



Designed to blow away the competition™



The ULTIMATE Power Adder®

**Marine Product** Catalog

# Pro

Thank You For Your  
Interest in ProCharger  
Marine Supercharger  
Systems

## The ProCharger Advantage

- **The most powerful, durable and advanced superchargers**
- **Industry-leading 40-75% increase in power running pump gas**
  - with Intercooled ProCharger systems on stock motors
  - power gains exceeding 100% with modified motors
- **Exclusive self-contained and quiet SC ProChargers - no oil lines!**
- **Coollest charge air temperatures in the industry**
  - coolest air temperatures produce greatest engine reliability
  - greatest air density produces more power with less boost
- **Exclusive 3-year ProCharger supercharger warranty available**
- **The most complete lineup of superchargers and systems**
  - EFI/MPI and carbureted systems, BB and SB, 300 to 1500 hp
  - ProCharger models are compressor matched to your airflow needs
- **The proven leader since 1996... Experience does matter**

### ProCharger Headquarters Campus Kansas City, KS

Ideally situated for distribution and support throughout the country, with long-term testing performed at the nearby Lake of the Ozarks. Every ProCharger supercharger is designed, manufactured and tested in this newly expanded facility using state-of-the-art equipment.

**Proven to produce  
the largest power  
gains, coolest  
charge air  
temperatures  
and greatest  
engine reliability\***

\* Proven through dyno and water testing; Intercooled ProCharger systems have produced the largest hp gains ever from a marine supercharger system





# Charger

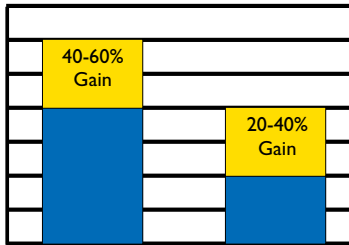


- Provides a 10-25 mph gain on pump gas with stock motors\*
- Designed for use with totally stock or modified motors
- Integrated air to water intercooling for maximum power and engine protection
- Innovative compact design adds least size to overall engine envelope, with no need for engine hatch modifications
- Can provide a significant increase in cruise fuel economy with prop change
- OEM quality, fit and finish

\* Dependent upon boost level, hull configuration, and propeller selection; larger gains are possible with modified motors.



## Horsepower Gains (Stock 502 MPI Running Pump Gas)



**Intercooled ProCharger**      **All Other Superchargers**

Note: gains of up to 75% can be achieved on other stock MerCruiser motors

**Nothing Else Even Comes Close!**

## Proven Power on Pump Gas

ProCharger Performance Tops All Others

**143 MPH**

**Fastest Single Engine Cat Tested**

*Powerboat Magazine*

24' HTM, Bmax, also ran 9.47 in the 1/4 mile!

**109 MPH**

**Fastest Twin Engine V-Bottom Tested**

*Hot Boat Magazine*

1997 42' Fountain, Modified Bravo I's, Pump Gas

**80 MPH**

**Fastest V-Bottom Jet Boat Tested**

*Hot Boat Magazine*

Ultra 22' Stealth, Pump Gas

**115 MPH**

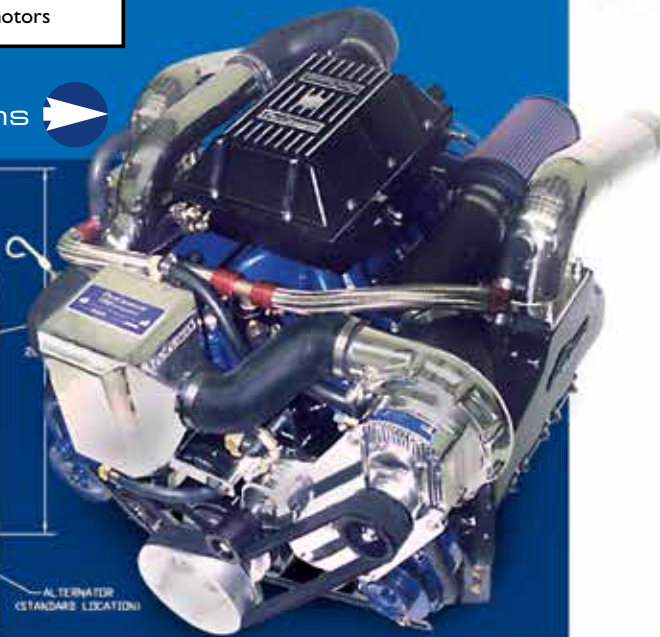
**Fastest Single Engine Open Bow Cat Tested**

*Powerboat Magazine*

Carrera 257 Effect, Modified Bravo I, Pump Gas

See ProCharger.com for more information

Carbureted Systems





## The Intercooled Supercharging Experts®

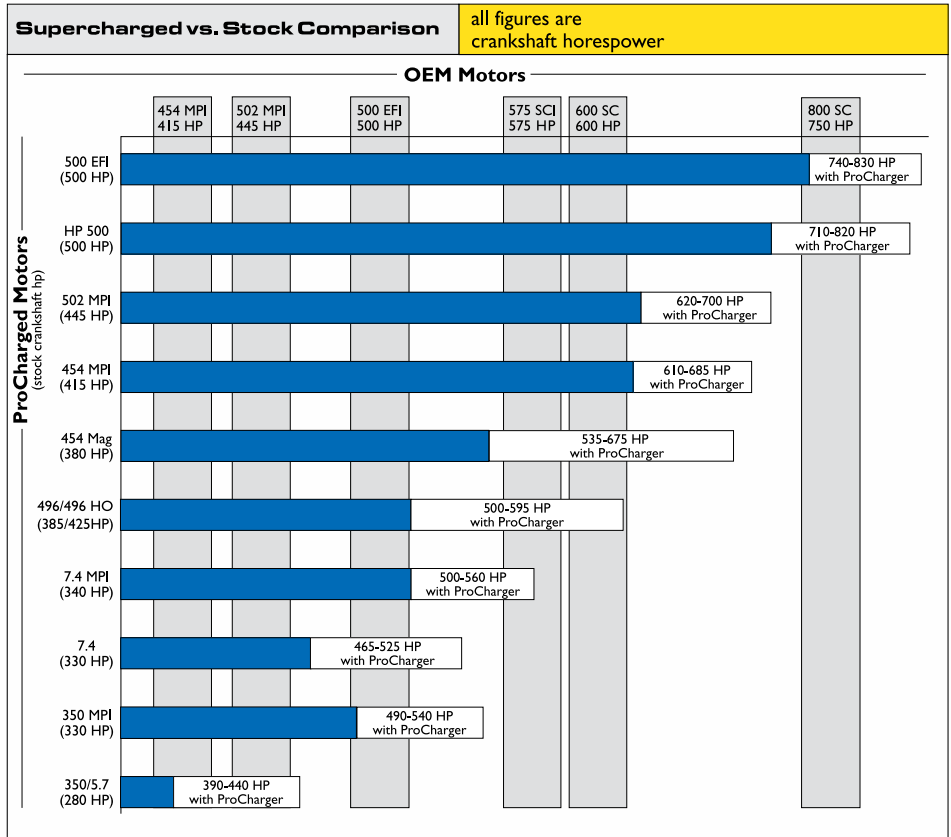
Intercooling produces more power at any boost level while also safely allowing higher levels of boost and power, and ATI's intercoolers are the most effective available. Accessible Technologies was the first manufacturer to introduce the tremendous benefits of intercooled centrifugal supercharging to marine



customers, over four years before others, as well as the first to offer intercooling as standard equipment in supercharger

systems. Intercooled ProCharger systems offer absolutely unparalleled performance and reliability for the extremely demanding marine environment, and ProCharger systems have recently become the equipment of choice to break both top-speed and acceleration records. As you may know, ProCharger is available as OEM equipment from many of the leading performance boat manufacturers, and ATI has far more experience with intercooled systems than any other supercharger manufacturer.

## Add ProCharger Marine Power to Your Engine and See How it Compares



## Leadership by Design

ProCharger superchargers feature industry leading technology and exclusive features such as self-contained oiling (no oil lines), billet impellers, extremely rugged transmissions and the industry's highest internal step-up ratio to deliver unparalleled performance and durability. From the record-setting M-4 to the revolutionary M-ISC ProCharger, these proven models are the only superchargers in the industry specifically designed for continuous-duty usage and the higher airflow levels which are common with intercooling and today's high performance motors. In fact, ProCharger's advanced transmission technology allows ATI to offer an exclusive three-year supercharger warranty, as well as offering 1-year warranties on airflow levels that others will not warranty for even one day. Superior design yields superior results.



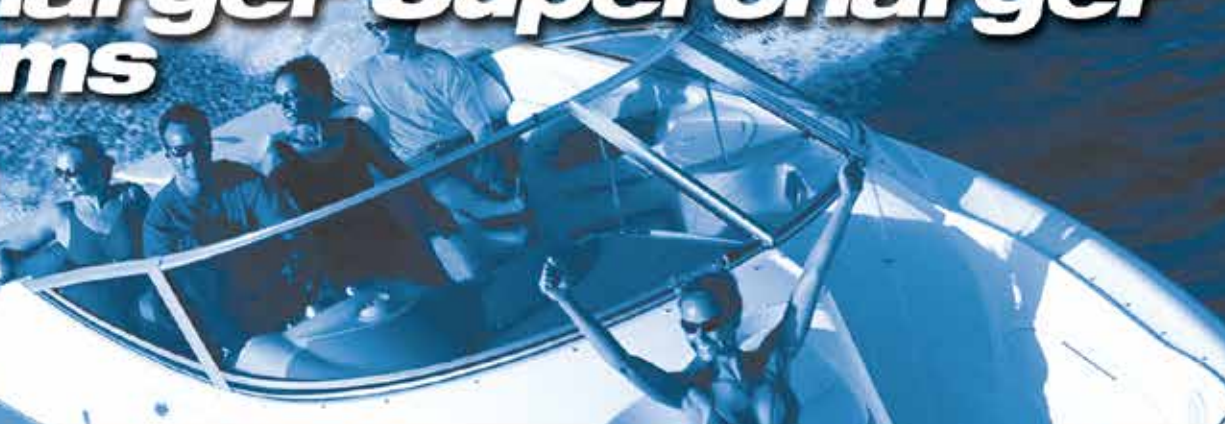
INVENTED, ENGINEERED



AND MADE IN THE USA



# ProCharger Supercharger Systems



## A History of Innovation and Leadership

After redefining high performance for both stock and modified marine engines and setting multiple speed records with ProCharger Marine supercharger systems, ATI has also created the ultimate marine superchargers. ATI's patented SC technology is a result of not only innovative design solutions, but also the knowledge gained from ATI's experience with extremely demanding racing and industrial applications.

