

GMC Truck/SUV 2014+ High Output Intercooled System **Installation Guide**



The **ULTIMATE** Power Adder™

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INTRODUCTION

Congratulations on purchasing your ProCharger® GMC Truck/Suv 2014-2017 High Output Intercooled System. Read this entire manual before you attempt to install your ProCharger kit. It is imperative that you follow all of the instructions in the order they appear in this installation guide. If you have any questions regarding any aspect of this installation, call us at (913) 338-3086.

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)
- 3/8" Ratchet
- 3/8" Hex Bit Set (allen head)
- 5/16" Nut Driver
- T15 Torx Bit
- Floor Jack and Jack Stands
- Open End Wrench Set (standard & metric)
- Wire Stripper/Crimper
- Loctite® 272
- Flat Screwdrivers
- Phillips Screwdrivers
- Plier Set
- Electric Drill with 1/8" Drill Bit



Warning: Your supercharged GMC truck must always be run on 91 octane or higher gas.

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

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

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

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

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

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TUNING THESE VEHICLES IS A MULTI-STEP PROCESS THAT SHOULD BE INITIATED BEFORE SYSTEM INSTALLATION BEGINS. PLEASE ALLOW 1 COMPLETE BUSINESS DAY TO RECEIVE YOUR MODIFIED TUNE FILE. CONTACT ATI WITH ANY QUESTIONS REGARDING TUNING FOR THESE VEHICLES.

TUNING



Note: *This section only applies to full systems, which include a hand-held tuner. If you do not have a full system, additional tuning will be required before starting the vehicle.*

inTune Programmer



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



Warning: During a reflashing, either stay in the vehicle or open a window prior to reflashing to prevent getting locked out.

- 1 Remove the inTune programmer from its box and review the included instructions for updating your device.
 - 1) Connect the inTune programmer to your PC with the provided USB cable. Allow the device to load drivers to the PC.
 - 2) Run the inTune updater software.
- 2 Connect the inTune programmer to the OBD-II port located below the steering column using the OBD-II cable included with your programmer.

- 3 Upload your stock tune from the ECM to the inTune programmer:
 - 1) Select **Tune Vehicle**
 - 2) When prompted turn the key to the on position without starting the engine
 - 3) Select Advanced Tune
 - 4) Select Install Standard Tune
 - 5) Select Modify Stock Tune
- 4 Follow the on screen prompts. Your original backup will be saved.
 - 1) Select Backup Only
- 5 Connect the inTune programmer to your PC with the provided USB cable. A window will appear showing the inTune as an additional storage device.
 - 1) Select Open Files
 - 2) Select Tunes
 - 3) Select VIN Folder
 - 4) Click and drag the Original Backup file to your PC's desktop or hard drive
- 6 Email the **Original Backup** file to tuning@procharger.com with the ProCharger serial number in the subject line.
- 7 You will receive the tune for your vehicle within 24 hours. Save the modified tune to your desktop or hard drive.

- 8 Connect the inTune programmer to your PC and open the inTune drive:
 - 1) Click and drag the ProCharger Tune file from your desktop or hard drive to the inTune drive.
 - 2) Allow the file time to load, do not disconnect before the file has finished loading
- 9 Connect the inTune programmer to the OBD-II port located below the steering column.
- 10 Download the modified tune from the inTune programmer to your vehicle:
 - 1) Select **Tune Vehicle**
 - 2) Select **Advanced Tune**
 - 3) **Install Custom Tune**
 - 4) **Select Procharger**
 - 5) **Select Apply Tune**
- 11 Follow the on-screen prompts:
- 12 The ProCharger tune will now be written to your vehicle. This process can take several minutes.

- 13 Install the provided OBD-II port cover (shown below) into the OBD-II port. This will alert any person doing service work to the vehicle to not re-flash the ecm possibly causing severe engine damage or harm.



OBD-II Port Cover



Troubleshooting:

•If the programmer fails to install the tune to your vehicle for any reason, it will enter into "VEHICLE RECOVERY MODE." Reprogram the vehicle with the "RESTORE VEHICLE" option before attempting to install the ProCharger Tune again.

2017+ Model Years ONLY
(2014-16 Model Years Skip to Next Section)

- 1 Disconnect the negative battery cable.
- 2 Ensure there is no battery power to the vehicle.
- 3 Refer to page 6 for ECM removal.
- 4 A tuning certificate is included which involves mailing in your PCM to be reprogrammed.
- 5 Install the provided OBD-II port cover (shown below) into the OBD-II port. This will alert any person doing service work to the vehicle to not re-flash the ecm possibly causing severe engine damage or harm.



OBD-II Port Cover

GETTING STARTED



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

(A) Factory Air Filter Box

(B) Mass Airflow (MAF) sensor

(C) Factory Air Inlet



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.

✓ **Tech Tip:** It is highly recommended that colder heat range spark plugs are installed. NGK 6510 spark plugs are recommended. Gap the spark plugs to .032-.035".

1 Disconnect the negative battery cable from the battery.

2 Unclip the MAF sensor wiring harness from the factory airbox. Unplug the MAF sensor from the air inlet. Using a T15 torx bit, remove the hardware retaining the MAF sensor, then carefully pull the MAF sensor out and retain for use later in the install.

3 Disconnect the PCV hoses on the driver's and passenger's side valve covers by squeezing the clip and pulling up.

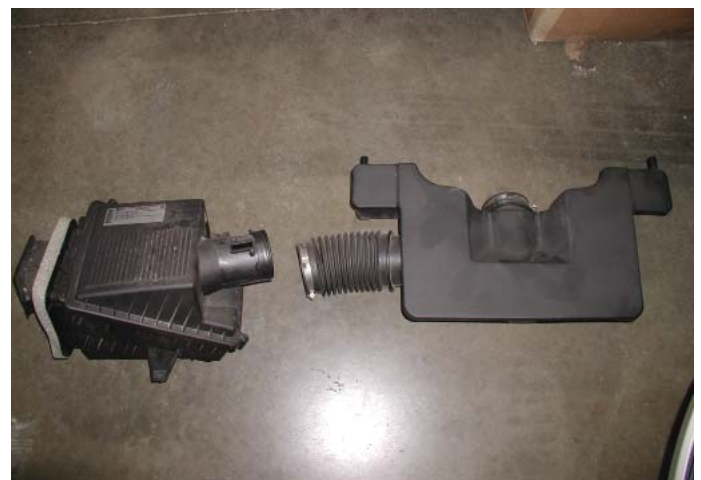
4 Using a 5/16" nut driver, loosen the hose clamps securing the factory air inlet at the throttle body and at the air filter box. Pull the inlet and air filter box apart, separating them. Remove the air inlet. Pull straight up on the air filter box for removal from the vehicle.



Small Factory Splash Panel



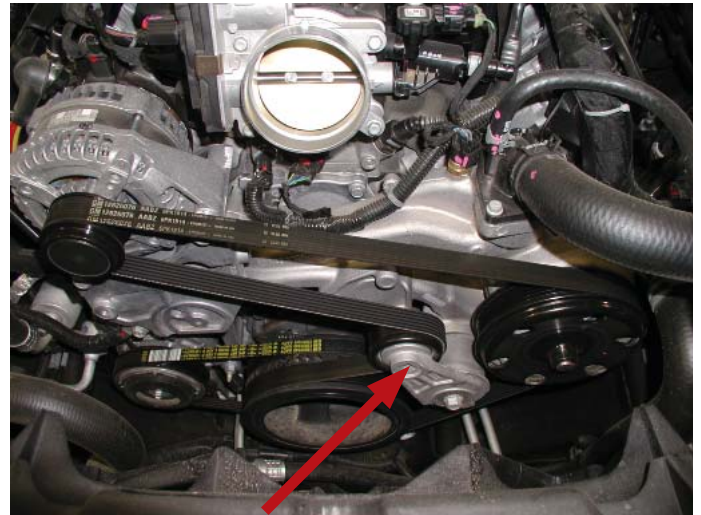
PCV Hose Location (Driver's Side)



Complete Air Inlet Removed

Getting Started

- 5 Insert a 1/2" ratchet into the factory spring tensioner and rotate counter clockwise. Slide the factory accessory belt off of the alternator and remove from the vehicle. This belt will not be reused.



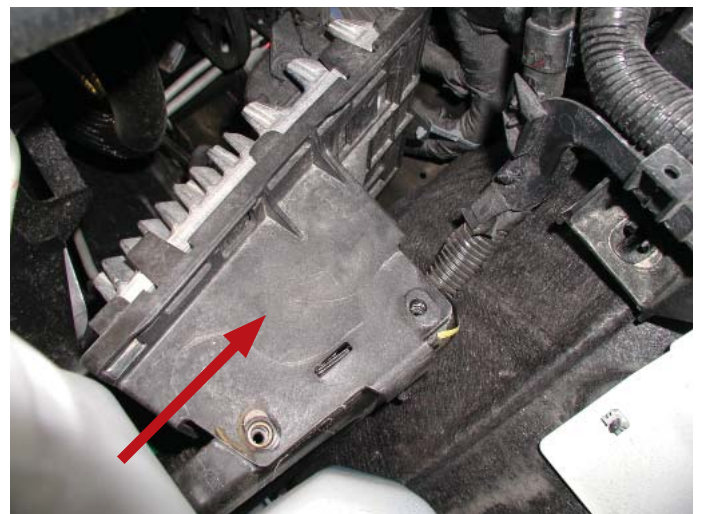
Spring Tensioner Location

- 6 On the driver's side of the engine compartment, locate the auxiliary battery tray. Using a 10mm socket, remove the (8) bolts retaining the sheet metal tray (the rear bolt may be easier with a wrench). Remove the plastic push pin connected to the tray, if equipped. Pull the tray up and out of the vehicle.



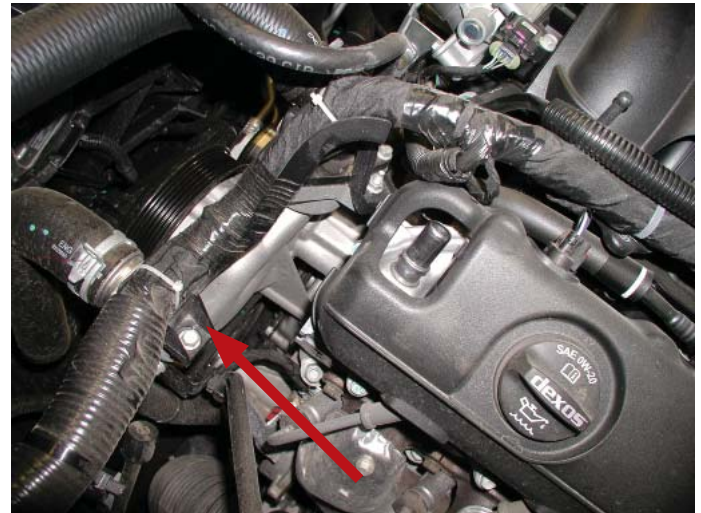
Auxiliary Battery Tray Bolt Locations

- 7 On the bottom side of the plastic ECU bracket, use a 10mm socket to remove the bolt securing the bracket to the vehicle. Cut the zip tie connected to the harness. Pull the assembly up, push the tabs on the bracket to release the ECU, remove the bracket from the vehicle and set the ECU to the side for mounting later during the installation.



ECU Bracket Removal

- 8 Cut the (3) zip ties and trim the tape securing the main wiring harness to the plastic bracket located in front of the driver's side cylinder head (see image at right). Using a 10mm socket, remove the (1) bolt and (1) nut securing the bracket. Remove the bracket from the vehicle.

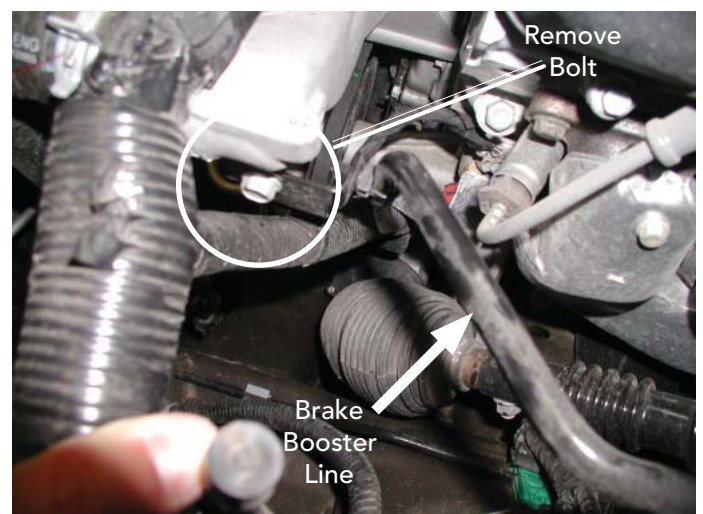


Main Wiring Harness Plastic Bracket Location



Main Wiring Harness Plastic Bracket Removed

- 9 Locate the brake booster line located behind the harness from the above steps. Using a 13mm socket, remove the bolt securing the line to the sheet metal bracket. Cut the (2) zip tie connectors and remove the bracket from the vehicle.



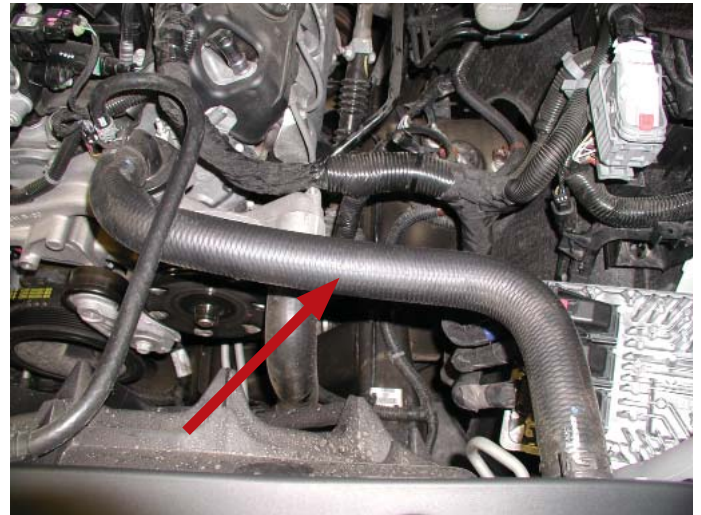
Brake Booster Bracket Removal

Getting Started

- 10 Compress the upper coolant hose clamps, slide the clamps back to allow for the hose to be removed. Some coolant may leak when pulling the hose out, place a drip pan or bucket under the hose during this process.

