

4.0L 1997-2006 TJ Supercharger Install Instructions

Preinstall

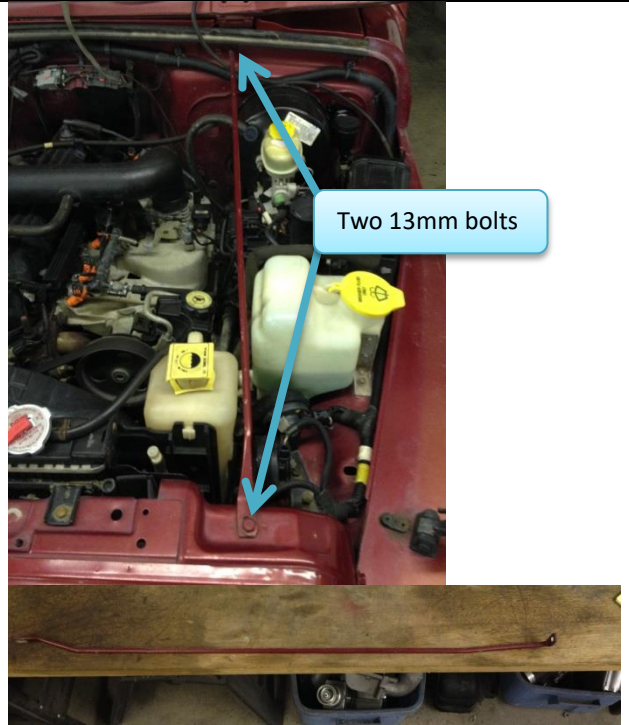
1. Tuning is required when using a pulley smaller than 3.00". An AFR gauge is recommended when tuning the fuel map. We are happy to assist in making tuning adjustments. Please contact us to setup and appointment.
2. Fuel
 - 2.1. Be sure to run highest octane available at the pump! This is critical for a forced-induction vehicle. If most of the tank is full of lower octane fuel, postpone install until filled up with high octane fuel.
 - 2.2. If you would like to replace your fuel injectors, replace them before installing the supercharger tub. The tub and supercharger sit over top of the fuel rail once installed.
3. Tools needed
 - 3.1. Normal hand tools: Flat head screwdriver, 10, 12, 13, and 15mm sockets to remove the throttle body and power steering bolts.
 - 3.2. Fuel line disconnect tool to remove the connector on fuel line.
 - 3.3. A 15mm wrench and socket to remove the belt on 1997 to 1999 Jeeps with the sliding tensioner. On 2000+, a 3/8" square male ratchet to unload the dynamic tensioner.
 - 3.4. All the Boosted Technologies parts use stainless allen head socket capscrews. You will need 4 and 5mm sockets. 'T'-handles are nice.
 - 3.5. Rags to clean gasket surfaces, tape to cover intake manifold inlet from dropped parts.
 - 3.6. Safety glasses to keep fuel out of your eyes when you disconnect the fuel line. It is under 50 PSI!

Stock Removal

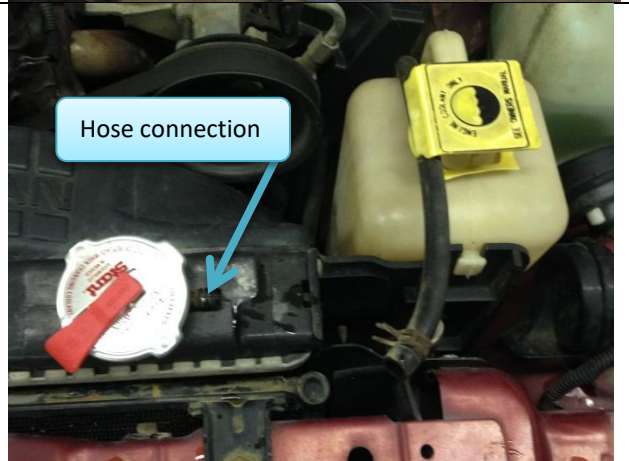
1. Disconnect battery and cover terminal with non-conductive material



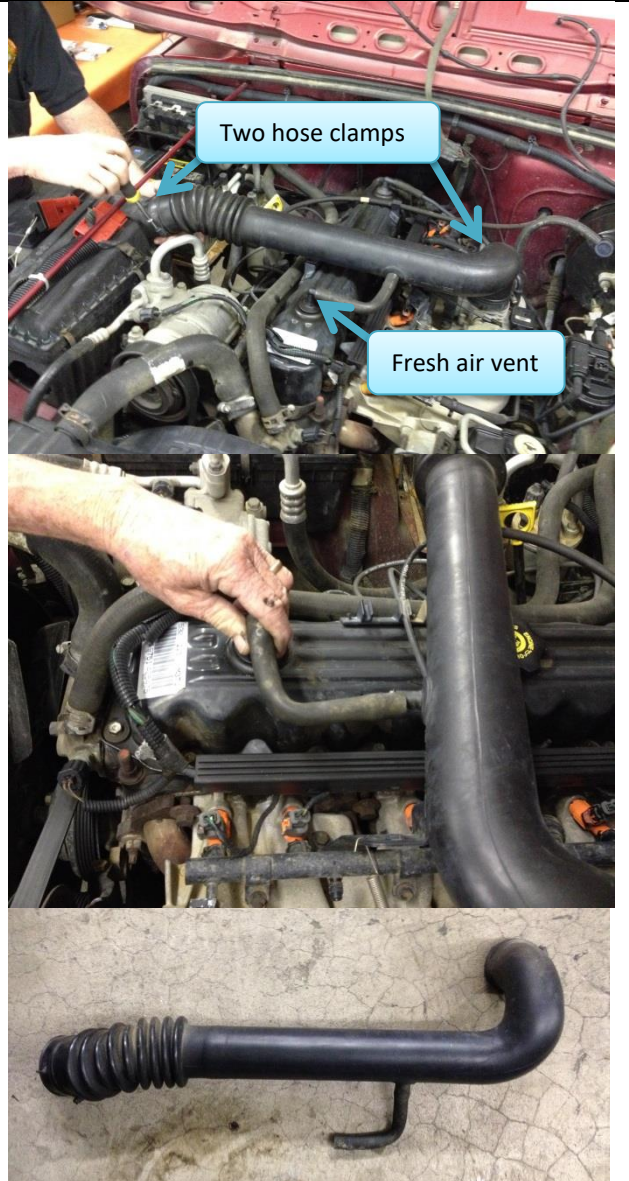
- 2. Remove radiator support rod and coolant overflow hose
 - 2.1. Remove support rod on driver side
 - 2.1.1. 2 - Two 13mm bolts one on firewall one on radiator



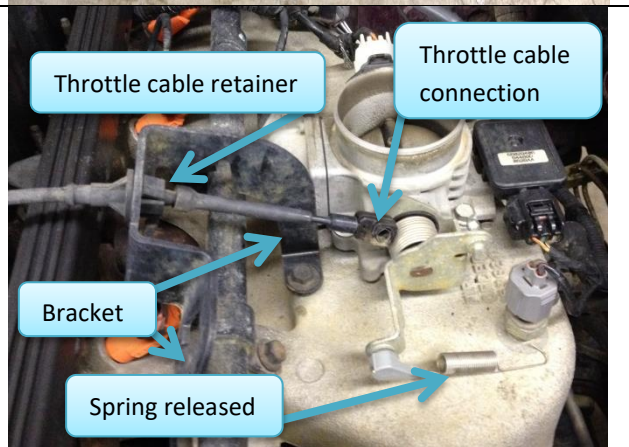
- 2.2. Remove coolant overflow
 - 2.2.1. Disconnect overflow hose from driver side of radiator



3. Remove air intake tube
 - 3.1. Loosen two hose clamps
 - 3.2. Disconnect fresh air vent hose on top of engine



4. Disconnect throttle cable and return spring
 - 4.1. Disconnect cable(s) from throttle body
 - 4.1.1. Throttle cable uses a ball connection
 - 4.1.2. Pop off connector
 - 4.1.3. Other cables slide off
 - 4.2. Disconnect spring from bracket
 - 4.3. Remove throttle cable bracket
 - 4.4. Remove cable retainers from bracket
 - 4.5. Lay cables out of way towards passenger side





