

2006-2010 Jeep Grand Cherokee SRT8 High Output Intercooled System **Installation Guide**



The ULTIMATE Power Adder™

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INTRODUCTION

Congratulations on purchasing your ProCharger® Jeep SRT8 2006-2010 Supercharger System. Read this entire manual before you attempt to install your ProCharger kit. It is imperative that you follow all of the instructions in the order they appear in this installation guide. If you have any questions regarding any aspect of this installation, call us at (913) 338-2886.

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

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

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

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

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

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

Required Tools and Supplies

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



Warning: Your supercharged Jeep SRT8 must always be run on 91 octane or higher gas. Do not run vehicle at wide-open throttle if you have less than 1/4 tank of gas.

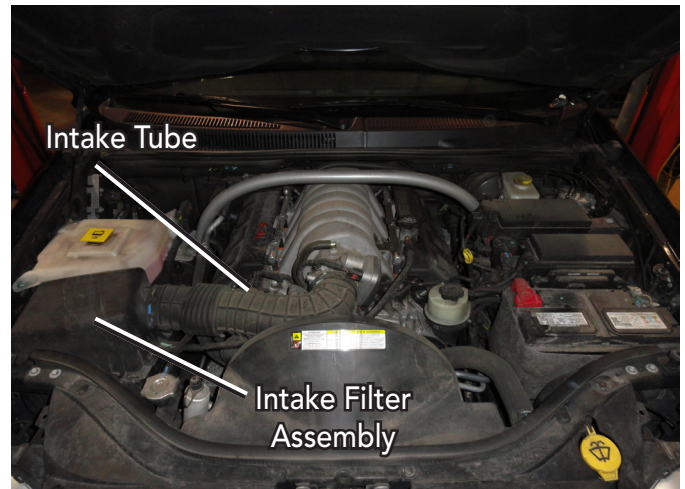
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TUNING IS REQUIRED WHEN INSTALLING YOUR PROCHARGER SYSTEM. SEE SUPPLEMENTAL TUNING GUIDE FOR INSTRUCTIONS.

REMOVING STOCK COMPONENTS

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



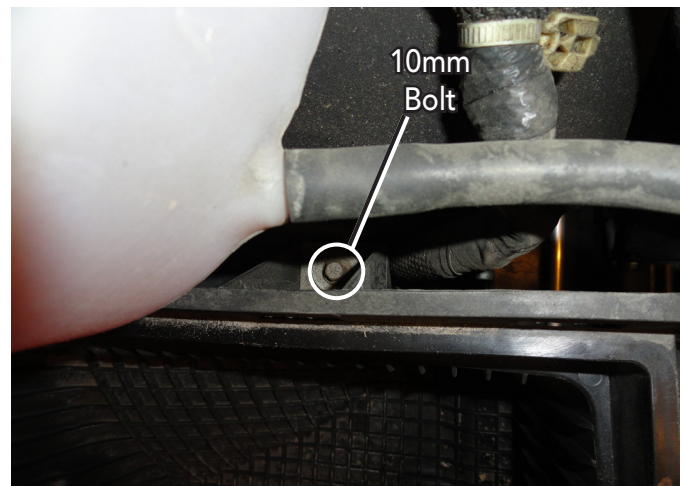
Intake Filter Assembly

2 Disconnect the air intake temperature sensor by pulling back on the red tab and then squeezing the release. Disconnect the intake tube from the air box and throttle body. Disconnect the PCV from the air intake box.



IAT Sensor

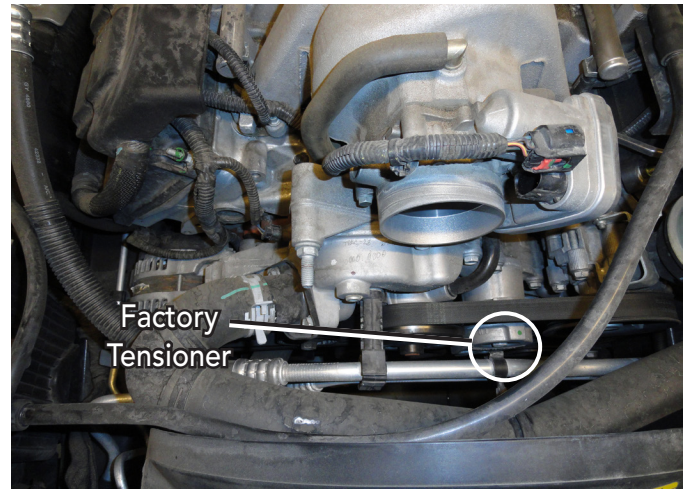
3 Use a 10mm socket to remove the bolt on the air box cradle.



Air Box Cradle

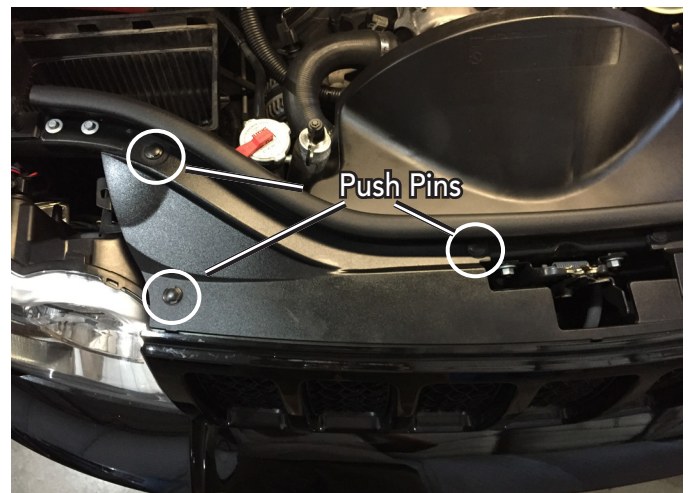
Removing Stock Components

- 4 Using a $\frac{3}{8}$ " socket wrench as a leverage tool, rotate the automatic belt tensioner clockwise to it's stop and remove the engine's 6-rib serpentine belt.



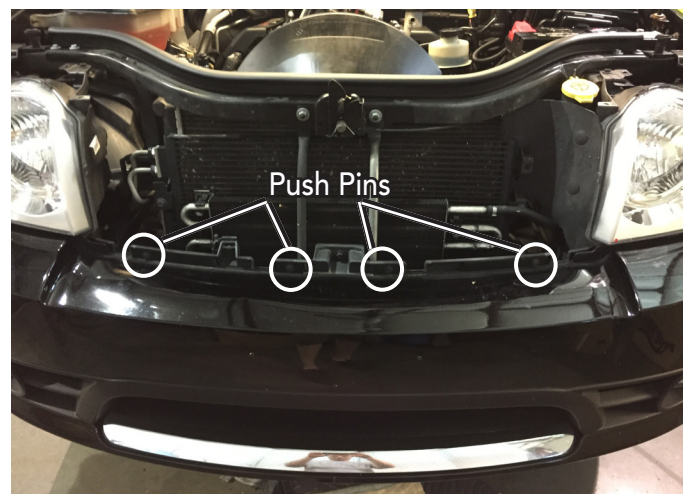
Factory Tensioner

- 5 Using a flat head screw driver, remove the (6) push pins securing the front grill to the radiator core support.



Front Grill Push Pins (Passenger Side)

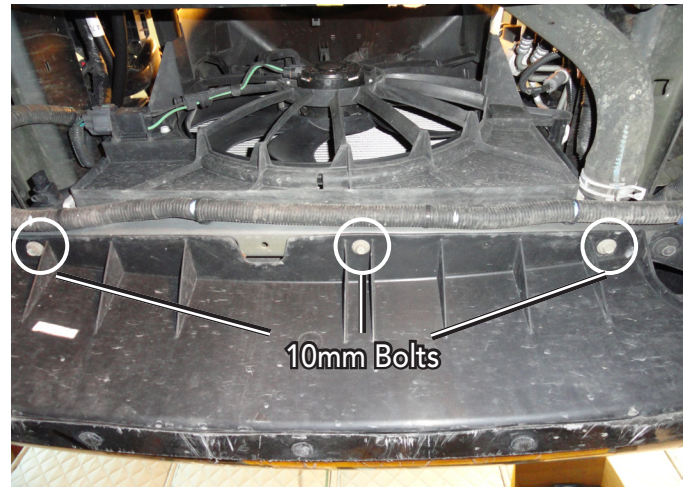
- 7 Remove the (4) push pins holding the bumper to the bumper support as shown to the right.



