

# MUSTANG

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

ProCharger Intercooled Supercharger Systems for

**FORD MUSTANG**





**“We are blown away that we were able to pick up 300+ horsepower at the engine [with pump gas and otherwise stock 5.0], just as ProCharger claims, with less than a day’s worth of work!”**

*–Muscle Mustangs & Fast Fords*



**INVENTED, ENGINEERED**



**AND MADE IN THE USA**

# MUSTANG

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*Black Finish Option available for superchargers and brackets*



# PROVEN POWER

## LARGEST POWER GAINS AND COOLEST CHARGE AIR TEMPERATURES

### Proven ProCharger Mustang Systems

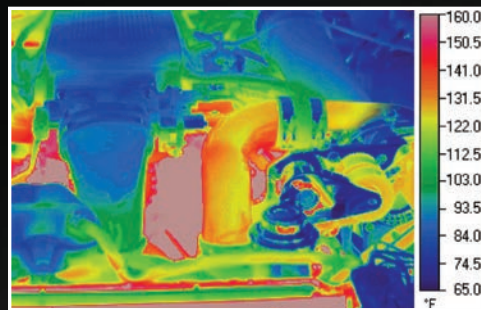
ProCharger was the first to design and manufacture an intercooled supercharger system for Mustangs, and for nearly 30 years has been producing the largest reliable power gains. With a unique ability to offer cutting edge technology and features, along with the peace of mind associated with cooler charge air temperatures and outstanding engine reliability, ProCharger has you covered. 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 ProCharger's industry leading intercooled supercharger systems. During the past 25 years, many 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®.

### Coolest Charge Air Temperatures

ProCharger pioneered the use of air-to-air intercooling and self-contained, gear-driven supercharger oiling among other innovations. ProCharger intercooler and supercharger technology continues to deliver substantial thermal advantages relative to competing products, which in turn produces 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.



Underhood thermal image shown above. See pages 38-39 for additional information and thermal images.

### Powerful, Efficient and Reliable

A ProCharger Intercooled Supercharger System can add up to 85% 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.

### Unmatched Quality and Warranty Coverage

For nearly 30 years, ProCharger has designed and manufactured its own superchargers and complete systems (unlike some competitors who buy head units and components elsewhere and are really only assembling kits). This helps to ensure that ProCharger delivers a high quality, high performance product designed specifically for your needs. In-house design and production capabilities allow ProCharger to provide industry-best warranty protection, with a 3 year extended warranty available for supercharger head units.

### 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.

**Visit [ProCharger.com](http://ProCharger.com) for the latest video, blog updates and additional information**







# PROVEN RELIABILITY

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.

## ProCharger System Advantages and Choices

ProCharger offers more supercharger, drive system, intercooler, bypass valve and fuel system choices and upgrades than anyone. In addition to options that improve the performance of your Mustang, ProCharger and your ProCharger dealer are the ultimate solution for virtually any Mustang engine combination. 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.

## OEM Appearance & Quality

When it comes to the finished installation, ProCharger systems for Mustangs feature an outstanding “from the factory” look. ProCharger also utilizes state of the art quality assurance equipment, and all precision assembly and testing is performed in-house. 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 nearly 30 history of record setting performance—the choice is clear: ProCharger.

INVENTED, ENGINEERED



AND MADE IN THE USA

## 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.

## 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 if desired.



## 1000+ CRANKSHAFT HP CAPABLE COYOTE MUSTANG WITH PROCHARGER P-1X

2018-2023 Mustang GT Stage II kit -P1X - 1000+HP

**“ATI [ProCharger] is the company that first brought intercooled supercharging to the Mustang market.”**

*–5.0 Mustang and Super Fords*

### **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 feature unmatched upgradeability, visually appealing “from the factory” look, easy installation, minimal relocation of components—with no oil feed and return lines or the unsightly complexity and maintenance issues of an air-to-water-to-air intercooler.



2018+ Mustang GT - HO Kit  
P-1SC-1 - 55-60%+ HP increase



2016+ GT 350 - Stage II Kit  
P-1SC-1 - 350+ HP gain



2019+ Mustang Bullitt - Stage II Kit  
P-1SC-1 - 55-60%+ HP increase



# RACING DOMINATION

## REAL WORLD PROCHARGER POWER

### ProCharger Motorsports

ProCharger has a long history, nearly 30 years now, of helping an incredible number of enthusiasts and racers 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 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 first 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 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 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. Whatever your high-performance goals; let ProCharger help you blow them away.



*Gold Dust - NMCA - 4.23 ET @ 167 MPH - Street Outlaw Champion, F-1X-12*



*Brown Sugar - 6.16 ET @ 227 MPH, F-3R-136 - also first in the 3.80' on 10.5" Tire*

### Consider these ProCharger Motorsports Achievements:

- ProCharged racers have won over 100 national championships in the past 15 years
- 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 over 4,000 horsepower on alcohol—far more than the closest centrifugal!





## ProCharger Mustang Honor Roll

### Mustang Champions and Record Holders

Aaron Archer	Kayla Morton
Andy Manson	Kurt Gallant
Bart Tobener	Les Baer, Sr.,
Bill Lovelace	Manny Buginga
Bob McDonald	Manny Figueroa
Chad Boyle	Mauro Vitale
Chip Havemann	Michael Young
Chris Derrick	Mike Dezotell
Chris Singleton	Mike Freeman
Chuck Bartholme	Mike Modeste
Crede Young	Mike Trimandilis
Dan Schoneck	Nick Bruder
Daniel Pachar	Phil Clemmons
Dave Ginter	Phil Hines
Dave King	Phil Pickering
David Pearson	Ray Conover
DJ Loicano	Rich Bruder
Don Shobe	Rob Corujo
Donny Walsh, Jr	Samantha Moore
Doug Mangrum	Sean Ashe
Doug Sikora	Shawn Ayers
Enzo Pecchini	Stan Allen
Eric Laferriere	Steve Benyo
Fletcher Cox	Steve Falle
Jason Lee	Steve Jackson
Jeremy Martorella	Steve Topletz
Jim Blair	Tim Essick
Jim Briante	Tim Huston
Jim Pickel	Tim Lyons
Jim Summers	Tim Matherly
Jim Vaccaro	Tommy Annunziata
Jimmy LaRocca	Tony Gillig
Joe DeCaria	Trace Meyer
Joe Robinson	Travis Franklin
John Bryant	Wade Hopkins
John MacDonald	Willie Figueroa
John Urist	Zoop Zellonis



# 5.0L 4V

## 2018-2023 GT, MACH 1, AND BULLITT

CALL FOR LATEST MODEL YEARS

### Supercar Performance at a Fraction of the Price



HO Intercooled System, shared drive, satin finish

## BOLT ON 315+ ADDITIONAL HORSEPOWER

### ProCharger 5.0L 4V Power Levels

775+ HP with Stage II System (735+ with HO)

1000+ HP with otherwise stock engine on E85, or with modified engine (Tuner Kit)

*“The STG2 system netted 676 horsepower and 512 lb-ft of torque at the rear wheels on ProCharger’s Mustang chassis dynamometer. That’s 276 RWHP and 155 lb-ft more than stock!”*

*–Muscle Mustangs and Fast Fords*

### 55-70%+ More Horsepower!

ProCharger was first-to-market with systems and tuner kits for the 2018-23 Mustang, delivering an impressive 315 Crank HP gain with our Stage II system. These new Coyote Mustangs with 10 speed automatics are a perfect match for a ProCharger supercharger, keeping the rpm band right in the peak efficiency window, resulting in maximum power and performance. **First in the 9’s** – Our Tuner Kits have shown what is possible on an otherwise stock Mustang, delivering supercar performance at a fraction of the price! Even our mildest HO system running only 6.5psi of boost delivers 55-60% HP gains, the largest in the industry.

The Stage II Systems deliver over 315 additional crank HP and features our 75% larger intercooler capable of handling 1200 Horsepower. An 8 rib dedicated belt drive provides maximum power transfer ensuring years of reliable use for your Pony car.

### ProCharger HO and Stage II Systems

ProCharger Systems are designed complete with everything needed including proven calibrations and a handheld programmer set for a 65-70%+ (Stage II, 8.5 psi) or 55-60%+ (HO, 6.5 psi) power gain over stock, running pump gas. Higher power levels are possible with custom tuning using our Tuner Kits. With the most advanced and durable superchargers, as well as the most effective and reliable intercoolers, ProCharger offers you the coolest charge air temperatures and the ultimate power gains. HO systems feature a shared drive system, while the Stage II system features a dedicated drive system and a larger intercooler. Both of these systems are 100% complete.





**HO Kit with P-1X and Intercooler upgrades, 1000+ HP Capable**



**Stage II Kit with F-1A-94, 1200+ HP Capable**



**First in the 9's – 9.92 ET@142 MPH**

## OEM Quality and Appearance

ProCharger systems are among the easiest to install and provide a high quality, OEM like appearance. With no fabrication required (no cutting of plastic or sheet metal, and keeping the factory strut tower brace), these systems are 100% reversible, which is great for the Mustang owner who decides to sell or turn in their lease car in the future. In addition, no external oil lines are required for the supercharger as ProCharger units are self-contained units with oil, keeping the supercharger running cooler and more reliable for many years. Different finish options (satin, black, or polished) are also available for the supercharger and supercharger bracket giving you the options you want while looking great for many years.



**Stage II System with Race Valve**



**2018-2023 Mustang GT Stage II Intercooled ProCharger System, dedicated drive, black finish**

## HO and Stage II Tuner Kits

For those seeking even more power beyond 315 crank HP, ProCharger HO and Stage II Tuner Kits give you the ability to take HP levels to amazing heights. Tuner Kits are an excellent way to add even more power to stock or modified S550 Mustangs. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer, but are otherwise identical to systems.

## ProCharger Benefits for 2018-2023 5.0L 4V GT's

- The coolest charge air temperatures and largest power gains
- Quickest and easiest installation
- Self-contained oiling head unit, with CNC billet gear case and impeller
- Industry leading service, support and warranty coverage
- Broadest offering with most choices, for stock and modified 2018+ Mustangs
- 100% reversible, no permanent modifications necessary
- Belts and pulleys can be changed without removing supercharger
- HO is upgradable to the Stage II Intercooler

## ProCharger 2018-2023 5.0L 4V Systems and Tuner Kits

- HO Intercooled System and Tuner Kit (6-rib shared drive)
- Stage II Intercooled System and Tuner Kit (dedicated 8-rib drive, larger intercooler)
- P-1SC-1 standard with P-1X optional (Systems and Tuner Kits)

## ProCharger 2018-2023 5.0L 4V Choices & Upgrades

- Satin, Polished, or Black supercharger and bracket finish
- Black finish for Intercooler
- Helical Gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)
- Stage II Intercooler upgrade (from HO intercooler)
- Stage II Tuner Kit allows for P-1SC-1 up to F-1A-94 head units
- Race Bypass Valve upgrade available



# 5.0L 4V

## 2015-2017 GT GEN 2 COYOTE

### The Best Performance with the Least Modifications



## BOLT ON 300+ ADDITIONAL HORSEPOWER

### ProCharger 5.0L 4V Power Levels

735+ HP with Stage II System (685+ with HO)

900+ HP with modified engine

*“ProCharger’s new system for the 2015 GT throws down impressive numbers. Gains of at least 55% are the norm here with the P-1SC-1 [with otherwise stock 2015 GT], and the power levels can go stratospheric with head unit upgrades” –Muscle Mustangs & Fast Fords*

### Bolt On Up to 300+ HP!

Building on nearly 30 years of forced induction engineering and innovation, ProCharger was the first supercharger manufacturer to design and release an air-to-air intercooled supercharger system for the 2015-2017 Ford Mustang 5.0L GT. With an original billet aluminum bracket design and compact belt-drive system, ProCharger P-1SC-1 systems and tuner kits, featuring highly effective air-to-air intercooling, continue to lead the industry in OEM-style fit and finish, ease of installation, and consistent, reliable performance.

Utilizing a patented and proven, self-contained ProCharger supercharger making 8-10 psi of highly efficient boost, a very effective air-to-air intercooler and dedicated 8-rib drive, a ProCharger system or tuner kit can add up to 300 HP to an otherwise stock 2015-17 5.0 Mustang GT running premium pump gas.

### ProCharger HO and Stage II Systems

ProCharger Systems are supplied with proven tuning calibrations and a handheld programmer set for a 65-70%+ (Stage II, 10 psi) or 55-60%+ (HO, 8 psi) power gain over stock, running pump gas. Higher power levels are possible with higher boost and custom tuning. With the most advanced and durable superchargers, as well as the most effective and reliable intercoolers, ProCharger offers you the coolest charge air temperatures and the ultimate power gains. HO systems feature a shared drive system, while the Stage II system features a dedicated drive system and a larger intercooler. Both of these systems are 100% complete.





**9-sec daily driver, stock motor, MT82 manual trans, D-1SC, 14 psi**    **Stage II Kit with F-1A, 1200 HP capable with modified Coyote**    **2015-20 GT350/R Systems and Tuner Kits. See page 16.**

## OEM Appearance

Installation of these systems is the easiest of any Mustang supercharger system to date, with none of the engine disassembly, fabrication and oil lines required with other power adders. For the collector/lease-owner in mind, the HO system is 100% reversible, with no trimming or cutting to any factory OEM plastics or hardware. As if that wasn't enough, you also have your choice of multiple supercharger and bracket finishes: satin, polished, or black finish.

