

2015+ GM 2500 Truck High Output Intercooled System **Installation Guide**



The **ULTIMATE** Power Adder™

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INTRODUCTION

Congratulations on purchasing your ProCharger® 2015+ GM 2500 Truck High Output Intercooled System. Read this entire manual before you attempt to install your ProCharger kit. It is imperative that you follow all of the instructions in the order they appear in this installation guide. If you have any questions regarding any aspect of this installation, call us at (913) 338-3086.

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

Required Tools and Supplies

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



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

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

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

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

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

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

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

TUNING

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

✓ **Tech Tip:** Tuning your vehicle correctly is extremely important and is necessary for proper vehicle operation and safety. If you have any questions regarding tuning your vehicle or with any steps outlined in these instructions, call a technical service representative at (913) 338-2886.

2016 Model Years ONLY (2017+ Model Years Skip to Step 7)

1 Set the parking brake. Plug the X4 handheld into the vehicle's OBDII port. Proceed to Program Vehicle and then to Upload Stock. Follow the on-screen prompts. The device will read the stock tune from the vehicle.

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

2 Download SCT Device Updater from www.sctflash.com to your computer. Using SCT Device Updater, click on Get Stock File From Device. This will generate 2 files:

1. "- - -".bef
2. "vin#".sul

3 Email the 2 files to tuning@procharger.com along with the serial number from the blower and X4 handheld.

4 The tune for your vehicle will be emailed back to you from tuning@procharger.com. Upload the tune from your computer to the X4 handheld using the Device Updater Software.

5 Plug the X4 handheld into the OBDII port. Proceed to Program Vehicle, Select Custom Tune, and Select Tune following the on-screen prompts.



OBD-II Port Cover

GETTING STARTED



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

(A) Factory Air Filter Box

(B) Mass Airflow (MAF) sensor

(C) Factory Air Inlet

(D) Engine Cover

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

✓ **Tech Tip:** It is highly recommended that colder heat range spark plugs are installed. NGK 4177 spark plugs are recommended. Gap the spark plugs to .032-.035".

- 1 Disconnect the negative battery cable from the battery.
- 2 Remove the engine cover by pulling straight up on the front to release the tabs then pull towards the front of the truck.
- 3 Unclip the MAF sensor wiring harness from the factory airbox. Unplug the MAF sensor from the air inlet. Using a T15 torx bit, remove the hardware retaining the MAF sensor, then carefully pull the MAF sensor out and retain for use later in the install.
- 4 Disconnect the PCV hoses on the passenger side air inlet by pulling on the connector (shown to the right).
- 5 Using a 5/16" nut driver, loosen the hose clamps securing the factory air inlet at the throttle body and at the air filter box. Pull the inlet and air filter box apart, separating them. Remove the air inlet. Pull straight up on the air filter box for removal from the vehicle.



MAF Sensor



PCV Connection

Getting Started

- Using a 15mm rotate the factory belt tensioner clockwise and remove the factory accessory belt. This belt will not be reused.



Tensioner Bolt

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



Auxiliary Battery Tray Bolt Locations

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



ECU Bracket Removal

- 9 Bolt the auxiliary battery metal tray back into the vehicle leaving the front left factory bolt out. Using the supplied M6x 60mm bolt washer and .750" spacer bolt the ECU down to the battery tray as shown to the right.



ECU Relocated

- 10 Using a 10mm remove the (4) bolts holding the metal airbox tray, then remove the tray from the vehicle. This will not be reused.



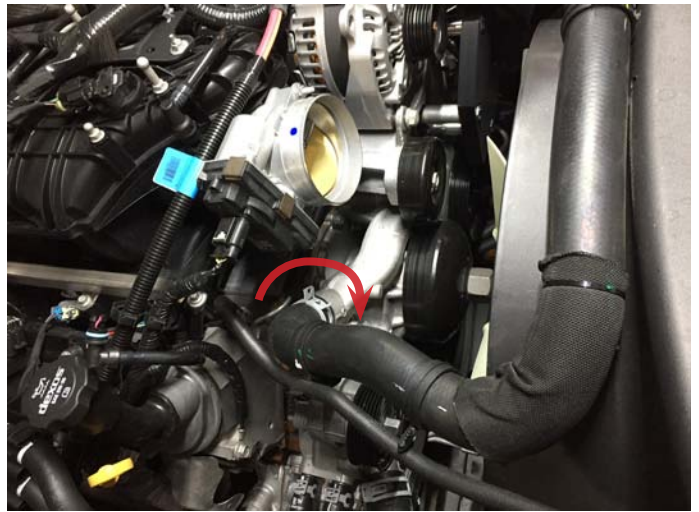
Air Box Tray

- 11 To make room for intercooler tubing the transmission cooler lines will need to be zip tied out of the way as shown to the right.



