

2024-25 Mustang Stage 2 Intercooled Tuner Kit Installation Guide



The **ULTIMATE** Power Adder™

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

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

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

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

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


INTRODUCTION

Congratulations on purchasing your ProCharger® 2024-25 Mustang GT Stage 2 Intercooled Tuner Kit. Read this entire manual before you attempt to install your ProCharger kit. It is imperative that you follow all of the instructions in the order they appear in this installation guide. If you have any questions regarding any aspect of this installation, call us at (913) 338-2886.

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

Required Tools and Supplies

- 3/8" Socket Set (standard & metric)
- Torx set
- Open End Wrench Set (standard & metric)
- 5/16" Nut Driver
- Hex Bit Set (allen) (standard & metric)
- Flat Screwdrivers
- Phillips Screwdrivers
- Plier Set
- Ford Engine Coolant

 **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.


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

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GETTING FAMILIAR



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

- (A) Engine Cover
- (B) Factory Air Inlet
- (C) Radiator Cover
- (D) Mass Air Flow (MAF) Sensor

! 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.

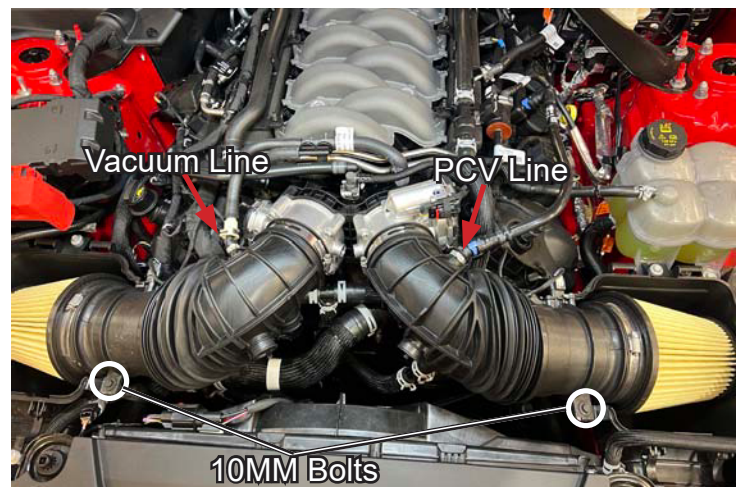
AIR INLET REMOVAL

- 1 Disconnect the negative battery cable.
- 2 Remove the engine cover by pulling straight up.
- 3 Unclip the lid of the airbox and remove the lid, repeat for the other side.



Airbox Lid Clips

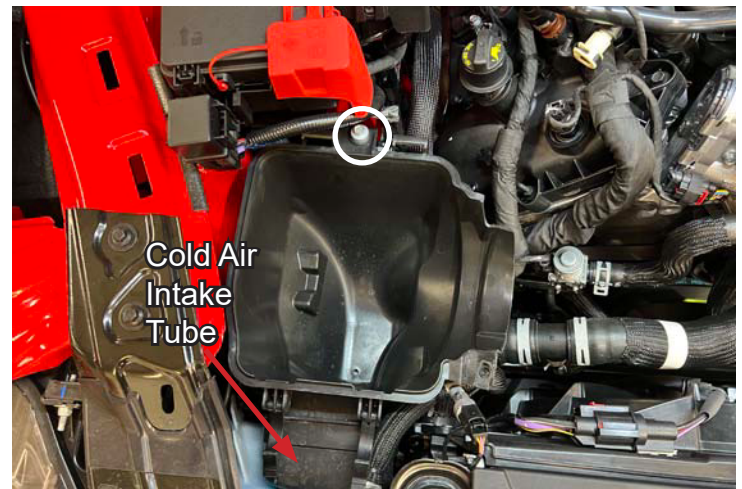
- 4 Unplug both MAF connectors by extending the white locking tab and squeezing the connector. Disconnect the harness from the back side of the airbox.
- 5 Unplug the PCV line from the drivers side inlet tube. Disconnect the vacuum connector on the passenger side inlet. Use a 10mm to remove both bolts securing the MAF housings to the air boxes.



10MM Bolts
Air Inlet Connections

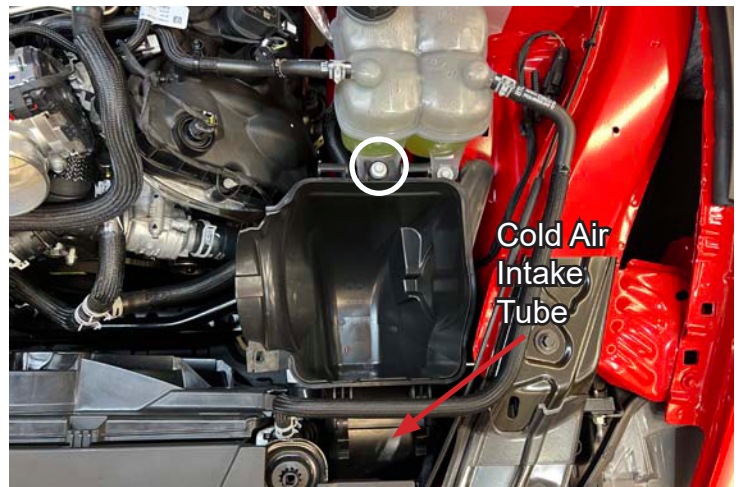
- 6 Use a 7mm to loosen the hose clamps at the throttle bodies. Carefully remove the air inlet tubes.

- 7 On the passenger side use a 10mm to remove the rear airbox bolt. Carefully pull the airbox rear side towards the motor to move the tab from under the fuse box, once the tab is clear of the fuse box pull straight up on the airbox, while the box is pulled up pry the cold air intake tube from the box and remove the airbox from the vehicle. The cold air intake tube will remain in the car and will be removed later



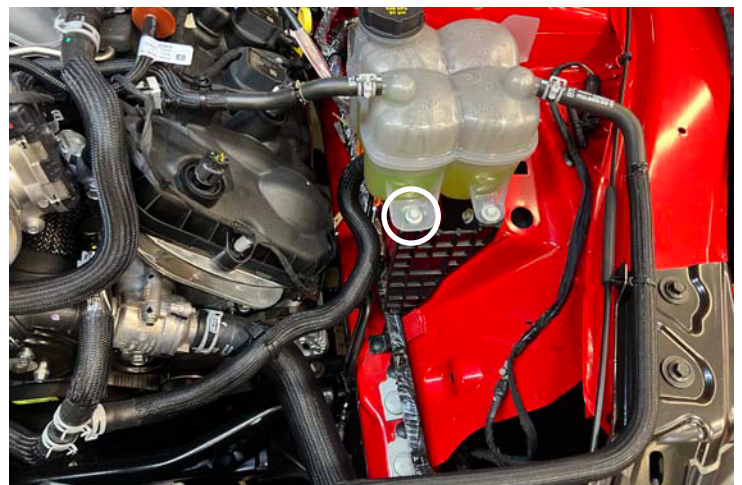
Passenger Aibox

- 8 On the drivers side use a 10mm to remove the airbox rear bolt pull straight up on the airbox, while the box is pulled up pry the cold air intake tube from the box and remove the airbox from the vehicle. The cold air intake tube will remain in the car and will be removed later.



Drivers Side Aibox

- 9 Insert the removed bolt from the last step back into the coolant tank bracket to secure the coolant tank.



Coolant Tank Bolt Installed

FASCIA REMOVAL

1 Use a flat screw driver to remove the (8) plastic clips that secure the radiator cover. Remove cover.



Radiator Cover

2 Raise the vehicle just enough to access the undercladding hardware. Secure with jack stands.

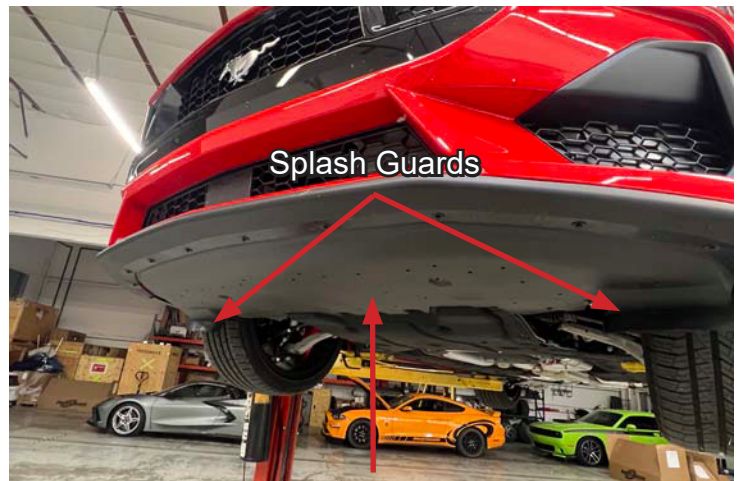
3 Use a screwdriver to remove the (6) clips from the inner fender, repeat for the other side.



Inner Fender Clips

4 Use a flat screw driver to remove the (2) undercladding plastic push-clips.

5 Use a 7mm to remove the (18) screws and (3) push pins securing the undercladding. Remove the undercladding and the splash guards. The screws retaining the splash guards do not need to be removed.



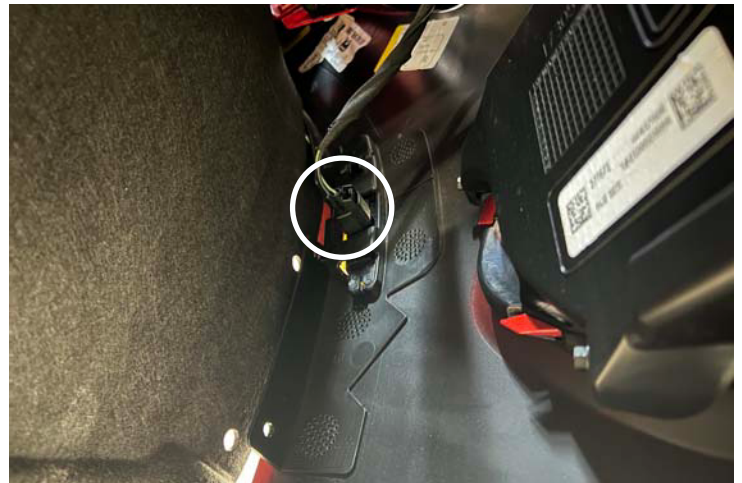
Undercladding

- 6 If equipped with brake ducts, remove the push pin connection the duct to the fascia as shown to the right. Repeat for the other side. Also remove the (2) push pins for the duct located on the inner fender



Brake Duct Push Pin

- 7 Disconnect the side marker lights, (1) connector per side. Unplug the main harness plug on the drivers side frame rail.