## HO and Stage II Tuner Kits

In addition to complete systems, ProCharger offers HO Intercooled and Stage II Intercooled Tuner Kits. Tuner Kits are an excellent way to add even more power to stock or modified S550 Mustangs. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer, but are otherwise identical to systems.

## ProCharger Benefits for 2015-2017 5.0L 4V GT's

- The coolest charge air temperatures and largest power gains
- Quickest and easiest installation
- Self-contained oiling head unit, with CNC billet gear case and impeller
- Industry leading service, support and warranty coverage
- Broadest offering with most choices, for stock and modified 2015-17 Mustangs
- 100% reversible, no permanent modifications necessary
- Belts and pulleys can be changed without removing supercharger
- HO is upgradable to the Stage II Intercooler



**Stage II System with Race Valve**



**2015-2017 Mustang GT Stage II Intercooled ProCharger System, dedicated drive, black finish**

## ProCharger 2015-2017 5.0L 4V Systems and Tuner Kits

- HO Intercooled System and Tuner Kit (6-rib shared drive)
- Stage II Intercooled System and Tuner Kit (dedicated 8-rib drive, larger intercooler)
- P-1SC-1 standard with P-1X optional (Systems and Tuner Kits)

## ProCharger 2015-2017 5.0L 4V Choices & Upgrades

- Satin, Polished, or Black supercharger and bracket finish
- Black finish for Intercooler
- Helical Gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)
- Stage II Intercooler upgrade (from HO intercooler)
- Stage II Tuner Kit allows for P-1SC-1 up to F-1R head units
- Race Bypass Valve upgrade available



# 5.0L 4V

2011–2014 GT

*HO Intercooled System, dedicated drive, polished finish*



## BOLT ON 200+ ADDITIONAL HORSEPOWER

### ProCharger 5.0L 4V Power Levels

625+ HP with Stage II System (600+ with HO)

900+ HP with modified engine

*“This kit is designed to fit perfectly under the stock hood without cutting anything, including the 5.0 engine cover. The other great feature is the dedicated supercharger drive system that keeps the stock belt system untouched and the ProCharger crank pulley adapter is a direct bolt on affair.” –StangTV*

### Pump Gas Power

With industry-leading experience in supercharging Ford engines, ProCharger leads the way with air-to-air intercooled supercharger systems and tuner kits for the highly acclaimed 5.0L 4V Mustang GT. ProCharger produces the most power per psi and largest power gains available for 5.0L 4V Mustangs when running pump gas. ProCharger features the most options, with a comprehensive product line of High Output (HO), Stage II and Cog Race offerings.

Utilizing a patented and proven, self-contained ProCharger supercharger making 7-7.5psi of highly efficient boost, a very effective air-to-air intercooler choice of a shared 6-Rib (HO w/ factory air box) or dedicated 8 Rib Belt drive (High Output & Stage II); a ProCharger System or Tuner Kit can add 225+ HP to an otherwise stock 2011-14 5.0 Mustang running high quality pump gas.

### ProCharger HO and Stage II Systems

The HO Intercooled 6 Rib shared drive with factory airbox, High Output Intercooled 8 Rib dedicated drive, and the Stage II Intercooled systems for the 2011-14 GTs utilize the P-1SC-1 or optional P-1X ProChargers, a highly effective air-to-air intercooler, OEM-quality mounting brackets, 8 larger fuel injectors, higher capacity fuel system, tuning and all necessary supercharger and intercooler tubes for installation with no major modifications to your car or engine. Systems are 100% complete, with tuning for a stock engine, stock exhaust (or cat-back exhaust) vehicle and require no additional hardware. Bolt on 50-55%+ more power with a Stage II system producing 7.5psi or a HO system running 7psi.





**9.28 @ 143, stock motor and transmission, D-1SC, 14 psi**



**First 5.0 4V into 9's & 8's, ProCharger Cog Race Kit**



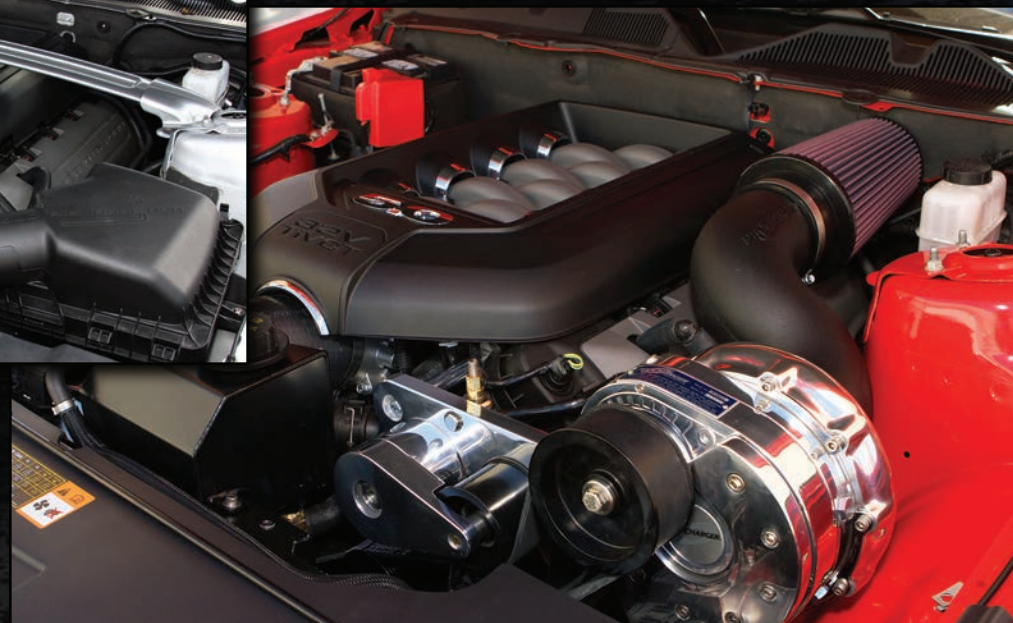
**First P-1X to run 7s, fastest P-1X in the 1/4 mile - 7.968 @ 173.18mph**

## OEM Appearance

ProCharger systems for 5.0 4V Mustangs feature an awesome "from the factory" look, for both dedicated (HO and Stage II) and shared drive kits. Unlike many others, ProCharger also allows the retention of the factory GT engine cover or Boss intake. Systems come with a standard 3-year warranty on the intercooler and 1-year warranty on the supercharger (Optional 3-year supercharger warranty is available). ProCharger systems for 5.0 4V Mustangs utilize an advanced hand-held tuner to upload the ProCharger tune.



**HO Intercooled System with factory airbox, shared drive, satin finish**



**Stage II Intercooled ProCharger System, dedicated drive, polished finish**

## ProCharger 5.0L 4V Stage II Intercooled System

ProCharger Stage II Intercooled Systems feature a larger intercooler and tubing for greater cooling and airflow, which improves power output for stock 5.0's and better supports the needs of modified motors. The Stage II Intercooled System also includes a new radiator overflow tank, fan shroud and fan assembly.

## ProCharger 5.0L 4V Tuner Kits

In addition to complete systems, ProCharger offers HO Intercooled and Stage II Intercooled Tuner Kits (both dedicated drive) and a new Intercooled Tuner Kit with a shared drive. 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 5.0 4V Mustangs. Tuner kits require additional components (fuel system upgrade) and custom tuning by a qualified dealer.

Building a modified or stroked 4V 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 5.0L 4V Systems and Tuner Kits

- HO Intercooled System and Tuner Kit with Factory Airbox (shared 6-rib drive)
- HO Intercooled System and Tuner Kit (dedicated 8-rib drive)
- Stage II Intercooled System and Tuner Kit (dedicated 8-rib drive, larger intercooler)

## ProCharger 5.0L 4V Choices & Upgrades

- Satin, Polished, or Black supercharger and bracket finish
- Helical Gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)
- With P-1X or D-1X ProCharger (replacing P-1SC-1, Tuner kits only)
- 12-rib drive upgrade
- Air-to-Air Race Intercooler, 28% larger than Stage II
- F-1A Serpentine and Cog Race Kits (see page 34-35)



# SHELBY GT350/R

2015–2020



**UP TO 1,100+ HP FROM A BOLT-ON!**

625+ HP with Stage II System

1100+ HP with modified engine

## Flat-Plane Power

The Mustang Shelby GT350's 5.2L DOHC engine has a flat-plane crankshaft that gives the car an engine scream that is the envy of sports cars world-wide, and its naturally aspirated 526hp from the factory combines that luscious sound with the bite to back up the bark. The ProCharger HO Intercooled Supercharger System, complete with a P-1SC-1 head unit making 6.5psi of boost, a 1,100hp capable air-to-air intercooler and a ready-to-go tune, adds 175+ HP to that, taking the supercharged GT350 to the 700HP level!

## 877 HP With Stage II System

That's not enough for your power-greedy right foot? Then step to the new and improved Stage II Systems and Tuner Kits to crank out an impressive 877 HP (at the crankshaft!) thanks to more research and development by our Engineering team on the 5.2L Voodoo engine. A slight increase in boost of 9 psi and enhanced tuning give this Pony car the performance it deserves for a late model high performance car.

The ProCharger GT350 Mustang supercharger system comes 100% complete with a robust CNC billet bracket design, 8-rib dedicated drive, SFI-approved aftermarket balancer, handheld programmer, 95lb (1,000cc) injectors, and a highly effective air-to-air intercooler designed specifically for the GT350 capable of 1,100+ HP. The bolt-on installation is easy with standard hand tools and a floor jack, with no permanent modifications, no motor mount changes, no trimming/cutting, and no bending of any factory parts—not to mention OEM-style fit and finish.





# BOSS 302

2012-2013



## BOLT ON 220+ ADDITIONAL HORSEPOWER

### ProCharger Boss 302 Power Levels

- 665+ HP with Stage II System
- 900+ HP with modified engine

### ProCharger Boss 302 Systems and Tuner Kits

- Stage II Intercooled System (dedicated 8-rib drive)
- Stage II Intercooled Tuner Kit (dedicated 8-rib drive)

### ProCharger Boss 302 Choices & Upgrades

- Satin, Polished, or Black supercharger and bracket finish
- Helical Gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)
- With P-1X or D-1X ProCharger (replacing P-1SC-1, Tuner kits only)
- Air-to-Air Race Intercooler Upgrade
- 12-rib Drive System Upgrade (Stage II Tuner Kits only)
- F-1D, F-1, or F-1A Serpentine and Cog Race Kits (see page 34-35)

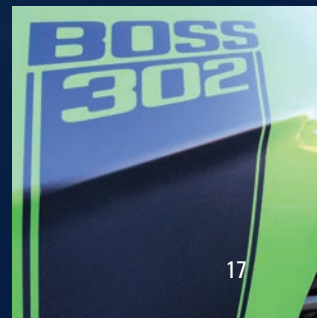
### Reliable Power Gains

Utilizing the patented and proven, self-contained ProCharger P-1SC-1 supercharger making 8.5 psi of boost, a highly effective air-to-air intercooler, and a dedicated 8-rib drive, the Stage II System or Tuner Kit can add 220 or more HP to an otherwise stock Boss 302 running high quality pump gas.

The Stage II System and Tuner Kit can be installed onto a completely stock engine requiring absolutely no cutting or trimming of factory components and like the majority of ProCharger Systems, fit under the stock hood.

### Race Kits

The Intercooled Cog Race Kit for Boss 302 Mustangs utilize the patented, proven F-Series ProCharger supercharger drive system, a highly-effective, race air-to-air intercooler.





## REVERSE MOUNT

# COYOTE SWAP KITS

### ProCharger Makes it Easy

When Ford Motor Company released the details on the Coyote motor, it was obviously a huge hit, and has been making waves in the performance market ever since. When Ford Racing released their engine swap package (ECU, Harness, etc) it was just a matter of time before these new 5.0L motors would start showing up in every imaginable car and truck out there. What better way to finish off that resto-mod, hot-rod, drag car, or street car, than with a ProCharger supercharger?

The ProCharger "Coyote Engine Swap System" is for those wanting to boost their swap to the next level.

### Standard Vs Reverse Mount

Installing a Coyote 5.0-Liter, DOHC engine in a late-model Mustang is currently one of the most popular engine swaps available. The merging of Coyotes and lightweight '86-'93 Mustangs induces huge grins, due to outrageous power to weight ratios that rival most modern supercars.