2014-16 Only. 2017+ Proceed to step 12.

- 11 Pull both ends of the coolant hose off, reinstall the hose in the reverse rotation so the longer leg is now connected to the water pump connection and the shorter end connected to the radiator. This will make the necessary room for the drive system.
- 12 Using a 10mm socket, remove the (4) bolts securing the factory airbox mounting bracket. Remove the bracket from the vehicle, it will not be reused.



Upper Coolant Hose



Factory Airbox Mounting Bracket Bolt Locations

PROCHARGER HEAD UNIT

- 1 In preparation for mounting the sub bracket to the driver's side cylinder head, slide the wiring harness and brake booster line back to allow the sub bracket to fit without interference. Zip tie these lines out of the way being sure to keep away from exhaust.



Harness and Brake Booster Line Relocation

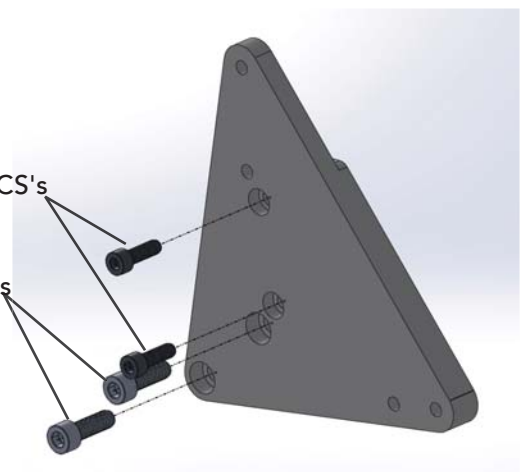
- 2 Mount the sub bracket using the supplied hardware. The (2) M8X20mm SHCS's use a M6 allen, the (2) M10X20mm SHCH's use a 8mm allen. Trimming of the coil cover may be necessary.



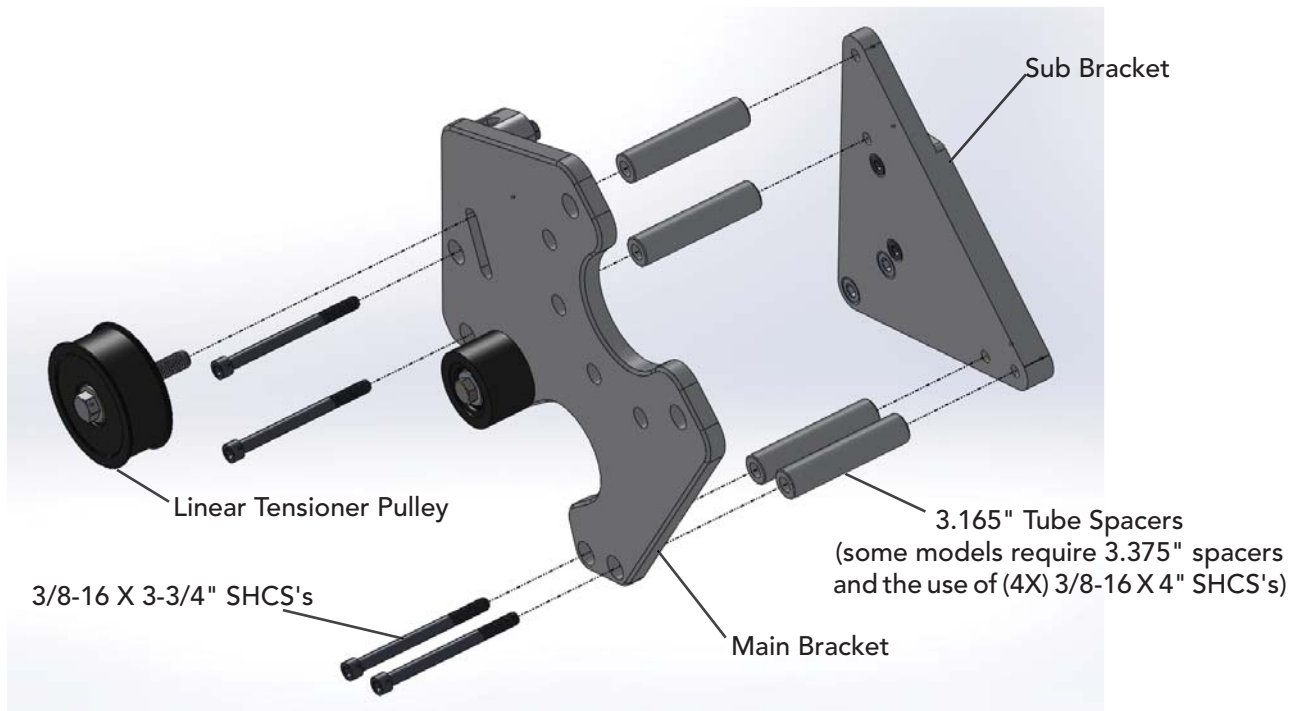
Sub Bracket Mounting Hole Locations

- 3 Remove the linear tensioner pulley (5/8" socket) on the main bracket assembly to gain clearance for mounting hardware.

M8X20mm SHCS's
M10X20mm SHCS's



Sub Bracket Hardware



Main Bracket Hardware

- 4 Install the main bracket onto the sub bracket using the (4) 3.165" spacers (some models may require using the (4) supplied 3.375" spacers) and the supplied 3/8-16 X 3-3/4 SHCS's. Tighten with a 5/16" allen. Reinstall the linear tensioner pulley with a 5/8" socket.



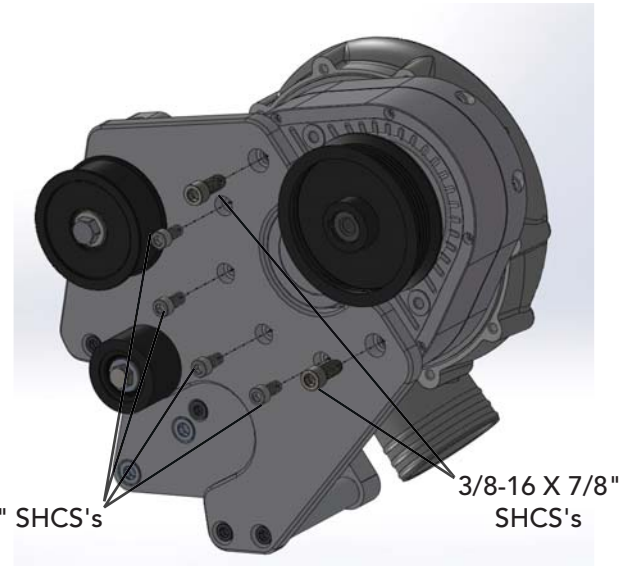
Remove Drain Cap

- 5 Remove the drain cap on the bottom of the supercharger, install the supplied oil drain line (90° fitting on some models followed by the drain line). Make sure all fittings are tight, including the end fitting for draining the line.
- 6 Fill the supercharger with one bottle (6 ounces) of supplied supercharger oil. Remove the fill tag.

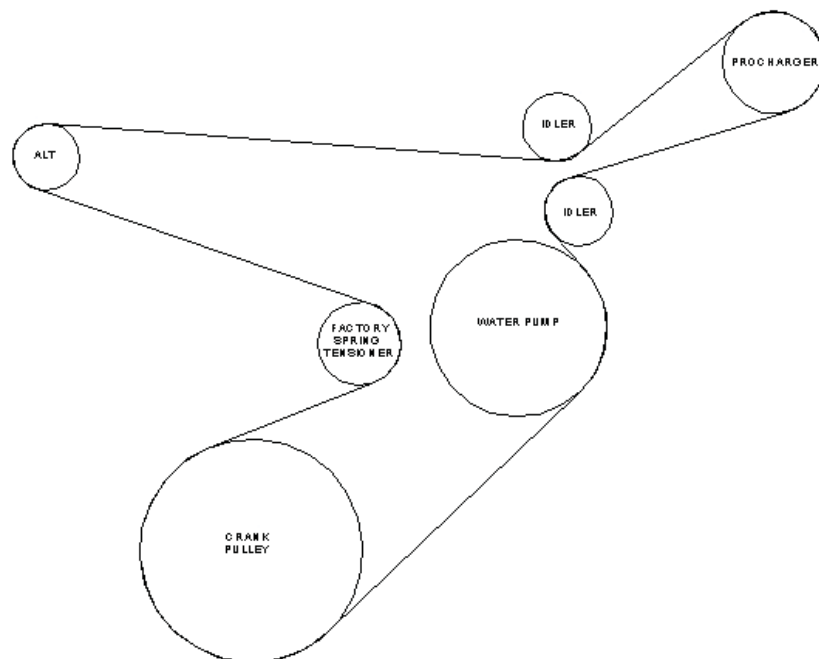


Oil Drain Line Installed

- 7 Using the supplied (4) 5/16-18 X 5/8" SHCS's (1/4" allen) and (2) 3/8-16 X 7/8" SHCS's (5/16" allen), install the supercharger to the main bracket. Route the oil drain line away from the belt and exhaust manifolds and zip tie it out of the way.
- 8 Route the supplied belt over the accessories and supercharger system pulleys (see schematic below). It is easiest to ensure the linear tensioner pulley is as far out as possible, then insert a 1/2" ratchet on the factory tensioner, rotate it counter clockwise, then slip the belt over the alternator.



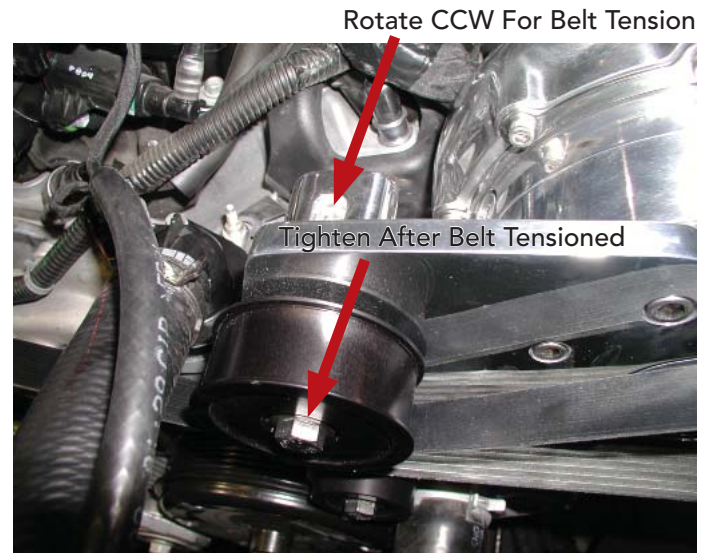
Supercharger Hardware



Belt Schematic

ProCharger Head Unit

- 9 Using a 5/16" allen, tighten the belt tension by rotating the linear tensioner bolt located behind the main bracket counter clockwise. Ensure there is clearance between the linear tensioner pulley and fixed idler pulley. Tighten the bolt securing the linear tensioner on the front side of the main bracket with a 5/8" wrench.



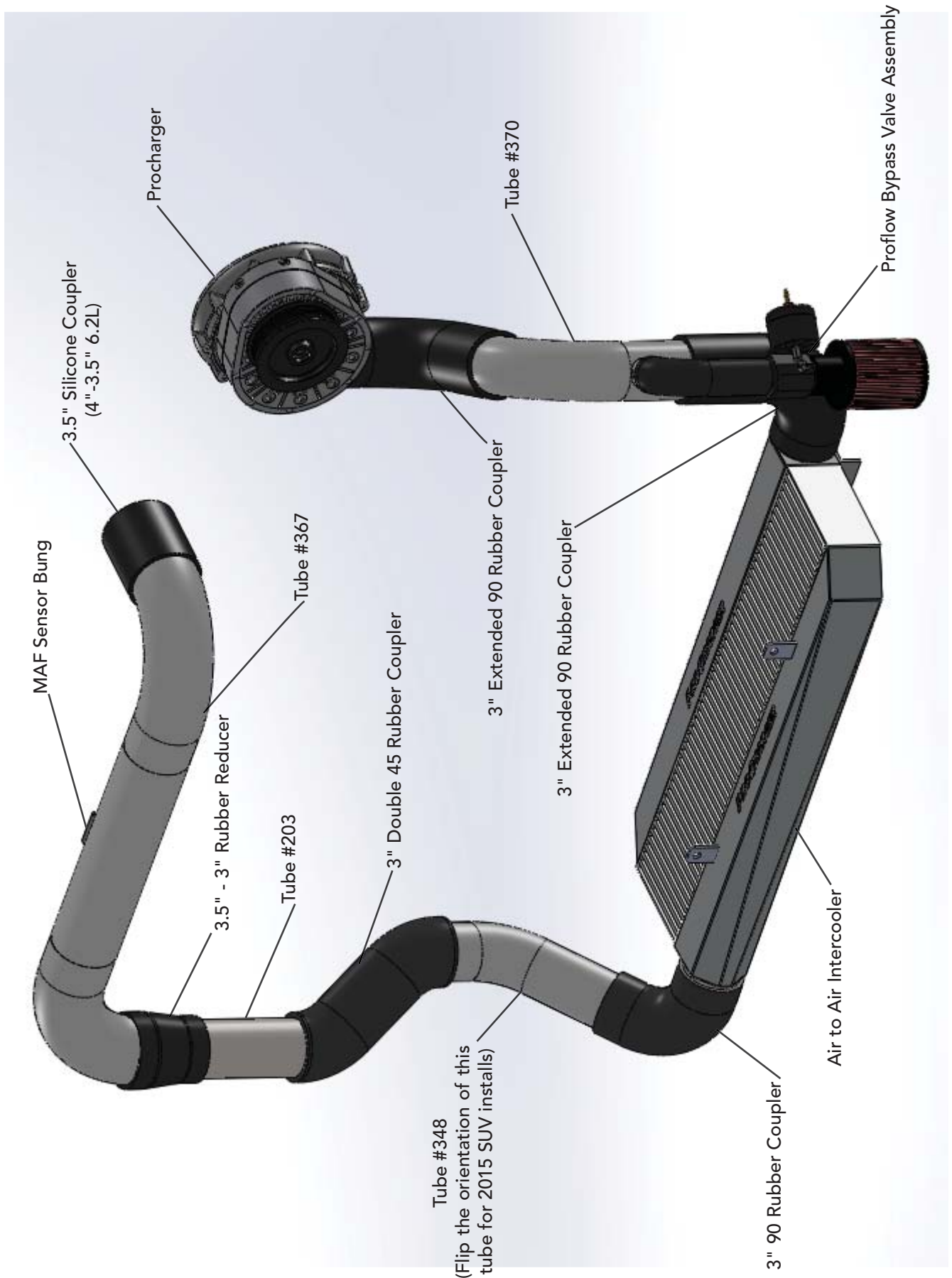
Belt Tensioning Components

- 10 Slide the coolant hose located on the top of the cooling fan toward the passenger side of the vehicle for additional room for the fixed tensioner pulley and belt.

