Designed to blow away the competition™

The ULTIMATE Power Adder®

Marine Product Catalog
The ProCharger Advantage

• The most powerful, durable and advanced superchargers

• Industry-leading 40-75% increase in power running pump gas
  - with Intercooled ProCharger systems on stock motors
  - power gains exceeding 100% with modified motors

• Exclusive self-contained and quiet SC ProChargers - no oil lines!

• Coolest charge air temperatures in the industry
  - coolest air temperatures produce greatest engine reliability
  - greatest air density produces more power with less boost

• Exclusive 3-year ProCharger supercharger warranty available

• The most complete lineup of superchargers and systems
  - EFI/MPI and carbureted systems, BB and SB, 300 to 1500 hp
  - ProCharger models are compressor matched to your airflow needs

• The proven leader since 1996... Experience does matter

ProCharger Headquarters Campus
Kansas City, KS

Ideally situated for distribution and support throughout the country, with long-term testing performed at the nearby Lake of the Ozarks. Every ProCharger supercharger is designed, manufactured and tested in this newly expanded facility using state-of-the-art equipment.

Proven to produce the largest power gains, coolest charge air temperatures and greatest engine reliability*

* Proven through dyno and water testing; Intercooled ProCharger systems have produced the largest hp gains ever from a marine supercharger system
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Thank You For Your Interest in ProCharger Marine Supercharger Systems

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Fastest V-Bottom Jet Boat Tested
Hot Boat Magazine
Ultra 22' Stealth, Pump Gas

Fastest Single Engine Cat Tested
Powerboat Magazine
24' HTM, Bmax, also ran 9.47 in the 1/4 mile!

Fastest Single Engine Cat Tested
Powerboat Magazine
Carrera 257 Effect, Modified Bravo 1', Pump Gas

Fastest Twin Engine V-Bottom Tested
Hot Boat Magazine
1997 42' Fountain, Modified Bravo 1’s, Pump Gas

143 MPH
Fastest Single Engine Cat Tested
Powerboat Magazine

80 MPH
Fastest V-Bottom Jet Boat Tested
Hot Boat Magazine
Ultra 22' Stealth, Pump Gas

1 15 MPH
Fastest Single Engine Open Bow Cat Tested
Powerboat Magazine
Carrera 257 Effect, Modified Bravo 1, Pump Gas

Nothing Else Even Comes Close!

109 MPH

Horsepower Gains
(Stock 502 MPI Running Pump Gas)

<table>
<thead>
<tr>
<th>Intercooled ProCharger</th>
<th>All Other Superchargers</th>
</tr>
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<tbody>
<tr>
<td>40-60% Gain</td>
<td>20-40% Gain</td>
</tr>
</tbody>
</table>

Note: gains of up to 75% can be achieved on other stock MerCruiser motors.

Dependent upon boost level, hull configuration, and propeller selection; larger gains are possible with modified motors.

Dependent upon boost level, hull configuration, and propeller selection; larger gains are possible with modified motors.
The Intercooled Supercharging Experts®

Intercooling produces more power at any boost level while also safely allowing higher levels of boost and power, and ATI’s intercoolers are the most effective available. Accessible Technologies was the first manufacturer to introduce the tremendous benefits of intercooled centrifugal supercharging to marine customers, over four years before others, as well as the first to offer intercooling as standard equipment in supercharger systems. Intercooled ProCharger systems offer absolutely unparalleled performance and reliability for the extremely demanding marine environment, and ProCharger systems have recently become the equipment of choice to break both top-speed and acceleration records. As you may know, ProCharger is available as OEM equipment from many of the leading performance boat manufacturers, and ATI has far more experience with intercooled systems than any other supercharger manufacturer.

Leadership by Design

ProCharger superchargers feature industry leading technology and exclusive features such as self-contained oiling (no oil lines), billet impellers, extremely rugged transmissions and the industry’s highest internal step-up ratio to deliver unparalleled performance and durability. From the record-setting M-4 to the revolutionary M-ISC ProCharger, these proven models are the only superchargers in the industry specifically designed for continuous-duty usage and the higher airflow levels which are common with intercooling and today’s high performance motors. In fact, ProCharger’s advanced transmission technology allows ATI to offer an exclusive three-year supercharger warranty, as well as offering 1-year warranties on airflow levels that others will not warranty for even one day. Superior design yields superior results.
After redefining high performance for both stock and modified marine engines and setting multiple speed records with ProCharger Marine supercharger systems, ATI has also created the ultimate marine superchargers. ATI’s patented SC technology is a result of not only innovative design solutions, but also the knowledge gained from ATI’s experience with extremely demanding racing and industrial applications.

