

1997-2003 Mercruiser  
350 Mag MPI  
**Installation Guide**



**PROCHARGER**<sup>®</sup>  
SUPERCHARGER SYSTEMS



*The Intercooled Supercharging Experts!*<sup>®</sup>

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Torque Specification Chart	 <b>Grade 5</b>			 <b>Grade 8</b>		
	Thread Size	Torque (lb. ft.)			Torque (lb.ft.)	
1/4-20	11	8	7	16	12	10
1/4-26	13	10	8	18	14	11
5/16-18	23	17	14	33	25	20
5/16-24	26	19	15	36	27	22
3/8-16	41	31	25	58	44	35
3/8-24	47	35	28	66	49	39
7/16-14	66	49	40	93	70	56
7/16-20	74	55	44	104	78	62
1/2-13	101	75	60	142	106	85
1/2-20	113	85	68	160	120	96

# INSTALLATION

Congratulations on purchasing your ProCharger® 1997-2003 Mercruiser 350 Mag MPI Intercooled System. Read this entire manual before you attempt to install your ProCharger kit. It is imperative that you follow all of the instructions in the order they appear in this installation guide. If you have any questions regarding any aspect of this installation, call us at (913) 338-2886.

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

## Required Tools and Supplies

- 1/2" and 3/8" Socket Sets (standard & metric)
- Open End Wrench Set (standard & metric)
- Adjustable Wrench
- Flat & Phillips Screwdrivers
- Plier Set
- Spark Plug Socket
- Nut Driver Set
- Wire Cutters
- Razor Blade or Carpet Knife



**Warning:** Your supercharged Mercruiser must always be run on 87 octane (91 octane with 7 psi) 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 AN ENGINE.

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 engine.



**Note:** There are subtle variations in Mercruiser motors across model years (such as water hose routing for coolers) which may not specifically be addressed in these installation instructions. Please contact an ATI service technician should you have any questions.

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 *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.*

 **Warning:** *Your motor and propeller should be configured so that your maximum speed does not exceed the boat manufacturer's recommendations for your hull.*

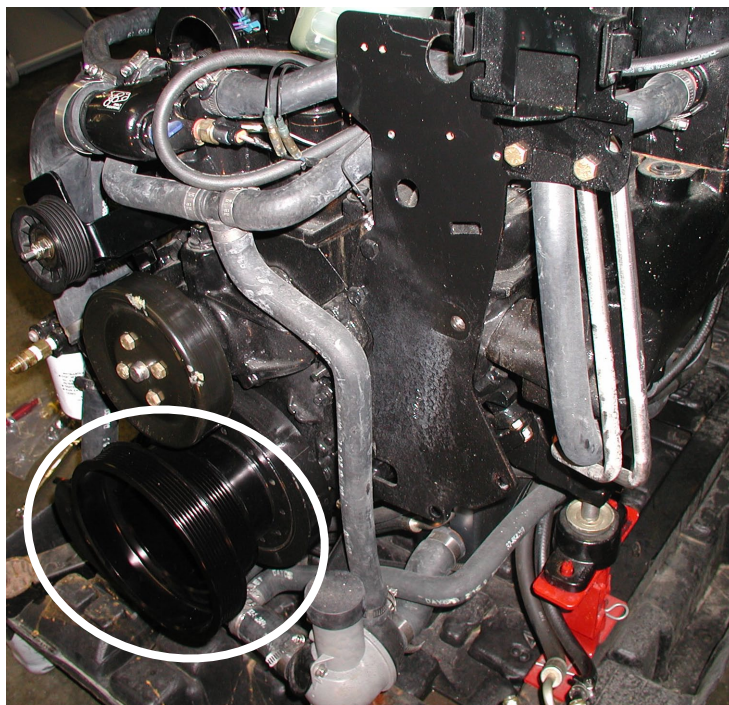
# GETTING STARTED

✓ **Note:** Spark plugs should be replaced if they have more than 100 hours or 2 years of use.

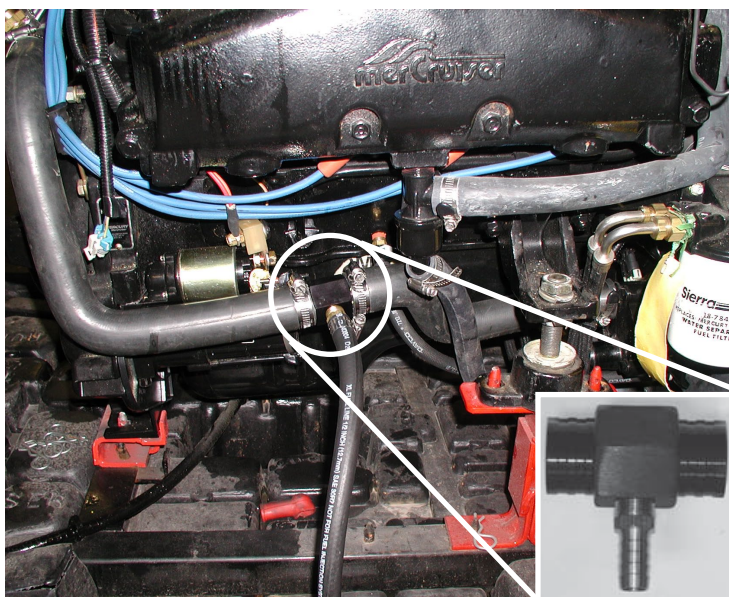
! **Warning:** The Mercruiser EFI/MPI rev limiter limits RPM by cutting off fuel, which can cause a dangerous lean condition. Ensure that the boat is propped so that the maximum RPM is below the factory rev limiter. Repeatedly bumping/riding the rev limiter can result in serious engine damage.

- 1 Remove the accessory drive belt and crankshaft pulley from the front of the engine.
- 2 Install the supplied crankshaft pulley using the supplied 3/8" x 1.5" bolts and re-install and tighten the Mercruiser accessory drive belt.
- 3 Locate and follow the seawater pump outlet hose (routed to the fuel cooler) to the starboard rear of the engine. Splice the supplied 1/2" barb "tee" fitting into this line as shown, securing with the provided hose clamps.

✓ **Note:** Attaching and clamping the 1/2" rubber intercooler feed line prior to tee installation may simplify it's connection.



Supplied Crank Pulley Installed



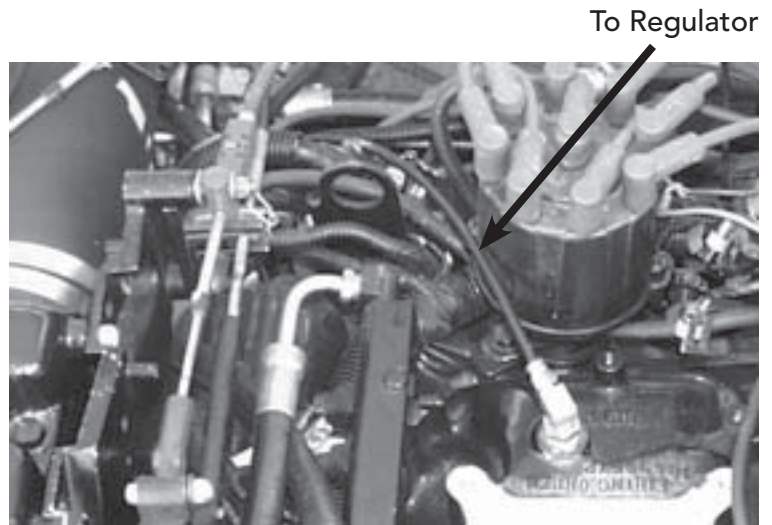
Intercooler Tee Installed

## Getting Started

- 4 Replace the factory thermostat with the supplied 120° thermostat.
- 5 Remove the cap and oil filler spout from the starboard valve cover and re-install the cap directly into the valve cover (without the filler spout).

### 1997-2000 Model Years

- 6 Remove the hose from the barb fitting (located on the intake manifold immediately behind the throttle body) and the PCV valve. Replace the PCV valve with the supplied **plastic PCV adapter (?)** and route the hose to the port front of the engine (the final connection will be made after the ProCharger has been installed -- **does this connect to the fuel regulator?**). Remove the barb fitting from the intake manifold and install the supplied 1/8" NPT pipe adapter (??).
- 7 Remove the bolt on the forward face of the starboard cylinder head which is used to retain the factory accessory drive tensioner.

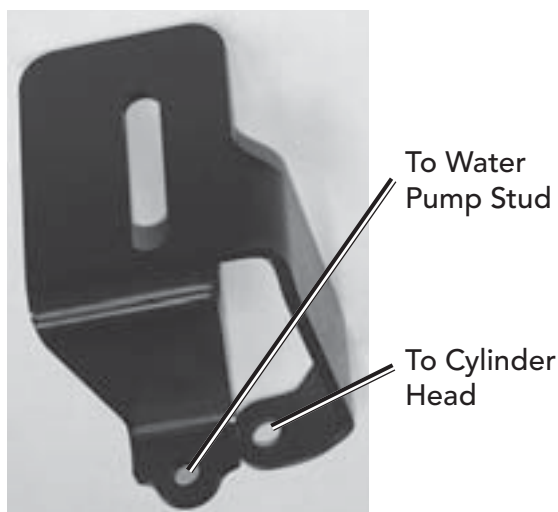
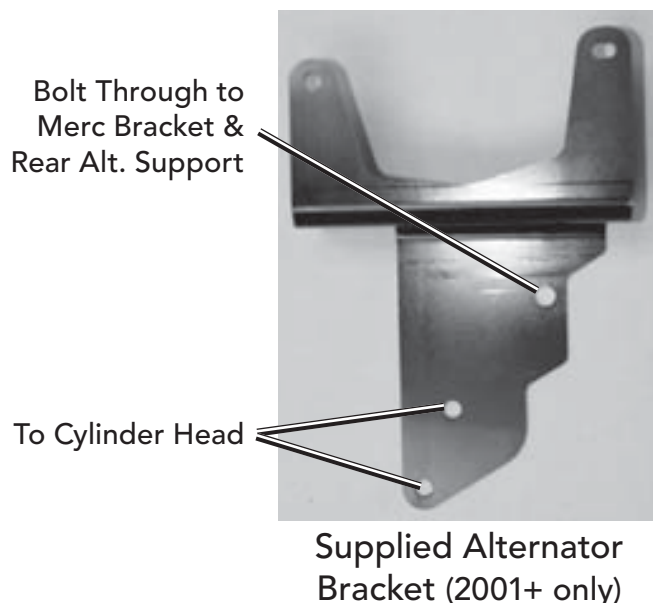


