“When you blast past a Lamborghini like it was standing still, there is great satisfaction to be had in knowing that you did it effortlessly and for significantly less money.” –Vette
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*See Chevrolet Carbureted and Aftermarket EFI catalog for pre-1987 Corvette applications*
From Stock to Whoa—The Ultimate Power Adder®
There is no single bolt on upgrade, or combination of modifications, that offer the kind of reliable, consistent, and hassle-free performance of a ProCharger. Installed with basic hand tools, ProCharger supercharger systems are thoughtfully designed to be minimally invasive, coming off just as easily as they went on. Having said that, from daily drivers to purpose-built racing machines and everything in between, once you’ve experienced the incredible, real-world performance of a ProCharger, we’re confident you’ll join thousands of die-hard Corvette ProCharger fans in agreeing—there’s no going back.

Technology and Market Leadership
For nearly 25 years, ProCharger has been producing the industry’s greatest, safest, and most consistent power gains. ProCharger was first to market with an intercooled application for Corvettes as well as the first manufacturer to offer supercharger systems for C7 and C6 Corvettes. When designing supercharger kits and systems, every variable is accounted for across the entire use profile of the vehicle. This includes not only performance, but a host of other variables like reliability, durability, ease of installation, fuel efficiency, as well as factory-level fit and finish for overall under hood appearance.

With many thousands of satisfied ProCharger enthusiasts all over the world collectively logging millions of boost-enhanced miles over the years, it’s really no surprise that ProCharger has become far and away the leading aftermarket supercharger manufacturer and Corvette high performance leader.

Race Ready and Ready to Grow with Your Demands
Far from boxing you in to a solution that satisfies today, but leaves you craving more in the years to follow, ProChargers are designed to be flexible and modular, with the ability to offer more as your appetite for performance increases. ProCharger kits and systems are designed to be upgradeable on the same billet bracket to accommodate different head units to support sky’s-the-limit power.

Record Setting Performance
ProCharger knows the goal is having the fastest car around. Now that could mean anything from having the fastest car on the block to maybe even the entire country. ProCharger strives to be the power adder that turns that goal into a reality. The world’s fastest supercharged C7s, C7 Z06s, C6s and IRS C5 all run ProChargers.

Coolest Charge Air Temperatures
ProCharger pioneered the use of air-to-air intercooling and self-contained, gear-driven supercharger oiling among other innovations. ProCharger’s intercooler and supercharger technology delivers substantial thermal advantages relative to competing products, which in turn produces the coolest charge air temperatures and largest street-legal power gains.

Pssst ... The Secret to Superior Drivability
It’s really no secret at all—the answer is world-class engineering and rigorous testing. Crawling along in bumper-to-bumper traffic, driving through torrential downpours, blazing heat, snow storms, and more—while these are not the evocative open road scenarios you might envision when picturing quality time behind the wheel, they are all part of ProCharger’s design and validation protocols. In the lab, at the track and on the street, ProCharger’s engineers test for all this and more knowing that some Corvettes get driven virtually everywhere. After all, when something is this rewarding to drive, why limit the experience to ideal conditions? That’s why ProCharged Corvette owners enjoy the best of both worlds: incredible power with everyday reliability and drivability ... every time. When weighing options like turbo charging, positive displacement blowers, nitrous, cams, or piece-meal solutions, know that nothing produces the vastly superior driving experience, no matter the conditions, of a ProCharger.

World-Class International Dealer Network
ProCharger has an extensive network of independent dealers across North America and around the world specializing in installing and fine-tuning the supercharger system on your Corvette; 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. For more information go to procharger.com/dealer-locator.

Unmatched Quality and Warranty Coverage
For more than two decades, ProCharger has designed and manufactured its own superchargers and complete systems (unlike some competitors who buy head units and components elsewhere and are really just assembling kits). This helps to ensure that ProCharger delivers the highest 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 warranty standard for intercoolers, and a 3-year extended warranty available for select supercharger system head units.
“We love it when a supercharger system like the ones from ProCharger under promise and over deliver!” —Super Chevy

Visit ProCharger.com for the latest videos, blog updates and additional information
Design Superiority and Installation Simplicity
The basic design of a ProCharger system minimizes heat transfer by placing the supercharger and intercooler in a fresh air stream rather than on top of the engine or attached to the exhaust. This superior design also simplifies installation. The benefits of self-contained oiling are similar—no heat transfer from engine oil, no need to punch a hole in the oil pan, and no need to run oil feed and drain lines. The whole experience of installing a ProCharger is well-documented, clearly laid out, and designed to be as DIY-friendly as possible. A perfect father/son (or daughter) bonding project, most installations can be accomplished in an afternoon or over a weekend if done at a leisurely pace.

Engine-Friendly Boost with OEM Level Fit and Finish
No internal engine modifications, no exotic fuels, just incredible power gains and engine reliability without rival. ProCharger systems provide an OEM-quality appearance whether you install one yourself or have a ProCharger dealer install it for you. With no shopping lists, ProCharger systems come 100% complete—nothing else to purchase.

Industry-Leading Support and Service Excellence
Once you’re a ProCharger customer, you’re a member of an elite group of enthusiasts that are treated with the utmost respect and care—one day after purchase or ten years down the line. ProCharger’s dealer-level support for installation and tuning is second to none. Additionally, ProCharger provides the industry’s best factory support with a highly trained and knowledgeable in-house service team. Whether you have an installation question, a general service need, or are in the planning stages for more power; know that each and every time you reach out, you’ll always receive expert advice you can trust. It should come as no surprise that a large number of ProCharger buyers become repeat customers and that ProCharger’s best advertising is customer word-of-mouth.

Powerful, Efficient and Reliable
A ProCharger Intercooled Supercharger System can add best-in-class power gains to your performance vehicle with no additional engine modifications, competition fuels or extended cool-down times. Mild to wild, regardless of your power goals and aspirations, ProCharger can help you reach them.
"The ProCharger system is designed to provide maximum reliable power gains."

– GM High Tech Performance
Building on nearly 25 years of forced induction engineering and innovation, ProCharger was the first supercharger manufacturer to design and release a highly efficient air-to-air intercooled supercharger system for the C7 Corvette Stingray. With an original bracket design and belt-drive system unique to the C7 Stingray platform, ProCharger’s P-1SC-1 intercooled systems and tuner kits continue to lead the industry in reliable performance, ease of installation, and OEM-level fit and finish.

ProCharger Advantages

ProCharger’s C7 Corvette Stingray HO Intercooled Systems with the P-1SC-1 are supplied with proven tuning calibrations and a handheld programmer delivering 180+ HP on an otherwise stock C7 on just seven psi of intercooled boost when running premium pump gas. Higher boost levels and horsepower gains are possible with an Intercooled Tuner Kit and custom tuning, and even more for modified engines. For hyper-custom racing builds, F-Series supercharger models up to the 10.5” volute (F-1X) are also available utilizing the same main bracket. It’s no wonder that ProCharger consistently delivers industry-leading power gains on the street or track.

Power and Leadership

ProCharger knows these drivetrains inside and out and when it comes to record-setting performance, ProCharger is proud to offer the largest power gains along with the most horsepower per pound of boost.

It should come as no surprise that with ProCharger’s world-class capabilities and decades of racing dominance, the quickest and fastest C7 Corvettes run ProCharger.
Planning Ahead

Even beloved Corvettes get traded in on newer models, sold to other enthusiasts, or end up as lease returns. With that in mind, every piece of OEM plastic that would have to get trimmed is already supplied with the system. Not only does this drastically speed up the installation, but it also ensures that you can return the car to 100% OEM stock, using the original GM-factory parts.

ProCharger is both flexible and modular enough to be tailored to suit your needs. Easily interchangeable, F-Series compressors support massive power gains of up to 1600 HP on modified engines. With multiple intercooler, belt width and inlet/filtration options; ProCharger configurations are highly customizable. ProCharger kits feature a dedicated drive system that requires no removal or keying of the factory balancer. You can also specify different finish options, including polished, satin or black, on both the supercharger and the mounting bracket.

2018-2014 Corvette C7 Stingray Systems and Tuner Kits

- HO Air-to-Air Intercooled System with P-1SC-1 or P-1X
- HO Air-to-Air Intercooled Tuner Kit with P-Series, D-Series, or F-Series
- Competition Race Air-to-Water Intercooled Tuner Kit with F-Series

2018-2014 Corvette C7 Stingray Choices and Upgrades

- Factory Air Box Inlet and Filter (Race Air Inlet and Filter standard)
- Polished, or Black finish (supercharger and bracket, satin finish standard)
- Helical gearset for noise reduction (P-1SC-1, D-1SC, P-1X, D-1X)
- Horizontal Intercooler Mounting Option (2014 only, Vertical standard)
- With P-1X ProCharger (replacing P-1SC-1, Systems and Tuner Kits)
- With D-1SC ProCharger (replacing P-1SC-1, Tuner Kits only)
- With D-1X ProCharger (replacing P-1SC-1, Tuner Kits only)
- With F-1D, F-1, F-1A, F-1A-94, F-1C, F-1R, F-1X ProCharger (replacing P-1SC-1)
- With F-1X ProCharger and Bellmouth (replacing F-1A-94, F-1C or F-1R)
- Race Bypass Valve Upgrade (open only)
- ATI Performance Products Balancer Upgrade
- Aluminum Intake Manifold (replaces factory manifold, raw finish, black optional)
ProCharger’s C7 Z06 Innovations

ProCharger was the first manufacturer to design and release a supercharger system for the C7 Corvette Stingray ... and the innovations didn’t stop there. ProCharger was also the first to offer a robust centrifugal supercharger kit for Chevrolet’s ultimate supercar—the C7 Z06 Corvette.