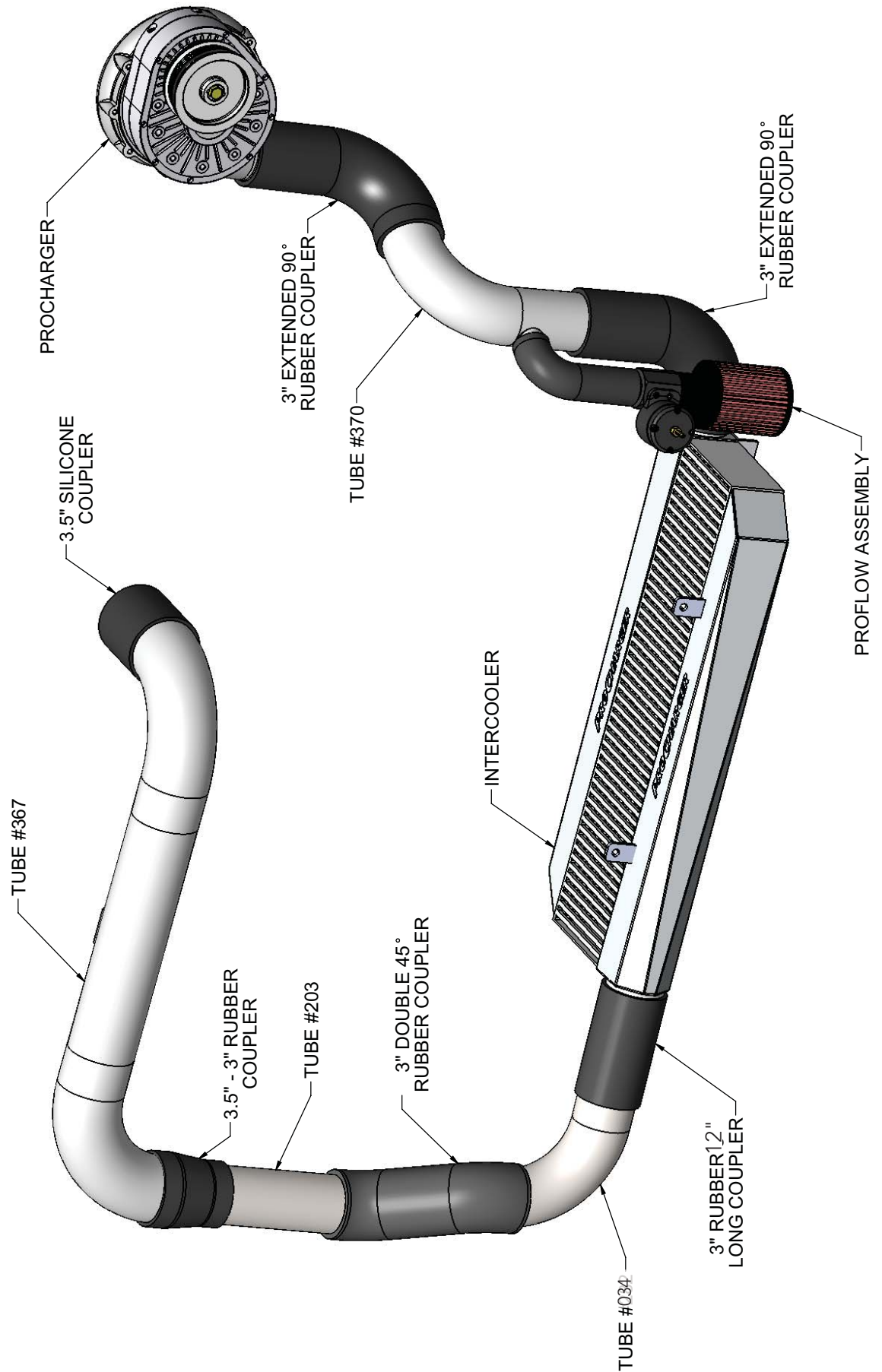


Slide Coolant Line Over For Additional Clearance

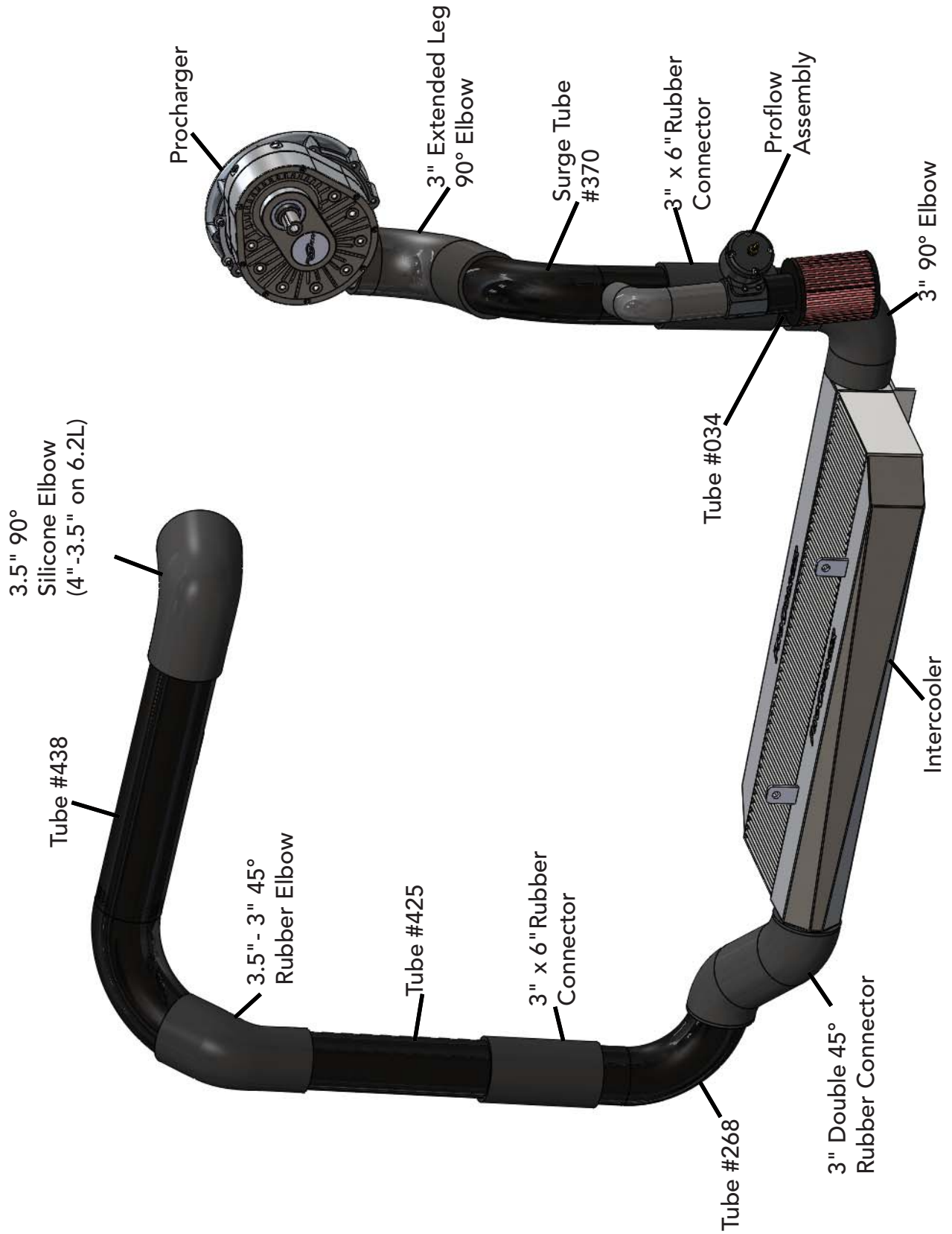
2014-15 HORIZONTAL INTERCOOLER AND TUBING



2016 HORIZONTAL INTERCOOLER AND TUBING SCHEMATIC



2017+ SUV HORIZONTAL INTERCOOLER AND TUBING SCHEMATIC



INTERCOOLER AND TUBING

FOR VERTICAL INTERCOOLER OPTION,
PROCEED TO PAGE 20.

- 1 With an appropriately rated automotive jack, lift up on the front of the vehicle and secure with jack stands.



Lower Splash Panel Hardware Locations

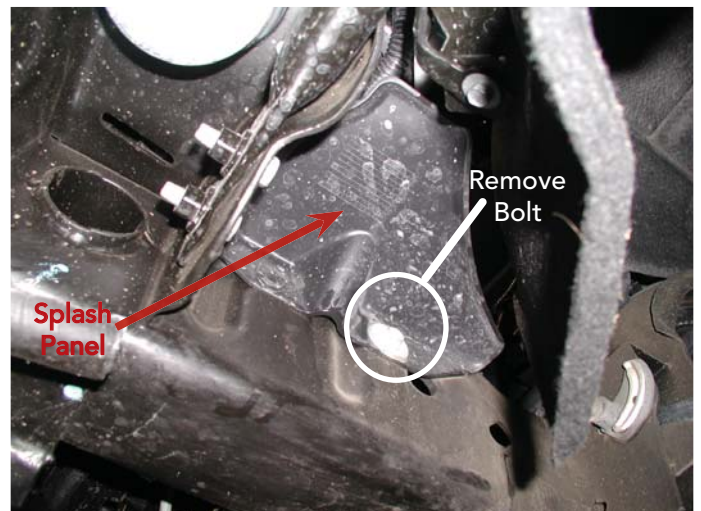
- 2 Remove the (8) bolts securing the lower splash panel (4) with 15mm socket, (4) with 10mm socket). SUV models may only have (2) 15mm bolts. Remove the splash panel from the vehicle, reinstall the (2) rear 15mm bolts



Lower Splash Panel Removed

For 2014-15 Model Years Only:

- 3 Locate the driver's side splash panel (passenger's side splash panel for 2015 SUV models). Remove the bolt securing the panel with a 13mm socket, pull out the push pin and remove the panel from the vehicle. It will not be reused.



2014-15: Remove Driver's Side Splash Panel

For 2016 Model Years Only:

- 3 Locate the tubular frame rod on the driver's side along the frame rail, as shown. Remove the rod by removing the (2) bolts using a 21mm socket.

✓ **Tech Tip:** If you choose you may cut the plate off the rod and reinstall on the vehicle but it is not necessary.



2016: Remove Tubular Frame Rod

Stock/Lifted Ride Height Vehicles Only:

! **Warning:** Lowered vehicles will not be supplied with the 2.5" tube spacer and 3/8"-16 x 3.5" long bolts. Skip to step 4.

✓ **Tech Tip:** If lowering the back of the intercooler is desired, install the rear bracket to the intercooler as shown to the right using the 2.5" tube spacers, 3/8"-16 x 3.5" long bolts, washers, and lock nuts. There will be 3/8"-16 x 1" bolts leftover after install.

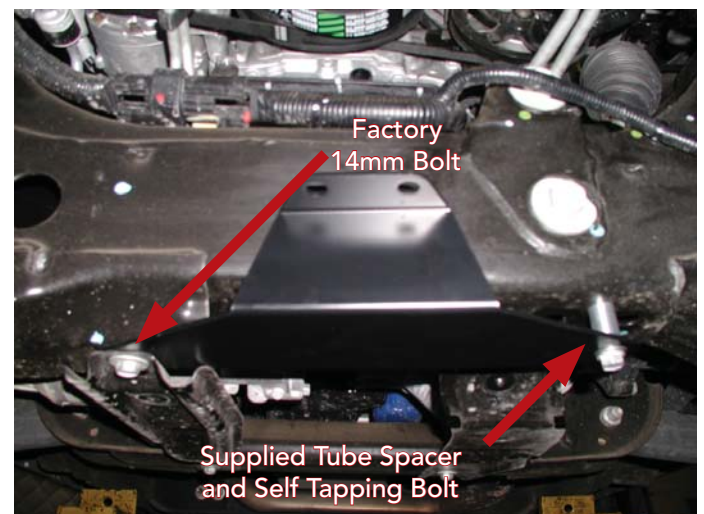


Rear Intercooler Bracket Installed On IC

For All Model Years:

- 4 Install the rear intercooler bracket. The bracket should bend up, with the rear holes aligning with (2) of the holes used to hold on the lower splash panel. Reuse one of the 15mm bolts on the passenger's side. On the driver's side, slide the supplied tube spacer between the bracket and the frame, using a 15mm socket to tighten the supplied self tapping screw to secure the bracket.

✓ **Tech Tip:** If lowering the back of the intercooler was desired, the intercooler will be installed at this time.



Rear Intercooler Bracket Installation

Intercooler and Tubing

- 5 With a 7/16" wrench and socket, install the supplied black rubber air dam and the aluminum support strap to the intercooler, using the (9) supplied 1/4-20 X 1" hex bolts, lock nuts, and washers.



Tech Tip: Make sure the rubber panel's black surface is mounted toward the front of the vehicle. This is the surface that will be visible from the front of the vehicle when installation is complete.



Black Rubber Air Dam Assembled

- 6 Mount the supplied front intercooler brackets to the intercooler straps. The brackets should be oriented per the image at right. Use the supplied 3/8-16 X 1" bolts, washers, and lock nuts. Leave these loose until installed in the vehicle for adjustments.



Front Intercooler Brackets Installed

- 7 Mount the intercooler into the vehicle. Use the supplied 3/8-16 X 1" bolts (9/16 wrench and socket), washers, and lock nuts to secure the intercooler to the rear bracket. Use the factory 15mm bolts for the front mounting brackets. Adjust the intercooler so it is even side to side, and parallel to the ground. Tighten all hardware at this time.