Side Marker Connector



Main Harness Connector

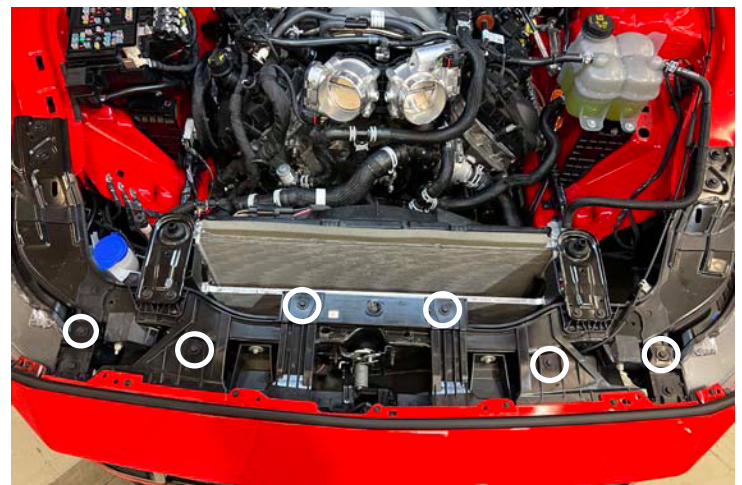
Fascia Removal

- From the top side remove (4) bolts (2 on each side) from the corner of the fascia with a 10mm. Pull down on the fender edge of the fascia to unhook the push clips to separate the fascia from the fenders.



Fascia Corner Bolts

- Using a 10mm remove the (6) screws retaining the top of the fascia to the radiator support as shown to the right.



Fascia Top Screws

- Remove the fascia.

✓ **Tech Tip:** Some Mustangs are equipped with grille shutters and front radar assemblies, cars that are not equipped will still have the shutter shroud in place with out the shutters and an open spot to where the radar would be.

11 Unplug the shutter motor from the top of the radiator support by the hood latch, unclip the harness from the plastic shroud. Vehicles that are not equipped with shutters will have the wiring harness still in place, this will have to be unclipped



Shutter Motor Harness

12 On the drivers side of the shroud/ shutter assembly, remove the (3) push pins in the cold air intake tube, remove the tube. Repeat for the other side.

13 Remove both side panels from the sides of the shroud/ shutter assembly, by removing the push pins.

14 Remove both panels from the side of the radiator and a/c condenser by removing the push pins



Cold Air Intake Tube Push Pins



Radiator / A/C Panel



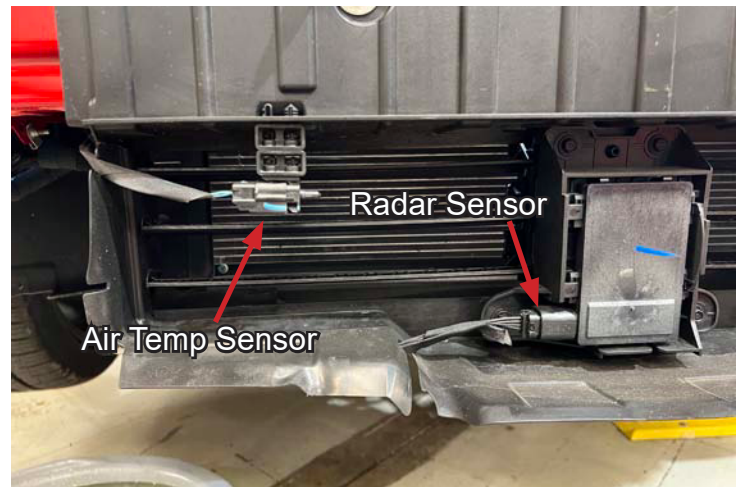
Side Panel

Fascia Removal

- 15 Unplug the air temp sensor and the radar sensor (if equipped).

For shutter equipped cars only all others skip this step.

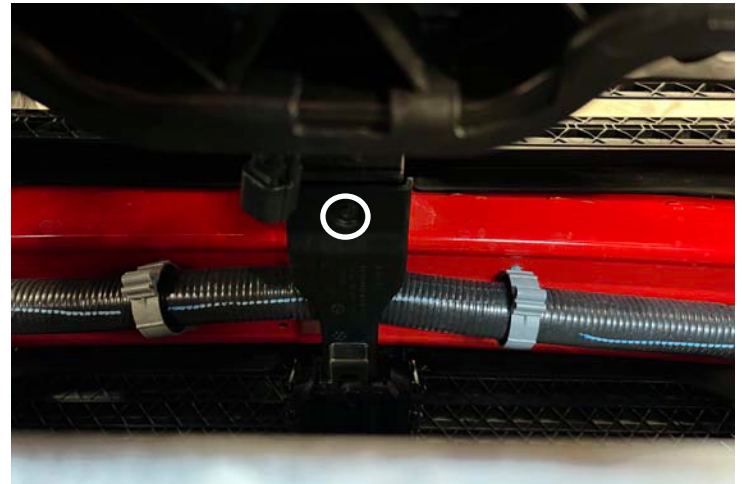
- 16 On the back side of the bumper use a 5.5mm to unhook the shutter bridge. as shown to the right



Side Panel

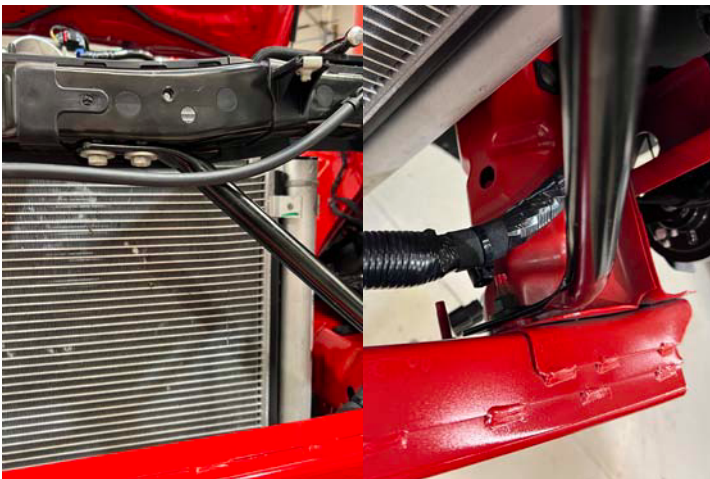
- 17 With a 10mm remove (6) bolts securing the shroud/ shutter assembly. Remove the assembly.

- 18 Behind the bumper unhook the harness from the stud retaining the bumper brace, use a 13mm to remove the nut from the brace. At the top side use a 13mm to remove the (2) bolts retaining the top of the brace. Repeat for the other side.



Shutter Bridge Bolt

- 19 If equipped remove each side bumper brace.



Bumper Brace Connections



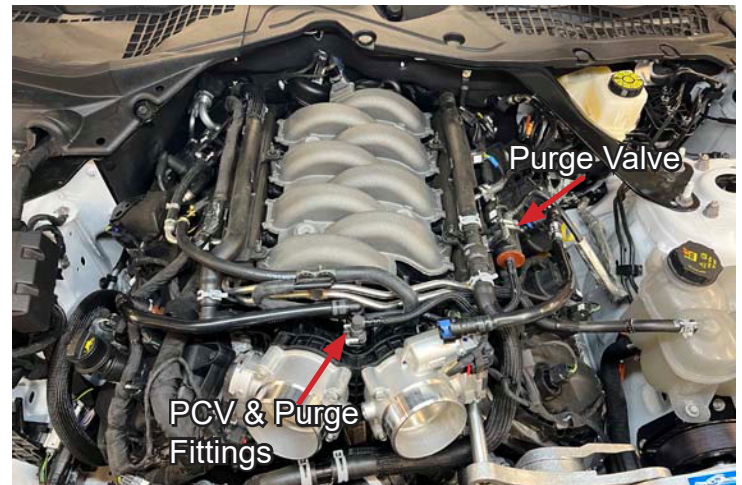
Shroud/ Shutter Assembly

FUEL INJECTOR AND MAP SENSOR INSTALLATION

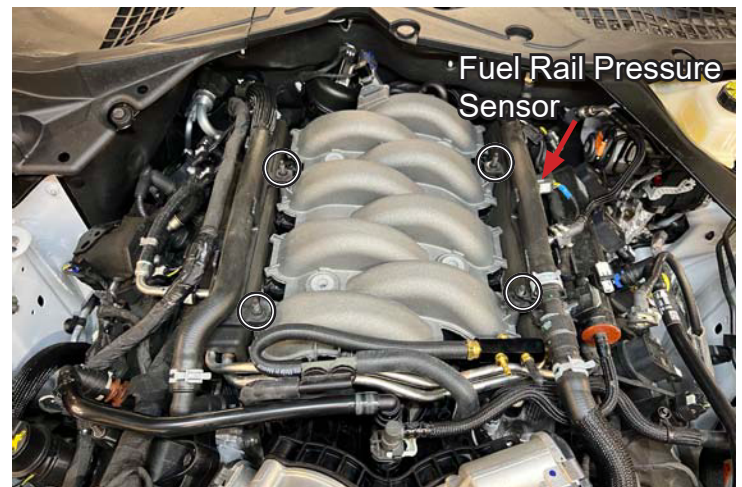
- 1 If you have not already done so, depressurize the fuel system.
- 2 Unplug the PCV fitting on the front of the intake manifold followed by the throttle body wiring connectors and harness.
- 3 Unplug the purge solenoid fitting at the front of the intake and the harness plug-in on the solenoid itself.
- 4 Lift the coolant lines off of the plastic holders above the fuel lines and set the sides of the intake. Use a 10mm to remove the (4) nuts securing the coolant line holders to the intake manifold and set to the sides of the manifold.
- 5 Unplug the fuel rail pressure sensor.

! **CAUTION:** *The fuel system should be de-pressurized, but some fuel may leak out when the lines are disconnected. Take the necessary precautions to avoid injury or fire.*

- 6 Place a shop towel underneath the fitting on the driver's side fuel rail where the stainless steel fuel supply line and fuel rail join. Push the two tabs on the fitting together and pull the supply line from the fuel rail, being careful to minimize fuel leakage. Repeat for the passenger side fitting.
- 7 Disconnect the fuel injector electrical connectors one at a time, labeling them by their corresponding injector location, to ensure proper sequential injector firing order after re-assembly.



Intake Connections



Coolant Line Holder Connections

Fuel Injector Installation

8 Remove the fuel rail attaching bolts with a 10mm socket (4X).

9 Remove the fuel rail assembly as one piece with the injectors still attached and place on a clean work surface, making sure to support the assembly to avoid damaging any of the components. Set the rail and injectors aside.

10 Unplug the (2) harness connectors on the IMRC solenoids.

✓ **Tech Tip:** Be sure the intake to cylinder head area is clear of dirt and debris before removing the intake assembly.

11 Using an 8mm loosen the (6) bolts securing the intake to the cylinder heads. Lift the front of the intake up and disconnect (2) push pins from the back of the intake that secure the main harness. Disconnect the push pin securing the plug-in on the drivers side back of the manifold and unplug the MAP sensor from the harness. Unplug the remaining IMRC plug-in. Remove the intake manifold.

