

HEMI

PROCHARGER[®]
SUPERCHARGER SYSTEMS

ProCharger[®] Intercooled Supercharger Systems For
MODERN HEMI[®] ENGINES







HEMI

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PROVEN POWER

LARGEST POWER GAINS, COOLEST CHARGE
AIR TEMPERATURES, AND GREATEST AIR FLOW

"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

Proven ProCharger HEMI Systems

Being the first supercharger manufacturer to safely and reliably supercharge late-model HEMI® engines, ProCharger is the undisputed leader. From the dyno to the street and track, ProCharger's engineering and R&D teams went to great lengths to make sure your supercharged HEMI vehicle is everything you expect and more.

ProCharger System Advantages

ProCharger specializes in high-efficiency, patented and proven centrifugal supercharger technology – nothing else. So when it comes to finding a supercharger system for your HEMI, 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. Once you've experienced the real-world power of a ProCharged HEMI, you'll agree that ProCharger is the ultimate HEMI power adder.

Easy to Own – Easy to Drive

With millions of boost-enhanced miles under their tires, ProCharged HEMI owners enjoy

the best of both worlds: every-day reliability and driveability with incredible power that is just a toe-tip away. Owning and driving your ProCharged HEMI is an exercise in simplicity. With the patented and proven, self-contained ProCharger supercharger design and simple, reliable and effective air-to-air intercooler, there is no need for special fuels, additional engine or vehicle modifications or extended cool-down times. In fact, ProCharger systems and kits are designed to be installed on completely stock or modified HEMI engines. And yes, your HEMI-powered vehicle 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.





Powerful, Efficient & Reliable

A ProCharger Intercooled Supercharger System can add more than 40 percent additional power to your late-model HEMI Challenger, Charger, 300C, Magnum or Ram truck with no additional engine modifications. Mild to wild, regardless of your horsepower goals and aspirations, ProCharger can help you reach them.

PROVEN EXCELLENCE

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

Engine-Friendly, Safe Boost Levels

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. Thanks to the highly-efficient supercharger and intercooler design, ProCharger makes more power with less boost and heat, further improving engine reliability and your peace-of-mind. Requiring no internal engine modifications or special fuels, ProCharged HEMI owners experience pure driving enjoyment with incredible power gains from a ProCharger system and the best engine reliability in the industry.

100% Complete Systems

ProCharger EFI HEMI systems are 100 percent complete – nothing else to purchase. Late-model HEMI supercharger systems come with all the components needed for an attractive, OEM-quality installation. ProCharger's system engineers went to great lengths to make the system appear as close to original equipment as possible. Another benefit of this up front investment in designing the systems is its ease of installation – install it yourself or have your ProCharger dealer install it for you. The choice is yours.

Low Restriction Air Inlet Design

When compared with other supercharger designs, ProCharger's HEMI 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 air inlet 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.

OEM Appearance & Quality

When it comes to the finished installation, a ProCharger system for the late model HEMI cars and trucks features an outstanding "from the factory" look. A clean, professional and neatly integrated finished installation means this is a 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 HEMI 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.

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 HEMI owners.

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 HEMI vehicle. 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.

ProCharger: The ULTIMATE Power Adder®

While talk is cheap, enthusiasts and racers around the world demonstrate how well ProCharger superchargers perform in the real world. With unmatched street performance on pump gas, far more national racing championships than all our competition combined and multiple wins in events such as the ProCharger World's Fastest HEMI Challenge, HOT ROD® Drag Week, HOT ROD Pump Gas Drags and even the Car Craft Street Machine of the Year, customers have proven that ProCharger is *the* ultimate power adder.

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®.



CHALLENGER

5.7 & 6.1

Inspired by the 1970's original, the new generation Dodge Challenger is a true, in-your-face retro coupe design that packs a serious, HEMI-powered performance punch – but not nearly as serious as a ProCharger supercharged and intercooled Challenger!

While the whole of the automotive performance world was swooning over the Challenger's introduction, ProCharger engineers and system developers were already hard at work on supercharger systems that allow owners to take their Challenger's performance to the next, tire-shredding level.

Challenger owners have two complete supercharger offerings to select from; an HO Intercooled and Stage II Intercooled. Both are available as complete systems or tuner kits for 2008 and newer models.

ProCharger: The ULTIMATE HEMI 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 these modern HEMI powerhouses. ProCharger systems for the EFI HEMI engines feature a visually appealing "from the factory" look, easy installation, minimal relocation of components – no oil feed and return lines and avoids the unsightly complexity and maintenance issues of an air-to-water-to-air intercooler.

ProCharger Systems for the 6.1L HEMI-powered SRT-8 Challengers can add approximately 150 horsepower to an otherwise stock engine. Owners of R/T Challengers equipped with a stock 5.7L HEMI can add 100+ horsepower with the addition of an Intercooled ProCharger Supercharger System. Both systems are designed for and provide outstanding everyday driveability and reliability.

ProCharger systems and kits for both the 6.1L and 5.7L HEMI Challengers have been painstakingly designed to be installed onto completely stock or modified engines and require no major modifications to the vehicle's components. Under the hood, the installed ProCharger looks like it could have come from the factory, while the large, front-mounted air-to-air intercooler lets everyone know, "this isn't your average Challenger!"





BOLT ON 100-150+ HP

HO SYSTEM

CHALLENGER 6.1

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	150+	3-Core	<ul style="list-style-type: none">• Polished Finish• D-1SC Upgrade• Helical Gear Set
Tuner kits are available for modified and higher HP applications				

ProCharger has two complete intercooled systems for the awesome 6.1L HEMI Challengers – a shared-drive, HO Intercooled System and dedicated-drive, Stage II Intercooled System.

Both the HO and Stage II systems allow SRT-8 Challenger owners to experience what 575+ HP feels like in these modern Mopar® muscle cars. Both systems utilize the patented, proven and self-contained P-1SC-1 ProCharger, a 3-core air-to-air intercooler, OEM-quality mounting brackets, eight larger fuel injectors, a fuel-pump booster and all necessary supercharger and intercooler tubes for installation onto SRT-8 Challengers with no major modifications to your car or engine.

ProCharger systems for the 6.1L HEMI Challengers utilize a Diablosport® hand-held tuner to upload the ProCharger tune.

Both the HO Intercooled and Stage II Intercooled Systems add more than 150 horsepower when installed onto the stock 6.1L HEMI engine while running high-quality pump gas and enjoying all the day-to-day driveability you'll experience every time you're in the car. Thanks to the largest power gains and coolest charge air temperatures in the industry, no



STAGE II SYSTEM

CHALLENGER 6.1

other forced induction system for the SRT-8 Challenger even comes close.

