

GM AUTO

PROCHARGER[®]
SUPERCHARGER SYSTEMS



ProCharger[®] Intercooled Supercharger Systems

GM EFI APPLICATIONS:

CAMARO, FIREBIRD, GTO, G8 & LSx





GM AUTOMOTIVE

C O N T E N T S

Proven Power	2
GM Automotive Supercharger Systems	
Camaro SS	6
Pontiac GTO	12
LS1 Camaro & Firebird	14
LT1 Camaro & Firebird	16
L98 Camaro & Firebird	17
LSx Transplant Supercharger Kits	18
Small & Big Block Chevy	20
Pontiac G8 GT.....	21
Centrifugal Supercharger Leadership.....	22
Air-to-Air Intercooling	26
Racing Domination	34
Foundations	40
Word on the Street	44
Proven History	46
For Whatever Moves You.....	48

PROVEN POWER

LARGEST POWER GAINS, COOLEST CHARGE AIR TEMPERATURES AND BEST RELIABILITY

“ProCharger Has The Kit To Satisfy Your Horsepower Lust.” *Super Chevy*

Proven ProCharger Supercharger Systems

Being the first supercharger manufacturer to safely and reliably supercharge and intercool a wide range of GM performance cars, such as Camaro, GTO, Firebird and G8, ProCharger is the undisputed leader and produces the coolest charge air temperatures and largest reliable power gains. From the dyno to the street and on the track, ProCharger’s engineering and R&D teams go to great lengths to ensure your supercharged and intercooled GM performance car is everything you expect and more.

The Ultimate GM Power Adder

Powerful, purposeful and individualized – hallmarks of so many GM cars as well as the industry leading intercooled supercharger systems from ProCharger. Over the past 16 years, multiple independent tests have documented improvements of more than 200 horsepower and nearly two seconds in quarter-mile performance on a variety of otherwise stock cars. From stock to purpose-built racing machines, once you’ve experienced the incredible, real-world power of a ProCharger, you’ll agree that ProCharger *is* The Ultimate Power Adder®.

ProCharger System Advantages and Choices

ProCharger specializes in high-efficiency, patented and proven centrifugal supercharger technology – nothing else. So when it comes to finding a supercharger system for your G8, GTO, Firebird or Camaro, ProCharger and your ProCharger dealer are your ultimate solution for virtually any engine combination. ProCharger offers more supercharger, drive system, intercooler, bypass valve and fuel system upgrades than anyone. When it comes to supercharger systems for your car, truck, SUV, V-twin motorcycle, UTV or boat, no one meets your needs better than ProCharger.

Powerful, Efficient and Reliable

A ProCharger Intercooled Supercharger System can add 50 to 80 percent additional power to your GM performance car with no additional engine modifications, special fuels or extended cool-down times. Mild to wild, regardless of your horsepower goals and aspirations, ProCharger can help you reach them.

Easy to Own – Easy to Drive

With millions of boost-enhanced miles under their tires, ProCharger owners enjoy the best of both worlds: every-day reliability and driveability with incredible power that is just a toe-tip away. In fact, ProCharger systems and kits are designed to be installed on completely stock or modified engines. And thanks to no major modifications, your GM performance car can be returned to stock condition.

Fuel-Mileage Friendly

Beyond overall power and performance, centrifugal forced induction is also the most fuel efficient form of high performance. Rising fuel costs and CAFE restrictions have prompted performance enthusiasts to think about fuel economy along with horsepower. It’s no secret that ProCharger systems not only produce the big power numbers we all crave, but under normal operating conditions, owners report very little effect on fuel mileage and in some cases, actually improved fuel economy.

ProCharger: The ULTIMATE Power Adder®

With power, reliability and quality far superior to other forced-air induction systems, ProCharger Intercooled Supercharger Systems and Tuner Kits are excellent ways to add even more power to your GM performance car. ProCharger supercharger systems and tuner kits feature a visually appealing "from the factory" look, easy installation and minimal relocation of components. The self-contained supercharger requires no external oil feed or return lines while the front-mounted air-to-air intercooler avoids the unsightly complexity and maintenance issues of an air-to-water-to-air intercooler.



PROVEN EXCELLENCE

BOLT ON THE LARGEST, STREET-LEGAL POWER
GAINS IN THE INDUSTRY

Engine-Friendly Boost

With ongoing advancements in fuel injection and electronic engine management systems, intercooled centrifugal supercharging has proven to be the most engine friendly and easily installed type of forced air induction. No internal engine modifications, no special fuels – just incredible power gains from a ProCharger system and ultimate engine reliability. This gives you peace of mind from the most respected name in the aftermarket supercharging industry.

100% Complete Systems

ProCharger supercharger systems are 100 percent complete – nothing else to purchase. ProCharger's intercooled supercharger systems come with all the components needed for an attractive, OEM-quality installation. Install it yourself or have your ProCharger dealer install it for you. The choice is yours.

Your Choice: Standard or Helical Gearset

Many GM performance car owners want the world to know, and hear, their new-found ProCharger horsepower. For those owners who want a more stealthy horsepower profile, ProCharger now has an optional helical gearset for noise reduction. See page 25 and ask your ProCharger dealer or call the ProCharger Sales Team for more information.

Low Restriction Air Inlet Design

When compared with other supercharger designs, ProCharger's GM systems feature a high-flow air filter for superior surface area and a lower restriction air inlet design for incoming air. Not only are the air filters larger than others, the low restriction design provides a more efficient air path into the supercharger, adding to the overall efficiency and power output of the complete supercharger system or tuner kit.

Intercooling Leadership, Coolest Charge Air Temperatures

ProCharger pioneered the use of air-to-air intercooling and self-contained, gear-driven supercharger oiling among other innovations. While others continue to change their story

and recommendations, ProCharger continues to lead the way with the coolest charge air temperatures and largest street-legal power gains. Relentless innovation delivers consistent, real-world power advantages for countless ProCharger-equipped Camaro, Firebird, GTO and G8 owners.

OEM Appearance & Quality

When it comes to the finished installation, a ProCharger system for your car features an outstanding "from the factory" look. A clean, professional and neatly integrated finished installation means this is a supercharger system that you will be proud to show off every chance you get.

Resources, Experience and Service Excellence

All ProCharger supercharger systems are engineered in-house and then field-tested by a dedicated team of engineers and technicians on the largest R&D fleet of vehicles in the industry. ProCharger systems are tested and evaluated extensively; on the engine dyno, chassis dyno, on the street and at the track. This diligence results in the most advanced, engine-safe and durable supercharger systems on the market. Combined with world-class engineering, manufacturing, technical and customer service teams, along with unmatched power, performance and reliability – as well as a 16 plus year history of record setting performance – the choice is clear: ProCharger.

Best Dealer Network

ProCharger has the largest network of independent dealers across North America and around the world that specialize in installing and fine-tuning the supercharger system on your GM performance car. And just like the supercharger systems they install, ProCharger dealers are the best in the business when it comes to helping you realize your performance goals and aspirations.

**"The ProCharger system is designed to
provide maximum reliable power gains."**

GM High Tech Performance



LS3 & L99

CAMARO SS

2010 - 2011

Since June 28, 1966, the automotive world has known that when it comes to describing Chevrolet's pony car performance, the only word needed was "Camaro". As the story goes, when asked what Camaro meant, a General Motors official answered, "a small, vicious animal that eats Mustangs." From that day on, the Chevrolet Camaro (and it's cousin, the Pontiac Firebird) have been GM's combatants in North America's hotly contested pony car wars.

The New Camaro

When the fifth generation Chevrolet Camaro was introduced in 2010, GM performance car enthusiasts were thrilled to have their pony car back in the battle. And of course, it wasn't long until ProCharger had 100% complete air-to-air intercooled supercharger systems available for their power-hungry owners. As a matter

of fact, ProCharger was the *only* aftermarket supercharger manufacturer to attend GM's official measuring session for the new Camaro.

Proven LS Supercharging Leadership

When it comes to adding big, reliable power to late-model LS engines such as the Camaro's L99 and LS3, ProCharger simply dominates. With the largest, most reliable power gains on pump gas, ProCharger-powered 2010 and 2011 Camaros are unmatched, both on the street and on the strip. In fact, the first 2010 Camaro to run in the 9's (1/4 mile performance) was ProCharger-equipped.

Backed by the strength and support of the industry leader, ProCharger offers you the greatest power potential and most choices for your LS3 or L99 Camaro SS.





BOLT ON 170-200+ HORSEPOWER

ProCharger: The ULTIMATE Camaro Power Adder

ProCharger systems for the Camaro SS deliver the coolest charge air temperatures and largest power gains, as well as an upgrade path for future modifications that is absolutely unmatched in the industry. ProCharger also features a visually appealing "from the factory" look, easy installation, and minimal relocation of components – without the complexity and reliability issues of external supercharger oil lines or air-to-water-to-air intercooling.

LS3 & L99

CAMARO SS
2010 - 2011



*Intercooled Stage II System,
optional polished finish shown*

BOLT ON 170-200+ HORSEPOWER

"ProCharger's new '10 SS Camaro centrifugal blower system comes complete with everything a new Camaro owner needs. We upped the rear-wheel ponies on a stock six-speed manual SS from a respectable 364 to a Mustang-crushing 519 with a mere six pounds of boost."

Super Chevy

Thanks to the efficiency of the overall ProCharger supercharger system for the 2010-11 Camaro SS models, owners of otherwise stock vehicles will enjoy industry leading power, thanks to the high-flowing, durable and extremely efficient ProCharger P-1SC-1 supercharger and large air-to-air intercooler. ProCharger's High Output (HO) Intercooled offering also features an 8-rib dedicated drive and systems are 100 percent complete.

ProCharged Camaro owners can expect horsepower gains of 170 to 200 with just 7 psi of intercooled boost on otherwise stock engines running on high-quality 91 octane pump gas.

More Power with Less Boost

With ProCharger's patented, proven and industry-leading technology, ProCharger produces more power with less boost and heat than the competition. Owners can add 200+ hp on otherwise stock LS3 Camaros and 170+ hp to an otherwise stock L99s, dependant upon altitude and other factors. Higher boost and power levels are available with custom tuning, and for modified LS-based engines.

Low Restriction Air Inlet System

The ProCharger design also features the highest flowing air inlet system when compared to the others' highly restrictive designs. ProCharger's low restriction design provides a more efficient air path into the



supercharger, adding to the overall efficiency and power output of the complete system or tuner kit.

OEM Appearance

ProCharger systems for the new Camaro feature an awesome “from the factory” look and come with a standard 3-year warranty on the intercooler and 1-year warranty on the supercharger (Optional 3-year supercharger warranty is available). ProCharger systems for 2010 and 2011 Camaro SS models utilize an advanced hand-held tuner to upload the ProCharger tune.

ProCharger HO and Stage II Systems

Both the HO Intercooled and Stage II Intercooled systems for the new Camaro SS models utilize the patented, proven and self-contained P-1SC-1 ProCharger, an exclusive dedicated, 8-rib drive supercharger drive system, a highly-effective, 3-core air-to-air intercooler, OEM-quality mounting brackets, eight larger fuel injectors, tuning and all necessary supercharger and intercooler tubes for installation onto your Camaro SS with no major modifications to your car or engine. Stage II Systems and Tuner Kits include a larger, low restriction air inlet and air filter assembly and a larger intercooler. ProCharger Systems are 100% complete and require no additional hardware.

ProCharger Camaro SS Tuner Kits

In addition to complete systems, ProCharger offers two Intercooled Tuner Kits for the new Camaro SS models: an HO Intercooled Tuner Kit and a Stage II Intercooled Tuner Kit. With reliability, quality and power far superior to other forced-air induction systems, a ProCharger Tuner Kit is an excellent way to add even more power to modified and custom tuned Camaros. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer.



615 HP LS3, Intercooled Stage II System shown

Building a modified or stroked LS engine for your Camaro? An intercooled ProCharger supports the highest boost and power levels in the industry. Give ProCharger or your local dealer a call to learn more.

