2008-10 Dodge Challenger
High Output Intercooled System
Installation Guide

PROCHARGER
SUPERCHARGER SYSTEMS

The ULTIMATE Power Adder™
Congratulations on purchasing your ProCharger® Dodge Challenger 2008-09 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.

**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.

For complete system installations, please review the fuel system and tuning section to ensure you have the proper components to complete the installation. Tuning for this vehicle is a multi-step process that can be initialized before the installation has begun. If there are any questions about this process, or any other step during your installation, please call ProCharger Technical Service at 913-338-2886.

### Required Tools and Supplies
- 3/8” Socket Set (standard & metric)
- 1/2” Socket Set (standard & metric)
- Open End Wrench Set (standard & metric)
- 3/8” Hex Bit Set (allen head)
- Flat Screwdrivers
- Phillips Screwdrivers
- Plier Set
- Coolant
- Pipe Thread Sealant
- Drill and 1/4” Drill Bit

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
Thank you and congratulations on the purchase of your ProCharger centrifugal supercharger system, and welcome to the world of intercooled supercharging. You are now the owner of the most powerful, reliable, and technologically advanced supercharger system available! With your new intercooled supercharger system installed, you will experience horsepower gains in excess of 50% over stock!

If you are performing the installation of this system and this is your first supercharger installation, you will likely benefit from reading the entire installation instructions prior to proceeding, and then reviewing each section as you go. If you are familiar with supercharging, remember that intercooled supercharging is different from non-intercooled supercharging, and the same rules do not necessarily apply. This is primarily due to the unparalleled airflow and boost generated by the ProCharger, and the substantially cooler intake temperatures that result from intercooling this boost.

Once your system is installed and dialed in, you will experience a performance gain that is much greater than that delivered by non-intercooled supercharger systems. The utilization of intercooling technology allows power gains for multiple reasons, primarily the following three:

1) Increased charge air density (lb/cubic ft) over non-intercooled applications. Cooler air is more dense, and as such may be more easily delivered to the cylinders.

2) Decreased charge air temperature allows total spark advance closer to that which is ideal for peak power production when compared to non-intercooled installations at similar boost levels.

3) The use of an intercooler allows higher peak boost levels for a given fuel (e.g.: pump gas). This means charge air densities double that of atmospheric may be utilized on some pump gas applications, resulting in power output nearly double that obtained when operating naturally aspirated.
Your supercharged vehicle must always run on 91 octane or better gas. Do not run vehicle at wide-open throttle if you have less than 1/4 tank of gas.
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Stock Component Removal

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

(A) Factory Air Filter Box
(B) Intake Air Temp. Sensor
(C) PCV Tube
(D) Plastic Engine Cover(s)

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.
Stock Component Removal

Engine Air Filter

1. Disconnect the battery ground.
2. Remove the Engine cover(s).
3. Remove the IAT (Intake Air Temperature) Sensor.
4. Remove the PCV Tube from the intake manifold.
5. Remove the Engine Air Filter Assembly bolt with a 10mm socket.
6. Loosen the band clamp from the Air Filter housing to throttle body connection with an 8mm nut driver.
7. Remove the entire Air Filter Assembly from the vehicle.
8. Remove the radiator cavity covers (2x) by pulling up and toward the center of the vehicle.
Underside Body Cladding

1. Raise the vehicle.

2. Remove the six plastic panel fasteners, three in each front fender well.

3. Remove four 10mm bolts and remove the back cladding.

4. Remove ten 7mm bolts and three panel fasteners from the front cladding. Remove front cladding from vehicle.
Front Fascia

1. Remove the six panel fasteners from the top side of the front fascia.

2. Using a 1/4” drill bit, drill out the six (three on each side) plastic pop rivets connecting the front fender wells to the front fascia.

3. Remove the two 10mm bolts (one on each side) from the lower fascia. Midway up the fascia, from the back side, remove the two 10mm nuts (one on each side).

4. Remove the remaining two 10mm nuts (one on each side) from the front fascia, located on the top corner of the fascia, accessed from the engine bay.

5. On the passenger side of the vehicle, disconnect the wiring harness running to the front fascia. This one connection will eliminate having to unplug the fog lamps and turn signals separately.

6. Remove the front fascia from the vehicle by pulling out on each side, unsnapping the fascia, then pulling the fascia straight off the front of the vehicle.
7. Remove the plastic bumper cladding by removing the three panel fasteners, then squeezing the four clips together, releasing it from the bumper.

