LT1 Transplant Serpentine Kit
Installation Guide

PROCHARGER®
SUPERCHARGER SYSTEMS

The Intercooled Supercharging Experts!®

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Introduction

Congratulations on purchasing your LT1 Transplant Serpentine ProCharger® Kit. Read this entire manual before you attempt to install your ProCharger kit. It is imperative that you follow all of the instructions in the order they appear in this installation guide. If you have any questions regarding any aspect of this installation, call us at (913) 338-3086.

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

Required Tools and Supplies

- 3/8" Socket Set (standard & metric)
- 1/2" Impact Gun
- 1/2" Socket Set (standard & metric)
- 1/2" Breaker Bar
- T30 Torx Bit
- Open End Wrench Set (standard & metric)
- 3/8" Hex Bit Set (standard & metric))
- Flat Screwdrivers
- Phillips Screwdrivers
- Plier Set
- Propane torch
- Loctite 272

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

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 and tuned intercooled supercharger system.

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.

Table of Contents

Getting Started

Tech Tip: *This manual contains general information in order to install your Procharger supercharger kit. Due to the number of engine and accessory options, there may be additional steps for proper installation/usage. Contact an ATI technical service representative with any installation questions not covered by this manual.*

1. Disconnect the negative battery cable from the battery.

2. Disconnect the PCV line running to the drivers side valve cover by squeezing the clip and pulling up.

3. Remove the PCV hose on the passenger's side valve cover to the air inlet box.

4. Disconnect the MAF sensor.

5. Remove the air inlet from the throttle body.

Crank Pulley

Factory Balancer.

If Using An ATI Balancer skip to page 4.

Manual Transmission

Auto Trans Skip to step 2.

1. Put the car in 5th or 6th gear, make sure the parking brake is fully engaged and the back tires are firmly on the ground.

Automatic Transmission

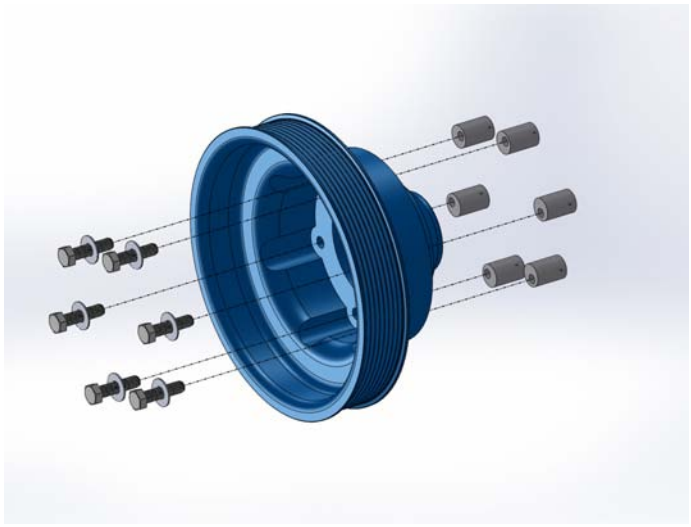
Manual Trans Skip to step 4.

2. Underneath the car locate the access cover for the torque converter. Remove the cover.

Torque Converter Bolts

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

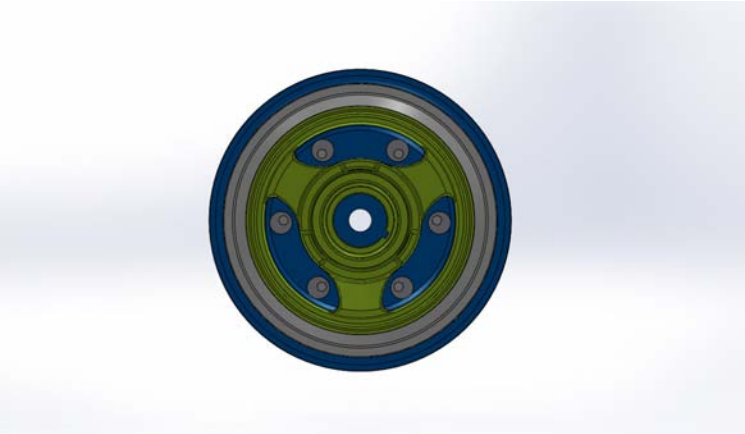
4. Using a 24mm and a breaker bar, remove the harmonic balancer bolt.



Crank Pulley and Cam Lock Assembly

5. Insert the supplied (6) 5/16" bolts and washers through the supplied crank pulley. Apply blue thread locker to the bolts and thread the (6) supplied cam locks onto threads from behind the pulley.

6. 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 the adjacent cam lock as shown to the right.



Cam Lock Assembly Direction

7. Apply a bead of silicone around the crank pulley where is seats against the balancer.

8. Insert the crank pulley over the balancer. Rotate the pulley counter clockwise until it sits up squarely against the balancer.

Apply A Bead Of silicone

9. Apply a bead of silicone around the supplied crankshaft bolt head and washer. Insert the bolt through the pulley and into the crankshaft. Thread the bolt in until hand tight.

10. Back the cam lock bolts off approximately 1 turn. Rotate the crank pulley counterclockwise until the cam locks stop the pulley.

11. Use a 1/2" socket to tighten the cam lock bolts.

12. Use a 24mm to tighten the crank bolt to 240 ft-lbs.

Proceed to page 6.

ATI Balancer

Manual Transmission

Auto Trans Skip to step 2.

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Automatic Transmission

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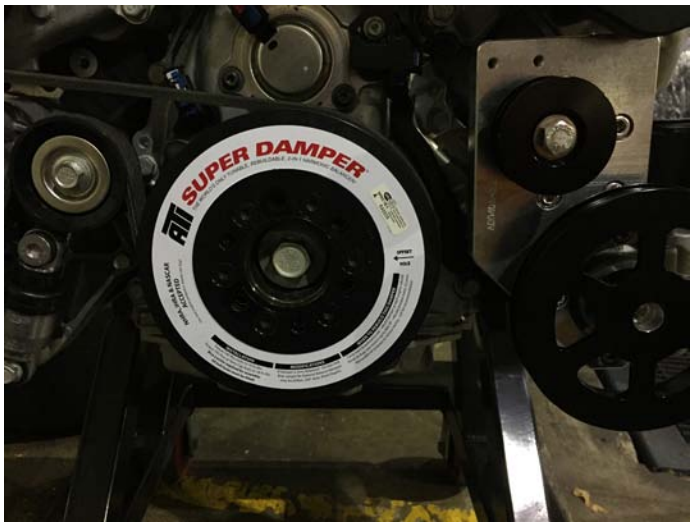