ProCharger systems for HEMI-powered Challengers feature a visually appealing, “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 6.1L HEMI Tuner Kits

In addition to complete systems, ProCharger offers two Intercooled Tuner Kits for the 6.1L HEMI Challengers – 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 6.1L HEMI Challengers. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer.

For modified engines, an intercooled ProCharger supports the highest boost and power levels in the industry.

For all-out racing applications, check out the ProCharger HEMI Reverse Cog Race Kit on page 45.

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	150+	3-Core	<ul style="list-style-type: none"> • Polished Finish • D-1SC, F-1A Upgrade • Helical Gear Set
Tuner kits are available for modified and higher HP applications				



HO SYSTEM

CHALLENGER 5.7

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	100+	3-Core	<ul style="list-style-type: none">• Polished Finish• D-1SC Upgrade• Helical Gear Set
<i>Tuner kits are available for modified and higher HP applications</i>				

ProCharger now has two complete intercooled systems for the 5.7L HEMI Challenger – a shared-drive, HO Intercooled System and dedicated-drive, Stage II Intercooled System. Both the HO and Stage II Systems allow R/T Challenger owners to experience the spine straightening acceleration of a ProCharger equipped 5.7L HEMI Challenger.

Both systems utilize the patented, proven self-contained P-1SC-1 ProCharger, a 3-core air-to-air intercooler, eight larger fuel injectors, OEM-quality mounting brackets and all necessary supercharger and intercooler tubes for installation onto R/T Challengers with no major modifications to your car or engine. ProCharger systems for the 5.7L HEMI Challengers utilize a Diablosport® hand-held tuner to upload the ProCharger-developed tune.

When it comes to reliable, proven and powerful forced-air induction systems for modern EFI HEMI engines, ProCharger is literally years ahead of others. With designs that are far superior to other offerings, ProCharger systems for HEMI-powered Challengers feature a visually appealing “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).



STAGE II SYSTEM

CHALLENGER 5.7

ProCharger supercharger systems feature easy installation, minimal relocation of components, no need for external oil feed and return lines and avoids having to deal with the complexity and maintenance issues of an air-to-water-to-air intercooler configuration.

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	100+	3-Core	<ul style="list-style-type: none">• Polished Finish• D-1SC, F-1A Upgrade• Helical Gear Set
Tuner kits are available for modified and higher HP applications				

ProCharger 5.7L HEMI Tuner Kit

In addition to complete systems, ProCharger also offers two Intercooled Tuner Kits for the 5.7L HEMI Challengers – 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 HEMI R/T Challengers. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer.

For modified engines, an intercooled ProCharger supports the highest boost and power levels in the industry.

For all-out racing applications, check out the ProCharger HEMI Reverse Cog Race Kit on page 45.



CHARGER

5.7 & 6.1

Popularized by NASCAR® dominance and later, a popular TV show, the Dodge Charger is one of America's most revered performance nameplates. Originally an icon of the muscle car era, the Charger was reborn in 2006 as an affordable performance sedan.

While this latest version of the Charger may not be the two-door muscle car you remember from the '60s, the R/T and SRT-8 HEMI-powered models provide four-door functionality with the heart of a warrior. But, if you're an enthusiast looking for even more performance out of your Charger, look no further than ProCharger.

ProCharger offers intercooled supercharger systems and tuner kits for both 5.7L and 6.1L

HEMI powered Chargers. When it comes to providing a safe, reliable and powerful performance enhancement, ProCharger leads the industry with thoroughly tested and proven supercharger solutions for late-model HEMI-powered cars like the Charger.

Featuring the patented and proven, self-contained P-1SC-1 supercharger, highly effective air-to-air intercooler and the ability to be bolted directly to a stock HEMI engine with no additional modifications, a ProCharger-equipped Charger is a car you can live with every day, and play with whenever you press on the throttle. Think of your ProCharged Charger as the ultimate muscle car the whole family can enjoy every day. What are you waiting for?

ProCharger: The ULTIMATE HEMI 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 these modern HEMI powerhouses. ProCharger systems for the EFI HEMI engines feature a visually appealing "from the factory" look, easy installation, minimal relocation of components – no oil feed and return lines and avoids the unsightly complexity and maintenance issues of an air-to-water-to-air intercooler.





BOLT ON 100-150+ HP

HO SYSTEM

CHARGER 6.1

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	150+	3-Core	<ul style="list-style-type: none">• Polished Finish• D-1SC Upgrade• Helical Gear Set
<i>Tuner kits are available for modified and higher HP applications</i>				

ProCharger now has two complete intercooled systems for the 6.1L HEMI Chargers – a shared-drive, HO Intercooled System and dedicated-drive, Stage II Intercooled System. Both the HO and Stage II systems allow SRT-8 Charger owners to experience the head-turning power of a ProCharger-equipped 6.1L HEMI Charger.

Both systems utilize the patented, proven self-contained P-1SC-1 ProCharger, a 3-core air-to-air intercooler, eight larger fuel injectors, fuel-pump booster, OEM-quality mounting brackets and all necessary supercharger and intercooler tubes for installation onto late model Dodge Chargers.

ProCharger systems for the 6.1L HEMI utilize a Diabloport® hand-held tuner to upload the ProCharger tune.

When it comes to reliable, proven and powerful forced-air induction systems for modern EFI HEMI engines, ProCharger is literally years ahead of others. With designs that are far superior to other systems, ProCharger HEMI Charger systems feature a visually appealing “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).



STAGE II SYSTEM

CHARGER 6.1

ProCharger supercharger systems feature easy installation with minimal relocation of components – no need for external oil feed and return lines and avoids the complexity and maintenance issues of an air-to-water-to-air intercooler configuration.

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	150+	3-Core	<ul style="list-style-type: none">• Polished Finish• D-1SC, F-1A Upgrade• Helical Gear Set
<i>Tuner kits are available for modified and higher HP applications</i>				

ProCharger 6.1L HEMI Tuner Kits

In addition to complete systems, ProCharger offers two Intercooled Tuner Kits for the 6.1L HEMI Chargers – 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 6.1L HEMI Chargers. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer.

ProCharger Tuner Kits are available for AWD 6.1L HEMI Charger models and require additional fuel system upgrades and custom tuning by a qualified dealer.

For modified engines, an intercooled ProCharger supports the highest boost and power levels in the industry. For all-out racing applications, check out the ProCharger HEMI Reverse Cog Race Kit on page 45.



