1993-1997 GM LT1F-Body H.O. Intercooled System & Race Kit

Installation Guide

PROCHARGER®
SUPERCHARGER SYSTEMS

The **ULTIMATE** Power Adder™

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

Torque Specification Chart	 Grade 5			 Grade 8		
Thread Size	Torque (lb. ft.)			Torque (lb.ft.)		
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

Revised 3/11 Part Number PMGA1A-001 Rev. C Printed in the USA

Introduction

Congratulations on purchasing your ProCharger® 1993-1997 GM LT1 F-Body High Output 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.

***Warning:** Your supercharged GM F-Body must always be run on 91 octane or better gas.*

Required Tools and Supplies

- 3/8" & 1/2" Socket Set (standard & metric)
- 1/2" Breaker Bar & 4" Extension
- Adjustable Wrench
- #20 Torx Bit Wrench
- Hex Bit Set
- Pliers
- Open End Wrench Set (standard & metric)
- Flat & Phillips Screwdrivers
- Large Screwdriver or Crowbar
- Soldering Iron/Solder
- Factory Repair Manual

Required for Non-SC Applications

- Center Punch
- 9/16" Tapered Punch
- 3/8" NPT Tap
- Heavy Grease
- Silicone Sealer
- Oil Filter Wrench/Filter
- 5 Quarts Engine Oil (Synthetic Preferred)

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.

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.

Table of Contents

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.*

CAUTION: *Never use a mechanical fuel pressure gauge inside the vehicle without a fluid separator, which will keep the fuel isolated to the engine compartment. Serious bodily injury or death could result from fuel inside the vehicle's passenger compartment.*

Getting Started

Note: *Spark plugs should be replaced if they are platinum or have more than 10,000 miles of use. Plugs that are one heat range colder than stock are recommended.*

1. Remove the gas cap to relieve tank vapor pressure.

2. Remove the fuel pump fuse from the fuse block. 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.

4. If installed, replace any aftermarket computer chip with the original stock chip, or have computer modifications altered to work with an intercooled supercharger.

WARNING: Aftermarket chips/ programmers for naturally aspirated motors advance timing at elevated RPM's; this will cause detonation and engine damage if used with a supercharger. *Many aftermarket chips/ programmers also extend your RPM range. Since boost is related to engine RPM,* ***this can produce excessive boost and engine damage. You should never exceed 8 psi on a stock LT1. Modified (non-stock) motors will require additional fuel modifications and tuning if running a 9+ psi pulley.***

Note: 1996-1997 models will need to use the optional MAF Massager or have their computers reprogrammed (to remove "high MAF sensor" code) for proper operation.

5. Remove the air temperature sensor clip from its housing and remove the housing from the air inlet tract. Unplug the Mass Air Flow (MAF) sensor wiring clip. Remove the MAF sensor from the inlet tract and set aside (take care to protect the wire elements inside the sensor). On **1995 models**, remove the distributor breather hose from the inlet elbow. Remove the entire air inlet tract up to the throttle body, including the air box. (Pontiac vehicles have a headlight switch located here. This switch must be re-installed out of the way of intercooler tubes and the relocated smog pump.)

6. Disconnect all wires, including ground straps, from the ignition coil. Remove the coil from it's location on the cylinder head. Set the coil aside to be re-installed later.

7. Raise the front of the vehicle and secure with jack stands.

8. Remove the radiator cap. Using the petcock located on the lower right side of the radiator, drain the cooling system into a clean container for either proper disposal or reuse.

9. Remove the plastic air dam and driver's side splash panel from beneath the car and set aside.

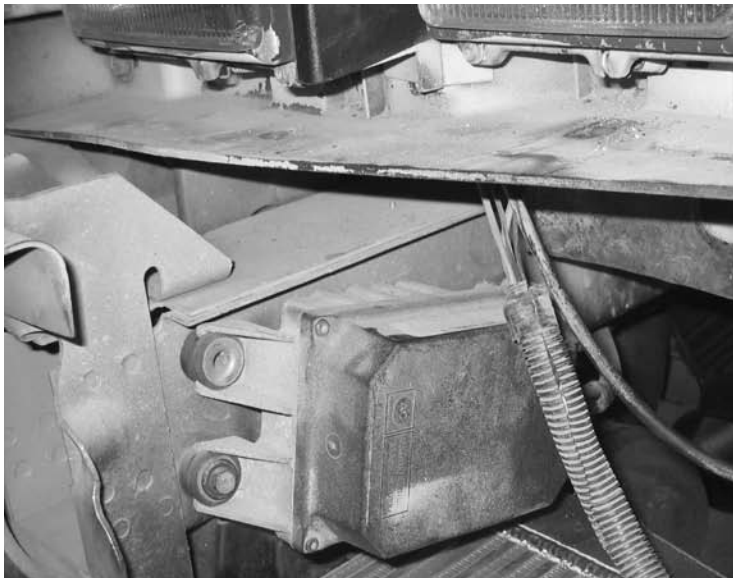
10. Remove the front sway bar and set aside.

11. Remove the 3 screws that secure the cruise control unit to the driver's side frame rail. Disconnect the electrical connector from the cruise control unit. Remove the cruise control unit from the sheet metal bracket. Pull the cruise control unit forward and attach it directly to the side of the frame rail using the previous forward mounting hole as the new rear mounting hole.

Note: *When pulling the cruise control unit forward, you may need to cut some of the wire ties retaining the cables. Locate the two new forward mounting holes using the cruise control unit as a pattern and drill using a 3/16" drill bit. Secure using the previously removed mounting screws. Re-route the wiring harness down through the top of the stock air box hole and reconnect to the cruise control unit.*

(Models without a factory oil cooler proceed to step 15)

12. Remove the bolt holding the oil cooler line bracket on the front of the oil pan. Pull the bracket apart and remove it from the two lines.

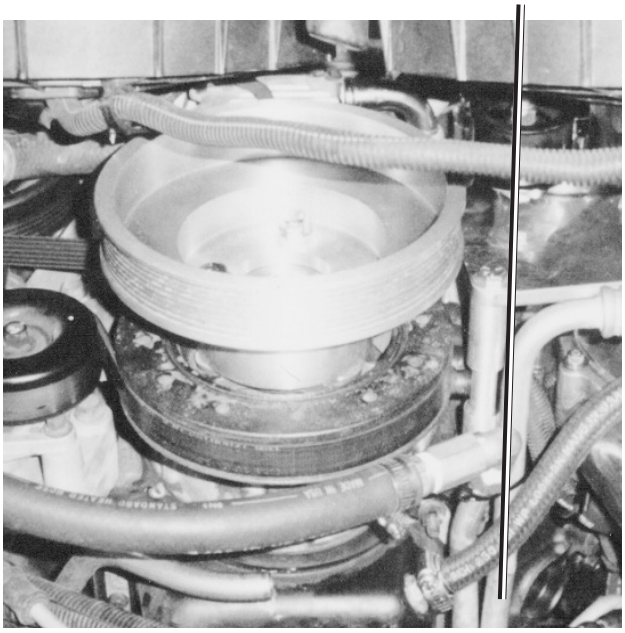


Cruise Control Relocation

13. On the coolant line running up to the water pump from the oil cooler, cut the metal section of the line approximately two inches behind the harmonic balancer. Deburr the tube end. Remove and discard the rubber section of the line. From above the water pump, rotate the 90° metal fitting on the water pump (inserting a socket extension into the fitting for leverage) so that the fitting points towards the 10:00 position when viewed from the front. This may require the use of some penetrating oil to loosen the fitting.

14. Slide the nut and ferrule of the supplied compression fitting over the metal tube cut in step 13. Screw the nut (on the other end of the compression fitting) onto the fitting of the supplied cooler line. This new line will be routed straight forward, up against the fan shroud, then to the passenger's side, up along the radiator and back over to the rotated fitting.

Cut Oil Cooler Line



Oil Cooler Line Modification

Rotated Oil Cooler Fitting

Oil Cooler Line Rotation

Note: *You may want to wait until after the ProCharger is installed, but before intercooler installation, before routing this hose.*

Models without a factory oil cooler:

15 Remove the hose running from the lower left side of radiator to the water pump at the water pump fitting. Cut the bend off the end of this hose. Loosen the clamp at the radiator fitting and rotate the entire hose 90° so that it faces the passenger's side. Retighten the clamp.

16 From above the water pump, rotate the 90° metal fitting on the water pump (inserting a socket extension into the fitting for leverage) so that the fitting points towards the 10:00 position when viewed from the front.

17 Insert the supplied 3/4" barb fitting into the cut end of the hose. Run the supplied 3/4" hose section between the barb fitting and the rotated fitting on the water pump, routing the hose over to the passenger's side, up along the radiator, and back over to the fitting. Secure all connections tightly with hose clamps.

Oil Drain/Feed Setup

Oil Drain Setup

Note: *This section applies to oil-fed blowers only (ex: P600B or D1). For self contained (SC) applications, proceed to the next section.*

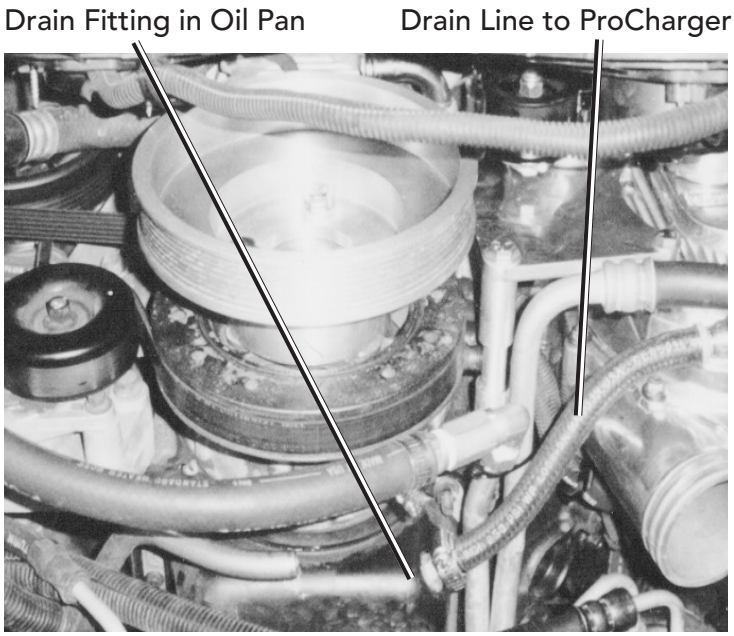
Warning: *This is a gravity feed system; the oil-return line must be kink-free and run downhill for it's entire length, draining into the pan above the oil-level line.*

1. Using a small punch, punch a pilot hole in the front left corner of the oil pan, located directly beneath the front driver's side oil pan bolt, 2-1/2" down from the flange. Stepping up punch sizes sequentially, enlarge the pilot hole to approximately 9/16" diameter (large enough to start a 3/8" NPT tap).

Warning: *Do not use an excessively long punch as damage to internal engine parts may occur.*

2. Pack the 3/8" NPT tap with heavy grease and tap to a depth approximately 1/4".

Note: *3/8" NPT refers to the pipe's inner diameter; the threads outer diameter is tapered and substantially larger than a standard 3/8" tap.*



Oil Drain Installation

3. Clean the threads and remove all chips (a magnet works well).

4. Liberally apply silicon sealer and attach the 3/8" NPT - 1/2" barb fitting to the oil pan – do not connect the oil drain line at this point, as it should be connected to the ProCharger first.

5. Perform an oil and filter change (synthetic oil is highly recommended) prior to completing installation and starting the engine.

Oil Feed Setup

1. Remove the wiring clip from the oil pressure sending unit, located just above the oil filter (**1995 models** skip to step 5).

2. Unscrew the sending unit from the block.

3. Install the oil feed "T" fitting on the block with the extension. The "T" should be facing towards the rear of the car.

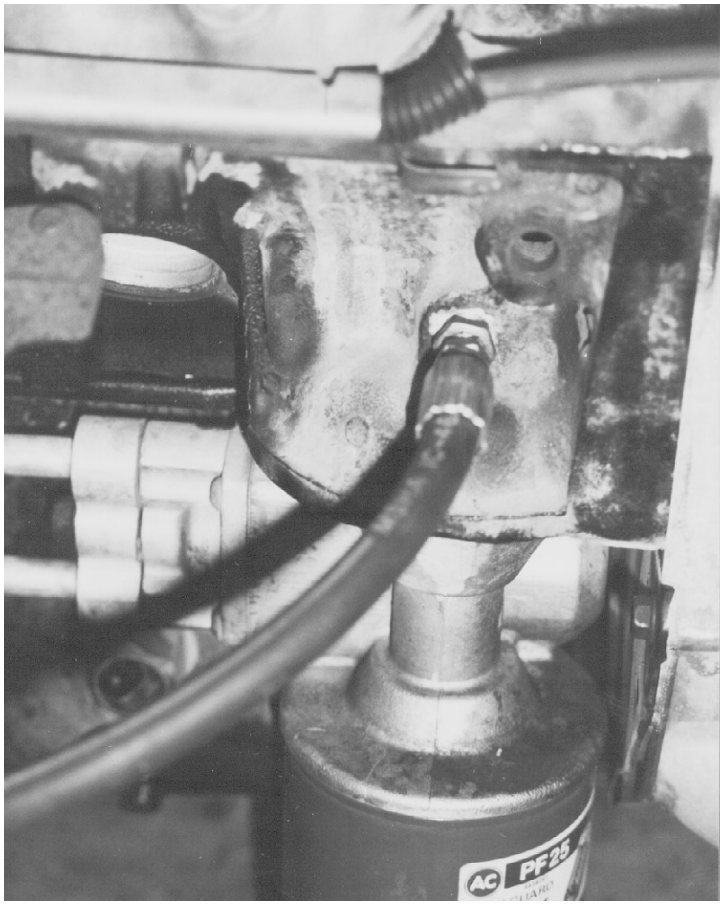
4. Install the oil pressure sending unit into the "T" so that it faces rearward. Reattach the wiring harness.