When we installed it on our R&D vehicle, it turned the rollers at 700 wheel horsepower and 504 foot pounds of torque. These are

### ProCharger Coyote Swap Kits

- High Output Intercooled Tuner Kit (dedicated 8-rib drive)
- High Output Tuner Kit (dedicated 8-rib drive)
- Cog Race Kit with Intercooled F-1D, F-1, F-1A, or F-1A-94
- Cog Race Kit F-1D, F-1, F-1A or F-1A-94

### ProCharger Coyote Swap Choices & Upgrades

- Satin or Polished supercharger and bracket finish
- Helical Gearset for Noise Reduction (P-1SC-1 & D-1SC only)
- Air-to-Air Race Intercooler Upgrade
- Crank Support
- 10-Rib Drive

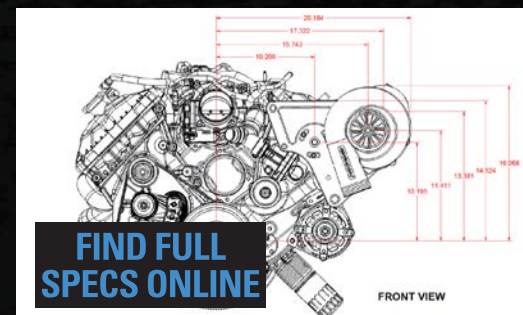


92-96 F-150 Kit - Reverse Rotation w/ Optional Black finish shown

### MOUNTING OPTIONS

ENGINE	MOUNT
2011-2022 MUSTANG ENGINES	STANDARD OR REVERSE
2011-2022 F-150 ENGINES	STANDARD*

\*REVERSE WITH TIMING COVER SWAP







# STANDARD MOUNT

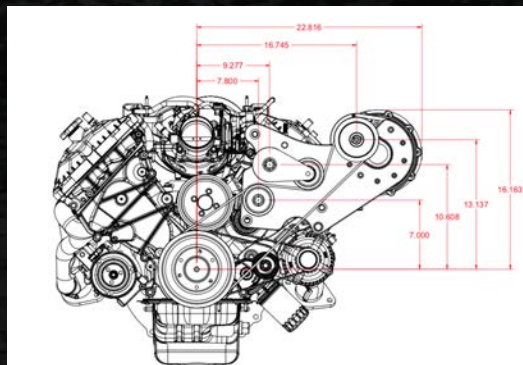
# COYOTE SWAP KITS

## ProCharger 5.0L 4V Coyote Swap Kits

Installing a Coyote 5.0-Liter, DOHC engine in a late-model Mustang is currently one of the most popular engine swaps available. As a result of the increased popularity, the NMRA recently added a Modified Street class to its heads-up drag-race lineup. The merging of Coyotes and lightweight '86-'93 Mustangs induces huge grins, due to outrageous power to weight ratios that rival most modern supercars.

To help customers take advantage of this opportunity, ProCharger has been meticulously working on our own 8-rib dedicated drive transplant kit. A Coyote-powered 1987 Mustang LX was used for R&D. This Fox body features plenty of go-fast goodies including a D-1SC ProCharger, BBK headers, Magnaflow exhaust, a T-56 Transmission and 3.73 gears in the rear end. This array of parts is good for 10 psi of intercooled boost and has turned the rollers at 700 wheel horsepower and 504 foot pounds of torque. These are substantial power numbers while also taking into account the vehicles' modest 2750 pound curb weight.

ProCharger expands its Fox body product lineup with a Coyote transplant assembly option, providing a clean installation and mounting position that accounts for the reduced hood clearance on Fox body Mustangs.



**FIND FULL SWAP  
SPECS ONLINE**



## ProCharger Coyote Swap Kits

- High Output Intercooled Tuner Kit (dedicated 8-rib drive)
- High Output Tuner Kit (dedicated 8-rib drive)
- Cog Race Kit with Intercooled F-1D, F-1, F-1A, or F-1A-94
- Cog Race Kit F-1D, F-1, F-1A or F-1A-94

## ProCharger Coyote Swap Choices & Upgrades

- Satin or Polished supercharger and bracket finish
- Helical Gearset for Noise Reduction (P-1SC-1 & D-1SC only)
- Air-to-Air Race Intercooler Upgrade
- Crank Support
- 10-Rib Drive



# 4.6L 3V

2005–2010 GT

*HO Intercooled System, dedicated drive, polished finish*



## BOLT ON 70–75% MORE POWER

### ProCharger 4.6L 3V Power Levels

525+ 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*

### Ultimate Mustang Power Adder

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, OEM-quality 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, dedicated drive, satin finish*

## ProCharger 4.6L 3V Systems and Tuner Kits

- HO Intercooled System and Tuner Kit (dedicated 8-rib drive)
- Stage II Intercooled System and Tuner Kit (dedicated 8-rib drive)
- Intercooled 12-Rib Serpentine Drive Race Kit with F-1

## ProCharger 4.6L 3V Choices & Upgrades

- Polished supercharger finish
- ProCharger D-1SC, F-1A, F-1A-94, F-1C and F-1R supercharger upgrade
- Helical Gearset for Noise Reduction (P-1SC-1 & D-1SC only)
- 800+ HP Air-to-Air Intercooler System Upgrade



# 4.6L 2V

1999–2004 // 1996–1998 GT AND BULLIT

*H0 Intercooled System, shared drive, satin finish*



## BOLT ON 55–80% MORE POWER

*“The P-1SC’s 70-80% horsepower increase is exactly what our 3g GT project needed to help achieve our 1g of acceleration.” –5.0 Mustangs & Super Fords*

*“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*

### Reliable Boost

With ProCharger’s revolutionary intercooled supercharger system for your 4.6L 2V Mustang, you will experience a 55–80% increase in horsepower 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 non-intercooled 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 (an optional 3-year supercharger warranty is also 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

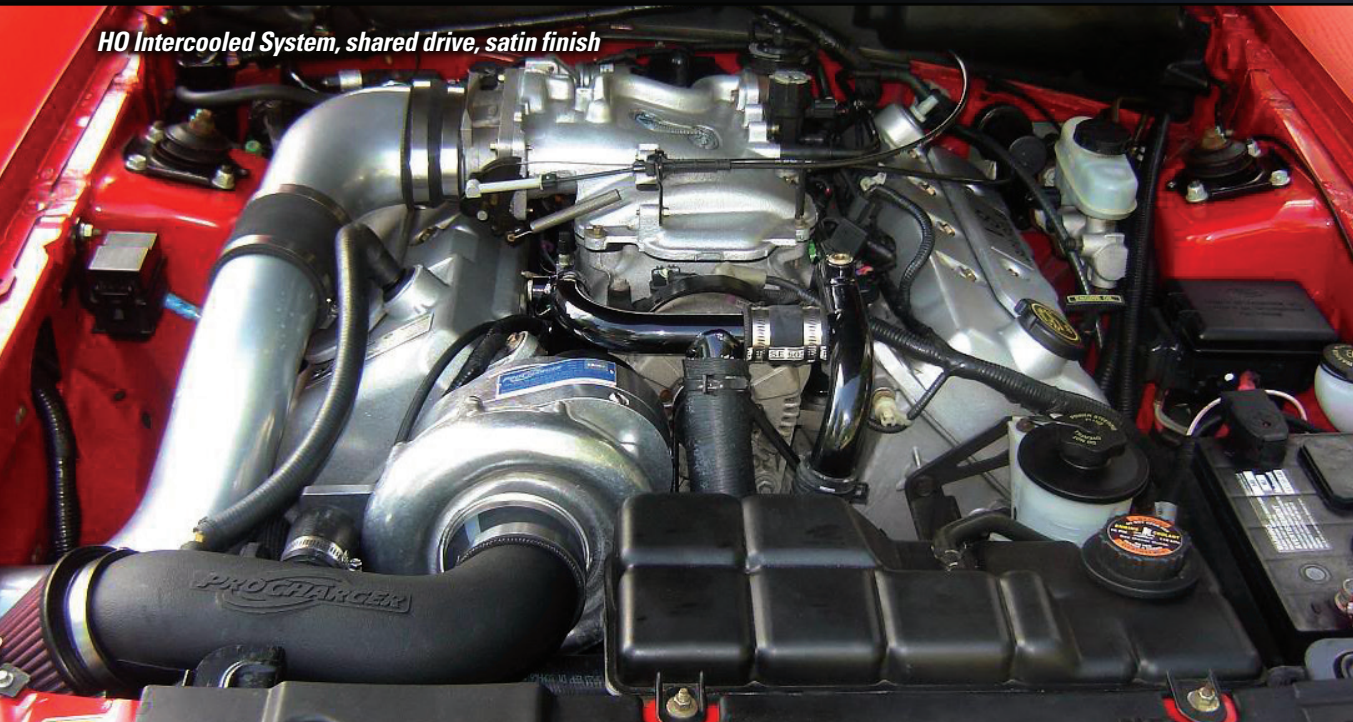
- Polished supercharger finish
- ProCharger D-1SC supercharger upgrade
- Helical Gearset for Noise Reduction (P-1SC & D-1SC only)
- 3-Core Air-to-Air Intercooler System Upgrade (standard with Stage II)
- 950 HP Air-to-Air Intercooler System Upgrade



# 4.6L 4V

2003–2004 MACH 1 and COBRA, 1996–2001 COBRA

*H0 Intercooled System, shared drive, satin finish*



**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*

## **Maximum Performance**

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 bolt-ons or racing fuel.

## **The ProCharger 4V Advantage**

When compared with the meager 35–40% gains from non-intercooled supercharger systems from other manufacturers, the real-world performance advantages of an intercooled ProCharger 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 come standard with a 2 core intercooler; Stage II Systems feature a 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. 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 (an optional 3-year supercharger warranty is also 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.



*The ProCharger Mach 1 Stage II Intercooled System retains functional air scoop*

## 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 Tuner Kit
- 1999, 2001 Cobra: Stage II Intercooled Tuner Kit
- 2003-2004 Mach 1: Stage II Intercooled System and Tuner Kit
- 2003-2004 Cobra: HO Intercooled Tuner Kit with P-1SC-2
- 2003-2004 Cobra: Stage II Tuner Kit with 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)
- 950 HP Intercooler System Upgrade
- F-1 / F-1A Serpentine and Cog Race Kits (see page 34-35)



# 5.0L

1986–1993 // 1994–1995 GT AND COBRA

*H0 Intercooled System, dedicated drive, satin finish*



**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. 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*

## Intercooled Fox Body

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 push rod technology being called “old school.” Most 5.0L and Windsor engine equipped Mustang owners will see a 60–85 percent or more increase in HP from an intercooled ProCharger system. That’s enough power to knock two seconds off your 1/4-mile ET on an otherwise stock 5.0L Mustang. The 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 lower with the fewest engine modifications.

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





## ProCharger: The Air-to-Air Innovator

ProCharger introduced the industry's first intercooled supercharger system nearly five years before anyone else, and to this day is still the only company that offers air-to-air intercooling as an integrated solution rather than an afterthought.

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. In addition to having the best supercharger offering for 5.0L Windsor motors, Coyote Transplant Kits are also available for Fox bodies (see page 15).

## 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.



*HO Intercooled System, shared drive, polished ProCharger*

## ProCharger 5.0L / Windsor Systems and Tuner Kits

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

\*8-Rib or 12-Rib drives available

## 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, 1986-93 only)
- 950 HP Air-to-Air Intercooler System Upgrade
- F-1 / F-1A Serpentine and Cog Race Kits (see page 34-35)



# 3.7L v6

2015–2017



## BOLT ON 50–55% MORE POWER

### ProCharger 3.7L V6 Power Levels

450+ HP with 8 psi

600+ HP with higher boost levels

### Intercooled ProCharger Systems

A ProCharger system or tuner kit can add 50-55% more HP to an otherwise stock 2015-17 3.7L Mustang running high quality pump gas. Thanks to the dedicated supercharger drive system, highly efficient P-1SC-1 supercharger compressor design and a very effective air-to-air intercooler system, ProCharger produces the largest power gains in the industry. Running only 8 psi of engine friendly boost, ProCharger horsepower increases are delivered with maximum reliability and everyday driveability. The 2015-17 Mustang 3.7L V6 is rated at 28 MPG fuel efficiency and with a ProCharger intercooled system, you can make 450+ HP while still maintaining high fuel efficiency under normal driving with excellent reliability and driveability.

### Even More Power is Possible

The Intercooled Tuner Kit is identical to the complete system, but omits fuel injectors and computer programming but allows higher boost and power levels for modified engines or customers wanting to experiment with alternative, higher performance fuels.

### ProCharger 3.7L V6 Systems and Tuner Kits

- 2015-17 Intercooled System and Tuner Kit (dedicated 6-rib drive)

### ProCharger 3.7L V6 Choices & Upgrades

- Polished or Black for ProCharger (P-series or D-series)
- Helical Gearset for Noise Reduction (P-1SC-1, D-1SC)
- Upgraded Air Inlet
- 1200+ HP Intercooler Upgrade (replcing 750+ HP intercooler)
- Black finish option for supercharger bracket
- Black option for the intercooler