Front Grill Removed

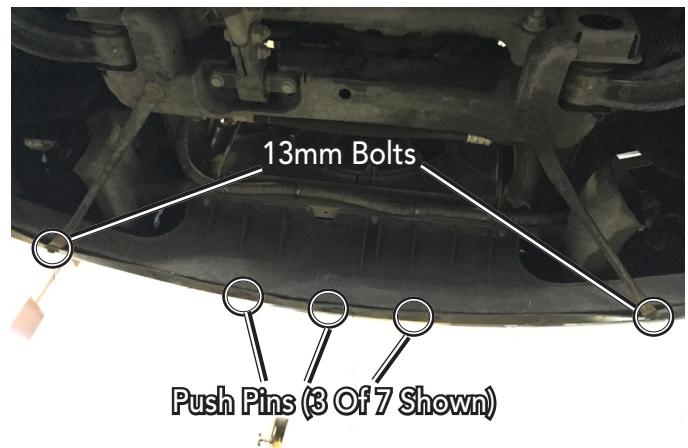
- 8 Raise the front of the vehicle and support it on jack stands to gain access to the lower bumper mounting points. Refer to the vehicles owners manual for safe lifting points.

- 9 Remove the (3) 10mm bolts securing the lower splash shield to the radiator core support.



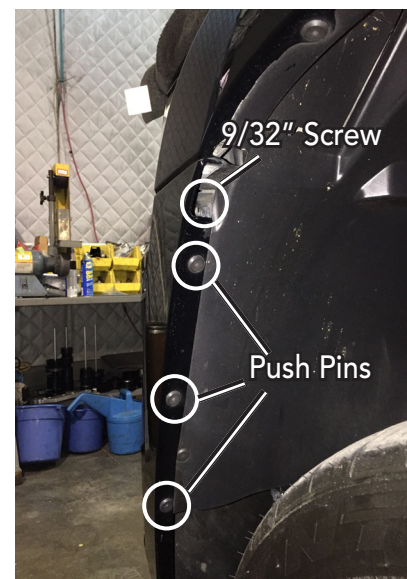
Lower Splash Shield

- 10 Remove the (2) 13mm bolts and the (7) push pins that retain the lower splash shield to the bumper. Remove the lower splash shield.



Lower Splash Shield Bolts And Push Pins

- 11 Remove the (1) 9/32" screw and the (3) plastic rivets retaining the bumper corners to the front fenders and inner fender liner. Repeat for the other side.



Inner Fender Liner (Driver's Side)

Removing Stock Components

- 12** Disconnect the fog lights. Remove the front bumper by pulling out on the corners of the bumper to unclip it from the fender.



Fog Light Connector (Driver Side)

- 13** Remove the mesh grill insert from the front bumper. Trim off the lower lip as shown. Leave 1/2" of material for lower mounting tabs.



Mesh Grill Insert Before Trimming

- 14** Re-install the mesh grill insert after trimming lower lip.



Mesh Grill Insert After Trimming

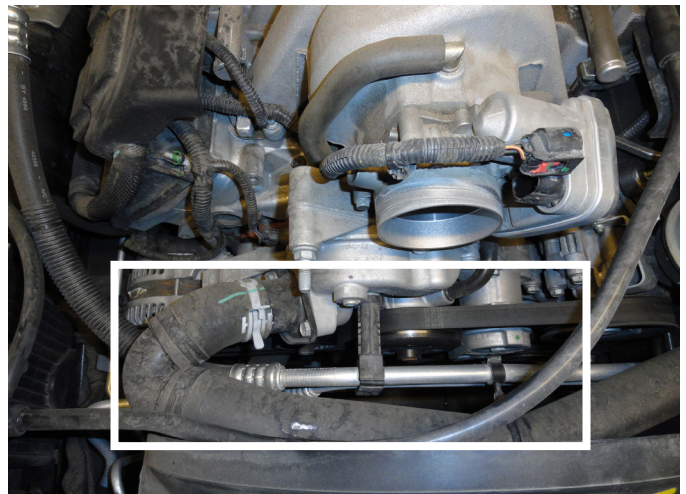
- 15 With the vehicle still raised, drain the cooling system from the radiator drain plug. Place a drain pan below the vehicle to catch the coolant. Use pliers to loosen the drain plug. Do not attempt to remove the drain plug. Remove the radiator cap to relieve pressure on the cooling system. Drain the coolant from the vehicle.



Radiator Drain Plug

- 16 Re-tighten the radiator drain plug. Safely lift the vehicle to remove the jack stands and lower vehicle back down.

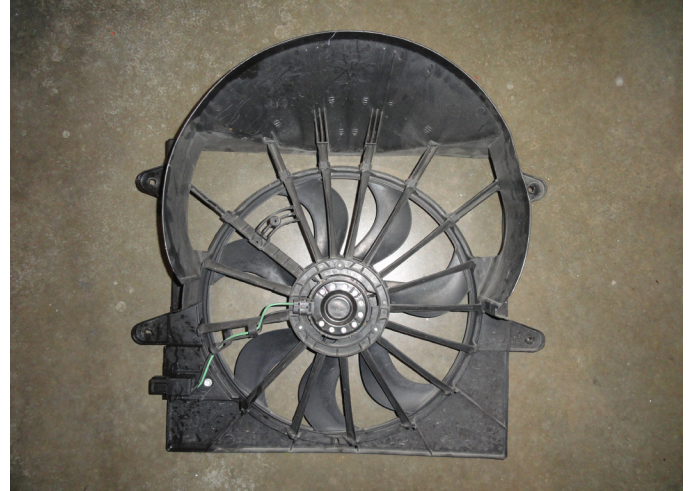
- 17 Remove the upper radiator hose.



Upper Radiator Hose

CRANK PULLEY

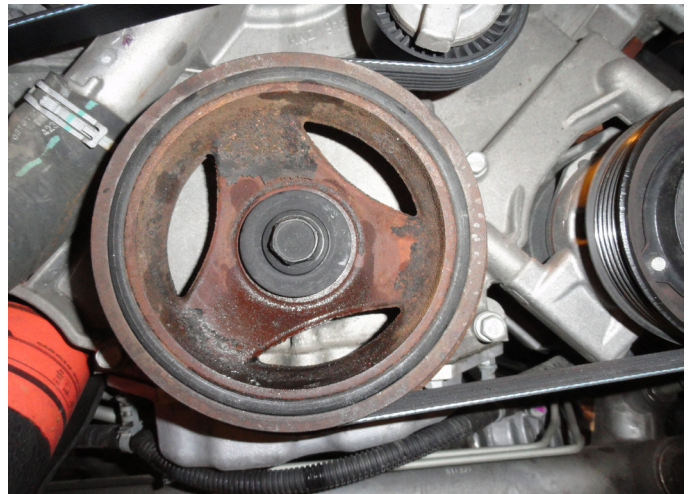
- 1 Remove the factory fan assembly by removing the (4) 10mm bolts located on each side of the fan assembly. Disconnect the electrical connection to the fan. Remove the fan from the top of the vehicle.



Factory Fan Assembly Removed

- 2 Remove the 21mm crank pulley bolt.

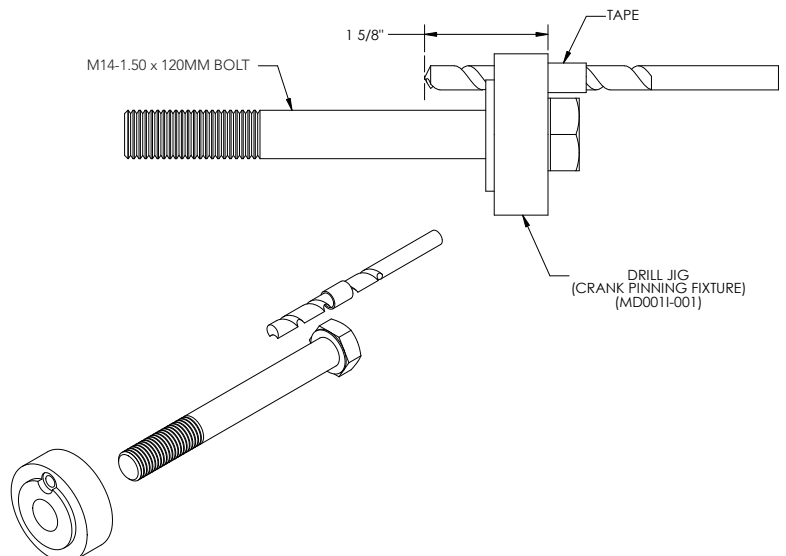
✓ **Tech Tip:** Use an impact for ease of removal.



Factory Crank Pulley and Bolt

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

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



Crankshaft and Harmonic Balancer Drill Jig

- 5 Remove the pinning tool and set aside. Clean the chips from inside the drilled hole and the surrounding area thoroughly.



Drill Jig Installed

- 6 Install the supplied 1/4" OD x .75" long stainless steel dowel pin in the hole. Re-install the crank pulley bolt and tighten to 129 ft-lbs.

