

# 2016+ Camaro V6 Intercooled System **Installation Guide**



The **ULTIMATE** Power Adder™

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ProCharger is a registered trademark and The Intercooled Supercharging Experts!<sup>™</sup> and Designed to Blow Away the Competition<sup>™</sup> 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<sup>®</sup> 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® 2016+ Camaro V6 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
- Torx bits
- Flat & Phillips Screwdrivers
- Plier Set
- Hose cutter
- Tap Handle
- 3/8" and 5/8" Drill Bit

 **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. LOCATE THE SUPPLEMENTAL TUNING INSTRUCTION GUIDE THAT IS INCLUDED WITH YOUR COMPLETE SYSTEM. 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

**!** *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.



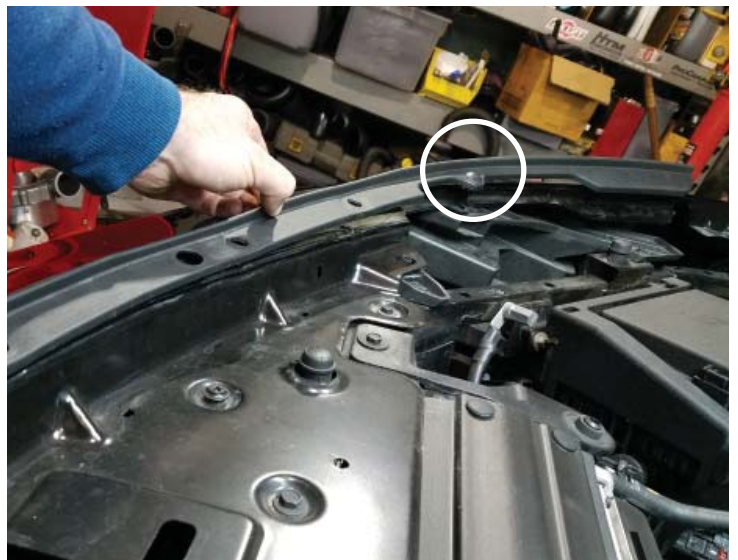
Remove Front Wheels

- 4 Use a T15 torx to remove the (8) screws at the top of the front fascia.



Remove Screws and Push Clips

- 5 Remove the (2) plastic push clips on the top of the fascia.
- 6 Remove the (2) pieces of plastic trim on top of the fascia by pulling up to unclip them.



Remove the Plastic Trim

- 7** Underneath the car, use a 7mm to remove (10) screws, use a 10mm to remove (5) bolts, and (1) plastic push clip holding the plastic splash panel. Remove the panel.



Plastic Splash Panel Screws and Bolts

- 8** Use a 7mm to remove the (4) screws holding the wheel liner to the bottom of the fascia. Repeat for other side.



Remove Bottom Fascia Screws

- 9** Use a T15 torx to remove the (4) screws holding the wheel liner to the fascia. Repeat for other side.



Remove Wheel Liner Screws

## Getting Started

- 10** Use a 7mm to remove the (1) screw going vertically into the fender. Repeat for the other side.



Screws Behind Wheel Liner

- 11** Use a 7mm to remove the (2) 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 forward to remove.



Fascia Removed

- 14 Remove the engine cover by removing the oil fill cap and (1) 10mm bolt shown.



Remove Engine Cover

- 15 Remove the hard PCV line from both valve covers and the inlet tube. Set the line to the side.



PCV Line Removal

## Getting Started

- 16 Disconnect the MAF (Mass Air Flow) sensor.



Disconnect MAF Sensor

- 17 Use a 8mm to remove the large PCV hose from the inlet tube.



Remove Large PCV Line

- 18 Remove the inlet tube from the throttle body using an 8mm to loosen the clamp.



Remove Inlet Tube to Throttle Body

- 19 Lift the inlet tube up and remove the sound tube from the bottom of the inlet tube.
- 20 Remove the air box/inlet tube assembly from the vehicle by lifting up on the air box.



Sound Tube Connection

- 21 Separate the sound tube holders at the front of the engine bay.



Sound Tube Connection

- 22 Separate the sound tube holders near the firewall.



Sound Tube Connection

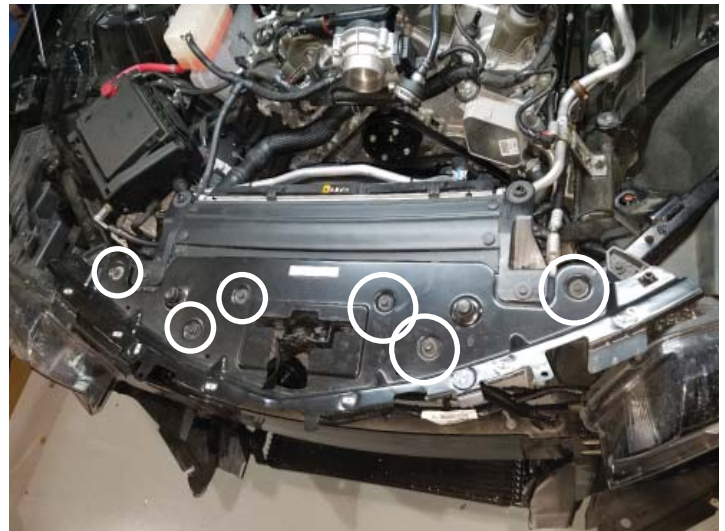
## Getting Started

- 23** 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 the tube and all of it's holders from the vehicle.



Remove Nut on Firewall

- 24** Use a 10mm to remove the (6) bolts holding the radiator cover. Set aside.



Remove Metal Radiator Cover

- 25** Remove the (4) push clips holding the plastic radiator shroud to the radiator. Remove the shroud from the vehicle.



Plastic Radiator Shroud

- 26** Use a 10mm to remove the (2) upper radiator mounts. Repeat for the other side.



