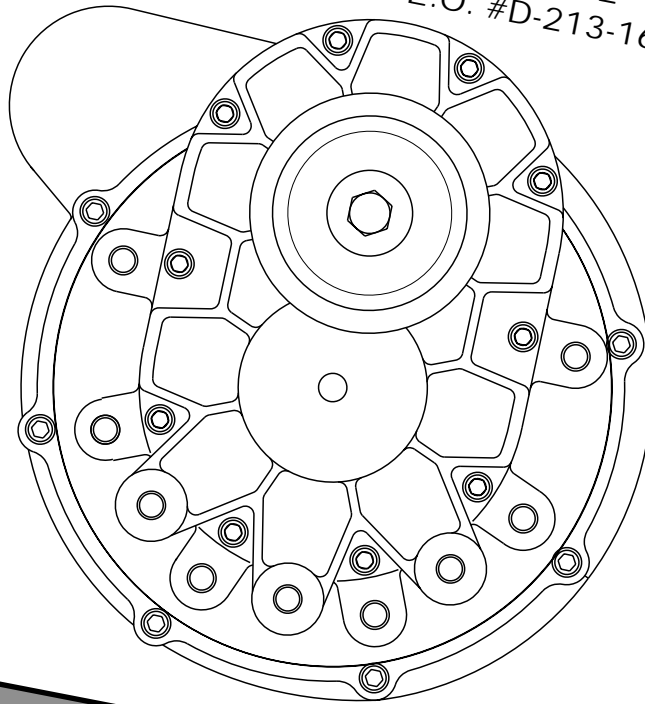


Ford 3.8L Mustang Supercharger System Installation Instructions

1994-1998 MODEL YEARS
50 STATE SMOG LEGAL
AS PER CARB E.O. #D-213-16



ENGINEERING, INC.

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1994-1998
FORD 3.8L MUSTANG
Installation Instructions

50 State Smog Legal as per CARB E.O. #D-213-16

Congratulations on selecting the best performing and best backed automotive supercharger available today... the VORTECH® V-1® Supercharger!

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

Vortech supercharger systems are performance improving devices. In most cases, increases in torque of 30 to 35% and horsepower of between 35 and 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.

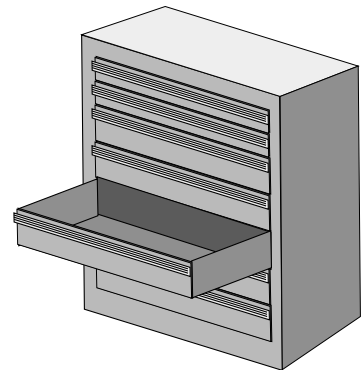
For best performance and continued durability, please take note of the following key points:

1. Use only premium grade fuel 92 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 high grade SF rated 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 2 years or 20,000 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 15,000 miles and spark plug wires every 50,000 miles or earlier.

TOOL & SUPPLY REQUIREMENTS

* A/C system drain/recharge required - Procedure to be performed properly by a trained technician.

- Factory Repair Manual
- 3/8" Socket and Drive Set: SAE and metric
- 1/2" Socket and Drive Set: SAE and metric
- 3/8" and 1/2" Breaker Bars, 4" Extension
- 3/8" NPT Tap, 3/8-16 Tap and Handle
- Adjustable Wrench
- Open End Wrenches: 3/8", 7/16", 1/2", 9/16"
- Flat #2 Screwdriver
- Phillips #2 Screwdriver
- Heavy Grease
- Silicone Sealer
- Drill Motor
- 3/32", 5/16", 7/16", 9/16" (96-98 models), 37/64 Drill Bits
- Ford Springlock 3/8" Fuel Fitting Disconnect Tool or Lisle® A/C and Fuel Disconnect Tool Set #37000
- 5 Quarts SF Rated Quality Engine Oil
- Oil Filter and Wrench
- 9/16" ROTA-BROACH
- T55 Torx Bit
- Power Steering Pulley puller/installer (94-95 models)



If your vehicle has in excess of 20,000 miles since its last spark plug change, then you will also need:

- Spark plug socket
- NEW spark plugs

4FF218-010S



1994-98 3.8L V-6 Mustang

Part No. 4FF218-010S/018S

PARTS LIST

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

Part Number	Description	Quantity	Part Number	Description	Quantity
4FF111-021	MOUNTING BRACKET ASSEMBLY	1	4FF238-068	FMU (with lines)	1
4FF011-021	Mounting bracket	1	6Z110-112	10:1 Fuel management unit	1
4FF010-034	Mounting plate	1	4FF145-010	Male fuel assy., 3.8 (from rail)	1
7C010-065	10mm x 1.5 x 65 bolt	3	4FF145-012	Female line assy., 3.8 (to tank)	1
7C080-065	8mm x 1.25 x 65	1	7U030-046	5/32" Vacuum line (6 ft.)	1
7J375-044	3/8" Washer	3	7P156-082	5/32" Tee	2
7K312-001	5/16" Washer	1	7U100-055	Tie wrap, 6" nylon	4
7A375-100	3/8" 16 x 1 Hex plate	5			
7A375-075	3/8" - 16 x 1 Hex plate	5			
7K375-040	3/8" Flat washer	10	4FF130-036	OIL DRAIN ASSEMBLY	1
7G010-175	12mm x 1.75 nut	1	7U030-036	1/2" x 19" Oil drain hose (1.667 ft.)	1
2A046-114	Belt	1	7P375-017	3/8" NPT x 1/2" Bead straight barb	1
4FA016-170	Idler pulley	1	7R001-008	#8 stainless hose clamps	2
4FD017-011	Idler spacer	1	7P375-045	45° Street elbow, 3/8" NPT	1
7C012-050	12mm x 1.75 x 50mm Hex	1			
4FA016-171	Dust shield	1			
7J012-092	12mm Flat washer	2	4FF112-010	AIR INTAKE ASSEMBLY	1
			4FG112-022	Inlet duct w/ ring	1
2A228-250	V1S ASSEMBLY	1	7U035-001	3-1/2" Flex hose (1.33 ft.)	1
2A128-250	Supercharger, V6 3.8 Mustang	1	7R002-056	#56 Hose clamps	2
8R101-001	Pulley retainer assy., 6 rib	1	7R002-052	#52 Hose clamps	2
2A036-333	Supercharger drive pulley, 3.33" 6 groove	1	8H040-030	Air filter	1
			7J250-001	1/4" SAE washers	8
4FF101-003	A/C LINE SUPPLEMENT	1	7F250-021	1/4"-20 nylock nuts	4
5W018-020	18 gauge std. black wire (1.333 ft.)	1	7A250-075	1/4"-20 x 3/4" Socket head cap screw	4
5W018-050	18 gauge std. yellow wire (1.333 ft.)	1	7S325-100	3.25 x 1 Sleeve	1
5W018-070	18 gauge std. green wire (1.667 ft.)	1	7S350-200	3-1/2 x 2 Sleeve	1
5W018-080	18 gauge std. blue wire (1.667 ft.)	1	4FA012-012	90° Intake elbow	1
5W001-012	Solderless connector, 22 red gauge	8	7U030-056	3/8" PCV hose (1.250 ft.)	1
5W001-007	3/16" heat-shrunk tube (1.00 ft.)	1	7P250-045	1/4 NPT x 3/8 ID fitting	1
7P375-039	5/8 x 90° Barb	1	7R005-001	208-91 T-bolt clamp 3.75"	1
7P625-016	5/8 Union	1	4FG110-050	MAF bracket assy.	1
7U034-100	5/8 A/C hose (.312 ft.)	1	7P375-016	3/8 Pipe plug	1
7R002-010	#10 Clamp	3	7U100-052	7/16 Rubber grommet	1
			4FF101-002	FUEL PUMP ASSEMBLY	1
4FF112-020	DISCHARGE ASSEMBLY	1	8F001-002	155 Inline fuel pump	1
7R002-044	#44 Hose clamps	4	8F101-200	T-Rex wiring assy.	1
7R002-016	#16 Hose clamps	4	5W001-010	16-14 gauge female slide, insulated	3
7S275-200	2-3/4" x 2" Sleeve	2	7R004-003	14.5 Stepless clamps	2
8D001-001	Bypass valve	1	7R001-004	#4 Hose clamps	2
7U034-016	1" heater hoses (.416 ft.)	1	7U030-050	12mm Fuel hose (2.41 ft.)	1
7U034-016	1" heater hoses (.229 ft.)	1	7U031-018	5/16 Fuel hose (2 ft.)	1
4FF012-020	Discharge tube	1	7R003-024	Adel clamp, 1-1/2 ID	1
			7E010-075	#12 x 3/4" Sheet metal, hex only	2
4FF130-026	OIL FEED ASSEMBLY	1	7P312-003	5/16" Female fuel connector	1
7U030-026	1/4" Oil feed hose (3.16 ft.)	1	7P500-004	1/2" fuel adapter fitting	1
7P250-066	#4 swivel x 1/4" hose barb fitting	4	7C008-032	#8-32 Hex lock nut	1
7P525-067	.525 Crimp ferrules	4	7J008-001	#8 Flat washer	1
7U100-055	Tie wrap, 6" nylon	2	5W001-001	Wire tap	1
7P250-144	1/4" NPT x #8 fitting	1	7U100-055	Tie wrap, 6" nylon	5
7P250-082	1/4" NPT x #4 90° fitting	1	5W001-002	Fuse tap	1
7P125-103	#4 x 45° Male elbow 1/8" NPT	1	5W001-015	Blade type fuse, 20 amp	1
7P250-034	1/4 NPT Strt., Tee	1	5W001-014	#10 Fuse holder	1
7U030-026	1/4" Oil feed hose (1.58 ft.)	1	5W001-019	Solderless connector, 12-10 gauge	1
			5W001-011	16-14 gauge eyelet, .25" bolt	1
			7U375-135	Mounting pad	5
			7U100-044	Tie wrap	5
			7S625-000	Fire sleeve	1 ft.

