

CHEVROLET ^{AND} RACE ENGINE APPLICATIONS



THE ULTIMATE POWER ADDER[®]

Aftermarket EFI and Carbureted
SBC, BBC, LS, LT, and Racing Applications

ProCharger

THE PROCHARGER WAY

At ProCharger, we believe nothing is ever good enough. It is this mentality that has made ProCharger the premier manufacturer of centrifugal superchargers, winning more races and setting more records than any competitor for 30 years. ProCharger's engineering team has been awarded more patents than any other aftermarket supercharger manufacturer, and has introduced many innovations to the world of supercharging. It's our goal to offer unparalleled technology, performance and reliability to our customers. With offices in Kansas City and San Francisco, ProCharger is well suited to serve customers both domestic and worldwide, with staff that are dedicated to producing the finest supercharger systems available. Our Technical Service and Sales Representatives are available to serve you Monday through Friday from 8:00 AM to 5:30 PM Central Time. Call us at (913) 338-2886 or email sales@procharger.com.



TABLE OF CONTENTS

Introduction to ProCharger	2
Street Supercharger Kits	8
Race Supercharger Kits	12
CrankDrive gear drive and RaceDrive.....	19
Swap Kits, LS and LT engines	20
V-Belt Accessory Kits	23
Serpentine Accessory Kits	24

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Charger Advantage

- Over 30 years of innovation and industry leadership
- The next generation of supercharging, offering up to twice the gains provided by other power adders
- Industry-leading power gains running pump gas or racing fuel
- Simple underhood installation
- Patented, proven self-contained, SC and F-Series superchargers
- Industry-best supercharger warranty coverage
- Most complete lineup of superchargers and kits, with intercooled and non-intercooled Chevy SB and BB systems for 400-4,500+ HP
(Higher HP gains are attainable through the use of exotic racing fuels like nitro-methane, methanol, etc.)
- Industry-leading LS and LT transplant solutions: 1,600+ HP
- More experience with today's carbureted and fuel injected Chevy engines than any other centrifugal supercharger manufacturer



PROCHARGER RACING FACTS

- More than 238 racing event wins in 2023, and more than 1,000 wins in the last 10 years
- ProCharger-equipped cars have won NHRA Pro Mod and NPK World Championships
- First drag radial car in the 3.50's is powered by ProCharger.
- Fastest centrifugal doorslammer record is held by a ProCharged car.

ATI Technology	26
Intercooling	30
Optimizing Your Engine	32
Induction and Fuel Systems	34
Blow-off Valves	40
Editorial	41
Optional Components and Accessories	42

Superch

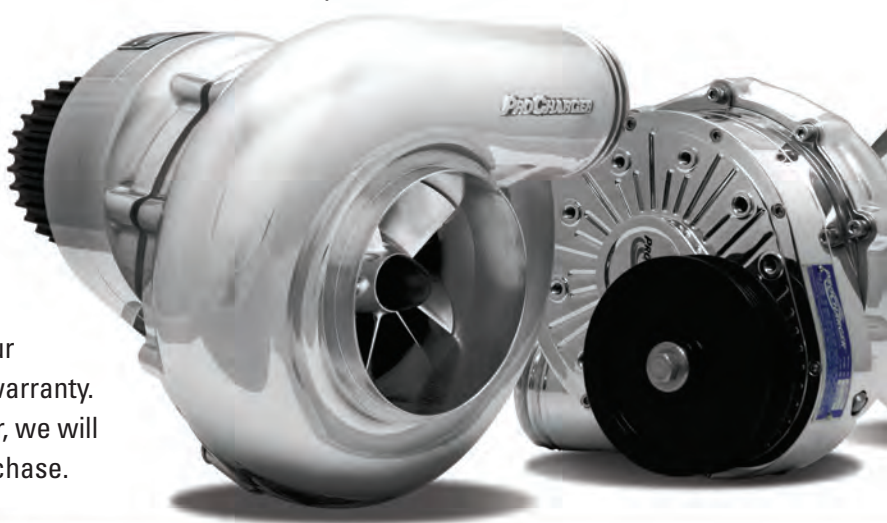
Revolutionary Self-Contained ProChargers

The pursuit of perfection. ATI ProCharger is proud to be known for innovation when it comes to modern, self-contained, centrifugal superchargers. After offering the industry's best, strongest and most powerful centrifugal blowers (our original, oil fed design), we felt it wasn't enough and went back to the drawing board to raise the bar even higher! This effort produced a completely new breed of centrifugal superchargers; fully self-contained requiring no external oil source. Our family of superchargers includes the industry-standard P-1SC and D-1SC, the powerful P-1X and D-1X, all F-1 series, the F-2, and the record crushing F-3 and F-4X supercharger models.

By freeing the supercharger of the engine's oil supply, ATI ProCharger's engineers gained more latitude in design and allowed building a supercharger without compromise. By utilizing a proprietary synthetic lubricant (free of motor oil contaminants), higher bearing speeds, decreased bearing temperatures and increased bearing life are now possible. This independence from motor oil for lubrication means you don't have to punch a hole in your oil pan and works great for dry sump or custom applications where blower locations would be limited by motor oil drain back.

These new blowers utilize higher internal step up ratios, which allow the use of larger pulleys that provide more belt contact and increased drive belt longevity. You can use a serpentine belt to make power in excess of 1,000 HP, a level once only available to cog belt users.

Buy a ProCharger, get peace of mind. We make the industry's finest superchargers and stand behind our products by providing you with the industry's best warranty. If you purchase a serpentine belt driven ProCharger, we will warranty it for a full 12 months from the date of purchase.



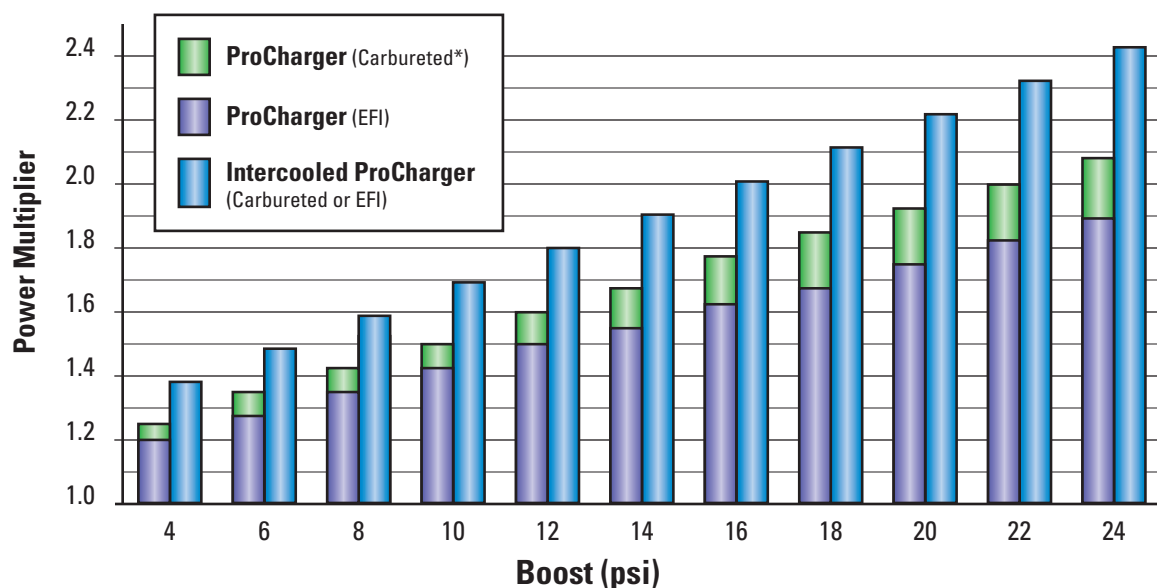
chargers

To use this chart, find your desired boost level and follow the bar upward to its end. Multiplying your engine's base horsepower by the corresponding value at the left of the chart will provide you with an estimate of your new ProCharged power level. The multiplier value assumes the use of 91 octane pump gas and an appropriate compression ratio.



How Much Power Can a ProCharger Supercharger Add to Your Engine?

Maximum HP Increase
At Various Boost Levels



*Carbureted applications utilizing racing fuel will experience power gains approaching those of an Intercooled ProCharger.



Made with

Reliable Performance

Well suited for both street and racing use, ProCharger kits are available for a broad range of applications. Running 91 octane pump gas, a highly efficient ProCharger can deliver gains of up to 70% when used on a typical Chevy small block, big block, LS or LT engine. If you choose to add an intercooler or use racing fuel, gains well in excess of 100% are readily achievable. Here's why: at given boost levels, ProCharger superchargers produce far lower inlet air temperatures than others. This cooler air charge offers a three-fold benefit: cooler air is more dense and provides the engine with more oxygen than a highly heated air charge. Greater efficiency and cooler air allow you to safely run higher boost and power levels. Your engine is also able to make more power in the absence of this excessive heat due to the fact that you can run more ignition timing without fear of detonation (detonation is the primary limiting factor with any power adder running pump gas). In addition to providing cooler air charges, the centrifugal supercharger provides the engine with a mixture that develops power at crank angles farther past top dead center, thereby avoiding the undue engine strain generated by other power adders. A centrifugal blower also develops boost and power relative to engine speed, giving you a smoother, more usable power curve. Finally, not only is the ProCharger easier on your engine and drivetrain, it's easier on your car as well, requiring minimal modification to your vehicle when compared to other systems. In fact, our basic system can be installed in just a matter of hours without the use of any special tools. Once you get the system dialed in, you're done! You have a car with its original drivability, no bottles to refill and no need for special trips to pick up expensive racing fuel. Simply fill the tank with premium unleaded and let the fun begin.

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

Real-World Power

ATI strongly believes that performance claims should always be representative of the performance gains that customers can reproduce in real world use. During testing on an engine dyno, peak power output can easily be overstated when obtained from a brief pull, which avoids the effects of heat buildup seen in an extended run. Similarly, unrealistic results may also be obtained with the use of higher octane fuels, which are great for making power, but impractical for street use. This catalog provides reliable, reproducible power figures obtained with pump gas and a tune that doesn't compromise an engine's integrity.

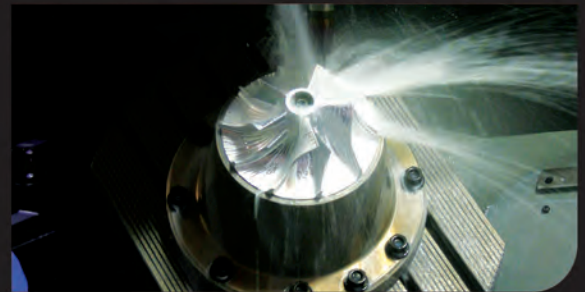
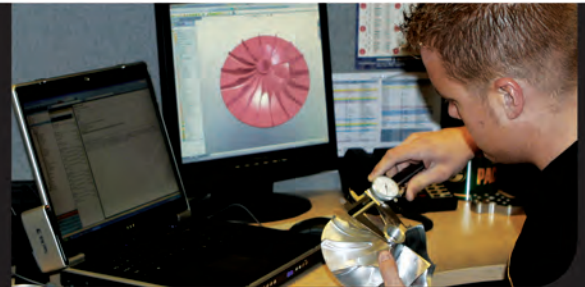


With Pride

ATI: Quality From Start to Finish

The result of hard work and a commitment to quality, ATI ProCharger superchargers have proven to be the finest in the industry. Our engineering staff makes use of state-of-the-art design programs to bring their concepts to reality. Our machinists then work with our engineers to faithfully reproduce these designs at the highest quality using our vast array of CNC machinery. Upon completion, precision machined supercharger parts are inspected for quality and distributed to our supercharger assembly department where skilled technicians hand build and test run each unit prior to shipment.

All ProCharger intercoolers are designed and assembled in-house to provide superior quality control and availability. Prior to shipment, the contents of each assembly and supercharger system are thoroughly double checked for completeness to ensure our customers a swift, hassle free installation. And our air-to-air intercoolers come with a 3-year warranty; designed and built for years of trouble-free use.





Patented Aeration
Pump Provides
Bearing Lubrication

Rugged CNC Machined
Aluminum Housings Ensure
Precise Shaft Alignment

P-1SC

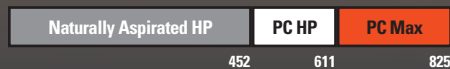
825 MAX HORSEPOWER

CUSTOMER PROFILE:

This classic '69 Camaro is equipped with a hydraulic cammed 355-cid small block and has been shown nationally. Utilizing a non-intercooled P-1SC ProCharger, this powerful and streetable combination turns heads wherever it goes.

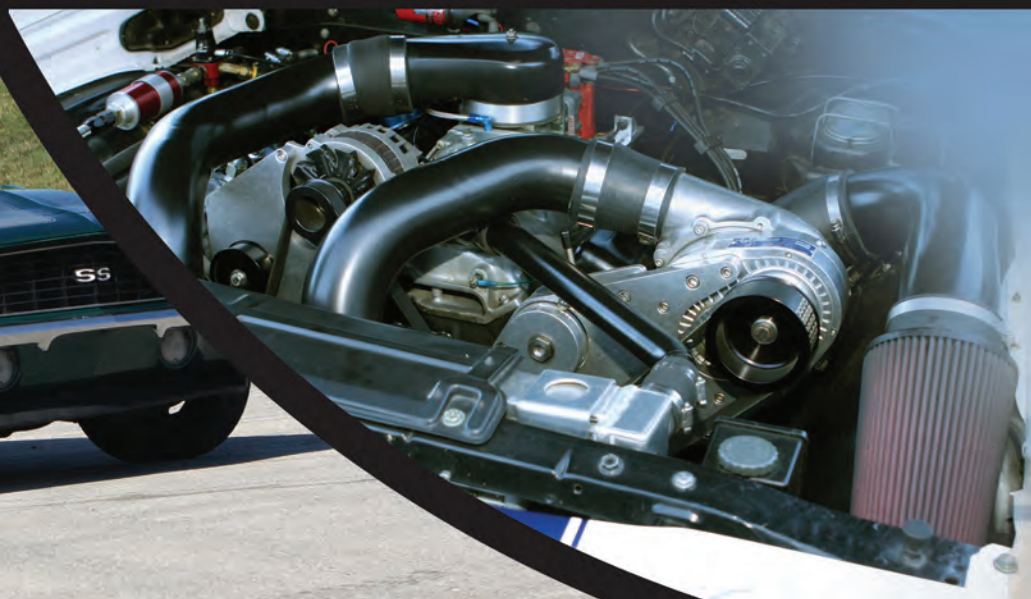
Vehicle: 1969 Camaro
ProCharger Kit: P-1SC
Blow-off Valve: Bullet
Boost: 6 psi
Engine: 355 Small Block
Pistons: Forged
Crank: GM steel
Heads: RHS aluminum
Intake: Weiland single plane
Carb: 750 cfm
Fuel Pump: Mechanical
Block: factory 4-Bolt GM
Cam: Hydraulic Flat Tappet
Ignition & Distributor: MSD
RWHP: 520 @ 6,500

35% INCREASE



*Flywheel HP; accounts for 15% drivetrain loss w/ manual transmission

Available for small block and big block Chevy engines, the intercooled and non-intercooled ProCharger P-1SC, P-1SC-1, P-1X, and D-1SC kits are ATI's entry level self-contained superchargers. Built more ruggedly than the high-end "race" models offered by others, these superchargers utilize a transmission case constructed from 6061 aluminum billet. Lubricated with ProCharger's own proprietary synthetic oil blend, the ultra rigid precision ground shafts and gears (mounted on super-precision, high speed bearings) transfer power from the engine to a CNC machined 7075 aluminum billet impeller, spinning it at an overdrive ratio of 4.10:1. Equipped with a 9" volute, these units pack a lot of power while keeping a low profile. Utilizing a 6061 billet serpentine drive pulley, these blowers are custom configured for your application at no extra cost. Want to turn it up on the weekends? No problem. With a wide range of pulley sizes available you can quickly change boost levels to suit your needs. The mounting brackets, like the transmission case, are constructed from 6061 billet, providing a solid foundation for your ProCharger. The drive system utilizes an 8 or 12 rib drive system with a rugged spring loaded belt tensioner and oversized pulleys that provide optimal belt contact, providing maximum belt life. These kits also include a carb bonnet and the tubing required to boost your Holley 4150-style carburetor, while providing maximum hood clearance. The P-1SC utilizes a radial impeller capable of accommodating a wide range of applications while providing a smooth boost curve. Capable of supporting 925 HP, the D-1SC utilizes a helixed impeller and upgraded bearings and can satisfy the appetite of most power hungry enthusiasts.