Upper Radiator Mounts

- 27** Use a 10mm to remove the (2) core support braces. These will not be reused.



Core Support Braces

- 28** Remove the (4) plastic push clips holding the plastic panel next to the passenger's side headlight. Remove the (3) plastic push clips holding the plastic panel next to the driver's side headlight.



Plastic Panel

## Getting Started

- 29** If equipped, remove the (3) plastic push clips that go through the transmission cooler bracket into the brake duct. Repeat for the other side.



Release Clips From Trans Cooler

- 30** Remove the metal retainers securing the plastic shroud to the radiators end tanks, (3) on the passenger's side and (4) on the driver's side.



Pry Off Metal Retainers

- 31** Remove the IAT sensor from the plastic shroud located just under the bumper on passenger's side.

- 32** Unclip all hoses and wires clipped to the plastic radiator shroud.



Remove IAT Sensor

- 33 Remove the (3) small push clips securing the shroud to the lip of the radiator.



Remove Bottom Push Clips

- 34 Remove the entire plastic shroud from the vehicle as shown, this will not be reused.



Radiator Shroud Removed

- 35 Using a 10mm remove the bolt from the driver's top side of the radiator securing the AC line.



Release AC Line

## Getting Started

- 36 If equipped, remove the side radiator duct from both sides of the vehicle by removing the (5) push clips.
- 37 If equipped, remove the brake duct from both sides of the vehicle by removing the (2) push clips.



Remove Side Radiator/Brake Ducting

- 38 Release the plastic pins securing the wire shown on the front of the k-member.



Release Wiring Harness

- 39 Release that same wire from the passenger's frame rail as shown.



Release Wiring Harness



- 40 If equipped, relocate the large wiring harness as shown laying inside the belly pan and further back on the frame rail. This will allow adequate clearance for the intercooler tubing.



Relocated Wiring Harness

- 41 Maneuver the A/C hard line out of the way as shown.



Maneuver Hard Line As Shown

- 42 Unclip the wire from the stud and using a 10mm remove the horns.



Remove Horns

## Getting Started

- 43 Pull back on the radiator towards the front of the car. Install the new provided upper radiator brackets.
- 44 Place (1) 0.205" tube spacer beneath the provided brackets using the (1) factory 10mm bolt on each side as shown.



Upper Radiator Brackets Installed

# PROCHARGER INSTALLATION

- 1 Use a 15mm to rotate the factory tensioner counter clockwise and remove the belt.



Factory Belt Tensioner

- 2 Remove the (3) bolts shown using both a 10mm and 15mm. Do not remove the cam sensor or relocate the ground strap.



ProCharger Mounting Holes

- 3 Wrap a piece of tape around the provided tap as shown, measuring 1-5/8" from the tip. This will be the stopping point for the tap.



Tape Measured 1-5/8"

# ProCharger Installation

- 4 Place the provided tap fixture flat against the face of the hole to be tapped in the front cover. Rotate the M8x1.25 tap clockwise threading the hole, stop when the tape touched the drill fixture.

✓ **Tech Tip:** Tap the hole slowly, if it gets tight back the tap out, blow the hole out and reinsert the tap. Repeat until depth is reached.

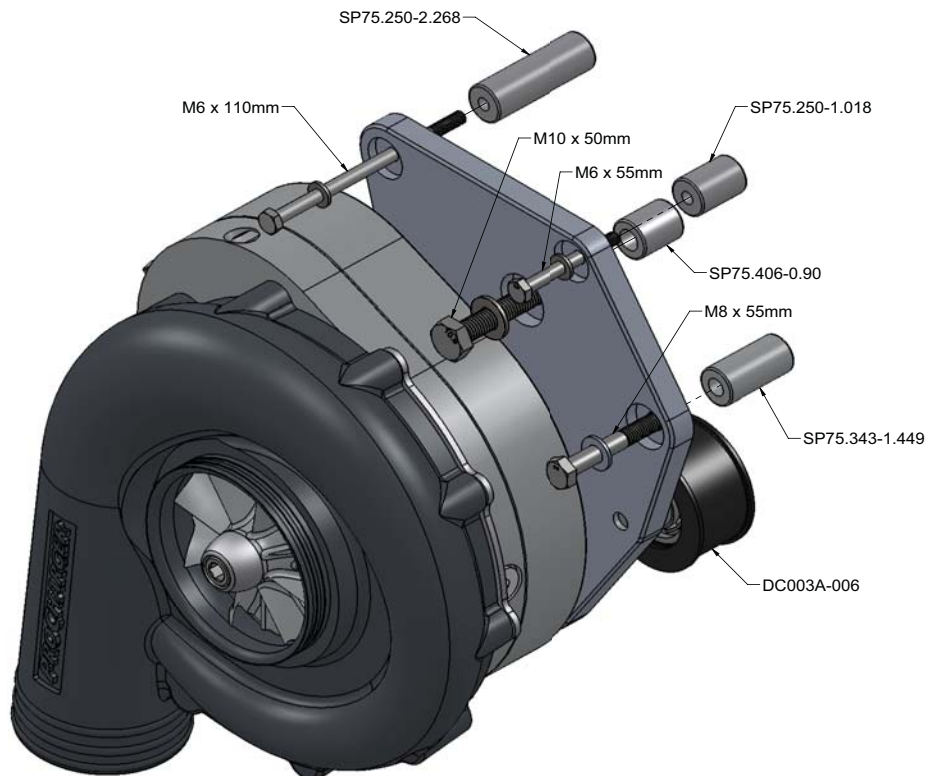


Tap Hole In Front Cover

- 5 Remove the (1) idler pulley from the main bracket to access the supercharger mounting holes.
- 6 Mount the ProCharger onto the main bracket using the provided 5/16" and 3/8" SHCS. Tighten the fasteners using a 1/4" and 5/16" allen socket.
- 7 Reinstall the idler pulley.