Dampener Installed

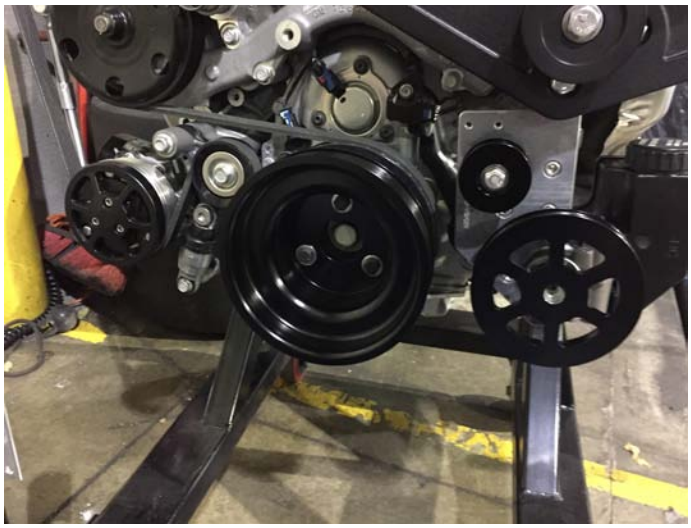
5. Using a pulley puller remove the factory harmonic balancer from the crankshaft.

6. Install the optional ATI balancer following the manufactures instructions.

7. Apply a bead of silicone around the supplied crankshaft bolt head and washer. Insert the bolt through the pulley and into the crankshaft.

8. Use a 24mm to tighten the crank bolt to 240 ft-lbs.

9. Mount the Supplied crank pulley to the harmonic balancer using the supplied 3/8 x 2.5" bolts and washers. Use red thread locker on the threads.



Crank Pulley Installed

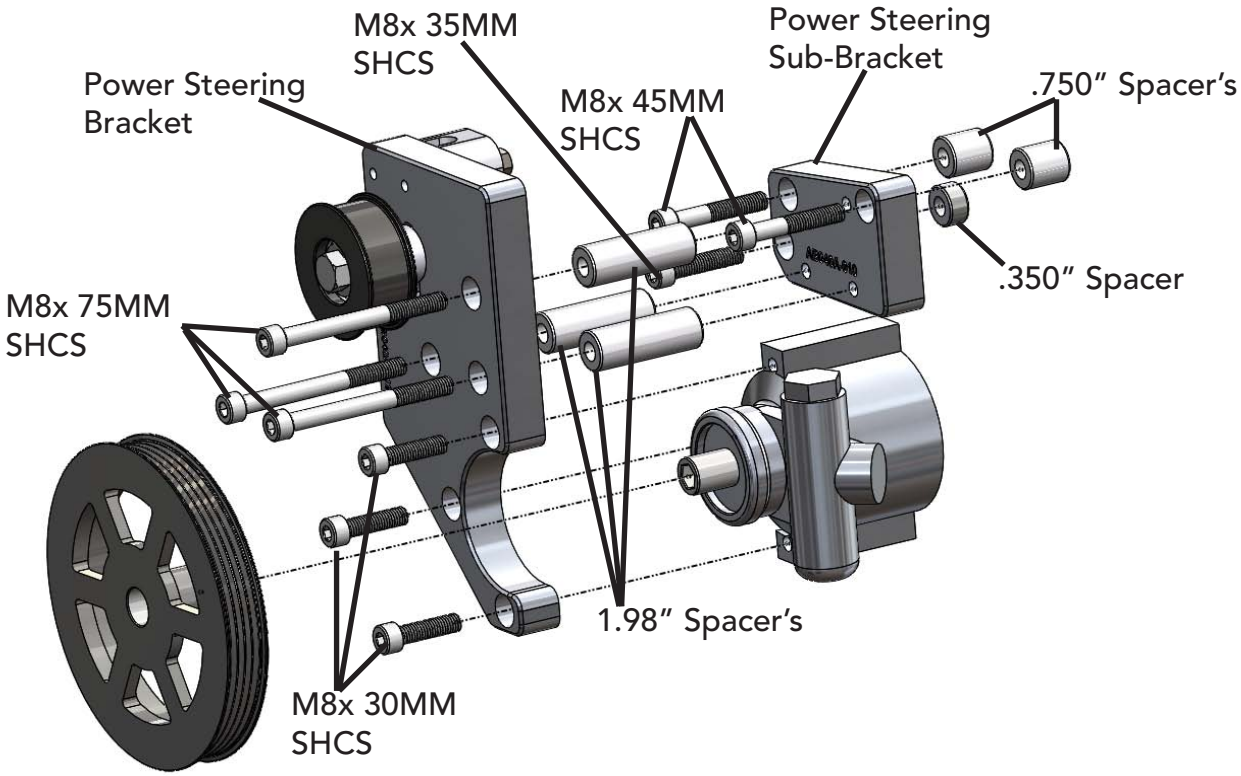
Optional Power Steering

Skip this section if not using the optional power steering.

1. Before installing the power steering pump bracket assembly the tab shown to the right may need to be bent towards the engine to allow room for the pump body.

Bend Bracket

Tech Tip: *The power steering pump bracket is set-up for use with a GM type 2 pump. The pump can be used with an attached reservoir or if clearance is needed a remote reservoir may be used.*



Power Steering Assembly

2. The power steering sub bracket mounts to the holes shown to the right. With a 13mm remove the bolt shown to access all three holes.

Power Steering Sub-Bracket Mounting Holes

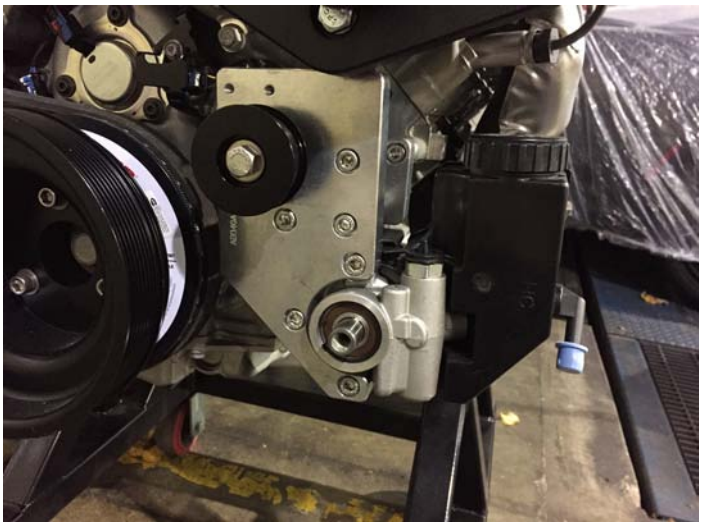
3. Following the Schematic on the previous page mount the power steering sub bracket using the supplied (2) .750" spacers, (1) .350" spacer, (2) M8x 45mm SHCS, and (1) M8x 35mm SHCS. Secure with a 6mm allen socket.