1. PREPARATION/REMOVAL

- A. Disconnect the negative battery cable.
- B. Remove all of the components that lead to the throttle body including the mass air flow (MAF) sensor, air filter assembly and rubber bellows. Separate the MAF sensor from the air filter assembly and set aside.
- C. Remove the air temperature sensor from the inlet duct.
- D. Remove the factory accessory drive belt.
- E. **It is necessary to remove the refrigerant from the air conditioning system.** This should be performed by a qualified technician using a Refrigerant Recycling System. Releasing refrigerant into the atmosphere is environmentally irresponsible and should be avoided.
- F. Unplug the A/C compressor and the A/C line electrical connectors. Using a springlock disconnect tool, disconnect both ends of the A/C line that runs from the condensor to the firewall-mounted canister. Remove the bolt mounting the A/C line junction block to the compressor and remove the line from the vehicle.
- G. Remove the A/C compressor from the factory bracket.
- H. Using a T55 Torx™ bit, remove the belt tensioner from the factory bracket.
- I. Remove the factory A/C bracket including mounting hardware from the engine.

2. OIL FEED

The supercharger uses engine oil for lubrication and must have an oil feed line connected to a filtered oil access on the engine.

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.

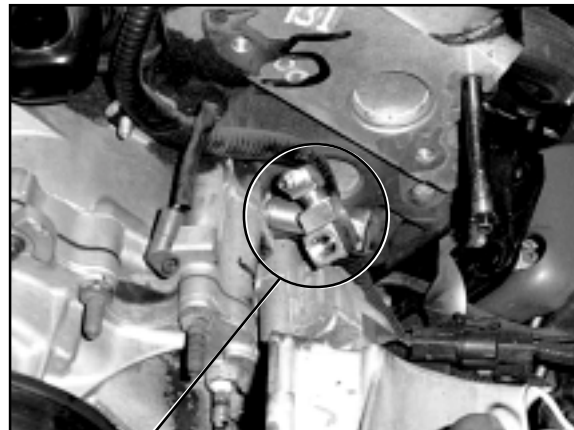
1994-95 Models

- Remove the vehicle's power steering pump pulley. Remove the bolts that fasten the power steering/alternator bracket to the head. Pull the assembly away from the engine temporarily to gain access to the oil pressure sending unit. Remove the factory pressure sending unit. Thread the supplied 1/4" NPT street tee and 1/4" NPT x 90° x #4 flare into the previous pressure sending unit location. Install pressure sending unit into the street tee. (See Photo).
- Connect the supplied 19" (2 different hose lengths are supplied) oil feed line to the flare fitting and route up to supercharger location. Secure the hose with the tie wraps provided, routing it away from chaffing and/or sharp objects. Temporarily cover the open end from debris until the connection is made to the supercharger in Step 7.

1996-98 Models

- Remove the factory #8 O-ring plug located on the engine oil filter boss. Replace the plug with the supplied #8 O-ring x 1/4" NPT adapter fitting. Thread the supplied 1/4" NPT x 90° x #4 flare fitting into the adapter fitting. Orient the 90° fitting as shown in the photo.
- Connect the supplied 38" (2 different hose lengths are supplied) oil feed line to the flare fitting and make a gentle upward loop around the power steering pump. Secure the hose with the tie wraps provided, routing it away from exhaust heat, chaffing and/or sharp objects. Temporarily cover the open end from debris until the connection is made to the supercharger in Step 7.

1994-1995 MODELS



OIL FEED
FITTING &
ADAPTER

1996-1998 MODELS

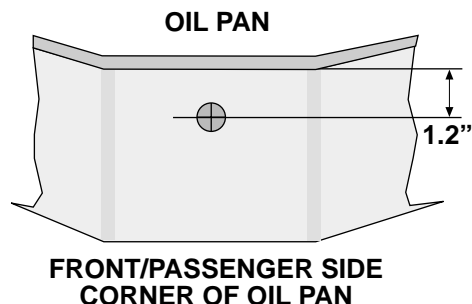


OIL FEED
FITTING &
ADAPTER

OIL FEED
HOSE

3. OIL DRAIN

- A. To provide an oil drain for the supercharger, it is necessary to make a hole in the oil pan. Locate and mark hole as per diagram and photo.
- B. Carefully drill a pilot hole (the same diameter as the Rota-Broach pilot) into the marked spot on the oil pan (this procedure may also be done by removing the oil pan if you are unsure of your ability to perform the following steps properly). Drill slowly as to catch most of the aluminum chips from the hole being drilled. Using the 9/16" Roto-Broach, very slowly machine a hole in the pan (use the previously drilled hole as a guide). Stop machining just before the tool breaks through into the oil pan. Using a scribe or a small screwdriver, remove the remaining disc-shaped oil panpiece (this allows you to remove the pan slug before it falls into the oil pan and keeps most of the aluminum chips out).
- C. Tap the hole with a 3/8" NPT tap approximately 1/4" deep. Pack the flutes of the tap with heavy grease to hold the chips. Thoroughly clean the threads in the hole with acetone or lacquer thinner.
- D. Using a small amount of silicone sealer, install the 3/8 NPT x 45° elbow into the oil pan. Thread the supplied 3/8" NPT x 1/2" barb fitting into 45° elbow (orient the fittings as shown in photo. Temporarily cap the fitting until the drain hose is connected in Step 7.
- E. Drain the engine oil and change the filter. Refill engine with factory specified weight oil. Vortech recommends the use of synthetic oil.

