

ProCharger® Intercooled Supercharger Systems For

FORD MUSTANG

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PROVEN POWER

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

"Pick Up 2 Seconds!" Muscle Mustangs & Fast Fords

Proven ProCharger Mustang Systems

Being the first supercharger manufacturer to safely and reliably supercharge and intercool both Windsor and modular-powered Mustangs, resulting in the largest reliable power gains, ProCharger is the undisputed leader. From the dyno to the street and on the track, ProCharger's engineering and R&D teams go to great lengths to ensure your enhanced Mustang is everything you expect and more.

The Ultimate Mustang Power Adder®

Powerful, purposeful and individualized – hallmarks of the Ford Mustang and the industry leading intercooled supercharger systems from ProCharger. Over the past 15 years, multiple independent tests have documented improvements of more than two seconds in quarter-mile performance on a variety of otherwise stock Mustangs. From stock to purpose-built racing machines, once you've experienced the incredible, real-world power of a ProCharged Mustang, 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 Mustang, ProCharger and your ProCharger dealer are your ultimate solution for virtually any Mustang 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 up to 85 percent additional power to your Mustang 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, ProCharged Mustang 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 Mustang engines. And thanks to no major modifications, your Mustang 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.



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 the best engine reliability in the industry.

100% Complete Systems

ProCharger Mustang supercharger systems are 100 percent complete – nothing else to purchase. Mustang 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 Mustang 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.

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 Mustang owners.

OEM Appearance & Quality

When it comes to the finished installation, a ProCharger system for Mustangs feature 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 an extensive network of independent dealers across North America and around the world that specialize in installing and fine-tuning the supercharger system on your Mustang. 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 Mustang 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 Mustang. ProCharger systems for both Modular and Windsor 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.

RACING DOMINATION

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 ProCharged Mustang 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 Mustangs: A Winning Combination

ProCharger superchargers are synonymous with Mustang performance, especially in sanctioned drag racing competition. ProCharger was the fist centrifugal supercharger to power racers into the 6's. As a matter of fact, as far back as 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 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 Mustang champions, record holders and top performers reads like a Who's Who of Mustang 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.



Multi-time NMRA Champion John Urist wins with ProCharger

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
- 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 nearly twice the power of the closest centrifugal!
- More than 50 International drag racing Championships in the past 10 years



ProCharger Mustang Honor Roll ProCharger Mustang Champions and Record Holders

John Urist Jason Lee Tim Matherly Jim Blair Steve Benyo **Chris Singleton** Doug Sikora John MacDonald Enzo Pecchini AJ Powell **Travis Franklin** Phil Hines Chris Groves Dan Schoneck **Ray Conover** Steve Falle Phil Clemmons Dave Ginter Jim Pickel Zoop Zellonis Chuck Bartholme Mauro Vitale Eric Laferriere Mike Dezotell Chad Doyle Jim Breese **Tim Essicks** Tim Lyons Trace Meyer **Crede Young** Bob McDonald **DJ** Loicano

Joe DeCaria Steve Topletz Dave King Rob Corujo Don Shobe Wade Hopkins **Michael Young** Kurt Gallant **Daniel Pachar** John Bryant **Aaron Archer** Stan Allen Jim Briante Mike Freeman **Jim Vaccaro** Mike Modeste Jimmy LaRocca Phil Pickering Jeremy Martorella Mike Trimandilis **Bill Lovelace** Doug Mangrum Tony Gillig Tim Huston **Jim Summers** Donny Walsh, Jr Joe Robinson Les Baer, Sr., Willie Figueroa Chris Derrick Tommy Annunziata Chip Havemann

4.6 L 3 V 2005 - 2010

The Most Powerful Supercharger System for the 3V Mustang

HO Intercooled System, optional polished ProCharger shown

BOLT ON 70-75% MORE POWER

ProCharger 4.6L 3V Power Levels

540+ HP with 10 psi 600+ HP with higher boost levels 900+ HP with modified engine

"*Complete* somehow falls short for describing the ProCharger system..." [and] "it's not often you see **a 200 plus hp** gain on a stock vehicle." **5.0 Mustang and Super Fords** When it comes to forced air power adders for the latest 4.6L 3V Mustangs, ProCharger is the Ultimate Mustang Power Adder. With power, performance and reliability others can only dream of, ProCharger offers several intercooled supercharger solutions for the boost-friendly 3V Mustangs: a High Output (HO) Intercooled System and a Stage II Intercooled System.

The 11 Second Bolt On

Both of these intercooled ProCharger systems produce an industry-leading 70 – 75% power gain on otherwise stock engines running high quality pump gas with 10 psi of intercooled boost. That's enough additional power to propel your otherwise stock Mustang to 11 second 1/4-mile passes.

ProCharger HO and Stage II Systems

Both the HO Intercooled and Stage II Intercooled systems for 3V Mustangs 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, OEMquality mounting brackets, eight larger fuel injectors, higher capacity fuel system, tuning and all necessary supercharger and intercooler tubes for installation onto Mustangs with no major modifications to your car or engine. ProCharger Systems are 100% complete and require no additional hardware.



OEM Appearance

ProCharger systems for 3V Mustangs 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 3V Mustangs utilize an advanced hand-held tuner to upload the ProCharger tune.