Super Precision High
Speed Rated Aerospace
Spec Support Bearing

Precision Ground Gears
Standard straight cut gears shown

Custom Teflon Composite
High Pressure Dual Lipped Seal

Industry Exclusive
7075 T-6 Billet Impeller

Helical gearset available
for reduced supercharger
noise level.

D-1SC

925 MAX HORSEPOWER

CUSTOMER PROFILE:

Equipped with a hydraulic cammed small block, this Chevelle sees frequent street duty without skipping a beat. Even with a conservative tune this 3,500 lb car is capable of dipping into the 10's in the quarter.

Vehicle: 1968 Chevelle
ProCharger Kit: D-1SC
Intercooler: 3 Core, Race 3"
Blow-off Valve: Pro-Flo
Boost: 12 psi
Engine: 383 Small Block
Pistons: Pro-Tru Forged
Crank: CAT 5140 Steel
Rods: CAT 4340 Steel
Heads: Dart Iron Eagle
Intake: Victor Jr.
Carb: Holley 750
Fuel Pump: Electric
Block: factory 4-Bolt GM
Cam: Hydraulic Roller
Transmission: 5-speed manual
Options: A/C, P/S, Serp Accessory Drive
RWHP: 652 @ 6200

53% INCREASE

Naturally Aspirated HP

ProCharged HP

Max

531

815

925

*Flywheel HP: accounts for 20% drivetrain loss w/ automatic transmission

Part Number	Description	Tube Diameter	Bypass Valve	Carb Bonnet	Drive System
1CX100-P1SC*	High Output with P-1SC	-	sold separately	low profile	8-rib
1CX100-P1SC-I*	High Output Intercooled with P-1SC	3"	ProFlow	standard	8-rib
1CX100-D1SC*	High Output with D-1SC	-	sold separately	standard	12-rib
1CX100-D1SC-I*	High Output Intercooled with D-1SC	3"	ProFlow	standard	12-rib
Part Number	Optional Equipment	Tube Diameter	Bypass Valve	Carb Bonnet	Drive System
-	Black or Polished finish for ProCharger, brackets, and/or bonnet				
add "-H" to part #	Helical gearset for noise reduction				
add "-CB" to part #	Competition Carb Bonnet Upgrade				
AI003A-001	3 core intercooler (825 hp)	3"			
AI003A-002	Sheet metal 3 core race intercooler (950 hp)	3"			
AI003A-005	Sheet metal 3 core race intercooler (1050 hp)	3.5"			
FV001I-BST / FV002I-BST	Boost sensitive fuel pressure regulator (EFI or Carb)				
FP001I-002	ProPump fuel pump 700 hp				
FP001I-006	High performance 1000 hp electric fuel pump				
AB00XX-000	BBC/SBC p/s reloc. kit (remote reservoir) pump not inc. (V-belt)				
AB007A-085/AB008A-065	SBC or BBC Repositioning bracket				
AI004A-003	Universal Tubing Kit	3"			

(Replace "X" in part number with "A" for small block applications and "B" for big block applications)



ENGINE POWER

Season 6, Episode 19

"That's absolutely incredible, 938 Horsepower!!!"

[938 RWHP, with P-1X]

P-1X

950 MAX HORSEPOWER

PRODUCT PROFILE:

P-1X: Our newest and most efficient entry level street supercharger.

Volute Diameter: 9"
Max Supercharged HP: 950
Motor Base HP Range: 300-500
Max Flow (CFM): 1,400
Max Boost (PSI): 32
Inlet Hose Diameter: 3.75"
Inducer Diameter: 3.57"
Exducer Diameter: 5.56"
Outlet Hose Diameter: 3"
Outlet I.D.: 2.62"
Max Impeller RPM: 65,000
Internal Step-up: 4.10:1
Reverse Rotation Avail.: Yes
Self Contained: Yes
Oil Capacity: 6 oz

Helical gearset

Hardened steel helical gearset for a significant reduction in supercharger sound levels.

This helical gearset along with internal design modifications result in a supercharger with all the same power potential as the standard blower, but at reduced sound levels, especially at engine idle speeds. Available on P-1SC-1, D-1SC, P-1X, and D-1X line of superchargers.

New and Improved designs (P-1X and D-1X): Built on the successful history of the P-1SC-1 and D-1SC superchargers, the P-1X and D-1X superchargers each represent higher, more efficient designs, producing cooler charger air temperatures while reducing parasitic engine load. The P-1X/D-1X superchargers use the same brackets and 4:10-1 step-up ratio as their P-1SC/D-1SC counterparts, which provide an easy upgrade or a hassle free new installation. These new superchargers also contain ProCharger's durable self-contained gear case requiring no external oil source for years of trouble-free use.

P-1X™

Delivers a 10-15 HP increase over the P-1SC-1 at the same boost level and is capable of 950+ HP. Fits P-1SC-1 brackets and is a direct bolt-in upgrade from the P-1SC-1.

D-1X™

Delivers more efficiency and is capable of 1,075+ HP. Fits P-1SC-1 and D-1SC brackets and is a direct bolt-in upgrade from the D-1SC.

P-1X™ and D-1X™: A perfect match for today's high revving, high compression LS/LT engines. Try out the next generation of ProCharger superchargers on your Chevy.

"We didn't see this coming: the bell mouth-wearing D-1X helped our big block generate 925 rwHP at 6580 rpm and 744 rwtq at 6470 rpm at 15.5 pounds of boost." – FSC



D-1X

1075 MAX HP

CUSTOMER PROFILE:

Taking this Nova to the next level, the D-1X delivered impressive numbers (925 RWHP) and helped power this Nova down the quarter mile with an ET of 8.76 @ 155.26 MPH. A 159 RWHP improvement over the prior D-1SC supercharger setup is impressive.

Vehicle: 1970 Nova SS
 ProCharger Kit: D-1X
 Intercooler: None
 Blow-off Valve: ProFlow
 Boost: 15 psi
 Engine: 498 Big Block
 Rotating Assembly: Eagle Forged
 Heads: AFR 24
 Cams: Comp Cams Custom
 Carb: QFT 850 cfm
 Intake: Edelbrock
 Transmission: FTI TH400
 Converter: FTI 10" 5700 Stall
 Rear End: 12-bolt, 3.42 gears
 RWHP: 925
 ET: 8.76 at 155.26 MPH

82% INCREASE

Naturally Aspirated HP	ProCharged HP
668	925 1075

*Flywheel HP: accounts for 20% drivetrain loss w/ automatic transmission

Part Number	Description	Tube Diameter	Bypass Valve	Carb Bonnet	Drive System
1CX100-P1X*	High Output with P-1X (8 rib)	-	sold separately	low profile	8-rib
1CX100-P1X-I*	High Output Intercooled with P-1X (8 rib)	3"	ProFlow	standard	8-rib
1CX100-D1X*	High Output with D-1X (12 rib)	-	sold separately	standard	12-rib
1CX100-D1X-I*	High Output Intercooled with D-1X (12 rib)	3"	ProFlow	standard	12-rib
Part Number	Optional Equipment	Tube Diameter	Bypass Valve	Carb Bonnet	Drive System
-	Black or Polished finish for ProCharger, brackets, and/or bonnet				
add "-H" to part #	Helical gearset for noise reduction				
add "-CB" to part #	Competition Carb Bonnet Upgrade				
AI003A-001	3 core intercooler (825 hp)	3"			
AI003A-002	Sheet metal 3 core race intercooler (950 hp)	3"			
AI003A-005	Sheet metal 3 core race intercooler (1050 hp)	3.5"			
FV001I-BST / FV002I-BST	Boost sensitive fuel pressure regulator (EFI or Carb)				
FP001I-002	ProPump fuel pump 700 hp				
FP001I-006	High performance 1000 hp electric fuel pump				
AB00XX-000	BBC/SBC p/s reloc. kit (remote reservoir) pump not inc. (V-belt)				
AB007A-085/AB008A-065	SBC or BBC Repositioning bracket				
AI004A-003	Universal Tubing Kit	3"			

(Replace "X" in part number with "A" for small block applications and "B" for big block applications)





Patented Aeration
Pump Provides
Bearing Lubrication

CNC Machined
6061 Billet Housings Ensure
Precise Shaft Alignment

F-1D / F-1 / F-1A / F-1A-91 / F-1A-94

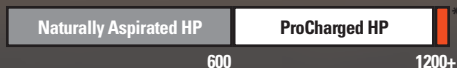
UP TO 1200 MAX HORSEPOWER

CUSTOMER PROFILE:

This 1998 Camaro was built specifically to dominate the very competitive drag racing class called Ultra Street. The F-1A-94 had set so many records and major event wins, that the rule makers have restricted our racers back to the little F-1A-91. But that smaller supercharger has proved just as mighty, and continues to dominate the class and set records.

Vehicle: 1998 Camaro
ProCharger Kit: F-1A-94
Intercooler: none
Blow-off Valve: Pro Race
Boost: 21 psi
Engine: 434ci SBC
Heads: HRE Custom
Cam: Custom grind solid roller
Pistons: Forged
Crank: Forged Steel
Rods: Aluminum
EFI System: Haltech
Fuel: Methanol
Horsepower: 1500 +
Racing Class: Ultra Street
Best 1/8th mile ET to date : 4.44 @ 157 MPH

100% INCREASE



*Flywheel HP: accounts for 20% drivetrain loss w/ automatic transmission

Available for small block and big block Chevy engines, the intercooled and non-intercooled ProCharger F-1D thru F-1R kits are the next step up the ladder from the P-1SC and D-1SC. Utilizing a patented high speed compound bearing design, these superchargers offer operating speeds unmatched by any other line of superchargers on the market. Lubricated with ProCharger's own proprietary synthetic oil blend, the ultra rigid precision ground 9310 steel shafts and gears (mounted on super-precision, high speed bearings) transfer power from the engine to a CNC machined 7075 aluminum billet impeller, spinning it at an overdrive ratio of 5.40:1. Equipped with our 9" volutes (**F-1D, F-1, F-1A, F-1A-91, F-1A-94**) and 9.75" volutes (**F-1C and F-1R**), these units pack a lot of power in a modestly sized package. Utilizing a 6061 billet serpentine drive pulley, these blowers are custom configured for your application at no extra cost. Want to turn it up on the weekends? No problem. With a wide range of pulley sizes available you can quickly change boost levels to suit your needs. The mounting brackets, like the transmission case, are constructed from 6061 billet, providing a solid foundation for your ProCharger. The 12-rib belt (cog option available) drive system utilizes a rugged spring-loaded belt tensioner and oversized pulleys that provide maximum belt contact for peak power output. A CrankDrive is an upgrade option. These kits also include a standard carb bonnet and the tubing required to boost your Holley 4150-style carburetor. The F-1D thru F-1R utilize an advanced helixed impeller capable of accommodating a broad range of applications.



Super Precision High
Speed Rated Aerospace
Spec Support Bearing

Precision Ground 9310 Steel Gears
Provide 5.40:1 Step Up Ratio

Patented Ultra High Speed
Compound Bearing Assembly

Industry Exclusive
7075 T-6 Billet Impeller

F-1C/F-1R

UP TO 1250 MAX HORSEPOWER

CUSTOMER PROFILE:

This Camaro can be found roaming about the city streets sporting a modified 850 Holley, an F-1R, a 3 core race intercooler and 502 cubic inches. At 3300 lbs, low nine second E.T.'s are easily within its grasp.

Vehicle: 1970-1/2 Camaro
ProCharger Kit: F-1R
Intercooler: 3 Core, Race 3"
Blow-off Valve: ATI Race
Boost: 15 psi
Engine: 502 Big Block
Pistons: JE Forged
Crank: GM 1053 Steel
Rods: GM Steel
Heads: GM
Intake: Brodix
Carb: Holley 850
Fuel Pump: Aeromotive
Block: factory Gen VI 4-Bolt GM
Cam: Solid Roller
RWHP: 756 @ 6400

93% INCREASE

Naturally Aspirated HP	ProCharged HP	PC Max*
490	945	1250

*Flywheel HP: accounts for 20% drivetrain loss w/ automatic transmission

Part Number	Description	Tube Diameter	Bypass Valve	Carb Bonnet	Drive System
1CX100-F1*	High Output with F-1D, F-1, F-1A (12 rib)	-	sold separately	standard	12 rib
1CX100-F1-I*	High Output Intercooled with F-1D, F-1, F-1A (12 rib)	3"	ProFlow	standard	12 rib
1CX100-F1C/F1R*	High Output with F-1C, F-1R (12 rib)	-	sold separately	standard	12 rib
1CX100-F1C/F1R-I*	High Output Intercooled with F-1C, F-1R (12 rib)	3.5"	ProFlow	standard	12 rib
1CX200-F1*	Cog Race Kit with F-1D, F-1, F-1A	-	Race Valve	standard	8 x 50mm cog
1CX200-F1-I*	Intercooled Cog Race Kit with F-1D, F-1, or F-1A	3"	Race Valve	standard	8 x 50mm cog
1CX200-F1R*	Cog Race Kit with F-1A-94, F-1C, F-1R	-	Race Valve	standard	8 x 50mm cog
1CX200-F1R-I*	Intercooled Cog Race Kit with F-1A-94, F-1C or F-1R	3.5"	Race Valve	standard	8 x 50mm cog
Part Number	Optional Equipment	Tube Diameter	Bypass Valve	Carb Bonnet	Drive System
-	Black or Polished finish for ProCharger, brackets, and/or bonnet				
add "-CB" to part #	Competition Carb Bonnet Upgrade				
AI003A-005	Sheet metal 3 core race intercooler (1050 hp)	3.5"			
AI045A-001	Sheet metal 3 core race intercooler (1300 hp)	3.5"			
AI006A-001	Sheet metal 3 core race intercooler (1550 hp)	4"			
3FASS-00X	Race Bypass Valve, Open or Closed (alum. or steel flange)				
add "-PRV" to part #	ProRace Bypass Valve (From Race, v-band clamp mounting)				
FV001I-BST / FV002I-BST	Boost sensitive fuel pressure regulator (EFI or Carb)				
FP001I-002	ProPump fuel pump 700 hp				
FP001I-006	High Performance 1000 hp electric fuel pump				
DP010I-001	Cog Drive mechanical water pump pulley				
AB00XX-000	BBC/SBC p/s reloc. kit (remote reservoir, pump not inc. (V-belt)				
AB007A-085/AB008A-065	SBC or BBC Repositioning bracket				
AI004A-003/AI004A-035	Universal Tubing Kit (3.0" or 3.5")	3" or 3.5"			

(Replace "X" in part number with "A" for small block applications and "B" for big block applications)





F-1X/F-2

1600 MAX HORSEPOWER

VEHICLE PROFILE:

Built for *Super Chevy* Magazine to demonstrate the potential of a carbureted, centrifugally blown engine using 91 Octane pump gas, this mildly built big block makes well over 3 HP per cubic inch breathing through a pair of lightly modified 450 Holley carbs, and runs in the low 8's.

