

# 2005-2009 V6 Mustang H.O. Intercooled System **Installation Guide**





The **ULTIMATE** Power Adder™

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Torque Specification Chart	 Grade 5			 Grade 8		
	Torque (lb. ft.)			Torque (lb.ft.)		
Thread Size						
1/4-20	11	8	7	16	12	10
1/4-26	13	10	8	18	14	11
5/16-18	23	17	14	33	25	20
5/16-24	26	19	15	36	27	22
3/8-16	41	31	25	58	44	35
3/8-24	47	35	28	66	49	39
7/16-14	66	49	40	93	70	56
7/16-20	74	55	44	104	78	62
1/2-13	101	75	60	142	106	85
1/2-20	113	85	68	160	120	96

## INTRODUCTION

Congratulations on purchasing your ProCharger® 2005-2009 V6 Mustang High Output 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.

### Required Tools and Supplies

- 3/8" & 1/2" Socket Set (standard & metric)
- 1/2" Breaker Bar & 4" Extension
- Adjustable Wrench
- T20 Torx Bit
- Open End Wrench Set (standard & metric)
- 3/8" Hex Bit Set (standard & metric)
- Flat & Phillips Screwdrivers
- Plier Set
- Soldering Iron and Solder



**Warning:** Your supercharged V6 Mustang must always be run on 91 octane or better gas.

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.

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✓ **Tech Tip:** Spark plugs that are one heat range cooler than stock are recommended for use with this system. We suggest replacing your factory plugs at this time.

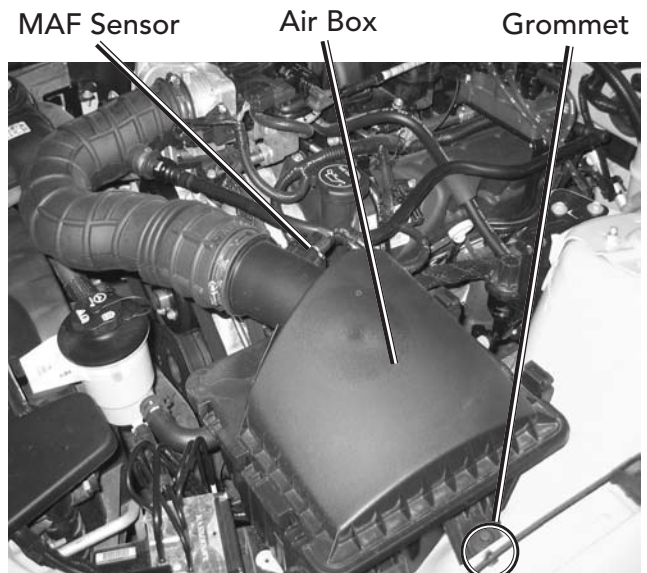
! Read and understand all safety precautions in this manual before installation. Failure to comply with instructions in this manual could result in personal injury, property damage, and/or voiding your warranty.

# GETTING STARTED

- 1 Remove the gas cap to relieve fuel tank vapor pressure.
- 2 Remove the fuel pump fuse from the fuse block (location #41). Crank the engine for a few seconds (the engine will not start) to bleed fuel pressure from the fuel lines. Replace the fuse.
- 3 Disconnect the negative battery cable from the battery.



Fuel Pump Fuse Removal  
#41 Fuel Pump Fuse (Blue 15 Amp Mini Fuse)



Stock Engine Compartment

## Getting Started

- 4 Disconnect the Mass Air Flow sensor (MAF) from the factory air box.
- 5 Remove the 10mm bolt securing the air box to the driver's side inner fender.
- 6 Remove the air box by gently pulling up to uncouple the rubber grommet.
- 7 Remove the plastic crank case ventilation hose at the throttle body hose and the driver's side valve cover by depressing the green lever on each end.
- 8 Remove the throttle body hose and air box assembly.
- 9 Remove the plastic radiator cover by prying up the center of the push pins. Set the cover aside for reuse later.



Factory Throttle Body Tube & Crankcase Vent Hose



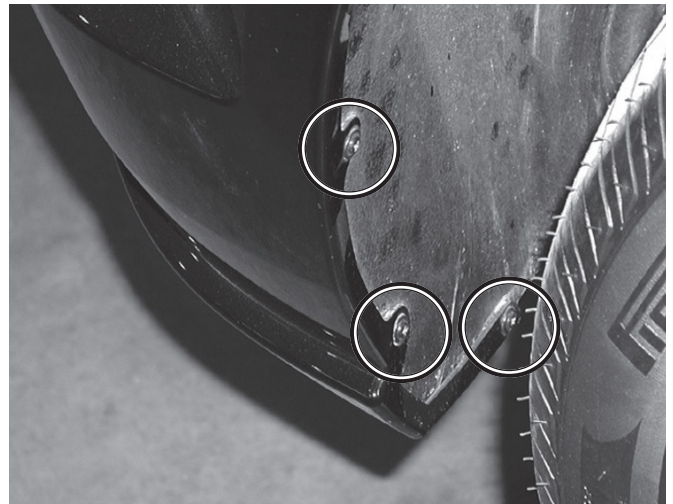
Radiator Cover Removal



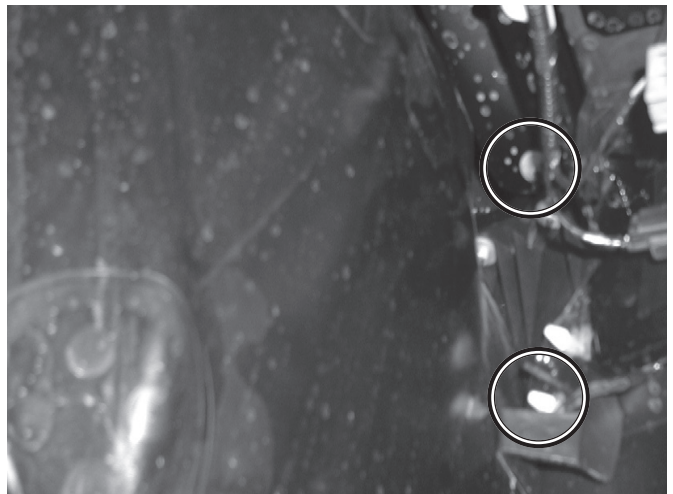
Factory Air Intake Removed



- 10** Remove the 8mm bolt located on the fan shroud which secures the power steering (P/S) reservoir.
- 11** Remove the inner fender well screws (3 each side). Remove the top bolts on the front fascia (10mm, 2X).
- 12** Remove the inner fender well nuts (10mm socket, 3 each side). This can be done from above by reaching into the area behind the headlights or by pulling the inner fender well out and reaching from the side into the area behind the headlights.
- 13** Remove the front fascia by pulling the fascia out at each wheel well. Pull the fascia forward several inches, unplug the fog lights & turn signals. Remove the front fascia and set aside.



Inner Fender Screws



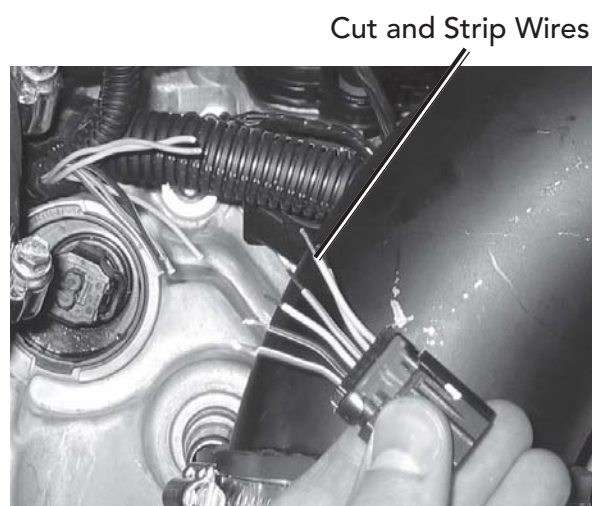
Fascia Nuts

# POWER STEERING AND MAF HARNESS

- 1 Locate the Power Steering Parts bagged assembly. Install the supplied P/S reservoir bracket onto the driver's side shock tower.
- 2 Remove the P/S reservoir from the factory mounting location. Carefully drain the P/S fluid from the reservoir and remove both hoses.
- 3 Secure the P/S hoses out of the way, as they will be modified following the ProCharger and main bracket installation.
- 4 Mount the reservoir to the previously installed bracket using the supplied 1/4-20 X 1" SHCS, flat washers and lock nut.
- 5 Verify that the battery is disconnected.
- 6 Remove the wire loom from the wiring harness near the MAF plug (driver's side, front of valve cover).
- 7 Cut the 6 wires near the MAF plug.
- 8 Strip 1/2" of insulation from both ends of the 6 provided 20" long 18 GA multi-colored wires as well as the MAF plug wires and the wiring harness wires.