By combining patented technology with real-world experience, the ProCharger engineering team has developed the most advanced superchargers available. This innovation is not chance; ATI has devoted more engineering resources to the development of marine supercharger systems than any other manufacturer, and the ProCharger Marine record of engineering and product leadership is unmatched:

<b>LATE 1980's</b>	Roots superchargers gain acceptance for marine use, and are documented to produce 15-20% power gains on stock motors running pump gas. Supercharger warranties are very limited, and engine modifications are generally required due to the heat produced by the low efficiency of roots technology.
<b>1996</b>	ATI is the first manufacturer to successfully supercharge a stock 502 EFI engine, and also the first to offer intercooling as standard equipment for marine applications. All ProCharger Marine superchargers are backed with an industry-leading 1-year warranty.
<b>1998</b>	Speed gains of 20+ mph are documented with EFI/MPI and carbureted ProCharger Marine systems, during third-party magazine testing. These are the largest speed gains ever documented from the installation of a supercharger system alone. Endurance testing also shows how cool charge air temperatures and full ignition timing (no retard) safely allow extended full-throttle operation.  ATI becomes the first and only manufacturer to offer a 3-year warranty on a marine supercharger.
<b>1999</b>	ATI is the first to reliably produce over 1,400 hp with a centrifugal supercharger.  An industrial customer uses an M-2 ProCharger tow in the military contract for an aircraft de-icing system which utilizes forced air. The ProCharger outperforms all challengers.
<b>2000</b>	ATI becomes the first to produce a self-contained gear-driven centrifugal supercharger. These self-contained models are available with ProCharger's exclusive 3-year warranty.  ProCharger powers the fastest twin engine V-hull running modified Bravos and pump gas to 109 mph, and the fastest single-engine catamaran with a Bmax and pump gas to 143 mph. In automotive racing applications, ProChargers produce 2000+ hp on a 400 cid Ford and 2000+hp on a 400 cid Chevy, and over 80% of all centrifugal racers running in the 7's are powered by ProCharger.
<b>2001</b>	ATI is the first to introduce supercharger systems for MerCruiser's new 496 motors.
<b>2002-2003</b>	ATI introduces M-4SC and M-5SC ProCharger Systems for highly modified marine applications. Customers produce 1,500+ marine horsepower and win multiple APBA Championships using these systems.
<b>2006-2007</b>	ProCharged drag boat runs 7.02 @ 167 mph in Pro Mod 1/4 mile racing. Running gasoline, the ProCharged combination makes more power and outperforms roots-blown boats running alcohol. ProCharged customers win a record-shattering 11 National Championships in 2007.
<b>2008-2011</b>	ProCharged racers continue to dominate, and in 2010 the latest ProCharger race model produces over 3,000 hp on the dyno. ATI expands further into industrial applications and delivers 15-35% energy savings to customers replacing their positive displacement blowers, thanks to the superior efficiency of well-designed centrifugal blowers.
<b>2012-2016</b>	The new i-1 ProCharger with programmable boost not only delivers the most power per psi, but is also available with a touchscreen for cockpit control. The new industry-leading P-1X ProCharger design adds over 300 hp to an otherwise stock 2015+ 5.0 Mustang GT with a turnkey system running pump gas—and installs in only 6 hours. The new F-3X-143 ProCharger produces 3,400+ hp, and ATI's industrial division begins supplying high-efficiency industrial blowers used in aircraft ground support equipment for the F-35 joint strike fighter.
<b>2017</b>	Building on the success of the 2001-04 496 MAG and 496 MAG HO kits ProCharger introduces complete intercooled M-1SC Supercharger systems for the 2005+ 496 MAG and 496 MAG HO engines complete with tuning.

# Revolutionary Self-Contained ProChargers

The M-ISC, M-3SC, and M-5SC-121 ProCharger models are the first and only gear-driven centrifugal superchargers to feature self-lubrication. These SC ProCharger models share many of the design elements which deliver the record-setting durability and performance of the M-3 ProCharger competition superchargers, and are also designed for quiet operation. With their rugged design, SC ProChargers are the only self-contained superchargers durable



enough to be backed with a 3-year warranty and powerful enough to fully harness the benefits of intercooling. The patented design eliminates the need for oil lines and punching a hole in the oil pan, thanks to an exclusive oil pump, which aerates the oil to create the oil mist lubrication required by the precision bearings and gears.

This oil pump (aeration pump) does not require priming at start-up, and oil changes are required only every 100 hours (except for 10 hours after initial break-in period).

The combination of the premium synthetic oil utilized in SC models and the advanced SC transmission design results in less parasitic load and lower operating temperatures than any supercharger which utilizes the engine oil system, and these advantages enable SC models to produce even more power. The

ProCharger M-ISC and M-3SC feature an internal step-up ratio of 4.10:1 for improved belt tracking and traction, and improved performance and belt life.

Thanks to this new technology, the industry leading power and durability of gear-driven centrifugal superchargers is now available without tapping into the engine oil system. SC ProChargers are able to support from 850 HP (M-ISC) up to 1650 HP (M-5SC) & are available as an upgrade to the oil fed units at time of initial purchase.



- **1-year warranty; 3-year extended warranty available on selected systems for \$49**
  - **Another ProCharger exclusive for self-contained superchargers**
  - **Six oil changes (bottles of oil) provided with extended warranty**
- **Easy to install, low-maintenance oil change interval**
- **Same durable, high-speed operation**
- **Industry-leading adiabatic and mechanical efficiency**



Performance  
Tested



Endurance Tested



# 3 year warranty

available on all M-1SC & M-3SC

EFI/MPI Applications\*

**Exclusive self-contained centrifugal supercharger models**

**Proprietary patented gear design for quiet operation**

**Based on ATI's record-setting competition superchargers**

**Patented oiling system, no more punching a hole in the oil pan, easy to install**

**Exclusive 4.10 to 5.63:1 step-up ratio, 35% more belt contact area**

\* Dependent upon boost level



## Gear-Driven Power & Durability.

**"The new Marine ProCharger has no oil lines and is completely self-contained... with new transmission gearing and mega-horsepower potential."**

– Hot Boat

**"Better oiling, cooler temperatures and enhanced reliability make the new ProCharger SC units even more attractive. Add to that the increased power output over the oil-fed units and they're virtually irresistible."**

– Family & Performance Boating

## New SC ProChargers. Easier to install! No oil lines!



**PROCHARGER**  
MARINE

# We Couldn't Hav



"All in all, it's a pretty simple installation [350 MPI system]. The difference in available power was awesome. The 28' Eagle topped out at 76.3 mph (4,950 rpm), an amazing 18.3 mph gain! And the 26' Eagle was even a shade better... a giant 19.7 mph jump!"

– *Hot Boat*

"The radar gun nearly fell out of my hand. I looked at the digital display and saw a difference of 22.4 mph from the speed run we had just made only a couple of hours earlier... In addition to boosting performance, the ProCharger can improve fuel economy at cruising speeds because the engine isn't working as hard as a naturally aspirated model to push the boat."

– *Powerboat*

"We were astounded at the difference. A full gain of 20 mph had been obtained [on a 29' Fountain with a single 502 EFI and Intercooled ProCharger M-I system, running pump gas] using only the ProCharger, intercooler, and the larger propeller."

– *Hot Boat*

"In addition to raising speeds across the board, the ProCharger gave our test boat [Rinker 243 Siesta v-bottom deck boat] a quicker hole shot. The souped-up engine [stock 7.4 MPI with 5 psi Intercooled M-I ProCharger] pushed to us 36 mph in 7.38 seconds, whereas the stock package took 10.28 seconds."

– *Boating*

"[The 42' Fountain with twin modified 502's] posted a top speed on radar of an incredible 109 mph! That meant a 31 mph gain at only 6,000 rpm with 92-octane fuel."

– *Hot Boat*

"The ProCharger attracts a speed freak on a budget, because he doesn't have to modify his engine below the intake manifold to make the system work... To see that the ProCharger draws less [hp to drive the supercharger], all you have to do is look at the belts used on the two systems. A roots system uses a 3" or 4" wide cog belt, while the belt on a ProCharger is maybe 1". That also means less load on the crankshaft."

– *Powerboat*

"The ProCharger bolted on an additional 225 horsepower [to a stock carbureted 454 Magnum]. The compact ProCharger blower... thrives with stock timing and requires no internal engine mods, so long as the engine is healthy. We were extremely impressed with the low-rpm characteristics shown by the ProCharger setup, as we idled through no-wake zones and shifted at whim..."

– *Hot Boat*



# ve Said it Better!



For More Information go to [ProCharger.com](http://ProCharger.com)

“The resulting package [502 Chevrolet with an Intercooled M-3 ProCharger in 22' Stealth] was one of the hardest-accelerating boats in the history of our tests. It shot from a rolling idle to a 60 mile-an-hour sprint in 9.89 seconds - the quickest of all 17 boats we tested at Havasu. It was also the first to 30, 40 and 50 miles an hour, and was the fastest jet-driven, V-bottom jet boat in the history of our annual evaluations, at 79.8 mph.”

– *Hot Boat*

“I like it. It's really a good, easy bolt on.”

– *Harry Christenson, Advantage Boats (Powerboat)*

“To date we've had exceptional performance from them. Even the oldest motor with a ProCharger is still running today. It was recently in for upgrades, and we checked the motor. We found no sign of internal damage and no leak-downs I would call excessive.”

– *Mike Petersen, Eliminator Boats (Powerboat)*

“Named *Blown Sleeper*, the 15,000-pound boat [400 Ss cruiser] was clocked by radar at an un-cruiser like 66 mph. With a pair of stock MerCruiser 502 Mag MPI engines... and ProCharger Stage I [M-1] systems... it turned more than a few heads.”

– *Boating*

“The ATI ProCharger is a pretty cool concept. Its relatively compact size makes for a space-saving, low-profile installation. You don't lose the rear deck as a tanning salon. The 20-mph conversion [28' Eliminator Eagle V-bottom with 7.4 MPI] from a plain-Jane motor to a gospel-preaching something else is cause to celebrate.”

– *Powerboat*

“[We]... dynoed a 540-c.i. mild motor that recorded 546 horsepower (unblown), and 1,167 hp (114% increase) when the ProCharger was installed.”

– *Hot Boat*

“We also like that at 3500 rpm, the ProCharger pushed us to a cruising speed of 43.2 mph [Rinker 243 Siesta with 7.4 MPI] versus 38.4 mph with the stock engine. Needing fewer rpm to run at the same speeds means longer engine life and less wear.”

– *Boating*

“While most roots-type blowers generate added temperatures to the motor in the area of 250 degrees above ambient temperatures, the motor we tested (1,167 hp 540 c.i. with an M-4 Intercooled ProCharger) only produced 23 degrees above ambient temperatures at peak. Almost as impressive is the fact that the motor idles at 850 rpm, where most 800-plus hp motors want to idle at 1,200-plus rpm, which makes it difficult to shift into gear around docks and loading, etc.”