Regulator Reference Line (1997-2001 Models)

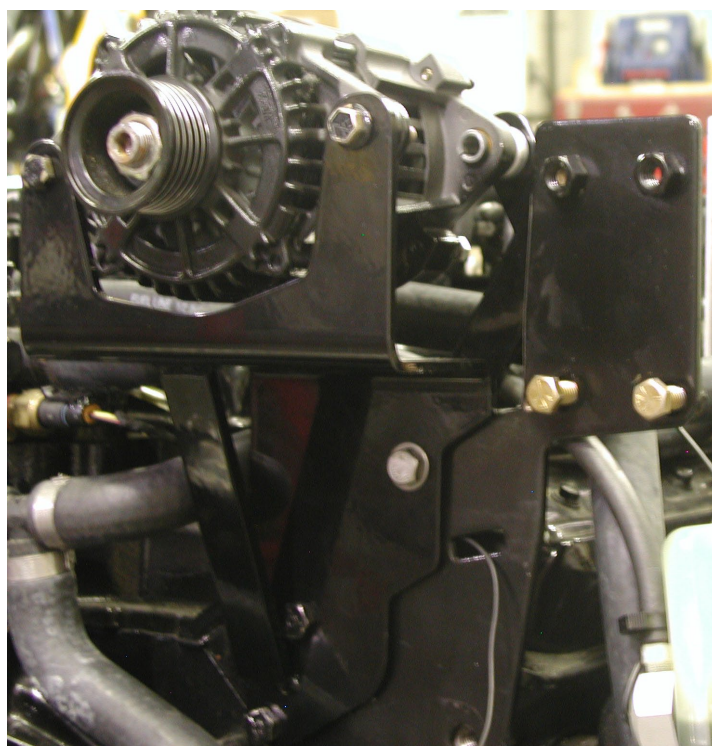
### 2001 Model Year

- 6 Remove the hose from the barb fitting (located on the intake manifold immediately behind the throttle body) and the PCV valve. Replace the PCV valve with the supplied **plastic PCV adapter (?)** and route the hose to the port front of the engine (the final connection will be made after the ProCharger has been installed -- **does this connect to the fuel regulator?**). Remove the barb fitting from the intake manifold and install the supplied 1/8" NPT pipe adapter (??).

- 7 Remove the alternator mounting bracket from the face of the starboard cylinder head.
- 8 Remove the accessory drive tensioner from the port side of the engine and attach it to the provided drive tensioner bracket.
- 9 Attach the supplied alternator relocation bracket to the port side cylinder head using the two 3/8" x 1" bolts and lock washers provided. Remove the alternator from the factory bracket and attach it to the new bracket, re-using the factory hardware. Attach the rear alternator support to the rear mounting ear on the alternator at one end, and downward to the Merc accessory bracket, aligning with the uppermost hole on the supplied alternator bracket. Tie the rear support to the forward alternator bracket using the provided 3/8" x 1.25" bolt, lock nut and flat washers.



Supplied Drive Tensioner Bracket (2001+ only)

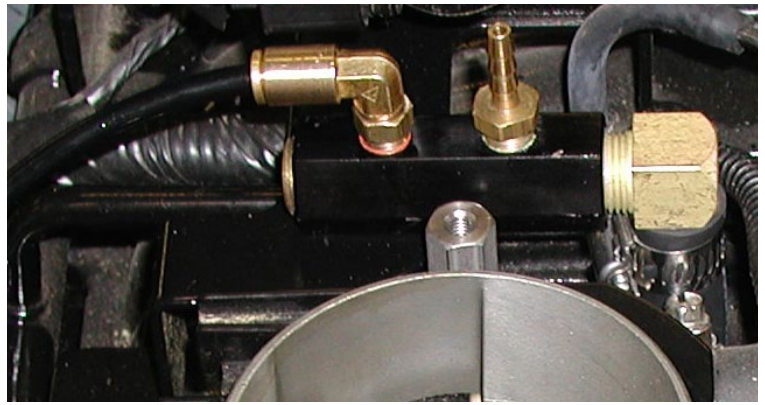


Supplied Alternator Bracket Installed (2001+)

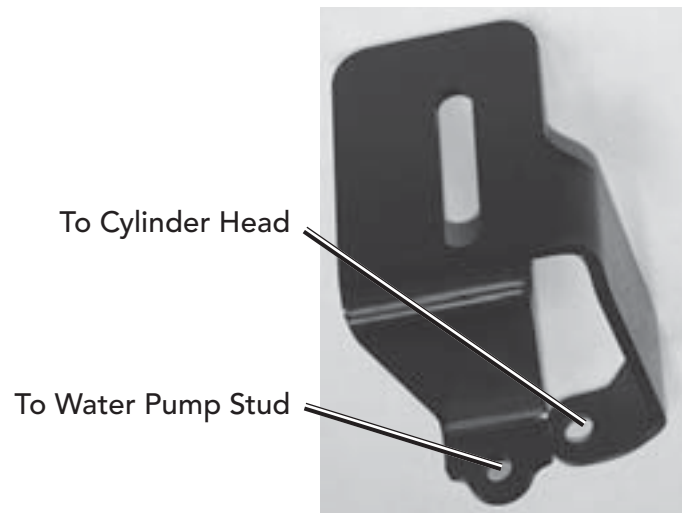
## 2002+ Model Years

- 6 Remove the hose from the barb fitting (located on the intake manifold immediately behind the throttle body) and the PCV valve. Replace the PCV valve with the supplied **plastic PCV adapter** (*is this the vacuum manifold?*) and route the hose to the port front of the engine (the final connection will be made after the ProCharger has been installed -- *does this connect to the fuel regulator?*). Remove the barb fitting from the intake manifold and install the supplied 1/8" NPT pipe adapter (*??*).
- 7 Remove the alternator mounting bracket from the face of the starboard cylinder head.
- 8 Remove the accessory drive tensioner from the port side of the engine and attach it to the provided drive tensioner bracket.

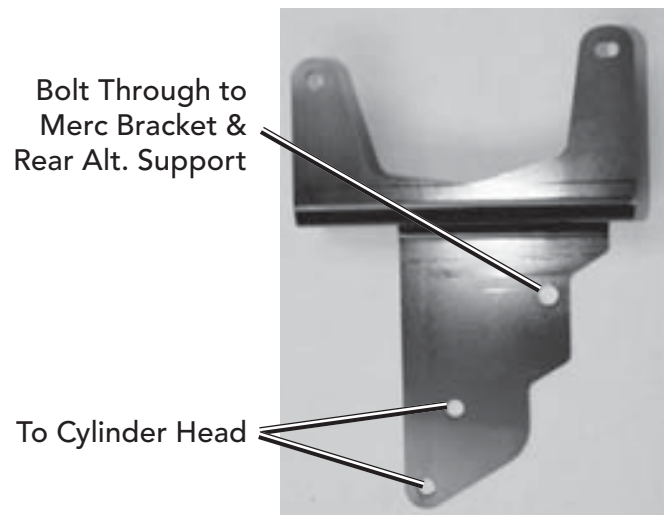
pack slip for 02+ includes p/s bag, but we never mention it in the manual. any ideas?



Vacuum Manifold Installed (2002+ Models)



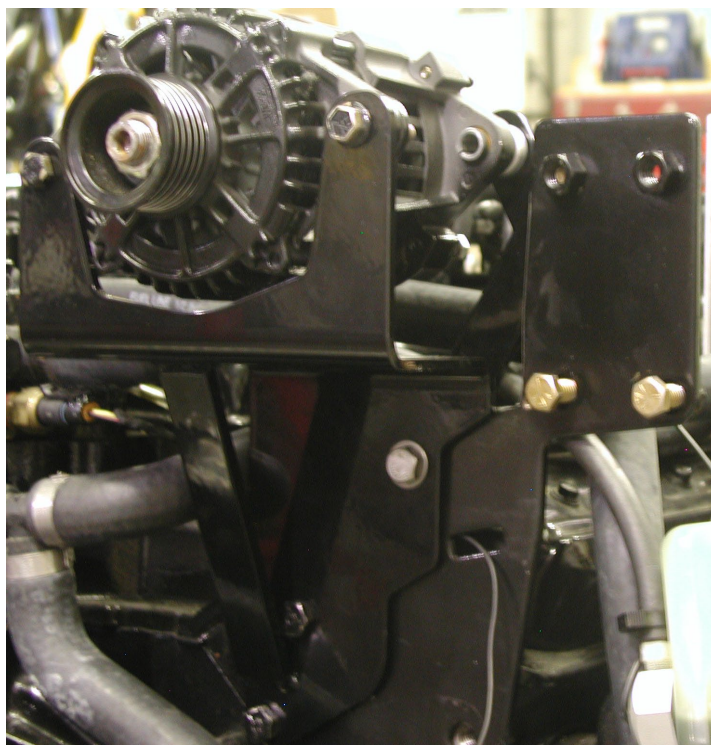
Supplied Drive Tensioner Bracket (2001+ only)



Supplied Alternator Bracket (2001+ only)



- 9 Attach the supplied alternator relocation bracket to the port side cylinder head using the two 3/8" x 1" bolts and lock washers provided. Remove the alternator from the factory bracket and attach it to the new bracket, re-using the factory hardware. Attach the rear alternator support to the rear mounting ear on the alternator at one end, and downward to the Merc accessory bracket, aligning with the uppermost hole on the supplied alternator bracket. Tie the rear support to the forward alternator bracket using the provided 3/8" x 1.25" bolt, lock nut and flat washers.