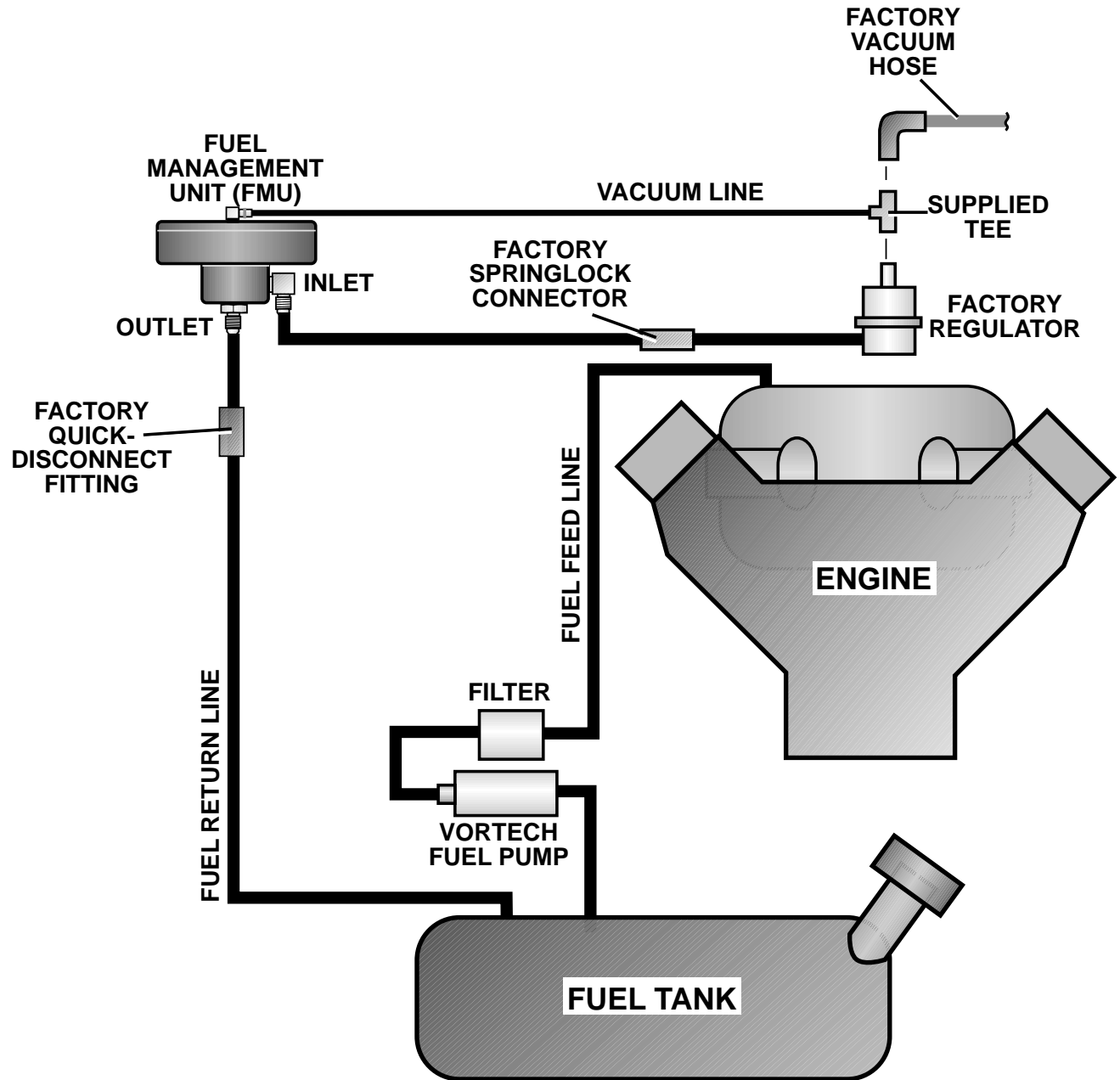


4. FUEL MANAGEMENT UNIT

- A. Position the FMU onto the right side inner fender and secure with the supplied sheet metal screws. See photo.
- B. Disconnect and discard the factory rubber fuel return line running from the fuel rail (NOTE: The return line DOES NOT have pressure test fitting on it) to the steel return line (the smaller of the two) located behind the right side shock tower using a springlock disconnect tool.
- C. Connect the FMU inlet hose (the hose that goes to the 90° fitting on the side of the FMU) to the return side of the factory fuel regulator. Make sure the hose end is securely "snapped" onto the factory connector. See graphic on the next page.
- D. Connect the FMU outlet hose (attaches to the center fitting on the bottom of the unit) to the steel return line running to the tank. Make sure the hose end is securely "snapped" onto the factory fuel line.
- E. Secure the fuel lines away from abrasion and exhaust with the tie wraps provided.
- F. Attach the supplied length of 5/32" vacuum hose to the fitting on top of the FMU. Connect the opposite end of the hose to the factory fuel regulator vacuum connection using the 5/32" tee provided. See graphic on the next page. Trim hose length as necessary.



4. FUEL MANAGEMENT UNIT, cont'd.



5. FUEL PUMP INSTALLATION

- A. Remove the spare tire, etc. from the trunk.
- B. Jack up the rear of the car and support with jack stands.
- C. Mount the fuel pump to the underside of the spare tire well with the adel clamp and #8 fasteners provided. Refer to photo and graphic.
- D. Remove the factory female hose end connected to the fuel filter inlet.
- E. Insert the supplied 1/2" fuel pump inlet hose adapter fitting into the factory female supply hose fitting by gently pushing the fittings together and making sure they are locked.
- F. Attach the supplied 1/2" fuel hose to the pump inlet and the inlet hose adapter fitting. Use the supplied #4 clamps to secure both ends. Cut hose length, if necessary.
- G. Fasten the extended pump inlet line clear of the filter by looping the two 11" cable ties through the front slot on the fuel filter mount, being careful not to kink the line.
- H. Plug the female connector located on the pump discharge line onto the fuel filter inlet making sure the hose assembly clears all exhaust tubing and sharp objects.