HO SYSTEM

CHARGER 5.7

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	100+	3-Core	<ul style="list-style-type: none"> • Polished Finish • D-1SC Upgrade • Helical Gear Set
<i>Tuner kits are available for modified and higher HP applications</i>				

ProCharger now has two complete intercooled systems for the 5.7L HEMI Chargers – a shared-drive, HO Intercooled System and dedicated-drive, Stage II Intercooled System. Both the HO and Stage II systems allow 5.7 HEMI Charger owners to experience the addictive acceleration of a ProCharger-equipped HEMI.

Both systems utilize the patented, proven, self-contained P-1SC-1 ProCharger, a 3-core air-to-air intercooler, eight larger fuel injectors, OEM-quality mounting brackets and all necessary supercharger and intercooler tubes for installation onto late model Dodge Chargers.

ProCharger systems for the 5.7L HEMI utilize a DiabloSport® hand-held tuner to upload the ProCharger-developed tune.

When it comes to reliable, proven and powerful forced-air induction systems for modern EFI HEMI engines, ProCharger is literally years ahead of others. With designs that are far superior to other systems, ProCharger systems for HEMI-powered Challengers feature a visually appealing “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).



STAGE II SYSTEM

CHARGER 5.7

ProCharger supercharger systems feature easy installation with minimal relocation of components – no need for external oil feed and return lines and avoids the complexity and maintenance issues of an air-to-water-to-air intercooler configuration.

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	100+	3-Core	<ul style="list-style-type: none">• Polished Finish• D-1SC, F-1A Upgrade• Helical Gear Set
Tuner kits are available for modified and higher HP applications				

ProCharger 5.7L HEMI Tuner Kit

In addition to complete systems, ProCharger offers two Intercooled Tuner Kits for the 5.7L HEMI Chargers – 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 applications of the 5.7L HEMI Charger. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer.

ProCharger Tuner Kits are available for AWD 5.7L HEMI Charger models and require additional fuel system upgrades and custom tuning by a qualified dealer.

For modified engines, an intercooled ProCharger supports the highest boost and power levels in the industry. Check out the ProCharger HEMI Reverse Cog Race Kit on page 45 for all-out racing applications.



CHRYSLER 300C

5.7 & 6.1

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	100+(5.7), 150+(6.1)	3-Core	<ul style="list-style-type: none">• Polished Finish• D-1SC Upgrade• Helical Gear Set
Tuner kits are available for modified and higher HP applications				

Classy, luxurious and now, even more powerful! Add an Intercooled ProCharger Supercharger System to your HEMI-powered Chrysler 300C to really put your car at the front of the valet line.

The ProCharger HO Intercooled System is available for both 5.7L and 6.1L HEMI-equipped 300Cs. Owners can expect horsepower gains of 100+ on the 5.7L and approximately 150 horsepower with a ProCharged 6.1L HEMI.

Designed around the patented and proven, self-contained ProCharger P-1SC-1 supercharger, the HO Intercooled system features a reliable, "shared-drive" design, a highly efficient, 3-core air-to-air intercooler, a beautiful "from the factory look", OEM-quality mounting brackets and all necessary supercharger and intercooler tubes for installation onto Chrysler 300Cs. ProCharger systems for the 300C utilize Diablosport® flash tuning systems to upload the ProCharger tune.

ProCharger Tuner Kits are identical to complete systems, but come without fuel system components and hand-held tuner. Both 6.1L and 5.7L tuner kits require custom tuning by a qualified dealer. Tuner kits are available for AWD 300Cs and require additional fuel system upgrades and custom tuning.





BOLT ON 100-150+ HP

HEMI MAGNUM

5.7 & 6.1

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	100+(5.7), 150+(6.1)	3-Core	<ul style="list-style-type: none">• Polished Finish• D-1SC Upgrade• Helical Gear Set
Tuner kits are available for modified and higher HP applications				

The Dodge Magnum has been lauded for its flexibility as a comfortable cruiser and a hefty hauler. Now you can really make it haul with the addition of a ProCharger HO Intercooled Supercharger System for 2005 through 2008 Dodge Magnums with either the 5.7L or 6.1L HEMI engines. Magnum owners can expect horsepower gains of approximately 150 on the 6.1L and 100+ horsepower with a ProCharged 5.7L HEMI Magnum.

Thanks to the industry's coolest charge air temperatures and largest power gains, no other supercharger system for the Dodge Hemi Magnum even comes close. With ProCharger's patented and proven self-contained P-1SC-1 supercharger and a high-performance air-to-air intercooler system, unmatched power is delivered with maximum reliability and simple installation. The HO Intercooled System is 100% complete, with fuel injectors and Diablosport® hand-held tuner included.

ProCharger Tuner Kits are identical to complete systems, but come without fuel system components and hand-held tuner. Both 6.1L and 5.7L tuner kits require custom tuning by a qualified dealer. Tuner kits are available for AWD Magnums and require additional fuel system upgrades and custom tuning.





BOLT ON 100-150+ HP

HEMI RAM

5.7

SUPERCHARGER	BOOST LEVEL	HP GAIN	INTERCOOLER	OPTIONS
P-1SC-1	6 psi	100+	3-Core	<ul style="list-style-type: none">• Polished Finish• D-1SC Upgrade• Helical Gear Set
Tuner kits are available for modified and higher HP applications				

Recognizing the performance potential of the Dodge HEMI Ram trucks, ProCharger was first-to-market and is still years ahead of others in making sure these work hard, play hard rigs have all the power their rear tires can handle.

The HO Intercooled ProCharger System produces 100+ horsepower gains on stock engines running high-quality pump gas with 6 psi of intercooled boost. Featuring the coolest charge air temperatures, ProCharger delivers industry leading HEMI Ram power gains, everyday drive-ability, superior engine longevity and outstanding fuel mileage.

Industry-exclusive features include a 3-core air-to-air intercooler system, and patented self-contained ProCharger P-1SC-1 supercharger with an available 3-year warranty. The HO intercooled ProCharger system is 100% complete including eight larger fuel injectors and a Diablosport® hand-held tuner.

ProCharger HEMI Ram systems feature easy installation, minimal relocation of components, no need for external oil feed and return lines, and avoids the complexity and maintenance issues of an air-to-water-to-air intercooler. All models feature a standard upper mount intercooler, with an optional lower mount intercooler available for 2006-2008 HEMI Ram trucks.



BOLT ON 100+ HP



1996-2001 Dodge Ram and 1997-2001 Dodge Dakota / Durango

Intercooled ProCharger supercharger systems are available for these work hard, play hard Dodge trucks equipped with the 5.9L or 5.2L Magnum V8 engines. When installed on a stock engine, owners of these trucks and SUVs can expect 55 - 60% more horsepower while still running on high quality pump gas and enjoying every-day driveability and reliability.

