

Polaris Slingshot Intercooled System **Installation Guide**



The ULTIMATE Power Adder™

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ProCharger is a registered trademark and The Intercooled Supercharging Experts!™ and Designed to Blow Away the Competition™ are trademarks of Accessible Technologies, Inc. and may not be used without express permission.

You should also have the following gauges available to properly check the finished installation and monitor your vehicle's performance (especially for testing):

- Manifold Boost Pressure Gauge
- Fuel Pressure Gauge
- Wide Band Oxygen Sensor and Gauge

Gauges should be of a type that can be read from the cockpit while performing a wide-open throttle road test. Cockpit or hood-mounted gauges are preferable. In order to obtain usable readings, the gauges should measure pressure at the intake manifold and fuel rail. IF VEHICLE DOES NOT MAINTAIN PROPER FUEL PRESSURE (50-65 PSI), DECREASE THROTTLE APPLICATION IMMEDIATELY. In some cases, extra vehicle modifications can strain the stock fuel pump. If your vehicle has difficulty retaining adequate fuel pressure, contact ATI ProCharger about the availability of an upgraded fuel system.


The engine on which the ProCharger® is to be installed should retain the factory compression ratio. If it has been modified in any way, please consult ProCharger staff before proceeding with the installation. This supercharger system is intended for use on STOCK, strong, well-maintained engines/transmissions. Installation on a worn or troublesome powertrain should be reconsidered. ATI PROCHARGER WILL NOT BE HELD RESPONSIBLE FOR DAMAGE TO A VEHICLE'S POWERTRAIN. ATI ProCharger is not responsible for ECM tuning/programming on non-stock vehicles. ATI PROCHARGER recommends verifying that your vehicle has current ECM updates from the vehicle manufacturer before installation.


For best performance and reliability, always use premium grade fuel (91 octane or higher) and listen closely for signs of detonation, which might sound like ball bearings rolling around in a tin can. IF DETONATION SHOULD OCCUR, OR IF YOU ARE UNSURE WHETHER WHAT YOU'RE HEARING IS DETONATION, DECREASE THROTTLE APPLICATION IMMEDIATELY and please consult ATI ProCharger staff. Detonation should not be an issue with a properly installed intercooled supercharger system, though OEM factory-shipped engine and parts inconsistencies are possible on any vehicle.

INTRODUCTION

Congratulations on purchasing your ProCharger® Polaris Slingshot Intercooled System. Read this entire manual before you attempt to install your ProCharger kit. It is imperative that you follow all of the instructions in the order they appear in this installation guide. If you have any questions regarding any aspect of this installation, call us at (913) 338-2886.

For best results, we recommend reviewing the installation instructions beforehand, and following the installation instructions closely and in sequence. A detailed packing list has been provided to assist you in identifying the components of your ProCharger system.

 **Warning:** Read and understand all safety precautions in this manual before installation. Failure to comply with instructions in this manual could result in personal injury, property damage, and/or voiding your warranty.

 **Tech Tip:** Installing spark plugs that are one heat range colder than stock and gapping your plugs to .035" is recommended.

Required Tools and Supplies

- 3/8" Socket Set (standard & metric)
- 1/2" Socket Set (standard & metric)
- 1/2" Impact Gun
- 1/2" Breaker Bar and 4" Extension
- Allen Socket Set (standard & metric)
- Open End Wrench Set (standard & metric)
- 5/16" Nut Driver
- 3/8" Hex Bit Set (allen head)
- Flat Screwdrivers
- Phillips Screwdrivers
- Plier Set


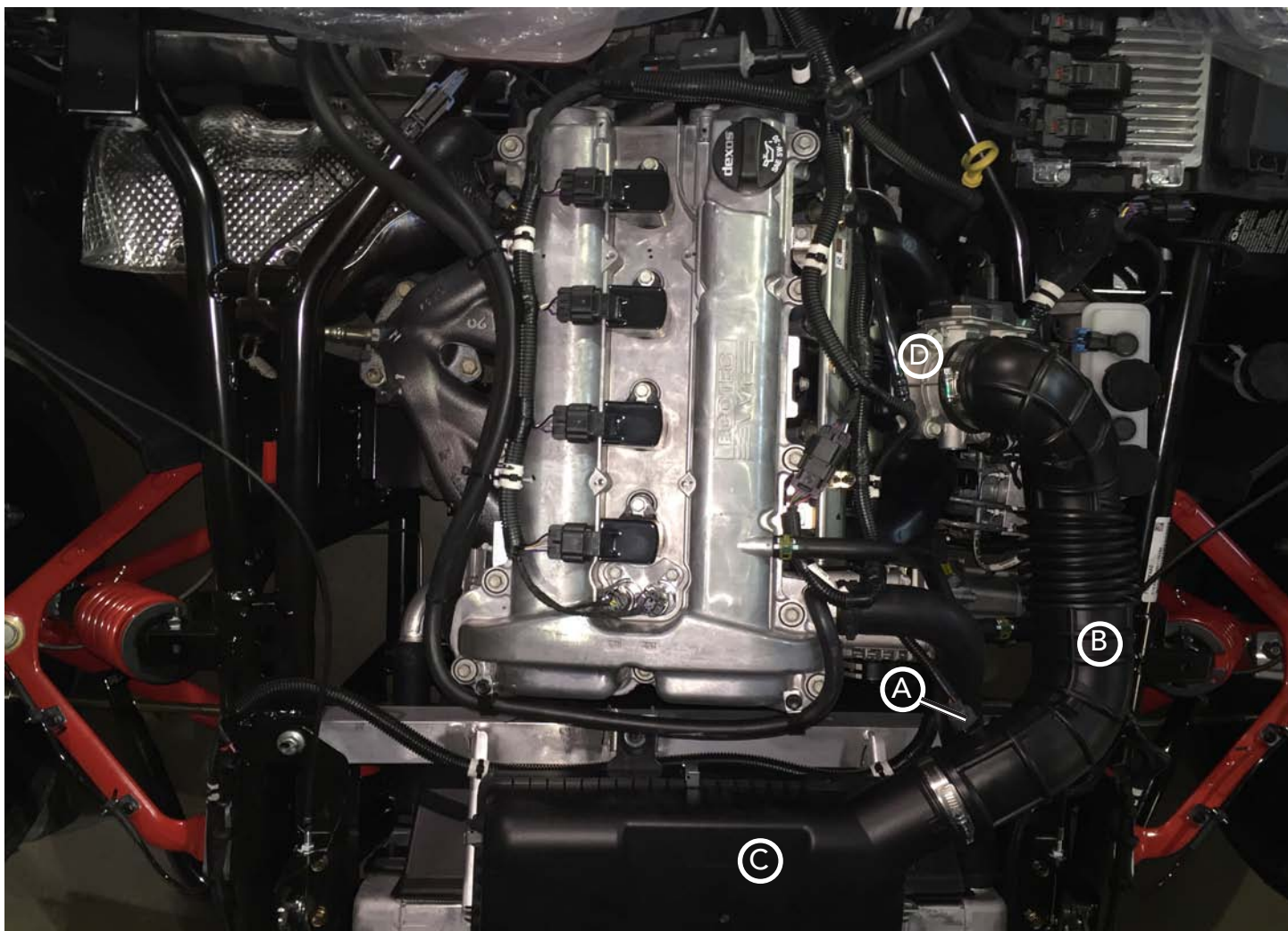
 **Warning:** Your supercharged Slingshot must always be run on 91 octane or better gas. The best way to insure this is to run the tank near empty (below 1/4) and fill with 91 octane for several tanks prior to installing the supercharger.