4. Mount the power steering pump to the power steering pump bracket using the supplied M8x 30mm SHCS. Secure with a 6mm allen socket.


Power Steering Sub-Bracket Mounted

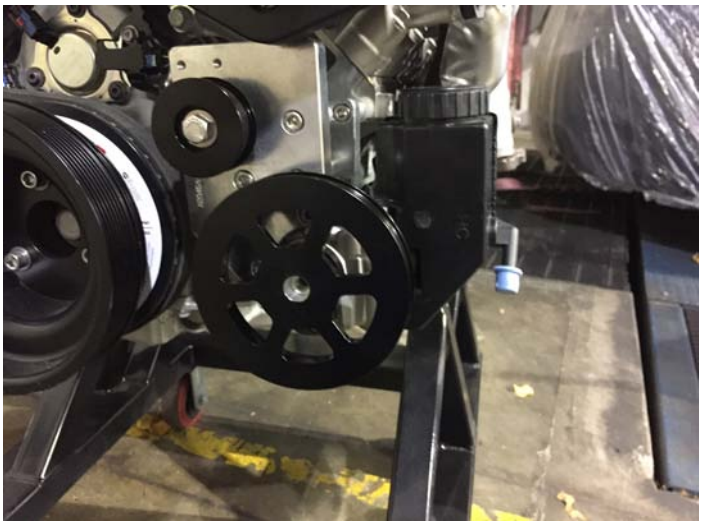
Tech Tip: *Some aftermarket power steering pumps are not equipped with threaded bosses on the upper and lower bolt holes. (2) M8x 80mm SHCS with washers and lock-nuts have been provided to secure these style of power steering pumps.*

5. Mount the power steering bracket to the sub bracket using the provided (3) M8x 75mm SHCS and 1.98" spacers. Secure with a 6mm allen socket.


Power Steering With Bracket Mounted

6 Using a power steering pulley install tool, install the supplied pulley onto the power steering pump until the back side of the hub contacts the bearing surface.

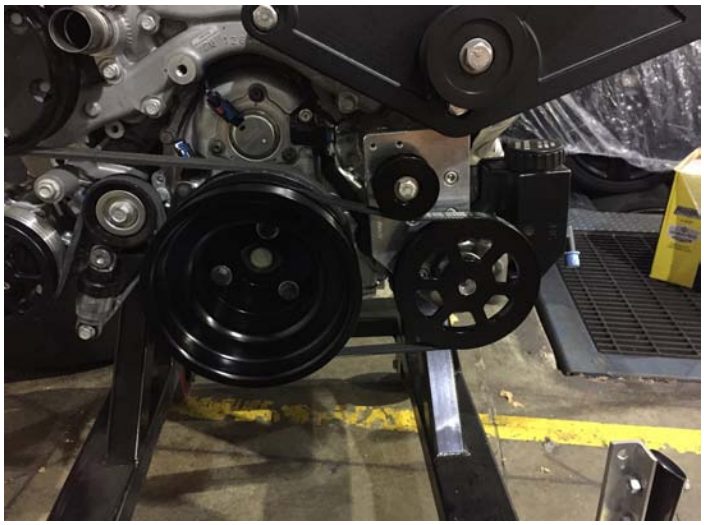
Tech Tip: *Heating the power steering pulley in the oven or with a torch will aid in the pulley install.*



Power Steering With Pulley Mounted

7 Install the supplied belt over the crank pulley, install the belt onto the power steering pump pulley and pull it onto the rear 4-rib accessory portion of the crank pulley.

8 Tension the belt by loosening the bolt on the idler pulley with a 5/8" and turn the allen head bolt at the top of the bracket counter-clockwise with a 5/16" allen. Tighten the idler bolt with a 5/8" to secure the idler.