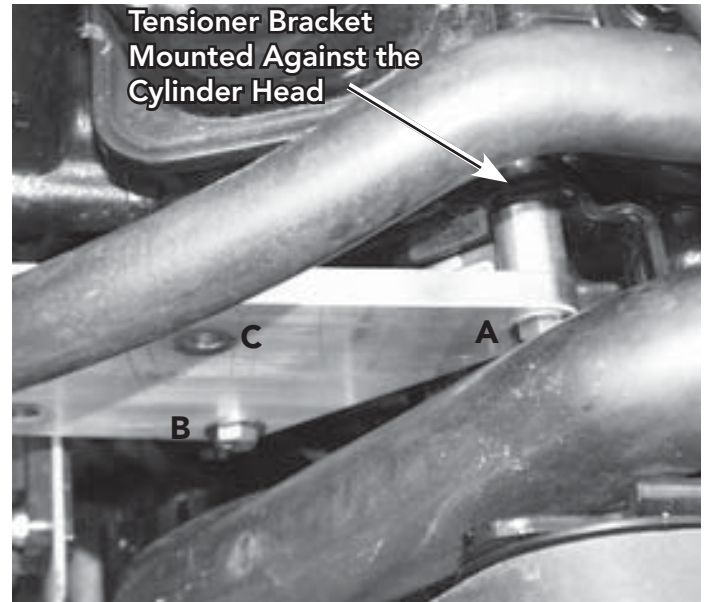


Supplied Alternator Bracket Installed (2001+)

# PROCHARGER HEAD UNIT

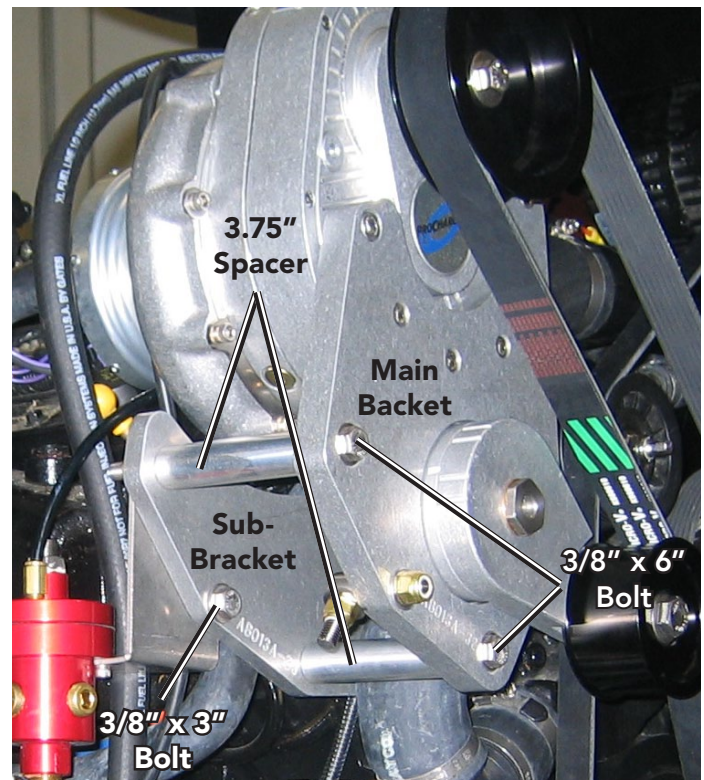
**!** **WARNING: Never strike the ProCharger pulley with a hammer or other tool under any circumstance! Evidence of such force will void the warranty, as serious damage to the precision bearings within the ProCharger could occur.**

- A 3/8" x 2-1/2" Bolt w/1.05" Spacer
- B 3/8" x 2-1/2" Bolt w/1.25" Spacer
- C 3/8" x 7" Bolt w/3.75 & 1.25" Spacers

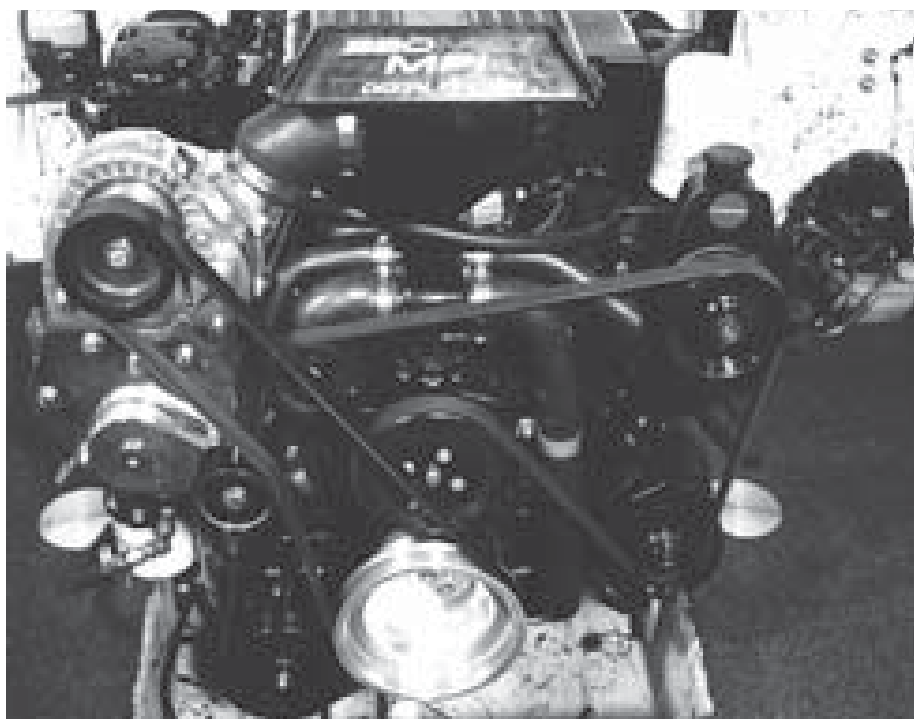


Sub-Bracket Installation

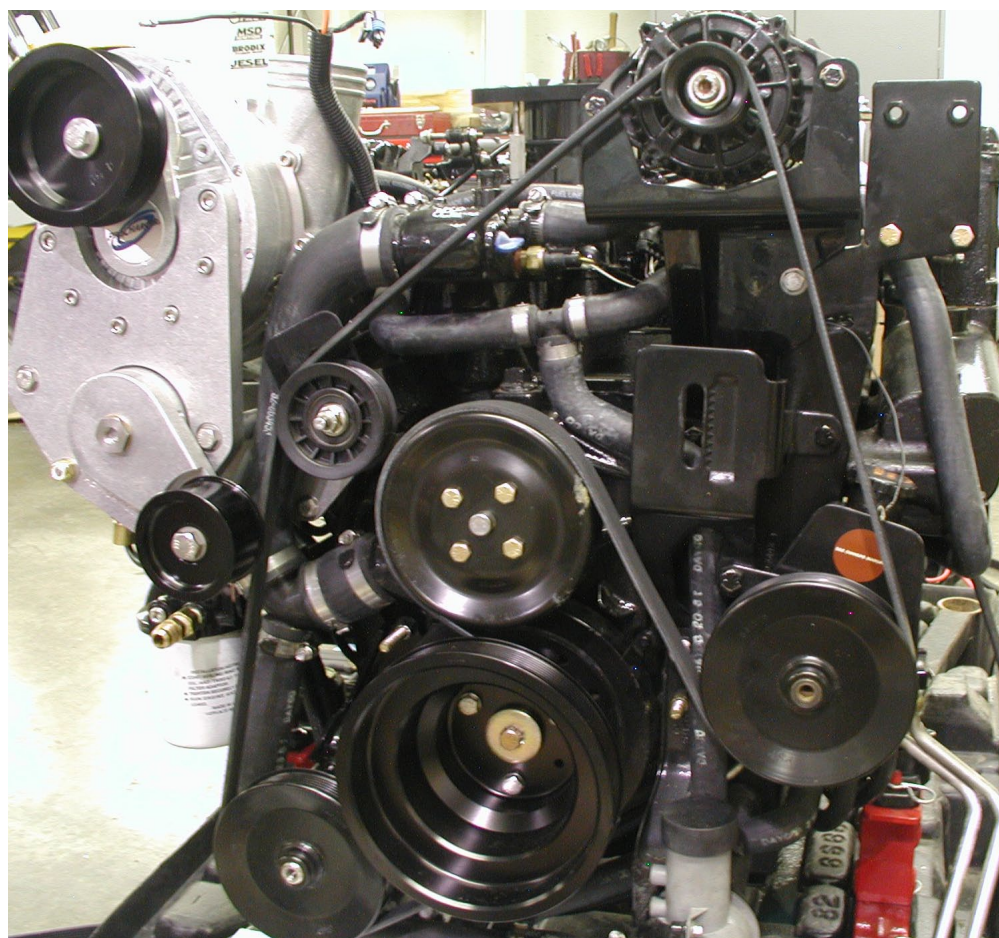
- 1 Using the provided bolts and spacers, attach the 1/2" billet sub-bracket to the starboard cylinder head at points A and B, placing the supplied tensioner bracket (**2001+ models only**) nearest the head at hole A. The second hole in the tensioner bracket should align with the 5/16" stud on the uppermost water pump mounting bolt on the starboard side of the engine. Secure the bracket to this mounting stud using the provided 5/16" fine thread locknut and flat washer.
- 2 Install the accessory drive belt, routing as indicated on page 7. Care should be taken not to over-tighten the belt, as it will not improve accessory belt traction.
- 3 Attach the 3/4" billet ProCharger mounting bracket to the engine at point C, routing the provided 3/8" x 7" long bolt through the main bracket, a 3.75" spacer, the sub-bracket, the 1.25" spacer and then into the starboard cylinder head.
- 4 Align the brackets as indicated at lower right and tie the two brackets together using the provided 3/8" x 6" bolt and lock nut, placing a 3.75" spacer between the two. Do not tighten the lock nut at this time.