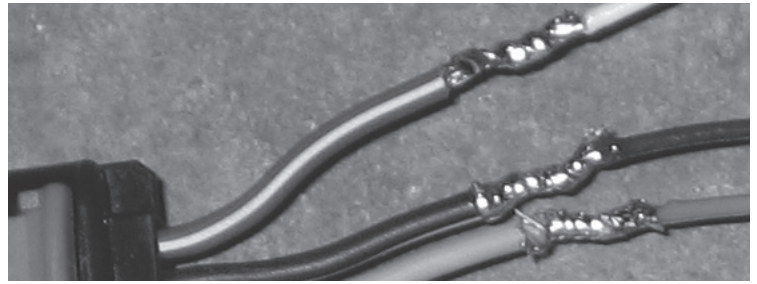
Power steering Reservoir Relocated



MAF Plug

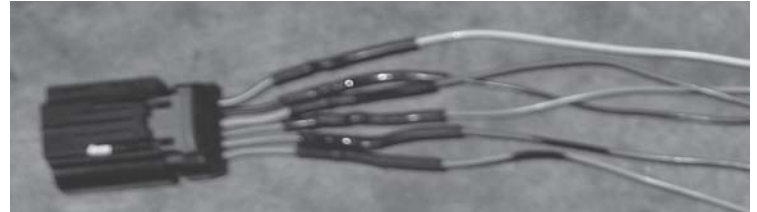


- 9 Overlap each extension wire with the corresponding MAF plug wire (colors used are not important, using the same color at each end of the extension is important) to about 1/4" of exposed wire, twist together, and solder.



MAF Extension Wires Soldered

- 10 Slide two 1" shrink wrap tubes on each extension wire. Solder the extension wires to the wire harness in the same manner as the extension wires to the MAF plug. Slide the shrink wrap tubes over the solder joints and shrink tubes using a heat gun.



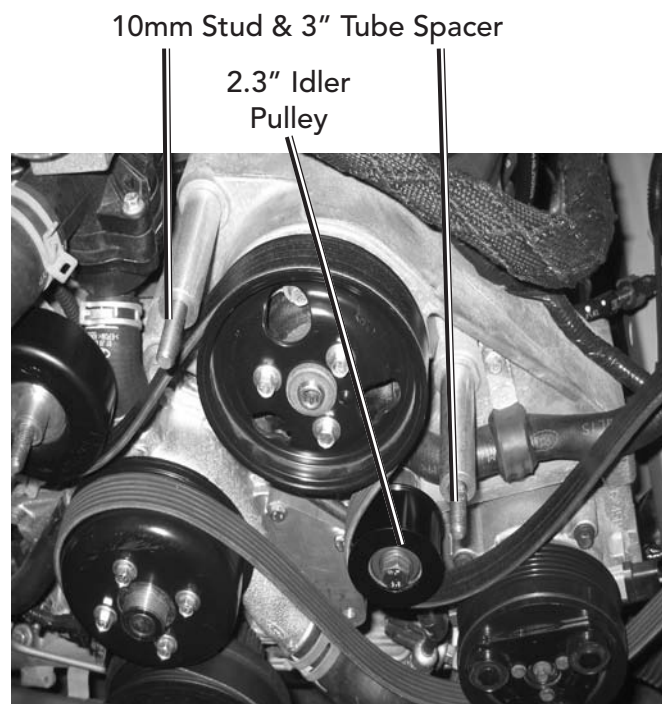
MAF Harness Extended

- 11 Tape the wires together and cover with the wiring loom.

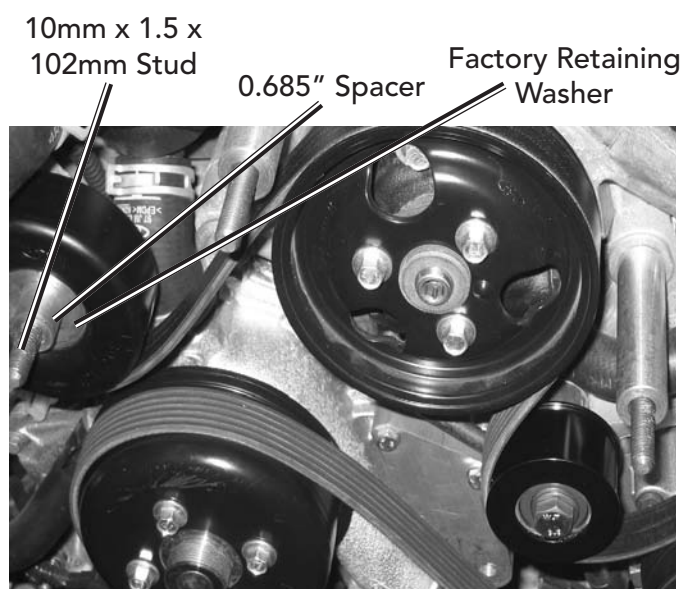
**!** **WARNING:** Be certain that each extension wire is connected to the same color wire at the wire harness end and the plug end or serious damage may result.

# MAIN BRACKET/PROCHARGER

- 1 Remove the factory 6-rib belt by inserting a 3/8" ratchet into the factory tensioner. Gently release the tension and remove the belt.
- 2 Remove the three 10mm power steering bracket bolts which thread into the head. Replace the bolts with the supplied 10mm studs and slide the two 3.0" aluminum tube spacers over each of the 10mm studs.
- 3 Install the supplied 2.3" idler pulley and 1.550" idler shaft in the lower P/S bracket hole as shown. Secure the idler with the 10mm x 1.5 x 150mm hex bolt and flat washer.
- 4 Remove the factory 3.5" idler. Replace the factory 10mm bolt with the supplied 10mm stud. Slide the supplied 0.685" long spacer over the stud. The spacer should be on top of the factory retaining washer. Be sure to leave about 1" of the thread exposed.