Transmission Lines Moved

- 12 The upper radiator hose needs to be rotated to clear the intercooler tubing. Use a pair of pliers to squeeze the clamp while rotating the hose down then release the clamp.



Rotate Coolant Hose

CRANK PINNING

- 1 Raise the front of the vehicle using car ramps, jackstands, or a vehicle lift. With a 15mm remove the (4) bolts holding the plastic skid guard to the vehicle.
- 2 Remove the factory harmonic balancer retaining bolt using a 24mm socket and impact wrench or breaker bar.

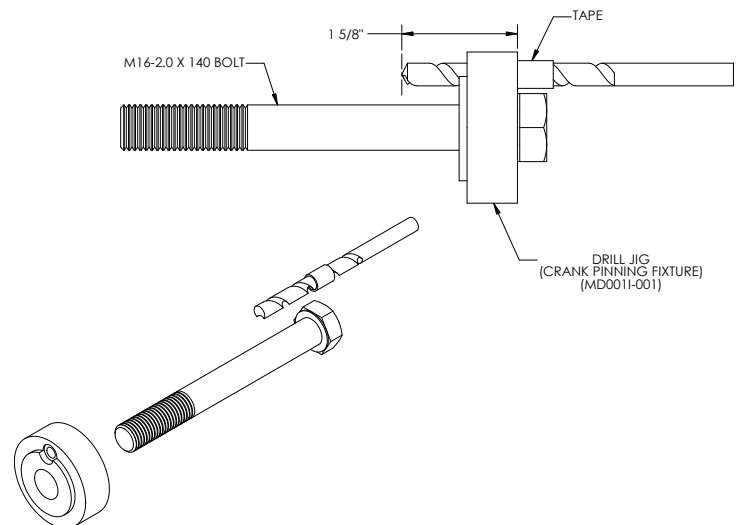
✓ **Tech Tip:** Using a torch to heat the flange on the crank pulley bolt makes removal easier. There is an adhesive on the back of the flange which helps retain the bolt. Heating this breaks the adhesion.

- 3 Install the harmonic balancer pinning tool using the supplied M16 hex bolt.
- 4 Tighten the bolt to hold the tool in place and prevent spinning during the drilling process.
- 5 Tape the supplied $\frac{1}{4}$ " HSS drill bit $1\frac{5}{8}$ " 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 0.800" into the face of the crankshaft.

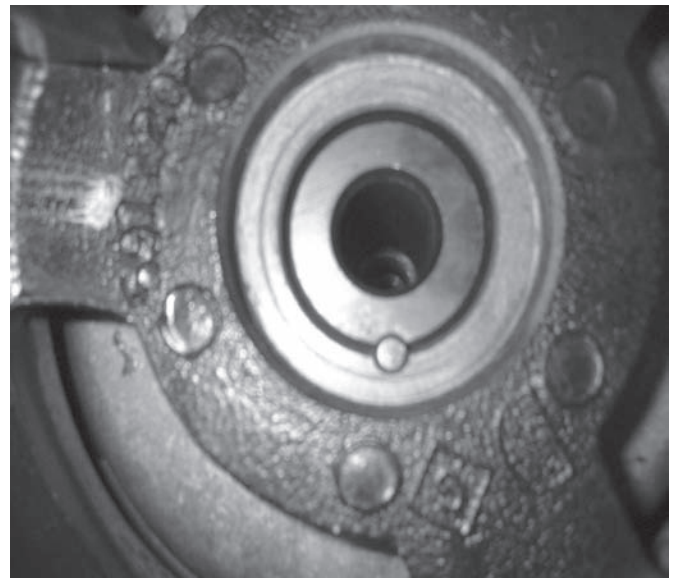
- 6 Remove the pinning tool and set aside. Clean the chips from inside the drilled hole and the surrounding area thoroughly.
- 7 Install the supplied $\frac{1}{4}$ " OD x 0.75" long stainless steel dowel pin in the hole (tapping the pin with a rubber mallet is acceptable). Re-install the crank pulley bolt and tighten to 40 ft-lbs plus an additional 120° .



