

2019+ Dodge Ram 1500 E-Torque Stage 2 Intercooled System **Installation Guide**



The ULTIMATE Power Adder™

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INTRODUCTION

Congratulations on purchasing your ProCharger® 2019+ Dodge RAM 1500 E-Torque Stage 2 Intercooled System. Read this entire manual before you attempt to install your ProCharger kit. It is imperative that you follow all of the instructions in the order they appear in this installation guide. If you have any questions regarding any aspect of this installation, call us at (913) 338-2886.

For best results, we recommend reviewing the installation instructions beforehand, and following the installation instructions closely and in sequence. A detailed packing list has been provided to assist you in identifying the components of your ProCharger system.

You should also have the following gauges available to properly check the finished installation and monitor your vehicle's performance (especially for testing):

- Manifold Boost Pressure Gauge
- Fuel Pressure Gauge
- Wide Band Oxygen Sensor and Gauge

Gauges should be of a type that can be read from the cockpit while performing a wide-open throttle road test. Cockpit or hood-mounted gauges are preferable. In order to obtain usable readings, the gauges should measure pressure at the intake manifold and fuel rail. IF VEHICLE DOES NOT MAINTAIN PROPER FUEL PRESSURE (50-65 PSI), DECREASE THROTTLE APPLICATION IMMEDIATELY. In some cases, extra vehicle modifications can strain the stock fuel pump. If your vehicle has difficulty retaining adequate fuel pressure, contact ATI ProCharger about the availability of an upgraded fuel system.

The engine on which the ProCharger® is to be installed should retain the factory compression ratio. If it has been modified in any way, please consult ProCharger staff before proceeding with the installation. This supercharger system is intended for use on STOCK, strong, well-maintained engines/transmissions. Installation on a worn or troublesome powertrain should be reconsidered. ATI PROCHARGER WILL NOT BE HELD RESPONSIBLE FOR DAMAGE TO A VEHICLE'S POWERTRAIN. ATI ProCharger is not responsible for ECM tuning/programming on non-stock vehicles. ATI PROCHARGER recommends verifying that your vehicle has current ECM updates from the vehicle manufacturer before installation.

For best performance and reliability, always use premium grade fuel (91 octane or higher) and listen closely for signs of detonation, which might sound like ball bearings rolling around in a tin can. IF DETONATION SHOULD OCCUR, OR IF YOU ARE UNSURE WHETHER WHAT YOU'RE HEARING IS DETONATION, DECREASE THROTTLE APPLICATION IMMEDIATELY and please consult ATI ProCharger staff. Detonation should not be an issue with a properly installed intercooled supercharger system, though OEM factory-shipped engine and parts inconsistencies are possible on any vehicle.

Required Tools and Supplies

- 3/8" Socket Set, standard & metric
- Open End Wrench Set, standard & metric
- 3/8" Hex Bit Set (allen head), standard & metric
- Flat Screwdrivers
- Phillips Screwdrivers
- Plier Set



Warning: Your supercharged Ram must always be run on 91 octane or higher gas. Do not run vehicle at wide-open throttle if you have less than 1/4 tank of gas.



Tech Tip: Installing spark plugs that are one heat ranger colder than stock and gapping your plugs to .035" is recommended.

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TUNING IS REQUIRED WHEN INSTALLING YOUR PROCHARGER SYSTEM. IF A COMPLETE SYSTEM WAS PURCHASED SEE SUPPLEMENTAL TUNING GUIDE. IF A TUNER KIT WAS PURCHASED TUNING WILL HAVE TO BE PERFORMED BEFORE OPERATING THE VEHICLE.

STOCK COMPONENTS

- 1 Use a 5/16" driver to remove the (2) hose clamps on the intake tube. Unlatch the air intake box from the passenger's side.



Intake Filter Assembly

- 2 Disconnect the Intake Air Temperature sensor by pulling back on the red tab and then squeezing the release. Disconnect the air breather tube from the air box and throttle body.



IAT Sensor

- 3 Use a 13mm socket to remove the (4) upper bolts on the air box cradle.



Air Box Cradle

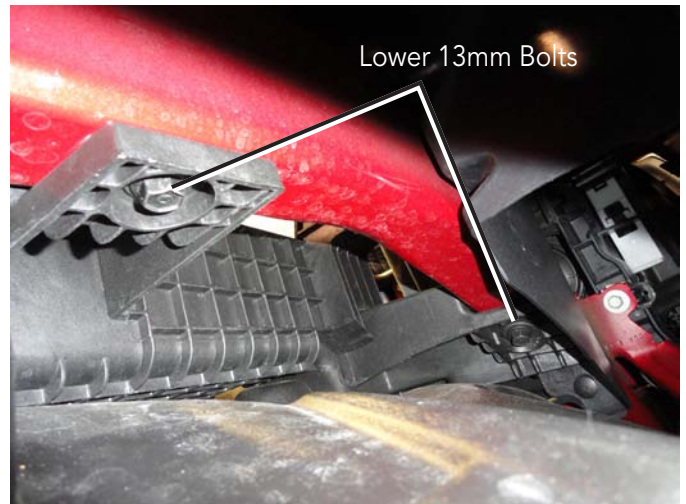
Removing Stock Components

- 4 Use an 8mm socket to remove the (2) screws retaining the inner wheel well and remove the plastic air box cradle.



Wheel Liner Bolts

- 5 Remove the (2) lower 13mm bolts on the air box cradle. Re-install the fender lining.



Air Box Cradle

- 6 Remove the engine cover by removing (2) bolts with a 10mm and pulling up on either side of the cover so it pops out of the plastic ball studs. Then pull the cover towards the front of the vehicle to finish removal.



Engine Cover

- 7 Remove the radiator shroud from the vehicle by removing the (12) push-pins.



Remove Radiator Shroud

- 8 Remove the top grille cover using a 10mm to remove the (12) bolts. Remove the remaining (2) clips.



Remove Top Grille Cover

- 9 Once all (12) bolts are removed slide the top grille cover out as shown and set aside.



Slide Top Grille Cover Out

Removing Stock Components

- 10 Remove the (9) 8mm bolts inside the wheel well securing the fender flare on both sides.
- 11 Remove the fender flares from both the driver's side and passenger's side of the vehicle. Begin by pulling outward be careful not to break any clips.
- 12 Pull back the inner wheel liner to access the back of the bumper moulding. Remove the (1) 10mm bolt from the back side of the bumper moulding on each side.
- 13 Pull out the bumper moulding as shown.

✓ **Tech Tip:** This was very difficult to break loose from the vehicle. As long as the (1) bolt is remove the moulding should pull outward.

- 14 Remove the (3) 10mm bolts on both the driver's side and passenger's side. They are located just under the headlight and next to the grille.



Remove Fender Flares Both Sides



Pull Out Bumper Moulding



Remove (3) Bolts

- 15 If equipped, unplug the front camera from the vehicle.



Unplug Front Camera

- 16 Remove the (4) bolts securing the grille to the core support.



Remove Active Grille Shutters

- 17 Lift up the top mounts of the grille and remove the assembly from the vehicle as shown.



Remove Grille Assy

Removing Stock Components

18 Remove the active grille shutters from the vehicle using a 10mm to remove the (4) bolts shown.



Remove Active Grille Shutters

19 Unplug the active grille shutters.

20 Unclip the harness from the griller shutters.



Unplug Active Grille Shutters

21 Remove the grille shutter assembly, or if equipped with a separate motor from the plastic surround and set aside for use later.