10mm Stud Installation

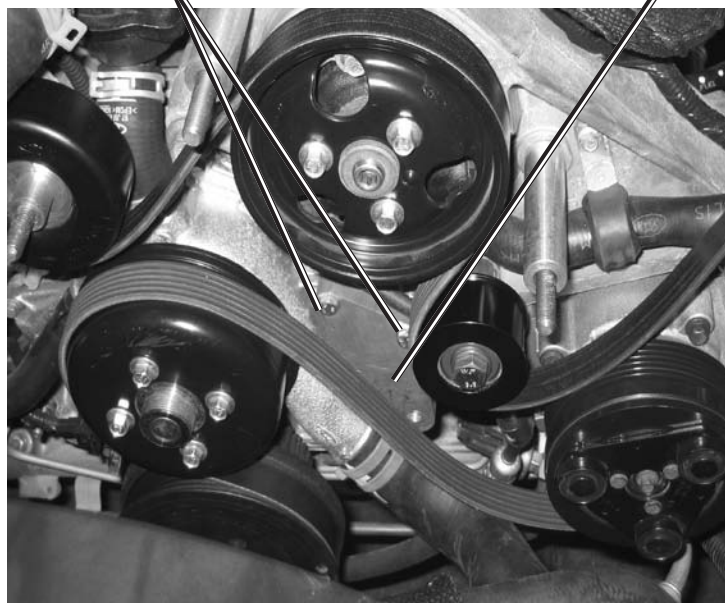


Factory Idler

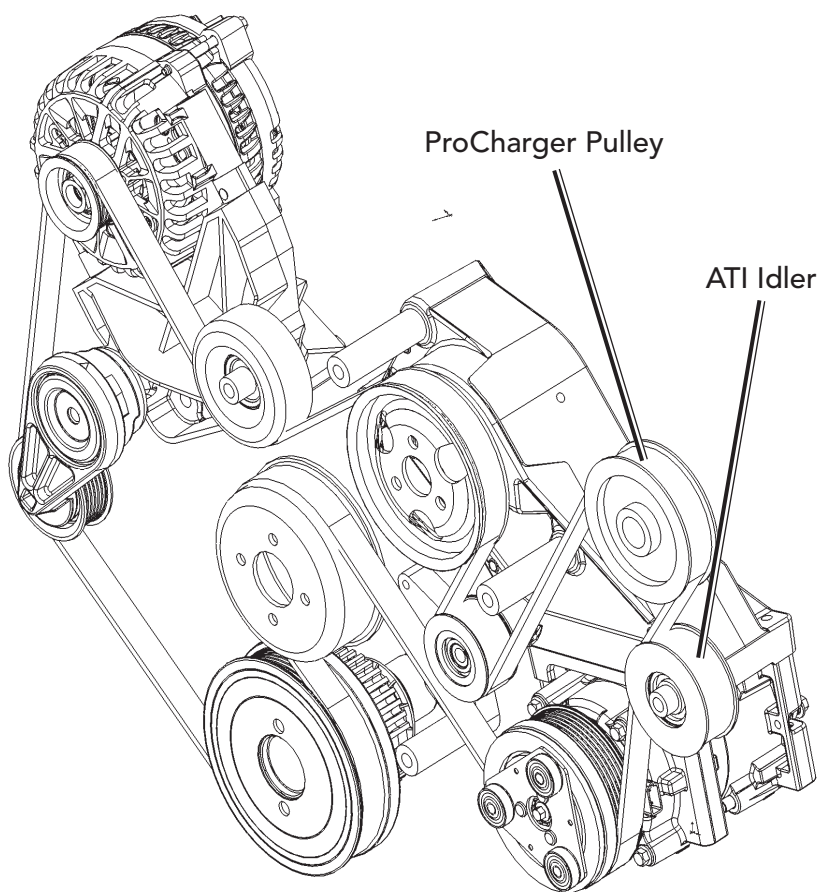
- 5 Remove the three water pump bolts located just below the P/S pump pulley. Install the supplied bracket using the three aluminum tube spacers and 6mm x 1.0 x 55mm hex bolts and lock washers. Torque the bolts to 10-12 ft-lbs. Be sure not to over tighten the bolts as that may pull the threads from the engine block.
- 6 Route the supplied 6-rib belt as shown, pulling the excess belt slack to the driver's side of the engine bay (diagram shown with ProCharger and bracket omitted).

6mm x 1.0 x 55mm Hex Bolts  
(Note: Only 2 Shown)

Bracket



Water Pump Bracket Installation



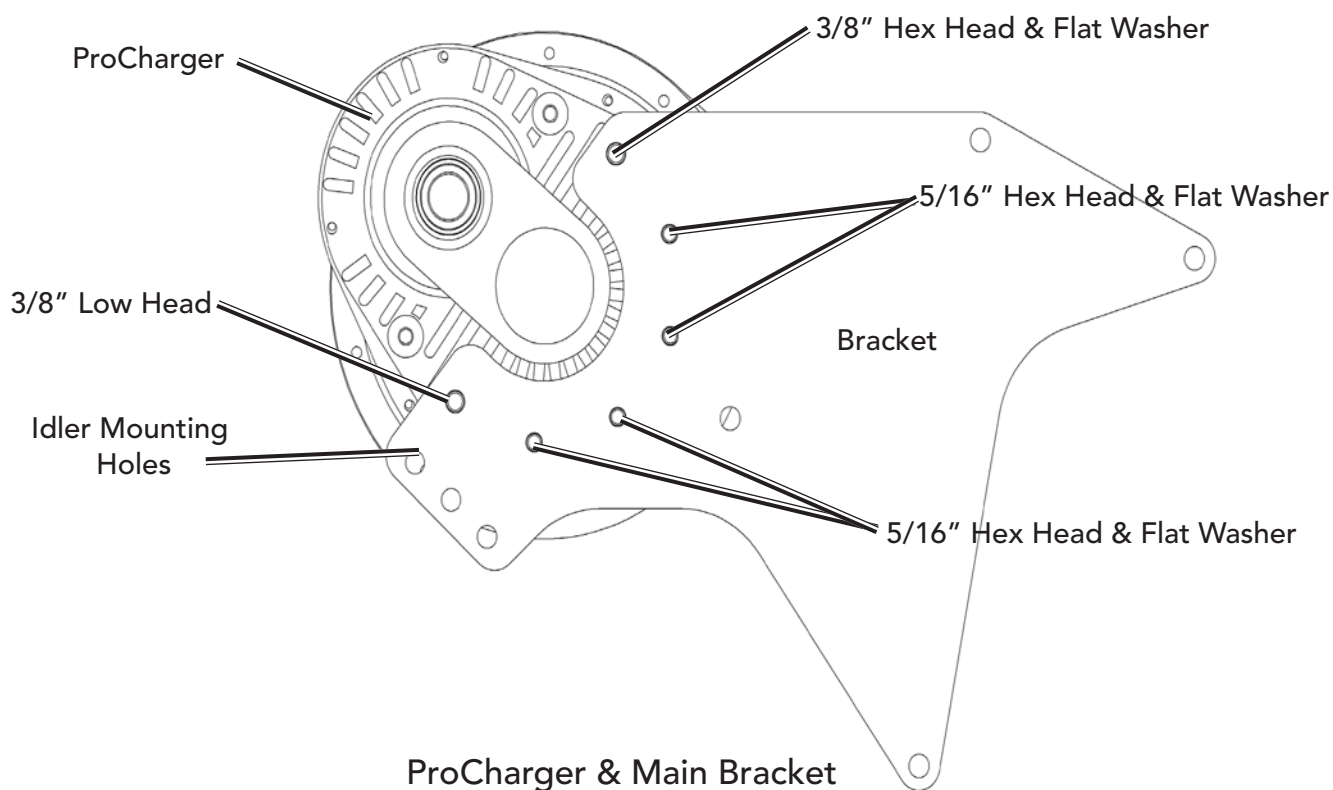
4.0L Belt Routing

## Main Bracket/ProCharger

- 7 Secure the ProCharger to the main bracket using the supplied 5/16" and 3/8" hardware. The 3/8" low head SHCS should be placed in the lower hole next to the three idler mount holes.
- 8 Install the ProCharger and main bracket by sliding the bracket over the 10mm studs. Insert the 2.35" tube spacer between the main bracket and the water pump bracket. Secure with the supplied 3/8"-16 x 4" hex head and flat washer. Install the supplied 10mm speed nuts and flat washers and torque nuts.



ProCharger & Main Bracket Installation





- 9 Install the 3" fixed idler assembly onto the main bracket. Loosen the tensioner and pull the belt over the blower pulley.



Fixed Idler Installation

- 10 Route the P/S supply line over to the relocated reservoir. Trim the excess hose length and reconnect the hose to the reservoir. Using a zip tie, secure the hose away from the fixed idler pulley.

Trim and Connect



P/S Hose Modification



- 11** Using the supplied 3/8" hose mender and 3/8" hose, extend the P/S return line from the P/S cooler to the reservoir. Secure the connections with the supplied hose clamps.
- 12** Zip tie the the extended hose to the brake line to insure idler pulley clearance.
- 13** Refill the P/S reservoir but do not start the engine.