– *Hot Boat*

“While the 257 Effect Open Bow's top speed was astounding - we've never gone faster in a bow rider - it was far from the most impressive aspect of the boat's performance [fuel-injected 540 c.i.d. with Intercooled M-3 ProCharger]. Acceleration, both standing-start and mid-range, was the real eye-popper. Time to plane was 3.7 seconds, and in 15 seconds, the cat reached 88 mph. The boat was ballistic in the mid-range, going from 30 to 50 mph in 2.7 seconds, 40 to 60 mph in 2.9 seconds, and 40 to 70 mph in 4.6 seconds.”

– *Powerboat*

# Protect Your Investment

## Pressure = Heat

The act of compressing air produces heat, as dictated by the laws of physics (Boyle's Gas Law). All compressors generate a minimum amount of heat due to this gas law, while the additional heat created is determined by the (adiabatic) efficiency of the compressor being utilized. The chart at the bottom right of this page illustrates the amount of heat produced by various compressor technologies. Since the boost in a centrifugal compressor is derived by utilizing the natural centrifugal forces acting upon the air, this technology produces far less heat than positive displacement technology. The only way to remove any additional heat is through the use of an in-line heat exchanger (intercooler).

## Detonation

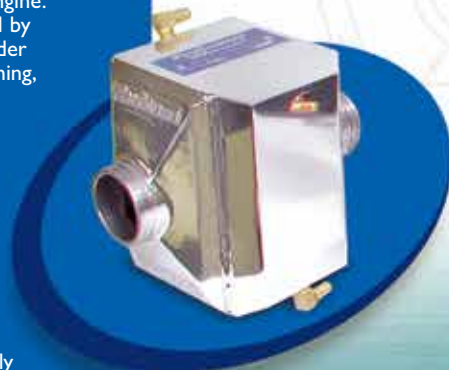
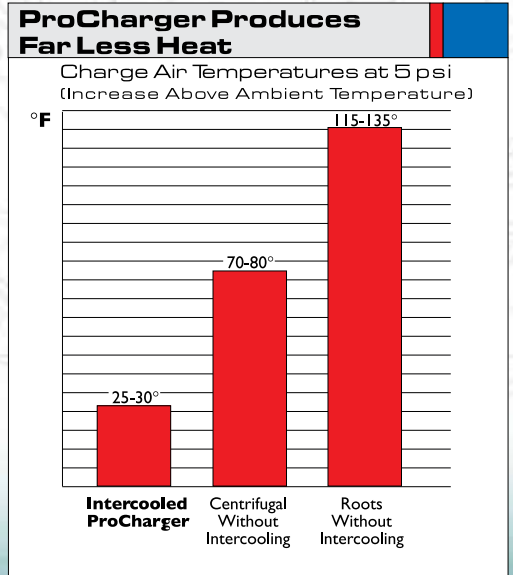
We've all heard of this, but what is it? Detonation, or engine knock, occurs simply when fuel pre-ignites before the piston reaches scheduled spark ignition. This means that a powerful explosion is trying to expand a cylinder chamber that is shrinking in size, attempting to reverse the direction of the piston and the engine. When detonation occurs, the internal pneumatic forces can actually exceed 10x the normal forces acting upon a properly operating high performance engine. Detonation is generally caused by excessive heat, excessive cylinder pressure, improper ignition timing, inadequate fuel octane or a combination of these. Of the previous, excessive heat is usually the culprit. As an engine is modified to generate more power, additional heat is produced. Today's pump gas will only tolerate a finite amount of heat before it pre-ignites and causes detonation. Although forced induction engines usually produce far less heat than comparable naturally aspirated high compression engines, the cylinder temperatures in intercooled engines are radically cooler yet. It is rarely boost that causes detonation, just unnecessary heat. An intercooler is such a natural solution for such a natural induction, that in almost every sophisticated application, intercooling is part of the package.

The marine environment is extremely demanding, with high loads and continuous duty usage which can compromise engine performance and longevity. The basic requirements for a reliable supercharged marine application are a powerful, efficient and durable supercharger, effective intercooling, and sufficient fuel delivery. With these in place, your engine is protected from detonation, and desired performance is achieved without excessive engine rpm. Thanks to ATI's industry-leading design, Intercooled ProCharger systems not only provide the greatest power gains available, they also protect your expensive motor from detonation and engine damage, far more than any other system. It helps to understand that ATI's engineers are not limited by some of the packaging constraints (primarily due to supercharger design and location) which force other companies to use smaller, less effective intercoolers, or no intercooler at all. ProCharger intercoolers, on the other hand, feature not only the greatest heat transfer capability per square inch, but also the largest amount of total cooling surface, which enables ProCharger intercooler model AW-324 to outperform all other intercoolers, while model AW-504 is in a league by itself. These advantages, together with the fact that ProCharger intercoolers are produced in very high volume, means that ATI is able to offer its customers the largest and most effective intercoolers available.

## Intercooled Boost

ProCharger air-to-water intercoolers are designed to complement highly efficient ProCharger superchargers by further reducing charge air temperatures. These intercoolers help to produce the industry's lowest charge air and exhaust gas temperatures, and are remarkable for their effectiveness and simplicity. These marine sized intercoolers are positioned between the ProCharger and the engine intake, with compressed air blowing through passages within the intercooler. Lake or sea water is pumped (via the engine's existing cooling system) through adjacent passages within the intercooler, and heat is transferred from the compressed air to the water. This thermal transfer results in a tremendous reduction in air temperature at the engine intake, and substantially improves performance and engine reliability:

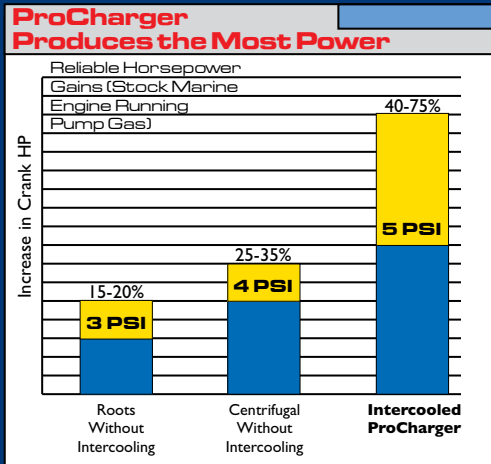
- **Greatly Reduced Intake Temperature** - A 50° - 200° drop in air temperature results in a more dense, powerful fuel/air charge, and allows the use of proper ignition timing.
- **Eliminates the Need for Expensive Racing Fuels** - Intercooled boost means that you can now make big horsepower on pump gas, and in many cases literally save thousands of dollars annually in fuel expense.
- **More Boost** - Not only will you experience the above benefits at 5 psi, you can also safely run more boost when intercooled.
- **Peace of Mind** - A properly configured intercooled system greatly reduces exposure to detonation and engine damage.





# ProCharger

## Engineering Excellence.



## Maximum Performance and Reliability. Minimum Cost and Maintenance.

These were our basic objectives at ATI when we set out to apply the latest technology and create the ultimate marine superchargers systems. The results are the most powerful, reliable and advanced supercharger systems available, and not only the latest technology in supercharging, but the latest technology in high performance. ProCharger centrifugal supercharger systems are designed by engineers who are also enthusiasts, who understand the need for performance, reliability, and an attractive, OEM installation. With ProCharger systems, you no longer have to compromise.

## Superior Design

A fundamental understanding of engine dynamics and supercharger design allows ATI to offer exclusive features which improve both the performance and reliability of ProCharger systems relative to other products. For example, it is simply an undisputed fact that lowering the charge air temperatures will substantially improve

both performance and engine longevity, and ATI provides the coolest intake charge air temperatures in the industry. Similarly, by using CNC machining and nearly indestructible 7075 T-6 aircraft aluminum to produce the largest and strongest impellers in the industry, ATI is able to again improve both performance and reliability. ATI's industry-leading supercharger transmission designs are yet another example of this approach.

## Quality

ProCharger supercharger systems are produced from the finest materials available. All castings are poured from "virgin" 356 aluminum alloy and heat-treated to a T-6 hardness before CNC machining. ATI's exclusive billet impellers are machined from 7075 T-6 aircraft aluminum, while the super precision bearings used in all ProCharger models are made in the USA, and are of a consistently higher quality and speed/load rating than those used by any of our competitors. In fact, ProCharger superchargers are so reliable that they are used as standard equipment by many leading boat manufacturers.

## Testing, Testing, Testing

ProCharger Marine systems are thoroughly evaluated through both performance and longevity testing during design, both on the dyno and in the water. Once in production, bench testing and quality assurance for individual components is performed prior to shipment. To help ensure that ProCharger Marine products are the best available, ATI has invested in the industry's most powerful supercharger test cell, as well as a 1,600 hp dynamometer and the largest company-owned fleet of test boats in the industry.



## Complete Systems

Unless otherwise noted, all fuel-injected ProCharger Marine Systems are 100% complete, with all the components needed for an attractive, OEM-quality installation. Carbureted systems are complete with the exception of the carburetor and fuel system, which depend upon an individual's specific motor and performance needs.

## Warranty

ProCharger superchargers are absolutely the most reliable in the industry, and are backed by the industry's best warranty coverage. In addition to ProCharger's exclusive 3-year warranty, it is not uncommon to find competition ProCharger systems warranted for 1 year at boost levels which our competitors will not even warranty for 1 day.

# The Intercooled Supercharging Experts!®

# Intercooled M-3 ProCharger System

## 645-700 hp from Stock 502 EFI/MPI

- The uncontested leader - 645 hp with stock 502 EFI/MPI (700 hp with optional 7 psi pulley\*)
- Extremely powerful, durable and efficient M-3 ProCharger
- 3 year (5 psi) or 1 year (7 psi) supercharger warranty
- Massive integrated air-to-water intercooler (model AWV-504)
- 100% complete, bolt-on system
- Includes high-performance fuel pump and complete calibrated fuel system
- Produces the least strain on internal engine parts
- Exclusive torque curve for compatibility with stock Bravo's - generates power in line with your ability to use it
- Great for modified applications also (up to 1,200 hp)

\* 700 horsepower is maximum reliable hp supported by stock injectors. With 7 psi, addition of exhaust or engine modifications would require larger fuel injectors and ECM reprogramming (7 psi only).

### ProCharger Exclusives!

- Undisputed maximum power gains and coolest charge air temperatures
- Self-contained M-3SC and M-1SC available as upgrade (quiet, with no oil lines)
- 3 year warranty available
- The best selling systems, from the leading manufacturer



**42' Fountain, twin stock 502 MPI's,  
M-3 Intercooled systems,  
20 mph gain, 7 psi, pump gas**



**28' Eliminator Eagle, single 502  
EFI, M-1SC Intercooled system, 19  
mph gain, 5 psi, pump gas**



## Exclusive 3-year ProCharger Warranty

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

Application	Model	Boost Level	Warranty
502 and 454 EFI/MPI	M-3, M-1	5 psi	3 years
502 and 454 EFI/MPI	M-3	7 psi	1 year

For models with a 3 year warranty, the upgrade to SC models requires a \$49 payment for 3 year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owners manual.