Remove Plastic Skid Guard



Crankshaft And Harmonic Balancer Drill Jig



Harmonic Balancer Pinned to Crankshaft

PROCHARGER HEAD UNIT

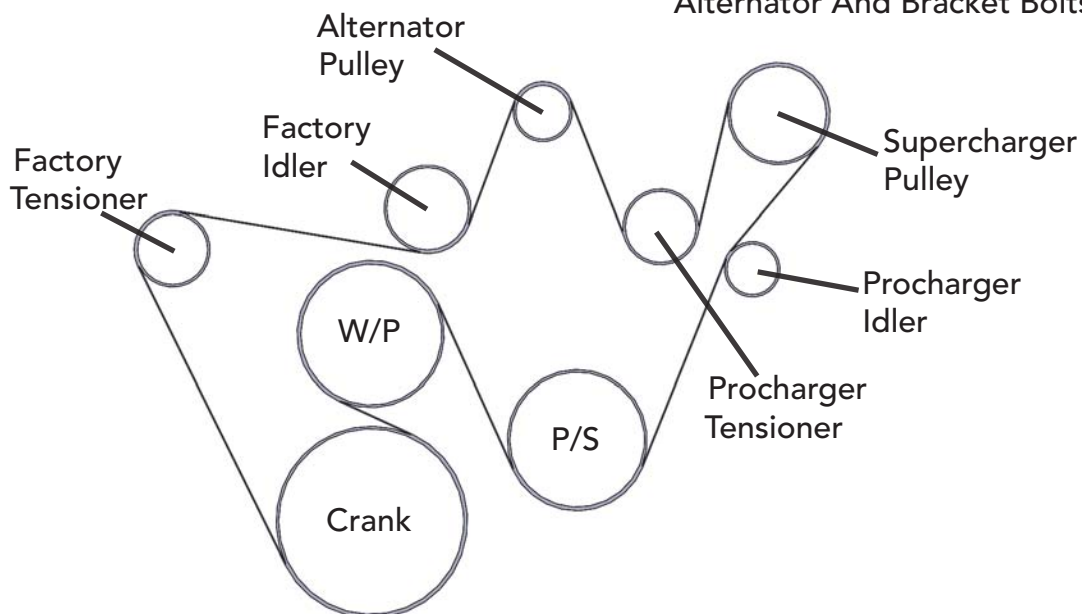
- 1 Remove the 2.3" Idler from the main bracket using a 3/4".
- 2 Using a 15mm remove the (2) bolts on the alternator and (3) bolts on the alternator bracket.
- 3 Using the supplied (3) M10x 180mm bolts, washers and 2.30" spacers, loosely mount the main bracket to the lower bolt holes on the alternator bracket.
- 4 Following the belt schematic below, loosely route the supplied accessory / supercharger belt.



Remove Idler Pulley



Alternator And Bracket Bolts



- 5 Finish mounting the bracket to the alternator by inserting (2) M10x 150mm bolts, washers through the bracket followed by the (2) 1.55" counter bore spacers (counter bore towards the alternator) secure all bolts with a 17mm.
- 6 Mount the supercharger to the bracket using the supplied (1) 3/8" and (4) 5/16" SHCS. Secure with a 5/16" and 1/4" Allen socket.
- 7 Re-install the 2.3" idler pulley back onto the bracket using red thread locker on the bolt threads, secure with a 3/4".
- 8 Be sure the procharger tensioner pulley is loose and adjusted all the way to the top, finish installing the belt.
- 9 Adjust the belt tension by turning the Allen bolt on the slide tensioner counter-clockwise with a 1/4" Allen wrench. Tension the belt till the marks on the factory tensioner are as shown below then tighten the nut on the tensioner pulley with a 3/4".



