ProCharger Intercooled Supercharger Systems for

**GM, FORD, JEEP, & DODGE**

TRUCK/SUV
“ProCharger is the world headquarters of supercharging.” – Bret Kepner, ESPN 2

INVENTED, ENGINEERED AND MADE IN THE USA
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Proven ProCharger Systems

ProCharger was the first to offer intercooled supercharger systems for trucks and SUV’s, nearly 5 years before others. With industry leading experience and technology, ProCharger produces the coolest charge air temperatures and largest power gains. From the dyno to the street, on and off road, ProCharger’s engineering and R&D teams go to great lengths to ensure your supercharged and intercooled American made truck/SUV is everything you expect and more.

Powerful, Efficient and Reliable

A ProCharger Intercooled Supercharger System can add 50 to 75% more power to your truck or SUV with no additional engine modifications, special fuels or need for extended cool down times.

Sustainable Torque

Thanks to the coolest charge air temperatures and no exhaust interface, ProCharger systems also produce the lowest exhaust gas temperatures in the industry. With this thermal advantage, ProCharger is not only able to produce a large increase in torque, but more importantly, sustain that increase substantially longer than other power adders. What does this mean to you? ProCharger gives you power and torque when it matters most without sacrificing engine longevity.

Easy to Own - Easy to Drive

With millions of boost-enhanced miles under their tires, ProCharger owners enjoy the best of both worlds: everyday reliability and driveability with incredible power that is just a toe-tip away. ProCharger systems and kits are designed to be installed on completely stock or modified engines, and thanks to no major modifications, your truck/SUV can be returned to stock condition.

OEM Appearance & Quality

When it comes to the finished installation, a ProCharger system for your truck/SUV features an outstanding “from the factory” look. A clean, professional and neatly integrated finished product means this is a supercharger system that you will be proud to show off every chance you get.

Coolest Charge Air Temperatures

ProCharger Supercharger Systems feature high efficiency compressors and ultra-effective air-to-air intercoolers to provide the coolest charge air temperatures available. Thanks to this technology, intercooled centrifugal supercharging has proven to be the most engine friendly and easily installed type of forced air induction. This gives you peace of mind, from the most respected name in supercharging.

System Options and Choices

In addition to having the broadest offering of forced induction systems, ProCharger is also the only company that offers you a choice of supercharger noise levels (standard, or a more stealthy helical option), satin, polished or black finish for supercharger and brackets, and a supercharger upgrade path that is far superior to other brands.

The Ultimate Power Adder®

Powerful, purposeful, and individualized—hallmarks of so many trucks and truck owners, as well as the industry leading intercooled supercharger systems from ProCharger. Over the past 20+ years, a multitude of independent third party tests have documented the superiority of Intercooled ProCharger Systems. Once you’ve experienced the incredible, real-world performance of this technology, you’ll agree that ProCharger is the Ultimate Power Adder™.
“Because of the extraordinary efficiency of both the ProCharger and intercooler, intercooled ProCharger systems feature the coolest intake temperatures”

– Sport Truck
Unmatched Quality & Warranty Coverage
For more than 20 years, ProCharger has designed and manufactured its own superchargers and complete systems (unlike some competitors who buy head units and components elsewhere and are really only assembling kits). This helps to ensure that ProCharger delivers a high quality, high performance product designed specifically for your needs. In-house design and production capabilities allow ProCharger to provide industry-best warranty protection, with a 3 year extended warranty available for superchargers.

“This P1SC Pro-Charger has 230,000 miles on it and has never had one single problem. This says a lot about the product ProCharger makes.” - Dan D.

100% Complete Systems
ProCharger Supercharger Systems are 100 percent complete—nothing else to purchase. ProCharger’s intercooled supercharger systems come with all the components needed for an attractive, OEM-quality installation. Install it yourself or have your ProCharger dealer install it for you. The choice is yours.

Resources, Experience and Service Excellence
All ProCharger Supercharger Systems are engineered in-house and then dyno and field-tested by a dedicated team of engineers and technicians on the industry’s largest R&D fleet. This diligence results in the most advanced, engine-safe and durable supercharger systems on the market. With more than two decades of performance leadership, world-class engineering and manufacturing, and the best technical and customer service teams in the industry, the choice is clear: ProCharger.

Strongest Dealer Network
ProCharger has the largest network of independent dealers across North America and around the world that specialize in installing and fine-tuning your supercharger system. Just like the supercharger systems they install, ProCharger dealers are the best in the business when it comes to helping you realize your performance goals and aspirations.

Fuel Mileage Friendly
Beyond industry leading power, centrifugal forced induction is also the most fuel efficient form of high performance, with owners frequently reporting improved fuel economy under normal operating conditions, as well as outstanding durability.

“Before the supercharger I would get 13.5 in town and 15.8 on the Hwy. I reset it and as I get up to speed I see it go to around 18 MPG … As I continued to drive it just kept going up [to 20.9 MPG, highway driving]. My truck has 3.73 gears and 33.5s on 18x9s.” - Bill L.

Hunter M. reports that his 2001 GMC Sierra with 125,000 miles went from 10/18 mpg to 11 mpg city and 22 mpg highway, despite his “heavy foot” and 500 RWHP.

“The ProCharger helped more than compensate for the oversized tires on my 4WD Ram, and fuel economy is virtually unchanged.” - Beverly P.

“Couldn’t have been happier with that truck [5.0 F-150] … Best mpg to date is 25.9! Thanks again for all of your help!” - Neil M.

“I knew the performance increase would be extremely impressive, but was surprised by the 2-3 mpg increase in fuel economy with my Hummer H2.” - Bill R.

ProCharger’s own 2009 F-150 is used for extended towing duties to national events, and regularly records 22 mpg on the highway when not towing, and 13 mpg when towing a heavily loaded 18 foot enclosed trailer.

“I have an ’03 Tahoe and my P-1SC has approx. 100,000 miles on it. I get about a mile per gallon more than I did before the supercharger. My uncle has a 2000 6.0 Denali with a D-1SC and he pulls an 11,000 lb travel trailer with his. He has about 140,000 miles on his supercharger and loves it also.” - Jason S.
“...they also get easy driveability and great gas mileage, because if it’s tuned right, a supercharger will give you 20 to 25 percent better fuel economy.”

– Performance Racing Industry Magazine

Visit ProCharger.com for the latest video, blog updates and additional information
Air-to-Air Intercooled Supercharging
ProCharger pioneered the practice of intercooling as an integral design solution for aftermarket supercharger systems years before others, and to this day still offers the most effective, reliable and highest flowing intercoolers. ProCharger intercooler systems have been specifically designed to deliver the lowest charge air temperatures to the engine for maximum engine longevity and efficiency with zero maintenance. 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.

Benefits Of Air-to-Air Technology vs Air-to-Water-to-Air
Air-to-air intercooling provides cooler charge air and is inherently more effective than air-to-water products. In fact, with its relatively complex “two step” cooling process involving a secondary heat exchanger, air-to-water intercooling is more accurately described as “air-to-water-to-air” (see page 38 for details). Air-to-air intercooling, on the other hand, is simple and 100% reliable, with not only greater cooling and easier installation, but no worries of a coolant pump failure, coolant leaks or maintenance. Failure of an air-to-water-to-air intercooler can result in serious and expensive engine damage due to detonation or water entering the engine.

Thermal Advantages
The cooler air from air-to-air technology delivers a more dense fuel air charge for additional power, while also reducing exposure to detonation and engine damage. Similar advantages are also derived from greater compressor efficiency and an advantaged mounting location, when comparing centrifugals to positive displacement designs. ProChargers utilize natural centrifugal forces to compress the air, resulting in efficiencies far superior to positive displacement roots and screw superchargers. Furthermore, ProCharger’s supercharger and intercooler mounting locations are also advantaged from a thermal perspective. Positive displacement blowers, mounted on top of the engine, are directly exposed to heat transfer from the engine and act as a heat sink. Turbos are exposed to even greater heat from their exhaust interface. See pages 42-43 and ProCharger.com for more information.

“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
“Any time that you compress air, like with a supercharger, that creates heat, and heat is the enemy of horsepower. An air-to-air intercooler takes that hot blast of air and cools it down. This Intercooled ProCharger system will give you a 65% increase in power. That's more than any other supercharger on the market.” – “Trucks!” TV

Ease of Installation
ProCharger’s supercharger mounting location provides a quick, simple installation, with no engine disassembly or accessory relocation, unlike positive displacement blowers. The simplicity of air-to-air intercooling, especially with the space available in truck engine compartments, further simplifies installation. Typical installation time for complete ProCharger systems for trucks and SUV’s is approximately 6-8 hours, vs 10-12 hours for intercooled positive displacement, and 12-20 hours for intercooled turbo kits.
**Supercharger Technology**

ProCharger introduced the industry’s first self-contained, gear-driven supercharger in 2000. Since then, this patented and proven self-contained design has become the standard by which other superchargers are measured.

The top-selling ProCharger P-1SC, P-1SC-1 and D-1SC supercharger models share many of the design elements that deliver the record-setting durability and performance of the ProCharger F-Series competition superchargers. With their rugged design, including an exclusive billet gear case, these self-contained superchargers are powerful and efficient enough to harness the benefits of air-to-air intercooling, while also being durable enough to carry the industry’s best warranty coverage.

The patented self-contained design eliminates the need for an external oil supply or oil lines that require a hole to be punched in the engine’s oil pan. Additionally, testing has shown self-contained superchargers run cooler than those fed by engine oil.

**Internal Oiling System**

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 design does not require priming at start-up, and oil changes are only required every 6,000 miles.

Instead of being forced to utilize hot engine oil or the grease in sealed bearings, ProCharger superchargers are lubricated with an extremely high-quality synthetic oil specifically engineered for high speed use.

ProCharger’s self-contained design eliminates the heat that is transferred to a supercharger by engine-oiled designs and also avoids the possibility of supercharger damage that can result from clogged oil feed lines or oil drainage problems.

**Billet Impellers**

Using state-of-the-art, five-axis CNC machines, ProCharger’s proprietary impeller designs are crafted from aircraft-grade 7075 T-6 aluminum alloy for tremendous strength and performance. This top-tier material allows for larger impellers that weigh less and are free of the flaws found in typical cast impellers. Large, structurally sound impellers can produce higher pressure, flow more air and in turn, produce more power.

“ProCharger was the first gear driven centrifugal blower with self lubrication. 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
Self-Contained Superiority

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

Industry leading 4.10:1 step up ratio

Precision ground gears provide unmatched durability

Exclusive 7075 T-6 billet impeller

Custom Teflon composite high pressure dual lipped seal

Precision high speed rated aerospace spec support bearings

Patented aeration system provides self-contained oiling with superior bearing lubrication

Exclusive CNC machined 6061 billet aluminum housing ensure precise shaft alignment

Optional helical gear set (for noise reduction) shown
“The ProCharger system is designed to provide maximum reliable power gains.”

– GM High Tech Performance
2018-14 GM Truck/SUV’s

ProCharger is proud to add another product to our expansive truck/suv lineup—the complete air-to-air intercooled supercharger system for 2018-14 GM trucks and SUV’s equipped with the 5.3L and 6.2L LT1 engine. The HO Intercooled System features an easily installed design and the patented P-1SC-1 supercharger with self-contained oiling. These new systems produce a reliable 45-50% horsepower gain with just 8 psi and factory fuel injectors, on otherwise stock engines running premium pump gas.

**HO Intercooled System**
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC-1, 3 year warranty available
- ProCharger’s self-contained oiling design requires no external oil lines
- Large 3 core air-to-air intercooler is standard, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes tuning and handheld programmer
- System is 100% complete with OEM appearance and quality

**HO Intercooled Tuner Kits**
- Omits tuning and handheld programmer
- Otherwise identical to HO Intercooled System

**Optional Upgrades Include:**
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Satin, Polished, or Black finish for supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC-1 and D-1SC)
- Vertical intercooler (replacing horizontal, requires some trimming)
- Option of rear or front-facing air inlet

Call for details about 2500HD Trucks
2013-2007 GM Truck/SUV

HO Intercooled ProCharger Systems for GM trucks and SUV’s produce a 50-55% power gain on stock engines running pump gas with 8-9 psi (5.3L/4.8L) or 7-8 psi (6.2L/6.0L) of intercooled boost on a shared 6-rib drive system. Stage II systems are also available, which include a 8-rib dedicated drive system and are otherwise identical to the HO intercooled systems. HO and Stage II Intercooled Tuner Kits and higher boost levels are available for modified engines. Industry-exclusive features of the 2013-07 GM truck/SUV kits include the proven and patented, self-contained ProCharger P-1SC-1 supercharger, and highly effective air-to-air intercooler.

HO Intercooled System
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC-1, 3 year warranty available
- ProCharger’s patented, self-contained oiling design requires no external oil lines
- 3-core (6.0/6.2) / 2-core (4.8/5.3), air-to air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes fuel injectors and tuning
- System is 100% complete with OEM appearance and quality

Stage II Intercooled System
- 8-rib dedicated drive bracket system
- Otherwise identical to HO Intercooled System

HO Intercooled / Stage II Tuner Kits
- Omits tuning and fuel system components
- Otherwise identical to HO / Stage II Intercooled System

Optional Upgrades Include:
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Polished supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC-1 and D-1SC)
- 3-core air-to-air intercooler (if not standard)

NEW! GM Stage II System with 8-rib Dedicated Drive

2013-07 GM Truck/SUV Systems & Tuner Kits Available for:
- Chevrolet Silverado
- Chevrolet Suburban
- Chevrolet Avalanche
- Chevrolet Tahoe
- GMC Sierra
- GMC Yukon, XL
- GMC Denali, XL
- Cadillac Escalade, ESV, EXT
2007-2003 GM Truck/SUV
ProCharger Intercooled Systems for the 2007-03 GM Truck & SUV offer industry leading 55-65% power gains on stock engines running pump gas at 8-9 psi (5.3/4.8) or 7-8 psi (6.0) of intercooled boost. For modified engines, higher boost levels are available with the HO Intercooled and Stage II Intercooled Tuner Kits. ProCharger’s American-made 2007-03 GM truck and SUV kits feature the patented and proven P-1SC self-contained supercharger and highly effective air-to-air intercooler system.