22 Using a 10mm remove the (1) bolt securing the horns to the core support. Unplug and set aside.



Horn Removal

23 Disconnect the coolant overflow hose from the radiator cap neck. Remove the (2) 10 mm bolts securing the coolant overflow tank to the vehicle. Slide the tank up and pull away from the vehicle to remove. The tank will not be reused.

CRANK PULLEY

- 1 Unplug the cooling fan on the driver's side.
- 2 Using a 13mm remove the (2) bolts securing the fan shroud to the radiator on both sides.
- 3 Press the tabs in on both sides located just above the bolts and remove the fan assembly from the vehicle.
- 4 Remove the 21mm crank pulley bolt.



Remove Cooling Fan

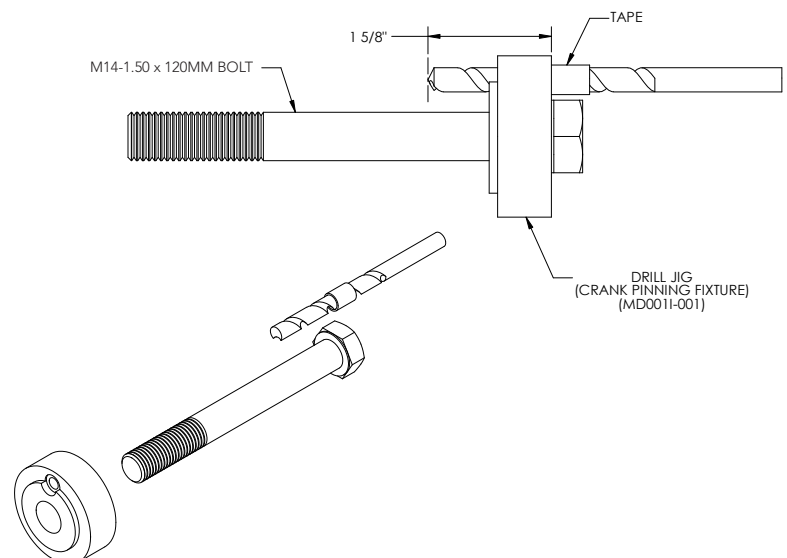
- ✓ **Tech Tip:** Use an impact tool for ease of removal. Add heat from a small torch if necessary

- 5 Place the drill jig onto the crank pulley, and tighten it into place using the supplied M14-1.50 x 120mm hex head bolt and washers.



Factory Crank Pulley and Bolt

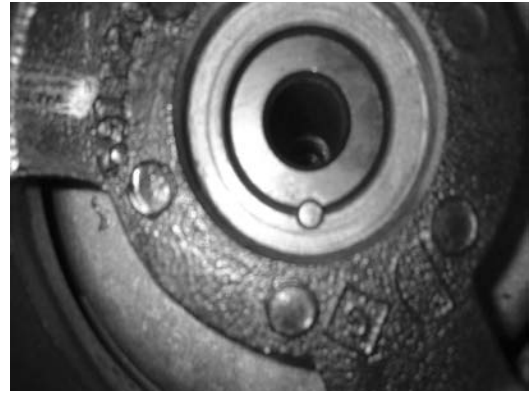
- 6 Tape the supplied 1/4" HSS drill bit 1-5/8" from the tip. Using this taped bit, drill a hole in the crankshaft and harmonic balancer, stopping at the tape edge. The hole will be centered on the OD of the crankshaft. Do not drill deeper than .800" into the face of the crankshaft.



Crankshaft and Harmonic Balancer Drill Jig

Crank Pulley

- 7 Remove the pinning tool and set it aside. Clean the chips from inside the drilled hole and the surrounding area thoroughly.
- 8 Install the supplied 1/4" OD x .75" long stainless steel dowel pin in the hole.



Crank Pulley Pinned to Crankshaft

- 9 Install the supplied crank pulley into the factory balancer by sliding the (3) dowels through the factory balancer as shown.
- 10 Rotate the crank pulley counterclockwise until the pins stop it from rotating.



Crank Pulley Installed

- 11 Apply high strength thread locker to the supplied balancer bolt and insert it and the supplied washer into the crankshaft. Tighten the supplied balancer bolt using a 22mm socket. Torque to 129 ft-lbs
- 12 Reinstall the fan assembly.



Crank Pulley Installed

COOLANT SYSTEM

- 1 Use a 13mm socket to remove the drivers side radiator bolt shown in the picture to the right.
- 2 Mount the supplied bracket (found in the cooling system bag) to the supplied coolant bottle as shown using the 1/4"-20 x 1/2" bolts with washers.
- 3 Install the coolant bottle into the vehicle as shown (smaller 1/4" vent line on top) using the factory hardware previously removed.
- 4 Attach the 3/8" supplied hose to the bottom of bottle to the radiator overflow nipple. Secure the hose to the fan shroud and used the supplied hose clamps on the fittings. Route the 1/4" vent hose down as shown.



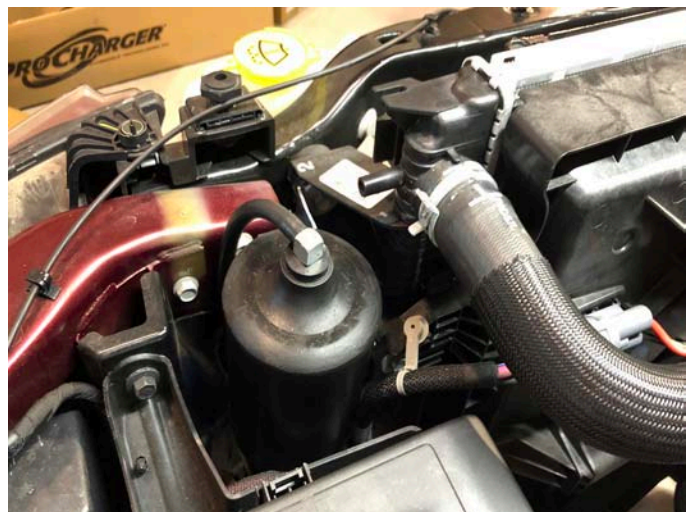
Remove Radiator Bolt



Bracket Mounted onto Bottle



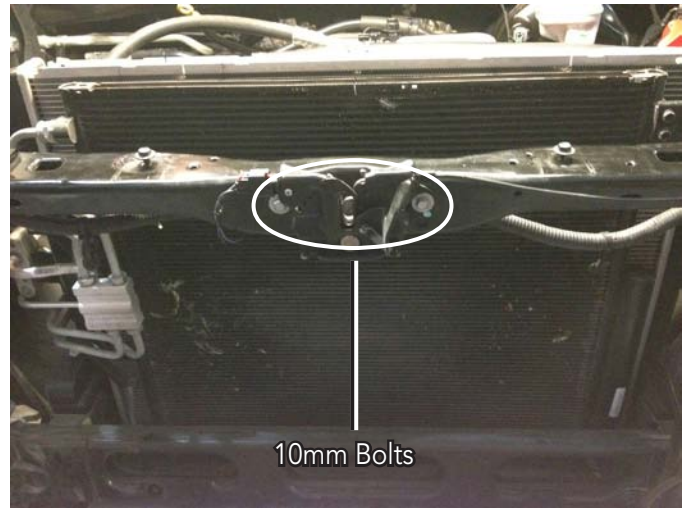
Overflow Hose Installed



Coolant Bottle Installed

INTERCOOLER INSTALLATION

- 1** Remove the (2) 10mm bolts retaining the hood latch bracket.
- 2** Using a 10mm socket, install the upper intercooler brackets (found in the intercooler bag) as shown with the M6-1.00 x 55mm bolts, lock nuts and washers. Insert the bolts from the backside of the core support and through the hood latch mounting locations. Leave the brackets loose to help with installation of the intercooler.
- 3** Using a 9/16" wrench, fasten the intercooler to the upper brackets using the supplied (2) 3/8" x 3/4" bolts and washers.