ProCharger 4.6L 3V Tuner Kits

In addition to complete systems, ProCharger offers two Intercooled Tuner Kits for the 4.6L 3V Mustangs: 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 3V Mustangs. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer.

Building a modified or stroked 3V engine for your Mustang? 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 4.6L 3V Stage II Intercooled System

ProCharger Stage II Intercooled Systems feature larger intercooler tubing for higher airflow and easily allows a future upgrade to an even larger intercooler and supercharger. The Stage II Intercooled System also includes a new radiator overflow tank, fan shroud and fan assembly.



Stage II Intercooled System, standard satin finish ProCharger shown

ProCharger 4.6L 3V Systems and Tuner Kits

- 2005-2010: HO Intercooled System and Tuner Kit (dedicated 8-rib drive)
- 2005-2010: Stage II Intercooled System and Tuner Kit (dedicated 8-rib drive)
- 2005-2010: Intercooled 12-Rib Serpentine Drive Race Kit w/F-1A

ProCharger 4.6L 3V 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 System Upgrade
- F-1A Serpentine and Cog Race Kits (see page 20)

4.6L 2V

The Most Powerful Supercharger Systems for the 2V Mustang



BOLT ON 55-80% MORE POWER

"The P-1SC's 70-80 percent horsepower increase is exactly what our 3g GT projected needed to help achieve our 1g of acceleration." *5.0 Mustangs & Super Ford*

"We did something as simple as bolt on a blower [P-1SC] and then **proceeded to drop a full two seconds off the ET** from a near-stock 1996 GT ...and did it on pump gas... with nothing more than a 5-speed, 3.73s and drag radial tires." *Muscle Mustangs & Fast Fords*

With ProCharger's revolutionary intercooled supercharger system for your 4.6L 2V Mustang, you will experience a 55 – 80% increase in horsepower at 8 – 10 psi while running high quality pump gas on an otherwise stock engine. This represents the largest reliable increase in horsepower and torque available for these proven and popular Mustang engines.

The ProCharger 2V Advantage

When compared with 35 – 40% gains from nonintercooled supercharger systems from other manufacturers, the real-world performance advantages of an intercooled ProCharger supercharger system become clear.

ProCharger's vastly superior performance is possible because intercooled ProCharger technology not only produces a substantially larger increase in mass air flow than other supercharger systems, but also produces significantly lower charge air temperatures, which in turn allows higher boost levels and eliminates the need for ignition retard.

A ProCharger air-to-air intercooled system provides more consistent, repeatable performance without significant power fade suffered by non-intercooled and air-to-water intercooled 4.6L 2V systems during daily driving and back-to-back runs.

ProCharger High Output and Stage II Systems

Both the HO Intercooled and Stage II Intercooled systems utilize the patented, proven and self-contained P-1SC ProCharger, a compact, 6-rib shared supercharger drive system, a highly-effective, air-to-air intercooler, OEM-quality mounting brackets, fuel system upgrade, tuning and all necessary supercharger and intercooler tubes for installation onto your 2V Mustang with no major modifications to your car or engine. ProCharger HO Systems for 2V Mustangs come standard with a 2 core intercooler; Stage II Systems feature a larger, 3 core intercooler.

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. ProCharger systems for 2V Mustangs also 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).

Building a modified 2V engine for your Mustang? An intercooled ProCharger supports the highest boost and power levels in the industry. Give the ProCharger Sales Team a call for more information.

ProCharger 4.6L 2V Systems and Tuner Kits

- 1996-1998: HO Intercooled System
- 1996-1998: Stage II Intercooled System
- 1999-2004: HO Intercooled System and Tuner Kit
- 1999-2004: Stage II Intercooled System and Tuner Kit
- 2001 Bullitt: HO and Stage II Systems and Tuner Kits

ProCharger 4.6L 2V Choices & Upgrades

- Polished supercharger finish
- ProCharger D-1SC supercharger upgrade
- Helical Gearset for Noise Reduction (P-1SC & D-1SC only)
- 3-Core Air-to-Air Intercooler System Upgrade (standard with Stage II)

MINING BURNING STRATEGICS

- 8-Rib drive upgrade (2000-2004 only)
- 950 HP Air-to-Air Intercooler System Upgrade
- F-1 / F-1A Serpentine and Cog Race Kits (see page 20)

4.6 L 4 V '03-'04 MACH 1 & COBRA, '96-'01 COBRA

Maximum Performance and Reliability - Minimal Cost and Maintenance



BOLT ON 45-70%+ MORE POWER

ProCharger 4.6L 4V Power Levels 500+ HP on stock 4V engines

"And now, thanks to the latest from Accessible Technologies [ProCharger], you can build a supercharged and intercooled 4.6L Cobra, **add almost 200 Horsepower**, and vaporize every F-body in your path." *Muscle Mustangs and Fast Fords* When ProCharger developed the ultimate supercharger system for the high compression, highly-sophisticated 4.6L 4V engines, the goal was simple: maximum performance and reliability with minimal cost and maintenance. The results speak for themselves.