GM laid the foundation for big power with the C7 Z06 LT4 engine’s forged internals, relatively low compression, and factory-supercharger system. Now with the addition of a ProCharger supercharger you can bolt-on an extra 115+ HP over stock with a High Output Intercooled Tuner Kit at the same 10 psi factory boost level and premium pump gas, with no permanent modifications to the vehicle. At 13 psi, while still running premium pump gas and factory timing, 825 HP is on tap whenever you want it.

Thanks to the super-efficient boost and power created by the ProCharger centrifugal design, with a larger supercharger head unit you can achieve power levels upwards of 1,600 HP.

ProCharger’s C7 Z06 kit is based on the proven bracket design and dedicated belt-drive unique to the C7 Stingray LT1 platform, but replaces the Z06’s LT4 factory roots-style supercharger with a direct-replacement sheet metal intake manifold. This unique manifold is designed to optimize the air flow and power potential, but still comfortably fit under the factory hood on both the LT1 and LT4 Corvettes.

ProCharger intercooled kits for Corvettes continue to lead the industry in OEM-level fit and finish, ease of installation, and reliable performance, all with multiple finish and performance options to suit your needs.

Race Ready

For those seeking even more performance from their C7 Corvettes, ProCharger offers a competition race kit with notable features. Owing to tight under hood packaging, to keep temperatures at bay even under the strain of prolonged boost sessions like the standing mile, both air-to-air

“[ProCharger] system is designed to provide maximum reliable power gains on a totally stock engine.”

—GM High Tech Performance

825-1,600 BOLT-ON HORSEPOWER

The World’s Fastest C7 Z06
Corvettes are ProCharged
and air-to-water intercooler options are available on the Z06. In addition, the dedicated belt drive system helps eliminate the risk of slippage. All race systems utilize the higher-capacity race bypass valve in the place of the standard bypass valve found on the street level applications. The compressors on C7 Z06 competition kits begin with the F-1 and go up from there. Perhaps most unique to the C7 Z06 platform is the aluminum sheet metal intake manifold, available in standard satin finish or optional black coating.

**Intake Manifold**

ProCharger engineers designed a custom LT4 sheet metal intake manifold to replace the factory roots supercharger. This intake manifold is a direct replacement for the factory manifold—you simply unbolt the factory blower and drop the new intake in its place. It features CNC billet intake runners and base plates welded to thick-wall sheet metal built to withstand high amounts of boost. ProCharger set out to not only optimize air flow and power potential, but also ensure the factory hood line is maintained. This robust manifold is compatible with LT1-equipped C7 Stingray Corvettes as well.

**Blower Options**

From mild to wild, ProCharger has a supercharger head unit ready to support whatever power level you desire. The base HO kit comes with the legendary D-1SC supercharger, capable of 925 HP, and race kits are available up to the F-1X which can support 1,600+ HP. Each ProCharger supercharger model features a patented self-contained design with its own internal oiling system, and is built out of aircraft grade billet aluminum for the ultimate in reliability.

**Air-To-Air Intercooler**

ProCharger performed rigorous testing to design the ultimate air-to-air intercooler for the C7 Corvette platform, including road course, drag strip, dyno, commuting/commute cycle and in-lab testing. Putting the intercooler systems through their paces ensures the coolest charge air temperature and safe engine-operating temperature, all while leaving the C7’s factory-engineered aerodynamics in place.

**2018-2015 Corvette C7 Z06 Tuner Kits**

- HO Air-to-Air Intercooled Tuner Kit with D-1SC or D-1X
- Air-to-Air Intercooled Race Tuner Kit with F-1D, F-1, F-1A
- Air-to-Air Intercooled Race Tuner Kit with F-1A-94, F-1C, or F-1R
- Competition Air-to-Water Race Tuner Kit with F-1D, F-1, F-1A
- Competition Air-to-Water Race Tuner Kit with F-1A-94, F-1C, or F-1R

**2018-2015 Corvette C7 Z06 Choices and Upgrades**

- Polished or Black Finish (supercharger and bracket, satin finish standard)
- Black Finish (intake manifold, intake manifold cover, unfinished standard)
- Helical gearset for noise reduction (D-1SC, D-1X)
- With D-1X ProCharger (replacing D-1SC)
- With F-1X ProCharger and Bellmouth (Replacing F-1A-94, F-1C, or F-1R)
- Race Bypass Valve Upgrade (open only, from Bullet)
The ProCharger High Output Intercooled system for LS3 Corvettes offers OEM appearance and fit and finish while delivering industry-leading performance and durability. This LS3 offering produces a 45%+ HP gain with just 7 psi of intercooled boost. ProCharger dealers can safely custom tune for higher power gains on stock engines.

Proven Intercooled ProCharger Systems
Owning and driving a ProCharged Corvette is an exercise in simplicity. ProCharger’s patented and proven, self-contained supercharger design with simple, but effective, air-to-air intercooling requires no exotic fuels or extended cool-down times. ProCharged Corvettes have driven millions of boost-enhanced miles so ProCharged Corvette owners can enjoy everyday reliability and drivability with incredible power. Plus, ProCharger’s engineering staff have painstakingly designed these systems to be installed on completely stock Corvettes with no additional modifications, with an OEM fit and finish.

The front fascia design on the C6 Corvette allows for the use of a single, center-mounted, air-to-air intercooler system. When coupled with the high-flowing, durable and extremely efficient ProCharger, this air-to-air intercooler substantially improves overall performance and engine reliability. With a P-1SC-1 or optional P-1X self-contained head units and highly-efficient air-to-air intercooler system, the LS3 Corvette kits continue the legacy of ProCharger’s industry leading LS1, LS2, LS6 and LS7 supercharger systems. Thanks to ProCharger’s mounting location, there is no need to purchase, prep and paint an aftermarket hood as there is with some other Corvette supercharger systems. In fact, once the ProCharger system has been installed, the car still appears “stock.” There’s also no need to tap into your engine’s oil system for supercharger or turbocharger lubrication, nor do you have to replace your factory exhaust system or headers.
Planning Ahead
ProCharger is both flexible and modular enough to be tailored to suit your needs. While ProCharger systems are sold complete with tuning, higher power gains are available with dealer custom tuning.

Race Kit
For those hungry for even more horsepower ProCharger offers a Competition Race kit. The C6 Race kit comes with a 4.5” thick intercooler core and a 4” throttle body tube standard along with a Race valve. The new blower drive system is available with 8 rib or 12 rib belts. This system also includes both fixed and spring tensioners to create increased belt wrap around the crank and the supercharger. Tuner and Race kits are intended to be tuned by ProCharger dealers specializing in tuning supercharged engines.

ProCharger Stage II
Over the years the power levels of Corvette C6s with ProCharger superchargers have climbed from 645 HP to upwards of 1,600 HP. In order to meet the high-performance demands of today’s C6 Corvette owner’s, ProCharger has released the Stage II Intercooled System for 2013-2005 C6 and Z06 Corvettes.

A challenge with high HP C6 supercharger systems is combating serpentine belt slip. By adding a dedicated drive belt system, ProCharger is able to decrease the overall belt length by more than 40%, creating an ultra-strong grip, which in turn leads to more consistent boost levels. The accessories are given a strong OEM spring-loaded tensioner providing sufficient belt pressure to allow for belt wear and stretch over time.

2013-2008 Corvette C6 (LS3) Systems and Tuner Kits
• HO Intercooled System (P-1SC-1 or P-1X) and Tuner Kit (P-1SC-1 or D-1X)
• Stage II Intercooled System (P-1SC-1 or P-1X) and Tuner Kit (P-1SC-1 or D-1X)
• Intercooled Race Kit with F-1D, F-1, or F-1A
• Intercooled Race Kit with F-1A-94, F-1C or F-1R

2013-2008 Corvette C6 (LS3) Choices and Upgrades
• Satin, Polished, or Black supercharger and bracket finish (P-series or D-series)
• Helical Gearset for noise reduction (P-1SC-1, D-1SC, P-1X, D-1X)
• With P-1X, D-1SC, D-1X (replacing P-1SC-1, Systems and/or Tuner Kits)
• With F-1D, F-1A, F-1C, F-1R (replacing P-1SC-1, Stage II only, 8 rib required)
• With F-1X ProCharger (replacing F-1C/F-1R, Race kit only)
• 8 rib dedicated drive upgrade (Stage II, time of purchase)
• 12 rib dedicated drive upgrade (Race kit only, time of purchase)
• Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits)
• Modified water pump for LS3 (2009-2013)
• Dual Race Bypass Valve Option (tube and two race bypass valves)
• Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits)
• Air-to-Air Race Intercooler Upgrade (HO, Stage II only)
700+ HP With Stock LS7 Z06’s!

ProCharger has 100% complete systems as well as Tuner Kits and Race Kits available for LS7 Z06 Corvettes. HO and Stage II Systems are capable of producing 700+ crankshaft horsepower on otherwise stock engines running high-quality pump gas. In addition to the largest power gains and coolest charge air temperatures, ProCharger also features the quickest installation of any forced induction system. At the same boost level, a ProCharger kit can produce more power at the rear wheels than other superchargers produce at the crankshaft.

Proven Intercooled ProCharger System

With millions of boost-enhanced miles under their tires, ProCharged Corvette owners enjoy the best of all worlds: everyday reliability and drivability combined with incredible power that is just a toe-tip away. Owning and driving a ProCharged Corvette is an exercise in simplicity. The HO Intercooled System for the C6 Z06 Corvette includes the industry-standard P-1SC-1 ProCharger with patented and proven self-contained oiling, billet impeller and transmission case, a highly effective air-to-air intercooler system, OEM quality brackets, hoses/tubing connectors and all necessary installation hardware.