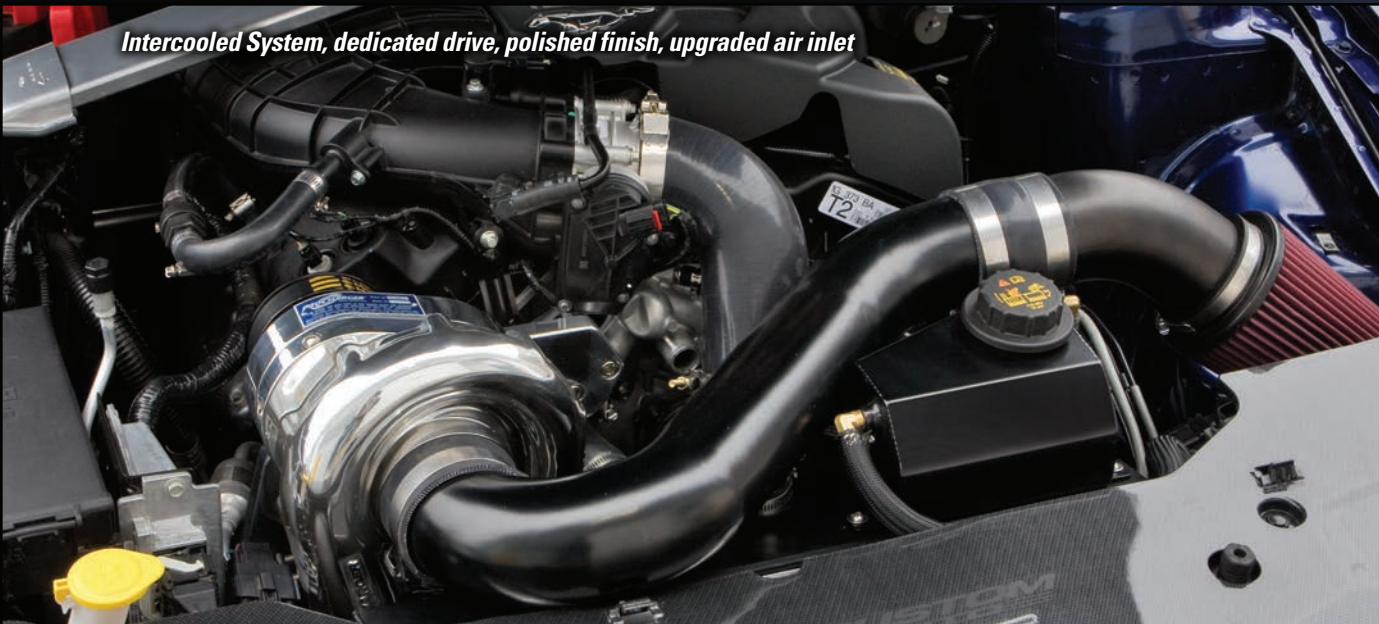
# 3.7L V6

2011–2014

ProCharged 3.7L Mustangs were first into 12's, 11's and 10's



*Intercooled System, dedicated drive, polished finish, upgraded air inlet*



**BOLT ON 50–60% MORE POWER**

## ProCharger 3.7L V6 Power Levels

450+ HP with 8 psi

600+ HP with higher boost levels

## ProCharger 3.7L V6 Systems and Tuner Kits

- 2011-14 Intercooled System and Tuner Kit (dedicated 6-rib drive)

## ProCharger 3.7L V6 Choices & Upgrades

- Polished or Black supercharger finish
- Helical Gearset for Noise Reduction (P-1SC-1 & D-1SC only)
- Upgraded Air Inlet

## Intercooled ProCharger Systems

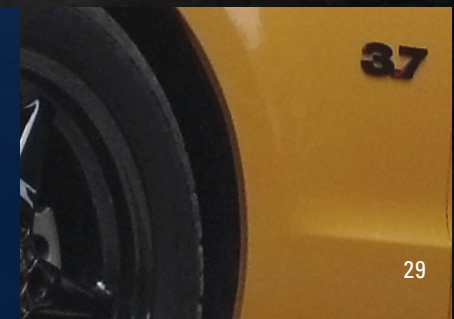
With industry-leading experience in supercharging Ford engines, ProCharger was once again first to market with an intercooled supercharger system and tuner kit for the 2011-2014 3.7L V6 Mustang. Intercooled ProCharger systems for the 3.7L Ti-VCT Mustang are 100% complete and utilize the record setting P-1SC-1, an exclusive dedicated 6-rib supercharger drive system and a highly-effective, 3-core air-to-air intercooler.

Also included are OEM-quality mounting brackets, larger fuel injectors, tuning and all necessary supercharger and intercooler tubes for installation with no major modifications to your car or engine.

## Unmatched Performance

A self-contained ProCharger P-1SC-1 supercharger making 8 psi of boost through the air-to-air intercooler adds in excess of 170 HP to an otherwise stock 3.7L Mustang running high quality pump gas.

While Ford rates the 3.7L engine at 305 HP, ProCharger-equipped 2011-2014 V6 Mustangs make 450+ flywheel horsepower. ProCharger Systems also provide outstanding drivability and fuel economy.





# 4.0L V6

2005–2010



*HO Intercooled System, shared drive, polished ProCharger, satin brackets*

## BOLT ON 45–70% MORE POWER

*“Thanks to ProCharger, you can beat a V8 with a Super Six.” –5.0 Mustang and Super Fords*

With ProCharger’s revolutionary intercooled supercharger system for 4.0L V6 Mustangs, owners can expect a 45–70 % increase in horsepower—the largest reliable performance gain for 4.0L engines.

### V8 Performance on a V6 Budget

The design of the Intercooled ProCharger Supercharger Systems for 4.0L V6 Mustangs substantially raises the bar for V6 performance and allows owners to completely overpower naturally-aspirated V8 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 2-second improvement in ET is possible with the Stage II System. 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 timing 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. Thanks to this best in class efficiency and performance, outstanding fuel economy is also maintained.

Both the HO Intercooled and Stage II Intercooled ProCharger systems are 100% complete, with OEM quality hardware and an industry exclusive 3 year supercharger warranty available. Building a modified V6 engine for your Mustang? An intercooled ProCharger supports the highest boost and power levels in the industry.

### ProCharger 4.0L V6 Systems and Tuner Kits

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

### ProCharger 4.0L V6 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





# 3.8L v6

1994–2004



*HO Intercooled System, shared drive, polished finish*



## BOLT ON 60–80% MORE POWER

*"Imagine a V6 Mustang with nothing but a supercharger making more power than a 2001 Mustang GT with a robust V8. Well, if you compare the apples to apples of the two automatic equipped cars, you'll see the ProCharger V6 [stock 3.8L with 9 psi, 66% increase in power] cranked out 34.8 more peak HP than our '01 GT." –5.0 Mustang and Super Ford*

With ProCharger's advanced technology, 3.8L V6 Mustang owners can expect a 60–80% increase in horsepower running pump gas on an otherwise stock engine. This represents the largest reliable performance gain for 3.8L 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 V6.

### ProCharger 3.8L V6 Systems and Tuner Kits

- 2004 Mustang: HO and Stage II Intercooled Tuner Kit with P-1SC
- 1999-2003 Mustang: Stage II Intercooled System with P-1SC
- 1994-2004 Mustang: Intercooled Tuner Kit with P-1SC
- 1994-1998 Mustang: HO Intercooled System with P-1SC

### ProCharger 3.8L V6 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

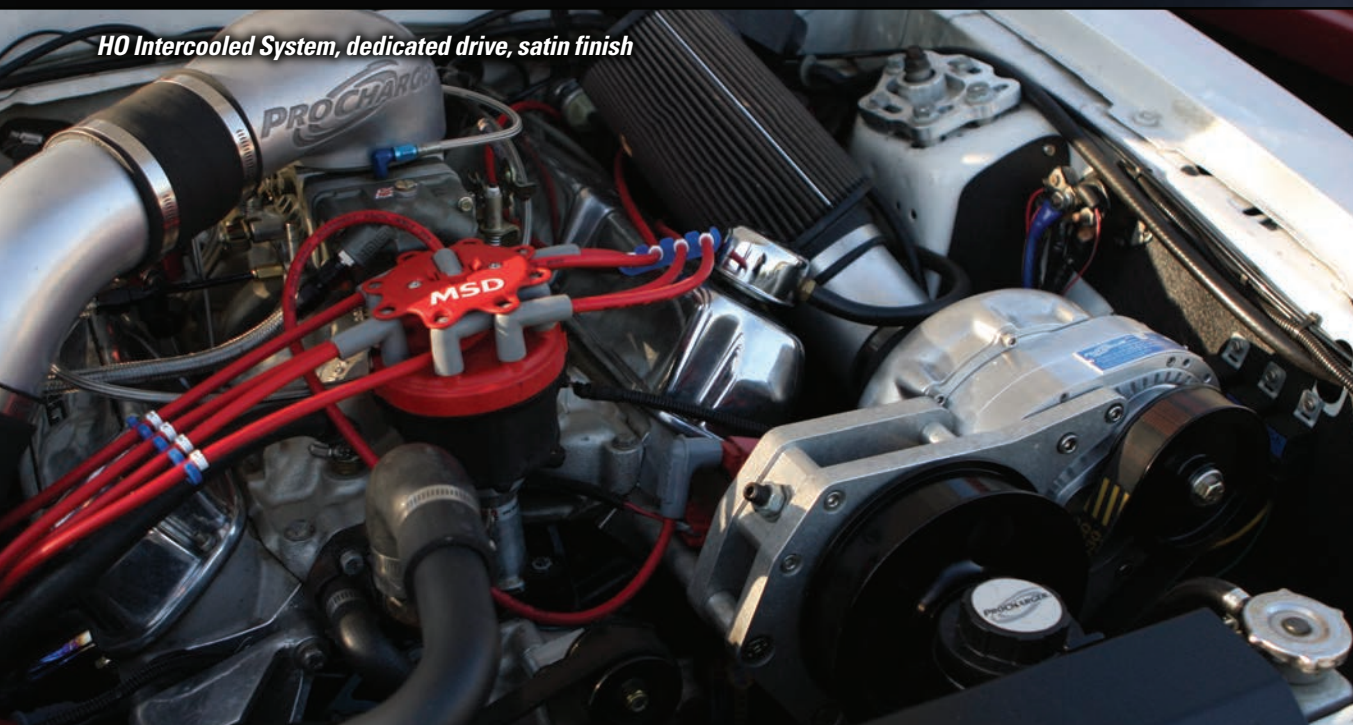




# CARB & AFTERMARKET EFI

## SMALL BLOCK SERPENTINE KITS

### The Most Powerful Supercharger Kits at the Track and on the Street



**BOLT ON 50–100%+ MORE POWER**

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 the track.

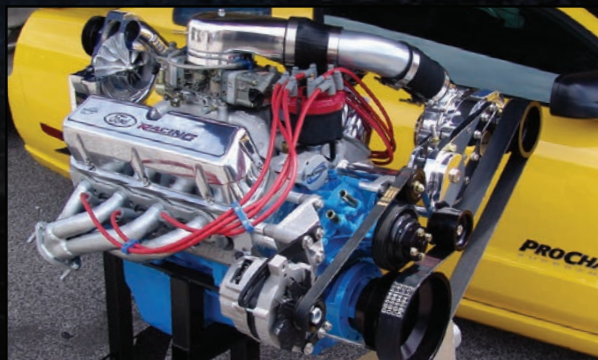
#### **50 to 100% Plus Power Gains**

Running on only pump gas, a highly-efficient ProCharger supercharger can deliver up to a 50% 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%!

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.

*"ProCharger is the world headquarters of supercharging." –Bret Kepner, ESPN2*





## 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.

## 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. For customers with transplanted 302's, 351 Windsor, and 5.0L Coyote based engines, there's a wide selection of alternate main brackets to fit a ProCharger into your custom application with ease. No need to replace your hood or make major modifications to your engine bay on your Coyote swapped 1979-93 Fox body or Windsor based first Generation 1964 1/2-1973. These kits make ProCharging your modified Mustang a breeze. Give the ProCharger Team a call to discuss your project so you can enjoy the additional power and performance of the Ultimate Power Adder on your latest creation.

## Carbureted and Aftermarket EFI Serpentine Drive Kits

- 1985-1993: High Output with P-1SC\* and P-1X\*
- 1985-1993: High Output Intercooled with P-1SC\* and P-1X\*
- 1985-1993: High Output Kit with P-1SC-2\*
- 1985-1993: High Output with D-1
- 1985-1993: High Output with D-1SC\* and D-1X\*
- 1985-1993: High Output Intercooled with D-1SC\* and D-1X\*
- 1985-1993: 8-Rib Race Kit with F-1R, F-1C (EFI Renegade)
- 1985-1993: High Output with F-1, F-1A, F-1D, F-1A-94
- 1985-1993: High Output Intercooled with F-1, F-1A, F-1D, F-1A-94
- 1985-1993: High Output with F-1R
- 1985-1993: High Output Intercooled with F-1R

*\* 8-Rib Drive System*

## Carbureted Windsor Choices & Upgrades

- Polished supercharger finish
- Helical Gearset for Noise Reduction (P-1SC, D-1SC, P-1X, and D-1X 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

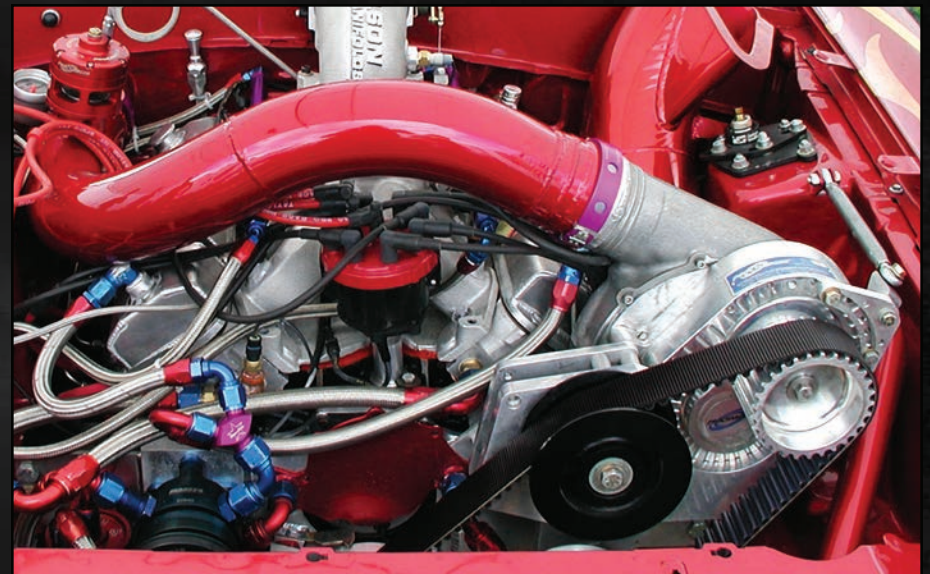
When you're ready to take your ProCharged Mustang to the next level of performance, a ProCharger Mustang Race Kit provides the foundation for a wide range of tire-shredding, ProCharger-enhanced power levels. Year after year, pass after pass, ProCharger Cog Drive Race Kits have proven to be a dependable 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. Cog Race Kits are also available for 5.0 4V engines.