Most 4.6L 4V ProCharger customers report gains of 135 to 210+ crankshaft horsepower and are able to run 13 to 20 mph faster in the 1/4-mile. That means that with proper traction and good driving, you can take almost two seconds off your ET! Of course, even larger gains are possible with additional boltons or racing fuel.

The ProCharger 4V Advantage

When compared with the meager 35 – 40 percent gains from non-intercooled supercharger systems from other manufacturers, the realworld performance advantages of an intercooled ProCharger supercharger system become clear.

An industry-leading ProCharger 4.6L 4V supercharger system allows you to experience what 500+ HP feels like in these affordable pony cars, while the proven reliability of the ProCharger supercharger and intercooler system means ProCharged Mustang owners get to enjoy this level of performance every day.





ProCharger High Output and Stage II Systems

Both the HO Intercooled and Stage II Intercooled systems utilize the patented, proven and self-contained P-1SC ProCharger, a compact, 6-rib shared supercharger drive system, a highly-effective, air-to-air intercooler, OEM-quality mounting brackets, fuel system upgrade, tuning and all necessary supercharger and intercooler tubes for installation onto your 4V Mustang with no major modifications to your car or engine. ProCharger HO Systems for 4V Mustangs come standard with a 2 core intercooler; Stage II Systems feature a larger, 3 core intercooler (except '03-'04 Cobra).

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. ProCharger systems for 4V Mustangs 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).

Building a modified 4V engine for your Mustang? An intercooled ProCharger supports the highest boost and power levels in the industry. Give ProCharger a call to learn more.

ProCharger 4.6L 4V Systems and Tuner Kits

- 1996-1998 Cobra: HO Intercooled System
- 1996-1998 Cobra: Stage II Intercooled System and Tuner Kit
- 1999, 2001 Cobra: HO Intercooled System and Tuner Kit
- 1999, 2001 Cobra: Stage II Intercooled System and Tuner Kit
- 2003-2004 Mach 1: Stage II Intercooled System and Tuner Kit
- 2003-2004 Cobra: HO Intercooled Tuner Kit w/P-1SC-2
- 2003-2004 Cobra: Stage II Tuner Kit w/F-1A

ProCharger 4.6L 4V Choices & Upgrades

- Polished supercharger finish
- ProCharger D-1SC supercharger upgrade
- Helical Gearset for Noise Reduction (P-1SC & D-1SC only)
- 3-Core Intercooler System Upgrade (standard with Stage II)
- 8-Rib drive upgrade (2000-2004 only)
- 950 HP Intercooler System Upgrade
- F-1 / F-1A Serpentine and Cog Race Kits (see page 20)

'86-'93 & '94-'95 WINDSOR ENGINES First and Most Powerful Self-Contained, Intercooled Systems



BOLT ON 60-85% MORE POWER

"They introduced a 17 psi kit that put stock Mustangs in the 11's, and received CARB approval for their intercooled 14 psi system. Not one to rest on its laurels, ProCharger now offers their new P-1SC and D-1SC self-contained superchargers... Self contained means that there are no oil lines to the pan and generally installation is cleaner. In addition, ProCharger offers the advantage of intercooling to provide even greater horsepower gains. By keeping the air cooler, more timing and/or boost can be used without the worry of detonation." *Muscle Mustangs & Fast Fords* Where it all started: the venerable 5.0L Windsor. When Ford introduced factory fuel injection on the 1986 5.0L Mustangs, the barn doors were flung open to a new era of bolt-on performance. It was just a matter of time before these boost-friendly engines were realizing the real-world horsepower gains from the industry's first air-to-air intercooled centrifugal superchargers: ProCharger. To this day, ProCharger is still the only manufacturer to offer an air-to-air intercooled supercharger system for the Fox-bodied 5.0Ls and the only intercooled solution for the SN-95, Windsor-powered Mustangs.

Push Rod Power Adder of Choice

Don't be fooled by "old school" push rod technology. Most 5.0L and Windsor engine equipped Mustang owners will see a 60 – 85 percent or more increase in horsepower from an intercooled ProCharger system. That's enough power to easily knock two seconds off your 1/4-mile ET on an otherwise stock 5.0L Mustang. As a matter of fact, the patented and proven, self-contained ProCharger is the only supercharger that has put completely stock 5.0L Mustangs into the 11's and will take Windsor-based engines into the 10's, 9's and 8's with the fewest engine modifications.



If you try to supercharge a 5.0L engine without an intercooler, you simply can't run much boost without substantial exposure to detonation and engine damage. However, because intercooling removes the heat that causes detonation, you can safely run more engine-friendly air-to-air intercooled boost with full timing and complete peace of mind. And with air-to-air intercooling, there is no need for band-aids such as ignition retard, over-rich fuel injectors or ice water. Intercooling is simply the fundamental solution for reliable high performance, because it substantially improves both engine reliability and performance.

Building a modified Windsor engine for your Mustang? An intercooled ProCharger supports the highest boost (20+ psi) and power levels in the industry. Give ProCharger or your local dealer a call to learn more.



