

VETVAIN

PROCHARGER[®]



INTERCOOLED SUPERCHARGER SYSTEMS

THE MOST POWERFUL, RELIABLE AND ADVANCED POWER ADDER



"The [supercharged] motor makes an incredible 198 hp at the rear wheel and 195 ft-lbs of torque. And the kicker; it's completely trouble free."

—American Cycle

Front cover photo by John Jackson

Inside cover photo courtesy of Motorcycle Product News

V-TWIN

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Performance Product of the Year

For the latest information, visit ProCharger.com



PROVEN POWER

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

At ProCharger®, we believe that Power is King. It is this mentality that helped us win the V-Twin Performance Product of the Year award and has made ProCharger the premier provider of bolt-on performance for Harley-Davidson® V-Twin riders. ProCharger's engineering team has been awarded more patents than any other aftermarket supercharger manufacturer, and continues to introduce innovations to the world of supercharging.

It's our goal to offer unparalleled and proven technology, performance and reliability to our customers and dealers. With our large and experienced staff, and state of the art facility, ProCharger is well suited to serve customers both domestic and worldwide, and our staff and dealers are composed of enthusiasts who are dedicated to providing the finest high performance experience available.

From a completely stock bike to a fully custom chopper, ProCharger has a system to suit your needs. ProCharger supercharger systems for Harley-Davidson big twin motorcycles use the powerful and efficient B-1 ProCharger, an exclusive and highly effective air-to-air intercooler system, and all the components needed for a 100% complete, OEM quality installation. A tuner kit, which excludes fuel system and tuning hardware, is also available for those who already own those items.

Designed by ProCharger's proven engineering team, all components are manufactured from the highest quality materials and with the latest CNC machining equipment, right here in the USA. With industry leading supercharger technology and an integrated intercooler design, ProCharger is the new standard for V-twin performance.



“With the intercooled-supercharger on top of those mods, it kicked out the jams with 167hp and 139lb of torque at the rear wheel on regular old pump gas, not race fuel or something silly. Sweet Jesus, hold onto your hat when you wake up this bike to make a pass.” *–Barnett’s Magazine*





"166 rear wheel horsepower—now that's what we're talking about!" [95 cid, 91 octane] —*Hot Bike Baggers*

RELIABLE POWER

BOLT ON 50-80+ HP IN A SINGLE DAY!



Now you can add predictable and consistent power—up to 75% power gains on stock V-Twins and even more on modified applications—without affecting drivability, engine idle quality or rider position.

This gives you the power to lead the pack, pass at will when riding two-up, with full saddlebags, or at altitude, and know that you're ready for whatever comes your way.

All ProCharger V-Twin systems feature the powerful and efficient B-1 ProCharger supercharger unit. This rugged yet attractive supercharger is completely self-contained: no need for any external oil lines or reservoir.



Using a patented power take-off design, ProCharger V-Twin supercharger systems provide the ultimate in performance and reliability. This industry-exclusive design also features a patented supercharger location, drive system and intercooler location.



"Excellence in motorcycling awards. 2008 Performance Product of the Year: ATI ProCharger." – *V-Twin Magazine*

PROCHARGER ADVANTAGE

FINALLY, ART AND TECHNOLOGY MEET...RIGHT BETWEEN YOUR LEGS



ProCharger and American V-Twins are a perfect match. The compression ratios of most Harley-Davidson® big twins are relatively low, making them ideal for intercooled supercharging. ProCharger technology delivers the industry's coolest air into the motor so engine modifications are not required. This cool air also allows bolt-on performance and big power gains easily and reliably with higher compression motors up to 11:1. Whether you want arm stretching low end grunt, 18 wheeler passing mid-range torque or dyno shootout winning top end hp, ProCharger boost levels can easily be tailored to the rider's needs.

Gas mileage remains largely unchanged. If there is a decrease in mileage due to riding style, it is usually only a mpg or two, while for heavier bikes and/or with a passenger on back, fuel economy and range can increase thanks to high system efficiency, increased torque and decreased downshifting.

Installation can be completed in 4-6 hours, and is so straight-forward that dealers provide same-day installation of ProCharger systems at some motorcycle events. You can literally bolt on 50+ hp in a single day, which limits your downtime and keeps you riding. ProCharger also amplifies your other power investments.





“You go out in first gear and smash the throttle, you can’t shift to second fast enough as it hits the rev limiter [6500rpm] so quick. It’s just ‘boom’ you’re in second, third, fourth and spinning the tire through third gear. It just really goes. For a big, heavy touring bike it’s fun, a lot of fun with that horsepower. Five years ago, you would never have thought about that much horsepower out of a bike. It can happen and it’s dependable now, too.” *–Barnett’s Magazine*

TOURING SYSTEMS

MAXIMIZE POWER—MINIMIZE DOWNTIME



Two-up or solo ... miles and miles and miles to go and getting there in style and comfort—that's the beauty of an H-D® Touring motorcycle. About the only thing better is hitting that long, winding road with a whole fist-full of traffic-passing ProCharger power.

Available for both fuel-injected and carburetor-equipped Touring and Tri-Glide models, a ProCharger Intercooled Supercharger System puts the heart of a sport bike into the mile-eating comfort of this new generation of "baggers."

And thanks to the compact yet efficient design of the ProCharger system, rider position or comfort isn't affected ... unless you count trying to wipe off that ear-to-ear grin as the miles fly by.



"I was surprised by the blower. We've done a lot of big-inch bikes. I had a feeling like it would lurch, but it doesn't. It's docile at low speeds as if stock, but at 3,000 rpm when you whack the throttle, it smokes the tire and takes off." **—Baggers**

TOURING SYSTEMS

POWER TRIPPIN' NEVER FELT SO GOOD

Sometimes, the road is more than just a road. With a ProCharged H-D® Touring bike, the road—and what ever is at the other end—is a journey to be enjoyed with more truck-passing power than you'll know what to do with.

Motorcycle touring is about freedom. And that freedom is enhanced by more power, which allows you to safely enjoy fully-loaded, two-up touring without compromise. With a ProCharger Intercooled Supercharger System installed on your Touring bike, you'll experience freeway entrance ramps, mountain rides and the opportunity to pull out and pass in a powerful new way.

And unlike other high performance options, idle quality and riding range are unchanged—nothing but smooth, predictable and repeatable power.