R & D : B E H I N D T H E P O W E R

ADD 40% TO 50% MORE POWER TO OTHERWISE STOCK HEMI ENGINES

Since their introduction, ProCharger has established itself as the industry leader in late-model HEMI forced induction systems. The ProCharger R&D Team of engineers knew they would be faced with some tuning challenges on this new engine platform. Testing began with an engine and two vehicles and then was expanded to dozens of beta test vehicles.

In late 2005, a complete 5.7L HEMI engine was purchased new by ProCharger with a Dodge factory stock accessory drive. The intake manifold for the HEMI Ram engine varied in design and flow from the intake manifold for the HEMI Charger engines so ProCharger tested both, measuring the air/fuel ratio at each individual cylinder during every test performed on the engine dyno. This engine went through a grueling 18 month R&D process without a single failure. ProCharger engineers made a total of 227 dyno pulls on this engine; 139 with the RAM intake manifold and 88 with the Charger intake manifold.

The initial R&D process also included ProCharger purchasing a Dodge HEMI

Charger and a HEMI Ram for additional chassis dyno and real-world street testing. Together, more than 200 chassis dyno pulls were made and today, both vehicles continue to rack up thousands of spirited supercharged miles without a single failure. Dozens of successful beta test vehicles soon followed.

Today the self-contained and intercooled 5.7L and 6.1L HEMI ProCharger systems are producing the largest reliable and streetable power gains in the industry. With gains of 100 to 150+ rear wheel horsepower on stock vehicles and even more on modified applications, ProCharger is sure to have a complete system or tuner kit to get you the horsepower you desire.

At ProCharger, we take pride in the fact that all of our EFI HEMI intercooled supercharger systems feature a "from the factory" look and can be installed with a minimum of factory component relocation and little to no modification of stock components – supercharger systems that perform as good as they look.



We Race, You Win

The same design philosophy that puts top racers into the winner's circle can be found in every Intercooled ProCharger Supercharger System and Tuner Kit. 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 pass after pass, year after year.

What are your HEMI high-performance goals? Let ProCharger help you blow them away.



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

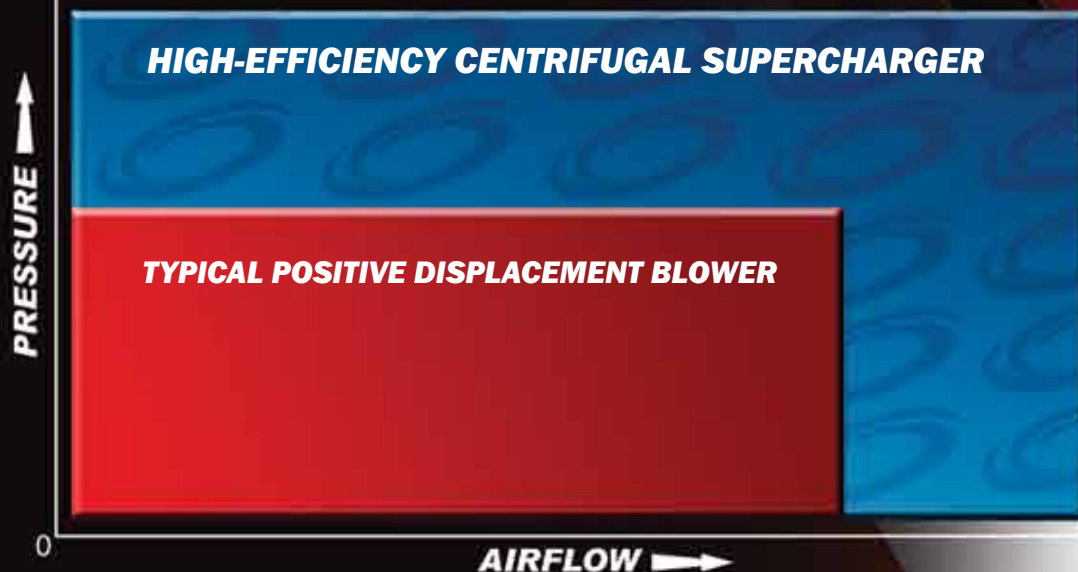
Most of today's stock street engines have a torque curve that falls away while horsepower is still on the rise. A ProCharger centrifugal supercharger system is able to increase the amount of intercooled boost available to your engine once it is past its peak torque output. Now, rather than your engine "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.

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.

ADVANTAGE IN EFFICIENCY AND OPERATING RANGE



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-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.

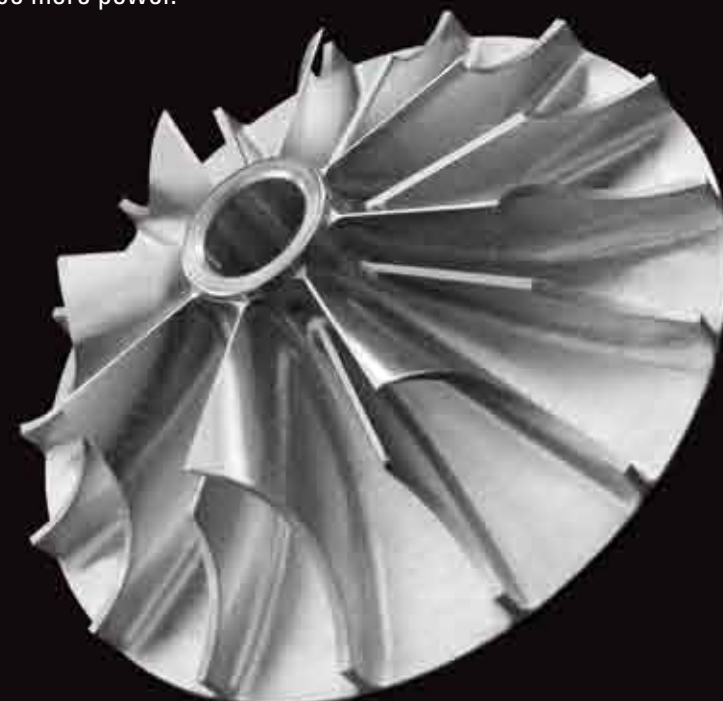
ProCharger's self-contained design eliminates the heat that is transferred to a supercharger by engine-oiled designs and also avoids the possibility of supercharger damage that can result from clogged oil feed lines or oil drainage problems.

Your Choice: Standard or Helical Gearset

Many HEMI 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. Ask your ProCharger dealer or call the ProCharger Sales Team for more information.

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.



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.

P-1SC-1: Industry Leading 4.10:1 Step Up Ratio

Precision Ground, Helical Gear Set
(optional) Reduces Supercharger Noise
Levels with 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

Optional Helical Gear Set shown

AIR-TO-AIR SUPERIORITY

THE FUNDAMENTAL SOLUTION

Air-To-Air Advantage

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.