5. Insert the oil feed bushing into the end of the "T" fitting. On **1995 models**, remove the 1/4" NPT plug just above the oil filter. Install the bushing directly into the block.

6. Attach the oil feed line to the oil feed bushing. Do not use Teflon™ tape or sealant on the fitting, as this could block the ProCharger oil inlet.

7. Route the oil feed line forward and wire tie so that there are no kinks and the line is away from exhaust components or other sources of extreme heat.

Warning: Failure to secure the oil feed line can lead to burn-through and loss of oil pressure, resulting in severe engine damage.



Oil Feed Line Installation

Air Pump Relocation

1. Remove the wiring clip from the air pump.

2. Remove the hose clamps and hoses from the air pump.

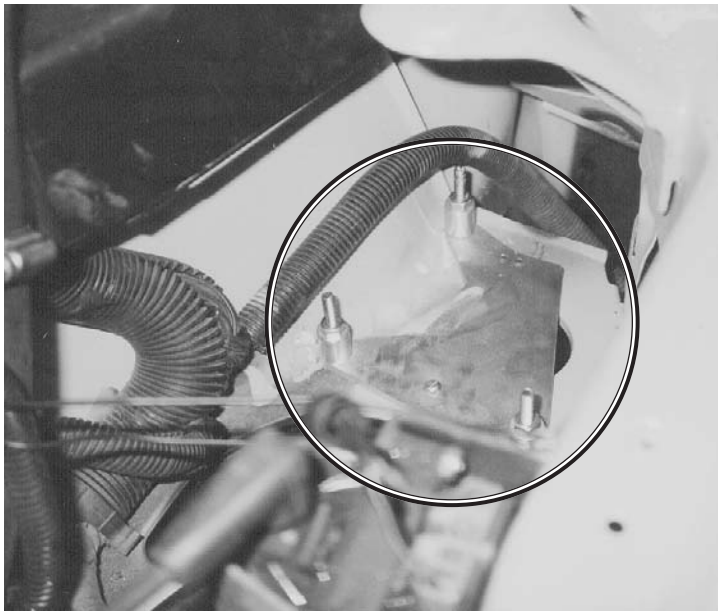
3. Remove the three screws holding the air pump to its bracket. Remove the air pump and set aside.

4. Unbolt the air pump bracket from the engine and remove. Note: **1996+ models** require relocating the sensor with the pump.

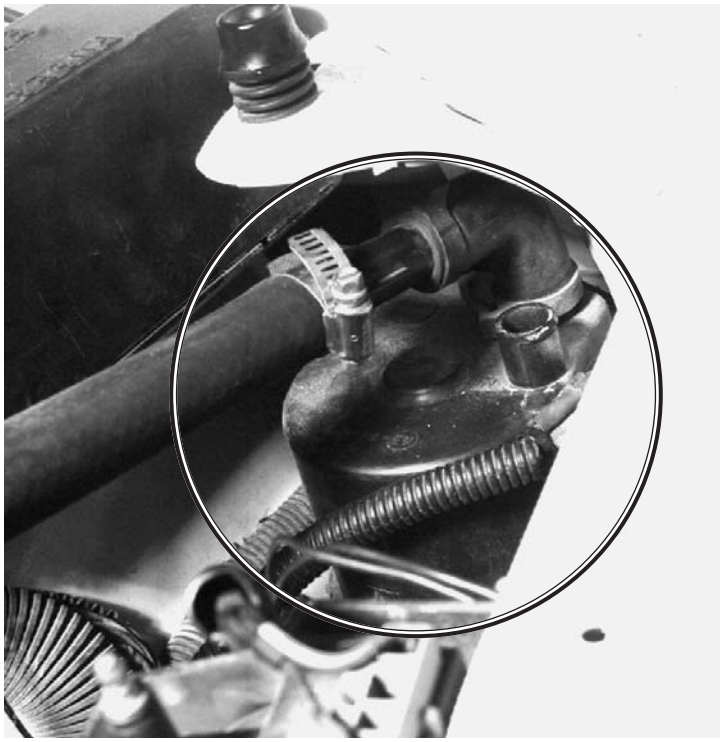
5. **'94 - '97 models:** Cut the metal air pump tubing directly beneath the harmonic balancer (this is the tube that routes to the passenger's side exhaust manifold). Remove the section of tubing between the air pump and the cut made previously (**'93 models** do not have this tube).

6. Secure the three jam nuts (speed nuts) onto the supplied air pump bracket to secure the spacers.

7. Lower the supplied air pump bracket down into the front left corner vacated by the air box. Hook the clip located on the bottom of the bracket into the rounded slot on the body as shown. Using the nut and bolt originally occupying the hole, bolt down the air pump bracket to the body using the remaining hole.



Air Pump Bracket Installed



Air Pump Installed

8 Cut the wires to the air pump wiring clip, leaving at least two inches of wire on the connector. Strip both ends of the wires. Splice the air pump wiring harness extension between the wires and connect using butt connectors (or solder for a more secure connection). Route the harness down to the relocated air pump, making sure there is no interference.

9 Plug the air pump wiring clip back into the air pump.

10 Retaining the rubber grommets attached to the pump, lower the pump onto the three studs protruding from the air pump bracket. Install the supplied nuts and tighten.

(1993 models proceed to step 13)

11 Remove the first (closest to the pump) short 90° elbow and short connector (with either the vacuum fitting or filter) from the air pump hoses. Reattach the elbow to the outlet of the air pump with the connector facing the passenger's side. If a vacuum fitting, route a new vacuum line between the fitting and the previous vacuum source.

12 Attach the section of 5/8" ID hose (using the 3/4" to 5/8" reducer and the short piece of 3/4" hose) to one end of the supplied "T" and route the other end of the hose to the previously trimmed tube beneath the balancer. Attach the shorter section of 3/4" ID hose to the top of the "T" and route it to the fitting on top of the driver's side exhaust manifold. Attach the longer section of 3/4" ID hose between the "T" and the discharge fitting on the air pump. Secure all hoses with hose clamps.

Air Pump Tee Fitting Installed

1993 models:

13 Cut a 90° bend out of the hose previously running between the smog pump and the driver's side exhaust manifold fitting. Attach the bend to the outlet of the smog pump and secure with a clamp.

14 Insert the supplied 3/4" barb fitting into the open end of the 90° bend and secure with a clamp. Attach the supplied 3/4" hose between the fitting on the exhaust manifold and the barb fitting. Secure with clamps.

Cooling Fan

1. Remove the wiring clips from both of the fan motors.

2. Remove the four screws holding each fan assembly to it's shroud. Take the fan assemblies out of the engine compartment.

3. Loosen the nut holding the passenger's side fan blades to the fan motor (the nut is reverse threaded). Set the nut and blades aside for later reassembly.

4. Remove the three screws holding the motor to the plastic housing. Pull the motor out.

5. Place the longer fan spacers over the mounting holes in the plastic housing. Push the supplied screws through the holes in the motor mounting flange. Lower the motor down onto the spacers. Thread the screws into the housing, and tighten down.

6. Re-install the fan blades and tighten down.

7. Repeat steps 3 thru 6 for the driver's side fan, using the shorter spacers.

8. Re-install both fans.

Note: *It will be necessary to trim the fan motor support brackets to provide sufficient clearance for the 12-rib blower drive system. In some cases it may also be necessary to replace the driver's side fan motor with a smaller aftermarket unit.*

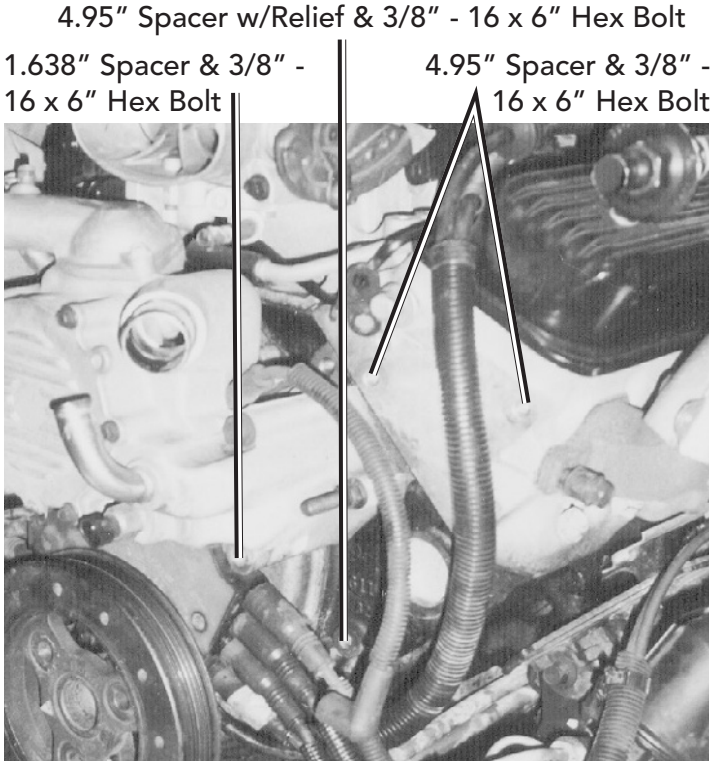
ProCharger and Bracket

WARNING: Never strike the ProCharger pulley with a hammer or other tool under any circumstance! Evidence of such force will void the warranty, as serious damage to the precision bearings within the ProCharger could occur.

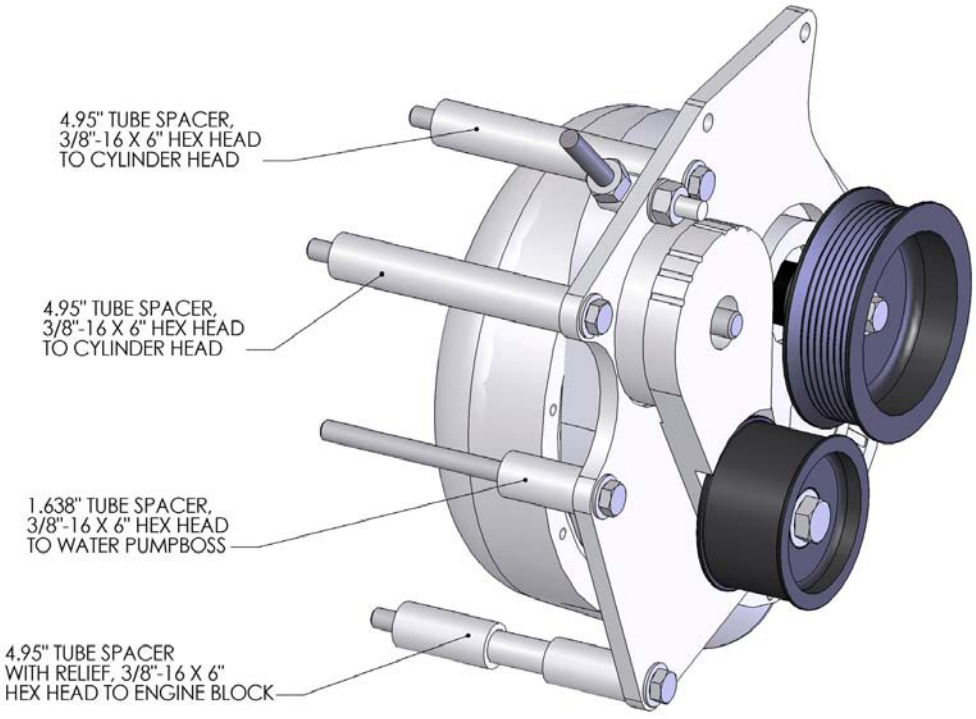
SC/Bracket Install

1. Remove the bolt in the water pump as shown.

2. Push the supplied 3/8 - 16 x 6" bolts through the four mounting holes on the flat bracket. Slide the supplied bracket spacers over the bolts with the grooved spacer on the bottommost hole and the short spacer on the bolt going to the water pump.



Main Bracket Bolt Hole Locations



SC Main Bracket Assembly

3. Slide the bracket up from beneath the car and attach the bolts to the holes indicated. Tighten bolts.

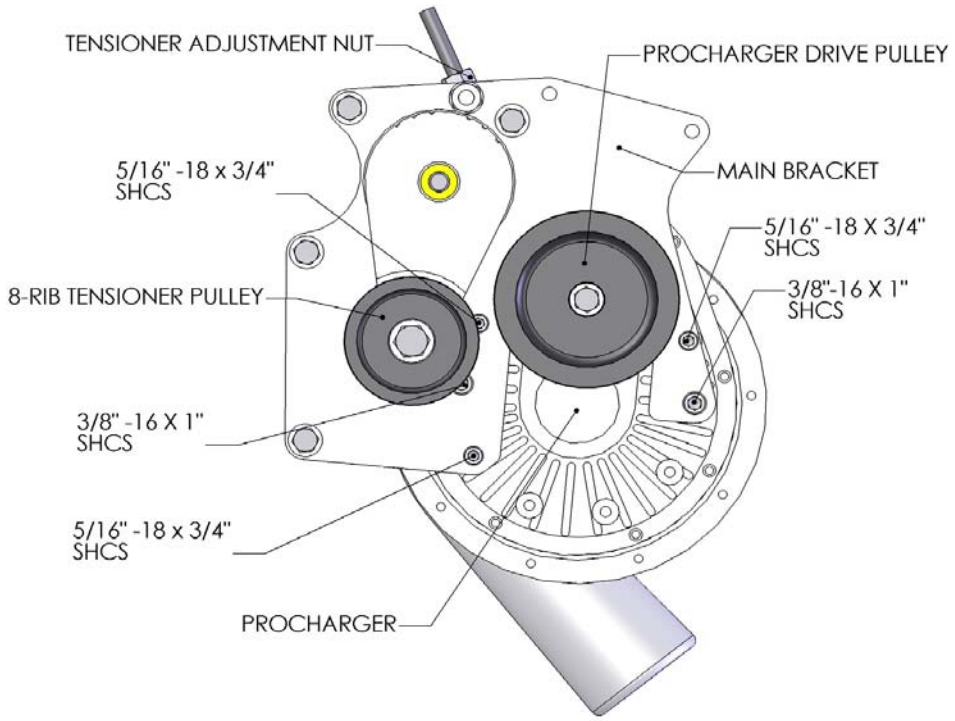
4. Slide the ProCharger up into position on the bracket. Align the SC series blower to the mounting holes. Install the mounting bolts and tighten securely. The ABS bracket may interfere with the ProCharger. If so, either notch out or bend the bracket out of the way.