“ProCharger designed this system specifically for the everyday rider.” —*Hot Bike*





BOLT ON 50-80+ MORE HORSEPOWER

Engine Size/Model	N/A HP	N/A TQ	ProCharged HP	ProCharged TQ	Boost	TQ Gain	HP Gain
96" FLHRC	67	72	122	118	11	46	55
95" FLHTCUI	90	104	155	139	10	35	65
96" FLHX	87	98	149	129	9	31	62
103" FLHTCUSE	92	105	153	138	10	33	61
110" FLTR	88	99	149	130	10	31	61
120" FLHX	118	122	201	167	13	45	83
120R FLHTCUI	128	135	192	179	8	44	64



"ATI's ProCharger system offers excellent craftsmanship and comes as a complete bolt-on kit." –*Hot Bike*

SOFTAIL SYSTEMS

AN AMERICAN LEGEND MEETS LEGENDARY POWER



The icon of American V-Twin motorcycles—the Softail®. Combine the unmistakable look of these legendary bikes with the unmistakable power of a ProCharger Intercooled Supercharger System and get ready to grow that legend even more.

ProCharger systems are not only the easiest, quickest and most cost effective (\$/hp) method to increase performance on stock and lightly modified V-Twins, they also take modified V-Twins to performance levels never previously achieved on pump gas. Softail with a high-performance edge.



SOFTAIL SYSTEMS

THE ULTIMATE POWER ADDER FOR THE HARLEY SOFTAIL

Long front forks, authentic styling, nostalgia, swagger—all great stuff, right? Now, how about bolting on 50+ additional hp? ProCharger has substantially raised the performance bar.

Cool air is better. With engine-friendly intercooled boost, you can run stock timing and 91 octane fuel on most existing motors without having to fight detonation. Stock or modified, nothing else even comes close.





BOLT ON 50-80+ MORE HORSEPOWER

Engine Size/Model	N/A HP	N/A TQ	ProCharged HP	ProCharged TQ	Boost	TQ Gain	HP Gain
95" FLSTFI	95	105	165	140	12	35	70
96" FXSTS	72	78	122	118	10	40	50
103" FLSTFSE	90	100	155	130	10	30	65
110" FXSTSSE2	124	130	192	160	12	30	68
120R FLXST	142	133	226	193	12	60	84
124" FXSTC	121	127	181	158	8	31	60



"All parts are symmetrically positioned on the motorcycle for clean aesthetics and excellent balance." –*Hot Bike*

DYNA SYSTEMS

AN AMERICAN LEGEND MEETS LEGENDARY POWER



Bare-bones. Basic. Hardcore. Today's Dyna® is a throwback to the days of the first custom V-Twin motorcycles. With a ProCharger Intercooled Supercharger System bolted on though, the Dyna is fast-forwarded into a whole new realm of hardcore performance.

With ProCharger technology, reliably adding big power to your V-Twin is a lot easier than you may think. Want a 200 horsepower streetable Dyna? Yeah, we can do that.



"In it's stock configuration, the Dyna produced 63.74 hp and 80.61 lb-ft of torque. Within a day, the ProCharger was able to produce 122.26 hp and 129.64 lb-ft of torque—a horsepower increase of 58.52 and a torque increase of 49.03, meaning the ProCharger almost doubled the amount of horsepower and added almost 50 lb-ft of torque! Plus, the addition of that incredible amount of power is "on-tap" at all times, there's nothing to refill (like with nitrous), and there's no danger in riding the bike all day, every day." **-Hot Bike**

CARBURETED SYSTEMS

UNMATCHED OLD SCHOOL POWER

Carburetors and V-Twin engines have a long history together. Simple and reliable power. Now, those simple and powerful combinations can be even more powerful with the addition of a ProCharger Intercooled Supercharger System designed specifically for carbureted engines.

Utilizing a blow-through design which allows the carburetor to stay in its stock location and not affect rider position, ProCharger is the industry's first intercooled supercharger system for carburetor-equipped H-D® Big Twin engines. Intercooled ProCharger Systems for carburetor-equipped bikes are 100% complete and include a ProCharger B-1 self-contained supercharger, intercooler and tubing, by-pass valve, modified carburetor, custom carb bonnet and cover, an auxiliary fuel pump and regulator assembly. A tuner kit, without carburetor, pump and regulator, is also available.





"The ProCharger offers a relatively narrow profile and top-notch design and construction." –*Hot Bike*



"These guys can make anything silly-fast. Check out the hunk of billet that is capable of pushing more than 25 lbs of boost on a motorcycle."

-Motorcycle Product News

CUSTOM BIKE SYSTEMS

POWER FOR THE WAY YOU WANT TO RIDE



How do you make a custom bike even more custom?

Simple: bolt-on an intercooled ProCharger supercharger system and prepare to turn even more heads.

With applications for a wide range of V-Twin engines (stock, mild or wild, carb and EFI), a ProCharger supercharger system not only adds an incredible amount of horsepower, but is visual horsepower as well.

The list of custom bike builders who have used ProCharger systems to set their creations apart is as diverse as the craft. Kendall Johnson Customs, Dirty Bird Concepts, Fat Baggers Inc, Leroy Thompson Choppers, Klockwerks, APL Performance Bikes, Roland Sands, Bagger Concepts, Alan Lee Designs, Arlen Ness and many more have all taken advantage of the clean, rugged and purposeful design of a ProCharger system for their two-wheeled works of motorcycling art.

Finally: custom bikes that perform as great as they look.



DECISIONS, DECISIONS

LIFE IS ABOUT OPTIONS

Air Filter Bonnet Cover Options



Smooth



Grooved



ProCharger V-Twin
"Supercharged/Intercooled"