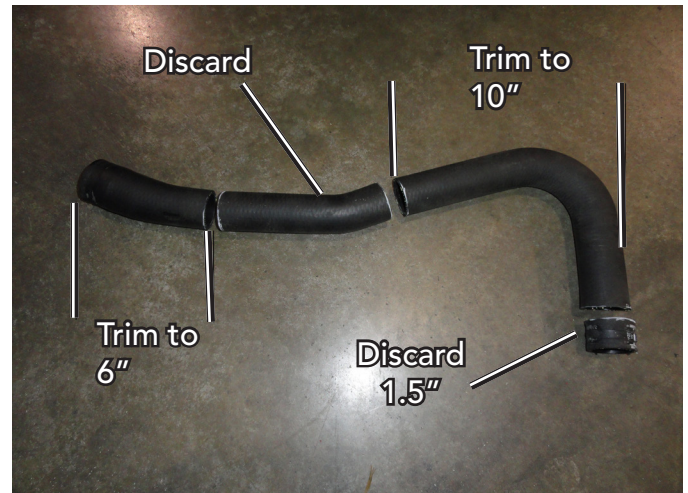


Crank Pulley Pinned to Crankshaft

- 7 Replace the fan assembly into the vehicle. Tighten the (4) 10mm bolts to secure the assembly. Reconnect the wiring harness to the fan.

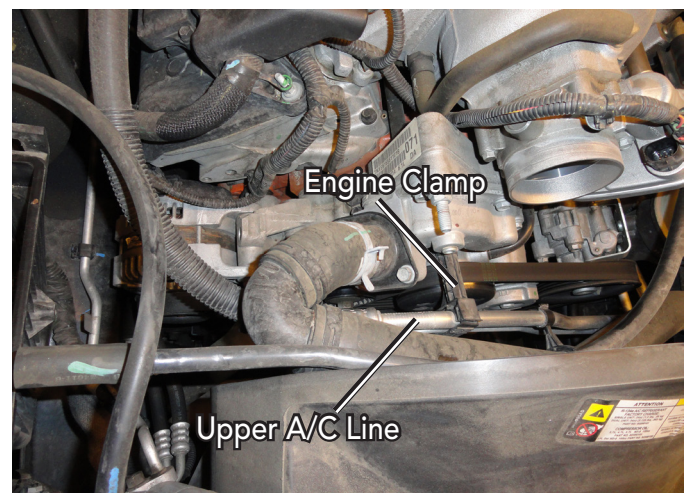
COOLANT SYSTEM

- 1 Trim the upper radiator hose as shown.



Trimmed Upper Radiator Hose

- 2 Disconnect the upper A/C line from the engine clamp

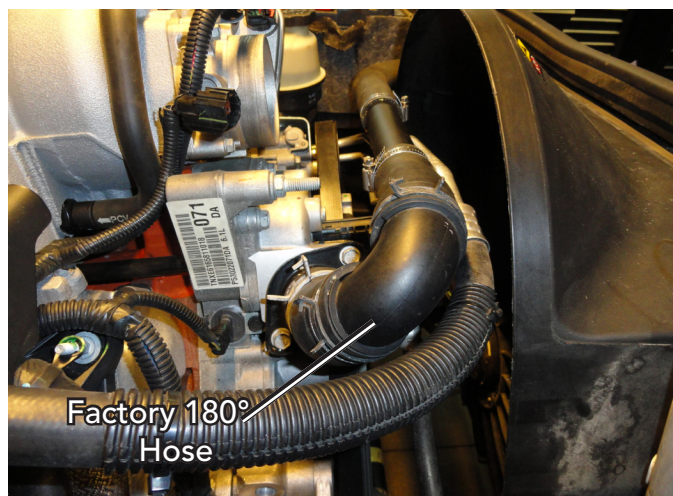


Upper A/C Line

- 3 Install the supplied coolant transfer tube using the (2) supplied #24 hose clamps. Install the upper radiator hose as shown. Rotate the factory 180° hose to match figure.



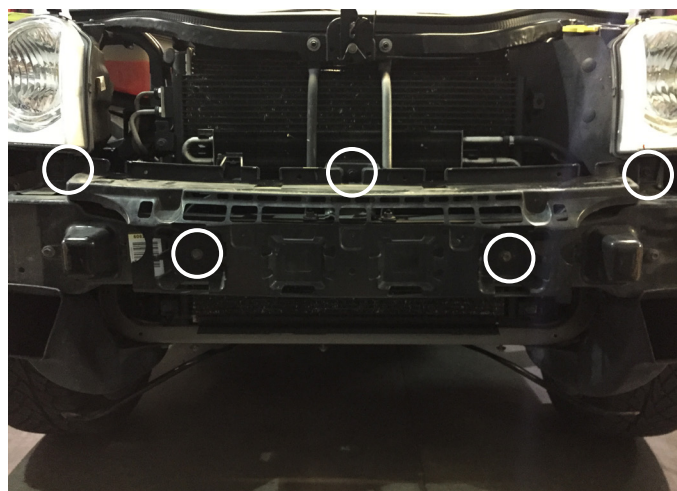
Coolant Transfer Tube Installed



Upper Radiator Hose Installed

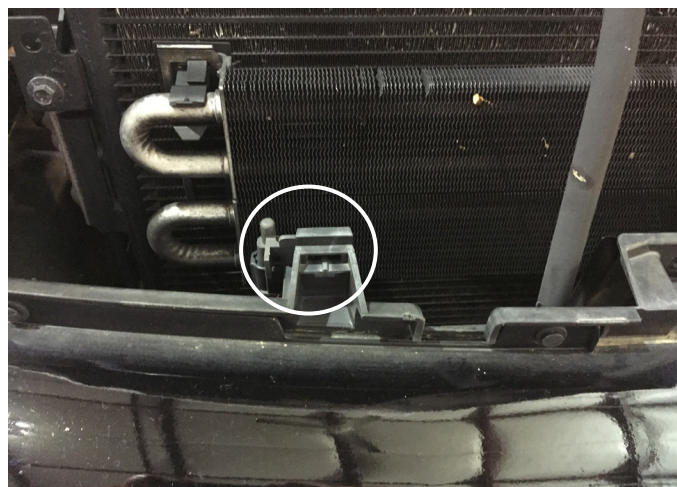
INTERCOOLER INSTALLATION

- 1 Unplug the ambient air temp sensor. Remove the (5) 10mm bolts retaining the bumper support. Remove the bumper support.



Bumper Support Bolts

- 2 Trim off the circular boss and lip from the back side of the bumper support.



Ambiant Air Temp Sensor



Bumper Support Boss and Lip

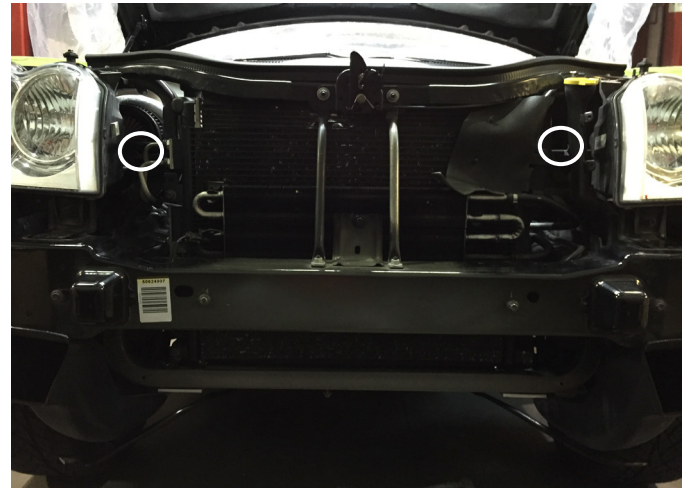
Race intercooler only, standard intercooler
proceed to page: 15

- 3 Using a screw driver remove the (2) push pins located on the drivers side of the radiator air diverter as shown to the right.



Remove Push Pins

- 4 With a 10mm remove the (2) radiator hold down bolts as show.



Radiator Hold Down Bolts

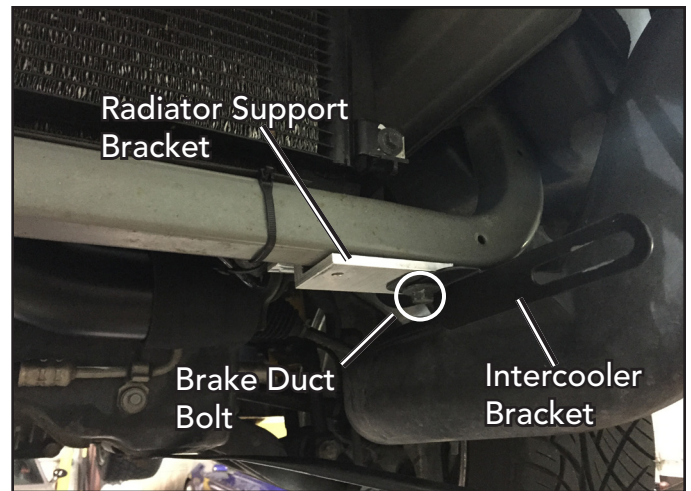
- 5 From under the vehicle. Using a 10mm remove the bolt holding the brake ducts to the bumper support as shown.



Brake Duct Bolt

Intercooler Installation

- 6 Install the supplied radiator support brackets. The brackets are side specific and are held in place by the factory brake duct and lower splash shield bolt. The larger hole goes to the brake duct bolt.



