

2004-2008 Ford F-150 High Output Intercooled System **Installation Guide**



The **ULTIMATE** Power Adder™

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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..

INTRODUCTION

Congratulations on purchasing your ProCharger® 2004-2008 F-150 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 technical service 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.

! **Warning:** 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.

Required Tools and Supplies

- 3/8" Socket Set (standard & metric)
- 1/2" Socket Set (standard & metric)
- 1/2" Breaker Bar
- T20 Torx Bit
- Open End Wrench Set (standard & metric)
- 3/8" Hex Bit Set (standard & metric)
- Flat Screwdrivers
- Phillips Screwdrivers
- Plier Set
- Loctite 272
- Drill with 3/16" and 1/2" Drill Bit
- Solder & Soldering Iron
- Heat Gun

! **Warning:** Your supercharged F-150 must always be run on 91 octane or better gas. The best way to insure this is to run the tank near empty (below 1/4) and fill with 91 octane for several tanks prior to installing the supercharger.



TABLE OF CONTENTS

Introduction	i
Table of Contents.....	ii
Getting Started.....	1
Fuel Injector Upgrade	8
Main Bracket Assembly.....	10
Intercooler and Tubing.....	12
Vacuum Manifold	19
MAF Wiring Harness	20
PCV System.....	21
Final Assembly	22
Tuning	24
Operation and Maintenance	25
Limited Warranty	27
ProCharger Extended Coverage	28

GETTING STARTED



Completion of this section will configure the vehicle for system installation:

- (A) Factory Air Filter Box
- (B) Mass Airflow (MAF) Sensor
- (C) Factory Inlet Pipe
- (D) Power Steering Reservoir

! 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 Open the gas cap to relieve fuel tank vapor pressure.
- 2 Disconnect the negative battery cable from the battery.
- 3 Disconnect the Mass Airflow Meter (MAF) wiring harness from the intake tube by first pulling out the red locking tab and then pressing in the center tab and pulling out.
- 4 Unhook the PCV hose from the passenger's side of the throttle body intake.
- 5 Remove the four air filter box mounting bolts.
- 6 Remove the air inlet tube mounting bolt located by the power steering reservoir.
- 7 Remove the entire air inlet assembly.



Disconnect MAF Harness & Remove Driver's Side Air Filter Box Bolts



Remove Passenger's Side Air Filter Box Bolts and PCV Hose



Remove Air Intake Bolt

- 8 Using a T20 Torx bit, remove the MAF sensor from the air filter box and set aside for reuse later. The rest of the intake system will not be re-installed.
- 9 Remove the air inlet assembly bracket.
- 10 Remove the seven fasteners from the radiator cover and remove.



Remove MAF Sensor



Remove Air Inlet Assembly Bracket



Remove Radiator Cover

Getting Started

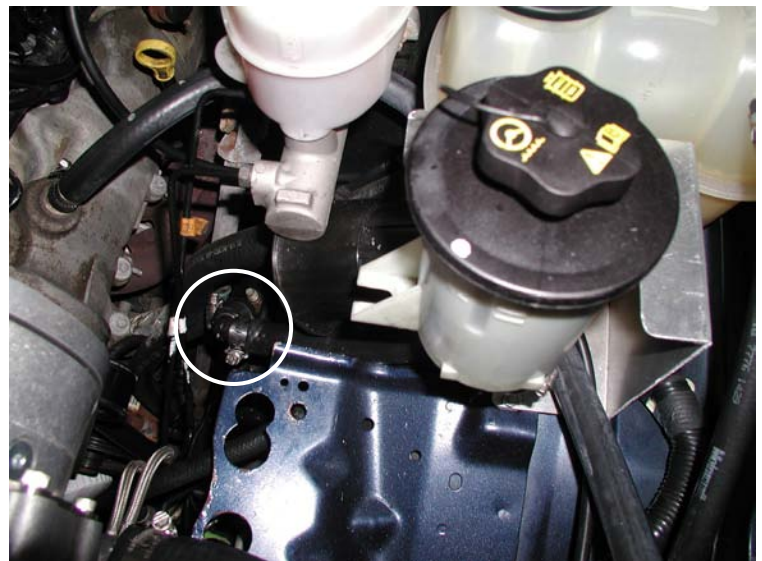
- 11** Remove the power steering reservoir from the factory bracket (3 fasteners). Drain the fluid from the reservoir and disconnect both hoses.
- 12** Remove the factory power steering reservoir bracket from the engine. There is one fastener (18mm) left holding it on which is located down on the block.
- 13** Install the supplied 5/8" 90° plastic barb coupler into the supplied 5/8" hose and secure with a #10 hose clamp. Install the barb end into the factory hose and connect the other end to the power steering reservoir (trim hoses as required) and secure with #10 hose clamps.
- 14** Install the supplied 3/8" plastic barb coupler into the supplied 3/8" hose and secure with a #4 hose clamp. Install the barb end into the factory hose and connect the other end to the power steering reservoir (trim hoses as required) and secure with #4 hose clamps.
- 15** Remove the mounting bolt from the coolant reservoir on the driver's side fender.
- 16** Mount the supplied power steering relocation bracket to the driver's side fender, securing with the factory bolt removed and the supplied M6 X 20mm hex head cap screw and washer. If the fender does not have a weldnut, drill a 3/16" hole in the fender and use the supplied #12 X 3/4" hex head sheet metal screw in place of the M6 X 20mm bolt.