Hood Latch Bracket



Upper Brackets Installed



Upper Brackets Installed



Upper Brackets Installed

- 4 Using a 10mm wrench, fasten the lower intercooler brackets to the vehicle using the supplied (2) M6-1.00 x 20mm bolts and washers (Some models do not have tapped holes for the M6 bolts, these will get 5/16" bolt washers and lock nuts).



Intercooler Installed

- 5 Unclip the wiring harness on the drivers side radiator support shown to the right.
- 6 Drill out the top horn mount bracket hole with a 3/8" drill bit.



Unclip Harness

- 7 Position the horns as shown to the right, use the supplied self tapping screw (in the hole where the harness clip was) to mount the horns to the radiator support.

✓ **Tech Tip:** It will take some pressure on the self tapping screw to get it started into the factory hole.

- 8 Plug the harness into the horns.

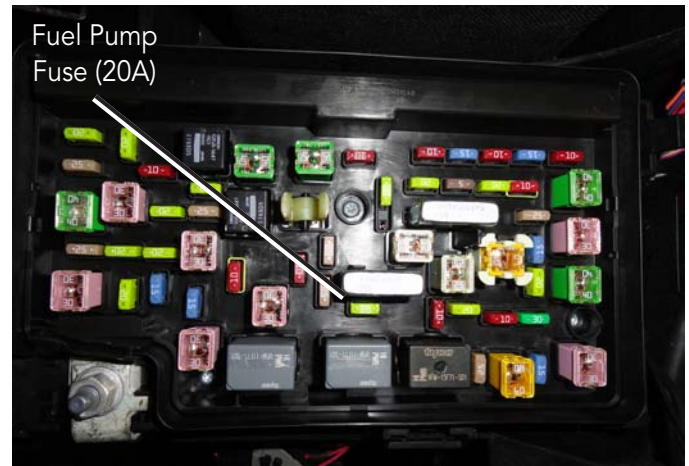


Horns Mounted

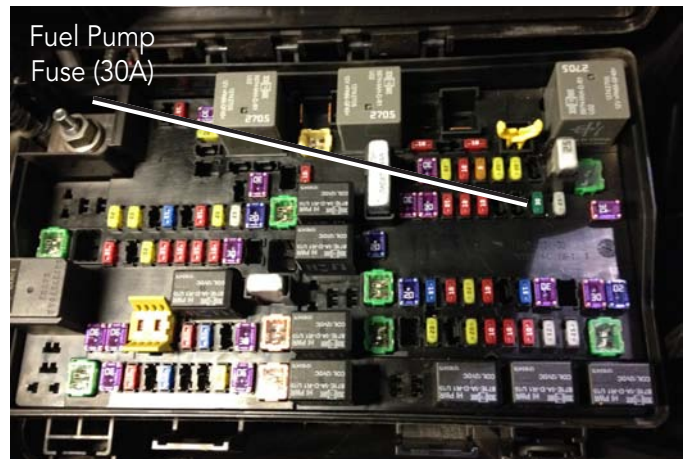
FUEL SYSTEM

✓ **Note:** This section only applies to full systems, which include 39.5 lb/hr fuel injectors. If you do not have a full system, additional fuel system components will be required before starting the vehicle.

- 1 Remove the fuel cap.
- 2 Disconnect the battery.
- 3 Remove the F70 fuse (2013+) from the fuse block located in the engine compartment next to the battery.
- 4 Reconnect the battery.
- 5 Crank the engine to depressurize the fuel rails.
- 6 Disconnect the battery. Leave the battery disconnected for the remainder of the installation.



2009-2012 Fuel Pump Fuse



2013+ Fuel Pump Fuse

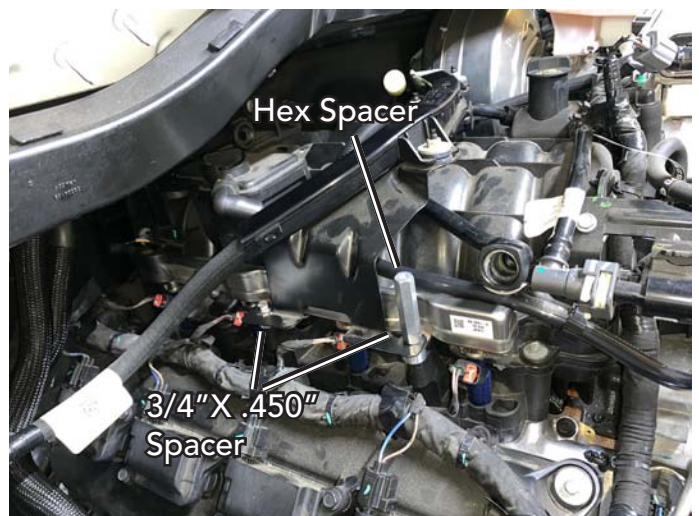


Fuel Rail (Passenger's Side)

- 7 Unclip the wiring harnesses from each injector by pulling back on the red tab. Remove the (3) 10mm bolts securing the fuel rails to the manifold. Remove the plastic engine cover retainer stud on the passenger's side using a 13mm wrench or socket. Pull the fuel rails up off of the manifold to gain access to the fuel injectors.
 - 8 Remove the fuel injector retaining clips from the injectors and rails. Remove the injectors by pulling them straight out of the rails.
 - 9 Install the new injectors, followed by the factory retaining clips.
- ✓ **Tech Tip:** Lubricate the o-rings of the new fuel injectors with synthetic o-ring lube prior to installation to prevent damage to the o-rings.
- 10 Install the supplied M6 threaded rod (found in the MAP sensor bag) into the supplied hex spacer.
 - 11 Install the supplied 3/4" x .450" spacers prior to installing the fuel rail. Push the injector and fuel rail assembly into place, and secure the fuel rails using the supplied 1/4-20 x 1-1/2" bolts and washers. Install the stud with threaded spacer into the passenger front fuel rail bolt hole. Re-install each wiring harness to each injector.



Stud Threaded Into Hex Spacer



Fuel Rail Installed

MAP SENSOR INSTALLATION

✓ **Note:** This section only applies to full systems, which include a modified 2-bar MAP sensor. If you do not have a full system, additional fuel system components will be required before starting the vehicle.

- 1 Remove the factory MAP sensor located on the passenger's side rear of the intake manifold. Remove the electrical harness by sliding the red retaining tab back and disconnecting it from the sensor. Remove the factory map sensor by twisting it counter-clockwise.
- 2 Install the o-ring onto the adapter. Install the supplied MAP sensor adapter into the intake manifold.
- 3 Install the supplied 2-bar MAP sensor into the adapter, securing it with the (2) supplied 10-24 x 1/2" SHCS. Re-connect the electrical harness.