The ProCharger C6 Z06 Corvette supercharger system is 100% complete, and comes with a standard one-year limited supercharger warranty (that can be extended to a three-year limited warranty). The front fascia design for C6 Corvettes allows for the use of a single, center-mounted, air-to-air intercooler system. When coupled with the high-flowing, durable and extremely efficient ProCharger, this air-to-air intercooler substantially improves overall performance and engine reliability.

ProCharger recognizes that some Corvette owners are looking to add the awesome power and reliability of a ProCharger to their modified or “built” engine combinations. ProCharger Tuner Kits exclude fuel...
components and computer tuning solutions, but otherwise, are identical to the HO Intercooled complete system. These kits are intended to be tuned by ProCharger dealers specializing in tuning supercharged engines. Tuner Kits are also used on stock engines when a ProCharger dealer will be supplying the fuel system and custom tuning.

ProCharger Stage II
In order to meet today’s high-performance demands, ProCharger also offers the Stage II Tuner Kits and Intercooled Race Kits for C6 Z06 Corvettes. These kits are designed to support power gains from 700 HP to upwards of 1,600 HP. A challenge with high-HP C6 supercharger systems is combating serpentine belt slip. By adding a dedicated drive belt system, ProCharger is able to decrease the overall belt length by 40%, creating ultra-strong grip, which in turn leads to more consistent boost levels and helps eliminate belt slip. The accessories are given a strong OEM spring-loaded tensioner to ensure they have adequate belt pressure applied as their belt wears and stretches over time.

2013-2006 Corvette C6 Z06 (LS7) Systems and Tuner Kits
- HO Intercooled System and Tuner Kit with P-1SC-1
- Stage II Intercooled System and Tuner Kit with P-1SC-1
- Intercooled Race Kit with F-1D, F-1, F-1A, F-1A-94, F-1C or F-1R

2013-2006 Corvette C6 Z06 (LS7) Choices and Upgrades
- Satin, Polished, or Black supercharger and bracket finish (P-series or D-series)
- Helical Gearset for noise reduction (P-1SC-1, D-1SC, P-1X, D-1X)
- With P-1X, D-1SC, D-1X (replacing P-1SC-1, Systems and/or Tuner Kits)
- With F-1C, F-1D, F-1R, F-1, F-1A (replacing P-1SC-1, Stage II only, 8 rib required)
- With F-1X ProCharger (replacing F-1C/F-1R, Race kit only)
- 8 rib dedicated drive upgrade (Stage II, time of purchase)
- 12 rib dedicated drive upgrade (Race kit only, time of purchase)
- With Modified water pump for LS7
- Dual Race Bypass Valve Option (tube and two race bypass valves)
- Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits)
- Air-to-Air Race Intercooler Upgrade (HO, Stage II only)
600+ Bolt-On HP for LS2 Corvette
The High Output Intercooled ProCharger Supercharger System has been delivering ground-shaking power for Chevy’s C6 Corvette since it was first released in August of 2005. With the coolest charge air temperatures and lowest parasitic load in the industry, this ProCharger supercharger system produces more than 600 horsepower on stock LS2 engines with only 6 psi of intercooled boost.

Thanks to industry-leading technology, at the same boost level a ProCharger kit can produce more power at the rear wheels than other superchargers produce at the crankshaft.

Proven Intercooled ProCharger System
With millions of boost-enhanced miles under their tires, ProCharged Corvette owners enjoy the best of all worlds: everyday reliability and drivability combined with incredible power that is just a toe-tip away. Owning and driving a ProCharged Corvette is an exercise in simplicity. With the patented and proven, self-contained ProCharger supercharger design and simple but effective air-to-air intercooling, there is no need for special fuels, additional modifications or extended cool-down times. In fact, ProCharger systems have been painstakingly designed to be installed on completely stock Corvettes—no additional modifications required.

ProCharger’s intercooler design for LS2 equipped C6 Corvettes allows for the use of a single, center-mounted, air-to-air intercooler system. When coupled with the high-flowing, durable and extremely efficient ProCharger, this air-to-air intercooler substantially improves overall performance and engine reliability with 600+ HP.

The ProCharger C6 Corvette supercharger system is 100% complete and comes standard with a one-year limited supercharger warranty (three-year limited supercharger warranty is also available).

“In addition to the power potential, we had other reasons to like the ProCharger system, including fitment, ease of installation, and complete lack of belt slippage. There is nothing more frustrating than trying to run your supercharged combination while fighting belt slippage all day.”

-Super Chevy
ProCharger Tuner Kits are also available for Corvette owners who are looking to add awesome power and reliability to their modified or "built" engine combinations.

ProCharger Tuner Kits exclude fuel components and computer tuning solutions, but otherwise, are identical to the HO Intercooled complete system. These kits are intended to be tuned by ProCharger dealers specializing in tuning supercharged engines. Tuner Kits are also used on stock engines when a ProCharger dealer will be supplying the fuel system and custom tuning.

**ProCharger Stage II**

Our Stage II Systems have a dedicated belt drive for 50%+ more horsepower. A challenge with high HP C6 supercharger systems is combating serpentine belt slip. The longer the belt, the more it will stretch as power is applied to it. By adding a dedicated drive belt system, ProCharger is able to decrease the overall belt length by 40%, creating ultra-strong grip, which in turn leads to more consistent boost levels and helps eliminate belt slip. The accessories are given a strong OEM spring-loaded tensioner to ensure they have adequate belt pressure applied as their belt wears and stretches over time.

2007-2005 Corvette C6 (LS2) Systems and Tuner Kits

- HO Intercooled System and Tuner Kit with P-1SC-1
- Stage II Intercooled System and Tuner Kit (dedicated 8-rib drive)
- Intercooled Race Kit with F-1D, F-1, F-1A, F-1A-94, F-1C or F-1R

2007-2005 Corvette C6 (LS2) Choices and Upgrades

- Satin, Polished, or Black supercharger and bracket finish (P-series or D-series)
- Helical Gearset for noise reduction (P-1SC-1, D-1SC, P-1X, D-1X)
- With P-1X, D-1SC, D-1X (replacing P-1SC-1, Systems and/or Tuner Kits)
- With F-1D, F-1, F-1A, F-1C, F-1R (replacing P-1SC-1, Stage II Tuner Kits only, 8 rib required)
- With F-1X ProCharger (replacing F-1C/F-1R, Race kit only)
- 8 rib dedicated drive upgrade (Stage II)
- 12 rib dedicated drive upgrade (Race kit only)
- Dual Race Bypass Valve Option (tube and two race bypass valves)
- Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits)
- Air-to-Air Race Intercooler Upgrade (HO, Stage II only)
C5 LS1
2004–1997

Stage II Intercooled System with P-1SC-1, optional polished finish shown

LS1 Proven 535+ Bolt-On Horsepower
An outstanding performance package from the factory, LS1 Corvettes are even better with the addition of a powerful and proven ProCharger supercharger system. ProCharger introduced a complete supercharger system for LS1-powered Corvettes a full two years before others. This system sets the standard and has now evolved into the industry leading Stage II Intercooled System. The ProCharger LS1 system, featuring the industry-standard P-1SC-1 supercharger and ultra-effective Twin Highflow intercooler system, truly represents the pinnacle of incredible power gains that you can enjoy daily. This LS1 offering produces a 55% HP gain with just 7 psi of intercooled boost raising the stock 345 HP to 535 HP. Higher power levels can be achieved with higher boost and custom tuning.

Ready to Race
ProCharger takes C5 power to new heights with competition kits featuring 8 rib belts to help eliminate the risk of slippage as well as higher-capacity race bypass valves in the place of the standard bypass valves found on the street level applications. The compressor on C5 competition kit is the F-1A. If you’re serious about C5 performance, ProCharger has the hardware to support your power goals—driver skill is all on you.

BOLT ON 190+ MORE HORSEPOWER

The World’s Fastest IRS C5 Corvette is ProCharged

2004-1997 Corvette C5 Systems and Tuner Kits
• Stage II System and Tuner Kit with P-1SC-1
• Intercooled Serpentine (8 rib) Race Kit with F-1A

2004-1997 Corvette C5 Choices and Upgrades
• Polished finish supercharger and bracket finish
• Helical gearset for noise reduction (P-1SC-1, D-1SC)
• With D-1SC ProCharger (replacing P-1SC-1, Tuner Kit only)
• 8 rib drive system upgrade (time of purchase only)
LS6 Proven 600+ Bolt On Horsepower

Proven to produce the coolest charge air temperatures, greatest airflow, and largest power gains, the intercooled ProCharger LS6 system substantially raises the performance bar for C5 Z06 owners. Starting with an efficient P-1SC-1 supercharger, the LS6 system utilizes a large, ultra effective Twin Highflow intercooler system paired with a high-capacity air inlet system. The rugged and proven bracket design shows more of the supercharger for better appearance while still providing for maximum belt wrap; this design also allows the belt to be replaced without removing the supercharger. This LS6 offering produces a 50% HP gain with just 6 psi of intercooled boost raising the stock 385/405 HP to 600+ HP.

All new ProCharger head units using a ProCharger provided serpentine belt drive include a 12-month warranty. ProCharger complete intercooled systems are optionally extendable to 3 years.

Exposing the intercooler to a constant supply of cool, incoming air is key to maximizing the heat exchange process. ProCharger systems for C6 Corvettes utilize a single, center-mounted intercooler, whereas C5 cars utilize an innovative Twin Highflow arrangement of two intercoolers.
1996–1992 Corvette C4 Systems and Tuner Kits
• HO Intercooled System and Tuner Kit with P-1SC

1996–1992 Corvette C4 Choices and Upgrades
• Polished finish supercharger and bracket finish
• Helical gearset for noise reduction (P-1SC, D-1SC)
• With D-1SC ProCharger (replacing P-1SC, Tuner Kit only)
• Mass Airflow Massager (required for 1996 only)

Bolt on 45-60% power gains on stock engines
When GM introduced the “new generation” of small block engines with the LT1, the foundation was laid for an entire family of supercharging-friendly Corvette engines. The ProCharger HO Intercooled Supercharger Systems for LT1 and LT4 engines allow C4 Corvette owners to reap the benefits of bolting on major power gains without having to modify their engines. The LT1 offering produces a 55-60% power gain with 8 psi of intercooled boost. The LT4 offering produces a 45-50% power gain with 6 psi of intercooled boost.