5. Remove the three bolts on the front of the balancer. With a wire brush, thoroughly clean the 3 counter bores of the balancer. Additionally, inspect the face of the dampener for raised lettering or a "rotation arrow," which would interfere with the crank pulley. If present, sand or grind down the raised lettering.

WARNING: *Failure to thoroughly clean the balancer face can cause pulley misalignment, which will result in thrown belts.*

6. Attach the crank pulley spacer to the crank pulley. Insert the bolts through the holes in the pulley and spacer (from the pulley side), and place one shim over the end of each bolt.

7. Line up the bolts with the holes in the balancer and push the crank pulley assembly up against the balancer. Being careful that none of the shims have dropped out, tighten the bolts to a torque value of 37 ft/lbs.



SC Main Bracket Assembly

WARNING: *Ensure there is sufficient running clearance between the bolts and the distributor (located just behind the balancer) during installation and before cranking the engine.*

8. Place the drive belt over the crank pulley and ProCharger pulley. The idler pulley should be above the belt so that it can push down on it when tight.

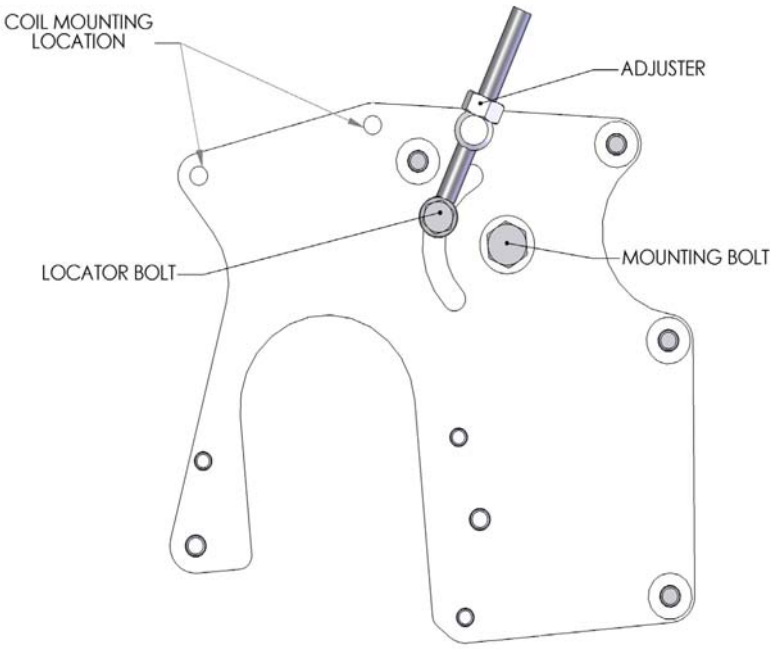
9. From above, tighten the idler by turning the adjuster clockwise. When the idler is fully tensioned (approximately the second mark on the side of the idler), tighten down the locator nut and mounting bolt.

10. Once the sway bar and intercooler are installed, access to the ProCharger and the underside of the car is difficult. At this time, install the water lines, fans, wires, and anything else loosened during installation. Check the bolts and screws to make sure everything is tight. Wire tie all the loose lines.

11. Re-install the front sway bar.

12. Refill the coolant system in accordance with vehicle service procedures.

13. From the front, push the supplied 5/16" bolts through the two unused holes in the ProCharger bracket.



Tensioner Assembly

14. Attach the coil to the back side of the bracket with the thick rounded section facing up and the coil wire attachment pointed toward the engine. Tighten down the coil using the supplied nuts.

15. Using the supplied 3/8" bolt, attach the coil ground straps to the unoccupied hole in the side of the head.

16. Reattach the wires and clips to the coil.

17. On **1996 and 1997** model cars, replace the stock coil wire with the supplied longer wire.

P600B/Bracket Install

1. Remove the bolt in the water pump as shown.

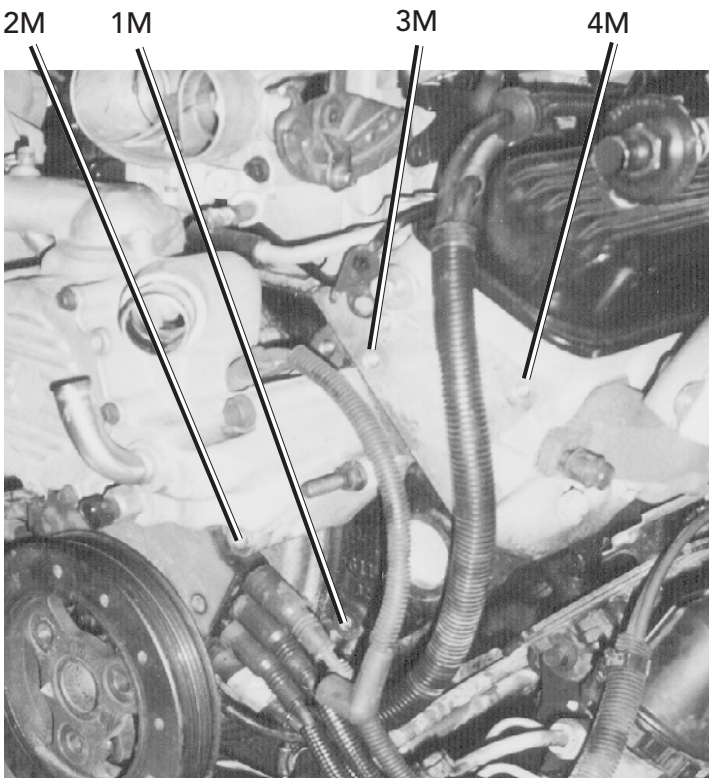
2. Push the supplied 3/8 - 16 x 6" bolts through the four mounting holes on the flat bracket (holes 1-4M). Slide the supplied bracket spacers over the bolts with the grooved spacer on the bottommost hole (1M), and the short spacer on the bolt going to the water pump.

3. Slide the bracket up from beneath the car and attach the bolts to the holes indicated. Tighten bolts.

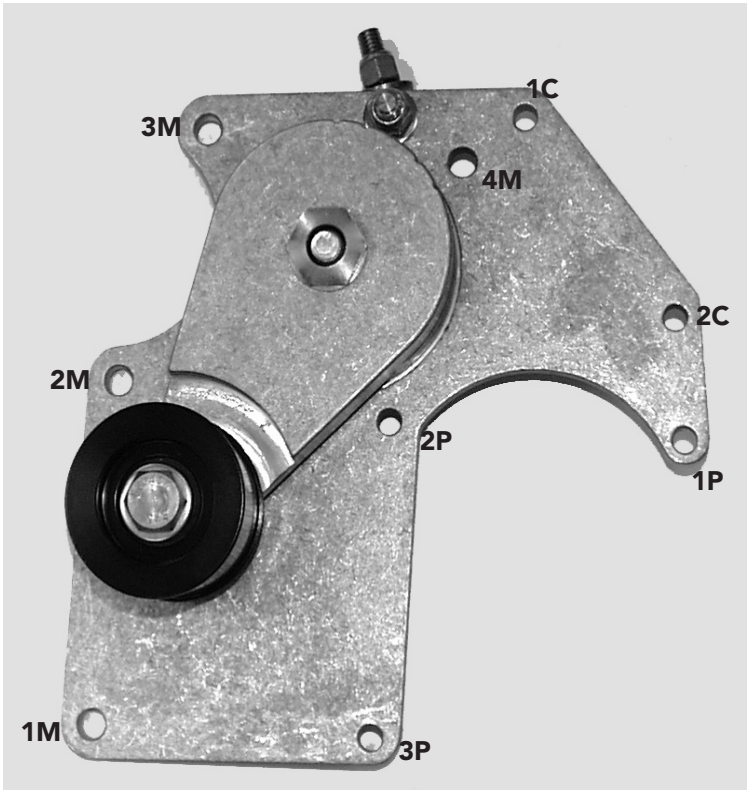
4. Slide the ProCharger up into position on the bracket. Align the P600B series blower to mounting holes 1-3P. Install the mouting bolts and tighten securely. The ABS bracket may interfere with the ProCharger. If so, either notch out or bend the bracket out of the way.

Note: the oil return fitting should face down.

5. Attach the oil feed line to the oil mister fitting on the ProCharger. Do not use Teflon tape.



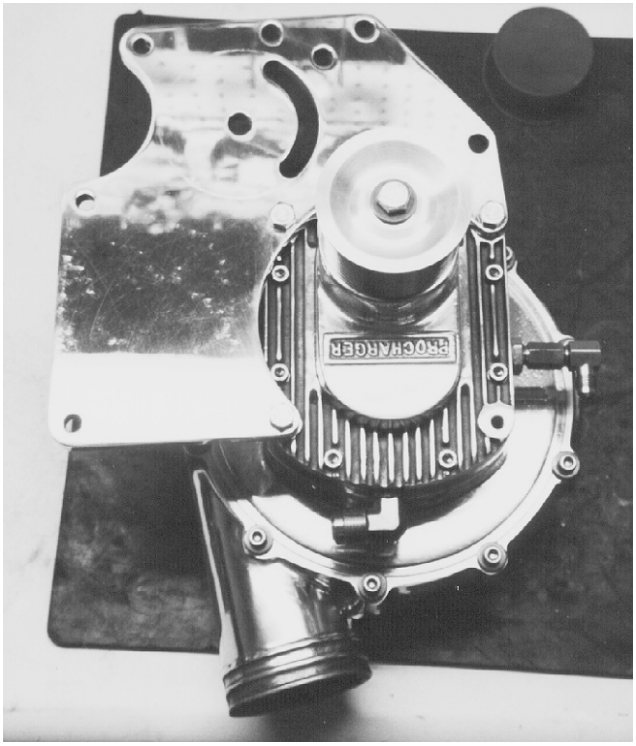
Main Bracket Bolt Hole Locations



P600B Main Bracket

6. Attach the supplied oil return line to the return fitting on the ProCharger. Route the return line over to the fitting installed in the oil pan. The two oil cooler lines should be located above the oil return line. Some slight bending of the lines may be necessary. Cut the oil return line to fit between the ProCharger and pan with downhill routing, and clamp down to the oil pan fitting.

7. Remove the three bolts on the front of the balancer. With a wire brush, thoroughly clean the 3 counter bores of the balancer. Additionally, inspect the face of the dampener for raised lettering or a "rotation arrow," which would interfere with the crank pulley. If present, sand or grind down the raised lettering.



P600B Orientation

WARNING: *Failure to thoroughly clean the balancer face can cause pulley misalignment which will result in thrown belts.*

8. Attach the crank pulley spacer to the crank pulley. Insert the bolts through the holes in the pulley and spacer (from the pulley side), and place one shim over the end of each bolt.

9. Line up the bolts with the holes in the balancer and push the crank pulley assembly up against the balancer. Being careful that none of the shims have dropped out, tighten the bolts to a torque value of 37 ft/lbs.

WARNING: *Ensure there is sufficient running clearance between the bolts and the distributor (located just behind the balancer) during installation and before cranking the engine.*

10. Place the drive belt over the crank pulley and ProCharger pulley. The idler pulley should be above the belt so that it can push down on it when tight.

11. From above, tighten the idler by turning the adjuster clockwise. When the idler is fully tensioned (approximately the second mark on the side of the idler), tighten down the locator nut and mounting bolt.

12 Once the sway bar and intercooler are installed, access to the ProCharger and the underside of the car is difficult. At this time, install the water lines, fans, wires, and anything else loosened during installation. Check the bolts and screws to make sure everything is tight. Wire tie all the loose lines.

13 Re-install the front sway bar.

14 Refill the coolant system in accordance with vehicle service procedures.

15 From the front, push the supplied 5/16" bolts through the two unused holes in the ProCharger bracket (holes 1-2C).

16 Attach the coil to the back side of the bracket with the thick rounded section facing up and the coil wire attachment pointed toward the engine. Tighten down the coil using the supplied nuts.

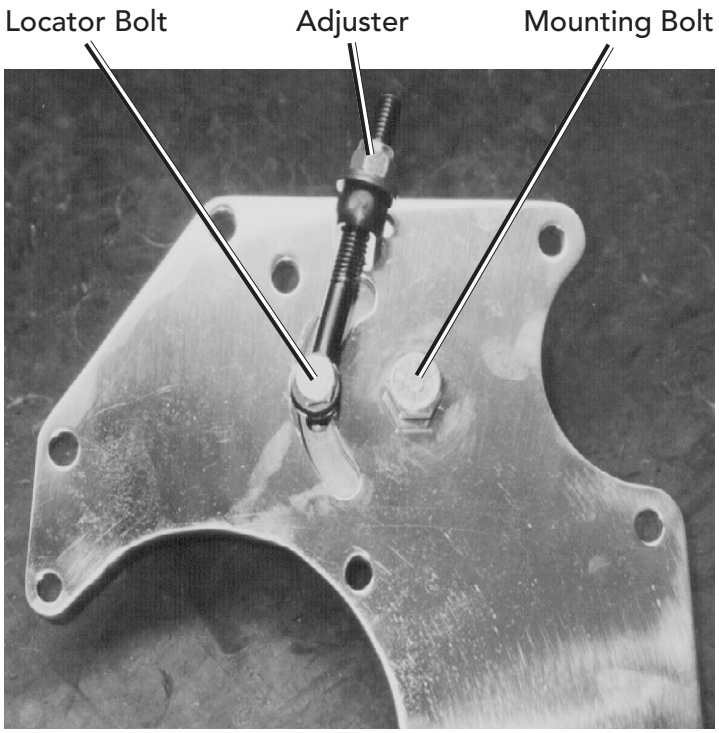
17 Using the supplied 3/8" bolt, attach the coil ground straps to the unoccupied hole in the side of the head.

