

# 2019+ Camaro SS Intercooled System **Installation Guide**



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ProCharger is a registered trademark and The Intercooled Supercharging Experts!™ and Designed to Blow Away the Competition™ are trademarks of Accessible Technologies, Inc. and may not be used without express permission.

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® 2019+ Camaro SS 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) 338-2886.


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.

 **Tech Tip:** *Installing spark plugs that are one heat range colder than stock and gapping your plugs to .035" is recommended.*

 **Warning:** *Read and understand all safety precautions in this manual before installation. Failure to comply with instructions in this manual could result in personal injury, property damage, and/or voiding your warranty.*

## Required Tools and Supplies

- Open End Wrench Set (standard & metric)
- 3/8" & 1/2" Socket Sets (standard & metric)
- 3/8" Hex Bit Set (standard & metric)
- 7mm & 8mm nut driver
- T15 & T45 Torx bits
- Pry Bar
- 1/2" Breaker Bar
- Flat & Phillips Screwdrivers
- Plier Set
- Hose cutter
- Silicone Gasket Maker
- 1/2" Drill Bit and Drill

 **Warning:** *Your supercharged Camaro 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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**TUNING THESE VEHICLES IS A MULTI-STEP PROCESS THAT SHOULD BE INITIATED BEFORE SYSTEM INSTALLATION BEGINS. CONTACT ATI WITH ANY QUESTIONS REGARDING TUNING FOR THESE VEHICLES.**

# GETTING STARTED



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

- (A) Factory Air Filter Box
- (B) Mass Airflow (MAF) sensor
- (C) Factory Inlet Tube
- (D) Coolant Reservoir

**!** *Read and understand all safety precautions in this manual before installation. Failure to comply with instructions in this manual could result in personal injury, property damage, and/or voiding your warranty.*

## Getting Started

- 1 Use a 22mm socket to break the lug nuts loose on the front wheels, but do not remove.
- 2 Ensure the parking brake is fully engaged. Raise the front of the vehicle. Support with jack stands.
- 3 Remove the front wheels from the vehicle.



Remove Front Wheels

- 4 Use a T15 torx to remove the (8) screws at the top of the front fascia.
- 5 Remove the (2) plastic push clips on the top of the fascia.



Remove Screws and Push Clips

- 6 Remove the plastic trim on top of the fascia by pulling up to unclip them.



Remove the Plastic Trim

- 7** Underneath the car, use a 7mm and 10mm to remove the (10) screws, (6) bolts, and (1) plastic push clip holding the plastic splash panel. Remove the panel.
- 8** Remove the remaining (12) screws on the bottom of the fascia.
- 9** Use a T15 torx to remove the (4) screws holding the wheel liner to the fascia and fender. Repeat for other side.



Plastic Splash Panel Screws and Bolts



Remove Wheel Liner Screws

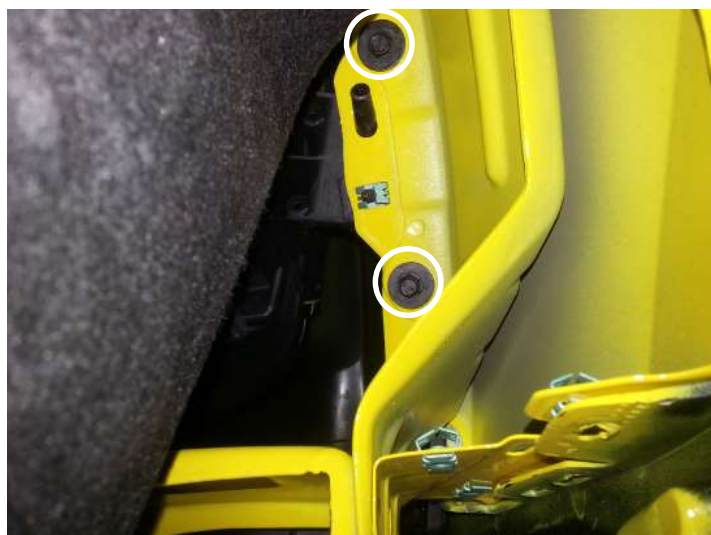
- 10** Pull the wheel liner back to gain access to fascia screws. Use a 7mm to remove the (1) screw going vertically into the fender. Repeat for other side.



Screws Behind Wheel Liner

## Getting Started

- 11 Use a 7mm to remove the (4) screws going horizontally into the fender. Repeat for the other side.



Screws Behind Wheel Liner  
(Lower Two Shown)

- 12 Behind the driver's side wheel liner, locate and disconnect the fascia's wiring harness connector. Unclip the harness from the body to allow the fascia to be removed.



Wiring Harness Connector



- 13** Pull outward on the fascia where it attaches to the fenders. Pull fascia straight back to remove.



Fascia Removed

- 14** Use pliers to disconnect the sound tube hose from the air inlet tube.
- 15** Locate the PCV line that runs from the air inlet tube to the PCV reservoir near the passenger's side cylinder head. Squeeze the connectors to release them. Remove the line.



Disconnect Hoses from Inlet Tube

- 16** Disconnect the MAF (Mass Air Flow) sensor.
- 17** Use an 8mm to loosen the (2) hose clamps on the air inlet tube. Remove tube.
- 18** Disconnect air tube from air filter box. Pull up on air filter box to remove.



Air Inlet Tube Removed

## Getting Started

- 19 Separate the air tube holders at the (2) spots near the firewall.



Disconnect Air Tube Holders

- 20 Use a 10mm to remove the nut holding the air tube to the firewall. Twist the tube clockwise and pull to disconnect from firewall.



Remove Nut on Firewall

- 21 Use a T45 torx to remove the (2) bolts holding the air tube diaphragm to the engine. Remove the air tube from the car.



Air Tube Diaphragm

- 22 Use a 10mm to remove the (4) bolts holding the radiator cover. Remove cover.