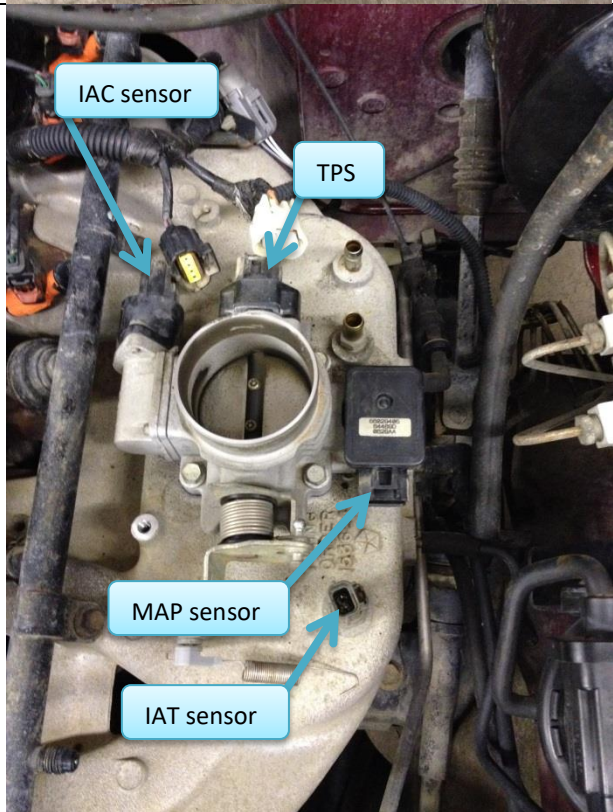
Throttle cable bracket
after removal



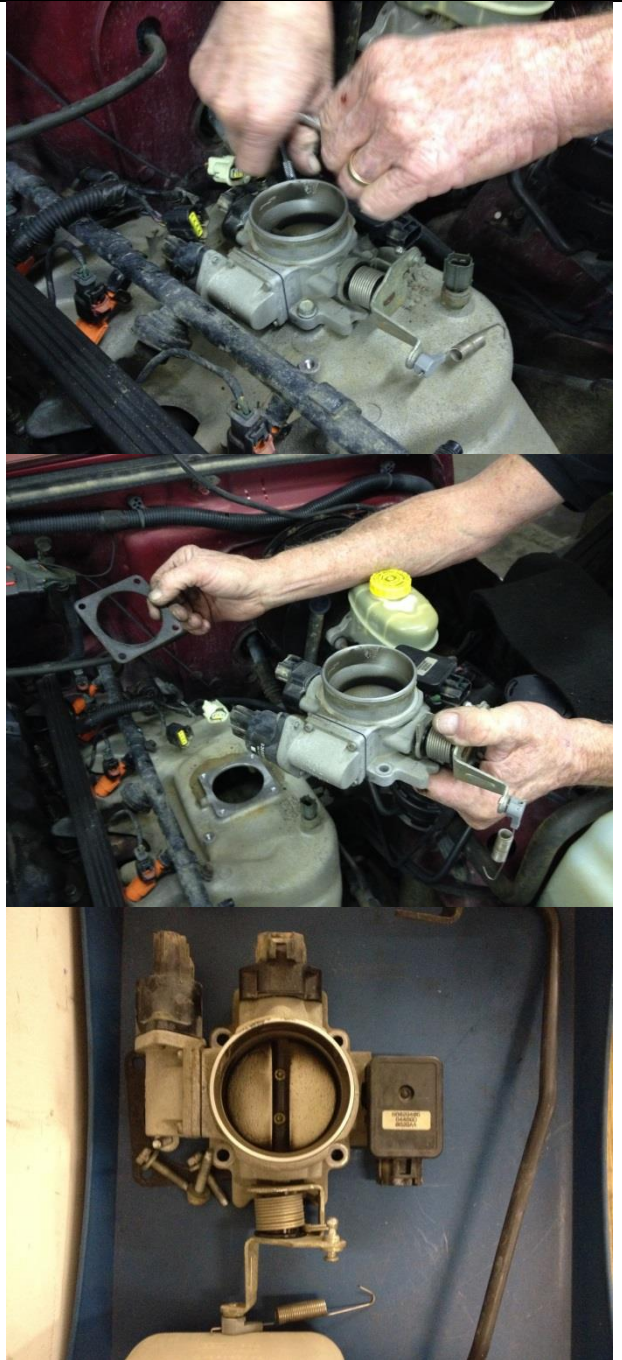
- 5. Disconnect hoses from throttle body
 - 5.1. Disconnect crank case vent tube from engine and throttle body



- 6. Disconnect all wire connections from throttle body and intake manifold
 - 6.1. Three connectors on throttle body
 - 6.1.1. Idle air control (IAC) sensor
 - 6.1.2. Throttle position sensor (TPS)
 - 6.1.3. Manifold Absolute Pressure (MAP) sensor
 - 6.2. One connector on manifold
 - 6.2.1. Inlet air temperature (IAT) sensor



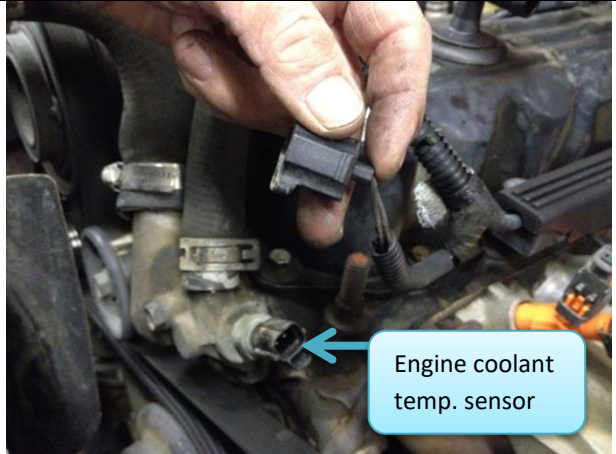
7. Remove throttle body
 - 7.1. Remove four throttle body bolts
 - 7.2. Remove throttle body and gasket
 - 7.3. Clean throttle body mount with carburetor or brake cleaner



7.4. Tape over hole in mount to prevent debris or bolts falling in

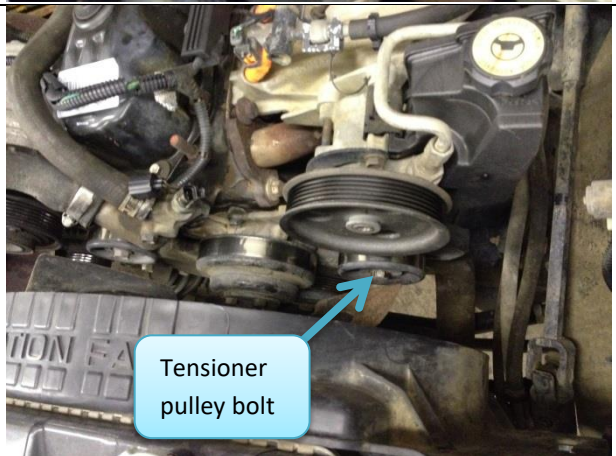


8. Remove serpentine belt (1997-1999)
8.1. Disconnect engine coolant temperature sensor from front of engine
8.1.1. Prevents accidental damage

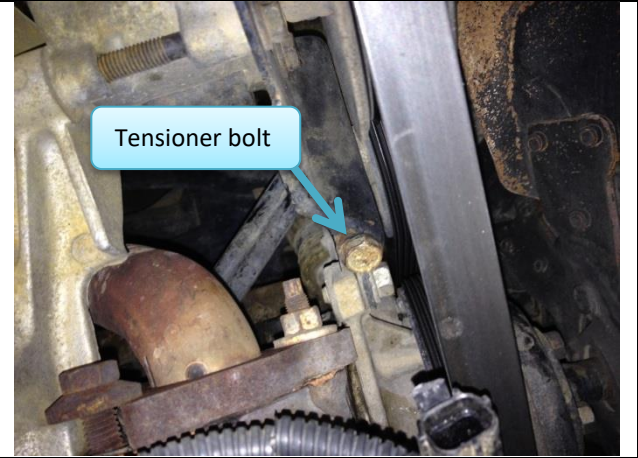
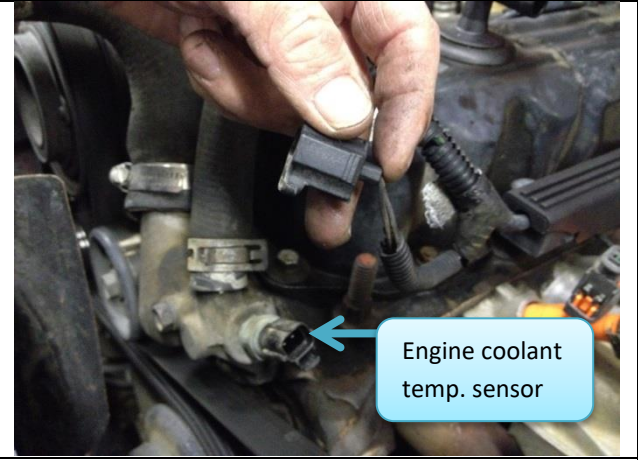


Engine coolant temp. sensor

8.2. Loosen tensioner pulley bolt



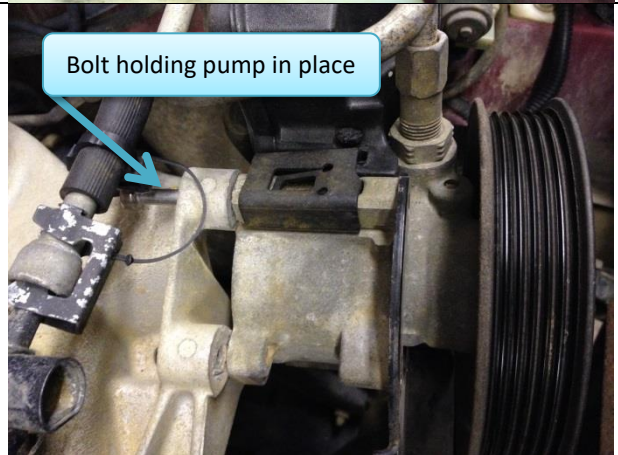
Tensioner pulley bolt

| | |
|---|---|
| <p>8.3. Loosen belt tensioner till belt can slide off tensioner pulley</p> |  |
| <p>9. Remove serpentine belt (2000-2006) 9.1. Disconnect engine coolant temperature sensor from front of engine 9.1.1. Prevents accidental damage</p> |  |
| <p>9.2. Loosen dynamic tensioner 9.2.1. Insert a socket into hole and rotate counterclockwise to release tension</p> | |
| <p>9.3. Loosen belt tensioner till belt can slide off tensioner pulley</p> | |

- 10. Remove power steering pump
 - 10.1. Remove three bolts from pump
 - 10.2. Keep pump lines attached

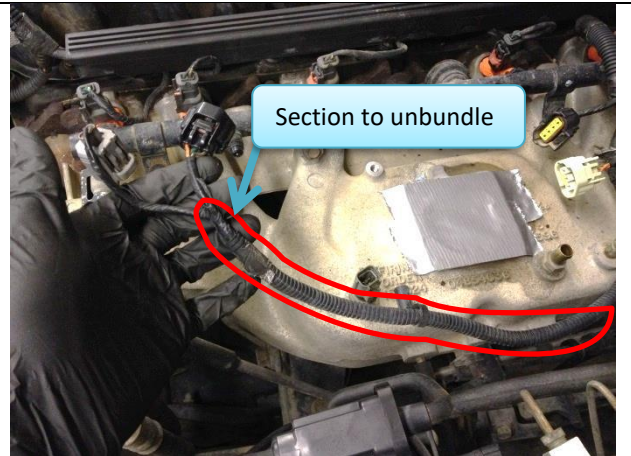


- 10.3. Use a bolt (stainless steel on left side of photo) inserted in the reverse direction to hold pump in place