12 Using an 8mm remove the bolt securing the MAP sensor to the intake manifold. Remove the sensor. Install the provided MAP sensor into the manifold and secure using the factory bolt. Plug in the provided MAP sensor adapter harness to the MAP sensor.



Fuel Rail Bolts



Drivers Side Harness Push-Pin



MAP Sensor

- 13 Re-install the manifold being sure to plug-in the MAP sensor and IMRC plug-ins. Torque the intake bolts to 130 in-lbs in a cross pattern.
- 14 Paying attention to the orientation of the fuel injectors, spread the injector retainer clips to release each injector from the fuel rail. Remove the old injectors and set aside. Lubricate each new injector o-ring seal with several drops of clean engine oil.



New Fuel Injectors Installed

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

- 15 Place the clips from the old injectors onto the new injectors in the orientation they were removed from the old injectors and push each injector into the fuel rail injector socket with the electrical connector facing outward. The clips will align the injectors.
- 16 Re-install the fuel rail with injectors back onto the intake manifold and torque the bolts to 130 in-lbs in a cross pattern. Plug-in the injector electrical connectors.
- 17 Re-install the rest of the intake manifold components in reverse from which they were removed.
- 18 Install the Fuel Pump Voltage Booster by following the instructions that are included with the booster.

COOLING SYSTEM

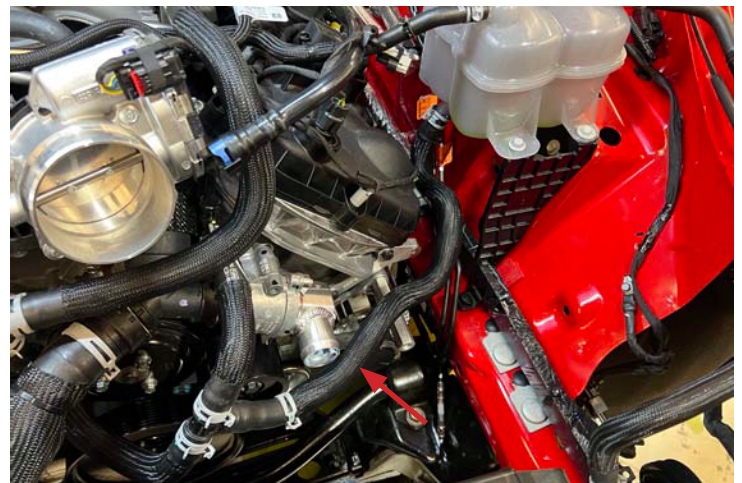
- 1 Drain the cooling system by loosening the petcock near the bottom passenger's side of the radiator. Save the coolant as it will be reused to refill the system.
- 2 Use pliers to compress the clamp holding the radiator hose to the thermostat housing neck and to the radiator. Remove the hose.
- 3 Use a 8mm to remove the (2) bolts attaching the thermostat housing neck to the housing body. Remove the lower housing neck.
- 4 If the thermostat comes out of the housing, put it back in place.
- 5 Using the factory hardware, install the new supplied thermostat housing neck.
- 6 Use a pair of pliers to remove the hose clamps from the bottom of the coolant tank. Remove the hose.



Thermostat Housing



New Thermostat Housing Neck Installed



Coolant Tank Hose

- Slide the provided abrasion sleeve over the provided 90° coolant hose, use a heat gun to shrink the sleeve over the hose and cut the sleeve to length over the hose.



Abrasion Sleeve Over Coolant Hose

- Attach the 90° end of the assembled coolant hose over the nipple of the coolant tank, route the hose under the lower radiator hose and onto the "T" of the factory coolant line. Secure with the provided #10 hose clamps.



Coolant Hose Installed

- Attach the supplied silicone radiator hose to the water neck and to the radiator using the supplied hose clamps.



Lower Radiator Hose Installed

CRANK PULLEY

✓ **Note:** Sway bar removal (steps 1-4) may not be required on some models.

✓ **Tech Tip:** The sway bar will have to be removed when running the 10-rib crank pulley. If it is not removed the sway bar could contact the pulley.

1 Use an 18mm to remove the (2) front sway bar to frame bolts on the driver's side.

2 Use an 18mm to remove the (2) front sway bar to frame bolts on the passenger's side.

3 Use an 18mm wrench and 5/16 socket to remove both sway bar end links from the sway bar.

4 Slide the sway bar out of the passenger's side wheel well until there is enough clearance to install the crank pulley.



Driver's Front Sway Bar Bolt Removed



Passenger's Sway Bar Bolts Removed



Sway Bar End Links Removed

Automatic Transmission:

- 5 Remove the rubber flywheel access cover from the driver's side of the engine block.
- 6 Hold a 13mm socket and 6 inch extension on one of the converter bolts. This will prevent the motor from turning over when tightening or loosening the crank bolt.



Rubber Flywheel Cover

Manual Transmission:

- 7 Place the car in 6th gear and apply the emergency brake.
- 8 Use an 18mm and a breaker bar to remove the factory crankshaft balancer bolt.



Converter Bolts

✓ Tech Tip: For vehicles utilizing an aftermarket ATI Performance Products balancer (part #918047), refer to the manufacturer's installation instructions. The supplied crank pulley mounts to the damper using the (3) supplied 3/8-16 x 2.5" bolts and washers.

- 9 Attach the cam locks to the back side of the crank pulley using the supplied 5/16 x 1-3/4 SHCS and washers. Make note of the 3 pairs of holes that are closer to one another. Each of these close pairs will straddle one of the balancer's webs. Rotate the cam locks to point away from its paired cam lock as shown. Snug the cam lock bolts.



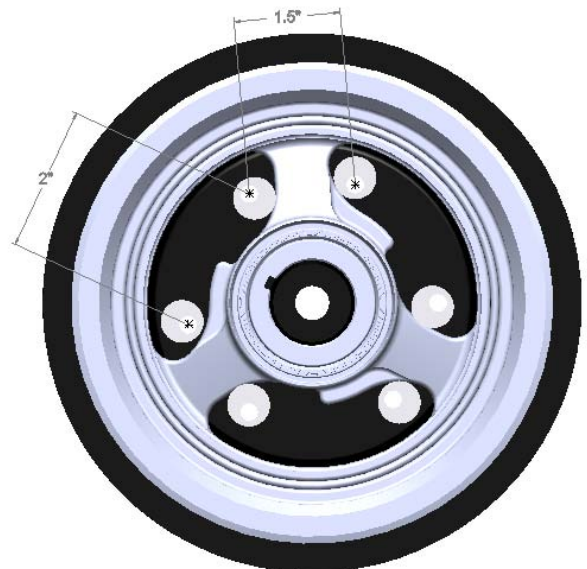
Cam Locks Pointed Away From Each Other

Crank Pulley

- 10 Mount the supplied crank pulley to the factory balancer. Insert the supplied M12-1.5 x 120mm balancer bolt and washer, but do not tighten. Loosen the cam lock bolts to allow the cam locks to relax.
- 11 Rotate the crank pulley counterclockwise until the cam locks stop it from rotating.
- 12 Lightly tighten the supplied balancer bolt. Tighten the (6) cam lock bolts with a 1/4" Allen Socket..



Back View of Crank Pulley and Cam Locks



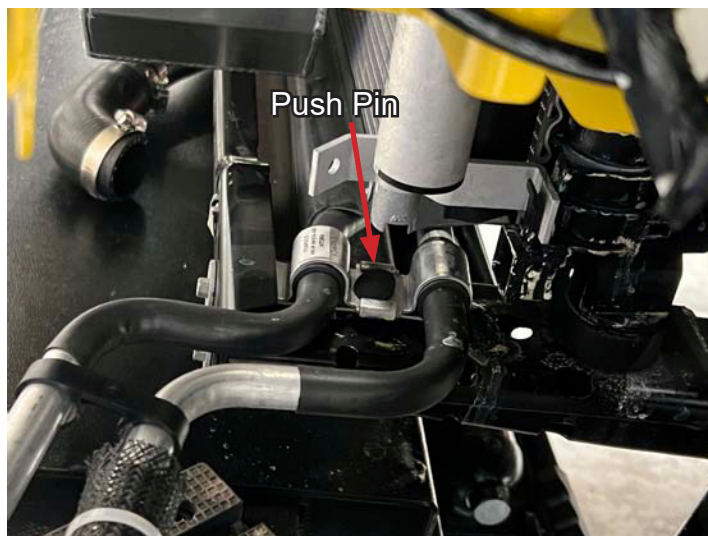
Detailed View of Proper Cam Lock Orientation

- 13 Tighten the supplied balancer bolt using a 19mm socket, torque to 35 ft-lbs, then tighten the bolt an additional 90°.
- 14 Use an 18mm to reinstall the sway bar bolts and sway bar end links.

OIL COOLER

For GT Performance Pack And Oil Cooler Equipped Cars Only. All Others Skip This Section.

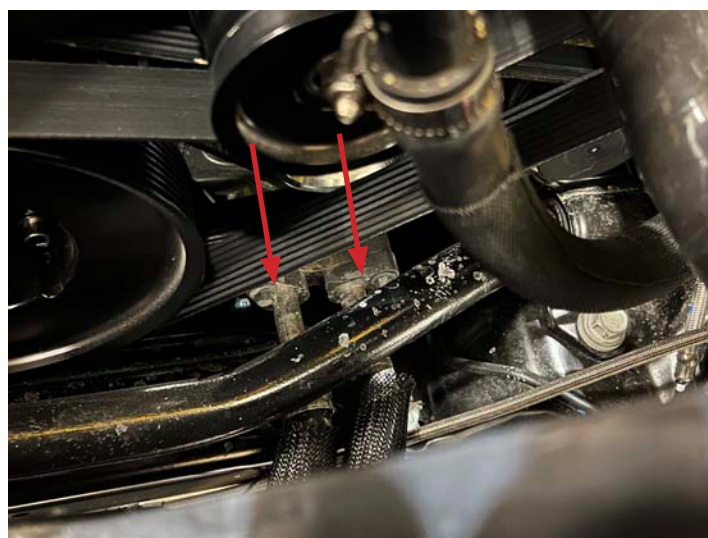
- 1 Remove the push pin securing the oil cooler line bracket to the lower radiator support as shown to the right. It may be necessary to separate the lines from the bracket to remove them in a later step.



Oil Cooler Bracket

- 2 Place a drain pan under the oil filter area to catch any spilled oil.

- 3 Using a 10mm remove the (2) bolts securing the oil cooler lines to the oil filter housing. Carefully pull the lines out of the housing and let them drain into the drain pan. Retain the bolts for use later.



Oil Cooler Lines

- 4 Using a 10mm remove the (2) bolts securing the bottom of the oil cooler to the bottom bracket. Do not remove the bracket.