Vehicle: 1969 Nova
ProCharger Kit: F-2
Intercooler: 1800 HP A/W
Blow-off Valve: ATI Race
Boost: 28 psi
Engine: 440 Big Block
Pistons: JE Forged
Crank: Eagle
Rods: 4340 H-beam Eagle
Heads: Brodix BB2 Xtra
Intake: Offenhauser
Carb: 2 x 450 Holley
Block: Merlin
Cam: Comp Solid Roller
ET: 8.18 @ 170
RWHP: 1196 @ 8100

203% INCREASE



*Flywheel HP; accounts for 20% drivetrain loss w/ automatic transmission

Available for Small Block and Big Block Chevy engines (1300-1600+ HP). The intercooled and non-intercooled ProCharger F-1X and F-2 kits are the next step up the ladder from the popular F-1R supercharger. These superchargers utilize a patented high-speed compound bearing design and are completely self-contained in ProCharger's proprietary synthetic oil blend. Key components include precision ground 9310 steel shafts and gears, CNC machined 7075 aluminum billet impeller, 6061 billet serpentine drive pulley, and 6061 billet transmission case. These quality parts are made from some of the toughest materials, providing you with years of trouble free use. Spinning at an overdrive

ratio of 5.40:1 and equipped with our 10.5" volute, this



unit packs a lot of power in a package that will fit under most hoods. A wide range of pulley sizes are available to quickly change boost levels to suit your application. The drive system utilizes a 12-rib belt (cog option available) with a rugged manual belt tensioner and oversized pulleys that provide maximum belt contact for peak power output. A CrankDrive is an upgrade option. These kits also include a carb bonnet and the tubing required to boost your Holley 4150-style EFI or carburetor.





F-3D-102/-106

1800 MAX HORSEPOWER

VEHICLE PROFILE:

This beautiful 1966 Nova SS was purpose built to compete in the NMCA Street Outlaw class. This super competitive class has very strict limitations on vehicle weight, supercharger sizes and engine combinations. The teams that compete in the class must use the best-of-the-best components available because they will be put to the test running maximum effort to achieve the winning results.

Vehicle: 1966 Nova SS

ProCharger: F-3D-106

Intercooler: 2500HP A/W

Blow-off Valve: ProRace

Boost: 32

Engine: 430CI SBC

Block: Dart

Pistons: Ross Forged

Crank: Bryant

Rods: GRP

Heads: SB2 by M&M Comp. Revolution Billet

Head flow: 460 cfm intake flow

Intake: M&M custom cast w/ 123mm throttle body

Cam: BES Racing Engines - custom solid roller

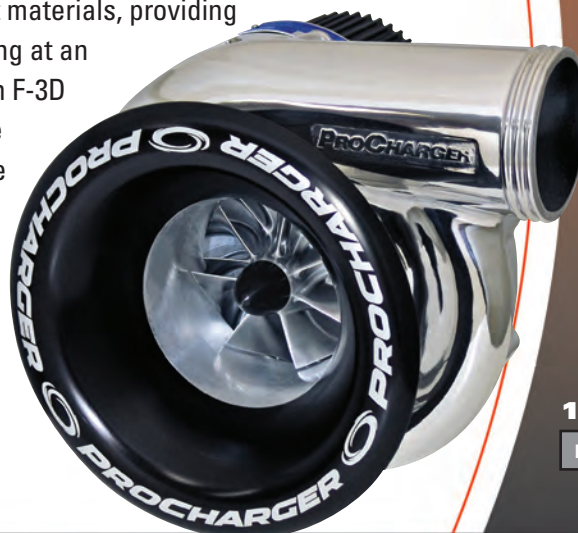
EFI System: Fuel Tech FT600

Fuel: VP Q-16

ET: 4.38 @ 168 (1/8th mile)

RWHP: 1800+

With more than 100 national racing championships in the last 15 years, ProCharger has become the supercharger of choice among racers across the world. The F-3 "D" models were designed to meet the strict rules of the X275 series of drag racing, while continuing to dominate the class. The F-3 family of superchargers utilize a patented high-speed compound bearing design and are completely self-contained requiring no external oil source. Key components include precision ground 9310 steel shafts and gears, CNC machined 7075 aluminum billet impeller, and 6061 billet transmission case. These quality parts are made from some of the toughest materials, providing race after race of trouble free use. Spinning at an overdrive ratio of 5.63:1 and equipped with F-3D specific 10.5" volute, these models can be ordered with our CrankDrive unit, ProRace blow-off valves, and Race Bellmouth to make a complete "one-stop-shop" supercharger package for your engine. Call our racer support staff to help you determine which F-3 model best suits your specific application.



124% INCREASE



*Flywheel HP: accounts for 20% drivetrain loss w/ automatic transmission





Patented Aeration
Pump Provides
Bearing Lubrication

CNC Machined
6061 Billet Housings Ensure
Precise Shaft Alignment

F-3R-102/-112/-121

2400 MAX HORSEPOWER

VEHICLE PROFILE:

This true original SS has had a full life of fun! It's been the quintessential desired original Muscle Car through the 70's and 80's, then modified to a vicious Street Machine and weekend racer through the 90's and early 2000's, and now made a transition to a top level Drag Radial race car.

ProCharger Model: F-3R-121

Boost: 35+ psi

Intercooler: Air to Water

Fuel: VP Q-16

Horsepower Naturally aspirated: 800

Horsepower Boosted: 2400+

Fastest 1/8th mile: 4.22 @ 175 mph

Racing class: LDR and Pro 275

1971 Chevelle SS

Cubic Inch: 540ci

Compression: 9.0:1

Weight: 3300lbs

200% INCREASE



*Flywheel HP: accounts for 20% drivetrain loss w/ automatic transmission

The first centrifugal supercharger to power a doorslammer over 200 mph and into the sixes, F-3 ProChargers are the centrifugal superchargers of choice among heads-up racers across the continent. These superchargers utilize a patented high-speed compound bearing design and are completely self-contained in ProCharger's proprietary synthetic oil blend. Key components include precision ground 9310 steel shafts and gears, CNC machined 7075 aluminum billet impeller, 6061 billet serpentine drive pulley, and 6061 billet transmission case. These quality parts are made from some of the toughest materials, providing you with years of trouble free use. Spinning at an overdrive ratio of 5.63:1 and equipped with our 12" volute, these units pack a lot of power in a package that can be fitted under most hoods. The drive system options include 8mm or 14mm cog belts, CrankDrive, or RaceDrive. The belt drives come with a rugged manual belt tensioner and oversized pulleys that provide maximum belt contact for peak power output. This kit can be ordered with an intercooler, blow-off valves and the tubing needed to boost your engine. F-1X and F-3 ProChargers utilize advanced helix shaped impellers, which accommodate a broad range of applications. With numerous trims available, our racer support staff can help you determine which model best suits your specific application.

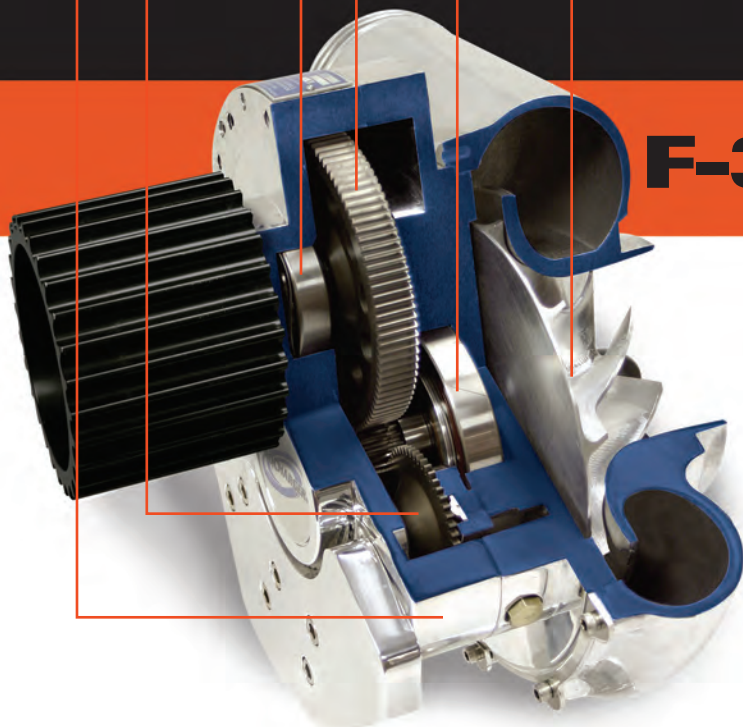


Super Precision High
Speed Rated Aerospace
Spec Support Bearing

Precision Ground
9310 Steel Gears Provide
5.63:1 Step Up Ratio

Patented Ultra High Speed
Compound Bearing Assembly

Industry Exclusive
7075 T-6 Billet Impeller



F-3R-130/-136/-140

3000 MAX HORSEPOWER

CUSTOMER PROFILE:

Crossing the scales at nearly 2800 lbs, this Outlaw Pro-Mod style Camaro is powered by a 522 cubic inch big block. Fitted with an F-3R-136 ProCharger, this car has blasted to a best time of 6.18 @ 228 mph.

Vehicle: 1968 Jerry Bickel Camaro
ProCharger Kit: F-3R-136
Intercooler: None
Fuel: Methanol
Bypass Valve: ATI Race
Boost: 51 psi
Engine: 522 BAE
Pistons: Forged
Crank: Forged
Rods: Aluminum
Heads: BAE
Intake: Custom
EFI: KAM System
Block: BAE
Cam: Solid Roller
ET: 6.18 @ 228 mph
FWHP: 2600 @ 9000



160% INCREASE

Naturally Asp. HP	ProCharged HP	Max*
1000	2600	3000

*Flywheel HP: accounts for 20% drivetrain loss w/ automatic transmission



3-Second
2017 Corvette C7 Z06,
3,100+ HP



1969 Camaro
**5.85 ET @
243 MPH**





F-4X-136/-140/-140-1/144

4200+ MAX HORSEPOWER

VEHICLE PROFILE:

This ProMod Camaro had the race of a lifetime in early 2019. It rocketed to the top of the radial racing world, racking up a \$101,000 payday, and becoming the first car to break into the 3.40s on radials and 3.50s on slicks. Breaking the 3.4-second barrier was a monumental accomplishment for ProCharger and it's something this racing team earned through dedication to the sport, and a reliable power plant fed by the ProCharger F-4X-140.

Vehicle: 1969 Camaro
ProCharger: F-4X-140
ProCharger CrankDrive
Blow-off Valve: Competition
Intercooler: None
Boost: 50+ psi
Fuel: Methanol
Engine: 548 ProLine Hemi
Pistons: BME Forged
Crank: Bryant Billet
Rods: GRP Aluminum
Heads: AJPE MH4 P3
Cam: Tool Steel PLR Grind
Intake: Visser / PLR Billet Aluminum
Throttle Body: 123mm Accufab V-Band
Throttle Body
EFI: Fuel Tech
Block: AJPE Billet Hemi
HP: 3500+

With more than 1,000 event wins in the last 10 years, ProChargers are the power adder of choice among racers across the world. The largest of the F-series of superchargers, the F-4X has a highly-efficient impeller blade design, producing cooler charge air temperatures. These models utilize a patented high-speed compound bearing design and are completely self-contained, requiring no external oil source. Key components include precision ground 9310 steel shafts and gears, CNC machined 7075 aluminum billet impeller, and 6061 billet transmission case. These quality parts are made from some of the toughest materials, providing race after race of trouble free use. Spinning at an overdrive ratio of 4.77:1 and equipped with F-4X specific volute, these models can be ordered with our CrankDrive unit, ProRace blow-off valves, and Race Bellmouth to make a complete "one-stop-shop" supercharger package for your engine. Call our motorsports support staff to help you determine which F-4X model best suits your specific application.

Call or email racing@procharger.com for more information.

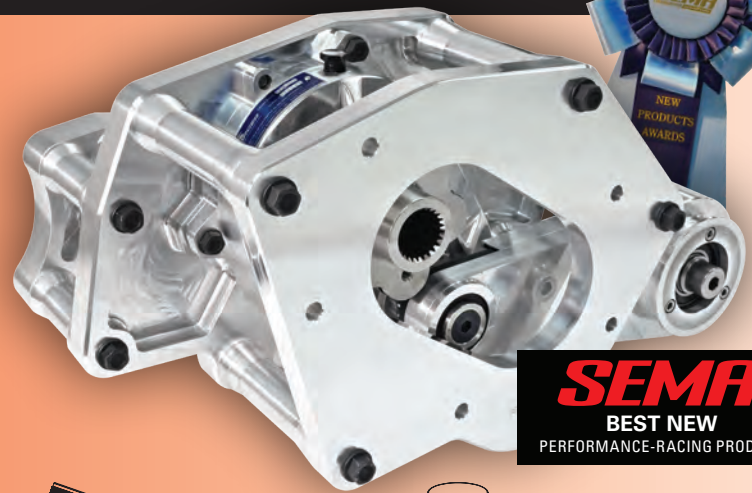


CRANKDRIVE™ GEAR DRIVE

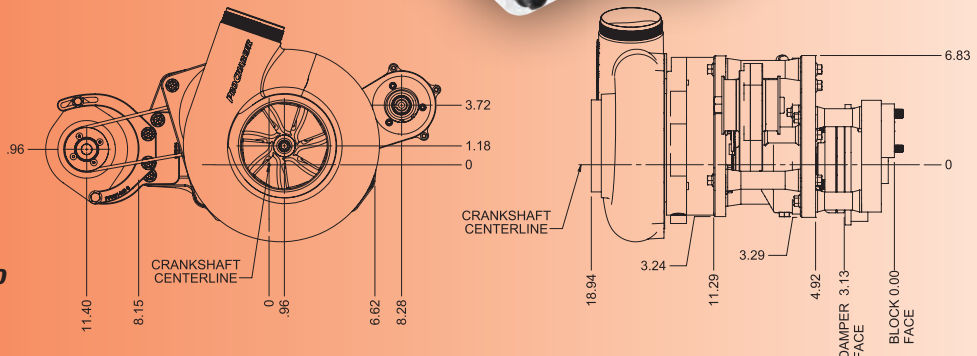
The award winning CrankDrive™ gear drive is capable of supporting 4,500+ horsepower, allows for a variety of accessories, has easy to change gear ratios, and provides maximum efficiency at extreme power levels. Compatible with the ProCharger F-1 through F-4X model superchargers, the CrankDrive is available for most drag racing engine applications.

- **The ProCharger CrankDrive™ positions the supercharger higher than other gear drives to allow for better steering component and frame clearance**
- **Lightweight design**
- **Easy to assemble, disassemble, and swap gear ratios**
- **Complete assembly for specific engines, no sourcing additional components**
- **Allows engine to rotate both directions for servicing**

For more information on CrankDrive applications and specifications, visit procharger.com



SEMA
BEST NEW
PERFORMANCE-RACING PRODUCT



APPLICATIONS

Chevrolet Big Block/Small Block
Chevrolet LS/LT
Ford Small Block/Big Block

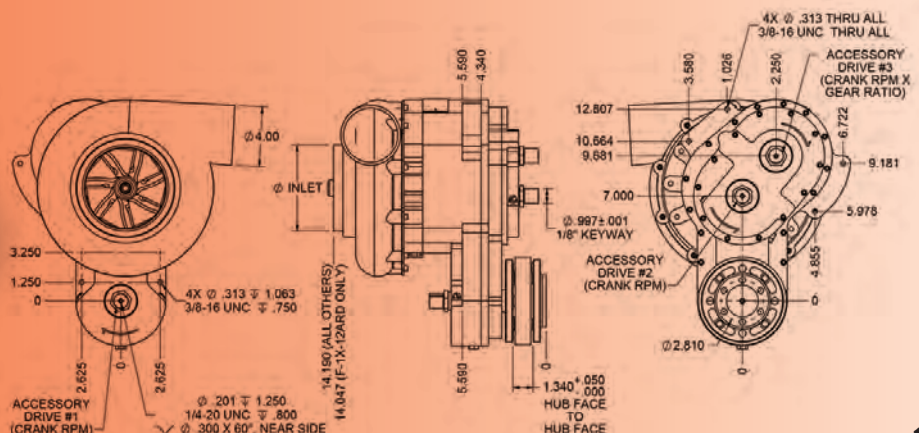
BAE Hemi
AJ TFX Hemi
481X

RACEDRIVE™

TWO CONFIGURATIONS AVAILABLE
F-3R-112RD AND F-3R-121RD

The RaceDrive is an integrated gear drive combined with our rugged F-Series supercharger, and is currently being offered in two configurations: the F-1X-112RD and F-3R-121RD. The ProCharger RaceDrive is a compact drive unit that centrally mounts the ProCharger closer to the engine and higher up for easier installation.