1994 – 1995 5.0L Mustang

ProCharger is the only manufacturer to offer any intercooled supercharger system for 1994 – '95 Mustangs equipped with a Windsor engine. (5.0L Cobra shown)

ProCharger 5.0L / Windsor Systems and Tuner Kits

- 1986-1993 5.0L Mustang / Cobra: HO Intercooled System w/P-1SC*
- 1986-1993 5.0L Mustang / Cobra: Stage II Intercooled System w/D-1SC**
- 1986-1993 5.0L Mustang / Cobra: High Output Kit w/P-1SC*
- 1986-1993 5.0L Mustang / Cobra: High Output Kit w/P-1SC-2*
- 1994-1995 5.0L Mustang / Cobra: HO Intercooled System w/P-1SC
- 1994-1995 5.0L Mustang / Cobra: Stage II Intercooled System w/D-1SC
- 1994-1995 5.0L Mustang / Cobra: High Output Kit w/P-1SC
- 1994-1995 5.0L Mustang / Cobra: High Output Kit w/P-1SC-2

*8-Rib or 12-Rib drives available **12-Rib drive only

ProCharger 5.0L / Windsor Choices & Upgrades

- Polished supercharger finish
- ProCharger D-1SC supercharger upgrade (standard in Stage II)
- Helical Gearset for Noise Reduction (P-1SC & D-1SC only)
- 3-Core Air-to-Air Intercooler System Upgrade (standard in Stage II)
- Twin Highflow Air-to-Air Intercooler System Upgrade (850 HP, '86-'93 only)
- 950 HP Air-to-Air Intercooler System Upgrade
- F-1 / F-1A Serpentine and Cog Race Kits (see page 20)

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More Power and Performance Than a Stock GT

This vastly superior performance is possible because intercooled ProCharger supercharger technology not only produces a substantially larger increase in air density and mass airflow than other supercharger systems, but also allows for more ignition time due to significantly cooler charge air temperatures. The net result is not only far more power per pound of boost, but also the ability to safely run more total boost for even more power.

Both the HO Intercooled and Stage II Intercooled ProCharger systems are 100 percent complete, with OEM quality hardware and an industry exclusive 3 year supercharger warranty available.

Building a modified V-6 engine for your Mustang? An intercooled ProCharger supports the highest boost and power levels in the industry. Give ProCharger or your local dealer a call to learn more.

BOLT ON 45-70% MORE POWER

With ProCharger's revolutionary intercooled supercharger system for 4.0L V-6 Mustangs, owners can expect a 45 – 70 percent increase in horsepower – the largest reliable performance gains for these engines.

V-8 Performance on a V-6 Budget

The design of the Intercooled ProCharger Supercharger Systems for 4.0L V-6 Mustangs substantially raises the bar for V-6 performance and allows owners to completely overpower naturally-aspirated V-8 Mustang GTs. Running pump gas with an otherwise stock 4.0L engine, this advanced technology produces nearly 400 HP. Track testing has shown that a two second improvement in ET is possible with the Stage II Intercooled System.

ProCharger 4.0L V-6 Supercharger Systems and Tuner Kits

- 2005-2010 Mustang: HO Intercooled System w/P-1SC
- 2005-2010 Mustang: Stage II Intercooled System w/P-1SC
- 2005-2010 Mustang: Intercooled Tuner Kit w/P-1SC

ProCharger 4.0L V-6 Options & Upgrades

- Polished supercharger finish
- ProCharger D-1SC supercharger upgrade
- Helical Gearset for Noise Reduction (P-1SC & D-1SC only)
- 3-Core Air-to-Air Intercooler System Upgrade

3.8 1994-2004



270 - 345 HP with your 3.8L V-6

With ProCharger's revolutionary intercooled supercharger system for 3.8L V-6 Mustangs, owners can expect a 40 – 80 percent increase in horsepower running pump gas on an otherwise stock engine. This represents the largest reliable performance gains for these engines.

Cooler Air is Better Air

ProCharger's vastly superior performance is possible because intercooled ProCharger supercharger technology not only produces a substantially larger increase in air density and mass airflow than other supercharger systems, but also allows for more ignition time due to significantly cooler charge air temperatures. The net result is not only far more power per pound of boost, but also the ability to safely run more total boost for even more power.

ProCharger is the only manufacturer to offer an air-to-air intercooled supercharger system for the 3.8L Mustang V-6.



BOLT ON 40-80% MORE POWER

ProCharger 3.8L Supercharger Systems and Tuner Kits

- 1999-2004 Mustang: HO Intercooled System w/P-1SC
- 1999-2004 Mustang: Stage II Intercooled System w/P-1SC
- 1994-2004 Mustang: Intercooled Tuner Kit w/P-1SC
- 1994-1998 Mustang: HO Intercooled System w/P-1SC

ProCharger 3.8L V-6 Choices & Upgrades

- Polished supercharger finish
- ProCharger D-1SC supercharger upgrade
- Helical Gearset for Noise Reduction (P-1SC & D-1SC only)
- 3-Core Air-to-Air Intercooler System Upgrade

"Imagine a V-6 Mustang with **nothing but a supercharger making more power than a 2001 Mustang GT with a robust V-8.** Well, if you compare the apples to apples of the two automatic equipped cars, you'll see the ProCharger V-6 [stock 3.8L with 9 psi, 66% increase in power] cranked out 34.8 more peak horsepower than our '01 GT." 5.0 Mustang and Super Ford

AFTERMARKET EFI & CARBURETED SMALL BLOCK SERPENTINE KITS

The Most Powerful Supercharger Kits At The Track and On The Street



"ATI [ProCharger] is the company that first brought intercooled supercharging to the Mustang market." 5.0 Mustang and Super Ford When it comes to power adders for Mustangs running carburetors or aftermarket EFI systems, no other company can match ProCharger's track record of real-world performance.

