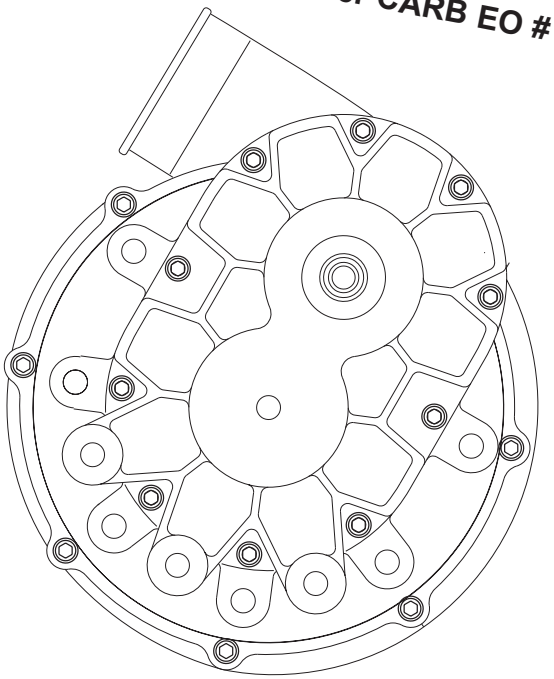
GM I-5
H3 HUMMER

2006 - 2008 Model Years

Supercharger System Installation Instructions

50-State Smog Legal Per CARB EO # D-213-27



VORTECH®

ENGINEERING, LLC

1650 Pacific Avenue, Channel Islands CA 93033-9901 • Phone: 805 247-0226
Fax: 805 247-0669 • www.vortechsuperchargers.com • M-F 8:00AM - 4:30PM (PST)

FOREWORD

This manual provides information on the installation, maintenance and service of the Vortech supercharger kit expressly designed for this vehicle. All information, illustrations and specifications contained herein are based on the latest product information available at the time of this publication. Changes to the manual may be made at any time without notice. Contact Vortech Engineering for any additional information regarding this kit and any of these modifications at (805) 247-0228 8:00am-4:30pm PST.

Take note of the following before proceeding:

1. Proper installation of this supercharger kit requires general automotive mechanic knowledge and experience. Please browse through each step of this instruction manual prior to beginning the installation to determine if you should refer the job to a professional installer/technician. Please contact your dealer or Vortech Engineering for possible installers in your area.

2. This product was designed for use on stock (*un-modified, OEM*) vehicles. The PCM (*computer*), engine, transmission, drive axle ratios and tire O.D. must be stock. If the vehicle or engine has been modified in any way, check with Vortech prior to installation and use of this product.

3. Use only premium grade fuel with a minimum of 91 octane (*R+M/2*).

4. Always listen for any sign of detonation (*knocking/pinging*) and discontinue hard use (*no boost*) until the problem is resolved.

5. Vortech is not responsible for any clutch, transmission, drive-line or engine damage.

Exclusions from Vortech warranty coverage considerations include, but not limited to:

1. Neglect, abuse, lack of maintenance, abnormal operation or improper installation.

2. Continued operation with an impaired vehicle or sub-system.

3. The combined use of Vortech components with other modifications such as, but not limited to, exhaust headers, aftermarket camshafts, nitrous oxide, third party PCM programming or other such changes.

P/N: 4GN020-010
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20OCT08 v2.0(4GNv2.0)

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20OCT08 v2.0(4GNv2.0)

HUMMER H3
IMPORTANT NOTES

2008 Models

This kit requires the installation of a Vortech ECU Reflash. The ECU must be sent directly to Vortech by the installing customer (the charge for this service with reflash installation has been included in the purchase price).

- Included in this kit is a prepaid next-day air shipping box and a credit tag for one (1) Vortech ECU Reflash.
- An ECU reflash is created specifically for each individual vehicle with respect to the factory ECU calibration.
- Simply contact the Vortech Service Department at (805) 247-0226 to request a Return Authorization Number (See ECM Module Credit Tag for more details).
  - Mail to Vortech the enclosed "ECU Reflash" (send original tag - no photocopies will be accepted) and ECU in the supplied box.
  - Turnaround time will be 1-2 days (each application varies). Vortech will give an estimate at the time of your order.

Your Vortech ECU Reflash comes with a twelve (12) month limited warranty from the original date of purchase of your supercharger system (see Owner's Manual for details).

Note: Vortech Engineering is not responsible for engine or ECU damage due to an improperly installed/mishandled ECU.

P/N: 4GN020-010

20OCT08 v2.0(4GNv2.0)

GM 2006-2008 H3 Hummer

Installation Instructions

50-State Smog Legal, as per CARB EO # D-213-27

Congratulations on selecting the best performing and best backed automotive supercharger available today... the VORTECH® Supercharger!

Before beginning this installation, please read through this entire instruction booklet and the Street Supercharger System Owner's Manual which includes the Automotive Limited Warranties Program and the Warranty Registration form.

Vortech supercharger systems are performance improving devices. In most cases, increases in torque of 30-35% and horsepower of 35-45% can be expected with the boost levels specified by Vortech Engineering. This product is intended for use on healthy, well maintained engines. Installation on a worn-out or damaged engine is not recommended and may result in failure of the engine as well as the supercharger. Vortech Engineering is not responsible for engine damage.

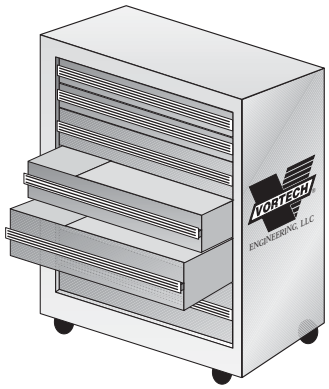
Installation on new vehicles will not harm or adversely affect the break-in period so long as factory break-in procedures are followed.

For best performance and continued durability, please take note of the following key points:

1. Use only premium grade fuel 91 octane or higher (R+M/2).
2. The engine must have stock compression ratio.
3. If the engine has been modified in any way, check with Vortech prior to using this product.
4. Always listen for any sign of detonation (pinging) and discontinue hard use (no boost) until problem is resolved.
5. Perform an oil and filter change upon completion of this installation and prior to test driving your vehicle. Thereafter, always use a manufacture-rated, high grade engine oil or a high quality synthetic, and change the oil and filter every 3,000 miles or less. Never attempt to extend the oil change interval beyond 3,000 miles, regardless of oil manufacturer's claims as potential damage to the supercharger may result.
6. Before beginning installation, replace all spark plugs that are older than 1 year or 10,000 miles with original heat range plugs as specified by the manufacturer and reset timing to factory specifications (follow the procedures indicated within the factory repair manual and/or as indicated on the factory underhood emissions tag). Do not use platinum spark plugs unless they are original equipment. Change spark plugs every at least 15,000 miles and spark plug wires at least every 50,000 miles.

TOOL & SUPPLY REQUIREMENTS

- Factory Repair Manual
- 3/8" Socket and Drive Set: SAE & Metric
- 1/2" Socket and Drive Set: SAE & Metric
- 3/8" NPT Tap, 1/4 -20 Tap and Handle
- Adjustable Wrench
- Open End Wrenches: 3/8", 7/16", 1/2", 9/16", 7/8”, 10mm
- Center Punch and a 5/8" Tapered Punch
- 3/8” Springlock Fuel Fitting Disconnect Tool
- 5 Quarts manufacturer specified Engine Oil
- Oil Filter and Wrench
- Flat #2 Screwdriver
- Phillips #2 Screwdriver
- Heavy Grease
- Silicone Sealer
- Drill Motor
- 1/8", 3/16", 27/64" Drill Bits
- 5/16" Allen Wrench
- Wire Strippers and Crimpers
- Utility Knife
- Power Steering Pulley/Puller & Installer



If your vehicle has in excess of 15,000 miles since its last spark plug change, then you will also need:

- Spark Plug Socket
- NEW Spark Plugs

P/N: 4GN020-010

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GM 2006-2008 H3 Hummer
Part No. 4GL218-010SQ

VORTECH® ENGINEERING, LLC

PARTS LIST

IMPORTANT: *Before beginning installation, verify that all parts are included in the kit. Report any shortages or damaged parts immediately.*