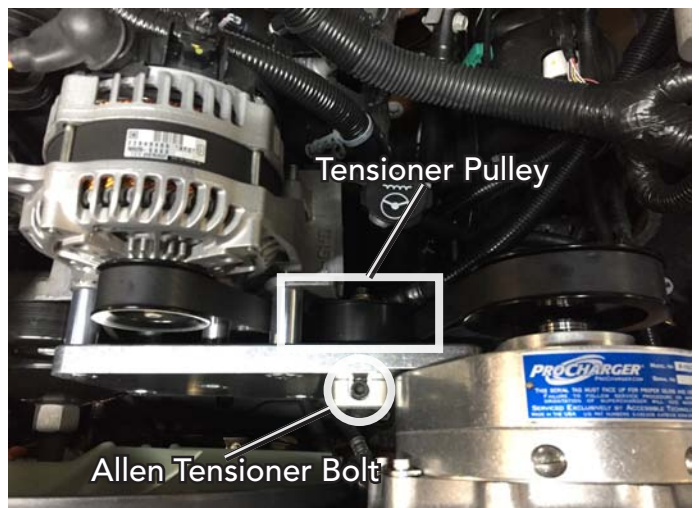
Bracket Mounted



Supercharger Mounted



Factory Tensioner



Belt Tensioner

VERTICAL INTERCOOLER AND TUBING SCHEMATIC



HORIZONTAL INTERCOOLER AND TUBING SCHEMATIC



INTERCOOLER AND TUBING

Vertical Intercooler

For Horizontal Intercooler Proceed to Page 20

- 1 Remove the (12) push pins from the radiator support cover then remove the cover.



Radiator Support Cover

- 2 Remove the (4) bolts securing the grille with a 10mm. Pull the grille straight out to release it from the holding clips and remove it from the vehicle.



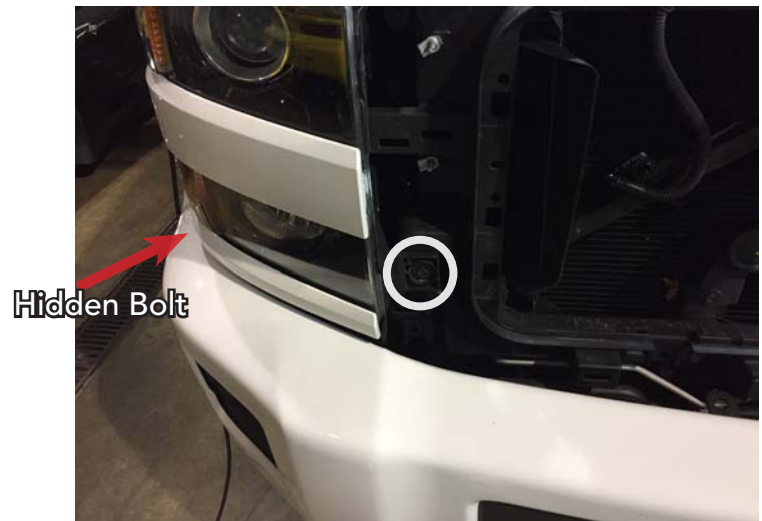
Remove Grille Bolts

- 3 Using a T-15 Torx remove (3) per side wheel liner screws.



Remove Wheel Liner Screws

- 4 With a 10mm remove the headlight bolt shown to the right. There is a hidden bolt behind the bumper accessed through the inner fender, the red arrow shows its location, use a 10mm to remove this bolt. Repeat for the other side.



Lower Headlight Bolts

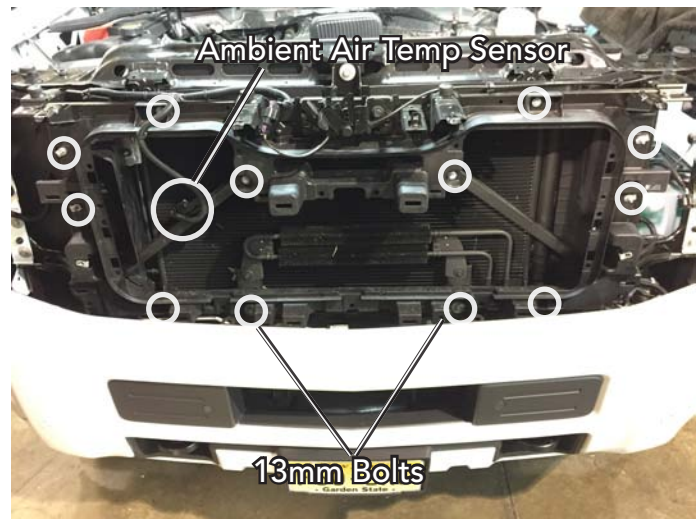
- 5 Remove the (2) upper headlight bolts with a 10mm. Pull the head light out and unclip the wiring harness. Repeat for the other side



Upper Headlight Bolts

- 6 Disconnect the ambient air temp sensor from the radiator shroud. With a 10mm remove the (10) inner grille bolts shown to the right. With a 13mm remove (2) lower inner grille bolts.

