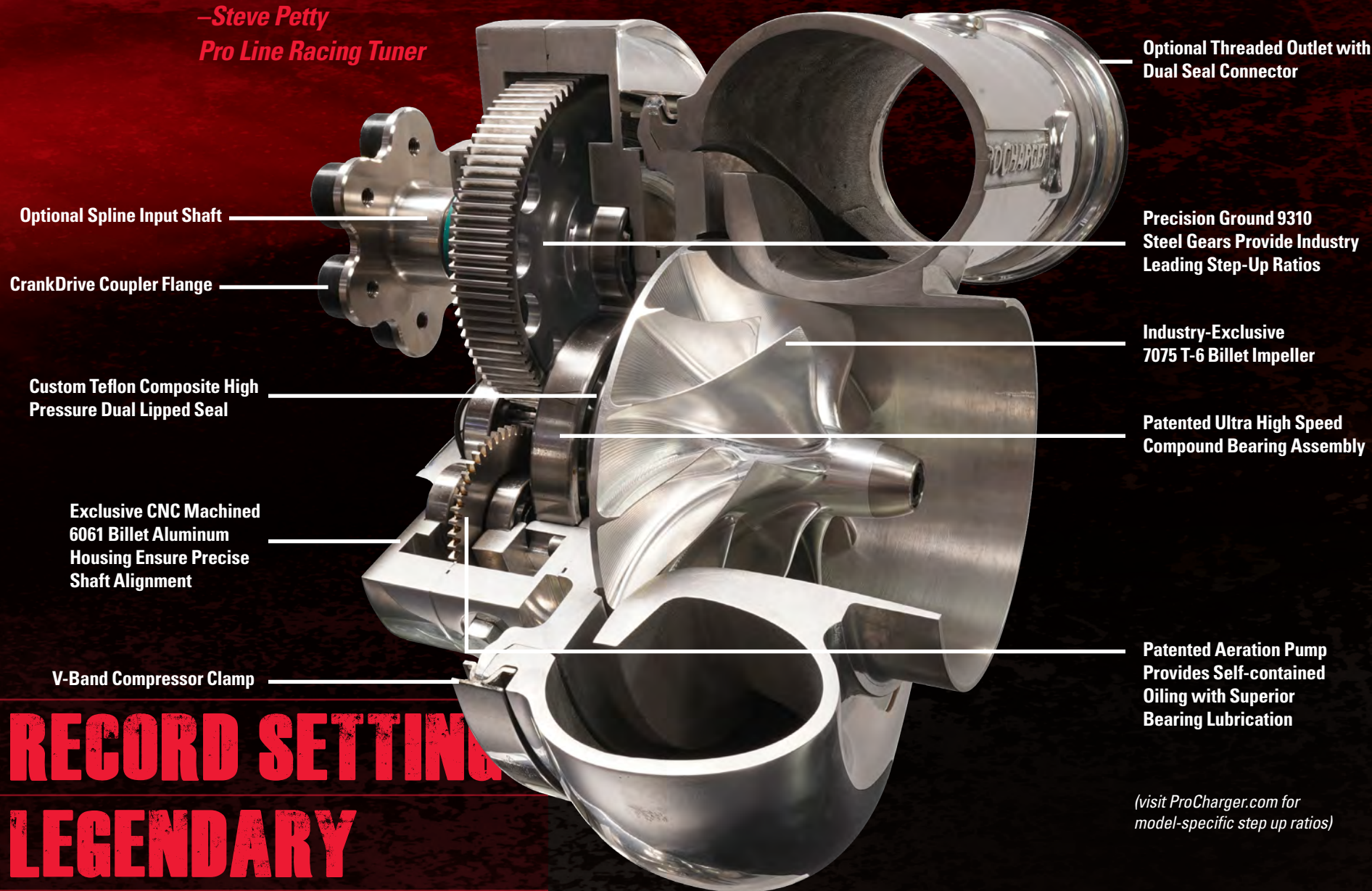
F-4X-144

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

*"ProCharger is the easiest
combination that I've tuned.
Very, very raceable."*

*—Steve Petty
Pro Line Racing Tuner*

F-SERIES TECHNOLOGY



**RECORD SETTING
LEGENDARY
MOST WINNING**

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

BUILDING THE POWER

THE GREATEST POWER GAINS, FROM THE GROUND UP

ProCharger: Fundamental Advantage

ProCharger has several advantages which help support cutting edge innovation, precise engineering, quality manufacturing, unsurpassed performance and best in class service.