Radiator Support Bracket (Drivers Side)

- 7 Secure the lower intercooler bracket and the radiator support bracket to the car as shown to the right. Repeat for the other side

- 8 Lift up on the radiator to remove it from the bottom of the radiator support. Insert the bottom radiator tabs into the radiator support brackets.

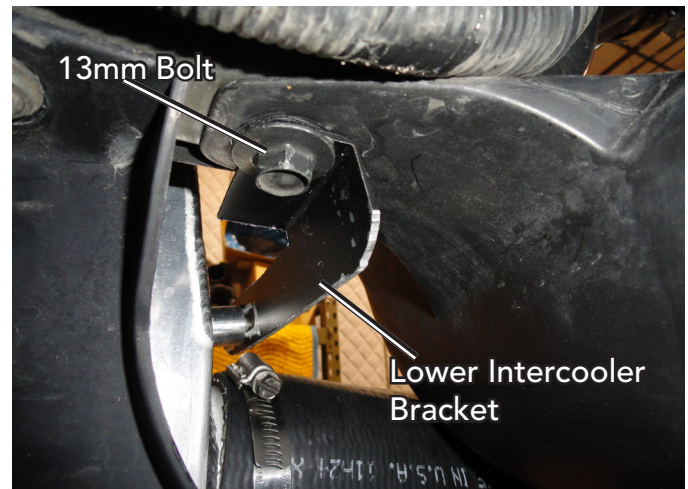


Radiator Tab In Support Bracket

- 9 Reinstall the radiator support bolts and push pins in the air diverter.

Proceed to step: 11

- 10** Remove the 13mm bolts retaining the brake cooling ducts. Install the lower intercooler brackets re-using the 13mm bolts.



Lower Intercooler Bracket Installed
(Passenger Side)

- 11** Install the upper intercooler brackets in between the bumper and the bumper support, reusing the 10mm bolts removed in a previous step. Finish installing the remaining bumper support bolts



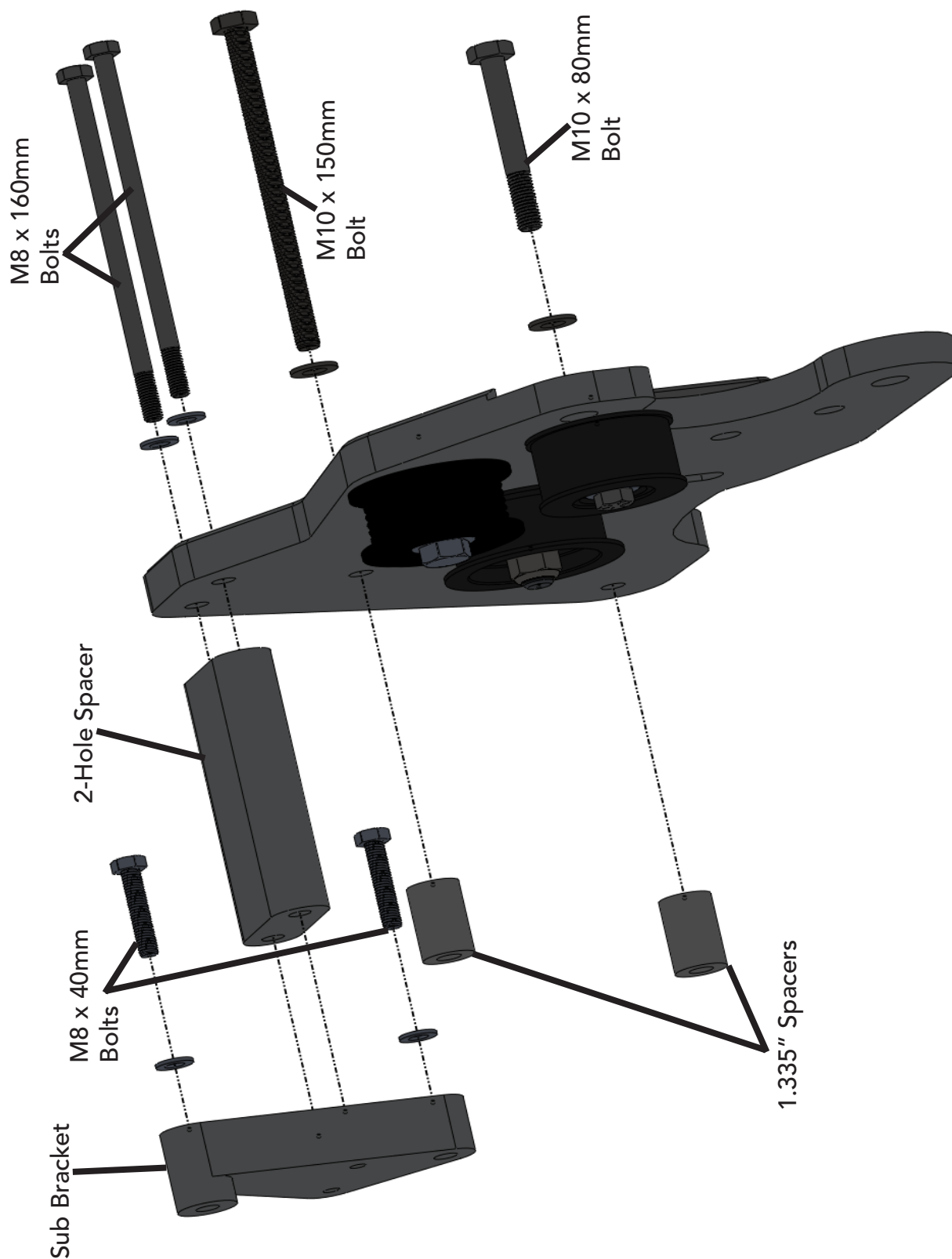
Intercooler Installed

- 12** Fasten the lower intercooler brackets to the intercooler using the supplied (2) 3/8" x 3/4" bolts and washers.



Lower Intercooler Bracket Installed
(Driver Side)

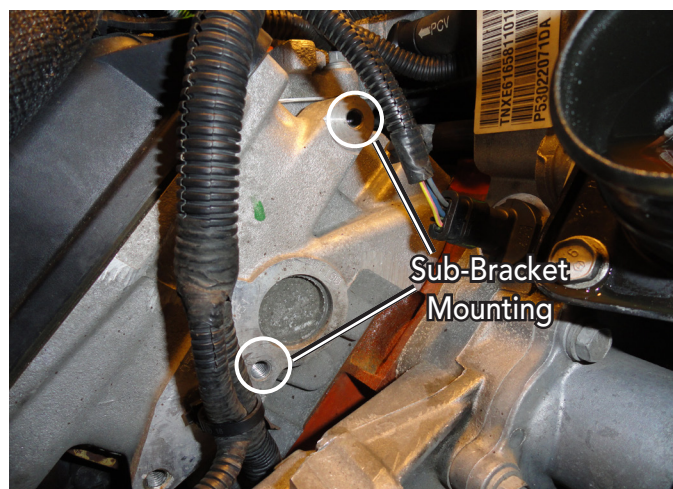
MAIN BRACKET INSTALLATION



Bracket Assembly

- 1 The sub bracket bolts to the cylinder head location shown to the right. The wiring harness is clipped into the bottom cylinder head hole shown to the right it will need to be removed before the bracket is installed.

✓ **Tech Tip:** If required, disconnect the camshaft position sensor when installing the bracket assembly.



Sub-Bracket Mounting Locations

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



Sub-Bracket Installed

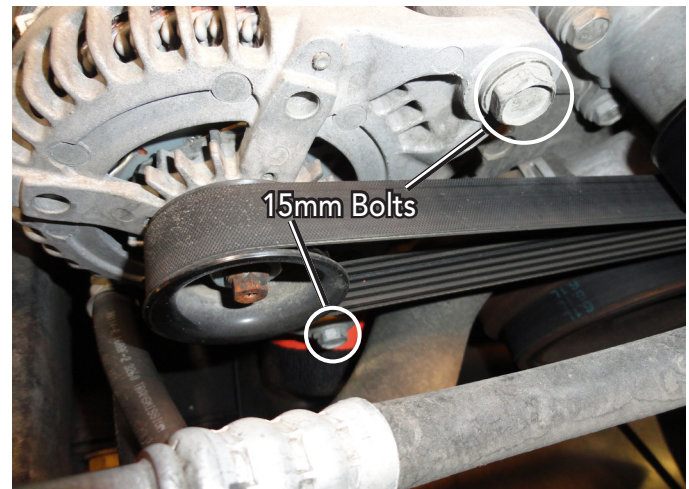
✓ **Tech Tip:** Prior to installing the main bracket and tube spacers, the supplied supercharger belt must be installed over the upper tube spacer connected to the alternator.



Belt Install

Main Bracket

- 3 Remove the factory 15mm bolts retaining the alternator.