✓ **Tech Tip:** For easier removal use a ratcheting wrench to remove the side grille bolts.



Inner Grille Bolts

Intercooler and Tubing

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



Inner Grille Trimmed



Drivers Side Grille Trimmed

- 8 Remove the bottom clip and trim the passenger side of the grille as shown to the right this will make room for the intercooler tubing.

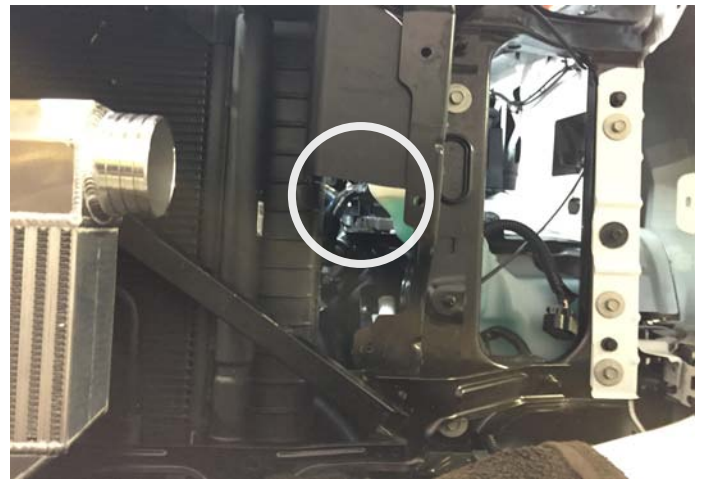


Tech Tip: Additional trimming may be needed once the intercooler tubing has been installed.



Trim Grille

- 9 To make room for the intercooler tubing trim the inner plastic panel as shown to the right.



Trim Plastic Panel

- 10 Re-install the inner grille back into the vehicle using the factory hardware.

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



Intercooler Installed

- 12 Using the (2) supplied M8x 40mm bolts, washers and .685" spacers mount the bottom intercooler tabs to the core support (where the 13mm bolts were removed for the inner grille) with the spacer going behind the intercooler tabs. Center the intercooler and tighten all hardware.

✓ **Tech Tip:** Refer to the intercooler and tubing schematic on page 10 for additional reference when installing the following hardware.

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

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

Intercooler and Tubing

- 13 Slide a 3" x 3" rubber coupler onto the outlet of the supercharger followed by surge tube #380.



Tubing Out Of Supercharger

- 14 Slide another 3" x 3" rubber coupler onto surge tube #380 (position the tube as shown to the right). Inset tube #084 into the rubber coupler.



Surge Tube (From Bottom Side)

- 15 Finish the connection to the intercooler by installing a long leg 90° elbow onto tube #084 and onto the intercooler (long leg goes onto the intercooler).



Tubing To Intercooler

- 16 Secure all connections at this time.

- 17 Slide a 3" x 8" rubber connector onto the outlet of the intercooler followed by tube #332.



Tubing Out Of Intercooler

- 18 Slide the 3" 180° rubber coupler onto tube #332. Insert tube #203 into the 180° tube.



180° Rubber Coupler

Intercooler and Tubing

19 Slide the 3" double 45° coupler onto tube #203 followed by tube #390.

20 Slide the 3"-3.5" 45° rubber coupler onto tube #390.



3"-3.5" 45° Rubber Coupler

21 Locate throttle body tube #438, insert the MAF sensor removed earlier being sure that the sensor is positioned correctly for the direction of airflow. Secure the MAF with the provided M4 bolts and washers.



MAF Sensor In Throttle Body Tube

22 Insert the 90° end of tube #438 into the 3"-3.5" 45° rubber coupler. This connection will get a #64 hose clamp.



Throttle Body Tube #438 Installed

23 Finish the connection to the throttle body by sliding the 3.5"-4" silicone 90° elbow onto tube #438 and onto the throttle body. This connection will be secured using 3.75" and 4.25" T-bolt clamp's.