ProCharger Racing



Finned

Softail® & Dyna® Intercoolers



Center Mount

Will not fit Heritage, Deluxe or Springer



Side Mount

Touring Intercoolers



Squared



Rounded

Black Powder Coat Finish





Photo courtesy of John Jackson

BEHIND THE POWER

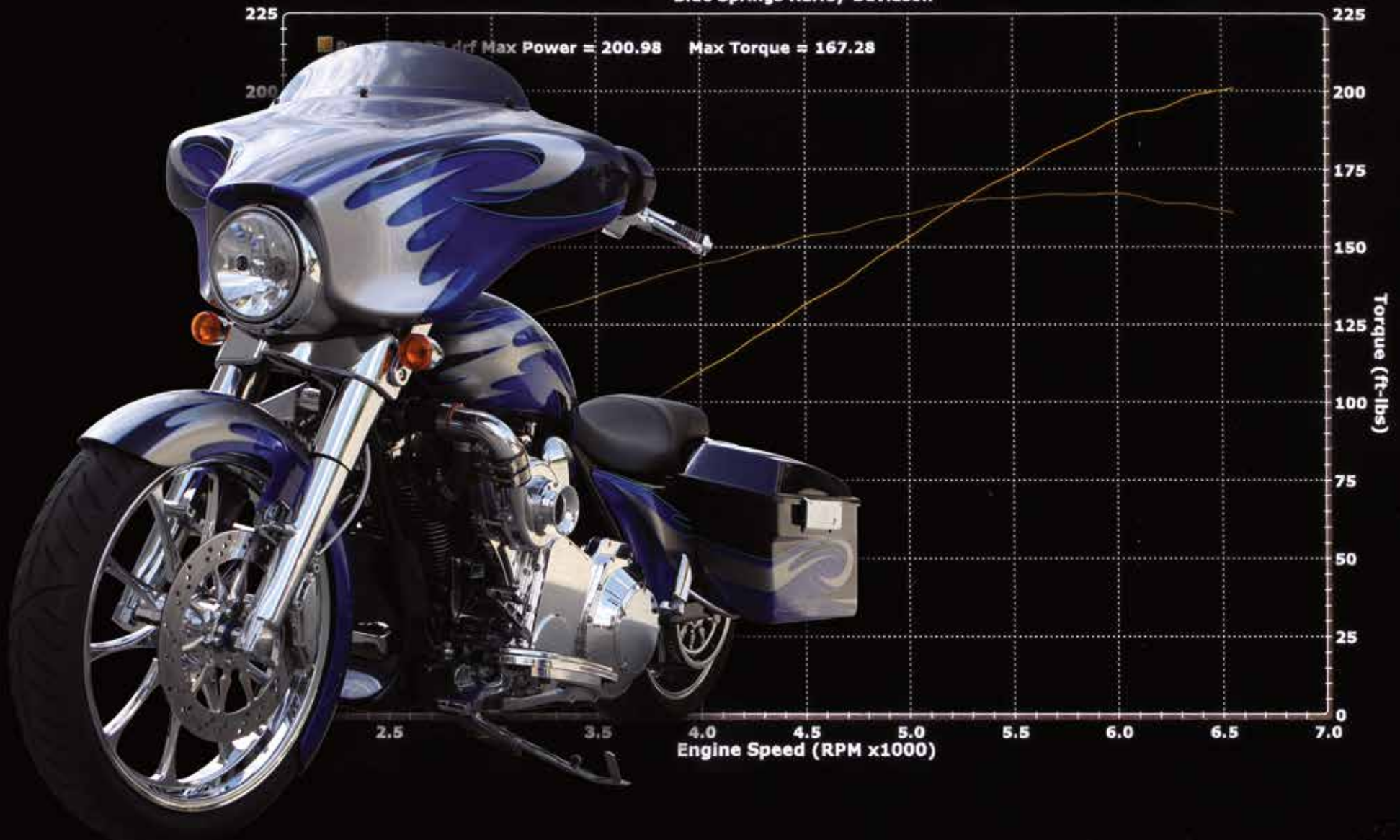
BUILDING A LEGEND

Intercooled ProCharger systems utilize the powerful and efficient B-1 supercharger with self-contained oiling. The systems come 100% complete—nothing else to purchase. In addition to the B-1 ProCharger, complete systems include an exclusive air-to-air intercooler system, rugged CNC machined billet aluminum supercharger bracket and outer primary cover, patented belt-driven power take-off, air filter cover, belt tensioner, surge/bypass valve, air filter, belts, hoses and all the nuts and bolts needed for a 100% complete, OEM quality installation. EFI systems also include larger fuel injectors and computer programming, while carbureted systems include a modified carburetor, fuel pump and regulator. Tuner kits, which exclude fuel systems and tuning, are also available.

From the revolutionary ProCharger supercharger with billet impeller and casings to the highly effective air-to-air intercooler, each ProCharger system is designed to deliver years of trouble free, quiet operation and performance that will not compromise reliability or rider position. The compact and lightweight ProCharger System installs in 4-6 hours with standard hand tools.

Made with pride in the USA, and designed by ProCharger's proven engineering team, all components are manufactured from the highest quality materials on state-of-the-art CNC machining equipment. Compact and lightweight with incredibly predictable and consistent horsepower increases, ProCharger Intercooled Supercharger Systems can turn your V-Twin into a V-Terror!





Project Bagger: 201 HP and 167 ft-lbs of torque on Pump Gas

2007 FLHX Street Glide, Fat Baggers Inc. (FBI) conversion, Jim's 120-cubic inch crate engine, CP 9.4:1 pistons, Screamin' Eagle 258 cams, Fueling oil pump, cam plate and lifters, Horsepower Inc. 56mm throttle body, AIM VP/ProCharger clutch kit, ThunderMax Autotune, D&D Boarzilla 2-into-1 exhaust and intercooled ProCharger B-1 supercharger producing 13 psi of boost. Ridden more than 1,400 miles to Sturgis in 2008, Project Bagger averaged 37 mpg and then at the 2009 Daytona spring bike week, put down nearly 202 RWHP in the WyoTech Brute Horsepower Shootout.