Tech Tip: Refer to the intercooler and tubing schematic on page 13-15 for additional reference when installing the following hardware.



Intercooler Assembly Installed

For 2014-15 Model Years Only, For 2017 SUV's Proceed To Step 15:

- 8 Secure the supplied 3" rubber 90 degree coupler to the discharge of the intercooler.

✓ **Tech Tip:** All 3" hose connections utilize #52 hose clamps. Leave all rubber coupler connections loose to allow for adjustments until entire tube routing has been installed.

- 9 Slide tube #348 into the open end of the 90 degree rubber coupler (flip this tube installation for 2015 SUV installs).

- 10 Slide the 3" double 45 rubber coupler to the open end of tube #348.

For 2016 Model Years Only:

- 8 Mount the supplied 3" rubber 12" long coupler to the discharge of the intercooler.

✓ **Tech Tip:** All 3" hose connections utilize #52 hose clamps. Leave all rubber coupler connections loose to allow for adjustments until entire tube routing has been installed.

- 9 Slide the long end of tube #268 into the open end of the rubber coupler.

- 10 Slide the 3" double 45 rubber coupler to the open end of tube #348.

For 2014-16 Model Years:

- 11 Slide tube #425 into the open end of the double 45 degree rubber coupler.

- 12 Slide the 3.5" to 3" rubber reducer onto the open end of tube #203.



2015-14 Model: Intercooler Discharge Coupler and Tube Installed



2016 Model: Tube #268 Installed



2016 Model: Tube #425 Installed

Intercooler and Tubing

- 13 Slide tube #367 into the open 3.5" end of the rubber reducer. Ensure the MAF bung is on the drivers side of the tube (see image at right). Secure the connection with a #56 hose clamp.

✓ **Tech Tip:** Run the 2 cooling lines under tube #367 before tightening connections.

- 14 Complete the connection to the throttle body by sliding the supplied 3.5" silicone coupler (6.2L 4"-3.5" silicone coupler) between the throttle body and open end of tube #367. Secure these connections with the supplied t-bolt clamps.



Tube #367 Installed

For 2017 SUV's:

- 15 To gain clearance for the intercooler tubing, trim the fender panel behind the passenger side bumper as shown to the right.

- 16 Slide one end of the supplied 3" double 45° rubber coupler to the outlet of the intercooler.

✓ **Tech Tip:** All 3" hose connections utilize #52 hose clamps, 3.5" connections get #64 hose clamps. Leave all rubber coupler connections loose to allow for adjustments until entire tube routing has been installed.

- 17 Insert the short end of tube #268 into the double 45° connector. Slide a section of 3" x 6" rubber connector into tube #268.

- 18 Slide tube #425 into the 3" x 6" rubber connector. Insert the rubber 3.5"-3" 45° reducer into tube #425.



Fender Panel Trimmed (shown from above)



Tubing Out Of Intercooler Installed

- 19** Finish the connection to the throttlebody by inserting the 90° end of tube #438 into the 45° rubber reducer. Sliding on the 3.5" 90° silicone elbow (4"-3.5" on 6.2L models) onto tube #438 and onto the throttle body, this connection will get T-bolt clamps.



Tubing To Throttlebody Installed

- 20** Locate the throttle body tube bracket. Remove the bolt shown to the right (just below the coolant tank) with a 10mm. Loosely mount the bracket to the hole using the factory bolt. Loosely bolt the other end of the bracket to the tube using the supplied 3/8" bolt and washer. Position the tube and tighten both bolts.



Remove Bolt



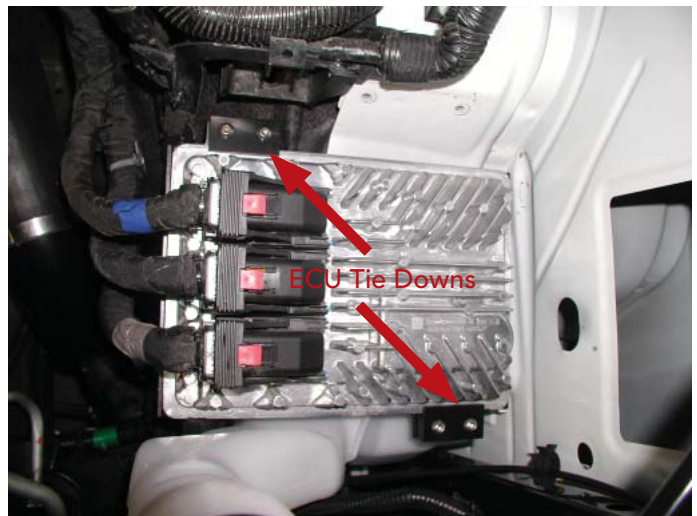
Throttle Body Tube Bracket Installed

Intercooler and Tubing

- 21 Slide the MAF sensor into the bung located on tube #367. Use the supplied M4-.7 X 12mm bolts and washers to secure the sensor. Tighten with a 7mm socket. Plug the harness into the connector. Zip tie the harness to ensure it can not contact the drive belt or exhaust components.
- 22 Mount the supplied ECU relocation bracket in the location the stock auxiliary battery tray was mounted. Use the supplied (5) M6-1 X 20MM hex bolts to secure the tray, tighten with a 10mm socket. 2015 SUV installs will not utilize the (2) mounting locations on far right.
- 23 Slide the ECU into the relocation bracket. Ensure ECU is seated. Using the 2 ECU tie downs and (4) 1/4-20 X 1" SHCS's, secure ECU to the bracket with a 5/32" allen. Do not overtighten these fasteners. Zip tie the wiring harness leading to the ECU out of the way of the drive belt or exhaust components.



ECU Relocation Bracket Installed



ECU Installed

- 24** Slide the 3" extended 90 degree rubber coupler onto the inlet of the intercooler (standard 90° coupler for 2017 SUV's). The shorter leg should be mounted to the intercooler, the longer leg pointed straight up.

For 2014-16 Models only, 2017 SUV's Skip to step 26:

- 25** Insert tube #370 into the open end of the 3" extended 90 degree rubber coupler. The surge bung should point towards the front of the vehicle. *Continue to step 27.*



Tube #367 Installed

- 26** Insert tube #034 into the 90° rubber elbow followed by a section of 3" x 6" rubber connector. Insert tube #370 into the open end of the 3" connector (the surge bung should point towards the front of the vehicle).

- 27** Slide the second 3" extended 90 degree rubber coupler onto the discharge of the supercharger, complete the connection by sliding it over the open end of tube #370.

- 28** After adjustment to all hose couplers and tubes is complete, tighten all connections. Hose clamps require a 5/16" nut driver, t-bolt clamps require a 7/16" socket.