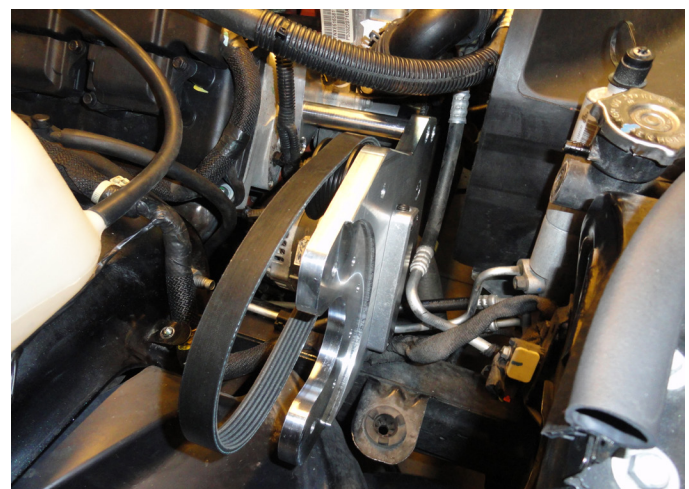
Alternator Bolts

- 4 Before installing the main bracket remove the idler Pulley shown to the right with a 9/16.



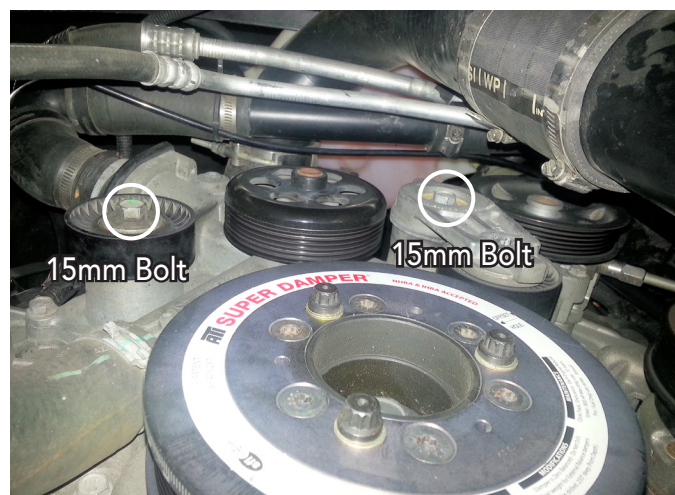
Remove Idler Pulley

- 5 Install the main bracket using the supplied 1.335" tube spacer, M10 x 150mm bolt and washer, connected through the upper alternator hole. Refer to main bracket assembly exploded view.
- 6 Install the supplied 1.335" tube spacer, M10 x 80mm bolt and washer, at the lower alternator hole. Refer to main bracket assembly exploded view.
- 7 Install the main bracket to the sub-bracket using the 2 hole spacer. Fasten the main bracket using the supplied (2) M8 x 160mm bolts and washers. Refer to main bracket assembly exploded view.



Main Bracket Assembly Installed

- 8 Remove the factory 15mm bolt retaining the factory tensioner. Remove from vehicle. Remove the 15mm bolt retaining the factory idler pulley. Remove from the vehicle.



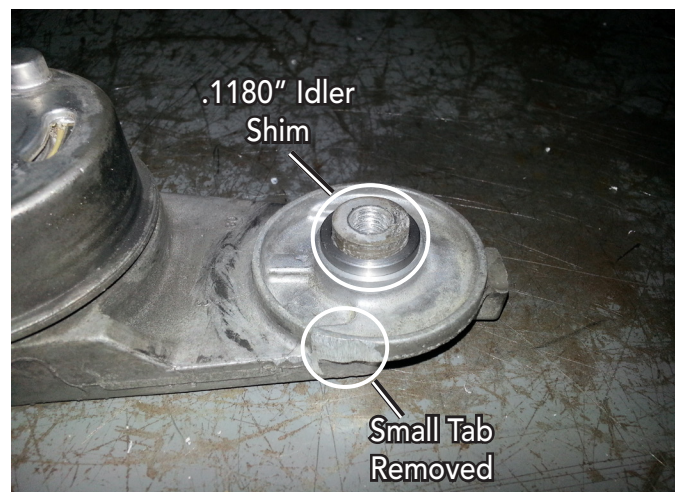
Factory Tensioner and Idler Pulley

- 9 Remove the 13mm bolt retaining the pulley to the tensioner. Grind off the small tab shown in the picture.



Tab Before Grinding

- 10 Install the supplied .1180" idler shim onto the tensioner as shown.



Idler Shim Installed / Tab Ground

- 11 Install the supplied shouldered idler pulley onto the tensioner with the snap ring facing up as shown. Retain the pulley with the supplied idler shaft and M8 bolt and washer. Reinstall the tensioner assembly using the factory bolt.



Shouldered Pulley Installed on Tensioner

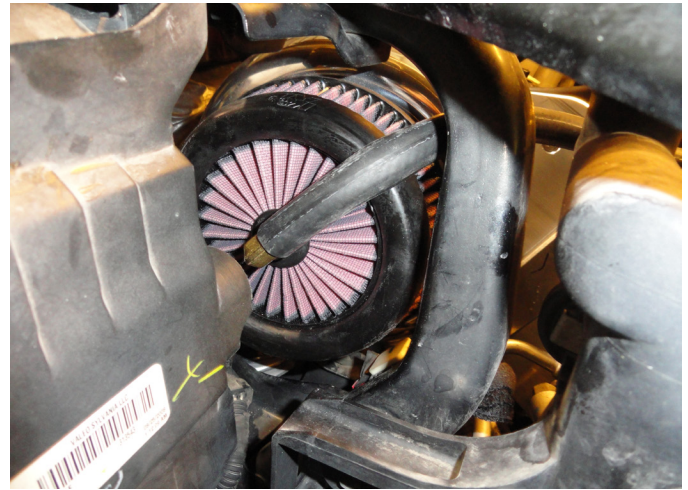
- 12 Install the supplied idler pulley where the factory idler pulley was located with the retaining clip facing the motor. Retain the pulley with the supplied idler shaft and M10 bolt and washer.



Idler Pulley Installed

ProCHARGER HEAD UNIT & AIR INLET INSTALLATION

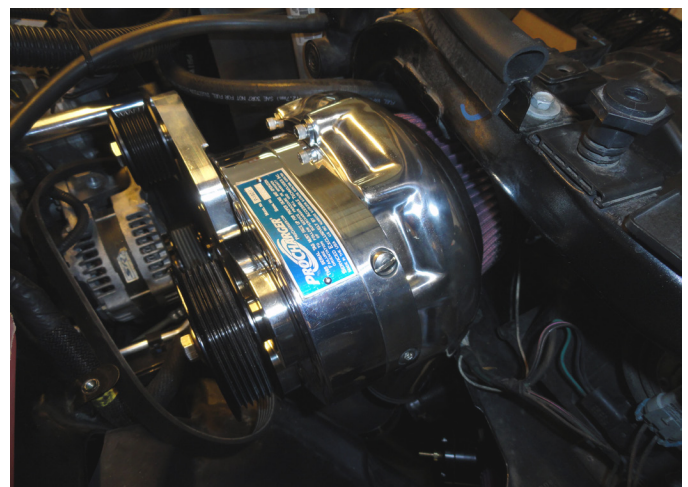
- 1 Replace the factory PCV hose with the supplied 1/2" x 4' hose. Connect it to the 90° fitting on top of the air filter. Route the hose along the upper A/C line. Place the air filter in the headlight housing pocket prior to installing the ProCharger.
- 2 Remove the oil fill reminder tag from the head unit. Install the supplied drain line. Fill the supercharger with (1) 6 ounce bottle of the supplied blower oil.
- 3 Place the ProCharger onto the main bracket and screw in (4) 5/16" and (2) 3/8" SHCS through the main bracket and into the ProCharger. Once all SHCS are in, go back and tighten all screws.
- 4 Install the air filter assembly onto the blower, securing it with the supplied #56 hose clamp.



Air Filter Installed



PCV Hose



ProCharger Mounting

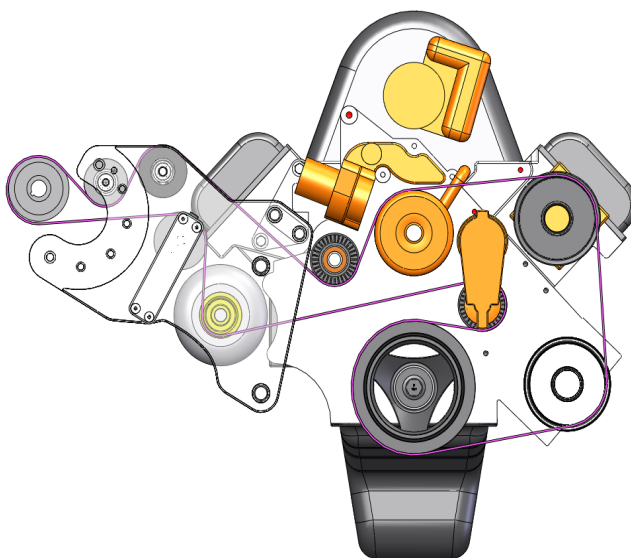
Warning: Do not attempt to adjust the idler pulley without loosening the brass lock nut or damage will occur!