HO Intercooled System
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC, 3 year warranty available
- ProCharger’s patented, self-contained oiling design requires no external oil lines
- 2-core air-to-air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes fuel injectors and tuning
- System is 100% complete with OEM appearance and quality

Stage II Intercooled System
- 8-rib dedicated drive bracket system
- Otherwise identical to HO Intercooled System

HO Intercooled / Stage II Tuner Kits
- Omits tuning and fuel system components
- Otherwise identical to HO / Stage II Intercooled System

Optional Upgrades Include:
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Polished supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC and D-1SC)
- 3-core air-to-air intercooler

Like a rock? How about like a rocket ship! With the best bolt on horsepower and torque for your GM truck or SUV, that is exactly what you get with a ProCharger Intercooled System. Power gains of 55-65% on otherwise stock trucks and SUV’s make easy work of almost anything you can throw its way. And trips to the gas pump are made easier by fuel economy which is typically unchanged or improved under normal operating conditions.
2003-1999 GM Truck/SUV
For the best system efficiency and performance, look no further than ProCharger’s HO Intercooled Systems and Kits Complete systems for 2003-1999 GM Truck & SUV’s offer industry leading 55-65% power gains on stock engines running pump gas at 8-9 psi (5.3/4.8) or 7-8 psi (6.0) of intercooled boost. For modified engines, higher boost levels are available with the HO Intercooled and Stage II Intercooled Tuner Kits. These offerings feature the patented and proven P-1SC supercharger, and highly effective air-to-air intercooler system.

HO Intercooled System
• The industry’s coolest charge air temperatures and largest power gains
• ProCharger P-1SC, 3 year warranty available
• ProCharger’s patented, self-contained oiling design requires no external oil lines
• 2-core air-to-air intercooler, 3 year standard warranty
• ProFlow anti-surge / bypass valve
• Includes fuel system (FMU and pump)
• System is 100% complete with OEM appearance and quality

Stage II Intercooled System
• 8-rib dedicated drive bracket system
• Otherwise identical to HO Intercooled System

HO Intercooled / Stage II Tuner Kits
• Omits tuning and fuel system components
• Otherwise identical to HO / Stage II Intercooled System

Optional Upgrades Include:
• D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
• Polished supercharger and/or bracket
• Helical gear set for noise reduction (P-1SC and D-1SC)
• 3-core air-to-air intercooler

What’s that you say? A 55-65% power gain is impressive, but you want more? Well rest assured, with the best upgrade path in the industry, ProCharger has you covered. For modified trucks and SUV’s, ProCharger offers a wide range of upgrades such as high-flow 3-core air-to-air intercoolers, supercharger upgrades, and helical cut gears. Everything from mild to wild, ProCharger has you covered, period!
**2000-1988 GM Truck/SUV**


**HO Intercooled System**
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC, 3 year warranty available
- ProCharger’s self-contained oiling design requires no external oil lines
- 2-core air-to-air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes fuel system (FMU and pump)
- System is 100% complete with OEM appearance and quality

**HO Intercooled Tuner Kits**
- Omits fuel system (FMU and pump)
- Otherwise identical to HO Intercooled System

**Optional Upgrades Include:**
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Polished supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC and D-1SC)

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**2009-2003 Hummer H2**

ProCharger Intercooled Tuner Kits for 2009-2003 Hummer H2 SUV’s and SUT’s offer best-in-class power gains of 50+% with custom tuning.

**HO Intercooled Tuner Kits**
- ProCharger P-1SC-1, 3 year warranty available (Tuner Kits 2009-2008)
- ProCharger’s self-contained oiling design requires no external oil lines
- H2 air-to-air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Fuel system components not included

**Optional Upgrades Include:**
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Polished supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC and D-1SC)
“Not only was this truck supercharged but it also features ProCharger’s intercooler system, which gives the truck lower air intake temps, full timing, increased low-end boost, and a wider, accessible power band.”

– Truckin’
2017-2015 F-150 Truck
Bolt on up to 60-70% more power! The HO Intercooled System for 2017-15 Ford F-150 trucks with 5.0L 4V engine features an easily installed design with the self-contained P-1SC-1 supercharger and a large 3-core intercooler. The 5.0L HO Intercooled systems produce a reliable 45-55% power gain with just 6-7 psi and factory fuel injectors, on otherwise stock engines running pump gas. 60-70% power gains are possible with the Stage II Intercooled system, which features 8-9 psi, upgraded fuel injectors and air-to-air Race Intercooler with a 4.5” thick core.

HO Intercooled System
• ProCharger P-1SC-1, 3 year warranty available
• ProCharger’s patented, self-contained oiling design requires no external oil lines
• 3-core air-to air intercooler, 3 year standard warranty
• 8-rib dedicated drive bracket system is standard
• ProFlow anti-surge / bypass valve
• Includes tuning and handheld programmer
• System is 100% complete with OEM appearance and quality

Stage II Intercooled System
• Race air-to air intercooler with 4.5” thick core
• 8-9 psi of boost, upgraded fuel injectors
• Otherwise identical to HO Intercooled System

HO Intercooled / Stage II Tuner Kits
• Omits tuning and fuel system components
• Otherwise identical to Intercooled Systems

Optional Upgrades Include:
• D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
• Satin, Polished or Black finish for supercharger and/or bracket
• Helical gear set for noise reduction (P-1SC-1 and D-1SC)
• Larger Race air-to-air intercooler with 4.5” thick core

Race Intercooler Upgrade Option with 4.5” Thick Core
ProCharger Dedicated Drive Bracket System (shown with Race Intercooler)
2014-2011 F-150
Bolt on up to 65% more power! The HO Intercooled System for 2014-11 Ford F-150 trucks with 5.0L 4V engines features an easily installed design with self-contained P-1SC-1 supercharger and 3-core intercooler. The 5.0 systems produce a reliable 45-55% power gain with just 6-7 psi and factory fuel injectors, on otherwise stock engines running pump gas. 60-65% power gains are possible with the Stage II Intercooled system, which features 8-9 psi, larger fuel injectors, and air-to-air Race Intercooler.

HO Intercooled System
• ProCharger P-1SC-1 (5.0) 3 year warranty available
• ProCharger’s patented, self-contained oiling design requires no external oil lines
• 3-core air-to-air intercooler, 3 year standard warranty
• ProFlow anti-surge / bypass valve
• Includes tuning and handheld programmer
• System is 100% complete with OEM appearance and quality

Stage II Intercooled System
• Race air-to-air intercooler with 4.5” thick core
• 8-9 psi of boost, upgraded fuel injectors
• Otherwise identical to HO Intercooled System

HO Intercooled / Stage II Tuner Kits
• Omits tuning and fuel system components
• Otherwise identical to Intercooled Systems

Optional Upgrades Include:
• D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
• Satin, Polished or Black finish for supercharger and/or bracket
• Helical gear set for noise reduction (P-1SC-1 and D-1SC)
• Larger Race air-to-air intercooler with 4.5” thick core
• Forward-facing air inlet (rear-facing is standard)
2010-2009 F-150 Truck

ProCharger was first to market with a complete air-to-air intercooled supercharger system for work hard, play hard 2010-2009 Ford F-150 trucks. The HO Intercooled System features the P-1SC-1 supercharger and a highly effective air-to air intercooler. HO Systems are 100% complete with all mounting hardware, tubing and tuning included. ProCharger systems for F-150’s produce 50-65% power gains from 8-9 psi of boost on otherwise stock engines running high quality pump gas. HO Intercooled Tuner Kits and higher boost levels are available for modified engines.

HO Intercooled System

• The industry’s coolest charge air temperatures and largest power gains
• ProCharger P-1SC-1, 3 year warranty available
• ProCharger’s patented, self-contained oiling design requires no external oil lines
• 2-core air-to air intercooler, 3 year standard warranty
• ProFlow anti-surge / bypass valve
• Includes fuel injectors and tuning (where applicable)
• System is 100% complete with OEM appearance and quality

HO Intercooled Tuner Kit

• Omits tuning and fuel system components
• Otherwise identical to HO Intercooled System

Optional Upgrades Include:

• D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
• Polished supercharger and/or bracket
• Helical gear set for noise reduction (P-1SC-1 and D-1SC)
• 3-core air-to-air intercooler

Everyone knows that F-150 owners love their trucks and they love installing performance and aftermarket parts. The ProCharger answer for you is a highly engineered intercooled supercharger system that will install on your F-150 in a matter of hours. Before you know it, you will be blazing up the trail or burning up the pavement with a smile on your face. Even if installs are not your thing, fear not, with the largest network of installing dealers, ProCharger has the solution for your F-150.
ProCharger dominates this market with 100% complete, air-to-air intercooled supercharger systems for high-performance 2014-2010 SVT Raptor and 2014-10 6.2L F-150 trucks. The HO Intercooled ProCharger System for 6.2L SVT Raptors and F-150's produces an outstanding 200+ HP gain with 8-9 psi of intercooled boost, while the 5.4L produces a 60%+ power gain on otherwise stock engines running high quality pump gas. HO Intercooled Tuner Kits and higher boost levels are available for modified engines. Industry-exclusive features of ProCharger 6.2L & 5.4L Raptor truck kits include the patented and proven, self-contained ProCharger supercharger and large front-mounted air-to-air intercooler.

**HO Intercooled System for 6.2 and 5.4**
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger D-1SC (6.2), P-1SC-1 (5.4)
- ProCharger’s patented, self-contained oiling design requires no external oil lines
- 3-core air-to-air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes fuel injectors and tuning
- System is 100% complete with OEM appearance and quality

**HO Intercooled Tuner Kit for 6.2 and 5.4**
- Omits tuning and fuel system components
- Otherwise identical to HO Intercooled System

**Optional Upgrades Include:**
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- 9 inch F-Series upgrade from D-1SC
- Polished supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC-1 and D-1SC)
- Race air-to-air intercooler

ProCharger is the worldwide performance leader for 6.2L and 5.4L Ford Raptors and 6.2L F-150’s, delivering the coolest charge air temperatures and maximum reliable power gains. ProCharger was the first to offer a supercharger system for the Raptor, and ProCharged Raptor performance has become legendary in a very short period. These supercharger systems are 100% complete, and feature a highly effective air-to-air intercooler system along with an industry standard self-contained ProCharger supercharger.
NEW!
Raptor Stage II System with Industry Exclusive Dedicated Drive

2014-2010 SVT Raptor, F-150 6.2 (Stage II)
Take your 2014-10 Ford Raptor or F-150 6.2L to the next level with the Stage II Intercooled System! This system includes the self-contained P-1SC-1 supercharger and 3 core intercooler, but comes standard with a dedicated drive 8-rib bracket system and the option to upgrade to the larger Race intercooler with a 4.5” thick core. The Stage II system includes larger fuel injectors and produces 50%+ more power at 7-8 psi on otherwise stock engines running pump gas. Even higher power gains are possible with the Stage II Intercooled Tuner kit, custom tuning, and larger head unit from the D-1SC up to the F-1R supercharger.

Stage II Intercooled System for 6.2
• ProCharger P-1SC-1, 3 year warranty available
• ProCharger’s patented, self-contained oiling design requires no external oil lines
• 8-rib dedicated drive bracket system
• ProFlow anti-surge / bypass valve
• Includes injectors, tuning and handheld programmer
• System is 100% complete with OEM appearance and quality

Stage II Tuner Kits for 6.2
• Omits injectors, tuning and fuel system components
• Otherwise identical to Stage II Systems

Optional Upgrades Include:
• D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
• Race air-to-air intercooler with 4.5” thick core
• Satin, Polished or Black finish for supercharger and/or bracket
• Helical gear set for noise reduction (P-1SC-1 and D-1SC)
2014-2007 Ford Expedition

ProCharger delivers the best bolt-on power gains in the industry for 2014-2007 5.4L 3V Ford Expedition SUV’s. ProCharger HO Intercooled Systems provide a ground pounding 60-65% power gain with 8-9 psi of intercooled boost on stock engines running high quality pump gas. HO Intercooled Systems come with everything needed including provisions for tuning and fuel system components. They also feature a highly efficient air-to-air intercooler and self-contained P-1SC-1 supercharger. Tuner Kits for higher boost levels are available.

**HO Intercooled System (2008-2007 only)**
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC-1, 3 year warranty available
- ProCharger’s patented, self-contained oiling design requires no external oil lines
- 2-core air-to-air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes fuel injectors and tuning
- System is 100% complete with OEM appearance and quality

**HO Intercooled Tuner Kit (2014-2007)**
- Omits tuning and fuel system components
- Otherwise identical to HO Intercooled System

**Optional Upgrades Include:**
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Polished supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC and D-1SC)
- 3-core air-to-air intercooler

This large increase in power for your Expedition doesn’t need to come at the expense of fuel efficiency or driveability. Centrifugal forced induction is the most efficient and mpg-friendly form of high performance, with owners frequently reporting similar or increased fuel economy under normal operating conditions. Additionally, with ProCharger’s thermal advantages and smooth performance curve, your SUV’s daily driveability will remain just as before, until you choose to step into it and tap into your new found power.
**2008-2004 F-150 Truck**
The High Output Intercooled System for the 2008-2004 Ford F-150 with the 5.4L 3V engine produces an industry leading 60-65% power gain on 8-9 psi of intercooled boost on otherwise stock engines running high quality pump gas. The HO System comes standard with a highly-effective air-to-air intercooler and the best upgrade options in the Industry. HO Intercooled Tuner Kits and higher boost levels are available for modified engines.