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GETTING FAMILIAR



Completion of this section will configure the vehicle for system installation.

- (A) IAT Sensor
- (B) Intake Elbow
- (C) Airbox
- (D) Throttle Body

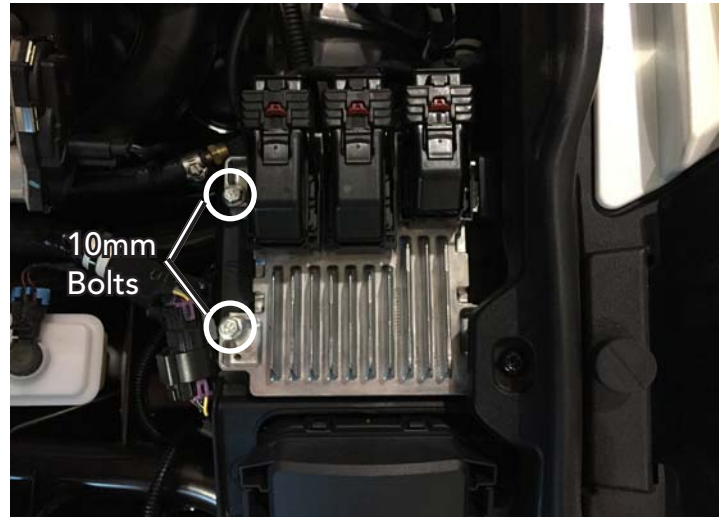
! Read and understand all safety precautions in this manual before installation. Failure to comply with instructions in this manual could result in personal injury, property damage, and/ or voiding your warranty.

ECU REMOVAL

For complete systems only, tuner kits proceed to next page.

- 1 Remove the ECU by releasing the red clips on the wiring harness ends, press the clip and pull up on all (3) harness ends to remove the connectors.

- 2 Using a 10mm remove the (2) bolts securing the ECU to the bracket. Remove the ECU.



ECU



Note: After removing the ECU refer to the supplied tuning forms found with these instructions. A tuning certificate is included which involves mailing in your ECU to be reprogrammed.

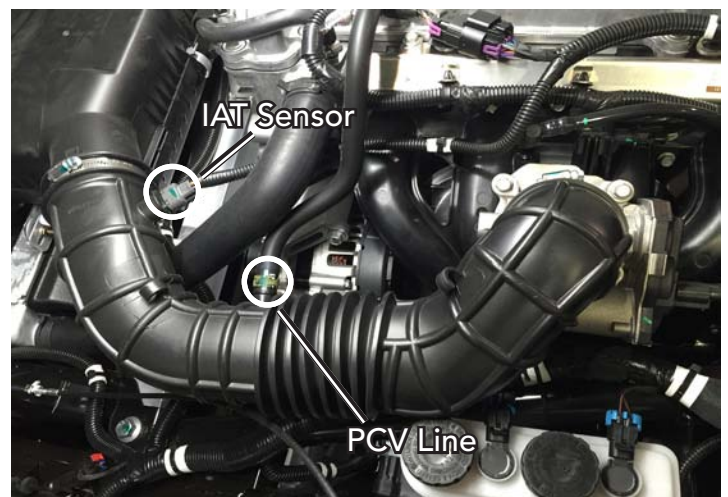
STOCK COMPONENT REMOVAL

- 1 Remove the hood from the vehicle by using a 13mm to remove the 2 bolts on the hood hinge(1 on each side). Remove the nut from the stud on both sides. With 2 people holding the hood, open the hood and remove the latch bolts from the inside and remove the hood.



Hood Bolts

- 2 With an 8mm nut driver loosen the clamp at the throttle body, unplug the IAT sensor and using pliers unhook the pcv line from the intake elbow.



Intake Elbow Connections

- 3 With a 10mm remove the (3) bolts holding the airbox to the body.



Remove Airbox Bolts

- 4 Lift up on the airbox and remove the assembly from the vehicle.

Stock Component Removal

- 5 Use a flat blade screwdriver to remove the plastic push-clips holding the lower front radiator duct (3 per side). Remove the duct it will not be reused.
- 6 With a flat blade screwdriver remove the (2) push pins on from the upper radiator duct. Remove the duct it will not be reused.
- 7 Place a drain pan below the vehicle to catch the coolant. With a pair of pliers remove the lower radiator hose to drain the coolant.
- 8 Remove the upper radiator hose.
- 9 Using a 5/32 Allen wrench remove (4) bolts (2 on each side) holding the fan and fan shroud onto the radiator



Lower Radiator Duct Push Pins



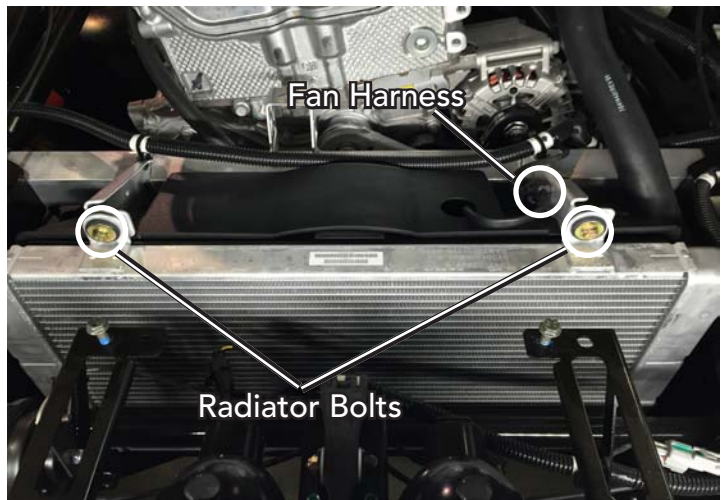
Upper Radiator Duct Push Pins



Remove Allen Bolts (2 per side)

- 10 Unplug the fan harness. With a 10mm socket and wrench remove the (2) bolts and nuts securing the radiator to the vehicle.

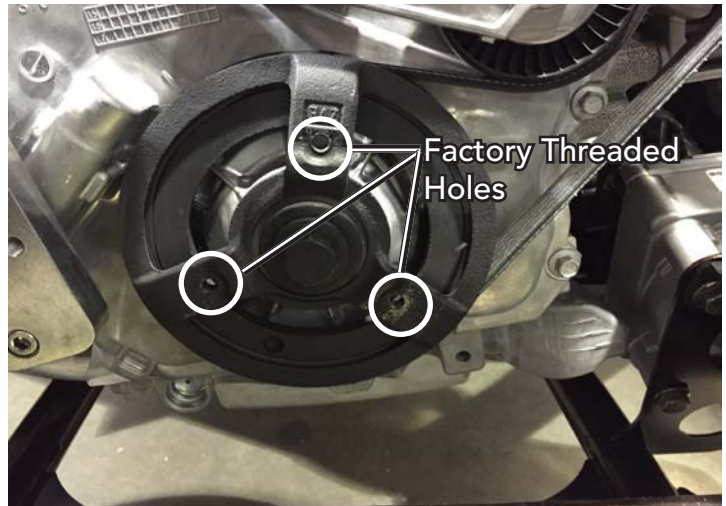
- 11 Separate the fan and shroud from the radiator. Pull the radiator out and up to remove it from the vehicle followed by the fan and then the shroud (if equipped). The shroud will not be reused.



