

RACE

PROCHARGER SUPERCHARGER SPECIFICATIONS

See Other Side for Street Supercharger Specs



	F-1C	F-1R	F-1X	F-2	F-3D-102	F-3D-106	F-3R-102	F-3R-112*	F-3R-121	F-3R-130	F-3R-136	F-3R-140	F-4X-136	F-4X-140	F-4X-140-1	F-4X-144	F-4X-145
VOLUTE DIAMETER	9.75"	9.75"	10.5"	10.5"	10.5"	10.5"	12"	12"	12"	12"	12"	12"	13.5"	13.5"	13.5"	13.5"	13.5"
MAX SUPERCHARGED HP	1,100	1,250	1,400	1,450	1,500	1,800	1,600	2,100	2,400	2,700	3,000	3,300	3,200	3,500	3,700	4,000	4,200
MOTOR BASE HP RANGE	300-550	375-550	375-550	425-600	550-750	550-750	375-550	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL	CALL
MAX FLOW (CFM)	1,625	1,700	2,000	2,100	1,900	2,200	2,000	2,300	3,100	3,600	4,000	4,300	4,200	4,500	4,700	5,000	5,200
MAX BOOST (PSI)	38	38	38	38	38	38	38	38	40	45	50	58	55	60	65	70	72
INLET HOSE DIAMETER	4"	4.05"	4.8"	4.6"	4.8"	4.8"	6"	5"	5.5"	5.75"	5.75"	5.75"	6"	6"	6"	6"	6"
INDUCER DIAMETER	3.7"	4"	4.20"	4.5"	4"	4.2"	4"	4.4"	4.8"	5.12"	5.35"	5.47"	5.35"	5.47"	5.51"	5.63"	5.71"
EXDUCER DIAMETER	5.56"	6"	6"	6.75"	6"	6"	6.75"	6.75"	6.75"	7.22"	7.22"	7.22"	7.22"	7.22"	7.42"	7.91"	7.69"
OUTLET HOSE DIAMETER	3"	3"	3.5"	3.5"	3.5"	3.5"	4.5"	4"	4"	4"	4"	4"	4.5"	4.5"	4.5"	4.5"	4.5"
OUTLET I.D.	2.62"	2.62"	3.15"	3.15"	3.15"	3.15"	3.59"	3.59"	3.59"	3.59"	3.59"	3.59"	4"	4"	4"	4"	4"
MAX IMPELLER RPM	74,000	68,000	72,000	65,000	74,000	74,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000	72,000
INTERNAL STEP-UP	5.40:1	5.40:1	5.40:1	5.40:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	5.63:1	4.77:1	4.77:1	4.77:1	4.77:1	4.77:1
REVERSE ROTATION OPTION	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No	No	No
SELF CONTAINED	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

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

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

INVENTED, ENGINEERED, MADE IN THE USA

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