First, ProCharger designs and manufactures both its own superchargers and complete 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.

Secondly, 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.

Lastly, from the engineering group to the production team, from the sales and service staff to the shipping department, ProCharger is comprised of enthusiasts who share your passion for high performance.

Billet Gear Cases

ProCharger designs and manufactures the centrifugal supercharger industry's only billet gear cases for superior rigidity, 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 other components.

These advantages, together with nearly 30 years of experience, help to explain why ProCharger leads the supercharging industry in patents and documented performance gains—as well as more records and championships in the past 10 years than all of ProCharger's direct competitors combined.



ProCharger Headquarters Campus, Kansas City

Made in the USA: All ProCharger supercharger products are designed, tested and manufactured inside these state-of-the-art facilities.



ProCharger Office, Mill Valley, California

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.

INVENTED, ENGINEERED



AND MADE IN THE USA



LEADERSHIP THROUGH INNOVATION

ENGINEERED QUALITY AND PERFORMANCE

State-of-the-Art Test Facility

ProCharger's aerodynamics test lab utilizes state-of-the-art equipment and 3 separate test cells to help ensure that ProCharger superchargers are the best available. This test lab, the industry's largest and most capable, allows ProCharger engineers to 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. This helps ensure that testing in the lab, on the dyno and on the pavement are all representative of real world performance. Additionally, knowledge transferred from Inovair, Accessible Technologies' 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.



Watch 3D Video





Test lab, building #2 of the ProCharger campus



Engine dynos, ProCharger building #1



Chassis dyno, building #1



Aerodynamic test station, 1 of 6

Engineering Excellence

The ProCharger team includes the largest and most capable engineering staff in the aftermarket forced induction industry. For nearly three decades, this highly-skilled and dedicated team has produced the most innovation and greatest number of patents in the industry. Utilizing the latest software, collaboration with OEM auto makers and rapid prototyping, combined with extensive lab and real world testing, ProCharger systems are not only typically first-to-market, but also best-in-class for power-hungry Corvette owners.



*ProCharger Vehicle R&D Area,
building #1*



Chassis dyno, building #3

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

"The D-1SC tuner kit provided all of the power potential and extras we would want to make the system reliable as possible during some hard miles"

—GM High Tech Performance

"Run in anger on the dyno with the ProCharger D-1SC, the BPE 6.0L produced 824 HP and 702 lb-ft of torque. The power and boost curves were still climbing rapidly at our 6,300-rpm shut-off point. That's a gain of over 300 HP, or if you prefer a 60 percent improvement in power output! There was a lot more left in the blower so we strapped it to a 427 LS engine built for higher power numbers, but that's a story for another day. Stay tuned!"

—Super Chevy

"Even with the potent LT1 under the hood, He soon realized changes needed to be made. After all, his last ride was pumping out some serious power, so he dialed up the guys at ProCharger for some advice. Well, as you can imagine they are quite the enablers over there and soon an intercooled F-1A centrifugal blower was on the way ... Put it all together and it was enough to make 900 horsepower at 7,100 rpm and 850 lb-ft of twist at 5,000 rpm."

—Vette

"So far the Devil Ray has touched 220 mph"

"When you blast past a Lamborghini like it was standing still, there's great satisfaction to be had in knowing that you did it effortlessly and for significantly less money."

"Readings of 715 rwhp at 5,800 rpm and 690 lb-ft at 5,000 rpm don't tell the tale of what a beast the ProCharged 427 really is. With a torque curve that exceeds 500 lb-ft below 3,000 rpm and averages over 600 lb-ft to redline, this motor is a torque monster par excellence."

—Vette Magazine

"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

"The day before the installation, our otherwise-stock test subject [2007 Z06] laid down an impressive 459.80 HP and 430.07 lb-ft of torque on the same dyno, making it the most potent C6 Z06 we've tested to date. Those numbers paled in comparison with the ProCharged readings, however, which came in at a jaw-slackening 583.18/511.92. Applying a conservative 15 percent correction factor for driveline losses yields crankshaft figures of 711 horses and 624 l-ft, more than enough to depose the "King of the Hill" ZR1 in a dyno duel. The king is dead; long live the king."

—Vette Magazine

"Man, this power curve is just awesome!"