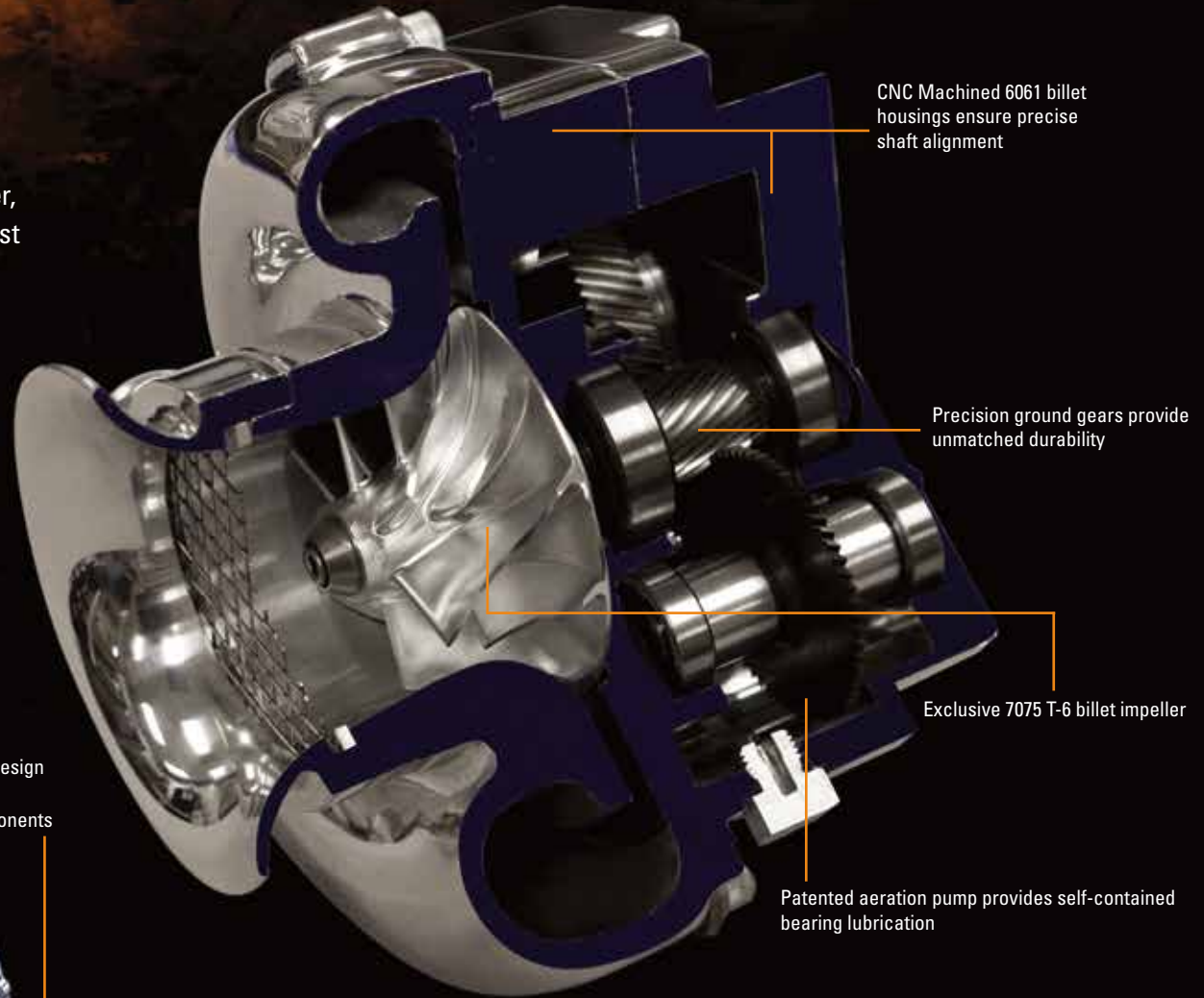
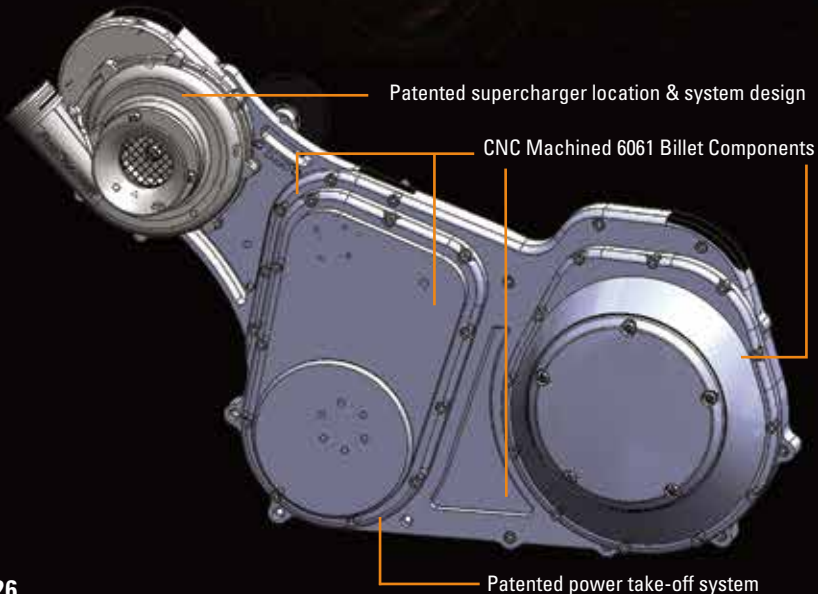
LEADERSHIP THROUGH INNOVATION

ENGINEERED QUALITY AND PERFORMANCE

Superior B-1 Performance

ProCharger is proud to be the first manufacturer to offer a self-contained, gear driven centrifugal supercharger for the V-Twin market. The powerful and efficient self-contained B-1 ProCharger utilizes a CNC machined billet housing and impeller, both industry exclusives, to provide the highest quality and best performance available.

By utilizing a proprietary synthetic lubricant (free of engine oil contaminants), higher bearing speeds, decreased bearing temperatures, and longer bearing life are realized. The self-contained B-1 supercharger also lends itself well to custom applications because there is no need to position the blower to accommodate oil lines or plumb custom exhaust systems.



B-1 model shown, above

“Superb machining is a hallmark of ProCharger’s manufacturing”
—Heavy Duty



INVENTED, ENGINEERED

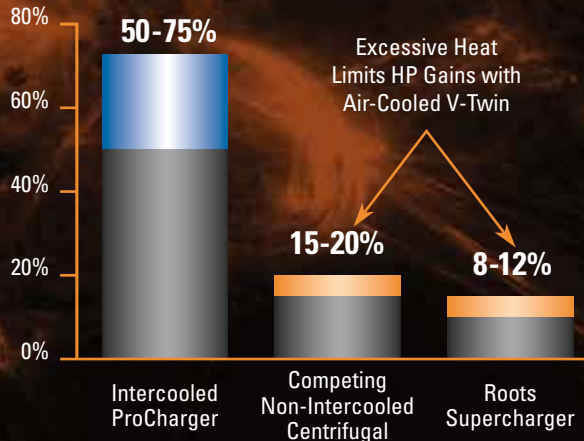


AND MADE IN THE USA

INTERCOOLED POWER

AIR-TO-AIR SUPERIORITY

UNMATCHED HP GAINS ON PUMP GAS



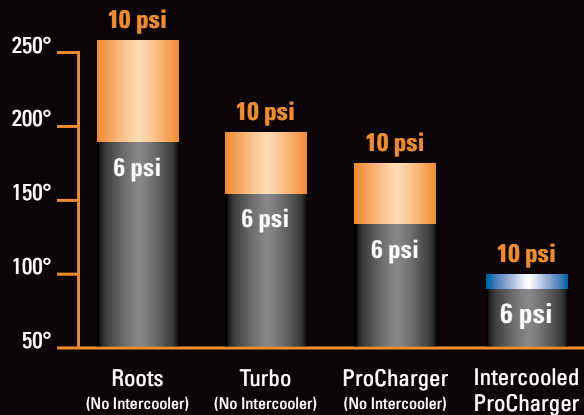
Intercooled For Maximum Power and Ultimate Engine Reliability

ProCharger was the first company to offer a complete intercooled supercharger system, years before others, and is still the only company to offer this technology as standard for our Harley-Davidson® supercharger systems. Intercooled centrifugal supercharging is simply the most sophisticated, reliable and cost effective method for reliably increasing the horsepower and torque of your bike.

Historically, other supercharger and turbocharger systems haven't produced much power on V-Twins due to the hot charge air temperatures they produce. These hot temperatures not only result in less air density, they rob power by forcing the reduction of ignition timing. All non-intercooled superchargers and turbochargers operate with an intake manifold temperature in the general range of 90°–160° above ambient (outside air) temperature at 8 psi. At the same boost level, an intercooled ProCharger operates at only 20°–30° above ambient! Intercooled turbo kits only offer the cooler air until the unit is heat soaked, and then it reacts similar to a non-intercooled set-up. Not to mention additional heat on the rider. This tremendous advantage from cooler air is just like the difference between riding on a cool fall day vs. a blistering hot summer day.