Ford's Windsor, small block engines have established themselves to be some of the most capable and boost-friendly engines available. From stock 5.0L displacements all the way up to 430+ cubic inch strokers, Windsor-powered, ProCharger-equipped Mustangs are a powerful and proven combination, both on the street and on the track.

50 to 100 Percent Plus Power Gains

Running on only pump gas, a highly-efficient ProCharger supercharger can deliver up to a 50 percent HP gain to a typical carbureted engine. Add an intercooler and/or racing fuel to the equation and Mustang owners can generate HP increases of over 100 percent!

At given boost levels, ProCharger's advanced supercharger technology produces far lower intake manifold air temperatures than other power adders, so more power is produced with greater reliability. This cooler, more dense air means there's less chance for detonation, so you can run more boost.



The Cooling Effect of Carburetion

Carburetors discharge fuel in a liquid state. But as the fuel travels from the venturi of the carb to the intake valve, a good percentage of it goes through an endothermic state change: from liquid to gas. This change requires heat, which the fuel draws from the air temperature inside the manifold. In effect, this lowers the temperature of the charge air entering the cylinder by $25 - 50^{\circ}$ F.

Working under the laws of the latent heat of vaporization, an engine equipped with a carburetor will exhibit substantially cooler charge temperatures when it arrives at the intake port in the cylinder head, as much as 50° cooler. A temperature this cool means the cylinders are being fed a much denser oxygen charge and producing more power.

ProCharger and Aftermarket EFI Systems

Aftermarket electronic fuel injection systems are a great way to add the simplicity of electronic fuel management to your high performance Windsor engine. Most of today's aftermarket EFI systems offer precise open and closed loop fuel management, as well as integrated data recording and ignition controls which allow you to realize even more power with the addition of a ProCharger supercharger.

Regardless of the aftermarket EFI system you go with, Throttle Body Injection (TBI) or Multi-Point Fuel Injection (MPFI), ProCharger has a supercharger solution for you. Call ProCharger for more information.

Supercharge Your Ford-powered Transplant

Given the industry leading number of ProCharger systems and kits available for Mustangs, adding a self-contained ProCharger supercharger to your Ford-powered transplant or resto-mod project may be easier than you think. Give the ProCharger Sales Team a call to discuss your project so that you can enjoy additional power and performance of the Ultimate Power Adder on your latest creation.

ProCharger Carbureted and Aftermarket EFI Serpentine-Drive Kits

- 1985-1993: High Output w/P-1SC*
- 1985-1993: High Output Intercooled w/P-1SC*
- 1985-1993: High Output Kit with P-1SC-2*
- 1985-1993: High Output w/D-1**
- 1985-1993: High Output w/D-1SC**
- 1985-1993: High Output Intercooled w/D-1SC**
- 1985-1993: 8-Rib Race Kit with F-1R, F-1C (EFI Renegade)
- 1985-1993: High Output w/F-1**
- 1985-1993: High Output Intercooled w/F-1**
- 1985-1993: High Output w/F-1R**

- *8-Rib Drive System **12-Rib Drive System
- 1985-1993: High Output Intercooled w/F-1R**

ProCharger Carbureted Windsor Choices & Upgrades

- Polished supercharger finish
- Helical Gearset for Noise Reduction (P-1SC & D-1SC only)
- 3-Core Air-to-Air Intercooler System Upgrade
- 950-HP Air-to-Air Intercooler System Upgrade
- 1,050-HP Air-to-Air Intercooler System Upgrade
- 1,300-HP Air-to-Air Intercooler System Upgrade
- Competition Carb Bonnet
- Bullet and Race Bypass Valve Upgrades

MUSTANG RACE KITS HARDCORE RACERS KNOW PROCHARGER!

ProCharger Serpentine and Cog Drive Race Kits

When you're ready to take your ProCharged Mustang to the next level of performance, a ProCharger Mustang Race Kit provides the foundation for a wide range of tire-shredding, ProCharger-enhanced power levels. Year after year, pass after pass, ProCharger Cog Drive Race Kits have proven to be a dependable means of providing higher levels of belt traction from the engine's crankshaft to the supercharger input shaft.

ProCharger Mustang Cog Drive Race Kits are available for many popular Mustang body styles and engine combinations. At the heart of the Mustang Cog Race kit is a sturdy, purpose-built mounting bracket and tensioner assembly. Starting with a solid piece of high-strength billet aluminum, these brackets provide a solid, stable and rugged mounting location for the supercharger. All ProCharger Mustang race kits are crafted from 3/4-inch thick material, with the Windsor Cog Race Kits and Renegade Race Kits featuring a dual-plate design that will stand up to years of high-rpm duty on purpose-built street and race car applications.