ProCharger Mounted



Main Bracket Schematic

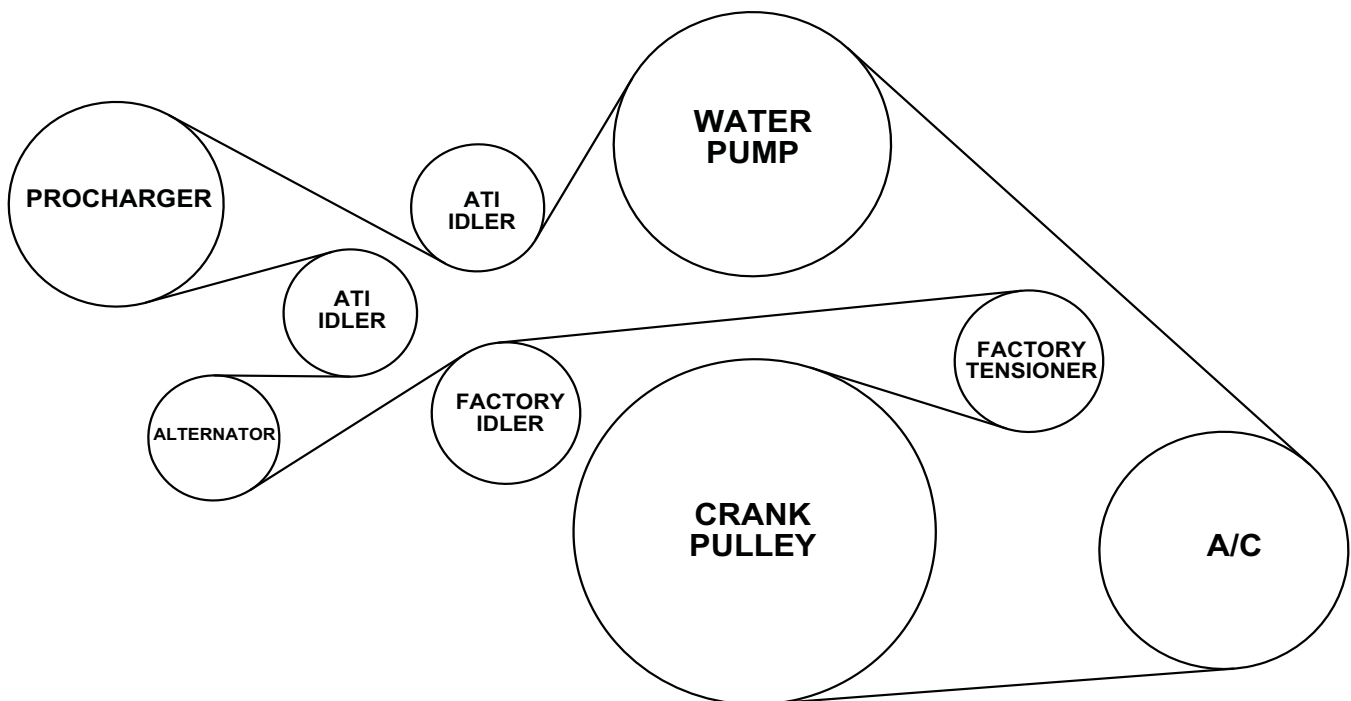
- 8 Route the provided belt as shown in the diagram below.
- 9 Secure the main bracket to the front of the engine as shown in the diagram. Insert the M6 x 55mm bolt through the 1.018" spacer and secure the cam sensor. Insert the M10 x 50mm bolt through the 0.900" spacer and secure the ground lug. Insert the M8 x 55mm bolt through the 1.449" spacer into the hole that was tapped. Insert the M6 x 110mm bolt through the 2.268" spacer into the top hole.
- 10 Verify that the belt is routed properly, using a 15mm rotate the factory tensioner clockwise and secure the belt.



ProCharger Installed



Belt Routed



Belt Routing

# INTERCOOLER INSTALL

- 1 If equipped, 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 If equipped, rotate the transmission cooler down and let hang.



Transmission Cooler Dropped Down

- 3 Disconnect all of the wiring harness connections from the top of the bumper.

- 4 Use a 13mm to remove the (8) bumper to frame bolts to remove the bumper.



Bumper to Frame Bolts

- 5 Use a T15 torx to remove the (2) screws holding the MAF sensor to the factory air box.



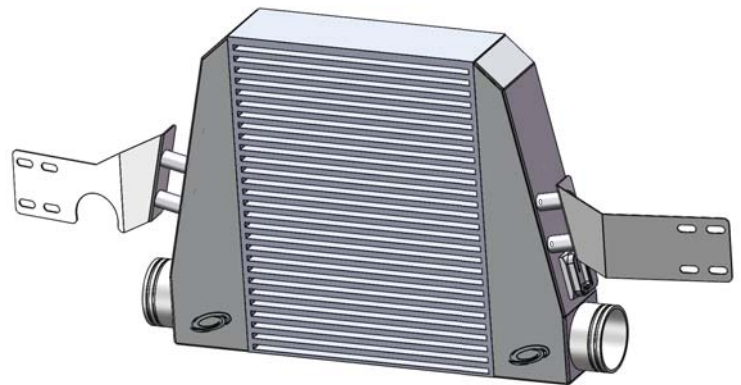
Remove MAF Sensor from Factory Air Box

- 6 Use a 7mm to install the MAF sensor into the bung on the intercooler using the supplied M4 screws and washers.