By combining patented technology with real-world experience, the ProCharger engineering team has developed the most advanced superchargers available. This innovation is not chance: ATI has devoted more engineering resources to the development of marine supercharger systems than any other manufacturer, and the ProCharger Marine record of engineering and product leadership is unmatched:

**A History of Innovation and Leadership**

### LATE 1980’s
Roots superchargers gain acceptance for marine use, and are documented to produce 15-20% power gains on stock motors running pump gas. Supercharger warranties are very limited, and engine modifications are generally required due to the heat produced by the low efficiency of roots technology.

### 1996
ATI is the first manufacturer to successfully supercharge a stock 502 EFI engine, and also the first to offer intercooling as standard equipment for marine applications. All ProCharger Marine superchargers are backed with an industry-leading 3-year warranty.

### 1998
Speed gains of 20+ mph are documented with EFI/MPFI and carbureted ProCharger Marine systems, during third-party magazine testing. These are the largest speed gains ever documented from the installation of a supercharger system alone. Endurance testing also shows how cool charge air temperatures and full ignition timing (no retard) safely allow extended full-throttle operation.

ATI becomes the first and only manufacturer to offer a 3-year warranty on a marine supercharger.

### 1999
ATI is the first to reliably produce over 1,400 hp with a centrifugal supercharger.

An industrial customer uses an M-2 ProCharger tow in the military contract for an aircraft de-icing system which utilizes forced air. The ProCharger outperforms all challengers.

### 2000
ATI becomes the first to produce a self-contained gear-driven centrifugal supercharger. These self-contained models are available with ProCharger’s exclusive 3-year warranty.

ProCharger powers the fastest twin engine V-hull running modified Bravos and pump gas to 109 mph, and the fastest single-engine catamaran with a Bmax and pump gas to 143 mph. In automotive racing applications, ProChargers produce 2000+ hp on a 400 cid Ford and 2000+hp on a 400 cid Chevy, and over 80% of all centrifugal racers running in the 7’s are powered by ProCharger.

### 2001
ATI is the first to introduce supercharger systems for MerCruiser’s new 496 motors.

### 2002 - 2003
ATI introduces M-4SC and M-5SC ProCharger Systems for highly modified marine applications. Customers produce 1,500+ marine horsepower and win multiple APBA Championships using these systems.

### 2006 - 2007
ProCharged drag boat runs 7.02 @ 167 mph in Pro Mod 1/4 mile racing. Running gasoline, the ProCharged combination makes more power and outperforms roots-blown boats running alcohol. ProCharged customers win a record-shattering 11 National Championships in 2007.

### 2008 - 2011
ProCharged racers continue to dominate, and in 2010 the latest ProCharger race model produces over 3,000 hp on the dyno. ATI expands further into industrial applications and delivers 15-35% energy savings to customers replacing their positive displacement blowers, thanks to the superior efficiency of well-designed centrifugal blowers.

### 2012 - 2016
The new i-1 ProCharger with programmable boost not only delivers the most power per psi, but is also available with a touchscreen for cockpit control. The new industry-leading P-1X ProCharger design adds over 300 hp to an otherwise stock 2015+ 5.0 Mustang GT with a turnkey system running pump gas—and installs in only 6 hours. The new F-3X-143 ProCharger produces 3,400+ hp, and ATI’s industrial division begins supplying high-efficiency industrial blowers used in aircraft ground support equipment for the F-35 joint strike fighter.

### 2017
Building on the success of the 2001-04 496 MAG and 496 MAG HO kits ProCharger introduces complete intercooled M-ISC Supercharger systems for the 2005+ 496 MAG and 496 MAG HO engines complete with tuning.
Revolutionary Self-Contained ProChargers

The M-1SC, M-3SC, and M-5SC-121 ProCharger models are the first and only gear-driven centrifugal superchargers to feature self-lubrication. These SC ProCharger models share many of the design elements which deliver the record-setting durability and performance of the M-3 ProCharger competition superchargers, and are also designed for quiet operation. With their rugged design, SC ProChargers are the only self-contained superchargers durable enough to be backed with a 3-year warranty and powerful enough to fully harness the benefits of intercooling. The patented design eliminates the need for oil lines and punching a hole in the oil pan, thanks to an exclusive oil pump, which aerates the oil to create the oil mist lubrication required by the precision bearings and gears. This oil pump (aeration pump) does not require priming at start-up, and oil changes are required only every 100 hours (except for 10 hours after initial break-in period).