PART NO.	DESCRIPTION	QTY
008110	**SMALL SILVER DIE-CUT DECAL**	**2**
008130	**LICENSE PLATE FRAME, VORTECH**	**1**
008444	**A/C STREET INFO PKG ASY VORTECH**	**1**
2A046-140	**BELT, 6-RIB X 114.00 EFFECT. L**	**1**
2E228-480	**S/C, V2 SC-TRM, CW, CUR, STN, H3**	**1**
4GN020-010	**INSTR MANL, 3.7L, H3 HUMMR**	**1**
4GN102-001	**INJECT AND HARNESS ASY, H3**	**1**
8F060-060	FUEL INJ. 60 LB, STD. PENCIL	5
4GN002-001	HARNESS, H3 INJ. MOD.	1
4GN110-010	**P/S RES. RELOC ASY. 2007 H3**	**1**
4GN010-010	BRKT, P/S RES. FTG RETAINER	1
4GN010-020	RETAINER, P/S PUMP FITTING	1
7P500-071	FITTING, P/S RES. RETRN, H3	1
7P500-073	FITTING, P/S PUMP RETRN H3	1
7A250-051	1/4-20 x .50" HHCS ZINC PLTD	1
7A250-101	1/4-20 x 1" HHCS ZINC PLTD	5
7J006-094	6mm WASHER, SS	10
7F250-021	1/4-20 NYLOCK NUT, ZINC PLTD	5
7U032-020	HOSE, 3/8"ID, P/S RET	8"
7R001-004	#4 HOSE CLAMP	2
7P375-050	3/8" HOSE UNION, BRASS	1
7U030-036	1/2" OIL DRAIN HOSE	1
7R001-006	#6 STNLS HOSE CLAMP, NARROW	2
7U100-114	O-RING, -114, H3 P/S	1
4GN111-044	**S/C MTG BRKT ASY, 3.7L H3**	**1**
4GN111-033	ASY, BRKT H3 S/C MNT	1
4GN010-040	BRACE, S/C BRKT SPRT, H3	1
7C080-045	M8-1.25 x 45mm HXHD	3
7K375-030	3/8"AN FLAT WASHERS SS	7
7A375-225	3/8-16 x 2-1/4" HXHD G8	4
1210517	ASY, IDLER PLY, SMOOTH 6-RIB	1
2A017-044	SPACER, IDLER, .509"	1
2A017-016	PILOT, 6203/5 BRG, 3/8" SCREW	1
7F375-017	3/8-16 NYLOCK NUT	1
7F006-093	6mm NYLOCK NUT	1
7J006-093	6mm WASHER, PLATED	1
7A375-227	3/8-16 x 2.25" BTN SCKT HD CAP	1
7J250-001	1/4" WASHER, SAE PLTD	2
7F250-021	1/4-20 NYLOCK NUT, ZINC, PLTD	1
7A250-101	1/4-20 x 1" HHCS, PLTD	1
7A375-208	3/8-16 x 2" G8 HXHD	1
4GN112-010	**AIR INLET ASY. 3.7L H3**	**1**
4GN013-010	AIR CLEANER COVER, H3	1
4GN013-020	BRACKET, AIR FILTER CVR SPRT	1
4FA012-012	INTAKE ELBOW, 90° w/o BOSSES	1
4FA012-013	INTAKE ELBOW, 90° w/BOSSES	1
7S350-200	SLEEVE, 3-1/2" x 2" BLUE	2
8H040-235	AIR FILTER, 4.0" FLG x 7.0L	1
7P750-102	3/4"NPT x 1" x 90° HSE FITTING	1
7R002-056	#56 SAE TYPE "F" SS HOSE CLAMP	4
8A002-031	MAF, Ø3.25"ID, '07 H3 3.7L	1
7A250-074	1/4-20 x .75" HHCS PLTD	2
7J250-001	1/4" WASHER, SAE, PLTD	6
7A250-101	1/4-20 x 1" HHCS, ZINC PLTD	1
7U035-001	3-1/2" FLEX-HOSE	.75'
7R002-052	#52 SAE TYPE "F" SS HOSE CLAMP	2
7A250-063	1/4-20 x .63" HHCS SS	2
7C040-008	M4-.7x8mm SCHD SS	2
7U030-036	1/2" OIL DRAIN HOSE	1.25'
7P375-055	3/8"NPT x 90° x 1/2" HOSE BARB	1
7P500-001	1/2" HOSE UNION	1
7F006-093	6mm NYLOCK NUT	1
4GN130-026	**OIL FEED ASY, 3..7L H3**	**1**
7P250-016	M16 x 1.5mm MALE, TO -4 JIC MALE ST	1
7P125-004	1/8"NPT x 90° x -4 JIC FTG STL	1
7U250-090-240	OIL FEED HOSE, 24" x -4 x 90°	1
7U100-055	TIE-WRAP, 7.5" NYLON	4
4GN130-036	**OIL DRAIN ASY, 3.7L H3**	**1**
4GN100-010	TUBE NUT ASY, HUMMR H3	1
7P375-042	3/8"NPT MALE x .5" FEM. INV FLARE	1
7U030-036	1/2" OIL DRAIN HOSE	1.83'
7R001-006	#6 STNLS HOSE CLAMP, NARROW	2
7T560-001	CUTTER, 9/16" ROTABROACH	1
7T560-002	ARBOR, ROTABROACH	1
4GN139-096	**PCV MOD ASY, H3 3.7L**	**1**
7R001-006	#6 STNLS HOSE CLAMP, NARROW	2
7R004-002	STEPLESS CLAMP, 17.0-70	2
7U030-036	1/2" OIL DRAIN HOSE	0.125'
7U032-016	3/8" EFI FUEL HOSE, HI-PRESSURE	.146'
7P375-113	PCV VALVE, VIPER, 3/8" x 1/2" BA	1
8N201-320	**CHARGE COOLER ASY, 3.7L H3**	**1**
8N101-320	WELDED CORE ASY, H3	1
7S335-275	SILICONE, ELBOW H3 3.35" x 2.75"	1
8N010-230	BRKT, UPR SPRT SETRAB H3	1
8N010-240	BRKT, SETRAB MNT H3	1
7A250-074	1/4-20 x .75" HHCS PLTD	5
7F250-021	1/4-20 NYLOCK NUT, ZINC PLTD	6
7J250-001	1/4" WASHER, SAE PLTD	10
7S275-200	SLEEVE, Ø2.75" x 2.00"L BLUE	1
8N055-050	PLASTIC CAP, SURGE TANK	1
8N006-010	WATER COOLR, SETRAB SINGLE PASS	1
8F001-402	PUMP, WATER, PIERBURG	1
7R003-027	ADEL CLAMP, 1-11/16"	2
4GL014-010	WATER, TUBE, GTO	1
4GV014-010	WATER PIPE, L-BEND	1
7U133-100	HOSE, ELBOW, 90° x 1"ID, MOLDED	1
7R002-016	#16 SAE TYPE "F" SS HOSE CLAMP	4
8D001-001	STD COMPRESS BYPASS VALVE	1
7R002-044	#44 SAE TYPE "F" SS HOSE CLAMP	3
7R002-052	#52 SAE TYPE "F" SS HOSE CLAMP	1
7R003-016	ADEL CLAMP, 1.0"	1
7U038-012	HOSE, Ø3/4" x 90° x 4"/12" LEGS	1
7R007-001	NYLON RATCHET CLAMP 1-1/8"	10
7P500-078	1/2"NPT x 3/4" HOSE FITTING STRT	3
7U100-055	TIE-WRAP, 7.5" NYLON	10
7U030-046	5/32" VACUUM LINE	5'
7P500-026	1/2"NPT x 3/4" BARB x 90°, BRASS	1
7P250-033	1/4" x 5/32" RED. UNION	1
7U030-030	1/4" VACUUM HOSE	0.20'
7U030-036	1/2" OIL DRAIN HOSE	1'
7P500-251	1/2" x 1/4" BARB HOSE UNION	1
7R004-687	CLAMP, 13/16" ONE EAR	2
5W001-015	FUSE, BLADE TYPE 20AMP	1
5W001-071	FUSE HOLDER, 16GA WIRE	1
5W018-020	18GA STRD WIRE, BLK, UL1015	4'
5W001-024	MINI ATC FUSE TAP	1
5W001-025	FEM SLIDE, INSUL. MINI, 22-16AWG	1
5W001-012	18-22GA, BUTT CONN RED INSUL.	1
5W001-011	16-14GA RING TERM. .26" HOLE	1
7U038-000	3/4" HEATER HOSE	3.67'
7U038-150	HOSE, 3/4" x 150° MOLDED HOSE	1
7E010-049	#10 x 3/4" HXHD, SLF DRL SHT MTL	2

P/N: 4GN020-010

20OCT08 v2.0(4GNv2.0)

GM 2008 H3 I-5 Hummer
Part No. 4GL218-030L

VORTECH® ENGINEERING, LLC

PARTS LIST

IMPORTANT: *Before beginning installation, verify that all parts are included in the kit. Report any shortages or damaged parts immediately.*

PART NO.	DESCRIPTION	QTY
008110	**SMALL SILVER DIE-CUT DECAL**	**2**
008130	**LICENSE PLATE FRAME, VORTECH**	**1**
008444	**A/C STREET INFO PKG ASY VORTECH**	**1**
2A046-140	**BELT, 6-RIB x 114.00 EFFECT. L**	**1**
2F338-020	**V3 S/C ASY, SC--TRIM H3 I5 HUMR**	**1**
4GN020-010	**INSTR MANL, 3.7L, H3 HUMMR**	**1**
4GN102-003	**INJECT AND HARNESS ASY, 42LB, H3**	**1**
8F060-044	FUEL INJ. 42 LB, STD. PENCIL	5
4GN002-001	HARNESS, H3 INJ. MOD.	1
4GN110-010	**P/S RES. RELOC ASY. 2007 H3**	**1**
4GN010-010	BRKT, P/S RES. FTG RETAINER	1
4GN010-020	RETAINER, P/S PUMP FITTING	1
7P500-071	FITTING, P/S RES. RETRN, H3	1
7P500-073	FITTING, P/S PUMP RETRN H3	1
7A250-051	1/4-20 x .50" HHCS ZINC PLTD	1
7A250-101	1/4-20 x 1" HHCS ZINC PLTD	5
7J006-094	6mm WASHER, SS	10
7F250-021	1/4-20 NYLOCK NUT, ZINC PLTD	5
7U032-020	HOSE, 3/8"ID, P/S RET	8"
7R001-004	#4 HOSE CLAMP	2
7P375-050	3/8" HOSE UNION, BRASS	1
7U030-036	1/2" OIL DRAIN HOSE	1
7R001-006	#6 STNLS HOSE CLAMP, NARROW	2
7U100-114	O-RING, -114, H3 P/S	1
4GN111-044	**S/C MTG BRKT ASY, 3.7L H3**	**1**
4GN111-033	ASY, BRKT H3 S/C MNT	1
4GN010-040	BRACE, S/C BRKT SPRT, H3	1
7C080-045	M8-1.25 x 45mm HXHD	3
7K375-030	3/8"AN FLAT WASHERS SS	7
7A375-225	3/8-16 x 2-1/4" HXHD G8	4
1210517	ASY, IDLER PLY, SMOOTH 6-RIB	1
2A017-044	SPACER, IDLER, .509"	1
2A017-016	PILOT, 6203/5 BRG, 3/8" SCREW	1
7F375-017	3/8-16 NYLOCK NUT	1
7F006-093	6mm NYLOCK NUT	1
7J006-093	6mm WASHER, PLATED	1
7A375-227	3/8-16 x 2.25" BTN SCKT HD CAP	1
7J250-001	1/4" WASHER, SAE PLTD	2
7F250-021	1/4-20 NYLOCK NUT, ZINC, PLTD	1
7A250-101	1/4-20 x 1" HHCS, PLTD	1
7A375-208	3/8-16 x 2" G8 HXHD	1
4GN112-010	**AIR INLET ASY. 3.7L H3**	**1**
4GN013-010	AIR CLEANER COVER, H3	1
4GN013-020	BRACKET, AIR FILTER CVR SPRT	1
4FA012-012	INTAKE ELBOW, 90° w/o BOSSES	1
4FA012-013	INTAKE ELBOW, 90° w/BOSSES	1
7S350-200	SLEEVE, 3-1/2" x 2" BLUE	2
8H040-235	AIR FILTER, 4.0" FLG x 7.0L	1
7P750-102	3/4"NPT x 1" x 90° HSE FITTING	1
7R002-056	#56 SAE TYPE "F" SS HOSE CLAMP	4
8A002-031	MAF, Ø3.25"ID, '07 H3 3.7L	1
7A250-074	1/4-20 x .75" HHCS PLTD	2
7J250-001	1/4" WASHER, SAE, PLTD	6
7A250-101	1/4-20 x 1" HHCS, ZINC PLTD	1
7U035-001	3-1/2" FLEX-HOSE	.75'
7R002-052	#52 SAE TYPE "F" SS HOSE CLAMP	2
7A250-063	1/4-20 x .63" HHCS SS	2
7C040-008	M4-.7x8mm SCHD SS	2
7U030-036	1/2" OIL DRAIN HOSE	1.25'
7P375-055	3/8"NPT x 90° x 1/2" HOSE BARB	1
7P500-001	1/2" HOSE UNION	1
7F006-093	6mm NYLOCK NUT	1

PART NO.	DESCRIPTION	QTY.
4GN139-096	**PCV MOD ASY, H3 3.7L**	**1**
7R001-006	#6 STNLS HOSE CLAMP, NARROW	2
7R004-002	STEPLESS CLAMP, 17.0-70	2
7U030-036	1/2" OIL DRAIN HOSE	0.125'
7U032-016	3/8" EFI FUEL HOSE, HI-PRESSURE	.146'
7P375-113	PCV VALVE, VIPER, 3/8" x 1/2" BA	1
8N201-320	**CHARGE COOLER ASY, 3.7L H3**	**1**
8N101-320	WELDED CORE ASY, H3	1
7S335-275	SILICONE, ELBOW H3 3.35" x 2.75"	1
8N010-230	BRKT, UPR SPRT SETRAB H3	1
8N010-240	BRKT, SETRAB MNT H3	1
7A250-074	1/4-20 x .75" HHCS PLTD	5
7F250-021	1/4-20 NYLOCK NUT, ZINC PLTD	6
7J250-001	1/4" WASHER, SAE PLTD	10
7S275-200	SLEEVE, Ø2.75" x 2.00"L BLUE	1
8N055-050	PLASTIC CAP, SURGE TANK	1
8N006-010	WATER COOLR, SETRAB SINGLE PASS	1
8F001-402	PUMP, WATER, PIERBURG	1
7R003-027	ADEL CLAMP, 1-11/16"	2
4GL014-010	WATER, TUBE, GTO	1
4GV014-010	WATER PIPE, L-BEND	1
7U133-100	HOSE, ELBOW, 90° x 1"ID, MOLDED	1
7R002-016	#16 SAE TYPE "F" SS HOSE CLAMP	4
8D001-001	STD COMPRESS BYPASS VALVE	1
7R002-044	#44 SAE TYPE "F" SS HOSE CLAMP	3
7R002-052	#52 SAE TYPE "F" SS HOSE CLAMP	1
7R003-016	ADEL CLAMP, 1.0"	1
7U038-012	HOSE, Ø3/4" x 90° x 4"/12" LEGS	1
7R007-001	NYLON RATCHET CLAMP 1-1/8"	10
7P500-078	1/2"NPT x 3/4" HOSE FITTING STRT	3
7U100-055	TIE-WRAP, 7.5" NYLON	10
7U030-046	5/32" VACUUM LINE	5'
7P500-026	1/2"NPT x 3/4" BARB x 90°, BRASS	1
7P250-033	1/4" x 5/32" RED. UNION	1
7U030-030	1/4" VACUUM HOSE	0.20'
7U030-036	1/2" OIL DRAIN HOSE	1'
7P500-251	1/2" x 1/4" BARB HOSE UNION	1
7R004-687	CLAMP, 13/16" ONE EAR	2
5W001-015	FUSE, BLADE TYPE 20AMP	1
5W001-071	FUSE HOLDER, 16GA WIRE	1
5W018-020	18GA STRD WIRE, BLK, UL1015	4'
5W001-024	MINI ATC FUSE TAP	1
5W001-025	FEM SLIDE, INSUL. MINI, 22-16AWG	1
5W001-012	18-22GA, BUTT CONN RED INSUL.	1
5W001-011	16-14GA RING TERM. .26" HOLE	1
7U038-000	3/4" HEATER HOSE	3.67'
7U038-150	HOSE, 3/4" x 150° MOLDED HOSE	1
7E010-049	#10 x 3/4" HXHD, SLF DRL SHT MTL	2

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1. PREPARATION/REMOVAL

A. Disconnect the negative battery cable.

NOTE:

1. *Locate the vehicles ECU and TCM modules behind the washer fluid/coolant reservoir assembly passenger side firewall.*
2. *Temporarily loosen the washer fluid/coolant reservoir assembly to gain adequate access to the modules.*
3. *Unplug the four factory harness connections and remove the modules from the vehicle.*
4. *Contact the Vortech Service Department for a Return Authorization Number. Send both the ECU and TCM and supplied credit tag to Vortech using the enclosed shipping materials.*

B. Disconnect the evaporative canister vent hose from the air filter assembly and canister and set aside. (See *Fig. 1-a*.)