CRANK PULLEY

- 1 Place the transmission in 5th gear and pull the parking brake lever.

- 2 Using a 21mm remove the factory crank bolt.



Factory Crank Pulley

- 3 Loosely mount the supplied crank pulley to the factory crank pulley with the supplied M14 x 120mm Bolt and washer. Insert the (3) M8 x 20mm SHCS through the pulley and into the threaded holes on the factory crank pulley (use red thread locker on the threads) tighten loosely. Tighten the M14 x 120mm bolt with a 22mm to 150ft-lbs. Tighten the M8 bolts with a 6mm allen socket.



Crank Pulley Mounted

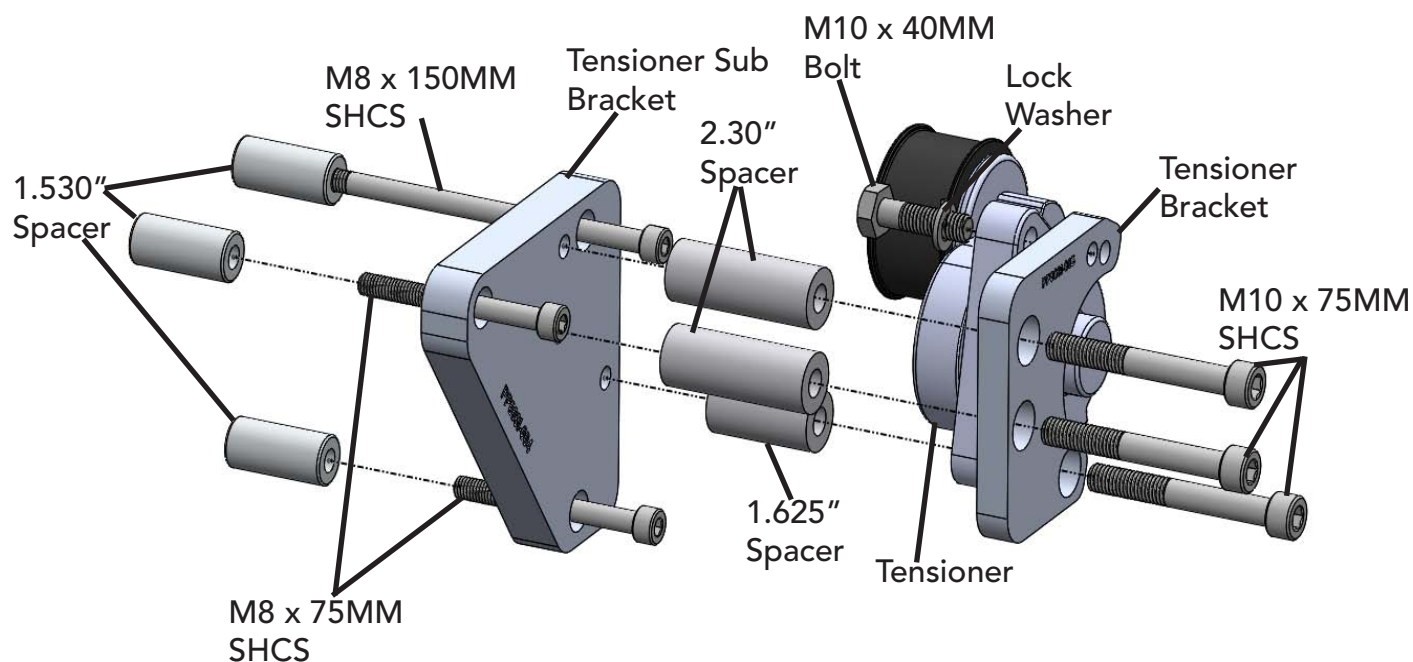
BELT TENSIONER

Follow The Schematic Below For Belt Tensioner Spacer And Bolt Locations

- 1 Using a 10mm and a 13mm remove the (3) bolts shown to the right.
- 2 Using the supplied tensioner sub bracket mount it to the timing cover using the supplied (2) M8 x 75mm SHCS and (1) M8 x 150mm SHCS, the (3) 1.530" spacers go between the bracket and the timing cover.



Remove Bolts



Tensioner Schematic

Belt Tensioner

- 3 Loosely mount the tensioner to the back side of the tensioner bracket (as shown to the right) using the supplied M10 x 40mm bolt and lock-washer.



Tensioner Sub-Bracket Installed

- ✓ **Tech Tip:** There are two holes on the tensioner bracket if the belt is to tight or to loose move the M10 x 40mm bolt to the other hole on the bracket.

- 4 Insert an M10 x 75mm SHCS through the bottom hole of the tensioner bracket, through the bottom tensioner hole followed by a 1.625" spacer. Thread the bolt into the bottom hole on the tensioner sub-bracket. Insert a M10 x 75mm SHCS into each of the remaining tensioner bracket holes followed by a 2.3" spacer thread into the remaining holes on the tensioner sub-bracket.



Tensioner Installed Onto Bracket

- 5 Tighten the M10 x 40mm bolt with a 17mm and tighten the SHCS' with an 8mm Allen socket



Tensioner Assembly Installed

PROCHARGER BRACKET AND HEAD UNIT

- 1 Using a 13mm remove the front alternator mounting bolt.



Remove Alternator Bolt

- 2 Loosely mount the supplied alternator bracket to the alternator using the supplied M8 x 110mm bolt and washer.



Sub-Bracket Mounting Points

- 3 The supercharger sub-bracket bolts to the bolt holes shown to the right. Using the supplied M8 x 25mm SHCS mount the bracket to the (2) holes on the cylinder head then to the (2) holes on the alternator bracket. Secure the SHCS' with a 6mm allen and secure the alternator bolt with a 13mm.