8. Remove the plastic radiator shroud located behind the front bumper (this shroud will not be re-used). Remove the seven panel fasteners (three lower, 4 upper), the panel fastener holding the ambient air temp. sensor to the shroud, and pull the push pin securing the ambient air temp. sensor wiring harness to the shroud.
Stock Component Removal

Power Steering Cooler
(If Equipped)

1. Remove the power steering cooler from the condenser by placing the appropriate tool behind the bracket and prying off (both sides). Do not damage the condenser core.

2. Unclip the power steering line on each side of the cooler from the plastic clips, located on each side of the radiator.

**Tech Tip:** It is easiest to disconnect the power steering line from the driver’s side of the cooler, route the line below the frame rail, and reconnect the line until later modifications (allowing the cooler to hang below the vehicle). This gives more room to work, and decreases the chances of damaging the cooler during intercooler installation.

3. Using a 10mm socket, remove the factory horns and horn brackets (one on each side). Unplug the wiring harnesses from the horns. At this time, you can also remove the horns from the brackets using a 13mm wrench. The brackets will no longer be used, however, retain the factory hardware for later use.
Radiator

1. Remove the four 13mm bolts securing the radiator cradle (two on each side of the vehicle). Pull the cradle straight down out of the vehicle.

   **Tech Tip:** At this point, the radiator will be hanging with no support. Support this using a jack/jackstands/etc.

2. Remove the two 10mm bolts (one on each side of the vehicle) securing the upper radiator mounts. Remove the mounts from the vehicle for later use.

2. Remove the upper radiator plastic trim by pulling the trim away from the sheetmetal tabs securing it to the radiator. This will not be re-installed.
Crank Pulley Pinning

CRANK PULLEY PINNING

1. Remove the factory fan assembly by removing the (2) 10mm bolts located on each side of the fan assembly, accessible from the top of the vehicle. Disconnect the electrical connection to the fan. Lift the fan up off of the lower supports, then out the bottom of the vehicle for removal.

2. Remove the 21mm crank pulley bolt.

Tech Tip: Use an impact for ease of removal. If not available, remove the access cover to the transmission and use a sufficient tool to lock the transmission in place for bolt removal.

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

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

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

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

7 Replace the fan assembly into the vehicle. Tighten the (2) 10mm bolts to secure the assembly, reconnect the wiring harness to the fan.
Power Steering Hose

1. With an 18mm wrench, loosen the power steering pressure side hose. Rotate hose as shown, until the line is as close to the engine as possible. Tighten hose.

2. Remove the SHCS (socket head cap screw) from the power steering return hose with a 5mm hex bit socket. Rotate the power steering line and install the retaining bracket (3DDPS-001) as shown with a 13mm socket.
Tensioner and Belt

1. Remove the serpentine belt.

2. Remove the factory automatic belt tensioner using a 15mm socket; this will be reused later in the install.
Supercharger Bracket

Sub-Bracket (6.1L Only)

1. Remove the three bolts used to mount the sub-bracket with a 13mm socket.

2. Install the sub-bracket using the three mounting locations from step 1. Each piece of hardware is a different length, refer to the illustration on the right for proper locations. Install the bracket loosely.

Remove 13mm Bolts For Sub-Bracket Install

Sub-Bracket Installation

- M8 Flat Washer (3X)
- M8-1.25mm x 80mm Hex Head
- M8-1.25mm x 40mm Hex Head
- M8-1.25mm x 90mm Hex Head
Main Bracket (6.1L Only)

1. Install the main bracket by inserting the 110mm bolt through the bracket, a 3/4” spacer, the sub-bracket, the bracket brace, and threaded into the cylinder head. Install the remaining three fasteners; be sure to place a spacer between each bracket for all three fasteners. The 50mm fastener does not thread into the cylinder head, only the bracket brace.

2. Tighten the sub-bracket bolts. Complete the bracket installation by tightening the main bracket SHCS’s.
**Supercharger Bracket**

**Sub-Bracket (5.7L Auto. Only)**

1. Remove the three bolts used to mount the sub-bracket with a 13mm socket.

2. Install the sub-bracket using the three mounting locations from step 1. Each piece of hardware is a different length, refer to the illustration on the right for proper locations. Install the bracket loosely.