**HO Intercooled System**
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC-1, 3 year warranty available
- ProCharger’s patented, self-contained oiling design requires no external oil lines
- 2-core air-to-air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes fuel injectors and tuning
- System is 100% complete with OEM appearance and quality

**HO Intercooled Tuner Kit**
- Omits tuning and fuel system components
- Otherwise identical to HO Intercooled System

**Optional Upgrades Include:**
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Polished supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC-1 and D-1SC)
- 3-core air-to-air intercooler

You have choices when it comes to adding power to your '08-'04 F-150, which is why ProCharger brings you the best in technology and power for your truck with the largest power gains, a 60-65% increase on otherwise stock F-150’s. ProCharger is the only one to bring you the superior technology of air-to-air intercooling with choice of 2-core or 3-core depending on your needs and desires.
2003-1997 F-150 Truck
For the best in the business, look no further than ProCharger for the High Output Intercooled System for your F-150 5.4L or 4.6L truck. ProCharger HO Systems feature the coolest charge air temperatures and largest power gains in the industry. HO systems come 100% complete and are known for their OEM fit and finish. ProCharger HO Systems for the 2003-1997 Ford F-150 produce power gains of 60-65% with 8-9 psi of intercooled boost on otherwise stock engines running high quality pump gas. Tuner Kits and higher boost levels are available for modified engines.

HO Intercooled System
• The industry’s coolest charge air temperatures and largest power gains
• ProCharger P-1SC, 3 year warranty available
• ProCharger’s patented, self-contained oiling design requires no external oil lines
• ProFlow anti-surge / bypass valve
• Includes fuel system (FMU and pump)
• System is 100% complete with OEM appearance and quality

HO Intercooled Tuner Kits
• Omits fuel system (FMU and pump)
• Otherwise identical to HO Intercooled System

Optional Upgrades Include:
• D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
• Polished supercharger and/or bracket
• Helical gear set for noise reduction (P-1SC and D-1SC)

ProCharger is pleased to bring you a system that should be called “Lightning in a box.” A bolt on system that will have you running with and beating the well-known Ford Lightning OEM performance pickup with more horsepower and torque than a factory SVT Lightning. With a supercharger and intercooler upgrade path like no other, this Intercooled ProCharger System is hard to beat.
2003-1997 Ford Expedition

ProCharger has you covered for the 2003-1997 Expeditions as well, with another complete air-to-air intercooled supercharger system 5.4L and 4.6L 2V engines. The HO Intercooled System features a shared-drive for the P-1SC supercharger and 2-core intercooler. The HO Intercooled Systems are 100% complete with all mounting hardware, tubing and fuel system components included. Producing 60–65% power gains from 8-9 psi of boost on otherwise stock engines running high quality pump gas, these systems also deliver a smooth performance curve, mpg-friendly high performance, and excellent daily driveability.

HO Intercooled System

• The industry’s coolest charge air temperatures and largest power gains
• ProCharger P-1SC, 3 year warranty available
• ProCharger’s patented, self-contained oiling design requires no external oil lines
• 2-core air-to air intercooler (1998-97), 3-core (2003-1999), 3 year standard warranty
• ProFlow anti-surge / bypass valve
• Includes fuel system—FMU and pump
• System is 100% complete with OEM appearance and quality

HO Intercooled Tuner Kit

• Omits fuel system components
• Otherwise identical to HO Intercooled System

Optional Upgrades Include:

• D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
• Polished supercharger and/or bracket
• Helical gear set for noise reduction (P-1SC and D-1SC)

The proven and patented ProCharger P-1SC self-contained supercharger featured in the Ford Expedition 5.4/4.6 systems is now available with a helical gearset for lower noise levels from the supercharger. ProCharger is the only supercharger manufacturer to offer this kind of choice on both the standard, P-1SC supercharger as well as the higher-output, D-1SC supercharger upgrade.
"Cooler air makes more power—period. With the ProCharger kit, those numbers jumped by 200+ horsepower [stock 392 HEMI]—and with just 7-pounds of boost."

— Mopar Muscle
Engineered Power

HO Intercooled Systems and Tuner Kits for the 2018-12 Jeep Grand Cherokee SRT8/SRT utilize ProCharger patented technology that continues to lead the industry in OEM-style fit and finish, ease of installation, and reliable performance. ProCharger HO Intercooled Systems are supplied with the patented self-contained P-1SC-1 supercharger, proven tuning calibrations, and a handheld programmer set for a 215+ horsepower gain over stock, on 7 psi of boost and pump gas. Higher boost levels and horsepower are possible with an Intercooled Tuner Kit and custom tuning, and even higher with modified engines. The HO system is 100% reversible, with no trimming or cutting to any factory OEM plastics or hardware. You also have your choice of supercharger and bracket finishes: satin, polished, or black finish.

0-60 mph in only 3.4 Seconds

Even tipping the scales at 5,150 lbs, with nothing more than a bolt-on ProCharger supercharger system that installs in a matter of hours, you can shed nearly 1.5 seconds off your 0-60 time! This ProCharger supercharger system was also designed with long lasting performance in mind—thanks to the efficient P-1SC-1 supercharger and highly effective intercooler, massive power gains are possible with only 7 psi of boost and premium pump gas.

2018-2012 Grand Cherokee 6.4L Systems & Tuner Kits

• HO Intercooled System with P-1SC-1
• HO Intercooled Tuner Kit with P-1SC-1

2018-2012 Grand Cherokee 6.4L Options & Upgrades

• Satin, Polished, or Black supercharger and bracket finish
• Helical Gearset for noise reduction (P-1SC-1 and D-1SC only)
• Tuner Kits allow for D-1SC up to F-1A-94 upgrades
• Race Intercooler upgrade (shown at right)
• Race Bypass Valve upgrade available

<table>
<thead>
<tr>
<th>Stock Jeep SRT</th>
<th>Stock Mercedes ML63</th>
<th>ProCharged Jeep SRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-60 mph/sec</td>
<td>3.0</td>
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<td>4.6</td>
</tr>
<tr>
<td>5.0</td>
<td>0-60 mph/sec</td>
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</tbody>
</table>

Optional Race Air-to-Air Intercooler
2010-2006 Jeep Grand Cherokee SRT8 6.1 (HO)
ProCharger’s 2010-2006 SRT8 Jeep Grand Cherokee system has been a great addition to the most diverse line of superchargers and supercharger systems on the planet. High Output Intercooled Systems and Tuner Kits are available, building on the already solid statistics for the SRT8. They feature an ultra-effective air-to-air intercooler and upgradability that is hands down the best in the industry. With power gains of 160+ HP on 7 psi, the torque and acceleration numbers are nothing short of amazing.

HO Intercooled System
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC-1, 3 year warranty available
- ProCharger’s patented, self-contained oiling design requires no external oil lines
- 6-rib shared drive bracket system
- 1000 HP capacity air-to-air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes fuel injectors, fuel components and tuning
- System is 100% complete with OEM appearance and quality

HO Intercooled Tuner Kits
- Omits tuning and fuel system components
- Otherwise identical to HO Intercooled System

Optional Upgrades Include:
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Race bypass valve
- Polished supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC-1 and D-1SC)
- 1400 HP capacity Race air-to-air intercooler

![Chart showing 0-60 mph/sec for various vehicles including Lamborghini Gallardo, Porsche 911 GT2 RS, ProCharged Jeep SRT8, Corvette ZR-1, and Audi R8 (4.2L V8).]
2010-2006 Jeep Grand Cherokee SRT8 6.1 (Stage II)

Ready to take your 2010-2006 SRT8 Jeep Grand Cherokee to the next level of supercharging? Let us introduce you to the ProCharger Stage II Intercooled System with a new 8-rib dedicated belt drive system. The complete Stage II system comes standard with a P-1SC-1 and 3 core intercooler, touting the same amazing torque and power gains as the HO kit (160+ HP at 7 psi), but with a Stage II Tuner Kit and custom programming, even higher horsepower and torque are possible. Head unit upgrades are available up to a F-1A supercharger, which means the sky’s the limit with the added reliability and consistency of the dedicated drive system.

Stage II Intercooled System
• The industry’s coolest charge air temperatures and largest power gains
• ProCharger P-1SC-1, 3 year warranty available
• ProCharger’s patented, self-contained oiling design requires no external oil lines
• 8-rib dedicated drive bracket system
• 1000 HP capacity air-to-air intercooler, 3 year standard warranty
• ProFlow anti-surge / bypass valve
• Includes fuel injectors, fuel components and tuning
• System is 100% complete with OEM appearance and quality

Stage II Intercooled Tuner Kits
• Omits tuning and fuel system components
• Otherwise identical to Stage II Intercooled System

Optional Upgrades Include:
• D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
• Race bypass valve
• Polished supercharger and/or bracket
• Helical gear set for noise reduction (P-1SC-1 and D-1SC)
• 1400 HP capacity Race air-to-air intercooler

Optional Race Air-to-Air Intercooler and Race Bypass Valve
Haulin’ the Groceries
Jeeps are known worldwide as the do everything vehicles. Whether off-roading, hill climbing, taking the kids to soccer practice or somewhere in-between—Jeeps do it all. ProCharging your 5.7L Grand Cherokee takes the performance of your daily driver to a new level with the complete intercooled systems and tuner kits adding 160+hp to the 5.7L power plant at just 7 psi. That’s more power than a stock 392 Challenger!

ProCharger systems are easy to bolt on with common hand tools and after only one afternoon in the garage, you can have a supercharged HEMI monster. These supercharger systems are designed to require no permanent modifications to your vehicle. That means no cutting, no trimming, and no bending is needed to achieve this OEM fit and finish. Full systems come complete with a handheld programmer to get you up and running fast, with smooth driveability and tons of reliable power.

ProCharger is the undisputed leader in forced induction for modern HEMI-powered cars, trucks and SUV’s. For over a decade we have been adding safe and reliable boost with great power gains.

2018-2011 Grand Cherokee 5.7L Systems & Tuner Kits
• HO Intercooled System with P-1SC-1
• HO Intercooled Tuner Kit with P-1SC-1

2018-2011 Grand Cherokee 5.7L Options & Upgrades
• Satin, Polished, or Black supercharger and bracket finish
• Helical Gearset for noise reduction (P-1SC-1 and D-1SC only)
• Tuner Kits allow for D-1SC up to F-1A-94 upgrades
• Race Intercooler upgrade (from HO intercooler)
• Race Bypass Valve upgrade available

“ProCharger really does their homework, designing powerful supercharger kits that don’t sacrifice driveability or reliability”

-Mopar Muscle

Call for details about the 2018-2011 Grand Cherokee 3.6 V6
**2018-2012 Jeep Wrangler JK 3.6**

ProCharger is proud to bring you a complete air-to-air intercooled supercharger system for the 2018-12 Jeep Wrangler JK equipped with the 3.6L engine. These proven systems produce a reliable 50%+ horsepower gain with just 7 psi, on otherwise stock 3.6L engines running pump gas. The HO Intercooled System features a shared-drive design for the P-1SC-1 supercharger, and comes standard with the industry’s largest and most effective air-to-air intercooler for the Jeep Wrangler JK. Featuring the easiest and quickest installation available, our kits were designed with simplicity in mind—no permanent modifications are required, with no cutting, bending, or drilling necessary. Even with the industry’s-best belt wrap, you can still swap supercharger pulleys in a matter of minutes and change the serpentine belt without removing the supercharger or any accessories.

**HO Intercooled System**
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC-1, 3 year warranty available
- ProCharger’s patented, self-contained oiling design requires no external oil lines
- Large intercooler made for the Jeep Wrangler JK to maximize core size
- ProFlow anti-surge / bypass valve
- Includes fuel injectors and tuning

**HO Intercooled Tuner Kits**
- Omits tuning and fuel injectors
- Otherwise identical to HO Intercooled System

**Optional Upgrades Include:**
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Satin, Polished, or Black finish for supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC-1 and D-1SC)
- Satin or Black Finish for intercooler

*“ProCharger has a 24 year history of supercharger innovation, and their systems are Made in America. Producing a 50% power gain over stock at just 7 pounds of boost, this kit is a turnkey system ... with the largest intercooler available for JK’s, and great longevity”*

- OffRoad Xtreme

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**NEW! 2018 JEEP JL 3.6L**

Call for details

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<table>
<thead>
<tr>
<th>ProCharger</th>
<th>Other Centrifugal Kits</th>
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<tbody>
<tr>
<td>Cutting:</td>
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<tr>
<td></td>
<td>intake manifold, fan, radiator hose, heater hose, body/frame</td>
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<tr>
<td>Bending:</td>
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<td>heater hose hard lines, power steering line, air conditioner lines</td>
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<td>frame/body/for coolant tank mounting</td>
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<td>Removed For Install:</td>
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</tr>
<tr>
<td></td>
<td>fan, p/s pump and reservoir, drain coolant, radiator cover/brackets</td>
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<td>Component Relocation:</td>
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<td>power steering pump</td>
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<tr>
<td>Non-Factory Parts:</td>
<td>coolant tank, trans cooler, belt</td>
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<td></td>
<td>coolant tank, trans cooler, belt tensioner</td>
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<td>Intercooler Tubes:</td>
<td>six (6)</td>
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<tr>
<td></td>
<td>eight (8)</td>
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<td>Major Advantages:</td>
<td>bypass valve before intercooler, easier system installation, easier vehicle maintenance, more pulley/belt wrap, easier pulley change, easier belt removal, improved inlet, no permanent modifications, larger intercooler</td>
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<td></td>
<td>alternator remains in factory location no MAP sensor adapter</td>
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</table>
“Bolt on 134 RWHP to your [stock 5.7] HEMI”

– HotRod.com
2018-2009 Dodge HEMI Ram
ProCharger leads the market with 100% complete, air-to-air intercooled supercharger systems for the 2018-2009 Dodge Ram 5.7L HEMI truck. High Output Intercooled ProCharger Systems for 5.7L Rams produce an industry leading power gain (+160 HP for 2018-11 Rams, +130 for 2010-09 Rams) on otherwise stock engines running high quality pump gas with just 7 psi of intercooled boost. HO Intercooled Tuner Kits with higher boost levels and power gains are available for modified engines.