MAF Installed

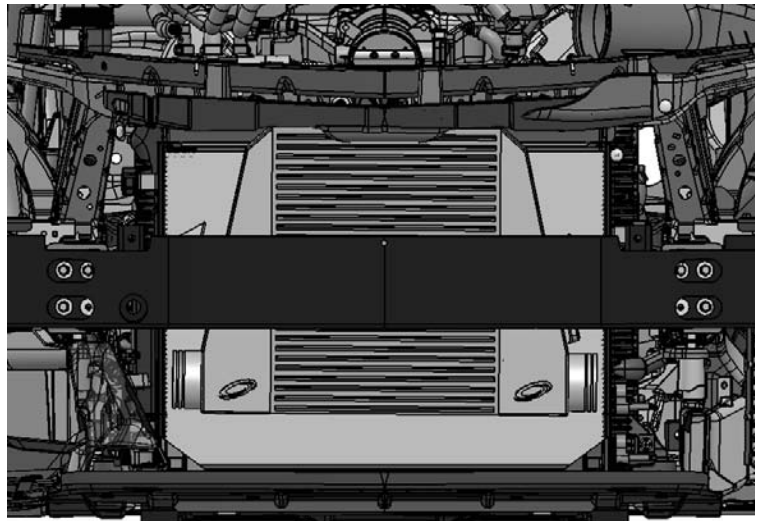
- 7 Place the intercooler brackets between the frame rails and the bumper, oriented as shown.



Intercooler Bracket Orientation

## Intercooler and Tubing

- 8 Reinstall the bumper, but leave the bolts loose to allow the intercooler brackets to slide for adjustment.
  - 9 Slide the intercooler up between the bumper and the radiator.
  - 10 Secure the intercooler to the intercooler brackets as shown using the (4) provided 3/8-16 x 1" long bolts and washers.
  - 11 If equipped, adjust the intercooler forward and make sure the inlet to the intercooler on the bottom clears the trans cooler brackets.
  - 12 Use a 9/16" to tighten the intercooler bracket bolts. Use a 13mm to tighten the bumper bolts.
- ✓ **Tech Tip:** Align the bumper how it was from the factory by matching up the washers with the unpainted sections on the bumper.
- 13 Use a 10mm to loosen the (2) nuts holding the horns to the bracket. .
  - 14 Disconnect any wiring harness push pins that hold the wiring harness to allow it to move towards the passenger's side.
  - 15 Install the horns to the core support brace location as shown using the factory bolt.
  - 16 Tighten the horns to the bracket.



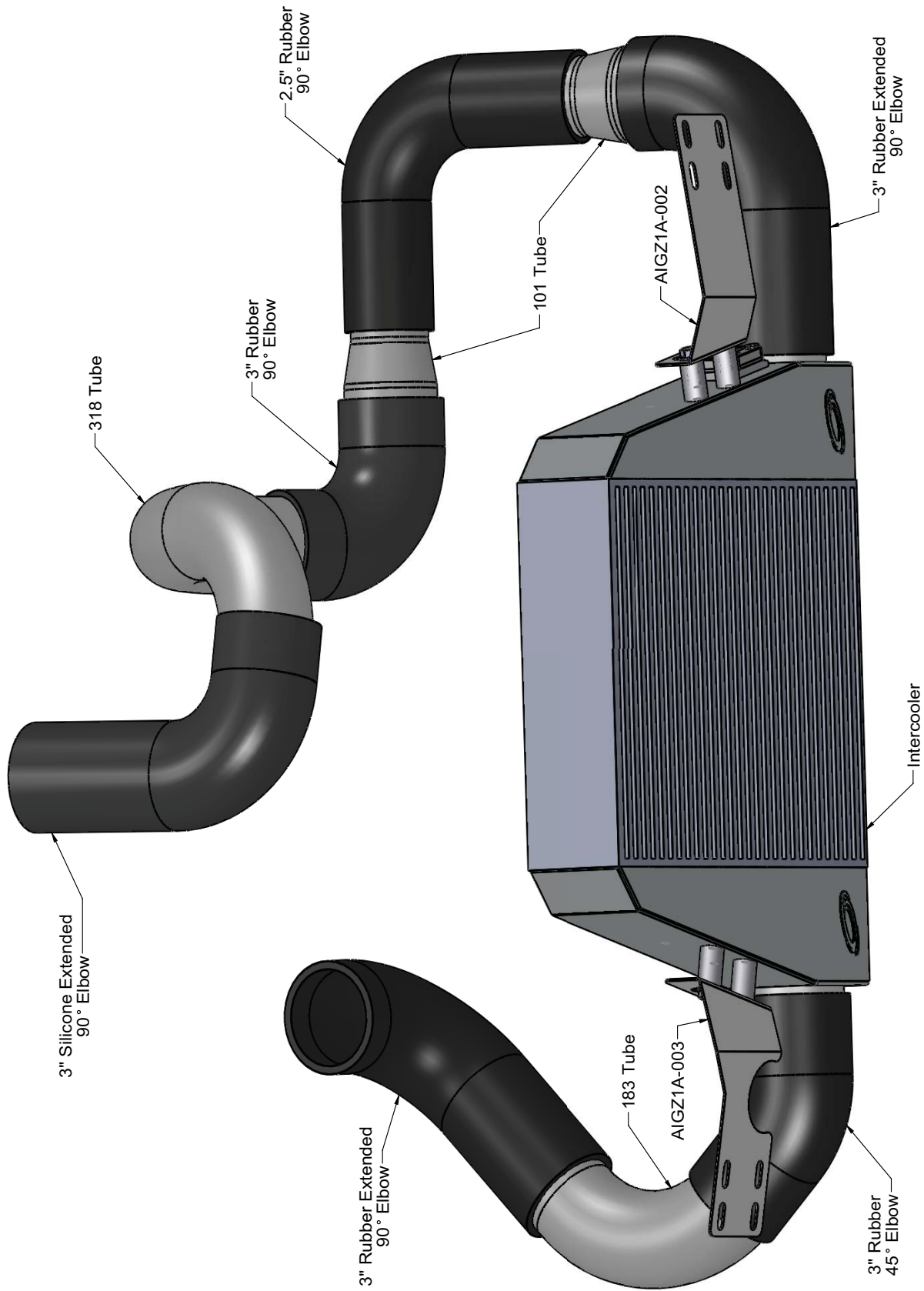
Intercooler Mounted



Horns Mounted



# CAMARO LS/LT/RS INTERCOOLER AND TUBE SCHEMATIC



# CAMARO LS/LT/RS INTERCOOLER TUBING

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

- 1 Trim 1.25" off the short end of the extended 90° rubber elbow.
- 2 Slide the short end of the extended 90° rubber elbow onto the volute of the ProCharger as shown. Secure with a #52 hose clamp.
- 3 Insert tube 183 into the long leg of the extended 90° rubber elbow. Secure with a #52 hose clamp.