C. Disconnect the MAF electronics harness connection from the meter. (See *Fig. 1-b.*)

D. Using a 5/16" nut driver, loosen the hose clamp securing the inlet duct to the throttle body.

E. Remove the two 13mm headed screws securing the lower portion of the air filter enclosure to the inner fender. Remove the two 10mm headed screws securing the intermediate ducting to the cylinder head. Remove the air filter assembly and set aside.

F. Remove the MAF electronics from the previously removed air filter assembly and set aside to be reused in a later step. (See *Fig. 1-b.*)

G. Using a 3/8" ratchet, de-tension the accessory belt tensioner and remove the factory belt.

H. Remove the power steering pulley using the appropriate pulley puller. Set the pulley aside to be re-installed in a later step.

I. Remove the hose from the bottom of the power steering fluid reservoir. Drain the power steering fluid into a clean container and set aside. Once the fluid is drained, disconnect the power steering pressure line from the bottom of the pump. (*There may be residual fluid in this line.*) (See *Fig. 1-c.*)

Fig. 1-a

Fig. 1-b

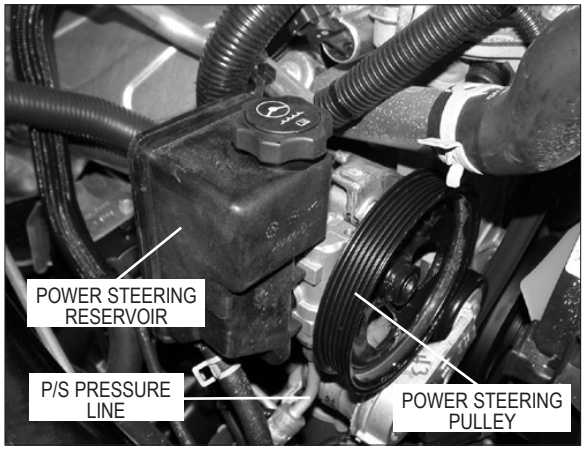

Fig. 1-c

1. PREPARATION/REMOVAL, cont'd

J. Using a 13mm socket remove the three screws retaining the power steering pump to the pump bracket. Set the pump on a clean flat surface. (See *Figs. 1-d, 1-e.*)

K. Remove the two reservoir retaining clips holding the plastic reservoir to the power steering pump. Set the clips aside and detach the reservoir from the pump. Be careful not to lose the rubber O-ring on the reservoir. Set the reservoir with O-ring aside. (See *Fig. 1-e.*)

L. **2007 Models Only:** Locate the stud on the passenger's side inner fender (previously retained the lower portion of the factory air box). Cut the stud off flush with the inner fender surface, using an appropriate cutter. (See *Fig. 1-f.*)

NOTE: *It is a good idea to dress (either with paint or other means) any bare metal that may have been exposed as a result of the cutting process.*

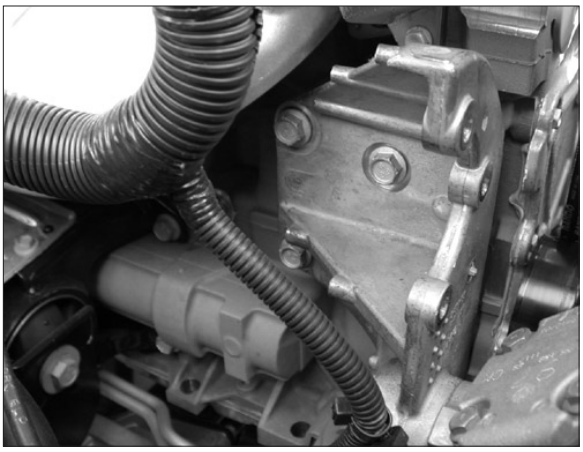

Fig. 1-d

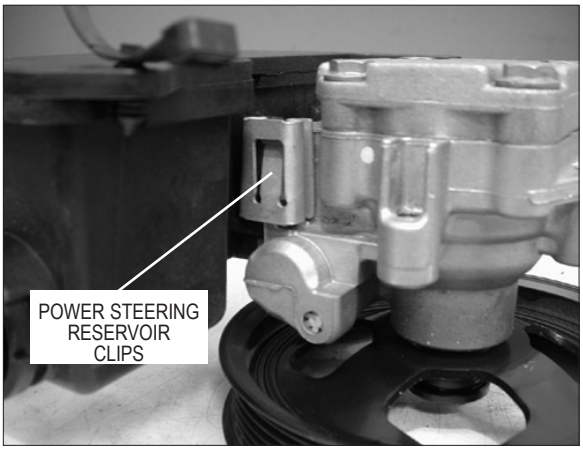

Fig. 1-e

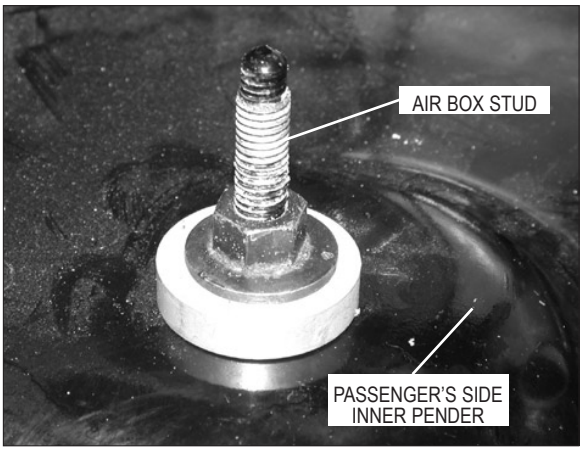

Fig. 1-f

2. POWER STEERING PUMP MODIFICATIONS

A. Locate the power steering pump removed in Section 1 and the supplied power steering relocation assembly (*4GN110-010*). (See *Fig. 2-a*.)

B. Temporarily cover the power steering fluid return port with masking tape. Using a 1/4-20 tap, carefully thread the hole next to the power steering fluid return port on the pump body until the tap reaches the bottom of the hole. Clean off any residual chips left from the tapping process and remove the masking tape. (See *Fig. 2-b*.)

C. Place the supplied rubber O-ring (*7U100-114*) onto the brass return fitting (*7P500-073*). Install the supplied brass return fitting with o-ring into the power steering return port. (See *Fig. 2-b.*)

D. Using the supplied retaining bracket (*4GN010-020*) and 1/4-20 x .50" screw, secure the previously installed fitting as shown. (See *Fig. 2-c.*) Cover the open ports of the pump to prevent debris from entering until the pump is installed.

NOTE: *The notched corner of the retaining bracket must face the side of the pump that the pulley attaches to.*

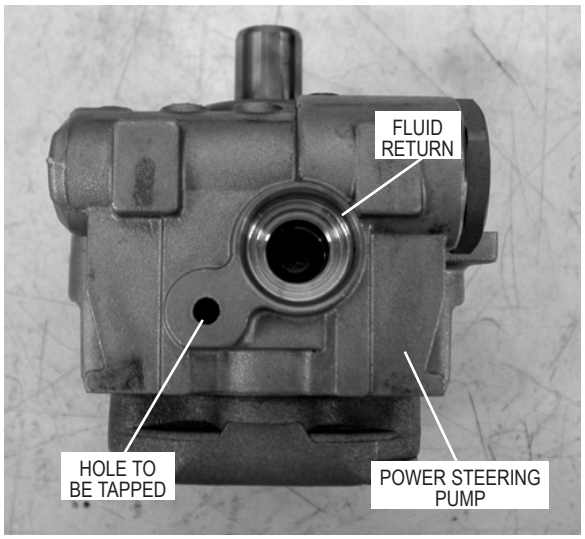

Fig. 2-a

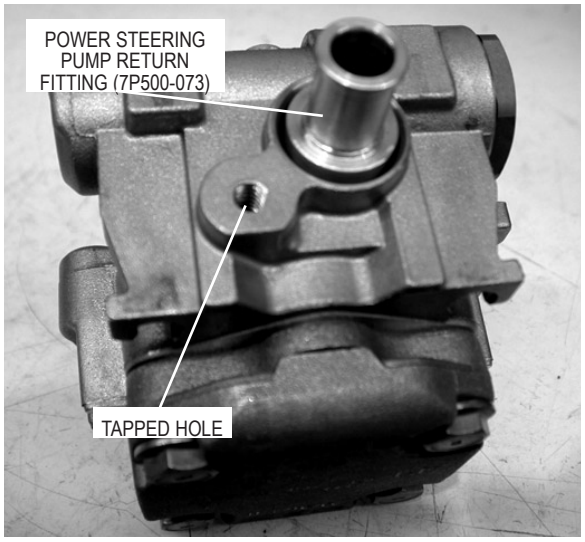

Fig. 2-b

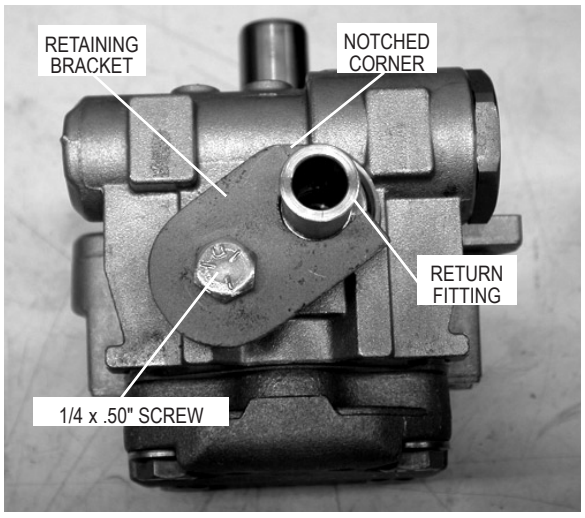

Fig. 2-c

3. OIL DRAIN INSTALLATION (ENGINE OIL-FED KITS ONLY. APPLICATIONS WITH V-3 SUPERCHARGERS SKIP AHEAD TO STEP 5)

A. To provide an oil drain for the supercharger, it is necessary to make a hole in the oil pan. Mark the hole location by measuring 1-1/8” from the bollt as shown on the front of the pan, and 1-1/8” down from the oil pan mounting rail on the engine block. Center-punch the hole location to be drilled. (See *Fig. 3-a.*)

> ***NOTE:*** *Access to the oil drain location is restricted so a low profile or right angle drill may be necessary.*

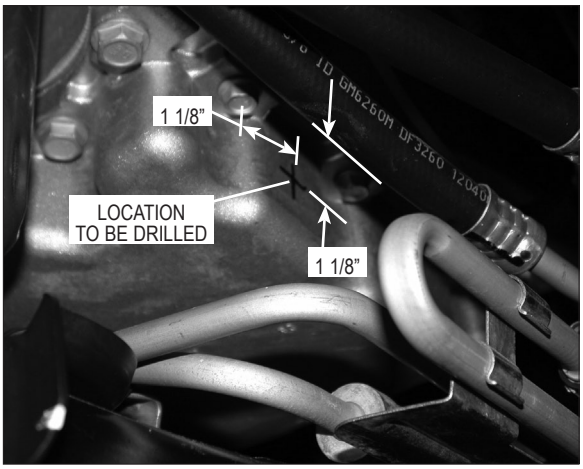

Fig. 3-a

B. Drill a 1/8" pilot hole at the previously marked location. Use the supplied 9/16" cutter to enlarge the pilot hole, making sure to break through easily. Do not stop the drill motor until the cutter has been extracted so that the cutout does not fall into the pan.