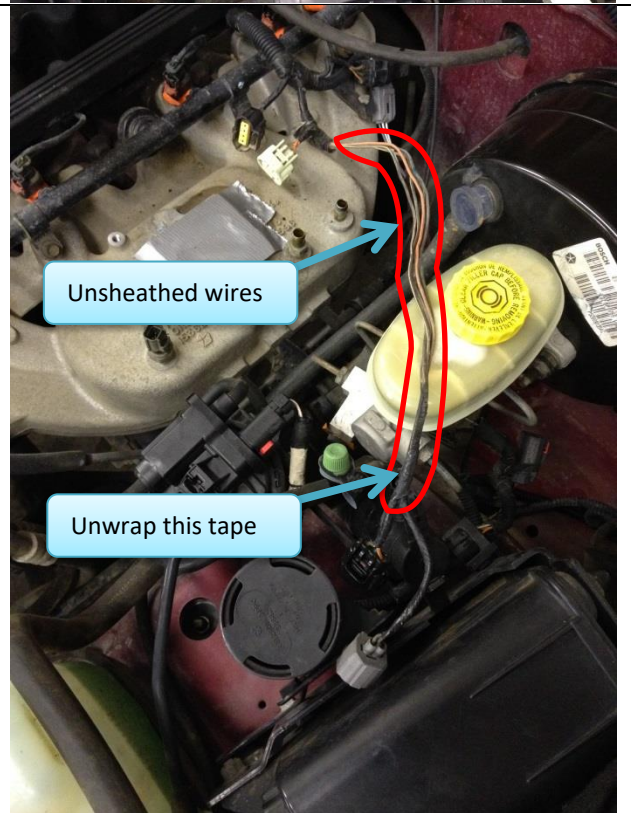


11. Unbundle loom containing IAT sensor wires and MAP sensor wires to allow relocation **(2000-2004)**

- 11.1. Peel back sheathing from wires
- 11.2. Peel off electrical tape from wires



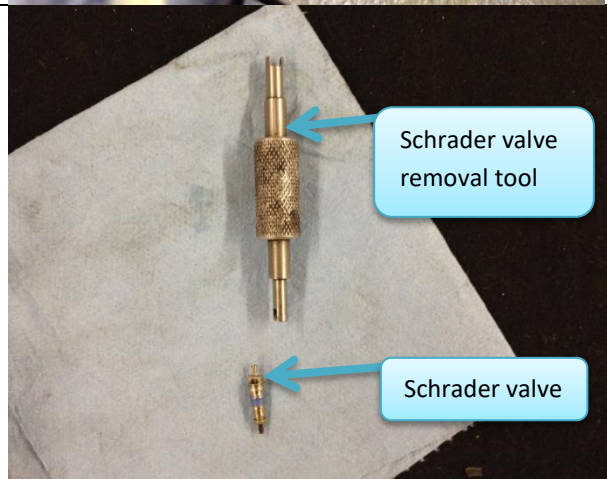
11.3. The wires will be re-taped and sheathed in step 33 **(2000-2004)**



12. Remove Schrader valve from fuel rail port
(skip if shipped tee'd fuel line)
12.1. Remove cap from rail (1997-2003.5)


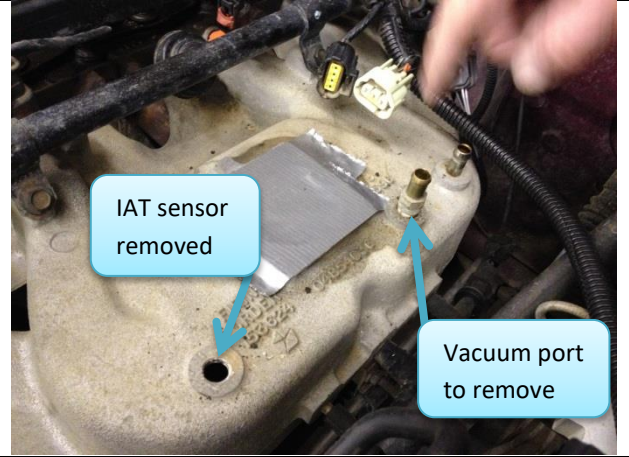
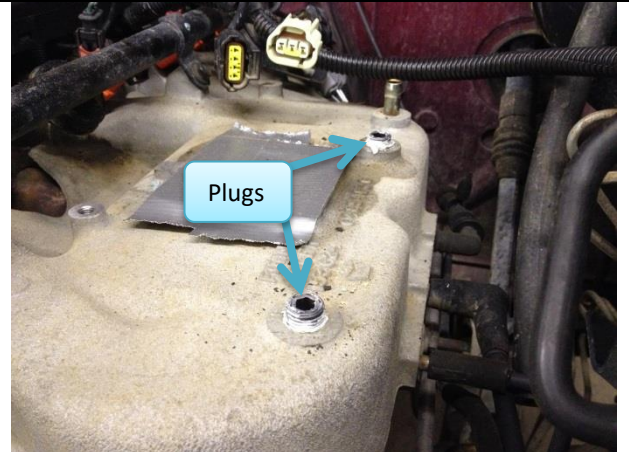


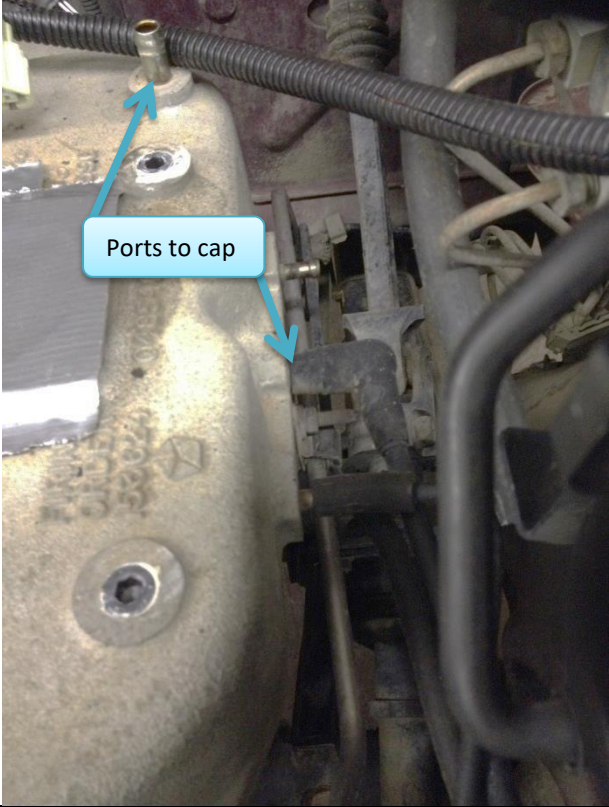

12.2. Remove valve with Schrader valve removal tool
12.3. This is very important, if this step is missed fuel will not reach 7th fuel injector



13. Replace fuel injectors now if desired

13.1. The intake tub and supercharger sit over top of the fuel rail once installed, making it difficult to change the injectors

| | |
|---|--|
| <p>14. Remove IAT sensor from intake manifold (1997-2004)</p> <p>14.1. Unscrew sensor from manifold</p> <p>14.1.1. Screw in plug with PTFE tape or pipe dope</p> |  |
| <p>15. Remove vacuum port from intake manifold (1997-1999)</p> <p>15.1. Unscrew large vacuum port next to throttle body port on manifold</p> |  |
| <p>15.1.1. Screw in plugs with PTFE tape or pipe dope on threads</p> |  |

| | |
|---|--|
| <p>16. Disconnect vacuum lines and cap ports on intake manifold</p> <p>16.1. Slip off hoses and lines from ports</p> <p>16.1.1. Brake booster, heater AC and EVAP</p> <p>16.2. Place caps with clamps over specific ports</p> <p>16.2.1. These ports experience boost and need clamps to remain capped</p> <p>16.2.2. Cap large port in middle side of manifold</p> |  |
| <p>16.2.3. Cap large port on rear top of manifold (2000-2004)</p> |  |
| <p>17. Check spark plugs and gaps</p> <p>17.1. Check spark plugs condition and replace if needed</p> <p>17.2. Spark plugs should be gapped at 0.030 in.</p> | |



Serpentine Belt



7th Fuel Injector and parts



Fuel line for 7th Fuel Injector



Intake tub



Replacement Idler Pulley



Throttle bracket



Nose support and pulleys



Supercharger with bypass valve attached



Supercharger with O-Ring on bottom



Bypass valve



Supercharger with bypass valve attached



Installation

18. Torque specs for bolts if not listed
- 18.1. Examples from tables on right
- 18.1.1. 6mm bolts torque to 12-16 Nm (9-12 ft-lbs)
- 18.1.2. 3/8" bolts torque to 27 Nm (20 ft-lbs)
- 18.1.3. Use the 18-8 S/S column for the US recommended bolt torque

Metric Recommended Bolt Torque

Print this page

| Bolt Diameter (mm) | Recommended Torque (Nm) | |
|--------------------|-------------------------|------------|
| | Class 8.8 | Class 10.9 |
| 5 | 7 | 9 |
| 6 | 12 | 16 |
| 8 | 30 | 40 |
| 10 | 55 | 75 |
| 12 | 100 | 135 |
| 14 | 160 | 215 |
| 16 | 245 | 335 |
| 20 | 480 | 650 |

Figure 1: <https://www.boltdepot.com/fastener-information/bolts/Metric-Recommended-Torque.aspx>