Bottom Oil Cooler Bracket Bolts

- Using a 10mm and a 13mm remove the bolt and nuts retaining the top of the oil cooler to the brackets. Carefully remove the cooler and lines from the car. The cooler will contain oil and will need to be capped off or drained.



Top Oil Cooler Bracket Bolts And Nuts

- With a 10mm remove the oil cooler top bracket shown to the right. Remove the bracket.



Top Oil Cooler Bracket Bolt

- Using (4) M6x 10mm bolts and serrated lock nuts, bolt the supplied bottom oil cooler bracket to the bottom of the supplied oil cooler.

- Loosely bolt the oil cooler bracket to the factory lower oil cooler bracket as shown to the right using the (2) M6x 25mm bolts and serrated lock nuts.



Bottom Oil Cooler Bracket Installed

- 9 Loosely install the top left intercooler bracket to the top of the oil cooler using (2) M6x 10mm bolts and serrated lock nuts. Rotate the bottom cooler bracket forward until the upper part of the intercooler bracket matches up with the factory oil cooler bracket. Loosely bolt the factory bracket to the new bracket using the supplied M6x 25mm bolt and serrated lock nut.

✓ **Tech Tip:** If the factory lower cooler bracket won't rotate the bolt connecting it to the chassis will need to be loosened.



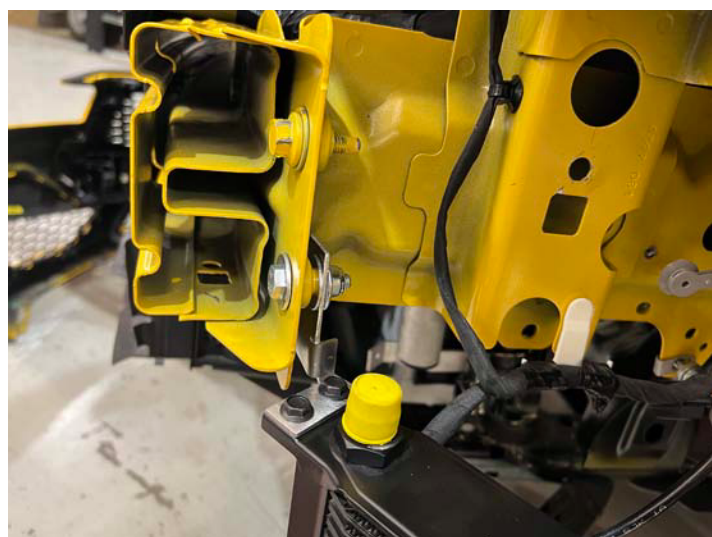
Top Left Oil Cooler Bracket Installed

- 10 Using a 13mm remove the factory lower bumper bolt shown to the right. Replace the bolt with a supplied M8x 30mm bolt and washer.



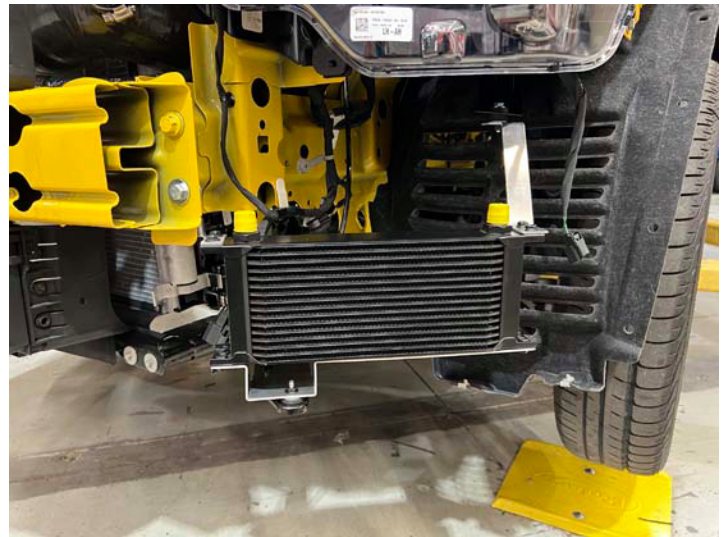
Bumper Bolt

- 11 Slide a washer followed by the ear of the top right oil cooler bracket followed by another washer and a lock nut. Loosely mount the other side of the bracket to the oil cooler using (2) M6x 10mm bolts and serrated lock nuts.



Top Right Oil Cooler Bracket Installed

- 12 Level the oil cooler and tighten all hardware at this time.

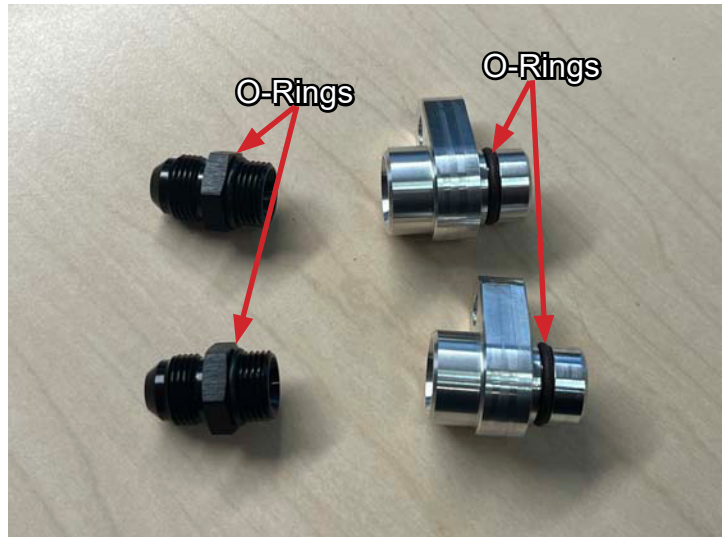


Oil Cooler Installed

- 13 Locate the (2) oil cooler adapters, install the included o-ring onto each adapter. Place an O-ring (found in the small fitting bag) onto the (2) -08AN fitting and secure them into the end of the oil cooler adapters.

Warning: *Mixing up the o-rings from the oil cooler adapter and the AN fitting should be avoided, be sure the o-ring fits correctly onto the fittings and the adapter.*

- 14 Install the assembled fittings into the oil filter housing. Lube the o-ring before inserting into the housing. Secure with the factory bolts removed earlier.



Oil Cooler Adapters



Oil Cooler Adapters Installed



Oil Cooler Adapters Assembled

- 15 Install the 90° end of the provided 33" (longer) hose assembly on the fitting on top of the oil cooler that is towards the fender. Route the hose between the frame and the radiator in the same spot as the factory line and towards the oil cooler fitting closest to the fender, install onto the fitting. Tighten fittings.

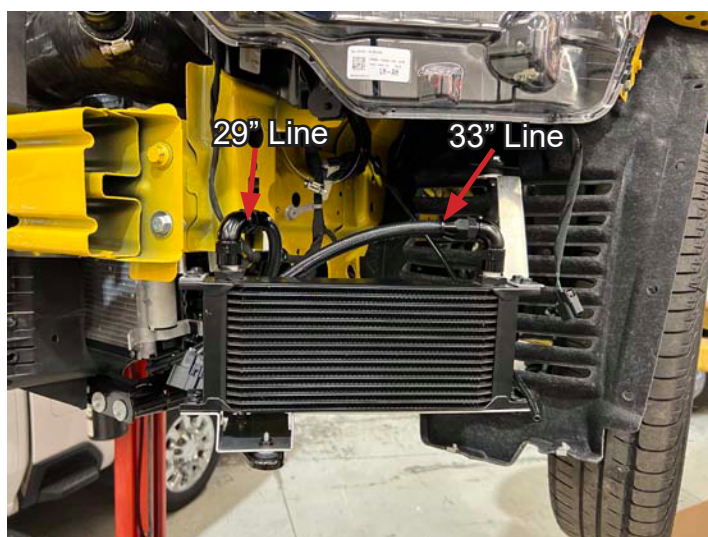
Warning: Damage can occur from over tightening the hose fittings.

- 16 Install the 90° end of the remaining hose assembly onto the remaining open fitting of the oil cooler and route along the other hose towards the remaining oil cooler fitting. Tighten fittings.

- 17 Use the supplied zip-ties to secure the lines, be sure to keep the lines away from any abrasion points or moving parts.

- 18 Replace any of the lost oil back into the motor.

- 19 On the back side of the fascia, use a 7mm to remove the (4) screws to remove the drivers side factory oil cooler air duct.



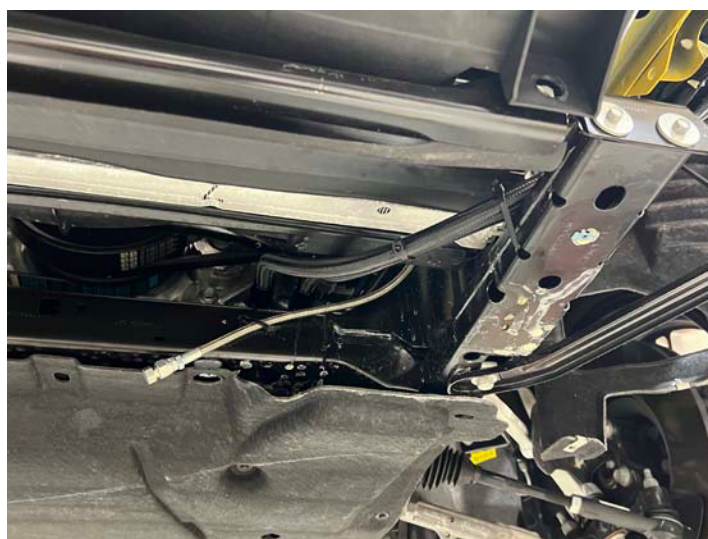
Lines On Oil Cooler



Lines Routed



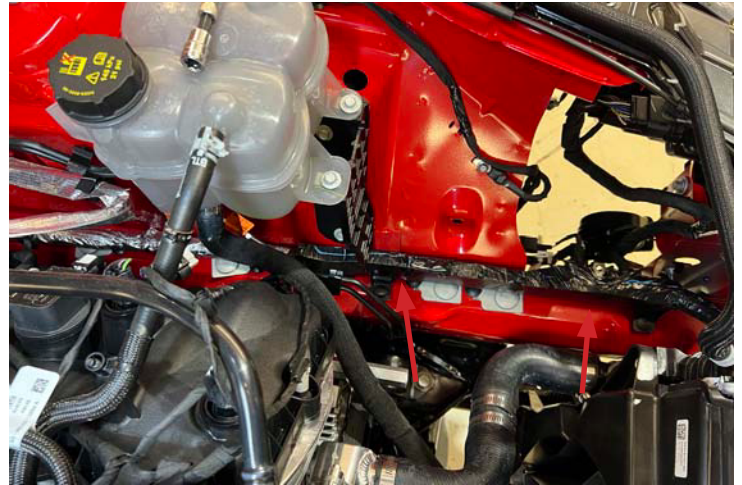
Remove Air Duct



Lines Installed Onto Oil Filter Housing

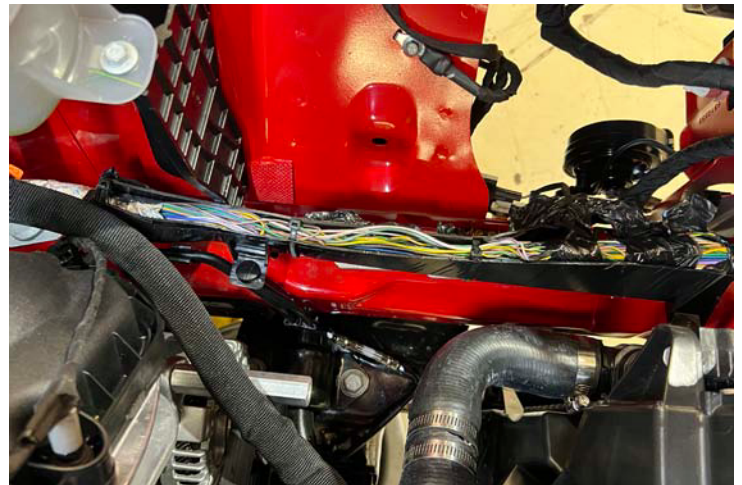
PROCHARGER BRACKET AND HEAD UNIT

- 1 On the drivers side inner fender unclip the wiring harness channel from the frame rail as shown to the right.