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Remove 13mm Bolts For Sub-Bracket Install

![Sub-Bracket Installation Diagram]

- **.650” Spacer (3X)**
- **M8 Flat Washer (3X)**
- **M8-1.25mm x 110mm Hex Head**
- **M8-1.25mm x 55mm Hex Head**
- **M8-1.25mm x 120mm Hex Head**
**Main Bracket (5.7L Auto. Only)**

1. Install the main bracket by inserting the 110mm bolt through the bracket, the sub-bracket, the bracket brace, and threaded into the cylinder head. Install the remaining three fasteners; be sure to place a spacer between each bracket for all three fasteners. The 35mm fastener does not thread into the cylinder head, only the bracket brace.

2. Tighten the sub-bracket bolts. Complete the bracket installation by tightening the main bracket SHCS’s.
Supercharger Bracket

Main Bracket (2009 5.7L Manual and 2010 5.7L Cars Only)

1. To re-route the power steering lines, remove the 3/4” hose by pressing the factory clip together and sliding it off of the power steering pump. Pull the hose off of the pump.

2. Slide the provided 90° rubber elbow (located in the power steering bag) onto the pump (trim if necessary), followed by the plastic 90° barb fitting. Slide the factory hose onto the open end of the plastic barb fitting. Tighten each connection with the (3) provided #12 hose clamps.

   **Tech Tip:** It may be necessary to adjust the position of the pressure side power steering hose for additional belt clearance. Remove the line from the pump with a 10mm socket, and run the line under the coolant hose. Reconnect the line to the pump, rotate the line toward the firewall, and zip tie it out of the way.

3. Remove the three bolts used to mount the bracket with a 13mm socket.

4. Install the main bracket assembly. Set the assembly in place around the power steering pump. Slide the hex bolts and washers through the bracket. Place a .650” (.400” spacers are also included for 2010 models and select 2009 vehicles) tube spacer behind the bracket in those locations. Begin threading the fasteners into place. Mount the bracket brace between the main bracket and cylinder head. Fasten the 110mm followed by the 35mm SHCS’s into place.
Supercharger Bracket

Main Bracket Assembly

Bracket Brace

M8-1.25 x 35mm SHCS

M8-1.25 x 110mm Hex Head

M8-1.25 x 120mm Hex Head

(.650” Spacer (3X)

(400” Spacers are utilized on select vehicles)

M8 Flat Washer (3X)

M8-1.25 x 110mm Hex Head

(100mm length for 2010 vehicles)

M8-1.25 x 130mm Hex Head

(120mm length for 2010 vehicles)

M8-1.25mm x 120mm Hex Head

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Coolant Reservoir Removal

1. Remove the two 10mm bolts fastenening the coolant reservoir to the vehicle.

2. Lift up on the reservoir to gain clearance for the power steering reservoir to slide up and off of the coolant reservoir. There is a securing tab on the power steering reservoir that must be pushed for removal.

3. Move the coolant reservoir toward the firewall for proper clearance for the supercharger to be installed. The reservoir will be disconnected and removed in a later step.
ProCharger Head Unit Installation

1. Remove the ProCharger oil fill reminder tag from the head unit.

2. Fit the supercharger into the bracket.

3. With the two 3/16-16 x 7/8” SHCS start mounting the supercharger onto the bracket. Thread in remaining four 5/16-18 x 5/8” SHCS. Tighten all SHCS.

4. Fill the head unit with one of the supplied bottles of ProCharger Supercharger oil. You will need to remove the fill plug/dipstick using a flat headed screwdriver. After filling the head unit with oil, replace the fill plug/dipstick.

ProCharger Head Unit Installed
Serpentine Belt Installation

1. Re-install the factory tensioner with the pulley aimed straight down and tighten the 15mm bolt.

2. Install the serpentine belt as shown below.
3 Tension the serpentine belt by adjusting the idler pulley adjustment screw using a 5/16” hex bit.

4 Using a 5/8” wrench, tighten the bolt at the front of the pulley to lock the idler pulley in place.
Intercooler Installaon

1. Mount the brackets to the intercooler loosely using the four supplied 3/8-16 x 3/4” bolts and washers. Be sure to mount the brackets in the proper orientation (see image at right).

2. Remove the eight (four on each side of the vehicle) 13mm bolts securing the front bumper to the vehicle.

3. Slide the intercooler assembly with the ProCharger logo’s facing the front of the car between the bumper and condenser (the front bumper may need to be pried out slightly for bracket installation). The holes on each intercooler bracket should line up with the holes in the front bumper for the bolts removed in step 2.