Remove Bolt

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



Throttle Body Tube Bracket Installed

25 Tighten all tubing connections at this time.

Continue to page 25

Vertical Intercooler

- 1 Using a 15mm remove the (6) bolts shown to the right. Remove the plastic skid guard from the vehicle once the bolts are removed.



Skid Plate Bolts

- 2 Loosely mount the front intercooler tabs to the intercooler with the supplied 3/8" bolts, washers and lock nuts.



Front Intercooler Tabs Installed

- 3 With a 15mm install the sheet metal intercooler bracket under the metal skid plate (shown to the right) using the factory skid plate bolts. Secure the intercooler bracket to the intercooler using the supplied 3/8" bolts, washers, and lock nuts.



Rear Intercooler Bracket Installed

- 4 Mount the front of the intercooler to the cross bar where the front of the skid plate was attached using the factory bolts. The intercooler tabs will need to be bent to match the angle of the cross bar.



Front Of Intercooler Mounted

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



Air Scoop Installed

- ✓ **Tech Tip:** Refer to the intercooler and tubing schematic on page 11 for additional reference when installing the following hardware.
- ✓ **Tech Tip:** All 3" hose connections utilize #52 hose clamps.
- ✓ **Tech Tip:** Leave all rubber coupler connections loose to allow for adjustments until entire tube routing has been installed.

Intercooler and Tubing

6 Slide a 3" x 4" rubber connector onto the outlet of the supercharger, followed by tube #348. The short leg goes toward the supercharger.



Tubing Out Of Supercharger

7 Slide a 3" x 8" rubber connector onto tube #348.

8 Insert surge tube #364 into the 3" x 8" rubber coupler. Finish the connection to the intercooler by installing a rubber 45° elbow onto tube #364 and onto the intercooler. Secure all connections at this time.



Tubing To Intercooler Installed

9 Slide a long leg 90° elbow onto the outlet of the intercooler (long leg goes towards the intercooler). Insert tube #348 into the long leg 90° elbow (short leg into the rubber elbow).



Tubing Out Of Intercooler Installed

10 Slide the 3" double 45° coupler onto tube #348 followed by tube #390.



3"-3.5" 45° Rubber Coupler

11 Slide the 3"-3.5" 45° rubber coupler onto tube #390.

12 Locate throttle body tube #438, insert the MAF sensor removed earlier being sure that the sensor is positioned correctly for the direction of airflow. Secure the MAF with the provided M4 bolts and washers.



MAF Sensor In Throttle Body Tube

13 Insert the 90° end of tube #438 into the 3"-3.5" 45° rubber coupler. This connection will get a #64 hose clamp.



Throttle Body Tube #438 Installed

Intercooler and Tubing

14 Finish the connection to the throttle body by sliding the 3.5"-4" silicone 90° elbow onto tube #438 and onto the throttle body. This connection will be secured using 3.75" and 4.25" T-bolt clamp's.



Remove Bolt

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



Throttle Body Tube Bracket Installed

16 Tighten all tubing connections at this time.

SURGE SYSTEM

- 1 Locate the supplied surge valve bag. Install the 90° rubber elbow onto the surge valve bung (tube #364 for horizontal intercooler, tube #380 for vertical intercooler).
- 2 Install the surge valve into the 90° rubber elbow. Secure the connections with (2) #24 hose clamps.
- 3 Install the provided filter onto the end of the surge valve and tighten the hose clamp.



Surge Valve Installed (Horizontal Intercooler)



Surge Valve Installed (Vertical Intercooler)

- ✓ **Tech Tip:** Be sure the mechanical linkage for the surge valve is free moving and not obstructed during operation.

- 3 Using a pair of pliers break off the tab shown to the right to access the intake manifold vacuum port. Slide one end of the supplied 3/16" vacuum line over the nipple, route the line and connect it to the barb fitting on the surge valve. Zip tie the line away from any heat sources or moving parts.