US Recommended Bolt Torque

Print this page

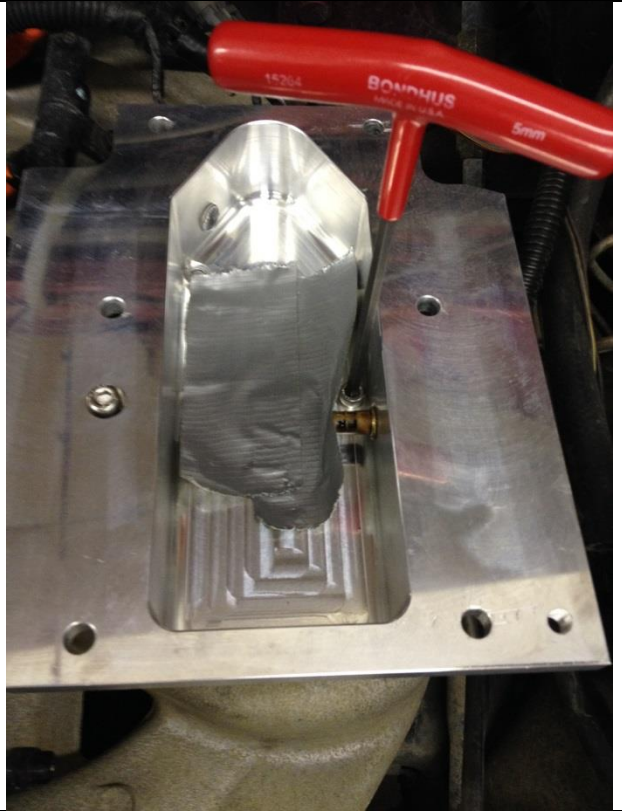
| Size | Recommended Torque | | | | | | | | | | | |
|-------|--------------------|------|---------|------|---------|------|----------|------|--------|------|--------|------|
| | Grade 2 | | Grade 5 | | Grade 8 | | 18-8 S/S | | Bronze | | Brass | |
| | Coarse | Fine | Coarse | Fine | Coarse | Fine | Coarse | Fine | Coarse | Fine | Coarse | Fine |
| #4* | - | - | - | - | - | - | 5.2 | - | 4.8 | - | 4.3 | - |
| #6* | - | - | - | - | - | - | 9.6 | - | 8.9 | - | 7.9 | - |
| #8* | - | - | - | - | - | - | 19.8 | - | 18.4 | - | 16.2 | - |
| #10* | - | - | - | - | - | - | 22.8 | 31.7 | 21.2 | 29.3 | 18.6 | 25.9 |
| 1/4" | 4 | 4.7 | 6.3 | 7.3 | 9 | 10 | 6.3 | 7.8 | 5.7 | 7.3 | 5.1 | 6.4 |
| 5/16" | 8 | 9 | 13 | 14 | 18 | 20 | 11 | 11.8 | 10.3 | 10.9 | 8.9 | 9.7 |
| 3/8" | 15 | 17 | 23 | 26 | 33 | 37 | 20 | 22 | 18 | 20 | 16 | 18 |
| 7/16" | 24 | 27 | 37 | 41 | 52 | 58 | 31 | 33 | 29 | 31 | 26 | 27 |
| 1/2" | 37 | 41 | 57 | 64 | 80 | 90 | 43 | 45 | 40 | 42 | 35 | 37 |
| 9/16" | 53 | 59 | 82 | 91 | 115 | 129 | 57 | 63 | 53 | 58 | 47 | 51 |
| 5/8" | 73 | 83 | 112 | 128 | 159 | 180 | 93 | 104 | 86 | 96 | 76 | 85 |
| 3/4" | 125 | 138 | 200 | 223 | 282 | 315 | 128 | 124 | 104 | 102 | 118 | 115 |
| 7/8" | 129 | 144 | 322 | 355 | 454 | 501 | 194 | 193 | 178 | 178 | 159 | 158 |
| 1" | 188 | 210 | 483 | 541 | 682 | 764 | 287 | 289 | 265 | 240 | 235 | 212 |

* Sizes from #4 to #10 are in lb-in.
 Sizes from 1/4" up are in lb-ft.
 † Fine thread figures are for 1"-14.
 Grade 2, 5, and 8 values are for slightly lubricated bolts.

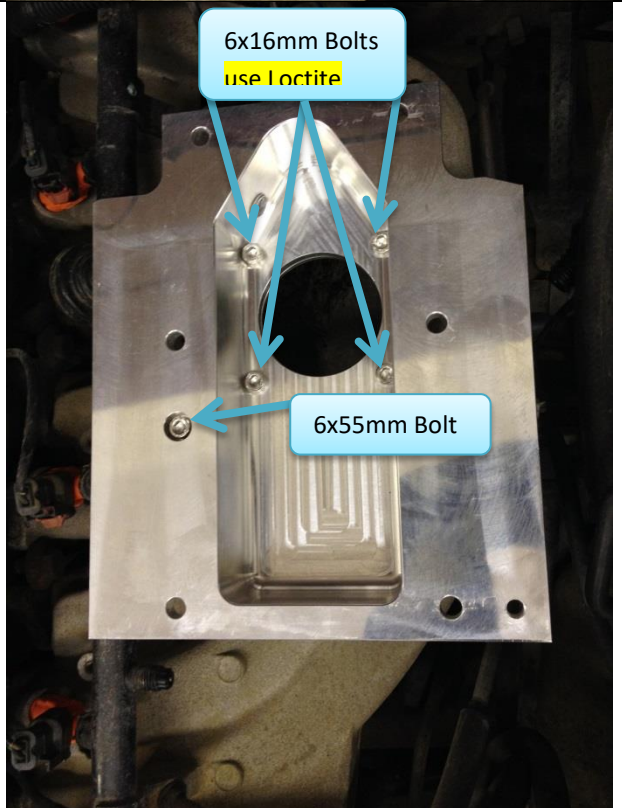
Figure 2: <https://www.boltdepot.com/fastener-information/bolts/US-Recommended-Torque.aspx>

19. Install intake tub

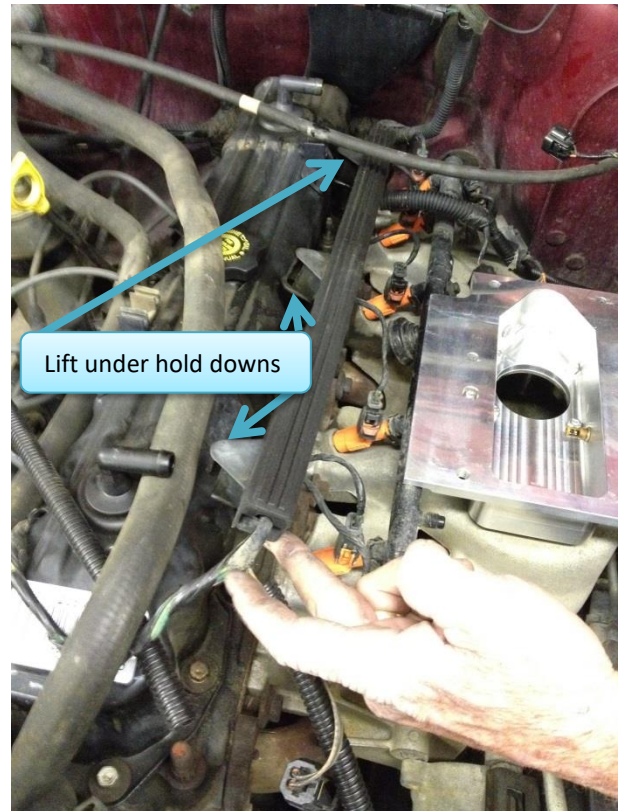
- 19.1. Remove tape over intake manifold hole
- 19.2. Place intake tub over intake adapter hole
- 19.3. Put tape over hole in tub to prevent bolts falling in
- 19.4. **USE LOCTITE ON BOLTS INSIDE INTAKE TUB**



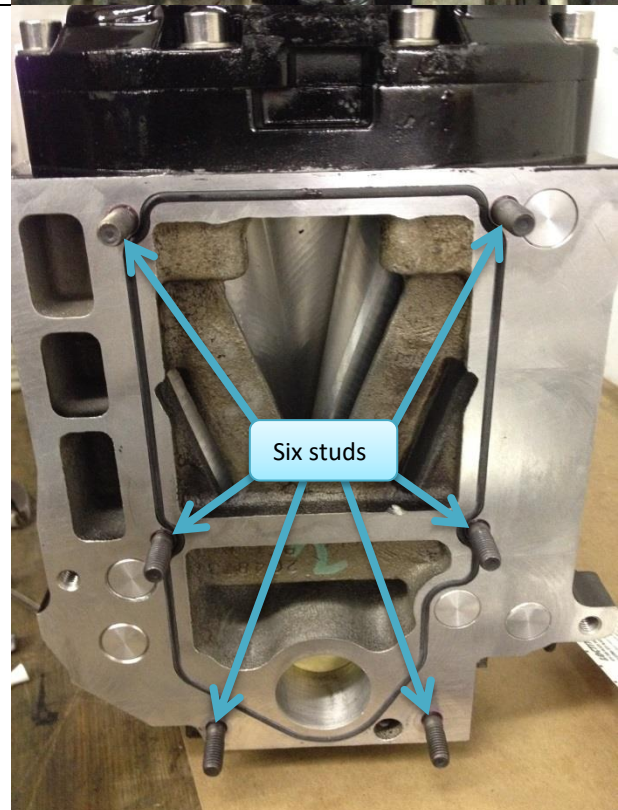
- 19.5. Tighten in a crisscross pattern four 6x16mm bolts into bottom of tub
 - 19.5.1. Torque to 10-12Nm (89-106 in lbs)
- 19.6. Tighten one 6x55mm bolt through top of plate (hole not present on all tubs)
 - 19.6.1. Torque to 10-12 Nm (89-106 in lbs)
 - 19.6.2. Fill hole with RTV and protrude 1/8" above hole to seal hole
- 19.7. Remove tape over hole
- 19.8. Note: there are no washers under the bolts