4. Two sections of rubber insulated tape have been included with the system. Place these behind the front bumper to protect the intercooler from making direct contact with the bumper. Place one piece of tape on each side (left and right) of the intercooler.
5. Re-install the front bumper bolts through the intercooler bracket holes and tighten.

6. Install the supplied airboxes. It is easiest to slide the 2" sections of rubber hose onto the end of each airbox where it will mount up to the intercooler first. Slide the four #64 hose clamps (2 on each hose) onto the hose as well at this time. The airboxes mount in the opening above the radiator.

7. With the intercooler and airboxes in position, tighten the intercooler bolts from step 1.
Intercooler

Radiator Relocation

1. Mount the factory radiator cradle back onto the vehicle spacing it downward using the provided 1-1/4” spacers (four total), M8 bolts and washers. Tighten the four bolts.

2. Mount the provided straps (two total) to the upper radiator mount bolt hole locations using the factory hardware.

3. Using the two provided M6 x 35mm bolts, washers, and locknuts, mount the factory upper radiator mount to the bottom of the straps from step 2. Be sure to slide the rubber mounts over the top of the radiator to securely hold it in place. Push down on the mount so it makes maximum contact with the radiator, and tighten the bolts.
Tubing and Hoses

1. Place the 2-1/2” long section of 3” diameter hose onto the outlet of the blower. Slide the 90° tube onto the end of the hose and use two #52 hose clamps to secure the connections. Do not tighten the clamps at this point.

2. Rotate the 90° tube up and slide a #52 hose clamp followed by a #56 hose clamp onto it. Slide the 3-1/2” to 3” rubber reducer onto the end of the 90° tube. Be sure the reducer is positioned all the way onto the tube (see image on right).

3. Rotate the 90° tube down to line it up with the driver’s side airbox. Slide the reducer onto the airbox opening and secure all of the connections by tightening the hose clamps.

4. Using the provided 3-1/2” diameter rubber hose, connect the passenger side airbox to the throttle body connection, and secure the connections by installing and tightening the two #56 hose clamps.

5. Insert the provided rubber grommet into the opening on the back side of the passenger side airbox. Push the factory intake air temperature sensor into the grommet. Be sure the sensor is plugged in securely.
Power Steering Cooler

Power Steering Cooler Relocation (If Equipped)

1. Remove the factory bracket located on the lower driver’s side of the radiator with a 10mm socket (see image on right).

2. Disconnect the line on the passenger side of the cooler.

3. Rotate the cooler vertically and zip tie the top and bottom of the cooler to the radiator end (see image on right).

4. Use the supplied 3/8” x 3/8” barb connector to connect the 24” long section of 3/8” hose to the passenger side power steering cooler. Secure the connections with #6 hose clamps.

5. Route the line behind the intercooler.

6. Slide the 4” section of 3/8” hose to the open connection on the power steering cooler. Slide the provided 90° 3/8” barbed fitting onto the hose section, and connect the opposite end to the hose routed in step 5. Secure each connection with #6 hose clamps.
Horn Relocation

1. Mount the factory horns with the factory hardware (13mm bolts and washers) onto the supplied horn relocation bracket.

2. Remove the 13mm bolt from the frame rail (pass. side). Mount the horn relocation bracket and reuse the factory bolt to secure it in place.

3. Route the factory horn harnesses to the new horn location and plug them in.

4. Mount the ambient air temperature sensor onto the horn bracket and use the factory push pin to secure it in place.

Depending on vehicle model, you may need to position one horn on top, and one below on the provided bracket.
Coolant Reservoir

1. The hoses running to the factory coolant reservoir must be removed in order to install the new coolant reservoir. The easiest and cleanest way to do this swap is to empty the factory coolant reservoir, and crimp the two hoses running to the reservoir.

2. Press the factory clamps together and pull the 3/4” and 3/8” factory coolant lines off of the factory coolant reservoir.

3. The 3/4” line must be lengthened to reach the outlet on the new reservoir. Install the 3/4” by 3/4” barbed fitting onto the 3/4” factory coolant line. Slide the supplied section of 3/4” hose onto the open end of the barb. Secure the connections with the provided #12 hose clamps.