**HO Intercooled System**
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC-1 (2010-2009), ProCharger D-1SC (2018-2011)
- ProCharger’s patented, self-contained oiling design requires no external oil lines
- 3-core air-to air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes fuel injectors and tuning
- System is 100% complete with OEM appearance and quality

**Stage II Intercooled System**
- 8-rib dedicated drive bracket system
- Otherwise identical to HO Intercooled System

**HO Intercooled / Stage II Tuner Kits**
- Omits tuning and fuel system components
- Otherwise identical to HO / Stage II Intercooled System

**Optional Upgrades Include:**
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- 9 inch F-Series upgrade from D-1SC
- Polished supercharger and/or bracket
- Black supercharger and/or bracket (2018-2011 only)
- Helical gear set for noise reduction (P-1SC-1 and D-1SC)

Hey, does that thing have a ProCharger? The only thing better than being able to say that you have a HEMI, is being able to say you have a ProCharged HEMI! Get ready, because your HEMI Ram is about to grow a big set, a set of horns that is. The ProCharger Intercooled System is a sure way to add 5.7L power and then some.

**NEW!**
RAM Stage II System with Industry Exclusive Dedicated Drive

**Call for details about 2500/6.4 RAM**
**2008-2004 Dodge HEMI Ram**

ProCharger High Output Intercooled Systems for 2008-2004 Dodge HEMI Ram 5.7L trucks produce power gains of 45-50% on stock engines running high quality pump gas with only 7 psi of intercooled boost. Featuring the coolest charge air temperatures available, the ProCharged HEMI Ram system delivers industry leading power gains and superior engine longevity. Industry exclusive features include a 3-core air-to-air intercooler system, and patented self-contained supercharger with available 3-year warranty. The HO Intercooled ProCharger System is 100% complete, with larger injectors and programming to ensure superior performance. HO Intercooled Tuner Kits and higher boost levels are available for modified engines.

**HO Intercooled System**
- The industry’s coolest charge air temperatures and largest power gains
- ProCharger P-1SC-1, 3 year warranty available
- ProCharger’s patented, self-contained oiling design requires no external oil lines
- 3-core air-to-air intercooler, 3 year standard warranty
- ProFlow anti-surge / bypass valve
- Includes fuel injectors and tuning
- System is 100% complete with OEM appearance and quality

**HO Intercooled Tuner Kits**
- Omits tuning and fuel system components
- Otherwise identical to HO Intercooled System

**Optional Upgrades Include:**
- D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
- Polished supercharger and/or bracket
- Helical gear set for noise reduction (P-1SC-1 and D-1SC)

Sometimes it is nice to know you have options. When you are talking about adding a ton of power to your 2008-2004 HEMI Ram this is especially true. ProCharger brings you the best bolt-on power and coolest charge air temperatures available for your HEMI Ram plus an upgrade path that is second to none. Options include high and low mount air-to-air intercoolers, supercharger head unit upgrades, polished finishes and helical cut (noise reduction) gear set just to name a few. ProCharger provides the options to upgrade and individualize your truck because after all, your truck is an extension of who you are.
The High Output Intercooled Systems for the 2001-1996 Dodge Ram and 2001-1997 Dodge Dakota / Durango with 5.9L or 5.2L engines produce an industry leading 55-60% power gain on 8-9 psi of intercooled boost on otherwise stock engines running high quality pump gas. The HO System comes standard with a highly-effective 2-core air-to-air intercooler and the best upgrade options in the industry. HO Intercooled Tuner Kits and higher boost levels are available for modified engines.

HO Intercooled System
• The industry’s coolest charge air temperatures and largest power gains
• ProCharger P-1SC, 3 year warranty available
• ProCharger’s patented, self-contained oiling design requires no external oil lines
• 2-core air-to-air intercooler, 3 year standard warranty
• ProFlow anti-surge / bypass valve
• Includes fuel system (FMU and pump)
• System is 100% complete with OEM appearance and quality

HO Intercooled Tuner Kits
• Omits fuel system (FMU and pump)
• Otherwise identical to HO Intercooled System

Optional Upgrades Include:
• D-1SC upgrade from P-1SC-1, 9 inch F-Series models also available
• Polished supercharger and/or bracket
• Helical gear set for noise reduction (P-1SC and D-1SC)
• 3-core air-to-air intercooler (Ram only)

No need to worry if you don’t have a HEMI-powered truck—ProCharger has you covered with bolt on, intercooled power for your 2001-1996 Ram or 2001-1997 Dodge Dakota with the Magnum 5.9L or 5.2L engine. In fact, ProCharger offers the only intercooled supercharger system for the Magnum Ram and Dakotas. While others may have gone down this road, ProCharger continues to bring you the broadest offering in the industry.

Call for details about the SRT Durango System Info
Air-To-Air Advantage

It’s a simple fact of physics: cooler air makes more power. On street driven vehicles, air-to-air intercooling is a natural fit because it locates the intercooler at the front of the vehicle where it is exposed to a constant supply of cooling airflow. Engineered with large-volume air plenums, ProCharger’s air-to-air intercoolers utilize a highly effective and extremely durable bar-and-plate intercooler core design that provides large surface areas for superior levels of heat dispersion.

Air-to-air intercooling is a highly effective one step process and represents a fundamental ProCharger advantage. Compressed air enters one side of the intercooler, making its way into the bar and plate 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. ProCharger intercoolers typically feature best in class effectiveness of 70-80%.

On the other hand, air-to-water intercooler systems use a complex arrangement of intercooler cores, hoses, fittings, a coolant pump, electrical connections and yes, a secondary air-to-air heat exchanger. In street applications, an air-to-water intercooler is in fact an air-to-water-to-air system.

With air-to-water-to-air, heat is first removed from the air by the water circulating through the intercooler. This heated water is then pumped through a radiator, and returned to a tank. The overall system performance is “watered down” because its effectiveness is a diminishing function of the individual effectiveness of each heat exchanger. For example, 65% intercooler effectiveness and 60% radiator effectiveness produce a combined effectiveness of only 40%. “Two step” cooling is, by design, inherently less effective. Typically exposed to heat soak from the engine, air-to-water-to-air intercoolers are complex, difficult to install, and less reliable than air-to-air intercooling.
“The normal, closed loop air-to-water intercooler system [not using ice] is not as effective as a properly designed air-to-air intercooling system since the cooling medium or the liquid coming from the front heat exchanger is always warmer than the ambient air temperature.” – “All About Intercooling”, George Spears

*Radiant heat from engine and exhaust transferred through air, conductive heat transferred directly, and convective heat from engine oil. This engine compartment heat is not addressed by SAE J1723 (supercharger efficiency standard). ** Temperature will be higher for PD blower or turbo.
Supercharger Efficiency
A supercharger is a device for increasing the air volume of an internal combustion engine over that which would normally be drawn in by the intake stroke of the pistons. Efficiency refers to both the heat created by the supercharger and the power required to drive it.

Today, there are two different types of superchargers being offered by the performance industry:
- Centrifugal superchargers
- Positive-displacement-blowers

Due to their specific design, centrifugal compressors can be much more efficient than positive displacement superchargers. More efficient compressors mean more efficient supercharger systems. Centrifugals also allow the use of air-to-air intercooling, which is superior to air-to-water. This is the very core of the ProCharger advantage.

The advantages are in terms of airflow and air pressure, and as a result, centrifugal compressors produce greater power and significantly lower charge air temperatures. Centrifugals also feature a broad operating range which supports future engine modifications, meaning you are less likely to “outgrow” your ProCharger supercharger than a positive displacement design.

Efficiency is a large ProCharger advantage, with typical ProCharger efficiencies of 70-78% vs typical PD efficiencies of 60-70% at lower boost levels. At higher boost levels, ProCharger and other centrifugals maintain their high efficiency, while PD efficiencies decline and become even more disadvantaged. This is because air “slippage” past the PD rotors increases as pressure rises, reducing PD blower efficiency. This is in addition to the negative effect of heat soak, which also increases as pressure rises, further reducing real world PD efficiency.

More Sustainable Torque
Thanks to the industry’s coolest charge air temperatures and lowest exhaust gas temperatures, Intercooled ProCharger Systems have a much higher detonation threshold (less exposed to detonation) than intercooled positive displacement superchargers and turbochargers. ProCharger is not only able to produce a large increase in torque, but more importantly sustain that increase in torque for longer than other power adders. This means that ProCharger is able to deliver power and torque when you need it most, without sacrificing engine longevity. And when compared to forced induction systems without intercooling, the ProCharger advantage is even greater.

A ProCharger centrifugal supercharger can also support future modifications to your engine or exhaust system. 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.
Centrifugal superchargers have a much broader operating range, in terms of both airflow and pressure, when compared to typical positive displacement blowers. Thus centrifugals deliver not only the best dollar per horsepower ratio upfront, but also protect your investment by decreasing the likelihood of outgrowing your supercharger.

“With plenty of visceral grunt, an aspect of civility, and practicality thrown in for good measure, centrifugal blowers are perhaps one of the best investments you can make when purchasing a power adder.”

—GM High Tech Performance
Thermal Advantage

It’s really quite simple: cooler air is more dense. Denser air is able to produce more power. If your goal is to produce maximum reliable power, then you need the coolest charge air temperatures possible. When it comes to producing consistent and reliable power, heat is the enemy.

These images illustrate the thermal advantages of a ProCharger Supercharger System when compared with a turbocharger and positive displacement blower. By their very design, centrifugal superchargers are more efficient compressors and create less heat during their operation. Additionally, ProCharger superchargers are mounted away from the engine, which is a much cooler environment than on top of the engine.

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 back pressure, 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. The location of a PD blower prevents the use of air-to-air intercooling, and necessitates the use of less effective air-to-water intercooling, also located in a very heat soaked environment.

Note: scales of turbocharger and positive displacement images are higher due to the additional heat they produce
ProCharger
(Air-to-Air Intercooler)
Positive Displacement*
(Air-to-Water-to-Air)

Increase in Charge Air Temperatures at Engine Intake (8 psi, °F)

25-35°
50-80°

*Aftermarket intercoolers; range dependent on manufacturer, vehicle application and pressure ratio
Other Power Adders Just Don’t Add Up
Proven by truck 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.

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 forces the use of a 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 rich with less timing. This reduces the vehicle’s fuel economy, driveability, power and engine longevity.

Turbochargers
Although they use advanced compressor technologies similar to ProCharger’s compressor designs, turbo systems’ initial cost and complexity make them less practical for everyday street driving. Because a turbo relies on hot engine exhaust to create power, they also create high exhaust temperatures and back pressure, high charge air temperatures and are subject to “lag” that degrades their real-world driving performance. Additionally, turbos require engine oil feed and return lines for lubrication and due to extreme heat, increase the thermal breakdown of your engine’s oil.

Nitrous Oxide
Nitrous oxide accelerates the combustion rate, which in turn, increases peak cylinder pressures. While it may increase pressures, it is inconsistent and difficult to control with precision. This combination greatly increases the probability of piston-melting pre-detonation. The rapid increase of cylinder pressure also increases the load placed on internal engine components potentially leading to catastrophic failure.

Naturally Aspirated
The expense and time to build a naturally aspirated engine large enough to produce a power level even close to a ProCharged engine just doesn’t add up - especially when you consider the poor idle quality and extra fuel the naturally aspirated engine will require. When compared to a ProCharged engine of similar performance, a naturally aspirated high horsepower engine will require far larger displacement, higher compression, expensive components and an aggressive cam. You must also consider the time and hassle of a complete engine swap or the downtime of a complete engine rebuild.

“Overall, air/liquid systems are more complex, since a circulating pump and front air exchanger are necessary and they are heavier than an air-to-air unit of equal cooling capacity.” – “All About Intercooling”, George Spears
You can drive this thing every day and never even know it’s [ProCharger] on there until you step on the pedal, and you’ll still get good gas mileage.”

– Stacey David, Gearz TV

<table>
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<tr>
<th>Power Adder Comparison</th>
<th>Comparison for Making 575-600+ HP When Starting With a Stock 6.2L Engine</th>
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<tr>
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<td>Intercooled ProCharger (air-to-air intercooler)</td>
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<tr>
<td>Cost</td>
<td><img src="https://via.placeholder.com/500x250" alt="Bar Chart" /></td>
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</table>

- Initial Cost
- Install Cost
- 3yr Cost
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.

These advantages, together with over 24 years of experience, help to explain why ProCharger leads the supercharging industry in patents and documented performance gains—as well as more records and championships in the past 10 years than all of our direct competitors combined.

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.