Remove Radiator Cover Bolts

- 23 Use a flat screw driver to remove the (3) plastic push clips that go through the transmission cooler bracket into the brake duct. Repeat for other side.



Brake Duct Push Clips

- 24 Remove the (5) plastic push clips that hold the driver's side auxiliary radiator scoop. Remove the driver's scoop.

- 25 Remove the plastic push clip that goes from the top of the brake duct vertically into the frame rail. Remove the both the driver's and passenger's side brake ducts. **If your vehicle is not optioned with auxiliary radiators, you can ignore all references to the radiator during this installation.**



Radiator Scoop Push Clips

## Getting Started

- 26** Use a 7mm to remove the (4) screws holding the driver's side headlight. Pull headlight forward and unplug the (2) electrical connectors. Remove headlight.



Remove Headlight Screws

- 27** Use a flat screwdriver to remove the (3) plastic push clips holding the driver's side headlight shroud. Remove the shroud.



Remove Headlight Shroud Clips

- 28** Remove the (3) plastic push clips holding the plastic panel next to the passenger's side headlight. Remove the panel.



Remove Plastic Panel (Passenger's Side)

- 29 Use a flat screwdriver to remove additional plastic push clips holding the plastic covers on the driver's side. Remove the covers.
- 30 Use a 10mm to remove the core support braces. These will be reinstalled at a later time.



Remove Plastic Covers (Driver's Side)

- 31 Pull up on the wiring harness connector at the horn bracket stud.
- 32 Use a 10mm to remove the stud.
- 33 Unplug the horn electrical connector and set horns out of the way.



Factory Horn Location

# COOLING SYSTEM

If your vehicle is not equipped with auxiliary radiators skip to step 8.

- 1 Make sure the engine coolant is not still hot. Remove the coolant reservoir cap.
- 2 Locate the coolant drain petcock on the passenger's side on the front of the radiator. Place a pan under the drain fitting. Loosen the fitting to drain the coolant.
- 3 Use a 13mm to remove the (2) bolts attaching the top of the driver's side radiator brakcet to the frame.
- 4 Use a 10mm to remove the (2) bolts on the top of the driver's auxiliary radiator brakcet that hold the two halves of the bracket together..



Coolant Drain Fitting



Upper Radiator Bracket Bolts



Radiator Bracket Bolts

- 5 Use a 13mm to remove the bolt attaching the bottom of the brakcet to the k-member.
- 6 Let radiator hang down.
- 6 Once the coolant has finished draining, tighten the petcock. Place the pan under the driver's side auxiliary radiator.
- 7 Use pliers to release the hose clamps on the auxiliary radiator hoses. Disconnect the hoses from the radiator. Remove the radiator.
- 8 Use a 10mm to remove the brace under the fender support.



Lower Radiator Bracket Bolt



Fender Support Brace

## CRANK PULLEY

### Manual Transmission

Auto trans skip to step 2

- 1 Put the car in 6th gear. Make sure the parking brake is fully engaged and the back tires are firmly on the ground.

### Automatic Transmission

Manual skip to step 4

- 2 Underneath the car, locate the round metal access cover for the torque converter. Use a flat screw driver to remove the cover.



Torque Converter Access Cover

- 3 Use a pry bar or large flat screw driver to wedge between a torque converter bolt boss and the bellhousing.



Torque Converter Bolts

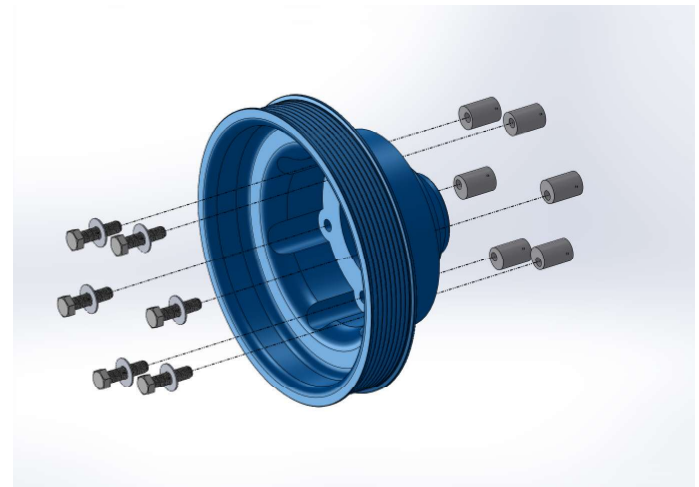


- 4 Use a 24mm and large breaker bar to remove the crank balancer bolt.
- 5 Separate the large radiator hose from the fan housing. Push the radiator hose down and out of the way.
- 6 Separate the small radiator hose from the fan housing. Move the hose over to the passenger's side temporarily.



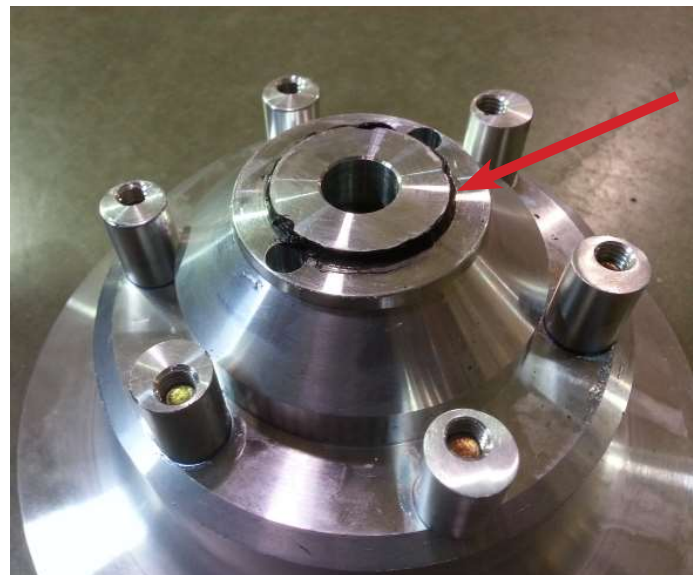
Disconnect Radiator Hose From Fan

- 7 Insert the (6) 5/16" bolts and washers through the supplied crank pulley. Apply blue Loctite 242 to the bolts and thread the (6) supplied cam locks onto the threads from behind the pulley.
- 8 Use a 1/2" socket to lightly tighten the cam locks with the lobe end facing away from the center of the pulley and slightly towards an adjacent cam lock (as shown). This will provide clearance between the cam locks and the balancer webs.