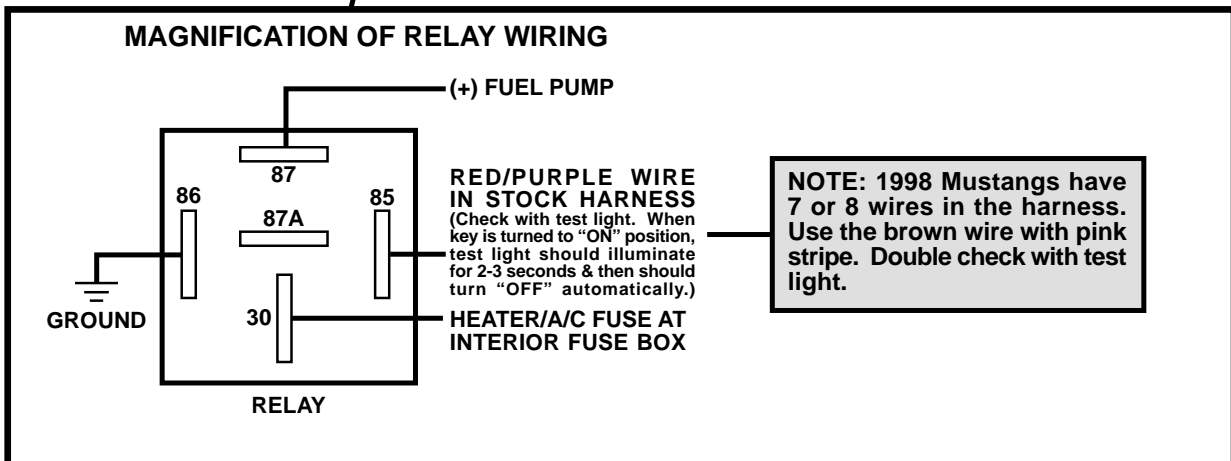
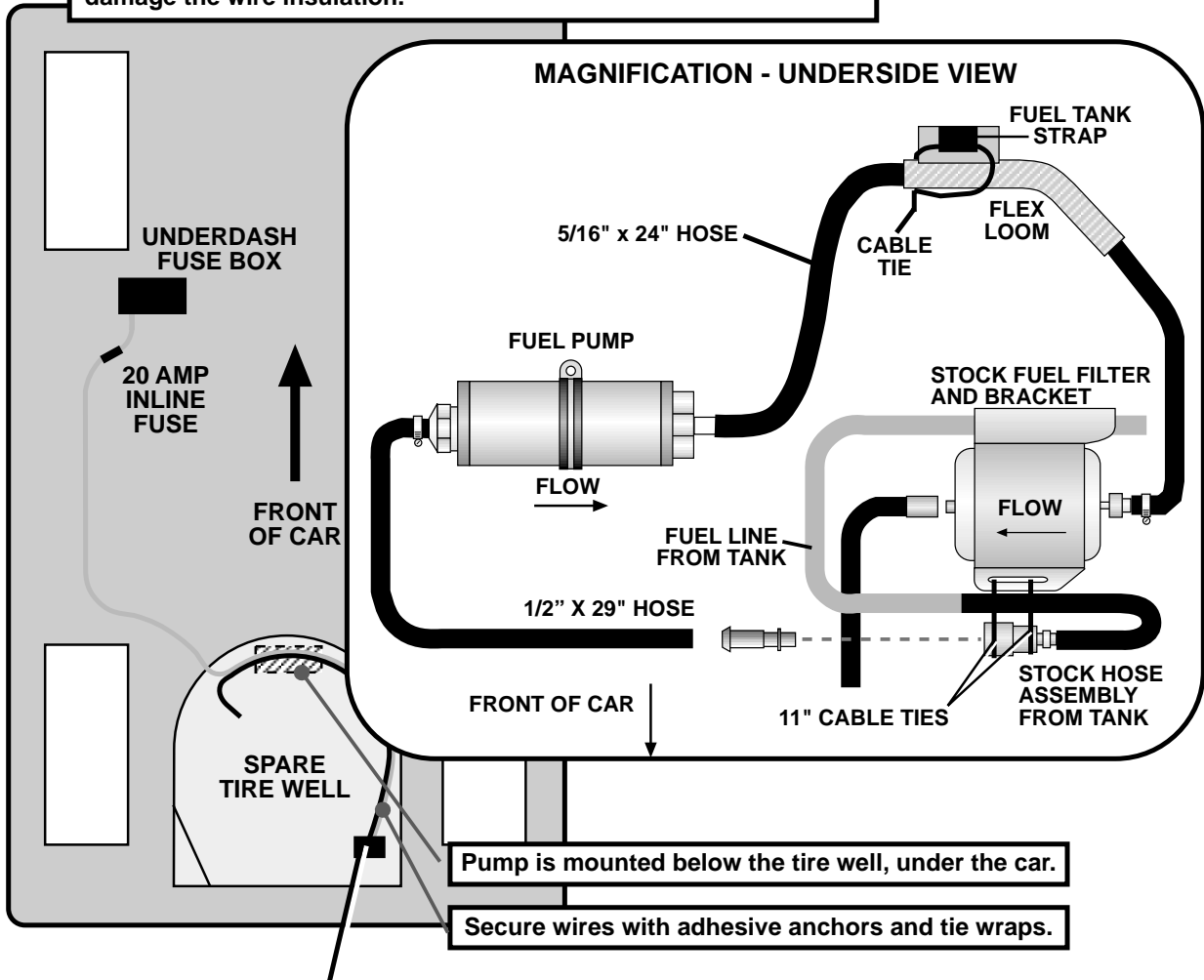
NOTE: Use extreme caution when routing fuel lines. Make sure fuel lines are located away from hot exhaust pipes and sharp edges on the vehicle underbody.

- I. Mark and drill a 1/8" hole and mount the relay inside the trunk in position as shown in the template. Use the sheet metal screw provided.
- J. From relay terminal #85, tap the yellow wire into the stock fuel pump harness in the trunk near the right tail light. Tap into the purple wire with the supplied scotch lock. (On some model years, wire may be brownish-green.)
- K. Connect the short red wire on relay terminal #8 to the (+) terminal on the fuel pump.
- L. Connect the longer black wire from the (-) terminal on the fuel pump to a clean ground.
- M. Connect the short black wire to a clean ground from relay terminal #86 (relay screw mount works well).
- N. Route the remaining long red wire from relay terminal #30 up to the fuse panel located



5. FUEL PUMP INSTALLATION, cont'd.

Mount relay in the right rear corner of the spare tire well. Make sure wires are connected as per the relay schematic below. Provide a good ground connection free of rust and paint, for both the pump and relay. Connect the red power lead from the relay position #30 to fuse #17 in the under-dash fuse panel. Route the wire underneath the rear seat and carpet. Take care to avoid sharp edges and not damage the wire insulation.

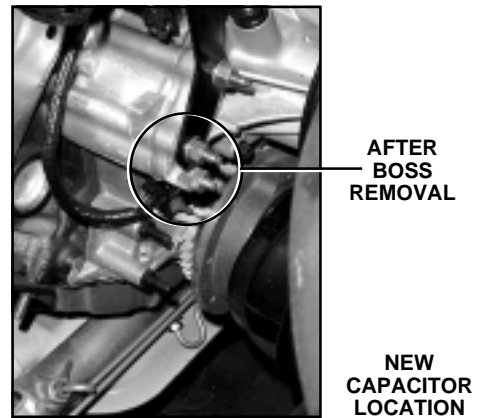
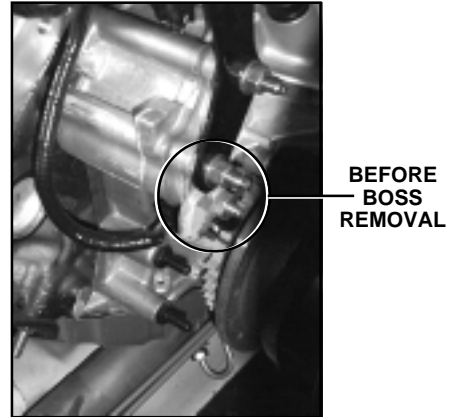


5. FUEL PUMP INSTALLATION, cont'd.

under the dash. Using a solderless connector, connect the supplied fuse holder and fuse to the end of the wire. Crimp the fuse wire to the supplied female slide and fuse tap. Attach fuse tap and wire to fuse #17.