ProCharger 2010-11 Camaro SS Systems and Tuner Kits

- 2010-2011: HO Intercooled System and Tuner Kit (dedicated 8-rib drive)
- 2010-2011: Stage II Intercooled System and Tuner Kit (dedicated 8-rib drive)
- 2010-2011: Intercooled Cog Race Kit with F-Series Supercharger

ProCharger 2010-11 Camaro SS Choices & Upgrades

- Polished supercharger and bracket finish
- Helical Gearset for Noise Reduction (P-1SC-1 & D-1SC only)
- ProCharger D-1SC and F-Series supercharger upgrades (Tuner Kit only)
- 12-Rib Supercharger Drive (*requires aftermarket crankshaft damper; ATI Performance Products part # 918635*)
- Cog Race Kit and F-Series Superchargers

LS3 & L99

CAMARO SS COG RACE KITS
2010 - 2011



*Camaro SS Cog Race Kit with F-1R,
standard satin finish shown*

SUPPORTS UP TO 1,300 HP

"Taking the top spot on our list is David Brooks and Late Model Racecraft, with a killer 427 cubic-inch, F-1R blown 2010 Camaro. Not only is this the fastest 2010 in the country, it is also the first in the 9's, which is quite an accomplishment. On the dyno, this car made 914-rwhp through an automatic, which also puts it on top of the highest horsepower list."

GM High Tech Performance

ProCharger H0 and Stage II systems and tuner kits, with dedicated drive system (8 or 12 rib) and unmatched street supercharger and intercooler technology, dominate the competition. For those needing even more, ProCharger cog race kits raise the bar even further.

Race and Championship Winning Technology for Modified 2010-11 Camaro SS

Ready to build your new Camaro SS into a dedicated, Mustang-eating race car? An intercooled ProCharger Cog Race Kit is the ultimate power adder for modified and fully "race built" LS-based engine builds. As a matter of fact, the very first new Camaro SS to run in the 9's is equipped with a ProCharger supercharger.

Leading the Way Once Again

Realizing the performance potential of modified LS-engines, ProCharger is once again leading the way with a Cog Race Kit designed specifically for the 2010-2011 Camaro SS.

Utilizing a dedicated, 50 mm-wide cog drive and tensioner system, the heavy-duty bracket provides a solid, stable mounting location for a wide range of ProCharger models, including the F-1 thru F-1R self-contained superchargers. The available 1,300 HP rated intercooler helps to provide the industry's coolest charge air temperatures and largest power gains.



"Of course, it sounds a bit strange when you're talking about a 2010 Camaro with just 8.0 miles on the odometer that already sports a 1,000+hp, LXR-headed, 427-cubic-inch Warhawk powerplant blown by a ProCharger F-1C." **GM High Tech Performance**



Legendary ProCharger F-Series Superchargers

Recognized throughout the industry for their legendary power and durability, an F-1R ProCharger is capable of supporting 1,300 HP. Intercooled Cog Race Kits include intercooler tubing as well as a Race Bypass Valve and are intended for installation onto modified engines built for off-road/competition use. The Cog Race Kit requires the purchase of an aftermarket crankshaft damper.

If you're building a full-tilt ProCharged Camaro SS race car, contact your local dealer or call the ProCharger Motorsports Team at 913/338-2886 for additional information.

ProCharger 2010-11 Camaro SS Cog Race Kits

- 2010-2011: Cog Race Kit with ProCharger F-1 or F-1A supercharger
- 2010-2011: Intercooled Cog Race Kit with ProCharger F-1 or F-1A supercharger and 825 HP intercooler
- 2010-2011: Intercooled Cog Race Kit with ProCharger F-1 or F-1A supercharger and 1,300 HP intercooler
- 2010-2011: Cog Race Kit with ProCharger F-1C or F-1R supercharger
- 2010-2011: Intercooled Cog Race Kit with ProCharger F-1C or F-1R supercharger and 825 HP intercooler
- 2010-2011: Intercooled Cog Race Kit with ProCharger F-1C or F-1R supercharger and 1,300 HP intercooler

LS1 & LS2

PONTIAC GTO
2004 - 2006



LS1 GTO HO Intercooled System,
optional polished ProCharger shown

BOLT ON 50 - 55% MORE POWER

"How about more than 525 flywheel horsepower on tap at the push of the pedal with no bottles to refill? The [intercooled] ProCharger supercharger system incorporates some unique features that separate it from other offerings in the GTO supercharger market."

High Performance Pontiac

When the GTO was reborn in 2004, Pontiac enthusiasts now had an LS-powered performance car to make up for the demise of the Firebird in 2002. Equipped with both the LS1 (2004) and LS2 (2005-06) engines, ProCharger once again led the way with air-to-air intercooled supercharger systems and tuner kits for these unique GM performance cars.

LS1 GTO

Utilizing 7 psi of intercooled boost, a ProCharger System for LS1-equipped GTOs produces a 50-55% power gain on otherwise stock engines running high quality pump gas. Built around the ProCharger P-1SC-1 supercharger and a dedicated, 8-rib drive, the system comes 100% complete, including the front-mounted, air-to-air intercooler, fuel injectors and a hand-held programmer.

LS2 GTO

With slightly higher compression than their LS1 predecessors, ProCharger Systems for LS2 powered GTOs run 6 psi of intercooled boost for 50% power gains on otherwise stock engines running high quality pump gas. ProCharger's LS2 systems and tuner kits feature a front-mounted, air-to-air intercooler, P-1SC-1 supercharger and a dedicated 8-rib drive.



Helical Gearset for Noise Reduction

For those GTO owners who want a more stealthy horsepower profile, ProCharger now has an optional helical gearset for reduced supercharger noise. The helical gearset is available on both the P-1SC-1 and D-1SC supercharger models.

OEM Appearance

Once installed, the ProCharger design features an outstanding OEM appearance and retains the trademark GTO coil covers. ProCharger GTO systems come with a standard 3-year warranty on the intercooler and 1-year warranty on the supercharger (Optional 3-year supercharger warranty is available). ProCharger systems for both LS1 and LS2 GTOs come complete with tuning and fuel injectors.

ProCharger GTO Tuner Kits

In addition to complete systems, ProCharger offers two Intercooled Tuner Kits for each model of GTO: an HO Intercooled Tuner Kit and a Stage II Intercooled Tuner Kit. With reliability, quality and power far superior to other forced-air induction systems, a ProCharger Tuner Kit is an excellent way to add even more power to modified and custom tuned LS1 and LS2 GTOs. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer.

ProCharger Intercooled Serpentine Race Kits

Building a modified LS-based engine for your GTO? An intercooled ProCharger Serpentine Race Kit supports the highest boost and power levels in the industry. Utilizing a ProCharger F-1 Series supercharger, these race kits provide an outstanding power adder foundation on which to build your GTO racer and can even be upgraded to include an intercooler capable of handling 1,300 horsepower.

Contact your local ProCharger dealer or call the ProCharger Sales Team at 913/338-2886 for more information.



First IRS GTO in the 8's: 8.95 @ 154 mph

Weighing in at 3,840 lbs, Travis Wester's GTO is powered by a 427 cid, LS7-based engine equipped with a ProCharger F-1R supercharger and air-to-air intercooler. On the chassis dyno, Wester's GTO has put down 1,018 rwhp and 915 ft. lbs. of torque with 20 psi of boost from the ProCharger.

ProCharger Pontiac GTO Systems and Tuner Kits

- 2004: HO Intercooled System and Tuner Kit (dedicated 8-rib drive)
- 2005-2006: HO Intercooled System and Tuner Kit
- 2004: Intercooled Serpentine Race Kit with F-1 Series supercharger
- 2005-2006: Intercooled Serpentine Race Kit with F-1 Series supercharger

ProCharger Pontiac GTO Choices & Upgrades

- Polished supercharger finish
- ProCharger D-1SC supercharger upgrade
- Helical Gearset for Noise Reduction (P-1SC-1 & D-1SC only)
- 800+ HP Air-to-Air Intercooler Upgrade
- 1,300 HP Air-to-Air Race Intercooler Upgrade (*minor modifications req'd*)

LS1

CAMARO & FIREBIRD
1998 - 2002



H0 Intercooled System,
customer-painted air plenum shown

500+ HORSEPOWER

"It's been a flawless combination. This is pretty much my daily driver...[and] it's also been flogged pretty hard at the racetrack, but not even a whimper from the engine. The LS1 engine is force-fed by an Intercooled ProCharger P-1SC-1, which helps the engine produce about 540 horsepower."

ProCharged LS1 Firebird Owner

Leading Forced Induction System for LS1 F-Body Cars

The LS1 engine ushered in a new generation of GM's high-tech, high-compression performance engines and ProCharger was right there with the extra power that owners of these cars are looking for. With record-breaking performances by LS1 F-body customers around the world, ProCharger is the undisputed leader when it comes to forced induction solutions for these outstanding GM performance cars.

Maximum Performance and Reliability

These are the basic goals that drove the ProCharger Engineering Team back when these cars were new and to this day, the goals are the same: outstanding performance and everyday driveability with an intercooled ProCharged LS1 Firebird or Camaro.

Twin Highflow Intercooler System

Intercooled supercharging is absolutely the most sophisticated, reliable and cost-effective method for substantially increasing the horsepower and overall performance of your LS1 Camaro or Firebird. ProCharger's exclusive Twin Highflow Intercooler System provides the coolest charge air temperatures in the industry for outstanding performance and engine longevity. The two intercoolers mount behind the stock front bumper cover and then feed the cooled charge air into a single air plenum before it enters the engine. This Twin Highflow System is very similar to the one used on ProCharged C5 Corvettes.



Optional polished finish shown

Patented and Proven P-1SC-1 Supercharger

Both the 100% complete intercooled system and the available Tuner Kit utilize the patented and proven, self-contained ProCharger P-1SC-1 supercharger. This supercharger is capable of supporting up to 825 hp on modified LS engines.

Tuner Kit and Serpentine Race Kit

ProCharger's LS1 Tuner Kit is identical to the system, but omits fuel system upgrades and will require custom tuning by a qualified dealer. Realizing the performance potential of modified LS1 F-bodies, ProCharger also has an intercooled 8-rib serpentine drive race kit available. Please talk with your local ProCharger dealer or call the ProCharger Sales Team at 913/338-2886 for more LS1 Camaro or Firebird supercharging information.

ProCharger LS1 Camaro & Firebird Systems and Tuner Kits

- 1999-2002: HO Intercooled System with P-1SC-1 supercharger (dedicated 6-rib drive)
- 1998-2002: HO Intercooled Tuner Kit with P-1SC-1 supercharger (dedicated 6-rib drive)
- 1998-2002: Intercooled Serpentine Race Kit with D-1SC supercharger (dedicated 8-rib drive)

ProCharger LS1 Camaro & Firebird Choices & Upgrades

- Polished supercharger finish
- Polished Air Plenum (roto-mold plastic standard)
- ProCharger D-1SC supercharger upgrade (Tuner Kit only)
- Helical Gearset for Noise Reduction (P-1SC-1 & D-1SC only)
- Larger, 4.5-inch core Twin Highflow Intercooler System
- 800+ HP Air-to-Air Intercooler System Upgrade (Race Kit only, mods req'd)

LT1

CAMARO & FIREBIRD

1993 - 1997



BOLT ON 55 - 60% MORE POWER

ProCharger LT1 Camaro & Firebird Systems and Tuner Kits

- 1993-97: HO Intercooled System with P-1SC supercharger (dedicated 8-rib drive)
- 1993-97: Intercooled Serpentine Race Kit with D-1SC supercharger (12-rib drive)
- 1993-97: High Output Tuner Kit with P-1SC

ProCharger LT1 Camaro & Firebird Choices & Upgrades

- Polished supercharger finish; Polished finish for Air Intake Tract
- ProCharger D-1SC supercharger upgrade
- Helical Gearset for Noise Reduction (P-1SC & D-1SC only)
- Larger, 4.5-inch core Twin Highflow Intercooler System
- F-1 / F-1A Supercharger Upgrade (Race Kit only)

With the largest horsepower gains available from any aftermarket manufacturer, ProCharger simply dominates the LT1 and L98 performance arena.

Bolt On 155+ Horsepower

Using the same patented and proven technology that revolutionized the performance of LT1/LT4 Corvettes, a properly tuned intercooled ProCharger supercharger system can add more than 155 hp to an otherwise stock LT1 Camaro or Firebird while running high quality pump gas. That's enough power to increase quarter-mile trap speeds by 14 to 17 mph!

Twin Highflow Intercooler System

Intercooled supercharging is absolutely the most sophisticated, reliable and cost-effective method for substantially increasing the horsepower and overall performance of your LT1 Camaro or Firebird. ProCharger's available Twin Highflow Intercooler System provides the coolest charge air temperatures in the industry for outstanding performance and engine longevity. The two intercoolers mount behind the stock front bumper cover and then feed the cooled charge air into a single air plenum before it enters the engine. This Twin Highflow System is very similar to the one used on ProCharged C5 Corvettes.