—Engine Power

"The Intercooled ProCharger centrifugal supercharger system ... served up an astonishing 962.6 pound-feet of torque."

—Motor Trend

"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

"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



"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

"I have to say the thing I love the most now is the look you get when pulling up to places and stop lights from people at the amazing sound the F-1A ProCharger makes. It's awesome ..."

-GM High Tech Performance

"The power gained from all those changes would be negligible without the star of the show: a ProCharger F-1R supercharger. Changing out the stock roots-style supercharger to the centrifugal unit allowed for a significant increase in boost pressure and therefore more power."

-Vette

"With the ProCharger it is so easy ... just get in and run 8's like it's no big deal."

-GM High Tech Performance

"Look at how flat the torque is. The torque is flat from roughly 4,500 all the way up to ... 7,000 and the graph is just linear up. That is awesome! That is awesome for a bolt-on to gain that kind of power!"

-Engine Power

"The boost from the ProCharger is almost instantaneous, and once the cam gets into the heart of the wide torque curve, the car is a handful. Even with the extremely high heat and humidity of Houston, the car has been a paragon of reliability ... ProCharger magic raises the stock-block LS2's rear-wheel output from 350 HP to a staggering 706 horses at 6,400 rpm."

-Vette

"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 on an EFI-controlled engine, bolting on a ProCharger results in instant performance."

-Super Chevy

For the latest independent testing, visit procharger.com/editorial-reviews

SWAP KITS AND ACCESSORY DRIVES

GM Swaps

Classic looks with modern ProCharger power, what could be better? ProCharger's installing dealers recognize the popularity of "swapping" newer, EFI-equipped engines into other applications, especially when using the boost-friendly GM LS/LT engines.

Thousands of customers across the world have already demonstrated the ability to utilize ProCharger for their resto-mod and custom swap creations, and frequently intercooling will also fit into these custom applications.

Given their compact dimensions and snug mounting locations, a ProCharger supercharger may be the crown jewel for your own custom swap.

If you want to make your LS/LT swap stand above the rest—both in performance and visual impact—ProCharger's specialized dealers would love to help you reach your performance goals.

The bracket and superchargers for ProCharger's swap kits come in three different finish options: satin, polished, and black.

INVENTED, ENGINEERED



AND MADE IN THE USA



ProCharger LSx Serpentine Swap Kits

Factory-style EFI intake shown. ProCharger LSx Serpentine Drive Supercharger Kits are also compatible with aftermarket EFI and carburetor-equipped LSx engines. Conventional drivers side mount, reverse passenger side mount and drivers side truck style mount available.



ProCharger LT1 Serpentine Swap Kits

LT1 Swap Kit shown above with optional ProCharger Intake Manifold and optional ATI PP Balancer. Kit works with P-1SC through F-2 head units. It also runs an 8 rib dedicated drive.

See Chevrolet and Race Engine Applications catalog for pre-1987 Corvette applications



ProCharger LSx Cog Drive Swap Kits

The LSx Cog Drive Kit is race-rugged while still maintaining excellent streetability since it is compatible with accessories such as A/C and P/S.



ProCharger Small Block/Big Block Chevy Swap Kits

Now you can get those legendary ProCharger power gains you've been looking for with your Small Block Chevy and still drive all of your accessories with a fully-engineered 6-rib dedicated serpentine drive belt.

NEW PRODUCT

ProCharger LS Accessory Drive Kit

Finally, an accessory drive designed with a supercharger in mind. Get the sleek design style you expect from ProCharger and a unique supercharger bracket design that offers you the convenience of adding the supercharger kit lwhen you are ready. Add or subtract the components you need, including pulleys and brackets for the water pump, alternator, p/s, a/c, and supercharger.



N/A DRIVE ONLY



N/A WITH P/S



N/A WITH ALL
ACCESSORIES



ALL ACC WITH
SUPERCHARGER

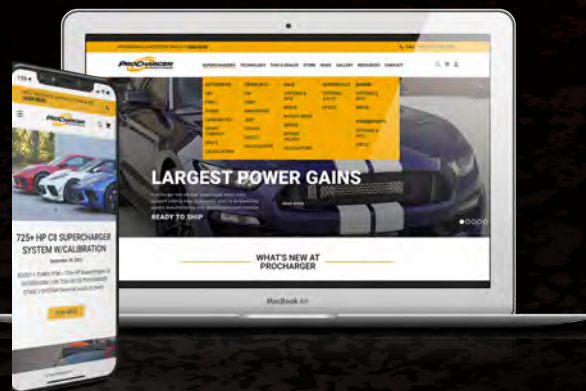
PROCHARGE YOUR LIFE

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, cool videos and vehicle galleries where you can create your own gallery entry with your ProCharger-powered car, truck, race car, motorcycle, ATV or boat!