### 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 5.0 4V Mustang to 3V and 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

- 2011-2014: 5.0 Intercooled Serpentine Drive Race Kit with F-1A, F-1A-94
- 2011-2014: 5.0 Cog Race Kit with F-1A, F-1A-94
- 2005-2010: 3V Intercooled Serpentine Drive Race Kit with F-1A, F-1A-94
- 2003-2004: 4V Cobra Cog Race Kit with F-1A, F-1A-94
- 1996-1998: 4V Cobra Serpentine Drive Race Kit with F-1A, F-1A-94
- 1996-1998: 4V Cobra Cog Race Kit with F-1C or F-1R

### ProCharger Carbureted and Aftermarket EFI Cog Race Kits

- 1985-1993: Cog Race Kit with F-1
- 1985-1993: Intercooled Cog Race Kit with F-1
- 1985-1993: Cog Race Kit with F-1R
- 1985-1993: Intercooled Cog Race Kit with F-1R
- 1985-1993: Cog Race Kit with F-1X or F-2
- 1985-1993: Intercooled Cog Race Kit with F-1X or F-2
- 1985-1993: Cog Race Kit with F-3A or F-3R (-121, -130, or -136)
- 1985-1993: Reverse Cog Race Kit with F-1X or F-2
- 1985-1993: Reverse Cog Race Kit with F-3A or F-3R (-121, -130, or -136)

### ProCharger Windsor Cog Race Kit Choices & Upgrades

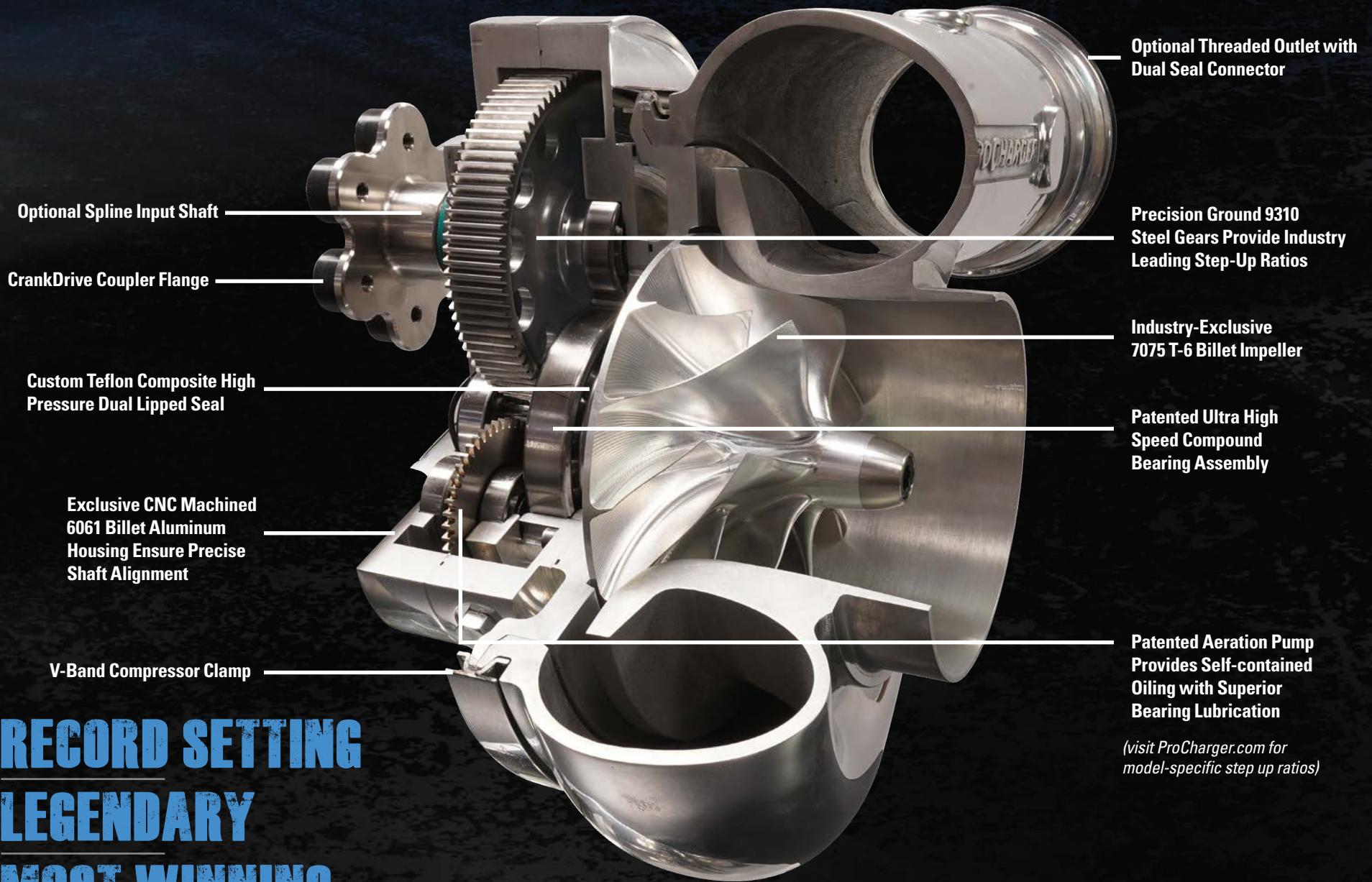
- Polished supercharger finish
- 3-Core Air-to-Air Intercooler System Upgrade
- 950 HP Air-to-Air Intercooler System Upgrade
- 1,050 HP Air-to-Air Intercooler System Upgrade
- 1,300 HP Air-to-Air Intercooler System Upgrade
- 1,550 HP Air-to-Air Intercooler System Upgrade
- Competition Carb Bonnet
- Bullet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



“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

# F-SERIES TECHNOLOGY



**RECORD SETTING  
LEGENDARY  
MOST WINNING**

*(visit ProCharger.com for model-specific step up ratios)*



# F-1/F-2 SERIES

1000+ HP

## 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 F-Series supercharger has been designed to deliver maximum performance, pass after pass, year after year, championship after championship.

## F-1, F-1D, F-1A, and F-1A-94

These ProCharger superchargers utilize a compact, 9" volute and are powerful and highly versatile superchargers. Like all the F-Series models, the F-1, F-1A and F-1A-94 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 high performance.

## F-1C, and F-1R

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

## F-1X

The ProCharger F-1X features a 10.5 inch volute diameter and provides a significant increase in airflow when compared with the 9 inch and 9.75 inch ProChargers. Considered by many to be the ideal combination of small size and high performance, the F-1X can support up to 1,400 HP.

## On the Street or Strip

The highly versatile ProCharger F-1/F-2 Series 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.



**OPTIONAL RACING BELLMOUTH AVAILABLE FOR MOST F-SERIES BLOWERS**

## F-1D

Base HP (NA Engine) ...300-500 HP  
Max Supercharged HP....1,050 HP  
Maximum Airflow .....1,500 cfm  
Maximum Boost..... 34 psi  
Maximum Impeller RPM ....65,000  
Internal Step-up Ratio ..... 5.40:1

## F-1

Base HP (NA Engine) ...300-500 HP  
Max Supercharged HP....1,050 HP  
Maximum Airflow .....1,525 cfm  
Maximum Boost..... 38 psi  
Maximum Impeller RPM ....70,000  
Internal Step-up Ratio ..... 5.40:1

## F-1A

Base HP (NA Engine) ...300-500 HP  
Max Supercharged HP....1,100 HP  
Maximum Airflow .....1,575 cfm  
Maximum Boost..... 38 psi  
Maximum Impeller RPM ....74,000  
Internal Step-up Ratio ..... 5.40:1

## F-1A-91

Base HP (NA Engine) ...300-500 HP  
Max Supercharged HP.... 1,200 HP  
Maximum Airflow .....1,600 cfm  
Maximum Boost..... 38 psi  
Maximum Impeller RPM ....74,000  
Internal Step-up Ratio ..... 5.40:1

## F-1A-94

Base HP (NA Engine) ...300-500 HP  
Max Supercharged HP.... 1,300 HP  
Maximum Airflow .....1,625 cfm  
Maximum Boost..... 38 psi  
Maximum Impeller RPM ....74,000  
Internal Step-up Ratio ..... 5.40:1

## F-1C

Base HP (NA Engine) ...300-550 HP  
Max Supercharged HP.... 1,110 HP  
Maximum Airflow .....1,625 cfm  
Maximum Boost..... 38 psi  
Maximum Impeller RPM ....74,000  
Internal Step-up Ratio ..... 5.40:1

## F-1R

Base HP (NA Engine) ...375-550 HP  
Max Supercharged HP.... 1,250 HP  
Maximum Airflow .....1,700 cfm  
Maximum Boost..... 38 psi  
Maximum Impeller RPM ....68,000  
Internal Step-up Ratio ..... 5.40:1

## F-1X

Base HP (NA Engine) ...375-550 HP  
Max Supercharged HP.... 1,400 HP  
Maximum Airflow ..... 2,000 cfm  
Maximum Boost..... 38 psi  
Maximum Impeller RPM ....72,000  
Internal Step-up Ratio ..... 5.40:1

**HIGHER HP RACE  
SUPERCHARGERS ON  
NEXT PAGE**



# F-3 / F-4 SERIES

1000-4000+ HP



## F-3

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. The ProCharger F-3 family features a large, 12 inch volute and provides vastly higher airflow than the F-1 and F-2 models. With multiple trims available, the F-3 can support up to 3,000+ HP.

National Mustang Racing Association (NMRA), National Muscle Car Association (NMCA), National Hot Rod Association (NHRA), X275, Pacific Street Car Association (PSCA), West Coast Hot Rod Association (WCHRA), HOT ROD's Drag Week and Pump Gas Drags, Bonneville, Maxton and more—chances are very good that a ProCharger-equipped racer has “been there, won that” with a ProCharger F-3 under their hood.



6.36 ET @ 221 MPH, ProCharger F-3R-136



No Prep Kings Winner



3.70 @ 200 on 275 Radials

## F-4X

Welcome to the pinnacle of performance and durability: the ProCharger F-4X supercharger. A complete redesign from previous race models, the F-4X represents a massive collaborative effort to develop a system that is capable of 4000+ HP, while also maintaining the highest levels of durability. It is the pinnacle for racers looking for ultra-high horsepower along with championship-earning reliability and consistency.

**THE ULTIMATE  
POWER ADDER®**

### F-3R-112

Base HP (NA Engine) ... 375-550 HP  
Max Supercharged HP ... 2,100 HP  
Maximum Airflow ... 2,300 cfm  
Maximum Boost ... 38 psi  
Maximum Impeller RPM ... 72,000  
Internal Step-up Ratio ... 5.63:1

### F-3R-121

Base HP (NA Engine) ... 500-580 HP  
Max Supercharged HP ... 2,400 HP  
Maximum Airflow ... 3,100 cfm  
Maximum Boost ... 40 psi  
Maximum Impeller RPM ... 72,000  
Internal Step-up Ratio ... 5.63:1

### F-3R-136

Base HP (NA Engine) .. 700-1000 HP  
Max Supercharged HP ... 3,000 HP  
Maximum Airflow ... 4,000 cfm  
Maximum Boost ... 50 psi  
Maximum Impeller RPM ... 72,000  
Internal Step-up Ratio ... 5.63:1

### F-4X-140

Base HP (NA Engine) ..... CALL  
Max Supercharged HP ... 3,500 HP  
Maximum Airflow ... 4,500 cfm  
Maximum Boost ... 60 psi  
Maximum Impeller RPM ... 72,000  
Internal Step-up Ratio ... 4.77:1

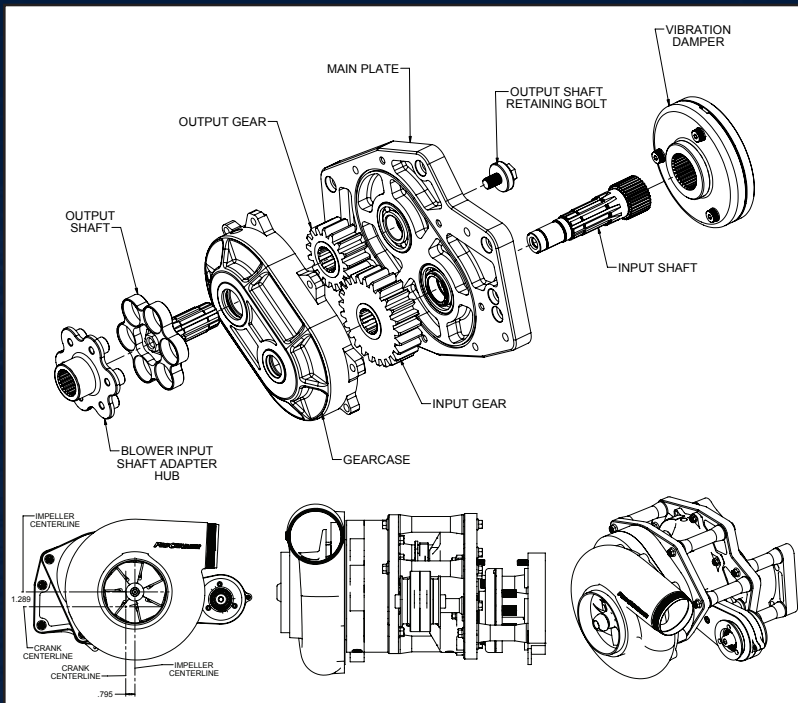
### F-4X-140-1

Base HP (NA Engine) ..... CALL  
Max Supercharged HP ... 3,700 HP  
Maximum Airflow ... 4,700 cfm  
Maximum Boost ... 65 psi  
Maximum Impeller RPM ... 72,000  
Internal Step-up Ratio ... 4.77:1

### F-4X-144

Base HP (NA Engine) ..... CALL  
Max Supercharged HP ... 4,000+ HP  
Maximum Airflow ... 5,000 cfm  
Maximum Boost ... 70 psi  
Maximum Impeller RPM ... 72,000  
Internal Step-up Ratio ... 4.77:1





# CRANKDRIVE™

## GEARDRIVE FOR F-SERIES PROCHARGER SUPERCHARGERS

### Supports all F Series ProChargers

The award winning CrankDrive™ gear drive is capable of supporting 4,000+ horsepower, allows for a variety of accessories, has easy-to-change gear ratios, and provides maximum efficiency at extreme power levels. Compatible with the F series model superchargers, the CrankDrive is available for most drag racing engine applications such as Coyote, 7.3 Godilla, SBF, BBF.