18 Reattach the wires and clips to the coil.

19 On **1996 and 1997** model cars, replace the stock coil wire with the supplied longer wire.

D1/Bracket Install

1 Attach the procharger to the mounting bracket using the four supplied 5/16" bolts in the holes marked A.



Tensioner Assembly

2 Remove the bolt in the water pump as shown, and fix the supplied 0.200" spacer to the water pump (centered around hole C) using a dab of silicone or similar adhesive substance.

3 Slide one of the supplied 3/8 x 4-1/2" bolts (with flat washer) through mounting hole B on the main bracket. Slide the supplied 3-1/2" spacer over the bolt.

4 Slide the bracket upward from beneath the car and attach the bracket to the engine, threading the bolt into hole B. Aligning hole C on the bracket with the vacant lower water pump hole, tighten the 4-1/2" bolt installed in hole B.

5. Feed the supplied 6" long bolt through hole C on the tensioner bracket, placing the supplied 1.025" spacer on the back side of the bracket. With the bolt/bracket/spacer combination assembled, thread the bolt into hole C (lower water pump bolthole) on the engine.

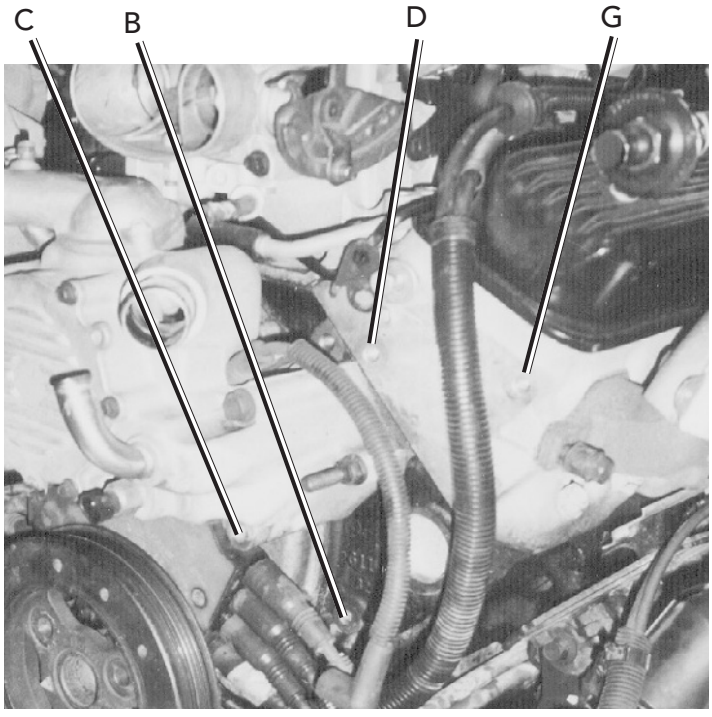
6. Working from the top, feed the remaining 3/8 x 4-1/2" bolt (with flat washer) through hole H in the main bracket, placing a 3.5" spacer between the bracket and the cylinder head face. With the spacer in position, tighten the 4-1/2" bolt. Align holes D and G on the tensioner bracket with the corresponding holes in the main bracket, and tighten the bolt installed in hole C.

7. Feed the remaining 3/8 x 6" bolt through hole D on the tensioner bracket, placing a 1.025" spacer between the tensioner bracket, and a 3.5" spacer between the main bracket and the cylinder head, and tighten.

8. Feed the provided 3/8 x 2-1/2" bolt (with flat washer) through hole G on the tensioner bracket, placing the remaining 1.025" spacer between the tensioner bracket and the main bracket, securing from the back side using the supplied locknut & flat washer.

9. Attach the supplied oil lines to the corresponding fittings on the ProCharger. Route the return line to the fitting installed in the oil pan. The two oil cooler lines should be located above the oil return line. Some slight bending of the lines may be necessary. Cut the oil return line to fit between the ProCharger and pan with downhill routing, and clamp down to the oil pan fitting.

D1 Brackets



Main Bracket Bolt Hole Locations

10 Remove the three bolts on the front of the balancer. With a wire brush, thoroughly clean the 3 counter bores of the balancer. Additionally, inspect the face of the dampener for raised lettering or a "rotation arrow," which would interfere with the crank pulley. If present, sand or grind down the raised lettering.

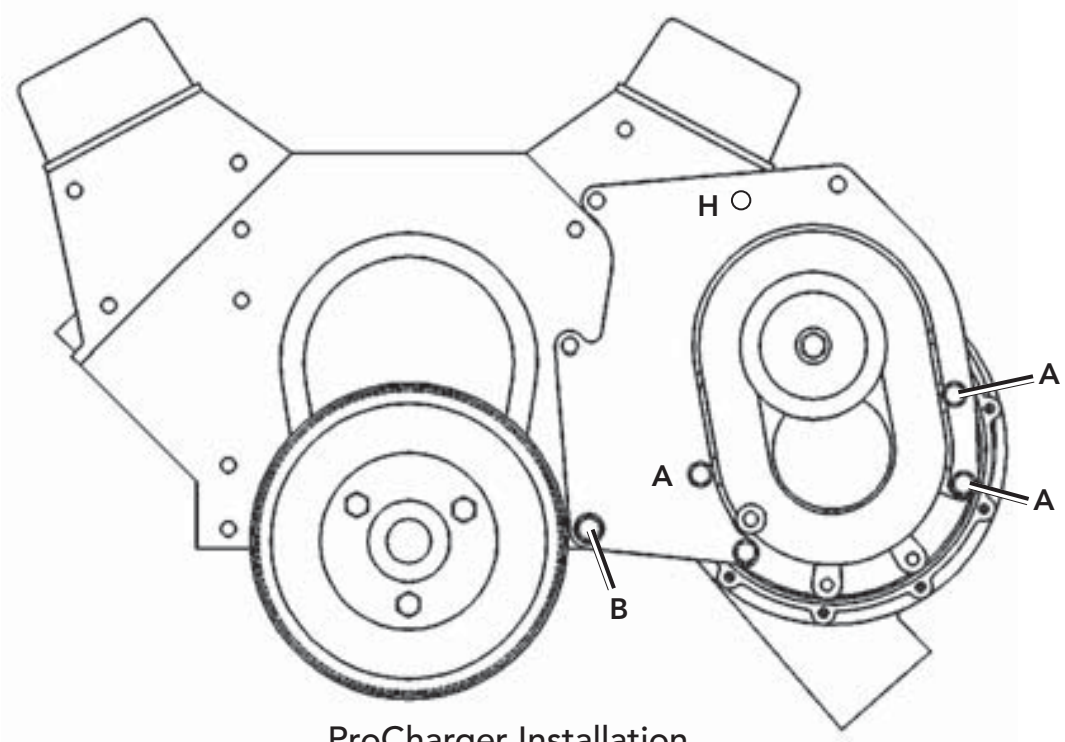
WARNING: *Failure to thoroughly clean the balancer face can cause pulley misalignment which will result in thrown belts.*

11 Attach the crank pulley spacer to the crank pulley. Insert the bolts through the holes in the pulley and spacer (from the pulley side), and place one shim over the end of each bolt. Loop the drive belt over the crank pulley and ProCharger pulley. The idler pulley should be above the belt in such a manner that it presses downward on the belt when tightened.

12 Line up the bolts with the holes in the balancer and push the crank pulley assembly up against the balancer. Being careful that none of the shims have dropped out, tighten the bolts to a torque value of 37 ft/lbs.

WARNING: *Ensure there is sufficient running clearance between the bolts and the distributor (located just behind the balancer) during installation and before cranking the engine.*

13 From above, tighten the idler by turning the adjuster (F) clockwise. When the idler is fully tensioned (approximately the second mark on the side of the idler), tighten down the locator nut and tensioner mounting bolt



ProCharger Installation

14 Place the drive belt over the crank pulley and ProCharger pulley. The idler pulley should be above the belt so that it can push down on it when tight.

15 From above, tighten the idler by turning the adjuster clockwise. When the idler is fully tensioned (approximately the second mark on the side of the idler), tighten down the locator nut and mounting bolt.

16 Once the sway bar and intercooler are installed, access to the ProCharger and the underside of the car is difficult. At this time, install the water lines, fans, wires, and anything else loosened during installation. Check the bolts and screws to make sure everything is tight. Wire tie all the loose lines.

17 Re-install the front sway bar.

18 Refill the coolant system in accordance with vehicle service procedures.

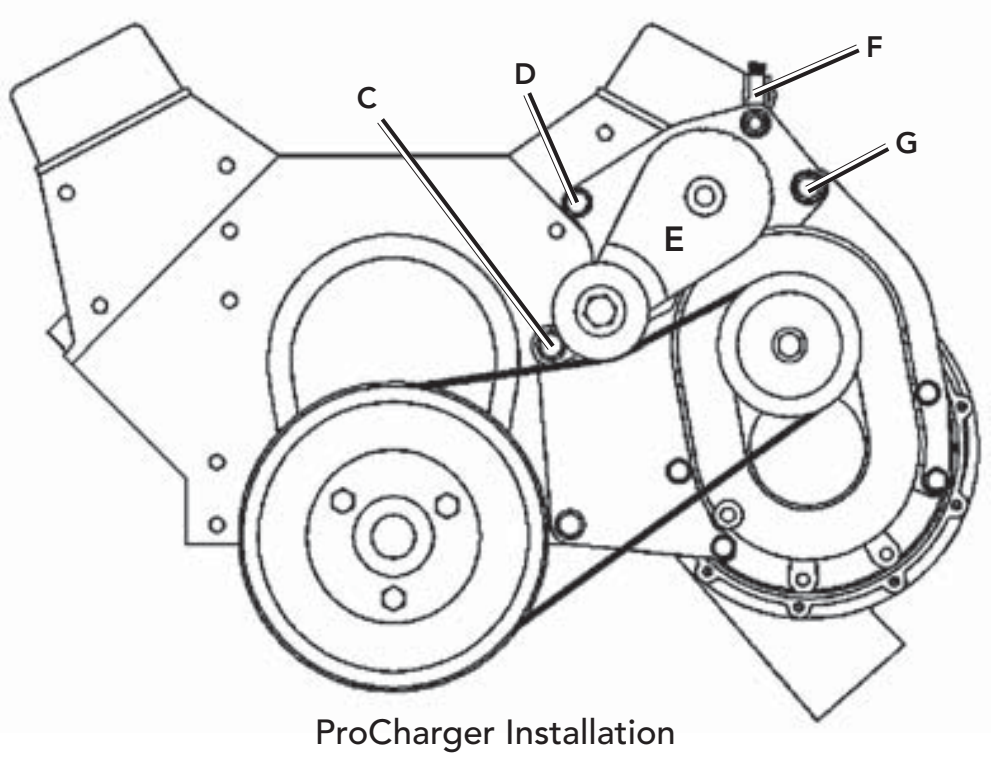
15 From the front, push the supplied 5/16" bolts through the two unused holes in the ProCharger bracket.

16 Attach the coil to the back side of the bracket with the thick rounded section facing up and the coil wire attachment pointed toward the engine. Tighten down the coil using the supplied nuts.