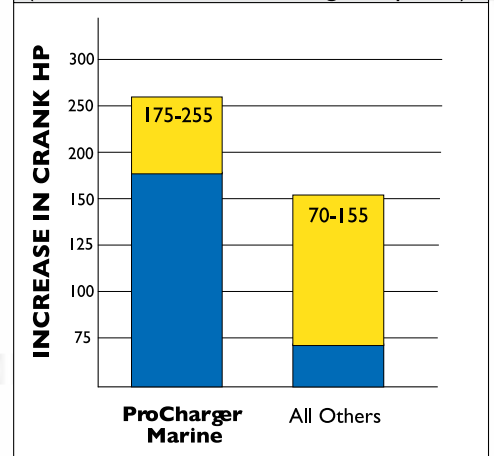


**40' Formula 400 SS, twin 502 EFI's, Intercooled M-1's, 13 mph gain, 5 psi, pump gas**

## Intercooled M-1 ProCharger System for 502/454 Magnum MPI

- Produces 620 hp at 5 psi, second only to ATI's own Intercooled M-3 ProCharger system
- Most compact supercharger system, fits virtually any application
- Exclusive 3 year supercharger warranty (5 psi)
- Features M-1 ProCharger and AW-324 intercooler
- 100% complete, bolt-on system
- Includes high-performance fuel pump and complete fuel calibration system
- Exclusive self-contained M-ISC ProCharger available as an upgrade
- Extremely cool charge air temperatures, at least 50° cooler than intercooled positive displacement superchargers, and up to 225° cooler than non-intercooled blowers
- Cool charge air temperatures produce more power with less boost
- No need for engine modifications with M-1 or M-3 systems
- Increases cruise fuel economy with prop change
- OEM quality, fit and finish

**Horsepower Gains**  
(Stock 502 EFI/MPI Running Pump Gas)



# 502/454 EFI/MPI

Part Number*	System Description	Prop HP Gain	Intake Boost Pressure	Intercooler Model	Warranty
1MB181-NN	M-1 Intercooled	40 - 50%	5 psi	AW - 324	3 Year
1MB223-NN	M-3 Intercooled	55 - 75%	5 - 7 psi	AW - 504	1-3 Year

## IDENTIFYING YOUR MODEL YEAR

\*Please replace "NN" in part number with the model year of your motor (not your boat, they may be different). 1998-2001 model years can be identified by a serpentine accessory belt, while 1994-97 Magnum MPI/EFI's will have "v-belt" type accessory belts. Additionally, 1997-2001 motors have the "Cool Fuel" system with no mechanical fuel pump, while 1994-96 motors have a mechanical fuel pump in addition to the electric pump. Dimensions and clearances for M-3 and M-1 systems are located on page 25.

Model Year	Accessory Belt	Mechanical Pump
1994-1996	V-Belt	Yes
1997	V-Belt	No
1998-2001	6-Rib Serpentine	No

# MerCruiser HP500 EFI

## Intercooled M-3 ProCharger System

- Undisputed largest power gain and coolest charge air temperatures
- 765 hp with stock 500 EFI (5 psi), 3 year warranty
- Features M-3 ProCharger and AW-504 intercooler
- 100% complete, includes high-performance fuel pump and complete fuel system
- 830 hp available with injector change
  - 8 psi, 1 year warranty
  - Fuel injectors sold separately



38' Fountain, Twin 500 EFI's, Intercooled M-3SC's, 15 MPH gain, 5 psi, pump gas



**265 HP  
GAIN**

Part Number*	System Description	Prop HP Gain	Intake Boost Pressure	Intercooler Model	Warranty
1ME222-NN	M-1 Intercooled	45 - 50%	5 psi	AW - 324	3 Years
1ME323-NN	M-3 Intercooled	55 - 65%	5 - 8 psi	AW - 504	1-3 Years

### Exclusive 3-year ProCharger Warranty

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

Application	Model	Boost Level	Warranty
HP500 EFI	M-3, M-1	5 psi	3 years
HP500 EFI	M-3	6-8 psi	1 year

For models with a 3 year warranty, the upgrade to SC models requires a \$49 payment for 3 year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owners manual.

**24 MPH,  
240 HP GAIN**



System	HP Rating	MPH Gain	Test Boat	Derived HP Gain	Boost
M-1 ProCharger	740 (240 hp gain)	24	24' Cat, 3800 lbs	240	5 psi
Other	725 (225 hp gain)	17	22' Cat, 2800 lbs	170	6 psi

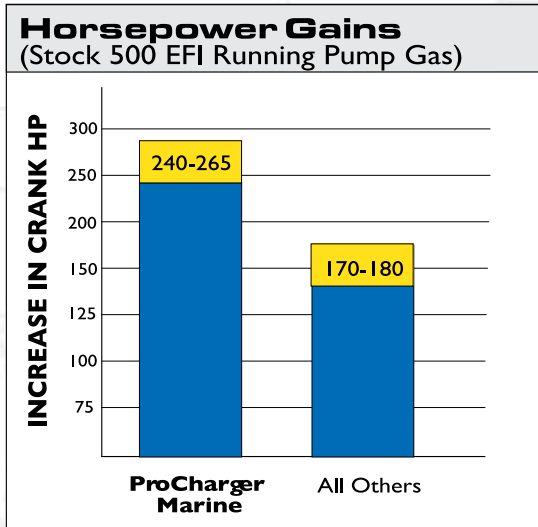
## In third party testing, ProCharger advantage is 7 mph despite 1,000 lb disadvantage

As you may know, the mph increase produced by increasing hp can be used to approximate actual hp gains (and the accuracy of hp ratings), as boats can function as fairly accurate dynamometers. In third party testing, the M-1 Intercooled ProCharger Marine system produced a gain of 24 mph and top speed of 106 mph on a 24' cat with a stock 500 EFI. In similar testing, another system for the 500 EFI produced a gain of only 17 mph in a 22' cat. Top speeds were similar in both tests, yet the 22' cat was far lighter, suggesting an actual increase of approximately 170 hp, despite a much higher claim. Testing of this other company's 502 MPI system shows similar results, as their lower thermal efficiency and small intercooler produces higher charge air temperatures at the same boost level, and their lower mechanical efficiency consumes more hp, resulting in a far lower net hp gain. Their attempt to compensate for this disadvantage by running more boost simply produces more heat and requires additional engine retard. Hopefully this type of approach, evaluating real-world performance, is helpful.



## Intercooled M-1 ProCharger System

- 740 hp with stock 500 EFI (5 psi), second only to ATI's own M-3 Intercooled system
- 3 year supercharger warranty
- 100% complete, includes high-performance fuel pump and complete fuel system
- Features M-1 ProCharger and AW-324 intercooler



## ProCharger Exclusives!

- Undisputed Maximum Power Gains
- Self-contained models available as an upgrade
- 3 year warranty available, greatest durability
- Coolest charge air temperatures
- Can be upgraded to even higher power levels

# 500 EFI



## New Intercooled ProCharger Systems for Additional MerCruiser & Mercury Engines Coming Soon

Call for Info on the Latest Models

**860 520**  
**565 8.2L** MAG/MAGHO  
**540 6.2L**  
**525 5.7L**

ProCharger Service/Sales  
 913-338-2886



New Black Finish Option Available for Supercharger and Bracket

# MerCruiser 496 MAG & MAG HO

## 2005-2010 496 MAG & MAG HO Intercooled ProCharger Systems

- Increases crankshaft power 45-50% from 385/425 hp to 550/595 hp with 5 psi
- 100% complete; ProCharger PCM calibrations included
- Installs quickly, compact fitment with no internal engine modifications
- Includes M-ISC self-contained ProCharger and custom 496 Intercooler
- Coolest charge air temperatures for maximum performance and engine reliability



## 2001-2004 496 MAG & MAG HO Intercooled ProCharger Systems

- Increases crankshaft power from 30-35% 385/425 hp to 500/550 hp with 3.5 psi
- 100% complete; Intercooler installs neatly on top of motor
- Installs quickly, compact fitment with no internal engine modifications
- Includes M-ISCB self-contained ProCharger and custom 496 Intercooler with matching cover.
- Coolest charge air temperatures for maximum performance and engine reliability

# 496 MAG/496 MAG HO







**128 MPH**

**257 Carrera Open Bow, M-3 System**

Single 540 cid, fuel-injected, pump gas, modified Bravo I

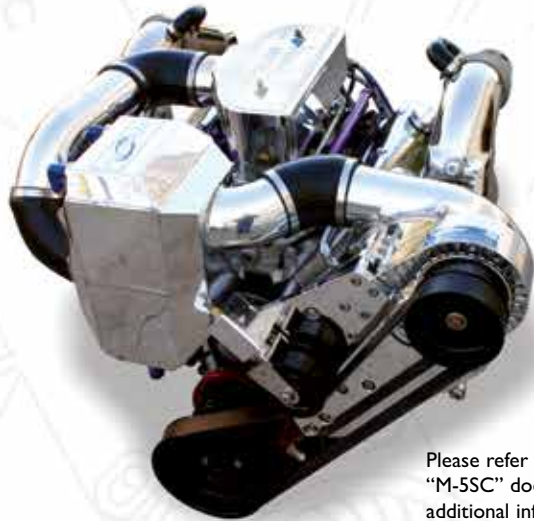


**111 MPH**

**42' Fountain, M-4 Systems**

Twin 502 cid's, carbureted, pump gas, modified Bravo I's, competition fuel systems

Please see carbureted application guide on pages 19 and 20 for part numbers. Dimensions and clearances for M-3 and M-4 systems are located on page 25.



Please refer to separate "M-5SC" document for additional information.

Intercooled M-5SC System, EFI, 540 cid, 1300 HP, pump gas

**Industry-Leading ProCharger Warranty Coverage**

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

Application	Models	Drive System	Warranty
Modified Carb/EFI	M-3, M-4	12 rib	1 year

For more information, please refer to the price list and/or owners manual.