The combination of the premium synthetic oil utilized in SC models and the advanced SC transmission design results in less parasitic load and lower operating temperatures than any supercharger which utilizes the engine oil system, and these advantages enable SC models to produce even more power. The ProCharger M-1SC and M-3SC feature an internal step-up ratio of 4.10:1 for improved belt tracking and traction, and improved performance and belt life.

Thanks to this new technology, the industry leading power and durability of gear-driven centrifugal superchargers is now available without tapping into the engine oil system. SC ProChargers are able to support from 850 HP (M-1SC) up to 1650 HP (M-5SC) & are available as an upgrade to the oil fed units at time of initial purchase.

- 1-year warranty; 3-year extended warranty available on selected systems for $49
  - Another ProCharger exclusive for self-contained superchargers
  - Six oil changes (bottles of oil) provided with extended warranty
- Easy to install, low-maintenance oil change interval
- Same durable, high-speed operation
- Industry-leading adiabatic and mechanical efficiency
3 year warranty available on all M-1SC & M-3SC EFI/MPI Applications*

Exclusive self-contained centrifugal supercharger models

Proprietary patented gear design for quiet operation

Based on ATI’s record-setting competition superchargers

Patented oiling system, no more punching a hole in the oil pan, easy to install

Exclusive 4.10 to 5.63:1 step-up ratio, 35% more belt contact area

* Dependent upon boost level

New SC ProChargers. Easier to install! No oil lines!

“The new Marine ProCharger has no oil lines and is completely self-contained... with new transmission gearing and mega-horsepower potential.”

– Hot Boat

“Better oiling, cooler temperatures and enhanced reliability make the new ProCharger SC units even more attractive. Add to that the increased power output over the oil-fed units and they’re virtually irresistible.”

– Family & Performance Boating
"All in all, it's a pretty simple installation [350 MPI system]. The difference in available power was awesome. The 28' Eagle topped out at 76.3 mph (4,950 rpm), an amazing 18.3 mph gain! And the 26' Eagle was even a shade better... a giant 19.7 mph jump!"

– Hot Boat

"The radar gun nearly fell out of my hand. I looked at the digital display and saw a difference of 22.4 mph from the speed run we had just made only a couple of hours earlier... In addition to boosting performance, the ProCharger can improve fuel economy at cruising speeds because the engine isn't working as hard as a naturally aspirated model to push the boat."

– Powerboat

"We were astounded at the difference. A full gain of 20 mph had been obtained [on a 29' Fountain with a single 502 EFI and Intercooled ProCharger M-1 system, running pump gas] using only the ProCharger, intercooler, and the larger propeller."

– Hot Boat

"In addition to raising speeds across the board, the ProCharger gave our test boat [Rinker 243 Siesta v-bottom deck boat] a quicker hole shot. The souped-up engine [stock 7.4 MPI with 5 psi Intercooled M-1 ProCharger] pushed to us 36 mph in 7.38 seconds, whereas the stock package took 10.28 seconds."

– Boating

"[The 42' Fountain with twin modified 502's] posted a top speed on radar of an incredible 109 mph! That meant a 31 mph gain at only 6,000 rpm with 92-octane fuel."

– Hot Boat

"The ProCharger attracts a speed freak on a budget, because he doesn't have to modify his engine below the intake manifold to make the system work...To see that the ProCharger draws less [hp to drive the supercharger], all you have to do is look at the belts used on the two systems. A roots system uses a 3" or 4" wide cog belt, while the belt on a ProCharger is maybe 1". That also means less load on the crankshaft."

– Powerboat

"The ProCharger bolted on an additional 225 horsepower [to a stock carbureted 454 Magnum]. The compact ProCharger blower... thrives with stock timing and requires no internal engine mods, so long as the engine is healthy. We were extremely impressed with the low-rpm characteristics shown by the ProCharger setup, as we idled through no-wake zones and shifted at whim..."

– Hot Boat

For More Information go to ProCharger .com
"The resulting package [502 Chevrolet with an Intercooled M-3 ProCharger in 22' Stealth] was one of the hardest-accelerating boats in the history of our tests. It shot from a rolling idle to a 60 mile-an-hour sprint in 9.89 seconds - the quickest of all 17 boats we tested at Havasu. It was also the first to 30, 40 and 50 miles an hour, and was the fastest jet-driven, V-bottom jet boat in the history of our annual evaluations, at 79.8 mph."