Remove Power Steering Reservoir & Bracket



Power Steering Relocation Mounting



Relocated Power Steering Reservoir

- 17 Mount the power steering reservoir to the bracket using the two supplied M6 X 20mm hex head cap screws, washers and locknuts.
- 18 Replace any power steering fluid lost during relocation. Refill with a Ford approved power steering fluid (refer to vehicle's owner's manual).
- 19 Remove the passenger's side PCV hose from the valve cover. Plug the valve cover tube with the supplied 3/8" vacuum cap and secure with a #4 hose clamp.
- 20 Remove the driver's side PCV hose from the intake manifold and the valve cover. Plug the intake manifold tube with the supplied 5/8" vacuum cap and secure with a #10 hose clamp.
- 21 Remove the nut (15mm) holding on the ignition coil capacitor and then remove the stud (18mm) from the engine.
- 22 Remove the engine front cover bolt (18mm) that is directly above the power steering pump.



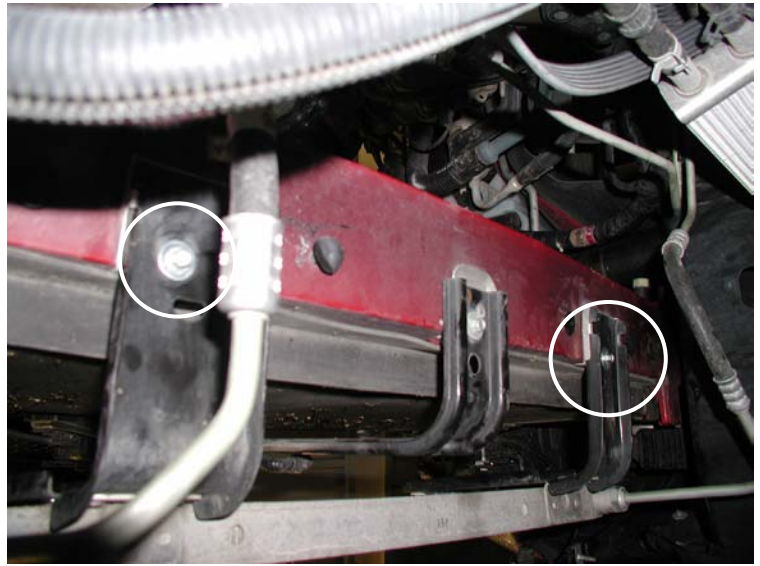
Remove PCV Hoses



Remove Stud & Bolt from Engine

Getting Started

- 23** Unbolt the two fasteners holding the transmission cooler to the body to allow room for the intercooler (you will have to remove the rubber air deflector to gain access to this area).
- 24** Mount the supplied transmission relocation brackets to the body using the factory fasteners in the outer slotted hole of the bracket. Use the supplied 1/4" thick washer on each of the fasteners so they do not bottom out.
- 25** Remount the transmission cooler to the relocation brackets. Use the supplied 5/16"-18 X 1" hex head cap screws, washers and locknuts to secure.



Unbolt Transmission Cooler from Body



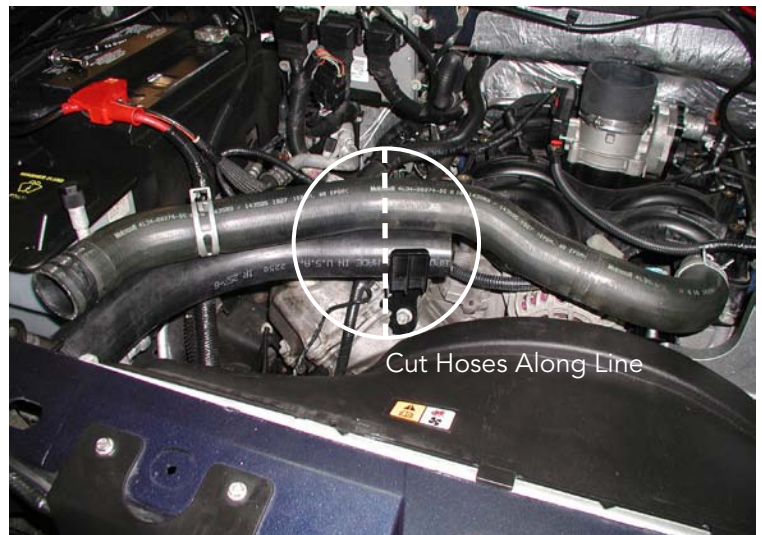
Transmission Cooler Relocation Brackets

Warning: Do not remove the coolant reservoir pressure cap or upper radiator hose when the engine is hot or steam and liquid may be released, resulting in severe burns.