CHARGE AIR TEMP. COMPARISON (°F)*

(At Intake Manifold)



*Assumes 75°F ambient air temperatures, stock motor





AMERICAN MADE

RELIABLE POWER YOU CAN TRUST

For more than 20 years, ProCharger has designed and manufactured its own superchargers and complete systems. This helps to ensure that ProCharger delivers a high quality, high performance product designed specifically for your needs. After three years of R&D followed by the first V-Twin system shipment in 2006, ProCharger has worked with riders, builders, dealers and enthusiasts to create the largest reliable power gains and most effective system design on the market. ProCharger has already established itself in the marketplace by receiving numerous industry awards and routinely achieving streetable performance in excess of 300 rear-wheel horsepower.



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 Technology's 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. Huge, reliable power has never been easier. Run with the leader, run with ProCharger.

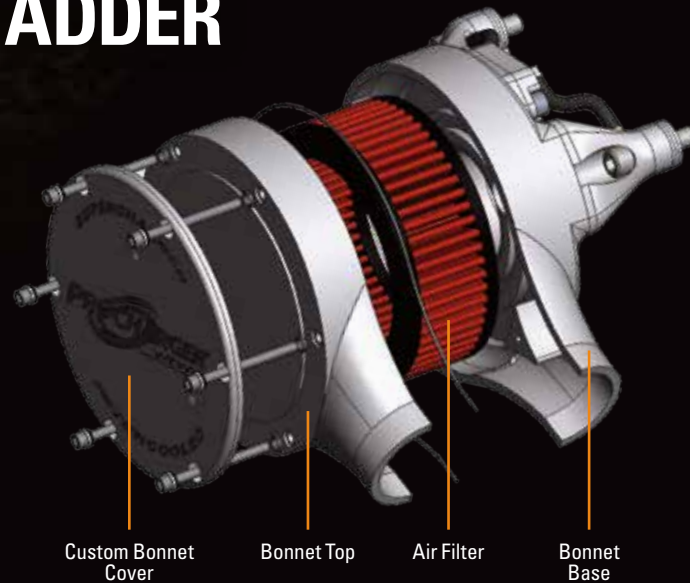


ProCharger Headquarters Campus, Kansas City



INSIDE THE ULTIMATE POWER ADDER

THE NUTS AND BOLTS OF EXTREME POWER

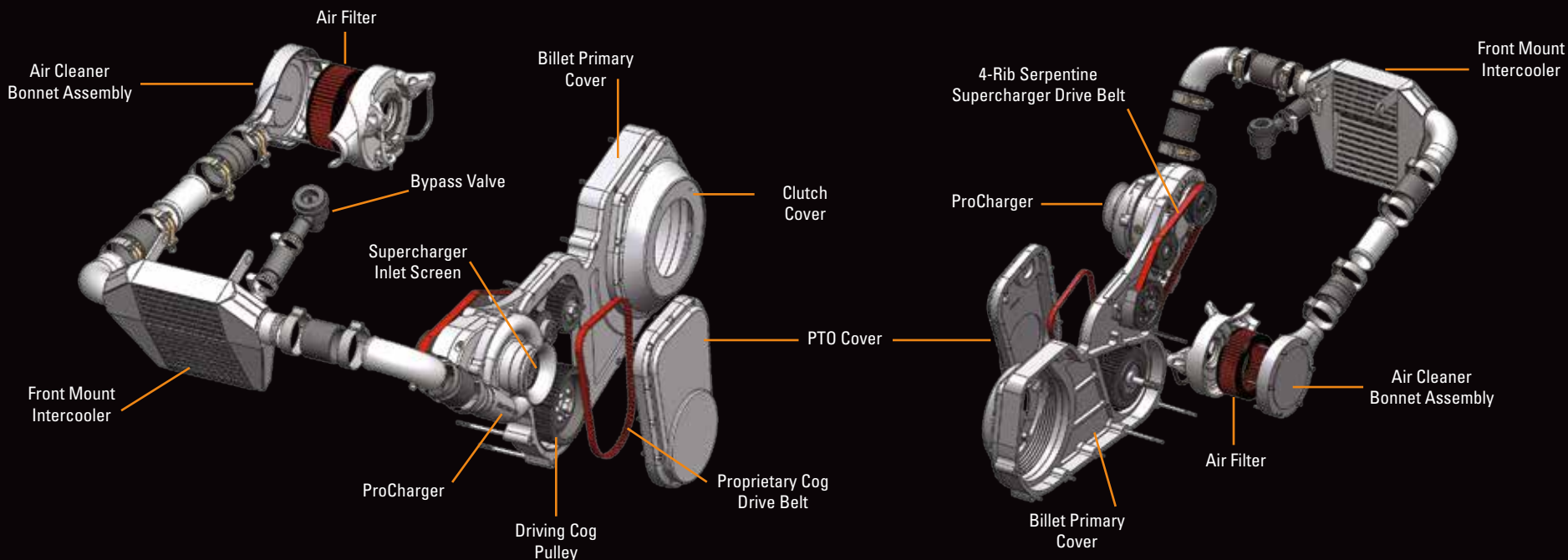


Blow-Through Air Filter Design

Key to the incredible power of the ProCharger V-Twin Intercooled Supercharger System is the delivery of the compressed and cooled air into the engine. After the air is compressed by the supercharger, it then moves through the air-to-air intercooler and then into the innovative ProCharger air cleaner bonnet assembly.

Inside the bonnet assembly, a high-quality, reusable K&N filter cleans the air prior to it entering the engine—same as your stock bike. Because of the design of the ProCharger bonnet, incoming air is directed around the entire 360 degrees of the filter element, providing ample surface area relative to the volume of the bonnet assembly. Once assembled the bonnet top and base form an air-tight seal which provides outstanding filter life and service intervals.

Any dirt or moisture that does make its way through the intercooler and into the air cleaner bonnet assembly will be trapped by the air filter. As a matter of fact, most owners report cleaner filters than naturally-aspirated engines due to the fact that the ProCharger air intake system is more contained than a factory front-facing air cleaner assembly. As for rain or debris, the chances of them actually getting into the engine are less likely with a ProCharger due to the extended air intake tract. Riding in the rain or dusty, dirty environments is not an issue.