Idler Pulley Installed

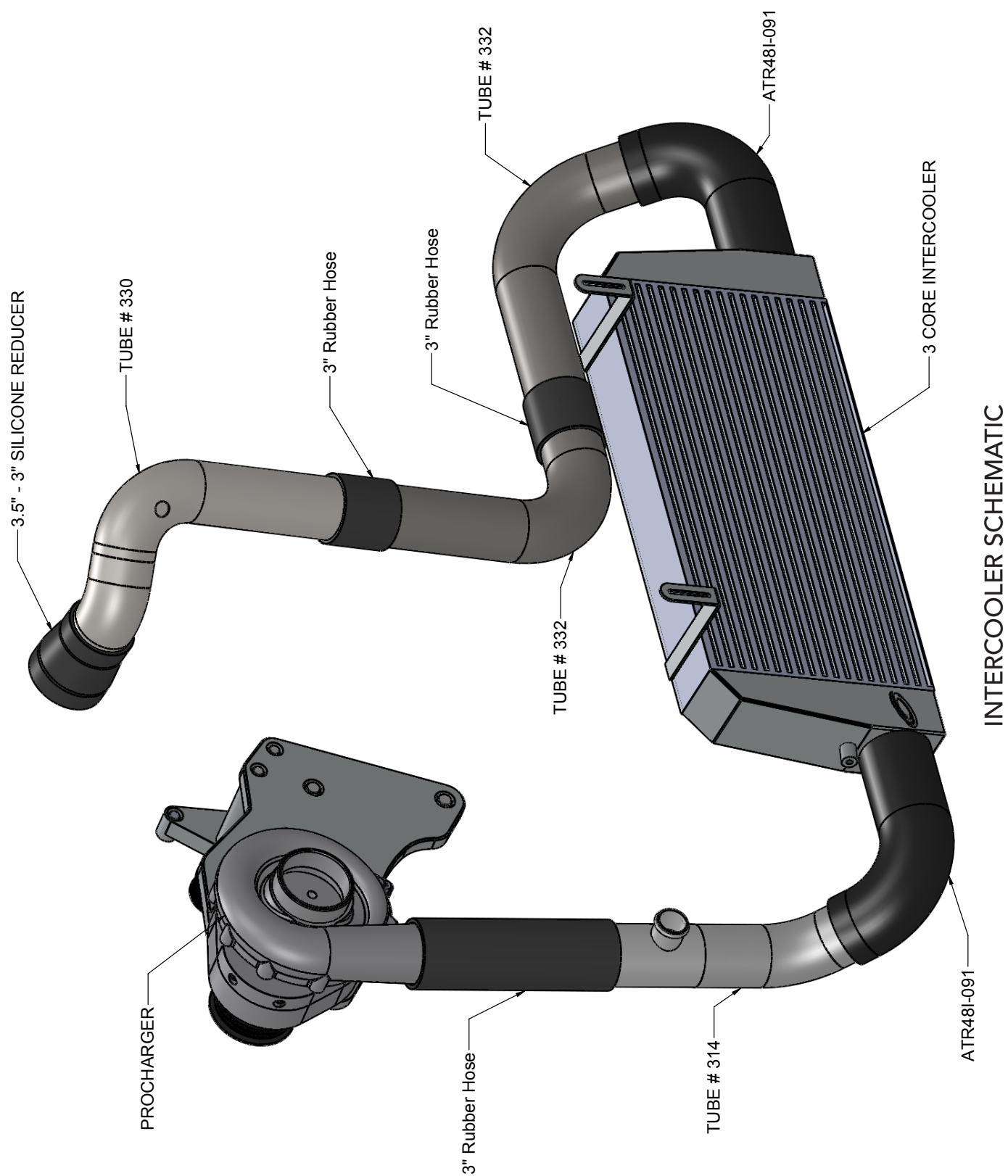
5 Using a 9/16 install the idler onto the bracket that was removed in a previous step.

6 Using a 1/4" hex bit, adjust the main bracket's idler pulley to the bottom of the slot. Using a 3/8" socket wrench as a leverage tool, rotate the automatic belt tensioner clockwise to it's stop. Install the belt. Tension the belt by adjusting the idler pulley up into the belt. The automatic belt tensioner neutral mark should be approximately 1/8" from the stop mark. After the belt is tensioned tighten the brass lock nut with a 3/4" wrench to lock the adjustable pulley.



Belt Routing Schematic

INTERCOOLER TUBING INSTALLATION



INTERCOOLER TUBING INSTALLATION

✓ **Tech Tip:** All tubing connections are secured with #52 hose clamps. The silicone connections are made with T-bolt clamps.

✓ **Tech Tip:** The brake ducts may need to be trimmed or removed to allow room for the intercooler tubing.

1 Slide the 3"x 9" rubber connector onto the outlet of the supercharger followed by surge tube #314 (tube #333 for race valve).



Tubing To Intercooler Installed

2 Finish the connection to the intercooler by sliding the long leg rubber 90° elbow onto tube #314 (tube #333 for race valve) and onto the inlet of the intercooler. Secure all connections with #52 hose clamps



Tubing Out Of Intercooler Installed

3 Slide the long leg rubber 90° elbow onto the outlet of the intercooler (long leg to the intercooler).

4 Insert tube #332 into the long leg 90° elbow followed by the 3"x 3" rubber connector.

5 Insert another tube #332 into the 3"x 3" rubber connector. Followed by another 3"x 3" rubber connector.



Tube #332 Routed To Throttle Body

- 6 Install the supplied rubber grommet into the hole located on tube #330.



Rubber Grommet

Rubber Grommet Installed Into Tube #330

- 7 Remove the intake air temp sensor (IAT) from the factory inlet tube. Install the sensor into the rubber grommet. Use a small amount of WD-40 or silicone paste on the inside diameter of the rubber grommet to assist installation of the sensor.



Intake Air Temp Sensor Installed

- 8 Insert tube #330 into the 3"x 3" rubber connector. Secure connections with #52 hose clamps.

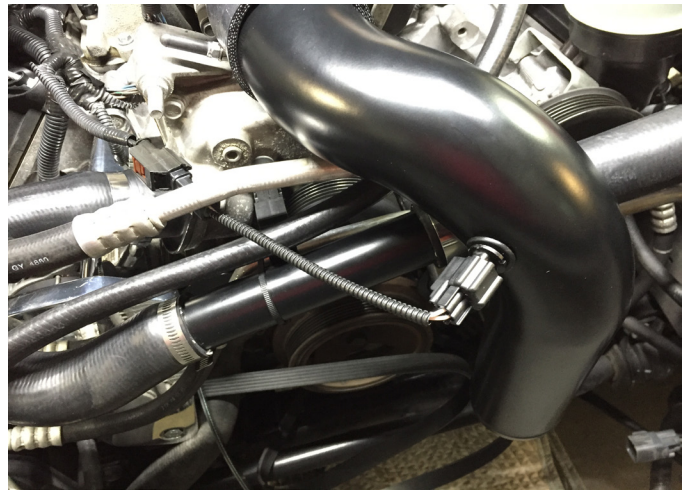
- 9 Finish the connection to the throttle body by sliding the 3.5"-3" silicone reducer onto tube #330 and onto the throttle body. Secure the connection with a 3.25" and a 3.75" T-bolt clamp.



3.5"-3" Reducer Installed

Intercooler Tubing Installation

- 10 Plug the supplied IAT sensor harness extension into the factory IAT connector harness and into the IAT sensor. Zip tie the extension harness away from any moving objects.



IAT Extension Harness Installed

ANTI-SURGE SYSTEM INSTALLATION

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



ProFlow Assembly

- 2 Install the ProFlow Assembly onto surge tube #314 as pictured. Secure the assembly using the supplied #24 hose clamp.

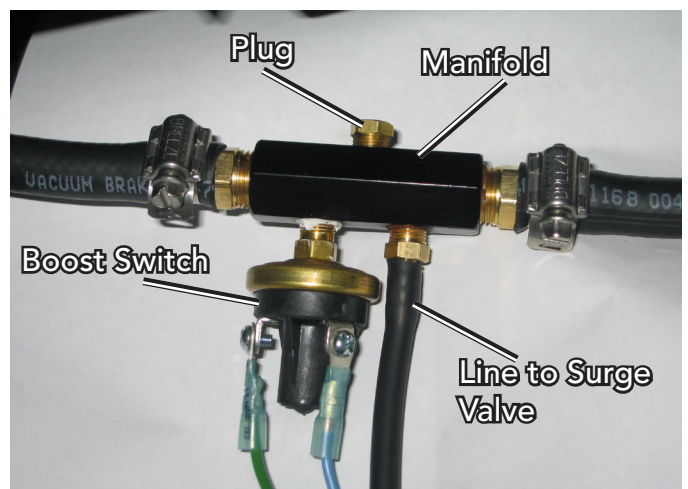


ProFlow Assembly Installed

- ✓ **Tech Tip:** When installing a race valve, mount the provided race valve to the surge tube by setting the provided o-ring into the groove on the tube bung, and fasten the race valve onto the bung using the (6) 10-24 x 1/2" SHCS's. Verify the o-ring is seated properly in place before moving to the next step. Install one of the push lock fittings onto the race valve at this time.