- 26 When the engine is cool, relieve the pressure on the coolant system by removing the pressure cap on the reservoir.
- 27 Remove the upper radiator hose from the radiator in order to provide clearance for the throttle body intake tube. Drain the coolant from the radiator to make this step cleaner if desired.
- 28 Install the supplied hose to the radiator as shown. Cut the upper radiator hose and the supplied hose extension in the area shown (use the left side of the hose support as a guide). Insert the supplied 1-3/4" X 3" coupler tube and connect to the supplied coolant hose, securing with two #32 hose clamps.
- 29 Install the modified upper radiator hose, securing with the factory hose clamps.
- 30 Refill the coolant system by filling the coolant reservoir with a 50/50 blend of Ford approved engine coolant (refer to vehicle's owner's manual) and distilled water, then re-install the pressure cap on the coolant reservoir.



Remove Upper Radiator Hose



Cut Radiator Hose & Supplied Hose



Upper Radiator Hose with Extension

FUEL INJECTOR UPGRADE



Note: A fuel injector upgrade is required only for Non-Flex Fuel Vehicles. If you have a '5' in the eighth position of the vehicle VIN you must complete this section. If you have a 'V' in the eighth position of the vehicle VIN, you have a Flex Fuel Vehicle and do not need to complete this section.



Warning: This is a high pressure fuel system. When working on the fuel system, there will be a small amount of fuel leakage when the injectors are initially disconnected. Caution should be taken to minimize/contain this leakage. Avoid any exposure of this leakage to spark, flame or any other potential ignition sources.



Fuel Rail Retaining Bolts

- 1 Verify that the negative battery cable is disconnected.
- 2 Open the gas cap to relieve fuel pressure if you have not already done so.
- 3 Remove the four fuel rail retaining bolts.

- 4 Depress the fuel injector wiring harness connector clips and unplug each connector.
- 5 Pull up each fuel rail to pull the injectors from the intake manifold.
- 6 Remove the injector retaining clips. Remove each injector from the fuel rail or the intake manifold.
- 7 Replace the factory injectors with the supplied 39 lb/hr units.



Tech Tip: Lubricate the o-rings with a small amount of fresh engine oil before installing. Install each injector into the intake manifold and then install the fuel rail onto the injectors. Make sure each injector is rotated properly so it does not interfere with the intake manifold or anything else. The fuel injector retainer clips will not be reused.

- 8 Reconnect the wiring harness to each injector and install the fuel rail retaining bolts.



CAUTION: Never re-use fuel injector o-ring seals, as they lose elasticity over time and could cause a fuel leak and/or potential fire.