Main Bracket Mounted

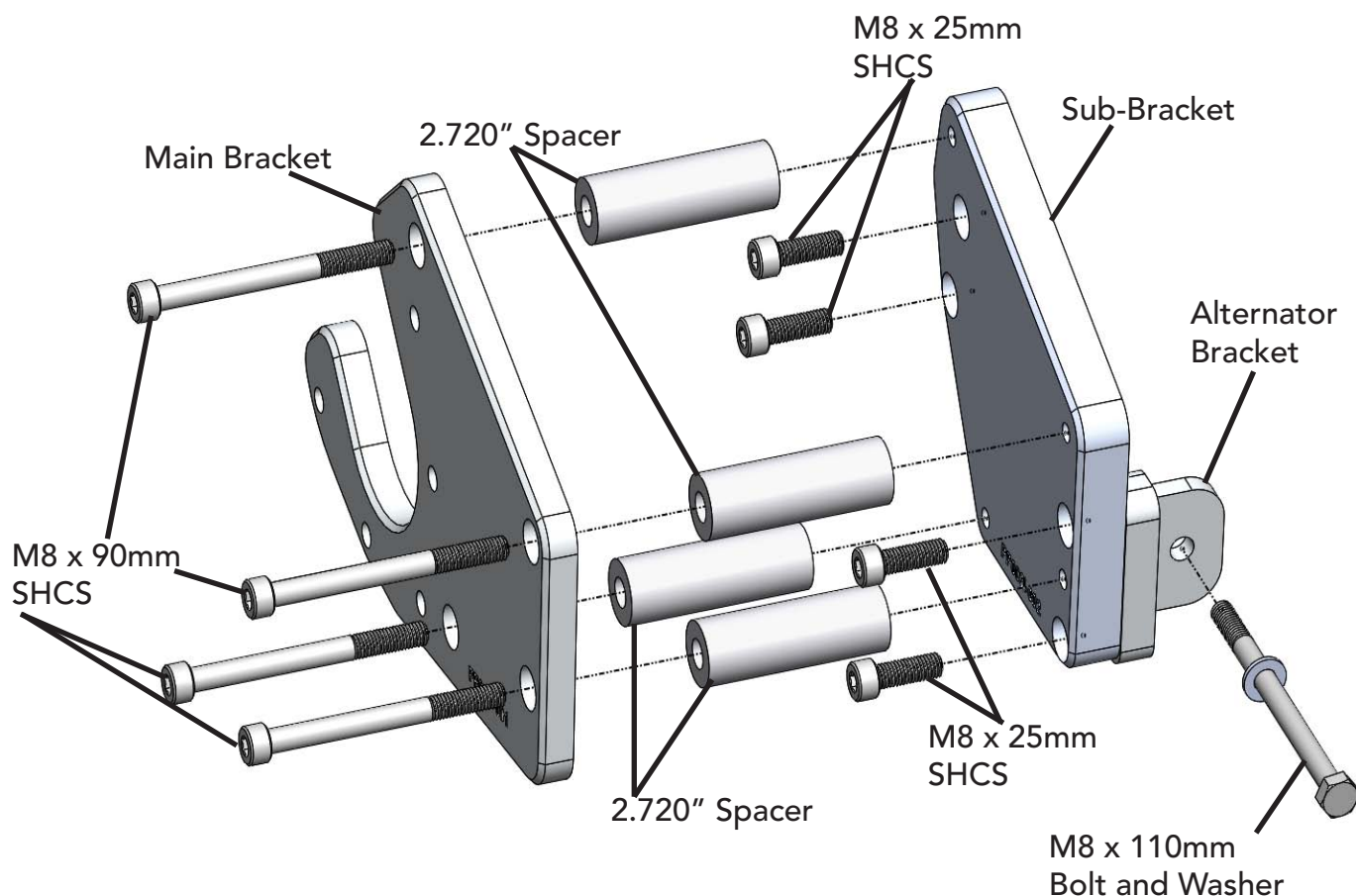
Procharger Bracket And Head Unit

Reference The Schematic Below For Bracket Spacer And Bolt Locations

- 4 Remove the oil fill reminder from the supercharger. Fill the supercharger with (1) 3.2oz bottle of supplied blower oil.
- 5 Insert the supplied M8 x 90mm SHCS through the bracket as shown. Attach the bracket to the Procharger using the (5) provided 5/16" x 3/4" SHCS.



Bracket Mounted To Supercharger



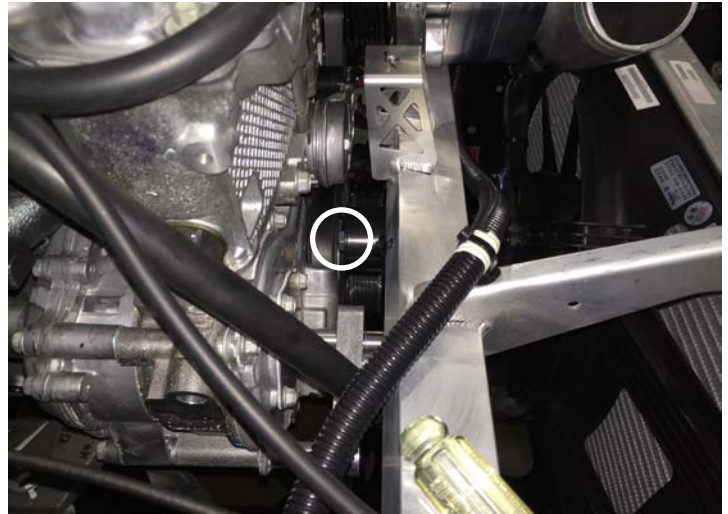
Bracket Schematic

- 6 Slide a 2.720" spacer over the already installed M8 x 90mm SHCS and loosely fasten it to the upper left corner of the sub-bracket.



Main Bracket / Supercharger Installed

- 7 Finish installing the main bracket onto the sub bracket using the final (3) M8 x 90mm SHCS and 2.720" spacers. Secure with a 6mm allen.



Tensioner Bolt

- 8 Install the supplied belt onto the supercharger pulley and onto the crank pulley by using a 17mm wrench on the tensioner bolt to rotate the tensioner arm away from the crank pulley.



Tech Tip: If the belt is too tight to install keep the blower bracket bolts loose while rotating the tensioner, Install the belt while keeping the tensioner rotated and tighten the bracket bolts.

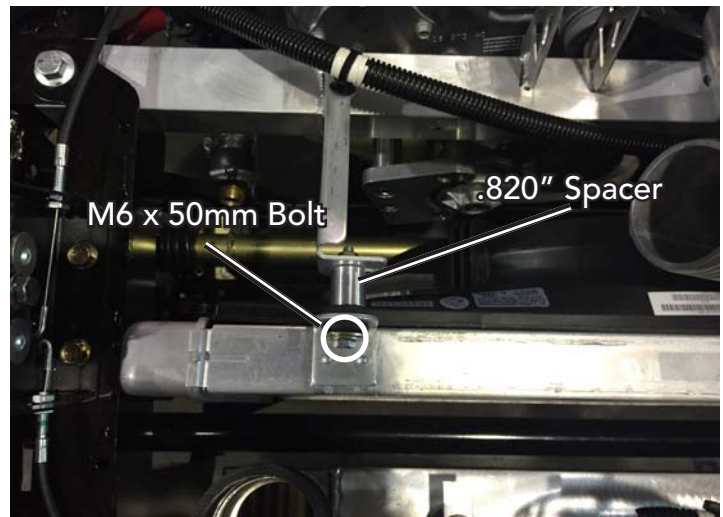
- 9 Install the fan back onto the radiator using the supplied M8 washers on the factory bolts (the washers are to take up the room of the factory fan shroud that is not reused).

- 10 Install the radiator/fan assembly into the vehicle. Use the supplied .820" spacer on the supplied M6 x 50mm bolts with the factory nuts to secure the radiator to the vehicle as shown to the right.

✓ **Tech Tip:** The fan shroud may need to be trimmed to clear the supercharger.

- 11 Re-install the lower radiator hose.