6. MAIN MOUNTING BRACKET/SUPERCHARGER PLATE ASSEMBLY

- A. Using a grinder, remove the casting boss on the factory water pump. See photo (before and after).
- B. Using the supplied 12mm nut, washer and factory tensioner bolt, secure the factory belt tensioner to the Vortech mounting bracket.
- C. Mount the factory A/C compressor to the Vortech mounting bracket (without the A/C line) using the factory alignment dowels and hardware.
- D. Temporarily remove the two passenger side coil bolts from the coil.
- E. Attach the Vortech mounting bracket assembly to the engine using the supplied 10mm x 1.5 socket head bolts and single 8mm x 1.25 hex head bolt using a washer with each fastener. See photo
- F. Attach the Vortech mounting plate to the bracket using the supplied 3/8" - 16 x 3/4" bolts and AN washers.
- G. The coil capacitor must be relocated to the front passenger side coil bolt for supercharger compressor clearance (See photo). The two previously removed coil bolts should be reinstalled now.

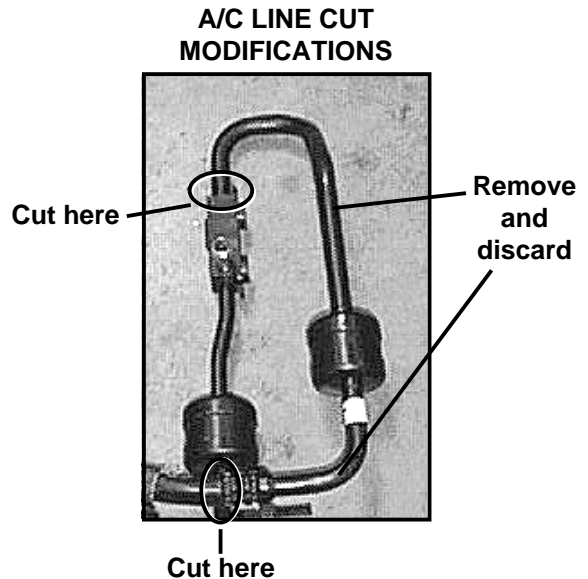


7. A/C LINE MODIFICATIONS

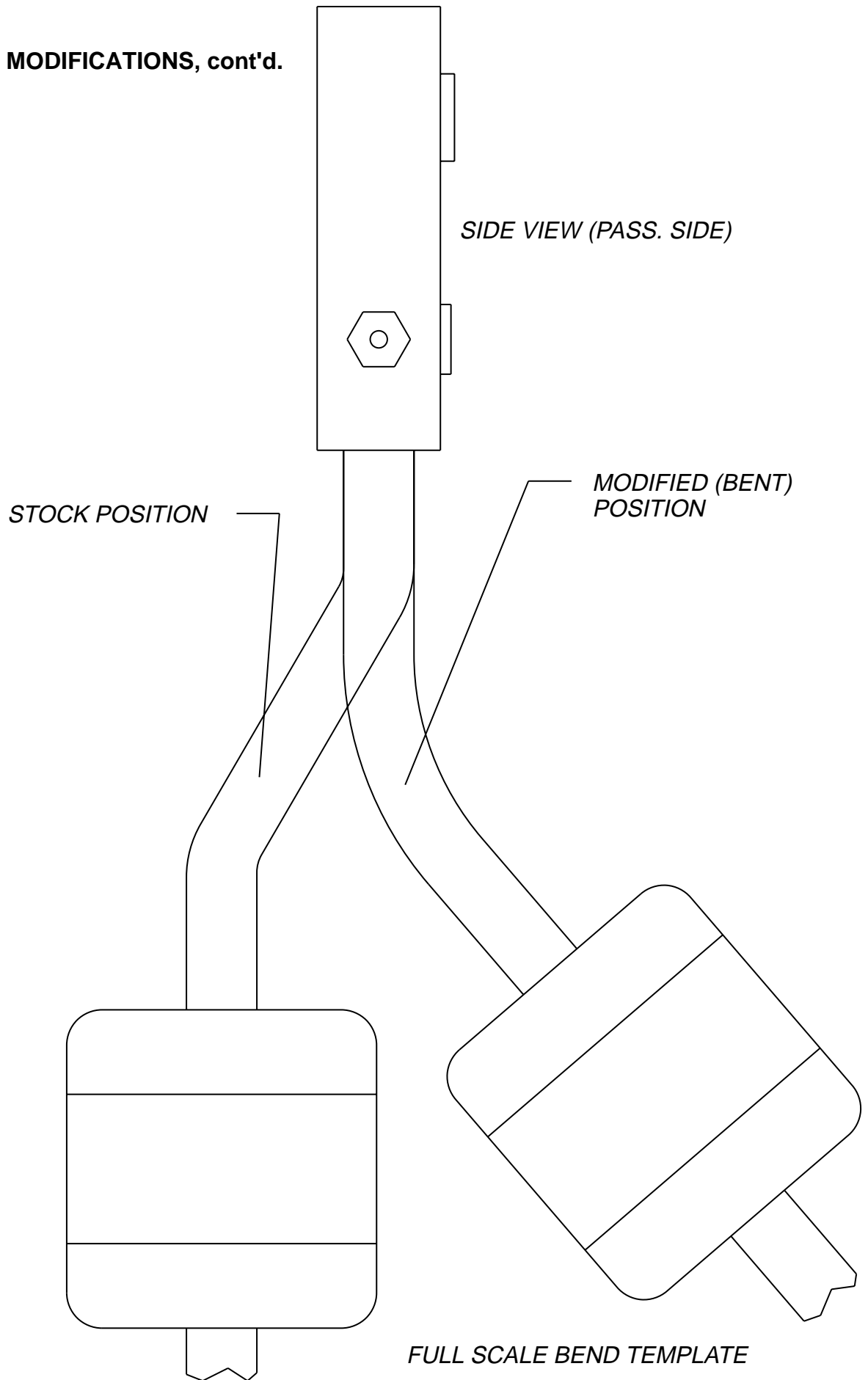
NOTE: Modified air conditioning (A/C) lines may be purchased from Vortech or the installer may perform the modifications by following the steps below.

Modify the A/C suction lines as shown. Note that the 1994-95 models require slightly different modifications than the 1996-98 models.