Crank Pulley and Cam Lock Assembly

- 9 Apply a bead of silicone around the crank pulley where it seats against the balancer.



Apply a Bead of Silicone

## Crank Pulley

- 10 Insert the crank pulley over the balancer. Rotate the pulley until it sits up squarely against the balancer.
- 11 Apply a bead of silicone around the supplied crankshaft bolt head and washer. Insert the bolt through the pulley into the crankshaft. Thread the bolt in until hand tight.
- 12 Back the cam lock bolts off approximately 1 turn. Rotate the crank pulley counterclockwise until the cam locks stop the pulley.
- 13 Use a 1/2" socket to tighten the cam lock bolts.
- 14 Use a 24mm to tighten the crank bolt to 240 ft-lbs.
- 15 Do not reconnect the radiator hose to its original location on the fan. Slide the plastic ring towards the passenger's side and out of the way. Use a zip tie around the fan structure and the hard plastic section of the radiator hose "T" to securely hold the radiator hose away from the crank pulley. Ensure the fan blades will not contact the zip tie.



Cam Lock Assembly Direction



Zip Tie Radiator Hose to Fan

# PROCHARGER INSTALLATION

1 Disconnect the wiring harness and plastic air line from the bracket holding the A/C line to the frame rail.

2 Use a 10mm to remove the nut holding the bracket to the frame rail. Slide the bracket off the A/C line.



Factory A/C Line Bracket

3 Located in the radiator relocation bag, assemble the new A/C line bracket by sliding the supplied panel nut over the end of the bracket. The rubber loop clamp will be attached as shown, using the supplied M6 bolt.



Assembled A/C Line Bracket

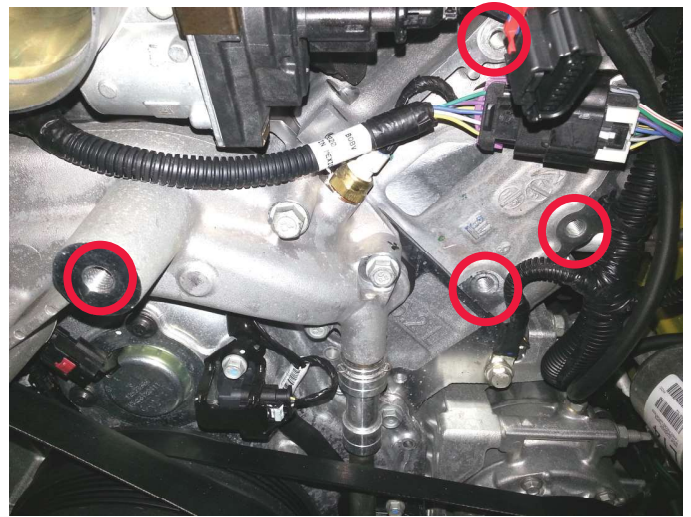
4 Attach the rubber loop clamp around the A/C line. Run the supplied bolt through the loop clamp and into the panel nut on the new A/C bracket. Mount the bracket to the factory location and reinstall the factory nut.



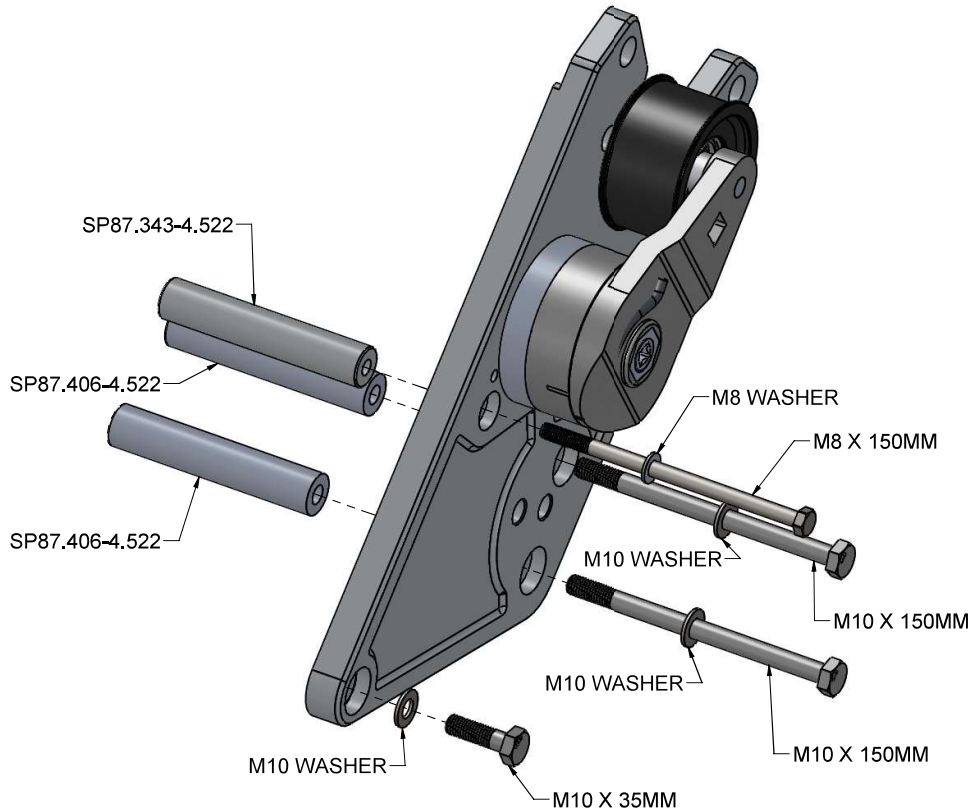
Factory A/C Line Bracket

# ProCharger Installation

- 5 Locate the bracket bag. Use a 3/4" wrench to remove the idler pulley.
- 6 Use a 13mm to loosen the connector bracket on the cylinder head. Remove the wiring harness attachment at the head.
- 7 Assemble the main bracket as shown. Note that the (3) spacers are all the same length, but (1) has a smaller inside diameter for the smaller diameter 8mm bolt. The 8mm bolt goes in the uppermost mounting hole. Mount the bracket to the engine. Tighten the bolts using 17mm and 13mm sockets. Retighten the electrical connector bracket.
- 8 Reinstall the idler pulley into the lower threaded hole. Tighten with a 3/4" wrench.