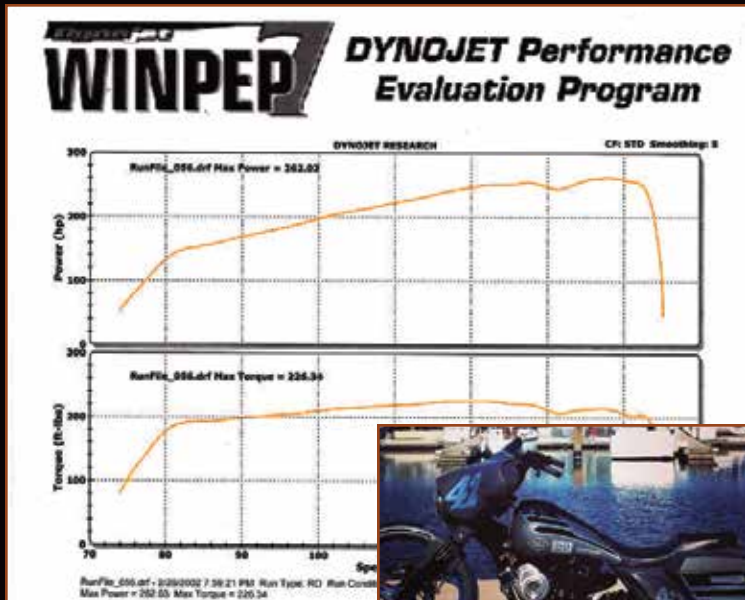


ProCharger Air Path

Air first enters the ProCharger via a screened inlet located in front of the durable impeller. This screen, together with the fact that the inlet is facing the side, prevents debris from entering the supercharger while minimizing airflow restriction. Because the inlet is side-facing and the bike is moving forward, ingestion of rain, dirt and debris is virtually nonexistent—and you can easily check the air filter to verify this.

Once air is compressed inside the supercharger, it is then directed into the highly-effective air-to-air intercooler. Depending on the application, the intercooler is either front- or side-mounted onto the motorcycle. When the bike is in motion, the intercooler is exposed to a constantly-refreshed stream of cooling air. As the charge air passes through the intercooler, it is cooled to approximately 20 degrees above ambient air temperatures before it enters the air filter bonnet assembly, air filter and finally, the engine's intake or carburetor.





2012 H-D Street Glide, 262 HP / 226 TQ
B-1 ProCharger, 16 psi



2007 H-D Road Glide, 313 HP / 267 TQ
C-1R ProCharger, 17 psi



2004 H-D Classic, 186 HP / 156 TQ
B-1 ProCharger, 11 psi



Flying High on a 186 HP Bagger

"The before numbers were 117hp 110 torque. That's a 59% increase [to 186 hp] which is amazing to me, the bike was fast before, but now it's a rocketship. The usable torque is almost 120 ft.lbs. just off idle at 2500 rpm. As stated in the song Hotrod Lincoln ... the telephone poles go by like a picket fence ..." **-Phil H.**

ProCharger Top-Quality Engineering

"I want to thank you for a top-quality product. I've been wrenching on and machining parts for Harley-Davidsons for more than 31 years and its great working with ProCharger and your products. The ProCharger systems, with all of their high-quality parts, actually fit and work with no modifications or additional machining. The installation is very straight forward. ProCharger engineering and workmanship is top quality in both design and function. The products do exactly what they are made to do; produce lots of horsepower and torque, stay together and look great. ProCharger customer service is excellent, from the moment the phone is answered by your very nice and helpful staff." **-Ron R.**

FUNDAMENTAL SOLUTIONS

LESS HEAT EQUALS MORE POWER AND PEACE OF MIND

Roots supercharger performance on V-Twins has been unimpressive due to their high parasitic load and hot charge air temperatures. They consume a lot of power to turn and don't produce much power, so the net power gain is small. Turbos have efficient compressors, but are subject to extreme heat transfer from their exhaust interface, and generate substantial exhaust backpressure. This exhaust backpressure opposes the flow of exhaust leaving the cylinders and results in diminished scavenging and cylinder filling ability, meaning that turbos are definitely not "free power." Turbos can also be unpredictable and difficult to ride on the street.

This heat issue is why in the past you would see forced induction motors with compression ratios knocked down to 7:1 or 7.5:1, while ProCharger systems are able to work very well with stock

compression or even what's considered high compression. And if a turbocharger or supercharger system doesn't include an intercooler, beware of the dyno charts. There is a big difference between being able to "flash" a peak dyno number on a cold motor vs being able to produce repeatable numbers when the motor is at operating temperature, without power fade. Performance needs to be real world.

Intercooled ProCharger systems are the fundamental solution. Not only is less heat added when air is compressed, less heat is absorbed from the engine and exhaust, and the majority of the remaining heat is removed through an intercooler. Cool charge air temperatures reduce exposure to detonation and are the key to maximizing power gains and engine longevity. ProCharger is the only power adder able to deliver these benefits.



UNMATCHED POWER

NOTHING ELSE EVEN COMES CLOSE

Other Power Adders Just Don't Add Up

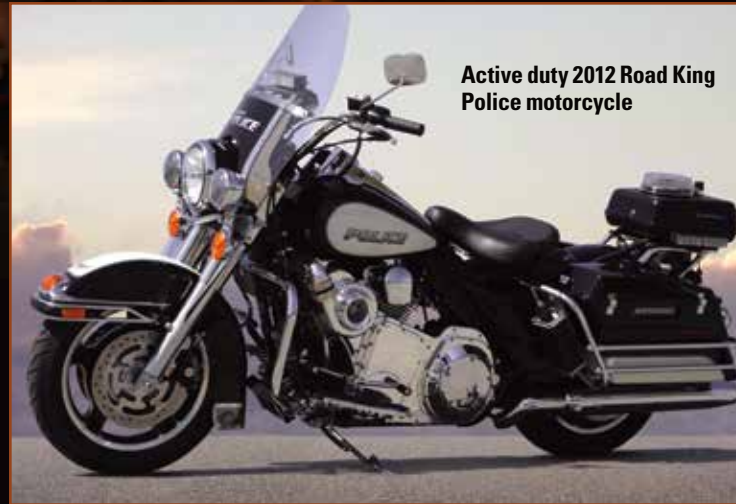
Proven by dealers, racers and V-Twin owners around the world, no other form of aftermarket power-adder provides the combination of power, reliability, ease of installation and maintenance, engine safety and cool operation of a ProCharger. Let's take a look at why the other power enhancing options just 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.

Turbochargers

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 riding. 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. Turbos also require an extensively reworked exhaust system and affects the traditional V-Twin exhaust sound. Additionally, turbos require engine oil feed and return lines for lubrication and due to extreme heat, increases the thermal breakdown of your engine's oil.



Active duty 2012 Road King
Police motorcycle

Positive Displacement Blowers

Centrifugal superchargers offer substantially higher adiabatic efficiencies than their positive-displacement (PD) counterparts. PD blowers are located directly on the engine, placing them in a very hot, harsh environment which results in significantly hotter charge air temperatures. 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, rideability, power and engine longevity.