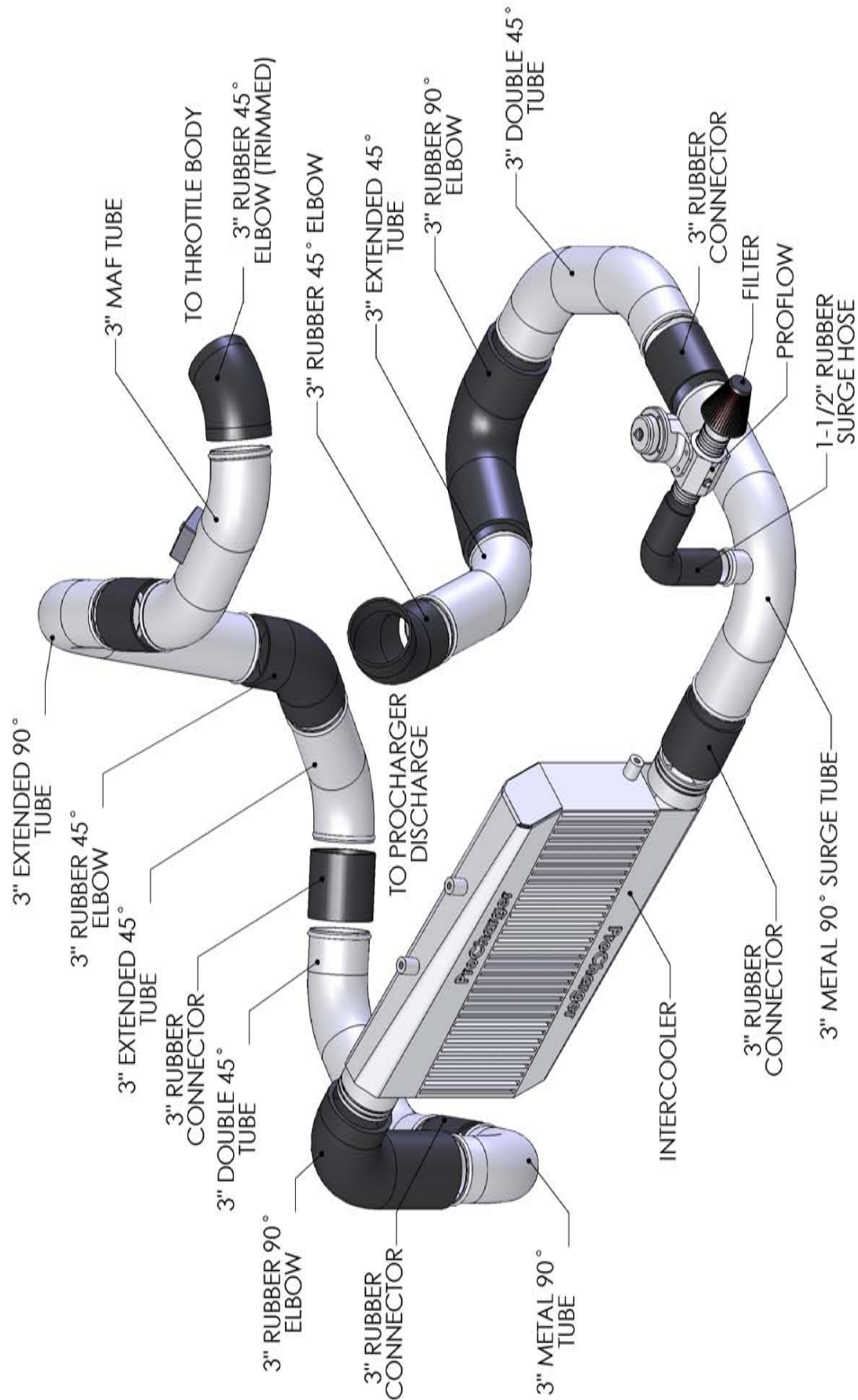


P/S Hose to Idler Clearance

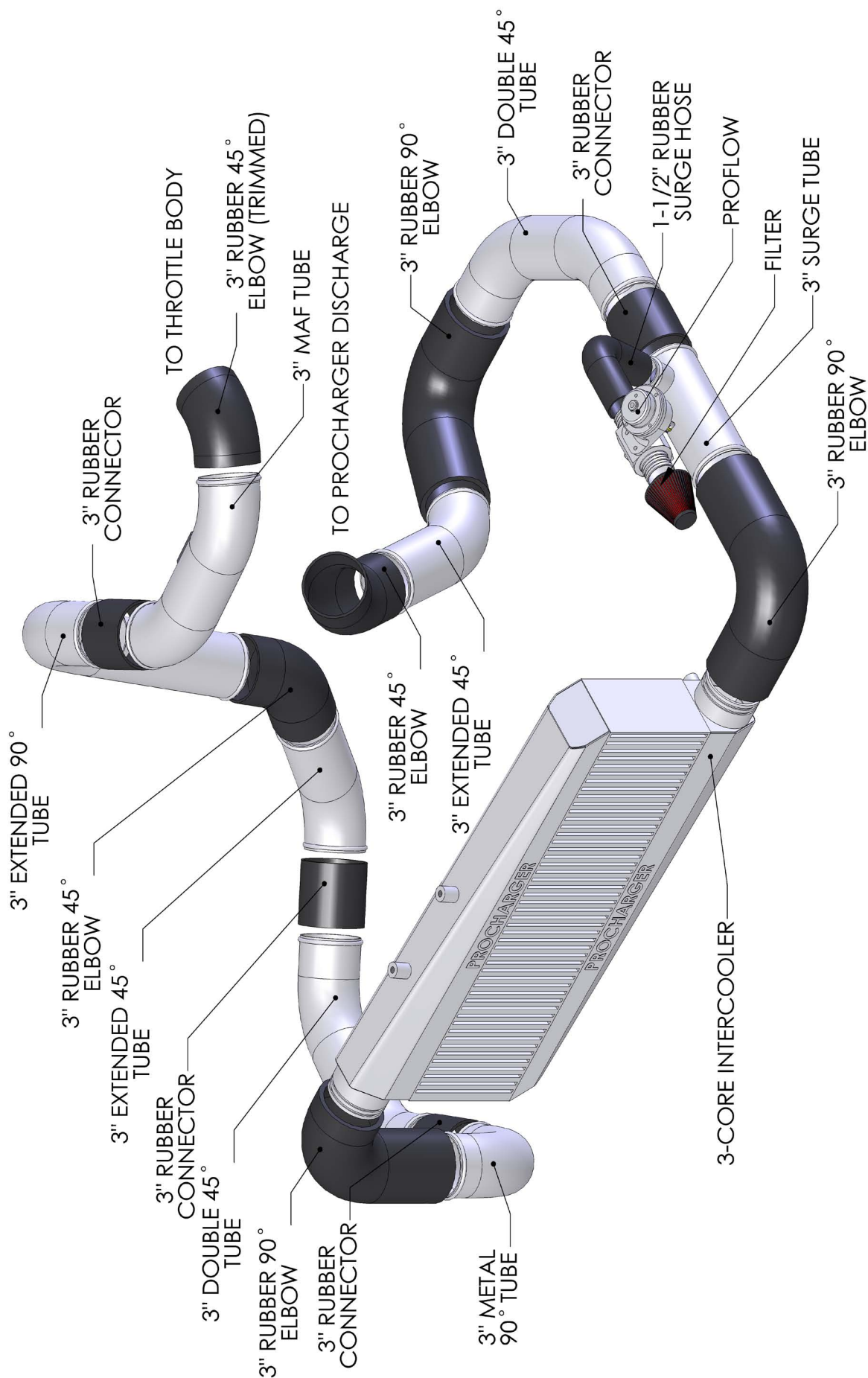


P/S Hose to Idler Clearance

## 2005 4.0 V6 MUSTANG INTERCOOLER SCHEMATIC



## 2005 4.0 V6 MUSTANG 3-CORE INTERCOOLER SCHEMATIC



# INTERCOOLER AND TUBING

- 1 Remove the two hood latch bolts as shown.
- 2 Using the two hood latch bolt holes, install the upper intercooler bracket. Secure the bracket with the factory bolts.
- 3 Install the intercooler between the bumper and the A/C condenser as shown. Secure the intercooler to the upper bracket using the supplied 3/8"-16 x 3/4" fasteners.