**M-3 Intercooled ProCharger System**

- Produces 700-1200 HP from a 450-650 HP base\*\*
- Coolest charge air temperatures
- 1-year warranty (not affected by backfires)
- Features M-3 ProCharger and AW-504 Intercooler
- For use with single carburetor or fuel injection

\*\* M-3 intercooled may require upgrade to twin carburetor enclosure above 1,000 HP

# Modified Engines



**124 MPH**

**36' Cobra, M-3 System**

502 cid 9:0:1, twin carburetors, 104 Octane, Merc Five Drives, competition fuel system

# MerCruiser 350 MAG MPI, 6.2

**160-210 HP INCREASE**

**QUICK AND SIMPLE INSTALLATION**

- Intercooler installs neatly on top of motor
- No accessory relocation required
- Increases crankshaft power from 330 hp to 490 hp (5 psi) or 540 hp (7 psi\*)
- 100% complete; installs quickly with no internal engine modifications
- Includes M-ISCB ProCharger and custom 350 MPI intercooler
- Very compact installation
- Coolest charge air temperatures for maximum performance and engine reliability



See price list regarding model year availability

## ProCharger Exclusives!

- Undisputed maximum power gains
- Self-contained M-ISCB is standard equipment
- 3 year warranty available
- Coolest charge air temperatures

Part Number*	System Description	Prop HP Gain	Intake Boost Pressure
1MF183-NN	Intercooled 350 MPI	50-65%	5-7 psi*



## Exclusive 3-year ProCharger Warranty

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

Application	Model	Boost Level	Warranty
350 Mag MPI	M-ISCB	5 psi	12/36*
350 Mag MPI	M-ISCB	7 psi	1 year

For models with a 3 year warranty, the upgrade to SC models requires a \$49 payment for 3 year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owners manual.



26' Eliminator Eagle (v-bottom), single stock 350 Mag MPI, 16 mph gain, 5 psi, pump gas (20 mph gain with 7 psi)

\* 7 psi requires purchase of fuel enrichment circuit (sold separately)





# MerCruiser 7.4 MPI

## 160-220 HP INCREASE

The low compression of the 7.4 MPI makes it an excellent candidate for modern supercharging technology, producing large percentage power gains with relatively low boost levels.

- Increases crankshaft power from 340 hp to 500 hp (5 psi) or 560 hp (7 psi\*\*)
- 100% complete, includes high-performance fuel pump and complete fuel system
- Installs quickly with no internal engine modifications
- 3-year (5 psi) or 1-year (7 psi) supercharger warranty
- Features M-I ProCharger and AW-324 Intercooler
- Coolest charge air temperatures for maximum performance and engine reliability
- 560 hp package (7 psi) requires installation of larger fuel injectors and fuel pump upgrade

Part Number*	System Description	Prop HP Gain	Intake Boost Pressure
1MD181-NN	7.4 MPI Intercooled	50-65%	5-7 psi**

### Exclusive 3-year ProCharger Warranty

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

Application	Model	Boost Level	Warranty
7.4 MPI	M-I	5 psi	3 years
7.4 MPI	M-I	7 psi	1 year

For models with a 3 year warranty, the upgrade to SC models requires a \$49 payment for 3 year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owners manual.

## ProCharger Exclusives!

- Undisputed maximum power gains
- Coolest charge air temperatures protect engine against detonation and engine damage
- Self-contained M-ISC available as an upgrade

28' Warlock Cat, single stock 7.4 MPI,  
21 mph gain, 5 psi, pump gas



\*\* 7 psi requires purchase of fuel upgrade package.



# 350/6.2 MPI, 7.4 MPI



# MerCruiser and GM Carbureted Applications



42' Fountain, twin 454 Mag's, 18 mph gain, 5 psi, pump gas

## ProCharger Exclusives!

- Undisputed maximum power gains
- Only intercooled centrifugal available for carbureted applications
- Revolutionary self-contained M-1SC and M-3SC models available as upgrade
- 3-year warranty available, most durable superchargers
- Coolest charge air temperatures
- More experience with carburetion than all other centrifugal manufacturers combined

### Exclusive 3-Year ProCharger Warranty

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

Application	Model	Drive System	Warranty
Carb Merc/GM	M-1, M-1B, M-3	8 rib	3 years (5 psi), 1 year (5+ psi)
Carb Merc/GM	M-1, M-3, M-4	12 rib	1 year

For models with a 3 year warranty, the upgrade to SC models requires a \$49 payment for 3 year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owners manual.

## MerCruiser 454/502 Magnum (carbureted)

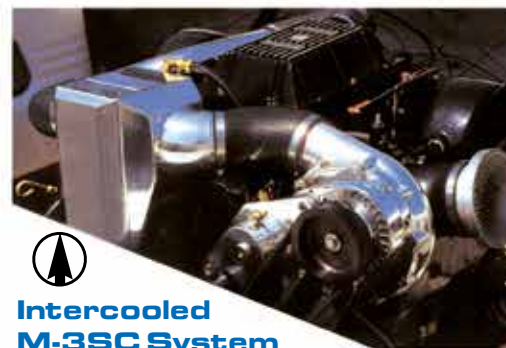
454 and 502 Magnum engines are excellent candidates for supercharging. This is due not only to a moderate compression ratio, but also very rugged components: forged pistons, a steel crank, and a four bolt main. With an Intercooled ProCharger system, there is no need for internal engine modifications prior to supercharging, and power gains of 45-65% are typical with stock motors running pump gas. Aftermarket parts are also plentiful, and for modified applications, power gains can safely exceed 100% with operation on pump gas\*. ATI has safely produced over 1,200 hp on modified Magnum and similar motors.

Part Number	System Description	Prop HP Gain	Intake Boost Pressure	Intercooler Model
1MA281-MAG	M-1 Intercooled	45 - 55%	5 - 7 psi	AW - 324
1MA222-MAG	M-1 Intercooled (12 rib)	45 - 65%	5 - 9 psi	AW - 324
1MA223-MAG	M-3 Intercooled	45 - 90%	5 - 15 psi*	AW - 504
1MA323-MAG	M-4 Intercooled	call	call	AW - 504
1MA091-MAG	M-1 Standard (non-intercooled)	25 - 35%	3.5 - 5 psi	N/A

- Extremely cool charge air temperatures, at least 50° cooler than intercooled positive displacement superchargers, and up to 225° cooler than non-intercooled blowers
- Cool charge air temperature produce more power with less boost
- No need for engine modifications with M-1 or M-3 systems
- Increases cruise fuel economy with prop change
- OEM quality, fit and finish

\* Horsepower gains exceeding 100% are becoming common with modified engines running M-4 Intercooled ProCharger systems. Please refer to pages 15-16 for information on modified engines.

Dimensions and clearances for carbureted systems are located on page 25.



**Intercooled M-3SC System**

## GM/Chevrolet and Volvo Penta Motors

ProCharger Marine Systems can also be utilized on GM and Volvo Penta carbureted motors, typically with only minor accessory modifications required. Please contact a ProCharger sales representative or your local dealer for more information. (System configurations and part numbers are the same as the charts listed above.)





## MerCruiser and GM carbureted applications (cont.)

Horsepower gains exceeding 100% are becoming common with modified engines running M-4 Intercooled ProCharger systems. Please refer to pages 15 and 16 for information on modified engines. Dimensions and clearances for carbureted systems are located on page 25.

### MerCruiser HP 500 and older HP motors (carbureted)

HP motors are Mercury's most rugged motors, and are excellent candidates for supercharging. With an Intercooled ProCharger system, there is no need for internal engine modifications prior to supercharging, and power gains of 45-65% are typical with stock motors running pump gas. With lightly modified HP and similar motors, ATI has produced over 1,200 hp with an M-4 ProCharger (still covered by a 1-year warranty), with power gains exceeding 110% while operating on pump gas.

Part Number	System Description	Prop HP Gain	Intake Boost Pressure	Intercooler Model
1MA281-HP	M-1 Intercooled	45 - 55%	5 - 7 psi	AW - 324
1MA222-HP	M-1 Intercooled (12 rib)	45 - 65%	5 - 9 psi	AW - 324
1MA223-HP	M-3 Intercooled	50 - 90%	5 - 15 psi*	AW - 504
1MA323-HP	M-4 Intercooled	call	call	AW - 504
1MA191-HP	M-3 Standard (non-intercooled)	25 - 35%	3.5 - 5 psi	N/A



Hallett 270, single HP 500,  
16 mph gain, 6 psi, pump gas

### MerCruiser 7.4 (carbureted)

Although a poor candidate for roots supercharging due to the heat produced from roots blowers, 7.4 motors are excellent candidates for Intercooled ProCharger systems, producing large percentage gains with low boost levels. Although these are lower compression motors, intercooling is mandatory due to the use of cast pistons in stock 7.4's. The cast crank and 2 bolt main is sufficient for over 600 hp, but ATI recommends maintaining the factory redline for maximum longevity. There is no need for internal engine modifications prior to installing an Intercooled ProCharger, and power gains of 45-55% are typical with stock 7.4's running pump gas.

Part Number	System Description	Prop HP Gain	Intake Boost Pressure	Intercooler Model
1MA281	M-1 Intercooled	45 - 55%	5 - 7 psi	AW - 324
1MA222	M-1 Intercooled (12 rib)	45 - 65%	5 - 9 psi	AW - 324
1MA223	M-3 Intercooled	50 - 90%	5 - 15 psi*	AW - 504



29' Baja, twin 7.4 LX's,  
14 mph gain, 6 psi, pump gas

### MerCruiser 350 Mag and 5.7 (carbureted)

Due to higher compression, only intercooled systems are recommended for stock 350/5.7 motors. With an Intercooled ProCharger system, there is no need for internal engine modifications prior to supercharging, and power gains of 45-55% are typical with stock motors running pump gas.

Part Number	System Description	Prop HP Gain	Intake Boost Pressure	Intercooler Model
1MC181-NN	M-1B Intercooled	35 - 45%	3.5 - 5 psi	AW - 164
1MC222-NN	M-1 Intercooled	55 - 65%	5 - 9 psi**	AW - 324

\* Boost levels above 9 psi for modified engines only (7.4, Mag, HP)

\*\* Boost levels above 7 psi for modified engines only (350, 5.7)



22' Mariah, single 5.7 LX,  
19 mph gain, 5 psi, pump gas

# Carbureted





# No other power adder can boast the high-tech engineering of ProCharger Superchargers.

## State of the Art Test Facility

ATI's aerodynamics test lab utilizes state of the art equipment and 3 separate test cells to help ensure that ProCharger superchargers are the best available. This test lab, the industry's largest and most capable, allows ProCharger engineers to simultaneously perform aerodynamic (efficiency), gearcase, and long term durability testing. A hallmark of ATI's success has been a thorough understanding of engine dynamics and customer usage, both on the street and at the track. This helps ensure that testing in the lab, on the dyno and on the road are all representative of real world performance. The result has been

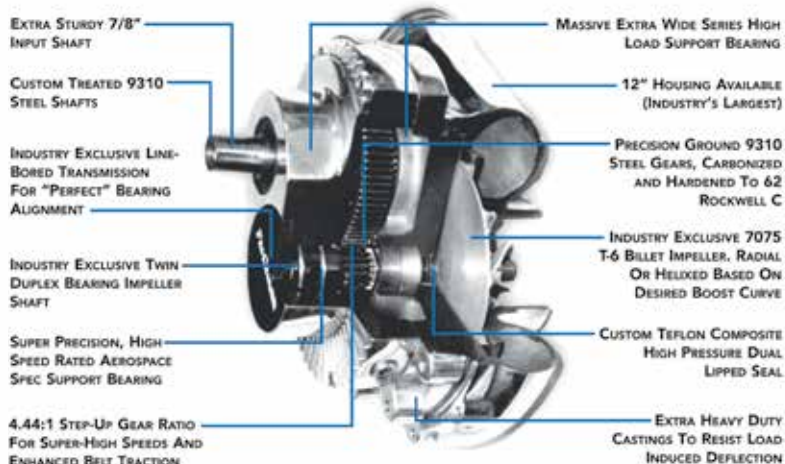


a best-in-class history of innovation, and record setting products. Additionally, knowledge transferred from Inovair, ATI's industrial products division which features gearcases designed for nonstop 24/7 operation and compressor efficiencies exceeding 80%, now helps fuel further advances by ProCharger.