> ***NOTE:*** *It may help to pack the cutting tool with grease to help prevent and stray chips from entering the oil pan.*

C. Thread the hole with a 3/8"NPT tap to approximately 1/2" deep or until the oil drain-fitting can be started. Pack the flutes of the tap with grease to minimize the amount of debris that gets into the engine. Access is restricted so inserting the tap in a socket and then using a ratchet to rotate it is helpful.

> ***NOTE:*** *When tapping the hole be careful not to bottom out the tap. If the tap does bottom before the thread is large enough you will need to trim the end of the tap to facilitate a deep enough thread cut.*

D. Thoroughly clean the threaded area. Apply a small amount of silicone sealer or teflon paste to the threads of the supplied 3/8"NPT hose fitting and secure in the hole. Make sure a seal is formed all around the fitting.

E. Drain the engine oil and remove the oil filter.

F. Replace the oil filter and refill the engine with oil.

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4. OIL FEED INSTALLATION (ENGINE OIL-FED KITS ONLY. APPLICATIONS WITH V-3 SUPERCHARGERS SKIP AHEAD TO STEP 5)

A. Locate the plug just above the oil filter on the passenger's side of the engine. Using a 5/16" Allen wrench, remove the plug and discard. (See *Fig. 4-a.*)

B. Install the M16 to –4 fitting and sealing washer provided where the plug was previously removed and tighten using a 7/8" wrench. (See *Fig. 4-b.*)

C. Attach the 90° end of the supplied –4 stainless steel oil line to the previously installed M16 to –4 fitting. (See *Fig. 4-c.*)

D. Route the line away from hot, sharp or moving parts and toward the top of the engine where it will be attached to the supercharger oil feed.

E. Cover the open of the line to prevent contamination until the connection to the supercharger is made in a later step

Fig. 4-a

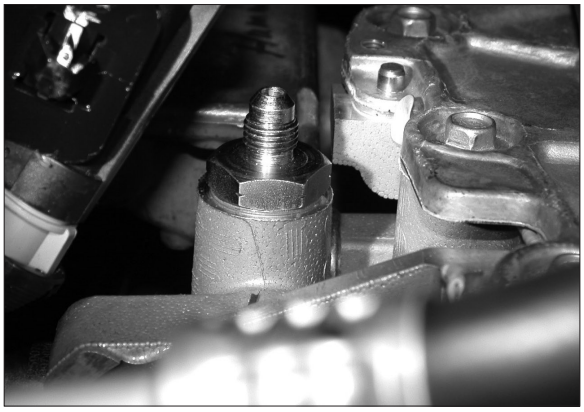

Fig. 4-b

Fig. 4-c

5. FUEL INJECTOR REPLACEMENT

> ***NOTE:*** *Caution should be used when working on the fuel system. Fuel may be under high pressure. Fuel injector replacement should be performed in a well ventilated area free of any possible ignition source. It is recommended that you have a fire extinguisher nearby.*

A. Locate and remove the engine lift point on the front driver's side and set aside. Remove the retainers securing the alternator to the alternator mounting bracket. Set the alternator and hardware aside. (See *Fig. 5-a*.)

B. Disconnect the fuel supply line where it connects to the fuel rail. (See *Fig. 5-b*.)

C. Remove the intake manifold. Start by disconnecting the hoses and cables that are secured to the intake manifold. Then remove the ten 10mm-headed fasteners that secure the intake manifold to the cylinder head. Set the intake manifold, hardware and gasket aside.

D. Disconnet the fuel injector harness from the injectors and the engine harness connection at the rear of the engine. Discard the injector harness as it will not be reused. Remove the three 10mm headed screws that secure the fuel rail to the cylinder head and set aside.

E. Remove the fuel rail and injectors as an assembly. Separate and set aside the factory fuel injectors as they will not be re-used.

F. Apply a small amount of clean motor oil to lubricate the O-rings of the supplied injectors. Install the supplied injectors into the fuel rail using the factory injector retaining clips, set in the position close to the plug.

G. Reinstall the fuel rail assembly and secure using the three factory retaining screws.

> ***NOTE:*** *The injector plug connections must face out towards the driver's side of the vehicle.*

H. Install the provided injector harness and secure to the fuel rail using the cable-ties provided. (See *Fig. 5-g*.)

I. Inspect the intake manifold gasket. If damaged, replace before proceeding. Reinstall the intake manifold, alternator and engine lift point in the reverse order removed. Reconnect the fuel supply line to the fuel rail.

> ***NOTE:*** *Make sure all wires and hoses are clear of mounting surfaces and are secure from hot or moving objects.*

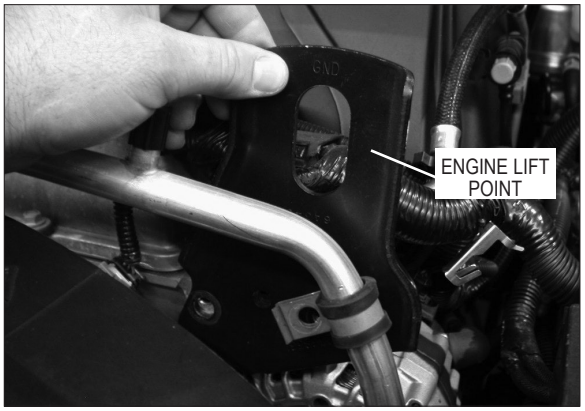

Fig. 5-a

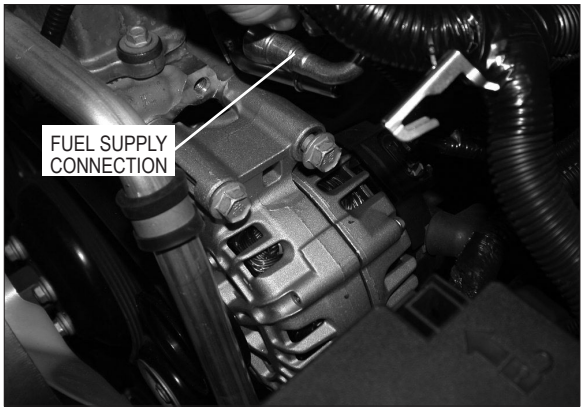

Fig. 5-b

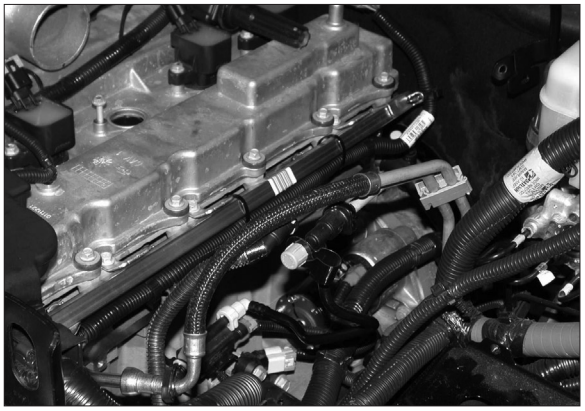

Fig. 5-g

6. MOUNTING BRACKET AND SUPERCHARGER INSTALLATION

> ***NOTE:*** *For the following section, refer to Fig. 6d, on page 8, for screw and spacer location. Do not tighten until all hardware is in place.*

A. Locate the S/C mounting bracket assembly *(4GN111-044)*.

B. Loosely install the three M8-1.25 x 45mm hex-head screws provided through the supercharger mounting bracket and power steering mounting bracket into the power steering pump. (See *Fig. 6-a*.)

C. Re-connect the power steering pressure line to the pump and secure.

D. Using the 6mm nut and 1/4-20 x 1" hardware provided, locate the supercharger bracket support as shown. Do not tighten the hardware (See *Figs. 6-b, 6-c*.)

E. Evenly tighten the previously installed hardware, insuring that the bracket supports but does not pull or change the location of the S/C bracket. Tighten the suppoort hardware at this time.

> ***Caution:*** *Do not over tighten.*

Fig. 6-a

Fig. 6-b

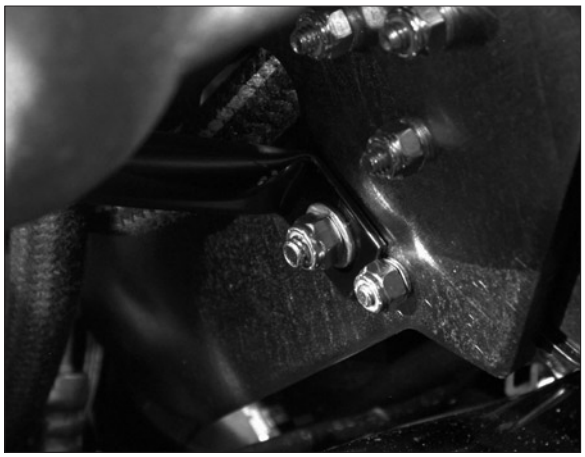

Fig. 6-c

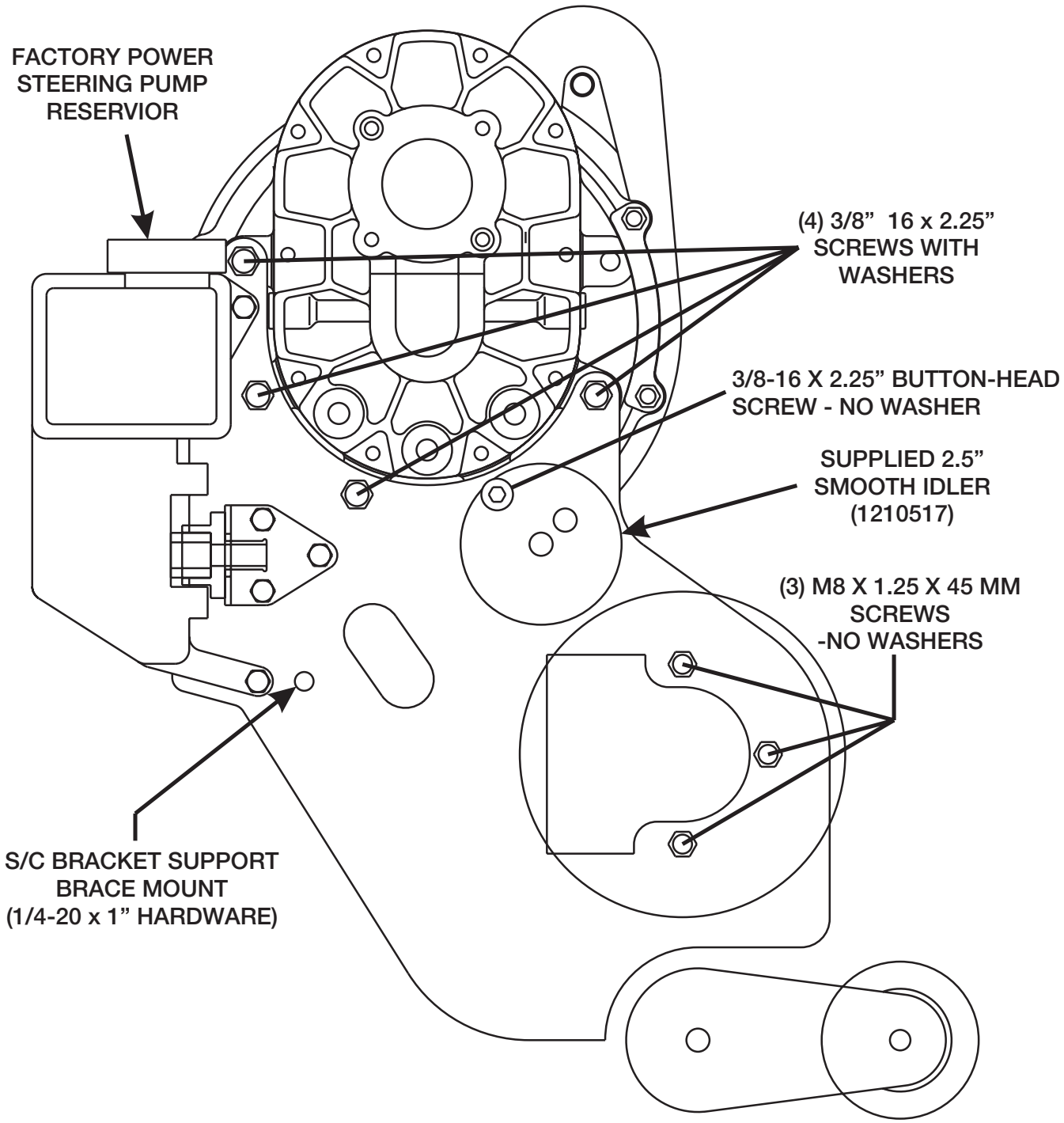

Fig. 6d

6. MOUNTING BRACKET AND SUPERCHARGER INSTALLATION, CONT.

F. Place the power steering reservoir adapter fitting on the port previously connected to the pump. (See *Fig. 6-e, 6-f.*)