4. Mount and tighten the 3/4” 90° brass barbed fitting to the front of the new reservoir. Repeat with the 3/8” 90° fitting and install this onto the back of the reservoir. Be sure the fittings point toward the passenger side of the vehicle once tightened. Use thread sealant to ensure a proper seal on these connections.

5. Run the 3/4” coolant line under the blower, and slide it onto the 3/4” barbed fitting on the front of the new reservoir. Secure the connection with a #12 hose clamp.
Coolant Reservoir

6 Mount the reservoir, lining up the brackets with the factory mounting locations. Tighten the reservoir in place using the two factory 10mm bolts.

7 Run the factory 3/8” feed line to the back of the reservoir and slide the hose onto the barbed fitting. The factory line may need to be trimmed for proper fitment. Secure the connection with the supplied #6 hose clamp.

8 Slide the provided 24” long section of 3/8” hose onto the filler neck port. Route the hose around the back of the reservoir, along the driver’s side frame rail, and down behind the headlight. Secure the hose to the filler neck with the supplied #6 hose clamp.

9 Slide the power steering reservoir onto the front of the new coolant reservoir.

10 Verify that all of the coolant lines and power steering lines are not kinked, and all have clearance from belts and pulleys. Zip tie lines for protection.

11 Mount the supplied plastic coolant reservoir cover to the reservoir using the four supplied 8-32 flatead screws. Do not overtighten these fasteners.

12 Fill the reservoir to the seam that is visible by looking into the filler neck. This seam represents the factory coolant marking. Place the factory cap onto the reservoir.

**Warning:** DO NOT OVERFILL THE COOLANT RESERVOIR. OVERFILLING CAN CAUSE PERMANENT DAMAGE TO THE RESERVOIR. FILL ONLY TO BOTTOM SEAM VISIBLE INSIDE THE COOLANT RESERVOIR.
Vacuum Manifold

1. Assemble the supplied vacuum manifold as shown. If you have or are installing a boost gage, do not install the plug, use an additional barb fitting. Thread each fitting into the manifold. Thread the 3/8” barbed fittings onto each end of the manifold.

**Tech Tip:** The boost switch is used for full system 6.1L SRT8 models only. If you are installing this kit onto a 5.7L model, plug this port.

2. Locate the brake booster hose on the driver’s side near the firewall. Remove a 3-1/2” section of this hose in order to place the manifold in-line.

3. Mount the manifold by sliding each barbed fitting into the open ends of the brake booster hose. Secure the connection with the provided #06 hose clamps.

4. Be sure the brake booster hose connections are tight; verify the connection to the booster did not come loose as well.
Surge System Assembly

1. Slide the provided 90° rubber elbow onto the open 1-1/2” bung located on the driver’s side airbox.

2. Slide the surge valve onto the open end of the rubber elbow. Place the filter onto the end of the valve.

3. Secure the connections with the provided #20 hose clamps.

4. Using the provided 3/16” vacuum line, connect one end onto the barb located on the surge valve, and route it under the blower. Connect it to the open barb located on the vacuum manifold. Be sure to zip tie the line for clearance from moving components, as well as the exhaust manifold.
Fuel System and Tuning

**Fuel System**

*(Complete Systems Only)*

**Fuel Injectors**

1. Reconnect the battery.

2. Remove relay 46 from the panel in the trunk.

3. Crank the engine for 15 seconds.

4. Disconnect the battery.

5. Unclip the wiring harnesses from each injector. Remove the four 10mm bolts securing the fuel rails to the manifold. Pull the fuel rails up off of the manifold to gain access to the fuel injectors.

6. Remove the fuel injector retaining clips from the injectors and rails. Remove the injectors by pulling them straight out of the rails.

7. Install the new injectors, followed by the factory retaining clips.

8. Mount the spacers on the manifold, push the injector and rail assembly into place, and tighten the rails with the new hardware. Re-install each wiring harness to each injector.
Map Sensor (6.1L Models)

1. Remove the factory MAP sensor located on the back side of the intake manifold. Remove the electrical harness by sliding the red retaining tab back and disconnecting it from the sensor. Remove the two 8mm bolts and pull the factory MAP sensor out of the vehicle.

2. Install the new 2-bar MAP sensor, tighten the 8mm bolts, and connect the harness to the new sensor.

Map Sensor (5.7L Models)

1. Remove the factory MAP sensor located on the back side of the intake manifold. Remove the electrical harness by sliding the red retaining harness tab back and disconnecting it from the sensor. Remove the two 8mm bolts and pull the factory MAP sensor out of the vehicle.