Wiring Harness Channel

- 2 Carefully remove the tape and zip ties securing the wiring harness to the channel, be sure to not cut any of the wires and remove the channel completely. Removing the channel will make more room for the outlet of the supercharger and for tubing



Wiring Harness Channel Wires Exposed

- 3 Using the supplied Tesa tape, wrap the wiring harness completely and use zip ties to secure sections of the harness.



Wiring Harness Wrapped

- 4 Remove the (2) timing cover bolts and the alternator nut labeled in the image at right. The alternator nut can be removed by using a 15mm socket, the remaining (2) bolts use a 13mm socket (the lower right bolt will have a plastic cap that needs to be pulled off before accessing the bolt).



- 5 Use a 13mm to install the sub bracket with the supplied M8x70mm bolts and washers.



Sub Bracket Installed

- 6 Use a 13mm to remove the uppermost timing cover bolt on the driver's side, behind the coolant tube.



Uppermost Timing Cover Bolt

ProCharger Bracket and Head Unit

- 7 Use an 8mm to remove the upper thermostat housing bolt.
- 8 Use a 10mm to remove the (2) screws holding the factory upper radiator brackets (each side). Remove the brackets
- 9 Install the supplied rubber isolators over the top radiator mounting posts. Push the isolator down as far as it can go.
- 10 Install the supplied radiator brackets using the factory hardware. Position the radiator as far forward as possible.



Thermostat Housing Bolt



Radiator Bracket Installed

- 10 Use a 15mm to remove the bolt holding the idler pulley next to the water pump (be sure the factory washer is removed from the pulley. The pulley may need to be removed to remove the washer).



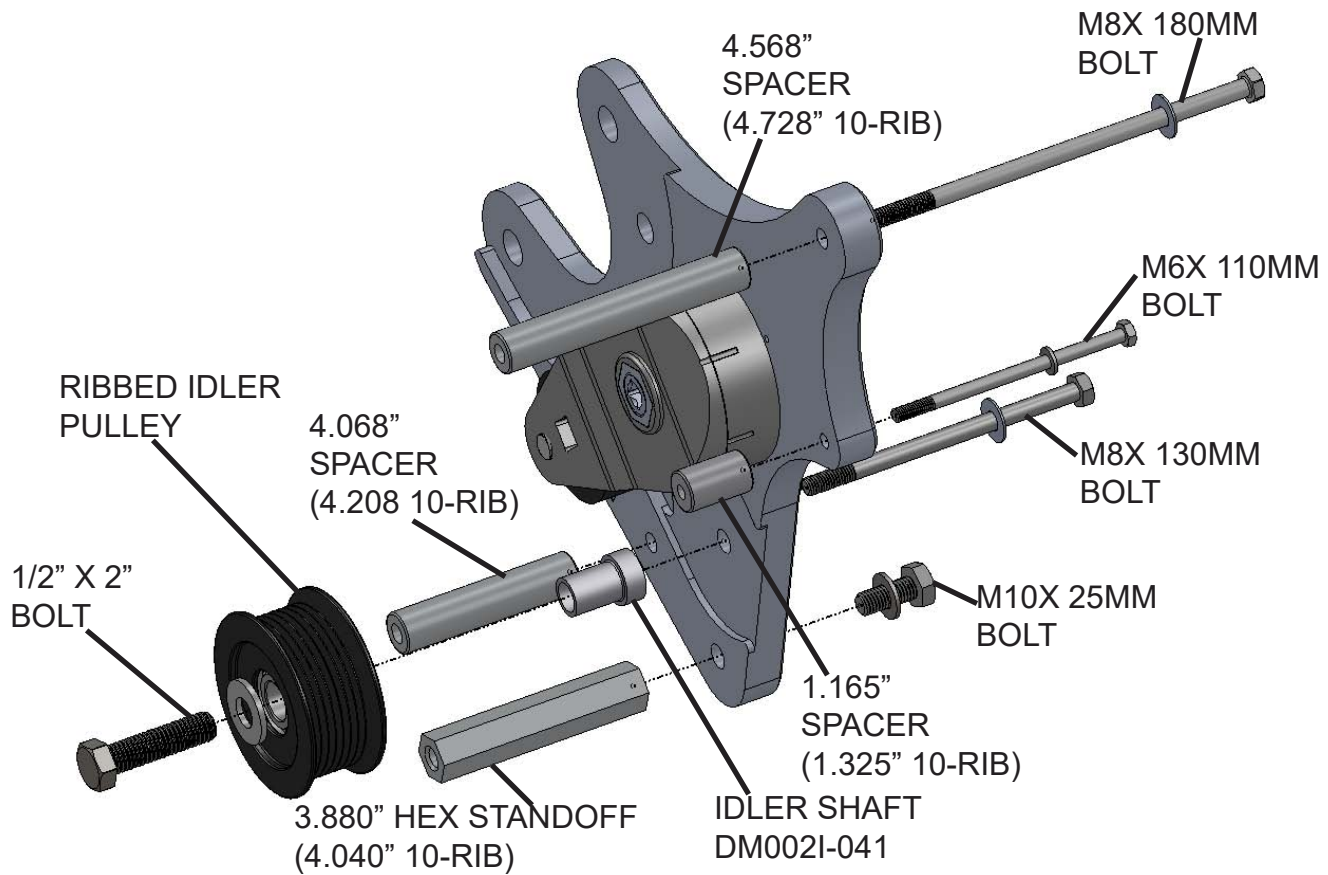
Idler Bolt and Washer

11 Locate the supplied idler shaft. Insert the short recessed portion of the shaft into the factory idler pulley.

12 Slide the supplied idler pulley over the longer recessed portion of the shaft and secure with the supplied M8x70mm bolt and washer. The side of the pulley with the circlip should face the engine.

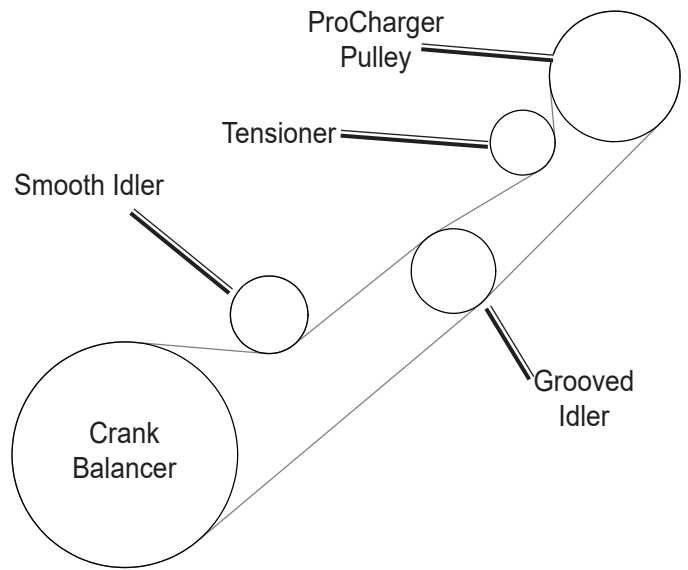


Smooth Idler Pulley



- Install the hex standoff onto the alternator stud. Hold the bracket assembly in place in front of the motor.
- 14 Insert the M10x25mm bolt and washer through the bracket and into the hex standoff.
 - 15 Place the 1.165" (1.325" 10-rib) spacer between the bracket and the thermostat housing. Fasten with the M6x110mm bolt.
 - 16 Place the 4.568" (4.728" 10-rib) spacer between the bracket and the upper timing cover bolt hole near the coolant tube. Fasten with the M8x180mm bolt.
 - 17 Place the 4.068" (4.208" 10-rib) spacer between the bracket and the sub bracket. Fasten with the M8x130mm bolt.
 - 18 Install the oil drain into the supercharger. Verify the plug at the end of the drain line is tight.
 - 19 Remove the oil fill reminder tag from the head unit. Fill the supercharger with (1) 6 ounce bottle of the supplied blower oil.
 - 20 Mount the ProCharger onto the main bracket using the provided (4) 5/16-18 x 5/8" and (2) 3/8-16 x 7/8" SHCS's. Actuate the tensioner using a 1/2" socket on the brass collar to gain access to all of the supercharger bolts.
 - 21 Route the oil drain line to the front of the vehicle under the driver's side headlight, and secure it with zip ties.

- 22 Route the belt over the crank pulley and up to the ProCharger pulley as shown.