Modified LT1s

Running 12 to 20 psi of intercooled boost from a D-1SC supercharger, modified LT1 F-bodies are capable of supporting horsepower gains of 75 - 100%!



L98

CAMARO & FIREBIRD TPI

1988 - 1992

Add More Than 130 Horsepower

Owners of L98-equipped Camaros and Firebirds can expect gains of at least 130 hp on otherwise stock engines running high quality pump gas and utilizing 9 psi of intercooled ProCharger boost.

Using the same patented and proven technology that revolutionized the performance of L98 Corvettes, a properly tuned intercooled ProCharger supercharger system is an outstanding and cost-effective way to increase quarter-mile trap speeds by 13 to 20 mph – and knock almost two seconds off your ET – while still maintaining everyday driveability and consistent power delivery. Higher boost levels and even more power are available for modified L98 TPI engines.

Ultimate Engine Protection

The fundamental solution to maximizing L98 horsepower output is the use of an air-to-air intercooler system. Mounted behind the front bumper, ProCharger's intercooler significantly reduces charge air temperatures for higher boost levels and eliminates the need for ignition retard. The bottom line is cooler air makes more power while eliminating engine-damaging detonation. Owners of ProCharged L98 F-bodies get consistent, repeatable performance without the power fade suffered by non-intercooled power adders as the engine warms up during daily driving and back-to-back runs.



BOLT ON 60 - 80% MORE POWER

ProCharger L98 Camaro & Firebird Systems and Tuner Kits

- 1988-92: H0 Intercooled System with P-1SC supercharger (dedicated 8-rib drive)
- 1988-92: Stage II Intercooled System with D-1SC supercharger
- 1988-92: Stage II Intercooled System with D-1 supercharger

ProCharger L98 Camaro & Firebird Choices & Upgrades

- Polished supercharger finish; Polished finish for Air Intake Tract
- ProCharger D-1SC supercharger upgrade
- Helical Gearset for Noise Reduction (P-1SC & D-1SC only)
- Larger, 3 Core Intercooler

LSx TRANSPLANT KITS

FOR EFI AND CARBURETED ENGINES



Factory-style EFI intake shown. ProCharger LSx Serpentine Drive Supercharger Kits are also compatible with aftermarket EFI and carburetor-equipped LSx engines. Optional polished supercharger and brackets shown.

ProCharger LSx Serpentine Drive Transplant Kits

- High Output with P-1SC-1 supercharger
- High Output Intercooled Kit with P-1SC-1 supercharger
- High Output with D-1SC supercharger
- High Output Intercooled with D-1SC supercharger
- High Output with F-1/F-1A/F-1D supercharger
- High Output Intercooled with F-1/F-1A/F-1D supercharger
- High Output with F-1C/F-1R supercharger
- High Output Intercooled with F-1C/F-1R supercharger

Designed for the popular LSx “transplant” applications, ProCharger’s LSx Serpentine and Cog Drive Supercharger Kits provide a solid, stable mounting and drive configuration for a wide range of ProCharger supercharger models. Building on more than 10 years of LSx forced induction leadership, ProCharger is the first to offer a complete supercharger kit for use on modern EFI LSx engines being transplanted into various vehicles. A properly-sped LSx engine and ProCharger F-2 supercharger can support 1,600+ horsepower!

LSx Serpentine Drive Supercharger Kits

Featuring a patented and proven self-contained ProCharger supercharger, a rigid serpentine-drive billet aluminum bracket, available air-to-air intercoolers and the ability to retain many stock accessories including air-conditioning and power-steering, the ProCharger LSx Serpentine Drive Kit is exactly what your LSx transplant vehicle needs. An intercooled system is good for a safe, fuel-efficient and streetable 530 HP on an otherwise stock LS1, and 620 HP on an otherwise stock ProCharged and intercooled LS3. Upgrading to a D-1SC ProCharger will support up to 900 horsepower. Significantly higher power levels are possible with modified engines and a ProCharger F-Series supercharger (tuning, injectors and fuel system required).

The serpentine drive kit utilizes a dedicated 8-rib serpentine supercharger drive (12-rib upgrade available) and includes a standard 1 year warranty on the supercharger. HO Kits with P- and D-Series ProChargers include a ProFlow bypass valve while kits with an F-Series supercharger utilize a legendary ProCharger “race” bypass valve.



ProCharger LSx Cog Drive Supercharger Kit

The LSx Cog Drive Kit can be used in both carbureted (shown at right) and EFI applications and is compatible with accessories such as A/C and P/S, making the kit race-rugged while still maintaining excellent streetability. The patented and proven lineup of ProCharger superchargers features self-contained oiling, so there is no need for an external oil line and can be matched with a wide range of intercooler options.

In addition to the rugged, 50 mm-wide cog drive belt, the Cog Drive Kit includes a ProCharger race bypass valve. The new ProCharger Competition Carb Bonnet is also available for that ultimate finishing touch for The Ultimate Power Adder under the hood of *your* LSx transplant project.



Customized ProCharger LSx Cog Drive Kit and aftermarket EFI system installed in a 1970 Chevrolet Nova.



Optional polished supercharger, brackets and Competition Carb Bonnet shown.

ProCharger LSx Cog Drive Transplant Kits

- Cog Drive Kit with F-1/F-1A/F-1D supercharger
- Intercooled Cog Drive Kit with F-1/F-1A/F-1D supercharger
- Cog Drive Kit with F-1C/F-1R supercharger
- Intercooled Cog Drive Kit with F-1C/F-1R supercharger
- Cog Drive Kit with F-2 supercharger
- Intercooled Cog Drive Kit with F-2 supercharger

Please call ProCharger at 913/338-2886 for available LSx Serpentine and Cog Drive Kit options.

SMALL & BIG BLOCK CHEVY

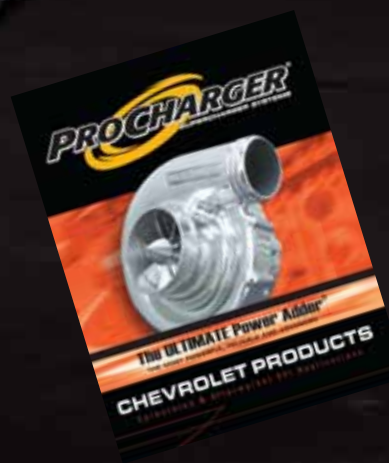
FOR AFTERMARKET EFI & CARB APPLICATIONS



ProCharger F-2 Cog drive with available Big Block Serpentine Accessory Drive shown above with optional polished ProCharger, brackets and Competition Carb Bonnet. Small Block Serpentine Accessory Drive also available.

"A centrifugal supercharger is the easiest big horsepower gainer that can be added to an automotive engine. Whether it's a blow-through carb system or on an EFI-controlled engine, bolting on a ProCharger results in instant performance."

Super Chevy



When it comes to adding big, reliable power to your classic Chevrolet-powered "muscle car", no other aftermarket supercharger manufacturer even comes close to ProCharger's offerings for these horsepower hungry owners.

ProCharger Carb and Aftermarket EFI Chevy

From 350 small blocks to 383 strokers and all the way up to massive 600+ cid big block monsters, ProCharger's extensive lineup of applications for carbureted and aftermarket EFI Chevrolet engines are ideally suited for street, strip and full race vehicles.

Building the correct engine and blower combination, numerous ProCharged "muscle car" owners have demonstrated that it is possible to build a 1,600+ horsepower street car, complete with air conditioning and power steering!

ProCharger's carb and aftermarket EFI Chevy small and big block applications include a wide range of available superchargers, intercoolers, drive systems, bypass vales, carb bonnets and even serpentine accessory drives for both small- and big-block Chevrolet engines.

Carb and Aftermarket EFI Catalog

For even more information about these awesome ProCharger Chevy combinations, call the ProCharger Sales Team at 913/338-2886 and ask for a copy of the Chevrolet Carbureted & Aftermarket EFI Applications catalog or visit ProCharger.com for a downloadable version.



L79 G8 GT

2008-2009

History may consider the Pontiac G8 GT as the “right car at the wrong time,” but when it comes to adding power to these world-class four-door sedans, ProCharger is The Ultimate Power Adder. Equipped with one of GM’s outstanding LS engines, a ProCharger-equipped G8 GT is an ideal combination of four-door practicality along with the tire-shredding and everyday driveability enjoyment that comes with a ProCharger Intercooled Supercharger System.

Running just 7-8 psi of intercooled boost on an otherwise stock engine, the ProCharger HO Intercooled System produces more than 540 HP while running high quality pump gas.

ProCharger HO System and Tuner Kit

Both the HO Intercooled System and Tuner Kit for the G8 utilize the patented, proven and self-contained P-1SC-1 ProCharger, an exclusive dedicated, 8-rib supercharger drive system, automatic tensioner, a highly-effective, air-to-air intercooler, OEM-quality mounting brackets and eight larger fuel injectors. Tuner Kits are identical but omit fuel injectors and will require custom tuning by a qualified dealer.

Helical Gearset for Noise Reduction

For those G8 owners who want a more stealthy horsepower profile, ProCharger now has an optional helical gearset for reduced supercharger noise. The helical gearset is available on both the P-1SC-1 and D-1SC supercharger models.



HO Intercooled System, optional polished finish shown.

BOLT ON 50 - 55% MORE POWER

“2008 Pontiac G8 GT ProCharger HO Intercooled Supercharger System: Four Doors Of Fury!”

GM High Tech Performance

ProCharger G8 GT Systems and Tuner Kits

- 2008-09: HO Intercooled System and Tuner Kit (dedicated 8-rib drive)
- 2008-09: HO Intercooled Tuner Kit (dedicated 8-rib drive)

ProCharger G8 GT Choices & Upgrades

- Polished supercharger; polished bracket finish
- ProCharger D-1SC supercharger upgrade (Tuner Kit only)
- Helical Gearset for Noise Reduction (P-1SC-1 & D-1SC only)
- 800+ HP Air-to-Air Intercooler System Upgrade

CENTRIFUGAL SUPERCHARGING

FIRST TO MARKET: SELF-CONTAINED GEAR-DRIVEN SYSTEMS

Supercharger Efficiency

By its very definition, a supercharger is a device (such as a blower or compressor) for increasing the volume air charge of an internal combustion engine over that which would normally be drawn in by the intake stroke of the pistons. Efficiency refers to both the heat created by the supercharger and the power required to drive it.

Today, there are two different types of superchargers being offered by the performance industry:

- Centrifugal superchargers
- Positive-displacement blowers

Due to their design, it's a commonly accepted engineering fact that centrifugal compressors are much more efficient than positive displacement superchargers. More efficient compressors mean more efficient supercharger systems, this in turn means more power across a wider operating range for your engine. This is the very core of the ProCharger supercharger advantage.

The advantages are in terms of airflow and air pressure, and as a result, centrifugal compressors produce greater power and significantly lower charge air temperatures. This broad operational range supports future engine modifications, meaning you are less likely to "outgrow" your ProCharger supercharger than a positive displacement design.

At higher boost levels, centrifugal superchargers remain 70 to 80% efficient, whereas positive-displacement-blowers are less efficient to begin with and efficiency further declines as pressure increases. Positive-displacement blowers are also mounted on top of the engine where they quickly become heat soaked, further increasing charge air temperatures. Positive-displacement blowers deliver a nearly-fixed volume of air per revolution at all RPMs, making PD blowers less efficient than ProCharger centrifugal design throughout the engine's performance operating range.