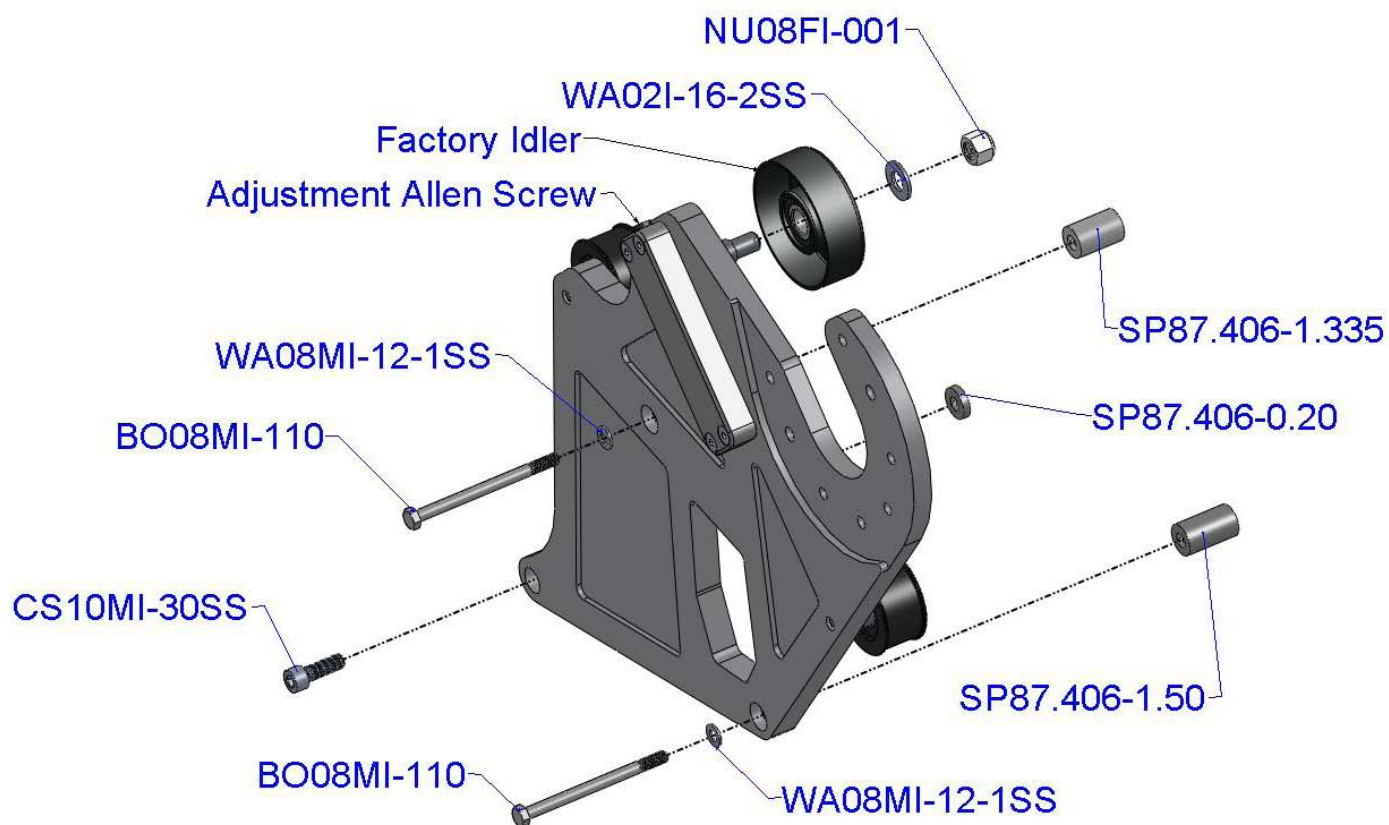
MAIN BRACKET ASSEMBLY

- 1 Remove the factory belt and discard.
- 2 Remove the factory idler and mount to the supplied bracket.
- 3 Install the supplied belt and leave slack where the ProCharger mounts.

Warning: Belt must be installed prior to bracket installation.



Remove Idler Pulley

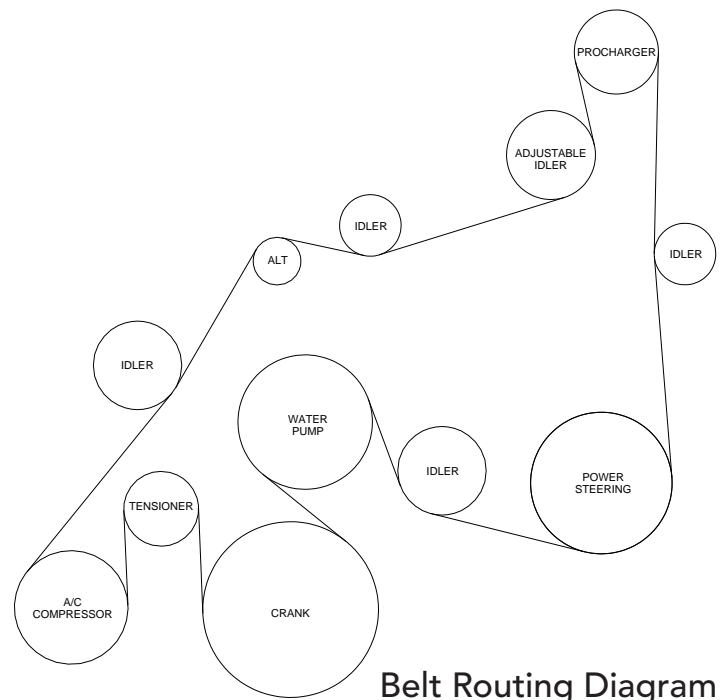


Main Bracket Assembly

- 4 Connect the bracket to the engine using the two supplied M8 X 110mm hex head cap screws (these will mount where the studs were that were previously removed) and one M10 X 30mm socket head cap screw and spacers. Install the ignition coil capacitor behind the top left spacer. Tighten all three fasteners.
- 5 Once assembled, make sure the wire on the ignition coil capacitor is not in the belt path and zip tie to the factory wiring harness.
- 6 Mount the ProCharger onto the main bracket using the supplied 5/16" and 3/8" socket head cap screws. Tighten all eight fasteners.
- 7 Raise the adjustable idler tensioner to the top position to aid in belt installation by loosening the locknut and then turning the allen screw clockwise.
- 8 Finish installing the supplied belt.
- 9 Tension the belt by turning the allen screw counter-clockwise until the factory tensioner is near the stop on the right, but still allowing it to float.
- 10 Tighten the locknut on the adjustable idler shaft to lock it in position.