Race Car Strength, Street Car Reliability

Cog drive systems aren't designed and built exclusively for track duty. Thanks to their dedicated-drive design, countless horsepower-addicted Mustang owners install Cog Race Kits, while still maintaining the serpentine-powered power steering and air conditioning systems. Many ProCharger Race Kits are also available in a wide, 12-Rib Serpentine Drive option for even greater installation flexibility; call the ProCharger Sales Team to discuss the configurations and options available for your particular combination.

From stock configurations of the latest Mustang 3V engines, to modified 4.6L 4V engines and of course, Windsor-powered Fox body Mustangs, no one offers a wider selection of both serpentine drive and cog drive supercharger kits for high horsepower street or competition Mustangs than ProCharger.





ProCharger Mustang Stock-Style EFI Race Kits

- 2005-2010: 3V Intercooled Serpentine Drive Race Kit w/F-1A
- 2005-2010: 3V Intercooled Cog Race Kit w/F-1A
- 2005-2010: 3V Reverse Intercooled Cog Race Kit w/F-1A
- 2003-2004: 4V Cobra Cog Race Kit w/F-1A
- 1996-1998: 4V Cobra Serpentine Drive Race Kit w/F-1A
- 1996-1998: 4V Cobra Cog Race Kit w/F-1C or F-1R

ProCharger Carbureted and Aftermarket EFI Cog Race Kits

- 1985-1993: Cog Race Kit w/F-1
- 1985-1993: Intercooled Cog Race Kit w/F-1
- 1985-1993: Cog Race Kit w/F-1R
- 1985-1993: Intercooled Cog Race Kit w/F-1R
- 1985-1993: Cog Race Kit w/F-2
- 1985-1993: Intercooled Cog Race Kit w/F-2
- 1985-1993: Cog Race Kit w/F-3A
- 1985-1993: Cog Race Kit w/F-3R (-131, -135, or -139)
- 1985-1993: Reverse Cog Race Kit w/F-2
- 1985-1993: Reverse Cog Race Kit w/F-3A
- 1985-1993: Reverse Cog Race Kit w/F-3R (-131, -135, or -139)

ProCharger Windsor Cog Race Kit Choices & Upgrades

- Polished supercharger finish
- 3-Core Air-to-Air Intercooler System Upgrade
- 950-HP Air-to-Air Intercooler System Upgrade
- 1,050-HP Air-to-Air Intercooler System Upgrade
- 1,300-HP Air-to-Air Intercooler System Upgrade
- 1,550-HP Air-to-Air Intercooler System Upgrade
- Competition Carb Bonnet
- Bullet and Race Bypass Valve Upgrades
- Race Only: Air-to-Water Intercoolers



Competition Carb Bonnet (polished finish shown) ProCharger Race Bypass Valve (open design)







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 and F-1A Superchargers

The ProCharger F-1 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 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-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



1600 HORSEPOWER

ProCharger F-2 Supercharger

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> The ProCharger F-2 features a larger, 10.5-inch volute diameter and provides a significant increase in airflow when compared with the 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 9310 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**

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.

National Mustang Racing Association (NMRA), National Muscle Car Association (NMCA), National Hot Rod Association (NHRA), 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 ProChargerequipped racer has "been there, won that" with a ProCharger F-3 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 2,000+ HP on race gas and 3,000+ HP on alcohol.

Supports 2,000+ 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

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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: 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 "So what makes this new blower so much better than the models that created a tidal wave of ProCharger racers last year? Well, it starts where most things do at ATI - with a stronger transmission for improved durability." 5.0 Mustang & Super Fords

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

> Precision Ground 9310 Steel Gears Provide Industry-Leading Step Up Ratios (see F-Series specs for model-specific step up ratios)

> > Custom Teflon Composite High Pressure Dual Lipped Seal

Industry-Exclusive 7075 T-6 billet impeller

Patented Ultra High Speed Compound Bearing Assembly

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

> Exclusive CNC Machined 6061 Billet Aluminum Housing Ensure Precise Shaft Alignment

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

HIGH-EFFICIENCY CENTRIFUGAL SUPERCHARGER

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TYPICAL POSITIVE DISPLACEMENT BLOWER

Wider Operating Range

Centrifugal superchargers have a much broader operating range when compared to typical positive displacement blowers. Bottom line: more power for your engine over a broader range of engine RPM.

"This is the fastest street car I have ever driven. It just plants you to the seat... With the same 14 psi of boost as the modified factory supercharger [Eaton roots model], the... Procharger blower had increased 118 hp... at the rear tires! The boost level was then set at 19 psi... and this put the final numbers at an insane 646.9 rwhp. Maximum torque reading at the tires was 541.7 lb-ft [an improvement of 184 rwhp and 47.8 lb/ft at the tires, simply by switching the supercharger]." *Muscle Mustangs & Fast Fords*

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 selflubricating, 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 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

Optional helical gear set shown

CENTRIFUGAL THERMAL ADVANTAGE

LESS HEAT MEANS MORE POWER

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.



Turbocharger

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.



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





ProCharger with air-to-air intercooler, 9 psi



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.





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 Mustang.

With respect to intercooling: efficient, reliable power is the bottom line. And when it comes to street-driven Mustangs, 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 airto-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.

"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*



*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.