Belt Installed

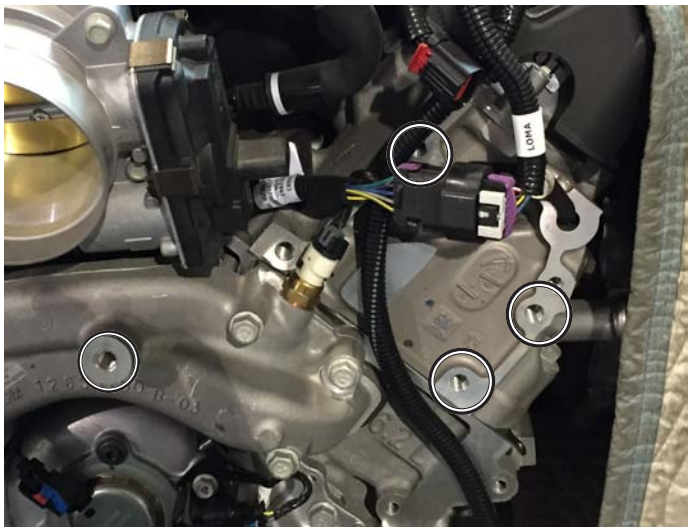
Main Bracket

1. Locate the main bracket bag. With a 3/4" remove the idler pulley from the bracket.

2. Use a 13mm to loosen the connector bracket on the cylinder head. Remove the wiring harness attachment at the head.

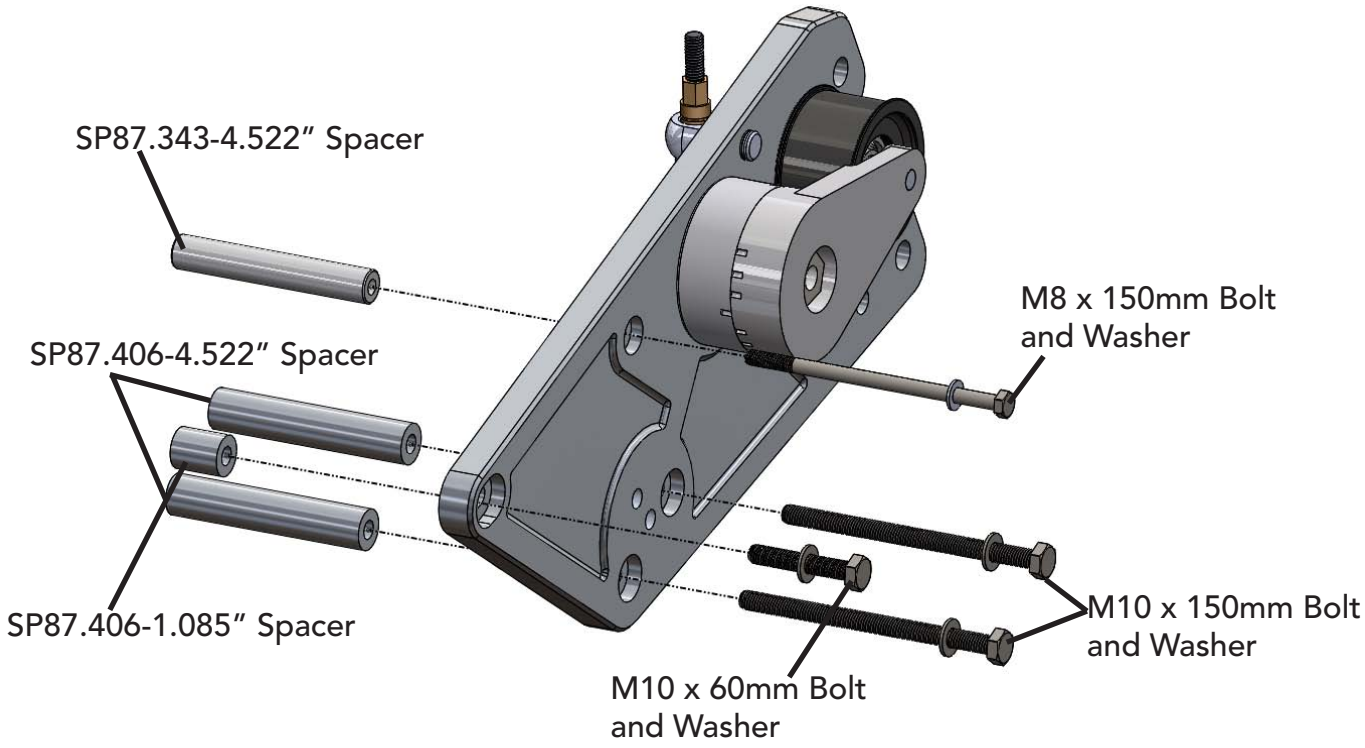
3. Assemble the main bracket as shown. Note that the (3) spacers are all the same length, but (1) has a smaller inside diameter for the smaller diameter 8mm bolt. The 8mm bolt goes in the uppermost mounting hole. Mount the bracket to the engine. Tighten the bolts using 17mm and 13mm sockets. Retighten the electrical connector bracket.

4. Reinstall the idler pulley into the lower threaded hole. Tighten with a 3/4" wrench.



Bracket Mounting Holes

Main Bracket Assembly



5. Fill the supercharger with the supplied blower oil.

6. 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.

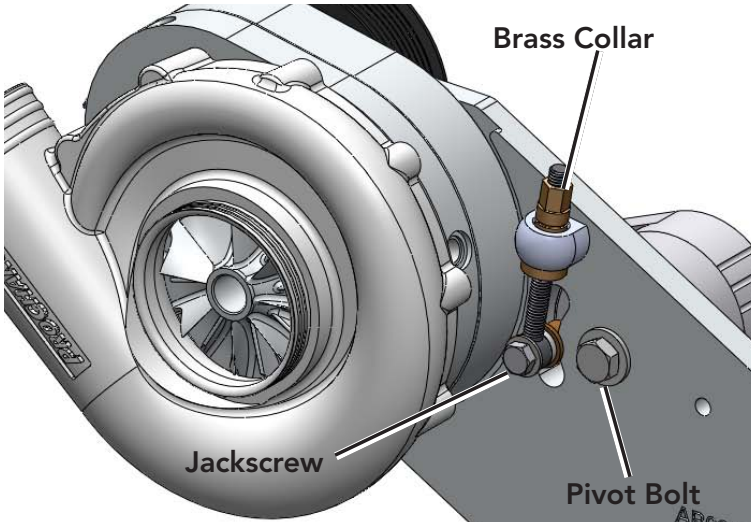
Tech Tip: The tensioner will have to be moved up and down to gain clearance for the supercharger bolts. This can be done by turning the brass tensioner collar with a 1/2" socket.

7. Use a 3/4" to loosen the tensioner pivot bolt. Use a 9/16" to loosen the jackscrew mounting bolt just enough for the tensioner to pivot. Using a 1/2", turn the brass collar clockwise to rotate the tensioner all the way up.

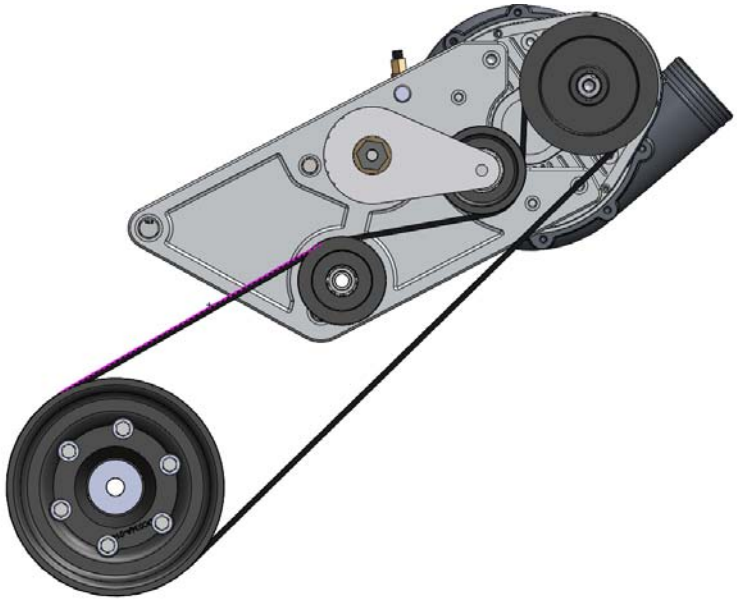
8. Install the supplied supercharger belt.

9. Tighten the belt by rotating the brass collar counterclockwise until the first set of etched marks on the tensioner body align. Use a 3/4" to tighten the pivot bolt. Ensure the bolt is tight enough to hold the tensioner from rotating. Turn the brass collar clockwise to release tension on the jackscrew. Use a 9/16" to tighten the jackscrew mounting bolt.

Supercharger Installed



Tensioner Assembly



Belt Routing

Air Inlet Installation

1. Locate the provided air filter assembly.

2. Loosen the hose clamp located on the air filter with a 5/16" nut driver.

3. Slide the filter assembly onto the supercharger inlet. Once in the proper location, tighten the hose clamp.

Tech Tip: For vehicles where space will not allow the filter to be mounted directly to the supercharger, a variety of elbows/couplers/tubes are available separately. Contact ATI's technical service department for help.