17 Using the supplied 3/8" bolt, attach the coil ground straps to the unoccupied hole in the side of the head.

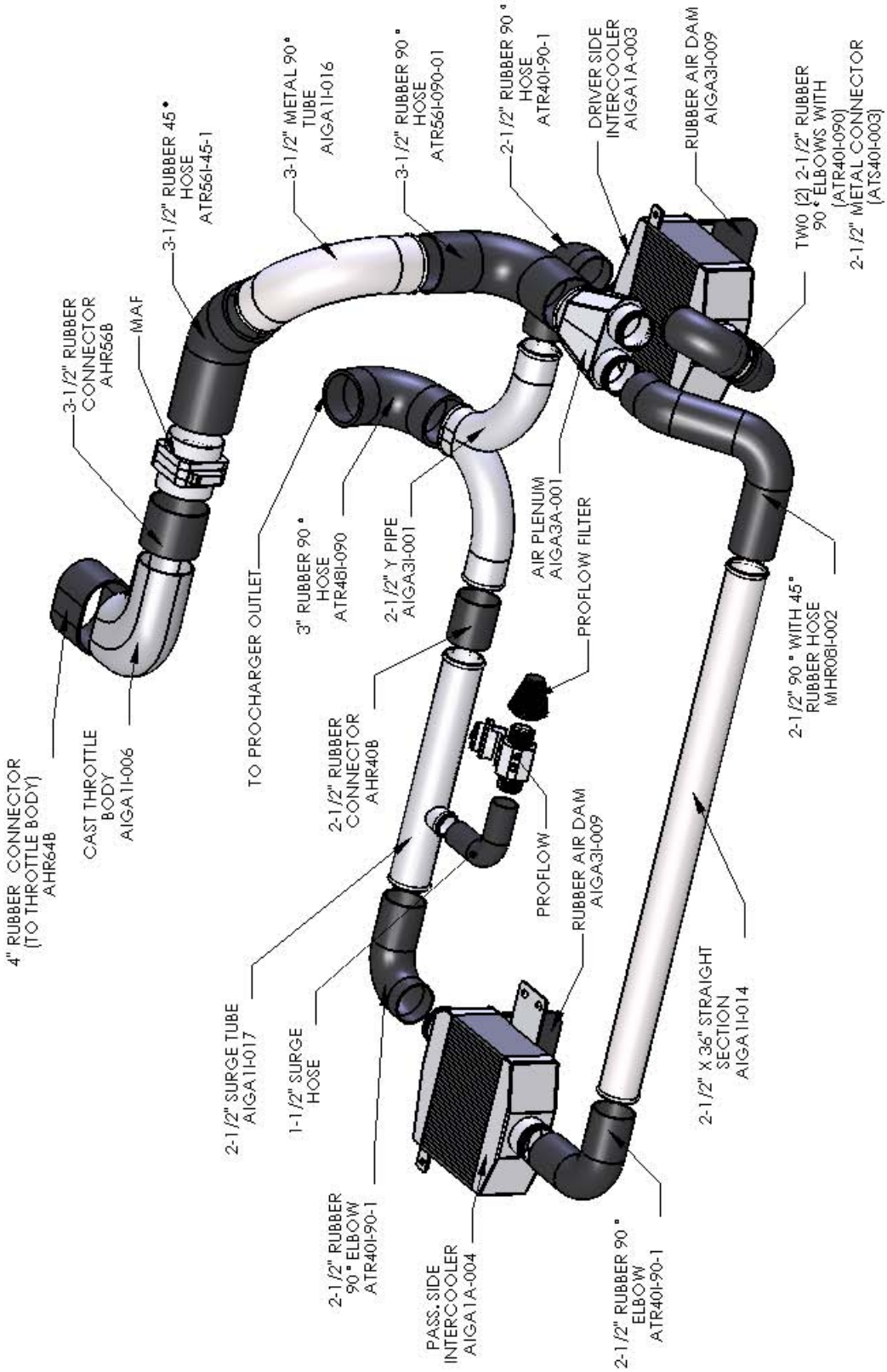
18 Reattach the wires and clips to the coil.

19 On **1996 and 1997** model cars, replace the stock coil wire with the supplied longer wire.



ProCharger Installation

LT1 F-BODY TWIN HIGH FLOW INTERCOOLER SCHEMATIC



Intercooler and Tubing

Note: *Leave all clamps loose until you have installed all of the tubes and hoses. Adjust each hose and tube for best fit and then tighten all clamps. Hose installation can be eased if you first wet the metal tubes and fittings with a solution of dishwashing soap and water. Some hoses may require trimming for optimal fit; this can be accomplished using a sharp utility knife.*

Twin Intercooler Installation

Twin Highflow Intercoolers

1. Remove both passenger's and driver's side splash panels from in front of the wheels.

2. Install a 3" 90° rubber elbow on the blower outlet.

3. Attach the 3" to 2.5" Y-pipe to the previously installed elbow.

4. Connect the passenger's side intercooler to the Y-tube using a 2-1/2" rubber 90° elbow and a 2-1/2" x 3" rubber connector.

5. Attach the outer intercooler mounting straps to the chassis using the supplied hardware. Set the intercoolers up against the lower core support to mark the drill locations for the inner intercooler mounts. Mark the mounting locations and drill 11/32" holes. Be sure not to drill too deep or damage to the radiator may occur.

Intercooler Outer Mounting Straps

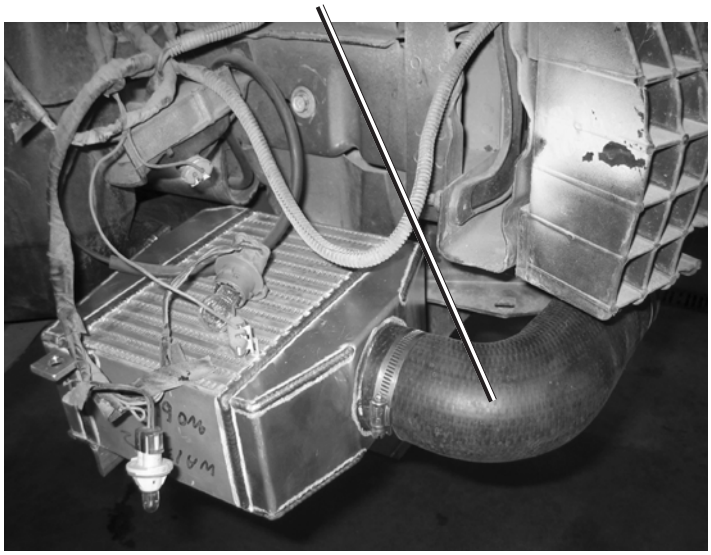
6. Insert the supplied 5/16" x 1.25 bolts and lock washers into the previously drilled holes from the top. Using an impact wrench, tighten down the supplied speed nut on each of the bolts.

7. Remove the three clips holding the underside of the front fascia and remove the fascia.

8. Install a 2-1/2" rubber 90° elbow to the passenger's side intercooler discharge as shown. Install the supplied 2-1/2" x 36" metal tube as shown in the intercooler system schematic.

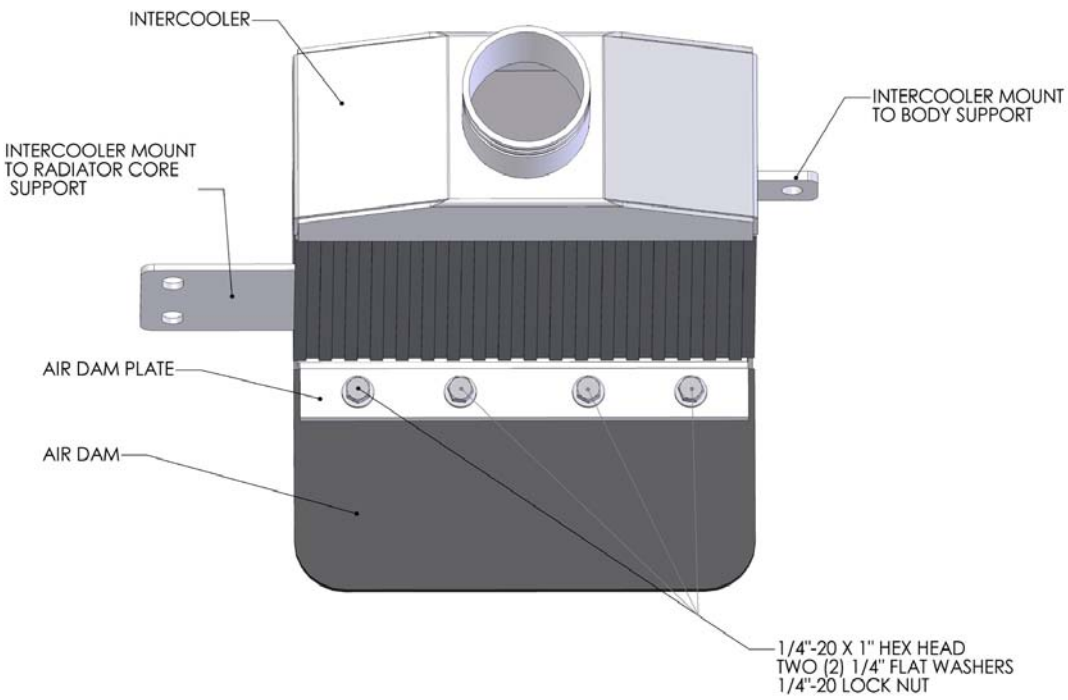
9. Connect the supplied air plenum to the 36" long metal tube using the 2-1/2" rubber 90° elbow with 45° bend.

2-1/2" Rubber 90° Elbow to 2-1/2" x 36" Long Tube



Passenger's Side I/C Discharge Tubing
(I/C Strap Removed For Clarity)

LT1 F-BODY TWIN HIGHFLOW ASSEMBLY
(DRIVER'S SIDE SHOWN)



10 Connect the 90° end of the 2-1/2" rubber 90° elbow with 45° bend to the 2-1/2" x 36" metal tube. Connect the 45° end to the air plenum as shown.

11 Using two 2-1/2" rubber 90° elbows and a 2-1/2" metal connector, secure the driver's intercooler discharge to the air plenum as shown.

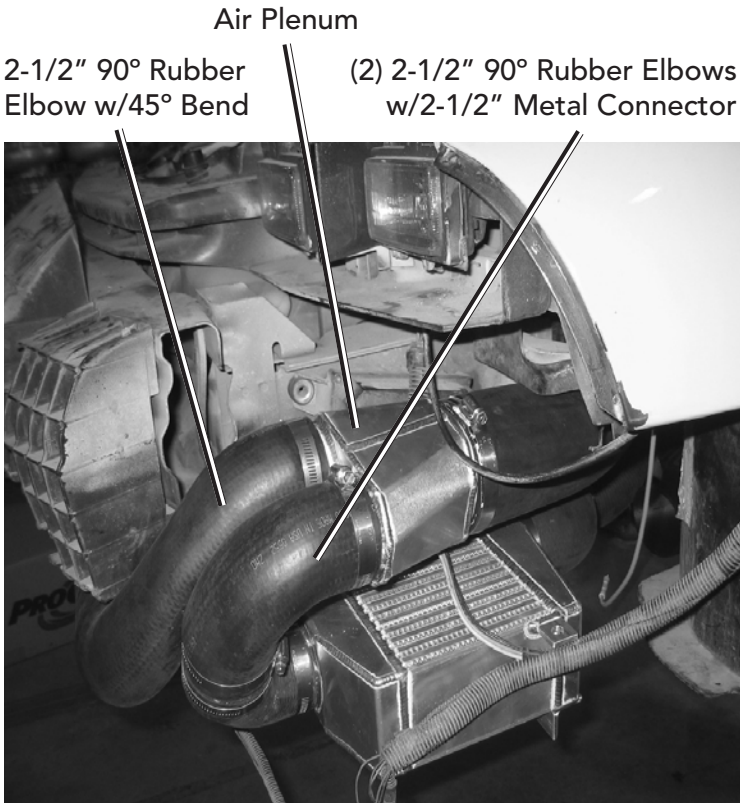
✓ ***Note:*** *It may be necessary to trim the two 90° elbows to insure proper fit.*

12 Connect the 3-1/2" rubber 90° elbow to the 3-1/2" end of the air plenum. Route the open end of the elbow up through the opening in the fender. The 3-1/2" rubber elbow may also be trimmed to insure proper fitment.

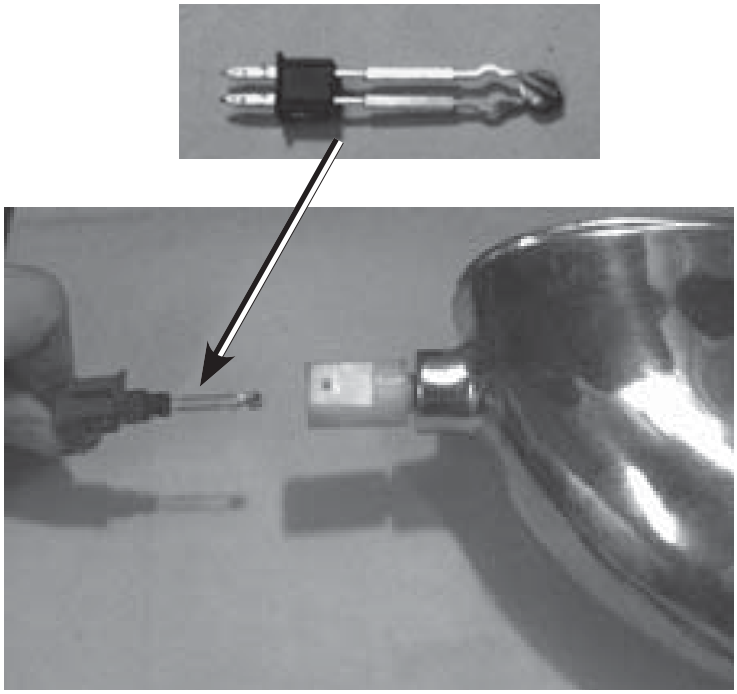
13 Secure all connections with the supplied hose clamps.

14 Install the cast aluminum throttle body elbow using the supplied rubber hose section and clamps.

15 Remove the factory IAT sensor from the stock air box by pushing the metal element out of the housing from the small end (the end with a cross or triangular cage). Install the IAT to the cast throttle body elbow using the supplied rubber grommet. Connect the IAT sensor harness.