G. Mount the factory power steering reservoir to the supercharger mounting plate using the supplied 1/4-20 x 1" screws, washers and Nyloc nuts. (See *Figs. 6-d, 6-f.*)

H. Secure the adapter using the retaining bracket and three 1/4-20 x 1" screws, washers and nyloc nuts provided. (See *Figs. 6-e, 6-f.*)

I. Connect the Ø1/2" power steering hose to the adapter fitting on the reservoir. Route the hose through the supercharger mounting bracket and down to the power steering pump and attach. Secure the previously installed hose using the #6 hose clamps provided. (See *Fig. 6-e, 6-f.*)

J. Install the 3/8" hose union into the hose that was previously connected to the bottom of the power steering reservoir and secure using the factory hose clamp. (See *Fig. 6-e.*)

K. Connect the supplied length of 3/8" power steering hose to the previously installed union. Secure using the clamp provided. (See *Fig. 6-e*)

L. Connect the open end of the previously installed 3/8" hose to the port on the bottom of the power steering reservoir and secure using the remaining hose clamp provided. (See *Figs. 6-e.*)

> ***NOTE:*** *All hoses should be free of any kinks or pinches and be secured away from hot or moving parts.*

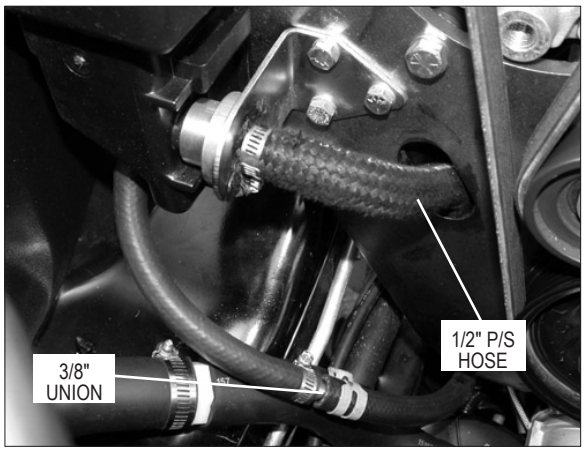

Fig. 6-e

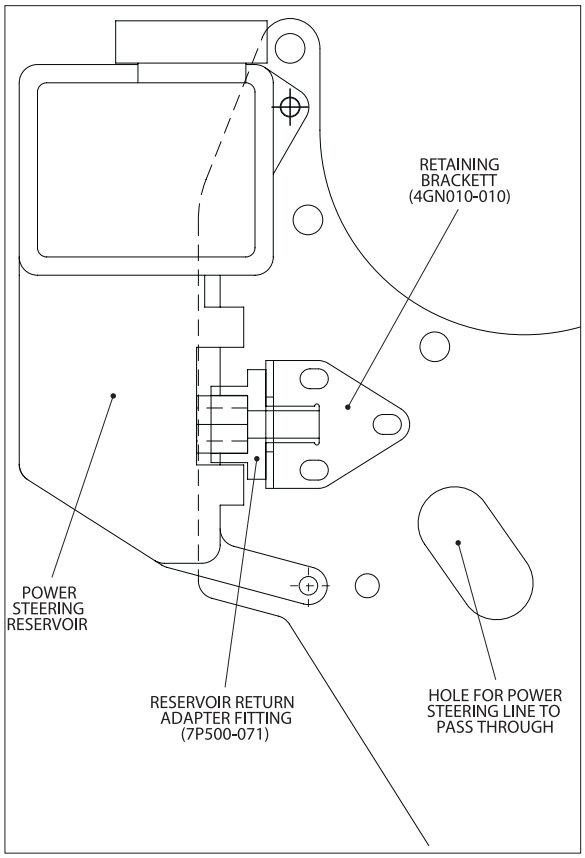

Fig. 6-f

6. MOUNTING BRACKET AND SUPERCHARGER INSTALLATION, CONT.

***M.** Locate the oil drain assembly *(4GN130-036)*. Using one of the supplied #8 hose clamps, secure the provided 1/2" oil drain hose to the 1/2" oil drain fitting on the bottom of the supercharger. (See *Fig. 6-g*.)

***N.** Install the 1/8"NPT x 90° x –4 fitting located in the oil feed assembly (4GN130-026) into the supercharger oil feed port and orient so that it faces down. (See *Fig. 6-h*.)

> ***NOTE:*** *Use only clean engine oil on the pipe threads. Teflon tape or pipe sealant is not recommended as it might loosen and cause blockage of the small oil feed orifice resulting in possible supercharger failure.*

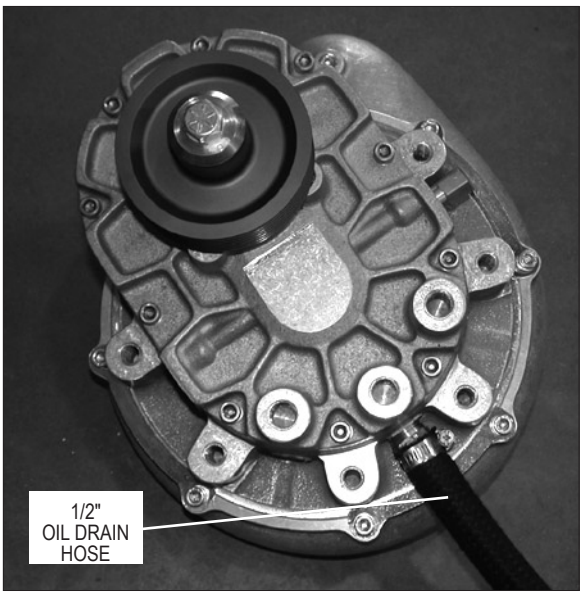

Fig. 6-g

O. Secure the supercharger to the mounting bracket using the four 3/8-16 x 2.25" screws and washers. (See *Fig. 6d*.) Install the 3/8-16 button-head screw w/o washer in the remaining hole. (See *Fig. 6d.*)

P Attach the supplied idler to the mounting bracket with the snap-ring facing forward using the Ø1.0" x .509" spacer *(2A017-044)*, 3/8-16 x 2.25" screw, pilot spacer *(2A017-016)* and Nyloc nut. (See *Fig. 6-i*.)

Q. Reinstall the factory power steering pump pulley using the appropriate pulley installation tool. Verify that the pulley spins freely and does not contact the retaining bolt heads.

R. Install the supplied drive belt as shown. (See *Fig. 6-j*.)

***S.** Connect the 1/2" oil drain hose from the S/C to the 1/2" fitting previously installed in the oil pan and secure.

> ***NOTE:*** *Ensure that the hose does not have any dips or kinks in the routing. Supercharger failure may be the result of a restricted drain path.*

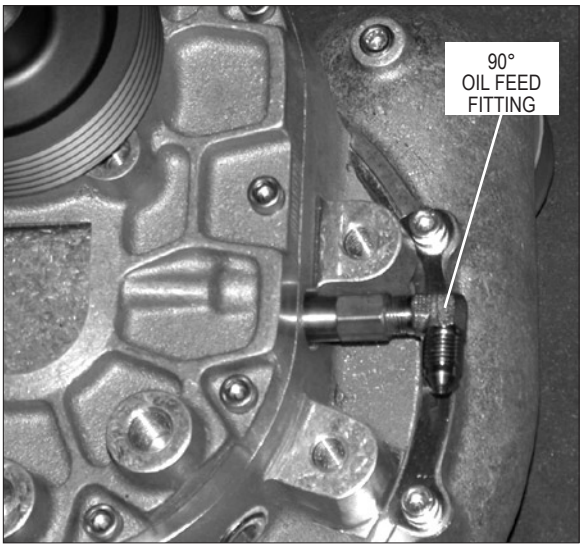

Fig. 6-h

***T.** Connect the open end of the -4 stainless steel oil feed line to the -4 x 90° fitting on the supercharger.

*Applies to "engine oil-fed" units only. V-3 applications skip these steps.