On street driven vehicles, air-to-air intercooling is a natural fit because it locates the intercooler at the front of the car where it is exposed to a constant supply of cooling airflow. Consisting of large-volume air plenums, ProCharger's air-to-air intercoolers utilize a highly efficient and durable cross-flow intercooler core that provides large surface areas for superior levels of heat dispersion.

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 through the passages or fins of the intercooler.

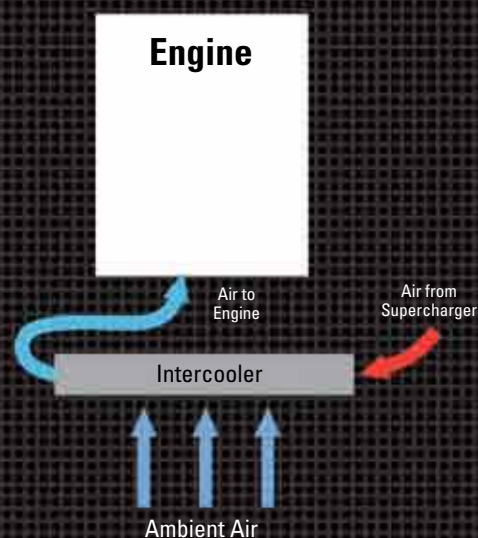
Next, this cooler, denser air is routed into the throttle body and into the engine. In engineering terms, air-to-air intercooling represents a one-step cooling process.

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.

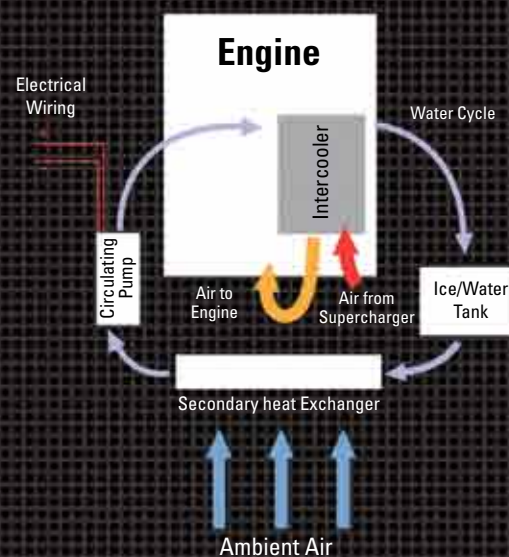
One Step Process: Air-to-Air

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.



Two Step Process: Air-to-Water-to-Air

Air-to-water-to-air is a two step process of cooling the compressed air before it enters the engine. Typical air-to-water-to-air intercooler systems are a complex arrangement of potentially unreliable components. Not only is this less effective, but it is also unsightly, adds complexity and risk of coolant leaks and/or coolant pump failure.





*"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



HEMI H0 intercooler

HEMI Stage II intercooler



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.

"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

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.

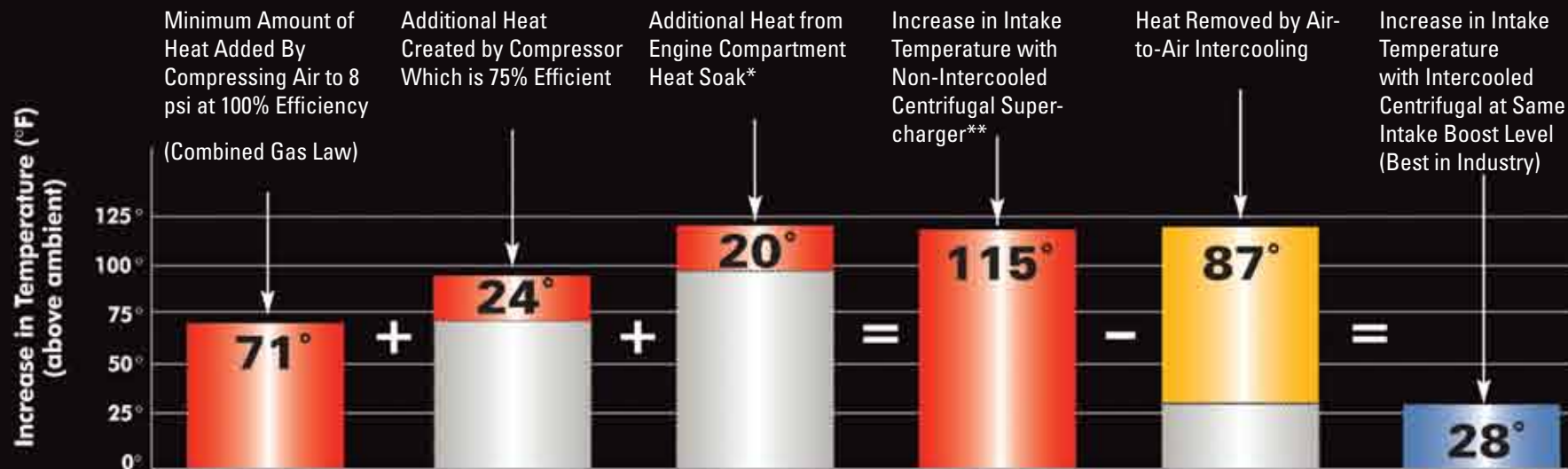
ProCharger's industry leading system efficiency is proven by producing more power with less boost than other superchargers while also having the ability to produce the highest boost and power levels. For maximum power, reliability and driveability since 1994, customers have looked to ProCharger: The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

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



Do not confuse air-to-water-to-air intercooling for street vehicles with air-to-water intercoolers designed specifically for use in race and marine applications. When used in drag racing or on boats, air-to-water intercooling is an effective means in reducing charge air temperatures. It is important to understand that in both of these situations, the air-to-water intercooling is accomplished in a one-step process.

As noted, the complex air-to-water-to-air intercooler systems designed for the street are a two-step process, whereas air-to-water intercooler systems used on the race track represent a one-step process. In a drag racing application, this is accomplished via an ice and water filled tank and has to be drained of the heated water and refilled with ice prior to the next run – not at all practical for street applications. In marine applications, the lake or ocean provides an unlimited supply of fresh, cool water that is passed through the intercooler via the existing seawater pump.



*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.