Main Bracket Installation



Accessory Drive Belt Installed (1997-2000 only)

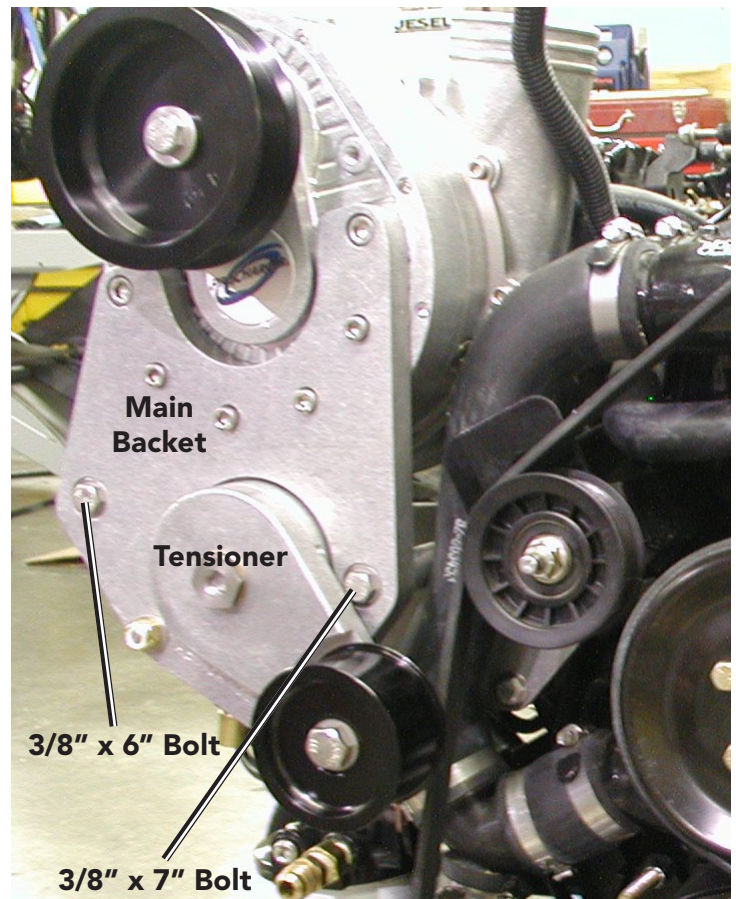


Accessory Drive Belt Installed (2001+ only)

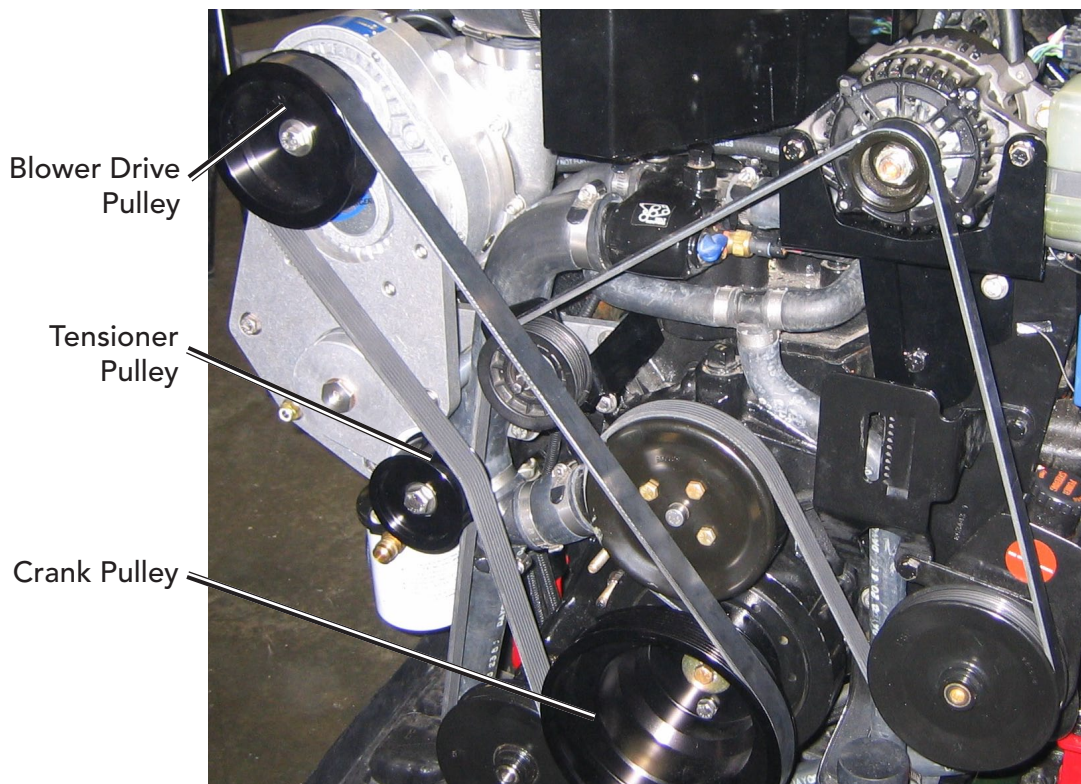
## ProCharger Head Unit

- 5 Using the provided 3/8" x 3" bolt and 2" billet spacer, attach the sub-bracket to the starboard exhaust manifold mounting boss. Do not tighten at this time.
- 6 With the main bracket fasteners to the cylinder head tightened, attach the ProCharger to the main bracket using the 3/8" (2 ea) and 5/16" (4 ea) bolts provided.
- 7 After torquing the blower mounting bolts, the supercharger drive belt may be installed and tensioned with the lower span of the belt placed above the tensioner pulley as shown.

✓ **Note:** The drive belt will stretch after the initial use and will likely require re-tensioning after the first period of extended operation.



ProCharger Installation



Blower Drive Belt Installed

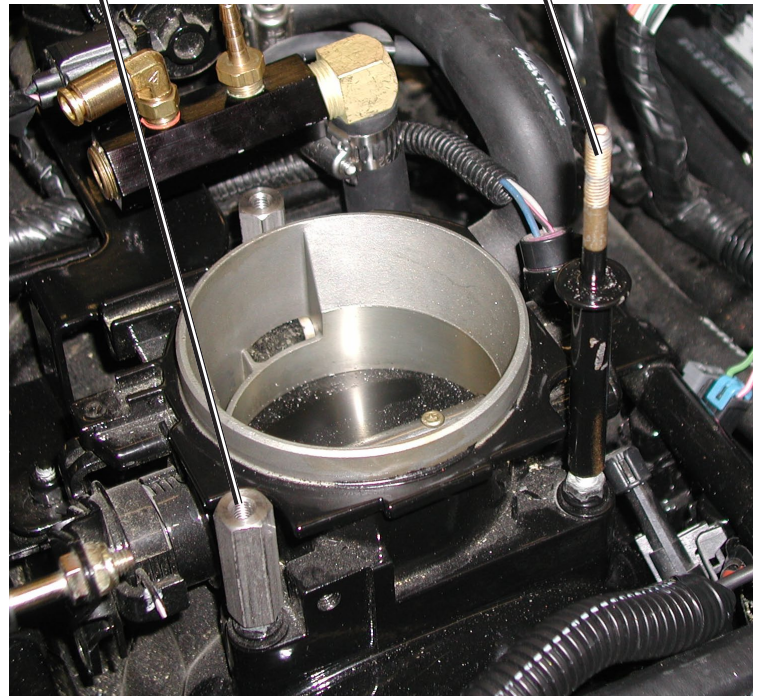
## AIR INLET AND INTERCOOLER

- 1 Remove the bolts clamping the throttle body to the manifold adapter flange and replace them with the 1/4" set screws provided.
- 2 Use the 1/4" coupler nuts to re-clamp the throttle body to the manifold adapter, using flat washers beneath the nuts to prevent galling of the throttle body.
- 3 Fasten the intercooler adapter flange and o-ring to the throttle body using the 1/4" allen head bolts provided.

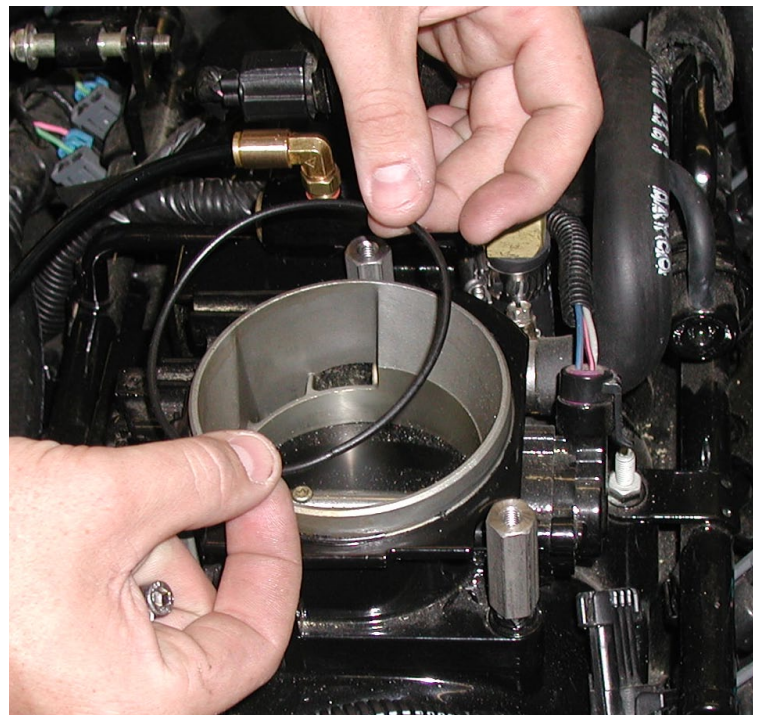
✓ **Note:** Care must be taken not to damage the o-ring, which creates the seal between the neck of the throttle body and the intercooler adapter. Lubricating the o-ring may ease the installation of the adapter. Once the adapter is in place, the o-ring should be firmly seated in the retainer groove. If the o-ring is not seated correctly, performance will suffer as charge air will be bled off into the engine bay.

