

# RACE

## PROCHARGER SUPERCHARGER SPECIFICATIONS

See Other Side for Street Supercharger Specs



	F-1C	F-1R	F-1X	F-2	F-3D-102	F-3D-106	F-3R-102	F-3R-112*	F-3R-121	F-3R-130	F-3R-136	F-3R-140	F-4X-136	F-4X-140	F-4X-140-1	F-4X-144	F-4X-145
<b>VOLUTE DIAMETER</b>	9.75"	9.75"	10.5"	10.5"	10.5"	10.5"	12"	12"	12"	12"	12"	12"	13.5"	13.5"	13.5"	13.5"	13.5"
<b>MAX SUPERCHARGED HP</b>	1,100	1,250	1,400	1,450	1,500	1,800	1,600	2,100	2,400	2,700	3,000	3,300	3,200	3,500	3,700	4,000	4,200
<b>MOTOR BASE HP RANGE</b>	300-550	375-550	375-550	425-600	550-750	550-750	375-550	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL
<b>MAX FLOW (CFM)</b>	1,625	1,700	2,000	2,100	1,900	2,200	2,000	2,300	3,100	3,600	4,000	4,300	4,200	4,500	4,700	5,000	5,200
<b>MAX BOOST (PSI)</b>	38	38	38	38	38	38	38	38	40	45	50	58	55	60	65	70	72
<b>INLET HOSE DIAMETER</b>	4"	4.05"	4.8"	4.6"	4.8"	4.8"	6"	5"	5.5"	5.75"	5.75"	5.75"	6"	6"	6"	6"	6"
<b>INDUCER DIAMETER</b>	3.7"	4"	4.20"	4.5"	4"	4.2"	4"	4.4"	4.8"	5.12"	5.23"	5.37"	5.35"	5.37"	5.51"	5.63"	5.71"
<b>EXDUCER DIAMETER</b>	5.56"	6"	6"	6.75"	6"	6"	6.75"	6.75"	6.75"	7.22"	7.22"	7.22"	7.22"	7.22"	7.42"	7.91"	7.69"
<b>OUTLET HOSE DIAMETER</b>	3"	3"	3.5"	3.5"	3.5"	3.5"	4.5"	4"	4"	4"	4"	4"	4.5"	4.5"	4.5"	4.5"	4.5"
<b>OUTLET I.D.</b>	2.62"	2.62"	3.15"	3.15"	3.15"	3.15"	3.59"	3.59"	3.59"	3.59"	3.59"	3.59"	4"	4"	4"	4"	4"
<b>MAX IMPELLER RPM</b>	74,000	68,000	72,000	65,000	74,000	74,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000
<b>INTERNAL STEP-UP</b>	5.40:1	5.40:1	5.40:1	5.40:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	4.77:1	4.77:1	4.77:1	4.77:1	4.77:1
<b>REVERSE ROTATION OPTION</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
<b>SELF CONTAINED</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

- \*Formally F-1X-12
- F-1/F-2 superchargers are rated based upon high horsepower street engines. F-3 superchargers are rated based upon maximum effort race engines.
- The stated figures are not absolutes, and may actually be higher depending upon the specific application.
- Please refer to [www.procharger.com](http://www.procharger.com) for additional supercharger specifications

- Figures based on stated peak airflows; actual power levels may be higher in well prepared engines.
- Engine intake air temperature is the most relevant thermal measure (not SAE J1723) for a supercharger installed on a vehicle, especially when intercooled; SAE J1723 does not address the impact of engine dynamics, engine compartment heat transfer, intercooling or deficiencies caused by supercharger location.

INVENTED, ENGINEERED, MADE IN THE USA

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