Hood Latch Bolts

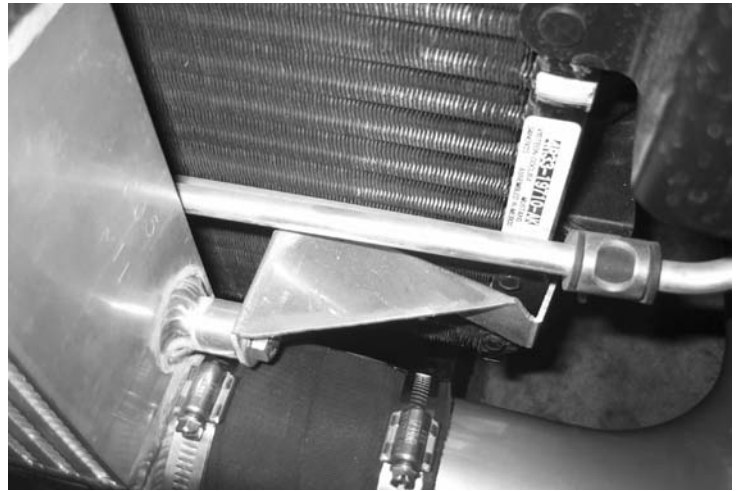


Upper Intercooler Bracket  
with 3/8" Hardware



## Intercooler and Tubing

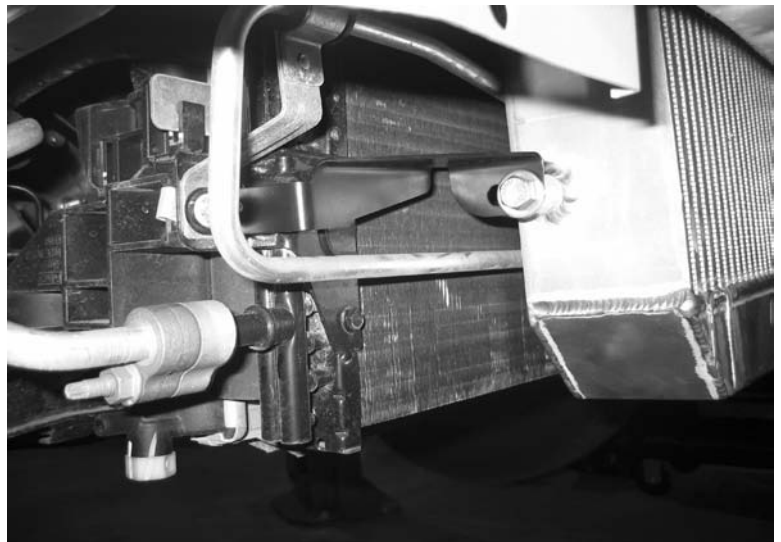
- 4 Install the driver's and passenger's side lower intercooler brackets as shown. Connect each bracket to the intercooler using the 3/8"-16 x 3/4" fasteners. Connect the other end of each bracket to the A/C condenser as shown.



2-Core Driver's Side Intercooler Bracket



3-Core Driver's Side Intercooler Bracket



Passenger's Side Intercooler Bracket  
(Both 2- and 3-Core Models)



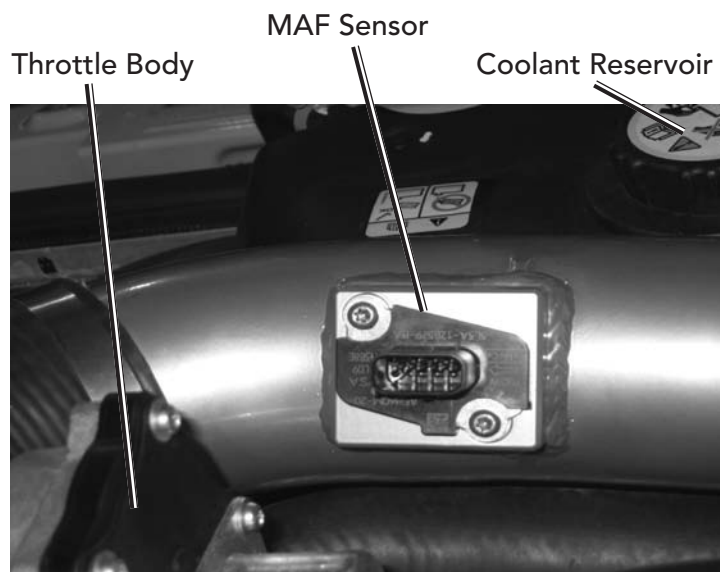
- 5 Test fit a 45° elbow between the throttle body and the MAF tube, and using hose cutting pliers or a box knife, trim approximately 2.5" off each end.
- 6 Install the trimmed 45° elbow onto the throttle body and secure the connection loosely with a #52 hose clamp.
- 7 Carefully remove the MAF sensor from the factory airbox using a #20 Torx bit.
- 8 Install the MAF sensor into the MAF tube.

**! WARNING: Make sure that the flow arrow on the MAF sensor is pointing towards the throttle body!**

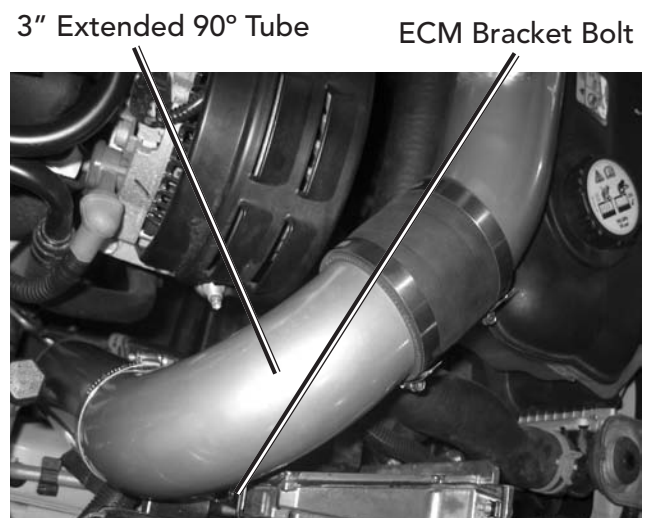
- 9 Insert a 3" rubber connector onto the MAF tube. Connect the other end to the 3" extended 90° tube. Loosely secure the connection with #52 hose clamps.



MAF Tube Installation



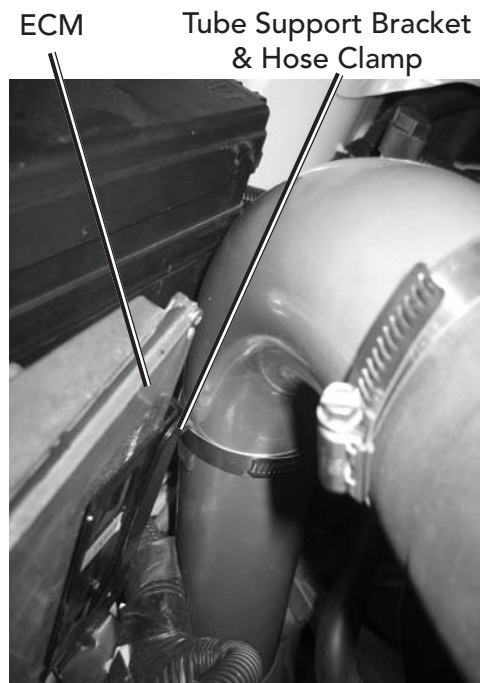
MAF Sensor Installation



Extended 90° Tube & Support Bracket

## Intercooler and Tubing

- 10** Install the metal tube support bracket to the ECM bracket using the factory 6mm bolt.
- 11** Using a #52 hose clamp, secure the support bracket to the side of the tube. Adjust the tube so there is sufficient clearance between the rubber connector and the alternator.
- 12** Connect a 3" rubber 45° elbow to the lower end of the extended 90° tube installed in step 10. Loosely secure the connection with a #52 hose clamp.
- 13** Insert the long end of a 3" extended 45° tube into the rubber elbow installed in step 13. Loosely secure the connection with a #52 hose clamp.