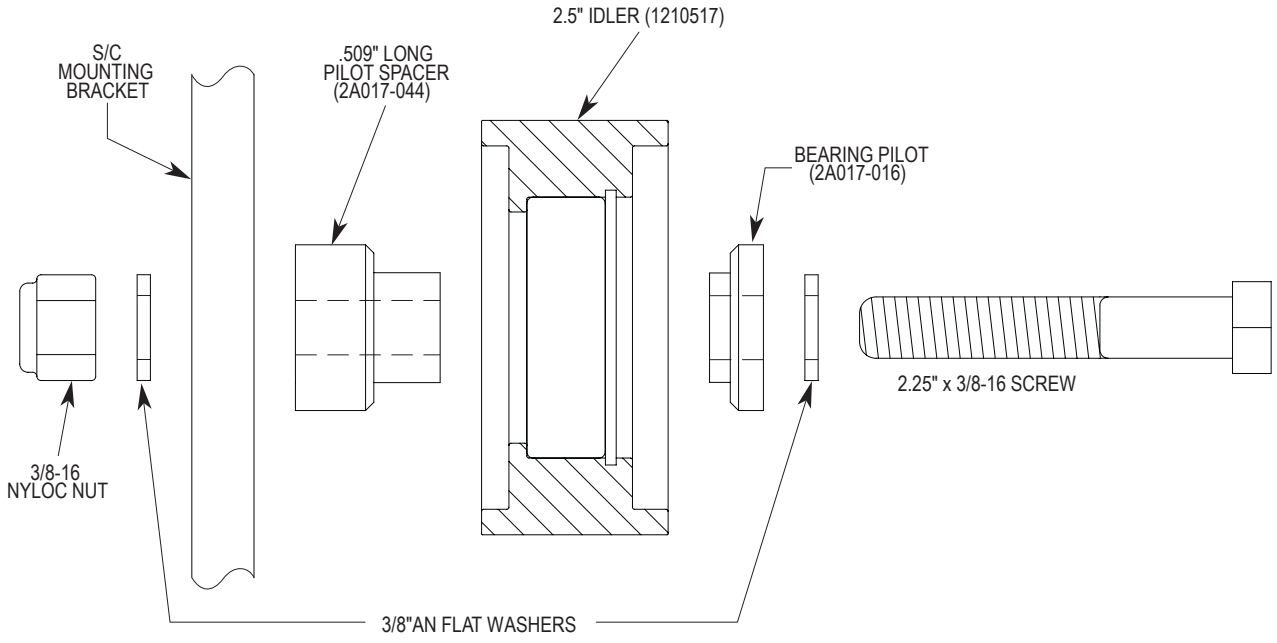

Fig. 6-i

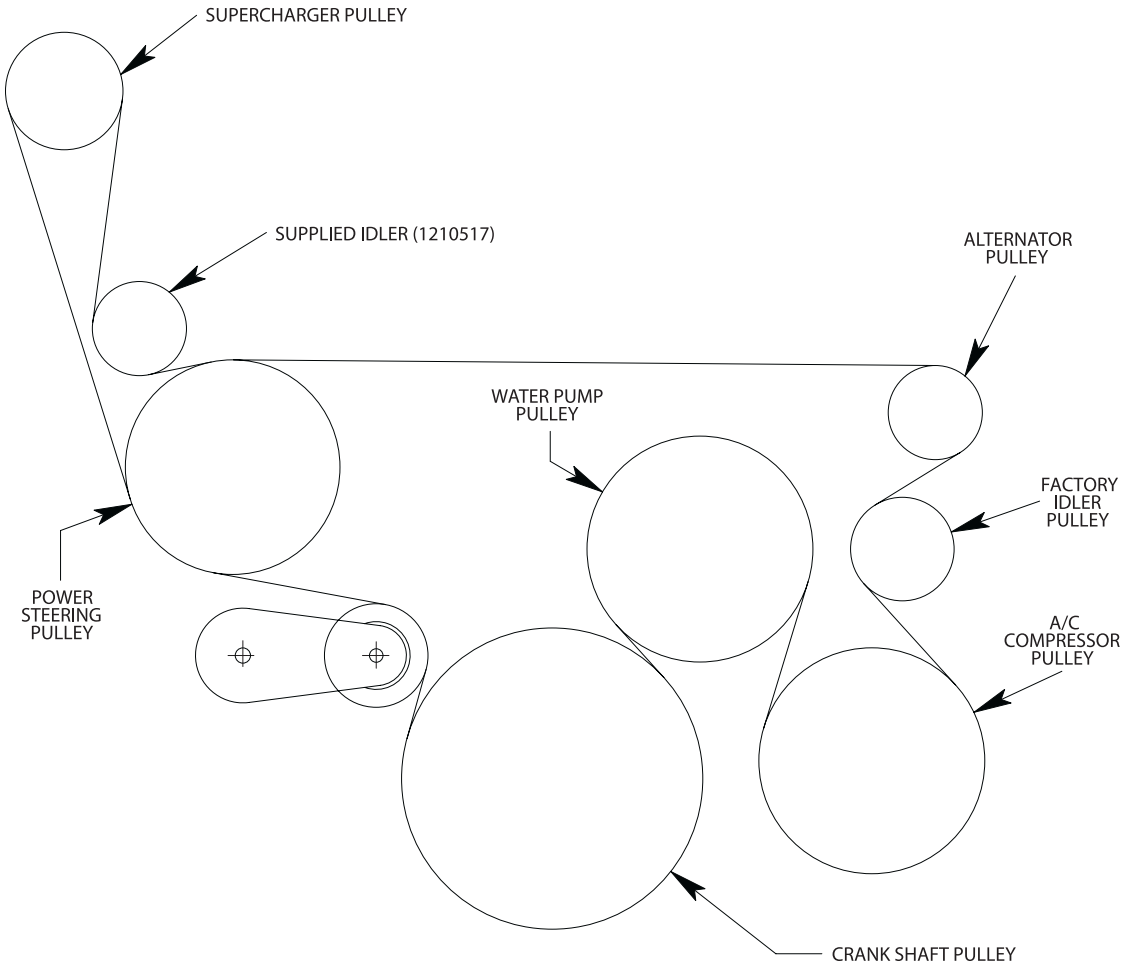

Fig. 6-j

7. CHARGE COOLER INSTALLATION

Refer to Fig.7-h for assistance throughout this manual.

A. Remove the four screws and two nuts that secure the grill to the core support.

B. Pull forward on the ends of the grill to release the push clips holding the grill in place.

C. Locate the Charge Air Cooler assembly *(8N201-320).*

D. Install one 1/2"NPT x 3/4" barb 90° brass elbow and one 1/2"NPT x 3/4" barb straight fitting into the supplied heat exchanger and orient as shown*. (See *Fig. 7-h*.)

E. Remove the two 13mm headed screws and two 10mm headed screws securing the hood latch support assembly to the core support. Unclip the wire harness that runs behind the support. Set the support aside to be reinstalled later. (See *Fig. 7-a*.)

F. Secure the heat exchanger bracket *(8N010-240)* to the heat exchanger using the 1/4-20 x .75" screws, washers and Nyloc nuts provided. Loosely install the heat exchanger assembly into position. (See *Fig. 7-a, 7-h*.)

G. Reinstall the hood latch support *(the heat exchanger bracket is between the core support and the hood latch support)* secure using the factory hardware. Feed the sensor leads through their respective sides and reconnect to the sensors.

> ***NOTE:*** *Careful not to pinch wires between the brackets.*

H. Place the supplied piece of 1/8" x 4" tape foam on the heat exchanger.It may be necessary to trim the tape to fit. Install the upper heat exchanger bracket and secure using a 1/4-20 x .75" screw, washer and Nyloc nut provided. (See *Fig. 7-b*.)

I. Using the supplied Adel clamps, self-tapping screws and washers, secure the provided water pump, to the cooling fan shroud. (See *Fig. 7-c*.)

> ***NOTE:*** *Orient the pump discharge so that it points to the front passenger side of the vehicle.*

J. Secure the supplied Ø2.75" X 2" sleeve to the supercharger discharge using a #44 hose clamp. (See *Fig. 7-d*.)

K. Using the Ø3.35" to Ø2.75" reducer elbow, install the Charge Air Cooler between the previously installed sleeve and the throttle body. (See *Fig. 7-d*.)

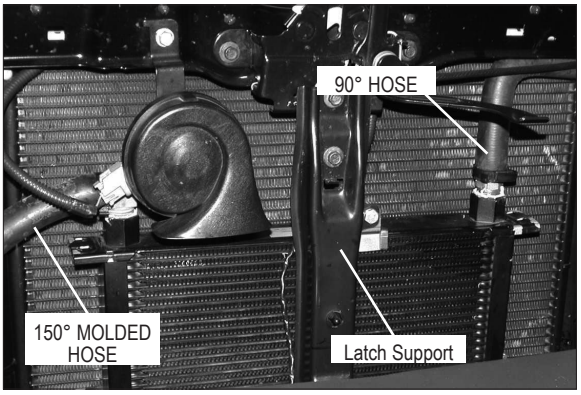

Fig. 7-a

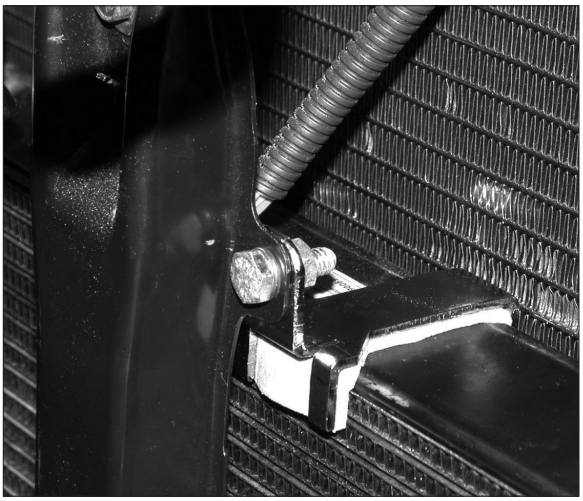

Fig. 7-b

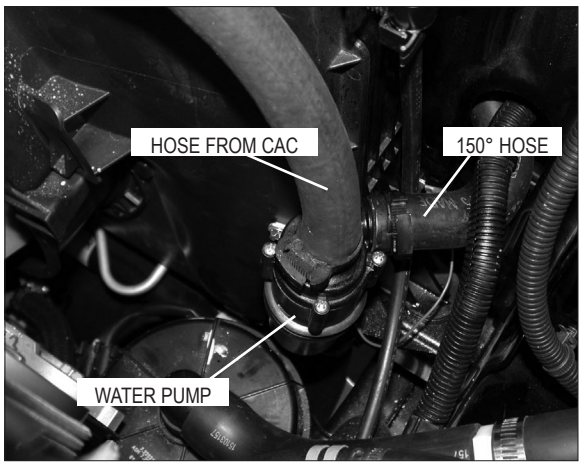

Fig. 7-c

* *Use pipe sealant on tapered pipe threads.*

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7. CHARGE COOLER INSTALLATION, CONT'D.

L. Install the two 1/2" NPT x 3/4" barb fittings into the charge air cooler (CAC*****).

M. Cut a piece of the supplied Ø3/4" rubber hose *(7U038-000)* approximately 24" long. Connect the cut hose between the CAC discharge (bottom driver's side fitting) and the water pump inlet as shown. (See *Figs. 7-c, 7-h.*)

N. Connect the supplied 150° x Ø3/4" molded rubber hose between the water pump discharge and the heat exchanger inlet *(passenger's side fitting)*. (See *Figs. 7-a, 7-c, 7-h.*)

O. Attach the short end of the supplied molded 90° rubber hose *(7U038-012)* to the straight fitting previously installed in the heat exchanger *(driver's side fitting)*. (See *Fig. 7-a, 7-h.*)

> ***NOTE:*** *Trim the hose as necessary.*

P. Connect the short end of the formed 150° aluminum tube to the open end of the previously installed 90° molded hose. (See *Figs. 7-e, 7-h.*)

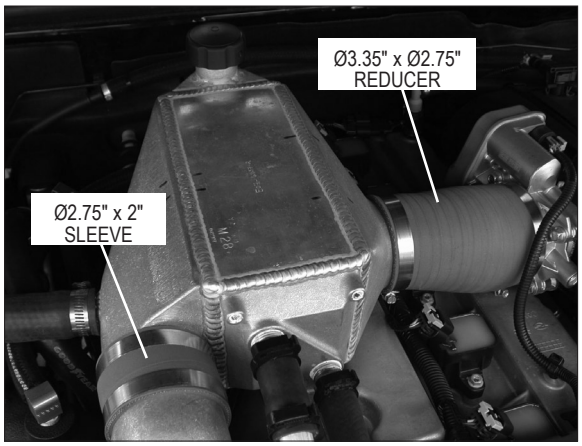


Fig. 7-d

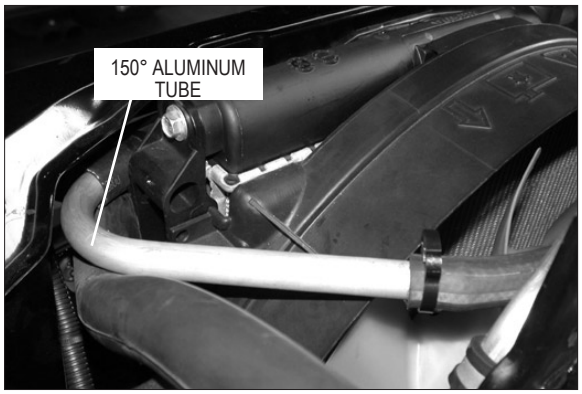


Fig. 7-e

***** *Use pipe sealant on tapered pipe threads.*

7. CHARGE COOLER INSTALLATION, cont'd

Q. Cut a piece of the supplied Ø3/4" rubber hose *(7U038-000)* approximately 2.5" long. Connect the previously cut hose to the CAC inlet *(top passenger side fitting)*. Connect the remaining formed aluminum tube to the open end of the previously installed hose. (See *Figs. 7-f, 7-h.*)

R. Cut a piece of the supplied Ø3/4" rubber hose *(7U038-000)* approximately 16" long. Connect the cut hose between the two previously installed aluminum tubes. Secure the hose away from the cooling fan using the supplied adel clamp, secured to the front of the engine. (See *Figs. 7-f, 7-h*.)

S. Secure all hose connections at this time using the supplied nylon ratchet clamps. Make sure the all hoses are routed and secured away from hot or moving parts.

U. Using the supplied butt connector, attach the supplied fuse holder to the positive wire on the previously installed water pump. Connect the supplied length of wire to the previously installed fuse holder and route to the power distribution box located on the driver's side inner fender.