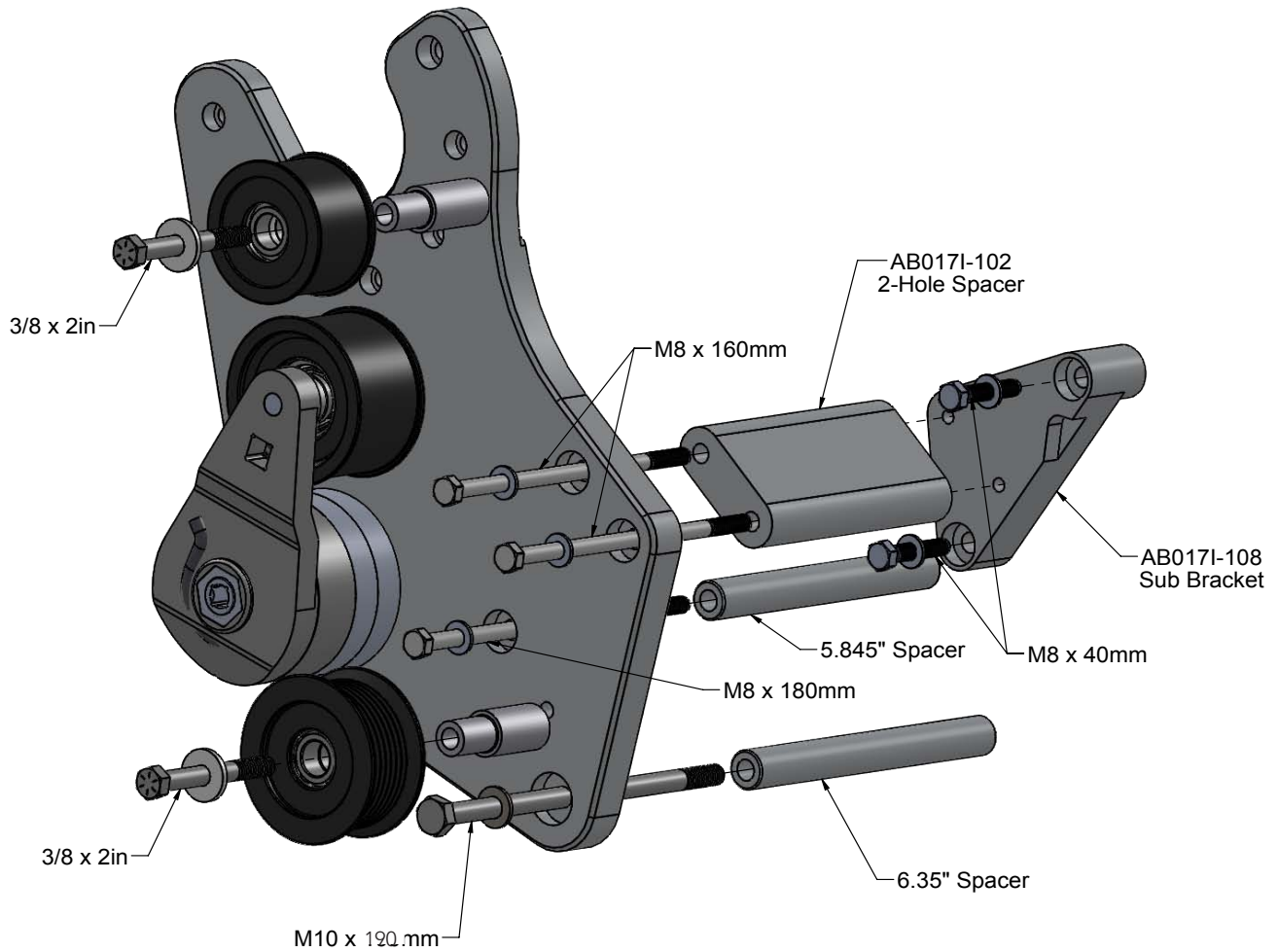


Factory MAP Sensor



2-Bar MAP Sensor & Adapter Installed

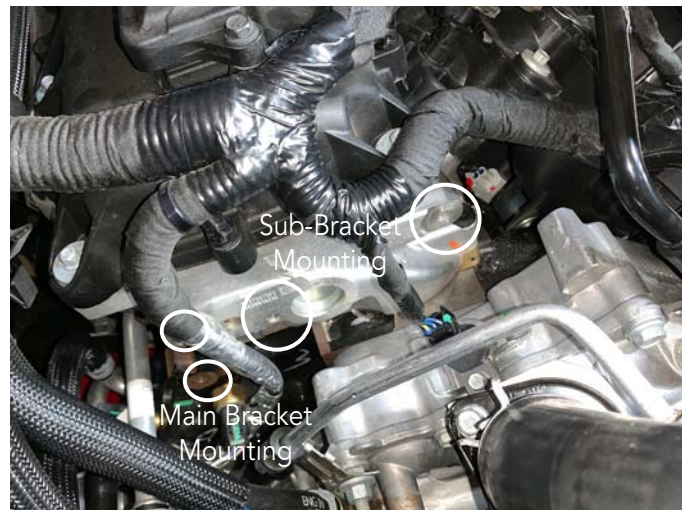
MAIN BRACKET INSTALLATION



Bracket Assembly

Main Bracket

- ✓ **Tech Tip:** Installing spark plugs that are one heat ranger colder than stock and gapping your plugs to .035" is recommended.
- 1 The photo at right shows the mounting locations for the main and sub-brackets.



Bracket Assembly Mounting Locations

- ✓ **Tech Tip:** Some models are equipped with a ground wire attached to the top sub-bracket mounting hole. Remove the lock-nut with a 10mm and remove the bolt with a 13mm. With an 8mm remove the corner valve cover bolt. Flatten out the ground strap and slide it between the valve cover and the cylinder head. Insert the bolt back into the valve cover and through the ground strap. Secure with an 8mm.



Ground Attached To Valve Cover

- 2 Install the sub bracket to the cylinder head using the supplied (2) M8 x 40mm bolts and washers.

- ✓ **Tech Tip:** The metal coolant line may need to be bent out of the way to make room for the 2-hole spacer.



Sub Bracket Mounted

3 Before installing the main bracket remove the idler pulley's shown to the right with a 9/16" .

4 Loosely install the main bracket using the supplied 6.350" tube spacer, M10 x 180mm bolt and washer connected to the bottom mounting hole shown on the previous page. Refer to the main bracket assembly exploded view.

5 Loosely install the supplied 5.845" tube spacer, M8 x 180mm bolt and washer to the bottom cylinder head bolt hole.

6 Install the main bracket to the sub bracket using the 2-hole spacer. Fasten the main bracket using the supplied (2) M8 x 160mm bolts and washers. Refer to the main bracket assembly exploded view.

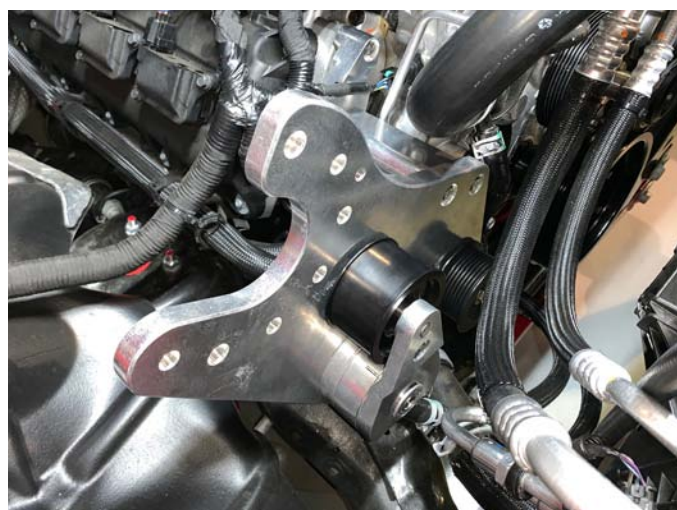
7 Tighten all hardware at this time. Reinstall the bottom ribbed idler pulley removed in an earlier step and secure with a 9/16" and red thread locker on the bolt treads.