20. Lift up plastic wire loom chase
20.1. From front of vehicle use pry bar under hold downs to lift up
20.2. This eases supercharger installation in step 24



21. Install studs on bottom of supercharger
21.1. Put a dab of Loctite on short side of stud threads
21.2. Thread short side of studs into supercharger until they stop turning
21.3. Wipe off excess Loctite around studs



- 22. Install bypass valve on supercharger
 - 22.1. Insert actuator rod into slotted bypass valve shaft
 - 22.1.1. Angle bypass valve forward to insert then rotate 90° clock wise to align with two bolt holes
 - 22.2. Loosely tighten two bolts and washers
 - 22.2.1. two 8x16mm bolts
 - 22.3. Position bypass valve so that it is as far back and upright as possible while maintaining pressure on flipper
 - 22.3.1. Ensure pressure is exerted on bypass valve butterfly shaft holding it down on bump stop
 - 22.3.2. Tighten two bolts tightly

- 23. Bending AC lines **2000-2006** only
 - 23.1. The AC lines interfere with the supercharger



23.2. Test fit the supercharger over the intake tub to determine where the lines interfere

23.3. Gently bend the lines down so they are not in the way

23.3.1. These are aluminum and can crack if bent too far

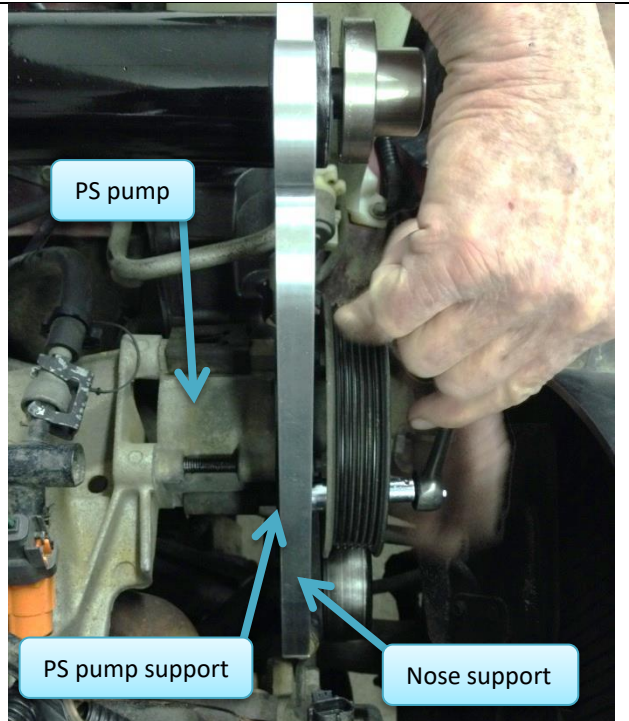


24. Install supercharger over intake tub

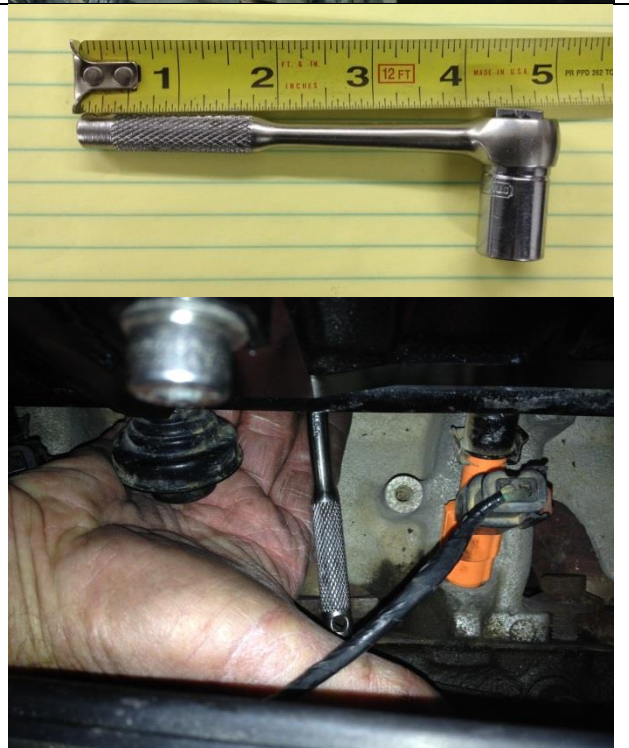
24.1. Carefully align studs over holes and set down



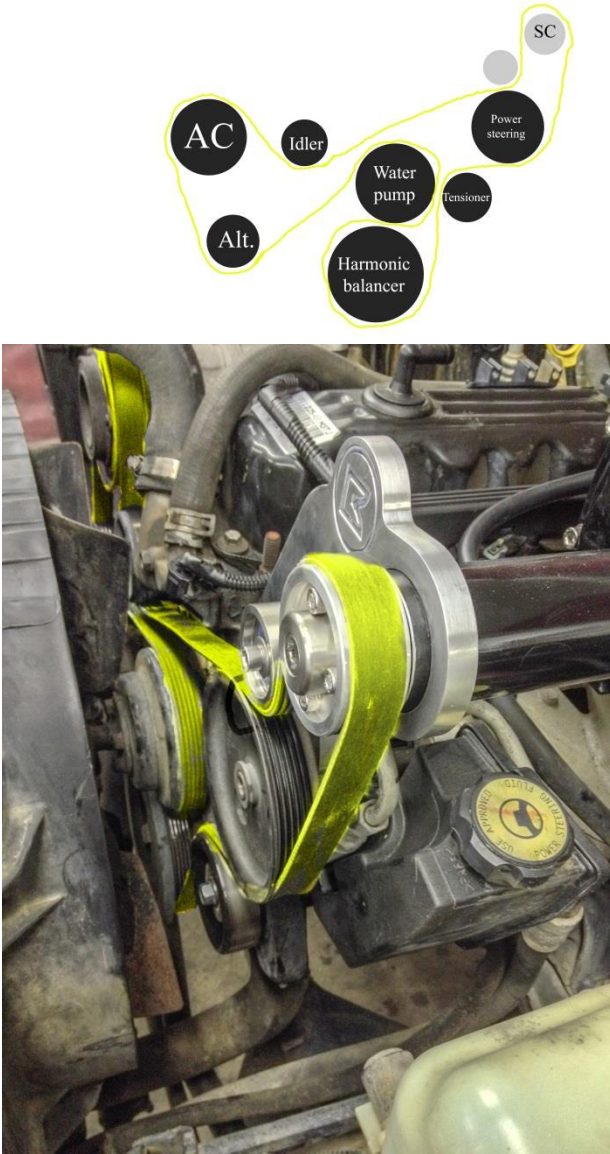
25. Install supercharger nose support
- 25.1. Put a lubricant like Vaseline on nose support O-ring
 - 25.2. Slide nose support over supercharger nose
 - 25.3. Slide one power steering pump bolt through nose support -> power steering pump support -> power steering pump while aligning all holes in parts and tighten loosely
 - 25.4. Remove bolt inserted into rear of power steering pump in step 10.3
 - 25.5. Slide last two power steering pump bolts in and tighten lightly
 - 25.6. Shift supercharger and nose support around until all parts are square and aligned with no binding



26. Install nuts over studs from bottom loosely
- 26.1. Apply loctite to nuts
 - 26.2. Use a small ratchet with 13mm socket for easiest access
 - 26.3. Tighten nuts under supercharger in a crisscross pattern snugly then tightly
 - 26.3.1. Torque to 30-40Nm (22-30 ft-lbs)

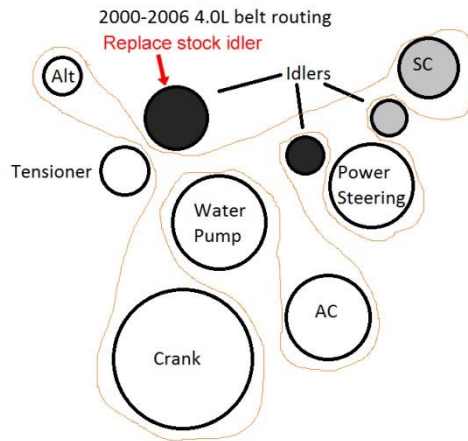


27. Tighten nuts and bolts on supercharger and nose support well
- 27.1. Tighten bolts on power steering pump tightly
 - 27.2. Tighten all pulley bolts and nuts on nose