Bracket Mounting Holes



## Main Bracket Assembly

- 9 Install the 90° fitting onto the bottom of the supercharger's drain fitting. Install the oil drain line onto the 90° fitting. Fill the supercharger with the supplied blower oil.
- 10 Mount the ProCharger onto the main bracket using the provided 5/16" and 3/8" SHCS's. Tighten the fasteners using 1/4" and 5/16" allen keys.



Supercharger Mounted

✓ **Tech Tip:** The tensioner will have to be moved up and down to gain clearance for the supercharger bolts. This can be done by turning the brass tensioner collar with a 1/2" socket.

- 11 Insert a 1/2 drive ratchet/extension into the tensioner arm as shown.

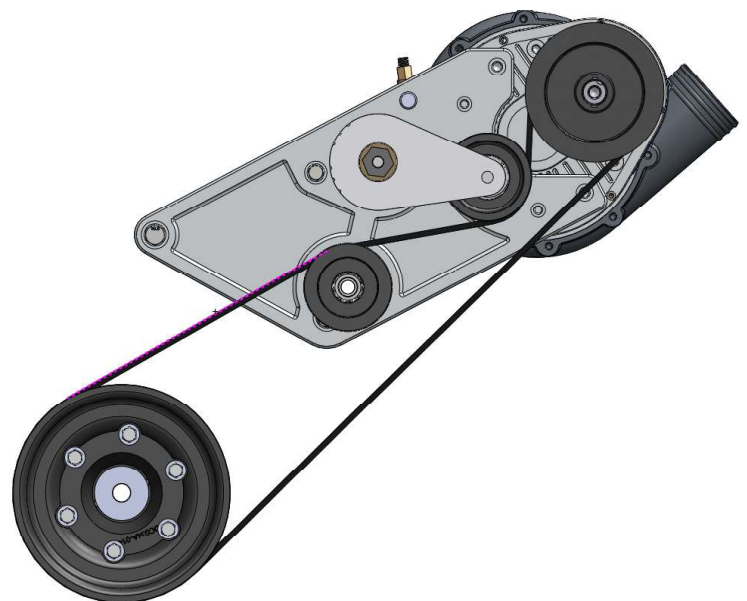


Tensioner Assembly

- 12 Rotate the tensioner counter clockwise.

- 13 Install the supplied supercharger belt.

- 14 Release the tensioner and remove the ratchet/extension.



Belt Routing

# INTERCOOLER AND TUBING

1 Use a 10mm to remove the (2) bolts that hold the transmission cooler bracket to the bottom side of the bumper.



Transmission Bracket Bolt

2 Underneath the transmission cooler, unclip the transmission line from the plastic air shroud.

3 Remove the ambient air temperature sensor from the passenger's side of the shroud.



Ambient Air Temperature Sensor

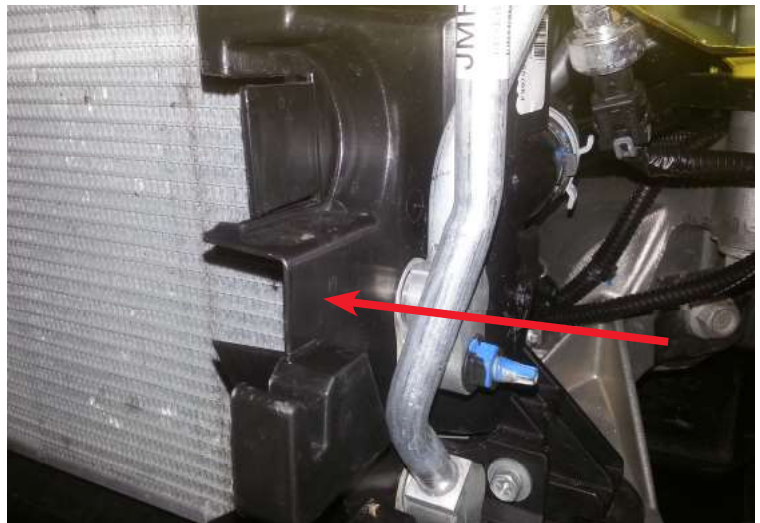
4 Remove the air shroud.

5 Rotate the transmission cooler down and let hang.



Transmission Cooler Dropped Down

- 6 Use a flat screwdriver to remove the plastic push clip on the bottom of the driver's side radiator/condensor plastic cover.
- 7 Use a flat screwdriver to remove the (4) metal lock tabs on the cover.
- 8 The cover surrounds the A/C lines. Cut the cover just above the upper A/C line connection to remove the cover from the vehicle.



Plastic Radiator Cover (Driver's)

- 9 Repeat these steps to remove the passenger's side plastic cover.



Plastic Radiator Cover (Passenger's)

- 10 Use a 10mm to remove the (2) nuts holding the driver's side transmission cooler bracket to the cooler.
- 11 Install the supplied modified transmission cooler bracket. Let the cooler hang down.