Air Filter Installed

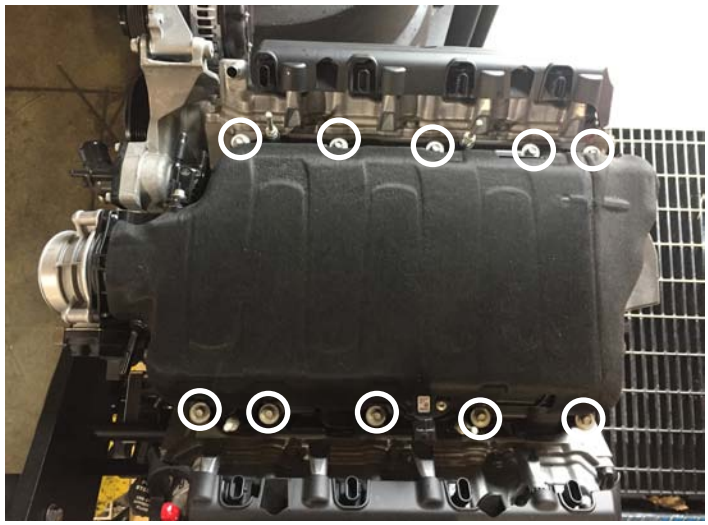
Optional Intake Manifold

Skip this section if not using the optional intake manifold.

1. Using a 10mm remove the (4) bolts holding the cover to the top of the intake manifold. Remove the cover

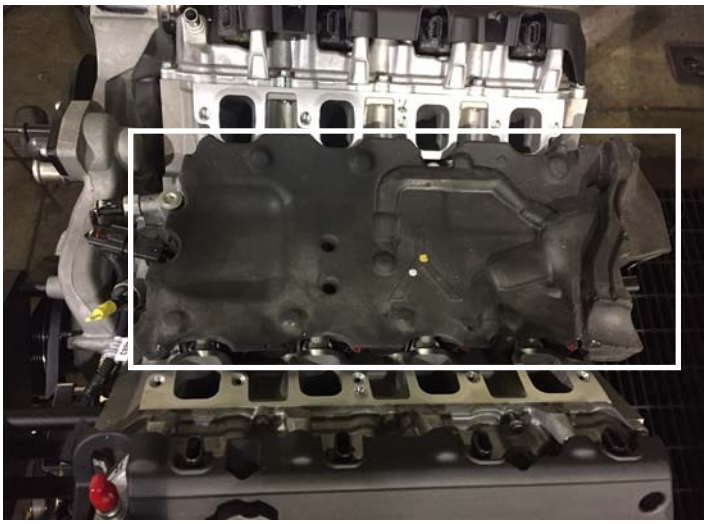
Remove Cover bolts

2. Using a 10 mm remove the (10) bolts securing the manifold to the cylinder heads. Remove the intake from the motor.



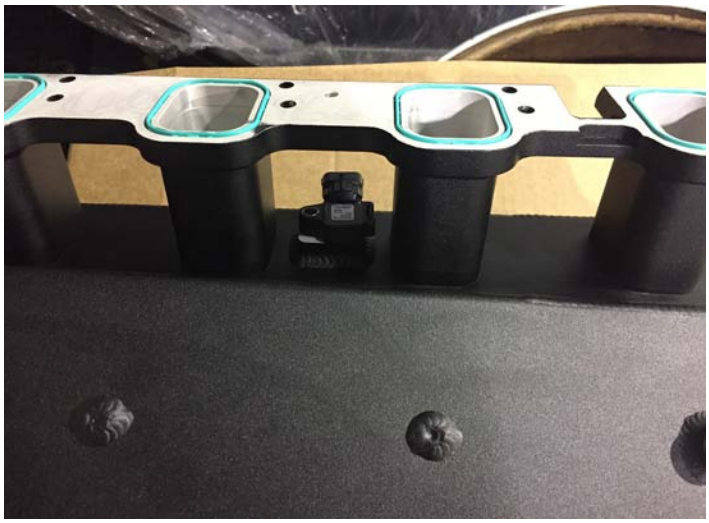
Remove Intake bolts

3. Once the intake is removed, pull the insulating pad from the valley cover. This will not be reused.



Remove Insulating Pad

4. Using a 10mm remove the throttle body from the factory intake, once removed carefully remove the o-ring from the manifold. Install the removed o-ring and throttle body onto the sheet metal intake manifold using the factory throttle body bolts.



MAP Sensor Installed

5. With a T-20 torx remove the bolt from the factory MAP sensor, carefully remove it from the intake manifold being sure not to damage the o-ring.

6. Remove the bolt from the factory EVAP cylinder with a 10mm and carefully remove the EVAP cylinder from the intake.

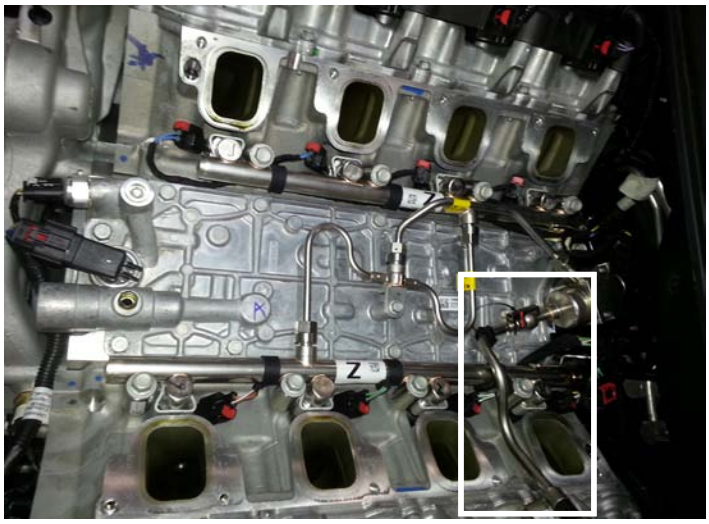
EVAP Cylinder Installed

7. Inspect the o-rings for the MAP sensor and the EVAP cylinder, apply a small amount of oil to the o-rings and install both into the sheet metal intake manifold. Using a 10mm secure the MAP sensor with the supplied M6x 20mm bolt, and the EVAP cylinder with the supplied M6x 25mm bolt.

8. Remove the intake o-rings from the factory intake and install them onto the sheet metal intake (if the o-rings have a tab on them it will meed to be cut off to fit the sheet metal intake). The port on the bottom of the intake can be used with a vacuum fitting or be plugged the thread size is 3/8 NPT.

Intake O-rings Installed

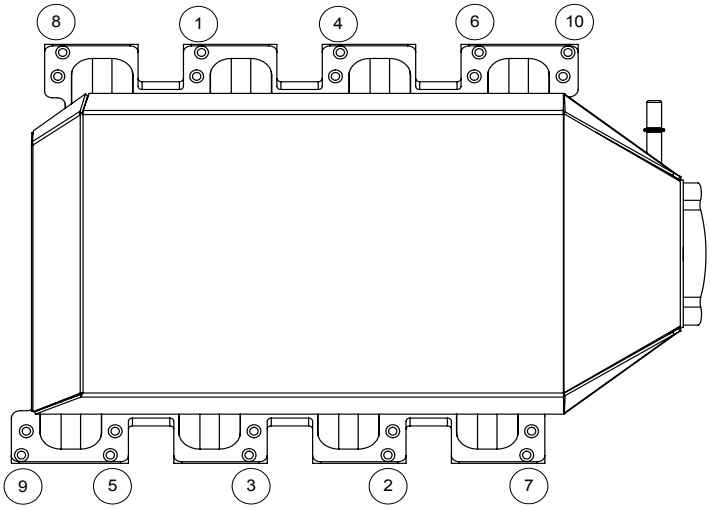
9 Install the supplied fuel line onto the high pressure pump shown to the right.