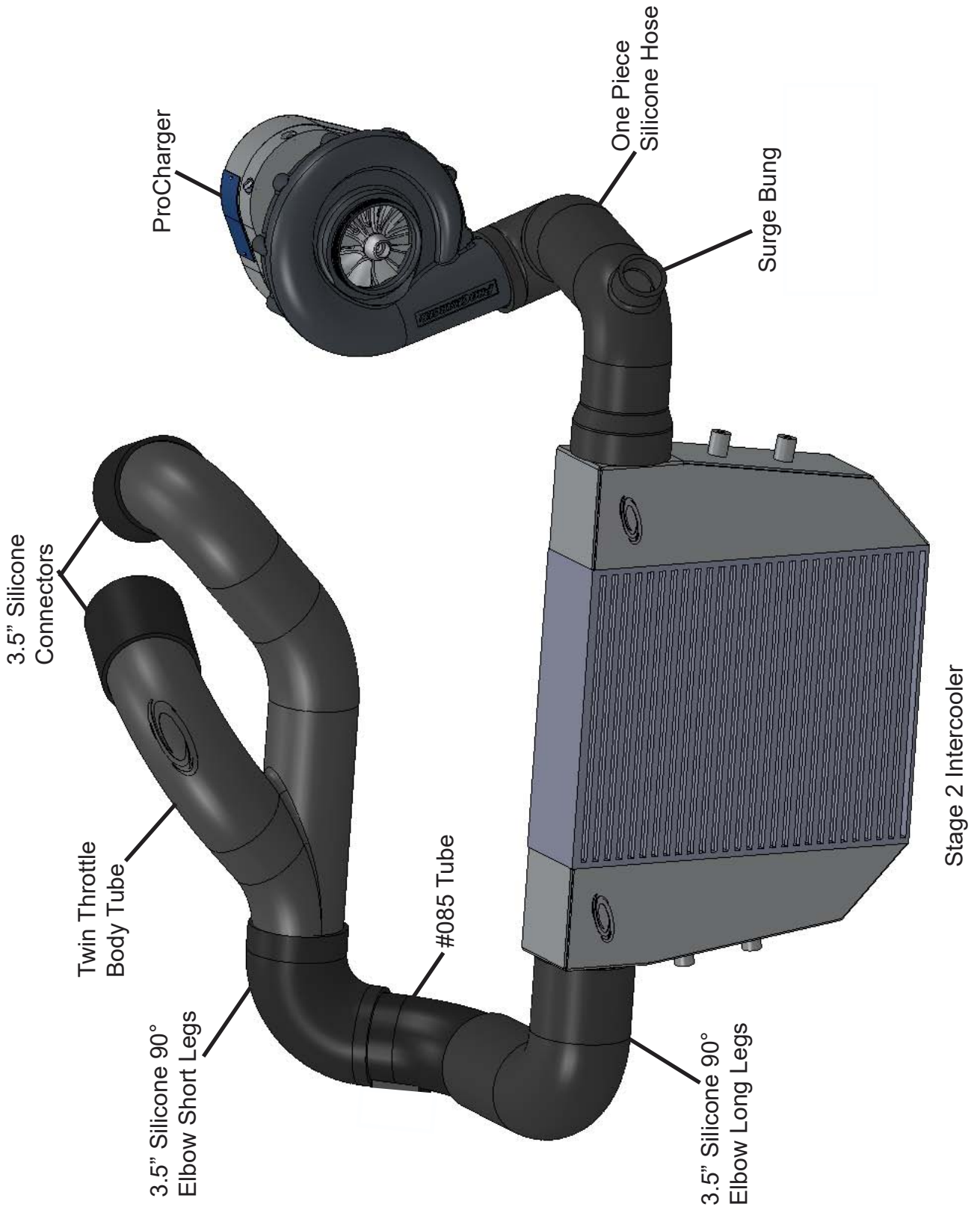
Belt Routing

- 23 Insert a 1/2 drive ratchet/extension through the front hole of the main bracket and into the tensioner.
- 24 Rotate the tensioner counter clockwise.
- 25 Wrap the belt around the supercharger pulley.
- 26 Release the tensioner and remove the ratchet/extension.

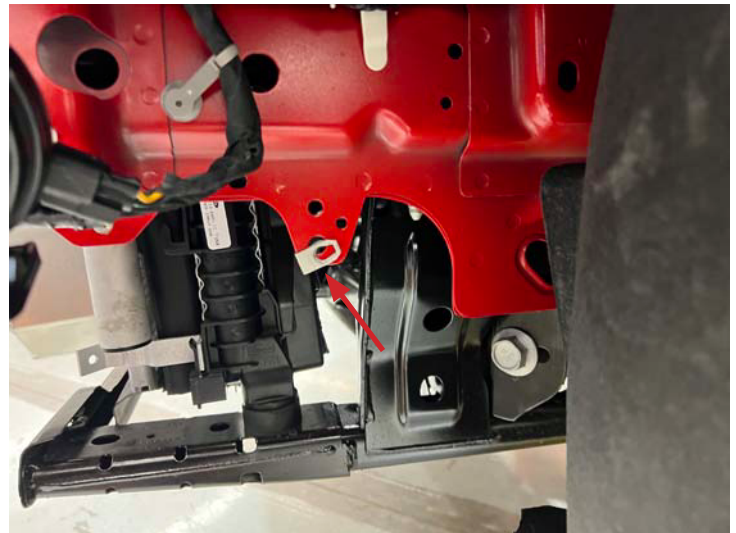


Rotate Tensioner Counter Clockwise

STAGE 2 INTERCOOLER SCHEMATIC



- 1 Use a 8mm to remove the screw attaching the horns to the body.
- 2 Remove the panel nut and install it in the hole a few inches below at the bottom of the frame.
- 3 Use a 10mm to remove the horns from the horn bracket.
- 4 Install the horns onto the supplied horn bracket as shown to the right.
- 5 Install the horns back into the car, onto the relocated clip nut using the factory hardware. Reattach the wiring harness. The horn bracket may need to be bent slightly to keep the horns from contacting the frame.
- 6 Unclip the main harness from behind the front bumper support and place the harness on top of the support. This will make room for the intercooler.



Panel Nut Relocated



Horns Mounted To Horn Bracket



Wiring Harness Retainers



Horns Re-installed

Intercooler and Tubing

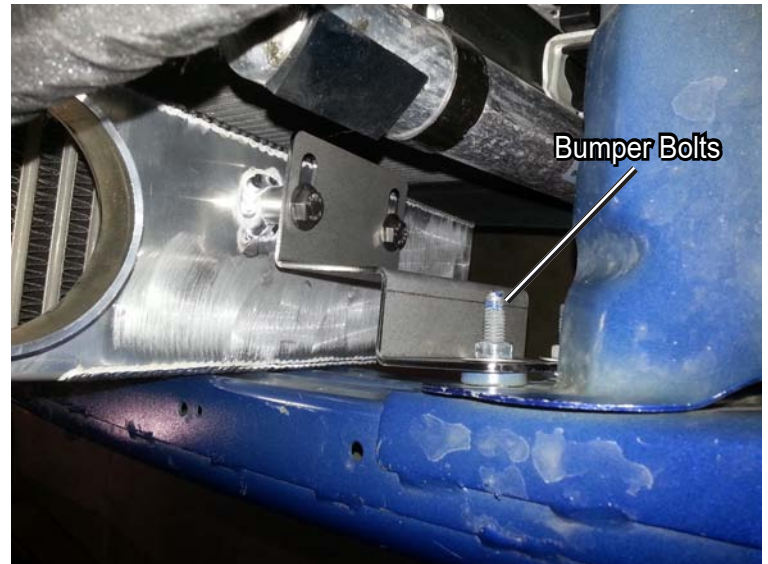
- 7 Use the supplied 3/8" bolts and washers to attach the brackets to the intercooler mounting bosses using a 9/16. Leave these bolts loose.
 - 8 Slide the intercooler up between the bumper and the condenser.
- ✓ Tech Tip: It may be necessary to loosen the (8) bumper to frame bolts using a 13mm to gain clearance for the intercooler and brackets.
- 9 The intercooler brackets slide over the end of the bumper to frame bolts on the back side of the bumper. Thread the supplied M8 nuts with washers onto the bumper bolts with a 13mm. (Both sides)

- ✓ Tech Tip: Leave the intercooler bracket hardware loose until all hardware has been installed and the intercooler has been adjusted. Adjust the intercooler as high and as far forward as possible before tightening.

- 10 Use a T15 torx to remove the (2) screws retaining the factory MAF sensors from each factory air box.



Intercooler Mounted



Driver's Side Intercooler Bracket



MAF in Factory Air Inlet

- 11 Insert the MAF sensors into the throttle body tube. The mounting holes are offset so the sensor can only be installed in one direction. Secure with the supplied M4 screws using a 7mm socket.



MAF Sensors Installed

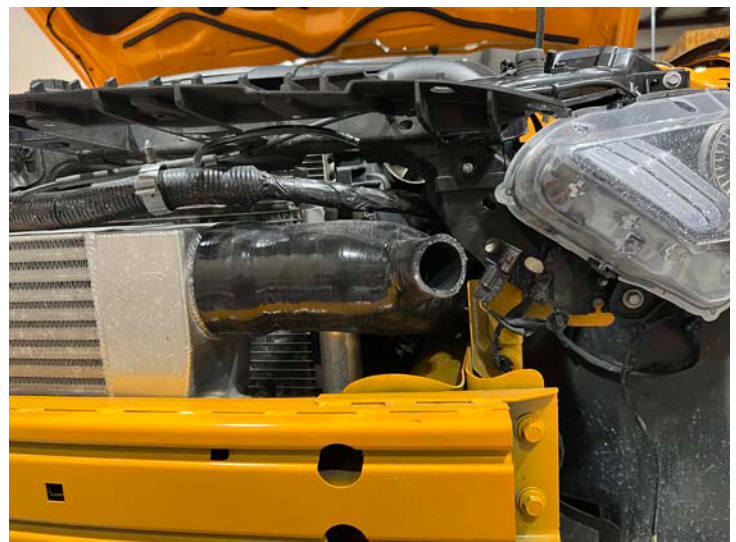
- 12 Install the 1.5" connector tube (found in the surge valve bag) into the bung on the one piece silicone hose. Secure with a #24 hose clamp.



1.5" Connector Tube Installed

- 13 Slide the large end of the one piece silicone hose over the inlet of the intercooler and pull the other end up onto the inlet of the supercharger.

- 14 Secure the supercharger connection with a 3.38" T-bolt clamp and the intercooler connection with a 3.75" T-bolt clamp.



One Piece Silicone Hose Installed

Intercooler and Tubing

- 15 Insert the short leg of the 3.5" 90° silicone elbow onto the passenger's side intercooler outlet. Secure with a 3.75" T-bolt clamp.



3.5" 90° Silicone Elbow Installed

- 16 Insert tube #085 into the open end of the 3.5" 90° silicone elbow. Loosely secure with a 3.75" T-bolt clamp.



Tube #085 Installed

- 17 Insert the short leg of the remaining 90° silicone elbow onto the end of tube #085. Loosely secure with a 3.75" T-bolt clamp.

- 18 Finish the connection the throttle body by inserting the end of the throttle body tube into the 90° elbow and loosely secure with a 3.75" T-bolt clamp. Slide a 3.5" silicone coupler onto each end of the throttle body tube, slide them as far on as possible. Rotate the tube up to the throttle bodies and slide the couplers onto the throttle bodies. Secure connections with 3.75" T-bolt clamps.

- 19 Secure all T-bolt clamps at this time.