Driver's Side I/C Discharge Tubing/Air Plenum
(I/C Strap Removed For Clarity)



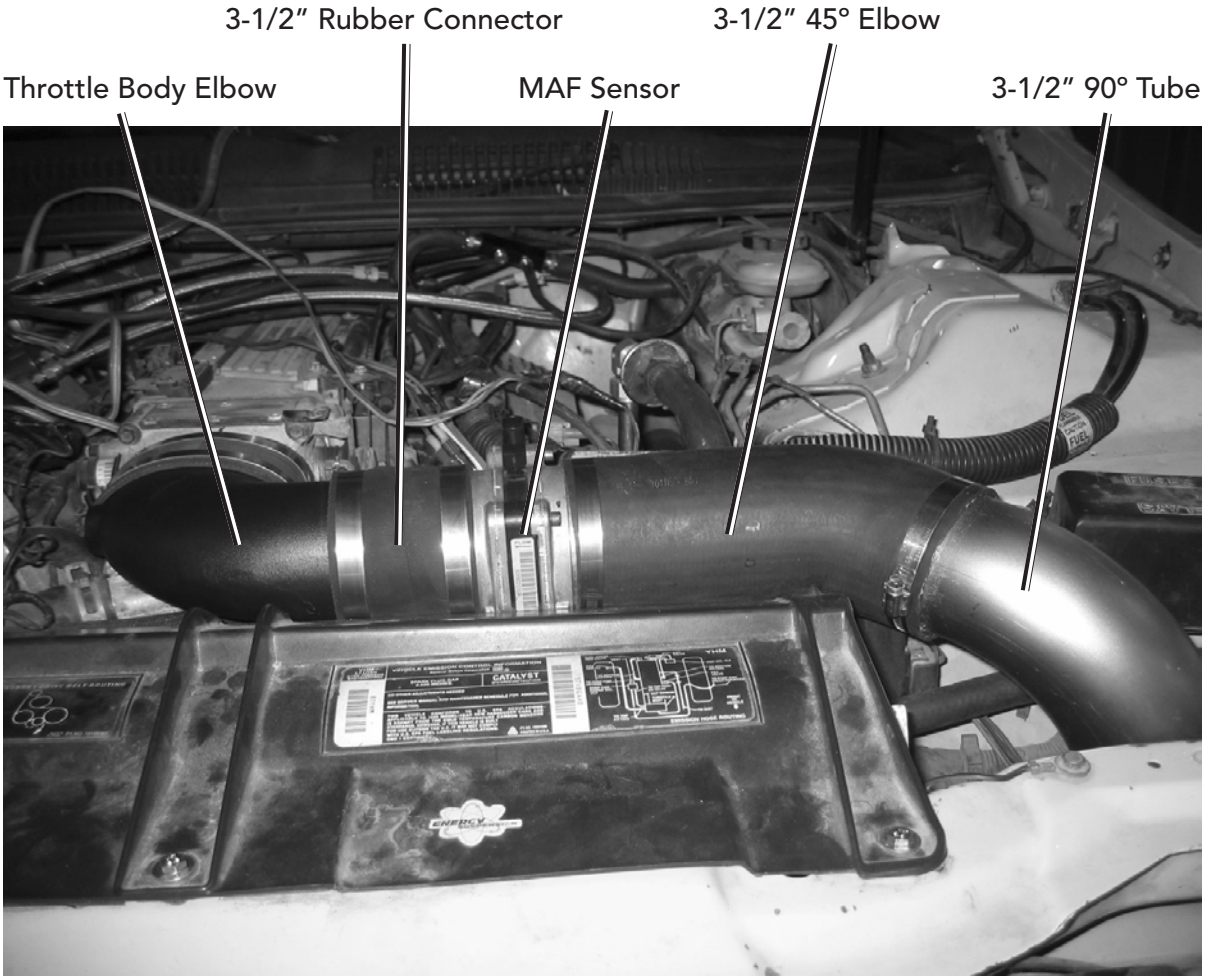
Inlet Air Temperature Sensor

16 Connect the MAF sensor to the throttle body elbow using the supplied 3-1/2" rubber connector and #64 hose clamps. Be sure the air flow arrow on the MAF is pointing towards the throttle body.

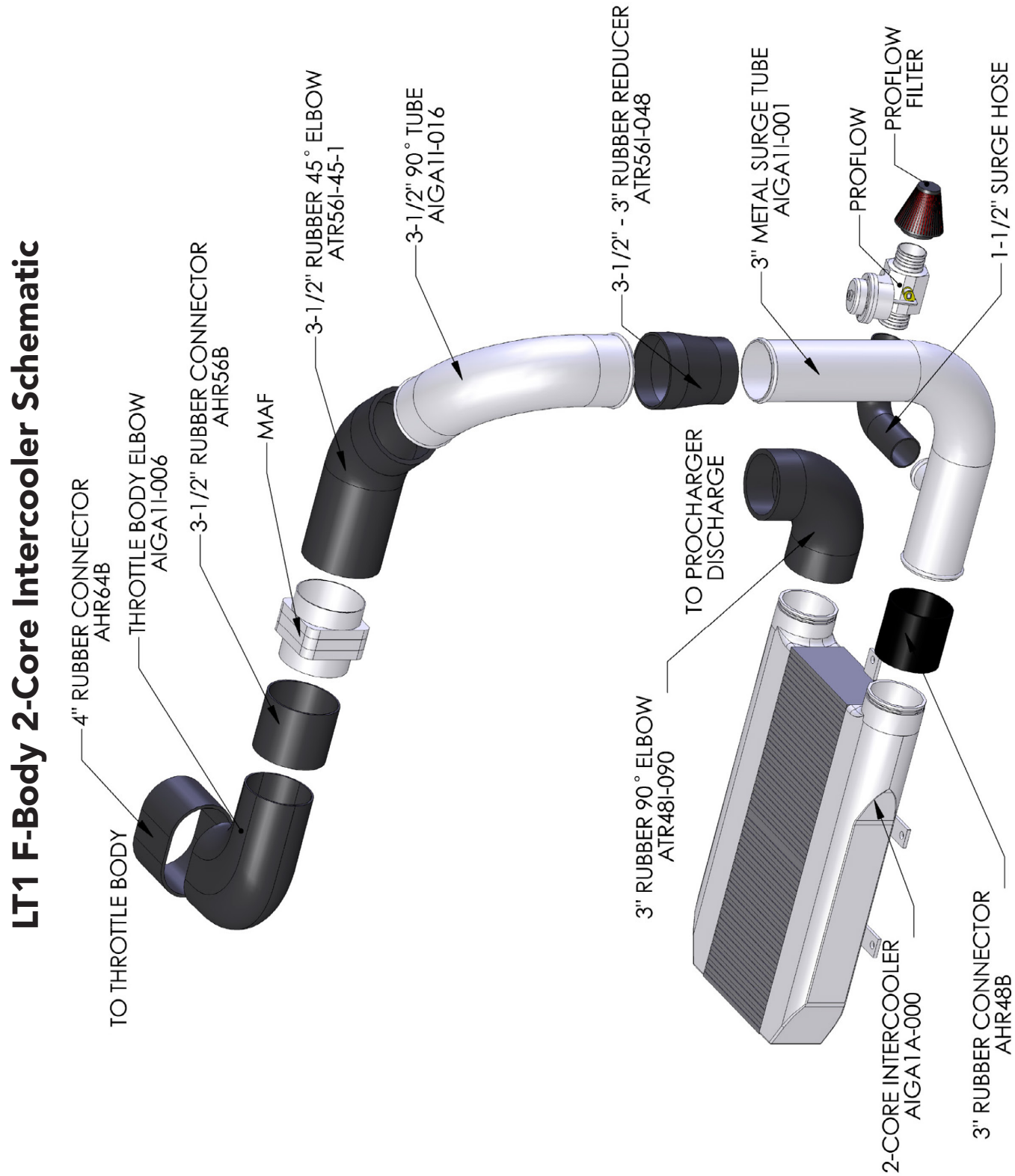
17 Connect the 3-1/2" rubber elbow installed in step 12 to the MAF using the metal 3-1/2" 90° elbow and the rubber 3-1/2" extended 45° elbow. The rubber 45° elbow may be trimmed for proper fitment.

18 Connect the MAF sensor to the wiring harness.

19 Re-install the front fascia.



Throttle Body Tubing Installation


LT1 F-Body 2-Core Intercooler Schematic
4" RUBBER CONNECTOR AHR64B
THROTTLE BODY ELBOW AIGA1I-006
3-1/2" RUBBER CONNECTOR AHR56B
MAF
3-1/2" RUBBER 45° ELBOW ATR56I-45-1
3-1/2" 90° TUBE AIGA1I-016
3-1/2" - 3" RUBBER REDUCER ATR56I-048
3" METAL SURGE TUBE AIGA1I-001
PROFLOW
PROFLOW FILTER
1-1/2" SURGE HOSE
TO THROTTLE BODY
TO PROCHARGER DISCHARGE
3" RUBBER 90° ELBOW ATR48I-090
2-CORE INTERCOOLER AIGA1A-000
3" RUBBER CONNECTOR AHR48B

Note: *Leave all clamps loose until you have installed all of the tubes and hoses. Adjust each hose and tube for best fit and then tighten all clamps. Hose installation can be eased if you first wet the metal tubes and fittings with a solution of dishwashing soap and water. Some hoses may require trimming for optimal fit; this can be accomplished using a sharp utility knife.*

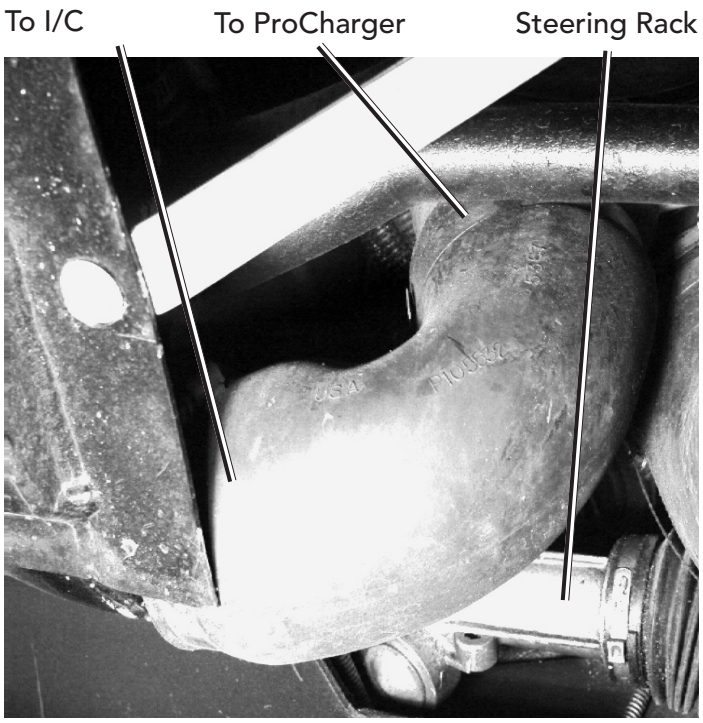
2-Core Intercooler

1. Slide the 3" ID rubber discharge elbow with hose clamp over the outlet of the ProCharger. The elbow should point towards the passenger's side of the vehicle.

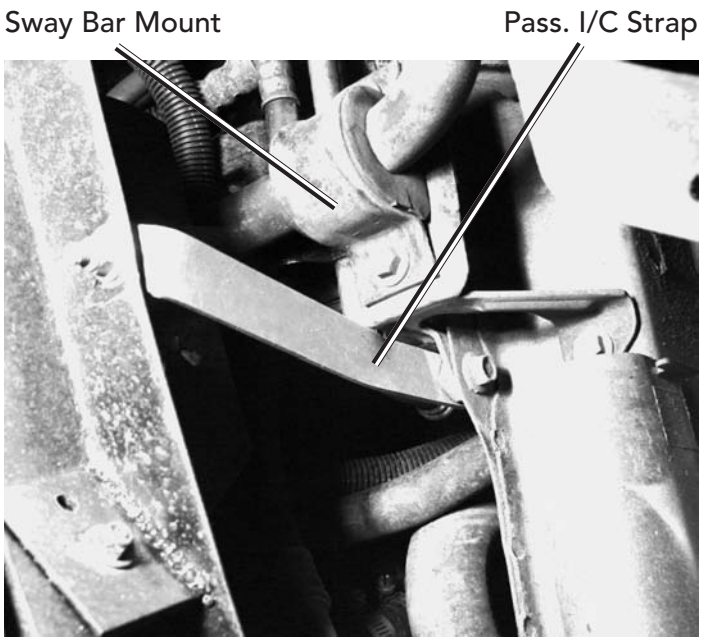
2. Locate the brackets holding the sway bar to the frame rail. There are two horizontally installed bolts holding each bracket to the frame rail. Using the front bolt on each side, attach the longer intercooler strap on the driver's side and the shorter on the passenger's side. Tighten down with the supplied nuts.

3. Attach the flat plate to the two tabs extending out from the intercooler plenum using the supplied 5/16" x 1" bolts. The back edge of the plate should be even with the start of the core section of the intercooler (along the weld seam).

4. Loosely bolt the supplied slotted bracket to the bottom side of the flat intercooler plate using the hole drilled in the front center of the scoop.

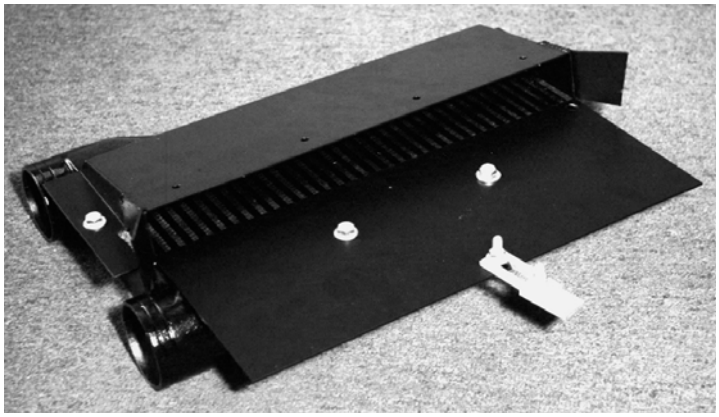


Discharge Elbow Installation



Intercooler Strap Installation
(Pass. Side Shown)

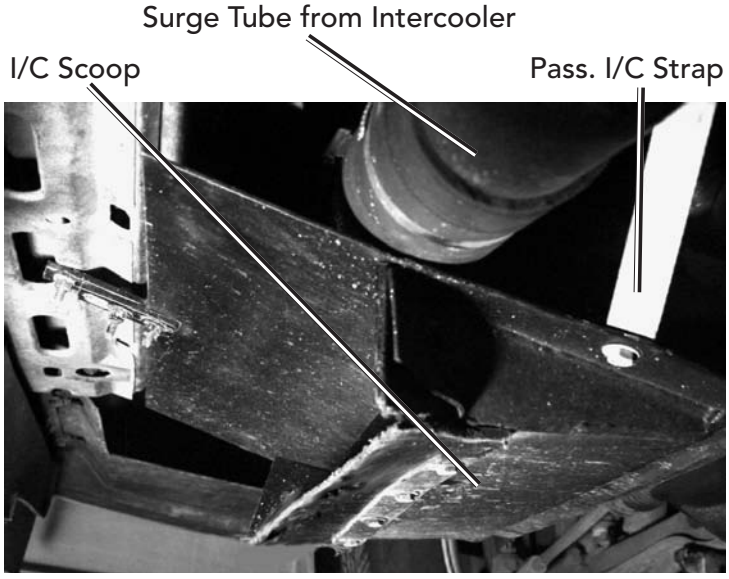
5. With the intercooler laying horizontally (with the mounting tabs on the side nearest the ground) and the inlet and outlet fittings pointing towards the driver's side fender, push the discharge elbow from the ProCharger (with hose clamp) onto the intercooler inlet. While holding the intercooler in position, install the supplied 5/16" x 1.5" bolts thru the intercooler tabs and mounting straps (intercooler tabs on top) from the top (do not install nuts yet). Secure hose clamps on the ProCharger and intercooler inlet.