8 Pull the A/C line bracket shown to the right towards the front of the vehicle. This will release the lines from the bracket.

9 Position the A/C lines as shown in order to clear the supercharger belt. Use zip ties as needed.



Remove Idler Pulley's



Main Bracket Installed



Move A/C Lines

Main Bracket

- 10 Zip tie the 5/8" coolant hose coming out of the thermostat housing such that it is flush with the bracket. This will ensure it is not in contact with the supercharger belt.

✓ **Tech Tip:** The A/C lines may need to be zip-tied out of the way of the pulleys / belt.



Zip Tie Coolant Hose

PROCHARGER HEAD UNIT

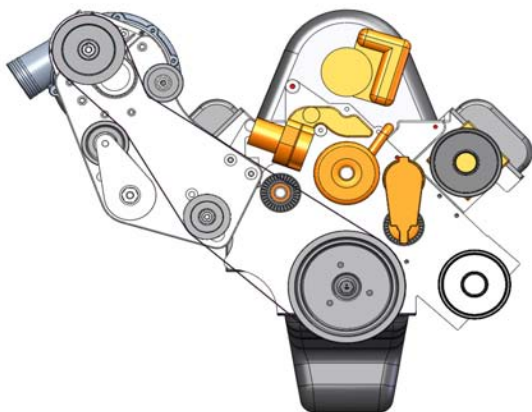
- 1 Fill the supercharger with (1) 6 ounce bottle of the supplied blower oil. Remove the oil fill reminder tag from the head unit.
- 2 Place the ProCharger onto the main bracket and screw in (5) $\frac{5}{16}$ " and (2) $\frac{3}{8}$ " SHCS through the main bracket and into the ProCharger. Tighten all screws.
- 3 Reinstall the smooth idler pulley removed in an earlier step and secure with a $\frac{9}{16}$ " and red thread locker on the bolt treads.
- 4 Inert the $\frac{1}{2}$ " drive ratchet into the tensioner as shown. Rotate the tensioner counter clockwise.
- 5 Install the supplied 8-rib belt onto the supercharger. Follow the belt routing schematic below.



Procharger Mounted



Actuate Belt Tensioner

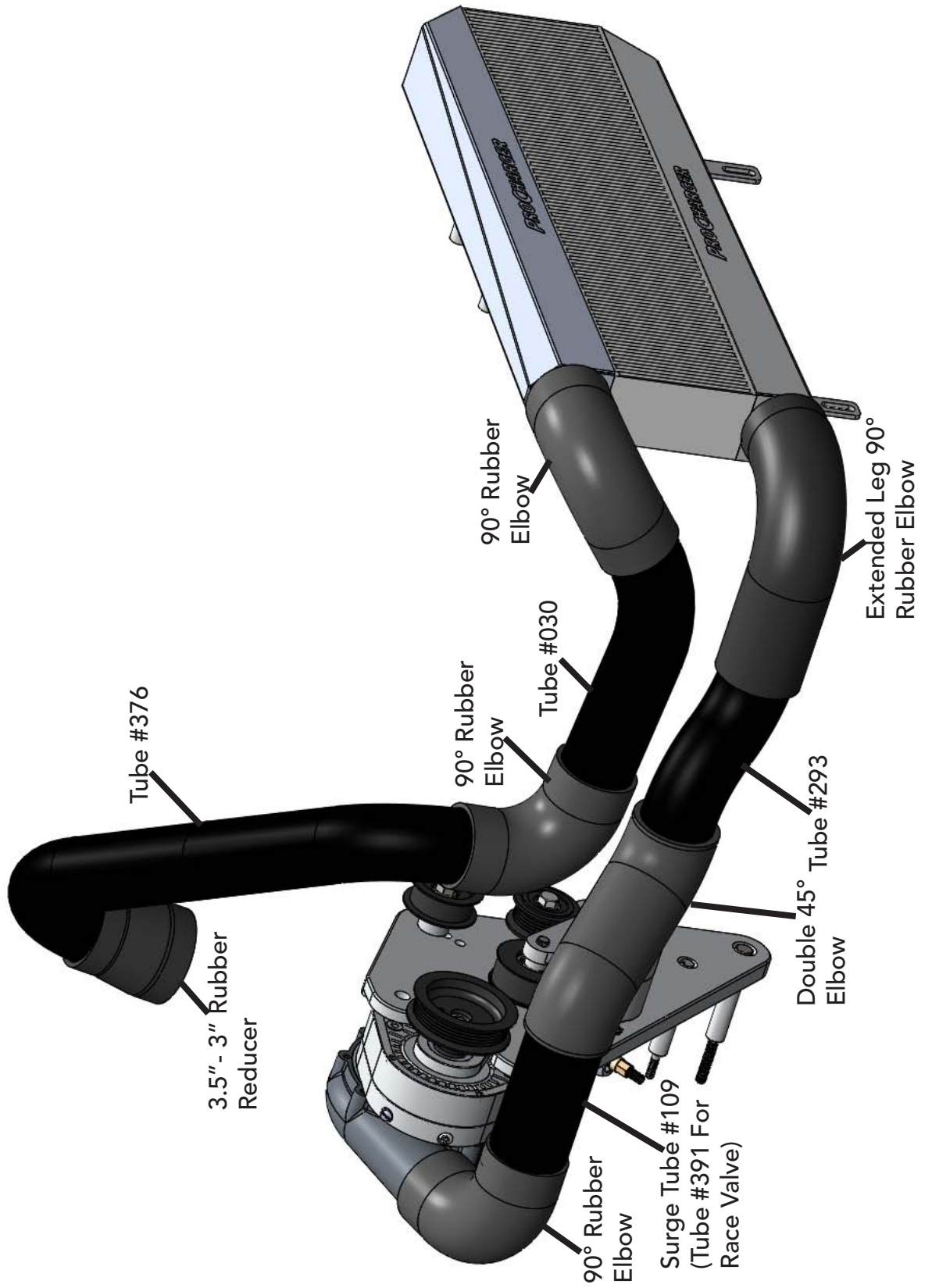


Belt Routing Schematic



Supercharger Belt Installed

INTERCOOLER SCHEMATIC



INTERCOOLER TUBING INSTALLATION

Warning: *Inspect the inside of each tube for any foreign debris. Remove any debris from the interior of the tubes before installing.*

Tech Tip: *Leave hose clamps loose until final adjustments have been made unless otherwise instructed.*

Tech Tip: *There are 3 90° rubber hoses, two have 1" trimmed off one end and one has 2" trimmed off one end.*

- 1 Insert the short leg of the extended leg 90° elbow onto the lower inlet of the intercooler.
- 2 Insert tube #293 into the end of the extended leg 90° rubber elbow followed by the double 45° rubber elbow.
- 3 Insert surge tube #109 (#391 for race valve) into the double 45° elbow. The surge bung will need to go towards the supercharger.
- 4 Finish the connection to the supercharger by sliding the 1" trimmed side of a 90° rubber elbow onto the open end of surge tube #109 (#391 for race valve).
- 5 Position the tubing and secure with #52 hose clamps.