Extended 90° Tube & Support Bracket

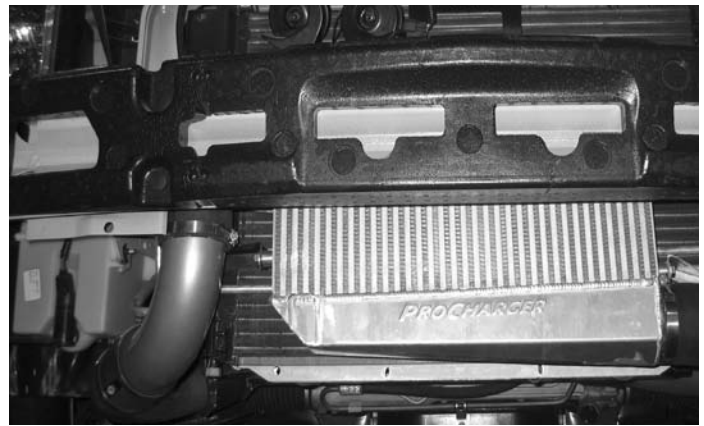


3" Rubber 45° Elbow



Passenger's Side Tubing

- 14 Install a 3" double 45° tube onto the extended 45° tube using a 3" rubber connector and two #52 hose clamps.
- 15 Connect a 3" rubber 90° elbow onto the intercooler discharge. Insert a 3" metal 90° tube. Connect the metal 90° tube to the other end of the double 45° tube using a 3" rubber connector and #52 hose clamps.
- 16 **2-Core Intercooler:** For 2-core models, connect the 3" metal 90° tube with surge fitting to the intercooler inlet using a 3" rubber connector and two #52 hose clamps.



Intercooler Discharge Tubing



Intercooler Discharge Tubing



2-Core Surge Tube Installation



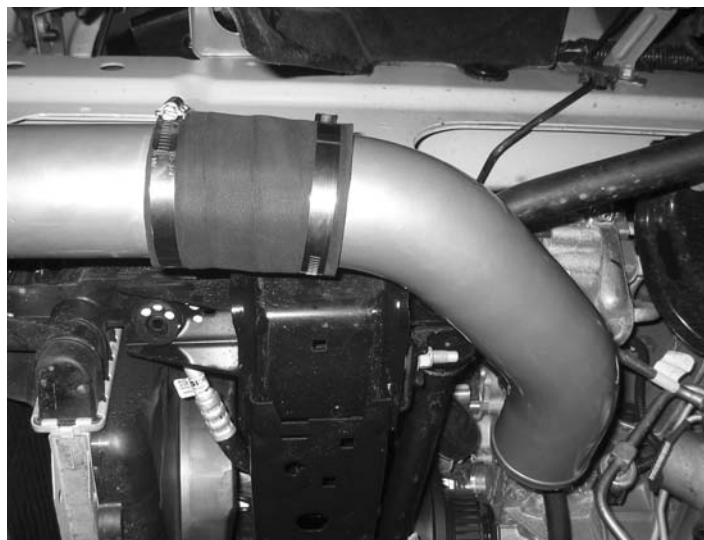
2-Core Surge Tube Installation



- 16 3-Core Intercooler:** For 3-core models, connect the 3" rubber 90° hose to the intercooler inlet. The intercooler end of this hose may require trimming. Insert the 3" straight tube with surge fitting into the other end of the installed 90° rubber hose. Connect the 3" rubber hose section to the open end of the surge tube. Secure connections with the supplied #52 hose clamps.
- 17** Install the final 3" double 45° tube using a 3" rubber connector and two #52 hose clamps.
- 18** Insert the long end of the final 3" extended 45° tube into the remaining 3" rubber 90° elbow. Secure with a #52 hose clamp but do not tighten.



3-Core Surge Tube Installation

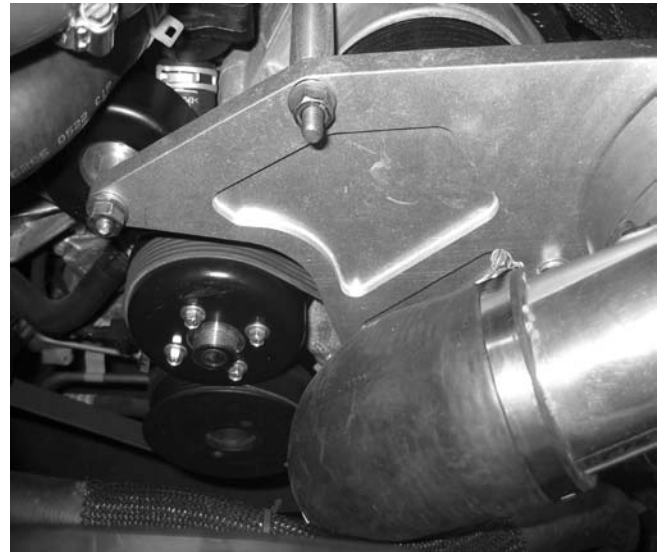


3" Double 45° Tube Installation



Lower Intercooler Tube Installation

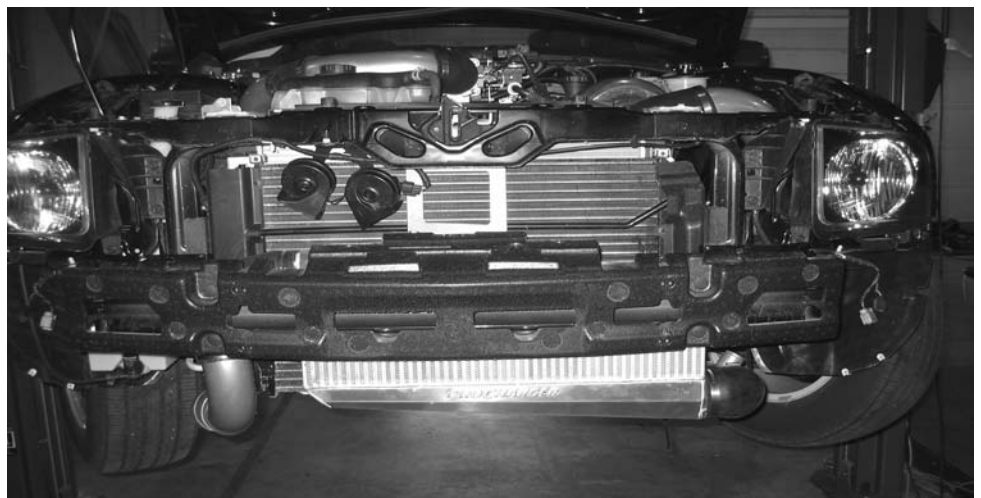
- 19 Insert the final 3" rubber 90° elbow onto the open end of the double 45° elbow. Rotate the elbow so the open end faces up towards the radiator and fan shroud, just between the crank pulley and the sway bar. Be sure to adjust to clear the crank pulley.
- 20 Connect the ProCharger discharge to the open end of the extended 45° tube using the remaining 45° rubber elbow. Secure the connection with two #52 hose clamps
- 21 Adjust tubing so that it clears all moving parts and tighten all hose clamps.



Lower Intercooler Tube to ProCharger Connection



Completed 2-Core I/C Installation



Completed 3-Core I/C Installation

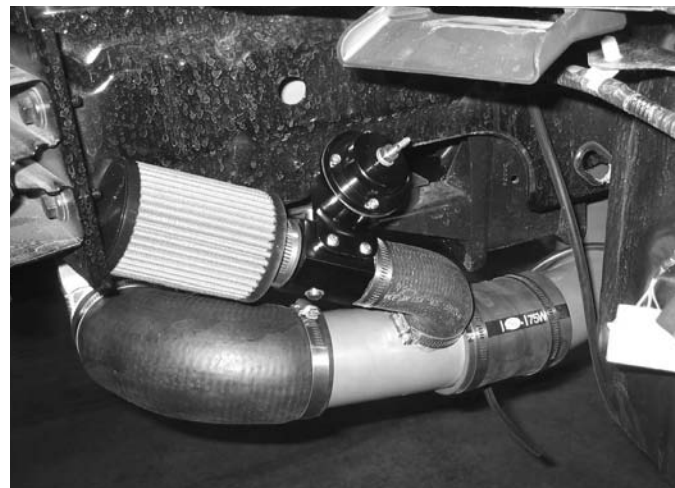


# SURGE SYSTEM

- 1 Connect the 1-1/2" rubber elbow to the surge tube.
- 2 Install the ProFlow anti-surge valve and rotate the assembly so it faces towards the front driver's marker light. Secure connections with #24 hose clamps.
- 3 Connect the supplied filter to the open end of the ProFlow. Tighten the supplied hose clamp.
- 4 Connect the supplied 3/16" vacuum hose to the barb fitting located on the top side of the ProFlow.
- 5 Route the hose up along the driver's side of the engine compartment near the master cylinder.