– Hot Boat

“I like it. It's really a good, easy bolt on.”

– Harry Christenson, Advantage Boats (Powerboat)

“To date we've had exceptional performance from them. Even the oldest motor with a ProCharger is still running today. It was recently in for upgrades, and we checked the motor. We found no sign of internal damage and no leak-downs I would call excessive.”

– Mike Petersen, Eliminator Boats (Powerboat)

“Named Blown Sleeper, the 15,000-pound boat [400 Ss cruiser] was clocked by radar at an un-cruiser like 66 mph. With a pair of stock MercRiser 502 Mag MPI engines… and ProCharger Stage I [M-1] systems… it turned more than a few heads.”

– Boating

“The ATI ProCharger is a pretty cool concept. Its relatively compact size makes for a space-saving, low-profile installation. You don’t lose the rear deck as a tanning salon. The 20-mph conversion [28' Eliminator Eagle V-bottom with 7.4 MPI] from a plain-jane motor to a gospel-preaching something else is cause to celebrate.”

– Powerboat

“[We]… dynoed a 540-c.i. mild motor that recorded 546 horsepower (unblown), and 1,167 hp (114% increase) when the ProCharger was installed.”

– Hot Boat

“We also like that at 3500 rpm, the ProCharger pushed us to a cruising speed of 43.2 mph [Rinker 243 Siesta with 7.4 MPI] versus 38.4 mph with the stock engine. Needing fewer rpm to run at the same speeds means longer engine life and less wear.”

– Boating

“While most roots-type blowers generate added temperatures to the motor in the area of 250 degrees above ambient temperatures, the motor we tested (1,167 hp 540 c.i. with an M-4 Intercooled ProCharger) only produced 23 degrees above ambient temperatures at peak. Almost as impressive is the fact that the motor idles at 850 rpm, where most 800-plus hp motors want to idle at 1,200-plus rpm, which makes it difficult to shift into gear around docks and loading, etc.”

– Hot Boat

“While the 257 Effect Open Bow’s top speed was astounding - we've never gone faster in a bow rider - it was far from the most impressive aspect of the boat's performance [fuel-injected 540 c.i.d. with Intercooled M-3 ProCharger]. Acceleration, both standing-start and mid-range, was the real eye-popper. Time to plane was 3.7 seconds, and in 15 seconds, the cat reached 88 mph. The boat was ballistic in the mid-range, going from 30 to 50 mph in 2.7 seconds, 40 to 60 mph in 2.9 seconds, and 40 to 70 mph in 4.6 seconds.”

– Powerboat
Protect Your Investment

The marine environment is extremely demanding, with high loads and continuous duty usage which can compromise engine performance and longevity. The basic requirements for a reliable supercharged marine application are a powerful, efficient and durable supercharger, effective intercooling and sufficient fuel delivery. With these in place, your engine is protected from detonation, and desired performance is achieved without excessive engine rpm. Thanks to ATI’s industry-leading design, Intercooled ProCharger systems not only provide the greatest power gains available, they also protect your expensive motor from detonation and engine damage, far more than any other system. It helps to understand that ATI's engineers are not limited by some of the packaging constraints (primarily due to supercharger design and location) which force other companies to use smaller, less effective intercoolers, or no intercooler at all. ProCharger intercoolers, on the other hand, feature not only the greatest heat transfer capability per square inch, but also the largest amount of total cooling surface, which enables ProCharger intercooler model AW-324 to outperform all other intercoolers, while model AW-504 is in a league by itself. These advantages, together with the fact that ProCharger intercoolers are produced in very high volume, means that ATI is able to offer its customers the largest and most effective intercoolers available.

Intercooled Boost

ProCharger air-to-water intercoolers are designed to complement highly efficient ProCharger superchargers by further reducing charge air temperatures. These intercoolers help to produce the industry's lowest charge air and exhaust gas temperatures, and are remarkable for their effectiveness and simplicity. These marine sized intercoolers are positioned between the ProCharger and the engine intake, with compressed air blowing through passages within the intercooler. Lake or sea water is pumped (via the engine's existing cooling system) through adjacent passages within the intercooler, and heat is transferred from the compressed air to the water. This thermal transfer results in a tremendous reduction in air temperature at the engine intake, and substantially improves performance and engine reliability:

- **Greatly Reduced Intake Temperature** - A 50° - 200° drop in air temperature results in a more dense, powerful fuel/air charge, and allows the use of proper ignition timing.