Main Bracket Mounted



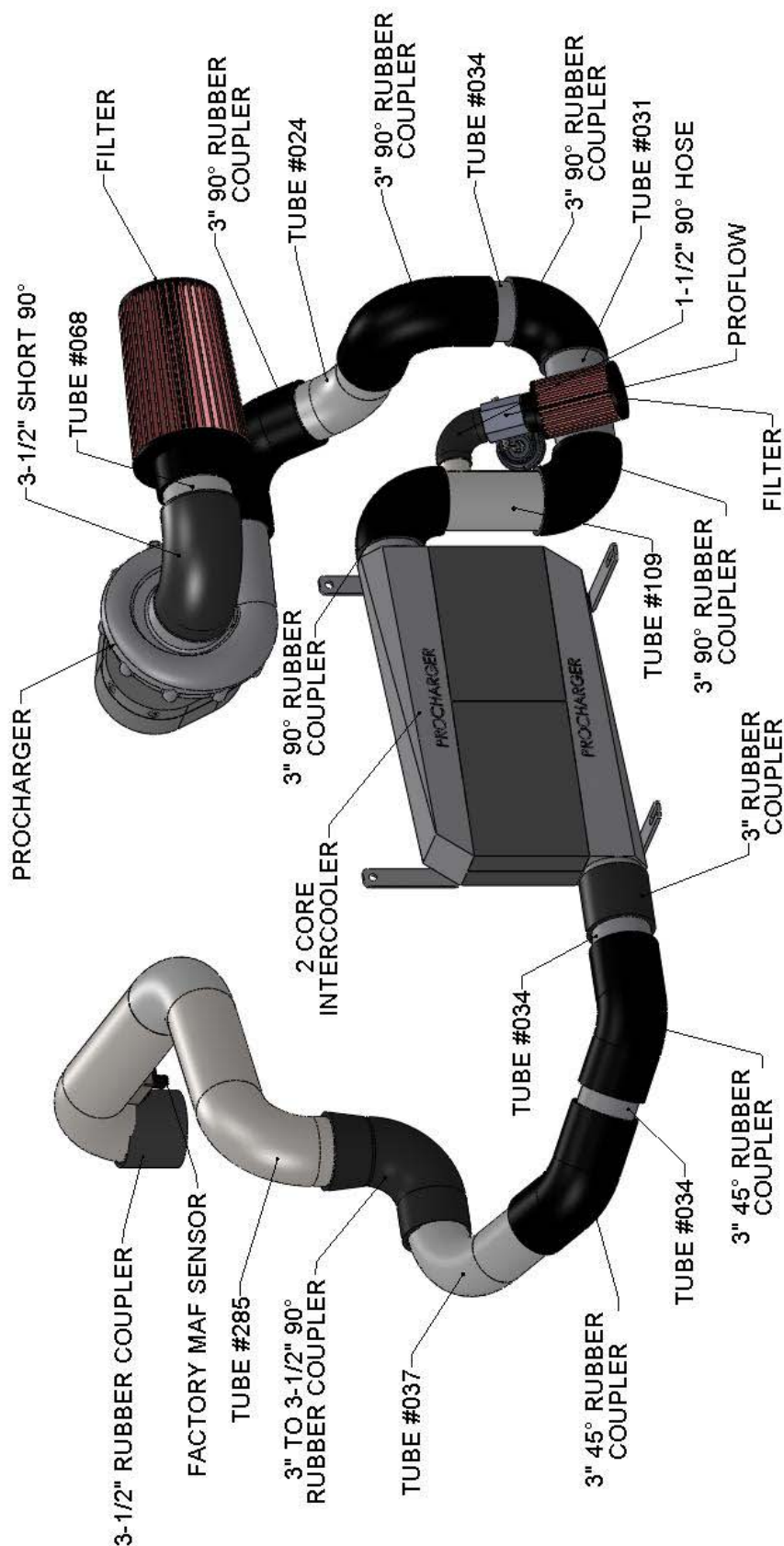
Belt Routing Diagram



Factory Tensioner

2 CORE INTERCOOLER AND INSTALLATION

2 CORE INTERCOOLER SCHEMATIC



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Intercooler and Tubing



Tech Tip: To ease installation, leave the hose clamps and brackets loose until all tubes have been positioned. Trim the rubber connectors as desired after test fitting all tubing to determine the proper length required.