V. Connect the previously installed wire to the fuel pump relay terminal #87 using the supplied female spayed connector and mini ATC fuse tap. (See *Fig. 7-g*)

W. Attach the supplied ring terminal to the water pump ground wire. This wire will be terminated in a later step.

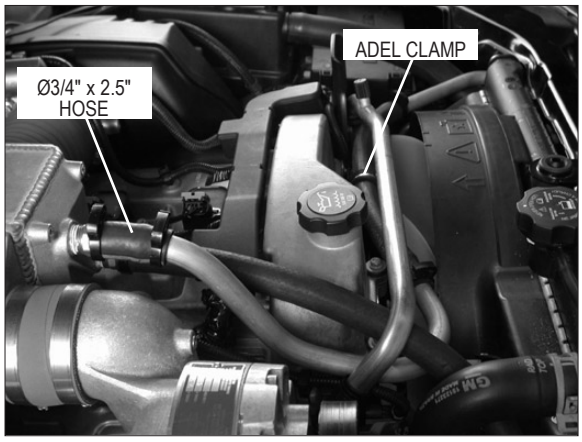
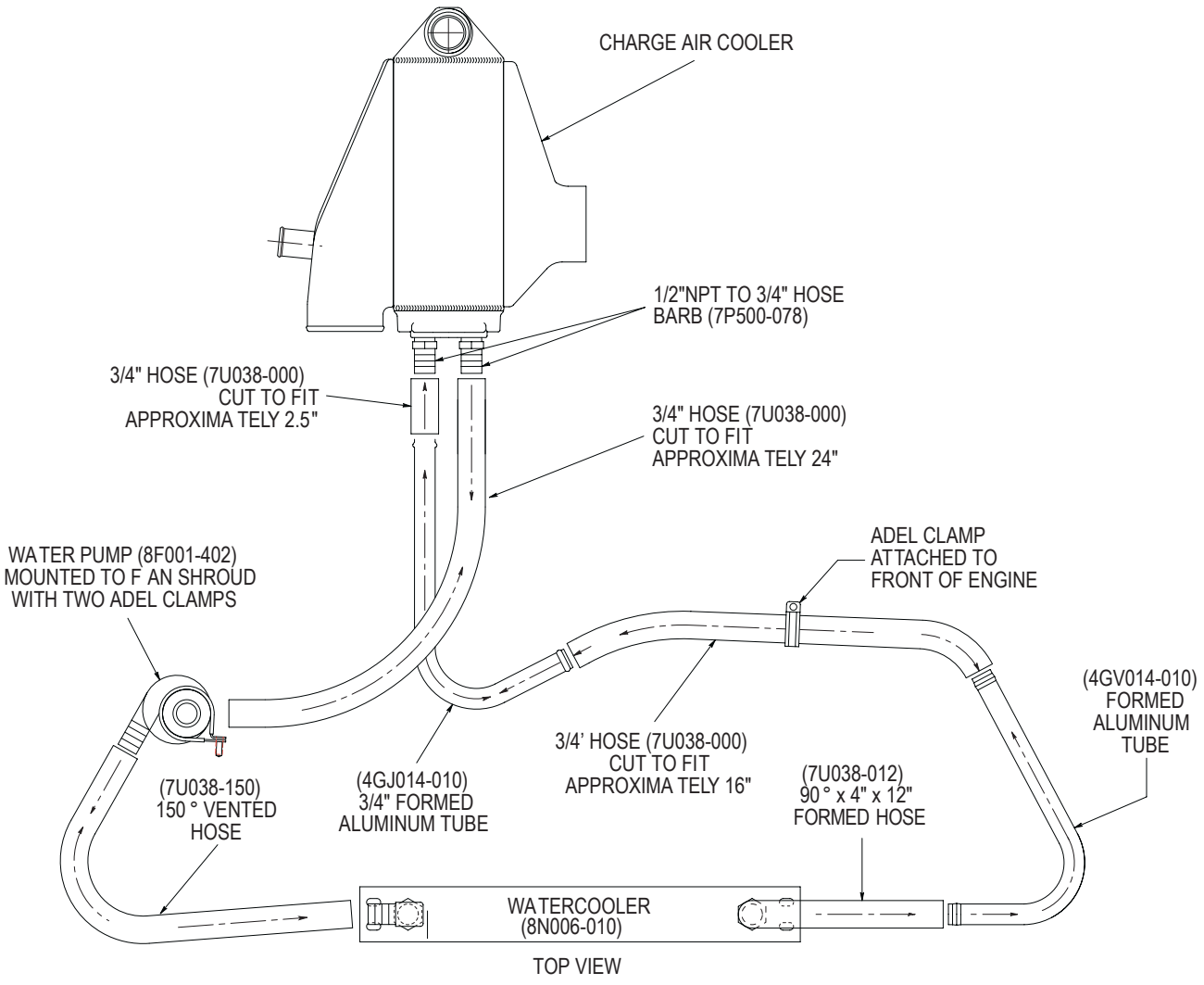


Fig. 7-f

Fig. 7-g



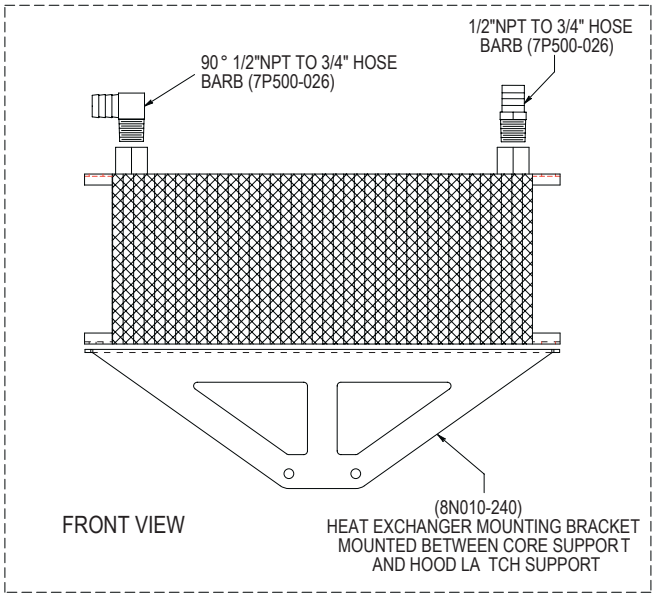


Fig. 7-H

8. AIR INLET INSTALLATION

A. Locate the MAF mounting hole template in this manual. Remove and cut the template as shown. Place the template on the passenger side inner fender and mark the three hole positions to be drilled. Drill the previously marked hole locations using a 1/4" drill.

B. Install the MAF meter into the air filter cover. Place the supplied air filter on to the meter and secure. (See *Fig. 8-a*.)

C. **2007 Models Only** Locate the evaporative canister air horn and vent filter bulkhead connector removed in a previous step. Install the bulkhead connector and air horn into the supplied air filter cover. (See *Fig. 8-b*.)

> ***NOTE:*** *Install one tab on the bulkhead connector first and then twist to allow the remaining tabs to pop into place.*

D. **2008 Models Only:** Locate the Ø1” x 1.13” x 2.25” long union. Install the union into the air filter cover using the supplied rubber grommet. Attrach the supplied Ø1-1/8” filter to the previously installed union and secure

E. Install the air filter assembly into the vehicle. Secure the MAF meter to the previously drilled holes in the inner fender using the 1/4-20 hardware provided. (See *Figure 8-d*.)

F. Secure the forward edge of the air filter housing to the front core support using the supplied 90° bracket, 1/4-20 hardware and M6 Nyloc nut. Connect the previously installed water pump ground wire to the core support at this trime.(See *Fig. 8-c.*)

G. Install the previously removed MAF electronics into the supplied meter housing and secure using the supplied hardware. Connect the MAF electronics harness to the MAF. (See Figure 8-d)

H. Locate the previously removed evaporative canister vent hose. Connect the 45° fitting to the vent filter bulkhead connector previously installed in the supplied air filter cover. Connect the 90° elbow to the port on the evaporative canister. (See *Fig. 8-c.*)

I. **2008 Models Only:** Locate the previously removed evaporative canister vent hose. Connect the 45° fitting to the port on the evaporative canister. Remove the factory 90° fitting for the opposite end of the hose and discard. Connect the open end of the hose to the union previously installed in the supplied air filter cover.

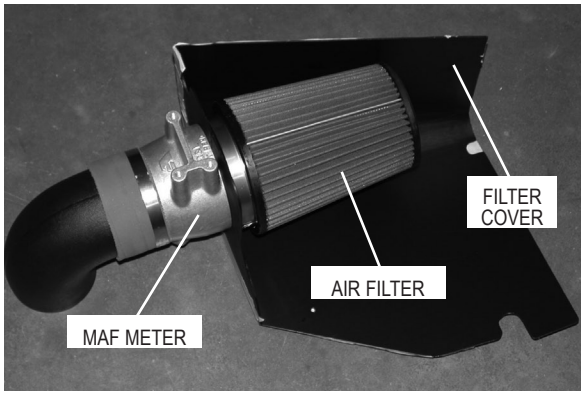


Fig. 8-a

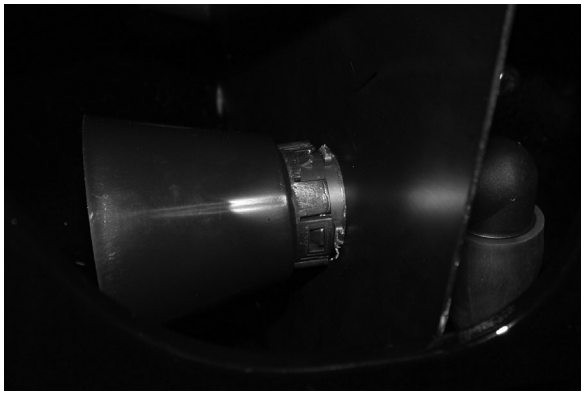


Fig. 8-b

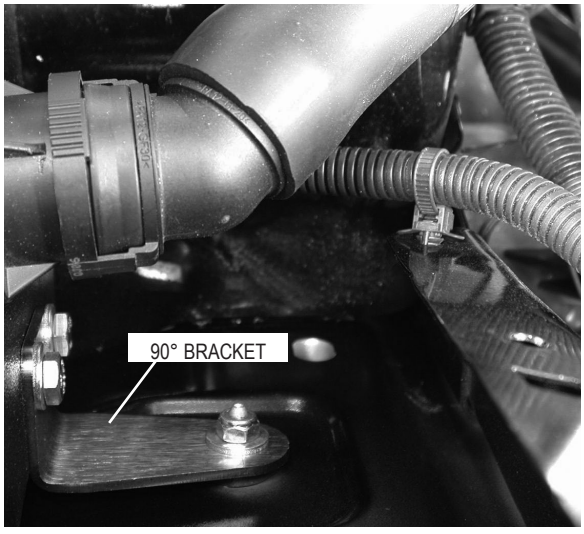


Fig. 8-c

8. AIR INLET INSTALLATION, cont'd

H. Secure the supplied 3.5" x 2" sleeve to the MAF meter using the supplied #56 hose clamp. Attach the 3.5" 90°duct with out bosses to the previously installed sleeve and secure using a #56 hose clamp. (See *Fig. 8-d*.)

I. Locate the 3.5" x 90° duct with bosses and install the 3/4"NPT x 90° and 3/8"NPT elbows. Secure the 3.5" x 90° duct to the supercharger inlet using the Ø3.5 x 2" sleeve and two #56 hose clamps provided (See *Fig.*

J. Connect the two 90° inlet ducts using the Ø3.5 x 10" flex hose and secure using the remaining #52 hose clamps provided. (See *Fig. 8-d*.)

K. Cut approximately 4" from the long leg of the supplied Ø1" x 90° molded hose. Set the cut piece aside to be used later. Connect the short leg of the supplied Ø1" x 90° molded hose to the previously installed 1" plastic 90° elbow in the inlet duct. Orientate so that the open end of the hose is pointing up. Secure using the supplied #16 hose clamp. (See *Fig. 8-e*.)