Fuel Line Installed

10 Bolt the intake manifold to the cylinder heads using the supplied M6x 25mm flange head bolts and a 10mm socket. The outer set of holes will not be used.

Attention: *Start ALL manifold bolts before torquing. The manifold should be torqued in 2 passes according to the sequence shown. On the first pass, torque to 20 inch pounds. On the second pass, torque to 50 inch pounds.*



Intake Manifold Torque Sequence

Intake Manifold Installed

11 Set the (3) rubber washers provided over the threaded holes on the top of the intake manifold.

Rubber Washers

12 Align the holes of the intake cover with the rubber washers. Set the intake cover on the manifold and secure using the supplied 1/4" button head screws and washers.

Intake Cover Installed

PCV Modification (Crankcase Ventilation System)

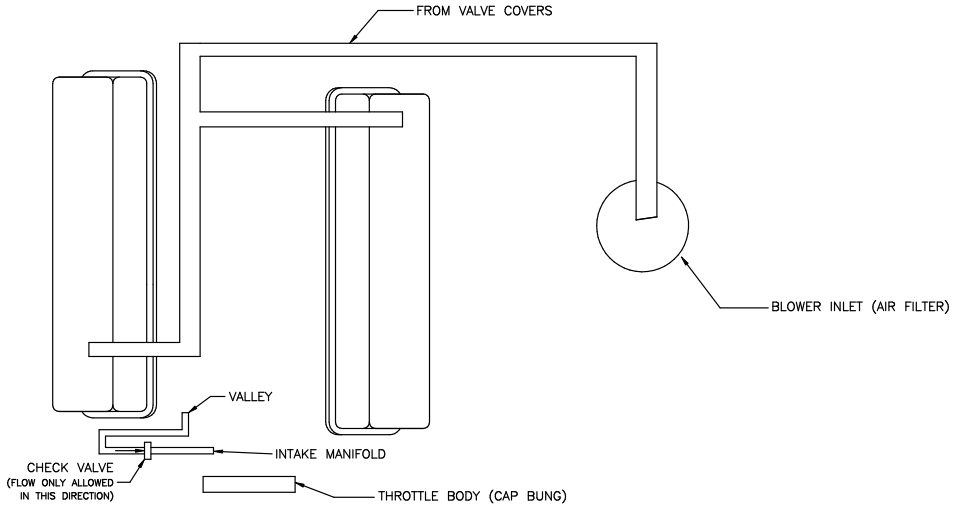
Tech Tip: The PCV system modification varies depending on engine model. Due to the variety of LT1 based engines, this section will give you an overview of the necessary modifications required for your system to operate properly. Call ATI's technical service department with any questions regarding your particular PCV system. Optional venting to atmosphere is also acceptable.

1. Locate the factory PCV lines. Typically, there are rubber hoses connected to a bung on each valve cover. Remove the factory lines from each valve cover. Slide the provided 5/8" rubber hose onto each bung fitting.

2. Route the passenger side hose to the drivers side of the motor. Connect the 2 hoses with the supplied plastic "T"

3. Drill a 5/8" hole into the end of the air filter. Install the supplied 5/8" to 5/8" 90° connector into the air filter. Re-install the air filter.