Working as a system, the front-mounted intercooler, high-flow air intake system and ultra-efficient ProCharger supercharger provides safe, reliable and enjoyable horsepower gains while still retaining the C4’s stock hood and exterior appearance. ProCharger is also the only company that offers intercooled supercharger systems for all four generations (C4, C5, C6 and C7) of Corvettes.

All new ProCharger head units using a ProCharger provided serpentine belt drive include a 12-month warranty. ProCharger complete intercooled systems are optionally extendable to 3 years.
Add 55-75+% HP Gains
An outstanding performance package from the factory, L98 Corvettes are even better with the addition of a powerful and proven ProCharger supercharger system. Backed by the strength and support of the industry leader, ProCharger offers you the greatest power potential and most choices for your 1985-1991 Corvette C4 TPI (L98).

For Coolest Charge Air Temperature
Working as a system, the front-mounted intercooler (85-89) or the twin intercooler (90-91), high-flow air intake system and ultra-efficient ProCharger supercharger provides safe, reliable and enjoyable horsepower gains while still retaining the C4’s stock hood and exterior appearance. ProCharger is also the only company that offers intercooled supercharger systems for all four generations (C4, C5, C6 and C7) of Corvettes.

All new ProCharger head units using a ProCharger provided serpentine belt drive include a 12-month warranty. ProCharger complete intercooled systems are optionally extendable to 3 years.

Tuner Kits are also used on stock or modified engines when a ProCharger dealer will be supplying the fuel system and custom tuning.

1991-85 Corvette C4 TPI (L98) Systems and Tuner Kits
- HO Intercooled System and Tuner Kit with P600B
- HO Intercooled System and Tuner Kit with D-1

1991-85 Corvette C4 TPI (L98) Choices and Upgrades
- Polished finish supercharger and bracket finish
- Omit FMU
- Omit in-line fuel pump
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 want the coolest charge air temperatures possible. When it comes to producing consistent and reliable power, heat is the ultimate enemy. With other forced induction designs, excess heat not only reduces power gains on your first pull, it produces power fade that further reduces power and performance as the engine heats up.

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. Heat is the enemy of consistent and reliable power in general, but especially on direct injection engines, which experience substantial power fade when exposed to excess heat.

NOTE: the scales of the turbocharger and positive displacement images are higher due to the additional heat they produce.
Increase in Charge Air Temperatures at Engine Intake (10 psi, °F)

- **ProCharger (Air-to-Air Intercooler):**
  - 25-35°
- **Other Centrifugal (Non-Intercooled):**
  - 100-110°

Other centrifugal, non-intercooled, 9 psi

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

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

Intercoolers are an integrated part of ProCharger’s 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 generally offers two sizes of intercoolers, often more, and supports the highest street/strip power levels in the industry. This ensures the right product for your power level based on how you will be using your ProCharged vehicle.

With respect to intercooling: efficient, reliable power is the bottom line. And when it comes to street-driven performance, 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 easier to install
- Superior charge air cooling capabilities
- Intercooler exposed to a constantly replenished airflow
- Large intercooler surface area for quick recovery and repeatable performance in real-world driving situations

Air-to-air intercooling for the street is effective simple, and time proven to be best for street applications. In some limited/extreme endurance racing scenarios, the added heat soak resistance of an air-to-water intercooler can be helpful despite its added complexity and weight, and these are optionally available for this reason.

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 drivability since 1994, customers have looked to ProCharger: The Intercooled Supercharging Experts®.

“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

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<th>Additional Heat Created by Compressor Which is 75% Efficient</th>
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<th>Increase in Intake Temperature with Non-Intercooled Centrifugal Super-charger**</th>
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<td>20°F</td>
<td>87°F</td>
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*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.
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, tank, 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.

For more on air-to-air intercooling, check out the Technology pages at ProCharger.com.
On the street or on the track, ProCharger offers the broadest range of intercoolers of any supercharger manufacturer.
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 street 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 premium 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 or turbocharger 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 manufacturer in the industry to utilize billet impellers.

“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!” – Tim M., Multi-Time National 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 ProCharger's superchargers easy to install, but this patented, gear-driven, self-contained design is durable enough to be available with the best warranty in the industry.

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)
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.

Centrifugal superchargers also have a broader operating range than positive displacement superchargers. 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 up 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

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.

“ProCharger takes pride in this kit being designed and manufactured in the U.S. of A.”
– GM High Tech Performance
Other Power Adders Just Don’t Add Up
Proven by dealers, racers and Corvette 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, drivability, 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 temps, backpressure, high charge air temperatures, and are subject to “lag” that degrades their real-world driving performance. Turbos also require you to punch a hole in the oil pan in order to use engine oil feed and return lines for lubrication, which run the risk of oil contamination, oil line clogs, and increase the unwanted thermal breakdown of your engine’s oil.

THE ULTIMATE POWER ADDER®
NOTHING ELSE EVEN COMES CLOSE

The world’s quickest C7 Corvette Stingrays and the world’s quickest Corvette C7 Z06s run ProCharger.

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 products 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.
POWER ADDER COMPARISON
Comparison for 650+ HP When Starting With a Stock LT1 Engine Using 91 Octane Pump Gas

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<td>Intercooled Positive Displacement (Air-to-Water-to-Air Intercooler)</td>
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<td>Intercooled Turbocharger (Air-to-Air Intercooler)</td>
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Initial Cost, Install Cost, 3 Year Cost
The ProCharger P-1X and D-1X head units feature the robust, self-contained gearcase that is standard on most ProCharger models, but with a new aerodynamic compressor design that creates cooler charge air temperatures and more horsepower at the same boost level than the industry-standard P-1SC-1 and D-1SC. This higher efficiency design is engineered to be a bolt-in replacement for P-1SC-1 and D-1SC equipped systems. These unique designs are built on the same proven technology that propels the P-1SC-1 and D-1SC models. This technology allows the D-1X to be capable of 4-digit power numbers and slightly beyond, and utilize 4.10:1 step-up ratio. The compressor side of the supercharger is designed with greater efficiency and less parasitic engine load. This means less heat and less power needed to spin the impeller—that adds up to more horsepower. The P-1X fits into the same brackets as P-1SC-1 systems and is an optional upgrade for those who want increased performance on otherwise stock, modern V8 engines—to the tune of 10-15 more flywheel HP at the same pulley size!

**Higher Efficiency 9” Designs**

- More power per psi, more maximum HP, and cooler charge air temperatures
- 10-15 flywheel HP gain with P-1X on otherwise stock, modern V8 engines at the same boost level and pulley size (vs P-1SC-1)
- Even larger gains possible at the same boost level with built and modified engines
- P-1X™ is 875+ HP capable and is a direct bolt-in upgrade for the P-1SC-1
- D-1X™ is 1000+ HP capable and is a direct bolt-in upgrade for the D-1SC
- Designed for today’s high flowing V8 engines producing 300+ naturally aspirated HP
- Durable, high HP designs with a compact new state-of-the-art 9.0” housing/volute
- Uses same proven gearcase as P-1SC-1 and D-1SC—also available with standard or reduced noise level

**ProCharger P-1X**
- Base HP (NA Engine) . . . 300-500 HP
- Max Supercharged HP ........ 875 HP
- Maximum Airflow .......... 1,275 cfm
- Maximum Boost ............. 32 psi
- Maximum Impeller RPM .... 65,000
- Internal Step-up Ratio ...... 4.10:1

**ProCharger D-1X**
- Base HP (NA Engine) . . . 300-550 HP
- Max Supercharged HP ....... 1,000 HP
- Maximum Airflow .......... 1,500 cfm
- Maximum Boost ............. 32 psi
- Maximum Impeller RPM .... 62,000
- Internal Step-up Ratio ...... 4.10:1
BYPASS VALVES

SURGE VALVES FOR STREET AND RACE APPLICATIONS

Why Bypass/Surge Valves are so Important
A bypass/anti-surge valve, also known as a “surge valve” or “blow off valve” is an important part of the forced induction driving experience. From a practical standpoint, it’s designed to help maintain the longevity and reliability of the compressor by evacuating turbulent air from hitting the impeller. From a driver’s standpoint, it can either operate quietly by re-routing this discharged air back into the intake plumbing, or provide a distinctive and visceral woosh of sound when vented directly to the atmosphere. Whether you like to be reminded that you’re driving a ProCharged car with the satisfying vent of air, or prefer to have it run quietly in the background, ProCharger offers four different surge valve options to fit your preference.

Street

ProFlow™ Valve: The ProFlow valve is the standard surge valve option for street supercharger systems and kits. Compact in size, it can be fitted into tight spots when space is limited. Its butterfly valve is extremely durable and reliable, and this design creates a straight airflow path which achieves excellent flow for its size. The ProFlow valve can also be paired with a small air filter to minimize noise.

Bullet Valve: This surge valve’s compact design also makes it fit easily in tight spaces. It comes in both an open and closed format. The closed format allows you to recirculate air back into the system, or instead, to run to an air filter to minimize noise.

Race

Race Valve: This is the industry leading surge valve for both street and race applications. The larger valve diameter is designed for high flow applications.

ProRace™ Valve: The ProRace valve outperforms any other single valve on the market and is ProCharger’s highest-HP bypass valve option. This massive flow capacity comes from a piston style valve design (patent pending) that allows for a significant increase in curtain area over traditional style valves, while still fitting into a reasonably sized package. It also incorporates a v-band clamp for an easy install.