Blower Discharge Tube Installed



Tube 183

- 4 Slide the 45° rubber elbow over tube 183. Secure with a #52 hose clamp.
- 5 Route the 45° rubber elbow around the radiator to complete the connection to the intercooler. Secure with a #52 hose clamp.



Intercooler Inlet Connection

- 6 Remove the throttle body from the intake using a 10mm to remove the (4) bolts.
- 7 Release the large wiring harness from each valve cover and let hang. This will allow the throttle body to be spaced out.



Throttle Body Removal

- 8 Place the throttle body spacer between the intake and the throttle body. The gasket on the throttle body spacer should be facing the throttle body. Also the threaded hole should be facing the passenger's side of the vehicle.
- 9 Secure the assembly using the (4) provided M6 x 60mm bolts and washers.



Throttle Body Spacer

- 10 Slide the long end of the extended 90° rubber elbow over the intercooler and route around the radiator. Secure with a #52 hose clamp.
- 11 Insert the 3" end of tube 101 into the short end of the extended 90° rubber elbow as shown. Secure with a #52 hose clamp.



Intercooler Outlet Connection

## Intercooler and Tubing

12 Insert the 2.5" end of the remaining tube 101 into the 2.5" 90° rubber elbow. Secure with a #40 hose clamp.

13 Slide the open end of the 2.5" 90° rubber elbow over tube 101 and route towards the crank pulley. Secure with a #40 hose clamp.

✓ **Tech Tip:** Trim the 2.5" 90° rubber elbow as needed.



Lower Intercooler Connection

14 Slide the 90° rubber elbow over tube 101 located just below the driver's side frame rail. Secure with a #52 hose clamp.



Tube 101

15 Trim the cooling fan as shown.



Cooling Fan Trimming

- 16 Slide the longer end of tube 318 into the short end of the extended 90° rubber elbow. Secure with a #52 hose clamp.