A key feature of the ProCharger RaceDrive is the ability to change the gear sets or blower speeds by simply removing the front cover, and replacing the 10 spline quick change gear sets with well over 40 different ratios to choose from. The gear case is isolated from the supercharger transmission and holds 4 oz of ProCharger oil.





LS SERPENTINE ACCESSORY DRIVE

AN ACCESSORY DRIVE WITH A SUPERCHARGER IN MIND

ProCharger proudly has a solution to meet the wide variety of customer needs. Please visit procharger.com to see specifications, required accessories, and dimensions for each of our kits.

Drives available for:

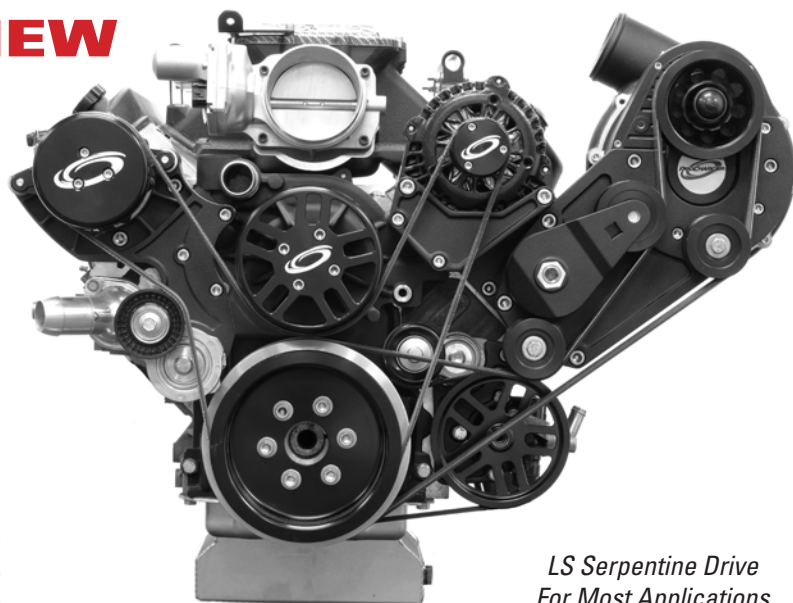
- driver-side mount
- passenger-side mount
- truck accessories
- Corvette accessories
- Camaro accessories
- and many more...



Factory-style EFI intake shown. Multiple LS Serpentine Drive Kits, compatible with aftermarket EFI and carburetors, are available. Visit procharger.com for more info.

Featuring a self-contained supercharger, serpentine-drive bracket, air-to-air intercooler and the ability to retain many stock accessories (including A/C and P/S), the ProCharger LS Serpentine Accessory Drive Kits are exactly what your LS swap vehicle needs. An intercooled system is good for a safe, fuel-efficient and streetable power on an otherwise stock LS engine. Upgrading to a D-1SC or F-series supercharger will support even higher horsepower levels. The dedicated supercharger drive on these kits come standard with 8-rib serpentine drive, but can be upgraded to 10-rib, 12-rib, or a cog belt, depending on the kit and the application. Kits for both driver-side and passenger-side mount are available. No matter what kind of accessories you have, we have a solution for you.

NEW

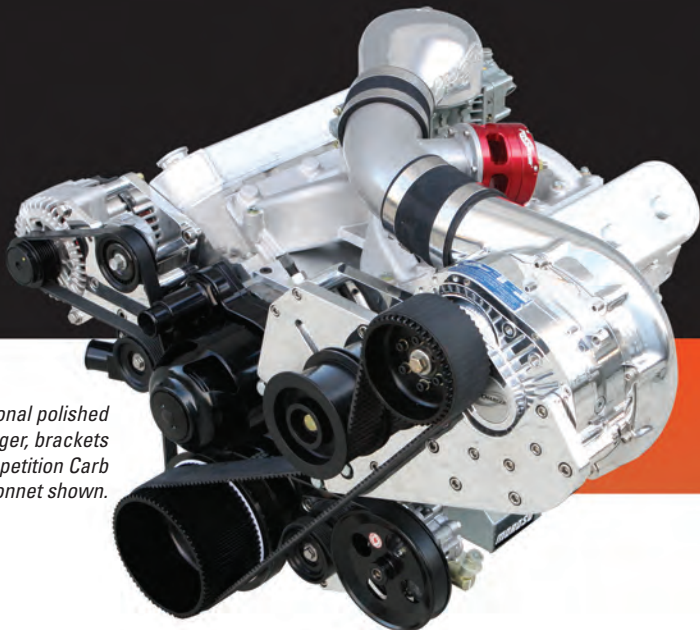


*LS Serpentine Drive
For Most Applications*



For dimensions, mounting options, and kit details, visit procharger.com.

Optional polished
supercharger, brackets
and Competition Carb
Bonnet shown.



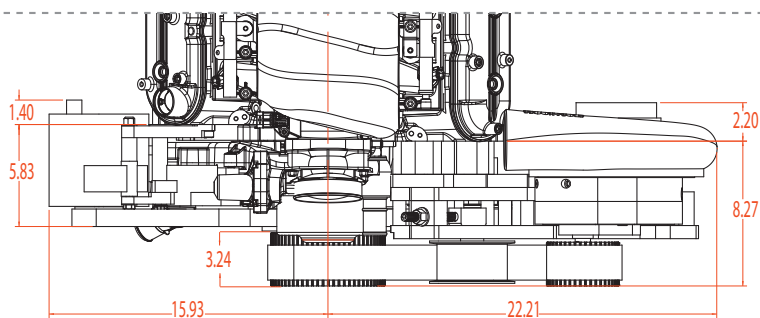
LS COG DRIVE KIT

Cog Drive Kit Notes:

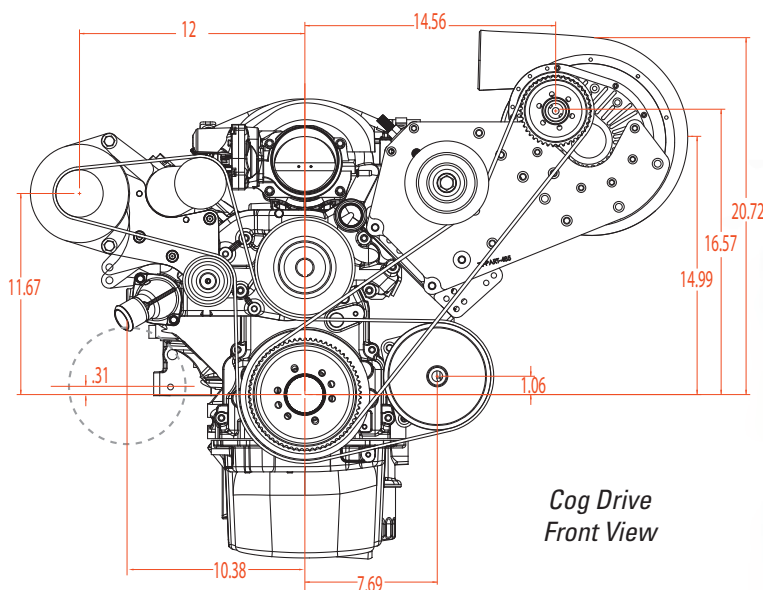
ProCharger is the 1st to offer a complete supercharger kit for use on modern EFI LS engines being swapped into various vehicles. A properly spaced LS engine and ProCharger F-2 supercharger can support 1,600+ horsepower! Call ProCharger at (913) 338-2886 for available LS Swap Kit options.

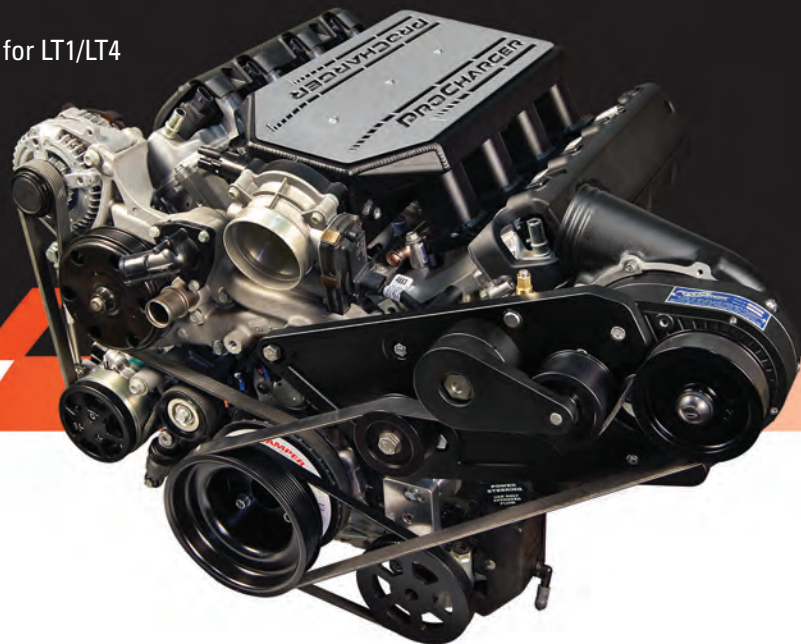
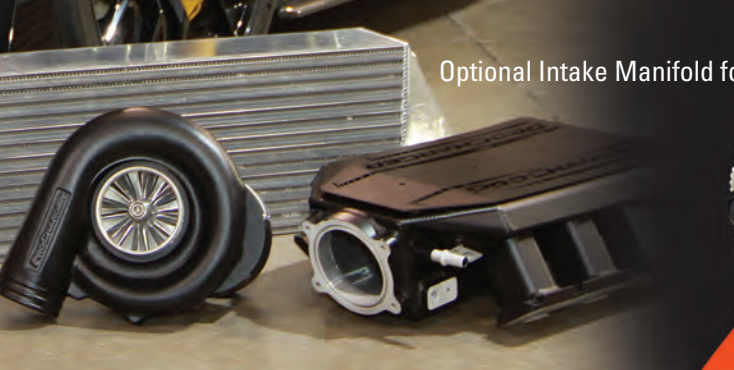
- Requires ATI balancer part #918853 (sold separately by others)
- Specify with or without p/s when using ProCharger accessory brackets
- Pinning the crank is recommended
- Mechanical or Electric water pump
- Designed to work with Muscle Rods motor mounts or comparable (application dependent, sold separately by others)
- Specify iron or alum. block, tall deck
- LS7 engine requires modifications

*Cog Drive
Top View*



*Cog Drive
Front View*





LT SERPENTINE ACCESSORY DRIVE KIT

AN ACCESSORY DRIVE WITH A SUPERCHARGER IN MIND

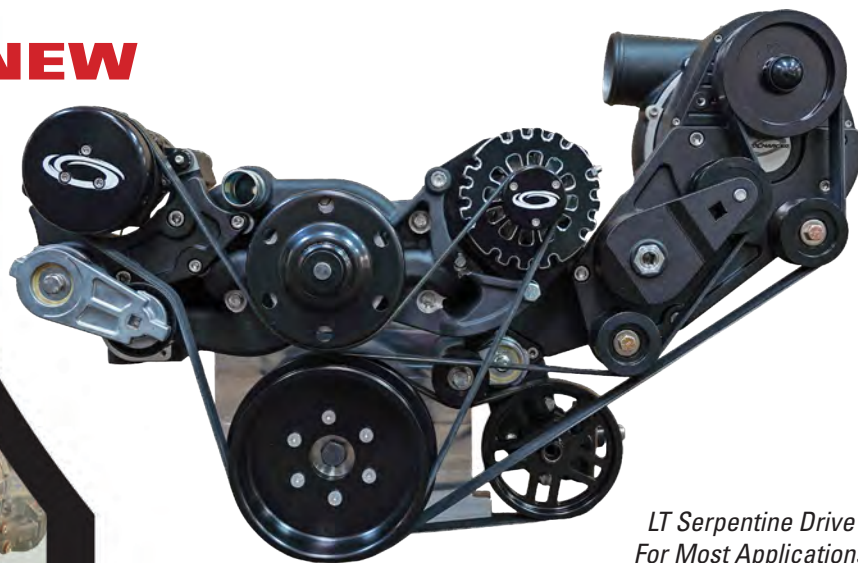
The following list is an example of the the GM part #'s for the accessories required for one of our accessory drive kits. Please visit procharger.com to see specifications, required accessories, and dimensions for each of our kits. Due to the many accessories available for the LS engine, other accessories may be compatible with this system.

Accessory*	GM Part#
P/S Pump	25960709
P/S Pump Pulley	12578552
Alternator	25888970
Belt Tensioner	12569301
A/C Compressor	92175482
A/C Bracket	92066950
A/C Belt	25040430
A/C Belt Tensioner	12595289

* example only; check procharger.com for the accessories used by each kit

Add a ProCharger to GM's latest generation of engines and enjoy even more horsepower (40%+ HP increase). Our serpentine accessory drive kits for LT engines include our most popular P-1SC-1 supercharger with optional supercharger upgrades up to F-2, for those seeking ultimate power. A dedicated 8-rib serpentine belt drive for the supercharger comes standard, with an upgrade option for 10-rib, ensuring optimum belt contact for maximum power output. Our kits work with the OEM LT intake as well as ProCharger's intake manifold upgrade with optional axillary fuel rails for even higher performance (see picture). Depending on which LT accessory drive kit you choose, options that utilize the stock balancer and aftermarket balancer products are available. Our kits are also compatible with most OEM and aftermarket A/C compressors, alternators, and P/S pumps. Visit procharger.com for options and specifications for each of our LT accessory drive kits.

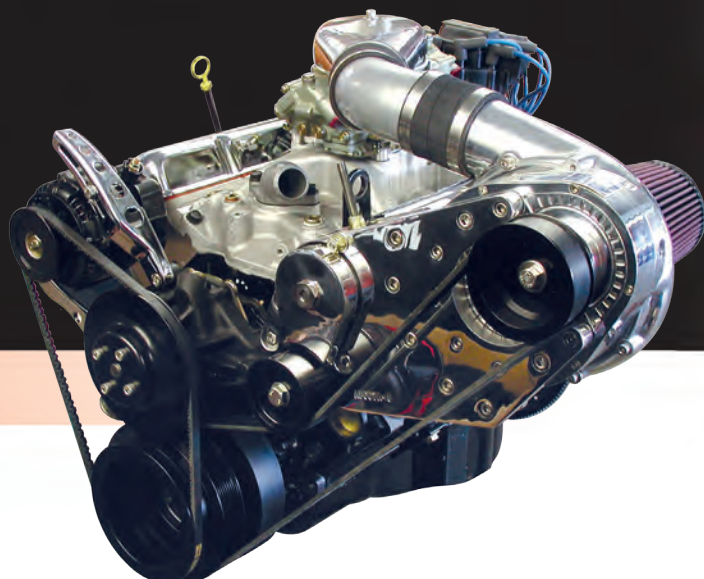
NEW



*LT Serpentine Drive
For Most Applications*



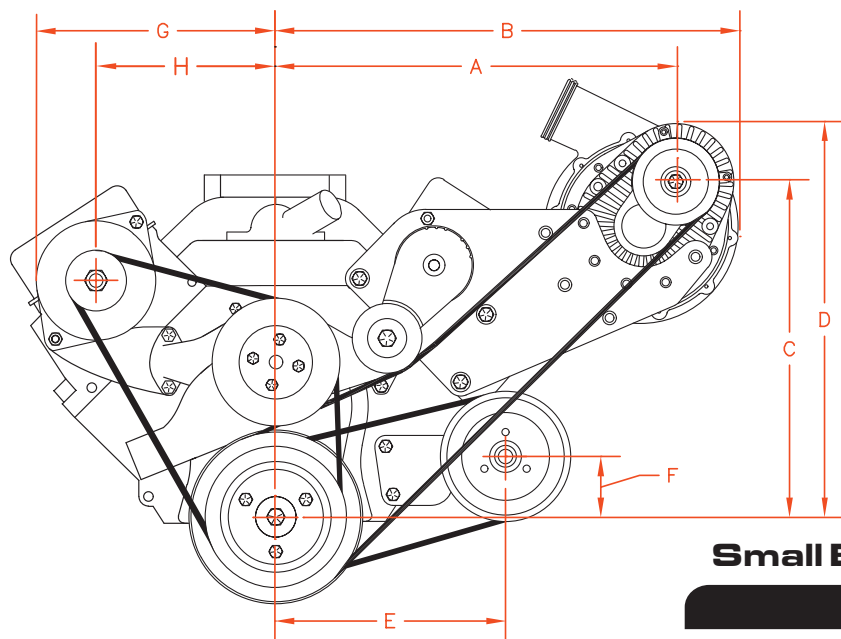
For dimensions, mounting
options, and kit details,
visit procharger.com.