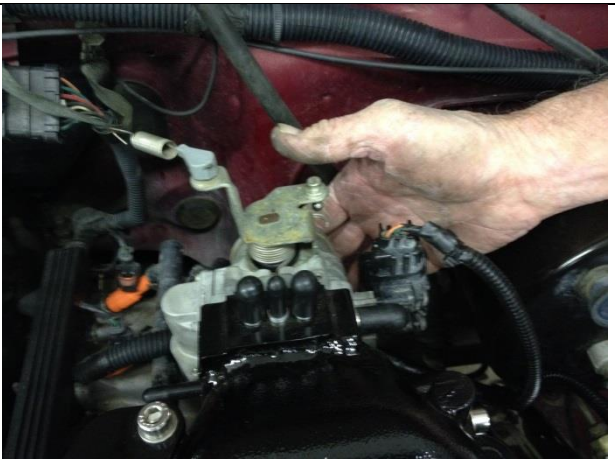
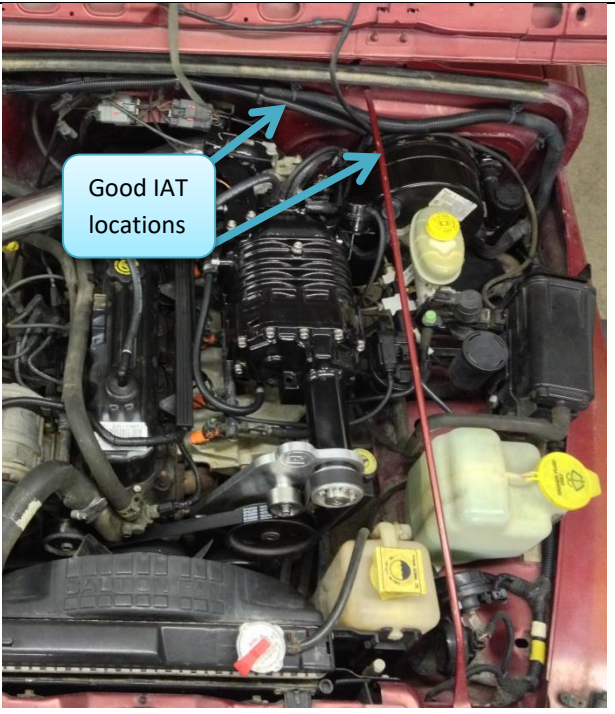
| | |
|---|---|
| support | |
| 28. Install supercharger pulley 28.1. Tighten four bolts tightly in a crisscross pattern | |
| 29. Install serpentine belt 29.1. Belt routing for 1997-1999 |  <p>The diagram shows the correct routing for a serpentine belt on a 1997-1999 engine. The belt path is indicated by a yellow line connecting the following pulleys in sequence: AC, Idler, Water pump, Harmonic balancer, Tensioner, Power steering, and SC. The photograph below shows the physical engine with a yellow serpentine belt installed, following this routing. The AC pulley is on the left, the Idler pulley is at the top, the Water pump pulley is in the center, the Harmonic balancer pulley is at the bottom, the Tensioner pulley is on the right, the Power steering pulley is at the top right, and the SC pulley is at the far top right.</p> |



29.2. Belt routing for **2000-2006**
 29.2.1. Replace stock 76mm idler pulley on top passenger side of engine with provided 90mm idler



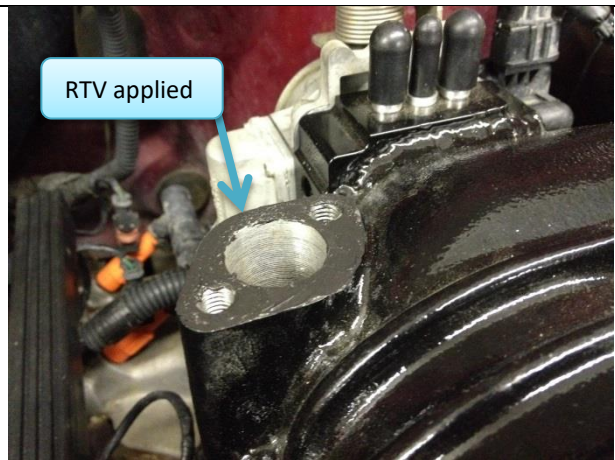
30. Prepare throttle body for reinstallation
 30.1. Clean inside throttle body with brake cleaner and a lint free cloth
 30.2. Remove MAP sensor from throttle body
 30.2.1. Remove two bolts and remove 1/8 in. 90° vacuum hose connecting throttle body and MAP sensor
 30.3. Place provided 1/8in. cap over newly exposed port on throttle body
 30.4. Slide provided MAP sensor hose onto port under sensor (other end attached in

| | |
|--|---|
| <p>step 37.7) 30.5. Reattach MAP sensor to throttle body in original orientation</p> | |
| <p>31. Install throttle body 31.1. Reconnect wire connectors to throttle body 31.1.1. Throttle position sensor, Idle air control and MAP sensor connectors 31.2. Install throttle body and gasket (if provided) to rear of supercharger with throttle cable bracket facing up 31.3. Tighten loosely four stock bolts 31.4. Tighten bolts tightly</p> |  |
| <p>32. Install IAT sensor 32.1. Insert the IAT into a piece of rubber hose the diameter of the threads which is about 3 in. long 32.1.1. Make sure the threads are fully covered by the hose 32.2. The IAT is ideally located where: 32.2.1. The wire connector reaches 32.2.2. The sensor will not get too hot while the engine is running (<100°F) 32.2.3. Water and dirt will not get on the sensor or inside the rubber hose covering the sensor 32.2.4. Use two zip ties to secure the IAT sensor 32.2.5. Two good location are the bottom of the wire loom behind the throttle body or on the support rod with the tube facing the firewall</p> |  |

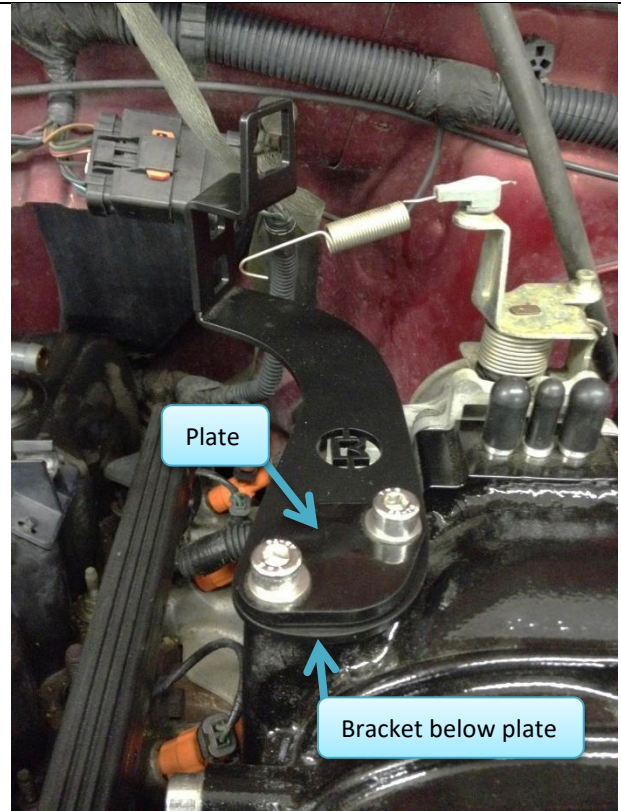
33. Rewrap IAT and MAP wires separately
- 33.1. Determine length of wires that reach IAT sensor and MAP sensor on throttle body without tension
 - 33.2. Wrap electrical tape around area where wires intersect creating a "V"
 - 33.3. Disconnect wires from connectors
 - 33.4. Wrap sheathing around wires and electrical tape at ends of sheathing
 - 33.5. Use zip ties over ends of sheathing to keep sheathing on wires
 - 33.6. Reconnect wires to IAT and MAP sensors



34. Install throttle cable bracket
- 34.1. Remove bolts, washers and plate from top of supercharger on passenger side
 - 34.2. Apply RTV to opening (**skip if 1/2" set screw is installed perpendicular through PCV cavity**)



34.3. Install throttle bracket on bottom with plate then washers and bolts above



34.4. Install throttle cable(s) and return spring

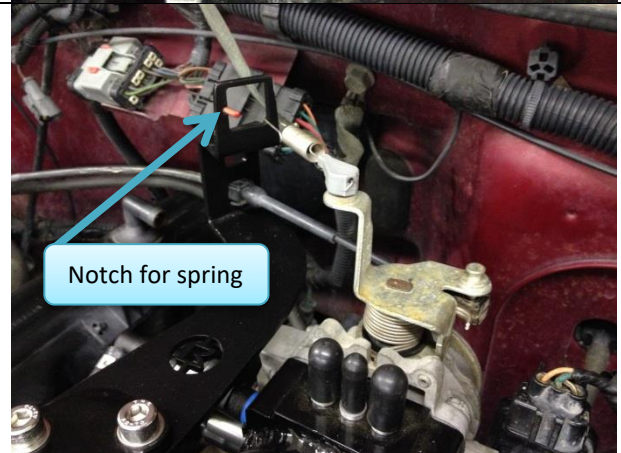
34.4.1. Return spring goes in notch towards front of vehicle on throttle bracket

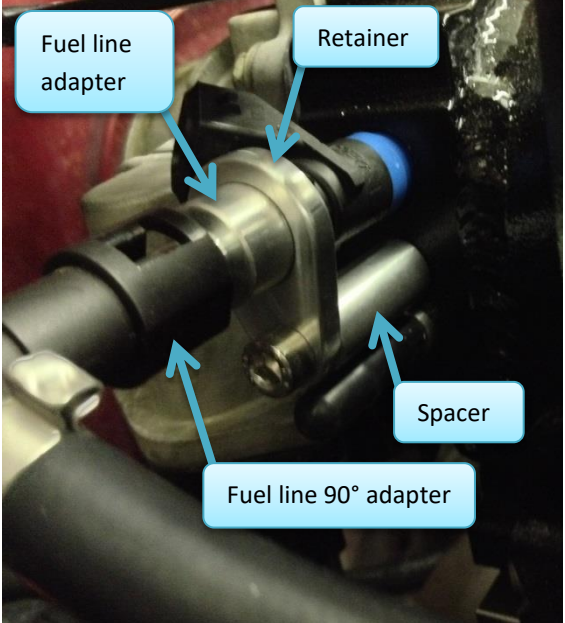

34.4.2. You may have to adjust the transmission cable for the correct shift points.

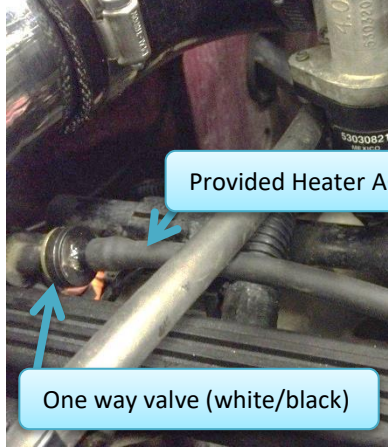

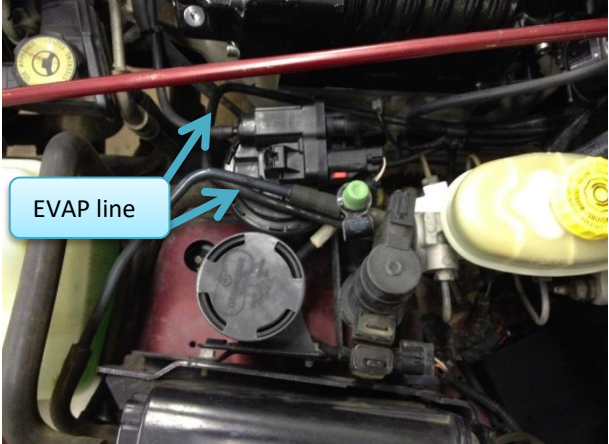
34.4.3. Ensure full throttle is reached when depressing the gas pedal fully