Large Displacement Engines

The expense associated with building an engine large enough to produce the same power as a ProCharged stock engine just doesn't add up, especially when you consider the poor idle quality, difficult starting, heat soak 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, require expensive race fuels and significantly reduce engine longevity and reliability.



MOTORSPORTS

KICKING ASS AND BREAKING RECORDS

ProCharger has a long and powerful history in motorsports. With record-setting performances and multiple national and international championships secured by four-wheeled racers, it was just a matter of time before motorcycle racers took notice of ProCharger's racing and motorsports success.

Today, a diverse and horsepower-hungry group of motorcycle racers are turning to ProCharger's innovative and efficient supercharging technology to power-up their race-bred motorcycles, snowmobiles and UTVs. From the concrete airport runways used for standing-mile racing to drag strips and land-speed records set at the world-famous Bonneville Salt Flats, a whole new generation of motorcycle racers are discovering how easy it is to apply ProCharger's motorsports DNA to their specific racing machine. As a matter of fact, several ProCharger-powered racers have already shattered previous standing-mile and land-speed records for H-D based V-Twin motorcycles.

Not only do ProCharger's V-Twin Intercooled Supercharger Systems look great installed, they are also a highly efficient means of boosting an engine's performance to previously unheard of levels. Think you can handle that kind of power? If you are interested in utilizing the award-winning ProCharger supercharger technology on your race vehicle, give the ProCharger V-Twin Team a call at 913/338-2886 for more information.



POWERSPORTS

WORK HARD, PLAY HARD



Polaris RZR XP

An Intercooled ProCharger system delivers industry leading performance, durability and ease of installation for your Polaris RZR XP. Running just 6 psi of intercooled boost, with the coolest charge temperatures available, ProCharger produces a 3.5 second improvement in 20-70 mph performance and a 45%+ increase in power. Unlike other forced induction offerings, this is a true bolt-on, designed to run pump gas with stock compression and no engine modifications.

Polaris Ranger XP

Utilizing the world's most compact, self-contained, gear driven supercharger—the ProCharger A-1—the 800 EFI Ranger kit also feature a highly effective air-to-air intercooler. Combined with the highly efficient supercharger, the intercooler helps to provide the engine with the industry's coolest charge air temperatures and largest power gains in the industry.

Running 6-8 psi of intercooled boost and high quality pump gas, 800 EFI Ranger owners can expect to gain 40-50% more power without sacrificing everyday functionality or weekend fun.

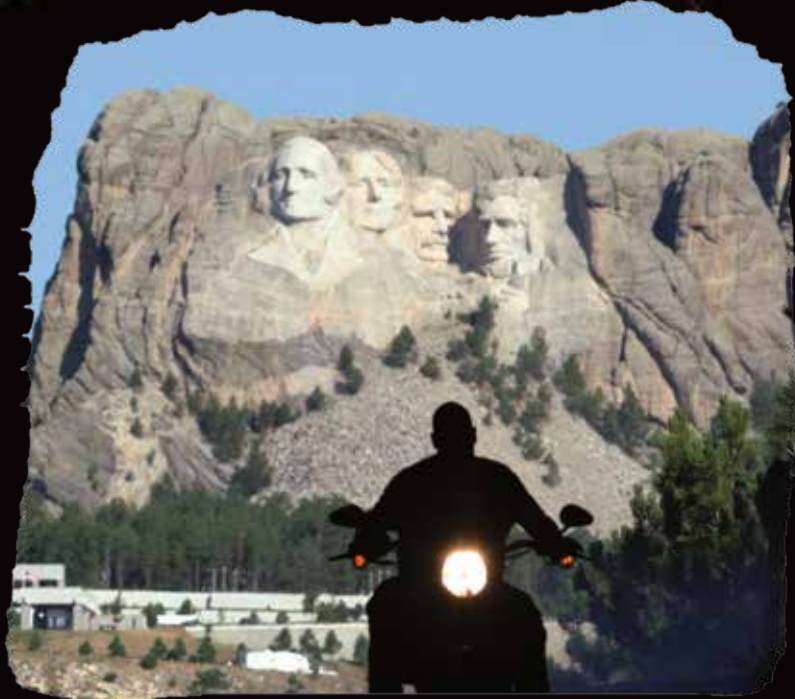


- ProCharger patented and proven, self-contained supercharger technology—no need for external oil lines, pump or reservoir
- Highly effective air-to-air intercooler helps to provide the engine with the coolest possible charge air temperatures. Cooler air = more power and greater engine longevity
- Supercharger systems provide outstanding “altitude compensation” for vehicles operated in a wide range of elevations and conditions
- OEM quality and outstanding installed appearance

THE CALL OF STURGIS

PROCHARGED POWER IN THE BLACK HILLS

For over 75 years, man and machine have been making the annual journey to the Black Hills in South Dakota for the Sturgis Motorcycle Rally. Since 2005, ProCharger has been part of the tradition, and the number of daily ridden supercharged Harley hot rods has grown each year. We have riders showing up at our display from destinations as far away as the desert southwest and the upper Northeast and all points in between. ProCharger has changed the game when it comes to what was once thought possible for a high horsepower, pump gas, everyday bike.





“Nearly endless truck passing power.” –*Hot Bike Baggers*





PROCHARGED LIFE

CITY OR OPEN HIGHWAY, WE'RE THERE WITH YOU

Racers, riders and wrenches... hardcore riders, weekend riders or Iron-Butt riders. Motorcycling means different things to different riders. But everyone can agree on one aspect of riding: more power. And that's precisely what ProCharger delivers.

Living a ProCharged life is also about balanced performance and everyday practicality. What good is all that power if you don't enjoy using it? Rideability, ease of installation and reliability are important too.

ProCharger V-Twin Supercharger Systems are designed from the ground up to be a power-adder that you can ride and live with every day, mile after mile, year after year. They are also designed to work equally well on bone-stock engines, mildly-modified or fully-built V-Twin power plants.

Additionally, the installation of an intercooled ProCharger supercharger system does not affect the traditional V-Twin exhaust note and is compatible with most high-performance and aftermarket exhaust systems, as well as other high performance modifications or engine builds.

So, bolt on a ProCharger, saddle up, fuel up and hit the road living the ProCharged life.



TURNING HEADS

CHANGING HOW PEOPLE THINK ABOUT V-TWIN POWER

Featured on the covers of the industry's top magazines and spread throughout their pages, ProCharger has taken the V-Twin motorcycle industry by storm. Television, industry websites, and motorcycle events have also taken notice, in addition to the print media. Speed Channel's American Thunder, CMT's Chopper Challenge, Discovery's Biker Live, History's Biker Battleground, Hot Bike, American Bagger, Hot Bike Baggers, Easy Rider, V-Twin Magazine and more have witnessed amazing ProCharger performance.