SBC/BBC V-BELT ACCESSORY

V-Belt Accessory Drive Notes:

The V-belt Accessory Drive kit is included with our standard Small Block Chevy or Big Block Chevy kits. It utilizes the common, OEM style passenger side high mount alternator, and long water pump. If your classic is equipped with Power Steering, we manufacture a bracket that can be supplied with the ProCharger kit to relocate a compact power steering pump downward slightly for supercharger clearance. ProCharger offers a wide range of intercoolers and blow-off valve options for the highest yet safest horsepower gains available. For the ultimate finishing touch under the hood, we also offer a show quality polished, or textured black powder coated option.



SBC/BBC V-Belt Accessory Front View

- All standard kits will include precision machined and anodized black, water pump pulley, and alternator pulley to align with the new supplied ProCharger crank pulley.
 - Designed to work with long water pump for both SBC and BBC, and early style Delco and some late style Delco Alternators.
 - Power Steering pump part numbers: NAPA # 811255 or 811426 or similar
 - Alternator bracketry is not included, but may be easily purchased using the following part numbers:
- SBC: Summit # G4016 or 420100
Mr Gasket # 5170
- BBC: Summit # G4018 or 420102
Mr Gasket # 4955 & 5177
- Compatible with the following ProCharger supercharger models: P-1SC, P-1X, D-1SC, D-1X, F-1D, F-1, F-1A, F-1C, F-1R, F-1X and F-2.

Small Block

	A	B	C	D	E	F	G	H
Small Block P-1SC/D-1SC	17.7	20.4	14.5	17.2	8.6	1.9	10.0	5.8
Small Block F-1/F-1R	15.4	20.2	16.4	19.2	8.6	1.9	10.0	5.8
Small Block F-1X/F-2	15.4	21.0	16.4	19.2	8.6	1.9	10.0	5.8
Small Block F-3	16.4	21.6	16.3	20.3	NA	NA	NA	NA

Big Block

	A	B	C	D	E	F	G	H
Big Block P-1SC/D-1SC	18.5	21.4	15.5	18.2	10.7	2.9	10.3	7.8
Big Block F-1/F-1R	15.1	21.5	15.2	17.8	10.7	2.9	10.3	7.8
Big Block F-1X/F-2	15.1	22.3	15.2	18.8	10.7	2.9	10.3	7.8
Big Block F-3	20.7	24.7	16.2	20.9	NA	NA	NA	NA

Crank Pulleys Dimension from balancer forward

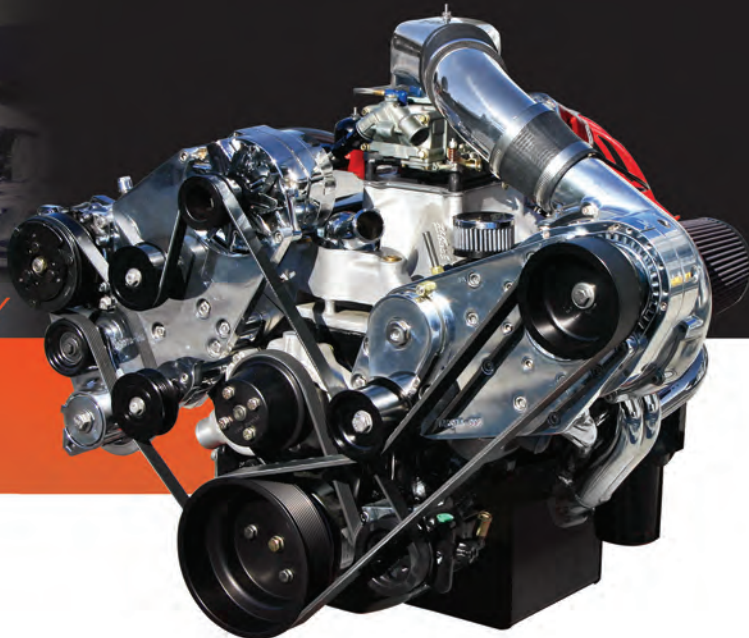
	SBC	BBC
8/12 rib w/ V-belt Accessory	3.450	3.05
Cog w/ V-Belt Accessory	3.420	3.370



SBC ACCESSORY DRIVE KITS

THE PERFECT SUPERCHARGER OPTION FOR YOUR HIGH HP SMALL BLOCK CHEVY

- Drive all your accessories, or any combination, on a serpentine belt that provides longer belt life and better belt wrap.
- Includes an automatic tensioner for the accessory drive belt, designed to ensure consistent belt tension.
- All bracketry is machined from the highest quality billet aluminum; satin finish standard, polished or black finishes available.
- Designed to operate with commonly used accessories. Contact ProCharger for details.
- Compatible with the following ProCharger supercharger models: P-1SC, P-1X, D-1SC, D-1X, F-1D, F-1, F-1A, F-1A-94, F-1C, F-1R, F-1X, F-2.



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 an attractive, dedicated serpentine drive belt. There are multiple kits available, depending on your horsepower goals, the types of accessories you plan to run, and the fitment constraints of your application. The industry-standard P-1SC supercharger head unit is included, but you are welcome to upgrade to a D-1SC or F-series supercharger to support even higher horsepower levels. The dedicated supercharger drive on these kits come standard with 8-rib serpentine drive, but can be upgraded to 10-rib, 12-rib, or a cog belt, depending on the kit and the application. If you're looking for the largest street-friendly power gains for your ProCharged SBC "muscle car" and want an attractive, robust serpentine drive system that also operates your accessories, ProCharger has the solution.

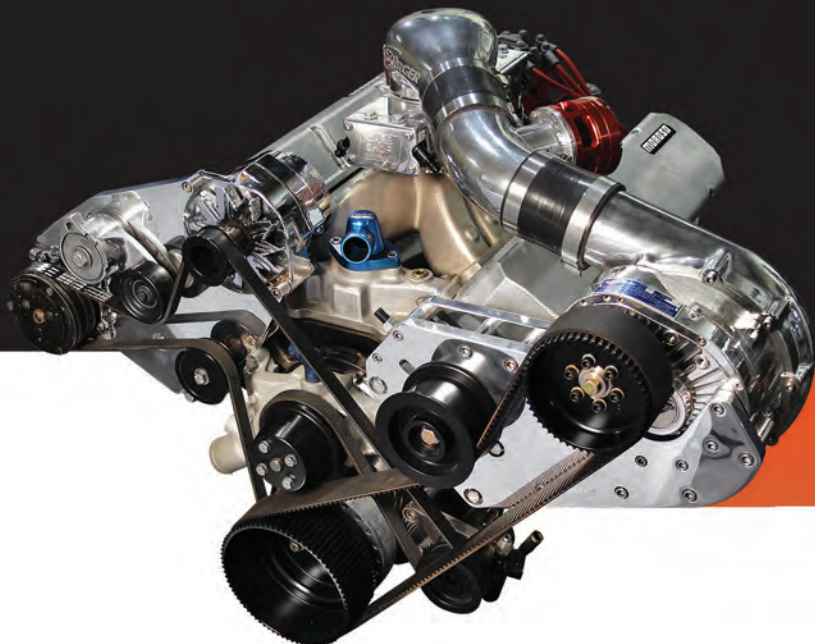
NEW



Small Block Chevy Serpentine Accessory Drive Kit For Most Applications



For dimensions,
mounting options,
and kit details, visit
procharger.com.



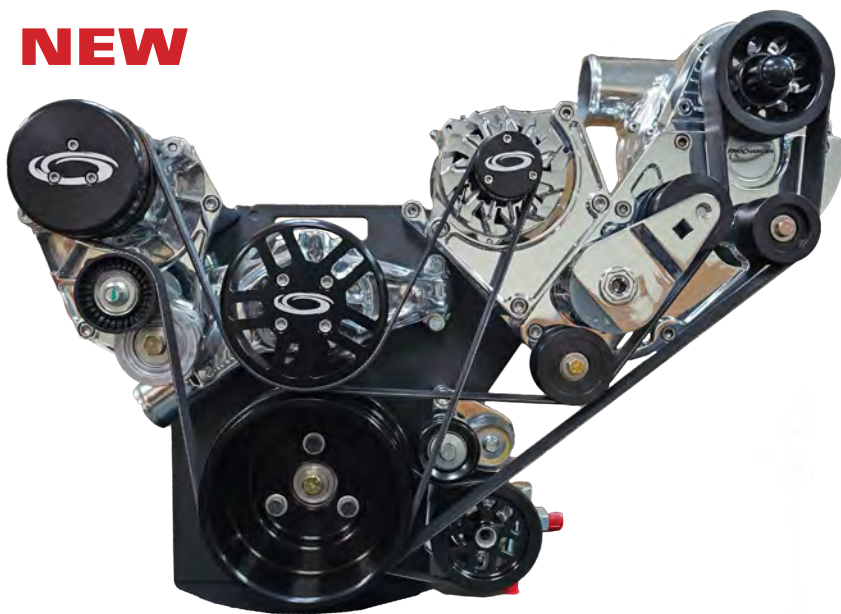
BBC ACCESSORY DRIVE KITS

PERFECT FOR YOUR BIG BLOCK CHEVROLET "MUSCLE CAR"

Your Big Block Chevy can achieve legendary power gains with our ProCharger Accessory Drive Kits. There are multiple kits available, depending on your horsepower goals, the types of accessories you plan to run, and the fitment constraints of your application. Provisions for air conditioning are available, which will make those Sunday drives more comfortable!

Our BBC serpentine accessory drive (pictured below) offers the compact, sleek design style you expect from ProCharger, combined with a unique supercharger bracket design that offers you the convenience of adding the supercharger kit NOW or LATER. Upgrade your supercharger head unit and dedicated drive to accommodate higher horsepower goals. Multiple options are available to customize the kit for your underhood "look and sound." Visit procharger.com or call (913) 338-2886 for specifications and fitment info.

NEW



*Big Block Chevy Serpentine Accessory
Drive Kit For Most Applications*

ProCharger proudly has a solution to meet the wide variety of customer needs. Contact us to learn which ProCharger kit is right for you.

- Vehicle space limitations may necessitate the use of a repositioning kit, which allows the supercharger and bracket assembly to be raised, lowered or shifted outward relative to the engine.
- A/C-equipped vehicles can be accommodated; see website for applicable A/C models
- Kits require reverse rotation water pump (not included)
- Most kits utilize GM Type II power steering pump (NAPA part #'s 811255 / 811426) or similar (optional)

For dimensions,
mounting options,
and kit details, visit
procharger.com.



High-Tech Engineering

Utilizing the industry's most advanced technology, our engineers have developed the most powerful and most reliable centrifugal superchargers on the market. From the custom designed 7075 billet aluminum impeller to the CNC machined transmission case, each ProCharger is designed to deliver years of trouble free performance. Though they may appear similar to impellers used for turbo-charger applications, each billet impeller and compressor housing has been designed and optimized by ATI engineers to offer superior boost and efficiency in gear driven centrifugal supercharger applications. To complement these specialized impellers, ProCharger SC units utilize precision ground gears and shaft assemblies designed to offer miles of quiet, trouble free street & strip operation. F-series models employ ultra strong heat treated, precision machined 9310 steel shafts and gears designed to operate at the high operating speeds (up to 74,000 impeller rpm with impeller tip speeds approaching Mach 2!) regularly experienced in extreme racing applications. These gearsets offer the industry's highest step up ratios (refer to enclosed Supercharger Models document), which allow the use of large pulleys that provide maximum belt contact and belt life. The gear and shaft assemblies, bathed in ATI's proprietary synthetic lubricant, ride on single super precision bearings (SC series) or ATI's patented compound bearing assembly (F-series), precisely stationed in a CNC machined, aerospace quality billet aluminum case. The combination of these elements provide you with superchargers that offer the industry's largest power gains on pump gas or racing fuel.

Billet Impeller Q & A

- **Why has ATI developed impellers machined from Aerospace quality 7075 aluminum billet?**

To give you more boost, airflow and power! ATI has invested a great deal of time and money to develop these billet impellers which offer strength unmatched by more commonly used cast impellers. The material strength for most aluminum castings is 32,000-36,000 psi tensile strength as compared to the 7075 T-6 alloy used in ProChargers which is 83,000 psi.

- **Why is a stronger impeller better?**

The billet material results in an impeller design capable of withstanding loads (a product of RPM, boost and airflow) substantially greater than those experienced in less capable models.

- **What other benefits do billet impellers offer?**

By using billet, ATI is able to test and evaluate several alternatives prior to production and is not confined to a basic design that may only be "trimmed" in an attempt to meet the needs of a given application. Billet impellers don't suffer from the density variations generally present in cast impellers and as such are better naturally balanced and may be operated at higher speeds without generating additional load. Generally lighter than their cast counterparts, billet impellers also reduce blower transmission loads under acceleration and deceleration.





Supercharger Models

Available in many different configurations, there is a ProCharger for most every automotive application. The blower that started it all in 1994, the P600B, is the predecessor to our popular, self-contained P-1SC. Sharing a common compressor design and mated to a rugged self-contained transmission with a heavy duty 4.10:1 gearset, the P-1SC is an economical choice for those wanting to add punch to their street machine. The D-1SC (self-contained) and D-1 (oil fed) superchargers are equipped with 4.10:1 / 4.44:1 extreme duty gearsets. Their durability and power output has allowed them to remain popular among those building high powered street/strip machines. Prior to the introduction of the F-series ProCharger, the D-series was the standard by which other race blowers were judged. Building on this great success, our newest and most efficient models, the P-1X and D-1X superchargers, deliver even more power through more efficient impeller and housing designs. With 950+ HP capable for P-1X and 1,075+ HP capable for the D-1X, these superchargers really pack a punch and offer the ability to push your engine even further. Both the P-1X and D-1X use the same 4:10-1 step-up ratio as their P-1SC/D-1SC counterparts.

Introduced in 2001, the F-series ProCharger has rewritten the record books and redefined centrifugal supercharging, with its patented ultra-high speed compound bearing assembly and industry high step-up ratios (5.40:1 for F-1 through F-2 model series) and (5.63:1 for F-1X-12 through F-3R model series). Visit our website to learn more at <http://www.procharger.com>.



Simple Underhood Installation

ProCharger kits are long on performance, but short on complexity. Equipped with one of our basic kits (standard P-1SC kit shown at left) you can bolt on an easy 300+ HP in an evening.

Installation is simple and requires no frequent maintenance, fabrication or special tools. No other power adder on the market can match these claims.



Why Centrifugal?

Other Power Adders Just Don't Add Up

Proven by dealers, racers and GM 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.

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. This location also requires the use of a significantly more complex and less effective air-to-water-to-air intercooling configuration. 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, drive ability, power and engine longevity.