Throttle Body Tube Installed

- 20 Plug the factory MAF harness' into the MAF sensors. The drivers side harness may need to be unclipped from the cam cover to reach the plug-in.
- 21 Use a flat screwdriver to unclip the driver's side wiring harness retainer. Slide the retainer down to line up with the hole on the top of the bumper.
- 22 Use a flat screwdriver to unclip the center wiring harness retainer. Remove the retainer. It will not be reused.



Drivers Side MAF Sensor Plugged In

- 23 Insert the passenger's side wiring harness retainer into the existing hole on the top of the bumper.



Note: Some factory bumpers do not have available holes. If this is the case, remove the harness retainers and let the wiring harness sit on top of the bumper. No further retaining is necessary.



Slide the Driver's Side Harness Retainer



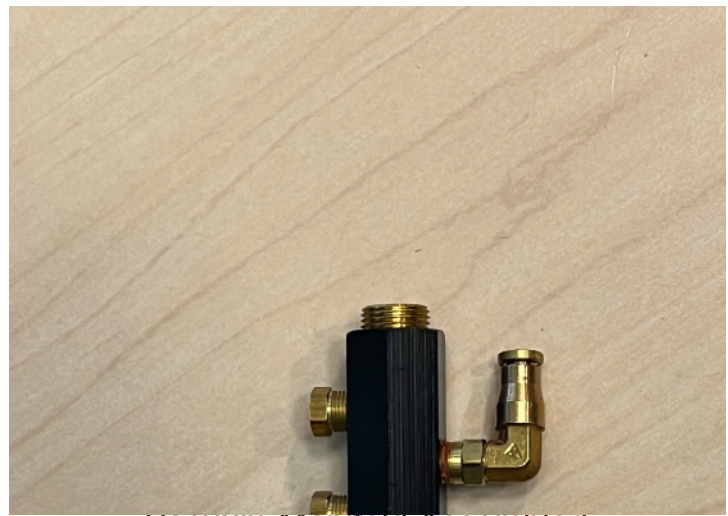
Wiring Harness Relocated

SURGE SYSTEM

- 1 The port on the passenger side has a line that previously ran to the factory air inlet tube. Remove this line from the vacuum tree.



- 2 Assemble the vacuum manifold using the provided push-lock fitting and plugs as shown.



- ✓ **Tech Tip:** If installing a boost gauge, replace one of the 1/8" plugs with the additional provided barb fitting. Route a vacuum line from the barb to the boost gauge.

- 3 Attach the supplied 3/8" vacuum hose to the open port on the factory vacuum tree. Cut the hose to proper length and install the vacuum manifold onto the end of the hose. Secure with #6 hose clamps.



- 4 Replace the barb fitting on the supplied surge valve with a supplied push-lock fitting (a 90° and a straight fitting are supplied, use what will work the best for your application).

Vacuum Manifold Installed

- 5 Install the 90° end of the 1.5" 90° silicone hose over the bung on the one piece silicone hose. Loosely secure with a #24 hose clamp.
- 6 Insert the surge valve into the open end of the 1.5" hose. Loosely Secure with #24 hose clamps.
- 7 Position the hose and the surge valve and secure the hose clamps at this time. Use the included zip-ties to secure the valve and hose to the radiator support.
- 8 Install the filter on the open end of the surge valve. Secure with a #24 hose clamp.



Surge Valve Installed

- ✓ **Tech Tip:** Ensure the ProFlow surge valve's actuator linkage and vacuum barb are unobstructed when fascia is reinstalled.
- 9 Insert the supplied 1/4" push-lock hose to the push-lock fitting on the vacuum manifold, then route and insert into the surge valve vacuum port. Ensure the surge valve line is free of any sharp bends and is clear of any moving parts.

AIR INLET AND PCV SYSTEM

- 1 Install the 2-1/4" long 4" hose to the rotomold inlet tube as shown. Secure with a #64 hose clamp.



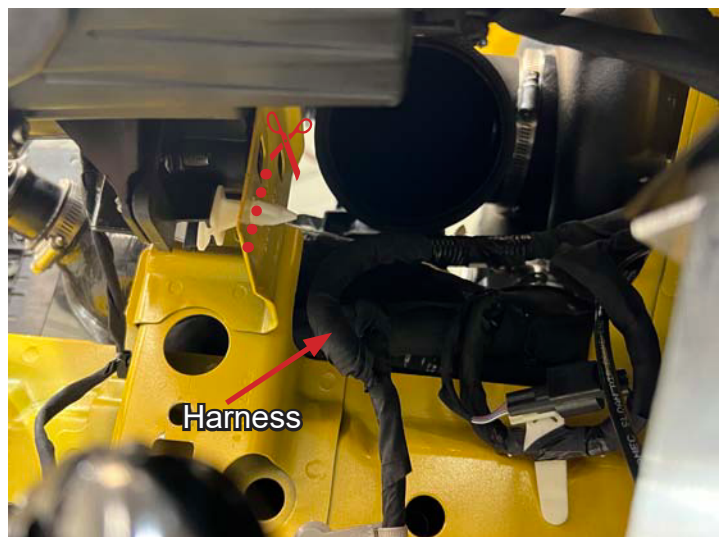
Plastic Inlet Installed

- 2 Install the rotomold assembly onto the inlet of the supercharger, loosely secure with a #60 hose clamp.



Rotomold Inlet Installed

- 3 From under the car, trim off the plastic retainer clip shown to the right. This will make room for the inlet tube. The harness labeled to the right will need to be unclipped from the radiator support.



Trim Clip

- 4 Insert the inlet tube into the 4" hose on the rotomold inlet, be sure the inlet is pushed up all the way into the rubber coupler and the bung on the tube faces the rear of the car. Loosely secure with a #64 hose clamp.
- 5 Install the provided air filter onto the end of the inlet tube, be sure the filter will not stick too far down into the undercladding. Position the air inlet and tighten the hose clamps.
- 6 Remove the plastic PCV line going to the port behind the throttle body and to the valve cover on the passenger's side.



Air Inlet Installed

- ✓ **Tech Tip:** Shrink clamps and shrink sleeve are included in with this supercharger system, use a heat source such as a heat gun to shrink the connectors onto the connection and the sleeve onto the hose, be sure the connection is tight before placing it into use. Brake clean can be used to remove the white printing on the shrink clamps before they are used.

- 7 Locate the supplied 5/8" rubber hose (in the PCV bag), cut a 5" and a 6" section of hose and shrink sleeve. Insert the 6" section of hose over the provided 90° PCV fitting followed by the 6" section of shrink sleeve and 2 shrink clamps over the hose. Insert the compact one-way check valve into the hose, be sure the arrow on the check valve points away from the 90° fitting. Slide the 2-1/2" section of hose over the check valve barb followed by the shrink sleeve and 2 more shrink clamps over the hose. Finish the line by installing another 90° fitting into the hose section.



Factory PCV Line

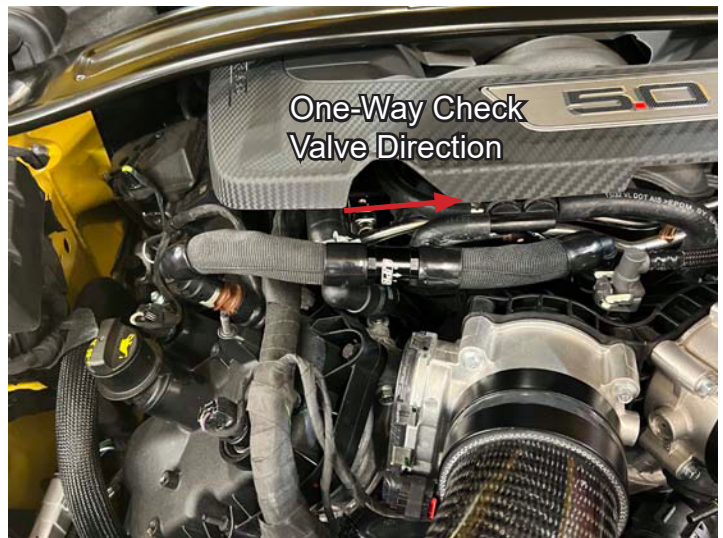
- 8 Use a heat gun to shrink the shrink clamps and the shrink sleeve over the connections being sure they are a secure connection.



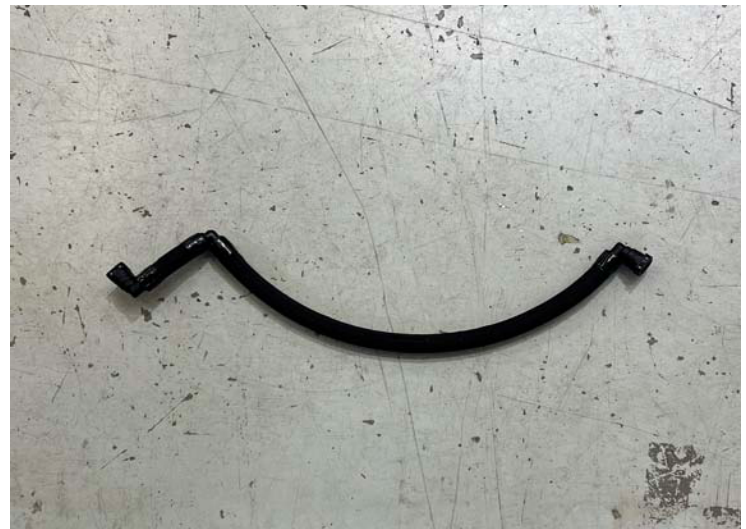
PCV Line Assembly

Air Inlet and PCV System

- 9 Install the new PCV assembly back into the car where it was removed initially.
- 10 Place a provided plastic PCV fitting onto the factory PCV bung on the drivers side valve cover. Use the remaining 5/8" rubber hose and run the hose from the PCV fitting and to the bung on the air inlet tube, be sure to have enough hose so the hose does not get kinked or pinched. Cut the hose to length.
- 11 Cut a 4" and a 24" section of the provided 5/8" rubber hose and a 5" and a 25" section of shrink sleeve, place the shrink sleeve sections over the rubber hose sections and shrink the sleeve using a heat gun. Cut off the excess sleeve from the end of the hose. Insert a 90° PCV fitting onto the end of the 4" section of hose followed by (2) shrink connectors, install another shrink connector onto the hose followed by the 90° plastic fitting. Insert the 90° fitting into the remaining section of rubber hose followed by (2) shrink clamps and a 90° PCV fitting on the end.
- 12 Move the shrink clamps over the ends of the hose and use a heat gun to shrink the abrasive resistant fabric around the rubber hose and to shrink the shrink clamp over the fittings.
- 13 Connect the long section of PCV hose to the drivers side valve cover and route the other end of the hose to bung on the air intake tube.