Vacuum Port

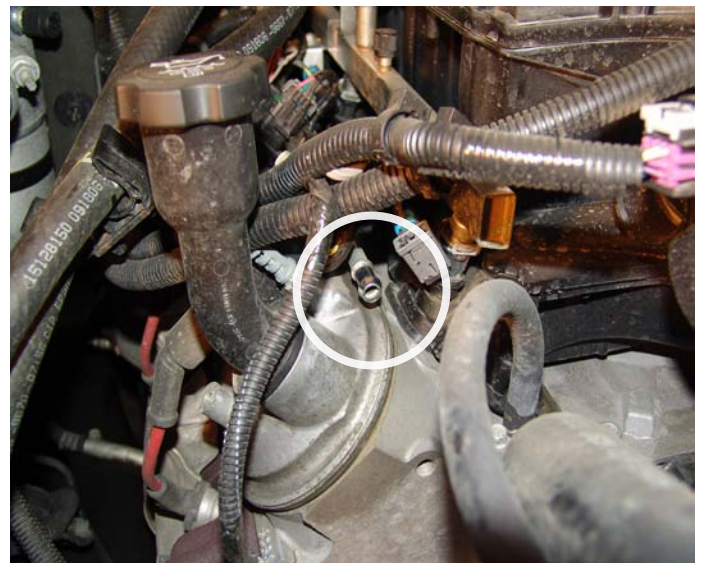
AIR INLET AND PCV SYSTEMS

- 1 Remove the plastic air tube running from the top of the intake manifold to the rear of the driver's side valve cover. Using the 1.5' section of the provided PCV hose connect the section of hose to these two points. Cut the line in the center, and insert the provided check valve. Verify that the arrow on the check valve points towards the intake manifold.



Check Valve

- 2 On the passenger's side valve cover, next to the oil fill neck, there is a 3/8" crank case vent/port. Be sure the factory PCV hard line is removed from the port.
- 3 Attach the remaining section of 3/8" hose to the vent/port and route it towards the inlet of the supercharger.



Crank Case Vent Port

- 4 Locate the air inlet bag. With the 3.5" 90° rubber elbow, drill a 3/8" hole on the bottom side and insert the provided 90° plastic barb into the hole.



90° Plastic Barb Fitting Installed

- 5 Slide the 90° rubber elbow onto the inlet of the supercharger followed by tube #272.

- 6 Slide the provided air filter onto tube #272. Position the tubing and tighten the air filter clamp. Secure the connection at the supercharger and tube #272 with #64 hose clamps.



Air Inlet Installed

- 7 Connect the 3/8" PCV line ran earlier to the 90° Plastic barb fitting on the 90° rubber elbow.

FUEL INJECTOR REPLACEMENT



Note: This section only applies to full systems, which include upgraded fuel injectors. If you do not have a full system, upgraded fuel injectors will be required before starting the vehicle.

- 1 Verify that the fuel system has been depressurized.
- 2 Disconnect the fuel injector electrical connectors one at a time, labeling them by their corresponding injector location. To disconnect, remove retainer clips (A) and set aside for reassembly later.
- 3 Remove the four (4) fuel rail attaching bolts with an 8mm socket and ratchet.
- 4 Remove injector retainer clips (B) to release each injector from the fuel rail. Remove the old injectors and set aside.
- 5 Lubricate each new injector o-ring seal with several drops of clean engine oil.
- 6 Install each injector onto the fuel rails, making sure that the injectors are rotated to line up with their corresponding electrical connectors.
- 7 Re-install the fuel rail bolts.
- 8 Reattach all connections and clips.



Injector Retainer Clips
(Factory Injector Shown Above)



Warning: Never re-use fuel injector o-ring seals, as they lose elasticity over time and could cause a fuel leak and/or potential fire.

FINISHING UP

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



CONGRATULATIONS! YOU HAVE COMPLETED THE INSTALLATION OF YOUR NEW PROCHARGER SUPERCHARGER SYSTEM. READ THE FOLLOWING PAGES CAREFULLY FOR OPERATION AND MAINTENANCE INSTRUCTIONS, AS WELL AS WARRANTY INFORMATION.