INTERCOOLING AT THE TRACK

PROCHARGER DELIVERS MAXIMUM CHOICE & POWER



Choosing Your Intercooler

The goal of intercooling any supercharged engine is to provide the coolest, most dense charge air to the engine as possible. As discussed on the previous pages, air-to-air intercooling is the ultimate solution for street/strip Mustangs. However, if you are building an ultra-high horsepower, dedicated track or race car, ProCharger offers you the power of choice: air-to-air or air-to-water intercooling solutions.

Air-to-Water Intercooling

Do not confuse air-to-water-to-air intercooling for street vehicles with air-to-water intercoolers designed specifically for use at the race track. In fact, there are few specific applications when air-to-water intercooling is an effective means to reducing charge air temperatures: drag racing and marine applications. Note that in both of these situations, the air-to-water intercooling is accomplished in a one-step process.

For drag racing, the ability to use ice during a brief, 1/4-mile run eliminates the need for a secondary water-to-air heat exchanger. This makes a racing air-to-water intercooler a one-step process, not the complex air-to-water-to-air intercooler systems designed for street use. In drag racing applications, this one-step cooling process is accomplished via an ice and water filled tank that 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.



ProCharger Air-to-Water Intercoolers: Race Only

Because so many racers do rely on ProCharger superchargers race and championshipwinning power, ProCharger does offer two air-to-water intercoolers for race-only use: one rated for 1,800 HP and a larger, 2,400 HP model.

Call the ProCharger Sales Team at 913/338-2886 for more information about our recordsetting ProCharger Race Kits and air-to-water race intercoolers.

"Street cars will benefit much more from an air-to-air intercooler. This is because the coolest air charge [from an air-to-water intercooler] is available only with a fresh charge of ice and water. Ice melts quickly when circulated through an intercooler, so it's useful life is measured only in minutes." *Muscle Mustangs & Fast Fords*



THE ULTIMATE POWER ADDER NOTHING ELSE EVEN COMES CLOSE

Other Power Adders Just Don't Add Up

Proven by dealers, racers and Mustang 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 predetonation. 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.



ProCharger F-3 powers HOT ROD Pump Gas Drags Champion: Fastest Pump Gas Car in America.

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.

"ATI is the company that first brought intercooled supercharging to the Mustang market... so, when ATI called us offering a look at the company's latest blower technology, we jumped at the chance. What's even more exciting for the modular crowd is the SC's internal step-up ratio will allow owners of built modulars to step the boost all the way up to 20 psi on a six rib belt." *5.0 Mustang & Super Fords*



Team Saline + ProCharger F-1R = World's Fastest Production Mustang, 232.388 MPH, Bonneville Salt Flats

POWER ADDER COMPARISON

Comparison for Making 540+ HP When Starting With a Stock 4.6L 3V Engine

Intercooled ProCharger (air-to-air intercooler)



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.



Precision Cut Gears

Rows and rows of high-strength, precision cut gears await their turn in the ProCharger supercharger assembly department (below). A new helical gearset option reduces supercharger noise levels.







Precision Manufacturing

A state-of-the-art, 5 axis CNC milling center creates a proprietary ProCharger impeller out of aircraft-grade 7075 T-6 aluminum.

FOUNDATIONS ENGINEERING POWER

Engineering Excellence

The ProCharger team includes the largest and most capable engineering staff in the aftermarket forced induction industry. Over the past 16 years, this highly-skilled and dedicated team has produced the most innovation and greatest number of patents in the industry. Utilizing the latest software, collaboration with OEM automakers and rapid prototyping, combined with extensive lab and real world testing means ProCharger systems are not only typically first-to-market, but also best-in-class for power-hungry Mustang owners.

Self-Contained Oiling

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. At the heart of the ProCharger 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.

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.







UNBRIDLED POWER WORD ON THE STREET

"...the car made an **astounding 466 rwhp** [70% hp gain]. It took us roughly **seven hours to install** all these parts [ProCharger HO Intercooled System with DiabloSport Predator, and Corsa muffler], tune the car [otherwise stock 2007 Mustang GT], and take it to 466 rwhp on the Dynojet." *5.0 Mustang & Super Fords*

"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*

"On the first run off the street (and make no mistake, Vaccaro drove in all the way from **Queens)**, it clipped a 10.77 at 125.44... After a break, it clicked off a 10.32 at 129.02. Vaccaro was so fired up, he called it a day. He changed tires and went home, confident no one would beat his time. And he was right. [stock 4.6L 2V with lightly ported heads, D-1SC, sheet-metal 3 core intercooler, 15 psi, pump gas]" *Muscle Mustangs & Fast Fords*

"Crowning America's Baddest '05 Mustang. Nine competitors hit the tarmac for the 1st Annual Nitto / MM&FF '05 Mustang Shootout. **The Overall Winner with the best ET/** MPH: 10.50 at 132.50 MPH is [a modified 3V Mustang] with a ProCharger D-1SC blower..." *Muscle Mustangs & Fast Fords*