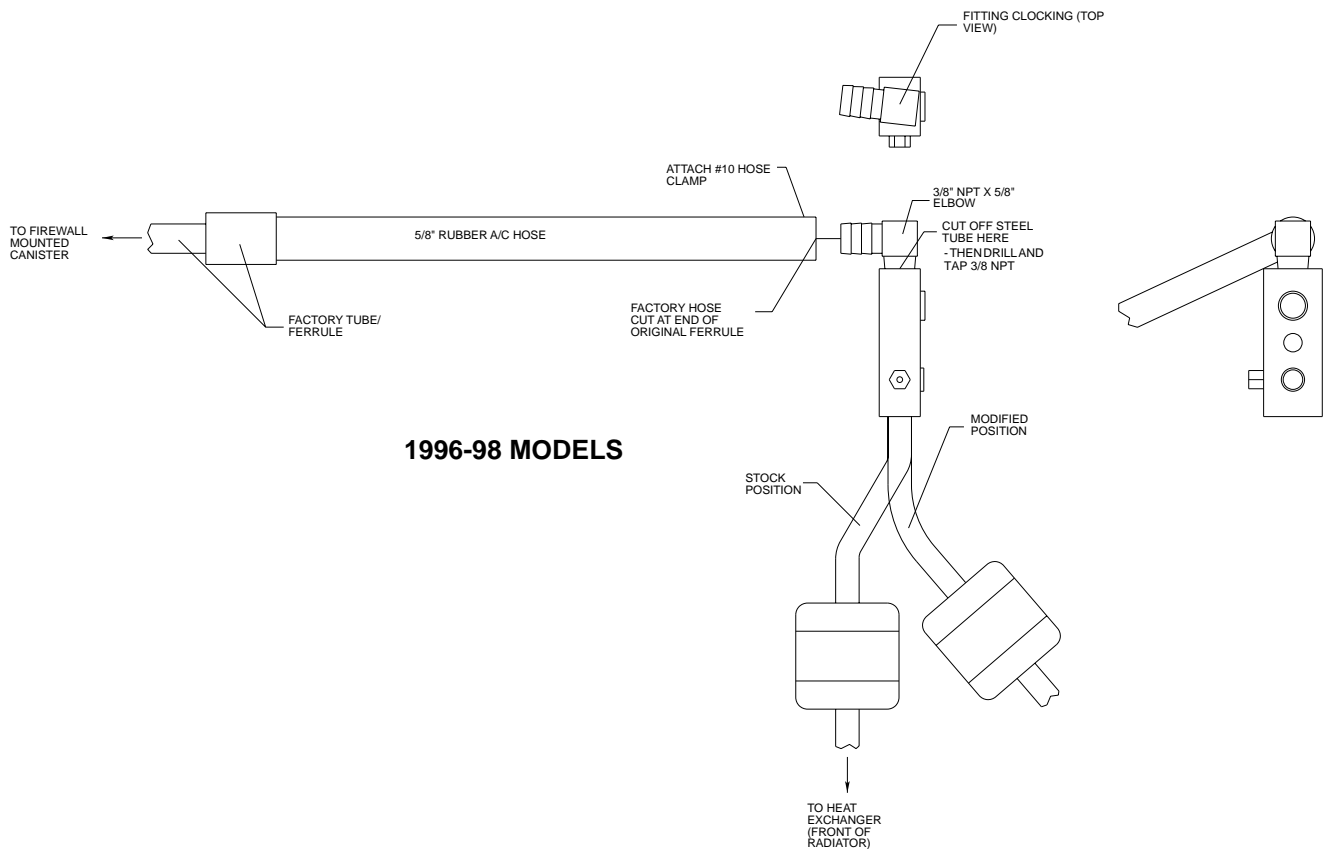
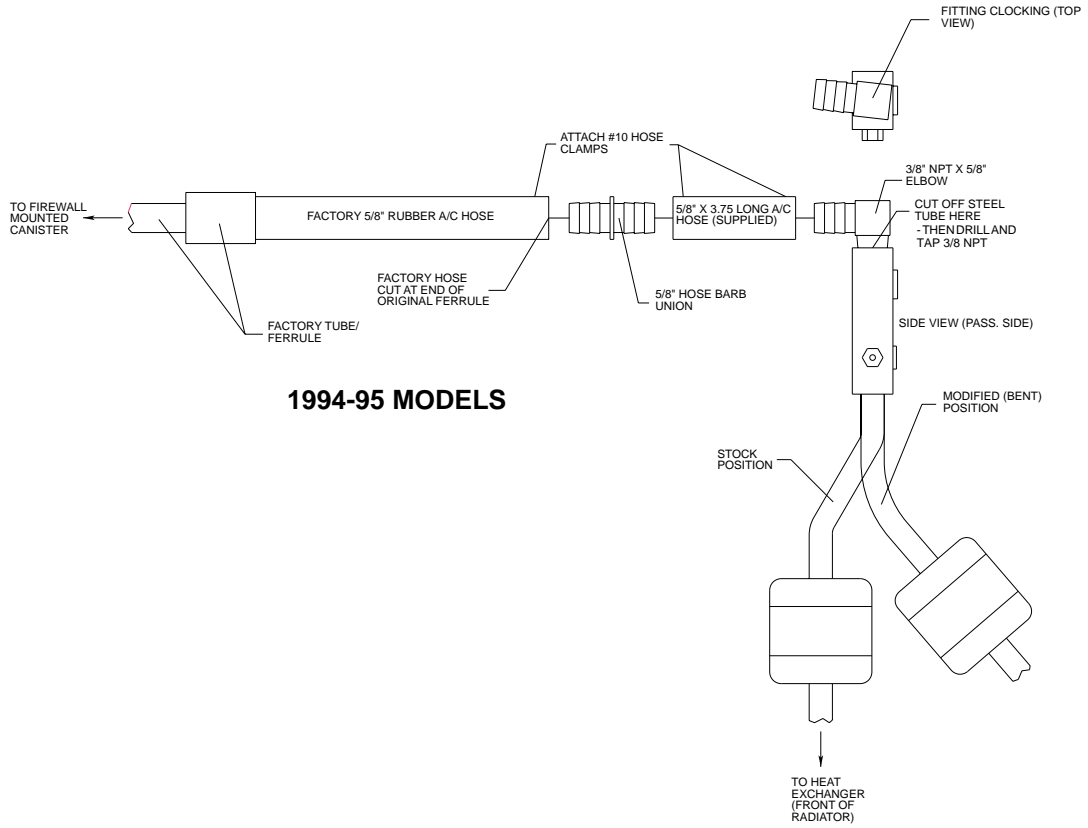
- A.** Cut off the suction line flush with the junction block (See Photo). Enlarge the exposed junction block hole by using a $37/64$ " drill (preferably mounted in a milling machine or drill press to ensure that the hole is round and properly sized). Thread the hole with a $3/8$ " NPT tap. Properly clean all chips and lube out of the hole. It is very important that no debris be allowed to enter the A/C compressor.
- B.** Following the graphic, thread the $3/8$ " NPT \times 90° fitting into the A/C junction block. Tighten the fitting so that it will point in the proper direction when finished.
- C.** Take the cut-off section of A/C line (separated from the junction block in step 1) and remove the remaining muffler and tube starting where the ferrule meets with the rubber portion of the line (see graphic). Discard muffler/steel tube portion. Clean out the remaining rubber hose/ spring lock connector line. Slightly bend the remaining muffler tube following the full scale template on the next page.
- D.** Assemble the open end of the cut-off rubber hose assembly onto the 90° junction block fitting. 1994-95 models require a union and an extra length of rubber A/C hose (supplied). Connect these pieces as shown. Temporarily install the assembled A/C line onto the vehicle. Allow the hoses to rotate so that proper alignment is achieved. Mark the hose rotation and remove the line assembly from the vehicle.
- E.** Secure hose junction(s) with the supplied #10 hose clamps and permanently install the complete A/C line onto the vehicle. Make sure that both O-rings on the A/C line junction block are properly located and that both of the springlock connectors snap properly into place.
- F.** Extend the wires for the A/C compressor and A/C line pressure sensor switch with the supplied wire extensions and heat shrink sleeves.