1/4" Coupler Nut

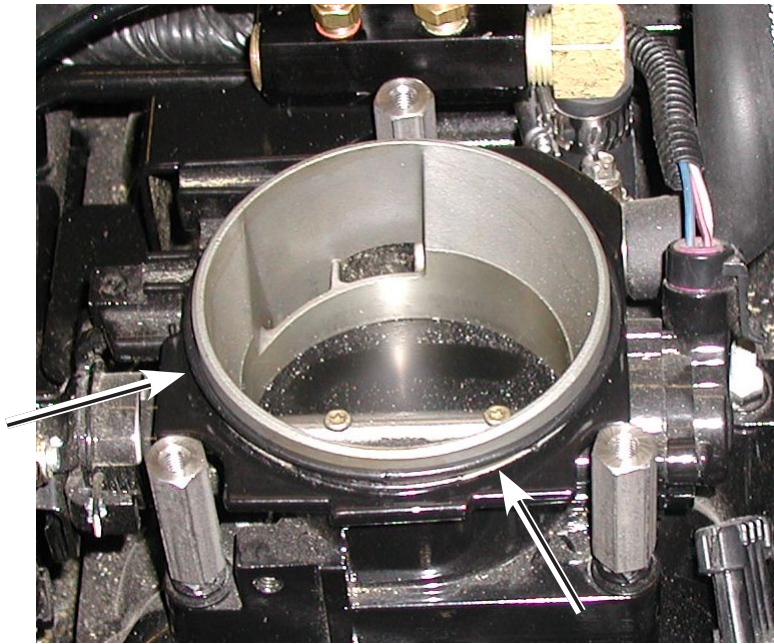
Stock Throttle Body Bolts



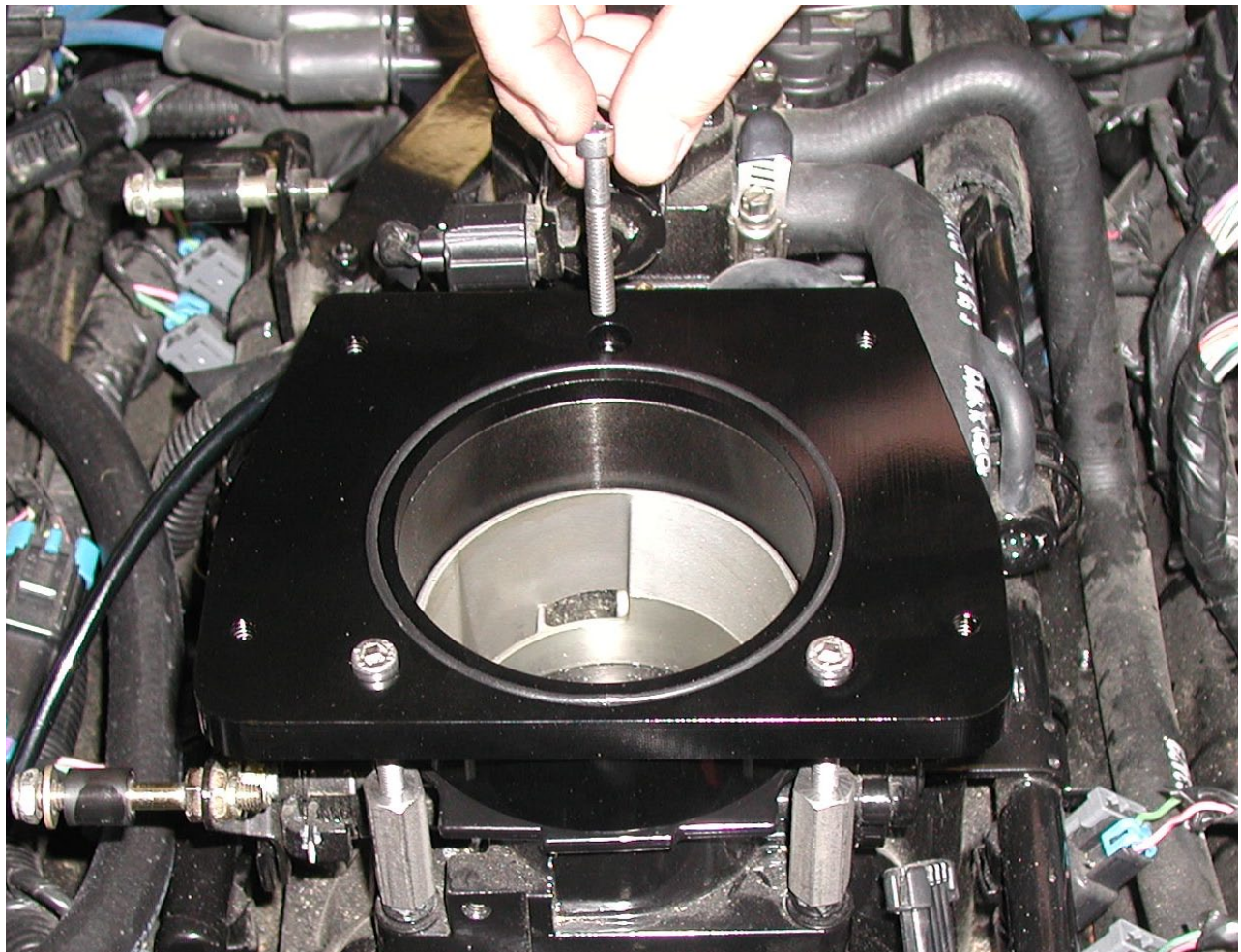
Intercooler Adapter Installation



Throttle Body O-Ring Installation

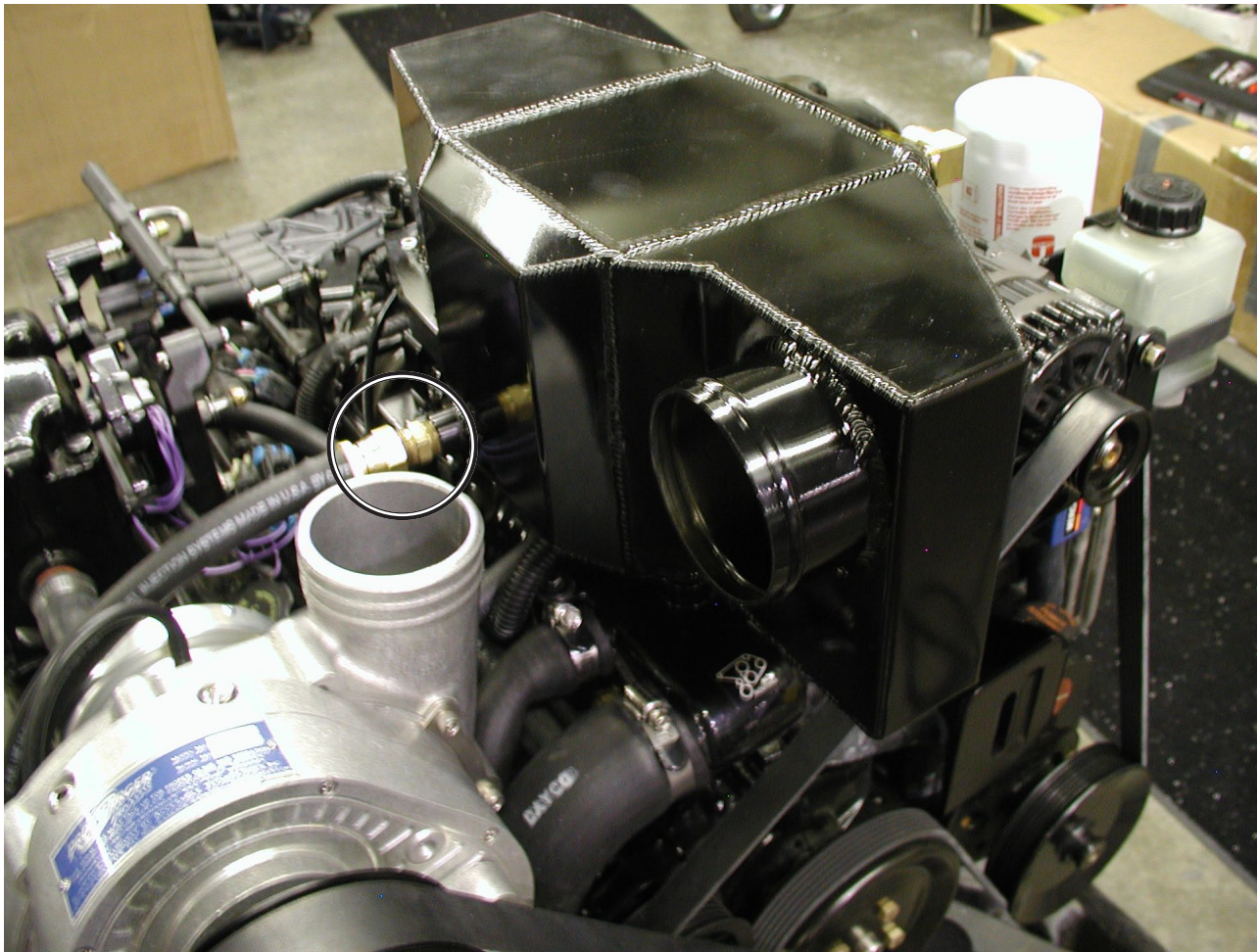


Throttle Body O-Ring Installed



Intercooler Adapter with O-Ring Installed

- 4 With the adapter torqued into place, attach the intercooler to the throttle body adapter using the supplied 5/16" allen head bolts as shown.
- 5 Connect the water line from the intercooler "tee" fitting installed earlier to the fitting placed on the lower starboard side of the intercooler, trimming to length and using the provided push lock hose end.
- 6 Install the intercooler discharge overboard fitting, either above the drive unit for cooling (if you are not using the drive shower), or on the drivers' side
- 7 Connect the intercooler water discharge (located high on the port side of the intercooler) with a push-on flare fitting at the intercooler and slipping it onto the barb end of the overboard fitting, trimming it to length, securing it with the hose clamp provided.