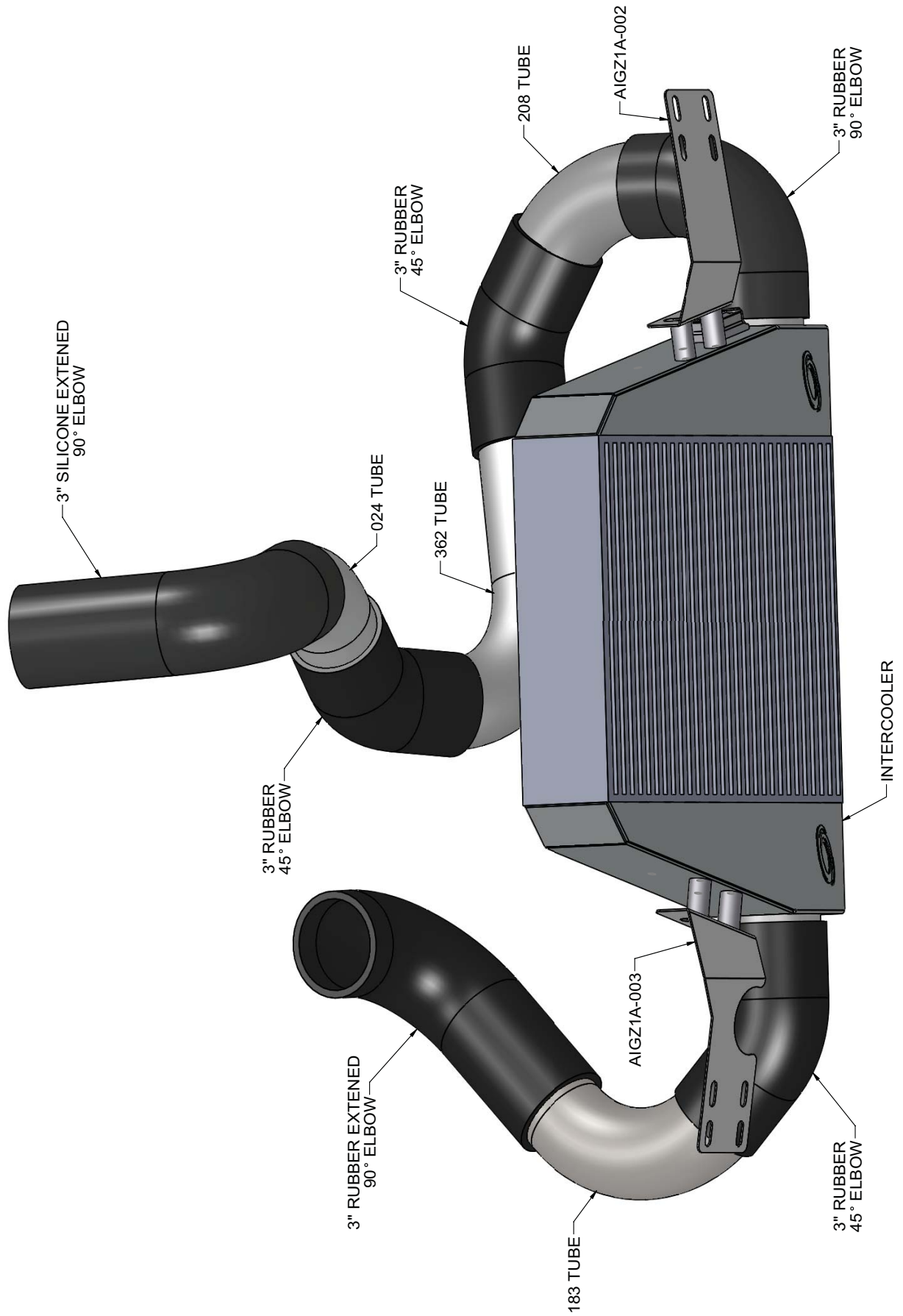
Tube 024

- 17 Trim 1.125" off the long end of the extended 90° silicone elbow.
- 18 Complete the connection to the throttle body using extended 90° silicone coupler as shown. Secure both connections with 3.38" T-bolt clamp.
- 19 Use the provided MAF extension harness to plug-in the MAF.



Throttle Body Connection

# CAMARO 1LE INTERCOOLER AND TUBE SCHEMATIC



# CAMARO 1LE INTERCOOLER TUBING

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

- 1 Trim 1.25" off the short end of the extended 90° rubber elbow.
- 1 Slide the short end of the extended 90° rubber elbow onto the volute of the ProCharger as shown. Secure with a #52 hose clamp.
- 2 Insert tube 183 into the long leg of the extended 90° rubber elbow. Secure with a #52 hose clamp.



Blower Discharge Tube Installed



Tube 183

- 3 Slide the 45° rubber elbow over tube 183. Secure with a #52 hose clamp.
- 4 Route the 45° rubber elbow between the radiator and the trans cooler bracket (if equipped) to complete the connection to the intercooler. Secure with a #52 hose clamp.



Intercooler Inlet Connection

## Intercooler and Tubing

- 5 Remove the throttle body from the intake using a 10mm to remove the (4) bolts.
- 6 Release the large wiring harness from each valve cover and let hang. This will allow the throttle body to be spaced out.



Throttle Body Removal

- 7 Place the throttle body spacer between the intake and the throttle body. The gasket on the throttle body spacer should be facing the throttle body. Also the threaded hole should be facing the passenger's side of the vehicle.
- 8 Secure the assembly using the (4) provided M6 x 60mm bolts and washers.



Throttle Body Spacer

- 9 Slide the 90° rubber elbow over the intercooler and route between the radiator and trans cooler. Secure with a #52 hose clamp.
- 10 Insert tube 208 into the 90° rubber elbow as shown. Secure with a #52 hose clamp.



Intercooler Outlet Connection



- 11 Slide the 45° rubber elbow over tube 208 and route towards the crank pulley. Secure with a #52 hose clamp.



Lower Intercooler Connection

- 12 Insert tube 362 into the 45° rubber elbow. Secure with a #52 hose clamp.



Tube 362

- 13 Slide the 45° rubber elbow over tube 362. Route it around the A/C line as shown. Secure with a #52 hose clamp.

- 14 Insert tube 024 into the 45° rubber elbow facing the throttle body. Secure with a #52 hose clamp.



Tube 024

## Intercooler and Tubing

- 15 Complete the connection to the throttle body using extended 90° silicone coupler as shown. Secure both connections with 3.38" T-bolt clamp.
- 16 Use the provided MAF extension harness to plug-in the MAF.



Throttle Body Connection

## SURGE SYSTEM

- 1 Install the straight 1/8 NPT brass barb fitting into the threaded hole on the side of the throttle body spacer.



Vacuum Fitting Installed

- 2 Install the supplied 1-1/2" rubber hose onto the bung on tube 183. Trim the rubber hose as needed for adequate clearance. Secure with a #24 hose clamp.



ProFlow Assembly

- 3 Cut the hose to the appropriate length. Insert the ProFlow surge valve into the hose. Secure with a #24 hose clamp.
- 4 Slide the filter over the surge valve and secure with a #24 hose clamp.

- 5 Route the supplied vacuum line from the 1/8" barb on the throttle body spacer down to the barb fitting on the Proflow valve.



Vacuum Hose Installed

# FACTORY AIR BOX AIR INLET

**Skip This Section If Equipped with GM Performance Air Inlet Or Procharger Cold Air Inlet**

- 1 Remove the rubber coupler from the large 5/8" hard PCV line running over the driver's side cylinder head.



Large Vacuum Line

- 2 Locate the PCV line previously removed from both valve covers.
- 3 Remove the line that connected from the "T" to the air inlet tube by using a knife to make a parallel cut with the nipple as circled.



Modify Small Vacuum Line

- 4 Trim 2.5" off the 3.5" end of the 3.5" to 3" 45° silicone coupler.
- 5 Drill a 5/8" hole in the 3.5" to 3" 45° silicone coupler as shown. The hole should be 2-1/4" from the 3.5" edge.



Drill 5/8" Hole

- 6 Trim 1.5" off the end of 3" 45° silicone coupler.
- 7 Drill a 3/8" hole in the 3" 45° silicone hose coupler shown. The hole should be 1-3/4" from the edge just cut.



Drill 3/8" Hole

- 8 Install the provided rotomold air inlet to the ProCharger as shown. Secure with the supplied hose clamp.

✓ **Tech Tip:** If equipped with a P-1X fan trimming will be required.



Rotomold Inlet Installed

- 9 Reinstall the PCV line onto both valve covers. Secure the 12" piece of 3/8" rubber hose to the plastic tee and secure with #06 hose clamp.

- 10 Insert the provided plastic 3/8" 90° barb fitting into the 3/8" hole drilled in the 3.5" to 3" silicone 45° coupler.