"For enthusiasts, the advantages of a self-contained system are many. Aside from the fact that no drain-back hole in the pan is necessary, a self-contained system takes less time to install. It also has less potential for error (such as chips in the oil pan or a botched tapping job), and there is no danger of engine oil contamination."
5.0 Mustang & Super Fords "Pick Up 2 Seconds! MM&FF flogs ATI's Intercooled ProCharger under real-world conditions. Is this the ultimate in modern supercharging? The ATI ProCharger worked wonderfully the entire three days we lived with it. Considering that the Cobra* gained more than 16 mph in the quarter under 97 degree conditions, we wonder what type of improvements the car would have made at sea level. Look out because it appears that ATI is going to try to blow the supercharger market away." [*stock '93 5.0, 2 core intercooler, 9 psi, pump gas] *Muscle Mustangs & Fast Fords*

ACTION

"So what goodies were in the box? It included the P-1SC-1 self-contained blower, ProFlo bypass valve and a three-core intercooler. **The car [3V] was dyno-tuned to the tune of 492 rwhp and 400 lb-ft of torque on 91 octane**." *Mustang Enthusiast*





"With 17 psi of boost and a new clutch, the LX blasted the quarter-mile in an amazing 11.70 seconds at over 116 mph. Before the end of the day, Craig made four 11-second runs." [stock 5.0L, pump gas, 2 core intercooler] *5.0 Mustang & Super Fords*

"Jose Cardenas built himself a most-wanted supercharged V-6 Mustang... He hit the bull'seye, nailing 305.9 horses at the wheels, and 308.1 lb ft at 5,400 RPM." *Muscle Mustangs & Fast Fords*

"But it's OK to talk the talk if you produce power comparable to that of the ProCharger HO blower, **especially one that pushes 10 psi through a 3 core intercooler**." *Modified Mustangs*

"ATI's new line of self-contained superchargers looked inviting to us, and why not? The P-1SC specs read like a veritable performance recipe for any new blower... Throw in a three-year warranty, a self-contained oiling system, and an emissions legal, gear-driven design and you have a winner on your hands. The P-1SC's 70-80 percent horsepower increase is exactly what our 3g GT project needed to help achieve our 1g of acceleration. Being emissions legal and easy to install were definite pluses in ATI's favor as well. The final selling point was integral intercooling." *5.0 Mustang & Super Fords*

"Words cannot express how wicked the F-1R sounds. Imagine a commercial jet taxiing toward the runway and you've got the right idea." *5.0 Mustangs & Super Fords*

"We were most impressed by the car churning out **more than 400 lb-ft of torque under boost**. [stock '05 Mustang GT, 10 psi]" *5.0 Mustangs & Super Fords*

"A bigger ProCharger blower and a week's worth of testing was all Don Walsh, Jr. of D & D Performance needed to run 6.43 at 216. That kind of performance netted him the honor of being the quickest and fastest centrifugally blown Pro Car." *Muscle Mustangs & Fast Fords*

"Those guys are on the ball. They are always looking for more power - just like a racer and that's a great relationship. It's a match made in heaven... After about four or five sets of pistons, I started thinking, Is there a better way? It was a tough choice for Doug [Mangrum], he had long been loyal to his nitrous sponsor, but to switch from nitrous to a supercharger might just be the way to go." *5.0 Mustang & Super Fords*

"Running the motor on a chassis dyno is not the same as running it on the street or through the quarter-mile at a local drag strip. An air-to-air intercooler relies on a steady (and large) supply of airflow across the core to extract the heat.

If you have a hard time grasping how much airflow is present, try sticking your hand out the window at even 30 mph and feel how much pressure (and volume) is present. Now imagine the resulting flow at 100 mph.

The problem with testing an air-to-air intercooled motor on a chassis dyno is the relative lack of airflow. Even the most aggressive fans do not come close to supplying the air source seen by the intercooler core while driving." *Muscle Mustangs & Fast Fords*

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

PROVEN HISTORY



ProCharger introduces the first air-to-air intercooled supercharger system for the Ford Mustang, featuring the P600 ProCharger.



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-ofthe-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

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

An industrial customer uses a D-1

ProCharger to win a U.S. Air Force

defeats all centrifugal competitors.

which utilizes force air. The D-1

contract for an aircraft deicing system

measured.

the ProCharger staff in 2002.



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.



Doug Mangrum runs a 6.98 @ 200.2 mph, becoming the first Pro 5.0 racer to run in the 6's; Don Walsh, Jr. soon follows.

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.



Ford introduces a new 3V version of the 4.6L used in Mustang GTs, rated at 300 hp from the factory. An intercooled ProCharger system adds 70-75% more power to this otherwise stock engine running high quality pump gas!



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



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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

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.



An F-3 ProCharged big block Ford wins HOT ROD's Pump Gas Drags, becoming the Fastest Pump Gas car in America.

ProCharger-power strikes the salt flats of Bonneville: the World's Fastest Production Mustang sets the record running a ProCharger F-1R.



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-

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 highefficiency 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 2011 5.0 Mustang is back and once again, ProCharger is first-tomarket with an air-to-air intercooled supercharger solutions for the 5.0L 4V that produce 615+ HP.



FOR WHATEVER MOVES YOU STREET, STRIP, SAND & WATER...WE GOT 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 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





PROCHARGE YOUR LIFE GET EQUIPPED, GET INVOLVED, GET CONNECTED



ProCharger Catalogs and Branded Items Online

Check out the online versions of ProCharger's industry-leading catalogs and showcase your 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.











Over 15 Years of Performance Excellence

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

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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