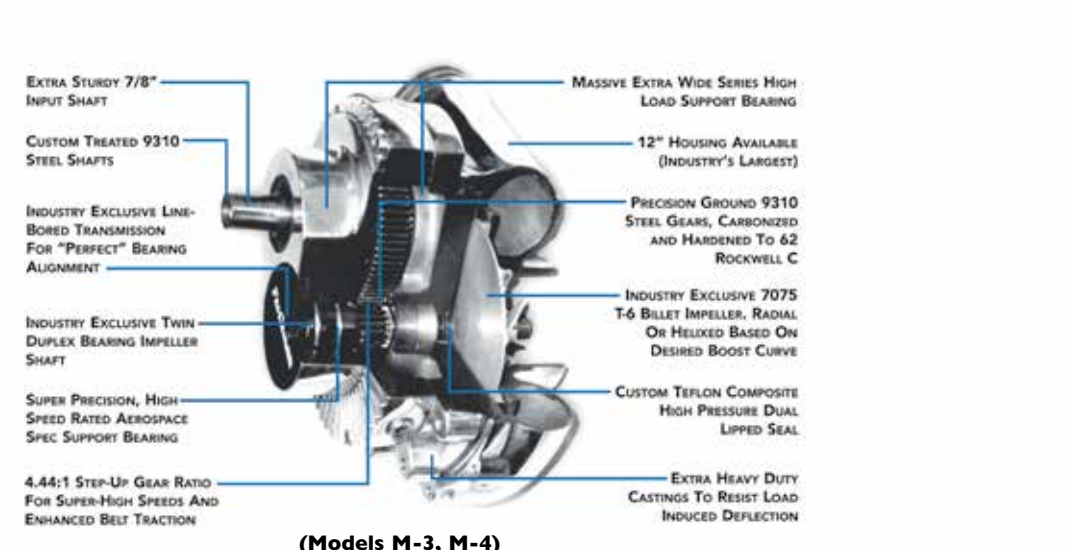


## Competition Models

ATI's competition ProCharger models have become the superchargers of choice among the country's top engine builders due to their industry-leading performance and durability. These competition models are the first ever to use a twin duplex bearing system that actually divides the loads over two specially machined bearings where before there has only been one. In addition, all ProCharger competition housings are line-bored to ensure "perfect" shaft alignment, which protects the high speed precision bearings. And beyond being much stronger, the impeller shaft has also been made significantly more rigid, which eliminates deflection and allows for much higher impeller speeds. Others have tried to simply increase the size of their superchargers without improving the transmission design, only to fail repeatedly under load. ProCharger competition superchargers are specifically designed for the airflow levels and duty cycles that are common with today's highly modified marine motors.



(Models M-3, M-4)





# ProCharger Billet Impellers

Why on Earth would ATI spend a great deal of time and money developing billet 7075 T-6 aircraft aluminum machined impellers? The answer is simple: to give you more boost, airflow and power. Because billet impellers have significantly greater material strength than the cast impellers used in other superchargers, they can be spun substantially faster to produce more boost and power. Superchargers, of course, do not produce boost with just an impeller. You must also have a transmission capable of



spinning the impeller at the desired speed. ProCharger transmission designs (gears, bearings, seals) are the strongest and most durable ever built. Without this, billet impellers would not even be needed, because transmission meltdown would occur (as is often seen with other superchargers) well before the physical limitations of even a cast impeller could be reached. However, armed with these exceptionally powerful high speed transmissions, ATI is able to take full advantage of high tech aerospace billet impellers and substantially change the rules. The material strength for most aluminum castings is 32,000 - 36,000 pounds (tensile), as compared to 7075



T-6 aircraft aluminum, which is 83,000 pounds (tensile). In fact, this aircraft aluminum is so strong that in many categories it actually has the same strength as steel. The end result is that ProCharger impeller designs retain the optimal boost curve for a marine supercharger while also achieving boost levels never previously achieved by a warranted supercharger. The larger impellers found in ProChargers also allow operation at a moderate rpm while still creating boost and airflow levels which exceed the maximum output of other manufacturers' units. And for those customers who demand all-out racing performance, the powerful billet impeller composition means that billet impellers will not bend or break even under super high boost/flow conditions. Billet impellers also weigh less than comparable cast impellers, which serves to reduce transmission load and noise. Additionally, all surfaces are machined to further improve adiabatic efficiency, the impellers are better dynamically balanced, and have no internal casting cracks or flaws. Billet impellers are standard in all ProCharger Marine systems.

## Positive Displacement Superchargers

Intercooled ProCharger systems will deliver substantially larger power gains than an intercooled screw type blower, and approximately twice the power gain of intercooled roots superchargers, thanks to several advantages. In addition to producing far more horsepower (due to substantially cooler charge air temperatures), a gear-driven centrifugal supercharger also takes far less hp to turn, and doesn't require any massive I6 rib or gilmer drive system. This means that a centrifugal supercharger system will deliver a far greater net horsepower gain, and even a non-intercooled centrifugal will outperform an intercooled roots blower. Beyond performance issues, engine-top mounting for positive displacement superchargers means that swim decks must be modified, and the blower acts as a massive heat shield, further increasing exposure to detonation. The engine also won't run if the supercharger isn't working, and the warranties on positive displacement superchargers are relatively limited due to their limited reliability. Backfires are also a concern, as is weight (centrifugals weigh approximately 100 lbs less). The draw-through carburetion used on positive displacement blowers also requires the use of multiple or specialty carburetors and custom throttle linkages, while exhaust, cam, and valve changes are almost mandatory with roots blowers due to excessive heat.

## Other Centrifugals

Of the centrifugals on the market, none can approach the power and durability of ProCharger superchargers.

Centrifugals with internal belt-drives are very limited in durability and airflow, as illustrated by the fact that two superchargers are required to do the work of a single M-1 ProCharger on 502 EFI applications. And unlike the 3 year warranties available on most ProCharger applications, other warranties are limited to a year or less. Other gear-driven centrifugals, while more durable than belt drives, feature relatively fragile transmissions

TYPES OF SUPERCHARGERS	
Centrifugal	Most modern design, typical efficiency range of 65-80%
Screw	Older & less efficient design, typical efficiency range of 50-65%
Roots	Oldest & least efficient design, typical efficiency range of 35-50%

which have proven unreliable even in the automotive market, let alone the demanding marine market. These other gear driven superchargers were designed for higher rpm motors with less airflow than typical marine motors, and can be identified by the presence of a compressor bypass/surge valve, which is utilized in an attempt to protect the supercharger. However, not only should this valve not be necessary (marine applications do not cruise under vacuum), it also vents air into the engine compartment, which can be extremely noisy. This difference in durability and power is illustrated well by the fact that the most powerful ProCharger Marine supercharger produces approximately 500 more marine horsepower than the nearest centrifugal; there is simply no substitute for a durable supercharger transmission design.

## REAL-WORLD POWER

ATI strongly believes that performance claims should be representative of the performance gains that customers actually experience in real world use, on the water. During testing on an engine dynamometer, peak power output can easily be overstated with a brief dyno pull which avoids creating the heat typically produced in actual use (a thermally stabilized state). Similar unrealistic results can be achieved with the use of a higher octane fuel during testing than the fuel typically utilized in the boat.

Not only are such results not accurate, the application would be exposed to detonation and engine damage if it is not de-tuned to its "true" power level for everyday use. Because Intercooled ProCharger systems produce the coolest charge air temperatures (and the largest power gains), ProCharger customers are less affected by these issues. And although performance gains on the water are the bottom line, it is helpful to be aware of these issues when evaluating others' claims.

# ProCharger



## Components Accessories & Apparel

### Did You Know?

That ProCharger Marine systems were designed, tested and refined utilizing not only ATI's supercharger test cell and 1,600 hp dyno, but also with over 50 boats representing dozens of manufacturers. ATI also maintains the largest fleet of company owned test boats in the industry.

ProCharger Marine systems are supported by the largest network of experienced dealers, and also are compatible with factory ignition timing and engine components - to allow service by a qualified marine mechanic in the absence of a nearby ProCharger dealer.



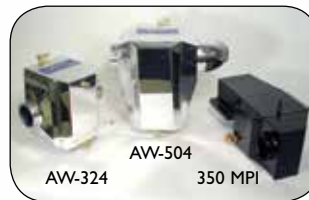
**Billet Drive Systems**



**Fuel, Boost Pressure Gauges**



**Fuel Systems**



**Intercoolers**

## The Broadest Selection of Marine Superchargers

ProCharger superchargers are the most powerful, durable and advanced superchargers available. Please refer to the table on the opposite page (page 24) for a complete listing of available models and specifications.







**Need the name of a ProCharger dealer near you?  
Please call us at 913-338-2886.**

## **SUPERCHARGER SPECIFICATIONS**

	<b>M-1B</b>	<b>M-1SCB</b>	<b>M-1</b>	<b>M-1SC</b>	<b>M-3SC</b>	<b>M-3</b>	<b>M-5SC</b>
<b>Compressor Housing Diameter</b>	9"	9"	9"	9"	10.5"	10.5"	12"
<b>HP Usage</b> (typical max)	700	750	800	850	975	1200	1800
<b>Max Flow</b> (CFM)	1200	1200	1400	1400	1700	2200	3400
<b>Base HP Range</b> (Naturally Aspirated)	200-500	200-500	300-550	300-550	400-550	400-600	650-900
<b>Self-Contained</b>	No	Yes	No	Yes	Yes	No	Yes
<b>Inlet Hose Diameter</b>	3.75"	3.75"	3.75"	3.75"	4.5"	4.5"	5.5"
<b>Impeller Exducer Diameter</b>	6.25"	6.25"	6.25"	6.25"	6.25"	6.25"	8"
<b>Outlet Hose Diameter</b>	3"	3"	3"	3"	3.5"	3.5"	4"
<b>Outlet I.D.</b>	2.62"	2.62"	2.62"	2.62"	3.15"	3.15"	3.59"
<b>Max RPM</b> (Impeller)	54,000	57,000	50,000	57,000	50,000	57,000	46,000
<b>Internal Step-up</b>	3.05:1	4.10:1	3.05:1	4.10:1	4.10:1	4.44:1	5.63:1

### **NOTES**

- The stated figures are not absolutes, and may actually be higher depending upon the specific application.
- These figures are based on stated peak airflows; actual obtainable power levels may be higher in well prepared engines.