The ProCharger Campus

Made in the USA: From concept to finished product, all ProCharger Supercharger Systems are designed, tested and manufactured inside these state-of-the-art facilities.
“ProCharger takes pride in this kit being designed and manufactured in the U.S. of A.” – GM High-Tech Performance
State-of-the-Art Test Facility
ProCharger’s aerodynamics test lab utilizes state-of-the-art equipment and 3 separate test cells to help ensure that ProCharger superchargers are the best available. This test lab, the industry’s largest and most capable, allows ProCharger engineers to simultaneously perform aerodynamic, gear case, and long term durability testing. A hallmark of the company’s success has been a thorough understanding of engine dynamics and customer usage on the street, off road, and at the track. This helps ensure that testing in the lab, on the dyno and on the pavement are all representative of real world performance. Additionally, knowledge transferred from Inovair, Accessible Technology’s industrial products division which features gear cases designed for nonstop 24/7 operation and compressor efficiencies exceeding 80%, now helps fuel further advances for ProCharger superchargers.

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.
ProCharger Power—Any Way You Want It
Are you hauling your race car to the track or dragstrip? Pulling a fifth wheel trailer, exploring the trails or heading out for a weekend adventure? Maybe a lifted show truck is your thing, or a high horsepower street custom riding low. No matter if you rely on it to make a living or own it for pure pleasure and desire, ProCharger has something for you. One thing is for sure, it’s your truck and you won’t settle for anything less than the best. Let ProCharger introduce you to the intercooled system for your American made truck or SUV. Utilizing the best materials, made and assembled in the heartland by skilled American workers, ProCharger is able to bring you the best bolt-on power in the industry, hands down. ProCharger: the power to show, go and tow.

“... here’s a power adder that can help put you in the winner’s circle.”
– Horsepower TV
“By using an air-to-air system, more boost can be applied to the motor without fear of detonation.”

“Bolting on the ProCharger also increased our gas mileage.”

“The best part is, though; an average gearhead can put this on in just a few hours.”

“For our test, we employed the help of ProCharger, a name well known to the power game and to admiring fans. Total Gain: 169.15 rear wheel horsepower [stock 6.2L Raptor]”

“The driveability of the system was tested when we loaded down the truck with a 7,000 pound boat and trailer and a bed full of weekend boating gear, and traveled a couple of hundred miles over hilly highway toward The Lake of the Ozarks in humid 85-degree weather. Even under boost conditions, as the truck effortlessly pulled the weight up long hills for long periods of time, the engine’s coolant temperature never surpassed normal operating temperatures.”

“The intercooled ProCharger centrifugal supercharger system [modified 4.6L engine with F-1A] served up an astonishing 962.6 lb-ft of torque.”

“Intercooled supercharging results in less stress on engine parts, lower engine temperatures [relative to other forms of high performance] and better fuel mileage”

“The intercooler (like a radiator for the air) brings the temp back down to around 20° above the outside air temp.”

“ProCharger has become an industry leader in self-contained supercharger applications.”

“This combination allows the engine to create a tire-shredding 540 rear-wheel hp and a stump-pulling 480 lb/ft of torque.” [Stock LS1 Long Block, LS6 intake, E85]

“A polished ATI ProCharger supercharger sends Madillac down the road in a hurry. Looks and performance make this engine compartment just one more unbelievable part of this Tahoe’s custom equation”

“Just one romp of the throttle from a standstill, it becomes quite clear that the centrifugal blower is every bit the equal of a roots blower when it comes to low-end grunt”

“These intercooled ProCharger systems provide reliable 60-90 percent gains in hp and torque on pump gas, with significantly better engine reliability than is possible when supercharging without an intercooler.”

“Everything that you would expect from a ProCharger supercharger was delivered to us in spades. Time spent working [on installation]: 5 1/2 hours. Degree of difficulty: Intermediate.”
The first self-contained, gear-driven supercharger, the P-1SC, is produced by ProCharger. The patented design requires no external oil lines and becomes the industry standard.

ATI / ProCharger moves into their own, newly-constructed, state-of-the-art manufacturing facility. The new location serves as engineering, R&D, technical service, customer service and marketing headquarters, leading to a period of unprecedented product expansion.

The all-new ProCharger F-Series superchargers (above) dominate racing. Jim Summers becomes the first Pro 5.0 racer to run 7.20's with a stunning 7.26 @ 193 mph and later joins the ProCharger staff in 2002.

ProCharger introduces the first air-to-air intercooled aftermarket supercharger system, featuring the P600 ProCharger supercharger.

State-of-the-art, CNC-machined billet impellers, a ProCharger exclusive, are introduced with the P600B. Designed for use with big blocks and intercooling, the P600B outflows other street-legal models by more than 65%.

ProCharger introduces the first blow-through centrifugal supercharger kit for carbureted Chevy muscle cars and classic trucks is debuted by ProCharger.

ProCharger is the first centrifugal supercharger manufacturer to successfully supercharge marine engines and is also the first to offer integrated intercooling.

ProCharger is the first centrifugal supercharger manufacturer to successfully supercharge marine engines and is also the first to offer integrated intercooling.

ProCharger introduces the first intercooled supercharger system for a GM truck, nearly five years before others, substantially raising the bar for performance and engine longevity.

An Intercooled ProCharger System is the first to become 50 state legal with more than 8 psi of boost.

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

The industry’s first intercooled supercharger for a Ford truck is introduced by ProCharger, producing 60-65% power gains on 1997-2003 F-150’s. Soon thereafter, ProCharger debuts the first intercooled systems available for Dodge 5.9 and 5.2 Ram trucks.

When paired with a stock 5.4L on an F-150, ProCharger produces more power than an SVT Lightning, and is featured as part of Project Sportsman on Spike TV.

Intercooled ProCharger systems for the H2 are released, delivering a ground-pounding 575+ HP. Many customers report increases in fuel economy as well.

An Intercooled ProCharger System is the first to become 50 state legal with more than 8 psi of boost.

When paired with a stock 5.4L on an F-150, ProCharger produces more power than an SVT Lightning, and is featured as part of Project Sportsman on Spike TV.
The Performance Product of the Year title is awarded to ProCharger for its Harley-Davidson® intercooled supercharger systems.

ProCharger is first to market with an intercooled supercharger system for 2009 F-150’s, producing a best in class 60-65% increase in power.

2009-10 Ram ProCharger Intercooled Systems are introduced, producing industry leading power.

A state-of-the-art aerodynamic test lab is constructed within the ProCharger campus.

Continuing its history of the largest, most reliable power for LS motors, Intercooled ProCharger Systems debut for 2003-06 GM trucks, featuring the coolest charge air temperatures and 60-65% power gains.

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

Discovery Channel’s “Monster Garage” makes a powerful statement with a ProCharger, adding insane power to an Army Jeep hot rod puller.

ProCharged racers win a record setting 11 International Championships in a season, and the best ProCharged 1/4 mile performance is reset to 6.18 ET @ 228 mph.

“ProCharger’s been doing this for a long time and they’ve got it dialed in.” – Stacey David, Gearz TV

### 2005-06
ProCharger is first to market with an intercooled supercharger system for 2004+ Dodge HEMI 5.7 Ram trucks, applying its industry leading HEMI supercharging knowledge.

Continuing its history of the largest, most reliable power for LS motors, Intercooled ProCharger Systems debut for 2003-06 GM trucks, featuring the coolest charge air temperatures and 60-65% power gains.

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### 2007
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After being outlawed for years, a ProCharged racer wins the first centrifugal championship in NHRA. ProChargers are now producing more than 2,500 hp with gasoline and 3,000 hp using methanol.

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

Intercooled ProChargers for Chevy, GMC and Cadillac “New Generation” trucks and SUV’s are released.

With the introduction of helical gear sets for noise reduction, ProCharger becomes the first company to offer a choice of supercharger sound levels.

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

### 2008
The Performance Product of the Year title is awarded to ProCharger for its Harley-Davidson® intercooled supercharger systems.

ProCharged racers win a record setting 11 International Championships in a season, and the best ProCharged 1/4 mile performance is reset to 6.18 ET @ 228 mph.

ProCharger is first to market with an Intercooled ProCharger System for 2009 F-150’s, producing a best in class 60-65% increase in power.

### 2009-10
To accommodate continued growth, ProCharger expands into an adjacent facility.

ProCharger is first to market with a supercharger system for the Ford Raptor, and Truckin’ magazine documents a 200+ crankshaft HP increase on a stock 6.2L Raptor, while also praising the quick and clean installation.

Intercooled ProCharger Systems for 2006-10 Jeep Grand Cherokee SRT8’s are released, receiving praise for their unmatched performance and attractive underhood appearance. Testing demonstrates supercar performance, with ProCharged 0-60 mph times of 3.6 sec.

ProCharger releases a rugged new Intercooled System for the 2012-18 Jeep 3.6L Wrangler JK.

### 2011-18
ProCharger’s engineering team has been hard at work, and new Intercooled Systems for 2014+ 5.0L 4V F-150’s and 2014+ GM Trucks and SUV’s produce outstanding power gains and durability, with easy installation.

2012+ SRT and 2011+ 5.7 Grand Cherokee, SRT Durango & JL systems begin shipping.
ProCharger is The ULTIMATE Power Adder®

As a serious truck & SUV owner, you are all about towing, hauling, performance and every-day reliability. So why settle for anything less out of the truck, SUV or any other vehicle in your garage? From four-door family sedans, to boats, sport cars, Harley-Davidson motorcycles, high-performance UTV's and all-out race and track cars, chances are ProCharger has an intercooled supercharger solution for it. And for your carbureted classic truck or muscle car, ProCharger has the largest offering of blow-through carbureted kits and options as well as LSx transplant kits. Give our sales team a call 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
ProCharger Online: Catalogs, Apparel, Branded Items and more!
We invite you to take a tour of ProCharger.com and check out the ProCharger blog, videos page, vehicle gallery, and browse through the many different applications that we have available. If you already own a ProCharger system, you can even create a vehicle gallery with your own ProCharged ride!

While you’re there, don’t forget to check out the online versions of ProCharger’s industry leading catalogs and showcase your pride with a wide assortment of ProCharger branded items. From t-shirts and license plate frames, to gauges and wall clocks, visit www.ProCharger.com/store to see the latest additions.

Stay up to speed with the ProCharger Blog
Keep up with all the latest news, events and amazing, real-world customer and racer accomplishments via the ProCharger Blog, located at www.ProCharger.com/blog.
All of us here at ATI encourage you to use your new found ProCharger power responsibly. Please drive safely and be respectful of your fellow motorists. If you feel the need to race, don’t do it on the street–take it off road!

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### 2019 GM TRUCK 2500 (6.0) SYSTEMS AND KITS

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<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
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### 2019 GM TRUCK 1500 (5.3, 6.2) SYSTEMS AND KITS

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### 2015-18 GM TRUCK 2500 (6.0) SYSTEMS AND KITS

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### 2014-18 GM TRUCK / 2015-18 SUV 1500 (5.3, 6.2) SYSTEMS AND KITS

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</table>

### 2014-18 GM TRUCK/SUV (5.3, 6.0, 6.2) OPTIONS

- **add "-B" or "-P" to part #**: Black or Polished finish for ProCharger (P-series or D-series)
- **add "-BB" to part #**: Black finish for supercharger bracket
- **add "-PB" to part #**: Polished finish for supercharger bracket
- **add "-D" or "-A" to part #**: With F-1D, F-1, F-1A ProCharger (replacing P-1SC-1)
- **add "-FA" to part #**: Forward facing air inlet (rear facing is standard, HO only)
- **add "-H" or "-A"**: With F-1A, F-1A54 or F-1A54-R (replacing P-1SC-1, Stage II only)
- **add "-94" or "-C" or "-R"**: With F-1A-H4, F-1C or F-1R (replacing P-1SC-1, Stage II only)
- **add "-94" or "-C" or "-R"**: With F-1A-H4, F-1C or F-1R (replacing P-1SC-1, Stage II only)
- **add "-B" or "-P" to part #**: Black or Polished finish for ProCharger (F-series, 9" or 9.75" housing)
- **add "-D1SC" to part #**: With D-1SC ProCharger (replacing P-1SC-1)
- **add "-D1X" to part #**: With D-1X ProCharger (replacing P-1SC-1)
- **add "-D1X" to part #**: With D-1SC ProCharger (replacing P-1SC-1)
- **add "-D1X" to part #**: With D-1X ProCharger (replacing P-1SC-1, Tuner Kit only)
- **add "-F1X" to part #**: With F-1X ProCharger (replacing P-1SC-1, Systems and Tuner Kits)
- **add "-F1X" to part #**: With F-1X ProCharger (replacing P-1SC-1, Tuner Kit only)
- **add "-F1X" to part #**: With F-1X ProCharger (replacing P-1SC-1, Stage II only)
- **add "-RVR" or "RVB"**: Race Bypass Valve Upgrade (Stage II only)
- **add "-Race" to part #**: Air-To-Air Race Intercooler Upgrade (Stage II Tuner Kit only)