- 3 Assemble the supplied vacuum manifold as shown. Install the (2) 3/8" barbs into the vacuum manifold ends. Install the (1) 3/16" plug. Install (1) 3/16" barb. Install the boost switch.

- ✓ **Tech Tip:** When installing a race valve, the assembly utilizes push lock fittings and nylon hose, replacing the standard barb fitting and rubber hose. Thread the push lock fitting onto the vacuum manifold and race valve, and simply push the nylon line into each fitting to create a secure connection.



Vacuum Manifold

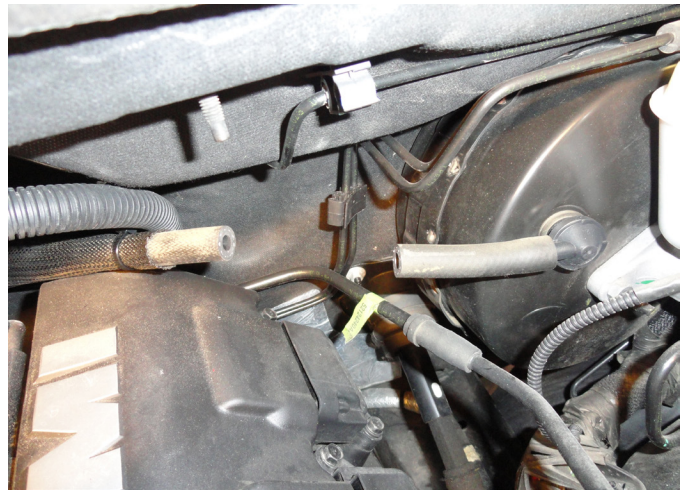
Anti-Surge System Installation



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

4

Using a utility knife or razor blade, remove a 3" long section from the vacuum hose attached to the brake booster.



Trimmed Vacuum Hose

5

Install the supplied vacuum manifold and securely clamp in place using the supplied #6 hose clamps, making sure that there are no vacuum leaks at the splice points.

6

Attach the 3/16" vacuum hose to the 3/16" barb fitting on the installed vacuum manifold, then route and attach to the ProFlow anti-surge valve vacuum port if not already done.



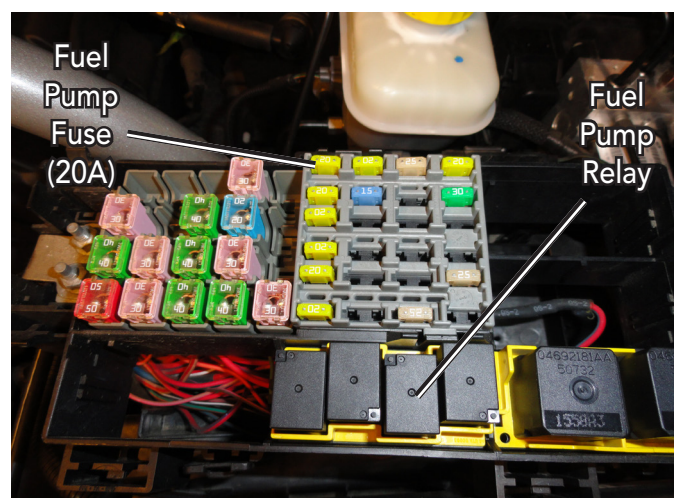
Vacuum Manifold Installed

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

FUEL SYSTEM

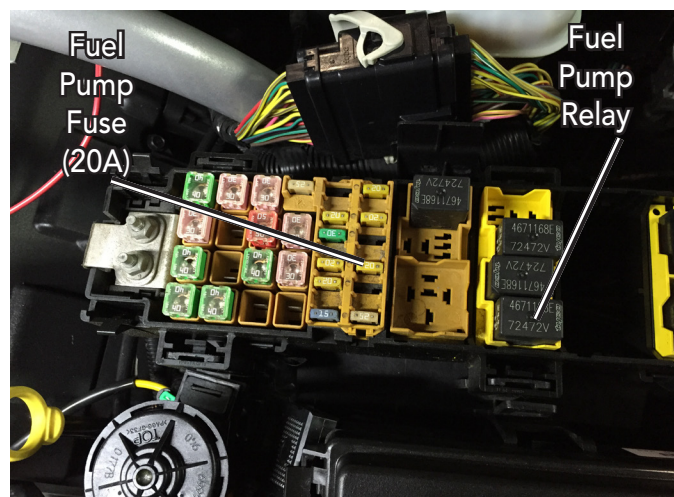
Fuel Injectors

- 1 Remove the fuel cap.
- 2 Disconnect the battery.
- 3 Remove the #21 fuse and #48A Relay from the fuse block located in the engine compartment next to the battery. On earlier model years, remove the #24 fuse and #35 Relay.



Fuel Pump Fuse and Relay Newer Models

- 4 Reconnect the battery.
- 5 Crank the engine to depressurize the fuel rails.
- 6 Disconnect the battery and remove from the vehicle.



Fuel Pump Fuse and Relay Older Models

- 7 Remove the passenger side kick panel by pulling up on the front of the door sill plate to release the tabs, then pull back on the kick panel to remove the panel.



Remove Kick Panel

- 8 Remove the upper foot panel using a 7mm to remove (2) bolts. Pull back on the panel to remove it.



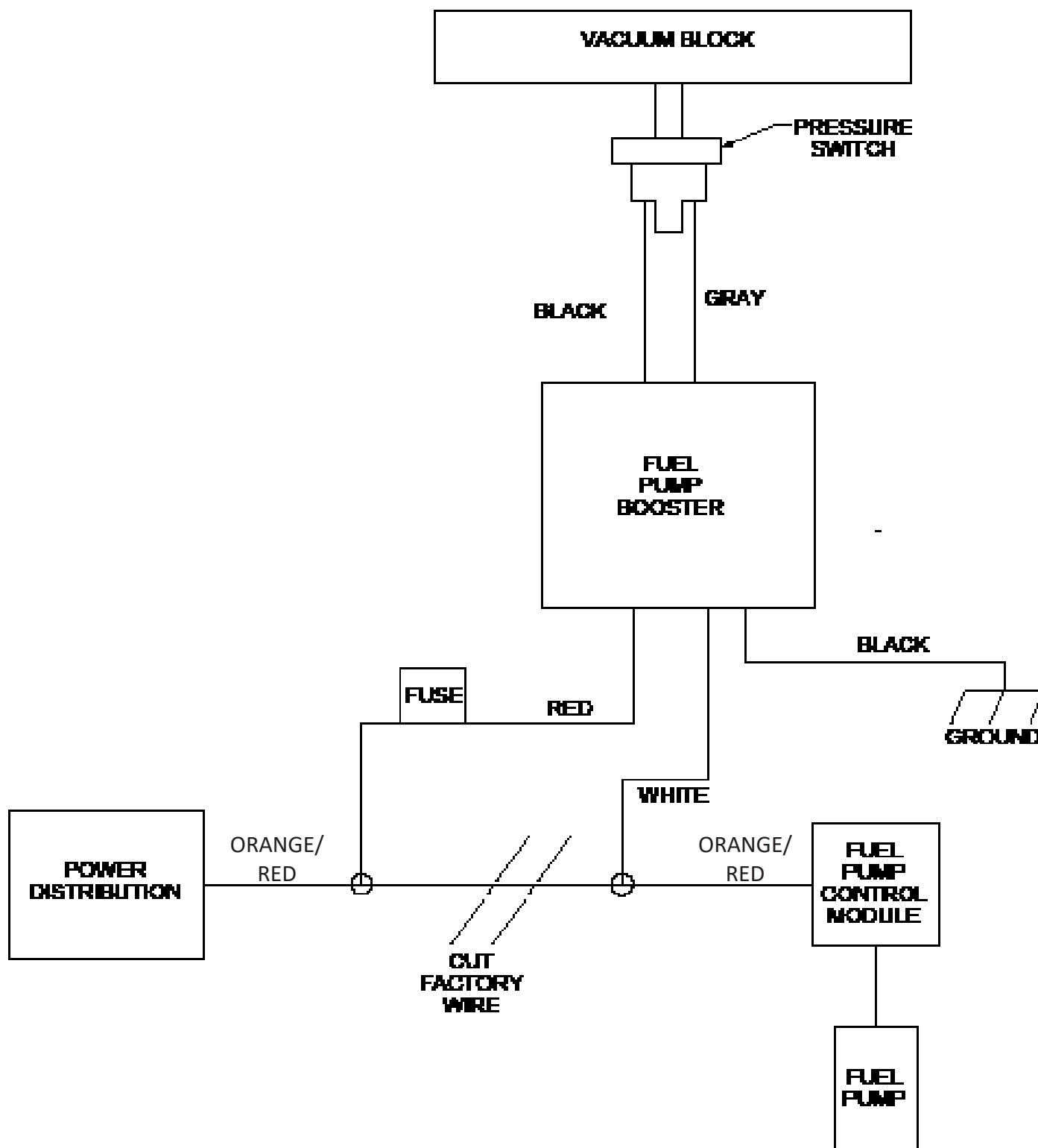
Upper Foot Panel

- 9 Drill (2) holes in the kick panel area to mount the FlowCharger using the supplied screws.