### CrankDrive Footnotes

- The ProCharger CrankDrive™ positions the supercharger higher than other gear drives to allow for better steering component and frame clearance
- Lightweight design
- Easy to assemble, disassemble, and swap gear ratios
- Complete assembly for specific engines, no sourcing additional components
- Allows engine to rotate both directions for servicing
- Available with a dual accessory drive for fuel pump and/or oil pump
- Available with an alternator drive





# COOLER IS BETTER

## TECHNOLOGY ADVANTAGE

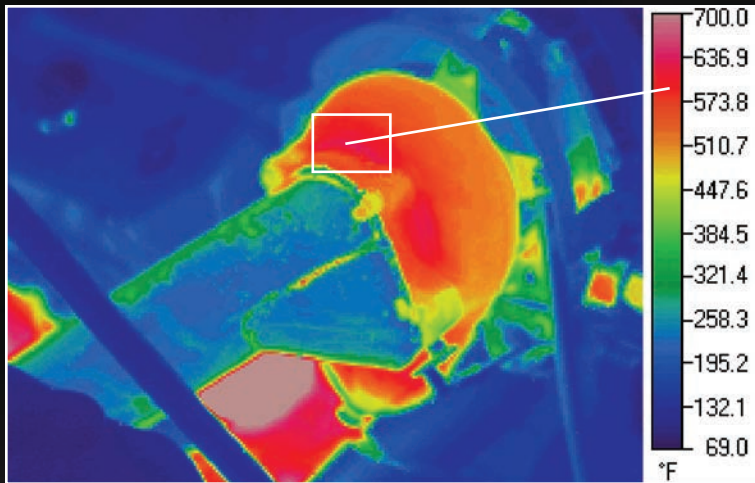
### Thermal Advantage

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 ultimate enemy.

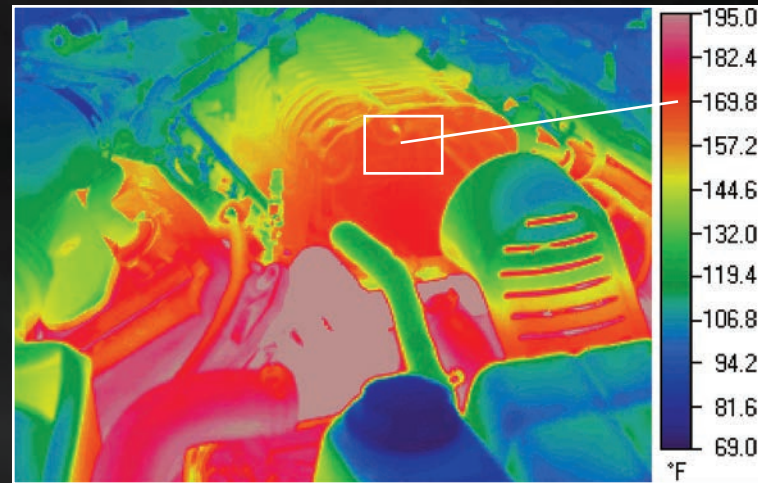
These images illustrate the thermal advantages of a ProCharger supercharger system when compared with a turbocharger and positive displacement blower. By their very design, centrifugal superchargers are more efficient compressors and create less heat during their operation. Additionally, ProCharger superchargers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

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

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



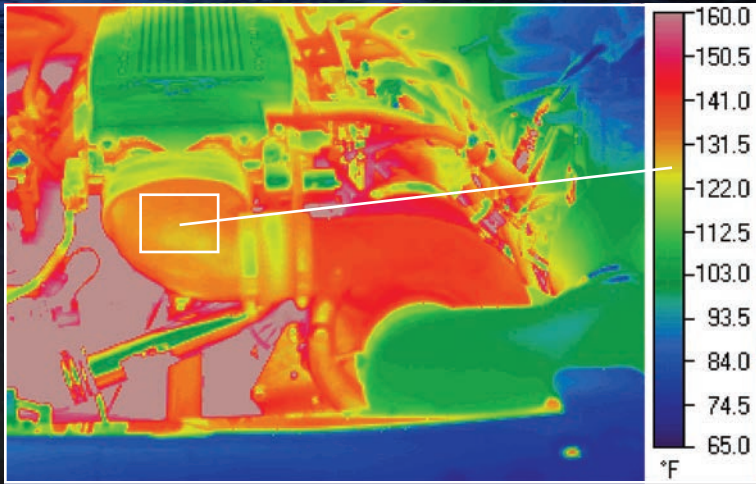
*Turbocharger*



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

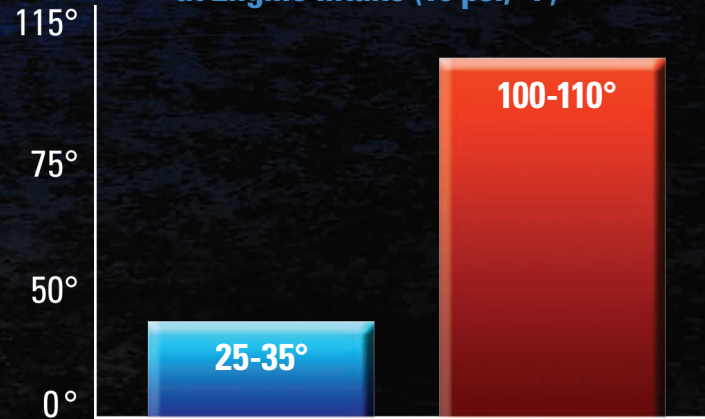
**NOTE: the scales of the turbocharger and positive displacement images are higher due to the additional heat they produce.**





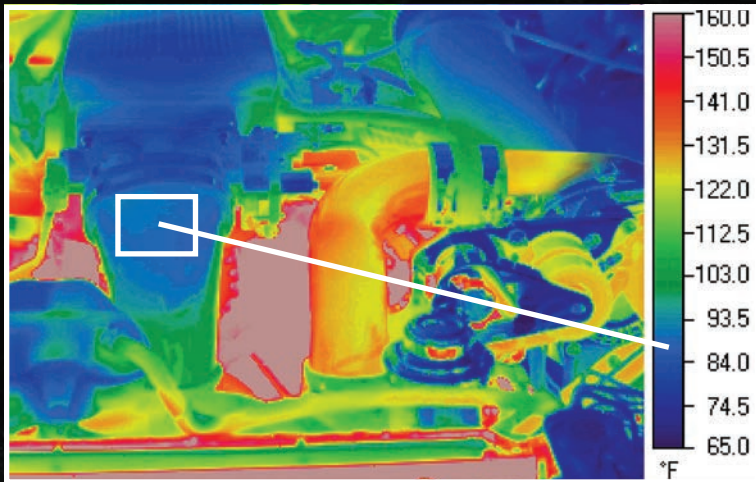
*Other centrifugal, non-intercooled, 9 psi*

**Increase in Charge Air Temperatures at Engine Intake (10 psi, °F)**



**ProCharger**  
(Air-to-Air Intercooler)

**Other Centrifugal**  
(Non-Intercooled)



*ProCharger with air-to-air intercooler, 9 psi*



**INVENTED, ENGINEERED**



**AND MADE IN THE USA**



# 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

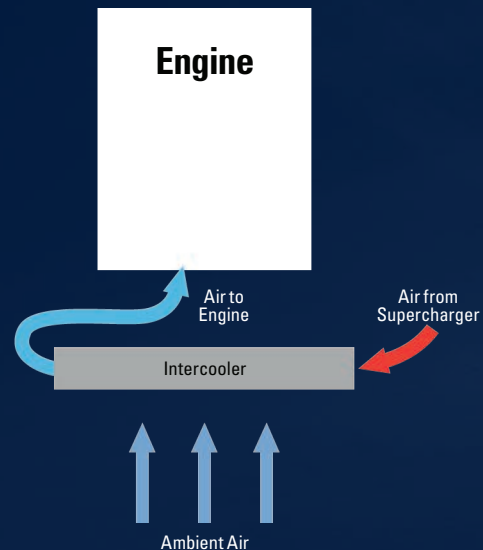
through the passages or fins of the intercooler. Next, this cooler, denser air is routed into the throttle body and into the engine. In engineering terms, air-to-air intercooling represents a one-step cooling process.

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.

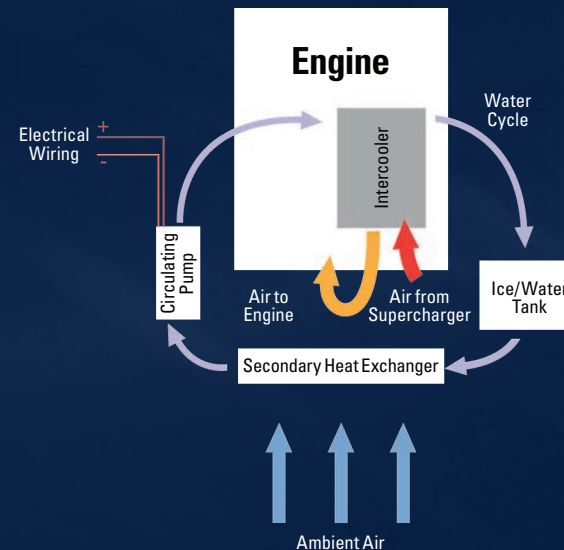
### One Step Process: Air-to-Air

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.







On the street or on the track, ProCharger offers the broadest range of intercoolers of any supercharger manufacturer. All invented, engineered and made in the USA



# AIR-TO-AIR INTERCOOLING

## COOLER IS BETTER

### Intercooled Supercharging

ProCharger pioneered the practice of intercooling as an integral design solution on aftermarket supercharger systems nearly 5 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 effective

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 the most power per psi of boost while also having the ability to produce the highest overall boost and power levels. For maximum power, reliability and driveability since 1994, customers have looked to ProCharger: The Intercooled Supercharging Experts®.

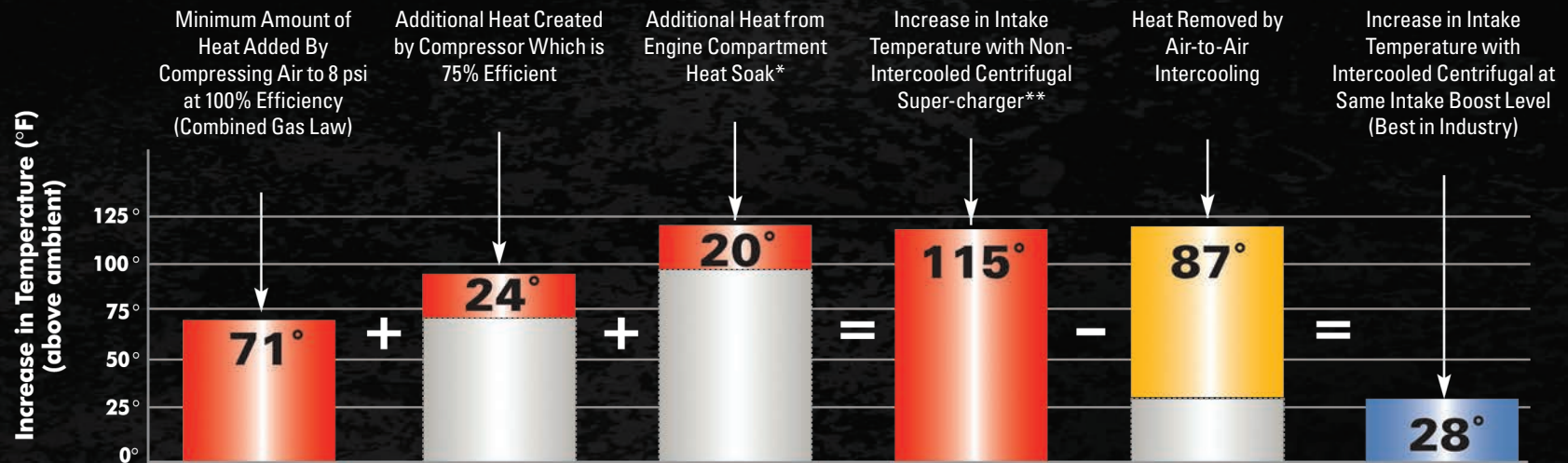
**For even more information on air-to-air intercooling, visit [ProCharger.com](http://ProCharger.com) and check out the Technology pages.**

**“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.



# 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, P-1X, D-1SC and D-1X 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. ProCharger was the first in the industry to utilize billet impellers, back in 1994.