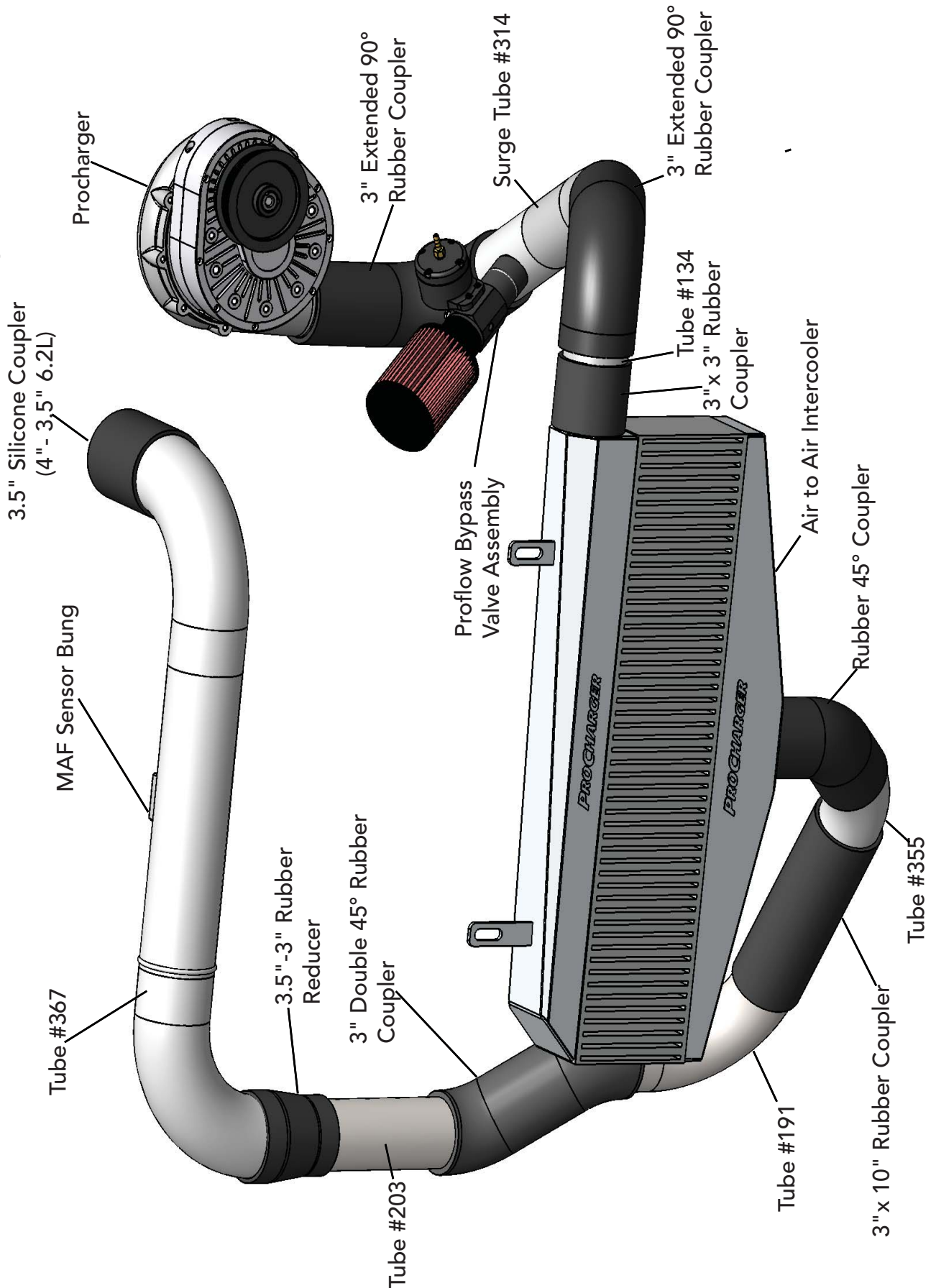


2017 SUV Tubing To Intercooler Installed

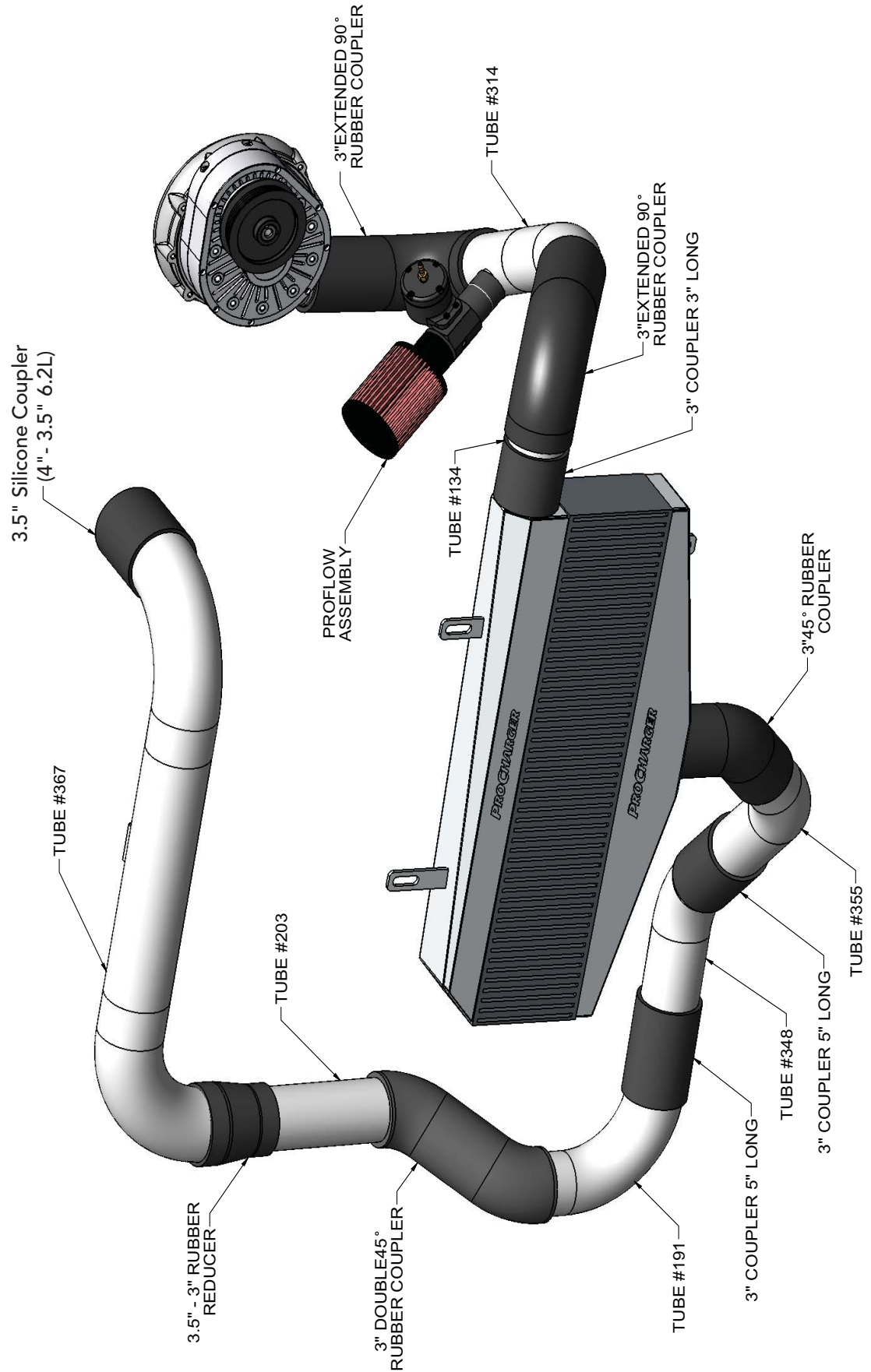


Coupler Connection At Supercharger

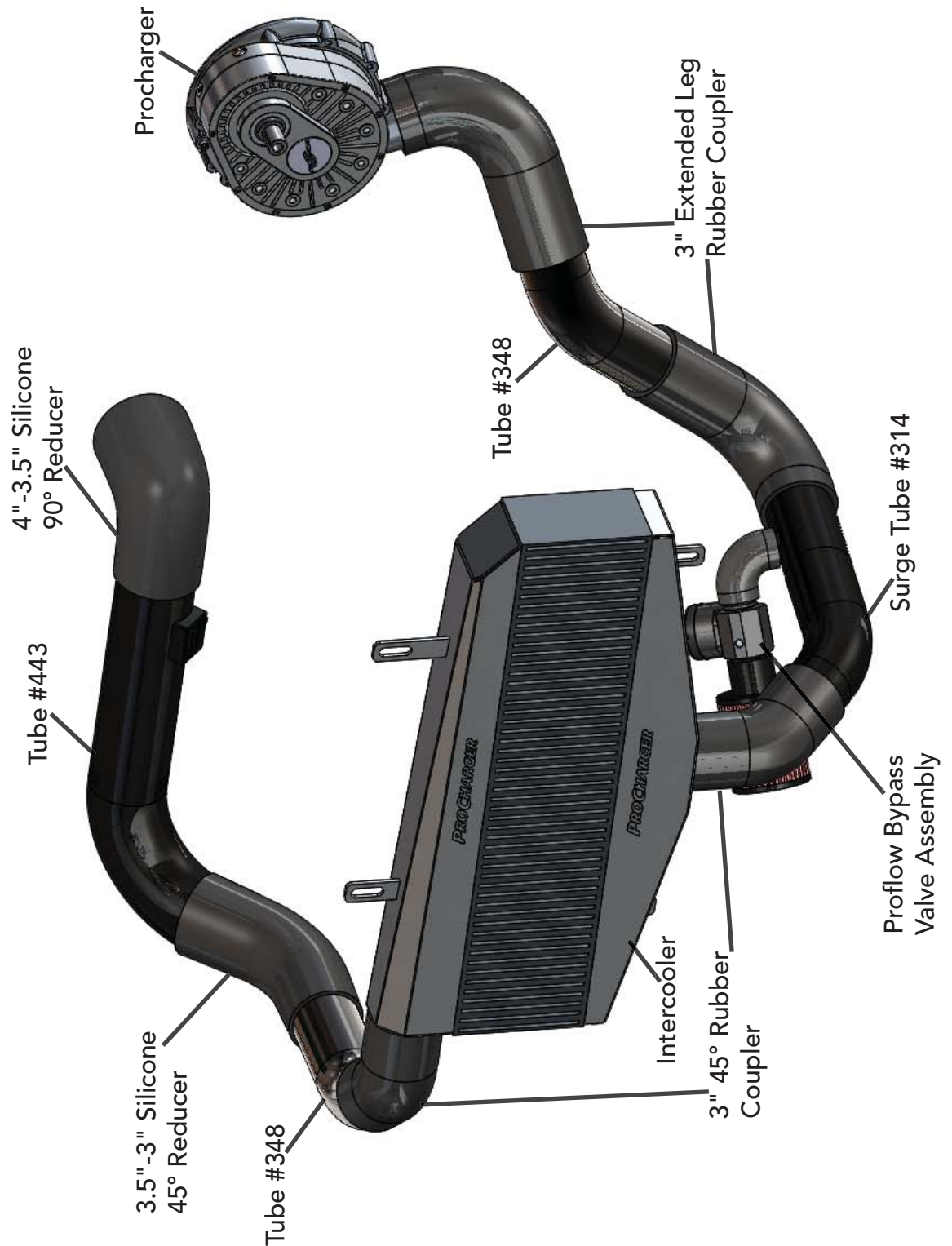
2014-15 VERTICAL INTERCOOLER AND TUBING SCHEMATIC



2016 VERTICAL INTERCOOLER AND TUBING SCHEMATIC



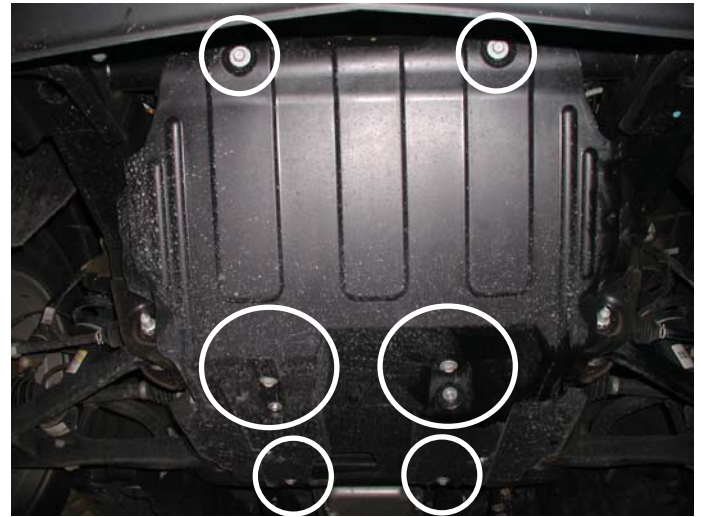
2017+ VERTICAL INTERCOOLER AND TUBING SCHEMATIC



2014-15 GRILLE REMOVAL

IF YOU ARE INSTALLING A HORIZONTAL INTERCOOLER, PROCEED TO THE NEXT SECTION. 2015 SUV INSTALLS WILL REQUIRE ADDITIONAL FABRICATION FOR THIS OPTION.

- 1 With an appropriately rated automotive jack, lift up on the front of the vehicle and secure with jack stands.



Lower Splash Panel Hardware Locations

- 2 Remove the (8) bolts securing the lower splash panel (4 with 15mm socket, 4 with 10mm socket). Remove the splash panel from the vehicle.



Lower Splash Panel Removed

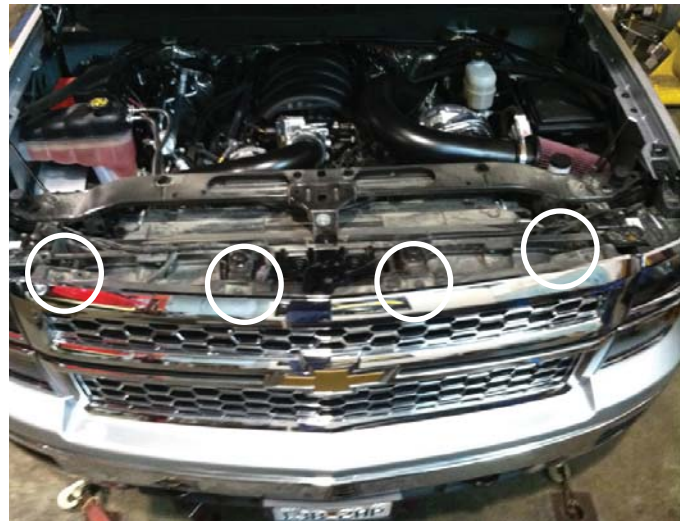
- 3 Remove the plastic radiator cover by using a flat blade screwdriver and removing the (12x) push pins securing it.



Remove Plastic Radiator Cover

Intercooler and Tubing

- 4 Remove the grill using a 10mm socket. (4) bolts are located on top of the grill, (4) are located on the bottom on the backside of the grill.



Remove Grill (Upper Bolts Shown)

- 5 Using a 7mm socket, remove the (4x) bolts securing the fascia to the vehicle. There are 2 bolts per side, the lower bolts can be accessed by pulling out on the bottom portion of the fascia. Pull out on each side of the fascia after hardware is removed to release it from the vehicle. Carefully remove the fascia and grill from the vehicle and set it out of the way.



Remove Side Fascia Hdw. (Pass. Side Shown)

- 6 Remove the plastic grill trim from the grill using a 7mm socket, there is (14x) screws total. Pull the trim away from the grill, this will not be reused.

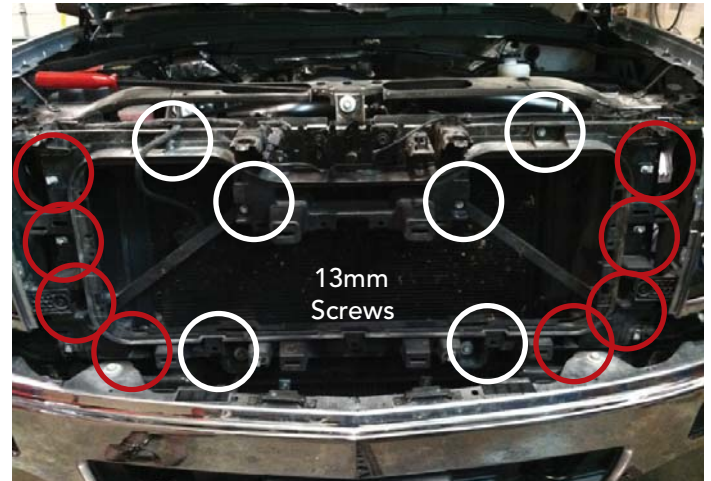


Tech Tip: Installations onto SUV applications may require additional trimming on the backside of the grill for proper fitment.



Remove Plastic Grill Trim

- 7 Remove the headlights using a 10mm socket. There are (4) screws per headlight. Unplug the harness and carefully remove the lights from the vehicle.
- 8 Disconnect the ambient air temp sensor from the radiator shroud. Remove the plastic radiator shroud from the vehicle. Use a 13mm socket to remove the (2x) lower front screws, and a 10mm socket to remove the (4x) front screws and (8x) screws on the backside of the shroud. Front screws are shown in white, backside screws are shown in red.



Remove Plastic Radiator Shroud

- 9 Remove the (4x) clip nuts from the radiator shroud shown at right shown in red. Using the (4x) supplied clip nuts, place them in the positions on the vehicle that correlates to their position on the shroud. The remaining 6 clip nuts shown in white, 3 per side, need to be removed and installed onto the vehicle in their respective hole locations (you will use screws from the front for reinstallation for each clip nut). Note, 2 clip nuts per side are left untouched, they are used to retain the headlight mounting positions.



Clip Nut Removal

- 10** Trim the radiator shroud per the image's at right to access room for the intercooler and tubing. Hardware holes near each trim should be retained to properly secure the shroud to the vehicle. Use the hardware hole locations as reference when trimming, ensure these positions are left on the shroud. The hardware hole locations are circled in the image at right.



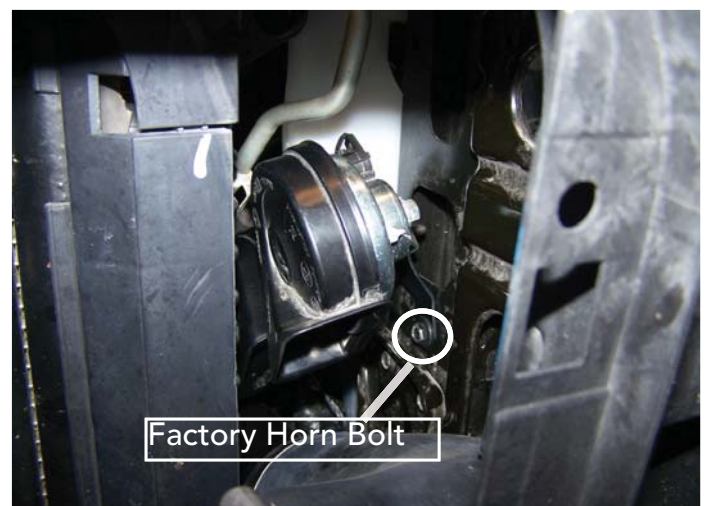
Radiator Shroud Trimmed

- 11** Using a 10mm socket remove the factory horns located on the drivers side of the radiator core support. With the supplied M6x 20mm bolt, washer, and jam nut mount the horns to the horn bracket and reinstall on the truck using the factory hardware. The bracket and horn location are pictured to the Right.



Drivers Side Radiator Shroud Trimmed

- 12** Reinstall the radiator shroud back into the vehicle. Use the factory hardware for the (6x) clip nuts that were reused, use the (4x) supplied 1/4-20 x 3/4" screws for the clip nuts that were replaced. Plug the ambient air temp sensor back in at this time.



Horns and Horn Bracket

2016 GRILLE REMOVAL

IF YOU ARE INSTALLING A HORIZONTAL INTERCOOLER, PROCEED TO THE NEXT SECTION. 2015 SUV INSTALLS WILL REQUIRE ADDITIONAL FABRICATION FOR THIS OPTION.

- 1 With an appropriately rated automotive jack, lift up on the front of the vehicle and secure with jack stands.



Lower Splash Panel Hardware Locations

- 2 Remove the (6) bolts securing the lower splash panel (2 with 15mm socket, 4 with 10mm socket). Remove the splash panel from the vehicle.



Lower Splash Panel Removed

- 3 Remove the plastic radiator cover by using a flat blade screwdriver and removing the (12x) push pins securing it.



Remove Plastic Radiator Cover

Intercooler and Tubing

- 4 Remove the grill using a 10mm socket. (4) bolts are located on top of the grill. Carefully remove the grille from the vehicle by pulling forward releasing the bottom push pins.



Remove Grill (Upper Bolts Shown)

- 5 Remove the (8) push pins from the grill. Pull the shroud away from grill it will not be reused



Tech Tip: Installations onto SUV applications may require additional trimming on the backside of the grill for proper fitment.



Remove Plastic Grill Shroud

- 6 Remove the headlights using a 10mm socket. There are (3) screws per headlight. Unplug the harness and carefully remove the lights from the vehicle.

- 7 Disconnect the ambient air temp sensor from the radiator shroud. Remove the plastic radiator shroud from the vehicle. Use a 13mm socket to remove the (2x) lower front screws, and a 10mm socket to remove the (4x) front screws and (8x) screws on the backside of the shroud. Front screws are shown in white, backside screws are shown in red.