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<th>Race (open)</th>
<th>Race (closed)</th>
<th>ProRace</th>
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<td>1.5 in</td>
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<td>Hose Clamp</td>
<td>Hose Clamp</td>
<td>Weld-On Flange, Bolt-On Valve</td>
<td>Weld-On Flange, Bolt-On Valve</td>
<td>V-Band Clamp Valve</td>
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ProFlow™

Bulletin

ProRace™

| Inlet Diameter | 2.400" | 2.150" | 2.500" | 3.000" |
| Outlet Diameter| 1.475" | 1.500" | 2.300" | 3.920" |
| Height         | 2.000" | 3.000" | 3.825" | 4.400" |
**Racing Domination**

**Real World ProCharger Power**

**ProCharger Motorsports**
ProCharger has a long, nearly 25 year, history 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 ProCharger owners are reaching and exceeding their performance goals in amazing fashion.

When it comes to motorsports, talk is cheap. It seems like there are always too many aftermarket manufacturers willing to inflate their performance claims. ProCharger-equipped racers prefer to let their actions and results speak for themselves.

**ProCharger and Racing: A Winning Combination**
ProCharger superchargers are synonymous with Corvette 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 Super Street and Street Outlaw racer in the 7’s, and Renegade racer in the 8’s were all ProCharged. Once the ProCharger supercharger power genie was out of the bottle, there was no looking back—unless you count looking in the mirror for the other guys.

The list of ProCharged racing champions, record holders and top performers reads like a Who’s Who of winning racers. Check out the ProCharger Honor Roll at Procharger.com. Are you ready to put your name on this list?

**We Race, You Win**
The same design philosophy that puts top racers into the winner’s circle can be found in every street-legal ProCharger supercharger system. With a ProCharger system, not only will you receive the largest and most engine-friendly horsepower gains, you also have the peace of mind knowing that your supercharger was designed to reliably and consistently produce event and championship-winning power race after race, year after year. Whatever your high-performance goals; let ProCharger help you blow them away.

**Consider these ProCharger Motorsports Achievements:**
- ProCharged racers have won over 100 national championships in the past 15 years
- In drag racing, the 80 quickest centrifugal racers are all powered by ProCharger
- The first centrifugal supercharger to power a doorslammer past 200 mph
- The world’s fastest supercharged C7, C7 Z06, C6 and IRS C5 all run ProChargers
- HOT ROD Pump Gas Drags Championship
- HOT ROD Drag Week Championship
- Car Craft Street Machine of the Year Award
- HOT ROD Maxton Mile Top Speed Challenge Winner
- The ONLY supercharger to make 2,000 horsepower on pump gas
- The ONLY centrifugal supercharger to make 3,000 horsepower on alcohol

ProCharger manufactures the ONLY supercharger to produce 2,000 horsepower on pump gas. ProCharger air-to-water intercooler for race applications (shown at left)
### F-1 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, and F-1A**
These ProCharger superchargers utilize a compact, 9” volute and are powerful and highly versatile superchargers. Like all the F-Series models, the F-1 and F-1A feature the industry-exclusive compound bearing design that supports high horsepower applications, while the patented and proven self-contained oiling design eliminates the need for external oil lines while providing years and years of trouble-free high performance.

**F-1C, F-1C-94, and F-1R**
These three 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.

**On the Street or Strip**
The highly versatile ProCharger F-1 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.

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<table>
<thead>
<tr>
<th>Model</th>
<th>Description</th>
<th>Base HP (NA Engine)</th>
<th>Max Supercharged HP</th>
<th>Maximum Airflow</th>
<th>Maximum Boost</th>
<th>Maximum Impeller RPM</th>
<th>Internal Step-up Ratio</th>
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<tbody>
<tr>
<td>F-1</td>
<td>Base HP (NA Engine)</td>
<td>300-500 HP</td>
<td>1,050 HP</td>
<td>1,500 cfm</td>
<td>34 psi</td>
<td>65,000</td>
<td>5.40:1</td>
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<tr>
<td>F-1D</td>
<td>Base HP (NA Engine)</td>
<td>300-500 HP</td>
<td>1,150 HP</td>
<td>1,600 cfm</td>
<td>38 psi</td>
<td>74,000</td>
<td>5.40:1</td>
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<tr>
<td>F-1A-91</td>
<td>Base HP (NA Engine)</td>
<td>300-500 HP</td>
<td>1,100 HP</td>
<td>1,625 cfm</td>
<td>38 psi</td>
<td>74,000</td>
<td>5.40:1</td>
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<tr>
<td>F-1A</td>
<td>Base HP (NA Engine)</td>
<td>300-500 HP</td>
<td>1,200 HP</td>
<td>1,625 cfm</td>
<td>38 psi</td>
<td>74,000</td>
<td>5.40:1</td>
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<tr>
<td>F-1C-94</td>
<td>Base HP (NA Engine)</td>
<td>300-550 HP</td>
<td>1,225 HP</td>
<td>1,700 cfm</td>
<td>38 psi</td>
<td>74,000</td>
<td>5.40:1</td>
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<tr>
<td>F-1R</td>
<td>Base HP (NA Engine)</td>
<td>375-550 HP</td>
<td>1,225 HP</td>
<td>1,700 cfm</td>
<td>38 psi</td>
<td>68,000</td>
<td>5.40:1</td>
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**Optional Racing Bellmouth Available for Most F-Series Blowers**
## F-1X / F-2 / F-3 SERIES

**1000–3500+ HP**

### F-1X
The ProCharger F-1X features a larger, 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 (and all the F-Series models) retains all the ProCharger design advantages, including patented self-contained oiling, ultra-high speed compound bearing assembly, and precision ground 9310 steel gears that can support up to 1,300 HP.

### F-1X-12
The F-1X-12 features another increase in airflow with a 12 inch volute diameter. Compared to the F-1X, the F-1X-12 is larger in most categories, with larger inlet, outlet, inducer, and exducer diameters. The F-1X-12 can support up to 1,500 HP.

### F-2
The legendary F-2 supercharger also features a 10.5” volute diameter and provides a further performance increase above the F-1X. The F-2 is not subject to the racing class restrictions placed on the F-1X, and supports up to 1,600 HP. The F-2 presents an ideal combination of size and performance.

### F-3
Welcome to the Big Time: the ProCharger F-3 supercharger is the pinnacle for racers looking for ultra-high horsepower along with championship-winning reliability and consistency. The first centrifugal supercharger to power a doorslammer over 200 mph and into the 6’s, F-3 ProChargers are the centrifugal superchargers of choice among the best racers around the world. 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 3,500+ HP.

### Specifications

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<td><strong>F-1X</strong></td>
<td>375-550 HP</td>
<td>1,300 HP</td>
<td>2,000 cfm</td>
<td>38 psi</td>
<td>72,000</td>
<td>5.40:1</td>
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<td><strong>F-1X-12</strong></td>
<td>375-550 HP</td>
<td>1,500 HP</td>
<td>2,300 cfm</td>
<td>38 psi</td>
<td>68,000</td>
<td>5.63:1</td>
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<tr>
<td><strong>F-2</strong></td>
<td>425-600 HP</td>
<td>1,600 HP</td>
<td>2,700 cfm</td>
<td>38 psi</td>
<td>65,000</td>
<td>5.40:1</td>
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<tr>
<td><strong>F-3R-121</strong></td>
<td>500-580 HP</td>
<td>2,100 HP</td>
<td>3,100 cfm</td>
<td>40 psi</td>
<td>72,000</td>
<td>5.63:1</td>
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<tr>
<td><strong>F-3R-130</strong></td>
<td>600-900 HP</td>
<td>2,600 HP</td>
<td>3,600 cfm</td>
<td>45 psi</td>
<td>72,000</td>
<td>5.63:1</td>
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<tr>
<td><strong>F-3R-136</strong></td>
<td>700-1000 HP</td>
<td>3,000 HP</td>
<td>4,000 cfm</td>
<td>50 psi</td>
<td>72,000</td>
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The intercooled ProCharger centrifugal supercharger system … [modified with F-1A] served up an astonishing 962.6 lb-ft of torque.”

–Motor Trend

The World's Fastest Stick Shift Corvette Runs a ProCharger

F-SERIES TECHNOLOGY

Precision Ground 9310 Steel Gears Provide Industry Leading Step-Up Ratios

Industry-Exclusive 7075 T-6 Billet Impeller

Patented Ultra High Speed Compound Bearing Assembly

Custom Composite High Pressure Dual Lipped Seal

Exclusive CNC Machined 6061 Billet Aluminum Housing Ensure Precise Shaft Alignment

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

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

(Standard straight cut gears shown)


**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 25 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 ProCharger’s direct competitors combined.

**The ProCharger Campus**

Made in the USA: All ProCharger supercharger products 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.
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.
Engineering Excellence

The ProCharger team includes the largest and most capable engineering staff in the aftermarket forced induction industry. For 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 Corvette owners.
“Due to superior efficiency, centrifugal superchargers heat the air less than roots blowers per pound of boost, thus each pound carries more oxygen molecules (something we refer to as greater mass flow) … [This means] a centrifugal supercharger is capable of supplying more power per pound of boost than a roots blower.”

—Super Chevy

“The D-1SC tuner kit provided all of the power potential and extras we would want to make the system reliable as possible during some hard miles”

—GM High Tech Performance

“Run in anger on the dyno with the ProCharger D-1SC, the BPE 6.0L produced 824 HP and 702 lb-ft of torque. The power and boost curves were still climbing rapidly at our 6,300-rpm shut-off point. That’s a gain of over 300 HP, or if you prefer a 60 percent improvement in power output! There was a lot more left in the blower so we strapped it to a 427 LS engine built for higher power numbers, but that’s a story for another day. Stay tuned!”