More Boost After Peak Torque

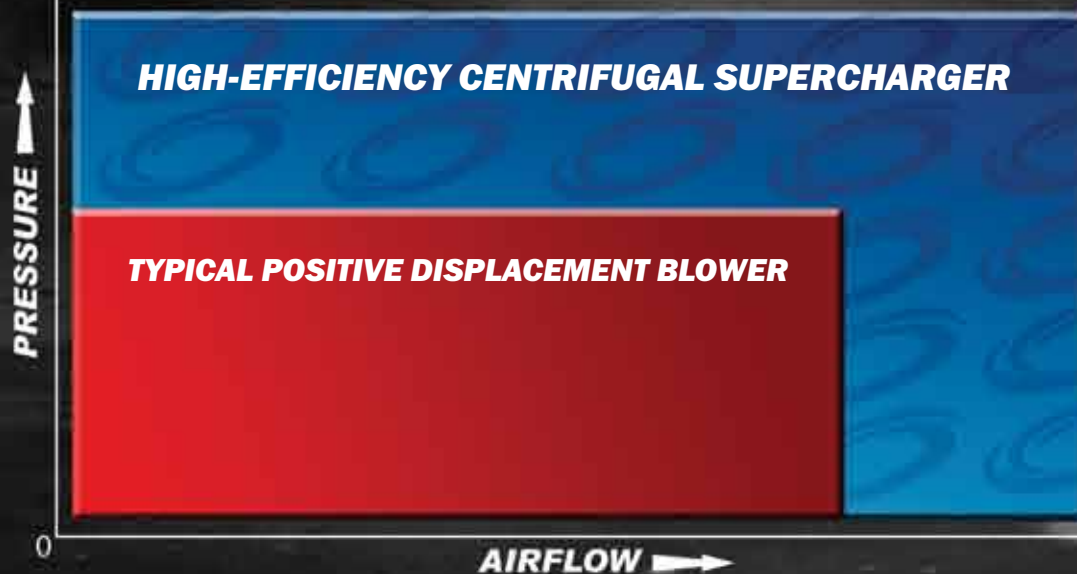
Most of today's stock street engines have a torque curve that falls away while horsepower is still on the rise. A ProCharger centrifugal supercharger system is able to increase the amount of intercooled boost available to your engine once it is past its peak torque output. Now, rather than your engine "going flat" after peak torque, it continues to build power right up to your engine's maximum RPM. The result is more power across the typical performance engine operating RPM range.

A ProCharger centrifugal supercharger can also support future modifications to your engine or exhaust system. Thanks to industry-leading step-up ratios and rugged design, ProCharger provides the best performance at any power level. High-flow intake manifolds, camshaft, cylinder heads and exhaust systems can all be supported via more airflow and boost from the same ProCharger supercharger with a simple pulley upgrade.





ADVANTAGE IN EFFICIENCY AND OPERATING RANGE



Wider Operating Range

Centrifugal superchargers have a much broader operating range, in terms of both airflow and pressure, when compared to typical positive displacement blowers. Bottom line: ProCharger makes more power at the same boost level, and also offers far more upgradability to accommodate engine modifications and higher boost and power levels.

"ProCharger takes pride in this kit being designed and manufactured in the U.S. of A."

GM High Tech Performance

CENTRIFUGAL LEADERSHIP

DESIGNED TO BLOW AWAY THE COMPETITION™

Technology

ProCharger introduced the industry's first self-contained, gear-driven supercharger in 2000. Since then, this patented and proven self-contained design has become the standard by which other superchargers are measured.

The top-selling ProCharger P-1SC, P-1SC-1 and D-1SC supercharger models share many of the design elements that deliver the record-setting durability and performance of the ProCharger F-Series competition superchargers. With their rugged design, including an exclusive billet gear case, these self-contained superchargers are powerful and efficient enough to harness the benefits of air-to-air intercooling, while also being durable enough to carry the industry's best warranty coverage.

The patented self-contained design eliminates the need for an external oil supply or oil lines that require a hole to be punched in the engine's oil pan. Additionally, testing has shown self-contained superchargers run cooler than those fed by engine oil.

Internal Oil Pump

At the heart of the ProCharger self-contained design is a simple, but highly effective oil aerator. This oil aerator creates the oil mist lubrication required for the precision bearings and gears. This oil pump does not require priming at start-up, and oil changes are only required every 6,000 miles.

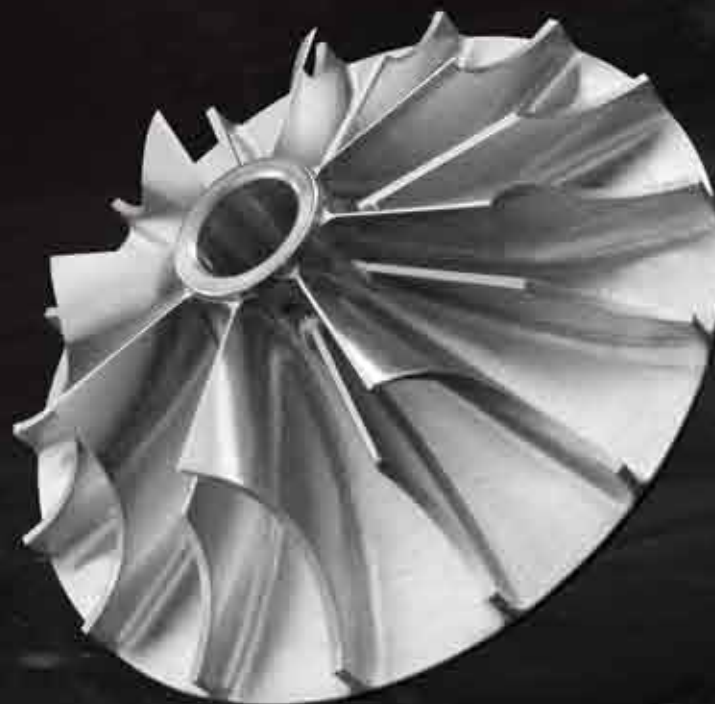
Instead of being forced to utilize hot engine oil or the grease in sealed bearings, ProCharger superchargers are lubricated with an extremely high-quality synthetic oil specifically engineered for high speed use.

ProCharger's self-contained design eliminates the heat that is transferred to a supercharger by engine-oiled designs and also avoids the possibility of supercharger damage that can result from clogged oil feed lines or oil drainage problems.

Billet Impellers

Using state-of-the-art, five-axis CNC machines, ProCharger's proprietary impeller designs are crafted from aircraft-grade 7075 T-6 aluminum alloy for tremendous strength and performance. This top-tier material allows for larger impellers that weigh less and are free of the flaws found in typical cast impellers. Large, structurally sound impellers are capable of higher speeds, which flow more air and in turn, produce more power.

"The self-contained ProCharger that I race has never been back to ProCharger for any kind of repair or check-up since it was new. Five years worth of racing - that means three championships and two runner-up finishes with **well over 1,000 passes on it with no problems.** Awesome durability!" **Multi-time NMRA Champion**



Self-Contained Superiority

Introduced in 2000, self-contained ProCharger superchargers were designed specifically to be self-lubricating, not as an afterthought. Not only does this make our superchargers easier to install, but this patented, gear-driven, self-contained design is durable enough to be available with the best warranty in the industry.

Industry Leading 4.10:1 Step Up Ratio
(P-1SC, P-1SC-1 & D-1SC models)

Precision Ground Gears with Patented
Design for Noise Reduction Provide
Unmatched Durability

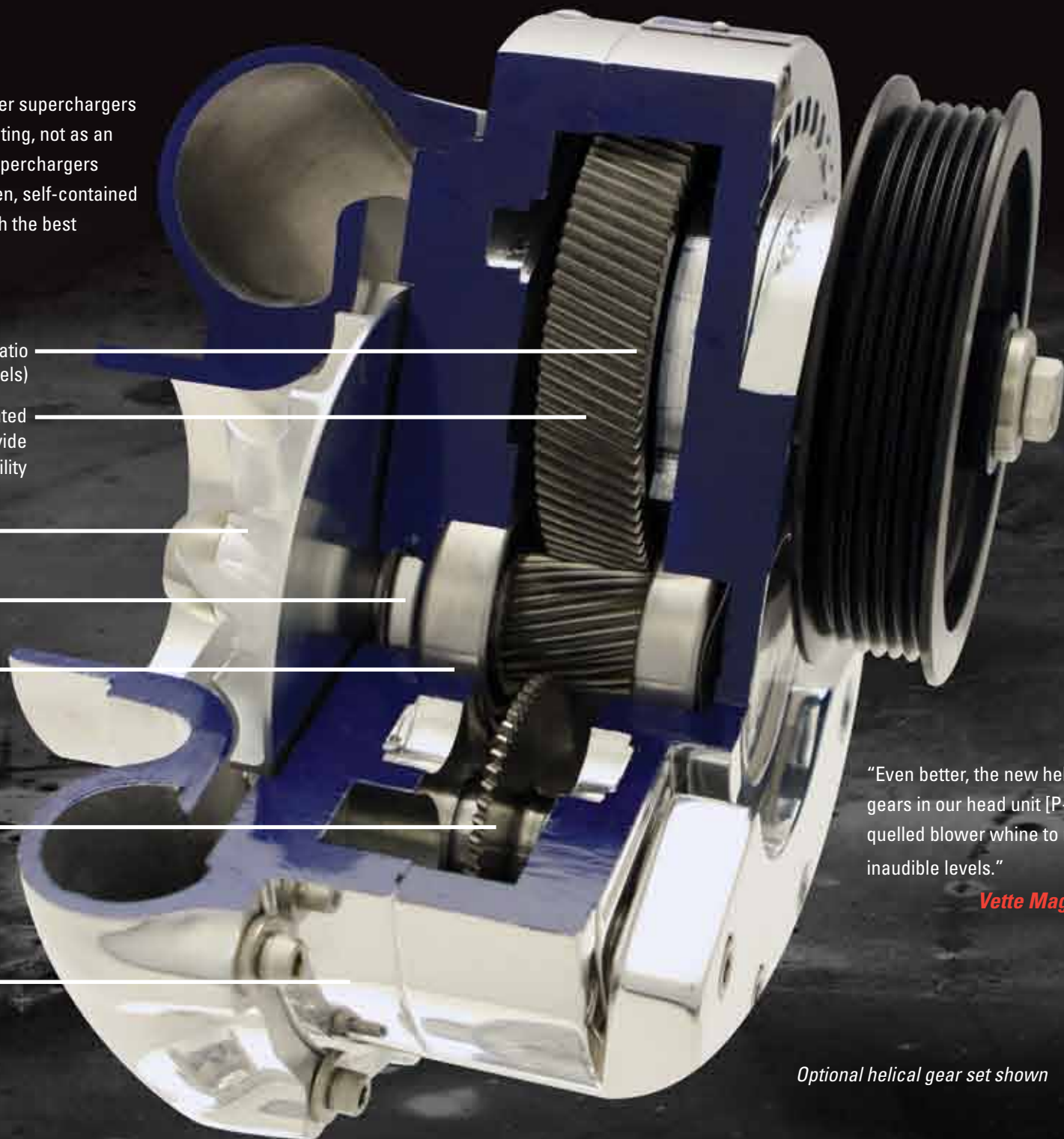
Exclusive 7075 T-6 billet impeller

Custom Teflon Composite High
Pressure Dual Lipped Seal

Precision High Speed Rated Aerospace
Spec Support Bearings

Patented Aeration Pump Provides
Self-contained Oiling with
Superior Bearing Lubrication

Exclusive CNC Machined 6061
Billet Aluminum Housing Ensure
Precise Shaft Alignment



"Even better, the new helical gears in our head unit [P-1SC-1] quelled blower whine to near-inaudible levels."

Vette Magazine

Optional helical gear set shown

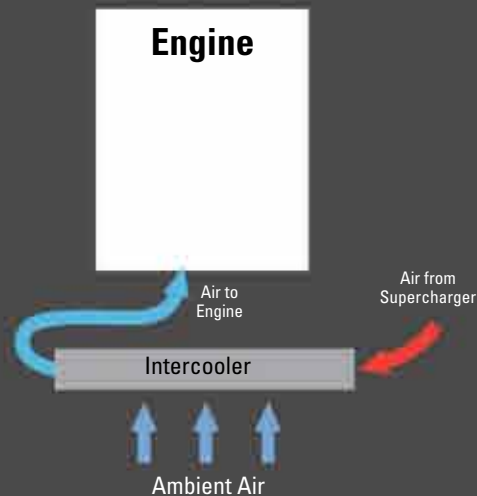
Since their earliest uses in fighter and bomber aircraft, the advantages of air-to-air intercooling have been demonstrated time and time again. It's a simple fact of physics: cooler air makes more power. Period. Today, ProCharger owners are still reaping the performance benefits of air-to-air intercooling.

Air-to-air intercooling is a one-step process and represents a fundamental ProCharger advantage. Compressed air enters one side of the intercooler, making its way into the cross-flow core. Once in the core, the compressed air is cooled by the airflow moving

On the other hand, positive-displacement blowers are forced to use an air-to-water intercooler system which is a complex arrangement of intercooler cores, hoses, fittings, a coolant pump, electrical connections and yes, a front-mounted air-to-air heat exchanger. In street applications, an air-to-water intercooler is in fact an air-to-water-to-air system.