<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>2007-13 (4.8)</td>
<td>1GR212-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>8-9 psi</td>
<td>50-55%</td>
<td>2 core</td>
<td>$6,399</td>
</tr>
<tr>
<td>2007-13 (5.3)</td>
<td>1GR212-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>8-9 psi</td>
<td>50-55%</td>
<td>2 core</td>
<td>$6,399</td>
</tr>
<tr>
<td>2007-13 (4.8 / 5.3)</td>
<td>1GR202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>2 core</td>
<td>$5,599</td>
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<tr>
<td>2007-13 (4.8)</td>
<td>1GR312-SCI</td>
<td>Stage II Intercooled System with P-1SC-1</td>
<td>8-9 psi</td>
<td>50-55%</td>
<td>2 core</td>
<td>$6,799</td>
</tr>
<tr>
<td>2007-13 (5.3)</td>
<td>1GR312-SCI</td>
<td>Stage II Intercooled System with P-1SC-1</td>
<td>8-9 psi</td>
<td>50-55%</td>
<td>2 core</td>
<td>$6,799</td>
</tr>
<tr>
<td>2007-13 (4.8 / 5.3)</td>
<td>1GR302-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>2 core</td>
<td>$5,999</td>
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<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>2007-13 (6.0)</td>
<td>1GR212-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7-8 psi</td>
<td>50%+</td>
<td>3 core</td>
<td>$6,199</td>
</tr>
<tr>
<td>2007-13 (6.0)</td>
<td>1GR220-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$7,799</td>
</tr>
<tr>
<td>2007-13 (6.2)</td>
<td>1GR212-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7-8 psi</td>
<td>50%+</td>
<td>3 core</td>
<td>$6,699</td>
</tr>
<tr>
<td>2007-13 (6.0 / 6.2)</td>
<td>1GR312-SCI</td>
<td>Stage II Intercooled System w/ P-1SC-1 (dedicated drive)</td>
<td>7-8 psi</td>
<td>50%+</td>
<td>3 core</td>
<td>$7,099</td>
</tr>
<tr>
<td>2007-13 (6.0 / 6.2)</td>
<td>1GR302-SCI</td>
<td>Stage II Intercooled Tuner Kit w/ P-1SC-1 (dedicated drive)</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,199</td>
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</table>

### 2007-13 GM TRUCK/SUV (5.3, 6.0, 6.2, 4.8) OPTIONS

<table>
<thead>
<tr>
<th>Description</th>
<th>HP Gain</th>
<th>Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black or Polished finish for ProCharger (P-series or D-series)</td>
<td>-</td>
<td>-</td>
<td>+$295</td>
</tr>
<tr>
<td>Black or Polished finish for ProCharger (F-series, 9&quot; or 9.75&quot; housing)</td>
<td>-</td>
<td>-</td>
<td>+$325</td>
</tr>
<tr>
<td>Black or Polished finish for ProCharger (F-series, 10.5&quot; housing)</td>
<td>-</td>
<td>-</td>
<td>+$375</td>
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<tr>
<td>Black for supercharger bracket</td>
<td>-</td>
<td>-</td>
<td>+$95</td>
</tr>
<tr>
<td>Black finish for supercharger bracket</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>0.60 gear ratio for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)</td>
<td>-</td>
<td>-</td>
<td>+$100</td>
</tr>
<tr>
<td>With P-1X ProCharger (replacing P-1SC-1, Systems and Tuner Kits)</td>
<td>-</td>
<td>-</td>
<td>+$200</td>
</tr>
<tr>
<td>With D-1SC ProCharger (replacing P-1SC-1)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>With F-1A-94 ProCharger (replacing P-1SC-1)</td>
<td>-</td>
<td>-</td>
<td>+$775</td>
</tr>
<tr>
<td>With F-1C, F-1R ProCharger (replacing P-1SC-1, Stage II Kits only)</td>
<td>-</td>
<td>-</td>
<td>+$1,100</td>
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<tr>
<td>With F-1X ProCharger (replacing P-1SC-1, Stage II Kits only)</td>
<td>-</td>
<td>-</td>
<td>+$2,030</td>
</tr>
<tr>
<td>Race Bypass Valve Upgrade (specify open or closed valve)</td>
<td>-</td>
<td>-</td>
<td>+$200</td>
</tr>
<tr>
<td>Vertical Intercooler (from 3 core Horizontal, truck only, Stage II only)</td>
<td>950 hp max</td>
<td>-</td>
<td>+$195</td>
</tr>
<tr>
<td>3 core intercooler system upgrade from 2 core</td>
<td>825 hp max</td>
<td>3&quot; tubing</td>
<td>+$345</td>
</tr>
</tbody>
</table>

### 2007-13 GM TRUCK/SUV 1500/2500 (5.3, 6.0, 6.2, 4.8) 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>2007-13 (4.8)</td>
<td>1GR215-SCI</td>
<td>High Output Intercooled System with i-1</td>
<td>8-9 psi</td>
<td>55-60%+</td>
<td>3 core</td>
<td>$8,499</td>
</tr>
<tr>
<td>2007-13 (5.3)</td>
<td>1GR215-SCI</td>
<td>High Output Intercooled System with i-1</td>
<td>8-9 psi</td>
<td>55-60%+</td>
<td>3 core</td>
<td>$8,499</td>
</tr>
<tr>
<td>2007-13 (6.0)</td>
<td>1GR215-SCI</td>
<td>High Output Intercooled System with i-1</td>
<td>7-8 psi</td>
<td>50-55%</td>
<td>3 core</td>
<td>$8,499</td>
</tr>
<tr>
<td>2007-13 (6.2)</td>
<td>1GR215-SCI</td>
<td>High Output Intercooled System with i-1</td>
<td>7-8 psi</td>
<td>50-55%</td>
<td>3 core</td>
<td>$8,499</td>
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</table>

### GM TRUCK/SUV I-1 OPTIONS

<table>
<thead>
<tr>
<th>Description</th>
<th>HP Gain</th>
<th>Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Touchscreen (at time of system purchase)</td>
<td>-</td>
<td>-</td>
<td>+$395</td>
</tr>
<tr>
<td>Vertical Intercooler Option (from 3 Core Horizontal)</td>
<td>from horizontal</td>
<td>900 hp max</td>
<td>+$195</td>
</tr>
<tr>
<td>Polished finish (supercharger and bracket)</td>
<td>-</td>
<td>-</td>
<td>+$595</td>
</tr>
<tr>
<td>Black finish (supercharger and bracket)</td>
<td>-</td>
<td>-</td>
<td>+$795</td>
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</table>
### 2003-07 GM TRUCK/SUV (5.3, 6.0, 4.8) 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>2003-07 (4.8 / 5.3)</td>
<td>1GI213-SCI</td>
<td>High Output Intercooled System with P-1SC (4.8 / 5.3)</td>
<td>8-9 psi</td>
<td>60-65%</td>
<td>2 core</td>
<td>$5,149</td>
</tr>
<tr>
<td>2003-07 (6.0)</td>
<td>1GI213-SCI</td>
<td>High Output Intercooled System with P-1SC (6.0)</td>
<td>7-8 psi</td>
<td>55-60%</td>
<td>2 core</td>
<td>$6,149</td>
</tr>
<tr>
<td>2003-07</td>
<td>1GI203-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC (4.8 / 5.3 / 6.0)</td>
<td>specify</td>
<td>specify</td>
<td>2 core</td>
<td>$5,499</td>
</tr>
<tr>
<td>2003-07</td>
<td>Call</td>
<td>Stage II Intercooled Tuner Kit with P-1SC (dedicated drive)</td>
<td>specify</td>
<td>specify</td>
<td>2 core</td>
<td>$5,899</td>
</tr>
</tbody>
</table>

### 2003-09 HUMMER H2 (6.2, 6.0) TUNER 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>2008-09 (6.2)</td>
<td>1GL302-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1 (6.2)</td>
<td>specify</td>
<td>specify</td>
<td>H2</td>
<td>$5,899</td>
</tr>
<tr>
<td>2003-07 (6.0)</td>
<td>1GL202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC (6.0)</td>
<td>specify</td>
<td>specify</td>
<td>H2</td>
<td>$5,849</td>
</tr>
</tbody>
</table>

### 1999-03 GM TRUCK/SUV (5.3, 6.0, 4.8) SYSTEMS (CABLE THROTTLE CONTROL)

<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>1999-03 (4.8 / 5.3)</td>
<td>1GI212-SCI</td>
<td>High Output Intercooled System with P-1SC (4.8 / 5.3)</td>
<td>8-9 psi</td>
<td>60-65%</td>
<td>2 core</td>
<td>$5,849</td>
</tr>
<tr>
<td>1999-03 (6.0)</td>
<td>1GI212-SCI</td>
<td>High Output Intercooled System with P-1SC (6.0)</td>
<td>7-8 psi</td>
<td>55-60%</td>
<td>2 core</td>
<td>$5,849</td>
</tr>
<tr>
<td>1999-03</td>
<td>1GI202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC (4.8 / 5.3 / 6.0)</td>
<td>specify</td>
<td>specify</td>
<td>2 core</td>
<td>$5,599</td>
</tr>
<tr>
<td>1999-03</td>
<td>Call</td>
<td>Stage II Intercooled Tuner Kit with P-1SC (dedicated drive)</td>
<td>specify</td>
<td>specify</td>
<td>2 core</td>
<td>$5,949</td>
</tr>
</tbody>
</table>

### 1996-00 GM TRUCK/SUV (5.7, 7.4) 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>1996-00</td>
<td>1GH212-SCI</td>
<td>High Output Intercooled System with P-1SC (5.7)</td>
<td>8-9 psi</td>
<td>60-65%</td>
<td>2 core</td>
<td>$5,749</td>
</tr>
<tr>
<td>1996-00</td>
<td>1GH202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC (5.7)</td>
<td>8-9 psi</td>
<td>60-65%</td>
<td>2 core</td>
<td>$5,499</td>
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### 1988-95 GM TBI TRUCK/SUV (5.7, 7.4) 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>1988-95</td>
<td>1GD212-SCI</td>
<td>High Output Intercooled System with P-1SC (5.7)</td>
<td>8-9 psi</td>
<td>60-65%</td>
<td>2 core</td>
<td>$5,249</td>
</tr>
<tr>
<td>1988-95</td>
<td>1GD202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC (5.7)</td>
<td>8-9 psi</td>
<td>60-65%</td>
<td>2 core</td>
<td>$5,049</td>
</tr>
<tr>
<td>1988-95</td>
<td>1GE212-SCI</td>
<td>High Output Intercooled System with P600B (5.7)</td>
<td>8-9 psi</td>
<td>60-65%</td>
<td>2 core</td>
<td>$4,949</td>
</tr>
<tr>
<td>1988-95</td>
<td>1GE202-SCI</td>
<td>High Output Intercooled Tuner Kit with P1SC (7.4)</td>
<td>8-9 psi</td>
<td>60-65%</td>
<td>2 core</td>
<td>$5,249</td>
</tr>
<tr>
<td>1988-95</td>
<td>1GE212-09I</td>
<td>High Output Intercooled System with P600B (7.4)</td>
<td>8-9 psi</td>
<td>60-65%</td>
<td>2 core</td>
<td>$4,949</td>
</tr>
</tbody>
</table>

### Options

- **add “-P” to part #** Polished finish for ProCharger (P-series or D-series)
- **add “-PB” to part #** Polished finish for supercharger bracket
- **add “-3C” to part #** 3 core intercooler system upgrade (GM Truck/SUV only)
- **add “-H” to part #** Helical gearset for noise reduction (P-1SC, P-1SC-1, D-1SC)
- **add “-13SC” to part #** With D-1SC ProCharger (replacing P-1SC)
- **add “-13C” to part #** With D-1SC ProCharger (replacing P-1SC-1)

### 1988-00 GM TRUCK/SUV (5.7, 7.4)

<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>1988-00</td>
<td>3GKMM-004</td>
<td>Crank Pin Kit</td>
<td></td>
<td></td>
<td></td>
<td>$99</td>
</tr>
</tbody>
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### Options

- **add “-P” to part #** Polished finish for ProCharger (P-series or D-series)
- **add “-H” to part #** Helical gearset for noise reduction (P-1SC)
- **add “-D1SC” to part #** With D-1SC ProCharger (replacing P-1SC)
- **add “-D1” to part #** With D-1 ProCharger (replacing P600B, 1988-95 only)
### 2015-19 FORD F-150 (5.0 4V) 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>2011-14</td>
<td>1FY401-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>6 psi</td>
<td>50-55%+</td>
<td>3 core</td>
<td>$6,699</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FY411-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,199</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FY501-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1</td>
<td>8 psi</td>
<td>60-65%+</td>
<td>Race</td>
<td>$6,699</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY211-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>6-7 psi</td>
<td>45-55%</td>
<td>3 core</td>
<td>$6,549</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY201-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,199</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY311-SCI</td>
<td>Stage II Intercooled System with P-1SC-1</td>
<td>8-9 psi</td>
<td>60-70%</td>
<td>Race</td>
<td>$7,049</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY301-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>Race</td>
<td>$6,499</td>
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### 2011-14 FORD F-150 (5.0, 6.2 4V) 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>2011-14</td>
<td>1FYV211-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>6-7 psi</td>
<td>45-55%</td>
<td>3 core</td>
<td>$6,199</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FYV211-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$5,849</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FYV311-SCI</td>
<td>Stage II Intercooled System with P-1SC-1</td>
<td>8-9 psi</td>
<td>60-70%</td>
<td>Race</td>
<td>$6,699</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FYV301-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>Race</td>
<td>$6,149</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FYV311-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7-8 psi</td>
<td>50%+</td>
<td>3 core</td>
<td>$6,799</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FYV301-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$5,949</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FYV211-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7-8 psi</td>
<td>50%+</td>
<td>3 core</td>
<td>$6,699</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FYV201-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,149</td>
</tr>
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</table>

### 2015-16 FORD F-150 (5.0 4V) 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>2015-16</td>
<td>1FY215-SCI</td>
<td>High Output Intercooled System with i-1 (5.0)</td>
<td>6 psi</td>
<td>60-70%</td>
<td>Race</td>
<td>$8,499</td>
</tr>
</tbody>
</table>