While you're on the site, make sure to check out the online versions of ProCharger's industry leading, downloadable catalogs for whatever vehicle platform you have or are considering. And show your ProCharger pride with a big selection of ProCharger apparel from T-shirts, hats, license plate frames, gauges and more at ProCharger.com/store.



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



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.



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.



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



Performance Product of the Year

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

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.

2019-2022



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 both H0 and Stage II power level options. Will a fully recalibrated ECU, the Stage II Systems yields an impressive 725+ HP from the LT2.



FOR WHATEVER MOVES YOU

STREET, STRIP, SAND, SNOW AND WATER ... PROCHARGER HAS YOU COVERED



ProCharger is The **ULTIMATE** Power Adder[®]

As a Corvette owner, you're all about awesome, tire-shredding horsepower, performance and every-day reliability. So why settle for anything less out of the other vehicles in your garage? In addition to being the leader in Corvette supercharger systems and kits, ProCharger has the most extensive lineup of supercharger solutions in the industry. From the four door family sedan to boats, pickup trucks, SUVs, Harley-Davidson[®] motorcycles, high-performance UTV's, classic muscle cars and all-out race and track cars, chances are that ProCharger has a supercharger solution for it. Contact ProCharger sales at sales@procharger.com, (913) 338-2886 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



TERMS AND DEFINITIONS

ProCharger Complete Systems

- ProCharger systems are sold 100% complete unless noted otherwise.
- High Output (HO) Intercooled Systems are designed for operation on vehicles with stock engines and stock exhaust.
- Stage II Intercooled Systems are designed to accommodate higher power levels, but tuning is provided for stock vehicles only.
- Tuning is available for Systems only, and only for vehicles with stock engines with stock exhaust, as well as most “cat-back” exhaust systems.
- Boost level and performance may change based on elevation.
- Complete systems with tuning require a minimum of US 91 octane gas.
- All engine and exhaust modifications must be noted at time of order. ProCharger is not responsible for boost levels or tuning for modified applications.
- Vehicles built for export and other non-US spec vehicles may require custom tuning/calibrations.
- ProCharger systems for stock vehicles are emissions legal in all 50 states where noted in the “CARB EO” column in the applications, and specifications price guide. For compliance information, visit <https://www.arb.ca.gov>
- Due to variability among OEM computers, the prevalence of custom modifications, and age/miles/condition of vehicles, dyno tuning may be required; stock vehicles with cat-back exhaust systems may require custom tuning.

ProCharger Tuner Kits

- ProCharger Tuner Kits exclude fuel components and computer programming, but are otherwise identical to complete systems.
- HO Intercooled Tuner Kits are designed for stock and modified vehicles.
- Stage II Intercooled Tuner Kits accommodate higher power levels, and are designed for both stock and modified vehicles.
- Race kits and components are intended for off-road/racing use only and may require modifications, trimming, and/or additional components.
- Tuner kits are intended to be dyno-tuned by professional tuners/installers with custom programming.
- All ProCharger Air-To-Air Intercoolers come standard with a 3 year warranty. New supercharger head units driven by a ProCharger serpentine belt drive come standard with a 12 month warranty. Select ProCharger supercharger system head units are optionally extendable to three years. For additional warranty information contact Technical Services at TS@ProCharger.com or call us at 913-338-2886.
- Wastegates, methanol injection kits, aftermarket intakes, etc may cause damage to supercharger, intercooler, or intake that will not be covered under warranty.

Find your local ProCharger dealer

To ensure the best service, ProCharger dealers are required to have experience with high performance forced induction applications, and provide a high level of customer service. Additionally, dealers are also required to have installation facilities and/or a high degree of experience with ProCharger installations. Look up your local ProCharger dealer at procharger.com/dealer-locator.





FOR GENERATIONS C8 • C7 • C6 • C5 • C4

INVENTED, ENGINEERED AND MADE IN THE USA



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

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