### **FUEL SYSTEM UPGRADE SPECIFICATIONS**

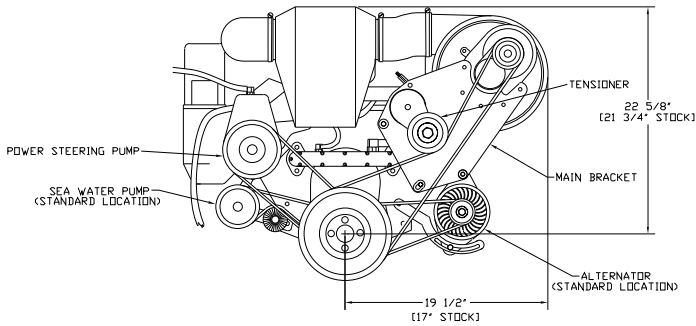
496 (part #FP001G-15): Fuel injectors and air/fuel calibrator  
 500 EFI (part #FI001G-1): Fuel injectors  
 7.4 MPI (part #FP001G-11): Fuel injectors and larger fuel pump  
 350 MPI (part #EC007I-1): Fuel enrichment module

**For more information, please call or visit our website at  
[www.procharger.com](http://www.procharger.com)**

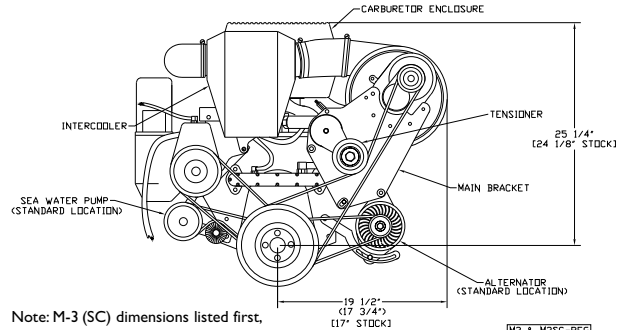
# ProCharger Marine System Dimensions

Stock dimensions are listed in brackets [ ]

## 502 & 454 Magnum EFI/MPI M-3, M-3SC



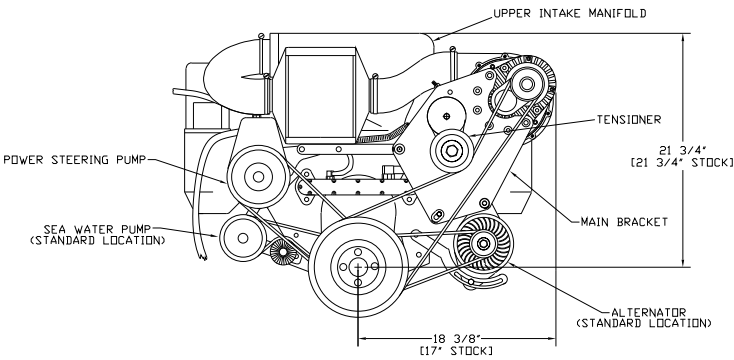
## Carbureted 502, 454, & 7.4 M-3, M-3SC, M-1, M-1SC



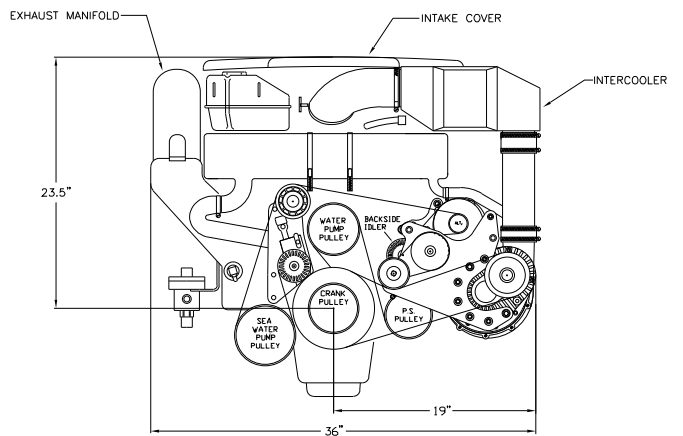
Note: M-3 (SC) dimensions listed first, M-1 (SC) listed in parentheses.

M3 & M3SC-REG  
M1 & M1SC-REG

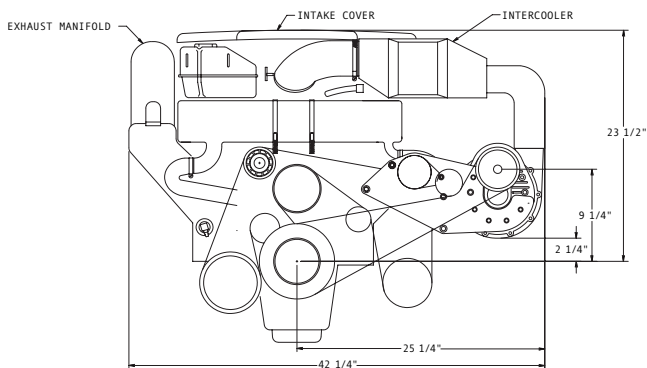
## 502 & 454 Magnum EFI/MPI, 7.4 MPI M-1, M-1SC



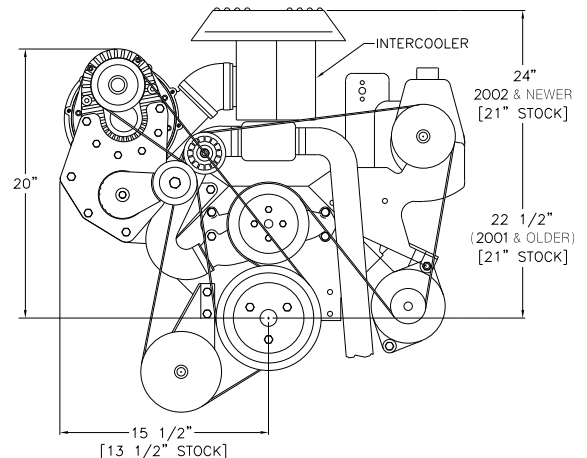
## 2001-04 496 MAG, 496 MAG HO M-1SCB



## 2005-10 496 MAG, 496 MAG HO M-1SC



## 350 Mag MPI, 6.2 MPI



Frontal Clearances for Intercooled ProCharger systems:

- Engine-mount AW-324 intercooler extends 2.5" beyond front of power-steering pulley (AW-504 = 4.25") for 502, 454, and 350 systems
- 8 rib crank pulley extends 1.625" beyond front of stock crank pulley (12 rib = 2.125") for 502, 454, and 350 systems
- 8 rib crank pulley and intercooler extends 3" beyond front of stock crank pulley for 496 systems and 2002 and newer 5.7/6.2 MPI systems
- Vertical and rear clearances are unchanged

Note: If frontal or vertical intercooler clearance is an issue, the intercooler can be installed in other locations with the purchase of a remote mounting kit.





For towing or fun, street or strip, we also offer a variety of Intercooled ProCharger systems for truck/suv, automotive and motorcycle applications.



**TOWING**



**STREET**



**RACE**



**POPOWER**





ProCharger™ Marine supercharger systems are designed and manufactured by Accessible Technologies, the same company which revolutionized automotive and truck/suv supercharging with unparalleled performance, durability and engine protection. ProCharger Marine systems utilize exclusive features and proven technology to reliably deliver the industry's largest power gains. The extremely high loads and continuous duty usage of the marine environment demands a supercharger system that is both extremely efficient and durable. ProCharger Marine intercooled supercharger systems provide the coolest charge air temperatures ever, and are backed by the industry's best warranty coverage.

**Accessible Technologies, Inc.**  
**Ph: 913-338-2886**  
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# MARINE PRICING

APPLICATION GUIDE AND PRICE LIST

PRICE LIST  
EFFECTIVE **5/31/18**



## MARINE SYSTEMS

Effective May 31, 2018; supercedes all previous price lists

See backside of price list for application guide

Application	Model Year	Part Number*	Description	Power Gain	Boost Pressure	Supercharged HP	ProCharger Model	Intercooler Model	Warranty**	Retail
MerCruiser® 496 Mag/496 Mag HO	2005-2010	1MG284-NN*	496 Intercooled	40%	5 psi	550 (Mag), 595 (Mag HO)	M-1SC	496 2010	3 years	\$7,748
	2001-2004	1MG182-NN*	496 Intercooled	30-35%	3.5 psi	500 (Mag), 550 (Mag HO)	M-1SCB	496 2004	3 years	\$6,998
MerCruiser® 500 EFI	1998-2003	1ME222-NN*	M-1 Intercooled	45-50%	5 psi	740	M-1	AW-324	3 years	\$7,298
	1998-2003	1ME323-NN*	M-3 Intercooled	55-65%	5-8 psi***	765-830	M-3	AW-504	1-3 years	\$7,998
MerCruiser® 454/502 Mag MPI	1993-2002	1MB181-NN*	M-1 Intercooled	40-50%	5 psi	see backside	M-1	AW-324	3 years	\$6,698
	1993-2002	1MB223-NN*	M-3 Intercooled	45-65%	5-7 psi	see backside	M-3	AW-504	1-3 years	\$7,398
MerCruiser® 7.4 MPI	1998-2001	1MD181-NN*	7.4 MPI Intercooled	50%+	5 psi	500+	M-1	AW-324	3 years	\$6,198
MerCruiser® Carbureted Big Block	all	1MA281*	M-1 Intercooled	45-55%	5-7 psi	see backside	M-1	AW-324	3 years	\$5,898
	all	1MA222*	M-1 Intercooled (12 rib)	45-65%	5-9 psi	see backside	M-1	AW-324	1 year	\$6,098
	all	1MA223*	M-3 Intercooled	50-90%	5-12 psi	see backside	M-3	AW-504	1 year	\$6,998
	all	1MA424*	M-5SC-121 Intercooled (Serp)	call	call	call	M-5SC-121	AW-648	1 year	\$8,998
	all	1MA425*	M-5SC-121 Intercooled (Cog)	call	call	call	M-5SC-121	AW-648	1 year	\$9,398
350 Mag MPI, 6.2L	1999-2002	1MF183-NN*	SB MPI Intercooled	50%+	5 psi	490+	M-1SCB	350 MPI	3 years	\$6,398
MerCruiser® Carb SB	1988-1996	1MC222-NN*	M-1 Intercooled	55-65%	5-9 psi	400-440	M-1	AW-324	3 years	\$5,598