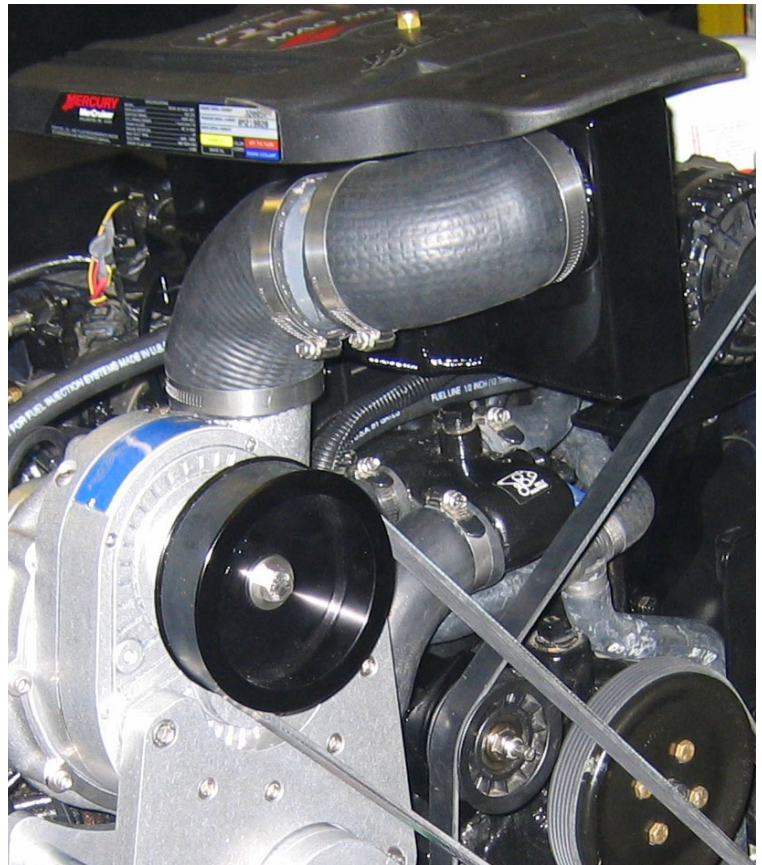
Water Line Installed

## Air Inlet and Intercooler

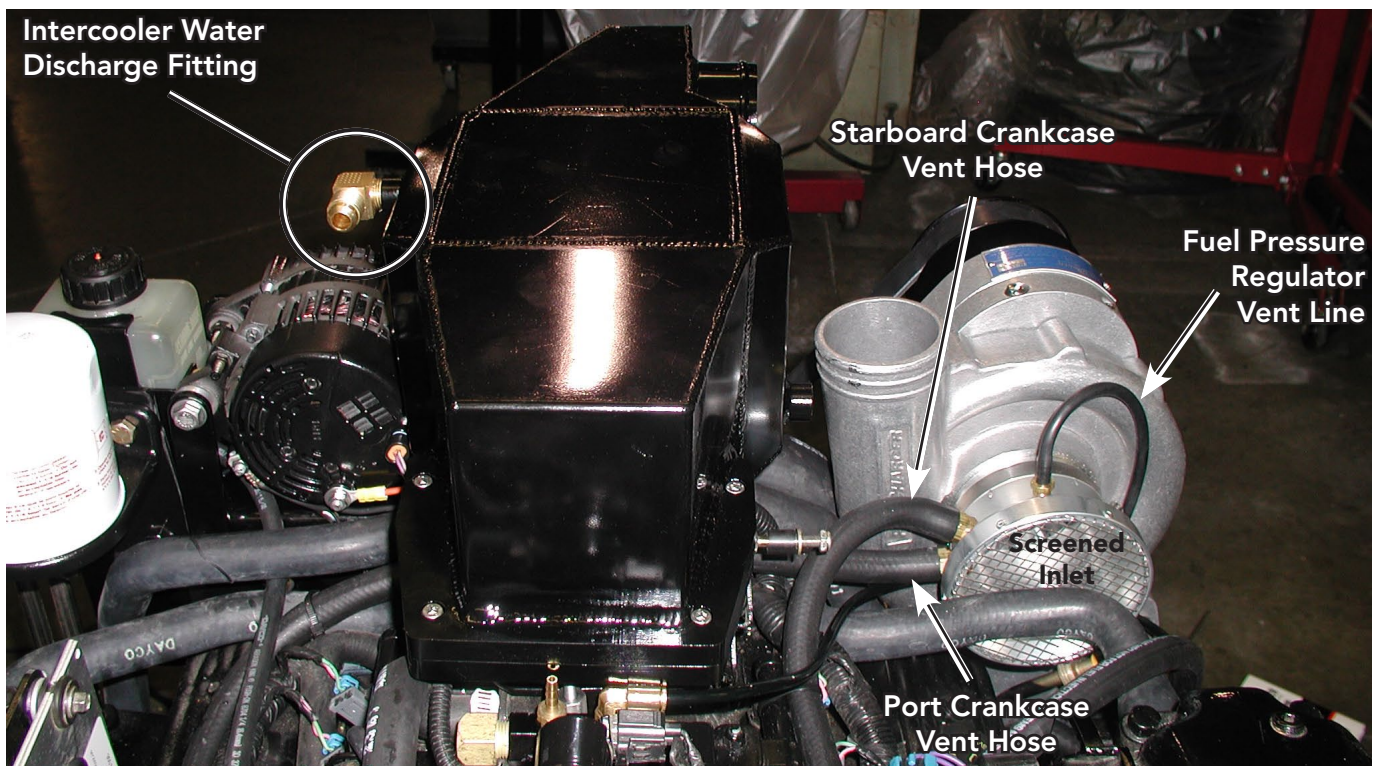
- 8 Connect the supercharger to the intercooler using the provided 3" rubber elbows as shown. Trim the elbow as needed for the best fit.

✓ **Note:** It may be necessary to re-orient the supercharger housing to best accommodate the rubber discharge elbow. Loosen all of the bolts on the compressor housing, rotate the discharge to the desired position, and re-torque the compressor retaining bolts.

- 9 Attach the screened inlet to the supercharger, securing it with the provided band clamp once it is correctly oriented. Attach the PCV hose(s) to the screened inlet using the provided 3/8" NPT x 1/2" barb fittings.



3" Rubber Elbows Installed



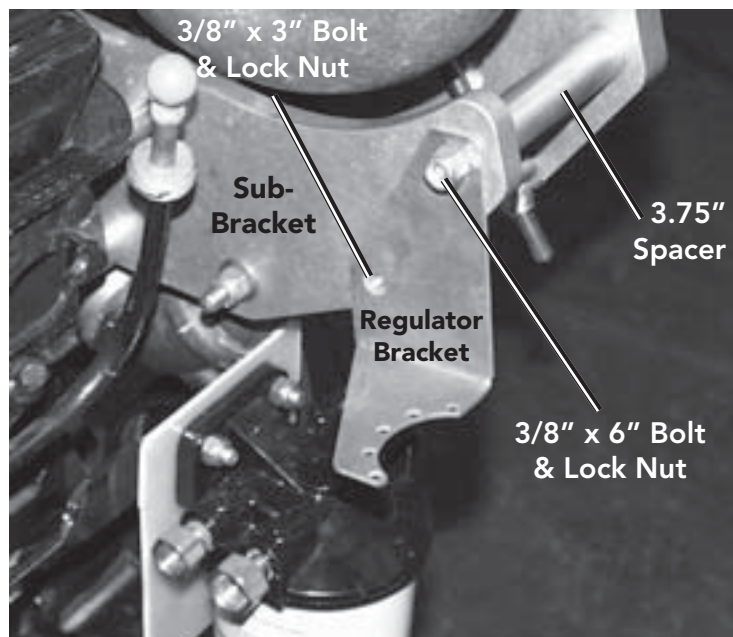
Screened Inlet Installed



# FUEL SYSTEM

**Warning:** When working on high pressure fuel systems, caution should be taken when handling high pressure lines, as residual pressure may cause fuel to spray unless relieved prior to disconnection. Take precaution to avoid injury or fire.

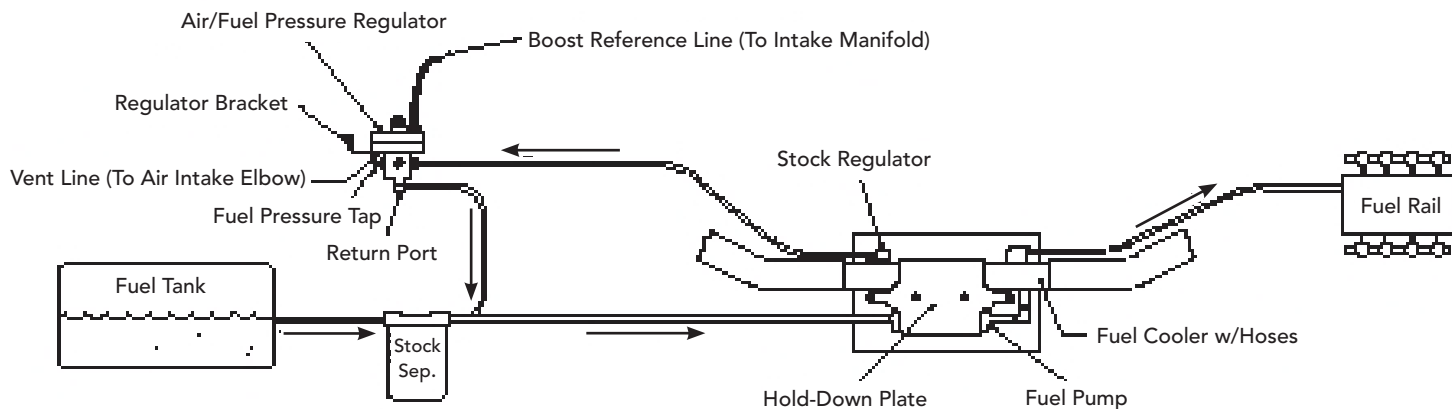
**Note:** Ensure that all fuel lines (anti-siphon valve, fuel filters, etc.) are correctly sized for the supercharged horsepower rating of the engine. Please contact an ATI service technician if you have any questions.