Remove Plastic Radiator Shroud

- 8 Remove the (4x) clip nuts from the radiator shroud shown at right shown in red. Using the (4x) supplied clip nuts, place them in the positions on the vehicle that correlates to their position on the shroud. The remaining 2 clip nuts shown in white, 1 per side, need to be removed and installed onto the vehicle in their respective hole locations (you will use screws from the front for reinstallation for each clip nut). Note, 2 clip nuts per side are left untouched, they are used to retain the headlight mounting positions.



Clip Nut Removal

- 9 Trim the radiator shroud per the image's at right to access room for the intercooler and tubing. Hardware holes near each trim should be retained to properly secure the shroud to the vehicle. Use the hardware hole locations as reference when trimming, ensure these positions are left on the shroud. The hardware hole locations are circled in the image at right.



Radiator Shroud Trimmed

Intercooler and Tubing

- 10 Trim the nub as shown to the right off the top of each radiator shroud, this will allow access to the intercooler bolts and adequate clearance.



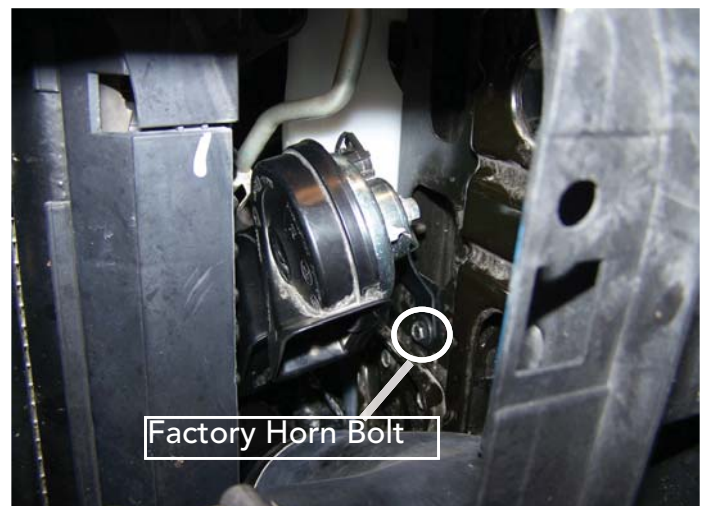
Trim On Both Sides

- 11 Using a 10mm socket remove the factory horns located on the drivers side of the radiator core support. With the supplied M6x 20mm bolt, washer, and jam nut mount the horns to the horn bracket. Mount the horns to the vehicle by rotating the horns such that they are facing downward. Using the factory hardware mount them in the lower hole.



Drivers Side Radiator Shroud Trimmed

- 12 Reinstall the radiator shroud back into the vehicle. Use the factory hardware for the (6x) clip nuts that were reused, use the (4x) supplied 1/4-20 x 3/4" screws for the clip nuts that were replaced. Plug the ambient air temp sensor back in at this time.



Horns and Horn Bracket

2014-16 INTERCOOLER AND TUBING

- 1 The intercooler mounts to the factory radiator support as shown to the right. Using a 10mm socket remove the (4) factory bolts (circled).

For 2014-15 Model Years And All Years GMC Only:

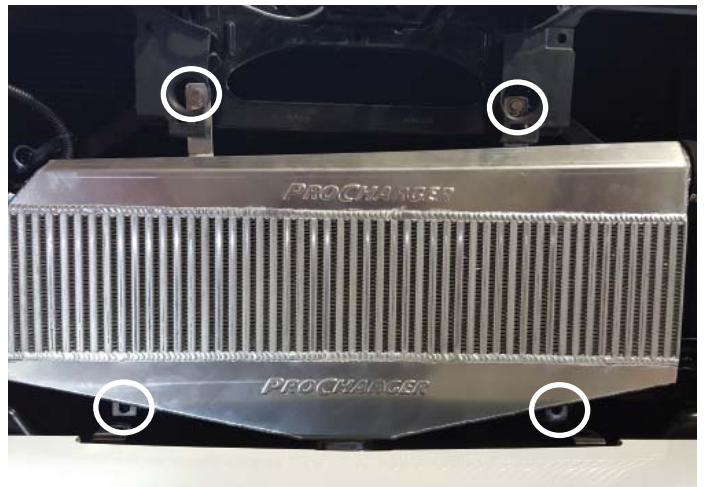
- 2 Mount the intercooler into the vehicle. Using the factory hardware slide the upper intercooler tabs between the core supports and trimmed radiator shroud, secure loosely.



2014-15 Intercooler Assembly Installed

For 2016 Chevy Model Year Only:

- 2 Mount the intercooler into the vehicle. Slide the upper intercooler tabs between the core support and trimmed radiator shroud, secure using the (2) supplied M6x 40mm bolts, washers and .685" spacers (some models will need to use the (2) supplied M6 x 70mm bolts, 1.925" spacers and washer).



2016 Intercooler Assembly Installed

For 2014-16 Model Years And All Years GMC:

- 3 Using the (2) supplied M8x40mm bolts, washers and .685" spacers mount the bottom intercooler tabs to the core support with the spacer going behind the intercooler tabs. Center the intercooler and tighten all hardware.

✓ **Tech Tip:** Refer to the intercooler and tubing schematic on page 18 for additional reference when installing the following hardware.

✓ **Tech Tip:** All 3" hose connections utilize #52 hose clamps.

✓ **Tech Tip:** Leave all rubber coupler connections loose to allow for adjustments until entire tube routing has been installed.

Intercooler and Tubing

For 2014-15 Model Years Only:

- 4 Mount the supplied rubber 45° coupler to the outlet side of the intercooler. Point the other end towards the passenger tire.
- 5 Slide tube #355 (short leg) into the open end of the 45° rubber coupler on the discharge side of the intercooler. Slide the 3"x10" long rubber coupler onto the open end (long leg) of this tube.
- 6 Slide tube #191 into the open end of the 3" rubber coupler.



2014-15 Intercooler Discharge Installed

For 2016 Model Years Only:

- 4 Mount the supplied rubber 45° coupler to the outlet side of the intercooler. Point the other end towards the passenger tire.
- 5 Slide tube #355 (short leg) into the open end of the 45° rubber coupler on the discharge side of the intercooler. Slide the 3"x 5" long rubber coupler onto the open end (long leg) of this tube.
- 6 Slide tube #348 into the open end of the 3" rubber coupler. Slide the 3"x5" long rubber coupler onto the open end of tube #348. Slide tube #191 into the open end of the 3" rubber coupler.



2016 Model Year: Tube #355 Installed



2016 Model Year: Tube #348 Installed

For 2014-16 Model Years:

- 7 Slide the 3" double 45 rubber coupler to the open end of tube #191.
 - 8 Slide tube #367 into the open 3.5" end of the rubber reducer. Ensure the MAF bung is on the drivers side of the tube (see image at right). Secure the connection with a #56 hose clamp.
- ✓ **Tech Tip:** Run the 2 cooling lines under or above tube #367 before tightening connections.
- 9 Complete the connection to the throttle body by sliding the supplied 3.5" (4"-3.5" for 6.2L) silicone coupler between the throttle body and open end of tube #367. Secure these connections with the supplied 3.75" t-bolt clamps (6.2L models require the supplied 4.00" t-bolt clamp). Use a 7/16" socket to tighten the clamps.
 - 10 Slide the MAF sensor into the bung located on tube #367. Use the supplied M4-7 X 12mm bolts and washers to secure the sensor. Tighten with a 7mm socket. Plug the harness into the connector. Zip tie the harness to ensure it can not contact the drive belt or exhaust components.
 - 11 Mount the supplied ECU relocation bracket in the location the stock auxiliary battery tray was mounted. Use the supplied (5) M6-1 X 20MM hex bolts to secure the tray, tighten with a 10mm socket.



Tube #203 and Rubber Reducer Installed



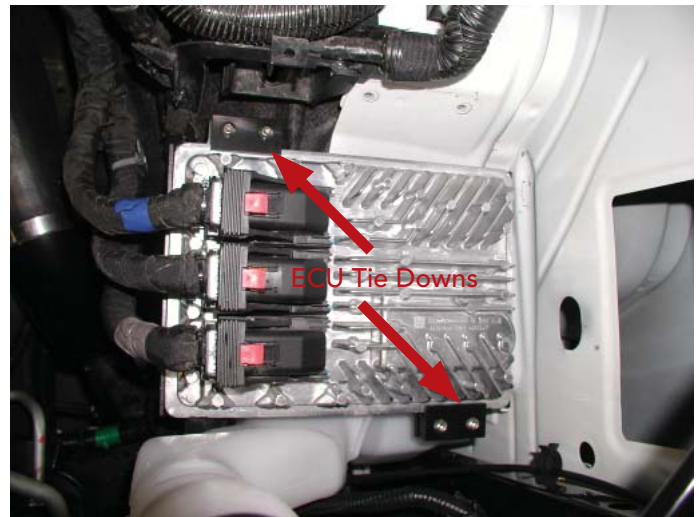
Tube #367 Installed



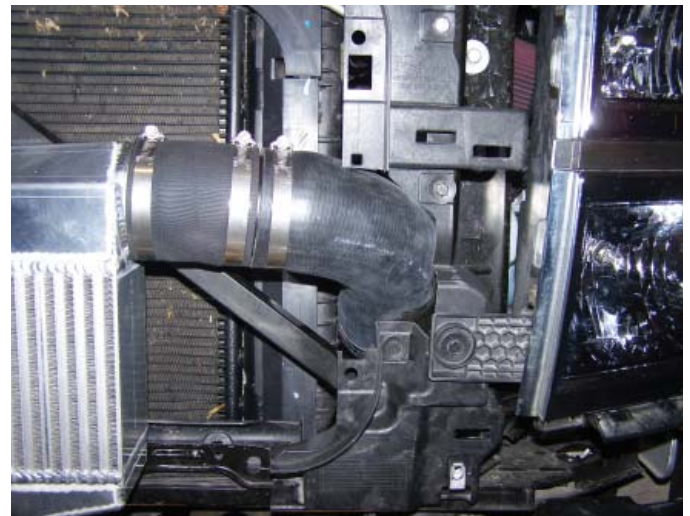
ECU Relocation Bracket Installed

Intercooler and Tubing

- 12 Slide the ECU into the relocation bracket. Ensure the ECU is properly seated. Using the 2 ECU tie downs and (4) 1/4-20 X 1" SHCS's, secure the ECU to the bracket with a 5/32" allen. Do not overtighten these fasteners. Zip tie the wiring harness leading to the ECU out of the way of the drive belt or exhaust components.
- 13 Slide the 3"x 3" rubber coupler onto the inlet of the intercooler.
- 14 Insert tube #134 into the open end of the 3"x3" rubber coupler.
- 15 Slide the 3" extended 90° rubber coupler onto the open end of tube #134. The shorter leg should be slid onto the tube, the extended leg through the radiator support.
- 16 Insert surge tube #314 into the open end of the 3" extended 90 degree rubber coupler. The surge bung should point towards the top of the engine.
- 17 Slide the final 3" extended 90 degree rubber coupler onto the discharge of the supercharger, complete the connection by sliding it over the open end of tube #314.
- 18 Plug in the wiring harnesses and reinstall the headlights using the factory hardware.
- 19 Reinstall the plastic radiator cover using the factory hardware. Reinstall lower splash panel.



ECU Installed



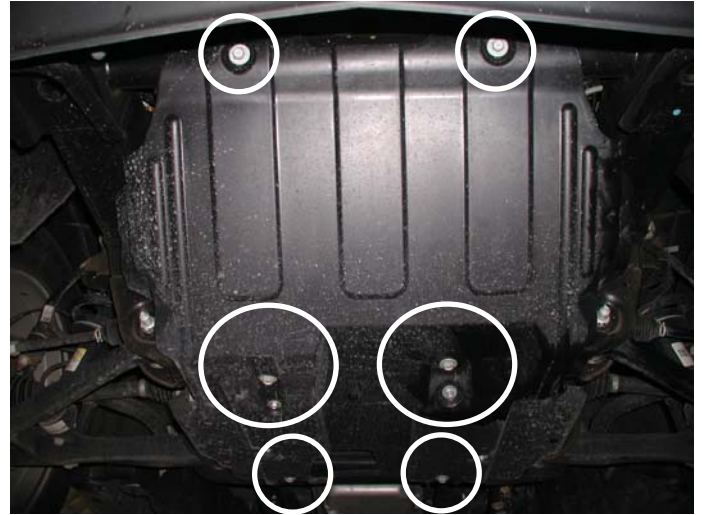
Drivers Side Intercooler Tubing



Coupler Connection At Supercharger

2017 GRILLE REMOVAL

- 1 With an appropriately rated automotive jack, lift up on the front of the vehicle and secure with jack stands.
- 2 Remove the (6) bolts securing the lower splash panel (2 with 15mm socket, 4 with 10mm socket). Remove the splash panel from the vehicle.
- 3 Remove the plastic radiator cover by using a flat blade screwdriver and removing the (12x) push pins securing it.



Lower Splash Panel Hardware Locations



Lower Splash Panel Removed



Remove Plastic Radiator Cover

Intercooler and Tubing

- 4 Remove the grill using a 10mm socket. (4) bolts are located on top of the grill. Carefully remove the grille from the vehicle by pulling forward releasing the bottom push pins.

- 5 Remove the (8) push pins from the grill. Pull the shroud away from grill it will not be reused

- 6 Remove the headlights using a 10mm socket. There are (4) screws per headlight. Unplug the harness and carefully remove the lights from the vehicle.

For shutter equipped trucks only for non shutter trucks skip this step.

- 7 Unplug the air temp sensor /shutter motor from the top of the radiator support. Remove the screws reatining the shutters to the radiator support and remove from the vehicle

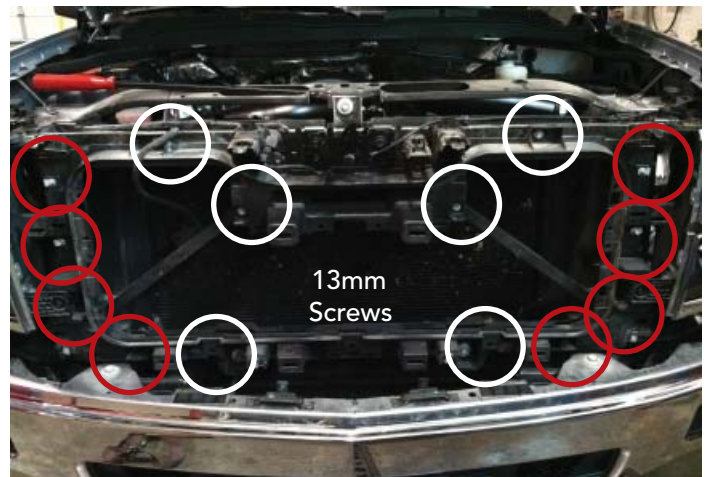
- 8 Disconnect the ambient air temp sensor from the radiator shroud. Remove the plastic radiator shroud from the vehicle. Use a a 13mm socket to remove the (2x) lower front screws, and a 10mm socket to remove the (4x) front screws and (8x) screws on the backside of the shroud. Front screws are shown in white, backside screws are shown in red.