- 12 Trim the factory upper radiator hose as shown to the right. Install the 3" aluminum connector tube into the hose and loosely install the supplied #20 hose clamps. Re-install the hose and space out the installed connector so the hose does not contact the blower bracket.



Radiator Installed



Radiator Hose Trimmed



Upper Radiator Hose Installed

INTERCOOLER

- 1 Loosely install the supplied intercooler brackets to the tab on the headlight cross bar as shown, using the supplied 5/16" bolts washers and lock-nuts.



Upper Intercooler Brackets Installed

- 2 Using a 16mm remove both bottom front end bolts shown to the right. Loosely mount the supplied lower intercooler brackets as shown to the right using the factory hardware.



Upper Intercooler Bracket Mounted

- 3 Install the intercooler to the brackets using the supplied 3/8" bolts and washers. Position the intercooler and tighten all of the hardware.



Lower Brackets and Intercooler Installed

- 4 Install a 2.5"X 3" rubber coupler onto the inlet of the intercooler followed by surge tube #429. Finish with a 45° elbow onto the supercharger outlet. Secure all connections with #40 hose clamps.



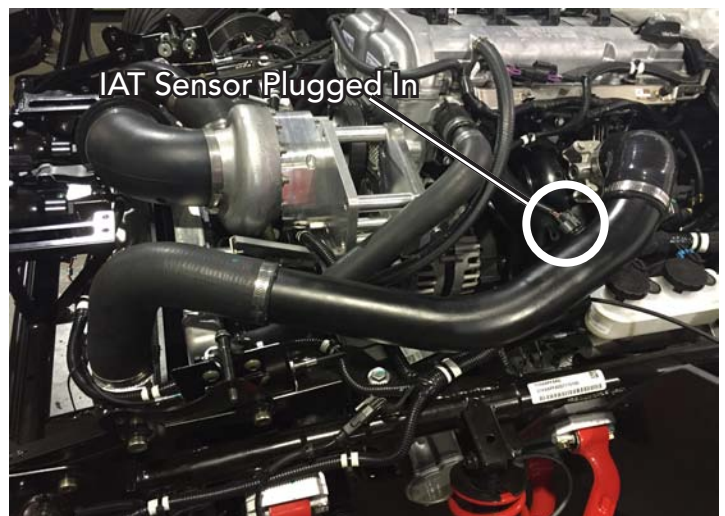
Surge Tube Installed

- 5 Install the supplied grommet into tube #428 followed by the factory IAT sensor as shown to the right.



IAT Sensor Installed

- 6 Slide a 90° rubber elbow onto the outlet of the intercooler. Insert tube #428 into the rubber 90° elbow. Finish off the tubing install by sliding the 2.5"-2.75" 90° silicone elbow onto tube #428 and onto the throttle body. Secure the connection at the throttle body with a #52 hose clamp and #40 hose clamps on the remaining connections. Plug in the IAT sensor at this time.



Throttle Body Tube Installed

AIR INLET & PCV

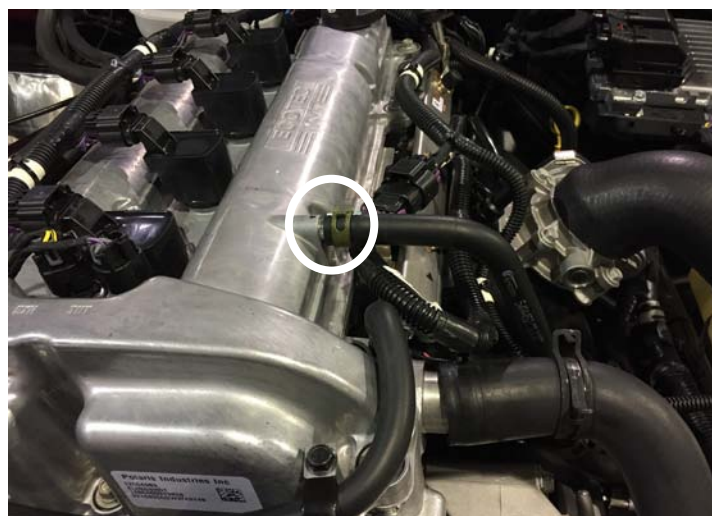
- 1 Using a 1/2" drill bit, drill a hole on the end of the supplied air filter. Insert the supplied 1/2" 90° plastic fitting into the drilled hole as shown to the right.
- 3 Install the air filter onto the inlet of the supercharger and secure with the supplied hose clamp as shown.
- 4 With a pair of pliers remove the factory PCV line.
- 5 Install the supplied 1/2" hose onto the the valve cover PCV vent and secure with the factory hose clamp. Route the hose to the barb 90° fitting on the air filter.



90° Fitting Installed Into Rubber 90



Air Inlet Installed



Factory PCV Hose

SURGE VALVE

- 1 Assemble the vacuum manifold as shown to the right using the provided fittings and plugs.

✓ **Tech Tip:** If installing a boost gauge, replace one of the 1/8" plugs with the additional provided barb fitting. Route the vacuum line to the boost gauge.



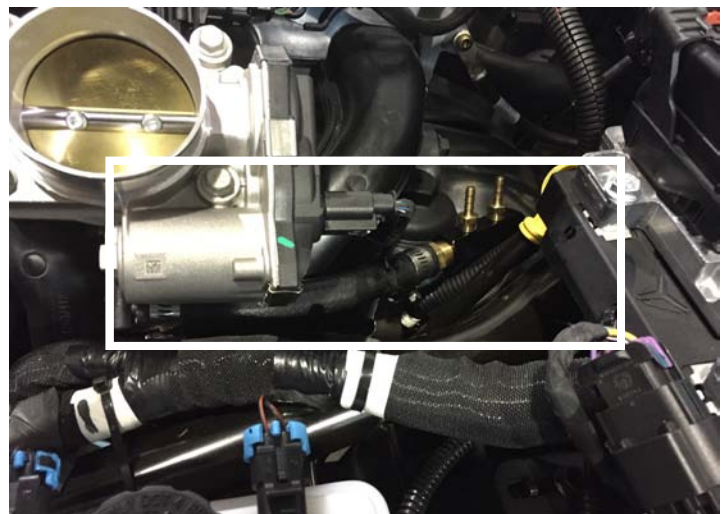
Vaccume Manifold Assembly

- 2 Locate the vacuum port under the throttle body. Remove the cap.



Vaccume Port

- 3 Install the remaining 1/2" rubber hose onto the vacuum port followed by the vacuum manifold assembly, secure with #06 hose clamps.



Vaccume Manifold Installed

4 Slide the Supplied 1.5" x 2.5" rubber hose onto the surge valve bung located on tube # 429. Insert the surge valve into the rubber hose and secure the connections with #20 hose clamps

5 Attach the supplied 3/16" vacuum hose to the 3/16 barb fitting on the vacuum manifold, then route and attach to the surge valve vacuum port. Secure the line from the exhaust, and any moving parts with the supplied zip ties.