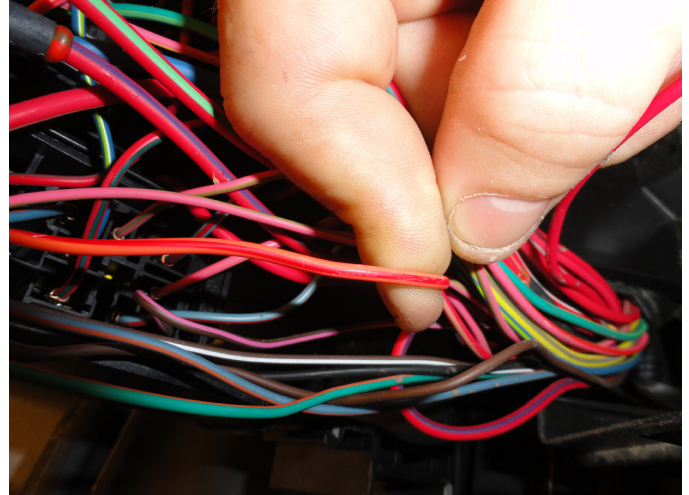
FlowCharger Mounted

FUEL PUMP BOOSTER DIAGRAM



Warning: This fuel pump booster has been configured to work properly with your application. Changing the settings could result in fuel pump or engine damage.

- 10 Remove the lower cover of the fuse block to gain access to the power distribution wires. Cut the fuel pump power wire (orange with red stripe) that connects to the #48A fuel pump relay.
- 11 Connect the orange/red wire going to the fuel pump to the white wire on the fuel pump booster. Connect the orange/red wire going to the power distribution to the red wire on the fuel pump booster.
- 12 Connect the black wire on the fuel pump booster to a good ground.
- 13 Attach the small eyelet connectors on the gray and black wires to the boost switch mounted on the vacuum block. Route this harness to the fuel pump booster and plug it into the booster. The extra connectors in this harness will not be used.
- 14 Replace the stock fuel pump fuse with the supplied higher capacity fuse.
- 15 Re-install the battery and review the boost pump wiring diagram to confirm installation is correct. Reinstall kick panel area covers.



Fuel Pump Power Wire



Ground Wire Attached

- 16 Remove the engine covers. Unclip the wiring harnesses from each injector by pulling back on the red tab. Remove the (2) 10mm bolts securing the fuel rails to the manifold. Pull the fuel rails up off of the manifold to gain access to the fuel injectors.



Fuel Rail (Passenger Side)

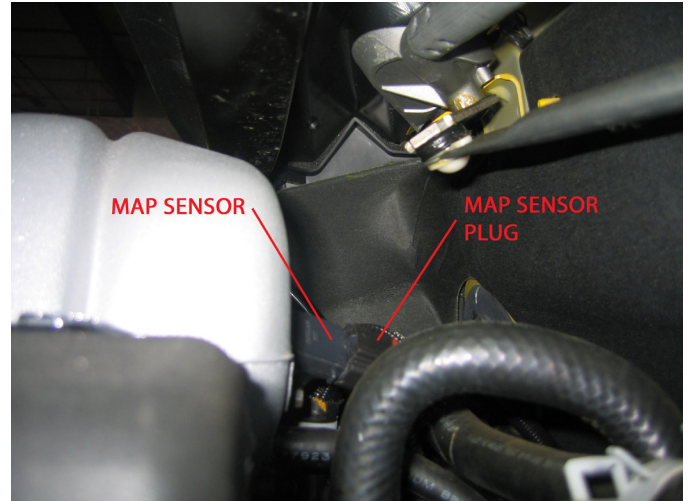
- 17 Remove the fuel injector retaining clips from the injectors and rails. Remove the injectors by pulling them straight out of the rails.
- 18 Install the new injectors, followed by the factory retaining clips.

✓ **Tech Tip:** Lubricate the o-rings of the new fuel injectors with synthetic o-ring lube prior to installation to prevent damage to the o-rings.

- 19 Push the injector and rail assembly into place, and tighten the rails with the factory hardware. Re-install each wiring harness to each injector.

MAP SENSOR INSTALLATION

- 1 Remove the factory MAP sensor located on the back side of the intake manifold. Remove the electrical harness by sliding the red retaining tab back and disconnecting it from the sensor. Remove the two 8mm bolts and pull the factory MAP sensor out of the vehicle.
- 2 Install the new 2-bar MAP sensor, tighten the 8mm bolts, and connect the harness to the new sensor.



Factory MAP Sensor

FINISHING

- 1 Reconnect the battery.
 - 2 Refill the cooling system. Ensure all air pockets have been bled from the system.
 - 3 Re-install the engine covers.
 - 4 Re-install the front bumper and front grill.
 - 5 Check all of the fluid levels.
 - 6 Verify you are only using 91 octane or higher fuel.
 - 7 Start your vehicle and check for fuel leaks.
- ✓ **Tech Tip:** The lower splash shield will need to be removed or trimmed when using the race intercooler.



OPERATION AND MAINTENANCE

Cold Starting

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

Fuel Quality

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

Ignition System Maintenance

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

Air Filter Maintenance

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

Belt Replacement

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

ProCharger Oil Change Intervals

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

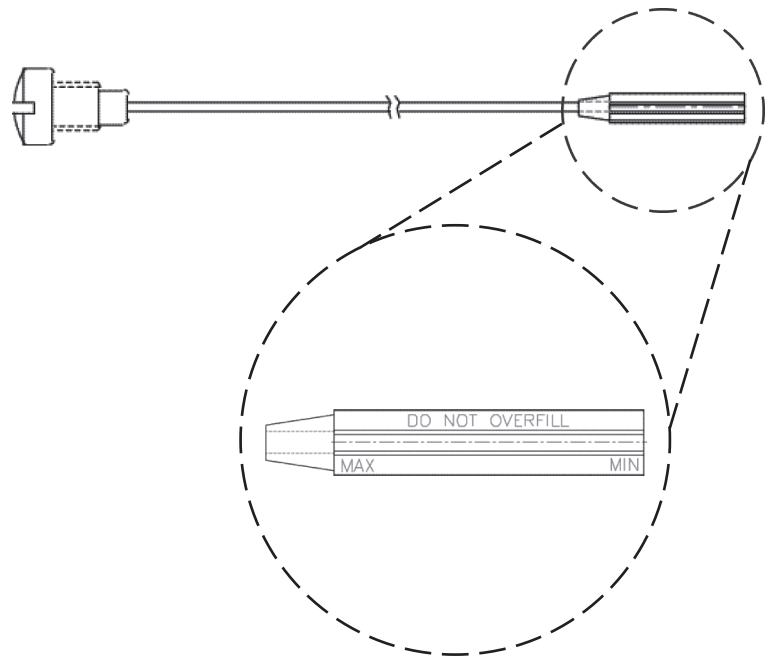
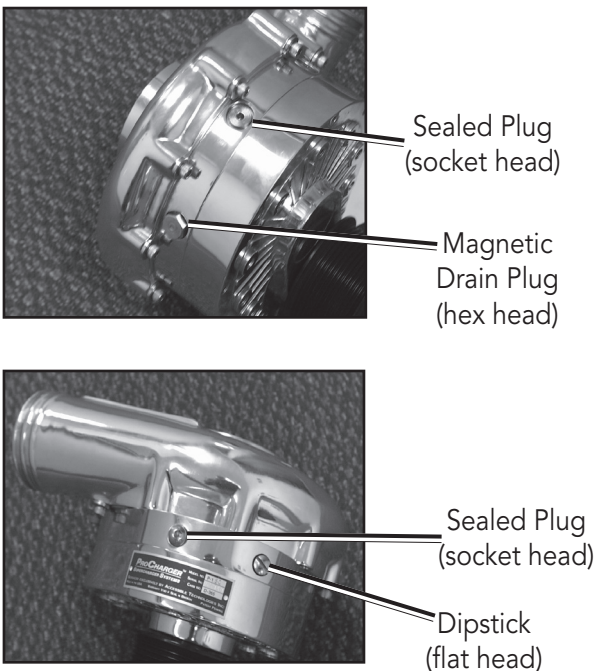
ProCharger Oil Level

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

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

General

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



LIMITED WARRANTY

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

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

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

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

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

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

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

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

Include the following information inside the box with your product:

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

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

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

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