Turbochargers

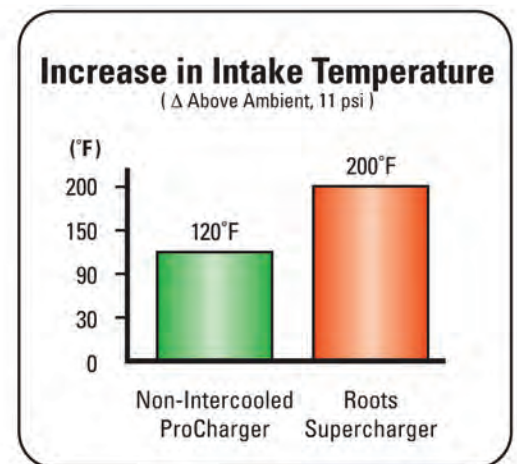
Although they use advanced compressor technologies similar to ProCharger's compressor designs, turbo systems' initial cost and complexity make them less practical for everyday street driving. Because a turbo relies on hot engine exhaust to create power, they also create high exhaust temperatures and back pressure, high charge air temperatures and are subject to "lag" that degrades their real-world driving performance. Additionally, turbos require engine oil feed and return lines for lubrication and due to extreme heat, increases the thermal breakdown of your engine's oil.

Nitrous Oxide

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

Large Displacement Engines

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





Other Power Adders Don't Add Up...

Comparison for 700 hp Engine Using 91 Octane Pump Gas

Power Adder	Initial Cost	5 year Cost	Base HP Required	Drivability	Typical Install	Notes
Nitrous Oxide	\$	\$\$\$\$	525	fair	3-5 hours	high long term cost due to bottle refills
Roots	\$\$\$	\$\$\$	550	poor	8-12 hours	requires custom carburetion, hood modification, etc.
Naturally Aspirated	\$\$\$\$\$	\$\$\$\$\$	—	fair	20+ hours	450+ ci, requires complete engine assembly & installation
ProCharger	\$	\$	440	good	3-5 hours	underhood installation, no fabrication required
Turbocharger	\$\$\$\$	\$\$\$\$	480	good	20+ hours	requires custom exhaust fabrication
Intercooled ProCharger	\$\$\$	\$\$\$	350	good	8-12 hours	requires intercooler tubing fabrication
Intercooled Turbocharger	\$\$\$\$\$	\$\$\$\$\$	375	good	20+ hours	requires custom exhaust & intercooler tube fabrication

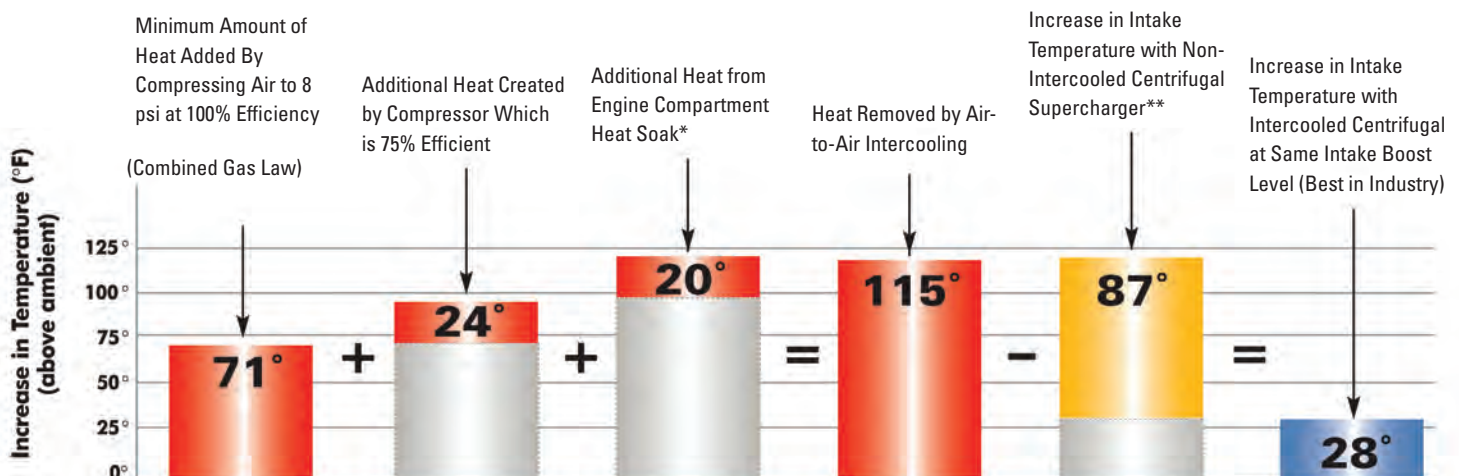
Intercooling

Intercooled Supercharger Kits

Supercharge your supercharger by adding an intercooler! A centrifugal supercharger used alone is a potent power adder. When coupled with an intercooler it becomes a power multiplier! Among the many benefits of an intercooler is its ability to be purchased upfront or added to your ProCharger in the future. Using an intercooler allows you to generate even greater power gains without increasing octane levels. While a centrifugal supercharger's reduced discharge temperatures allow it to outperform a roots super-charger, coupling it with an intercooler makes the effect even more pronounced. Anytime a gas (air in this case) is compressed, its temperature will rise (Boyle's gas law). Remember, a high performance engine's greatest enemy is detonation, a by product of excessive combustion temperatures. Adding an intercooler to your engine removes detonation inducing heat from the combustion air charge and further increases its density, thereby allowing you to get more air into the cylinder. Adding an intercooler alone will reduce boost levels (as will increasing displacement or improving the engine's ability to flow air) while increasing HP. Boost is simply a measure of the engine's inability to accept the air being forced into it: more pressure = more resistance. Looking at boost levels alone won't tell the whole story. While boost usually gets all of the credit, it is actually the resultant increase in air density that is responsible for the increase in power. Yet another benefit of intercooling is that the reduced air temperatures allow the use of more spark advance, allowing you to extract more power from your engine. With a blower alone, a 350 HP, 9:1 compression ratio engine can be quickly turned into a 540 HP engine running 10 psi of non-intercooled boost on pump gas with a ProCharger. Add an intercooler to that same engine, turn the boost up to 14-16 psi and you'll make 700 HP without sacrificing reliability, while still running 91-93 octane pump gas!

Selecting An Intercooler

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



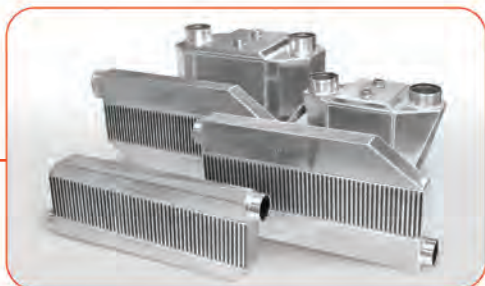
*Radiant heat from engine and exhaust transferred through air, conductive heat transferred directly, and convective heat from engine oil. This engine compartment heat is not addressed by SAE J1723 (supercharger efficiency standard). ** Temperature will be higher for PD blower or turbo.

Intercooler Dimensions

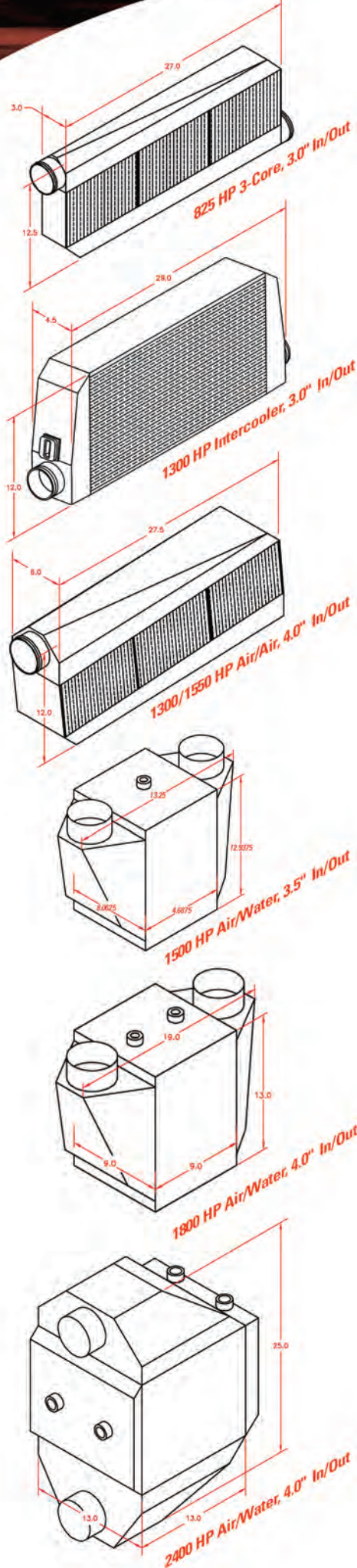
Item Description	Part Number	Tube Diameter	Recommended Maximum HP	Approx. Dimensions (Width x Height x Depth)
3 Core Intercooler, Standard	AI003A-001	3"	825	27 x 12.5 x 3
3 Core Intercooler (950 HP)	AI003A-002	3"	950	27 x 15 x 3
3 Core Intercooler (1050 HP)	AI003A-005	3.5"	1050	27 x 15 x 3
Air/Air Intercooler (1300 HP)	AI045A-001	3.5"	1300	27 x 12 x 4.5
Air/Air Intercooler (1550 HP)	AI006A-001	4.0"	1550	27 x 12 x 6
Air/Water Intercooler	WI1005A-003	3.5"	1500	13 x 13 x 9
Air/Water Intercooler	WI1005A-001	4.0"	1800	9 x 19 x 13
Air/Water Intercooler	WI1005A-002	4.0"	2400	13 x 23 x 13
Universal Tube Kit	AI004A-003	3"	950	
Universal Tube Kit	AI004A-035	3.5"	1400	

Note: Intercoolers must be used with Blow-off valves (included in kits). Refer to page 40 for appropriate Blow-off valve models, and pages 8-17 for intercooler kit part numbers.

More intercooler sizes and specs are available on procharger.com.



The upstream fuel has already done part of the intercooler's job. Often times, a non-intercooled carbureted or TBI engine will show a slight edge when compared to its port fuel injected counterpart. For street applications, including those that will see occasional duty at the track, air-to-air intercoolers deliver consistent, trouble free performance. For race only applications, air-to-water intercoolers offer the ultimate in charge air temperature reduction when used in conjunction with a mixture of ice and water, but are a poor choice for street use. In order to deliver the full benefit, an intercooler must also be appropriately sized. Use of an intercooler that is too small for your application will result in inferior performance as it will restrict airflow and/or fail to remove a sufficient amount of heat from the air charge. Though there is no harm in doing so, little benefit will be observed when using a larger than recommended intercooler. ATI has a full line of intercoolers engineered for use in centrifugally supercharged applications. Please refer to the chart above to determine which intercooler best meets your needs. When using an intercooler system, a surge/blow-off valve should be incorporated into the system. The use of this valve allows excess charge air to be vented to the atmosphere under high rpm/low airflow situations, thereby preventing harmful compressor surge.



Preparing Your Engine For A ProCharger

Though a ProCharger can be made to provide sizable power gains with most any application, those building a new engine will find that adhering to the following guidelines should provide an engine that allows you to get the most from your ProCharger.

Engine Blocks

Most ProCharged engines are built using production engine blocks. Though they offer many benefits, an aftermarket block isn't a necessity in a small block producing less than 900 ProCharged HP or a big block making under 1,300 ProCharged HP. As with any high performance engine build, it is wise to use a block that shows minimal signs of core shift and does not require an excessively large over bore that may weaken the cylinder walls.

Crankshaft & Rods

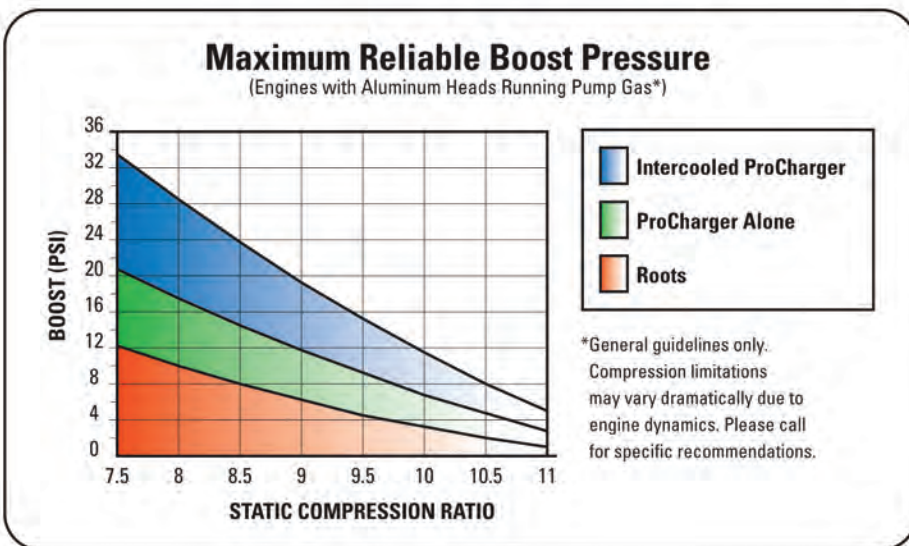
When selecting your crankshaft, our experience has shown that cast crankshafts are sufficient for small blocks making 500 HP or less and big blocks producing less than 700 HP with a ProCharger. Given the difficulty of finding a quality core and the availability of low priced forgings, 5140 steel crankshafts often prove to be a more cost effective option than a reconditioned factory casting, while offering substantially greater peak power capability. A 5140 steel crank will usually get the job done in a 900 HP small block and a big block making 1300 HP (on engines operated below 7,000 rpm). Engines operating at higher RPM's or power levels will benefit from the use of 4340 steel crankshafts. High HP (900+) small blocks will also benefit from the additional rigidity of a crankshaft equipped with a big block diameter snout. When selecting connecting rods, a heavy duty factory connecting rod will often prove capable of supporting 800 HP in a small block and over 1,000 HP in a big block (on engines operated below 6,500 rpm). Stepping up to a set of aftermarket 4340 H-beam rods should get you safely up to 1,000 HP from a small block and 1400 HP in a big block.

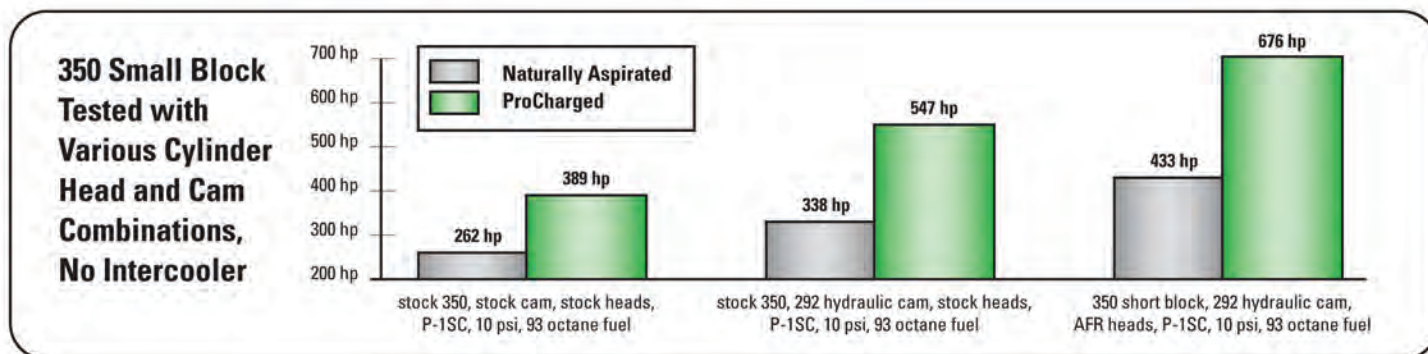
Pistons

Though the price of cast and Hypereutectic pistons make them very attractive, they should be avoided in any small block producing more than 400-450 HP and any big block making more than 500-550 HP. For most street/strip applications, high production forged pistons with "moly" rings are fine. High boost racing applications will offer the best power and reliability when coupled with premium pistons and rings.