PCV Line Installed



PCV Line Assembled



PCV Line Installed

FINISHING UP

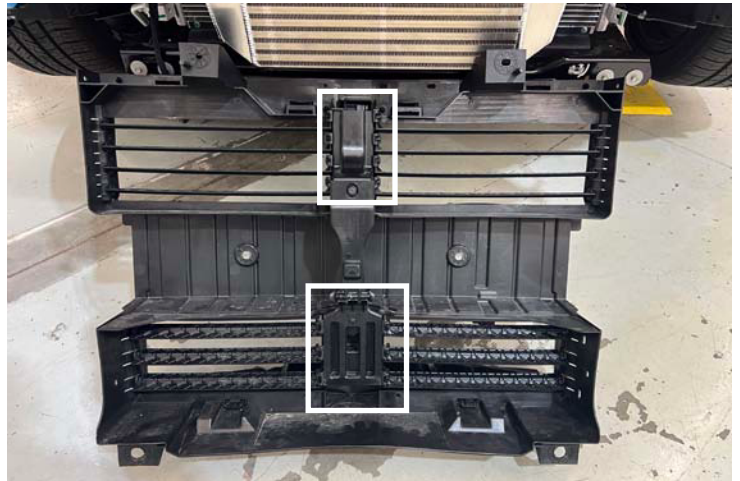
- 1 At the top of the shutter shroud, press the (4) clips to remove the rubber air deflector.

The Next Two Steps Are For Shutter Equipped Vehicles only All Others Skip to the Following Page.

- 2 Unclip the center shutter actuators from the shutter blades by bending the plastic tabs.



Shroud Air Deflector Clips



Shutter Actuators

- 3 Unclip the plastic edges of the shutter blades and remove all of the blades. The finished shutter assembly is shown below.

Continue to the next page.

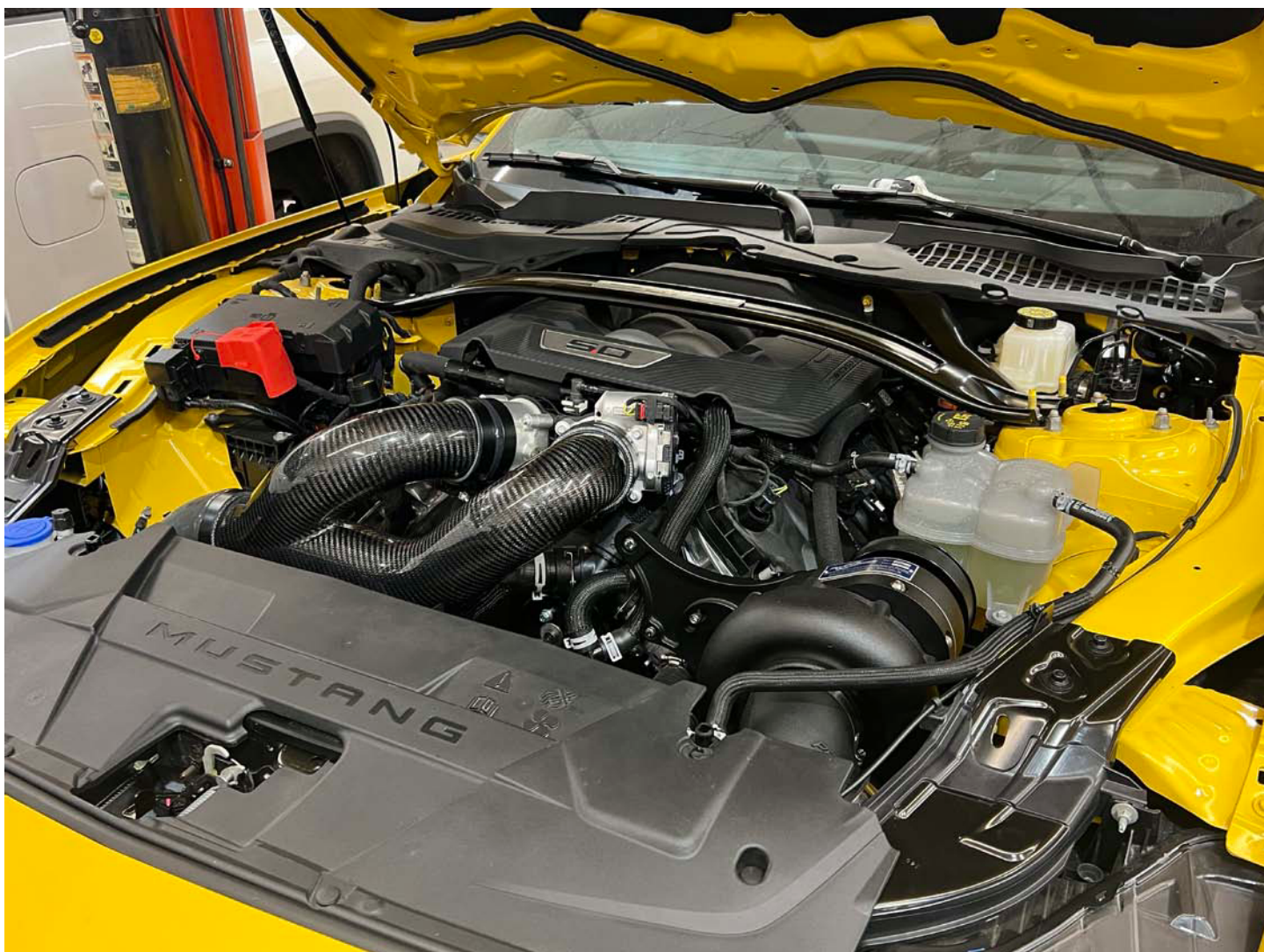


Shutter Blade Clips

- 4 Using an air saw or similar tool, trim the two bottom tabs on the shroud as shown to the right. This will make room for the bottom of the intercooler.
- 5 Re-install the shutter / shroud assembly back into the vehicle using the factory hardware. Plug in all of the factory radar sensors (if equipped), air intake temp sensor and shutter motor (if equipped).
- 6 Inspect belts and pulleys for clearance from all wires and hoses. Adjust and secure any hoses or wires that may be caught or abraded by the belts or pulleys. Verify the belt is properly tensioned. Any locations where steel tubes could abrade on the chassis should be cushioned with the supplied self-adhesive rubber strips.
- 7 Using the factory hardware, re-install the front bumper cover and brake ducts (GT Performance Pack cars and cars using the relocated oil cooler will not be able to utilize the drivers side brake duct). Plug the fog light and turning signal harnesses back into the proper locations on the front bumper cover.
- 8 Remount the plastic undercladding.
- 9 Re-install the plastic radiator cover using the factory hardware.
- 10 Re-install the engine cover by aligning the cover over the engine and pushing downward until all four corners of the cover snap into place.
- 11 Locate the CARB Executive Order sticker included with your system. This sticker must be installed in an underhood location that is readily visible.



Shroud Trimmed



CONGRATULATIONS! YOU HAVE COMPLETED THE INSTALLATION OF YOUR NEW PROCHARGER SUPERCHARGER SYSTEM. READ THE FOLLOWING PAGES CAREFULLY FOR OPERATION AND MAINTENANCE INSTRUCTIONS, AS WELL AS WARRANTY INFORMATION.

OPERATION AND MAINTENANCE

Cold Starting

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

Fuel Quality

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

Ignition System Maintenance

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

Air Filter Maintenance

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

Belt Replacement

The serpentine belt, which turns your ProCharger supercharger, will stretch after initial run-in, and should be re-tightened 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 purchased 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 the drain plug after every oil change. Drain the oil by removing the drain plug. Clean off the drain plug before re-installing.

ProCharger Oil Level

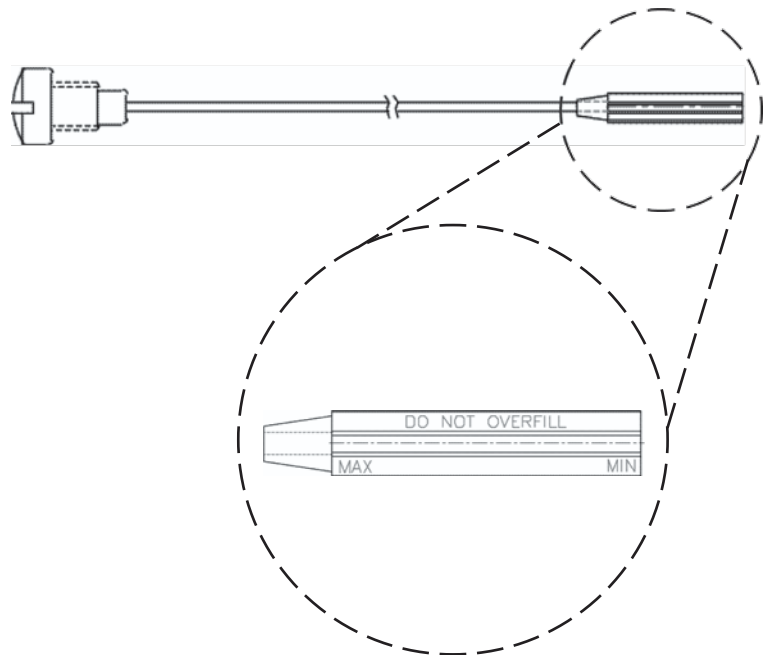
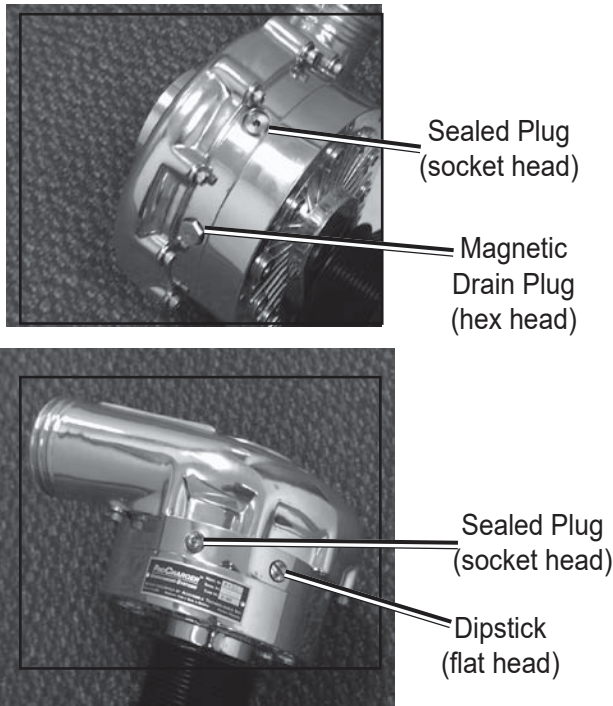
The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

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.

Warning: The supercharger contains no oil from the factory. The unit must be filled prior to use. Use only ATI supplied oil in your ProCharger. The ATI oil has been specially formulated for the bearings in the ProCharger and use of oil other than that supplied by ATI will void your warranty.



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

Accessible Technologies, Inc.
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Part Number PMEB1A-004 Rev. B