Remove Grill (Upper Bolts Shown)



Remove Plastic Grill Shroud



Remove Plastic Radiator Shroud

- 9 Trim the inner plastic panel on the passenger side for the intercooler tubing to pass through. Additional trimming may be needed when the tubing is being ran.



Trim Panel At Dotted Lines

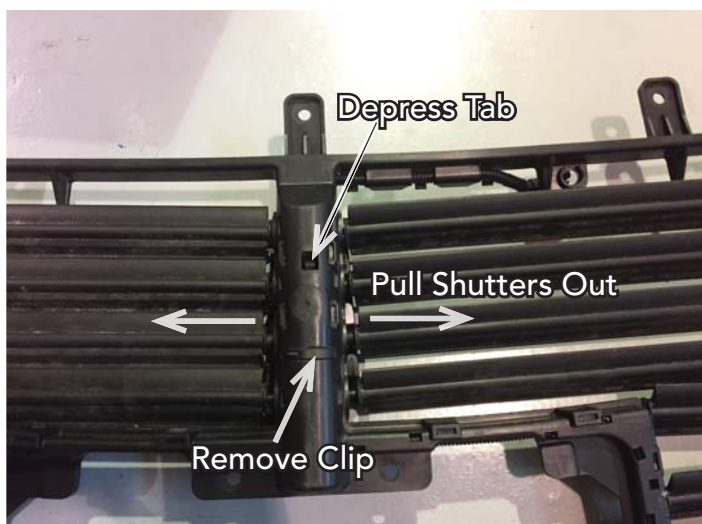
- 10 Disconnect the transmission cooler line from the hold down on the radiator. Place the line on top of the hold down and trim the bottom of the hold down. This will give more room for the intercooler tubing.



Transmission Cooler Line

For shutter equipped trucks only for non shutter trucks skip to the next section.

- 11 Unhook the wiring harness and ambient air temp sensor from the shutter housing.
- 12 Remove the shutter motor by the pulling the shutter lovers away from the motor, removing the retainig clip by sliding it to the side and depressing the tab.



Shutter Motor Removal



Shutter Wiring Harness

2017 INTERCOOLER AND TUBING

✓ **Tech Tip:** Refer to the intercooler and tubing schematic on page 22 for additional reference when installing the following hardware.

✓ **Tech Tip:** All 3" hose connections utilize #52 hose clamps.

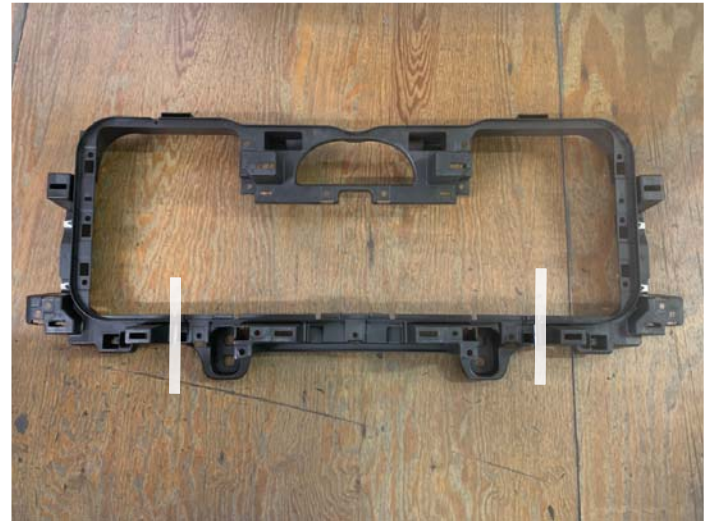
✓ **Tech Tip:** Leave all rubber coupler connections loose to allow for adjustments until entire tube routing has been installed.

1a Transfer the outer retaining clips from the factory plastic radiator shroud to the supplied shroud.

1b Cut the supplied shroud in the locations marked using a saw of choice. Discard middle section cut out.

2 Install the shroud into the vehicle using the factory hardware. Leave the middle two bolts out.

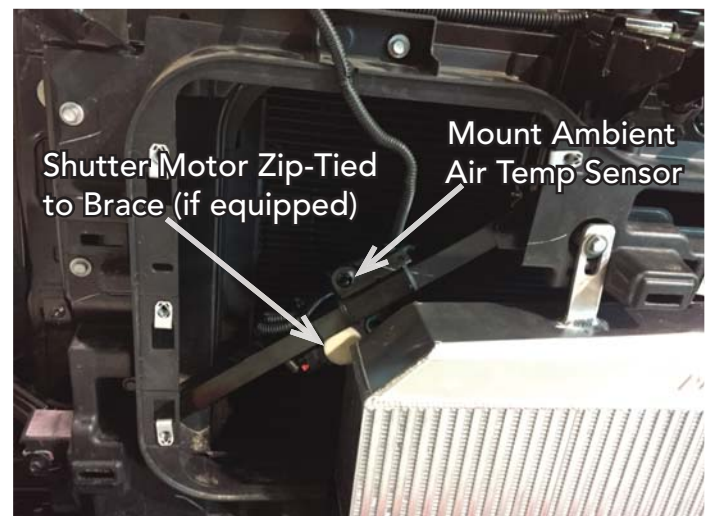
3 Mount the ambient air temp sensor to the hole on the grille support brace. If equipped with shutters zip-tie the motor to the grille support. Plug the sensor back in and zip-tie the wire to the shroud to secure it.



Cut Shroud in Marked Locations



Plastic Radiator Shroud Mounted



Ambient Air Temp Sensor Mounted

Chevy Only For GMC Skip to step 5.

- 4 Loosely mount the intercooler to the top two holes of the radiator shroud using the supplied M6 x 70mm bolts, 1/4" washers and 1.925" spacers.

GMC Only.

- 5 Mount the intercooler into the vehicle. Using the factory hardware slide the upper intercooler tabs between the core supports and trimmed radiator shroud, secure loosely.
- 6 Using the (2) supplied M8x40mm bolts, washers and .500" spacers mount the bottom intercooler tabs to the core support with the spacer going behind the intercooler tabs. Center the intercooler and tighten all hardware.
- 7 Slide a long leg 90° elbow onto the outlet of the supercharger (short leg onto the supercharger).
- 8 Insert the short leg of tube #348 into the rubber 90° coupler.
- 9 Slide another long leg 90° rubber coupler onto tube #348 (long leg onto the tube). Insert surge tube #314 into the long leg rubber 90.
- 10 Finish the connection to the intercooler with a 45° rubber coupler (there are two in the kit be sure this one is not trimmed).
- 11 Secure all connections with #52 hose clamps at this time.



Intercooler Mounted



Tubing Out Of Supercharger



Tubing To Intercooler

Intercooler and Tubing

- 12 Slide the trimmed 45° rubber connector onto the outlet of the intercooler (trimmed side onto the intercooler).
- 13 Insert the short leg of tube #348 into the rubber 45° rubber coupler this tube goes through the radiator support.
- 14 Slide the 45° 3.5"-3" silicone reducer onto tube #348. Secure connections with #52 hose clamps.
- 15 Insert throttlebody tube #443 into the 45° silicone elbow



Tech Tip: Run the 2 cooling lines under tube #443 before tightening connections.

- 16 Finish the connection to the throttlebody by sliding the 4"-3.5" silicone 90° reducer onto tube #443 and onto the throttle body.



Tubing Out Of The Intercooler



Tube #348 And Silicone 45° Reducer



Tubing To Throttlebody Installed

- 17 Using a 10mm remove the bolt shown to the right locate where the factory airbox was.



Remove Bolt

- 18 Locate the throttlebody tube brace, loosely secure the brace to the frame using the bolt hole and bolt removed in the previous step. Bolt the top of the brace to the throttlebody tube #443 using the supplied 3/8" bolt and washer. Locate the tube and secure both bolts.



Throttlebody Tube Brace Installed

- 19 Secure the tube connections at this time using 3.75" T-bolt clamps on tube #443 and a 4.00" T-bolt clamp on the throttlebody.
- 20 Slide the MAF sensor into the bung located on tube #367. Use the supplied M4-7 X 12mm bolts and washers to secure the sensor. Tighten with a 7mm socket. Plug the harness into the connector. Zip tie the harness to ensure it can not contact the drive belt or exhaust components.

- 21** Mount the supplied ECU relocation bracket in the location the stock auxiliary battery tray was mounted. Use the supplied (5) M6-1 X 20MM hex bolts to secure the tray, tighten with a 10mm socket.



ECU Relocation Bracket Installed

- 22** Slide the ECU into the relocation bracket. Ensure the ECU is properly seated. Using the 2 ECU tie downs and (4) 1/4-20 X 1" SHCS's, secure the ECU to the bracket with a 5/32" allen. Do not overtighten these fasteners. Zip tie the wiring harness leading to the ECU out of the way of the drive belt or exhaust components.



ECU Installed

SURGE SYSTEM

2014-16 Horizontal Intercooler / 2017 Vertical Intercooler:

- 1 Trim the supplied 1.5" rubber coupler located in the surge system bag so the elbow length is 6" (4" for 2017).
- 2 Slide the rubber coupler onto the open surge bung located on tube #370 (tube #314 on 2017). Slide the Proflow surge valve onto the coupler, followed by the supplied filter. Use #24 hose clamps for each connection, tighten with a 5/16" nut driver. Proceed to step 3.



1.5" Rubber Elbow Trimming (Horizontal Intercooler)

2014-16 Vertical Intercooler:

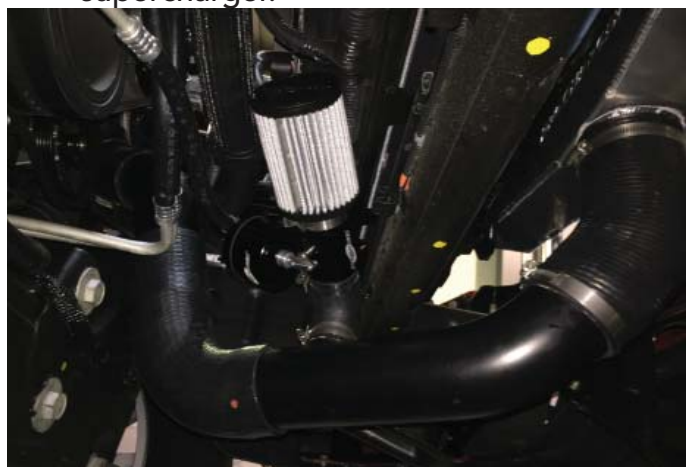
- 1a Slide the rubber 1.5" x 2" rubber coupler onto the open surge bung located on tube #314. Slide the Proflow surge valve onto the coupler, followed by the supplied filter. Use #24 hose clamps for each connection, tighten with a 5/16" nut driver.

✓ **Tech Tip:** Verify the linkage on the surge valve is not blocked by any components and has ample room to operate.

- 3 Attach the supplied vacuum line to the 1/8" barb located on the surge valve. Route the line up toward the supercharger.



Surge System Installed (Horizontal Intercooler)



Surge System Installed (2017+ Vertical)



Surge System Installed (Vertical Intercooler)

Surge System

- 4 Locate the PCV line located on the driver's side of the engine, connected to the crankcase valley and intake manifold (see images at right). Disconnect it by squeezing the clips and pulling up.



Tech Tip: 5.3L and 6.2L PCV systems are routed slightly different. Refer to the images at right for reference. Although the PCV line that is removed from both are different, both are connected to the same components (intake manifold and crankcase valley) to make the proper connections for your system.

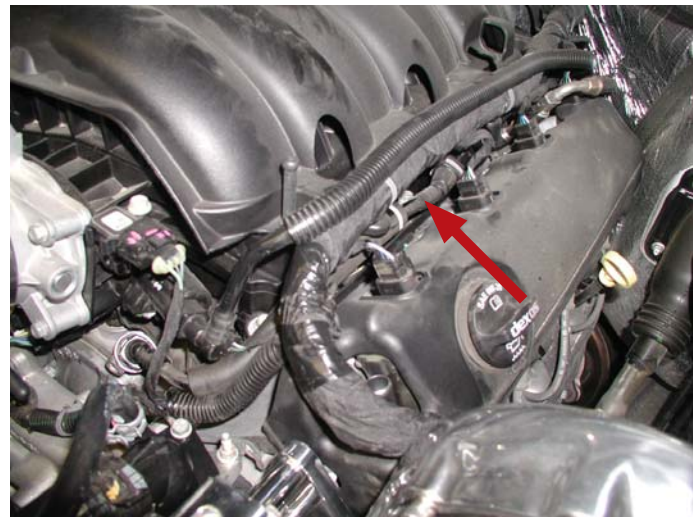
- 5 Assemble the vacuum manifold with (2) 3/8" barb fitting inserted in either end. Plug (2) of the 1/8" ports with the 1/8" brass plugs. Install the 1/8" barb fitting in the remaining 1/8" port.



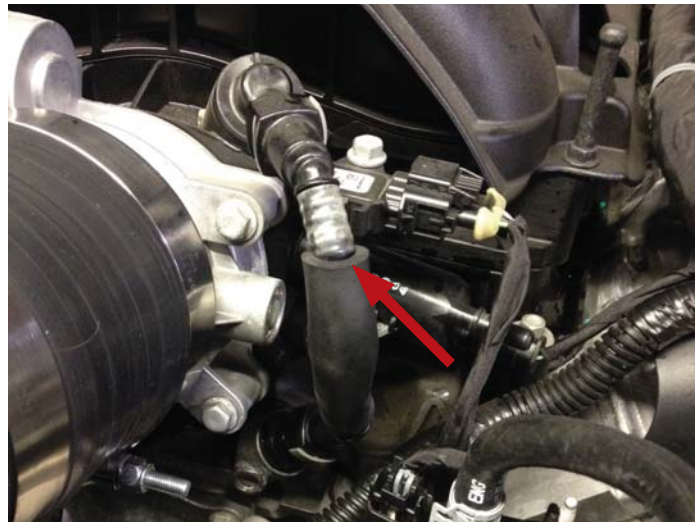
Notice: An additional 90° 3/8" barb fitting is included with the vacuum manifold, this will be used in some instances where the hose going to the PCV port may get kinked when used with a straight fitting.