Intercooler Scoop/Mounting Plate Installed

6. Place a rubber connector hose over the end of the lower intercooler tube on the surge valve fitting side and secure with a hose clamp. Connect the leg of the intercooler tube with the surge fitting to the outlet of the intercooler and secure with a hose clamp. The other end of the tube should be routed up through the hole previously occupied by the air filter assembly.

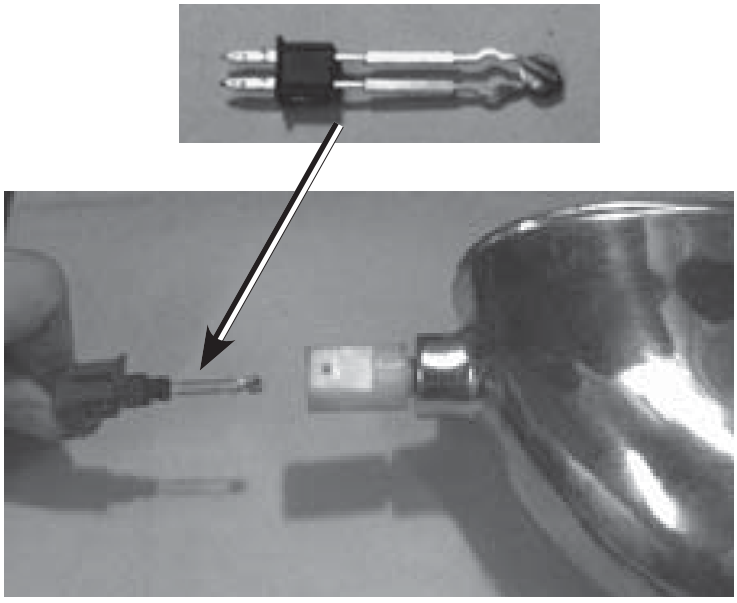
7. Install the supplied 3-1/2" to 3" rubber reducer onto the open end of the surge tube.



Intercooler Scoop Installation

8. Install the cast aluminum throttle body elbow using the supplied rubber hose section and clamps.

9. Remove the factory IAT sensor from the stock air box by pushing the metal element out of the housing from the small end (the end with a cross or triangular cage). Install the IAT to the cast throttle body elbow using the supplied rubber grommet. Connect the IAT sensor harness.



Inlet Air Temperature Sensor

10 Connect the MAF sensor to the throttle body elbow using the supplied 3-1/2" rubber connector and #64 hose clamps. Be sure the air flow arrow on the MAF is pointing towards the throttle body.

11 Connect the 3-1/2" rubber elbow to the MAF using the metal 3-1/2" 90° elbow and the rubber 3-1/2" extended 45° elbow. The rubber 45° elbow may be trimmed for proper fitment.

12 Position the intercooler scoop assembly onto the bolts protruding down from the intercooler tabs and straps. Secure the entire assembly with washers and lock nuts.

13 Bolt the slotted bracket (attached to the front plate) to the bottom of the radiator core support.

14 Trim the corner from the driver's side splash panel. Trim out space for the mounting strap and corner of the intercooler from the passenger's side splash panel.

15 Trim 1" off the bottom of the stock air dam and re-install the air dam and splash panels.

16 Connect the MAF sensor to the wiring harness.

Throttle Body Tubing Installation

Surge Valve

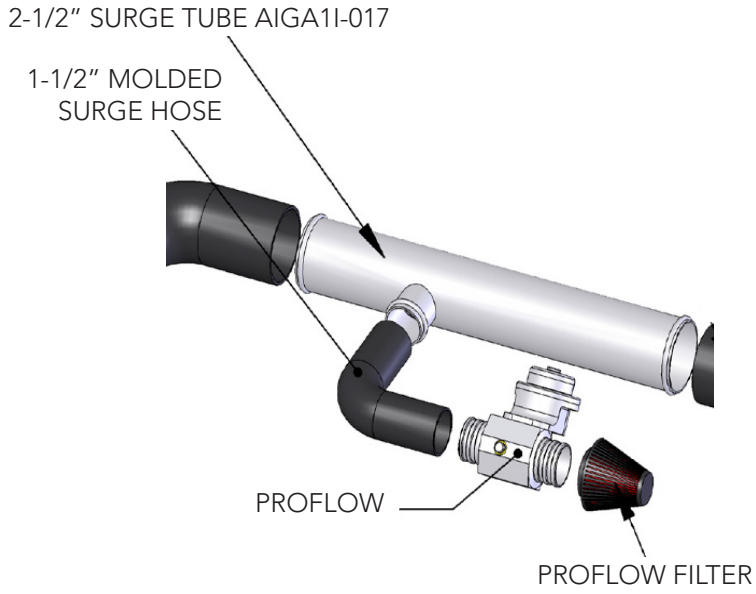
1. Connect the supplied 1-1/2" molded hose to the surge fitting on tube AIGA1I-017 (twin highflow intercoolers) or AIGA1I-001 (2-core intercooler). Secure the connection with a #24 hose clamp.

2. Insert the ProFlow anti-surge valve into the open end of the molded hose and install another #24 hose clamp.

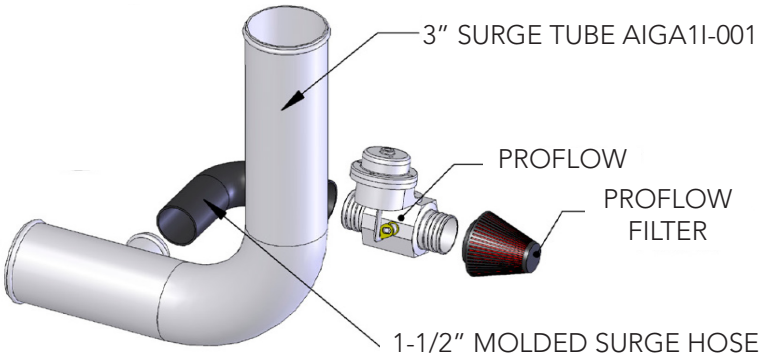
3. Install the supplied air filter over the open end of the surge valve.

4. Connect the supplied 3/16" vacuum hose to the ProFlow. Route the free end up near the brake booster vacuum line on the intake manifold. Be sure to use the supplied wire ties to insure the hose is clear of moving parts or exhaust.

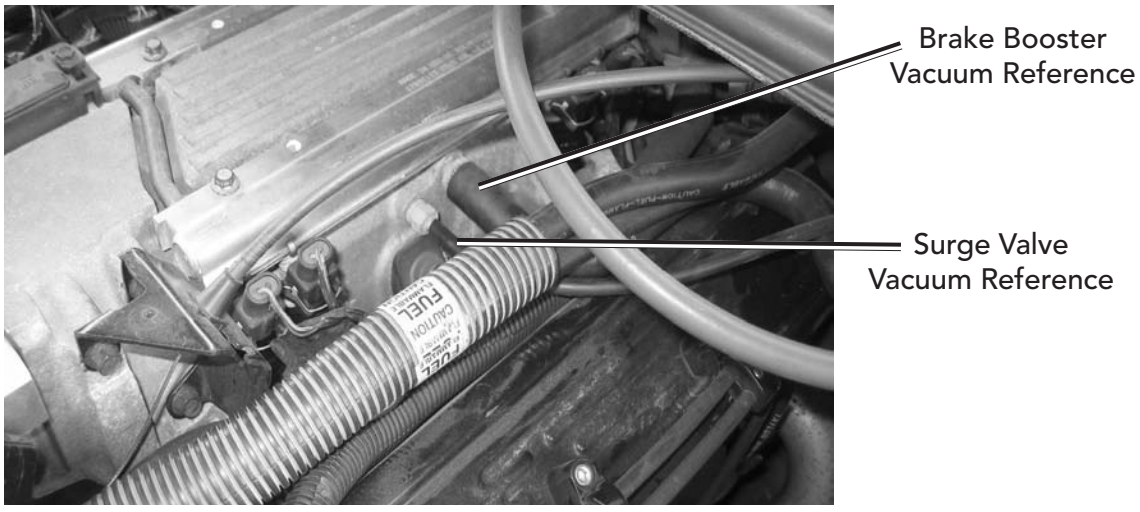
5. Connect the 3/16" vacuum hose from the surge valve to the vacuum port on the driver's side of the intake manifold The extra barb fitting may be used for boost gauge reference.



ProFlow Installation (Twin Highflow Intercoolers)



ProFlow Installation (2-Core Intercooler)



Surge Valve Reference Line

Air Inlet

1. Install a #64 hose clamp onto the end of the air inlet and connect the air inlet to the ProCharger inlet. Before tightening the hose clamp, rotate the plastic inlet to position the 90° section between the ProCharger discharge and the sway bar.

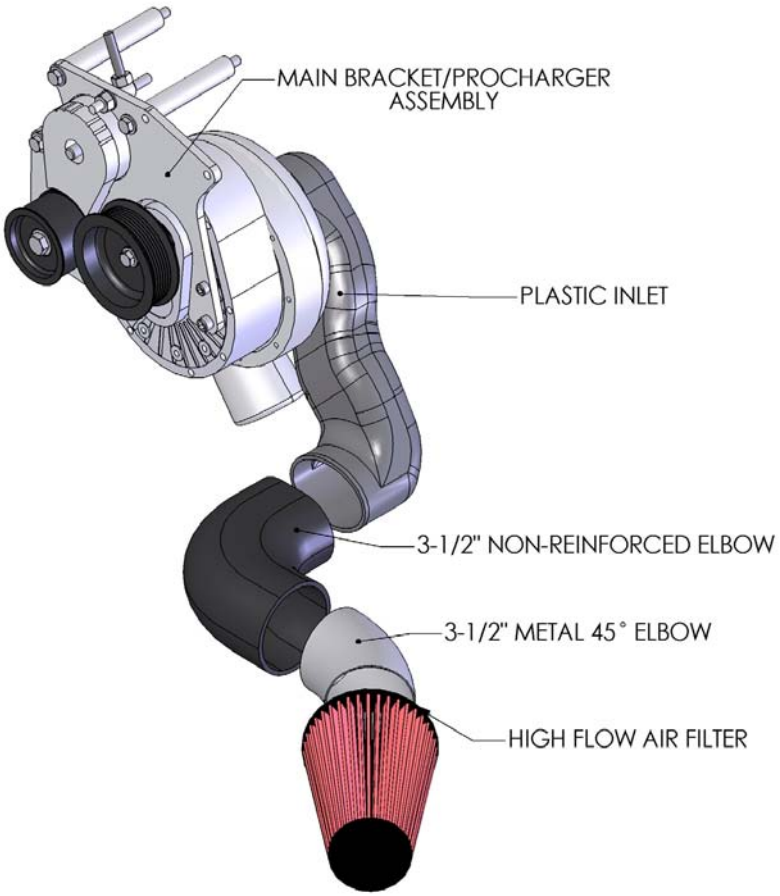
2. Install the supplied 3-1/2" rubber elbow onto the open end of the air inlet. Rotate the open end of the elbow to position it up towards the inner fender near the top side of the driver's side intercooler.

3. Connect the rubber elbow from step 2 to the supplied air filter with the metal 3-1/2" O.D. 45° tube. The air filter should be positioned near the top side of the driver's side intercooler. Secure connections with #56 hose clamps.

4. Install the supplied splash panels.

5. Remove the crankcase vent hose between the fitting on the passenger's side valve cover and the throttle body. Place the supplied 1/2" cap over the throttle body fitting and secure with a wire tie. Connect the supplied 1/2" hose to the valve cover fitting and route over near the air intake elbow.

6. Remove the crankcase vent hose between the PCV valve (located on the driver's side of the intake manifold) and the intake manifold fitting. Place the supplied 1/2" cap over the intake manifold fitting and secure with a wire tie. Connect the supplied 1/2" hose to the PCV valve and route over near the inlet elbow.



Air Inlet Schematic

7. Mark the inlet elbow and drill or punch two 7/16" holes through one wall of the elbow. Install the 90° plastic elbows and attach the crankcase vent hoses.

8. **1995 and newer** cars have a distributor breather line. Attach the breather extension (vacuum line) to the distributor breather line and connect the other end to the brass vacuum fitting installed in the black metal connector tube. **1997** cars have 2 such lines connected into the intake manifold. Cap off the fittings on the manifold and relocate the lines to the inlet tract.