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



## Self-Contained Superiority

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

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

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

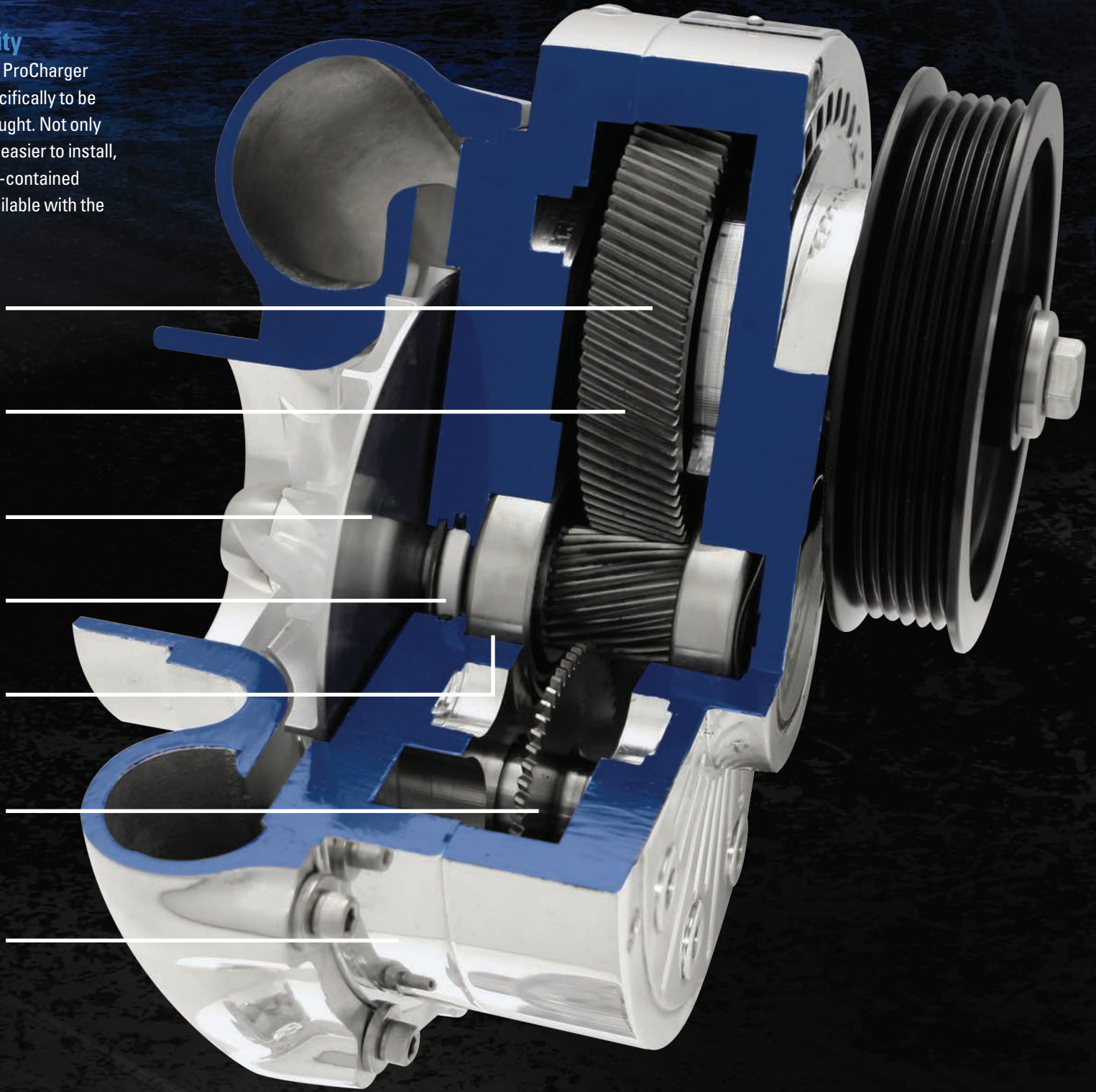
**Exclusive 7075 T-6  
Billet Impeller**

**Custom 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 SUPERCHARGING

HIGHER EFFICIENCY, MORE POWER, LESS HEAT

## Supercharger Efficiency: Centrifugal vs Positive Displacement

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.

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 continues 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 operational RPM range of a performance engine.

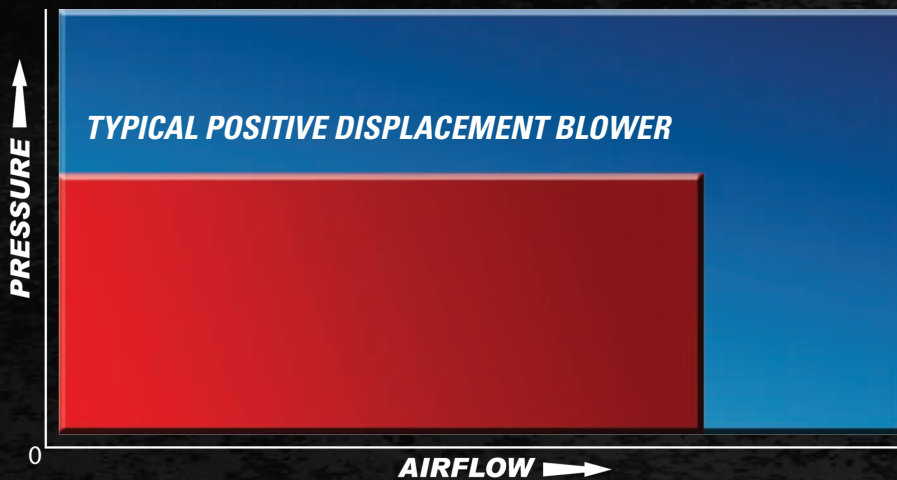
A ProCharger centrifugal supercharger can also support future modifications to your engine or exhaust system. Thanks to industry-leading step-up ratios and rugged design, ProCharger provides the best performance at any power level. High-flow intake manifolds, camshaft, cylinder heads and exhaust systems 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**



**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.

“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 [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*



# INTERCOOLING AT THE TRACK

PROCHARGER DELIVERS MAXIMUM CHOICE & POWER



## Choosing Your Intercooler

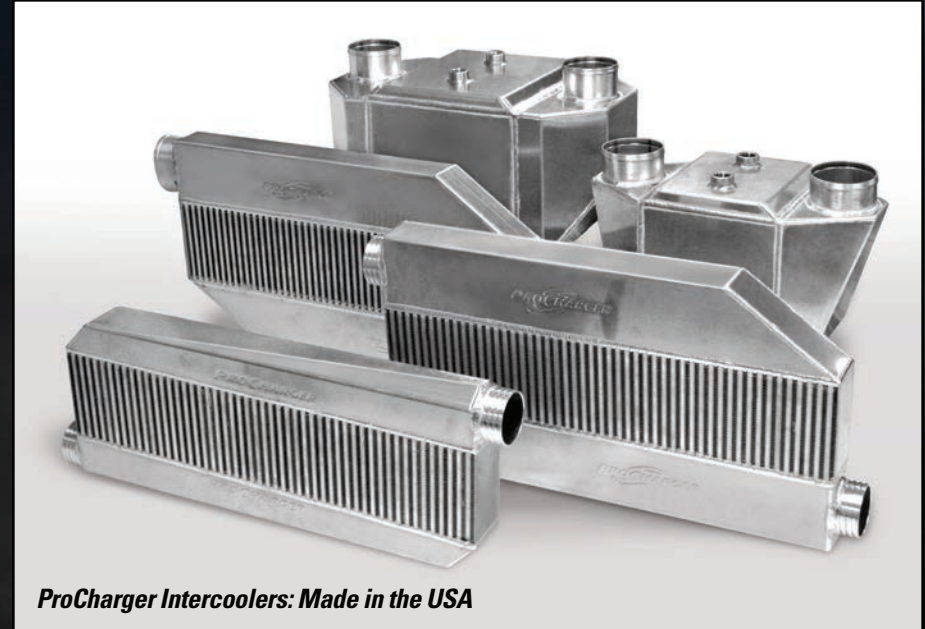
The goal of intercooling any supercharged engine is to provide the coolest, most dense charge air to the engine as possible. As discussed on the previous pages, air-to-air intercooling is the ultimate solution for street/strip Mustangs. However, if you are building an ultra-high horsepower, dedicated 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 Intercoolers: Made in the USA*

## ProCharger Air-to-Water Intercoolers: Race Only

Because so many racers do rely on ProCharger superchargers race and championship-winning 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 record-setting 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*

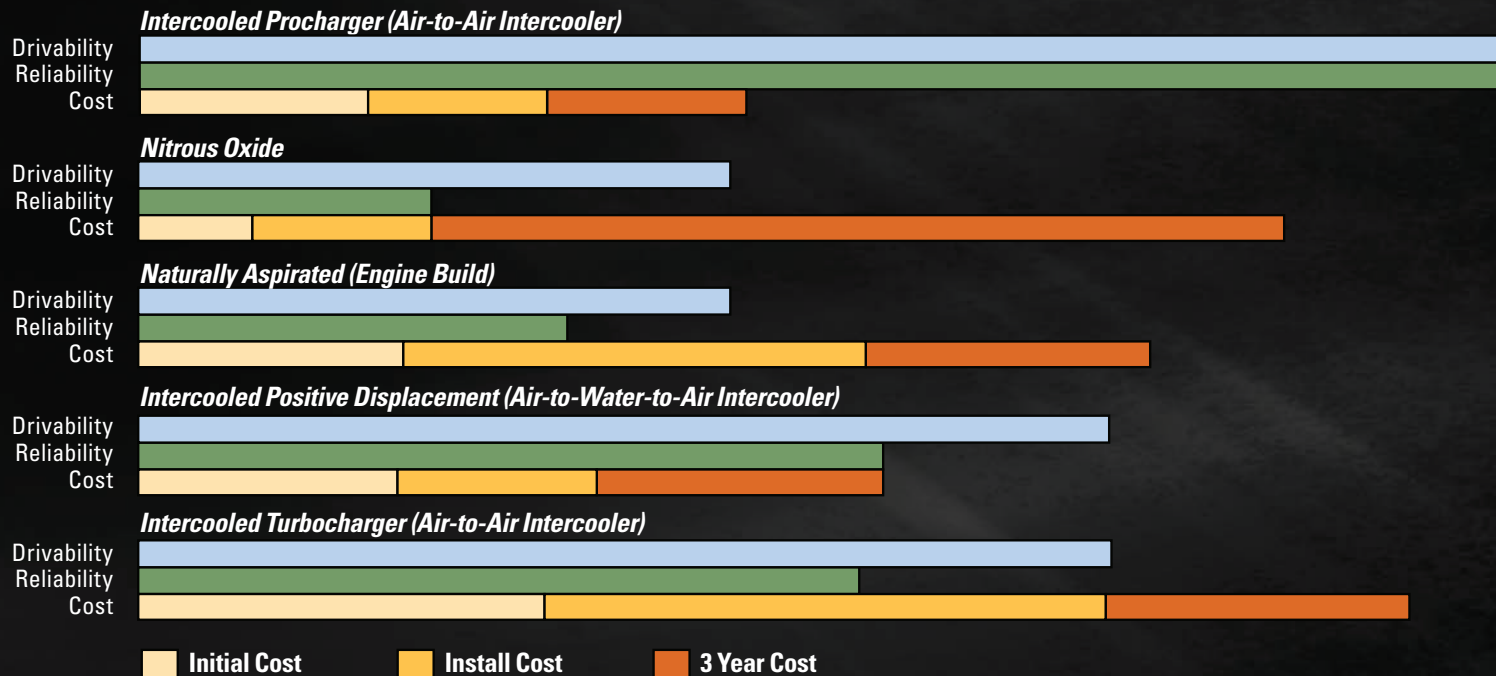




World's Fastest Production Mustang, 232.388 MPH, Bonneville Salt Flats

# POWER ADDER COMPARISON

MAKING 775+ HP WITH A STOCK 5.0L 4V ENGINE





# 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 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, technically a turbosupercharger, is in fact a form of centrifugal supercharging. 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, increase the thermal breakdown of your engine's oil.



*ProCharger powered the first 5.0 4V Mustang and the first supercharged Coyote into the 8's.*

## 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.

## Naturally Aspirated

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.

*"Completely changes the way the market will be looking at superchargers forever, from a company that has brought many firsts to their market segment." –StangTV*



“Since I went to the ProCharger, I have won several races and been in the finals multiple times. We haven’t had any problems and will definitely keep using ProCharger for all my horsepower needs!” – **Team Brindle**





# BUILDING THE POWER

THE LARGEST POWER GAINS, FROM THE GROUND UP

## ProCharger: Fundamental Advantage

ProCharger has several advantages which help support cutting edge innovation, precise engineering, quality manufacturing, unsurpassed performance and best in class service. First, ProCharger designs and manufactures both its own superchargers and complete supercharger systems, unlike some competitors who buy superchargers and components elsewhere and are really only assembling kits. This helps ensure that ProCharger delivers a high quality, high performance product designed specifically for your needs. Secondly, ProCharger resources lead the industry, including best in class aerodynamic design capabilities, and an unmatched commitment to testing (test lab, chassis and engine dynos, industry's largest test fleet). No other aftermarket company is even close to ProCharger's ability to rapidly design, prototype and test new compressor models. Lastly, from the engineering group to the production team, from the sales and service staff to the shipping department, ProCharger is comprised of enthusiasts who share your passion for high performance.