Typically packed into the tight and hot confines under the supercharger and intake manifold deep in the V of the engine, air-to-water-to-air intercooler systems are very complex, difficult to install, and not as effective as air-to-air intercooling. In engineering terms, air-to-water-to-air intercooling is a two-step cooling process.

Air-to-air intercooling represents a one step process of cooling the compressed air before it enters the engine. Simple, easy-to-install and highly effective, ProCharger's air-to-air intercooler design provides the coolest charge air temperatures for the highest horsepower gains.



The diagram illustrates a water-cooled engine system. At the top center is a white box labeled **Engine**. To its right is a grey box labeled **Intercooler**. Below the engine is a white box labeled **Secondary heat Exchanger**. A circular **Water Cycle** is indicated by a grey arrow loop connecting the engine, intercooler, and heat exchanger. A **Circulating Pump** (white box) is connected to the water cycle on the left. **Electrical Wiring** (red lines) is connected to the pump. **Air to Engine** (orange arrow) enters the engine from the bottom. **Air from Supercharger** (red arrow) enters the intercooler from the bottom. **Ambient Air** (three blue arrows) enters the secondary heat exchanger from the bottom. An **Ice/Water Tank** (white box) is connected to the secondary heat exchanger on the right.

26



"When space permits an adequately sized air-to-air intercooler to be fitted and given access to decent airflow, it **will always prove superior**. The only excuse for a liquid-based intercooler is when severe space restrictions exist [including positive displacement superchargers, due to mounting location] or... where an iced coolant can be used." – ***"SuperCharged", Corky Bell***

"The normal, closed loop air-to-water intercooler system [not using ice] is **not as effective as a properly designed air-to-air intercooling system** since the cooling medium or the liquid coming from the front heat exchanger is always warmer than the ambient air temperature." – ***"All About Intercooling", George Spears***



On the street or on the track, ProCharger offers the broadest range of intercoolers of any supercharger manufacturer.

AIR-TO-AIR INTERCOOLING

COOLER IS BETTER

Intercooled Supercharging

ProCharger pioneered the practice of intercooling as an integral design solution on aftermarket supercharger systems years before others and to this day, still offers the most effective, reliable and highest flowing intercoolers. Other aftermarket companies are now embracing air-to-air intercooling, with air-to-air being standard on their newer supercharger kits, while they only offer air-to-water-to-air or no intercooling on their older kits. Don't get stuck with yesterday's technology.

ProCharger intercoolers are an integrated part of our street supercharger systems and have been specifically designed to deliver the lowest charge air temperatures to the engine for maximum engine longevity and efficiency, with zero maintenance. In fact, in test after test, ProCharger's air-to-air intercooled supercharger systems have been proven to produce the largest power gains and coolest charge air temperatures.

Others offer only one size of intercoolers for street/strip applications (or none at all), and their one intercooler frequently becomes undersized with even minor engine modifications. ProCharger offers *at least* two sizes of intercoolers, often more, and supports the highest street/strip power levels in the industry. This ensures the right product for your power level based on how you will be using your ProCharged vehicle.

With respect to intercooling: efficient, reliable power is the bottom line. And when it comes to street-driven vehicles, air-to-air intercooling provides superior charge air cooling which in turn is able to produce more power after it enters the engine.

Intercooler Design Considerations

Because of their design and mounting location, positive-displacement blowers are unable to use air-to-air intercooling, instead having to go with the less efficient air-to-water-to-air configuration or no intercooling at all. Aftermarket turbocharger manufacturers on the other hand, who could go with either system, choose to utilize the more effective air-to-air intercooler technology.

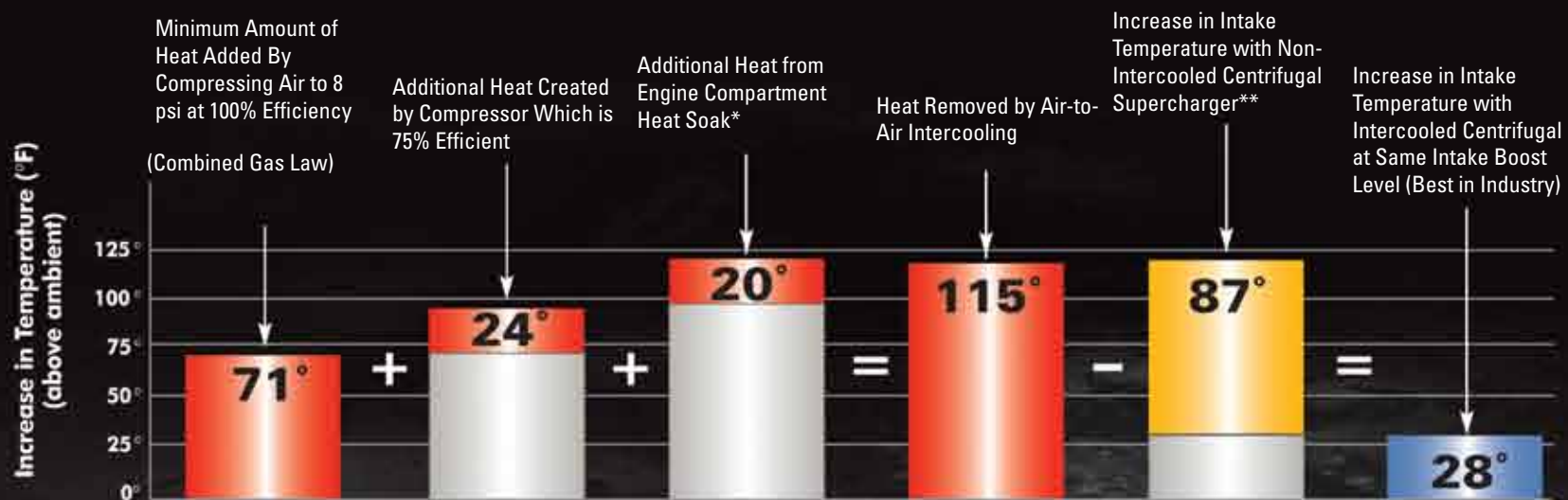
Benefits Of Air-To-Air Intercooling

- More effective
- More reliable
- No maintenance
- Simpler and far easier to install
- Intercooler exposed to a constantly replenished airflow
- Large intercooler surface area for quick recovery and repeatable performance in real-world driving situations
- Superior charge air cooling capabilities

Air-to-air intercooling is effective and simple – no worries of a coolant pump failure or coolant leaks that are possible with an air-to-water-to-air intercooling system. Failure of an air-to-water-to-air intercooler can result in serious and expensive engine damage due to detonation or water entering the engine oil or engine itself.

ProCharger's industry leading system efficiency is proven by producing more power with less boost than other superchargers while also having the ability to produce the highest boost and power levels. For maximum power, reliability and driveability since 1994, customers have looked to ProCharger: The Intercooled Supercharging Experts®.

For even more information on air-to-air intercooling, visit ProCharger.com and check out the Technology pages.



*Radiant heat from engine and exhaust transferred through air, conductive heat transferred directly, and convective heat from engine oil. This engine compartment heat is not addressed by SAE J1723 (supercharger efficiency standard). ** Temperature will be higher for PD blower or turbo.



CENTRIFUGAL THERMAL ADVANTAGE

LESS HEAT MEANS MORE POWER AND GREATER RELIABILITY

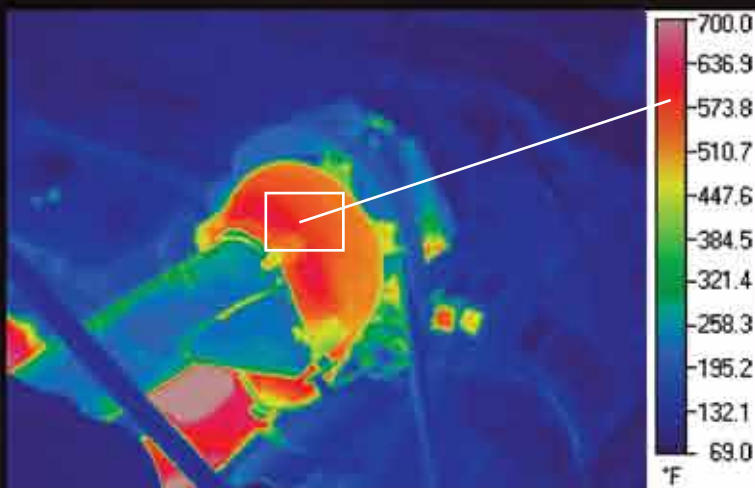
Thermal Advantage

It's really quite simple: cooler air is more dense. Denser air is able to produce more power. If your goal is to produce maximum reliable power, then you need the coolest charge air temperatures possible. When it comes to producing consistent and reliable power, heat is the enemy.

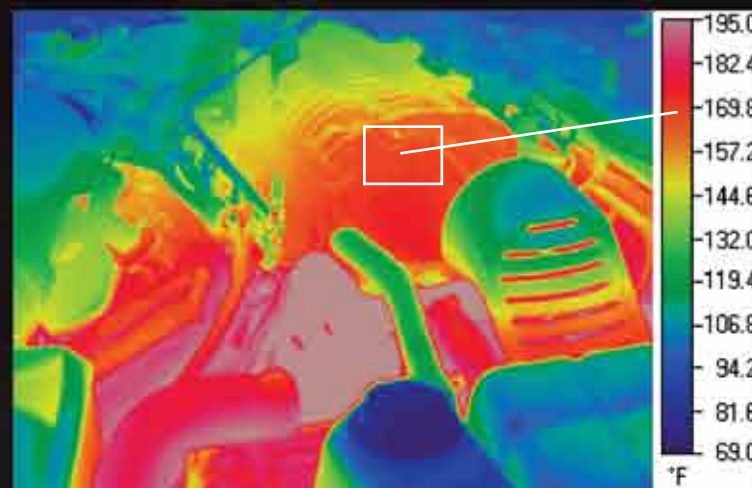
These images illustrate the thermal advantages of a ProCharger supercharger system when compared with a turbocharger and positive displacement blower. By their very design, centrifugal superchargers are more efficient compressors and create less heat during their operation. Additionally, ProCharger superchargers are mounted in front of the engine which is a much cooler environment than on top of the engine.

Turbochargers require hot engine exhaust to compress air. The result is a very hot turbine and turbine housing which transfers heat to the compressor. Turbochargers also create high exhaust gas temperatures and backpressure, causing additional heat build up in exhaust manifolds, cylinder heads and valves.

Positive-displacement (PD) blowers are typically located directly on top of the engine or deep between the cylinder heads. Because they are attached to or surrounded by hot engine components, this is an extremely hot environment. Now add the heat created by their lower-efficiency compressors and you end up with a hot compressor producing hot, compressed air. The location of a PD blower necessitates the use of a complex air-to-water-to-air intercooling system which is also located in a hot and heat-soaked environment.