9. Wire tie all new vacuum lines and hoses to secure and avoid abrasion.

Fuel System

Note: *This section only applies to full systems, which include a fuel management unit and an in-line fuel pump. If you do not have a full system, additional fuel system modificatons will be required before starting the vehicle.*

Warning: *When working on high pressure fuel systems, caution should be taken when handling high pressure lines, as residual pressure may cause fuel to spray unless relieved prior to disconnection. Take precaution to avoid injury or fire.*

Fuel Pump

1. Remove the bottom rear seat cushion.

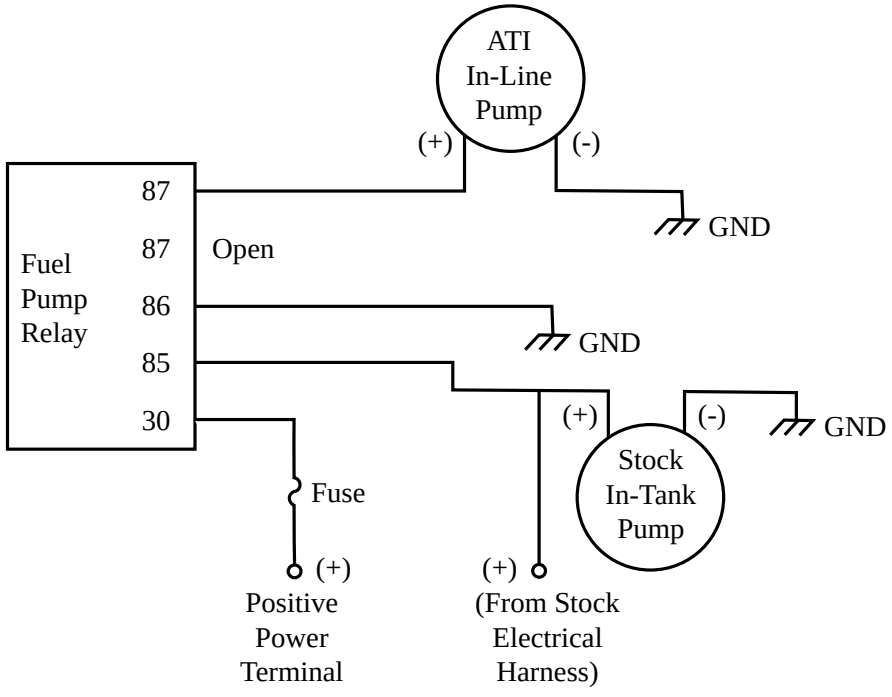
2. Jack and properly support the driver's side of the car. Below and behind the driver's side rear seat, locate the flat section of the floor pan next to the fuel filter. Using the fuel pump bracket as a template, mark the three mounting holes so that the pump is oriented with the discharge facing the passenger's side. Drill the holes using a 5/16" drill bit.

3. Install the three supplied 1/4" bolts through the holes from the top. Push the bracket up onto the bolts. Install the flat washers and lock nuts. Tighten down the nuts onto the grommets, being careful not to overtighten (to avoid transmission of noise and vibration through the body of the car).

4. Disconnect the quick disconnect fitting from the inlet end of the fuel filter. Connect the fuel line to the male fitting of the supplied fuel pump. Connect the female fitting from the supplied pump to the fuel filter. Both fittings should snap in place. Lightly tug on the lines to ensure proper engagement.

5. If not already done, attach the yellow wire from relay #87 to the positive terminal of the supplied pump.

6. Attach the ground wire from relay #86 to the ground terminal of the pump.



Fuel Pump Wiring Schematic

7. Using the supplied electrical "T" connector, connect the green wire from relay #85 to the grey wire at the stock fuel pump relay.

8. Attach the fuel pump ground wire to the bolt holding the fuel lines to the bottom of the car.

9. Run the red wire from the relay along the driver's side frame rail, securing with wire ties, and attach to the power terminal of the battery at the front passenger's side corner, utilizing the supplied in-line fuse and ring connector.

FMU

10. In the engine compartment, remove the two nuts located on the top of the driver's side shock tower.

11. Bolt the FMU to the FMU bracket with the supplied 1/4" bolts. The FMU should be located so that when bolted in the engine compartment, it faces forward and is level.

12. Place the FMU bracket onto the front two driver's side shock tower studs. Bolt down using the original nuts.

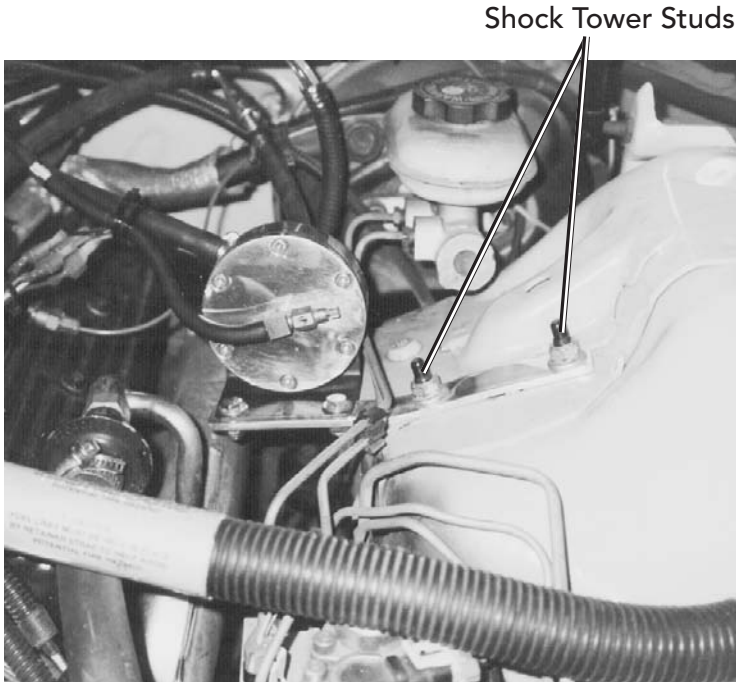
13. Using the supplied quick disconnect tool, unhook the fuel return line fitting from the fuel rail.

Note: *The return line is the rearmost line (5/16" dia,) coming from the stock fuel pressure regulator.*

14. Connect this fitting to the male fitting coming from the back of the FMU.

15. Connect the female fitting from the FMU to the male end on the fuel rail.

16. "T" into a vacuum source on the passenger's side intake manifold and route a vacuum line to the FMU, placing the supplied restrictor just before the FMU. Attach the vacuum line to the FMU. Verify the bleeder screw on top of the FMU is closed completely (cw).



FMU Installation

Tuning

Note: *Too much fuel will cause the car to hesitate, be sluggish, emit heavy black smoke and not attain intended boost levels. A lean condition will cause the car to detonate (which, under higher boost conditions, can cause blown head gaskets), run hot or break up. The FMU can be adjusted via the air bleed needle valve on the top of the unit. Since each car is different and engine and exhaust modifications will affect your final fuel pressure settings, the following is a guide offered to help you arrive at your final FMU setting.*

22 lb/hr (stock) & 24 lb/hr Injectors

1. Your initial setting should read fully closed (cw). Fuel pressure should increase linearly from the stock setting (40 psi) to approximately 90 psi at full boost conditions. If the car hesitates upon snap acceleration or heavy black smoke is emitted from the tail pipe, or the car cuts-out (injector lock-up) at high rpm (above 4,500 rpm), reduce fuel pressure by turning the needle valve ccw in 1/2 turn increments until the hesitation is gone.

Note: *Stock injectors will lock up at approximately 95 psi. It is best to run as much fuel pressure as possible without locking the injectors.*

28 lb/hr Injectors (or larger)

2. Your initial setting should read 2 to 3 turns from fully closed (cw). The vacuum line going to the FMU should contain a white restrictor. Fuel pressure should spike to 65 to 75 psi under full boost for 28 lb/hr injectors and 60 to 70 psi for 30 lb/hr injectors. If the car hesitates upon snap acceleration or heavy black smoke is emitted from the tailpipe, reduce fuel pressure by turning the needle valve ccw in 1/4 turn increments until the hesitation is gone. If the car detonates or breaks up under boost, increase fuel pressure by turning needle valve cw in 1/2 turn increments

Supplemental/Race/Off-road

3. Off-road, high boost applications require high energy ignition systems for proper combustion. If you are using a stock ignition system on such an application, the plug gap must be reduced to approximately .035" to avoid extinguishing the arc discharge. The use of spark plugs one heat range colder than stock is also advised.

Note: *For cars with automatic transmissions, it is necessary to operate the vehicle normally for approximately 30 minutes in order for the computer to reset and learn the new shift points.*

Installation Review/Safety Check

1. Carefully review the entire installation. Examine oil and 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.

2. Ensure that the air filter is installed.

3. Check and correct all fluid levels.

Note: *If you did not perform an oil and filter change after the oil drain setup, it should be performed now before proceeding further.*

4. Start the engine and let it idle for a few minutes. Inspect for air or fluid leaks. Check your timing. A stock LT1 should use 10° initial timing as a starting point. Also, be aware that with full timing, your LT1 will pull hard all the way to the redline, and when racing you should now shift just before reaching the redline.

Warning: *Aftermarket chips, unless specifically designed for use with a supercharger, advance timing at elevated rpm's, and in most cases will cause detonation and engine damage under boost conditions.*

5. Shut off the engine and check for fluid leakage, signs of rubbing parts, and other potential problems.

6. Be sure you have purchased and 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.

Note: *Larger cities (especially in winter months) often use oxygenated or reformulated fuels to reduce pollution. Although these fuels have the same octane ratings as unaltered fuels, some people have experienced problems (detonation) with their use. If you experience similar problems, it is advised to reduce your timing or use octane booster to avoid detonation.*

Congratulations! You have successfully completed the installation of your new ProCharger supercharger system!

Please continue reading the following pages for important information about how to maintain your system.

Operation & Maintenance

Cold Starting

Never race your engine (and ProCharger) 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

For best performance and reliability, always use premium grade fuel (91 octane or higher). Always listen for signs of detonation after refueling, and after replacement or modification of any fuel system components. Back off throttle should detonation occur. With a properly installed ProCharger intercooled supercharger system, detonation should not be an issue.

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. Additionally, spark plug wires should be changed if visibly damaged or whenever 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. K&N air filter cleaner is recommended, and 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 and/or personal injury!

Belt Replacement

The belt which turns your ProCharger will stretch after initial run-in, and should be re-tightened after approximately the first hundred miles. After possibly one more tightening of the belt with the tensioner, further stretching should not occur. Tighten the belt sufficiently to avoid slippage, but do not overtighten, as this could cause damage to the ProCharger's precision bearings. When removing belts, ensure that they are re-installed to turn in the same direction as before. Should you reuse a thrown belt and find that it needs frequent re-tightening, the belt is damaged and should be replaced. Belts can be purchased from ATI or from your local parts store. Gates Micro-V belts are recommended; these belts are available at CarQuest®, NAPA® and other auto parts stores. Your nearest CarQuest store can be found by dialing 800-492-7278, the nearest NAPA store at 800-538-6272.

Impeller Speed

Maximum impeller speed should not exceed the redline of the blower; see table below or contact ATI. Maximum impeller speed = crankshaft pulley diameter (N1) divided by supercharger pulley diameter (N2), multiplied by the step-up gear ratio of the blower, multiplied by maximum engine rpm.

Impeller RPM = (N1/N2) X Step-up Ratio X Engine RPM

Crank Pulley Diameter	/	Blower Pulley Diameter	X	Step-up Ratio	X	Max engine RPM	=	Blower RPM
	/		X	4.10	X		=	

Supercharger	P600B	P1SC	D1	D1SC
Max Impeller Speed	60,000	62,000	65,000	62,000
Gear Ratio	3.05:1	4.10	4.10	4.10

SC Applications

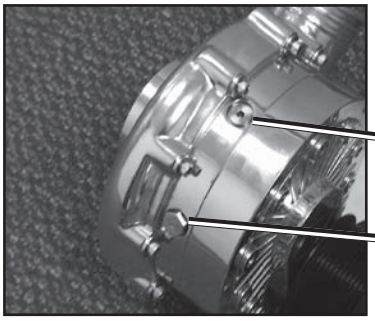
ProCharger Oil Level

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.

ProCharger Oil Change Intervals

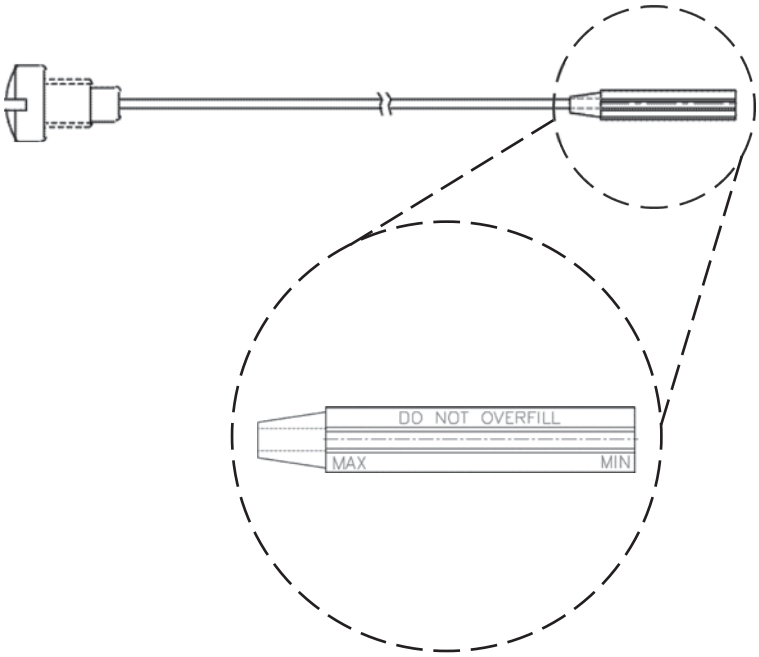
The first oil change should be performed at 500 miles and at 6,000 mile intervals thereafter. Clean drain plug after every oil change. Drain oil by removing the drain plug. Clean off drain plug before re-installing.

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, 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 (36 months for P600B) 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

ProCharger Extended Coverage (SC)

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.
- 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, P1-X, 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.

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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
- ☐ 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.

Part Number PMGA1A-001 Rev. C