—Super Chevy

“Even with the potent LT1 under the hood, He soon realized changes needed to be made. After all, his last ride was pumping out some serious power, so he dialed up the guys at ProCharger for some advice. Well, as you can imagine they are quite the enablers over there and soon an intercooled F-1A centrifugal blower was on the way … Put it all together and it was enough to make 900 horsepower at 7,100 rpm and 850 lb-ft of twist at 5,000 rpm.”

—Vette

“Until you go to wide open throttle—and then the raging beast takes over in a rush of sound and fury that’s all the more impressive out of a mild-mannered, silver convertible. I like it, a lot! This is definitely an instance where a manufacturer’s claims are not just so much hot air.”

—Vette Magazine

“The day before the installation, our otherwise-stock test subject [2007 Z06] laid down an impressive 459.80 HP and 430.07 lb-ft of torque on the same dyno, making it the most potent C6 Z06 we’ve tested to date. Those numbers paled in comparison with the ProCharged readings, however, which came in at a jaw-slackening 583.18/511.92. Applying a conservative 15 percent correction factor for driveline losses yields crankshaft figures of 711 horses and 624 l-ft, more than enough to depose the “King of the Hill” ZR1 in a dyno duel. The king is dead; long live the king.”

—Vette Magazine

“Man, this power curve is just awesome!”

—Engine Power

“The Intercooled ProCharger centrifugal supercharger system ... served up an astonishing 962.6 pound-feet of torque.”

—Motor Trend

“The ProCharger is a brute of a compressor, creating more boost pressure than any other centrifugal supercharger on the market. But the real beauty of the system is the fact that it is designed from the ground up as an intercooled system.”

—Corvette Fever

“That way you don’t have to tap into your engine’s oil system. Whether it’s for the street or the strip, a supercharger is going to make more power, more safely with an intercooler.”

—Horsepower TV

“The real magic, comes from the ProCharger centrifugal supercharger. Which specific blower model used depends on how fast you want to go.”

—HOT ROD Magazine
"The forced-injection motor uses a ProCharger F-1A supercharger set up to produce 17 psi. How does 835 HP feel behind the wheel of a street-tuned Corvette? “It takes some getting used to. The g-force is breathtaking.”

—Vette

“I have to say the thing I love the most now is the look you get when pulling up to places and stop lights from people at the amazing sound the F-1A ProCharger makes. It’s awesome . . .”

—GM High Tech Performance

“The power gained from all those changes would be negligible without the star of the show: a ProCharger F-1R supercharger. Changing out the stock roots-style supercharger to the centrifugal unit allowed for a significant increase in boost pressure and therefore more power.”

—Vette

“With the ProCharger it is so easy . . . just get in and run 8’s like it’s no big deal.”

—GM High Tech Performance

“Look at how flat the torque is. The torque is flat from roughly 4,500 all the way up to . . . 7,000 and the graph is just linear up. That is awesome! That is awesome for a bolt-on to gain that kind of power!”

—Engine Power

“The boost from the ProCharger is almost instantaneous, and once the cam gets into the heart of the wide torque curve, the car is a handful. Even with the extremely high heat and humidity of Houston, the car has been a paragon of reliability . . . ProCharger magic raises the stock-block LS2’s rear-wheel output from 350 HP to a staggering 706 horses at 6,400 rpm.”

—Vette

“A centrifugal supercharger is the easiest big horsepower gainer that can be added to an automotive engine. Whether it’s a blowthrough carb system or on an EFI-controlled engine, bolting on a ProCharger results in instant performance.”

—Super Chevy

For the latest independent testing, visit procharger.com/editorial-reviews
GM Transplants
Classic looks with modern ProCharger power, what could be better? ProCharger’s installing dealers recognize the popularity of “transplanting” newer, EFI-equipped engines into other applications, especially when using the boost-friendly GM LS/LT engines.

ProCharger dealers across the country have already demonstrated the feasibility of incorporating a ProCharger supercharger and intercooler into their resto-mod and custom transplant creations.

Given their compact dimensions and snug mounting locations, a ProCharger supercharger may be the crown jewel for your own custom transplant.

If you want to make your LS/LT transplant stand above the rest—both in performance and visual impact—ProCharger’s specialized dealers would love to help you reach your performance goals.

The bracket and superchargers for ProCharger’s transplant kits come in three different finish options: satin, polished, and black.

ProCharger LSx Serpentine Transplant Kits
Factory-style EFI intake shown. ProCharger LSx Serpentine Drive Supercharger Kits are also compatible with aftermarket EFI and carburetor-equipped LSx engines.

ProCharger LT1 Serpentine Transplant Kits
LT1 Transplant Kit shown above with optional ProCharger Intake Manifold and optional ATI PP Balancer. Kit works with P-1SC through F-2 head units. It also runs an 8 rib dedicated drive.

ProCharger LSx Cog Drive Transplant Kits
The LSx Cog Drive Kit is race-rugged while still maintaining excellent streetability since it is compatible with accessories such as A/C and P/S.

ProCharger Small Block/Big Block Chevy Transplant Kits
Now you can get those legendary ProCharger power gains you’ve been looking for with your Small Block Chevy and still drive all of your accessories with a fully-engineered 6-rib dedicated serpentine drive belt.
Stay up to speed with the ProCharger Blog

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

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

Be sure to check out ProCharger.com for blog entries, videos, vehicle galleries, and the ability to browse through different available applications. 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 ProCharger.com/store to see the latest additions.
## POWERFUL HISTORY
### TIME LINE OF INNOVATION AND LEADERSHIP

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<td>ATI / ProCharger moves into their own, newly-constructed, state-of-the-art manufacturing facility.</td>
<td>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.</td>
<td>In 2001, ProCharger introduces the first air-to-air intercooled supercharger system for the high-tech LS1 Corvette, followed closely by the early 2002 release of an industry-leading system for the awesome new LS6-equipped Z06 Corvette.</td>
<td>ProCharger’s F-3 superchargers firmly establish themselves as the dominant centrifugal supercharger in racing and other ultra-high horsepower applications. The innovative and patented compound bearing and advanced impeller design provide outstanding power and championship-winning consistency.</td>
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<td>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.</td>
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<td>The all-new ProCharger F-Series dominate racing, propelling racers into the 7.20’s—over one second ahead of competing centrifugals.</td>
<td>An intercooled ProCharger system is the first to become 50 state legal with more than 8 psi of boost.</td>
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ProCharger is the world headquarters of supercharging.” – Bret Kepner, ESPN2

**2006-2007**

ProCharger is the first aftermarket supercharger manufacturer to offer a 100% complete, air-to-air intercooled supercharger system for the new LS3 Corvette.

After being outlawed for years, a ProCharger racer wins the first centrifugal championship in NHRA competition. ProCharger racers are now producing more than 2,500 HP with gasoline and 3,000 HP using methanol.

**2008-2009**

A ProCharger-powered Chevrolet racer wins the prestigious HOT ROD Drag Week, earning the title: Fastest Street Car in America.

ProCharger releases the first 100% complete air-to-air intercooled supercharger system for the legendary Z06’s LS7 engine. *Vette Magazine* confirms it: 700+ horsepower and everyday driveability and reliability.

**2010-2012**

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

With more than 40 International Championships over the last six years, ProCharger continues to dominate the industry, powering 90% of the 100 fastest centrifugally supercharged racers and running nearly two seconds ahead of the nearest competitor.

ProCharger-power strikes the salt flats of Bonneville: the World’s Fastest Camaro sets the record running a ProCharger F-3R.

**2013-2014**

GM Truck logs 230,000+ miles on a ProCharger. ProChargers with 50k, 100k, and even 150k miles on them now is common, so passing the 200,000 mile mark is a proof point for how overbuilt these units are.

ProCharger launches C7 Stingray systems capable of not only going beyond three times the LT-1’s base power output, but also designed to be hands-down the easiest supercharger system ProCharger has ever offered (4-5 hour install time).

C7 Corvette application gets serious media attention and takes the market by storm. ProCharger is still the undisputed HP leader, with Corvette kits ranging from 600 HP to over 1,600 HP!

**2015-2017**

ProCharger has powered over 100 championships in the last 15 years.

ProCharger releases C7 Z06 system with custom replacement intake manifold for the LT1 engine.

GM Truck logs 230,000+ miles on a ProCharger. ProChargers with 50k, 100k, and even 150k miles on them now is common, so passing the 200,000 mile mark is a proof point for how overbuilt these units are.

ProCharger features prominently on Discovery Channel’s Street Outlaws show.