Plastic Radiator Cover (Passenger's)

## Intercooler and Tubing

- 12 Disconnect the plastic push clip from the passenger's side radiator duct going into the bumper. Disconnect all of the wiring harness connections to the bumper.
- 13 Use a 13mm to remove the (8) bumper to frame bolts to remove the bumper.



Bumper to Frame Bolts

- 14 Use a 10mm to remove the (2) bolts securing the upper radiator bracket to the core support. Repeat for the other side.



Factory Upper Radiator Bracket

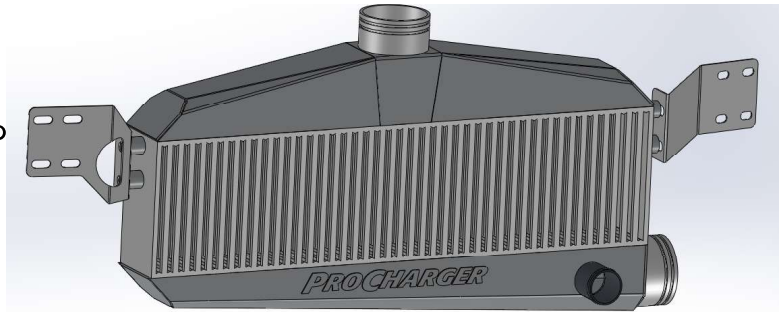
- 15 Remove the rubber bushing from the factory upper radiator brackets and place in the new provided sheet metal brackets.
- 16 Use a 10mm to install the new upper radiator brackets using the factory hardware.



New Upper Radiator Bracket



- 17 Place the intercooler brackets between the frame rails and the bumper, oriented as shown.
- 18 Reinstall the bumper, but leave the bolts loose to allow the intercooler brackets to slide for adjustment.
- 19 Slide the intercooler up between the bumper and the radiator.



Intercooler Bracket Orientation

- 20 Start the (4) supplied 3/8" bolts and washers through the brackets and into the bungs on the intercooler. Leave loose.
- 21 Adjust the intercooler forward and make sure the inlet to the intercooler on the bottom clears the a/c line.

✓ **Tech Tip:** .205" Spacers are provided to space the intercooler out even further from the A/C condenser if needed. Place the spacers between the intercooler brackets and the frame rails.

- 22 Use a 9/16" to tighten the intercooler bracket bolts. Use a 13mm to tighten the bumper bolts.