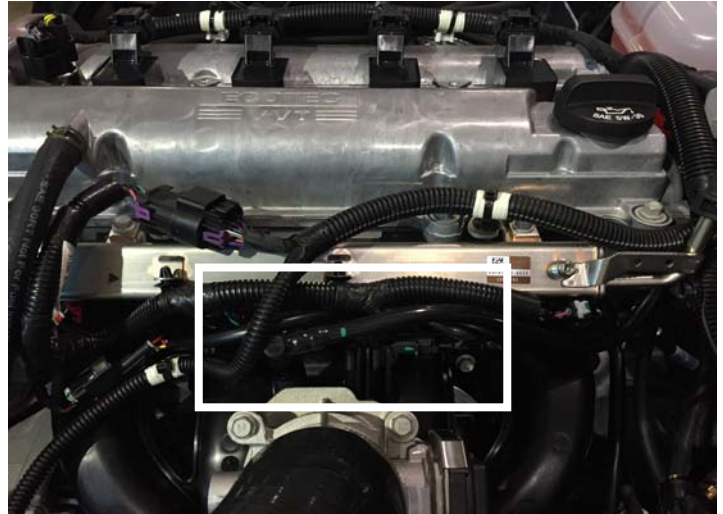


Surge Valve Installed

MAP SENSOR

For complete systems only, tuner kits proceed to next page.

- 1 Locate the MAP sensor (located above the throttle body). Unplug the wiring harness by squeezing the tab. Unclip the MAP sensor and pull up to remove it from the intake manifold.
- 2 Insert the supplied MAP sensor into the factory location and plug in the wiring harness.



FINISHING UP

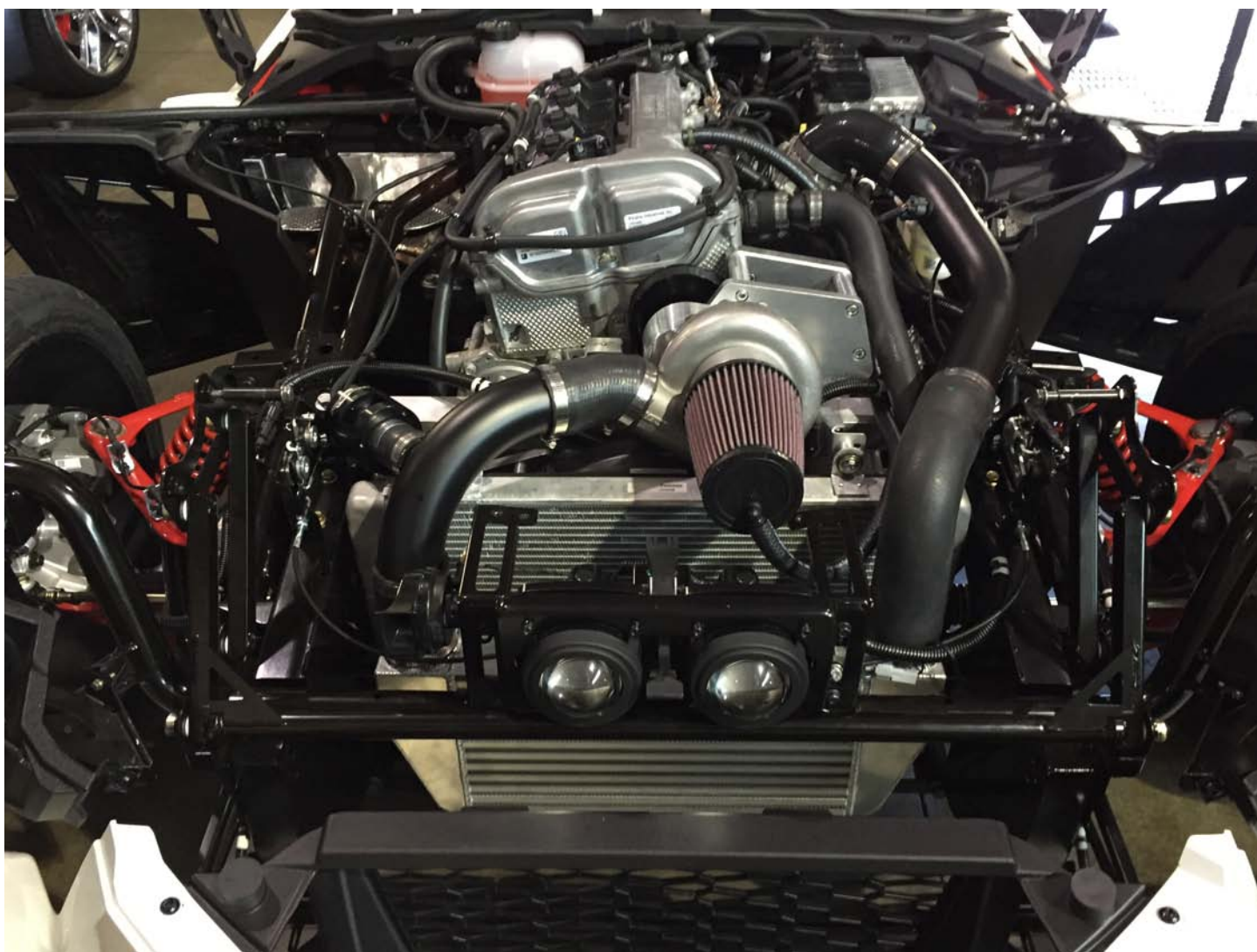
1 Re-install the hood.



Tech Tip: The hood ribs may need to be trimmed to clear the compressor housing of the supercharger.

3 After several driving cycles check the coolant level.

2 Refill the coolant.



CONGRATULATIONS! YOU HAVE COMPLETED THE INSTALLATION OF YOUR NEW PROCHARGER SUPERCHARGER SYSTEM. READ THE FOLLOWING PAGES CAREFULLY FOR OPERATION AND MAINTENANCE INSTRUCTIONS, AS WELL AS WARRANTY INFORMATION.

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PCM REPROGRAMMING SHEET

Polaris Slingshot

Customer Information:

ProCharger Serial #: _____

Dealer Name: _____

Dealer Phone # _____

Customer Name: _____

Customer Phone # _____

Return Shipping Address: _____

Vehicle Information:

Model Year: _____

**Note: All programs require the use of a stock motor and run 91-93 octane fuel only.*

Release Form:

The undersigned agrees to forever hold Accessible Technologies, Inc., directors, agents, employees and assigns, harmless and indemnify them against and from all claims, demands, losses, costs, damages, suits, judgements, penalties, expenses, or liability of any kind, or nature whatsoever arising directly, or indirectly out of, or in connection with any programming requested, and further release and discharge each of the persons and entities referred herein of and from any and all known claims, demands, losses and / or liability of any kind or nature resulting from any acts of the aforesaid in connection with the programming requested by the undersigned. In addition, the undersigned has personally completed this worksheet to the specifications of their vehicle and has read the release under which Accessible Technologies, Inc., and all agents cannot be held responsible for any claims concerning the above vehicle.

I (Print) _____ have personally completed the above worksheet, read the above release and accept all above terms and conditions signed _____

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PCM SHIPPING INFORMATION

Polaris Slingshot PCM Shipping Information

1. Place your removed PCM in a plastic bag and seal to prevent potential damage from moisture or other contaminants.
2. Securely package your PCM, making sure to protect the wiring connectors, and ship to the following address with a copy of the PCM reprogramming sheet.