ProCharger releases its i-1 programmable ratio centrifugal compressor for the C7 Corvette to allow for user programmable boost levels and power delivery curves.
ProCharger is The ULTIMATE Power Adder®

As a Corvette 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 Corvette 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 that ProCharger has a supercharger solution for it. Contact ProCharger sales at (913) 338-2886 or visit procharger.com for more 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
TERMS AND DEFINITIONS

**ProCharger Complete Systems**
- ProCharger systems are sold 100% complete unless noted otherwise.
- High Output (HO) Intercooled Systems are designed for operation on vehicles with stock engines and stock exhaust.
- Stage II Intercooled Systems are designed to accommodate higher power levels, but tuning is provided for stock vehicles only.
- Tuning is available for Systems only, and only for vehicles with stock engines with stock exhaust, as well as most “cat-back” exhaust systems.
- Complete systems with tuning provided require a minimum of US 91 octane gas.
- All engine and exhaust modifications must be noted at time of order. ATI is not responsible for boost levels or quality of tune for modified applications.
- Vehicles built for export and other non-US spec vehicles may require custom tuning.
- ATI ProCharger systems for stock vehicles are emissions legal in all 50 states where noted in the “CARB EO” column in product specifications. For compliance information, visit http://www.arb.ca.gov
- All ProCharger Air-To-Air Intercoolers come standard with a 3 year warranty. New supercharger head units driven by a ProCharger serpentine belt drive come standard with a 12 month warranty. Select ProCharger supercharger system head units are optionally extendable to three years. For additional warranty information contact Technical Services at TS@ProCharger.com. (See the official application guide at: https://www.procharger.com/catalogs/ProCharger-2017-AppGuide-RETAIL.pdf)

**ProCharger Tuner Kits**
- ProCharger Tuner Kits exclude fuel components and computer programming, but are otherwise identical to complete systems.
- HO Intercooled Tuner Kits are designed for stock and modified vehicles.
- Stage II Intercooled Tuner Kits accommodate higher power levels, and are designed for both stock and modified vehicles.
- Race kits and components are intended for off-road/racing use only and may require modifications, trimming, and/or additional components.
- Tuner kits are intended to be dyno-tuned by professional tuners/installers with custom programming.
- All ProCharger Air-To-Air Intercoolers come standard with a 3 year warranty. New supercharger head units driven by a ProCharger serpentine belt drive come standard with a 12 month warranty. Select ProCharger supercharger system head units are optionally extendable to three years. For additional warranty information contact Technical Services at TS@ProCharger.com. (See the official application guide at: https://www.procharger.com/catalogs/ProCharger-2017-AppGuide-RETAIL.pdf)

**Find your local ProCharger dealer**
To ensure the best service, ProCharger dealers are required to have experience with high performance forced induction applications, and provide a high level of customer service. Additionally, dealers are also required to have installation facilities and/or a high degree of experience with ProCharger installations. Look up your local ProCharger dealer at procharger.com/dealer-locator.

Stay up to speed with ProCharger.com
To find out more about ProCharger’s various Corvette offerings, or to see what ProCharger offers for other vehicles, check out procharger.com.
All of us at ATI encourage you to use your newfound ProCharger power responsibly. Please drive safely and be respectful of your fellow engineists. If you feel the need to race, don’t do it on the street–take it to the track!

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### 2018-19 CORVETTE ZR1 (LT5) KITS – COMING SOON

#### 2014-19 CORVETTE C7 STINGRAY (LT4) AND 2017-18 GRAND SPORT (LT1) SYSTEMS AND KITS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-19</td>
<td>1GU212-SCI</td>
<td>High Output Intercooled System with P-1SC-1 (satin finish)</td>
<td>7 psi</td>
<td>40%+</td>
<td>Vertical</td>
<td>$6,099</td>
</tr>
<tr>
<td>2014-19</td>
<td>1GU202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>Vertical</td>
<td>$5,799</td>
</tr>
<tr>
<td>2014-19</td>
<td>1GU402-F1</td>
<td>Competition Race Tuner Kit with F-1D, F-1, or F-1A (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>1250+ HP AW</td>
<td>$9,799</td>
</tr>
<tr>
<td>2014-19</td>
<td>1GU402-F1R</td>
<td>Competition Race Tuner Kit with F-1A-94, F-1C, or F-1R (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>1250+ HP AW</td>
<td>$10,199</td>
</tr>
<tr>
<td>2014-19</td>
<td>1GU502-F1</td>
<td>Pro Race Tuner Kit with F-1D, F-1, or F-1A (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>1500+ HP AW</td>
<td>$10,799</td>
</tr>
<tr>
<td>2014-19</td>
<td>1GU502-F1R</td>
<td>Pro Race Tuner Kit with F-1A-94, F-1C, or F-1R (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>1500+ HP AW</td>
<td>$11,099</td>
</tr>
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#### 2015-19 CORVETTE C7 Z06 (LT4) KITS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015-19</td>
<td>1GU204-SIC</td>
<td>High Output Intercooled Tuner Kit with D-1SC (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>Vertical</td>
<td>$8,199</td>
</tr>
<tr>
<td>2015-19</td>
<td>1GU204-SIC-F1</td>
<td>Intercooled Race Tuner Kit with F-1D, F-1, or F-1A (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>Vertical</td>
<td>$9,199</td>
</tr>
<tr>
<td>2015-19</td>
<td>1GU204-SIC-F1R</td>
<td>Competition Race Tuner Kit with F-1D, F-1, or F-1A (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>Vertical</td>
<td>$9,199</td>
</tr>
<tr>
<td>2015-19</td>
<td>1GU300-F1</td>
<td>Competition Race Tuner Kit with F-1D, F-1, or F-1A (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>Vertical</td>
<td>$9,199</td>
</tr>
<tr>
<td>2015-19</td>
<td>1GU300-F1R</td>
<td>Competition Race Tuner Kit with F-1A-94, F-1C, or F-1R (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>Vertical</td>
<td>$9,199</td>
</tr>
<tr>
<td>2015-19</td>
<td>1GU500-F1</td>
<td>Pro Race Tuner Kit with F-1D, F-1, or F-1A (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>Vertical</td>
<td>$9,199</td>
</tr>
<tr>
<td>2015-19</td>
<td>1GU500-F1R</td>
<td>Pro Race Tuner Kit with F-1A-94, F-1C, or F-1R (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>Vertical</td>
<td>$9,199</td>
</tr>
</tbody>
</table>

### 2014-17 CORVETTE C7 STINGRAY (LT1) i-1 PROGRAMMABLE RATIO SYSTEMS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-17</td>
<td>1GU312-SCI</td>
<td>High Output Intercooled Systems with i-1</td>
<td>7 psi</td>
<td>40%+</td>
<td>Vertical</td>
<td>$5,799</td>
</tr>
</tbody>
</table>

#### i-1 OPTIONS

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>add &quot;-AB&quot; to part #</td>
<td>Factory Air Box Inlet and Filter (Race Air Inlet and Filter standard)</td>
</tr>
<tr>
<td>add &quot;-ATIPP&quot; to part #</td>
<td>ATI Performance Products Balance Upgrade</td>
</tr>
<tr>
<td>add &quot;-BV&quot; to part #</td>
<td>Bullet Bypass Valve Upgrade</td>
</tr>
<tr>
<td>add &quot;-Bi&quot; to part #</td>
<td>Sheet Metal Aluminum Intake Manifold and Cover (Tuner Kit Only)</td>
</tr>
<tr>
<td>add &quot;-INT&quot; to part #</td>
<td>Sheet Metal Aluminum Intake Manifold and Cover (Tuner Kit Only)</td>
</tr>
</tbody>
</table>

**Note:** Add "-B" or "-P" to part # for supercharger/bracket (P-series or D-series) Black or Polished Finish for supercharger/bracket (P-series or D-series). Add "-INT/INJ" to part # for injection. Add "-D1SC" to part # for D-1SC ProCharger. Add "-D1X" to part # for D-1X ProCharger. Add "-F1X" to part # for F-1X ProCharger. Add "-HI" to part # for High Performance Intake. Add "-P1X" to part # for P-1X ProCharger. Add "-RVR" or "-RVB" to part # for Race Valve Bypass Valve (open only). Add "-T" to part # for Touchscreen (at time of system purchase). Add "-94" or "-C" or "-R" to part # for inlet housing size. Add "-AB" to part # for Air Box. Add "-HI" to part # for High Performance Intake. Add "-P" to part # for Performance. Add "-BI" to part # for Boost Intake Manifold. Add "-BV" to part # for Boost Valve."
### 2009-13 CORVETTE C6 (LS3) SYSTEMS AND KITS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-13</td>
<td>1GP212-SCI</td>
<td>High Output Intercooled System with P-1SC-1 (satin finish)</td>
<td>40%+</td>
<td>C6 3 Core</td>
<td>$6,899</td>
<td></td>
</tr>
<tr>
<td>2009-13</td>
<td>1GP202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>C6 3 Core</td>
<td>$6,099</td>
<td></td>
</tr>
<tr>
<td>2009-13</td>
<td>1GP314-SCI</td>
<td>Stage II Intercooled System with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>C6 3 Core</td>
<td>$7,599</td>
<td></td>
</tr>
<tr>
<td>2009-13</td>
<td>1GP304-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>C6 3 Core</td>
<td>$7,899</td>
<td></td>
</tr>
<tr>
<td>2009-13</td>
<td>1GQ402-SCI</td>
<td>Intercooled Race Kit with F-1D, F-1 or F-1A (satin finish)</td>
<td>specify</td>
<td>Race</td>
<td>$7,099</td>
<td></td>
</tr>
<tr>
<td>2009-13</td>
<td>1GQ402-F1C-SCI</td>
<td>Intercooled Race Kit with F-1A-94, F-1C or F-1R (satin finish)</td>
<td>specify</td>
<td>Race</td>
<td>$8,199</td>
<td></td>
</tr>
</tbody>
</table>

### 2006-13 CORVETTE C6 Z06 (LS7) SYSTEMS AND KITS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-13</td>
<td>1GP214-SCI</td>
<td>High Output Intercooled System with P-1SC-1 (satin finish)</td>
<td>4.5 psi</td>
<td>C6 3 Core</td>
<td>$6,899</td>
<td></td>
</tr>
<tr>
<td>2006-13</td>
<td>1GP204-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>C6 3 Core</td>
<td>$6,099</td>
<td></td>
</tr>
<tr>
<td>2006-13</td>
<td>1GP314-SCI</td>
<td>Stage II Intercooled System with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>C6 3 Core</td>
<td>$7,599</td>
<td></td>
</tr>
<tr>
<td>2006-13</td>
<td>1GP304-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>C6 3 Core</td>
<td>$7,899</td>
<td></td>
</tr>
<tr>
<td>2006-13</td>
<td>1GP404-SCI</td>
<td>Intercooled Race Kit with F-1D, F-1 or F-1A (satin finish)</td>
<td>specify</td>
<td>Race</td>
<td>$7,099</td>
<td></td>
</tr>
<tr>
<td>2006-13</td>
<td>1GP404-F1C-SCI</td>
<td>Intercooled Race Kit with F-1A-94, F-1C or F-1R (satin finish)</td>
<td>specify</td>
<td>Race</td>
<td>$8,199</td>
<td></td>
</tr>
</tbody>
</table>