Compression Ratio

For pump gas (91-93 octane) applications, a compression ratio of 8.5:1 to 9.0:1 works best on engines running 8-10 psi of boost and using iron heads. Using higher octane fuel or an intercooler will allow these same engines to support higher boost levels. For every 2 points of increase in octane, you can generally support 1 additional psi of boost. Refer to the chart on the right to determine the most appropriate compression ratio for your application.





Cylinder Heads

A supercharged engine enjoys the same benefit as a naturally aspirated engine when breathing through higher flowing cylinder heads. Cylinder heads that offer a strong exhaust side performance (peak flow greater than 75% of intake flow) will further your supercharged engine's ability to produce power as they assist the engine in getting rid of the increased exhaust volume. Stepping up from iron to aluminum heads will also prove beneficial as the improved ability to rid the combustion chamber of excess heat will allow you to run higher boost levels or compression ratios with a given fuel.

Camshaft

When selecting a camshaft, we have found that cams using 112-114 degree lobe separation and exhaust duration 10-12 degrees greater than intake duration offer the best supercharged performance. Adding a centrifugal supercharger will extend the operating range of most engines and will typically allow a camshaft rated to 5500 rpm to run strong beyond 6000 rpm. Keep this fact in mind when making your choice. Most street/street engines operated below 6500 rpm will make excellent power with economical hydraulic flat tappet or hydraulic roller cams. Higher revving engines will benefit from the use of solid lifter, flat or roller tappet camshafts.

Exhaust

Though a supercharged engine does not rely solely on atmospheric pressure to fill the cylinders (as a naturally aspirated engine does) and can provide power in excess of a system's rated performance, sizable gains will be seen when equipping your ProCharged engine with an appropriately sized, free flowing exhaust system.

Intake Manifold

With the broad RPM range offered by modern intake designs, most engines will do best with an appropriately sized single plane manifold. Those operating strictly below 5500 RPM may benefit from the use of a dual plane manifold (which may require staggered jetting to provide proper fuel distribution) to enhance low end torque output.

Ignition System

As cylinder pressure increases, ignition energy must be increased accordingly. Many aftermarket vendors provide ignition systems well-suited for use with your ProCharged vehicle. Though intercooled applications may retain an ignition curve very similar to that observed with a naturally aspirated application, non-intercooled applications may benefit from the use of a device which modifies ignition timing relative to boost levels.

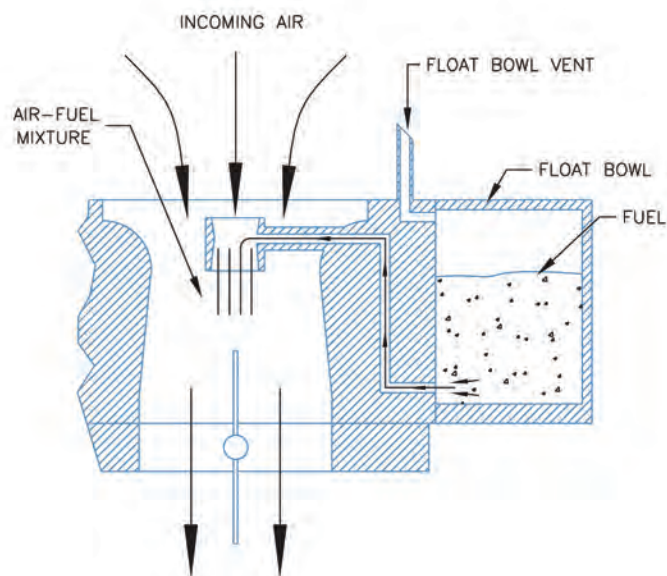
Selecting the Proper ProCharger for Your Application

The key to getting the most from your ProCharger is selecting a unit that is properly matched to your engine. Just as selecting the wrong carburetor for your engine will cause it to perform at less than its best, selecting the wrong supercharger can do the same. Please refer to the enclosed Supercharger Models document to determine which ProCharger best fits your needs.

Blow-Through Carbureted Applications

Carburetor Operation 101

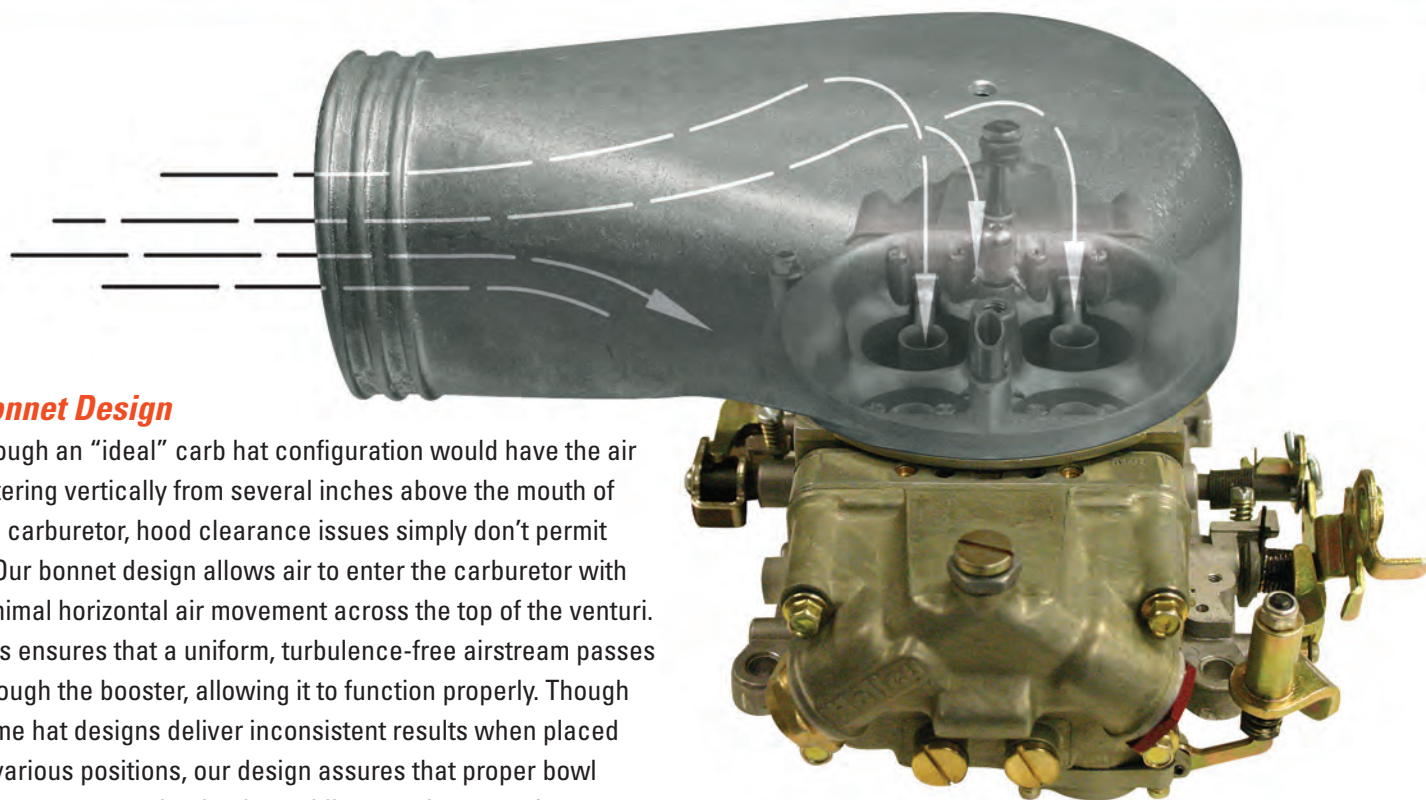
Though some used to question the viability of “blowing through” a carburetor designed for use in atmospheric conditions, carburetors (with a few simple modifications) have been used successfully in blow-through applications for decades. This includes applications with boost levels in excess of 25 psi and power levels in excess of 1,400 HP. The key benefit of using a carburetor as opposed to EFI is the charge cooling effect which is best summarized in this quote from Hot Rod magazine: “Working under the laws of latent heat of evaporation, an engine equipped with a carburetor will exhibit substantially cooler charge temperatures when it arrives at the intake port in the cylinder head. A temperature this cool means the cylinders are being fed a much denser oxygen charge and producing at least 5 percent more power.” A carburetor is a simple device that utilizes a siphon or “booster” placed within a venturi to mix fuel with the incoming air stream. As air moves through the carburetor it passes through the venturi which causes the air to rapidly contract and then gradually expand back to its original state. As the air accelerates through the venturi, its pressure decreases and causes fuel to be siphoned from the float bowl (which, by its connection to the bowl vent, is at the same pressure as the slower moving air at the top of the venturi). As airflow increases, the pull at the booster becomes even stronger, causing even more fuel to be drawn into the air stream. Through the selection of a specific booster design and the manipulation of fuel supply circuits, this system can be used to meet the fuel demands of most any engine. Proper operation of the venturi-booster requires three conditions: float bowl pressures must be equal to that of the incoming air, there must be a smooth delivery of air into the venturi, and a steady supply of fuel entering the float bowl. This is the case for any carbureted application, naturally aspirated or supercharged. Read below to see how the ProCharger system addresses each of these needs.



The Carburetor Bonnet

While fully enclosing the carburetor in a “box” is necessary for marine applications (as required by U.S. Coast Guard regulations), automotive applications are able to benefit from the performance and serviceability offered by a properly configured carburetor “bonnet”. Pressurizing the bowls and guiding the air into the venturi are quite simple since they are addressed with the installation of the carburetor bonnet. The float bowls on a Holley “double pumper” are referenced to the carburetor air entry at the bowl vents. Once the carburetor hat is installed, these bowl vents will allow the float bowls to maintain proper pressure and operate just as in naturally aspirated form. By design, the ProCharger carburetor bonnet also controls the movement of incoming air and allows it to enter the venturi in a direct, controlled fashion. ATI offers three different bonnet designs to accommodate a wide variety of applications. Applications operating at higher air flow and boost levels will benefit from efforts to further control the movement of air entering the venturi. This is typically accomplished through the use of a spacer placed between the standard ProCharger carburetor bonnet and the carburetor, and in some cases supplementary float bowl vent installation. Applications allowing minimal hood clearance will benefit from the use of our low profile bonnet, which extends only 2” above the carburetor’s air filter mounting flange.

Fuel Systems



Bonnet Design

Though an "ideal" carb hat configuration would have the air entering vertically from several inches above the mouth of the carburetor, hood clearance issues simply don't permit it. Our bonnet design allows air to enter the carburetor with minimal horizontal air movement across the top of the venturi. This ensures that a uniform, turbulence-free airstream passes through the booster, allowing it to function properly. Though some hat designs deliver inconsistent results when placed in various positions, our design assures that proper bowl pressures are maintained, providing consistent performance on ProCharged, carbureted applications.

Carburetor Bonnet Options



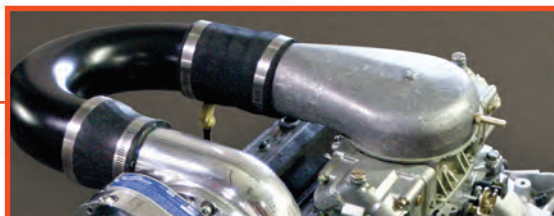
Competition
Height: 4.5"



Standard
Height: 2.75"



Low Profile
Height: 2.00"



Note: 4500 series available on procharger.com

Blow-Through Carbureted Applications (continued)

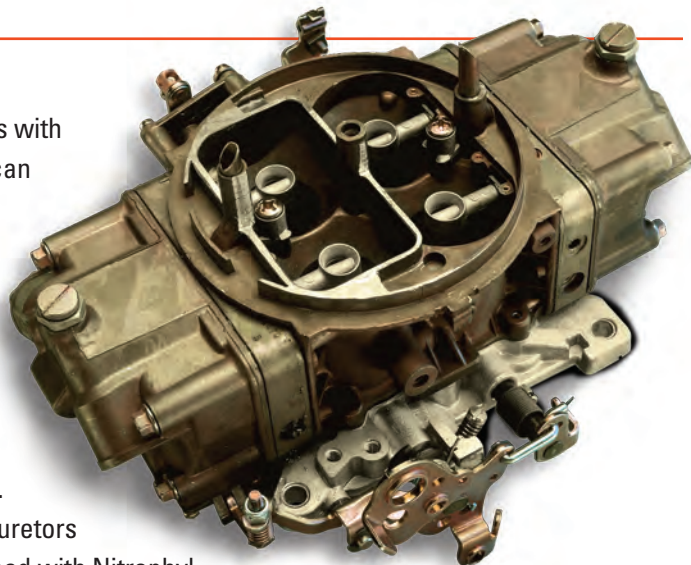
Carburetor Selection and Preparation

When selecting a carburetor for your blow-through application, as with naturally aspirated engines, less is generally more. A carburetor can be sized according to your engine's airflow and resultant power output. To determine what carburetor size best meets your needs, please refer to the chart at the right. Even though a larger than recommended carburetor may offer some increase in peak power, it will likely cause the engine to be less responsive at low RPM and result in drive ability unacceptable for cars that will be street driven. Preparing a carburetor for use in a blow-through application typically involves few modifications.

Among those needing no modification are Holley's HP series carburetors which are designed with no choke assembly and generally equipped with Nitrophyl floats from the factory. For standard "double pumper" carburetors, the choke assembly should be removed to provide optimal airflow and performance when used with a carburetor bonnet. Additionally, the brass floats (which will collapse under boost) must be replaced with Nitrophyl floats (available from ATI, or Holley). With only the modifications listed above, Holley "double pumpers" (when properly jetted) will typically flow enough fuel to support roughly 1 HP per rated cfm of airflow.

Single carburetor applications exceeding 1 HP per rated cfm may require additional modifications such as resizing main wells and power valve restrictions, changing boosters and emulsion circuit recalibration. If you would prefer not to make these modifications yourself, they can be performed by an experienced carburetor

shop. Please contact ATI's Technical Service Department for the phone number of a qualified carburetor builder. Knowing the fuel flow, the appropriate fuel pump size may be determined as well. Refer to the axis at the right of the chart on the opposite page to determine the minimum pump flow rating (in gallons per hour). Keep in mind that the pump you use must be able to support this flow rate at your peak operating pressure (base fuel pressure + max boost pressure) as the fuel pressure must remain at a fixed amount above manifold pressure for proper operation.



Recommended Carburetor CFM

(Engine Size x RPM) ÷ 3,456

ENGINE SIZE	302	350	383	400	427	454	502	540	572
	437	506	554	579	618	657	726	781	828
	481	557	610	637	680	723	799	859	910
	524	608	665	694	741	788	872	938	993
	568	658	720	752	803	854	944	1016	1076
	612	709	776	810	865	920	1017	1094	1159
	655	760	831	868	927	985	1089	1172	1241
	699	810	887	926	988	1051	1162	1250	1324
	743	861	942	984	1050	1117	1235	1328	1407
MAXIMUM RPM									
5000 5500 6000 6500 7000 7500 8000 8500									

Forced Induction and EFI Applications

For many years now the method preferred by OEM's has been electronic fuel injection, as it offers the best drive ability and fuel economy under varying conditions. Not only do most fuel injection systems available today offer precise open and closed loop fuel management, they also integrate data recording and ignition controls which allow you to get the most from your ProCharged engine. Most OEM fuel injection systems utilize mass airflow sensors to calculate the actual mass or quantity of air flowing into the engine and then looks up appropriate spark and fuel amounts from tables stored inside the vehicle's computer. Though TBI (Throttle Body Injection) systems are readily available and work well at lower boost levels (typically under 12 psi), MPFI (Multi-Point Fuel Injection), systems are most commonly found on forced induction applications. MPFI systems offer the most consistent fuel distribution and are easily configured to a broad range of applications.