4. Install a section of 5/8" hose between the plastic "T" fitting and the fitting on the air filter.

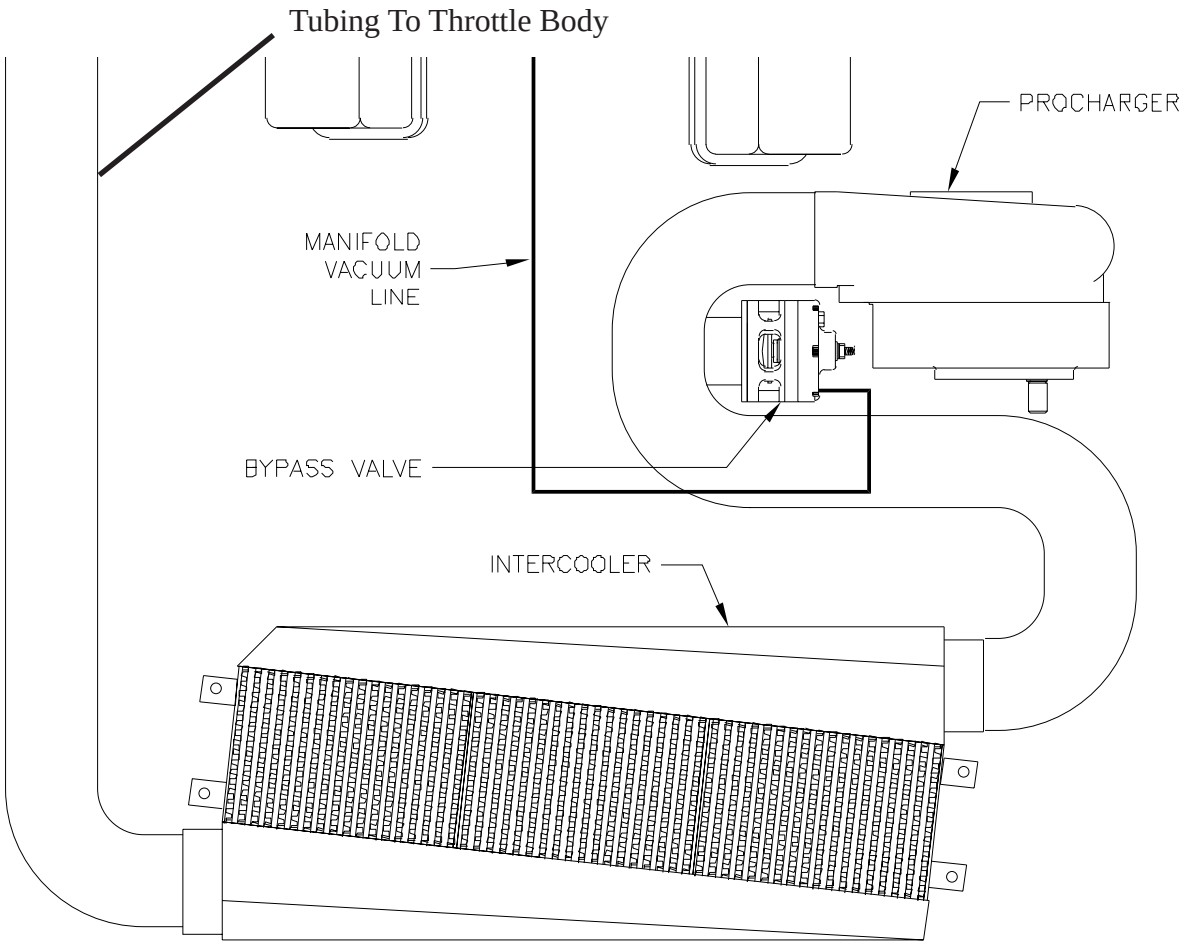


Typical PCV Routing

Intercooler/Tubing Installation

The main components of the intercooler system are the intercooler and intercooler tubing. The intercooler is a three core, bar & plate style, air-to-air heat exchanger. The compressed (therefore heated) charge air exiting the ProCharger enters one intercooler plenum, passes through a series of passages, exiting at the opposite plenum. Ram-air flows between the charge-air passages drawing heat from the charge air. Cooling fins between adjacent passages enhance cooling efficiency. The tubing kit is composed of mandrel bent carbon steel tubing. The tubing transfers the charge air from the ProCharger to the intercooler and then to the engine inlet duct. Note: The intercooler is non-directional and charge air may flow either direction.

Tech Tip: *Due to the variety of vehicle models, this section is for general tubing and surge system installation.*



Intercooler/Tubing/Surge System Installed
(Race Valve Shown, Same Procedure Applies to Proflow Valve)

(For Optional Intercooler Installation)

Universal Intercooler and Tubing Kit

1. Determine where you are going to mount the intercooler. The intercooler may be mounted either vertically or horizontally. Location will depend upon available space and personal preference. Vertical location in front of the radiator is recommended.

Tech Tip: A horizontally mounted intercooler's performance will be greatly enhanced with the aid of an air scoop (optional).

2. Mount the intercooler using the two mounting tabs on the intercooler. Fabricate two straps to secure the intercooler in position. For best performance, minimize the distance the charge air has to flow and the number of bends it has to make.

3. The universal tubing kit contains an assortment of 3" (or 3.5") tubes and elbows (180/90/45) that may be cut to form the intercooler ducting. After cutting, clean the tube ends with a file or sander and bead roll or flare if a bead roller is not available.

Tech Tip: Flaring the ends of the tubes is done to prevent the rubber connectors from ever pulling off due to air pressure.

4. Secure each connection using the provided hose clamps.

(For Non-Intercooled Installation)

1. For non-intercooled applications, you will couple the outlet of the blower to the throttle body.

2. Using the provided hoses, couple the surge tube between the outlet of the blower and the throttle body.

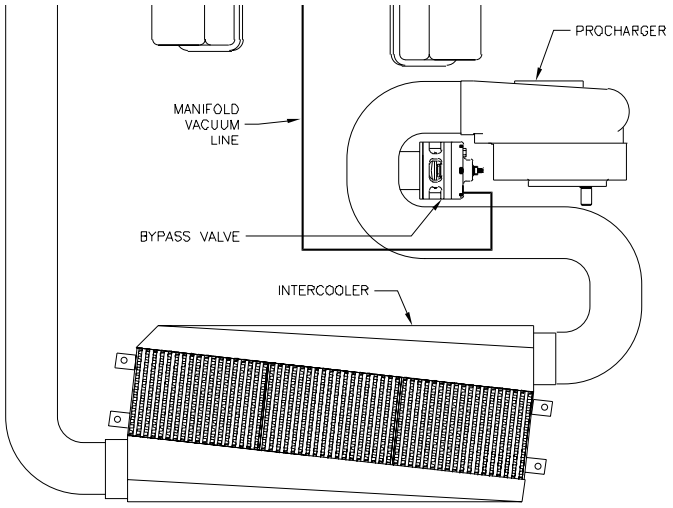
3. Secure the connections using the provided hose clamps.

Surge System

1. Your surge valve (optional) should be positioned between the blower and the intercooler (or between blower and throttle blade for non-intercooled kits). If you purchased this option you have a mounting flange and hardware to plumb the valve into your system. If you purchased the race valve, it will connect to the mounting flange using (6) #10 x 3/4" SHCS's. There is also an o-ring that will go in the groove in the mounting flange.

2. You will need to supply a vacuum source for the surge valve to operate properly. On EFI vehicles, a source after the throttle blade is mandatory (the intake manifold is a good vacuum source). For vehicles with a brake booster, tee into the brake booster vacuum line. Run a piece of 1/4" hose from your vacuum source and plug the hose into the bung located on the surge valve.

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



Surge System Installed On Intercooled System (Race Valve Shown, Same Procedure Applies to Proflow Valve)

Factory Vent Hose

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.*

4. Assemble the vacuum manifold with a straight 3/8" barb fitting on one end and a 90 degree 3/8" barb fitting on the other end of the manifold. Plug (2) of the 1/8" ports with the 1/8" brass plugs. Install the 1/8" barb fitting in the remaining 1/8" port.

5. Connect the supplied 3/8" rubber hose to the top port on the intake manifold.

6. Cut the 3/8" rubber hose to the appropriate length and insert the vacuum manifold into the open end. Tighten both connections with the supplied hose clamps.

7. Route the supplied vacuum line from the 1/8" barb on the vacuum manifold down to the barb fitting on the Proflow valve.

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

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

Vacuum Manifold Assembled

Vacuum Manifold Top Port Installed

Vacuum Manifold Lower Port

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

Check Valve Installed

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

11 Connect the 3/8" rubber hose to the 3/8" 90 degree barb fitting on the vacuum manifold. Tighten all connections with the supplied hose clamps.

Vacuum Manifold Installed

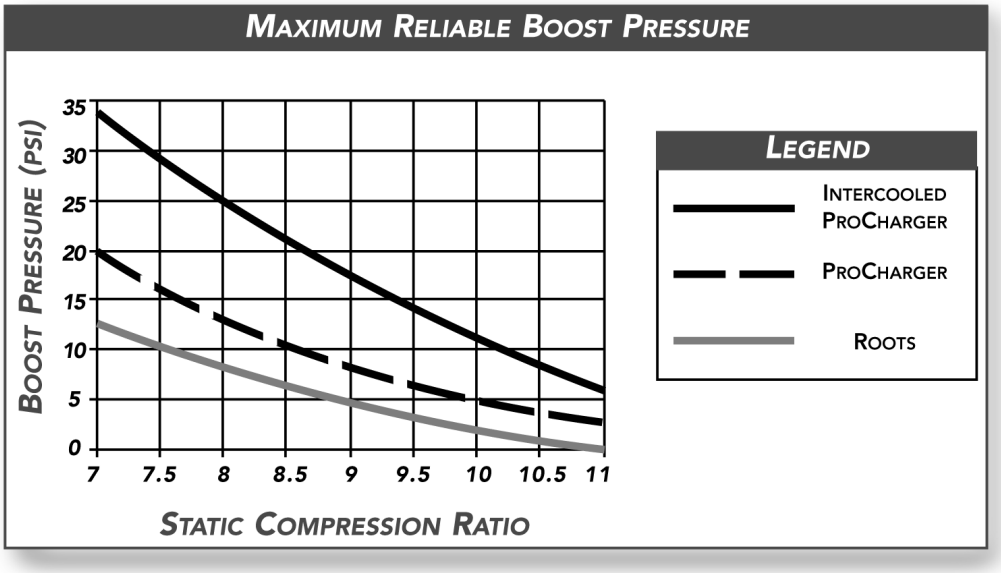
Fuel System Requirements / Tuning

Tech Tip: Due to the variety of fuel options with the LT1 based engine, the following is a general guideline for fuel system requirements. Contact ATI's technical service department for specific requirements for your application.