### 2005-07 CORVETTE C6 (LS2) SYSTEMS AND KITS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005-07</td>
<td>1GP202-SCI</td>
<td>High Output Intercooled System with P-1SC-1 (satin finish)</td>
<td>6 psi</td>
<td>50%+</td>
<td>C6 3 Core</td>
<td>$6,899</td>
</tr>
<tr>
<td>2005-07</td>
<td>1GP212-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>C6 3 Core</td>
<td>$6,099</td>
<td></td>
</tr>
<tr>
<td>2005-07</td>
<td>1GP315-SCI</td>
<td>Stage II Intercooled System with P-1SC-1 (satin finish)</td>
<td>6 psi</td>
<td>50%+</td>
<td>C6 3 Core</td>
<td>$6,899</td>
</tr>
<tr>
<td>2005-07</td>
<td>1GP305-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>C6 3 Core</td>
<td>$6,099</td>
<td></td>
</tr>
<tr>
<td>2005-07</td>
<td>1GP402-SCI</td>
<td>Intercooled Race Kit with F-1D, F-1 or F-1A (satin finish)</td>
<td>specify</td>
<td>Race</td>
<td>$7,099</td>
<td></td>
</tr>
<tr>
<td>2005-07</td>
<td>1GP402-F1C-OR-F1R-SCI</td>
<td>Intercooled Race Kit with F-1A-94, F-1C or F-1R (satin finish)</td>
<td>specify</td>
<td>Race</td>
<td>$8,199</td>
<td></td>
</tr>
</tbody>
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### 2008-13 CORVETTE C6 (LS3) i-1 PROGRAMMABLE RATIO SYSTEMS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008-13</td>
<td>1GQ312-SCI</td>
<td>High Output Intercooled System with i-1 (satin finish)</td>
<td>7 psi</td>
<td>50%+</td>
<td>C6 3 Core</td>
<td>$8,799</td>
</tr>
</tbody>
</table>

#### i-1 OPTIONS

- add "-B" or "-P" to part #: Black or Polished Finish for supercharger and bracket (P or D-series) (satin standard)
- add "-H" to part #: Helical gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X) (same)
- add "-P1X" to part #: With P-1X ProCharger (replacing P-1SC-1, Systems and Tuner Kits) (same)
- add "-D1X" to part #: With D-1X ProCharger (replacing P-1SC-1, Stage II only, high rpm) (tuner kit only, specify)
- add "-T" to part #: Touchscreen (at time of system purchase) (satin standard)
- add "-H" to part #: Black finish for supercharger and bracket (same, add 10-15+ hp)
- add "-8R" to part #: 4 rib dedicated drive upgrade (Stage II, time of purchase, see footnotes) (from 6 rib, specify)
- add "-WP" to part #: With Modified Water Pump for LS3/LS7 (same)
- add "-DR" to part #: Dual Race Bypass Valve Option (tune the two race bypass valves) (specify)
- add "-RVR" or "RVB": Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits) (red or black)
- add "-Race" to part #: Air-to-Air Race Intercooler Upgrade (specify from 3 core, 1300 hp max) (specify)
- add "-P1X" to part #: With P-1X ProCharger (replacing P-1SC-1, Stage II only, 8 rib required) (tuner kit only, specify)
- add "-D" or "-1" or "-A" to part #: With F-1D, F-1, F-1A (replacing P-1SC-1, Stage II only, 8 rib required) (tuner kit only, specify)
- add "-C" or "R" to part #: With F-1C, F-1R (replacing P-1SC-1, Stage II only, 8 rib required) (tuner kit only, specify)
- add "-F1X" to part #: With F-1X ProCharger (replacing F-1C/F-1R, Race kit only) (tuner kit only, specify)
- add "-DR" to part #: Dual Race Bypass Valve Option (tube and two race bypass valves) (specify)
- add "-RVR" or "RVB": Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits) (red or black)
- add "-Race" to part #: Air-to-Air Race Intercooler Upgrade (specify)
- add "-8R" to part #: 4 rib dedicated drive upgrade (Stage II, time of purchase, see footnotes) (from 6 rib, specify)
- add "-WP" to part #: With Modified Water Pump for LS3/LS7 (same)
- add "-DR" to part #: Dual Race Bypass Valve Option (tube and two race bypass valves) (specify)
- add "-RVR" or "RVB": Race Bypass Valve Upgrade (HO, Stage II only, included in Race Kits) (red or black)
- add "-Race" to part #: Air-to-Air Race Intercooler Upgrade (specify from 3 core, 1300 hp max) (specify)
## 1997-04 CORVETTE C5, Z06 (LS1, LS6) SYSTEMS AND KITS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999-04 (LS1)</td>
<td>1GK213-SCI</td>
<td>Stage II Intercooled System with P-1SC-1 (satin finish)</td>
<td>7 psi</td>
<td>55%+</td>
<td>4.5&quot; twin highflow</td>
<td>$6,799</td>
</tr>
<tr>
<td>1999-04 (LS1)</td>
<td>1GK203-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>4.5&quot; twin highflow</td>
<td>$6,049</td>
</tr>
<tr>
<td>1997-04 (LS1)</td>
<td>1GK205-SCI-R</td>
<td>Intercooled Serp (8 rib) Race Kit with F-1A (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>4.5&quot; twin highflow</td>
<td>$7,399</td>
</tr>
<tr>
<td>2001-04 (LS6)</td>
<td>1GK216-SCI</td>
<td>Stage II Intercooled System with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>4.5&quot; twin highflow</td>
<td>$7,399</td>
</tr>
<tr>
<td>2001-04 (LS6)</td>
<td>1GK206-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1 (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>4.5&quot; twin highflow</td>
<td>$7,399</td>
</tr>
<tr>
<td>2001-04 (LS6)</td>
<td>1GK205-SCI-R</td>
<td>Intercooled Serp (6 rib) Race Kit with F-1A (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>4.5&quot; twin highflow</td>
<td>$7,399</td>
</tr>
</tbody>
</table>

### OPTIONS

- add "-P" to part # Polished Finish for supercharger and bracket (satin standard)  satin standard - - +$500
- add "-H" to part # Helical gearset for noise reduction (P-1SC-1, D-1SC)  same same - - +$100
- add "-D1SC" to part # With D-1SC ProCharger (replacing P-1SC-1)  tuner kit only specify - - +$250
- add "-8R" to part # 6 rib drive system upgrade (time of purchase only)  from 6 rib specify - - +$325

## 1992-96 CORVETTE C4 (LT1, LT4) SYSTEMS AND KITS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992-95 (LT1)</td>
<td>1GF211-SCI</td>
<td>High Output Intercooled System with P-1SC (satin finish)</td>
<td>8 psi</td>
<td>55-60%</td>
<td>LT1 Vette 2 core</td>
<td>$6,999</td>
</tr>
<tr>
<td>1992-95 (LT1)</td>
<td>1GF201-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>LT1 Vette 2 core</td>
<td>$5,849</td>
</tr>
<tr>
<td>1996 (LT4)</td>
<td>1GF212-SCI</td>
<td>High Output Intercooled System with P-1SC (satin finish)</td>
<td>6 psi</td>
<td>45-50%</td>
<td>LT1 Vette 2 core</td>
<td>$6,099</td>
</tr>
<tr>
<td>1996 (LT4)</td>
<td>1GF202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>LT1 Vette 2 core</td>
<td>$5,849</td>
</tr>
</tbody>
</table>

### OPTIONS

- add "-P" to part # Polished Finish for supercharger and bracket (satin standard)  satin standard - - +$500
- add "-H" to part # Helical gearset for noise reduction (P-1SC, D-1SC)  same same - - +$100
- add "-D1SC" to part # With D-1SC ProCharger (replacing P-1SC)  tuner kit only specify - - +$450
- add "-OF" to part # Omit FMU (D-1 system only) - - - - -$88
- add "-OP" to part # Omit in-line fuel pump (D-1 system only) - - - - -$98

## 1985-91 CORVETTE C4 TPI (L98) SYSTEMS AND KITS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1985-91 (L98)</td>
<td>1GB212-08I</td>
<td>High Output Intercooled System with P600B (satin finish)</td>
<td>8 psi</td>
<td>55-75%</td>
<td>2 core (85-89) Twin (90-91)</td>
<td>$5,549</td>
</tr>
<tr>
<td>1985-91 (L98)</td>
<td>1GB211-06S</td>
<td>High Output Kit with P600B (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>-</td>
<td>$4,499</td>
</tr>
<tr>
<td>1985-91 (L98)</td>
<td>1GB212-D1</td>
<td>High Output Intercooled System with D-1 (satin finish)</td>
<td>10+ psi</td>
<td>75%+</td>
<td>2 core (85-89) Twin (90-91)</td>
<td>$5,999</td>
</tr>
<tr>
<td>1985-91 (L98)</td>
<td>1GB211-D1</td>
<td>High Output Tuner Kit with D-1 (satin finish)</td>
<td>specify</td>
<td>specify</td>
<td>-</td>
<td>$4,949</td>
</tr>
</tbody>
</table>

### OPTIONS

- add "-P" to part # Polished Finish for supercharger and bracket (satin standard)  satin standard - - +$500
- add "-OF" to part # Omit FMU (D-1 system only) - - - - -$88
- add "-OP" to part # Omit in-line fuel pump (D-1 system only) - - - - -$98