## Billet Gear Cases

ProCharger designs and manufactures the centrifugal supercharger industry's only billet gear cases for superior rigidity, durability, sealing and appearance. This helps to support higher boost level and superior overall performance relative to other superchargers, as well as improved performance. Billet gear cases cost more than castings, but are representative of ProCharger's commitment to quality and high performance. Billet is also utilized for brackets, crank pulleys and other components.

These advantages, together with nearly 30 years of experience, help to explain why ProCharger leads the supercharging industry in patents and documented performance gains—as well as more records and championships in the past 10 years than all of our direct competitors combined.



## 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.



## 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, are free of the flaws found in typical cast impellers, and reliably produce more power.

Additionally, the precision bearings used in ProCharger superchargers are of consistently higher-quality and carry higher load ratings than those used by others.

INVENTED, ENGINEERED



AND MADE IN THE USA





# LEADERSHIP THROUGH INNOVATION

ENGINEERED QUALITY AND PERFORMANCE

## State-of-the-Art Test Facility

ProCharger's aerodynamics test lab utilizes state-of-the-art equipment and 3 separate test cells to help ensure that ProCharger superchargers are the best available. This test lab, the industry's largest and most capable, allows ProCharger engineers to simultaneously perform aerodynamic, gear case, and long term durability testing. A hallmark of the company's success has been a thorough understanding of engine dynamics and customer usage on the street, off road, and at the track. This helps ensure that testing in the lab, on the dyno and on the pavement are all representative of real world performance. Additionally, knowledge transferred from Inovair, Accessible Technologies' industrial products division which features gear cases designed for nonstop 24/7 operation and compressor efficiencies exceeding 80%, now helps fuel further advances for ProCharger superchargers.



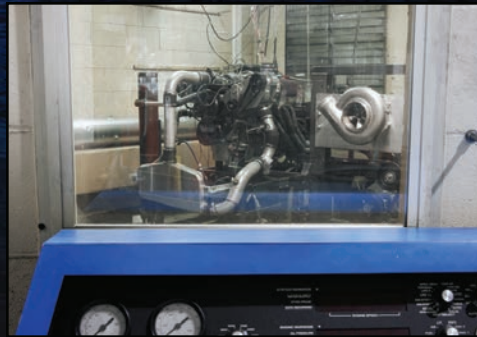
Watch 3D Video







*Test lab, building #2 of the ProCharger campus*



*Engine dynos*



*Chassis dynos*



*Aerodynamic test station, 1 of 6*

## Engineering Excellence

The ProCharger team includes the largest and most capable engineering staff in the aftermarket forced induction industry. For over two decades, 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 auto makers and rapid prototyping, combined with extensive lab and real world testing, ProCharger systems are not only typically first-to-market, but also best-in-class for power-hungry Mustang owners and race teams.





# UNBRIDLED POWER

## WORD ON THE STREET

"We were able to pick up 300+ horsepower at the engine [otherwise stock 2015-17 Mustang GT] ... with less than a day's worth of work!"

–*Muscle Mustangs & Fast Fords*

"Gains of at least 55% are the norm here with the P-1SC-1 ... and with a suggested installation time of only 5-6 hours [S550 Mustang] with common hand tools, you could feasibly be done and driving after a morning of wrenching."

–*Muscle Mustangs & Fast 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*

"... 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, and Corsa muffler], and tune the car [otherwise stock 2007 Mustang GT]."

–*5.0 Mustang & Super Fords*

"In the "bang per wrench" category, the results are staggering: with a modest 7.6 PSI measured boost, the STG2 system netted 676 horsepower and 512 lb-ft of torque at the rear wheels on ProCharger's Mustang chassis dynamometer. That's 276 RWHP and 155 lb-ft more than stock!"

–*Muscle Mustangs and 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*

"An all inclusive, sickeningly clean bolt on setup."

–*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 PoCharger 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." [\*stock '93 5.0, 2 core intercooler, 9 psi, pump gas]

–*Muscle Mustangs & Fast Fords*

"Doug Sikora started the season by resetting the record for the quickest centrifugal-supercharged [ProCharger F-3R-136] 1/8-mile pass in history with an astounding 4.19 at 177 MPH—on a 10.5 inch wide tire, and then going on to win the class over [a] twin-turbo BBC machine."

–*StangTV*







“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]

**–Muscle Mustangs & Fast Fords**

“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**

“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**

“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**

“Converted the Nitrous combo over to a ProCharger setup ... ran 7.03 @ 197 with an F-1X ... and the team hasn’t looked back since.”

**–Race Pages**

“A bigger ProCharger blower and a week’s worth of testing ... 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**

“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**

“The D-1SC took the stock 5.0 from 369 RWHP to 607 RWHP. The finished product is super clean and factory looking.”

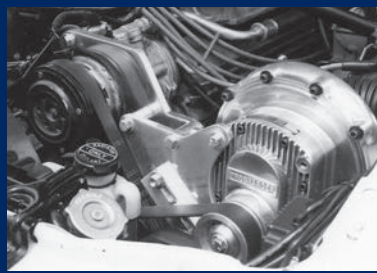
**–Muscle Mustang and Fast Fords**



# POWERFUL HISTORY

## TIME LINE OF INNOVATION AND PERFORMANCE

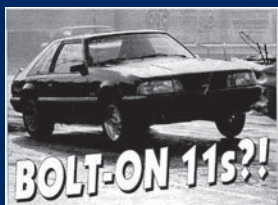
### 1994-1996



ProCharger introduces the aftermarket's first air-to-air intercooled supercharger system, featuring the P600 ProCharger and built for the Ford Mustang.



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 outflows other street-legal models by more than 65%.



ProCharger is the first to put otherwise stock 5.0L Mustangs into the 11's.

### 1997-1999



ATI ProCharger moves into a newly constructed, state-of-the-art manufacturing facility.



ProCharger is the first to be 50 state legal with more than 8 psi of boost, receiving EO D-365 for its 14 psi intercooled system for 5.0L Mustangs.

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



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

### 2000

The first self-contained, gear-driven centrifugal, the P-1SC, is produced. The patented design requires no external oil lines and becomes the industry standard.



An industrial customer uses a D-1 ProCharger to win a U.S. Air Force contract for an aircraft deicing system which utilizes forced air.



The all-new ProCharger F-Series superchargers 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.



### 2001-2002



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 Pro 5.0 racers into the 6's, as Doug Mangrum runs a 6.98 @ 200.2 mph; Don Walsh, Jr. and Jim Summers soon follow.



In 2002, every 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—including Jim Larocca, EFI Renegade champion, shown above.

### 2003-2004

ProCharger's F-3 models firmly establish themselves as the dominant power adder in racing and other ultra high horsepower applications. Patented compound bearings and advanced impeller designs provide outstanding power and championship winning consistency.



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



ProCharger is first-to-market once again, this time for 2004-08 Ford F-150 trucks. Similar to ProChargers for 1997-2003 F-150's, this Intercooled ProCharger system produces a 60-65% power gain with 8-9 psi.

Racers win 5 national championships and set 10 national records using self-contained ProCharger superchargers.



# "ProCharger has a history of innovation ..." *-Muscle Mustangs & Fast Fords*

## 2005-2006



Ford introduces a new 3V version of the 4.6L. An intercooled ProCharger system adds 70-75% more power to this otherwise stock engine running high quality pump gas!



After being outlawed for years, a ProCharger racer wins the first centrifugal championship in NHRA competition.



### Performance Product of the Year

ProCharger Systems for Harley-Davidson® V-twin's earn Performance Product of the Year award.

ProCharger superchargers make a powerful statement on Discovery Channel's "Monster Garage", adding insane power to Jesse James' 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 racer wins the prestigious HOT ROD Drag Week, earning the title: Fastest Street Car in America.

ProCharger continues to dominate the industry, powering 90% of the 100 fastest centrifugally supercharged racers and running nearly two seconds ahead of the nearest competitor.



ProCharger-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!

## 2008-2010

ProCharger introduces a helical gearset option for noise reduction, becoming the first company to offer customers their choice of supercharger sound levels.



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.



With continued growth, ProCharger expands into an adjacent facility, which includes a state of the art test lab.



The 5.0 Mustang is back and once again, ProCharger is first-to-market.

## 2011-2015



ProCharger puts the first blown Coyote into the 9's, and the first 5.0 4V Mustang into the 8's.



ProCharger is first to market for the 3.7L V6, delivering a 170 HP gain and impressive fuel efficiency.

ProCharger powers the first 3.7L Mustangs into the 12's, 11's and 10's.



ProCharger is first centrifugal manufacturer to offer supercharger systems for 2015 Gen 2 Coyote Mustangs.

ProCharged racers dominate in 2012 with an industry leading 8 national championships, and follow that with 14 championships in 2013-14.

## 2016-2023

P-1X and D-1X models are debuted. These state-of-the-art designs increase ProCharger's lead for both efficiency and maximum power. Soon thereafter, the P-1X becomes emissions legal.



Engine Power TV installs a ProCharger P-1X system, adding 300+ HP on an otherwise stock 2016 Mustang GT.



ProCharger becomes the first in the 3.50's on a Drag Radial tire, 3.58@206.67 MPH! (F-3X-140 supercharger and Crankdrive)



First P-1X to run 7s, fastest P-1X in the 1/4 mile - 7.968 @ 173.18mph.



ProCharger Stage II System delivers 315+ crank HP gain for 2018-23 Mustang GT.



# FOR WHATEVER MOVES YOU

STREET, STRIP, SAND, SNOW AND 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 being 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 us online at [procharger.com](http://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 CONNECTED



## ProCharger Online: Catalogs, Vehicle Gallery, Apparel, Parts and more!

Check out our website for more application-specific information about our complete line of supercharger systems, cool videos and vehicle galleries where you can create your own gallery entry with your ProCharger-powered car, truck, race car, motorcycle, ATV or boat!

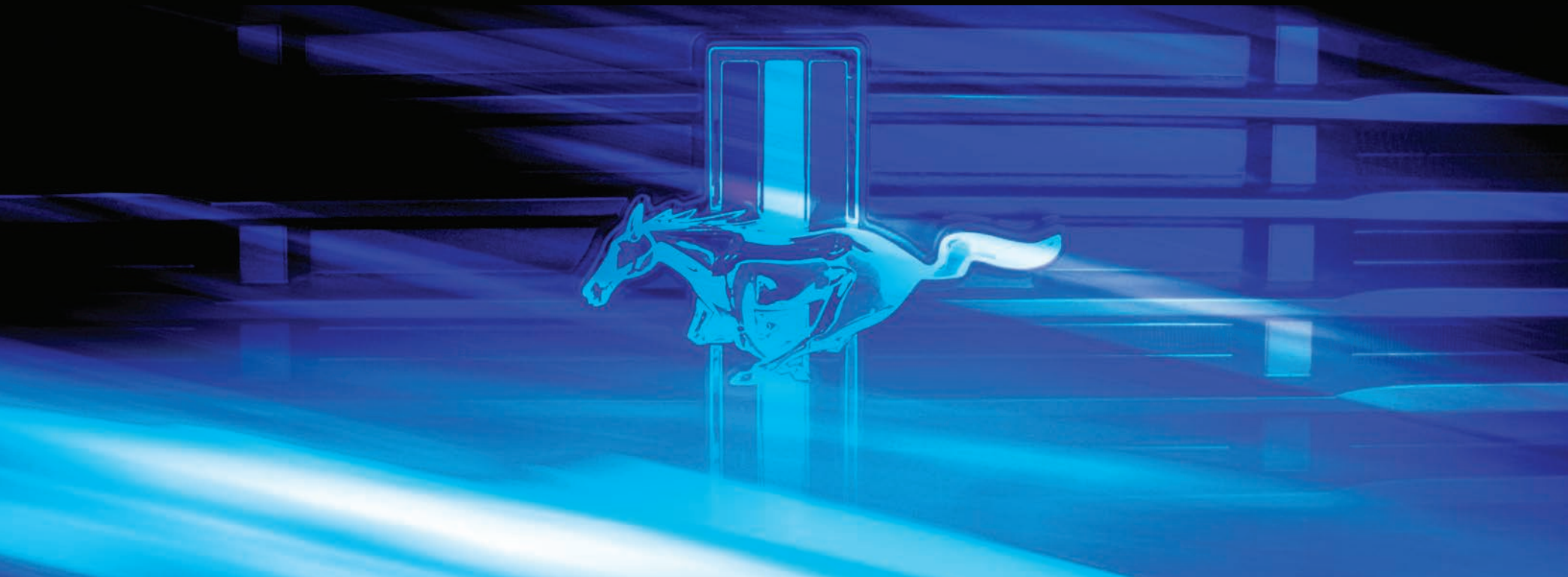
While you're on the site, make sure to check out the online versions of ProCharger's industry leading, downloadable catalogs for whatever vehicle platform you have or are considering. And show your ProCharger pride with a big selection of ProCharger apparel from T-shirts, hats, license plate frames, gauges and more at [ProCharger.com/store](http://ProCharger.com/store).



**SCAN HERE TO SHOP THE PROCHARGER STORE NOW!**







## INVENTED, ENGINEERED AND MADE IN THE USA



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. If you feel the need to race, don't do it on the street—take it to the track!

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