CBM Motorsport
9252 Hyssop Dr.
Rancho Cucamonga, CA 91730
909-291-7550
chris@mefipro.com

Note: CBM Motorsport, Accessible Technologies, Inc. will not be held responsible for damaged or lost PCM shipments. It is highly recommended that you insure your PCM during the transit for the PCM's replacement value.

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OPERATION AND MAINTENANCE

Cold Starting

Never race your engine and ProCharger supercharger when your engine is cold. Allow the water temperature to climb into operating range for several minutes before driving above 2,500 rpm, to ensure adequate oil lubrication.

Fuel Quality

With a properly installed intercooled ProCharger supercharger system, detonation should not occur. For the best performance and reliability, use premium grade fuel (91 octane or higher). Listen for signs of detonation after refueling, and after replacement or modification of any fuel system component(s). If detonation occurs, reduce the throttle and locate the source.

Ignition System Maintenance

If your spark plugs are more than a year old or have more than 10,000 miles logged, you should consider changing them before driving your vehicle under load. Spark plug wires should be changed if visibly damaged or when resistance exceeds factory specifications.

Air Filter Maintenance

Your air filters should be cleaned periodically, potentially as often as every 10,000 miles or 6 months, even though a service interval of 50,000 - 100,000 miles is quoted by the manufacturer under normal driving conditions. A clogged air filter will result in decreased boost levels and vehicle performance. Be sure to re-oil the cleaned filter before re-installing. Always operate your vehicle with an air filter, failure to do so may result in damage to your ProCharger supercharger and/or personal injury!

ProCharger Oil Change Intervals

The first oil change should be performed at 500 miles and at 6,000 mile intervals thereafter. Clean the drain plug after every oil change. Drain the oil by removing the drain plug. Clean off the drain plug before re-installing.

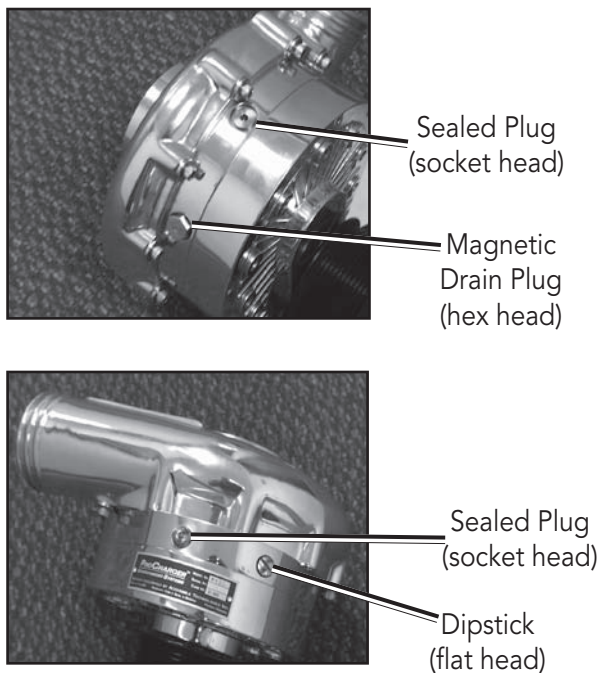
ProCharger Oil Level

The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

Warning: Filling the ProCharger higher than the maximum level on the dipstick can lead to bearing and seal damage. The supercharger is a sealed unit and should not normally require the addition of oil between service intervals. If excessive usage is noted, the unit should be sent to ATI for inspection and repair. The dipstick fitting should be firmly tightened after changing or checking the oil level.

Oil Change Intervals

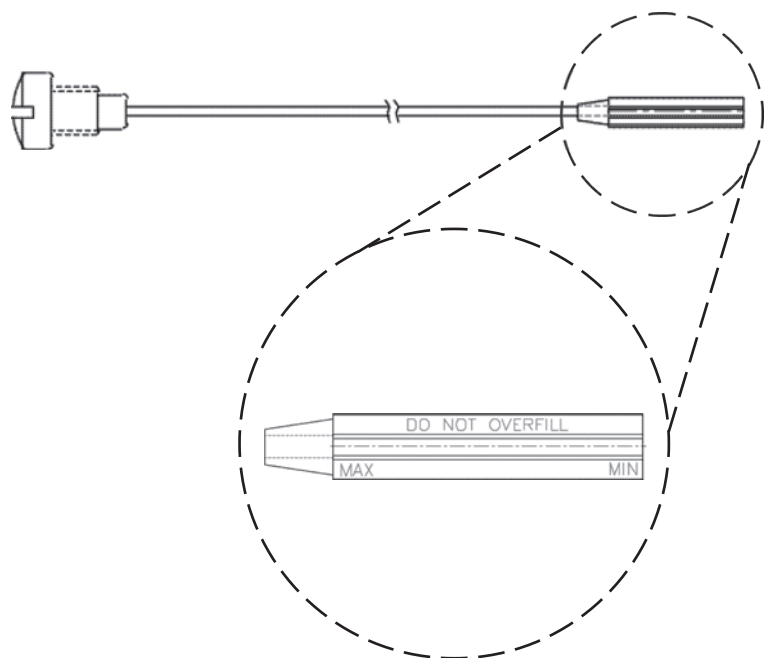
The first oil change should be performed at 500 miles and at 6,000 mile intervals thereafter. Drain oil by removing the drain plug. Clean drain plug after every oil change. **The drain plug should be firmly tightened after changing the oil.**



General

When removing the dipstick, be sure to retain the nylon washer. A spare nylon washer and o-ring is included. Use only the ATI supplied nylon washer and o-ring when servicing the oil dipstick and drain plug. A discoloration of the oil and residue on the drain plug may occur during the initial oil changes. This is normal and will gradually decrease. For the proper positioning of the ProCharger supercharger, the serial tag should be pointing upwards. Installing the ProCharger supercharger in another position will cause inadequate oiling and supercharger failure. If you have any questions about the maintenance of your supercharger, contact ATI.

Warning: The supercharger contains no oil from the factory. The unit must be filled prior to use. Use only ATI supplied oil in your ProCharger. The ATI oil has been specially formulated for the bearings in the ProCharger and use of oil other than that supplied by ATI will void your warranty.



LIMITED WARRANTY

Accessible Technologies, Inc. (ATI) provides a limited twelve (12) month warranty on the ProCharger supercharger against defects in materials and workmanship unless otherwise specified. This limited warranty starts on the date of original purchase from your local dealer, or date of shipment from the factory. This limited warranty coverage is extended only to the original owner and excludes hoses, sleeves, and electronic components manufactured by other companies. IF THE SUPERCHARGER'S DRIVE RATIO IS ALTERED IN ANY WAY FROM THE FACTORY SETTING, WARRANTY COVERAGE IS VOID. USE OF ANY PULLEY NOT MANUFACTURED OR SUPPLIED BY ATI VOIDS ALL WARRANTY COVERAGE. ATI's warranty obligations are limited to the terms below:

ATI agrees to honor a warranty claim at its sole discretion and only after inspection at the ATI factory. No warranty will be honored if any part of the product is found to have been improperly installed, tampered with, mishandled, or misused in any way. Disassembly of the ProCharger supercharger or removal of the ProCharger supercharger's serial plate voids all warranties. Claims for freight damages should be directed to the freight company.