PROCHARGER THERMAL ADVANTAGE

LESS HEAT EQUALS MORE POWER AND PEACE OF MIND

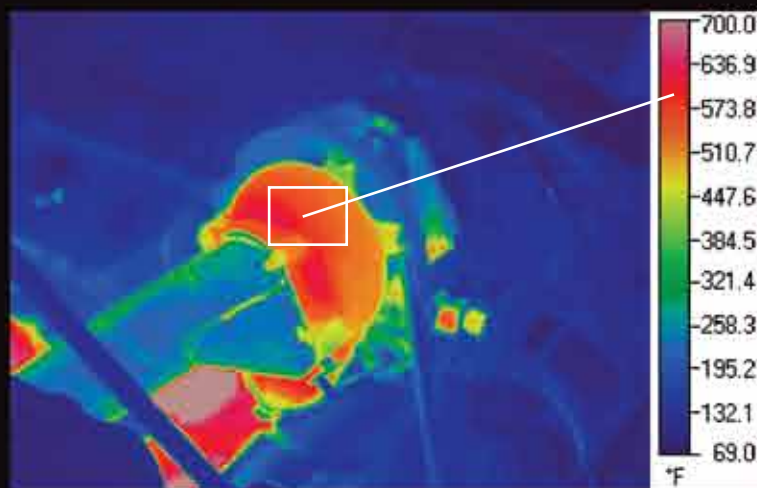
Thermal Advantage

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.

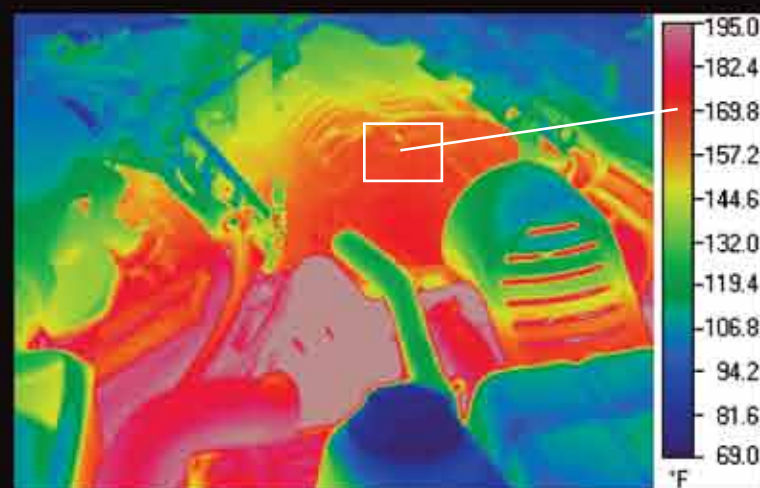
These images illustrate the thermal advantages of a ProCharger supercharger system when compared with a turbocharger and positive displacement blower. By their very design, centrifugal superchargers are more efficient compressors and create less heat during their operation. Additionally, ProCharger superchargers 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.

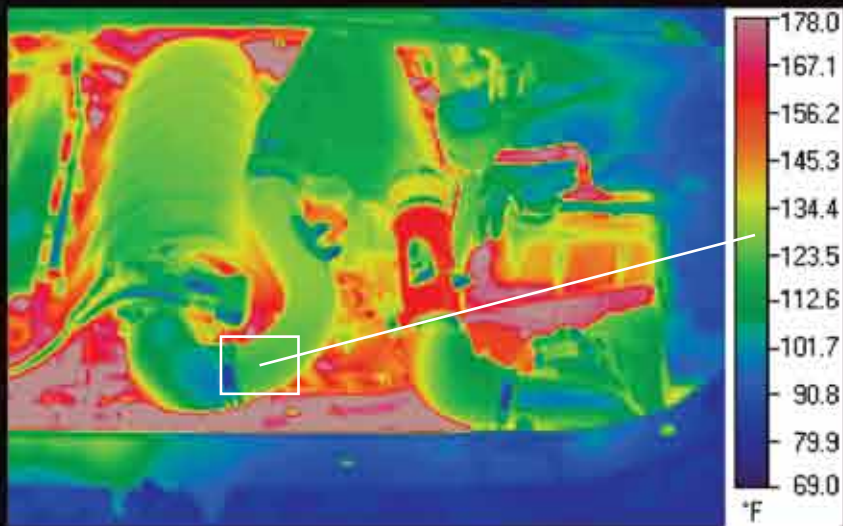


Turbocharger



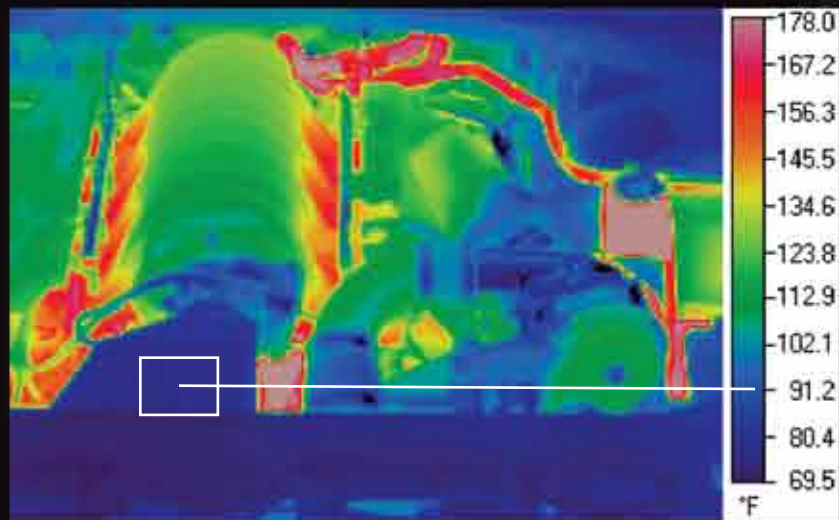
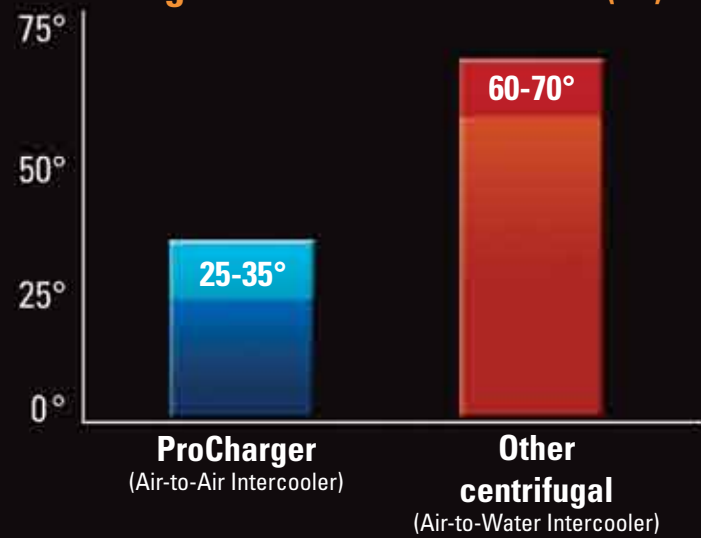
Positive Displacement with air-to-water-to-air intercooler

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



Other centrifugal with air-to-water-to-air intercooler

Increase in Charge Air Temperatures at Engine Intake for 6.1L HEMI (°F)



ProCharger centrifugal with air-to-air intercooler



THE ULTIMATE POWER ADDER

NOTHING ELSE EVEN COMES CLOSE

Other Power Adders Just Don't...