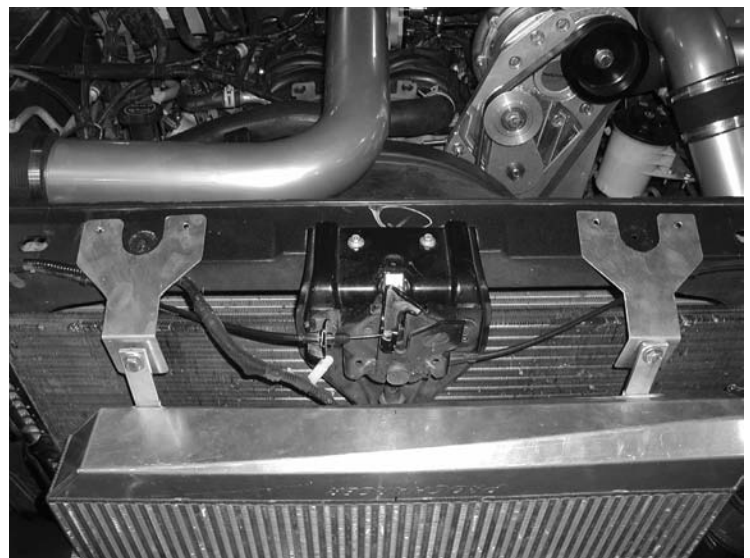
- 1 Remove both headlights and air deflectors and set aside.
- 2 Remove the two bumper cover mounting bolts.
- 3 Install the intercooler with the bottom tabs on top of the metal bracket and under the front bumper cover tabs. Install two 3/8"-16 X 1" hex head cap screws, washers and locknuts, but do not tighten at this time.
- 4 Install the two upper intercooler brackets onto the intercooler with two 3/8"-16 X 1" hex head cap screws, washers and locknuts, but do not tighten at this time.
- 5 Align the circular cut-out portion of the upper brackets with the factory mounting holes for the radiator cover. Using the bracket holes as templates, drill two 3/16" holes through the radiator support for each bracket.
- 6 Place the backing plate underneath the radiator support and secure the intercooler brackets using the the supplied #12 X 3/4" hex head sheet metal screws.



Lower Intercooler Bracket Mounting Bolts



Intercooler Installed



Upper Intercooler Bracket Installation

✓ **Tech Tip:** All hose connections for the intercooler tubing will utilize #52 hose clamps except the couplers which connect to the 3-1/2" intake tube. Use the #64 hose clamps for this tube.

- 7 Connect the ProCharger to the blower discharge tube (#024) using a 3" 90° rubber coupler and two #52 hose clamps.
- 8 Connect the blower discharge tube (#024) to a 3" X 3" tube (#034) using a 3" 90° rubber coupler and two #52 hose clamps.
- 9 Connect the 3" X 3" tube (#034) to a 3" X 7" tube (#031) for a 2 core system or a 3" X 3" tube (#034) for a 3 core system, using a trimmed 3" 90° rubber coupler and two #52 hose clamps.
- 10 Connect either the 3" X 7" tube (#031) for a 2 core system or 3" X 3" tube (#034) for a 3 core system to the 3" X 7" surge tube (#109) using a trimmed 3" 90° rubber coupler and two #52 hose clamps.
- 11 Connect the 3" X 7" surge tube (#109) to the intercooler using a trimmed 3" 90° rubber coupler and two #52 hose clamps.



Blower Discharge



Intercooler Inlet

Intercooler and Tubing

- 12** For a 2 core system, connect the intercooler to a 3" X 3" tube (#034) using a 3" rubber coupler and two #52 hose clamps. Connect another 3" X 3" tube (#034) using a 3" 45° rubber coupler and two #52 hose clamps.
- 13** For a 3 core system, connect the intercooler to a 3" X 3" tube (#034) using a 3" 45° rubber coupler and two #52 hose clamps.
- 14** Connect the 3" X 3" tube (#034) to the 3" extended 90° tube (#037) using a 3" 45° rubber coupler and two #52 hose clamps.



Intercooler Outlet



Intercooler Outlet

- 15 Mount the factory MAF sensor to the bung located on the supplied throttle body tube (#285). Use the supplied M4 X 12mm hardware with a 7mm nut driver for installation. Be sure the arrow located on the MAF points towards the throttle body.
- 16 Connect the 3" extended 90° tube (#037) to the 3-1/2" intake tube (#285) using a 3" to 3-1/2" 90° rubber coupler and one #52 hose clamp and one #64 hose clamp.
- 17 Connect the 3-1/2" intake tube (#285) to the throttle body using a 3-1/2" rubber coupler and two #64 hose clamps.
- 18 Tighten the bolts securing the intercooler and all hose clamps.