If ATI's limited warranty applies, your product will be repaired or replaced at ATI's discretion and shipped back. If the limited warranty does not apply, ATI will advise you of the specific reason, cost of the repair, and delivery time. After advising you of this information we will, at your option, either proceed with repairs or return your product to you in the state in which it was received. In either case the product will be shipped to you, insured at replacement value. Therefore, you will pay the return shipping and insurance charges if ATI's limited warranty does not apply to your product.

THE WARRANTY AND REMEDIES SET FORTH ABOVE ARE EXCLUSIVE AND IN LIEU OF ALL OTHERS, ORAL OR WRITTEN, EXPRESS OR IMPLIED. THE DURATION OF ANY AND ALL WARRANTIES ON THE PRODUCTS DISCUSSED ARE LIMITED TO THE PERIOD IDENTIFIED ABOVE. ATI IS NOT RESPONSIBLE IN ANY EVENT FOR DIRECT, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES. No ATI dealer, agent, or employee is authorized to make any modification, extension, or addition to this warranty.

To obtain service under this warranty you must do the following during the warranty period:

Phone ATI (913-338-2886) and provide us with the following information:

- ProCharger supercharger serial number.
- Vehicle year, make, model, engine modifications, and other modifications.
- Description of perceived issue.

If a solution to your issue can not be found after the above phone consultation, you will be assigned a return authorization number (RMA). You must then properly package and ship your product, at your expense, to the ATI factory. The product should be carefully packaged in a rugged box.

Include the following information inside the box with your product:

- Copy of your original invoice or receipt.
- Name, address, and daytime telephone number.
- Return authorization number (RMA).
- Vehicle year, make, model, engine modifications, and other modifications.
- Description of perceived issue.

Clearly mark the warranty claim number on the top and one side of the box in characters at least 2" tall. Properly package the product and ship it, prepaid and insured for the retail value of the component(s) being returned, to the following address:

**Accessible Technologies, 14801 West 114th Terrace,
Lenexa, Kansas 66215**

PROCHARGER EXTENDED COVERAGE

The ProCharger Extended Coverage Program extends the ProCharger warranty coverage for your supercharger an additional twenty-four (24) months, for a total of thirty-six (36) months or three years of coverage. This extended coverage applies to parts for the ProCharger supercharger head unit only and does not include other system components. With your extended coverage registration, you will receive two (2) additional boxes of ProCharger Supercharger oil.

Under the extended coverage program, Accessible Technologies, Inc. (ATI) will repair or replace any component within the supercharger head unit which is found to be defective. Only the supercharger head unit itself is included in the extended coverage.

Service under the extended coverage program is obtained through the same process as described in the Limited Warranty.

Race kits are not eligible for the ProCharger Extended Coverage Plan.

To qualify for the ProCharger Extended Coverage:

- Only the original owner of the ProCharger supercharger is eligible.
- Completion of the Extended Coverage Registration Form is required, along with a \$49 registration fee. This form must be completed in its entirety, and must be submitted along with payment within 30 days from the date of original purchase from your local dealer or date of shipment from the factory.
- Participants must have a ProCharger P-1SC, P-1SC-1, CS-1, C1, or C2 supercharger head unit using the maximum warranted boost level. All terms and conditions within "The Limited Warranty" apply. Acts resulting in disqualification include but are not limited to the following:
 - Disassembly or modification of the ProCharger supercharger.
 - Removal or attempted removal of the ProCharger drive pulley(s).
 - Removal or attempted removal of the ProCharger supercharger serial number plate.
 - Removal or attempted removal of the compressor housing or transmission case.
- Participants agree to properly maintain the ProCharger supercharger and provide proof of compliance with the following recommended maintenance:
 - Change the ProCharger supercharger oil after the initial break-in period of 500 miles (automotive) or 15 hours (marine).
 - Change the ProCharger supercharger oil every 6,000 miles after the initial break-in period.
 - Use only the specified amount of ProCharger Supercharger oil in the ProCharger supercharger.
 - Inspect and clean the magnetic drain plug at every ProCharger supercharger oil change.
 - Check the ProCharger supercharger oil level frequently.

ProCharger Extended Coverage Program Registration Form

Return this completed form and a \$49 check within 30 days of original purchase.

Name: _____

Date of Purchase: _____

Address: _____

Purchased From: _____

City: _____

ProCharger Serial #: _____

State: _____ Zip: _____

Vehicle Year: _____

Daytime phone: _____

Vehicle Make: _____

Evening phone: _____

Vehicle Model: _____

E-mail: _____

Please rank in order of importance starting with 1 being most important.

Age ☐ 18 - 24 ☐ 25 - 34 ☐ 35 - 44

☐ 45 - 54 ☐ 55 and up

Income ☐ \$15,000 - \$29,000 ☐ \$30,000 - \$44,000

☐ \$45,000 - \$69,000 ☐ \$70,000 and up

Which information sources most influenced your decision to purchase a ProCharger system?

- ☐ Magazine advertising
- ☐ Dealer recommendation
- ☐ ProCharger Brochures
- ☐ Witnessed performance on a car
- ☐ Test drive
- ☐ Magazine editorials
- ☐ Friends
- ☐ Conversations with ATI technicians
- ☐ Web Site (please specify) _____
- ☐ Other (please specify) _____

What magazines do you read?

- ☐ Car & Driver
- ☐ Car Craft
- ☐ Chevy High Performance
- ☐ Four Wheel and Off Road
- ☐ Hot Rod
- ☐ Motor Trend
- ☐ Muscle Mustangs and Fast Fords
- ☐ GM High-Tech Performance
- ☐ 5.0 Mustang
- ☐ Super Street
- ☐ Mustang Monthly
- ☐ Truck Trends
- ☐ Popular Hot Rodding
- ☐ Road & Track
- ☐ Super Chevy
- ☐ Truckin'
- ☐ Street Truck

What most influenced your decision to purchase a ProCharger system?

- ☐ Reliability
- ☐ Standard warranty
- ☐ Extended coverage warranty
- ☐ Performance
- ☐ Quiet operation
- ☐ Removability (ability to return car to stock)
- ☐ Cost
- ☐ Ease of Installation

Who installed your ProCharger system? ☐ Self ☐ Dealer ☐ Other _____

Have you own a forced induction system previously? ☐ Yes ☐ No

If yes:

Supercharger: Brand(s) _____ Vehicle(s) _____

Turbocharger: Brand(s) _____ Vehicle(s) _____

I have read and understand the policy for the ProCharger Extended Coverage Program. I have not and will not modify my ProCharger supercharger in any way during my participation in the extended coverage program. I have read and answered all questions on this form. I have enclosed my check for \$49, payable to ATI, for enrolling my ProCharger supercharger (serial number indicated above) in the extended coverage program for an additional twenty-four (24) months beyond the standard limited warranty period of twelve (12) months.

Signature _____ Date _____

Mail this completed registration form with a \$49 check to ATI at: 14801 West 114th Terrace, Lenexa, KS 66215. If you have any questions, contact us at techserv@procharger.com or (913) 338-2886 8:30 AM - 5:30 PM CST, Monday - Friday.

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