Proven by dealers, racers and late-model EFI HEMI 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. Let's take a look at why the other power enhancing options just don't add up.

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.

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.

Large Displacement Engines

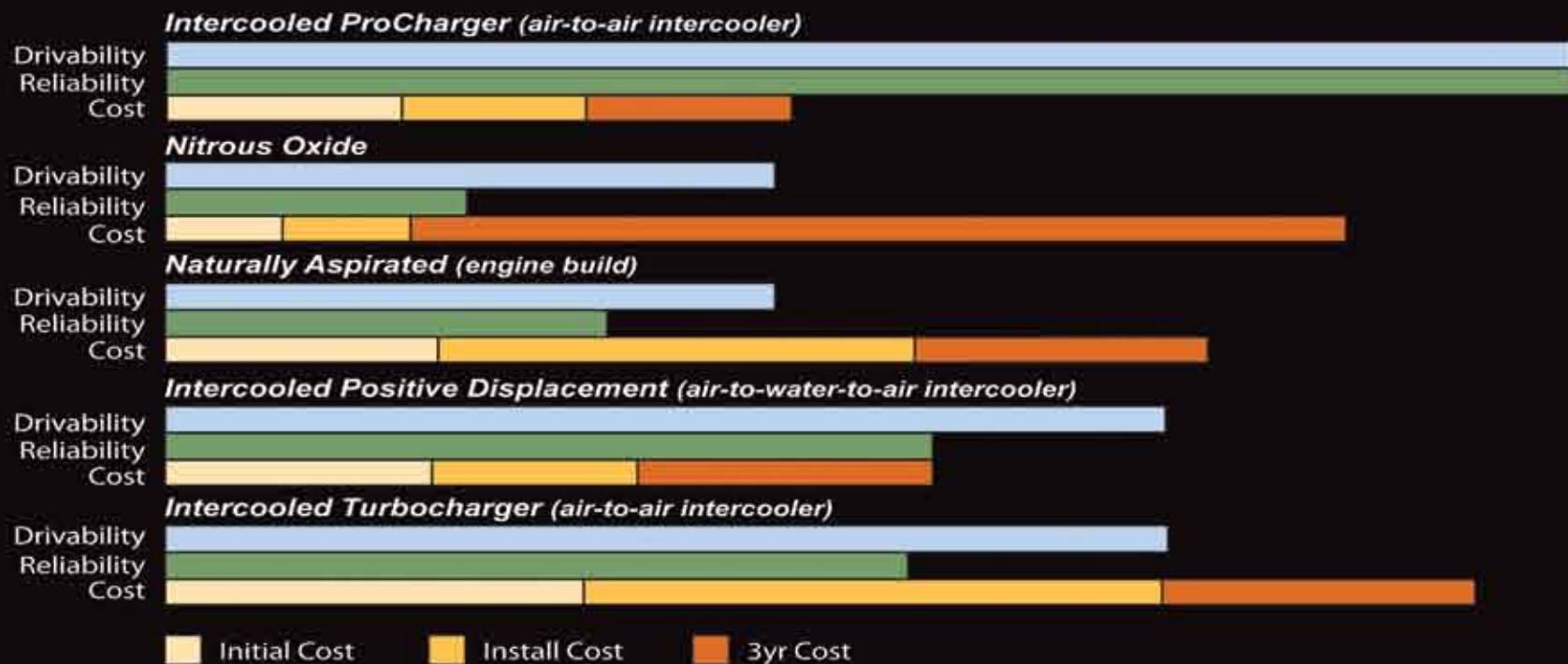
The expense associated with building an engine large enough to produce the same power as a ProCharged stock engine just doesn't add up, especially when you consider the poor idle quality and extra fuel the larger engine will require. You must also consider the time and hassle of a complete engine swap 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.

"This is the power that makes these cars PERFECT. The Challenger was a low 14 second car on the street, with the occasional high 13 second pass. Now all day everyday, she knocks down 12 second passes. Not too shabby for just a blower in a heavy car." – Erik R., ProCharged 2008 Dodge Challenger



POWER ADDER COMPARISON

Comparison for Making 550+ HP When Starting With a Stock 6.1L HEMI Engine



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.

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.

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.



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.



HEMISPHERES

REAL WORLD POWER



To see more ProCharged HEMI vehicles, check out the Owners Gallery at ProCharger.com

ProCharger-Power to the People

When it comes to putting ProCharger power on the street, no one does it better than ProCharger owners. From sedate-looking four-door Magnums, 300C and Chargers, to the retro-new HEMI Challengers, customers from around the world enjoy the awesome power, performance and reliability of their ProCharged HEMI-powered vehicles.

Word on the Street

"After three pulls, we had our numbers. Rear-wheel horsepower was up to 365 hp, and torque was improved by nearly 100 lb-ft across the board. Though peaking at some 4,000 RPM, the torque curve was very broad from just off idle to peak torque. Adding all that torque and over 100 rear-wheel horsepower will make this Charger a blast on the street. We can't wait until we take it to the strip to get some quarter-mile times!" – Mopar Muscle

"Other than that intercooler peeking out from behind the grill, you can't even tell the ProCharger is on there – it looks like a factory option. Except, that little sucker is gonna give us 150 horsepower over the 425 we've already got." – GearzTV

"ProCharger has become an industry leader in self-contained supercharger applications." – Mopar Enthusiast

"ProCharger's been doing this for a long time and they've got it dialed in." – GearzTV

"In many applications, ProCharger's package is capable of generating a 50-percent or greater increase in power." – Mopar Enthusiast



ProCharged HEMI's: For Go and Show

Capitalizing on some of the latest performance trends, customizers from around the world are turning to ProCharger to help make their creations perform as great as they look. And thanks to their easy-to-install design, clean underhood appearance enhanced by a menacing air-to-air intercooler, more and more custom-built HEMI's are getting a solid dose of ProCharger horsepower.

Johnny Law Has a ProCharger

Superchargers and law enforcement generally are not thought of as going hand-in-hand. But for the Utah Highway Patrol it was a match made in ProCharger heaven. In hopes of promoting recruitment numbers, a private citizen donated a sum of money for the UHP to turn a Dodge Charger into one of the meanest police cars on the street. With 500 horsepower pumping through the intercooled ProCharged HEMI, this beast is sure to turn some heads and increase recruitment for the department.