- 11 Slide the 3.5" end of the 3.5" to 3" silicone 45° coupler over the rotomold inlet. Secure with a 3.75" T-bolt clamp.

- 10 Connect the 3/8" rubber hose to the 3/8" plastic barb. Secure with #06 hose clamp.



PCV Line Connected

## Factory Air Box Inlet

- 12 Secure the 6" piece of 5/8" rubber hose to the large PCV large over the driver's side valve cover and secure with #06 hose clamp.
- 13 Insert the provided plastic 5/8" 90° barb fitting into the 5/8" hole drilled in the 3" silicone 45° coupler.
- 14 Connect the 5/8" rubber hose to the 5/8" plastic barb. Secure with #06 hose clamp.
- 15 Insert tube 034 into the 3" end of the 3.5" to 3" silicone 45° coupler. Secure with a 3.38" T-bolt clamp.
- 16 Slide the 3" silicone 45° coupler over tube 034. Secure with a 3.38" T-bolt clamp.
- 17 Trim 2.5" off from the air box end. Slide the 3" silicone 45° coupler over the factory air box. Secure with a 3.38" T-bolt clamp.
- 18 Install the provided MAF block-off plate on the air box using the factory hardware.
- 19 Install the K&N air filter.



PCV Line Connected



Air Inlet Assembled



MAF Block-Off Plate

## PROCHARGER COLD AIR INLET

**Skip This Section If Equipped with Factory Air Box Air Inlet Or GM Performance Air Inlet**

- 1 Remove the rubber coupler from the large 5/8" hard PCV line running over the driver's side cylinder head.
- 2 Locate the PCV line previously removed from both valve covers.
- 3 Remove the line that connected from the "T" to the air inlet tube by using a knife to make a parallel cut with the nipple as circled.
- 4 Drill a 5/8" hole in one of the provided 45° silicone hose couplers as shown. The hole should be 2-1/4" from the edge.
- 5 Drill a 3/8" hole in the other provided 45° silicone hose coupler shown. The hole should be 1-3/4" from the edge.



Large Vacuum Line



Modify Small Vacuum Line



Drill 3/8" Hole



Drill 5/8" Hole

## ProCharger Cold Air Inlet

- 6 Install the provided rotomold air inlet to the ProCharger as shown. Secure with the supplied hose clamp.

✓ **Tech Tip:** If equipped with a P1X fan trimming will be required.

- 7 Reinstall the PCV line onto both valve covers. Secure the 12" piece of 3/8" rubber hose to the plastic tee and secure with #06 hose clamp.



Rotomold Inlet Installed

- 8 Insert the provided plastic 3/8" 90° barb fitting into the 3/8" hole drilled in the silicone 45° coupler.
- 9 Slide the silicone 45° coupler over the rotomold inlet. Secure with a 3.75" T-bolt clamp.
- 10 Connect the 3/8" rubber hose to the 3/8" plastic barb. Secure with #06 hose clamp.



PCV Line Connected

- 11 Secure the 6" piece of 5/8" rubber hose to the large PCV large over the driver's side valve cover and secure with #06 hose clamp.
- 12 Insert the provided plastic 5/8" 90° barb fitting into the 5/8" hole drilled in the silicone 45° coupler.



Drivers Side PCV Line Connected



- 13 Connect the 5/8" rubber hose to the 5/8" plastic barb. Secure with #06 hose clamp.
- 14 Insert tube 068 into the silicone 45° coupler. Secure with a 3.75" T-bolt clamp.
- 15 Slide the remaining silicone 45° coupler over tube 068. Secure with a 3.75" T-bolt clamp.



Air Inlet Assembled

- 16 Insert 45° tube number 085 into the 45° coupler followed by the supplied air filter. Loosely secure the silicone connection with a 3.75" T-bolt clamp and the air filter with the supplied worm clamp. Point the air filter towards the corner of the engine compartment



Air Filter Installed

- 17 Loosely secure the supplied air inlet bracket to the rear bottom air box tab (keeping the rubber factory isolator on the tab), use the supplied 5/16 bolt washers and lock-nut. Insert the small tab of the bracket under the worm clamp of the air filter, positioning the tubing and tighten all clamps and hardware at this time.



Air Inlet Brace Installed

## GM PERFORMANCE COLD AIR INLET

**Skip This Section If Equipped with Factory Air Box Air Inlet Or Procharger Cold Air Inlet**

- 1 Remove the rubber coupler from the large 5/8" hard PCV line running over the driver's side cylinder head.



Large Vacuum Line

- 2 Locate the PCV line previously removed from both valve covers.
- 3 Remove the line that connected from the "T" to the air inlet tube by using a knife to make a parallel cut with the nipple as circled.



Modify Small Vacuum Line

- 4 Drill a 5/8" hole in one of the provided 45° silicone hose couplers as shown. The hole should be 2-1/4" from the edge.



Drill 5/8" Hole

- 5 Drill a 3/8" hole in the other provided 45° silicone hose coupler shown. The hole should be 1-3/4" from the edge.



Drill 3/8" Hole

- 6 Install the provided rotomold air inlet to the ProCharger as shown. Secure with the supplied hose clamp.

✓ **Tech Tip:** If equipped with a P1X fan trimming will be required.



Rotomold Inlet Installed

- 7 Reinstall the PCV line onto both valve covers. Secure the 12" piece of 3/8" rubber hose to the plastic tee and secure with #06 hose clamp.

- 8 Insert the provided plastic 3/8" 90° barb fitting into the 3/8" hole drilled in the silicone 45° coupler.

- 9 Slide the silicone 45° coupler over the rotomold inlet. Secure with a 3.75" T-bolt clamp.

- 10 Connect the 3/8" rubber hose to the 3/8" plastic barb. Secure with #06 hose clamp.