2. Install the supplied o-ring onto the MAP adaptor. Install the MAP adaptor onto the manifold, followed by the supplied 2-bar MAP sensor. Re-install the 8mm bolts, and plug in the harness.
Fuel Pump Booster
(6.1L Models Only)

**Tech Tip:** The installation of the fuel pump booster is only required on the 6.1L SRT8 model Challenger. Proceed to the next section if installing this onto a 5.7L model.

1. Make sure the ignition is off and the key is removed from the ignition.

2. Connect the manifold pressure trigger wiring to the boost switch and insulate the terminals using the supplied shrink tubing (Figure 1).

**Tech Tip:** The terminals provided are solder type, not crimp. Using a heat source, melt the solder. Cover the exposed section of the terminal with heat shrink wrap.

3. Connect the boost switch to the vacuum manifold if not already done (Figure 2).

4. Route the trigger wiring to the power distribution center located in the trunk (Figures 3-8).
Fuel System and Tuning

Fuel Pump Booster

- Firewall Penetration (Figure 3)
- Wires in Door Sill (Figure 5)
- Wires in Glovebox (Figure 4)
- Wires Through Backseat (Figure 6)
- Wires into Trunk (Figure 7)
- Wires to Power Distribution Module (Figure 8)
Fuel Pump Booster

5 In the trunk of the vehicle, remove the fuel pump fuse from the Power Distribution Center (Figure 9).

6 Peel back the protective sheath from the wire bundle several inches (Figure 10), locate and cut the power to the fuel pump (dark blue with orange striped wire).

Prior to cutting, confirm the wire color at the fuel pump module. Remove the back seat, remove the fuel pump module cover (Figure 11), unplug the fuel pump wiring connector, and verify the wire in position number 5 is dark blue with an orange stripe (Figure 12).
NOTES:
1. FLOW CHARGER SHOULD BE MOUNTED IN TRUNK OUTSIDE OF SPARE TIRE WELL.
2. FLOW CHARGER MUST BE WELL GROUNDING TO CHASSIS
3. REPLACE STOCK FUEL PUMP FUSE WITH SUPPLIED HIGHER CAPACITY FUSE
4. BOOST SWITCH TERMINALS MUST BE ELECTRICALLY INSULATED

Wiring Diagram (Figure 13)
Fuel Pump Booster

7 Connect the Flowcharger wiring as shown in the wiring schematic (Figure 13). Be sure the Flowcharger has a solid ground contact.

8 Securely mount the Flowcharger. For high power or high ambient temperature usage, Flowchargers should be mounted outside of the spare tire well where it is exposed to cooling air. Wires must be cut long enough to allow proper mounting.
Predator Flash Tuning

1. Perform the “Calibration Update” using the supplied Predator U7135. Plug the Predator into the vehicle’s OBDII port. Proceed to performance tune and follow the on-screen prompts. If no calibration update is prompted, proceed to step 2.

2. Install the performance tune, modify stock tune from Predator ECM.

   1) Select Performance Tune
   2) Select Diablo Tunes
   3) Select Modify Stock Tune

3. Unplug the handheld from the vehicle.

4. Using DS Downloader, download the original file from the Predator to a PC, and email the file to tuning@Procharger.com along with the ProCharger serial number in the subject line.

5. Tuning@Procharger.com will email back the tune for your vehicle. Upload the tune from your PC to the Predator using DS Downloader.

6. Load the ProCharger tune from the Predator to the ECM.

   1) Select Performance Tune
   2) Select Custom Tune
   3) Select Tune and follow on-screen prompts
Hardware and Software Requirements:

1. DS Downloader version 1.9.9.6

2. PC or Laptop with internet connection and 9-pin serial port or USB port
   A serial cable and an AC to DC power adapter must be obtained. DiabloSport offers both of these items in a package that can be purchased through any authorized DiabloSport dealer. The part number for this item is U7777. Alternatively, these items can be purchased locally from any Radio Shack or similar electronics retailer. The descriptions, part numbers and recommended source for these items are presented below.