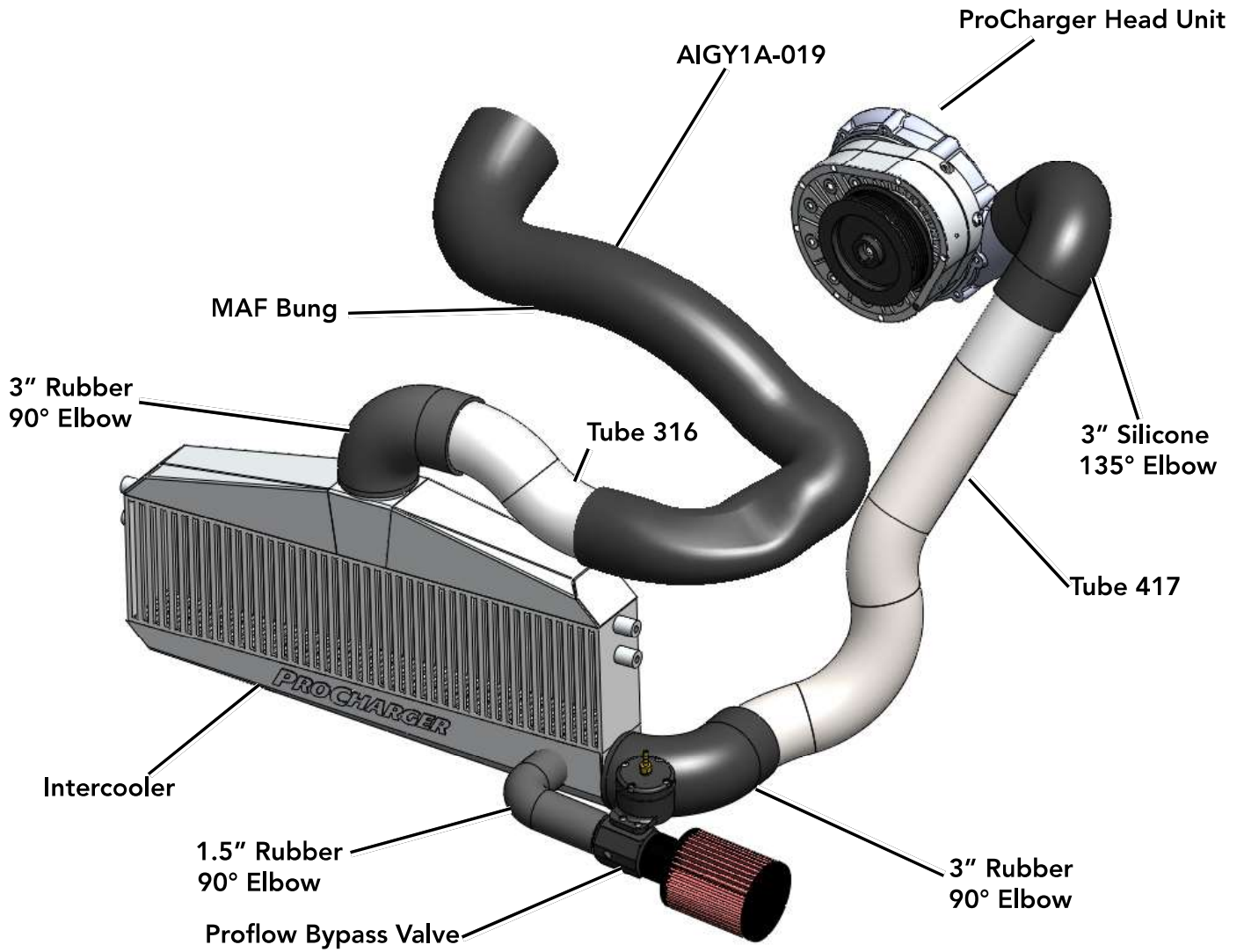


Intercooler Mounted

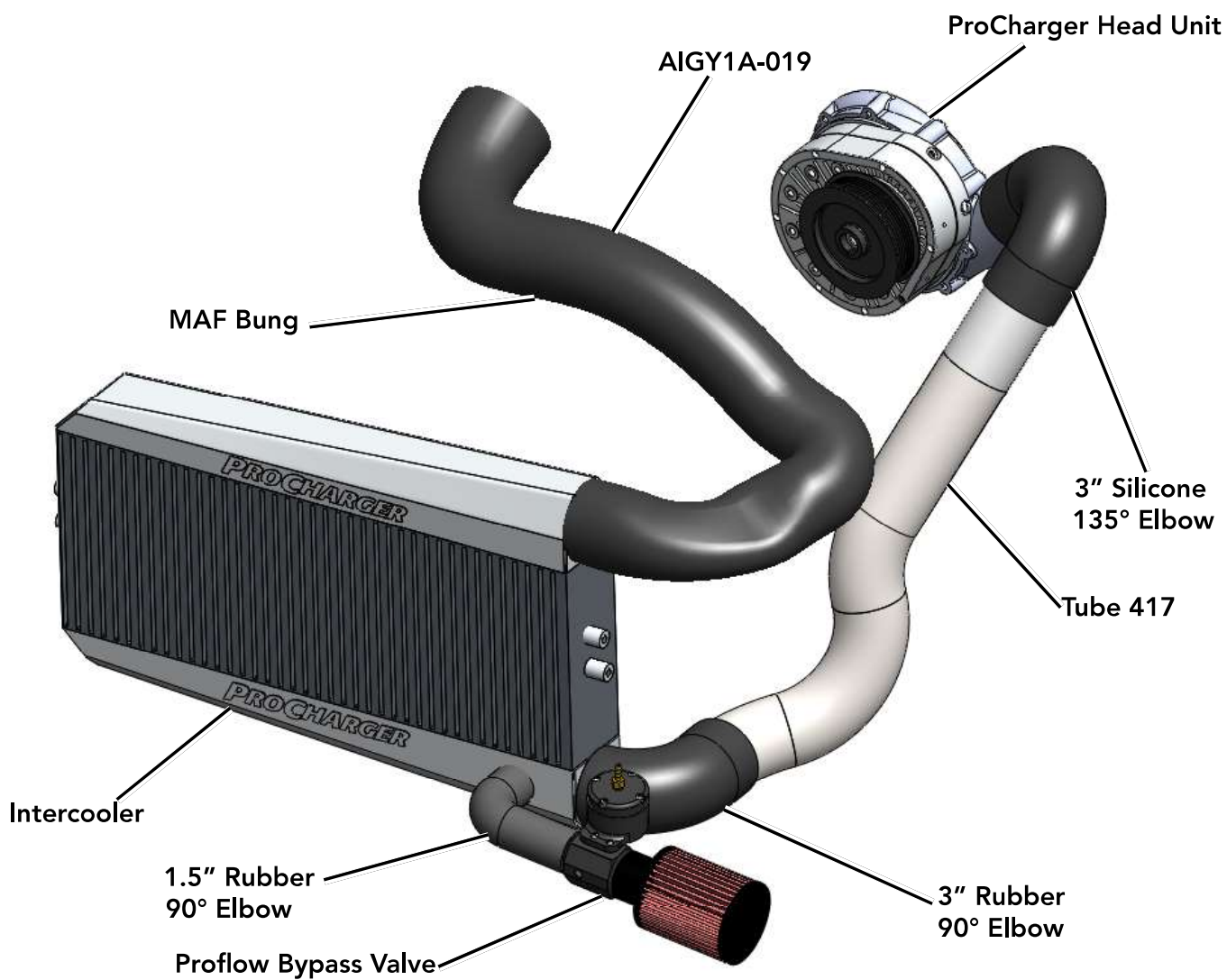
✓ **Tech Tip:** Align the bumper how it was from the factory by matching up the washers with the unpainted sections on the bumper.

✓ **Tech Tip:** Use the provided rubber tape between the intercooler and the bumper and between the intercooler and the A/C condenser.

# H.O. INTERCOOLER AND TUBE ROUTING



# STAGE 2 INTERCOOLER AND TUBE ROUTING



## Intercooler and Tubing

✓ **Tech Tip:** Leave all hose clamps loose to allow for adjustment. Tighten after all tubes are in place.

21 Insert the 135° silicone elbow over the outlet of the supercharger. Secure with the supplied 3.38" T-bolt clamp.

22 Slide tube #417 into the open end of the silicone elbow. Secure with the supplied 3.25" T-bolt clamp.



Blower Discharge Tube Installed

23 Slide the longer leg of one of the 90° rubber elbows over the open end of tube #417. Secure with a #52 hose clamp.

24 Slide the short end of the elbow over the lower intercooler outlet. Secure with a #52 hose clamp.



Lower Intercooler Connection

- 25 Use a T15 torx to remove the (2) screws holding the MAF sensor to the factory air box.
- 26 Use a 7mm to install the MAF sensor into the bung molded into the silicone hose using the supplied M4 screws and washers.



Remove MAF Sensor from Factory Air Box

## H.O. Intercooler ONLY

Stage 2 Intercooler Skip Next 2

- 27 Slide the short leg of the other 90° rubber elbow over the top outlet on the intercooler. Secure with a #52 hose clamp.
- 28 Insert tube #316 into the open end of the elbow. Secure with a #52 hose clamp.



Tube #316 Installed (H.O. Intercooler Only)

### H.O. & Stage 2

- 29** *H.O intercooler* - Slide the 3" end of the molded silicone hose over the open end of tube #316.  
*Stage 2 intercooler* - Slide the 3" end of the molded silicone hose over the top outlet of the intercooler.  
Secure with a #52 hose clamp.