OPERATION AND MAINTENANCE

Cold Starting

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

Fuel Quality

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

Ignition System Maintenance

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

Air Filter Maintenance

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

Belt Replacement

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

ProCharger Oil Change Intervals

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

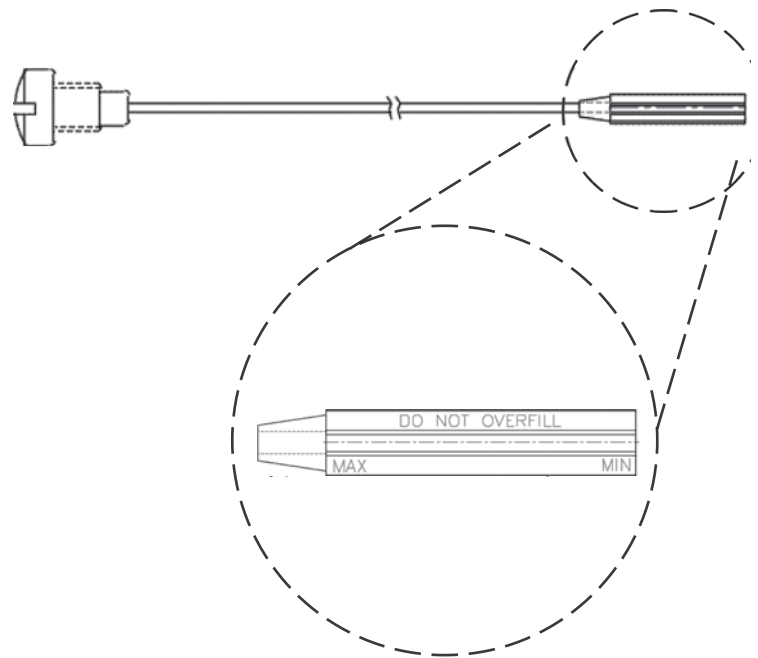
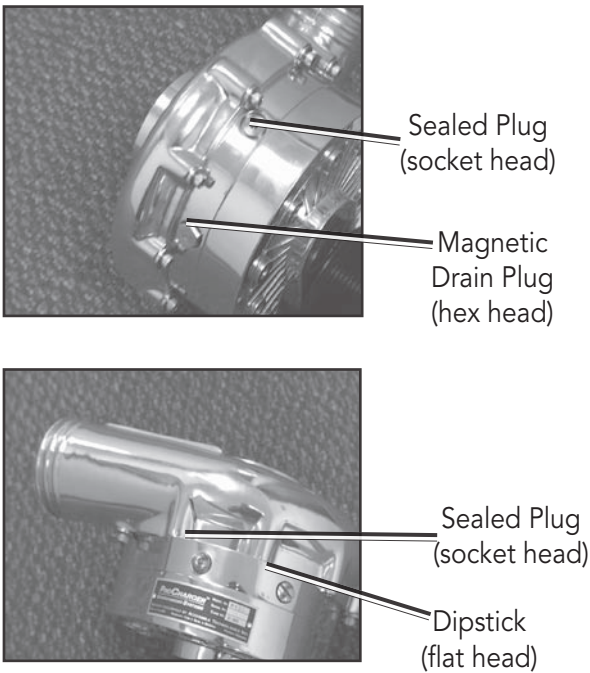
ProCharger Oil Level

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

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

General

When removing the warning tag, be sure to retain the nylon washer. A spare nylon washer and o-ring is included. Use only the ATI supplied nylon washer and o-ring when servicing the oil dipstick and drain plug. A discoloration of the oil and residue on the drain plug may occur during the initial oil changes. This is normal and will gradually decrease. For the proper positioning of the ProCharger supercharger, the serial tag should be pointing upwards. Installing the ProCharger supercharger in another position will cause inadequate oiling and supercharger failure. If you have any questions about the maintenance of your supercharger, contact ATI.



LIMITED WARRANTY

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

ATI's warranty obligations are limited to the terms below:

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

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

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

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

Phone ATI (913-338-2886) and provide us with the following information:

- ProCharger supercharger serial number.
- Vehicle year, make, model, engine modifications, and other modifications.
- Description of perceived issue.

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

Include the following information inside the box with your product:

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

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

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

PROCHARGER EXTENDED COVERAGE

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

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

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

Race kits are not eligible for the ProCharger Extended Coverage Plan

To qualify for the ProCharger Extended Coverage:

- Only the original owner of the ProCharger supercharger is eligible.
- Completion of the Extended Coverage Registration Form is required, along with a \$99 registration fee. This form must be completed in its entirety, and must be submitted along with payment within 30 days from the date of original purchase from your local dealer or date of shipment from the factory.
- Participants must have a ProCharger P-1SC, P-1SC-1, 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: _____

Daytime phone: _____

Vehicle Make: _____

Evening phone: _____

Vehicle Model: _____

E-mail: _____

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

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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