2-Core ProFlow Installation



3-Core ProFlow Installation

- 6 Cut the brake booster vacuum hose located near the driver's side firewall.
- 7 Install the supplied vacuum manifold as shown. Secure the connection with the supplied hose clamps.
- 8 Connect the 3/16" vacuum hose from the ProFlow to the 3/16" barb fitting on the vacuum manifold.
- 9 Secure the 3/16" vacuum hose away from moving parts and exhaust using the supplied zip ties.



**Note:** The extra ports on the vacuum manifold may be used for boost gauge reference.



Vacuum Brake Booster Hose



Vacuum Manifold Installation

# INLET TUBING

- 1 Connect the 3-1/2" rubber elbow to the supercharger inlet using a #64 hose clamp. Do not tighten the hose clamp.

✓ **Note:** It may be necessary to gently bend the two brake lines on the front side of the ABS module towards the radiator as shown. **BE CAREFUL NOT TO KINK THE BRAKE LINE!** Only a slight adjustment may be required.



Air Inlet Installation

- 2 Drill a 1/2" hole in the end of the supplied air filter.
- 3 Insert the supplied 1/2" plastic 90° barb fitting into the end of the air filter.
- 4 Connect the supplied 1/2" rubber PCV hose to the barb fitting on the end of the air filter.
- 5 Attach the supplied high flow air filter to the 3-1/2" air inlet tube.
- 6 Insert the filter and tube assembly into the rubber elbow at the supercharger inlet. Secure the connection with a #56 hose clamp.
- 7 Rotate the assembly so that the air filter is located just inside the opening in the driver's inner fender.
- 8 Tighten all hose clamps.



Brake Line Adjustment

1/2" PCV Hose From Cylinder Head



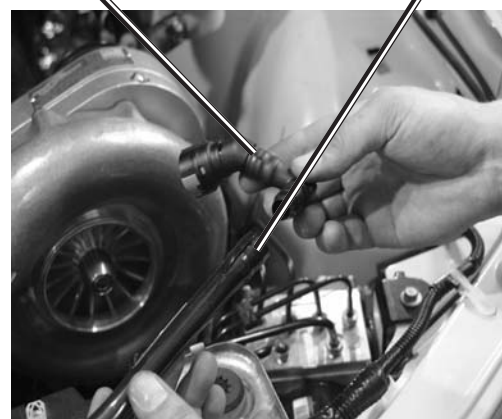
Air Inlet Installation

# FINAL ASSEMBLY

- 1 Remove the factory plastic PCV tube from the driver's cylinder head by depressing the green lever on the side of the connector.
- 2 Using a razor blade, carefully cut into the plastic hose near the end to remove the barb fitting from the plastic hose. The plastic hose is heat formed around the barb and can be removed in this manner.
- 3 Remove the rubber o-ring from the barb.
- 4 Measure the hose length required to connect the PCV hose installed in the end of the air filter to the driver's valve cover. Be sure to leave enough length to secure the hose away from moving parts and exhaust.
- 5 Insert the barb fitting into the rubber PCV hose which is connected to the air filter.
- 6 Reconnect the barb fitting to the factory port.
- 7 Remove the factory plastic hose from the intake to the passenger's side valve cover.
- 8 Install the two supplied 3/8" vacuum caps. Secure the intake manifold cap with the supplied hose clamp.

Factory Barb Fitting  
(o-ring removed)

Factory Plastic  
Vacuum Hose



Factory Barb Removal

1/2" Vacuum Hose From Factory Barb



PCV Hose Installation



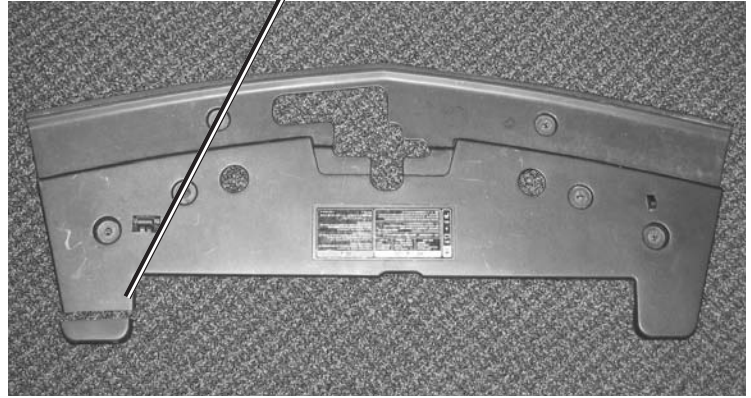
3/8" Vacuum Cap Installation



## Final Assembly

- 9 Re-install the front fascia.
- 10 Mark the plastic radiator cover as shown and trim the edge to clear the air intake hose.
- 11 Re-install the trimmed plastic radiator cover.
- 12 Check all tubes, hoses and wires for clearance from moving parts and exhaust.

Trim for Air Inlet Tube Clearance




Radiator Shroud Modification




Completed ProCharger Installation






# TUNING


 **Warning:** Voltage fluctuations are a common cause of reflashing failure. Be sure your battery is fully charged, remove the cooling fan and fuel pump fuses, keep the stereo off, and do not open or close any doors or windows while reflashing.

 **Warning:** Some vehicles will lock the doors during a reflashing; either stay in the car or open a window prior to reflashing to prevent getting locked out.

 **Troubleshooting:**

•If the programmer displays an error message, reprogram the vehicle with the "Return to Stock" option rather than the "Custom Tune" before attempting to install the "Custom Tune" again.

-  1 Remove the hand-held tuner from its box and review the included instructions.
-  2 Connect the hand-held tuner to the OBD-II port located under the dash near the driver's door.
-  3 Your hand-held tuner comes pre-programmed with the appropriate tune for your vehicle. Select **Custom Tune** from the Main Menu and follow the on-screen instructions.

 **Note:** You will be prompted to turn the key on and off; this is normal, but do not try to start the car.

# INSTALLATION REVIEW/SAFETY CHECK

- 1 Carefully review the entire installation. Examine fuel lines routed near moving parts and exhaust components to ensure that they are protected from chafing or abrasion, secure and free of twists and kinks. All wires and hoses should be firmly secured with clamps or wire ties. Ensure that the air filter is installed.
- 2 Check and correct all fluid levels.
- 3 Start the engine and let it idle for a few minutes. Shut off the engine and check for fluid leakage, signs of rubbing parts, and other potential problems.



**Warning:** Your supercharged V6 Mustang must always be run on 91 octane or better gas.

- 4 Be sure you have purchased and properly installed a fuel pressure gauge and/or fuel/air ratio meter to monitor fuel delivery while driving. Installation of a boost pressure gauge is also recommended.
- 5 Please review the maintenance and warranty sections within this owner's manual for additional 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.