ProCharger regularly attends many of the industry's largest shows and gatherings. Sturgis, Daytona Bike Week, Hollister Motorcycle Rally, Myrtle Beach Bike Week, Laconia and more; ProCharger often has a presence to ensure the public gets to see the latest ProCharged technology. And you are sure to see many owners throughout these shows sharing their stories of how their ProCharged bikes have improved their riding experience and put them at the front of the pack.

ProCharger's impressive track record got another boost at the 2008 V-Twin Expo in Cincinnati, Ohio when we were presented with the V-Twin Performance Product of the Year award, a recognition that is only presented to one manufacturer a year! In other categories, award winners included Harley-Davidson®, S&S® Cycle and Yamaha®, just to name a few. Want the best V-Twin performance upgrade for your bike? This award makes the choice clear—ProCharger.



**Performance
Product of the Year**



WORD ON THE STREET

WE COULDN'T HAVE SAID IT BETTER

"F-ing nuts." is how Jordan summed up the next bike feature in Baggers [317 HP 2007 Road glide]." **-Baggers**

"Once you hit the switch you can feel the power from the 170 horsepower supercharged motor." **-American Bagger**

"I'm proud to say that we rode it through Sturgis and Daytona Bike Week in and just absolutely beat the shit out of it, and it never gave us a minute of trouble. That's important to us." **-Baggers**

"ProCharger kits are well-designed, neatly packaged, and require no major components to be relocated." **-Hot Bike**

"More than just a looker, the bikes Twin Cam now makes 140hp thanks to its supercharger, some new cams and a racers careful assembly." **-Road Iron**

"To that end Sinister bolted in a 107ci motor with forger pistons, ported heads and a Procharger. The thing flies and sounds nasty bad, like a funny car or dragster." **-Easyriders**

"The intercooler is the fundamental solution. It allows the air intake charge to remain at only 20-30 degrees Fahrenheit above ambient. This means far less heat is added when the blower compresses the air. It also means less heat from the engine and exhaust is absorbed into the air intake charge. This allows the bike to run more timing, operating detonation free. In simple terms, that means power goes up (in a big way) and reliability isn't sacrificed." **-American Iron**

"In the end, it all comes down to what the unit can deliver, right? The 103 we started with was pretty stout, cranking out 99.5 hp and 100.8 lb-ft of torque. Once the ProCharger was on and tuned, it was good for 150.8 hp and 129.8 lb-ft." **-Hot Bike**



Photo courtesy of John Jackson



“ATI is well known for reliable supercharger applications including intercooling for optimized power.” –*Hot Bike*



"ATI's compact and lightweight ProCharger is designed for both stock and modified twin cam engines and is the first intercooled centrifugal supercharger for Harleys." **-Hot Bike**

PROCHARGED Q&A

YOU'VE GOT QUESTIONS? WE'VE GOT ANSWERS

How does supercharging increase engine performance?

Superchargers achieve performance gains by increasing the density of the air/fuel charge within the combustion chambers of an engine. This increase in density is achieved by forcing additional amounts of air (beyond the amount of air that normal atmospheric pressure would force into the engine) at the lowest temperature possible.

Will installing a supercharger affect my riding position?

All ProCharger supercharger systems are built with the rider in mind. The compact design allows the supercharger, intercooler and other components to be positioned in a way that doesn't change the factory riding position.

What is the power take-off feature?

The ProCharger Supercharger gets its power from a patented power take-off design. This innovative configuration transmits power from the engine's crankshaft to a driven pulley, which is then used to drive the supercharger. The power take-off and driven pulley arrangement is designed to provide the proper step-up ratio for the supercharger, essentially multiplying the engine's speed to spin the supercharger at the proper boost-building speed. The power take-off is powered by a high-strength, long-life cogged-tooth belt, while the supercharger is spun via a multi-rib serpentine-style belt.

What type of warranty is provided with ProCharger systems?

Most ProCharger systems are covered by a 1-year warranty, although an optional 3-year extended supercharger warranty is also available for many applications.

How will a supercharger affect my fuel economy?

Centrifugal superchargers will yield approximately the same fuel economy and range as normally aspirated V-Twins, under normal throttle conditions. If there is a decrease in mileage due to riding style, it is usually only a mpg or two, while for heavier bikes and/or with a passenger on back, fuel economy and range can increase. When racing, however, fuel economy will decrease given the supercharged engine's need to consume additional fuel to produce additional hp.

How long does it take to install a ProCharger system?

Most ProCharger systems can be installed in 4-6 hours with simple hand tools. ProCharger systems come with everything needed for a complete hassle-free installation. Tuner kits are also available. These exclude tuning and fuel system components, in case a customer already owns those items, or if a dealer/tuner is providing them.



FOR WHATEVER MOVES YOU

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



"So how much power does this thing make? The FBI bunch strapped the nearly finished FL on the dyno. The results at the back wheel were pretty much startling: 149 hp and 129 ft-lbs. of torque. In this case, the bike was using 10 pounds of boost and running 91-octane fuel. Yeow!" *-American Iron*

ProCharger is The **ULTIMATE Power Adder**[®]

Want these legendary ProCharger power gains on your four-wheeled vehicle too? ProCharger supercharger systems have led the automotive industry since 1994. Our proven power gains on Chevy, Ford and Mopar cars and trucks are unmatched.

But the power doesn't stop at the street. With more than 100 national championships won by ProCharger powered drag racers in the past 15 years, nothing else even comes close. And if water is more your style, ProCharger has many marine applications for Mercruiser[®]-equipped and modified high horsepower boats to get you that big, reliable power increase you've been craving. Give our Sales Team a call at (913) 338-2886 or visit ProCharger.com for information.





ARE YOU PROCHARGED?

GET EQUIPPED, GET CONNECTED

ProCharger Online: Catalogs, Apparel, Branded Items and more!

We invite you to take a tour of ProCharger.com and check out the ProCharger blog, videos page, vehicle gallery, and browse through the many different applications that we have available. If you already own a ProCharger system, you can even create a vehicle gallery with your own ProCharged ride! While you're there, don't forget to check out the online versions of ProCharger's industry leading catalogs and showcase your pride with a wide assortment of ProCharger branded items. From t-shirts and license plate frames, to gauges and wall clocks, visit www.ProCharger.com/store to see the latest additions.



Stay up to speed with the ProCharger Blog

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

PROCHARGER[®]

V-TWIN



Photo by Tim Sutton, as seen in Hot Bike Magazine

INVENTED, ENGINEERED AND MADE IN THE USA



All of us here at ATI encourage you to use your new found ProCharger power responsibly. Please ride 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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