Electronic Fuel Injection Component Selection

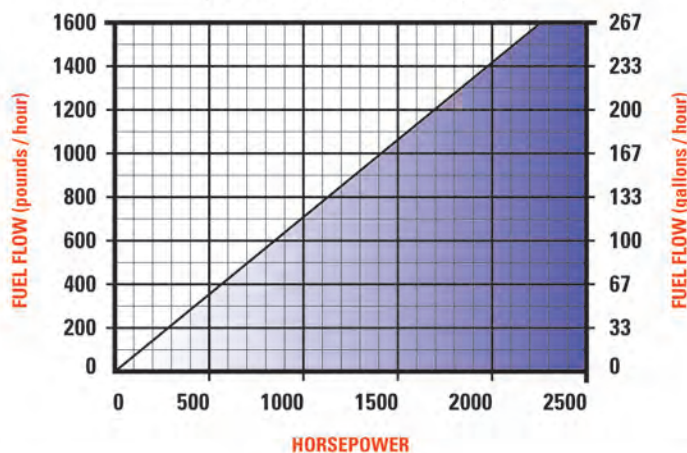
When selecting an EFI system, it is necessary to ensure that the system being considered is capable of compensating for manifold pressures above ambient. This typically requires little more than installing a 2 or 3-bar GM MAP, (Manifold Absolute Pressure), type sensor and configuring the software to accommodate this new bit hardware. Applications operating at 15 psi and below typically work best when used in conjunction with the 2-bar type sensors (boost levels up to 18 psi can be safely used), while applications operating at higher levels will benefit from the use of a 3-bar sensor. Using a 3 bar sensor at lower boost levels is acceptable, but is not recommended as it will decrease the resolution at which the system operates and can result in diminished overall performance.

Not only must a MAP sensor be of the proper type, the fuel injectors must be sized to correspond with the power level at which the engine is to be operated. To determine the appropriate injector size, please use the chart to the right to determine the approximate fuel flow (in lbs/hr) for your application, and divide that figure by the number of injectors to be used (8 in the case of an MPFI system on a V-8, and 2 or 4 on TBI applications) to determine the injector size which best fits your application. These values assume a 0.6 BSFC (Brake Specific Fuel Consumption) and a maximum duty cycle of 85% which are typically observed on supercharged vehicles. Though a larger than recommended injector may be used, doing so will adversely affect fuel atomization and vehicle drive ability, as the injector may not be pulsed long

(cont. next page)

Horsepower vs. Fuel Flow

(For 0.6 BSFC and 85% Duty Cycle)



Induction & Fuel

Forced Induction & EFI Applications (continued)

enough to develop an ideal spray pattern at low engine RPM's. Another consideration is the decision as to which type of O₂ sensor will be used. Though popular for use on OEM applications, standard oxygen sensors fail to provide the resolution needed to properly tune a supercharged engine operating at air-fuel ratios numerically lower than 14.7:1. The best choice for a forced induction setup is typically a linear O₂ sensor which offers a high level of accuracy at a broad range of air-fuel ratios. In the absence of a linear "wideband" O₂ sensor option, initial tuning can be performed with an external sensor (often available at chassis dyno shops or available as a stand-alone unit). With injector, fuel pump and MAP sensor determination complete, the software provided with your EFI system can be configured to accommodate your particular engine combination. Once the EFI system is configured, an ATI carburetor bonnet can be fitted to applications utilizing a 4-bbl type throttle body, while applications using a single butterfly type throttle body are easily adapted to ProCharger discharge tubes using a short section of rubber hose. Though the initial configuration of an EFI system may prove a bit more involved than simply choosing a carburetor, when properly configured it can offer OEM-like drive ability and optimal fuel economy.

Boosting Your Fuel System

Both carbureted and EFI applications rely on a consistent delivery of fuel into the engine, as the fuel pressure must be controlled relative to the boost level. This is done through the use of a pressure reference line connected to a mechanical fuel pump (on carbureted applications making 600 HP or less) or to a bypass style fuel pressure regulator used in conjunction with an electric fuel pump. Doing so will allow the fuel pressure to rise as the boost level rises.

Carbureted Profile

"In the end, on the dyno with 10 pounds of boost and 36 degrees total timing, the engine produced 633 HP and 536 lbs-ft of torque on 92-octane pump fuel. The ProCharger added 229 HP and 156.5 lbs-ft of torque to the 404 HP naturally aspirated motor (that's a 57% HP gain with the non-intercooled, classic ProCharger P600B)." —**Chevy High Performance**

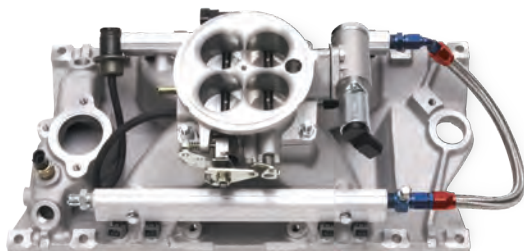
EFI Profile

Switched from Nitrous to ProCharger and substantially improved power, reliability and overall competitiveness.



Fuel Systems

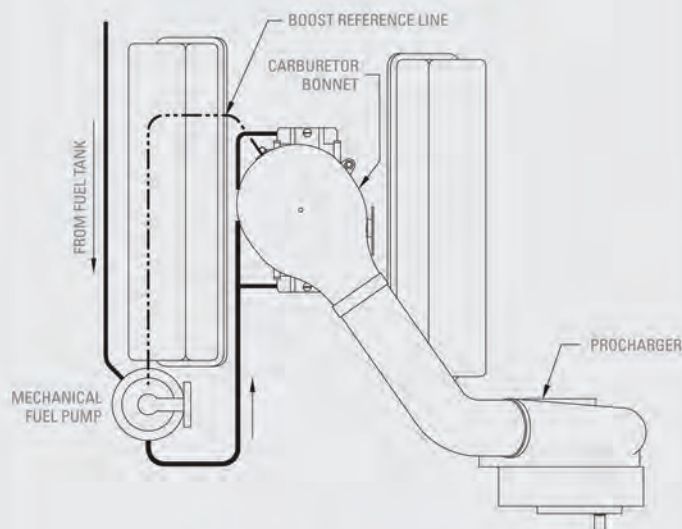
In a carbureted application with a typical base pressure of 8 psi to the carburetor and a boost level of 10 psi the system will cause the fuel pressure, as read on a gauge, to rise 8 psi higher than the boost level at any point in the RPM range and 18 psi at peak boost. EFI applications are also subject to the same conditions. With a typical base pressure of 40 psi and boost level of 15 psi your EFI fuel system would operate at a peak pressure of 55 psi. When selecting a fuel pump for your application, check with the manufacturer to confirm that it will support your desired power level at the needed fuel pressure. Though many pumps claim to be able to support a given power level, this is generally at fuel pressures utilized on naturally aspirated engines. Unlike those offered by ATI, most fuel pumps' performance will drop off significantly at higher pressures. Refer to the diagrams for fuel system layout details.



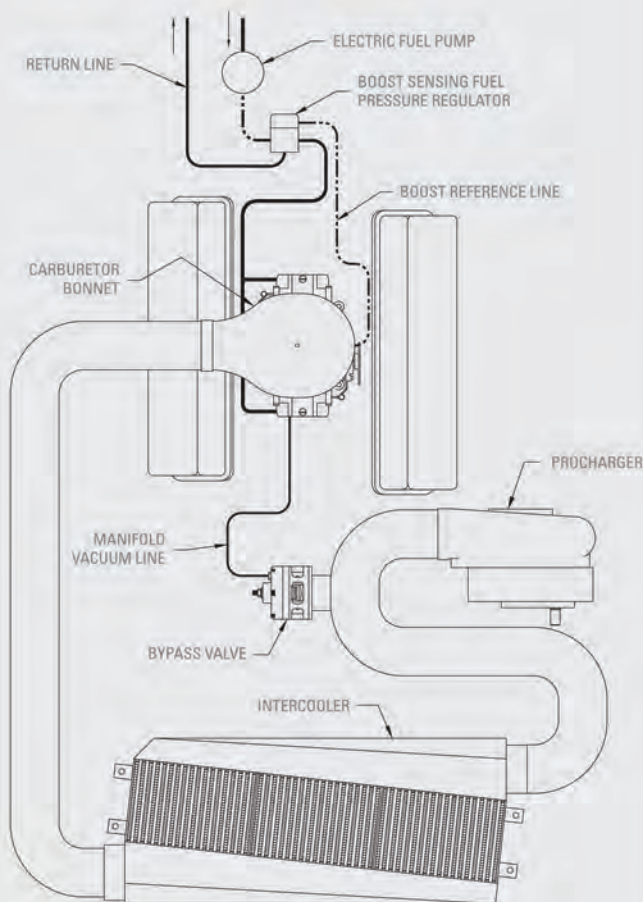
*NHRA Top Sportsman
ProCharger F-3R-136 with Gear Drive
526 cubic inch BAE HEMI, Methanol
50+ psi
2,800+ HP*



Mechanical Fuel Pump



Electric Fuel Pump



Bypass Valves

Why Blow-off/Surge Valves are so Important

A blow-off/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 Valves

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 Valves

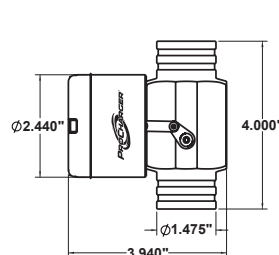
Race Valve: This is the industry leading surge valve for both street and race applications. The larger valve diameter is designed for high flow applications.

ProRace™ Valve: The ProRace valve outperforms any other single valve on the market and is ProCharger's highest-HP blow-off 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.

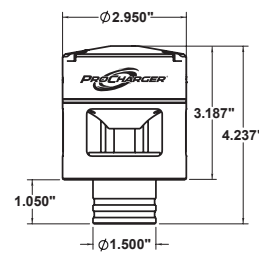
Note: Reference procharger.com for more valves.



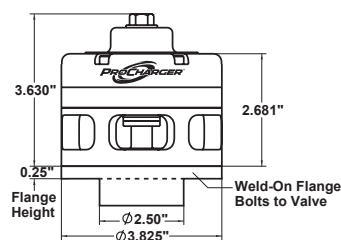
	ProFlow	Bullet (open)	Bullet (closed)	Race (open)	Race (closed)	ProRace
Application	Street	Street	Street	Street/Race	Street/Race	Race
Inlet Diameter	1.5 in	1.5 in	1.5 in	2.0 in	2.0 in	3.0 in
Outlet Diameter	1.5 in	Open Vent	1.5 in	Open Vent	2.0 in	Open Vent
Mounting	Hose Clamp	Hose Clamp	Hose Clamp	Weld-On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



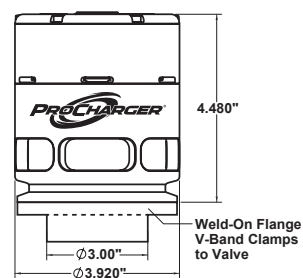
ProFlow™



Bullet



Race



ProRace™

Editorial

"His 93 Chevy Caprice wagon with a 572 ci big block engine makes 1,740 HP [with 93 octane] and recently ran a 9.57 at 163 mph [weighing in at 4,850 pounds with Morris on board]. The real magic, of course, comes from the ProCharger centrifugal supercharger." – **Hot Rod**

"They are relatively easy to install, affordable, and easily transform a mundane street engine into a stout powerplant with minimal effort ... it's good to point out that the potential to achieve power levels of this magnitude is real and it doesn't have to break the bank." – **Chevy High Performance**

"The coolest vehicle on the ground has been turning heads like no other car we've seen. The 1969 Nova utilizing a 427 Chevy crate motor and carburetors with a ProCharger centrifugal supercharger astonished everyone with 8 second runs on 91 octane pump gasoline. This is an astonishing achievement!" – **Bret Kepner, ESPN2**

"Our 355 ci mouse makes 765 HP on 91-octane ... well over 2 HP/ci with a street engine that could conceivably fit into almost any rear-drive Chevy ever built." – **Chevy High Performance**

"Bolting on the ProCharger also increased our gas mileage." – **Sport Truck**

"The motor alone puts out 400 HP to the tires, and will pilot the Nova down the quarter at 12.29 seconds elapsed time at 111 mph. When the F-2 ProCharger is bolted on with 26-27 psi of boost, this 91 octane (with no additives) bad boy puts out 1,160 HP to the tires! Then it sent the Nova down the quarter at 8.24 at 163.5 mph. Stop and think about it, ProCharger bolted on 4 seconds and 50 plus mph!" – **Super Chevy**

"If you want to go heads up racing with the big boys, then here's a power adder that can help put you in the winner's circle." – **Horsepower TV**

"With plenty of visceral grunt, an aspect of civility, and practicality thrown in for good measure, centrifugal blowers are perhaps one of the best investments you can make when purchasing a power adder." – **GM High-Tech Performance**

"... a 'bolt-on' increase of over 50 mph in the quarter-mile, and over 3.5 seconds drop in elapsed time!" – **Super Chevy**

"My favorite things to work on are these pump gas ProCharger motors. I love these things. They're a very practical application for some serious horsepower with a lot less maintenance. [ProChargers] are very good on not beating up the engine." – **Steve Morris, ESPN2**

"Bringing a smile to every gearhead's face who sees the motor, this blown big-block pumps out 1,000 HP." "Traction is a small problem with 1,000 HP and 780 lb-ft of torque..." – **Truckin**

"Terzich's (ProCharged) Camaro is a perfect example of astounding performance coupled with rock-solid reliability." – **Hot Rod**

"His best pass with 17 psi of ProCharger thrust was a 10.51 at 131 ['59 Impala, 509 cid, F-1R]. Not bad for a car that's all steel except for the bumpers and weighs nearly 2.5 tons with driver." – **Super Chevy**

"It is no secret that intercoolers are the most effective and safe way of resisting detonation in blown motors, plus they offer the opportunity to increase boost - and horsepower." – **GM High-Tech Performance**

"Due to its 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**



Optional Components

ATI offers a variety of accessories to enhance your ProCharger installation such as gauges and modification kits, mechanical and electric fuel pumps, fuel pressure regulators, and also bracket kits that allow the use of late model GM power steering pumps and air conditioning compressors.



Apparel & Accessories

ProCharger has a number of licensed apparel items like t-shirts, caps as well as other accessories such as license plate frames, ProCharger banners, and much more. Visit our online store at ProCharger.com/store or give us a call today for more information and availability.



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For towing or for fun, street or strip, we offer a variety of Intercooled ProCharger systems for Marine, Truck/SUV, Harley-Davidson and late-model Automotive applications. Whether you're on the pavement or on the water, ProCharger has an application for you.



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

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

INSTALL NOW, BOOST LATER

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



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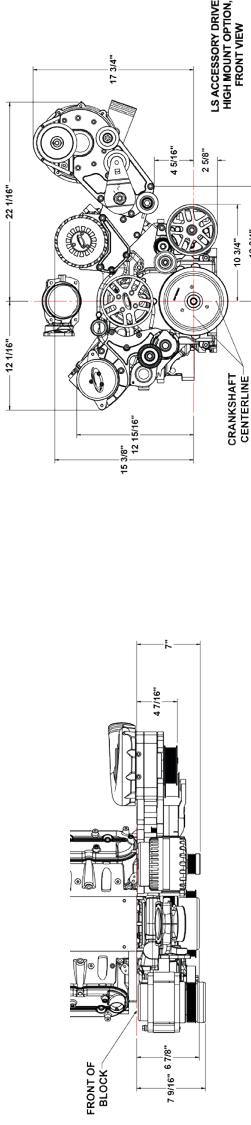


PROCHARGER ACCESSORY DRIVE KITS FOR LS / LT / SBC / BBC ENGINES

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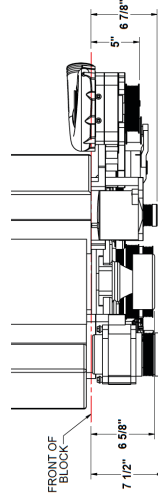
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ADDITIONAL OPTIONS

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

- Power Steering Bracket & Pulley
- A/C Bracket and Pulley Cover
- Supercharger Head Unit P-1SC thru F-2
- Intercooler / Bypass Valve / Tubing
- Supercharger Bracket, Tensioner, & Belt
- Finish Options: Satin (standard), Black, Polished
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- Multiple head unit positions for LS engines
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 - F-1X / F-2 mount

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