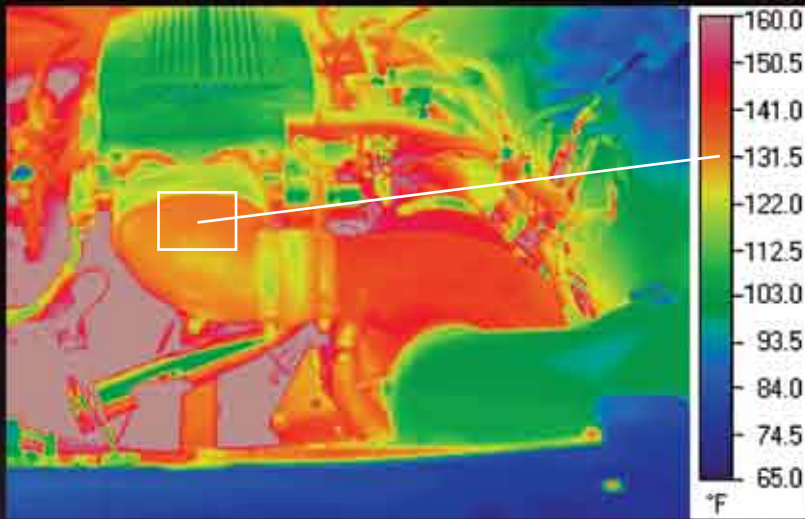


Turbocharger



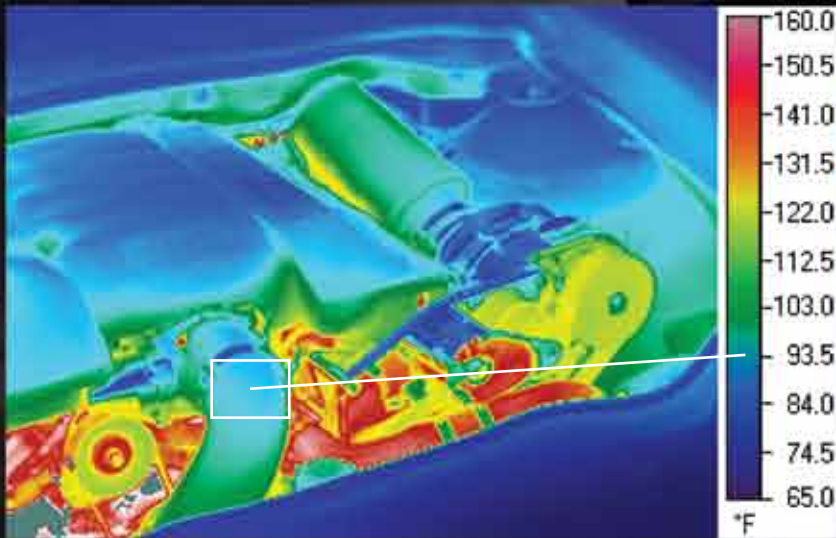
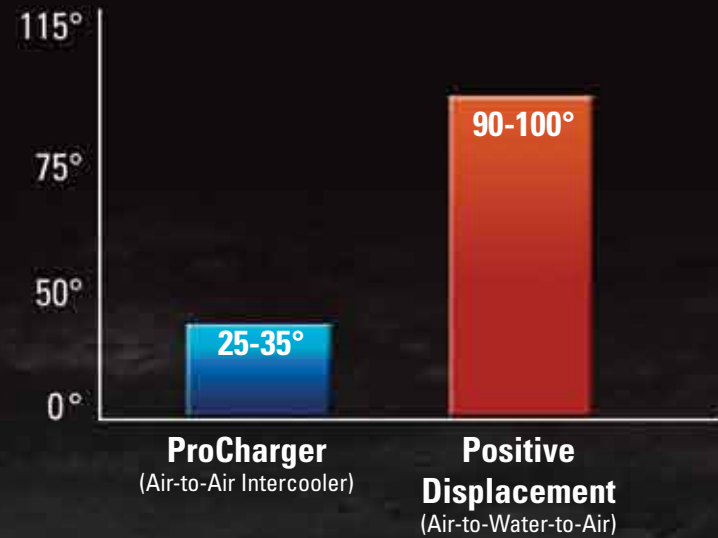
Positive Displacement with air-to-water-to-air intercooler, 8 psi

Note: scales of turbocharger and positive displacement images are higher due to the additional heat they produce



Other centrifugal, non-intercooled, 9 psi

Increase in Charge Air Temperatures at Engine Intake (8 psi, °F)



ProCharger with air-to-air intercooler, 8 psi



THE ULTIMATE POWER ADDER®

NOTHING ELSE EVEN COMES CLOSE

Other Power Adders Just Don't Add Up

Proven by dealers, racers and GM owners around the world, no other form of aftermarket power-adder provides the combination of power, reliability, ease of installation and maintenance, engine safety and cool operation of a ProCharger. Here is why:

Positive Displacement Blowers

Centrifugal superchargers offer substantially higher adiabatic efficiencies than their positive-displacement (PD) counterparts. PD blowers are located on top or nestled in the "V" of the engine, placing them in a very hot, harsh environment which results in significantly hotter charge air temperatures. This location also requires the use of a significantly more complex and less effective air-to-water-to-air intercooling configuration. To cope with these high charge air temperatures, PD blowers must be tuned extremely rich with less timing. This reduces the vehicle's fuel efficiency, driveability, power and engine longevity.

Turbochargers

A turbocharger, or turbo, is in fact a form of supercharging as it uses a centrifugal compressor to increase the pressure of the air entering the engine. Although they use advanced compressor technologies similar to ProCharger's compressor designs, turbo systems' initial cost and complexity make them less practical for everyday street driving. Because a turbo relies on hot engine exhaust to create power, they also create high exhaust temperatures and backpressure, high charge air temperatures and are subject to "lag" that degrades their real-world driving performance. Additionally, turbos require engine oil feed and return lines for lubrication and due to extreme heat, increases the thermal breakdown of your engine's oil.

Other Centrifugal Superchargers

When compared with other centrifugal superchargers on the market, ProCharger superchargers support nearly twice the horsepower along with much greater durability and reliability. Additionally, ProCharger is focused solely on centrifugal compressor technology, providing superior product and support to customers and dealers.



ProCharger F-3 powers HOT ROD® Drag Week Champion:
Fastest Street Car in America.

Nitrous Oxide

Initially, nitrous may look like a bargain, but a review of the facts reveals otherwise. Nitrous oxide accelerates the combustion rate, which in turn, increases peak cylinder pressures. This combination greatly increases the probability of piston-melting pre-detonation. This rapid increase in cylinder pressure also increases the load placed on internal engine components. Additionally, nitrous oxide adds the expense and hassle of constantly having to refill bottles and is not always available when you need it.

Large Displacement Engines

The expense associated with building an engine large enough to produce the same power as a ProCharged stock engine just doesn't add up, especially when you consider the poor idle quality and extra fuel the larger engine will require. You must also consider the time and hassle of a complete engine swap or the downtime of a complete engine rebuild. Large displacement engines also tend to utilize higher compression ratios which create more heat and require expensive race fuels.



POWER ADDER COMPARISON

Comparison for Making 600+ HP When Starting With a Stock 6.2L LS3 Engine



RACING DOMINATION

REAL WORLD PROCHARGER POWER

ProCharger Motorsports

ProCharger has a long history – 16 plus years now – of helping an incredible number of enthusiasts and racers accomplish their performance goals: WINNING! From drag strips to road course, and from the salt flats of Bonneville to open road races and rear-wheel dyno competitions, more and more ProCharger owners are reaching and exceeding their performance goals in amazing fashion.

When it comes to motorsports, talk is cheap. It seems like there are always too many aftermarket manufacturers willing to inflate their performance claims. ProCharger-equipped racers prefer to let their actions and results speak for themselves.

ProCharger and Racing: A Winning Combination

ProCharger superchargers are synonymous with GM performance, especially in sanctioned drag racing competition. ProCharger was the first centrifugal supercharger to power racers into the 6's. As a matter of fact, as far back as 2002, every single Super Street and Street Outlaw racer in the 7's, and Renegade racer in the 8's were all ProCharged. Once the ProCharger supercharger power genie was out of the bottle, there was no looking back – unless you count looking in the mirror for the other guys.

The list of ProCharged racing champions, record holders and top performers reads like a Who's Who of GM racers. Check out the ProCharger Honor Roll on the next page. Are you ready to put *your* name on this list?

We Race, You Win

The same design philosophy that puts top racers into the winner's circle can be found in every street-legal ProCharger supercharger system. With a ProCharger system, not only will you receive the largest and most engine-friendly horsepower gains, you also have the peace of mind knowing that your supercharger was designed to reliably and consistently produce event and championship-winning power race after race, year after year. What are your high-performance goals? Let ProCharger help you blow them away.



World's Fastest Centrifugally Supercharged Drag Car: 228 mph, 2,800+ horsepower

Consider these ProCharger Motorsports Achievements:

- In drag racing, the 80 quickest centrifugal racers are all powered by ProCharger
- The first centrifugal supercharger to power a doorslammer past 200 mph
- HOT ROD Pump Gas Drags Championship
- HOT ROD Drag Week Championship
- Car Craft Street Machine of the Year Championship
- HOT ROD Maxton Mile Top Speed Challenge Winner
- Bonneville record – World's Fastest Camaro
- The ONLY supercharger to make 2,000 horsepower on pump gas
- The ONLY supercharger to make 3,000 horsepower on alcohol – nearly twice the power of the closest centrifugal!
- More than 50 International drag racing Championships in the past 10 years



ProCharger GM Honor Roll

ProCharger GM Champions and Record Holders

Mark Micke
 Jarod Wenrick
 Denny Terzich
 Ric Fleck
 Mark Weiler
 Al Jimenez
 Tony Ridenour
 Will Stevenson
 Mike Roy
 Vince Furri
 Bo Butner
 Dave Hinzman
 Steve Jackson
 Mike Hupp
 David Reese
 Jason McNeil
 Troy Langlo
 Mark Gjavenis
 Jese Gese
 Rod Nance
 Troy Terpantier
 Noel Borg
 Keving Young

F-1 SERIES

1000+ HORSEPOWER

ProCharger F-Series Superchargers

ProCharger F-Series superchargers were designed with one simple goal: blow the competition away. Since their introduction in 2000, ProCharger's ever-expanding lineup of F-Series superchargers have continued to be the standard by which others hope to be measured, both on the track and on the street. From the custom designed 7075 billet aluminum impeller to the CNC machined transmission case to the industry-exclusive, compound bearing design, each self-contained ProCharger F-Series supercharger has been designed to deliver maximum performance, pass after pass, year after year, championship after championship.

ProCharger F-1, F-1D and F-1A Superchargers

The ProCharger F-1, F-1D and F-1A superchargers utilize a compact, 9 inch volute and are powerful and highly versatile superchargers. Like all the ProCharger F-Series models, the F-1, F-1D and F-1A feature the industry-exclusive compound bearing design that supports high-horsepower applications, while the patented and proven self-contained oiling design eliminates the need for external oil lines while providing years and years of trouble-free performance.

ProCharger F-1C and F-1R Superchargers

These two ProCharger superchargers use a slightly larger, 9.75-inch volute for higher airflow and HP ratings and retain all the design advantages of the other F-Series models.

On the Street or Strip:

The highly versatile ProCharger F-1 supercharger lineup is compact enough for many of today's high-horsepower modified street engine applications, yet powerful enough for ultra-high street horsepower and hard-core racing applications. Give the ProCharger Sales Team a call at 913/338-2886.

ProCharger F-1D

Base HP Range of NA Engine: 300-500 HP
Maximum Supercharged HP Rating: 1,000 HP
Maximum Airflow: 1,500 cfm
Maximum Boost: 32 psi
Inlet Diameter: 3.75 inches
Outlet Diameter: 3 inches
Maximum Impeller RPM: 65,000
Internal Step-up Ratio: 5.40:1
Self-Contained Oiling: Yes
Reverse Rotation Available: Yes

ProCharger F-1

Base HP Range of NA Engine: 300-500 HP
Maximum Supercharged HP Rating: 1,050 HP
Maximum Airflow: 1,525 cfm
Maximum Boost: 38 psi
Inlet Diameter: 3.75 inches
Outlet Diameter: 3 inches
Maximum Impeller RPM: 70,000
Internal Step-up Ratio: 5.40:1
Self-Contained Oiling: Yes
Reverse Rotation Available: Yes

ProCharger F-1A

Base HP Range of NA Engine: 300-500 HP
Maximum Supercharged HP Rating: 1,100 HP
Maximum Airflow: 1,650 cfm
Maximum Boost: 38 psi
Inlet Diameter: 3.75 inches
Outlet Diameter: 3 inches
Maximum Impeller RPM: 74,000
Internal Step-up Ratio: 5.40:1
Self-Contained Oiling: Yes
Reverse Rotation Available: Yes

ProCharger F-1C

Base HP Range of NA Engine: 300-550 HP
Maximum Supercharged HP Rating: 1,225 HP
Maximum Airflow: 1,850 cfm
Maximum Boost: 38 psi
Inlet Diameter: 4 inches
Outlet Diameter: 3 inches
Maximum Impeller RPM: 74,000
Internal Step-up Ratio: 5.40:1
Self-Contained Oiling: Yes
Reverse Rotation Available: Yes

ProCharger F-1R

Base HP Range of NA Engine: 375-550 HP
Maximum Supercharged HP Rating: 1,300 HP
Maximum Airflow: 2,000 cfm
Maximum Boost: 38 psi
Inlet Diameter: 4 inches
Outlet Diameter: 3 inches
Maximum Impeller RPM: 68,000
Internal Step-up Ratio: 5.40:1
Self-Contained Oiling: Yes
Reverse Rotation Available: Yes

"The pièce de résistance is the centrifugal ATI ProCharger F-1R huffer. This massive, whirling piece of pure magic effortlessly pumps out 20 psi of boost, creating a whopping 1,200 estimated horsepower at the crankshaft and an equally mind-numbing 800 estimated lb-ft of torque." **GM High Tech Performance**

F-2

1600 HORSEPOWER

ProCharger F-2 Supercharger

The ProCharger F-2 features a larger, 10.5-inch volute diameter and provides a significant increase in airflow when compared with the F-1D/F-1/F-1A and F-1C/F-1R superchargers. Considered by many to be the ideal combination of small size and high performance, the F-2 retains all the F-Series design advantages, including self-contained oiling, the patented, ultra-high speed compound bearing assembly, precision ground steel gears and can support up to 1,600 horsepower.