L. Install the by-pass valve discharge port into the open end (cut end) of the Ø1" x 90° molded hose, and secure using one of the #16 hose clamps provided. (See *Fig. 8-e.*)

M. Locate the piece of hose previously cut from the Ø1" x 90° molded hose. Trim this hose to approximately three inches. Connect the by-pass valve inlet port to the Ø1" bung on charge air cooler using the 3" piece of hose. Secure using the remaining #16 hose clamps provided. (See *Fig. 8-e*.)

N. Locate the 1/2" vacuum port on the drivers side of the intake manifold. Remove the rubber cap from the port. Using the supplied 1/2" I.D. vacuum line attach the 1/2" x 1/4" plastic reducer coupling provided. Connect the 1/4" x 5/32" brass reducer coupling to the previously installed 1/2" x 1/4" plastic reducer coupling using the 1/4" I.D. vacuum line provided. (See *Figs. 8-f, 8-g*.)

O. Attach a length of 5/32" vacuum hose to the bypass valve. Route the open end of the hose to the 1/4" x 5/32" brass reducer coupling previously installed and connect.

P. Reinstall the grill in the reverse order removed, using the factory hardware.

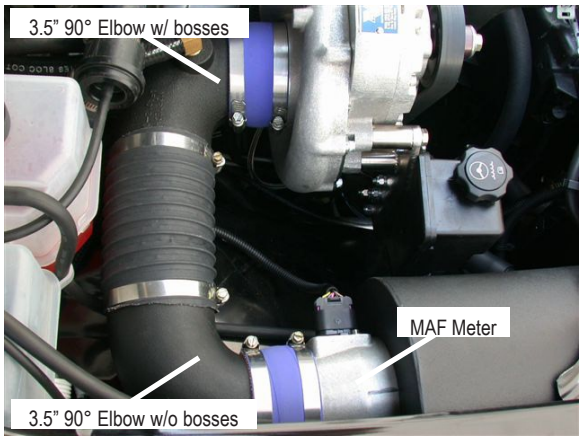


Fig. 8-d

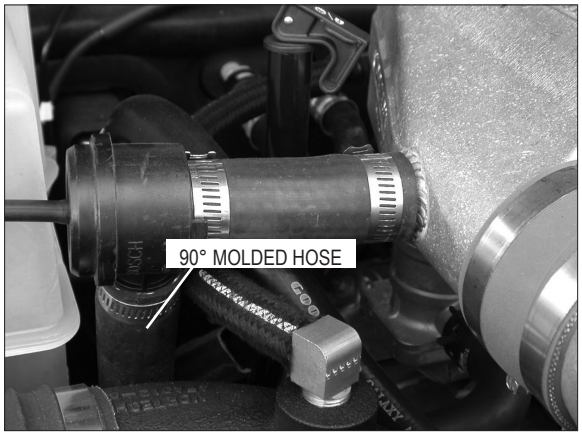


Fig. 8-e

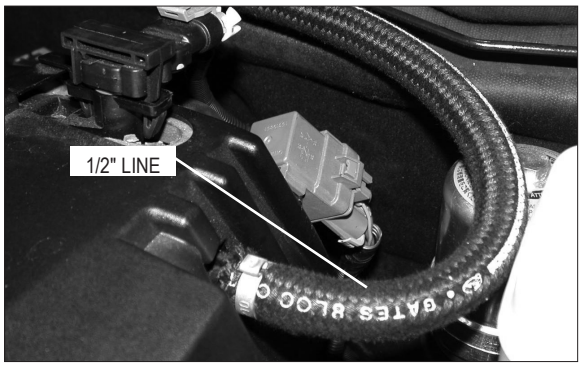


Fig. 8-f

Fig. 8-g

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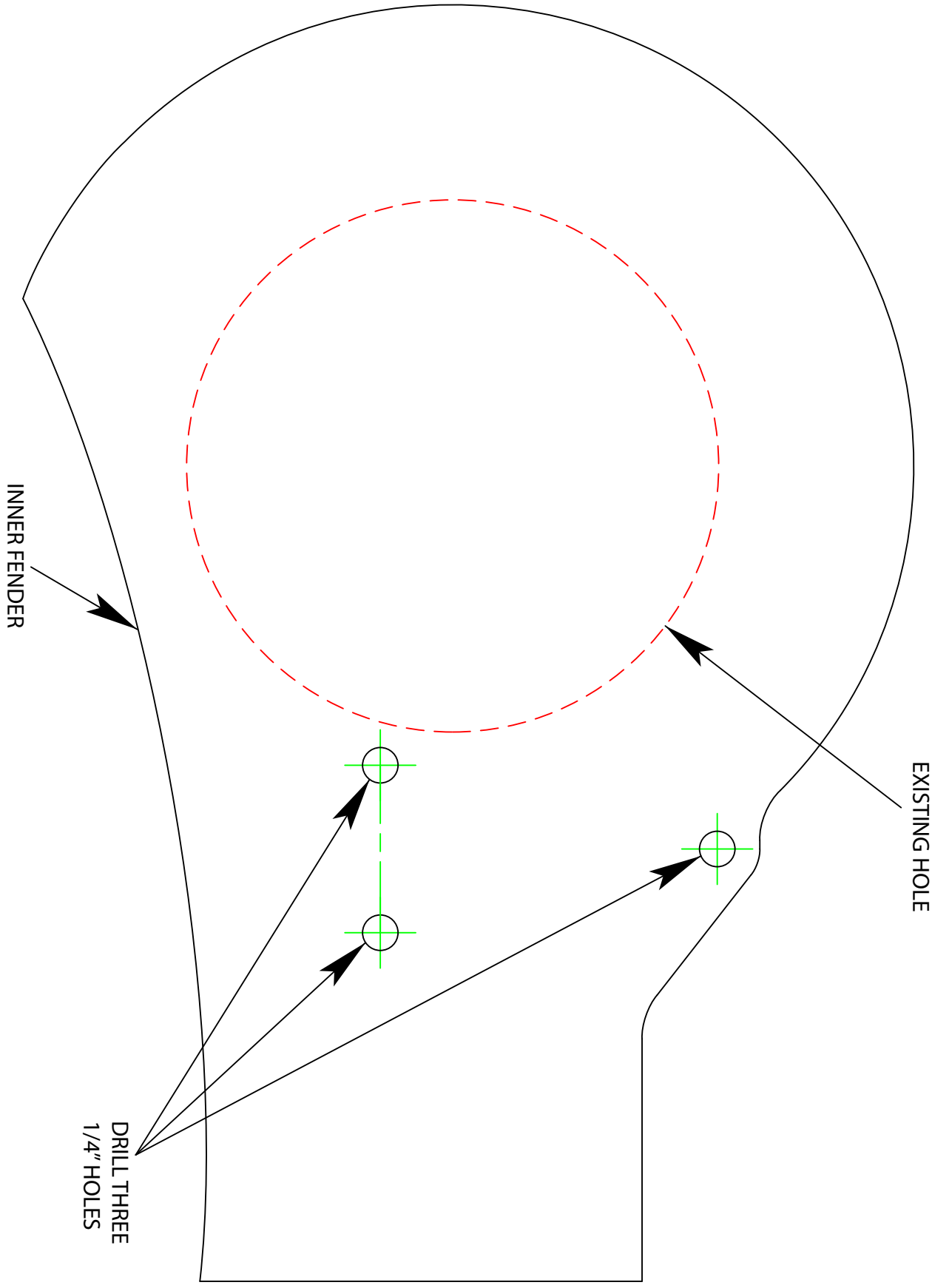
8. AIR INLET INSTALLATION "TEMPLATE"



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9. PCV VALVE INSTALLATION

A. Locate the valve cover vent hose attached between the intake manifold and the rear of the valve cover.

B. Remove the factory 90° rubber reducer from the line where it attaches to the valve cover and discard.

C. Locate the PCV valve assembly (4GN139-096). See Fig. 9-a

D. Assemble the PCV valve assembly as seen in figure 9-b

E. Install the previously assembled PCV valve assembly and secure using the supplied hose clamps. See Fig. 9-c

F. Install the 1/2” plastic hose union (7PP500-001) into the open end of the factory valve cover vent hose previously connected to the factory air inlet assembly. See Fig 9-d

G. Connect the 1/2” diameter 1.25” long hose provided between the previously installed hose union and the 1/2” x 90° install in the 90° inlet duct. See Fig 9-d , 9-e

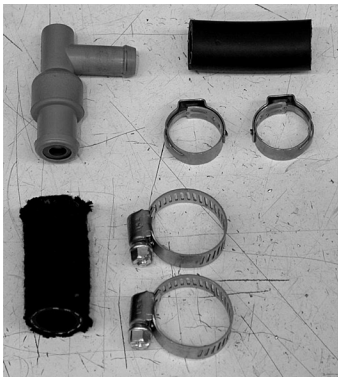

Fig. 9-a

Fig. 9-b

Fig. 9-c

Fig. 9-d

Fig 9-e

10. FINAL CHECK

NOTE: *Once the Re-flashed ECU and TCM are received back from Vortech, reinstall them in the reverse order removed. Take care not to damage the harness connectors or ECU/TCM connection pins. Re-secure the washer fluid/coolant reservoir assembly.*

WARNING: *Do not attempt to operate the vehicle until all components are installed and all operations are completed including the final check.*

A. If your vehicle has gone over 15,000 miles since its last spark plug change, you will need to change the spark plugs now before test driving the vehicle.

B. Check all fitting, nuts, bolts and clamps for tightness. Pay particular attention to oil and fuel lines around moving parts, sharp edges and exhaust system parts. Make sure all wires and lines are properly secured with clamps or tie-wraps.

C. Check all fluid levels, making sure that your tank(s) is/are filled with 91 octane or higher fuel before commencing test drive.

D. **(For Internally Lubricated V-3 Units Only)** This supercharger has been factory pre-filled with special Vortech synthetic lubricant. Oil does not need to be added to a brand new unit; however a fluid level check should be performed.

Prior to operating the supercharger on the vehicle and after installation onto the vehicle: Remove the factory installed flat-head brass shipping plug (not the dipstick) from the top of the supercharger case. Replace the sealed shipping plug with the supplied “vented” plug. Do not operate the supercharger without it. Check the supercharger fluid level.

Fluid level checking procedure:

1. Ensure that the .06” copper sealing washer is located on the dipstick base.
2. Thread the clean dipstick into the supercharger unit it seats.
3. Once the dipstick has seated, remove the dipstick from the unit. Fluid should register in the crosshatched area on the dipstick.
4. DO NOT OVERFILL!!! Drain excess fluid the unit if it is above the maximum level on the dipstick.

10. FINAL CHECK, CONT'D

Check the fluid level using the dipstick at least every 2,500 miles.

Initial supercharger fluid change must be performed at 2,500 miles. The supercharger fluid must be changed at least every 7,500 miles.

Drain the fluid, refill the unit with 4 oz. of Vortech V-3 lubricating fluid and then confirm proper oil level using the dipstick. DO NOT OVERFILL!!!

WARNING: *Use of any fluid other than the special Vortech lubricant will void the warranty and may cause component failure..*

E. Start the engine and allow to idle a few minutes, then shut-off.

H.O. Charge Cooled Kits Only

NOTE: *Check to see that CAC coolant is flowing through the surge tank. If coolant is not flowing, remove the 3/4" rubber hose from the side of the CAC and apply light suction in an attempt to pass any trapped air in the system. Reconnect the hose and recheck coolant flow.*

F. Recheck to be sure that no hoses, wires, etc. are near exhaust headers or moving parts. Look also for any signs of fluid leakage.

G. PLEASE TAKE SPECIAL NOTE: operating the vehicle without ALL the subassemblies completely and properly installed may cause FAILURE OF MAJOR COMPONENTS.

H. Test drive the vehicle.

I. Always listen carefully for engine detonation. Discontinue heavy throttle usage if detonation is heard.

J. Read the STREET SUPERCHARGER SYSTEM OWNER'S MANUAL AND RETURN THE WARRANTY REGISTRATION FORM within thirty (30) days of purchasing your supercharger system to qualify.

P/N: 4GN020-010

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