Molded Silicone Hose Installed (Stage 2 Shown)

- 30** Connect the molded silicone hose to the throttle body. Secure with a 4.25" T-bolt clamp.

✓ **Tech Tip:** If the silicone hose is too tight against the radiator fan, trim back the end that goes over the throttle body to gain clearance, but make sure the hose does not contact the tensioner.



Throttle Body Connection

## COMPONENT RELOCATION

- 1 Reinstall the core support to bumper brackets. Leave the lower bolt on the passenger's side out temporarily.
- 2 Use a 10mm to remove the (2) nuts holding the horns to the bracket. Flip the horns side to side on the bracket and reinstall the nuts, but leave loose.
- 3 Slide the horn bracket between the core support brace and the bumper. Reinstall the bolt through the brace and horn bracket into the bumper. Leave loose.
- 4 Disconnect any wiring harness push pins that hold the wiring harness to allow it to move towards the passenger's side.
- 5 Reconnect the horn electrical connector.
- 6 Adjust the horns so they point toward the rear of the car. Use a 10mm to tighten the horn nuts. Use a 10mm to tighten the brace and bracket bolt.

**If your vehicle is not equipped with auxiliary radiators skip to step 9.**

- 7 Trim 7" off the end of the factory coolant hose in the fender well as shown.



Horns Relocated



Trim Coolant Hose

## Component Relocation

- 8 Use the provided brass 5/8" hose mender to connect the (2) hoses that previously connected to the driver's side radiator. Secure with hose clamps.

✓ **Tech Tip:** Removing the throttle body tube will give better access to these hoses.

- 9 Reinstall the headlight. Plug in the (2) electrical connectors.

- 10 Refill the cooling system through the coolant cap on the passenger's side. Pour the coolant in slowly to help air from being trapped in the system. Check for leaks.

✓ **Tech Tip:** Use a vacuum pump on the coolant reservoir to aid in evacuating air from the cooling system.



Driver's Radiator Bypassed



Cooling System Refilled



## SURGE SYSTEM

- 1 If equipped with a race valve option, insert the o-ring into the groove on the intercooler flange and mount the race valve to the flange using the supplied (6) #10-24 socket head screws.



Race Valve Installed

- 2 Install the supplied modified air shroud to the transmission cooler brackets. Use a 10mm to remount the trans cooler and air shroud to the frame with the factory hardware. Reconnect the ambient air temperature sensor to its factory location.



Modified Air Shroud Installed

- 2 Reinstall the passenger's brake cooling duct. Use the factory plastic push clips through the air shroud into the cooler brackets.
- 3 Install the supplied 1-1/2" rubber hose onto the bung on the intercooler. Secure with a #24 hose clamp.
- 4 Cut the hose to the appropriate length. Insert the ProFlow surge valve into the hose. Secure with a #24 hose clamp.
- 5 Slide the filter over the surge valve and secure with a #24 hose clamp.



Proflow Surge Valve Installed

## Surge System

- 6 Remove the short factory PCV hose behind the throttle body on the driver's side.

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

- 7 Assemble the vacuum manifold with a 90° 3/8" barb fitting on each end. Plug (2) of the 1/8" ports with the 1/8" brass plugs. Install the straight pushlock fitting on the remaining port. *Optional:* replace one of the brass plugs with an 1/8" barb fitting for use as a reference for a boost gauge. If optioned with a race valve, use the pushlock fitting in place of the 1/8" barb.

- 8 Connect the long section of 3/8" rubber hose to the valley vent port, then to one of the 3/8 barb fittings on the vacuum manifold.

- 9 Connect the shorter section of 3/8" hose to the other 90° barb fitting, then to the port on the intake manifold. Secure all connections with #6 hose clamps.



Factory Vent Hose



Vacuum Manifold Assembled



Vacuum Manifold Installed

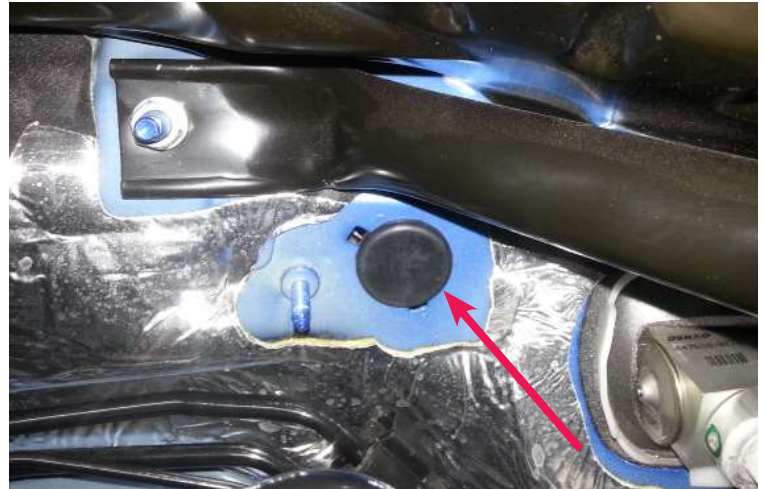
- 10 Route the supplied vacuum line from the 1/8" barb on the vacuum manifold down to the barb fitting on the Proflow valve.
  
- 11 If equipped with a race valve option, install the 90° pushlock fitting on the race valve and the straight pushlock fitting on the vacuum block. Connect the fittings with the supplied nylon pushlock hose.



Vacuum Line Connected at Surge Valve

## AIR INLET

- 1 Install the supplied rubber plug into the hole in the firewall where the factory air tube was removed.



Firewall Plug Installed

- 2 Use a 1/2" drill bit to drill a hole in the end of the air filter. Insert the 1/2" end of the supplied plastic hose barb into the air filter hole.