Fuel Regulator Bracket  
(Regulator Removed for Clarity)

**1** Remove the 3/8" locknut on the 6" long 3/8" bolt. Attach the supplied regulator/bracket assembly to the sub-bracket, replace the 3/8" locknut and tighten. **Align the second mounting hole with the sub-bracket to exhaust bolt installed in section B.**

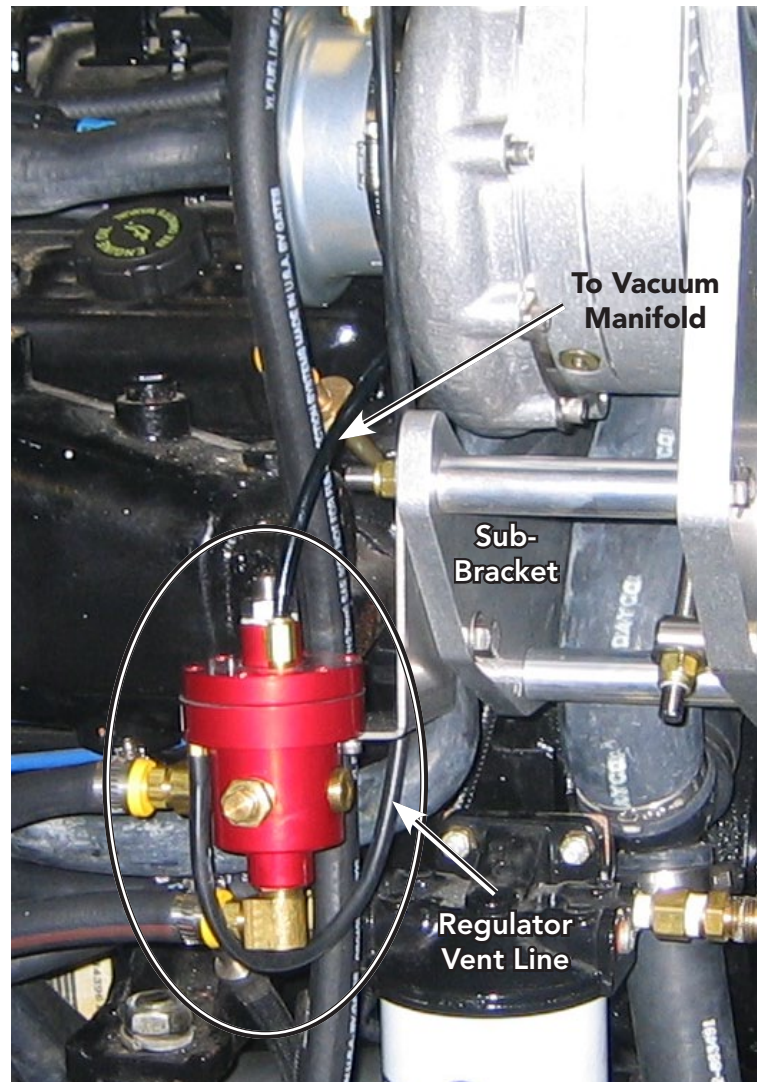
**2** Locate the fuel return line running from the fuel cooler to the fuel/water separator. Disconnect this line at the separator and connect it to the open port on the side of the supplied regulator.



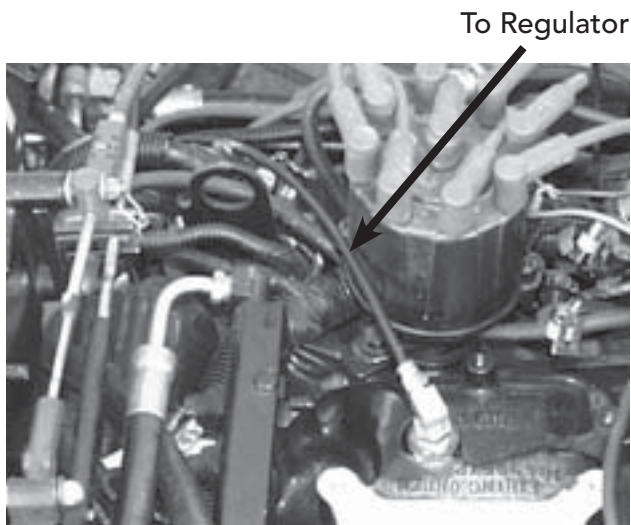
Fuel Pump Schematic

## Fuel System

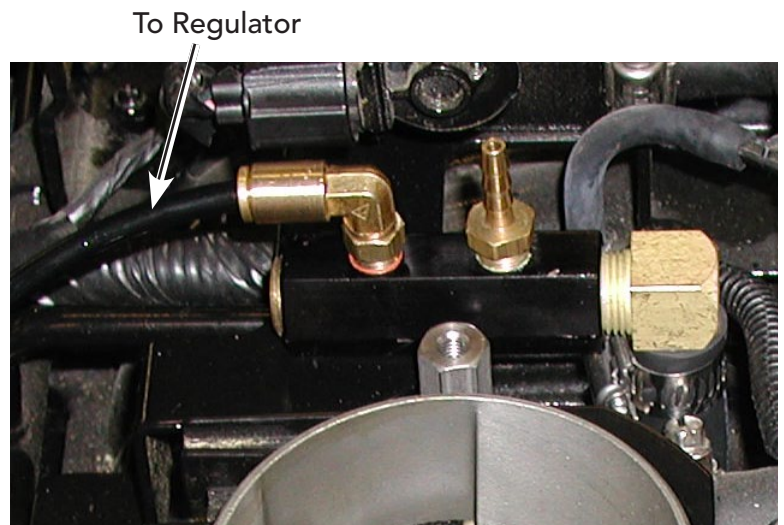
- 3 Using the line provided, connect the port on the regulator labeled "RET" to the separator.
- 4 Route the boost reference line from the top of the regulator (adjacent to the adjusting screw) to the manifold vacuum port immediately behind the throttle body *(didn't we already tell them the route the tube from the vac port to this side of the engine?)*. Route the regulator vent line over to the supercharger inlet and connect to the 1/8" barb fitting. Although the regulator is preset at the factory, fuel pressure must be checked upon completion of the installation; if necessary, the regulator may be adjusted to either increase or decrease fuel pressure (see page 17).
- 5 Test your connections by turning the key to the "ON" position. You should hear the fuel pump momentarily run. Before operating the boat, start the engine and check again for fuel leaks.



Boost Sensitive Fuel Regulator Installed



Regulator Reference Line  
(1997-2001 Models)



Regulator Reference Line  
(2002+ Models)

# INSTALLATION REVIEW/SAFETY CHECK


- 1 Carefully review the entire installation. Examine fuel lines routed near moving parts and exhaust components to ensure that they are protected from chafing or abrasion, secure and free of twists and kinks. All wires and hoses should be firmly secured with clamps or wire ties.
  - 2 Confirm that the inlet screen is firmly secured to the ProCharger.
  - 3 Start the engine and let it idle for a few minutes. You should be running stock Mercruiser timing. Check and adjust if necessary. Shut off the engine and check for fluid leakage, signs of rubbing parts, and other potential problems.
  - 3 Your motor should display a significant increase in performance when you are hard into the throttle, with no detonation. If this is not so, review your installation, then contact your dealer or ATI for assistance. Mercruiser EFI engines run slightly rich by design to provide maximum reliability.
-  **Warning:** *Your supercharged engine must always be run on 87 octane (91 octane with 7 psi) or better gas. Listen for signs of detonation. Back off of the throttle if detonation occurs. With a properly installed ProCharger and appropriate timing, detonation should not be an issue.*
- 4 Be sure you have purchased and properly installed a fuel pressure gauge and/or fuel/air ratio meter to monitor fuel delivery. Installation of a boost pressure gauge is also recommended. The fuel pressure gauge should be plumbed into the supplied fuel pressure regulator (one of the ports is already reduced to 1/8" fpt for installation of a fuel pressure gauge). A boost gauge can be plumbed (tee'd) into any port on the intake runners.
  - 5 The Mercruiser EFI/MPI rev limiter limits RPM by cutting off fuel, which can cause a dangerous lean condition. Ensure that the boat is propped so that the maximum RPM is below the factory rev limiter. Repeatedly bumping/riding the rev limiter can result in serious engine damage.
  - 6 It is very important that all fuel lines (anti-siphon valve, fuel filters, etc.) are correctly sized for the supercharged horsepower rating of the engine. Please contact an ATI service technician if you have any questions.
  - 7 Please review the maintenance and warranty sections within this owner's manual for additional information.



**Congratulations! You have successfully completed the installation of your new ProCharger supercharger system!**

**Please continue reading the following pages for important information about tuning and maintaining your system.**

# TUNING

 **Note:** *The following are general guidelines for tuning your motor.*

## Fuel Pressure

After the system is installed, fuel pressure at idle should be checked. The idle fuel pressure should be 27-32 psi. Under full boost conditions (5-6 psi) fuel pressure should increase to 55-60 psi. Fuel pressure can be adjusted by tuning the regulator. Regulator tuning is accomplished by loosening the jam nut on the regulator with a 3/4" open end wrench, and then using a 1/4" allen wrench to adjust fuel pressure. Clockwise raises fuel pressure; counterclockwise reduces pressure.