### 2011-14 FORD F-150 (5.0, 6.2 4V) 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>
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</thead>
<tbody>
<tr>
<td>2011-14</td>
<td>1FYV215-SCI</td>
<td>High Output Intercooled System with i-1 (5.0)</td>
<td>8-9 psi</td>
<td>60-70%</td>
<td>Race</td>
<td>$8,499</td>
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<tr>
<td>2011-14</td>
<td>1FY3215-SCI</td>
<td>High Output Intercooled System with i-1 (6.2)</td>
<td>8 psi</td>
<td>55%+</td>
<td>3 core</td>
<td>$8,898</td>
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### i-1 OPTIONS

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
<th>Boost Options</th>
<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 FY</td>
<td>Touchscreen (at time of system purchase)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$395</td>
</tr>
<tr>
<td>1 FY</td>
<td>Black finish (supercharger and bracket)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$795</td>
</tr>
<tr>
<td>1 FY</td>
<td>Polished finish (supercharger and bracket)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$595</td>
</tr>
<tr>
<td>1 FY</td>
<td>Air-to-air race intercooler upgrade (from 3 core)</td>
<td>from 3 core</td>
<td>1060 max hp</td>
<td>-</td>
<td>-</td>
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</tbody>
</table>
### 2015-19 FORD F-150 (5.0 4V) 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>
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</thead>
<tbody>
<tr>
<td>2018-19</td>
<td>1FY411-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>6 psi</td>
<td>50-55%+</td>
<td>3 core</td>
<td>$6,699</td>
</tr>
<tr>
<td>2018-19</td>
<td>1FY401-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,249</td>
</tr>
<tr>
<td>2018-19</td>
<td>1FY511-SCI</td>
<td>Stage II Intercooled System with P-1SC-1</td>
<td>8 psi</td>
<td>60-65%+</td>
<td>Race</td>
<td>$6,599</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY501-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>Race</td>
<td>$6,549</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY211-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>6-7 psi</td>
<td>45-55%</td>
<td>3 core</td>
<td>$6,549</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY201-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,199</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY311-SCI</td>
<td>Stage II Intercooled System with P-1SC-1</td>
<td>8-9 psi</td>
<td>60-70%</td>
<td>Race</td>
<td>$7,049</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY301-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>Race</td>
<td>$6,499</td>
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### 2011-14 FORD F-150 (5.0, 6.2 4V) 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>
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</thead>
<tbody>
<tr>
<td>2011-14</td>
<td>1FY211-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>6-7 psi</td>
<td>45-55%</td>
<td>3 core</td>
<td>$6,199</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FY201-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$5,849</td>
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<tr>
<td>2011-14</td>
<td>1FY311-SCI</td>
<td>Stage II Intercooled System with P-1SC-1</td>
<td>8-9 psi</td>
<td>60-70%</td>
<td>Race</td>
<td>$6,699</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FY301-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>Race</td>
<td>$6,149</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FS311-SCI</td>
<td>High Output Intercooled System with D-1SC (6.2)</td>
<td>7-8 psi</td>
<td>50%+</td>
<td>3 core</td>
<td>$6,799</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FS301-SCI</td>
<td>High Output Intercooled Tuner Kit with D-1SC (6.2)</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$5,949</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FS211-SCI</td>
<td>Stage II Intercooled System with D-1SC-1 (6.2)</td>
<td>7-8 psi</td>
<td>50%+</td>
<td>3 core</td>
<td>$6,599</td>
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</tbody>
</table>

### OPTIONS

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
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<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011-19</td>
<td>-</td>
<td>Black or Polished finish for ProCharger (P-series or D-series)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$295</td>
</tr>
<tr>
<td>2011-19</td>
<td>-</td>
<td>Black or Polished finish for ProCharger (F-series, 9&quot; housing)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$325</td>
</tr>
<tr>
<td>2011-19</td>
<td>-</td>
<td>Polished finish for supercharger bracket</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$250</td>
</tr>
<tr>
<td>2011-19</td>
<td>-</td>
<td>Black finish for supercharger bracket</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$195</td>
</tr>
<tr>
<td>2011-19</td>
<td>-</td>
<td>Helical gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)</td>
<td>same</td>
<td>same</td>
<td>-</td>
<td>+$100</td>
</tr>
<tr>
<td>2011-19</td>
<td>-</td>
<td>With P-1X ProCharger (replacing P-1SC-1, Systems and Tuner Kits)</td>
<td>same</td>
<td>add 10-15+ hp</td>
<td>+$200</td>
<td></td>
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<tr>
<td>2011-14</td>
<td>1FY411-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>6 psi</td>
<td>50%+</td>
<td>3 core</td>
<td>$6,499</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FY401-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>55%+</td>
<td>3 core</td>
<td>$6,199</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FY511-SCI</td>
<td>Stage II Intercooled System with P-1SC-1</td>
<td>8 psi</td>
<td>60-65%+</td>
<td>Race</td>
<td>$6,599</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY501-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>Race</td>
<td>$6,549</td>
</tr>
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<td>2015-17</td>
<td>1FY211-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
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<td>$6,549</td>
</tr>
<tr>
<td>2015-17</td>
<td>1FY201-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,199</td>
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<td>2015-17</td>
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<td>$7,049</td>
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<td>1FY301-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>Race</td>
<td>$6,499</td>
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</table>

### 2015-16 FORD F-150 (5.0 4V) 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>2015-16</td>
<td>1FY215-SCI</td>
<td>High Output Intercooled System with i-1 (5.0)</td>
<td>5 psi</td>
<td>60-70%</td>
<td>Race</td>
<td>$3,499</td>
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</table>

### i-1 OPTIONS

<table>
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<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
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<th>Std Intercooler</th>
<th>MSRP</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>-</td>
<td>Touchscreen (at time of system purchase)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>+$395</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>Black finish (supercharger and bracket)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$795</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>Polished finish (supercharger and bracket)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$595</td>
</tr>
</tbody>
</table>

### 2011-14 FORD F-150 (5.0, 6.2 4V) I-1 PROGRAMMABLE RATIO SYSTEMS

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<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
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<th>HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
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</thead>
<tbody>
<tr>
<td>2011-14</td>
<td>1FY215-SCI</td>
<td>High Output Intercooled System with i-1 (5.0)</td>
<td>8-9 psi</td>
<td>60-70%</td>
<td>Race</td>
<td>$8,499</td>
</tr>
<tr>
<td>2011-14</td>
<td>1FS215-SCI</td>
<td>High Output Intercooled System with i-1 (6.2)</td>
<td>8 psi</td>
<td>55%+</td>
<td>3 core</td>
<td>$8,898</td>
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<tr>
<td></td>
<td>-</td>
<td>Touchscreen (at time of system purchase)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>+$395</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>Black finish (supercharger and bracket)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$795</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>Polished finish (supercharger and bracket)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$595</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>Air-to-air race intercooler upgrade (3 core)</td>
<td>from 3 core</td>
<td>1050 max hp</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

See other side for 1997-2010 Ford F-150/Expedition and 2010-14 SVT Raptor

CALL US FOR A DEALER NEAR YOU (913) 338-2886 PROCHARGER.COM #PROCHARGER

FORD F-150 TRUCK 2011-19 FORD F-150 TRUCK RETAIL PRICING AND OPTIONS

INVENTED, ENGINEERED AND MADE IN THE USA
### 2018-19 DODGE DURANGO SRT (6.4) SYSTEMS & 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>2018-19</td>
<td>1DL215-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7 psi</td>
<td>215+</td>
<td>3 core</td>
<td>$7,499</td>
</tr>
<tr>
<td>2018-19</td>
<td>1DL205-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,499</td>
</tr>
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</table>

*Boost Options: add "-D1X" to part #*

**DODGE DURANGO SRT (6.4) OPTIONS**

<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>2018-19</td>
<td>add &quot;-B&quot; or &quot;-P&quot; to part #</td>
<td>Black or Polished finish for ProCharger (P-series or D-series)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$295</td>
</tr>
<tr>
<td>2018-19</td>
<td>add &quot;-B&quot; or &quot;-P&quot; to part #</td>
<td>Black or Polished finish for ProCharger (F-series, 9” housing)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$325</td>
</tr>
<tr>
<td>2018-19</td>
<td>add &quot;-PB&quot; to part #</td>
<td>Black finish for supercharger bracket</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$250</td>
</tr>
<tr>
<td>2018-19</td>
<td>add &quot;-BB&quot; to part #</td>
<td>Black finish for supercharger bracket</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$195</td>
</tr>
<tr>
<td>2018-19</td>
<td>add &quot;-H&quot; to part #</td>
<td>Helical gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)</td>
<td>same</td>
<td>same</td>
<td>-</td>
<td>+$100</td>
</tr>
<tr>
<td>2018-19</td>
<td>add &quot;-P1X&quot; to part #</td>
<td>With P-1X ProCharger (replacing P-1SC-1, System and Tuner Kit)</td>
<td>same</td>
<td>add11</td>
<td>10-15+ hp</td>
<td>-</td>
</tr>
<tr>
<td>2018-19</td>
<td>add &quot;-D1SC&quot; to part #</td>
<td>With D-1SC ProCharger (replacing P-1SC-1)</td>
<td>tuner kit only</td>
<td>specify</td>
<td>-</td>
<td>+$250</td>
</tr>
<tr>
<td>2018-19</td>
<td>add &quot;-D1X&quot; to part #</td>
<td>With D-1X ProCharger (replacing P-1SC-1, Tuner Kit only)</td>
<td>tuner kit only</td>
<td>specify</td>
<td>-</td>
<td>+$425</td>
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<tr>
<td>2018-19</td>
<td>add &quot;-RVR&quot; or &quot;RVB&quot;</td>
<td>Race Bypass Valve Upgrade (specify open or closed valve)</td>
<td>red or black</td>
<td>specify</td>
<td>-</td>
<td>+$775</td>
</tr>
<tr>
<td>2018-19</td>
<td>add &quot;-Race&quot; to part #</td>
<td>Air-to-Air Race intercooler upgrade</td>
<td>from 3 core</td>
<td>1100 hp</td>
<td>max</td>
<td>-</td>
</tr>
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</table>

**2014-18 RAM 2500/3500 AND POWER WAGON (6.4) SPECIFICATIONS**

<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>2014-18</td>
<td>1DN212-SCI</td>
<td>High Output Intercooled Systems with D-1SC</td>
<td>6 psi</td>
<td>150+</td>
<td>3 core</td>
<td>$7,099</td>
</tr>
<tr>
<td>2014-18</td>
<td>1DN202-SCI</td>
<td>High Output Intercooled Tuner Kit with D-1SC</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,399</td>
</tr>
</tbody>
</table>

**RAM (6.4) OPTIONS**

<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>2014-18</td>
<td>add &quot;-B&quot; or &quot;-P&quot; to part #</td>
<td>Black or Polished finish for ProCharger (P-series)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$295</td>
</tr>
<tr>
<td>2014-18</td>
<td>add &quot;-B&quot; or &quot;-P&quot; to part #</td>
<td>Black or Polished finish for supercharger bracket</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$250</td>
</tr>
<tr>
<td>2014-18</td>
<td>add &quot;-BB&quot; to part #</td>
<td>Black finish for supercharger bracket</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$195</td>
</tr>
<tr>
<td>2014-18</td>
<td>add &quot;-H&quot; to part #</td>
<td>Helical gearset for noise reduction (D-1SC)</td>
<td>same</td>
<td>same</td>
<td>-</td>
<td>+$100</td>
</tr>
<tr>
<td>2014-18</td>
<td>add &quot;-PWV&quot; to part #</td>
<td>Power Wagon w/ Factory Winch</td>
<td>same</td>
<td>same</td>
<td>-</td>
<td>+$150</td>
</tr>
</tbody>
</table>

**2019 RAM 1500 AND 2011-2019 RAM 1500 CLASSIC (5.7) 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>2019</td>
<td>1DP314-SCI</td>
<td>High Output Intercooled System with D-1SC</td>
<td>7 psi</td>
<td>160+</td>
<td>3 core</td>
<td>$6,999</td>
</tr>
<tr>
<td>2019</td>
<td>1DP304-SCI</td>
<td>High Output Intercooled Tuner Kit with D-1SC</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,299</td>
</tr>
<tr>
<td>2019</td>
<td>1DP315-SCI</td>
<td>Stage II Intercooled System with P-1SC-1 (dedicated 8-rib drive)</td>
<td>7 psi</td>
<td>160+</td>
<td>3 core</td>
<td>$7,299</td>
</tr>
<tr>
<td>2019</td>
<td>1DP305-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1 (dedicated 8-rib drive)</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,599</td>
</tr>
<tr>
<td>2011-18</td>
<td>1DH314-SCI</td>
<td>High Output Intercooled System with D-1SC</td>
<td>7 psi</td>
<td>160+</td>
<td>3 core</td>
<td>$6,999</td>
</tr>
<tr>
<td>2011-18</td>
<td>1DH304-SCI</td>
<td>High Output Intercooled Tuner Kit with D-1SC</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,299</td>
</tr>
<tr>
<td>2011-18</td>
<td>1DH315-SCI</td>
<td>Stage II Intercooled System with P-1SC-1 (dedicated 8-rib drive)</td>
<td>7 psi</td>
<td>160+</td>
<td>3 core</td>
<td>$7,299</td>
</tr>
<tr>
<td>2011-18</td>
<td>1DH305-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1 (dedicated 8-rib drive)</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,599</td>
</tr>
</tbody>
</table>