Plastic Fitting Installed in Air Filter

### Without Strut Tower Brace:

- 3 Slide the air filter over the rotomold inlet tube.
- 4 Slide the tube over the inlet of the supercharger. Adjust the tube and the air filter and secure with the supplied hose clamps.



W/O Strut Tower Brace Air Inlet Installed

**With Strut Tower Brace:**

- 5 Using a 10mm remove the nut securing the A/C line to the driver's side strut tower.
- 6 Pull the A/C line bracket off of the stud.



A/C Line

- 7 Secure the hard rubber elbow onto the inlet of the ProCharger. Secure with #64 hose clamp.
- 8 Insert tube 288 into the hard rubber elbow. Secure with #64 hose clamp.
- 9 Slide the provided filter over tube 288 and secure it with the provided hose clamp.



W/ Strut Tower Brace Air Inlet Assembly

**All Options:**

- 10 Insert the short leg of the supplied 5/8" rubber hose over the open port on the PCV reservoir. Cut the hose to fit properly over the port. Secure with a #10 hose clamp.



PCV Reservoir Hose

## Air Inlet

- 11 Route the hose around the back of the engine and connect it to the plastic fitting on the air filter. Secure the line with zip ties.



PCV Hose Routed

## FINAL ASSEMBLY

- 1 Reinstall the radiator cover.
  - 2 Reinstall the front fascia.
  - 3 From under the car, ensure the surge valve linkage is unobstructed. Use zip ties to retain the surge valve so it does not damage the radiator.
  - 4 Connect the MAF sensor to the factory connector using the supplied MAF extension harness.
  - 5 Route the harness away from any moving parts. Use zip ties to secure
  - 6 Start the engine. Check for leaks. After reaching operating temperature, shut the engine off and allow to cool down. Fill coolant as needed.
- ✓ **Tech Tip:** *It is highly recommended that colder heat range spark plugs are installed. NGK 6510 spark plugs are recommended for most applications.*



**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 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 the drain plug after every oil change. Drain oil by removing the drain plug. Clean off the drain plug before re-installing.



## ProCharger Oil Level

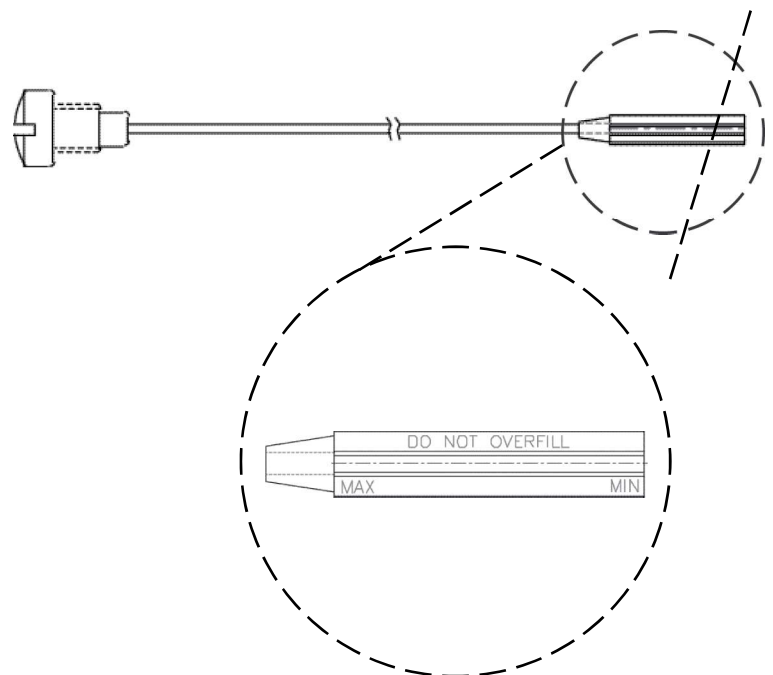
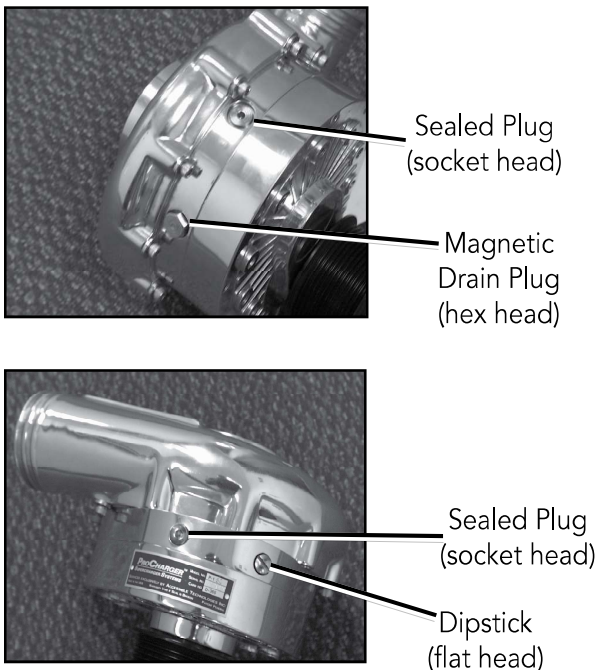
The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

**!** **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**

## 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.

# ProCharger Extended Coverage Program Registration Form

Return this completed form and a \$99 check within 30 days of original purchase.

Name: \_\_\_\_\_

Date of Purchase: \_\_\_\_\_

Address: \_\_\_\_\_

Purchased From: \_\_\_\_\_

City: \_\_\_\_\_

ProCharger Serial #: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Vehicle Year: \_\_\_\_\_

Country: \_\_\_\_\_

Vehicle Make: \_\_\_\_\_

Daytime phone: \_\_\_\_\_

Vehicle Model: \_\_\_\_\_

Evening phone: \_\_\_\_\_

Please rank in order of importance starting with 1 being most important.

E-mail: \_\_\_\_\_

Which information sources most influenced your decision to purchase a ProCharger system?

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

- \_\_\_ 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 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

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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Part Number PMGY1A-009 Rev. E**