Tubing Into Intercooler



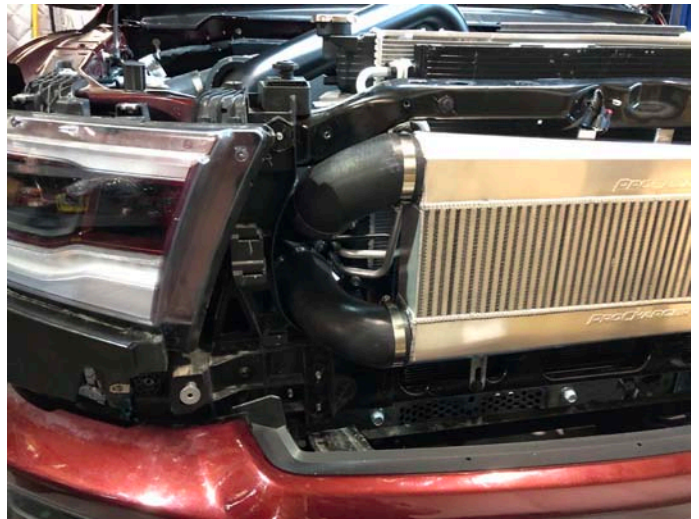
Tube #293 Installed



Tubing To Supercharger Installed

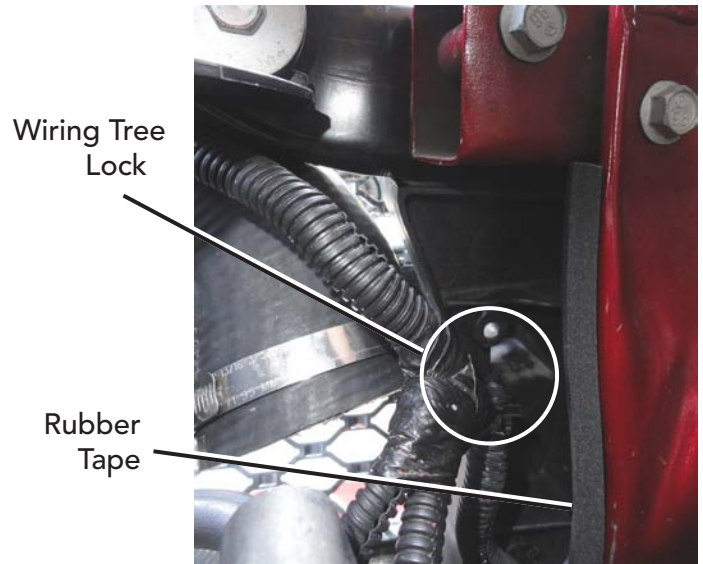
Intercooler Tubing

- 6 Install the short end of the 1" trimmed 90° rubber elbow onto the outlet of the intercooler.



Intercooler Outlet

- 7 Remove the A/C pressure switch wiring tree lock from the radiator core support to allow for proper installation of tube #030. Place rubber tape onto the core support as shown for vibration reduction.



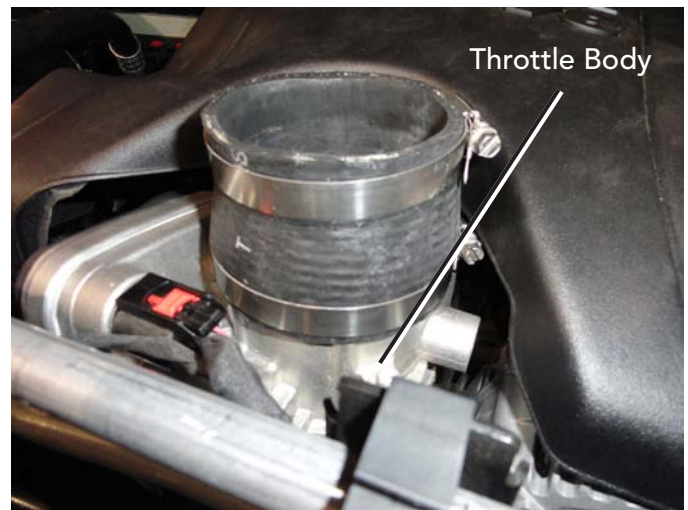
Wiring Tree Lock & Rubber Tape

- 8 Insert the short end of tube #030 into the end of the 90° rubber elbow followed by the long end of the remaining 90° rubber elbow.



Tube #030 & 90° Rubber Elbow Installed

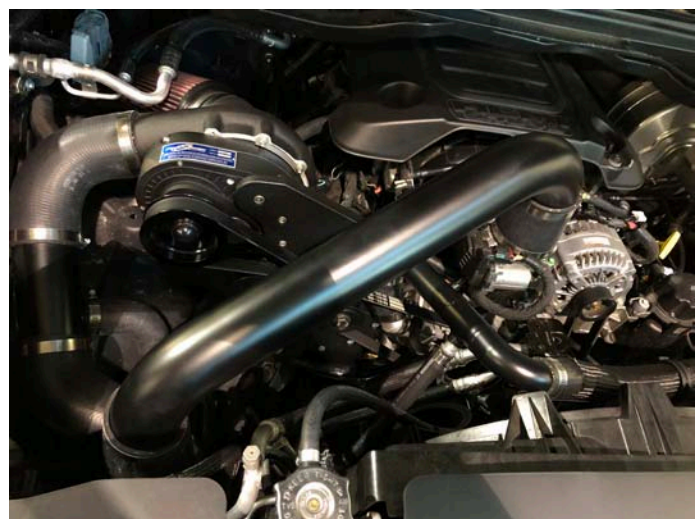
- 9 Install the reducer onto the throttle body as shown. Secure the reducer using the supplied #56 hose clamp.
 - 10 Install the intake air temp sensor into the bung on tube #376. Use a small amount of WD-40 or silicon paste on the sensor o-ring to assist installation of the sensor. Note the orientation of the locking tab on the sensor and the notch on the bung. The sensor must be inserted into the bung, then turned clockwise until the sensor locking tab slides over the notch on the bung.
 - 11 Install the throttle body tube #376 connecting the throttle body to the intercooler tubing.
 - 12 Position the tubing and secure the connections with #52 hose clamps.
 - 13 Reconnect the intake air temp sensor.
- ✓ **Tech Tip:** Wiring harness may need to be unclipped from the throttle body connection to re-installed air temp sensor.



3.5" to 3" Reducer



IAT Sensor Locking Tab



Throttle Body Tube Installed

AIR INLET & PCV

- 1** Drill an 11/16" hole in the back side of the 45° rubber elbow (before the bend), as shown. Install the 5/8" plastic barb connector (a 90° barb connector is also included for alternate routing).
- 2** Slide tube #384 into the 45° rubber elbow. Secure with a #64 hose clamp. Install the air filter onto tube #384 secure with the provided hose clamp.
- 3** Replace the factory PCV hose with the supplied 5/8" hose. Re-use the 90° rubber elbow from the factory PCV hose and install the 3/4"-5/8" straight plastic barb reducer into the 90° PCV elbow. Connect the 5/8" hose to the plastic barb and connect the other end to the barb fitting on the air inlet assembly.



PCV Connection Location



PCV Hose & Elbow

ANTI-SURGE SYSTEM

For ProFlow Surge System, For Race Valve Applications Proceed To Step 3.