Factory MAF Installed in Intake Tube



90° Tube to Intake Tube (Passenger Side)



Intake Tube

Intercooler and Tubing

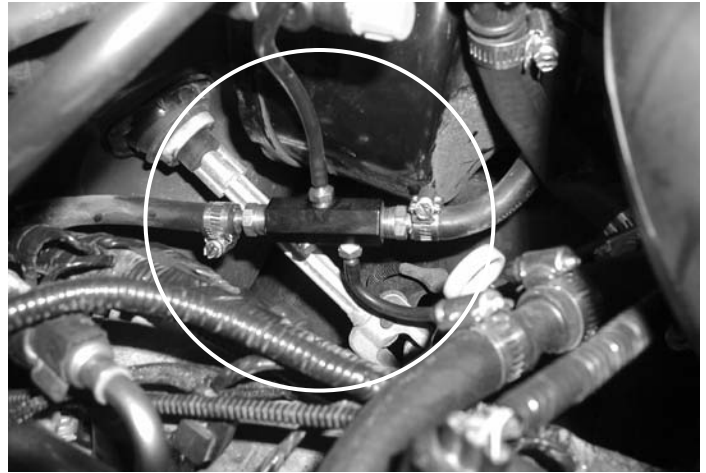
- 19** Connect the ProFlow surge valve to the 1-1/2" bung on the 3" X 7" surge tube (#109) using the 1-1/2" 90° rubber hose and two #24 hose clamps.
- 20** Install the supplied air filter onto the ProFlow surge valve and secure with the supplied hose clamp.
- 21** Re-install the headlights.
- 22** Trim and re-install the air deflectors as desired.



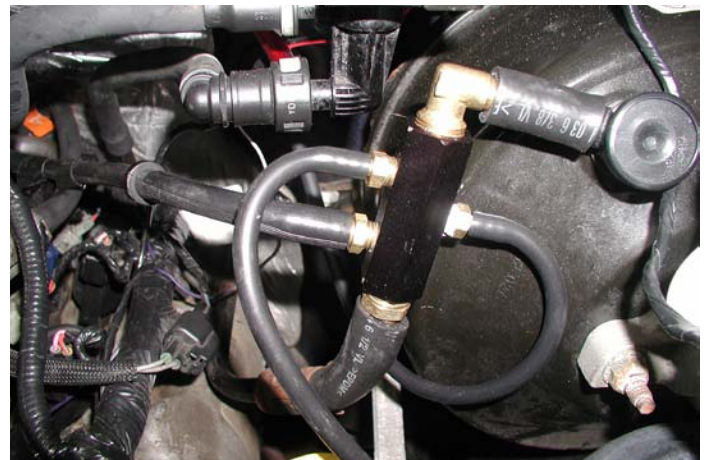
ProFlow Installed

VACUUM MANIFOLD

- 1 Connect one end of the vacuum line to the barb fitting on the ProFlow.
- 2 Route the vacuum line along the inner fender.
- 3 If installing a boost gauge (not supplied, but recommended), install the two supplied 1/8" NPT X 3/16" barb fittings in the open ports on the vacuum manifold. If not installing a boost gauge, install one 1/8" NPT X 3/16" barb fitting and one 1/8" NPT pipe plug.
- 4 Splice the assembled vacuum manifold inline with the vacuum hose which feeds the brake booster and secure the connections with #06 hose clamps. For 2005+ model years: On the manifold, replace the 3/8" barb fitting with a 1/2" barb fitting, then remove the stock 90° plastic fitting and trim 4" off of the rubber hose.
- 5 Connect the end of the vacuum line from the ProFlow to a 3/16" barb fitting on the vacuum manifold.
- 6 If installing a boost gauge, connect the end of the vacuum line from the gauge to a 3/16" barb fitting on the vacuum manifold.
- 7 Loosely secure the vacuum line(s) with zip ties.



Vacuum Manifold Installed



Vacuum Manifold Installed with 90° Fitting



Warning: Improper installation of the vacuum line onto the brake booster could cause a vacuum leak and could cause the power brakes to become inoperable. Use extreme caution in installing the vacuum line to prevent any possible leaks.



Warning: Ensure vacuum line is free of kinks and is not pinched by zip ties or ProFlow will be inoperable and may result in damage to the ProCharger from surging.

MAF WIRING HARNESS

- 1 Verify that the battery is disconnected.
- 2 Connect the supplied MAF harness to the factory harness near the valve cover on the driver's side and push in the red retainer to lock.
- 3 Connect the MAF plug to the MAF sensor and push in the red retainer to lock.



MAF Wiring Harness Connected to Sensor

PCV SYSTEM

- 1 Attach the supplied 5/8" hose to the driver's side valve cover and secure with a #10 hose clamp.
- 2 Drill a 1/2" hole in the end of the air filter.
- 3 Install the 5/8" 90° barb fitting in the end of the air filter.
- 4 Route the 5/8" hose over the blower discharge tube, attach to the fitting installed in the air filter and secure with a #10 hose clamp.