ProCharger F-2

Base HP Range of NA Engine:

425-600 HP

Maximum Supercharged HP Rating:

1,600 HP

Maximum Airflow: 2,700 cfm

Maximum Boost: 38 psi

Inlet Diameter: 4.5 inches

Outlet Diameter: 3.5 inches

Maximum Impeller RPM: 65,000

Internal Step-up Ratio: 5.40:1

Self-Contained Oiling: Yes

Reverse Rotation Available: Yes

Custom Teflon
Composite High
Pressure Dual
Lipped Seal

Precision Ground Steel Gears Provide
Industry-Leading Step Up Ratios
(see F-Series specs for model-specific
step up ratios)

Patented Aeration Pump Provides
Self-contained Oiling with
Superior Bearing Lubrication

Industry-Exclusive 7075 T-6 billet impeller

Patented Ultra High Speed Compound
Bearing Assembly

Exclusive CNC Machined 6061 Billet Aluminum Housing
Ensure Precise Shaft Alignment

ProCharger F-Series Superchargers:
Record Setting Power, Championship
Winning Reliability

F-3 SERIES

2700+ HORSEPOWER

ProCharger F-3 Supercharger

Welcome to the Big Time. The ProCharger F-3 supercharger is the pinnacle for racers looking for ultra-high horsepower along with championship-earning reliability and consistency. The first centrifugal supercharger to power a doorslammer over 200 mph and into the 6's, F-3 ProChargers are the centrifugal superchargers of choice among the best racers around the world. In fact, more racing championships and more world records have been set by racers running F-3 ProChargers than any other centrifugal supercharger. Period.

Super Chevy Shows, National Muscle Car Association (NMCA), National Hot Rod Association (NHRA), National Mustang Racing Association (NMRA), Pacific Street Car Association (PSCA), Outlaw Racing Street Car Association (ORSCA), HOT ROD's Drag Week and Pump Gas Drags, Bonneville, Maxton and more – chances are very good that a ProCharger-equipped racer has “been there, won that” with a legendary ProCharger F-3 supercharger under their hood.

The legendary ProCharger F-3 family of supercharger models features a large, 12- inch volute and provides vastly higher airflow than the F-1 and F-2 models. Considered by many to be the ultimate competition supercharger, the F-3 retains all the F-Series design advantages, including self-contained oiling, the patented, ultra-high speed compound bearing assembly, precision ground 9310 steel gears and can support 2,500+ HP on race gas and 3,000+ HP on alcohol.

Supports 2,500+ HP on race gas and 3,000+ HP on alcohol

With numerous trims available, the ProCharger Motorsports Team can help you determine which F-3 model best suits your specific application and horsepower goals.

Visit ProCharger.com/models for specification on all ProCharger supercharger models.

ProCharger F-3A-123

Base HP Range of NA Engine:

500 – 850 HP

Maximum Supercharged HP Rating:

2,100 HP

Maximum Airflow: 3,100 cfm

Maximum Boost: 40 psi

Inlet Diameter: 5.5 inches

Outlet Diameter: 4 inches

Maximum Impeller RPM: 70,000

Internal Step-up Ratio: 6.24:1

Self-Contained Oiling: Yes

Reverse Rotation Available: Yes

ProCharger F-3R-131

Base HP Range of NA Engine:

600 – 900 HP

Maximum Supercharged HP Rating:

2,400 HP

Maximum Airflow: 3,600 cfm

Maximum Boost: 45 psi

Inlet Diameter: 6 inches

Outlet Diameter: 4 inches

Maximum Impeller RPM: 65,000

Internal Step-up Ratio: 5.63:1

Self-Contained Oiling: Yes

Reverse Rotation Available: Yes

ProCharger F-3R-135

Base HP Range of NA Engine:

650 – 1,000 HP

Maximum Supercharged HP Rating:

2,600+ HP

Maximum Airflow: 3,900 cfm

Maximum Boost: 45 psi

Inlet Diameter: 6 inches

Outlet Diameter: 4 inches

Maximum Impeller RPM: 65,000

Internal Step-up Ratio: 5.63:1

Self-Contained Oiling: Yes

Reverse Rotation Available: Yes

ProCharger F-3R-139

Base HP Range of NA Engine:

700 – 1,000 HP

Maximum Supercharged HP Rating:

2,700+ HP

Maximum Airflow: 4,000 cfm

Maximum Boost: 45 psi

Inlet Diameter: 6 inches

Outlet Diameter: 4 inches

Maximum Impeller RPM: 62,500

Internal Step-up Ratio: 5.63:1

Self-Contained Oiling: Yes

Reverse Rotation Available: Yes

F-4

3200+ HORSEPOWER

NEW! ProCharger F-4 Supercharger

Introducing the world's largest, self-contained, centrifugal supercharger. The new ProCharger F-4 supercharger represents a whole new level of supercharger efficiency, airflow and horsepower potential. As a matter of fact, some of the first F-4 supercharger engine dyno testing surpassed the 3,200 horsepower projections.

The F-4 supercharger features the performance and racing industry's first production application of a 16-inch diameter, or compressor housing. Utilizing ProCharger's patented and proven self-contained transmission, as well as the patented high-speed compound bearing assembly, the new ProCharger F-4 can be belt or gear driven. For more information and to see a videos of the F-4 in testing, visit ProCharger.com/F4supercharger

ProCharger F-4

Base HP Range of NA Engine:

900 – 1,400 HP

Maximum Supercharged HP Rating:

3,200+ HP

Maximum Airflow: 5,400 cfm

Maximum Boost: 50+ psi

Inlet Diameter: 7 inches

Outlet Diameter: 5 inches

Maximum Impeller RPM: 55,000

Internal Step-up Ratio: 5.63:1

Self-Contained Oiling: Yes

Reverse Rotation Available: Yes

New ProCharger F-4 Supercharger shown with open design race bypass valve.

FOUNDATIONS

BUILDING POWER

ProCharger: Leadership Through Innovation

Lead, follow or get out of the way. Everyone likes to use this saying as a way to differentiate themselves from the competition. But, there is a real difference when it comes to backing up those words with cutting-edge innovation, solid engineering, superior manufacturing and unsurpassed product performance. ProCharger has far more supercharging patents than any other aftermarket supercharger manufacturer. And with more than 16 years of award and race winning technology, every ProCharger Supercharger System provides the innovation and power you expect, with a commitment to customer service and product reliability you want.

Self-Contained Superiority

ProCharger introduced the industry's first self-contained, gear-driven supercharger in 2000. Since then, this patented and proven self-contained design has become the standard by which other superchargers are measured.

The top-selling ProCharger P-1SC-1 and D-1SC supercharger models share many of the design elements that deliver the record-setting durability and performance of the ProCharger F-Series superchargers. With their rugged design, including an exclusive billet gear case, these self-contained superchargers are powerful and efficient enough to harness the benefits of air-to-air intercooling, while also being durable enough to be backed by the industry's best warranty coverage.



The ProCharger Campus

Made in the USA: From concept to finished product, all ProCharger supercharger systems are designed, tested and manufactured inside these state-of-the-art facilities. After enlarging the original building in 2004, the company expanded into Building 2 (at right) in 2010.

Below: Precision-cut input gears await their turn in the blower assembly department.

Billet gear cases are a hallmark and industry-exclusive to the patented and proven ProCharger supercharger design.

Right: The birth of a ProCharger-designed impeller on one of our state-of-the-art, five-axis CNC machines.



FOUNDATIONS

ENGINEERING POWER

Self-Contained Oiling

At the heart of the ProCharger self-contained design is a simple, but highly effective oil aerator. This oil aerator creates the oil mist lubrication required for the precision bearings and gears. This oil pump does not require priming at start-up, and oil changes are only required every 6,000 miles.

Instead of being forced to utilize hot engine oil or the grease in sealed bearings, ProCharger superchargers are lubricated with an extremely high-quality synthetic oil specifically engineered for high speed use.

ProCharger's self-contained design eliminates the heat that is transferred to a supercharger by engine-oiled designs and avoids the possibility of supercharger damage that result from clogged oil-feed lines or oil drainage problems.

Exclusive Billet Impellers

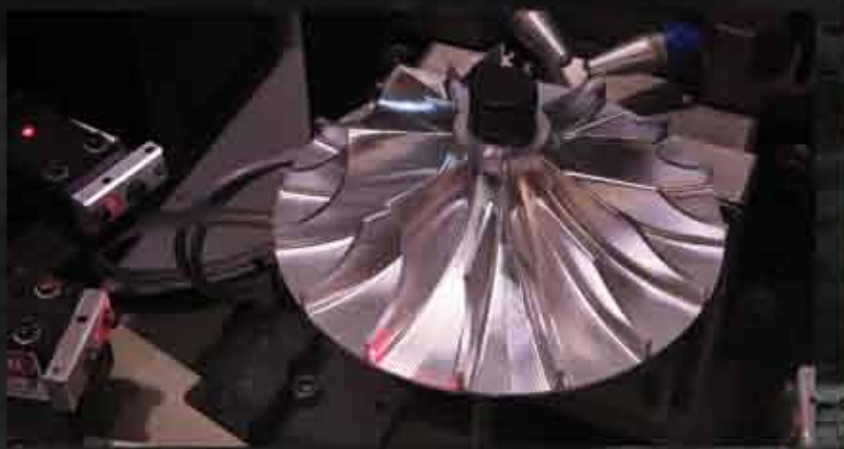
Using state-of-the-art, five-axis CNC machines, ProCharger's proprietary impeller designs are crafted from aircraft-grade 7075 T-6 aluminum alloy for tremendous strength and performance. This top-tier material allows for larger impellers that weigh less and are free of the flaws found in typical cast impellers. Large, structurally sound impellers are capable of higher speeds, which flow more air and in turn, produce more power.

Additionally, the precision bearings used in all ProCharger supercharger models are of consistently higher-quality and carry higher load ratings than those used by other supercharger manufacturers.



Billet Gear Cases

ProCharger designs and manufactures the centrifugal supercharger industry's only billet gear cases for superior rigidity, durability, sealing and appearance. This means higher boost levels and superior overall performance than other superchargers. This patented and proven, self-contained billet ProCharger design has become the standard by which others are measured.



UNMATCHED POWER

WORD ON THE STREET



"My goal was to create a daily driver [2010 Camaro SS] that rode smoothly and would annihilate the tires at will, at any speed, while retaining some form of reasonable fuel mileage and, of course, all the creature comforts such as power windows, a nice stereo, A/C, etc. With today's technology, I didn't think that would be too much trouble and so the saga began. The project started off with a set of twin GT3582Rs and some where along the way, the turbo stuff, all bought and paid for, got shelved and a **ProCharger F-1C found its way into the scene.**" **With the new lungs bolted to the engine, David returned to the engine dyno and walked away with a 1,048 hp pull on just 16 psi.** "I haven't put it on the chassis dyno yet, but I'm guessing it should make over 800 at the tires, which should allow me to meet and/or exceed my goals."

GM High Tech Performance

"The intercooled ProCharger centrifugal supercharger system [modified engine with F-1A] served up an astonishing 962.6 lb-ft of torque."

Motor Trend

"Due to its superior efficiency, centrifugal superchargers heat the air less than Roots blowers per pound of boost, thus each pound carries more oxygen molecules (something we refer to as greater mass flow). ... [This means] a centrifugal supercharger is capable of supplying more power per pound of boost than a Roots blower."

Super Chevy

"I told my best friend at that moment, that I was going to buy one ['98 Trans Am] and make it the fastest one in the world. Three and a half years later, it was the **first one in the eights with a ProCharger.** Not long after that he made it into the sevens at 182 mph.."