1. The GM crate engine requires a return-less fuel system. GM suggest's part number 22966044 fuel pump.

2. Custom computer programming utilizing a chassis dyno is necessary.

As you prepare to supercharge your engine, remember that the amount of boost you can safely run is determined primarily by your engine's compression ratio and the quality of fuel you will be running. For street applications (i.e. pump gasoline) with a compression ratio between 8:1 and 10:1, boost levels are typically in the 8-14 psi range, and will generate approximately 40-80% more horsepower. Compression ratios below 8:1 can usually handle over 14 psi of boost on pump gasoline, and will generate up to 100% more horsepower. Compression ratios above 10:1 are often used, but generally only at lower boost levels on pump gas, or with the addition of racing fuel or intercooling (see chart below). When considering the potential reliability of your supercharged engine, you should be most concerned with detonation, which can result in blown head gaskets and engine damage. For applications which will run boost levels above those previously mentioned, the use of intercooling, ignition retard, water injection, racing fuel and other solutions may significantly reduce or eliminate the risk of detonation.



Operation and Maintenance

Cold Starting

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

Fuel Quality

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

Ignition System Maintenance

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

Air Filter Maintenance

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

Belt Replacement

The serpentine belt, which turns your ProCharger supercharger, will stretch after initial run-in, and should be 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 re-use a thrown belt and find that it needs frequent re-tightening, the belt is damaged and should be replaced. Gates Micro-V belts can be purchased from ATI or from your local parts store.

ProCharger Oil Change Intervals

The first oil change should be performed at 500 miles and at 6,000 mile intervals thereafter. Clean drain plug after every oil change. Drain oil by removing the drain plug. A discoloration of the oil and residue on the drain plug will be noticed during initial oil changes. This should cause no concern and will gradually decrease. Clean off drain plug before re-installing.

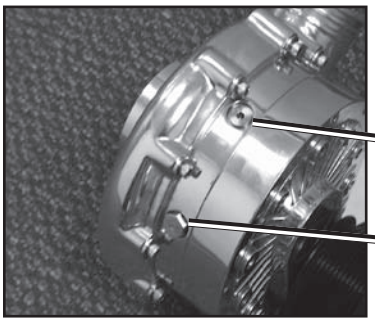
ProCharger Oil Level

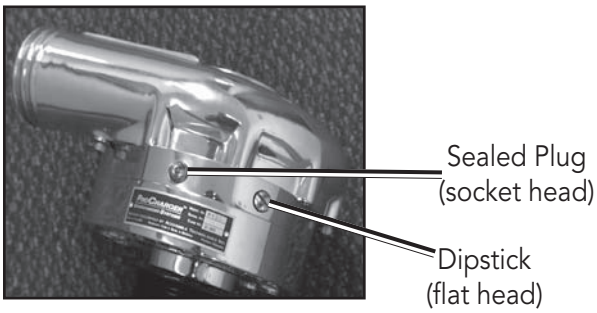
The ProCharger supercharger's oil level must be checked periodically to ensure proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

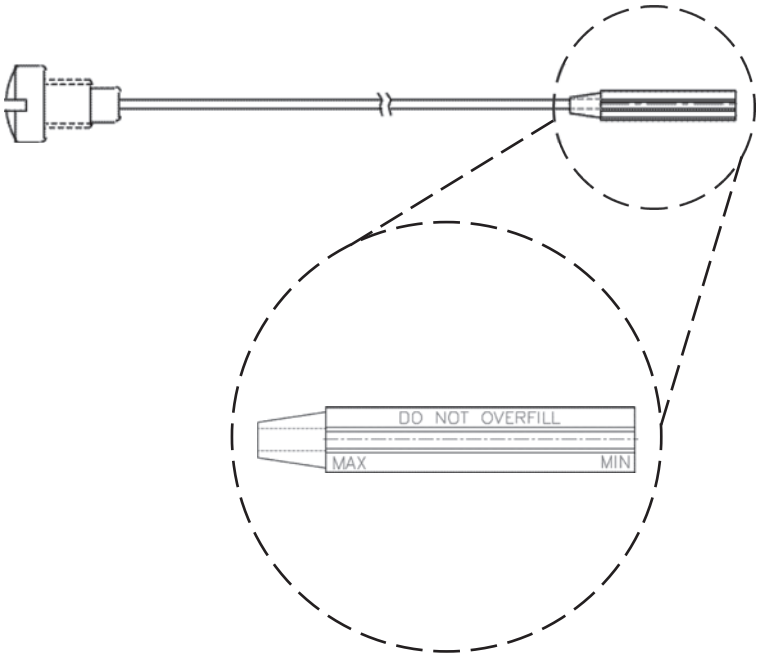
***Warning:** Filling the ProCharger higher than the maximum level on the dipstick can lead to bearing and seal damage. The supercharger is a sealed unit and should not normally require the addition of oil between service intervals. If excessive usage is noted, the unit should be sent to ATI for inspection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

General

When removing the warning tag 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 cannot be found after the above phone consultation, you will be assigned a return authorization number (RMA). You must then properly package and ship your product, at your expense, to the ATI factory. The product should be carefully packaged in a rugged box.

Include the following information inside the box with your product:

- Copy of your original invoice or receipt.
- Name, address, and daytime telephone number.
- Return authorization number (RMA).
- Vehicle year, make, model, engine modifications, and other modifications.
- Description of perceived issue.

Clearly mark the warranty claim number on the top and one side of the box in characters at least 2" tall. Properly package the product and ship it, prepaid and insured for the retail value of the component(s) being returned, to the following address:

Accessible Technologies, 14801 West 114th Terrace, Lenexa, Kansas 66215

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Accessible Technologies, Inc.
14801 W. 114th Terrace
Lenexa, KS 66215
Phone: 913.338.2886
Fax: 913.338.2879
techserv@procharger.com

Accessible Technologies, Inc.

Part Number PMLT1A-001 Rev. A