PCV Line Connected

## GM Performance Cold Air Inlet

- 11 Secure the 6" piece of 5/8" rubber hose to the large PCV large over the driver's side valve cover and secure with #06 hose clamp.
- 12 Insert the provided plastic 5/8" 90° barb fitting into the 5/8" hole drilled in the silicone 45° coupler.
- 13 Connect the 5/8" rubber hose to the 5/8" plastic barb. Secure with #06 hose clamp.
- 14 Insert tube 068 into the silicone 45° coupler. Secure with a 3.75" T-bolt clamp.
- 15 Slide the remaining silicone 45° coupler over tube 068. Secure with a 3.75" T-bolt clamp.
- 16 Install the provided MAF block-off plate on the air box using the factory hardware.



Rotomold Inlet Installed



Air Inlet Assembled

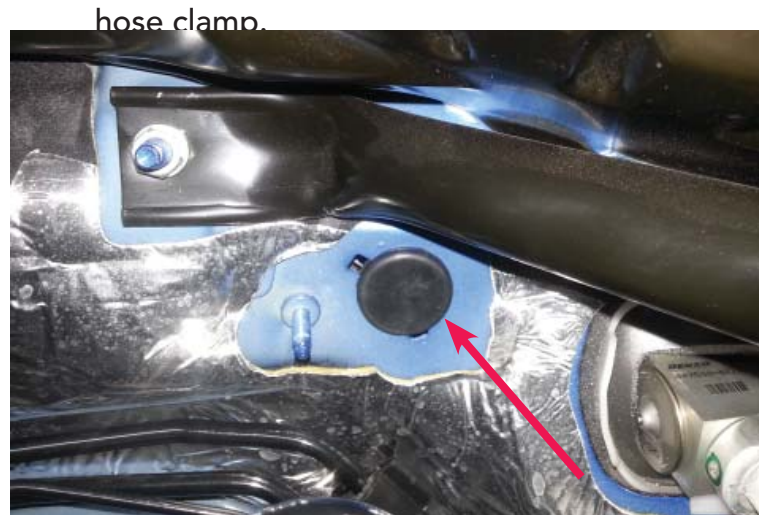


MAF Block-Off Plate

## FINAL ASSEMBLY

- 1 Install the supplied rubber plug into the hole in the firewall where the factory sound tube was removed.
- 2 Reinstall the metal radiator cover.
- 3 Reinstall the front fascia.
- 4 Start the engine. Check for leaks. After reaching operating temperature, shut the engine off and allow to cool down.

✓ **Tech Tip:** It is highly recommended to gap the factory spark plugs to .032. This requires intake removal.



Firewall Plug Installed



**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

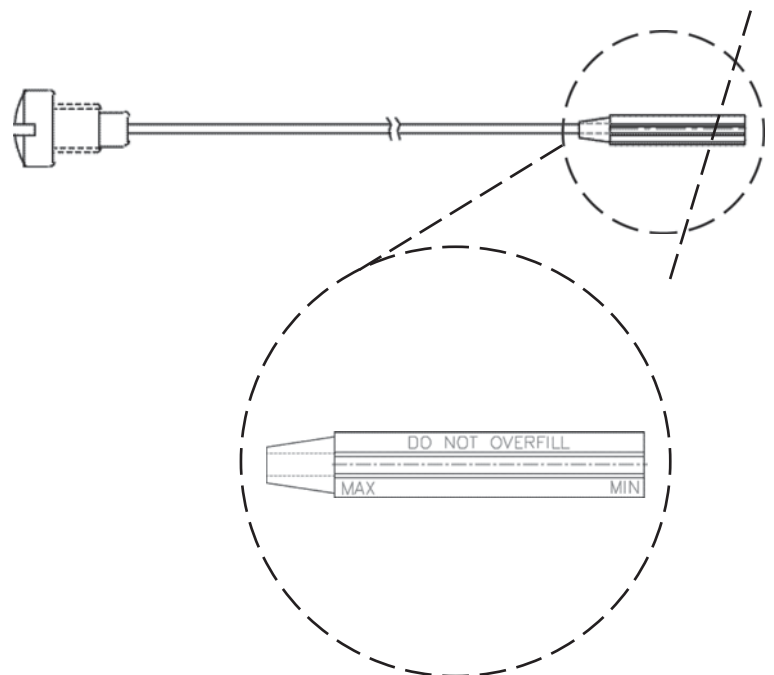
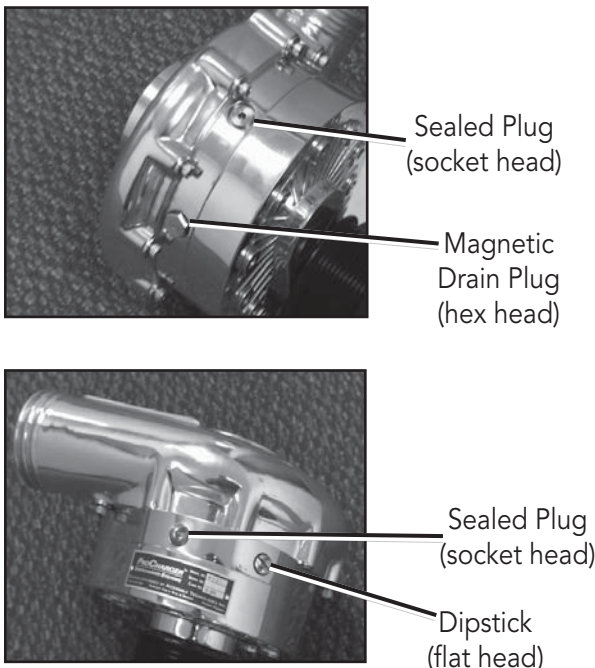
The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

**!** **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: \_\_\_\_\_

Age  18 - 24  25 - 34  35 - 44  
 45 - 54  55 and up

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

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 PMGZ1A-001 Rev. F**