7. A/C LINE MODIFICATIONS, cont'd.



7. A/C LINE MODIFICATIONS, cont'd.

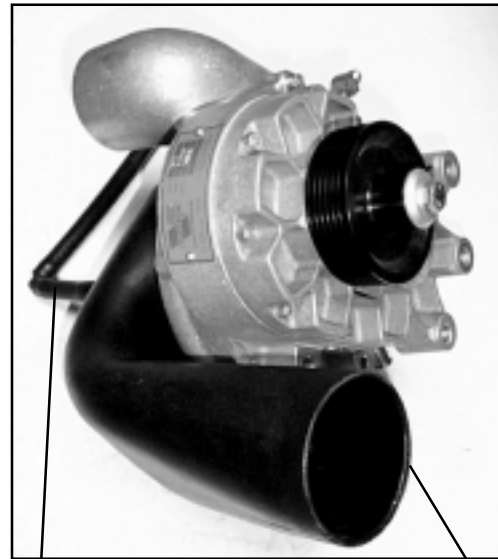


8. SUPERCHARGER MOUNTING/HOSE DRAIN/INLET DUCT

- A. Slide the Vortech inlet duct, along with the supplied T-bolt clamp onto the supercharger inlet. See photo.
- B. Place the oil drain hose onto the supercharger drain fitting and secure with the supplied #8 clamp. Arrange the clamp housing so that it will not interfere with the mounting plate when installed.
- C. Lower the supercharger down onto the mounting plate while routing the drain hose through the mounting bracket and around the A/C compressor. Secure the supercharger to the mounting plate using the supplied 3/8-16 x 1" bolts and AN washers.
- D. Connect the lower end of the drain hose to the fitting in the drain pan. Hose routing must be downhill with smooth bends and must not have kinks, sharp bends or uphill sections. Trim hose length if necessary. Secure drain hose to the oil pan fitting with the supplied #8 clamp.
- E. Attach the 1/8 NPT x 45° brass fitting to the supercharger oil feed fitting. Use a 1/2" wrench to hold the feed fitting while tightening the 45° fitting. Attach the previously installed oil feed hose to the supercharger.

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.

- F. Attach the supplied idler pulley to the supercharger using the supplied spacer, dust shield and M12 x 50 bolt (place the spacer in between the supercharger and the idler pulley). See photo for idler location.
- G. Install the drive belt following the graphic routing on the next page.



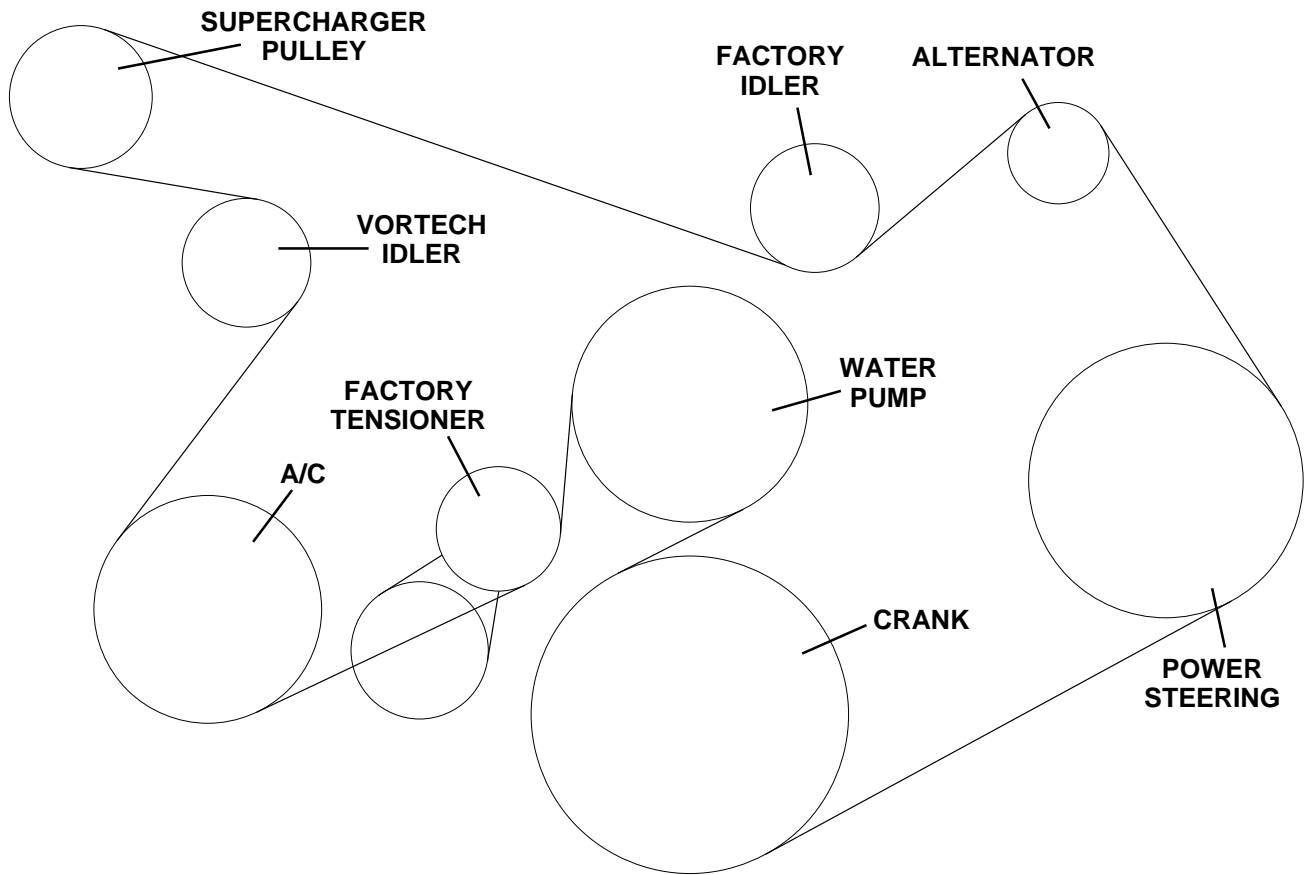
VALVE COVER
BREATHER HOSE
(SEE SECTION 8)

SUPERCHARGER
INLET
DUCT



VORTECH IDLER
PULLEY

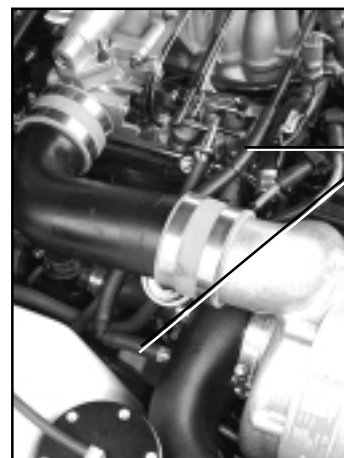
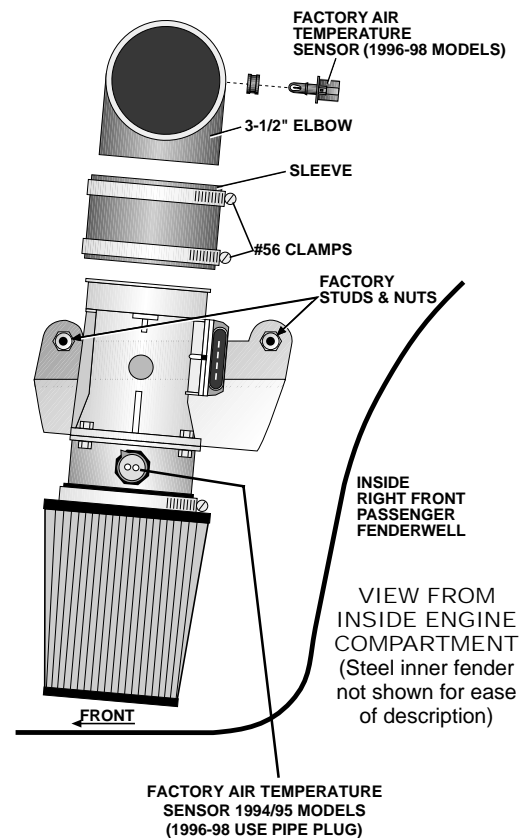
8 SUPERCHARGER MOUNTING/HOSE DRAIN/INLET DUCT, cont'd.