Tech Tip: Additional barbs have been supplied to use for boost gauges, etc.



Remove PCV Line From Driver's Side (5.3L)



Remove PCV Line From Driver's Side (6.2L)



Vacuum Manifold Assembled

- 6 Connect the supplied 3/8" rubber hose to the top PCV port on the side of the intake manifold.
- 7 Cut the 3/8" rubber hose to the appropriate length and insert the vacuum manifold into the open end. Tighten both connections with the supplied 3/8" hose clamps using a 9/32" nut driver.

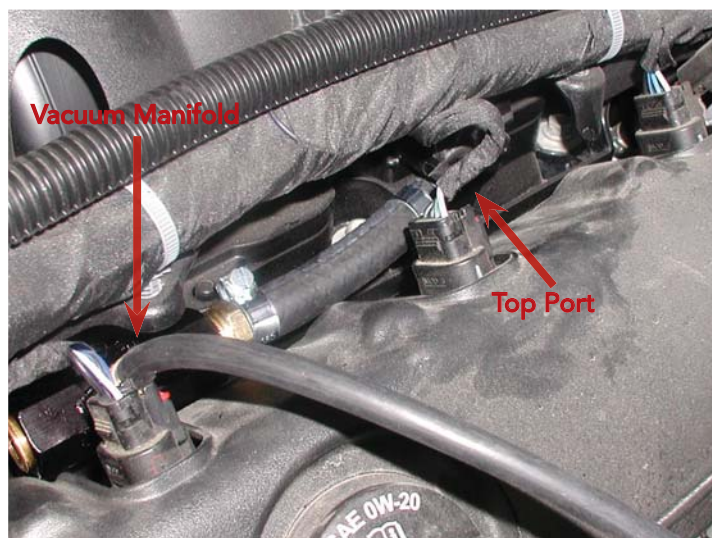
✓ **Tech Tip:** The top port on the (6.2L) is located on the front of the intake manifold as outlined in step 4. The process of installation is the same for either vehicle model.

- 8 Slide the vacuum line that is attached to the surge valve into the 1/8" barb on the vacuum manifold. Zip tie the vacuum line to eliminate interference with the drive belt, pulleys, and exhaust components. The assembly can be tucked behind the injector harnesses at this time.

- 9 Connect the additional 3/8" rubber hose to the lower PCV port.

- 10 Cut the 3/8" rubber hose to the appropriate length such that it can be routed to the vacuum manifold.

✓ **Tech Tip:** The lower port on the (6.2L) is located in the same location in the crankcase valley as the (5.3L) (as pictured).



Vacuum Manifold Top Port Installed (5.3L)



Vacuum Manifold Lower Port (5.3L)

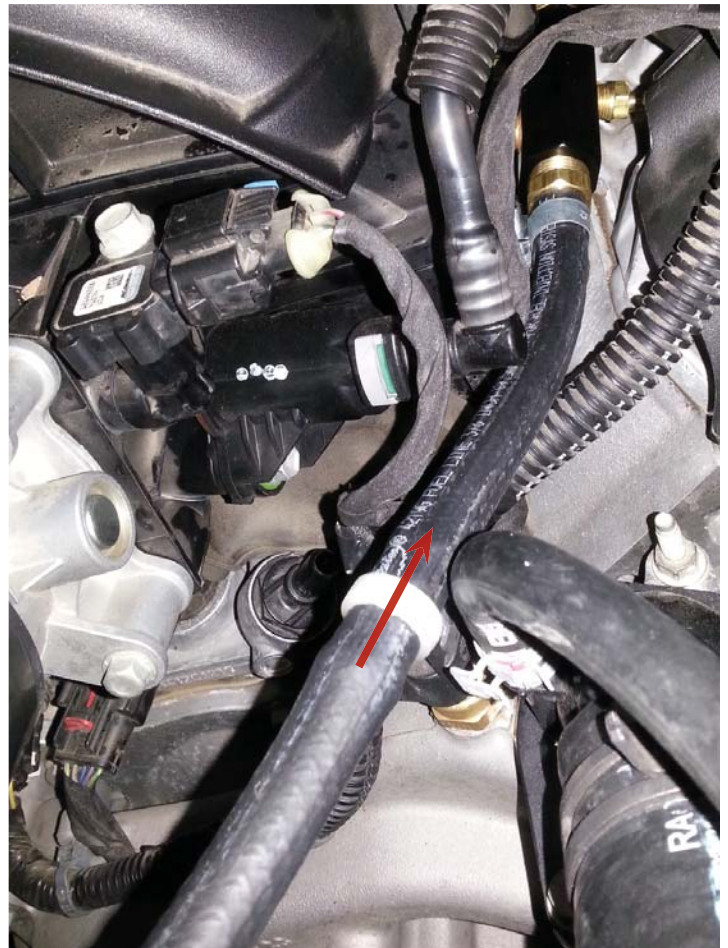


Vacuum Manifold Port (6.2L)

- 11 Splice the provided check valve into the middle of the 3/8" rubber hose running from the lower port to the vacuum manifold.

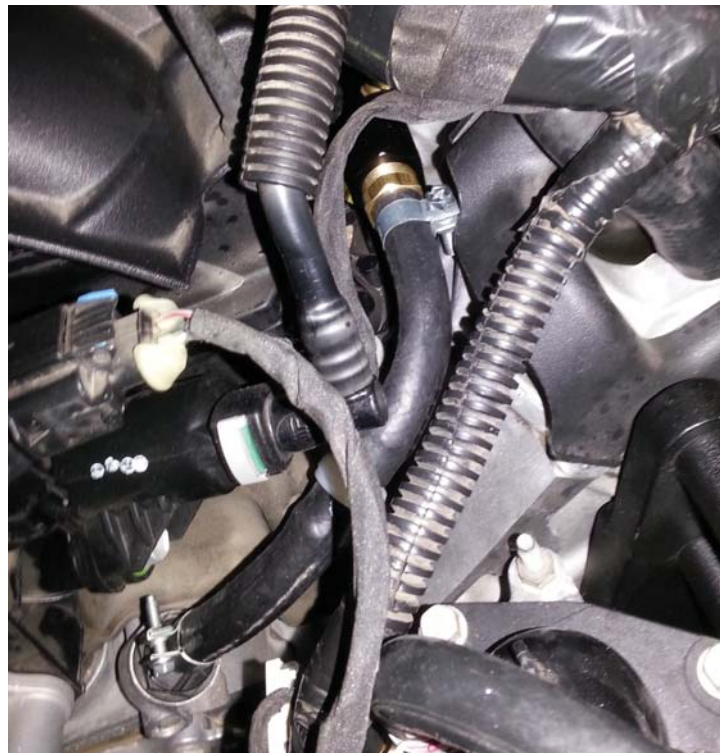


Tech Tip: When installing the check valve into the hose make sure the arrow points towards the vacuum manifold (as pictured). There is an arrow on the check valve to identify direction.



Check Valve Install

- 12 Connect the 3/8" rubber hose to the remaining 3/8" barb fitting on the vacuum manifold. Tighten all connections with the supplied hose clamps.



Vacuum Manifold Installed

AIR INLET AND PCV SYSTEMS

- 1 Slide the supplied 5/8" extended rubber 90 degree hoses, one onto each open PCV bung located on the front top of each valve cover.
- 2 Trim the hoses so they meet at the backside of the driver's side valve cover for the rear facing inlet, or to the front of the supercharger to be installed onto the air filter for front facing inlets. Insert the cut ends into the supplied 5/8" plastic tee. Slide the remaining 5/8" rubber hose onto the open end of the tee and secure each connection with the supplied #10 hose clamps and tighten with a 5/16" nut driver.
- 3 Drill a 5/8" hole into the end of the air filter. Insert the supplied 5/8"-1/2" plastic reducer.

FRONT FACING INLETS SKIP TO STEP #5

- 4 Install the supplied 3.5" rubber elbow onto the inlet of the supercharger. Slide tube #289 into the rubber elbow, followed by the supplied air filter. Push the rubber PCV hose into the plastic PCV reducer located in the drilled hole on the end of the filter (trim hose as necessary). Secure the connections with the supplied #60 hose clamps, and tighten with a 5/16" nut driver.



PCV Lines Installed



Air Filter With PCV Line Installed



Rear Facing Inlet Installed

Air Inlet and PCV Systems

- 5 Slide the supplied 4-3.5" silicone reducing elbow onto the inlet of the supercharger. Slide tube #371 into the silicone elbow, followed by the supplied air filter. Push the rubber PCV hose into the plastic PCV reducer located in the drilled hole on the end of the filter (trim hose as necessary). Leave connections loose until next steps.

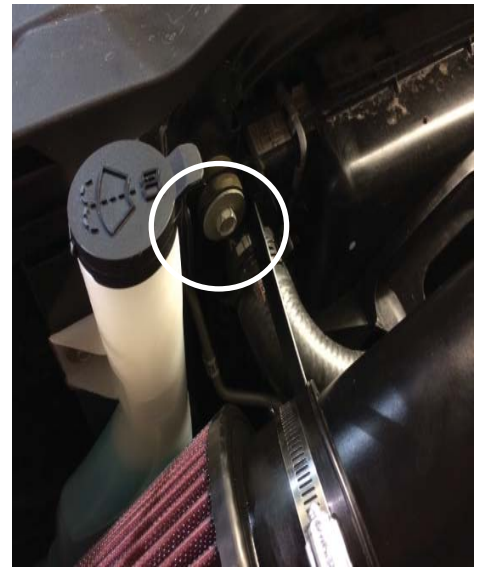
✓ **Tech Tip:** *Trimming the silicone reducer may be necessary for proper fitment.*

- 6 Remove the bolt located next to the windshield washer reservoir with a 13mm socket.

- 7 Mount the supplied inlet bracket so it locates over the hole from the previous step. Slide the bent end under the hose clamp from the air filter (clamp will need to be loose). Position the inlet so it has ample clearance from the vehicle body, supercharger, and drive belt. Tighten all hose clamps and reinstall the factory hardware removed in step #6 to secure the bracket.



Front Facing Inlet Installed



Remove Bolt For Front Facing Inlet Bracket



Inlet Bracket Mounted

FINISHING UP

- 1 Review all lines, tubes, hoses, belt, and components to ensure no interference upon startup.
- 2 Connect the battery ground.
- 3 Start the vehicle and allow it to complete a heat cycle. Add coolant to the system if needed.



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, no E85). Listen for signs of detonation after refueling, and after replacement or modification of any fuel system component(s). If detonation occurs, reduce the throttle and locate the source.

Ignition System Maintenance

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

Air Filter Maintenance

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

Belt Replacement

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

ProCharger Oil Change Intervals

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

ProCharger Oil Level

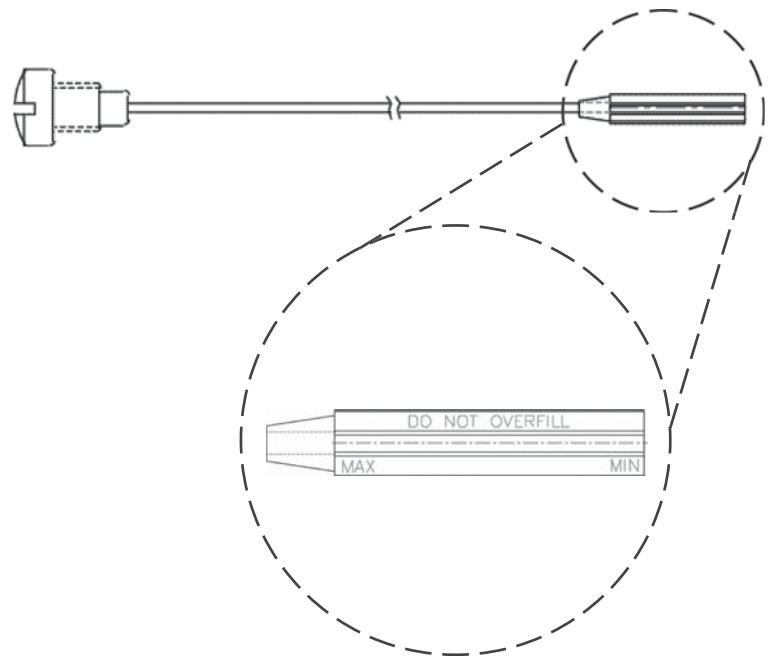
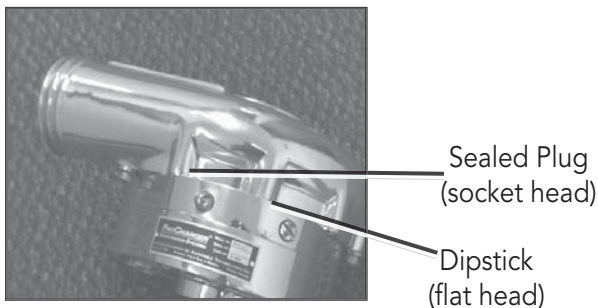
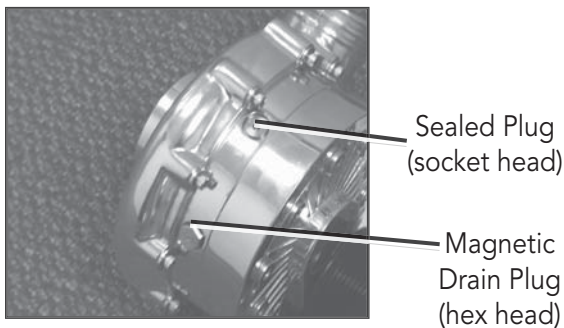
The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.



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

General

When removing the warning tag, 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**

PROCHARGER EXTENDED COVERAGE

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

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

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

Race kits are not eligible for the ProCharger Extended Coverage Plan

To qualify for the ProCharger Extended Coverage:

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

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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

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