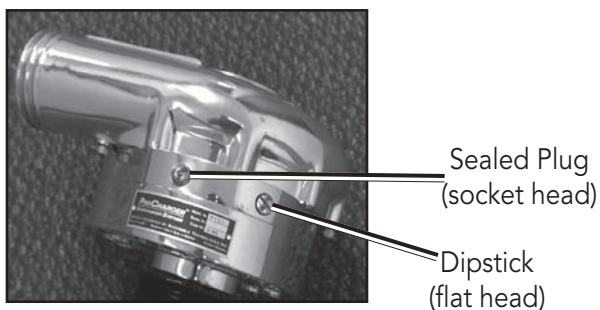
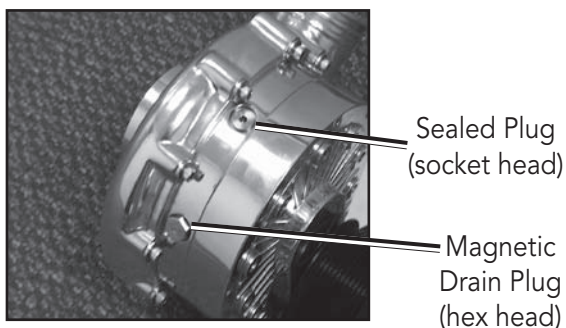
## ProCharger Oil Change Intervals

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

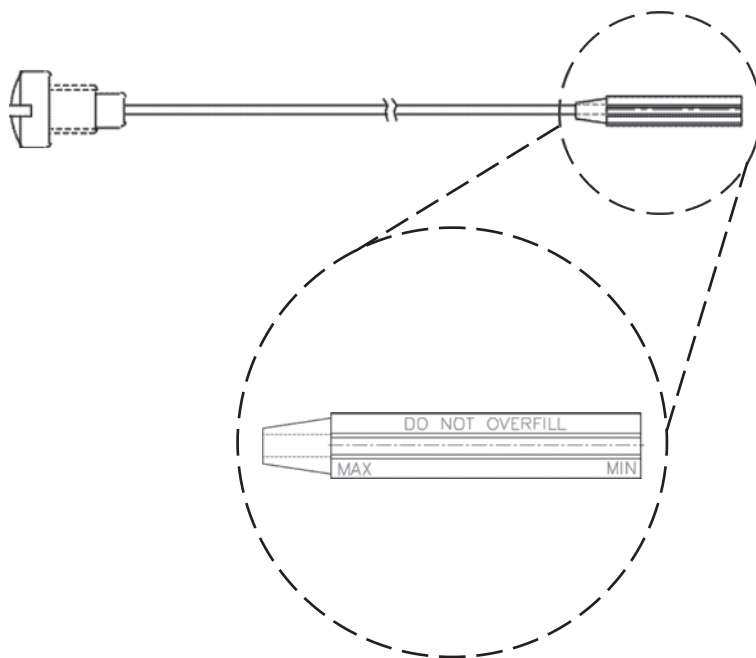
The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

**!** **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 warning tag from 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 number 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 (913-338-3086) 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 pack 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**

# PROCHARGER EXTENDED COVERAGE

The ProCharger Extended Coverage Program extends the ProCharger warranty coverage for an additional twenty-four (24) months, for a total of thirty-six (36) months or three years of coverage. This extended coverage applies to parts for the ProCharger supercharger head unit only and does not include other system components. With your extended coverage registration, you will receive two (2) additional boxes of ProCharger Supercharger oil.

Under the extended coverage program, Accessible Technologies, Inc. (ATI) will repair or replace any component within the supercharger head unit which is found to be defective. Only the supercharger head unit itself is included in the extended coverage.

Service under the extended coverage program is obtained through the same process as described in the Limited Warranty.

Race kits are not eligible for the ProCharger Extended Coverage Plan.

### To qualify for the ProCharger Extended Coverage:

- Only the original owner of the ProCharger supercharger is eligible (extended warranty is non-transferable).
- Completion of the Extended Coverage Registration Form is required, along with a \$99 registration fee. This form must be completed in its entirety, and must be submitted along with payment within 30 days from the date of original purchase from your local dealer or date of shipment from the factory.
- Participants must have a ProCharger P-1SC, P-1SC-1, C1, or C2 supercharger head unit using the maximum warranted boost level. All terms and conditions within "The Limited Warranty" apply. Acts resulting in disqualification include but are not limited to the following:
  - Disassembly or modification the ProCharger supercharger.
  - Removal or attempted removal of the ProCharger drive pulley(s).
  - Removal or attempted removal of the ProCharger supercharger serial number plate.
  - Removal or attempted removal of the compressor housing or transmission case.
- Participants agree to properly maintain the ProCharger supercharger and provide proof of compliance with the following recommended maintenance:
  - Change the ProCharger supercharger oil after the initial break-in period of 500 miles (automotive) or 15 hours (marine).
  - Change the ProCharger supercharger oil every 6,000 miles after the initial break-in period.
  - Use only the specified amount of ProCharger Supercharger oil in the ProCharger supercharger.
  - Inspect and clean the magnetic drain plug at every ProCharger supercharger oil change.
  - Check the ProCharger supercharger oil level frequently.

# ProCharger Extended Coverage Program Registration Form

Return this completed form and a \$99 check within 30 days of original purchase.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Daytime phone: \_\_\_\_\_

Evening phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Age ☐ 18 - 24 ☐ 25 - 34 ☐ 35 - 44  
☐ 45 - 54 ☐ 55 and up

Income ☐ \$15,000 - \$29,000 ☐ \$30,000 - \$44,000  
☐ \$45,000 - \$69,000 ☐ \$70,000 and up

## What magazines do you read?

- ☐ Car & Driver
- ☐ Car Craft
- ☐ Chevy High Performance
- ☐ Four Wheel and Off Road
- ☐ Hot Rod
- ☐ Motor Trend
- ☐ Muscle Mustangs and Fast Fords
- ☐ GM High-Tech Performance
- ☐ 5.0 Mustang
- ☐ Super Street
- ☐ Mustang Monthly
- ☐ Truck Trends
- ☐ Popular Hot Rodding
- ☐ Road & Track
- ☐ Sport Truck
- ☐ Super Chevy
- ☐ Truckin'
- ☐ Street Truck

Date of Purchase: \_\_\_\_\_

Purchased From: \_\_\_\_\_

ProCharger Serial #: \_\_\_\_\_

Vehicle Year: \_\_\_\_\_

Vehicle Make: \_\_\_\_\_

Vehicle Model: \_\_\_\_\_

Please rank in order of importance starting with 1 being most important.

## Which information sources most influenced your decision to purchase a ProCharger system?

- \_\_\_ Magazine advertising
- \_\_\_ Dealer recommendation
- \_\_\_ ProCharger Brochures
- \_\_\_ Witnessed performance on a car
- \_\_\_ Test drive
- \_\_\_ Magazine editorials
- \_\_\_ Friends
- \_\_\_ Conversations with ATI technicians
- \_\_\_ Web Site (please specify) \_\_\_\_\_
- \_\_\_ Other (please specify) \_\_\_\_\_

## What most influenced your decision to purchase a ProCharger system?

- \_\_\_ Reliability
- \_\_\_ Standard warranty
- \_\_\_ Extended coverage warranty
- \_\_\_ Performance
- \_\_\_ Quiet operation
- \_\_\_ Removability (ability to return car to stock)
- \_\_\_ Cost
- \_\_\_ Ease of Installation

Who installed your ProCharger system? ☐ Self ☐ Dealer ☐ Other \_\_\_\_\_

Have you own a forced induction system previously? ☐ Yes ☐ No

If yes:

Supercharger: Brand(s) \_\_\_\_\_ Vehicle(s) \_\_\_\_\_

Turbocharger: Brand(s) \_\_\_\_\_ Vehicle(s) \_\_\_\_\_

I have read and understand the policy for the ProCharger Extended Coverage Program. I have not and will not modify my ProCharger supercharger in any way during my participation in the extended coverage program. I have read and answered all questions on this form. I have enclosed my check for \$99, payable to ATI, for enrolling my ProCharger supercharger (serial number indicated above) in the extended coverage program for an additional twenty-four (24) months beyond the standard limited warranty period of twelve (12) months.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Mail this completed registration form with a \$99 check to ATI at: 14801 West 114th Terrace, Lenexa, KS 66215. If you have any questions, contact us at techserv@procharger.com or (913) 338-2886 8:30 AM - 5:30 PM CST, Monday - Friday.

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

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**Part Number PMFQ1A-001 Rev. B**