BELT ROUTING

9. AIR INLET

- A.** Using the supplied 1/4-20 hardware, mount the MAF meter to the Vortech MAF bracket and secure. (See graphic for orientation.) Remove the factory MAF screen before attaching the meter to the new bracket.
- B.** Slide the supplied orange sleeve onto the MAF outlet to function as a spacer for the 3-1/2" blue sleeve.
- C.** Attach the supplied K & N air filter, 3-1/2" sleeve, 90° 3-1/2" elbow and #56 hose clamps to the MAF and secure.
- D. AIR INTAKE TEMPERATURE SENSOR:**
- **1994-95 models:**
Thread the temperature sensor into the Vortech MAF bracket.
 - **1996-98 models:**
Plug the Vortech MAF sensor threads with the supplied 3/8 NPT plug. Drill a 9/16" hole into the side of the plastic air inlet elbow (See graphic). Insert the factory temperature sensor and supplied grommet into the 9/16" hole. Lubricate for easier fit.
- E.** Working from beneath the vehicle, remove the two factory nuts and washers from the right side lower fender valence. Mount the MAF/bracket assembly onto the existing studs using the same washers and nuts originally removed. See graphic.
- F.** Using a #52 hose clamp, connect the piece of 3-1/2" flex hose to the elbow attached to the MAF meter and route it through the opening in the right side inner fender toward the supercharger. Make sure the 3-1/2" flex hose does not contact or rub on the edge of the inner fender opening. (Eventual hose failure will result if hose is not properly routed.) See photo.
- G.** Route the factory temperature sensor and MAF sensor connectors out through the inner fender opening. Reattach the connectors to the relocated sensors.
- H.** Attach the supplied piece of rubber 3/8" hose to the end of the factory valve cover breather tube (plastic). Into the end of the rubber breather hose, insert the factory 3/8" x 90° plastic breather fitting to allow connection of the tube assembly to the supercharger air inlet duct. See photo..



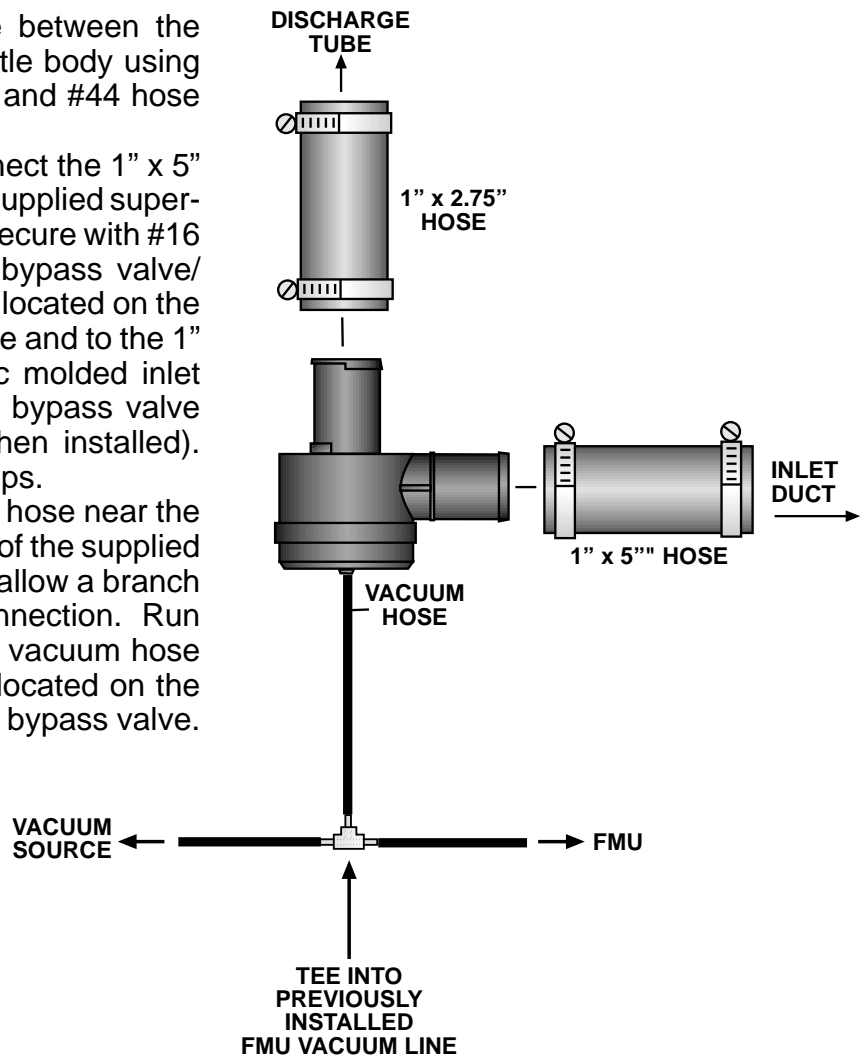
VALVE COVER BREATHER HOSE

9. AIR INLET, cont'd.

- I. Using a short piece of 3/8" rubber hose, join the plastic 90° elbow to the 3/8" brass barb on the supercharger air inlet duct.

10. AIR DISCHARGE

- A. Attach the discharge tube between the supercharger and the throttle body using the supplied 2.75" sleeves and #44 hose clamps.
- B. Following the graphic, connect the 1" x 5" and 1" x 2.75" hoses to the supplied supercharger bypass valve and secure with #16 hose clamps. Attach the bypass valve/hose assembly to the bung located on the bottom of the discharge tube and to the 1" barb located on the plastic molded inlet elbow (make sure that the bypass valve nipple is pointing down when installed). Secure with #16 hose clamps.
- C. Cut the 5/32" FMU vacuum hose near the shock tower and insert one of the supplied brass tees into the hose to allow a branch for the air bypass valve connection. Run the supplied piece of 5/32" vacuum hose from this tee to the nipple located on the bottom of the supercharger bypass valve. See graphic.



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

11. FINAL CHECK

- A. Reconnect the battery.
- B. If your vehicle has gone over 20,000 miles since its last spark plug change, you will need to change the spark plugs now before test driving the vehicle.
- C. Check all fittings, 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.
- D. Check all fluid levels, making sure that your tank(s) is filled with 92 octane or higher fuel before commencing test drive.
- E. Start engine and allow to idle a few minutes, then shut off.
- F. Recheck to be sure that no hoses, wires, etc. are near exhaust headers or moving parts and for signs of any 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. Read the **STREET SUPERCHARGER SYSTEM OWNER'S MANUAL AND WARRANTY REGISTRATION FORM** within thirty (30) days of purchasing your supercharger system to qualify.

NOTE: Do not attempt to operate the air conditioning until a qualified air conditioning technician has performed the necessary steps to purge and recharge the air conditioning system.