PCV Line Connected to Valve Cover



PCV Line Installed in Air Filter

FINAL ASSEMBLY

- 1 Slide the supplied 3-1/2" short 90° rubber coupler onto the blower inlet and slide two #64 hose clamps onto the coupler.
- 2 Slide the 3-1/2" coupler tube (#068) into the air filter with the supplied hose clamp in place.
- 3 Slide the air filter with tube into the 90° coupler as shown. Adjust as needed and tighten all hose clamps.
- 4 Install the intake cover base by rotating 90° forward and 90° clockwise from the installed position. Placing the right leg under the intake tube, slide into position and rotate 90° counter-clockwise and 90° back into the installed position.
- 5 Install four M6 X 20mm hex head cap screws with washers into the intake manifold on the inside of the base and tighten all fasteners.
- 6 Slide the top cover into position under the intake tube on top of the base.
- 7 Install four 1/4"-20 X 3/4" button head cap screws with rubber washers facing the cover face and tighten all fasteners.



Air Inlet Assembly Installed



Intake Cover Base Installed



Intake Cover Installed

- 8 Re-install the factory radiator cover and seven fasteners previously removed.
- 9 Reconnect the negative battery cable to the battery.
- 10 Re-install the fuel cap if removed.



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.

TUNING

- 1 Remove the hand-held tuner from its box and review the included instructions.

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

- 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 preprogrammed with the appropriate tune for your vehicle. Select **Custom Tune** from the Main Menu and follow the on-screen instructions.

- 4 Locate the CARB Executive Order sticker included with your system. This sticker must be installed in an underhood location that is readily visible.

- 5 Open the gas door. Clean the backside surface of the door and apply the supplied "91 Octane Or Higher and No E85" sticker securely. See image at right.



91 Octane Only, No E85 Fuel Sticker Installed



Troubleshooting:

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

- 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.

- 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.

- Another common cause of reflashing failure is a computer that has been reflashed by a dealer to an updated calibration. Your vehicle's calibration can be verified by choosing "Read Strategy" from the DTC/Data Menu. If you have persistent tuning issues, read the strategy prior to contacting ATI Technical Support.

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.

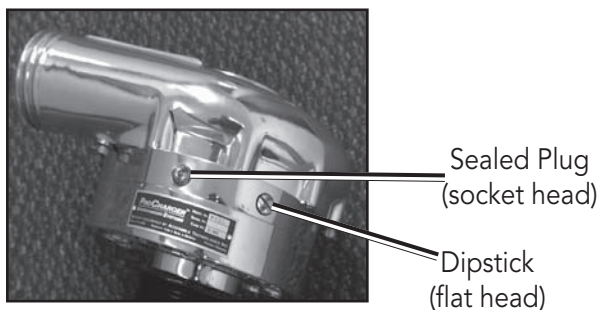
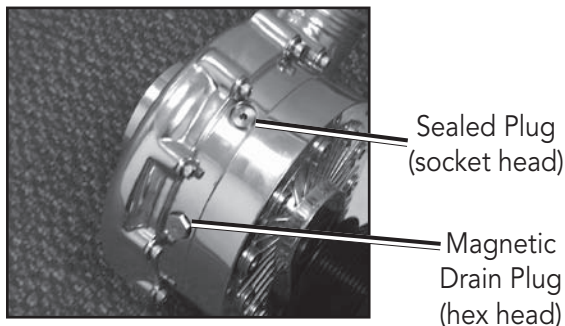
ProCharger Oil Change Intervals

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

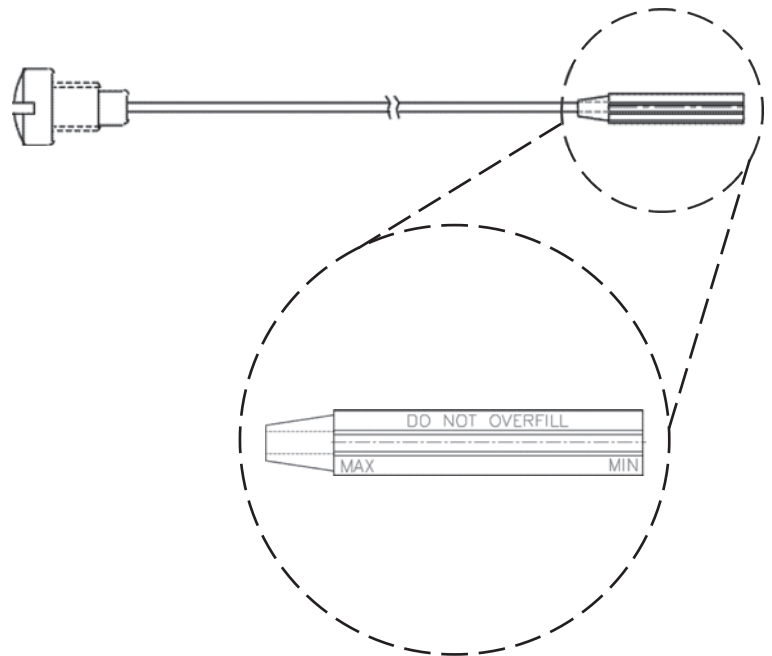
The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

! **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, P-1X, 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**

**Accessible Technologies, Inc.
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