   1) Serial Cable:
      - For PC’s with DB-9 serial communications port(s):
        A standard, RS-232C, straight through, DB-9 male to DB-9 female cable is required to connect the PC to the Predator.
        Recommended Source: Radio Shack part number: 26-117, 6-ft DB9 male to DB9 female shielded RS-232C cable
      - For PC’s with USB ports only:
        If the PC only has USB ports available, a USB to RS-232C converter cable is required. This cable will convert a USB port to a serial port to connect to the Predator.
        Recommended Source: Radio Shack part number: 26-183, 6-ft USB to Serial Port Adapter Cable

   2) Power Adapter:
      The Predator requires a 12 Volt, 1 Amp power source to turn it on. An AC to DC power adapter allows the Predator to be turned on when not connected to the vehicle. The Power Adapter’s plug tip is 2.5mm in diameter and 5.5mm in length. The required polarity is center contact is positive and the outer contact is ground.
      Recommended Source: Radio Shack part number: 273-1776, 12V/1000mA AC to DC Power Adapter (This item includes a Plug Adapter. Please specify part number: 273-1717 to obtain the correct adapter.
      * Note: If the update will be performed with a laptop computer, the vehicle’s OBDII port can be used to substitute for the Power Adapter.
Engine Cover Trimming
(6.1L Models)

1. Trim the driver’s side engine cover for tubing clearance. Refer to the image on the right for proper trimming.

2. Replace the engine covers onto the vehicle. Snap them into place.

Engine Cover Trimming
(5.7L Models)

1. Trim the two sections on the engine cover. Refer to the image on the right for proper trimming.

2. Replace the engine cover onto the vehicle. Snap it into place.
Air Inlet

1. Drill a 1/2” hole in the rubber inlet elbow. Refer to the image on the right for proper placement. For reference, with the filter, tube, and elbow placed onto the inlet of the blower, the hole should be drilled on the bottom of the rubber elbow, centered.

2. Insert the supplied plastic 90° barbed fitting into the drilled hole.

3. Install the rubber elbow onto the blower, followed by the inlet tube, and finally the filter. Be sure to rotate this assembly toward the engine cover to ensure proper clearance from the hood liner.

4. Tighten the connections using the supplied hose clamps.
PCV System

1. Rotate the PCV bung located on the driver’s side of the intake manifold toward the air inlet installed in the previous step.

2. Slide the supplied 1/2” rubber hose onto the bung, route the line to the underside of the inlet and connect it to the plastic barb fitting. The hose may need to be trimmed for proper positioning.
Finishing

Finishing Up

1. Mount the front bumper cladding back onto the front bumper. Snap it into place.

2. Mount the front fascia back onto the vehicle. Connect the wiring harness on the passenger side of the vehicle that is attached to the fascia. Tighten all hardware.

3. Replace the factory underside cladding using the factory hardware for undercar connections. Use the supplied push pins for the fender well connections where the factory pop rivets were drilled out.

4. Place the radiator cavity covers in position and snap them into place.

5. Reconnect the battery.
CONGRATULATIONS!
YOU HAVE SUCCESSFULLY COMPLETED THE INSTALLATION OF YOUR NEW PROCHARGER SUPERCHARGER SYSTEM!

PLEASE CONTINUE READING THE FOLLOWING PAGES FOR IMPORTANT INFORMATION ABOUT HOW TO MAINTAIN YOUR SC SYSTEM.
**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 reinstalling 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 reinstalling.
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.

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General

When removing the warning tag from the dipstick, be sure to retain the nylon washer. A spare nylon washer and o-ring is included. Use only the ATI supplied nylon washer and o-ring when servicing the oil dipstick and drain plug. A discoloration of the oil and residue on the drain plug may occur during the initial oil changes. This is normal and will gradually decrease.

For the proper positioning of the ProCharger supercharger, the serial tag should be pointing upwards. Installing the ProCharger supercharger in another position will cause inadequate oiling and supercharger failure. If you have any questions about the maintenance of your supercharger, contact ATI.
Limited Warranty

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

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

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

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

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

Phone ATI (913-338-3086) 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). Package the product properly, ship it, at your expense, to the 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
The ProCharger Extended Coverage Program extends the ProCharger warranty coverage for your 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 and tuner 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 $49 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, 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 $49 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
☐ Sport Truck
☐ Super Chevy
☐ Truckin’
☐ Sport Compact Car
☐ Street Truck

Who installed your ProCharger system?  ☐ Self  ☐ Dealer  ☐ Other __________________________

Have you owned 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 $49, 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 $49 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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