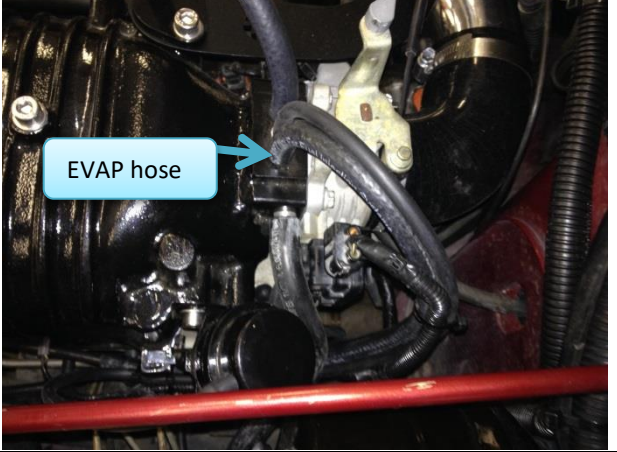
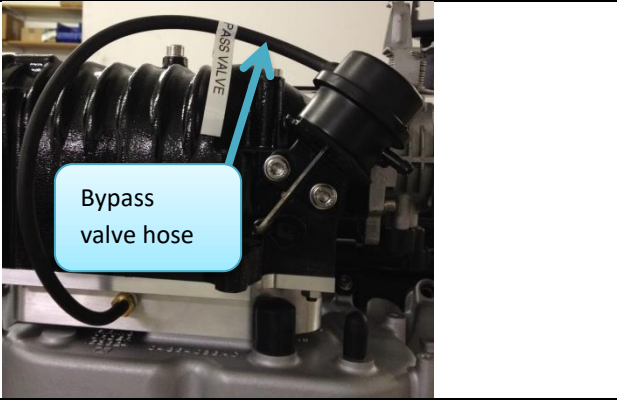
34.4.3.1. If not, loosen throttle bracket bolts and angle outward and check again

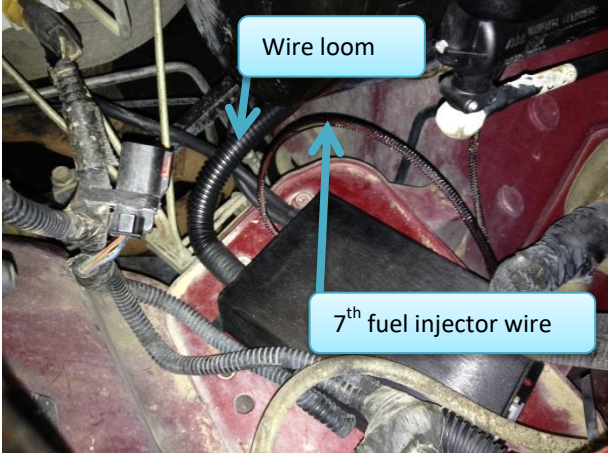
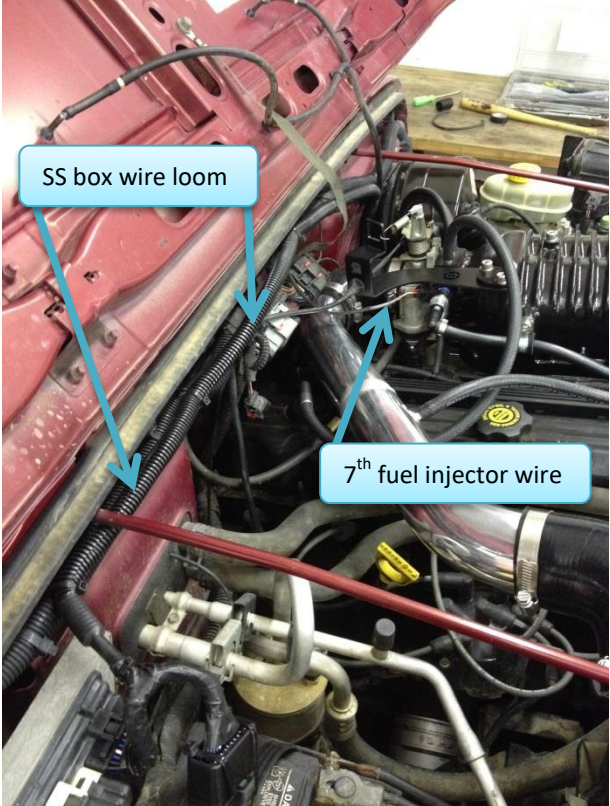
34.4.3.2. If more adjustment is needed, bore out or elongate bracket holes

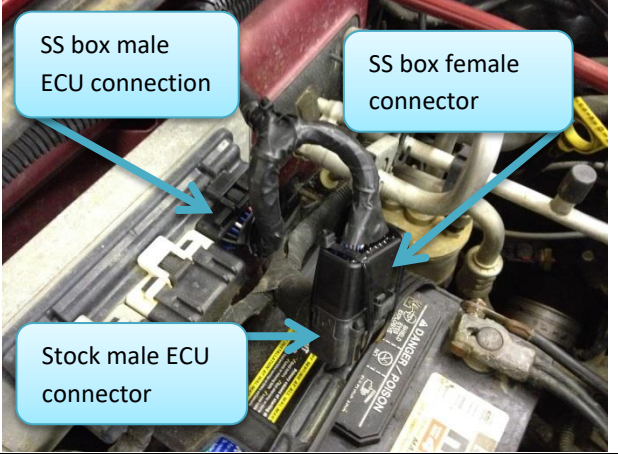
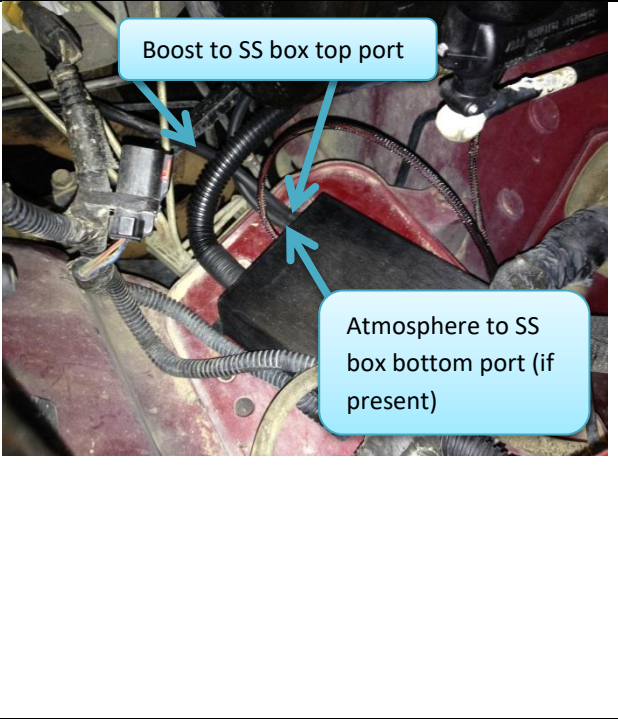



| | |
|---|--|
| <p>35. Install 7th fuel injector on passenger side of supercharger</p> <p>35.1. Lubricate O-rings on injector with Vaseline</p> <p>35.2. Place fuel line adapter over top of fuel injector</p> <p>35.3. Insert fuel injector into port on supercharger with wire connection angled back and up towards firewall</p> <p>35.4. Slide retainer with bolt and spacer over adapter</p> <p>35.5. Tighten bolt tightly while ensuring injector and retainer remain parallel and are not tweaked</p> |  |
| <p>36. Install 7th fuel injector fuel line</p> <p>36.1. Attach end 90° adapter on fuel injector until it clicks</p> <p>36.1.1. Gently pull on line to ensure it is securely attached and snapped on</p> <p>36.2. Attach end with Tee over fuel rail port at front of fuel rail</p> <p>36.3. Attach stock fuel line to aluminum fitting opposite of Tee</p> | |
| <p>37. Install vacuum lines</p> <p>37.1. The photo on the right has color overlays showing the boost (orange) and vacuum (blue) sides of the system</p> <p>37.1.1. Vacuum ports are on rear of supercharger and throttle body</p> <p>37.1.2. Boost ports are below supercharger on intake tub and intake manifold</p> <p>37.2. Brake booster (vacuum)</p> <p>37.2.1. Attach provided brake booster hose to large port on side of supercharger flange and brake booster swivel port</p> <p>37.3. Boost out to SS (Split Second) box (boost)</p> <p>37.3.1. Attach provided boost out to SS box hose to any port on intake manifold</p> |  |