Remember that leaning the fuel pressure will increase HP but can create an extremely dangerous lean condition. Be careful to ensure that you always maintain adequate fuel pressure! Contact ATI for special applications requiring regulator modifications for higher rates of gain.

## Timing

Most medium sized V Hulls, twin engine applications, and boats with 1.50 gear ratios or more (lower) that are able to plane with relative ease in a tall propped, high speed setup, will generally not need as much initial timing. Dyno results have shown that most moderate compression GM V-8's, such as Mercruiser types, will not show significant variances in peak HP if total timing is between 29-32°. However, in the previously mentioned boat types, which exhibit good planing and driveability characteristics, backing the timing down from the 8° initial (not total) Mercruiser stock setting can provide some additional

margin for error in the event the boat is operated with insufficient octane fuel and/or other abuses.

Large single engine boats, high speed tunnel cats, and other high performance and/or 1.36 geared boats may benefit from the more advanced Merc. total 8° specification, since this will essentially increase on-plane torque due to non-aggressive low RPM tuning. Although this aggressive timing will not allow as great a margin of error at wide open throttle, this should not pose a problem, due to the fact that these high performance applications are only capable of short bursts of full throttle operation due to water speed and general safety conditions. The manner in which the desired timing is set will ultimately influence the final jetting or fuel pressure.

## EGT's/Plugs

**CHECKING YOUR EGT'S AND/OR READING YOUR PLUGS IS EXTREMELY IMPORTANT!**

When it comes to your marine engine, the simple process of monitoring your exhaust gas temperatures (EGT's) or reading your plugs can save thousands of dollars of unnecessary engine repairs and provide many enjoyable hours of trouble free service.

Monitoring EGT's requires the installation of EGT probes and gauges. If you are not familiar with this process, contact your dealer or an ATI service technician. Reading your plugs is a relatively simple alternative to monitoring EGT's, but is not as precise.

When reading your plugs it is necessary to shut the engine down immediately following a wide open throttle, full power condition. This is done by accelerating the boat at wide open throttle to full operating range for a few seconds, or until it is clear that rapid acceleration has ceased (in most marine engines a good plug reading can be taken from 4,500 to 5,500 rpm) and then immediately shutting off engine and coasting to a stop. Allowing the engine to idle will allow soot to form on the plugs, which may actually be running lean at wide open throttle, and falsely indicate that the air-fuel mixture is correct.

Most Champion, AC and other GM spark plugs are easy to read; however, many Ford Motorcraft plugs are black in color and are therefore difficult to read. For best results, a brand new set of spark plugs should be installed before any attempts to gather information.

The following information should help identify what to look for when reading you plugs:

- The threads are directly connected to the cylinder. In almost all cases the appearance of the top of the plug threads is also what the chamber and pistons look like. The threads and chamber should be blackened with soot deposits. This indicates a rich supercharged condition and therefore you will see cooler exhaust temperatures.
- The ground strap should be clean and show no signs of blue discoloration.
- The electrode should be clean and white; this indicates good combustion.

The following are signs of problems:

- If the negative ground is discolored, it indicates high temperatures.
- If the electrode is fuel soaked or black this indicates a misfire or fouled plug condition.

- If any of the 1st thread is not completely black, there is not enough fuel in the cylinder. Even if only a small part of the thread's circumference is clean, this condition may produce excellent power, but will likely produce excessive (unsafe) cylinder temperatures.

# 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, always use 87 octane fuel (91 octane at 7 psi) 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 two years old or have more than 100 hours use, you should change your plugs before operating your boat under load. Additionally, spark plug wires should be changed every 200 hours of use, or whenever resistance exceeds factory specifications. AC Delco MR43LTS6 spark plugs or their equivalents are recommended.

## Air Inlet Screen

Your motor and ProCharger should never be run without an air inlet screen; 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 few hours. 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

For self-contained blowers, the first oil change should be performed at 15 hours and at 100 hour intervals thereafter. Clean the drain plug after every oil change. Drain the oil by removing the drain plug. Clean off the drain plug before re-installing.

## Impeller Speed

Maximum impeller speed should not exceed the 57,00 RPM redline stated for the M-1SCB ProCharger. Maximum impeller speed = crankshaft pulley diameter (N1) divided by supercharger pulley diameter (N2), multiplied by the step-up ratio stated in the table, multiplied by engine rpm at redline.

$$\text{Impeller RPM} = (N1/N2) \times 4.10 \times \text{engine RPM}$$

## ProCharger Oil Level (self-contained blowers only)

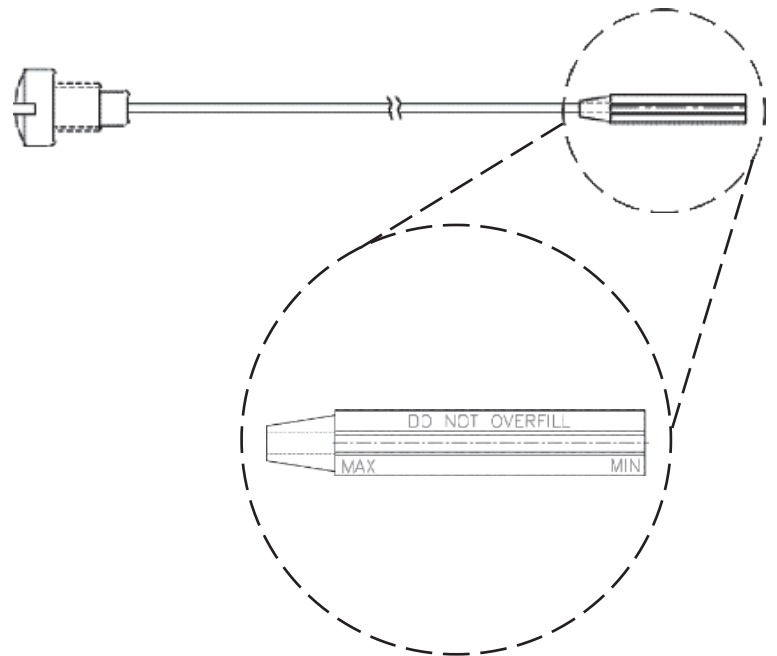
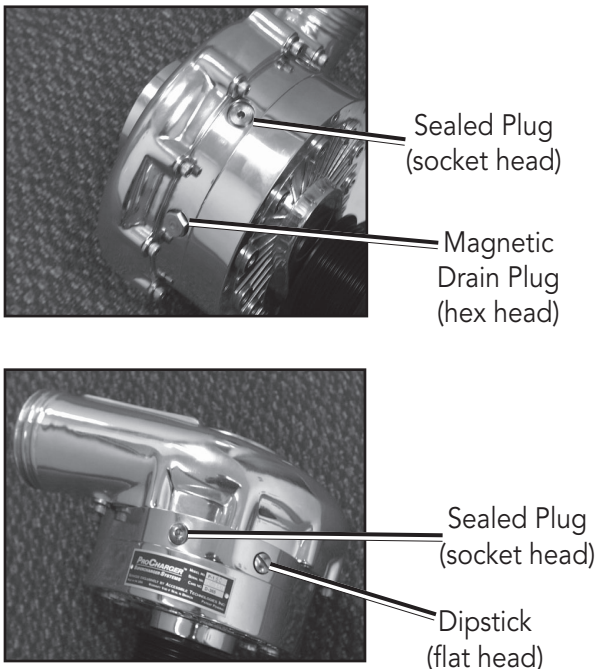
The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

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

## General

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

**!** **Warning:** The supercharger contains no oil from the factory. The unit must be filled prior to use. Use only ATI supplied oil in your ProCharger. The ATI oil has been specially formulated for the bearings in the ProCharger and use of oil other than that supplied by ATI will void your warranty.





## LIMITED WARRANTY

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

ATI agrees to honor a warranty claim at its sole discretion and only after inspection at the ATI factory. No warranty will be honored if any part of the product is found to have been improperly installed, tampered with, mishandled, or misused in any way. Disassembly of the ProCharger supercharger or removal of the ProCharger supercharger's serial number 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 pack 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 (extended warranty is non-transferable).
- Completion of the Extended Coverage Registration Form is required, along with a \$49 registration fee. This form must be completed in its entirety, and must be submitted along with payment within 30 days from the date of original purchase from your local dealer or date of shipment from the factory.
- Participants must have a ProCharger M-1SC, M-1SCB, or M-3SC 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 15 hours.
  - Change the ProCharger supercharger oil every 100 hours after the initial break-in period.
  - Use only the specified amount of supercharger oil in the ProCharger supercharger.
  - Inspect and clean the magnetic drain plug at every ProCharger supercharger oil change.
  - Check the ProCharger supercharger oil level frequently.

# ProCharger Extended Coverage Program Registration Form

Return this completed form and a \$49 check within 30 days of original purchase.

Name: \_\_\_\_\_

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

Income  \$15,000 - \$29,000  \$30,000 - \$44,000  
 \$45,000 - \$69,000  \$70,000 and up

## What magazines do you read?

- Car & Driver
- Car Craft
- Chevy High Performance
- Four Wheel and Off Road
- Hot Rod
- Motor Trend
- Muscle Mustangs and Fast Fords
- GM High-Tech Performance
- 5.0 Mustang
- Super Street
- Mustang Monthly
- Truck Trends
- Popular Hot Rodding
- Road & Track
- Super Chevy
- Truckin'
- Street Truck

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

- \_\_\_ 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 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 \$49, payable to ATI, for enrolling my ProCharger supercharger (serial number indicated above) in the extended coverage program for an additional twenty-four (24) months beyond the standard limited warranty period of twelve (12) months.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Mail this completed registration form with a \$49 check to ATI at: 14801 West 114th Terrace, Lenexa, KS 66215. If you have any questions, contact us at techserv@procharger.com or (913) 338-2886 8:30 AM - 5:30 PM CST, Monday - Friday.

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

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Part Number PMMF1A-001 Rev. B**