Fastest Street Car

"How about **more than 525 flywheel horsepower** on tap at the push of the pedal with no bottles to refill? ATI ProCharger supercharger incorporates some unique features that separate it from other offerings in the GTO supercharger market. For example, ProChargers incorporate a self-lubrication system that does not use engine oil but rather a specifically blended oil (that should be changed every 6,000 miles) and an internal oil pump

to coat the working components during startup. The pump then aerates the oil into a fine mist for optimum protection under harsh operating conditions. So, not only do you not have to punch a hole in the oil pan for an oil supply, but the use of the **internal oiling system also allows the ProCharger to operate at a cooler temperature**, since it's not circulating hot engine oil through the aluminum housing."

"ProCharger also incorporates a stepped bearing design meaning it uses two different size bearings on the impeller driveshaft to help equalize the thrust load, which adds to the longevity of the unit. Note the aggressive step-up gearing that drives the impeller also allows the use of pulleys to create the same amount of boost as a smaller pulley would in other systems, yet still provide for a generous amount of belt wrap to prevent slippage. **ProCharger's air-to-air intercooler is a maintenance-free unit utilizing a straight-forward approach to intercooling** but with some unique engineering built in."

High Performance Pontiac

"ProCharger is the only gear driven centrifugal blower with self-lubrication. That way you don't have to tap into your engine's oil system. Whether it's for the street or the strip, a supercharger is going to make more power, more safely with an intercooler."

Horsepower TV

"The C5 supercharger system looks great, with a finely polished, very handsome compressor that mounts to the LS1 (also LS6) on the right-front corner via an exquisite CNC-machined and highly polished billet aluminum bracket that just happens to also look bullet-proof."

"...the blown and intercooled C5 is making **533.4 horsepower and 516.2 lb-ft of torque—50-state emissions legal.**"

"In this sample, the air temperature increased by 103 degrees as it was supercharged (compressed), and **the intercoolers reduced the temperature of the air charge by 83 degrees.** If my calculations are correct, the intercoolers extracted roughly 80.6 percent of the heat created by the supercharging process. Sounds good to me."

Vette Magazine



"With a goal of 800 hp on the stock block [LS2]—exactly twice the factory rating—the combo's big hitter is a ProCharger Intercooled supercharger kit, which was outfitted at the factory with an upsized D-1SC head unit to facilitate boost levels of up to 12 psi. The excellent ProCharger intercooler keeps the intake-air temperatures from ever exceeding 120 degrees, even when hot-lapped.

"The boost from the ProCharger is almost instantaneous, and once the cam gets into the heart of the wide torque curve, the car is a handful. Even with the extremely high heat and humidity of Houston, the car has been a paragon of reliability. Whether driving on the clogged arteries to and from Houston or displaying the potential to turn mid-10-second e.t.'s at the local drag strip, this C6 manages the balance between all-out race car and luxury cruiser with aplomb. ProCharger magic raises the stock-block LS2's rear-wheel output from 350 hp to a staggering 706 horses at 6,400 rpm. The torque curve is almost linear in nature and crests at 606 lb-ft at 5,300 rpm."

Vette Magazine

"With the engine back together and the F-1D installed, the crew installed a custom twin in-tank fuel pump setup and headed back to the dyno for one last check. Eric told us: "the goal was to make 700 rwhp on nothing other than boost, and 91 octane. Well, I am totally happy with the 745 rwhp she laid down on the second pull."

GM High Tech Performance

"Just one romp of the throttle from a standstill, it becomes quite clear that the centrifugal blower is every bit the equal of a roots blower when it comes to low-end grunt"

Popular Hot Rodding

"ProCharger is the world headquarters of supercharging."

Bret Kepner, NMRA Awards Ceremony

"Right from the introduction of the new Camaro, ProCharger was there, measuring and designing its HO Intercooler system kit. **All of its homework paid off to make for a perfect fit and easy install.**"

Super Chevy

"The car now sports a centrifugal blower from ProCharger pushing out a conservative 10-11 psi. Justin knows the stock LS1 long-block can handle the power, so he left well enough alone and called up Andy at DynoTune USA of Watertown, South Dakota, for a custom E85/Flex Fuel tune. The fuel pump was upgraded, due to the massive needs of the engine, with a single Walbro pump pushing 255 liters per hour of fuel. Fuel supply at the engine is handled by a set of Motron 60 lb/hr injectors, slipped into the stock LS6 intake manifold. Boost is chilled via a pair of 4.5-inch air-to-air intercoolers, while the blower breathes through a K&N air filter. The output of all those gasses is managed through TPS 1.75-inch headers, then into a 3-inch stainless custom Y-pipe, and finally into a MagnaFlow catback system with a Dynomax bullet muffler. **This combination allows the engine to create a tire-shredding 540 rear-wheel horsepower and a stump-pulling 480 lb/ft of torque.**"

GM High Tech Performance

"With 773 ProCharged horsepower on board, R. Koranki of Edmond, OK, could have hot-pink wheels on his Trans Am and he would still get our attention." [built 396-cid LS1, ProCharger D-1SC and Twin Highflow Intercooler System]

GM High Tech Performance

For the latest independent testing, visit procharger.com/testing_main.shtml

PROVEN HISTORY

TIMELINE OF POWER

1994



ProCharger introduces the first air-to-air intercooled aftermarket supercharger system, featuring the P600 ProCharger supercharger.

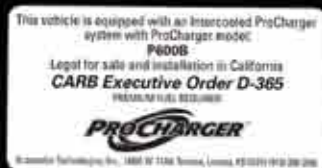


ProCharger introduces the first blow-through centrifugal supercharger kit for carbureted Chevy "muscle cars".

State-of-the-art, CNC-machined billet impellers, a ProCharger exclusive, are introduced with the P600B. Designed for use with big blocks and intercooling, the P600B outflowed other street-legal models by more than 65% and 16 years later still outflows comparable models by over 20%.

1995-97

An intercooled ProCharger system is the first to become 50 state legal with more than 8 psi of boost.



ProCharger introduces an intercooled supercharger system for GM F-bodies, first for the LT1-equipped cars, followed by systems and tuner kits for L98 Tuned Port Injection (TPI) engines. Using either a P600B or D-1 ProCharger, owners can now bolt on up to 75% more power! Today, ProCharger is the only company offering intercooled supercharger systems and tuner kits for owners of these cars.



ProCharger is the first centrifugal supercharger manufacturer to successfully supercharge marine engines and is also the first to offer intercooling for the extremely demanding marine market.



1998-99

The ProCharger D-1 supercharger is the first race supercharger offered with a warranty and features an over-sized impeller shaft, a 4.44:1 step-up ratio and dual support bearings - all ProCharger exclusives.



ATI / ProCharger moves into their own, newly-constructed, state-of-the-art manufacturing facility. The new location serves as engineering, R&D, technical service, customer service and marketing headquarters, leading to a period of unprecedented product expansion.



In 1998, ProCharger releases the first and only intercooled supercharger systems for LT1 Firebirds and Camaros, with street power gains of 55-60%.

2000



The all-new ProCharger F-Series superchargers (above) dominate racing. Jim Summers becomes the first Pro 5.0 racer to run 7.20's with a stunning 7.26 @ 193 mph and joins the ProCharger staff in 2002.



ProCharger is the first to produce a self-contained, gear-driven supercharger: the P-1SC. The patented design requires no external oil lines and becomes the standard by which other centrifugal superchargers are measured.

An industrial customer uses a D-1 ProCharger to win a U.S. Air Force contract for an aircraft deicing system which utilizes force air. The D-1 defeats all centrifugal competitors.

2001-02



Self-contained ProChargers produce 2,000+ hp on 400 cid small blocks and dominate all others at the race track.

Serving notice to the drag racing world, ProCharger is the first centrifugal supercharger to power racers into the 6's.



In 2001, ProCharger introduces the first air-to-air intercooled supercharger system for the high-tech LS1 Camaro and Firebird, followed closely by the release of industry-leading systems for LS1 and LS6-equipped Corvettes.



2003-04

ProCharger's F-3 superchargers firmly establish themselves as the dominant centrifugal supercharger in racing and other ultra-high horsepower applications. The innovative and patented compound bearing and advanced impeller designs provide outstanding power and championship-winning consistency.



Having outgrown their existing facility, ProCharger breaks ground on a major building expansion.



ProCharger is first-to-market with intercooled supercharger applications for the highly-anticipated Pontiac GTO, which is first equipped with the LS1 engine and later the LS2.

2005-06

Less than five months after introducing systems for the LS2 GTO, ProCharger releases applications for LS1 powered GTOs. Owners of these great performance cars see horsepower gains of 50 - 55%!



ProCharged versions of the LS2 Corvette (2005 & 06) will earn CARB EO D-365-5, providing a 50-state legal, 600+ horsepower.



ProCharged LS1 Firebirds and Camaros terrorize drag strips across North America.

ProCharger superchargers make a powerful statement on Discovery Channel's "Monster Garage", adding insane power to an Army Jeep hot rod puller.



2007



After being outlawed for years, a ProCharger racer wins the first centrifugal championship in NHRA competition. ProCharger racers are now producing more than 2,500 hp with gasoline and 3,000 hp using methanol.

A ProCharger-powered Chevrolet racer wins the prestigious HOT ROD Drag Week, earning the title: Fastest Street Car in America.



ProCharger-equipped racers win a record-setting 11 International Championships in a season that sees the fastest side-by-side ProCharger race to date: a 6.32 to a 6.41!

2008

With more than 40 International Championships over the last six years, ProCharger continues to dominate the industry, powering 90% of the 100 fastest centrifugally supercharged racers and running nearly two seconds ahead of the nearest competitor.



ProCharger is first aftermarket supercharger manufacture to offer a 100% complete, air-to-air intercooled supercharger system for the new LS3 Corvette.

ProCharger-power strikes the salt flats of Bonneville: the World's Fastest Camaro sets the record running a ProCharger F-3R.



Performance Product of the Year

ProCharger Intercooled Supercharger Systems for Harley-Davidson® V-twin engines earn the 2008 Performance Product of the Year award.

2009-10

ProCharger introduces a helical gasket option for noise reduction in P-1SC, P-1SC-1 and D-1SC superchargers, becoming the first company to offer customers their choice of supercharger sound levels.



ProCharger's industrial counterpart, Inovair, begins shipping high-efficiency compressors for 24/7 continuous duty pneumatic conveying and other applications.

ProCharger is first-to-market with an air-to-air intercooled supercharger system for the all-new 2010 Camaro SS, a fast and easy way to add 170 - 200+ hp!

A few months later a ProCharged customer pilots the first 2010 Camaro into the 9's. In early 2010, ATI is the first to introduce cog race kits for the Camaro SS.



In late 2010, a racing customer records 3,384 HP with the new ProCharger F-4 supercharger.

PROCHARGE YOUR LIFE

GET EQUIPPED, GET INVOLVED, GET CONNECTED



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Stay up to speed with the ProCharger Blog

Keep up with all the latest news, events and amazing, real-world customer and racer accomplishments via the ProCharger Blog, located at ProCharger.com/supercharger/blog.



FOR WHATEVER MOVES YOU

STREET, STRIP, SAND & WATER...WE GOT YOU COVERED



ProCharger is The **ULTIMATE** Power Adder®

As a GM performance car owner, you're all about awesome, tire-shredding horsepower, performance and every-day reliability. So why settle for anything less out of the other vehicles in your garage? In addition to the leader in GM supercharger systems and kits, ProCharger has the most extensive lineup of supercharger solutions in the industry. From the four door family sedan to boats, pickup trucks, SUVs, Harley-Davidson® motorcycles, high-performance UTVs, classic muscle cars and all-out race and track cars, chances are ProCharger has a supercharger solution for it. Give our Sales Team a call at 913/338-2886 or visit procharger.com for information.

"The real magic, of course, comes from the ProCharger centrifugal supercharger. Which specific blower model used depends on how fast you want to go." – HOT ROD Magazine





Accessible Technologies, Inc.
ProCharger® Supercharger Systems
14801 W. 114th Terrace, Lenexa, KS 66215
913-338-2886 • www.ProCharger.com

All of us here at ATI encourage you to use your newfound ProCharger power responsibly. Please drive safely and be respectful of your fellow motorists. And if you feel the need to race, don't do it on the street – take it to the track!

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