- 1 Assemble the anti-surge system as shown. Use the supplied #24 hose clamps to secure the ProFlow Valve to the air filter and surge hose.



ProFlow Assembly

- 2 Install the ProFlow Assembly onto the surge tube as pictured. Secure the assembly using the supplied #24 hose clamp.

✓ **Tech Tip:** Be aware of potential rattles and vibrations of the valve assembly resting against the frame and inner fender.



ProFlow Assembly Installed

- 3 Insert the supplied o-ring into the groove on the surge valve flange. Mount the race valve to the flange using the (6) supplied #10-24 SHCS. Install the pushlock fitting into the threaded hole on top of the valve.



Race Valve Installed

Anti-Surge System

- 4 Assemble the supplied vacuum manifold as shown to the right. Install (1) 3/8" barb into one vacuum manifold ends. Install the 90° 3/8" barb into the other end. Install the (2) 3/16" plugs. Install (1) 3/16" barb (pushlock fitting for race valve).

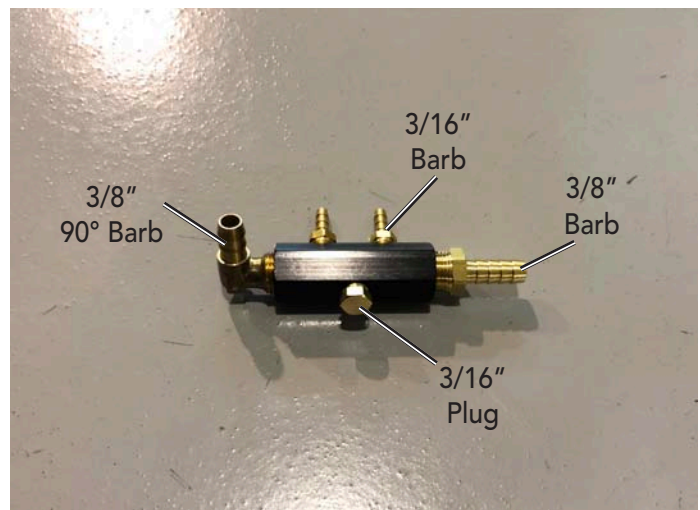
✓ **Tech Tip:** Additional 3/16" barbs are included to allow for additional vacuum connections.

- 5 Locate the plastic vacuum line shown to the right. Unplug the hardline from the 3/8" rubber hose on the intake manifold.
- 6 Cut a 2" section of supplied 3/8" vacuum hose and install it on the straight brass barb and into the hard plastic line. Plug the 90° barb fitting on the vacuum block into the section of hose on the manifold.

! **Warning:** Ensure the vacuum line is free of kinks and is not pinched by zip ties or the ProFlow will be inoperable, which may result in damage to the ProCharger from surging. Improper clamping of the splice into the brake booster hose could cause a vacuum leak and could cause the power brakes to become inoperable. Use extreme caution in installing the vacuum manifold to prevent any possible leaks.

- 7a **Proflow:** Attach the 3/16" vacuum hose to one of the 3/16" barb fittings on the installed vacuum manifold, then route and attach to the ProFlow anti-surge valve vacuum port if not already done.

- 7b **Race Valve:** Attach the 1/4" pushlock hose into one of the pushlock fittings on the installed vacuum manifold, then route and attach to the racevalve vacuum port if not already done.



Vacuum Manifold



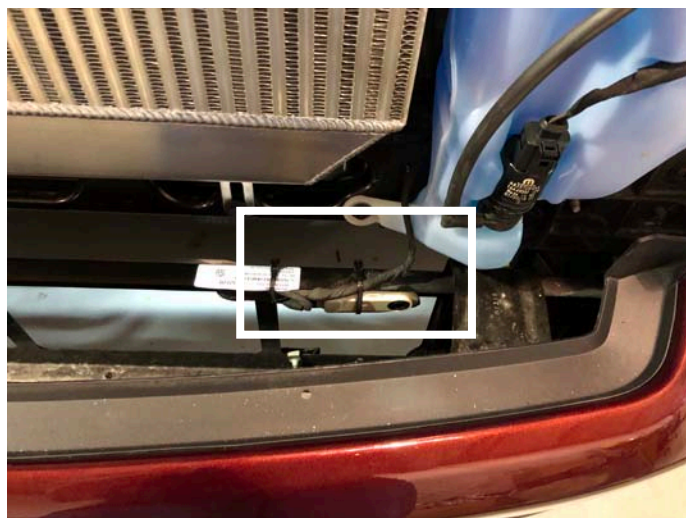
Plastic Vacuum Line



Vacuum Manifold Installed

FINISHING

- 1 Zip tie the shutter motor to the frame as shown to the right (if equipped).
- 2 Reconnect the battery.
- 3 If coolant hoses were modified refill the cooling system. Ensure all air pockets have been bled from the system.
- 4 Re-install the engine cover.
- 5 Re-install the grille and other bodywork removed in previous steps.
- 6 Check all of the fluid levels.
- 7 Verify you are only using **91 octane** or higher fuel.
- 8 Refer to supplemental manual for ECM tuning.
- 9 Start your vehicle and check for fuel



Shutter Motor Zip Tied To Frame



CONGRATULATIONS! YOU HAVE COMPLETED THE INSTALLATION OF YOUR NEW PROCHARGER SUPERCHARGER SYSTEM. FOR FULL SYSTEMS, TUNING INSTRUCTIONS ARE ON THE FOLLOWING PAGE. IF YOU DO NOT HAVE A FULL SYSTEM, ADDITIONAL TUNING WILL BE REQUIRED BEFORE STARTING THE VEHICLE. READ THE FOLLOWING PAGES CAREFULLY FOR OPERATION AND MAINTENANCE INSTRUCTIONS, AS WELL AS WARRANTY INFORMATION.

OPERATION AND MAINTENANCE

Cold Starting

Never race your engine and ProCharger supercharger when your engine is cold. Allow the water temperature to climb into operating range for several minutes before driving above 2,500 rpm, to ensure adequate oil lubrication.

Fuel Quality

With a properly installed intercooled ProCharger supercharger system, detonation should not occur. For the best performance and reliability, use premium grade fuel (91 octane or higher). Listen for signs of detonation after refueling, and after replacement or modification of any fuel system component(s). If detonation occurs, reduce the throttle and locate the source.

Ignition System Maintenance

If your spark plugs are more than a year old or have more than 10,000 miles logged, you should consider changing them before driving your vehicle under load. Spark plug wires should be changed if visibly damaged or when resistance exceeds factory specifications.

Air Filter Maintenance

Your air filters should be cleaned periodically, potentially as often as every 10,000 miles or 6 months, even though a service interval of 50,000 - 100,000 miles is quoted by the manufacturer under normal driving conditions. A clogged air filter will result in decreased boost levels and vehicle performance. Be sure to re-oil the cleaned filter before re-installing. Always operate your vehicle with an air filter, failure to do so may result in damage to your ProCharger supercharger and personal injury!

Belt Replacement

The serpentine belt, which turns your ProCharger supercharger, will stretch after initial run-in, and should be retightened after the first hundred miles. Tighten the belt sufficiently to avoid slippage, but do not overtighten. Overtightening the belt could cause damage to the ProCharger supercharger's precision bearings. When re-installing the belt, use the belt routing diagram in this manual. If you reuse a thrown belt and find that it needs frequent re-tightening, the belt is damaged and should be replaced. Gates Micro-V belts can be bought from ATI or from your local parts store.