**RAM (5.7) OPTIONS**

<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>2011-19</td>
<td>add &quot;-B&quot; or &quot;-P&quot; to part #</td>
<td>Black or Polished finish for ProCharger (P-series or D-series)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$295</td>
</tr>
<tr>
<td>2011-19</td>
<td>add &quot;-B&quot; or &quot;-P&quot; to part #</td>
<td>Black or Polished finish for ProCharger (F-series 9”9.75” housing)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$325</td>
</tr>
<tr>
<td>2011-19</td>
<td>add &quot;-PB&quot; to part #</td>
<td>Black finish for supercharger bracket</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$250</td>
</tr>
<tr>
<td>2011-19</td>
<td>add &quot;-BB&quot; to part #</td>
<td>Black finish for supercharger bracket</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>+$195</td>
</tr>
<tr>
<td>2011-19</td>
<td>add &quot;-H&quot; to part #</td>
<td>Helical gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)</td>
<td>same</td>
<td>same</td>
<td>-</td>
<td>+$100</td>
</tr>
</tbody>
</table>

**5.7 HO ONLY**

<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>2011-19</td>
<td>add &quot;-D1X&quot; to part #</td>
<td>With D-1X ProCharger (replacing D-1SC)</td>
<td>tuner kit only</td>
<td>specify</td>
<td>-</td>
<td>+$175</td>
</tr>
</tbody>
</table>

**5.7 STAGE II ONLY**

<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>2011-19</td>
<td>add &quot;-P1X&quot; to part #</td>
<td>With P-1X ProCharger (replacing P-1SC-1, Systems and Tuner Kits)</td>
<td>same</td>
<td>add11</td>
<td>10-15+ hp</td>
<td>-</td>
</tr>
<tr>
<td>2011-19</td>
<td>add &quot;-D1SC&quot; to part #</td>
<td>With D-1SC ProCharger (replacing P-1SC-1)</td>
<td>tuner kit only</td>
<td>specify</td>
<td>-</td>
<td>+$250</td>
</tr>
<tr>
<td>2011-19</td>
<td>add &quot;-D1X&quot; to part #</td>
<td>With D-1X ProCharger (replacing P-1SC-1)</td>
<td>tuner kit only</td>
<td>specify</td>
<td>-</td>
<td>+$425</td>
</tr>
<tr>
<td>2011-19</td>
<td>add &quot;-D&quot; or &quot;-1&quot; or &quot;-A&quot;</td>
<td>With F-1D, F-1, F-1A ProCharger (replacing P-1SC-1)</td>
<td>tuner kit only</td>
<td>specify</td>
<td>-</td>
<td>+$775</td>
</tr>
<tr>
<td>2011-19</td>
<td>add &quot;-RVR&quot; or &quot;RVB&quot;</td>
<td>Race Bypass Valve Upgrade (specify open or closed valve)</td>
<td>red or black</td>
<td>specify</td>
<td>-</td>
<td>+$295</td>
</tr>
</tbody>
</table>

**5.7 ATIPPP** to part #

<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>2011-19</td>
<td>add &quot;-ATIPPP&quot; to part #</td>
<td>ATI Performance Products Balancer Upgrade</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>+$100</td>
</tr>
</tbody>
</table>

**OPTIONS**

- Stage II
- Boost Options
- HP Gain
- Intercooler
- MSRP

**INVENTED, ENGINEERED AND MADE IN THE USA**

---

See other side for 1996-2010 Ram Truck

04/19

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PROCHARGER.COM

#PROCHARGER

INVENTED, ENGINEERED AND MADE IN THE USA
### 2009-10 RAM (5.7) 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>2009-10</td>
<td>1DH214-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7 psi</td>
<td>130+</td>
<td>3 core</td>
<td>$6,699</td>
</tr>
<tr>
<td>2009-10</td>
<td>1DH204-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$5,999</td>
</tr>
<tr>
<td>2009-10</td>
<td>1DH315-SCI</td>
<td>Stage II Intercooled System with P-1SC-1 (dedicated 8-rib drive)</td>
<td>7 psi</td>
<td>130+</td>
<td>3 core</td>
<td>$7,299</td>
</tr>
<tr>
<td>2009-10</td>
<td>1DH305-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1 (dedicated 8-rib drive)</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,599</td>
</tr>
</tbody>
</table>

### 2004-08 DODGE RAM (5.7) 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>2004-08</td>
<td>1DC214-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>6 psi</td>
<td>45-50%</td>
<td>3 core high mount</td>
<td>$6,599</td>
</tr>
<tr>
<td>2004-08</td>
<td>1DC204-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>tuner kit only</td>
<td>specify</td>
<td>3 core high mount</td>
<td>$5,799</td>
</tr>
</tbody>
</table>

**2004-10 RAM (5.7) OPTIONS**

<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>add &quot;.-P&quot; to part #</td>
<td>Polished finish for ProCharger (P-series or D-series)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>$295</td>
<td></td>
</tr>
<tr>
<td>add &quot;.-PB&quot; to part #</td>
<td>Polished finish for supercharger bracket</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>$300</td>
<td></td>
</tr>
<tr>
<td>add &quot;.-H&quot; to part #</td>
<td>Helical gearset for noise reduction (P-1SC-1, D-1SC)</td>
<td>same</td>
<td>same</td>
<td>-</td>
<td>$100</td>
<td></td>
</tr>
<tr>
<td>add &quot;.-D1SC&quot; to part #</td>
<td>With D-1SC ProCharger (replacing P-1SC-1)</td>
<td>tuner kit only</td>
<td>specify</td>
<td>-</td>
<td>$250</td>
<td></td>
</tr>
<tr>
<td>add &quot;.-LM&quot; to part #</td>
<td>Low mount intercooler (replacing 3 core high mount, 2006-08 only)</td>
<td>same</td>
<td>same</td>
<td>same</td>
<td>$100</td>
<td></td>
</tr>
<tr>
<td>add &quot;.-ATIPP&quot; to part #</td>
<td>ATI Performance Products Balancer Upgrade (2009-10 Stage II only)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$475</td>
<td></td>
</tr>
</tbody>
</table>

### 1996-01 DODGE RAM (5.9, 5.2) TUNER KIT

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>Est. HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996-01</td>
<td>1DA202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC</td>
<td>8-9 psi</td>
<td>55-60%</td>
<td>2 core</td>
<td>$5,749</td>
</tr>
</tbody>
</table>

### 1997-01 DODGE DAKOTA/DURANGO (5.9, 5.2) TUNER KIT

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>Est. HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997-01</td>
<td>1DB202-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC</td>
<td>8-9 psi</td>
<td>55-60%</td>
<td>2 core</td>
<td>$5,749</td>
</tr>
</tbody>
</table>

**1996-01 RAM, DAKOTA, DURANGO**

<table>
<thead>
<tr>
<th>Year</th>
<th>Part Number</th>
<th>Description</th>
<th>Boost Options</th>
<th>Est. HP Gain</th>
<th>Std Intercooler</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>add &quot;.-P&quot; to part #</td>
<td>Polished finish for ProCharger (P-series or D-series)</td>
<td>satin standard</td>
<td>-</td>
<td>-</td>
<td>$295</td>
<td></td>
</tr>
<tr>
<td>add &quot;.-H&quot; to part #</td>
<td>Helical gearset for noise reduction (P-1SC, D-1SC)</td>
<td>same</td>
<td>same</td>
<td>-</td>
<td>$100</td>
<td></td>
</tr>
<tr>
<td>add &quot;.-D1SC&quot; to part #</td>
<td>With D-1SC ProCharger (replacing P-1SC)</td>
<td>tuner kit only</td>
<td>specify</td>
<td>-</td>
<td>$470</td>
<td></td>
</tr>
<tr>
<td>add &quot;.-3C&quot; to part #</td>
<td>3 core intercooler system upgrade (Ram only)</td>
<td>from 2 core</td>
<td>825 hp max</td>
<td>3&quot; tubing</td>
<td>$345</td>
<td></td>
</tr>
</tbody>
</table>
## 2012-19 JEEP GRAND CHEROKEE (6.4) SYSTEMS & 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>2012-18</td>
<td>1DL214-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7 psi</td>
<td>215+</td>
<td>3 core</td>
<td>$7,599</td>
</tr>
<tr>
<td>2012-19</td>
<td>1DL204-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,599</td>
</tr>
</tbody>
</table>

## 2011-18 JEEP GRAND CHEROKEE (5.7) 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>2011-18</td>
<td>1DM214-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7 psi</td>
<td>160+</td>
<td>3 core</td>
<td>$7,099</td>
</tr>
<tr>
<td>2011-18</td>
<td>1DM204-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,099</td>
</tr>
</tbody>
</table>

## 2006-10 JEEP GRAND CHEROKEE SRT8 (6.1) 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>2006-10</td>
<td>1DJ214-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7 psi</td>
<td>160+</td>
<td>3 core</td>
<td>$6,999</td>
</tr>
<tr>
<td>2006-10</td>
<td>1DJ204-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$5,799</td>
</tr>
<tr>
<td>2006-10</td>
<td>1DJ314-SCI</td>
<td>Stage II Intercooled System with P-1SC-1 (dedicated 8-rib)</td>
<td>7 psi</td>
<td>160+</td>
<td>3 core</td>
<td>$7,399</td>
</tr>
<tr>
<td>2006-10</td>
<td>1DJ304-SCI</td>
<td>Stage II Intercooled Tuner Kit with P-1SC-1 (dedicated 8-rib)</td>
<td>specify</td>
<td>specify</td>
<td>3 core</td>
<td>$6,199</td>
</tr>
</tbody>
</table>

## 2018-19 JEEP WRANGLER JL (3.6) 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>2018-19</td>
<td>1JL214-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7 psi</td>
<td>50%+</td>
<td>custom JL</td>
<td>$6,599</td>
</tr>
<tr>
<td>2018-19</td>
<td>1JL204-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>custom JL</td>
<td>$5,799</td>
</tr>
</tbody>
</table>

## 2012-18 JEEP WRANGLER JK (3.6) 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>2012-18</td>
<td>1JK214-SCI</td>
<td>High Output Intercooled System with P-1SC-1</td>
<td>7 psi</td>
<td>50%+</td>
<td>custom JK</td>
<td>$6,599</td>
</tr>
<tr>
<td>2012-18</td>
<td>1JK204-SCI</td>
<td>High Output Intercooled Tuner Kit with P-1SC-1</td>
<td>specify</td>
<td>specify</td>
<td>custom JK</td>
<td>$5,799</td>
</tr>
</tbody>
</table>

### Options

- **add "-B" or "-P" to part #**
  - Black or Polished finish for ProCharger (P-series or D-series)
  - satin standard
  - -
  - +$295
- **add "-BI" to part #**
  - Black finish for Intercooler
  - satin standard
  - -
  - +$125
- **add "-BB" to part #**
  - Black finish for supercharger bracket
  - satin standard
  - -
  - +$195
- **add "-BI" to part #**
  - Black finish for Intercooler
  - satin standard
  - -
  - +$110
- **add "-D1SC" to part #**
  - With D-1SC ProCharger (replacing P-1SC-1)
  - same
  - same
  - -
  - +$775
- **add "-D1X" to part #**
  - With D-1X ProCharger (replacing P-1SC-1)
  - tuner kit only
  - specify
  - -
  - +$725
- **add "-D" or "-P" to part #**
  - Black or Polished finish for supercharger (F-series, 9" housing)
  - satin standard
  - -
  - +$325
- **add "-H" to part #**
  - Helical gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)
  - specify
  - specify
  - -
  - +$100
- **add "-P1X" to part #**
  - With P-1X ProCharger (replacing P-1SC-1, and Tuner Kit)
  - add'l 10-15+ hp
  - -
  - +$200
- **add "-PB" to part #**
  - Black or Polished finish for supercharger bracket
  - satin standard
  - -
  - +$250
- **add "-PB" to part #**
  - Black or Polished finish for supercharger bracket
  - satin standard
  - -
  - +$295
- **add "-PR" or "-RVB" to part #**
  - Race Bypass Valve Upgrade (specify open or closed valve)
  - red or black
  - specify
  - -
  - +$295
- **add "Race" to part #**
  - Air-to-Air Race intercooler upgrade
  - from 3 core
  - 1100 hp max
  - -
  - +$345

### Wrangler JL / JK (3.6) Options

**add "-94" to part #**
- With F-1A-94 ProCharger (replacing P-1SC-1)
- tuner kit only
- specify
- -
- +$1,100

**add "-PB" to part #**
- Polished finish for supercharger bracket
- satin standard
- -
- +$300

**add "-B" or "-P" to part #**
- Black or Polished finish for ProCharger (P-series or D-series)
- satin standard
- -
- +$295

**add "-BI" to part #**
- Black finish for Intercooler
- satin standard
- -
- +$125

**add "-H" to part #**
- Helical gearset for noise reduction (P-1SC-1, P-1X, D-1SC, D-1X)
- same
- same
- -
- +$100

**add "-P1X" to part #**
- With P-1X ProCharger (replacing P-1SC-1, and Tuner Kit)
- add'l 10-15+ hp
- -
- +$200

**add "-BB" to part #**
- Black finish for supercharger bracket
- satin standard
- -
- +$195

**add "-BI" to part #**
- Black finish for Intercooler
- satin standard
- -
- +$110

**add "-D1X" to part #**
- With D-1X ProCharger (replacing P-1SC-1, and Tuner Kit)
- tuner kit only
- specify
- -
- +$775

**add "-D1SC" to part #**
- With D-1SC ProCharger (replacing P-1SC-1)
- tuner kit only
- specify
- -
- +$725

**add "-D1" to part #**
- With D-1SC ProCharger (replacing P-1SC-1, and Tuner Kit)
- tuner kit only
- specify
- -
- +$425

**add "-PR" or "-RVB" to part #**
- Race Bypass Valve Upgrade (specify open or closed valve)
- red or black
- specify
- -
- +$295

**add "Race" to part #**
- Air-to-Air Race intercooler upgrade
- from 3 core
- 1100 hp max
- -
- +$345