Satin finish is standard for ProCharger and bracket/tensioner; Black finish is standard for intercooler, tubing and carburetor enclosure; see pricing below for upgrade to polished finish

\* For part numbers, replace "NN" with the motor model year; for carbureted motors, add "-MAG" to end of part number if Magnum motor, or add "-HP" to end if HP motor

\*\* Warranty on supercharger itself; electrical components carry a 90 day warranty, all other system components carry a 1 year warranty. M-1SC and M-3SC models eligible for 3 year extended warranty require a \$99 payment (for coverage and supply of oil); higher boost levels are limited to a 1 year warranty (only 5 psi = 3 years)

\*\*\* Higher boost levels (6+ psi for 500 EFI, 4+ psi for 496) require fuel system upgrade (sold separately by others)

## SYSTEM OPTIONS AND ACCESSORIES

Part Number	Description	Retail
Add "-SC" to Part #	Upgrade to M-1SC or M-3SC (At time of kit purchase)	\$300
Add "-P" or "-B" to Part #	Polished or Black Finish M-1 or M-1SC ProCharger (satin std.)	\$275
Add "-P" or "-B" to Part #	Polished or Black Finish M-3 or M-3SC ProCharger (satin std.)	\$375
Add "-P" or "-B" to Part #	Polished or Black Finish M-5SC-121 ProCharger (satin std.)	\$425
Add "-PB" or "-BB"	Polished or Black Finish Bracket & Tensioner (satin std.)	\$200
1MA080-003	Polished Finish AW-324 intercooler & Tubing**** (black std.)	\$250
1MA080-004	Polished Finish AW-504 intercooler & Tubing**** (black std.)	\$275
1MA080-005	Polished Finish AW-648 intercooler & Tubing**** (black std.)	\$300
1MA080-005	Polished Finish Carburetor Enclosure & Tubing**** (black std.)	\$375
Add "-RM" to Part #	Remote-mount IC Bracket & Tubing (black)****	\$150
FP001G-006	Competition Electric Fuel System (carbureted)	\$1,457
MG001I-004	Gaffrig Boost Pressure Gauge Kit	\$67
MG001G-001	Gaffrig Fuel Pressure Gauge Kit w/ Sending Unit (carbureted)	\$90
MG001G-002	Gaffrig Fuel Pressure Gauge Kit w/ Sending Unit (EFI)	\$69
MASBSW-XX	T-Shirt-"ProCharger Racing"	\$20
MAHBSW-XX	Baseball Cap-"ProCharger Racing"	\$25
ME001G-001	SC Oil (6 oz.), M-1SC & M-3SC (3 Bottles)	\$39
ME001A-001	SC Oil (6 oz.), M-1SC & M-3SC (Single)	\$15
ME001G-008	SC Oil (8 oz.), M-4SC, M-5SC, M-5SC-121 (2 Bottles)	\$35
ME001A-008	SC Oil (8 oz.), M-4SC, M-5SC, & M-5SC-121 (Single)	\$18

\*\*\*\* Price is at time of system purchase, field upgrade price is higher

## COMPONENTS AND FIELD UPGRADES

Part Number	Description	Retail
DPN11-008	8 rib Driven Pulley	\$99
DC002A-008	8 rib Crank Pulley	\$184
DPN11-012	12 rib Driven Pulley	\$109
DC002A-012	12 rib Crank Pulley	\$242
DBN11-008	8 rib Belt	\$54
DBN11-012	12 rib Belt	\$84
AM005A-001	Carburetor Enclosure	\$1,192
AM005A-010	Twin Carburetor Enclosure	\$1,345
AIMA1A-002	AW-324 Intercooler (blk, engine-mount)	\$1,259
AIMA1A-031	AW-504 Intercooler (blk, engine-mount)	\$1,663
AIMA1A-006	AW-648 Intercooler (blk, engine-mount)	\$2,248
AIMA1A-005B	496 Intercooler ('01-04)	\$1,799
AIMA1A-052B	496 Intercooler ('05-10)	\$1,799
AIMA1A-004	350 MPI Intercooler ('97-01)	\$1,277
PC030A-002	M-1 ProCharger	\$2,699
PC030A-02B	M-1SCB ProCharger	\$2,899
PC030A-02B	M-1SC ProCharger	\$2,999
PC030A-004	M-3 ProCharger	\$3,999
PC030A-005	M-3SC ProCharger	\$4,299
PC035A-005	M-5SC-121 ProCharger	\$5,999



# PROCHARGER MARINE APPLICATION GUIDE

Locate motor and desired HP level to identify recommended configuration

Mercuriser® Motor	ProCharger System	Boost Level	Crankshaft HP*	Fuel System Upgrade Required	Carb Rec**	Minimum Octane	Modifications Required
350 MPI (300/330 hp)	Intercooled	5 psi	490	included in ProCharger system	n/a	91	thru-transom exhaust req'd
	Intercooled	7 psi	540	Fuel Delivery Upgrade Required	n/a	91	thru-transom exhaust req'd
5.7/350 (250/280 hp)	M-1B Intercooled	3.5 psi	365	n/a	600	89	-
	M-1B Intercooled	5 psi	390	n/a	600	91	thru-transom exhaust req'd
	M-1 Intercooled	7 psi	415	n/a	600	91	thru-transom exhaust req'd
	M-1 Intercooled	9 psi	440	n/a	600	91	thru-transom exhaust req'd
7.4 (300/330 hp)	M-1 Intercooled	3.5 psi	435	n/a	600	89	-
	M-1 Intercooled	5 psi	465	n/a	600	89	-
	M-1 Intercooled	7 psi	495	Electric Feeder Pump Kit	600	91	thru-transom exhaust req'd
	M-1 Intercooled (12 rib)	9 psi	525	550 HP Fuel System***	600	91	thru-transom exhaust req'd
7.4 MPI (310/340 hp)	M-1 Intercooled	5 psi	500	included in ProCharger system	n/a	89	thru-transom exhaust req'd
	M-1 Intercooled	7 psi	560	Fuel System Upgrade Required	n/a	91	thru-transom exhaust req'd
454 Mag (350/380 hp)	M-1 Intercooled	3.5 psi	500	n/a	650	89	thru-transom exhaust req'd
	M-1 Intercooled	5 psi	535	Electric Feeder Pump Kit	650	91	thru-transom exhaust req'd
	M-1 Intercooled	6 psi	570	550 HP Fuel System***	650	91	thru-transom exhaust req'd
	M-1 Intercooled (12 rib)	7.5 psi	605	Competition Fuel System	650	91	thru-transom exhaust req'd
	M-3 Intercooled	9 psi	675	Competition Fuel System	650	91	thru-transom exhaust req'd
	Standard	call	call	n/a	650	91	call
454 MPI (385/415 hp)	M-1 Intercooled	3.5 psi	560	included in ProCharger system	n/a	89	thru-transom exhaust req'd
	M-1 Intercooled	5 psi	610	included in ProCharger system	n/a	91	thru-transom exhaust req'd
	M-3 Intercooled	5 psi	630	included in ProCharger system	n/a	89	thru-transom exhaust req'd
	M-3 Intercooled	7 psi	685	included in ProCharger system	n/a	91	thru-transom exhaust req'd
502 MPI (415/445 hp)	M-1 Intercooled	3.5 psi	570	included in ProCharger system	n/a	89	thru-transom exhaust req'd
	M-1 Intercooled	5 psi	620	included in ProCharger system	n/a	91	thru-transom exhaust req'd
	M-3 Intercooled	5 psi	645	included in ProCharger system	n/a	89	thru-transom exhaust req'd
	M-3 Intercooled	7 psi	700	included in ProCharger system	n/a	91	thru-transom exhaust req'd
496 MAG HO (425/455 hp)	(2001-04) Intercooled	3.5 psi	580	included in ProCharger system	n/a	91	thru-transom exhaust req'd
	(2005-10) Intercooled	5 psi	625	Fuel System Upgrade Required	n/a	91	thru-transom exhaust req'd
496 Mag (375/405 hp)	(2001-04) Intercooled	3.5 psi	530	included in ProCharger system	n/a	91	thru-transom exhaust req'd
	(2005-10) Intercooled	5 psi	580	Fuel System Upgrade Required	n/a	91	thru-transom exhaust req'd
500 EFI (500 hp)	M-1 Intercooled	3.5 psi	660	included in ProCharger system	n/a	91	thru-transom exhaust req'd
	M-1 Intercooled	5 psi	740	included in ProCharger system	n/a	91	thru-transom exhaust req'd
	M-3 Intercooled	5 psi	765	included in ProCharger system	n/a	91	thru-transom exhaust req'd
	M-3 Intercooled	8 psi	830	Fuel System Upgrade Required	n/a	91	thru-transom exhaust req'd
HP 500 (500 hp)	M-1 Intercooled	4.5 psi	710	Competition Fuel System	stock 800	91	-
	M-1 Intercooled (12 rib)	7 psi	760	Competition Fuel System	call	91	-
	M-3 Intercooled	8 psi	820	Competition Fuel System	call	91	-
	Standard	call	call	call	stock 800	91	call

\* Crankshaft hp with ProCharger system running indicated octane fuel with factory rev limiter (subtract 30 hp for prop hp rating)

\*\* All carbureted applications require Holley double pumper (carburetor prep kit included with system, carburetors sold separately)

\*\*\* Location of fuel tanks/pickups may require Competition Fuel System; consult with ATI

**Note:** Ignition upgrade may be required for applications generating more than 600 crankshaft horsepower

**Note:** Air horns are now supplied with all systems instead of air filters. Air horns are easier to install and provide improved airflow due to their venturi effect.

- Inspection of product should occur immediately upon arrival. Any claims of shortages or errors originating at ATI must be made within 30 days from date of shipment. Damage to product or packaging must be claimed in accordance with the carrier's policies.
- Returns of new, unused product must be pre-approved by ATI. A 20% restocking fee will apply to part orders, and a 15% restocking fee will apply to opened box supercharger systems. Supercharger systems returned with the factory seal intact are subject to a restocking fee of only 12.5%. An RMA (Returned Merchandise Authorization) number must be assigned by ATI and must be displayed in clear view on the outside of the package and be contained in all correspondence. No returns are accepted after 90 days. No C.O.D or Freight Collect shipments will be accepted by ATI. Used, damaged, special order or discontinued items may not be returned.
- All packed orders not shipped within 60 days will be returned to inventory and are subject to a 7.5% restocking fee.
- All prices are F.O.B. Lenexa, Kansas. Prices and specifications are subject to change without notice.
- A \$35 dropshipping fee will apply to all system, kit and head unit orders not shipped to purchasing dealer.