| | |
|---|--|
| <p>37.3.2. Lay excess in area under brake booster for later connection to SS box</p> | |
| <p>37.4. Heater AC and Leak Detection Pump(LDP) (vacuum)</p> <p>37.4.1. Remove stock end keeping one way valve white/black valve attached</p> <p>37.4.2. Attach hose to provided Heater AC hose</p> <p>37.4.3. Attach Heater AC hose to any of the small diameter ports around the supercharger/throttle body</p> |  <p>Provided Heater AC hose</p> <p>One way valve (white/black)</p> |
| <p>37.4.4. Attach provided hose to LDP if it exists (vacuum)</p> <p>37.4.4.1. The LDP may not be present in all vehicles</p> <p>37.4.4.2. Remove line on front of LDP</p> <p>37.4.4.3. Attach hose to port</p> <p>37.4.4.4. Attach other side of hose to any of the small diameter ports around the supercharger/throttle body</p> |  <p>LDP hose</p> <p>Remove stock line</p> |
| <p>37.5. EVAP (vacuum)</p> <p>37.5.1. Remove stock end from plastic line</p> <p>37.5.2. Slide provided hose over plastic tube</p> |  <p>EVAP line</p> |

| | |
|---|---|
| <p>37.5.3. Attach other end to large port on supercharger</p> |  |
| <p>37.6. Bypass valve (boost)</p> <p>37.6.1. Attach hose to front (upper) port of bypass valve</p> <p>37.6.2. Leave lower port open to atmosphere, nothing attaches to it</p> <p>37.6.3. Attach other end of hose to port on driver side of intake tub</p> |  |
| <p>37.7. MAP sensor (boost)</p> <p>37.7.1. Attach end to port on intake manifold</p> <p>37.7.2. MAP sensor must see boost(post supercharger) for proper engine function</p> <p>37.7.3. MAP sensor needs a dedicated line to boost port</p> | |
| <p>38. Install crankcase hoses</p> <p>38.1. The PCV and Fresh Air hose assemblies are different and not interchangeable</p> <p>38.2. Install PCV hose (vacuum)</p> <p>38.2.1. Slide 1/2" hose over plastic vent on top rear of engine and secure with a clamp or zip tie</p> <p>38.2.2. Attach other end of hose to large port on top rear of supercharger</p> <p>38.3. Install fresh air vent hose (fresh/filtered air)</p> <p>38.3.1. Attach hose end with aluminum plug into plastic vent on top front of engine</p> | |

| | |
|---|---|
| <p>38.3.2. Attach other end of hose to port on air filter or in middle of optional intake tube</p> | |
| <p>39. Install Split Second box</p> <p>39.1. ***Ensure Split Second box is kept away from heat and water***</p> <p>39.1.1. If the SS box is exposed to excess heat or water it may malfunction</p> <p>39.2. Place SS box on shelf under brake booster</p> <p>39.3. Orient SS box with wire loom facing engine</p> <p>39.4. Attach SS box wires</p> <p>39.4.1. Large wire loom connects to stock ECU</p> <p>39.4.2. Small wire connects to 7th fuel injector</p> |  |
| <p>39.4.3. Route loom and fuel injector wire across rear firewall</p> <p>39.4.4. Attach fuel injector wire to 7th fuel injector</p> |  |

| | |
|--|---|
| <p>39.4.5. Release stock connector on driver side of ECU</p> <p>39.4.6. Attach SS box male connector to ECU</p> <p>39.4.7. Attach SS box female connector to stock male ECU connector</p> <p>39.4.8. Ensure both SS box wire and loom are away from steering column</p> <p>39.4.9. Secure wire and loom with zip ties to stock loom</p> |  <p>SS box male ECU connection</p> <p>SS box female connector</p> <p>Stock male ECU connector</p> |
| <p>39.5. Screw down SS box to tray</p> <p>39.5.1. Need at least one screw on the front and one on the rear of box</p> <p>39.5.2. Use all three if possible</p> <p>39.6. Attach vacuum hose(s) to box</p> <p>39.6.1. Check SS box instructions to ensure proper port connections</p> <p>39.6.2. Top (or only) port should connect to boost hose already attached to intake manifold</p> <p>39.6.2.1. Determine length of hose needed to go from intake manifold to SS box and add two to three inches then cut</p> <p>39.6.3. For bottom port (if present) attach provided hose to port and hang over brake booster ensuring end faces down preventing water from entering</p> <p>39.6.3.1. Secure hose with zip ties</p> |  <p>Boost to SS box top port</p> <p>Atmosphere to SS box bottom port (if present)</p> |
| <p>40. Attach any loose wire connectors</p> <p>41. Check all bolts and steps</p> <p>42. Reconnect battery</p> <p>43. Check for fuel leaks</p> <p>43.1. Turn key to on without starting engine</p> <p>43.2. Check fuel rail, 7th fuel injector and 7th fuel injector line for leaks</p> <p>43.3. Do this multiple times</p> |  |

44. Check clearance between belt and thermostat housing **2000-2006 only**

44.1. Start the engine, let idle for at least 5-10 seconds, and shut it off. This will align the belt in its natural position

44.2. A small number of thermostat housings are larger, which causes a clearance issue with the belt

44.3. Figure 3 shows the belt touching the thermostat housing

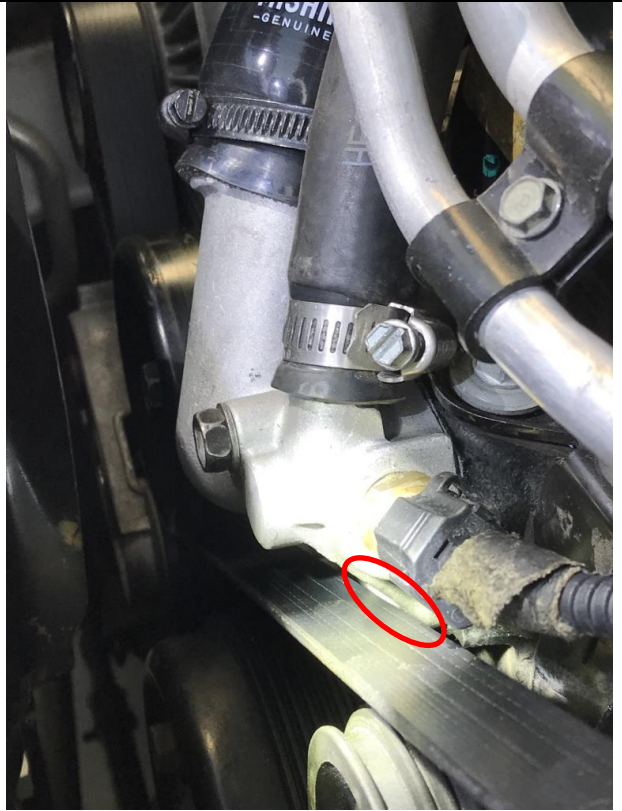


Figure 3: Thermostat housing interfering with belt.

44.3.1. If the housing interferes with the belt, carefully grind off the ridge of the thermostat housing to clear belt about 1/4"

44.3.1.1. Remove the coolant temperature connector while grinding to protect against accidental damage

44.3.2. Recheck the belt clearance with the engine running

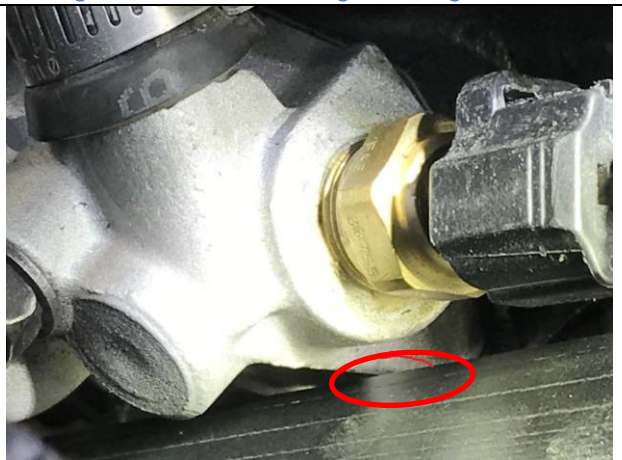


Figure 4: Area of thermostat housing to cut circled in red.

Note:

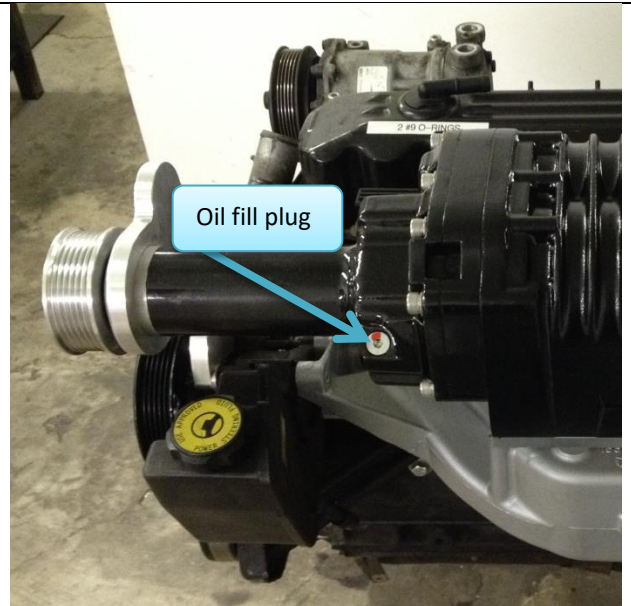
If any part of the instructions are not clear or are missing any information you would find helpful please let us know so we can update them.

Rev: 2018-05-07

Rev: 2018-05-07

Service

1. Supercharger oil
 - 1.1. Replace oil in supercharger nose at least every 30,000 miles
 - 1.2. Remove oil fill plug on nose
 - 1.2.1. Check O-ring on fill plug for damage and replace if necessary
 - 1.2.2. Clean fill plug thoroughly
 - 1.3. Use a large syringe with a tube on it to remove used oil
 - 1.3.1. Ensure all used oil is removed
 - 1.4. Replace oil with about 6oz Mobile1 5w30 full synthetic oil
 - 1.4.1. The oil level should come up just to the bottom of the fill hole threads
 - 1.5. Install fill plug and tighten till snug



| | |
|--|--|
| | |
| | |
| | |
| | |
| | |
| | |
| | |