ProCharger Oil Change Intervals

The first oil change should be performed at 500 miles and at 6,000 mile intervals thereafter. Clean drain plug after every oil change. Drain oil by removing the drain plug. Clean off drain plug before re-installing.

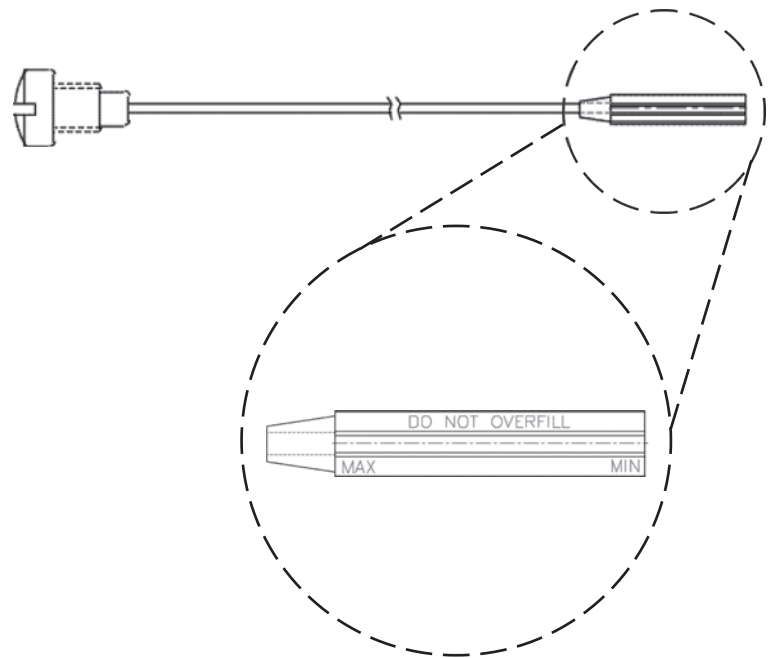
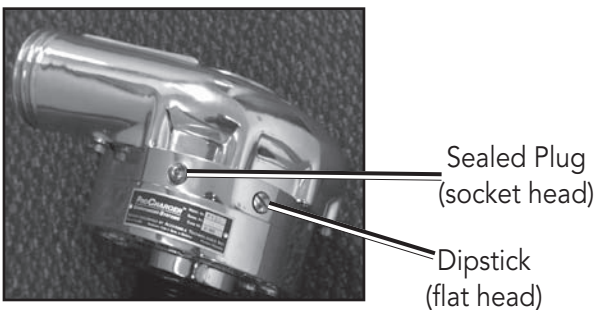
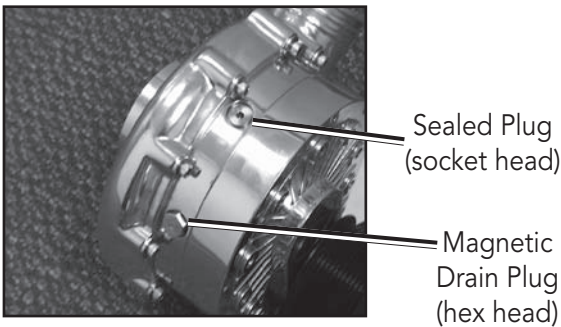
ProCharger Oil Level

The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

! **Warning:** *Filling the ProCharger higher than the maximum level on the dipstick can lead to bearing and seal damage. The supercharger is a sealed unit and should not normally require the addition of oil between service intervals. If excessive usage is noted, the unit should be sent to ATI for inspection and repair. The dipstick fitting should be firmly tightened after changing or checking the oil level.*

General

When removing the dipstick, be sure to retain the nylon washer. A spare nylon washer and o-ring is included. Use only the ATI supplied nylon washer and o-ring when servicing the oil dipstick and drain plug. A discoloration of the oil and residue on the drain plug may occur during the initial oil changes. This is normal and will gradually decrease. For the proper positioning of the ProCharger supercharger, the serial tag should be pointing upwards. Installing the ProCharger supercharger in another position will cause inadequate oiling and supercharger failure. If you have any questions about the maintenance of your supercharger, contact ATI.



LIMITED WARRANTY

Accessible Technologies, Inc. (ATI) provides a limited twelve (12) month warranty on the ProCharger supercharger against defects in materials and workmanship unless otherwise specified. This limited warranty starts on the date of original purchase from your local dealer, or date of shipment from the factory. This limited warranty coverage is extended only to the original owner and excludes hoses, sleeves, and electronic components manufactured by other companies. IF THE SUPERCHARGER'S DRIVE RATIO IS ALTERED IN ANY WAY FROM THE FACTORY SETTING, WARRANTY COVERAGE IS VOID. USE OF ANY PULLEY NOT MANUFACTURED OR SUPPLIED BY ATI VOIDS ALL WARRANTY COVERAGE. ATI's warranty obligations are limited to the terms below:

ATI agrees to honor a warranty claim at its sole discretion and only after inspection at the ATI factory. No warranty will be honored if any part of the product is found to have been improperly installed, tampered with, mishandled, or misused in any way. Disassembly of the ProCharger supercharger or removal of the ProCharger supercharger's serial plate voids all warranties. Claims for freight damages should be directed to the freight company.

If ATI's limited warranty applies, your product will be repaired or replaced at ATI's discretion and shipped back. If the limited warranty does not apply, ATI will advise you of the specific reason, cost of the repair, and delivery time. After advising you of this information we will, at your option, either proceed with repairs or return your product to you in the state in which it was received. In either case the product will be shipped to you, insured at replacement value. Therefore, you will pay the return shipping and insurance charges if ATI's limited warranty does not apply to your product.

THE WARRANTY AND REMEDIES SET FORTH ABOVE ARE EXCLUSIVE AND IN LIEU OF ALL OTHERS, ORAL OR WRITTEN, EXPRESS OR IMPLIED. THE DURATION OF ANY AND ALL WARRANTIES ON THE PRODUCTS DISCUSSED ARE LIMITED TO THE PERIOD IDENTIFIED ABOVE. ATI IS NOT RESPONSIBLE IN ANY EVENT FOR DIRECT, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES. No ATI dealer, agent, or employee is authorized to make any modification, extension, or addition to this warranty.

To obtain service under this warranty you must do the following during the warranty period:

Phone ATI (913-338-2886) and provide us with the following information:

- ProCharger supercharger serial number.
- Vehicle year, make, model, engine modifications, and other modifications.
- Description of perceived issue.

If a solution to your issue can not be found after the above phone consultation, you will be assigned a return authorization number (RMA). You must then properly package and ship your product, at your expense, to the ATI factory. The product should be carefully packaged in a rugged box.

Include the following information inside the box with your product:

- Copy of your original invoice or receipt.
- Name, address, and daytime telephone number.
- Return authorization number (RMA).
- Vehicle year, make, model, engine modifications, and other modifications.
- Description of perceived issue.

Clearly mark the warranty claim number on the top and one side of the box in characters at least 2" tall. Properly package the product and ship it, prepaid and insured for the retail value of the component(s) being returned, to the following address:

**Accessible Technologies, 14801 West 114th Terrace,
Lenexa, Kansas 66215**



Accessible Technologies, Inc.
14801 W. 114th Terrace
Lenexa, KS 66215
Phone: 913.338.2886
Fax: 913.338.2879
techserv@procharger.com

Accessible Technologies, Inc.
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Part Number PMDP1A-003 Rev. C