"This car is incredible to drive. Of course, on the public highways, we do not exceed the speed limit. This is very difficult because of the tremendous power it has. Fortunately, we have the opportunity to take it on the Miller Motor Sports Park speedway in Tooele, Utah on occasion. We also drove it to the Mopars at the Strip event in Las Vegas and were able to run it on the quarter mile track several times. The speed and power of the car is what makes it fun to drive. The sound of the engine is also amazing.

A ProCharger would be a great feature for any of our patrol vehicles. One of the biggest hazards our troopers face, is getting back into the flow of traffic after a traffic stop. It would also be useful when turning on a speeder and catching up to that vehicle. I am sure that every trooper in our organization would love to have a ProCharger on their car, however, there may be a few speeders out there that would probably disagree." – Capt. Doug McCleve, Utah Highway Patrol

RACING DOMINATION

HARDCORE RACERS KNOW PROCHARGER

ProCharger Motorsports

ProCharger has a long history – 16 years now – of helping an incredible number of racers and enthusiasts accomplish their performance goals: WINNING! From drag strips to road courses, 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 and enthusiasts prefer to let their actions and results speak for themselves.

Consider these ProCharger Motorsports facts:

- In drag racing, the 80 quickest centrifugal racers are all powered by ProCharger
- HOT ROD® Drag Week Championship
- HOT ROD® Pump Gas Drags Championship
- Car Craft Street Machine of the Year Championship
- Good Guys Muscle Machine of the Year
- MSTPA Outlaw Tractor Pulling Championship (Twin HEMIs)
- Bonneville record: World's Fastest Camaro
- Bonneville record: World's Fastest Production Mustang
- The ONLY supercharger to make 2,000 horsepower on pump gas
- The ONLY supercharger to make 3,000 horsepower on alcohol
- More than 60 International drag racing Championships in the last 10 years



ProCharged HEMI Performance

Vintage or modern, HEMI engines are known for their outstanding breathing capabilities – the perfect match for a high-flowing ProCharger supercharger. With the added boost of a ProCharger, both types of HEMI-powered racers are constantly moving the horsepower bar higher and higher. From the 2,800+ horsepower Pro Street and Pro Mod monsters, to 1,000+ horsepower street driven Challengers, Chargers and Magnums, more racers are turning to the legendary power of ProCharger to get them to the other end of the track quickest.



ProCharger Supercharger Models - Made in the USA!

ProCharger P-1SC-1: The industry's first, self-contained, gear-driven supercharger features a 4.10:1 step-up ratio and can support up to 825 horsepower.

ProCharger D-1SC: Using a 4.10:1 step-up ratio, the self-contained D-1SC's larger-diameter impeller can support up to 925 horsepower.

ProCharger F-Series: With step-up ratios as high as 6.24:1, these record-setting, self-contained ProCharger models feature a patented, high-speed compound bearing design and provide operating speeds unmatched by any other line of superchargers on the market. For more information on all ProCharger supercharger models, visit procharger.com/superchargers.shtml

ProCharger Power Upgrade Path

When it comes to adding power to late-model HEMI engines, no one has more system and kit choices than ProCharger.

H0 Intercooled: with P-1SC-1, up to 600 hp

Stage II Intercooled: with F-1A, up to 1,000 hp

Reverse Cog Race Kit: with F-1C or F-1R, up to 1,300 hp



PROVEN HISTORY

TIMELINE OF POWER

1994



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



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 15 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, as ProCharger receives EO D-365 for its 14 psi intercooled system for 5.0L Mustangs.



With others offering just 5-8 psi of non-intercooled boost, ProCharger introduces 17 psi intercooled supercharger systems for 5.0L Mustangs, and is the first company to put otherwise stock 5.0L Mustangs into the 11's.

Ford introduces the 4.6L "modular" V-8 engine family to the Mustang.

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.



With a dedicated engineering team, ProCharger has applied for and earned numerous patents from the United States of America's Patent & Trademark Office. The number of patents covering ATI / ProCharger innovations continues to grow.

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 Ford small blocks and dominate all others at the race track.

ProCharger is the first centrifugal supercharger to power racers into the 6's. As a matter of fact, in 2002, every single supercharged Pro 5.0 racer in the 6's, Super Street and Street Outlaw racer in the 7's, and Renegade racer in the 8's, was ProCharged.



ProCharger introduces the first intercooled supercharger systems for 5.2L and 5.9L Dodge Magnum V8 Ram, Dakota and Durango models.

2003-04

ProCharger's F-3 superchargers firmly establish themselves as the dominate 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.

Racers win 5 National Championships and set 10 National records using self-contained ProCharger superchargers.



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.

2005-06



The HEMI is back! ProCharger is the first manufacturer to release a fully-engineered, tested and safely-tuned intercooled supercharger system for this new generation of late-model HEMI performance enthusiasts at the 2006 SEMA Show.



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



2007



Team ProCharger rolls with the HOT ROD Power Tour. Tires are roasted in numerous states and ProCharger owners bring their cars out to the traveling display.

A ProCharger-powered race 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

The SRT-8 Challenger lights up the performance world and once again, ProCharger is first-to-market with a safe, reliable air-to-air intercooled supercharger system for 6.1L HEMI Challengers. Adding 150+ HP, rear tires don't stand a chance. Numerous ProCharged Challengers show and go at SEMA 2008.



An F-3 ProCharged big block Ford wins HOT ROD's Pump Gas Drags, becoming the Fastest Pump Gas car in America. At Bonneville, ProCharger-power strikes the salt flats of Bonneville with the World's Fastest Production Mustang and the World's Fastest Camaro both running ProCharger superchargers.



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 gearset 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 introduces an A-1 model, the industry's smallest self-contained, gear driven supercharger, for the rapidly expanding powersports market.

The new R/T Challengers pack the 5.7L HEMI, with an intercooled ProCharger supercharger system safely adding 100+ HP to these fun-to-drive muscle machines.



FOR WHATEVER MOVES YOU

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



ProCharger is The **ULTIMATE** Power Adder®

As a Mustang 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 Mustang 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 intercooled ProCharger centrifugal supercharger system on the 4.6 liter [modified, with F-1A] served up an astonishing 962.6 lb-ft of torque." – Motor Trend



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GET EQUIPPED, GET INVOLVED, GET CONNECTED

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Showcase your ProCharger pride with a wide assortment of ProCharger-branded items. From t-shirts and license plate frames, to gauges and wall clocks, visit ProCharger.com/store to see the latest additions.



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.





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All of us here at ATI encourage you to use your new found 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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