- **Eliminates the Need for Expensive Racing Fuels** - Intercooled boost means that you can now make big horsepower on pump gas, and in many cases literally save thousands of dollars annually in fuel expense.

- **More Boost** - Not only will you experience the above benefits at 5 psi, you can also safely run more boost when intercooled.

- **Peace of Mind** - A properly configured intercooled system greatly reduces exposure to detonation and engine damage.

<table>
<thead>
<tr>
<th>ProCharger Produces Far Less Heat</th>
<th>Charge Air Temperatures at 5 psi (Increase Above Ambient Temperature) °F</th>
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<tr>
<td>Intercooled</td>
<td>25-30</td>
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<tr>
<td>ProCharger</td>
<td>70-80</td>
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<tr>
<td>Centrifugal</td>
<td>115-135</td>
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<tr>
<td>Without Intercooling</td>
<td></td>
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<tr>
<td>Roots</td>
<td></td>
</tr>
<tr>
<td>Without Intercooling</td>
<td></td>
</tr>
</tbody>
</table>

Pressure = Heat

The act of compressing air produces heat, as dictated by the laws of physics (Boyle's Gas Law). All compressors generate a minimum amount of heat due to this gas law, while the additional heat created is determined by the (adiabatic) efficiency of the compressor being utilized. The chart at the bottom right of this page illustrates the amount of heat produced by various compressor technologies. Since the boost in a centrifugal compressor is derived by utilizing the natural centrifugal forces acting upon the air, this technology produces far less heat than positive displacement technology. The only way to remove any additional heat is through the use of an in-line heat exchanger (intercooler).

Detonation

We’ve all heard of this, but what is it? Detonation, or engine knock, occurs simply when fuel pre-ignites before the piston reaches scheduled spark ignition. This means that a powerful explosion is trying to expand a cylinder chamber that is shrinking in size, attempting to reverse the direction of the piston and the engine. When detonation occurs, the internal pneumatic forces can actually exceed 10x the normal forces acting upon a properly operating high performance engine. Detonation is generally caused by excessive heat, excessive cylinder pressure, improper ignition timing, inadequate fuel octane or a combination of these. Of the previous, excessive heat is usually the culprit. As an engine is modified to generate more power, additional heat is produced. Today's pump gas will only tolerate a finite amount of heat before it pre-ignites and causes detonation. Although forced induction engines usually produce far less heat than comparable naturally aspirated high compression engines, the cylinder temperatures in intercooled engines are radically cooler yet. It is rarely boost that causes detonation, just unnecessary heat. An intercooler is such a natural solution for forced induction, that in almost every sophisticated application, intercooling is part of the package.
Maximum Performance and Reliability. Minimum Cost and Maintenance.

These were our basic objectives at ATI when we set out to apply the latest technology and create the ultimate marine superchargers systems. The results are the most powerful, reliable and advanced supercharger systems available, and not only the latest technology in supercharging, but the latest technology in high performance. ProCharger centrifugal supercharger systems are designed by engineers who are also enthusiasts, who understand the need for performance, reliability, and an attractive, OEM installation. With ProCharger systems, you no longer have to compromise.

Superior Design

A fundamental understanding of engine dynamics and supercharger design allows ATI to offer exclusive features which improve both the performance and reliability of ProCharger systems relative to other products. For example, it is simply an undisputed fact that lowering the charge air temperatures will substantially improve both performance and engine longevity, and ATI provides the coolest intake charge air temperatures in the industry. Similarly, by using CNC machining and nearly indestructible 7075 T-6 aircraft aluminum to produce the largest and strongest impellers in the industry, ATI is able to again improve both performance and reliability. ATI’s industry-leading supercharger transmission designs are yet another example of this approach.

Quality

ProCharger supercharger systems are produced from the finest materials available. All castings are poured from "virgin" 356 aluminum alloy and heat-treated to a T-6 hardness before CNC machining. ATI’s exclusive billet impellers are machined from 7075 T-6 aircraft aluminum, while the super precision bearings used in all ProCharger models are made in the USA, and are of a consistently higher quality and speed/load rating than those used by any of our competitors. In fact, ProCharger superchargers are so reliable that they are used as standard equipment by many leading boat manufacturers.

Testing, Testing, Testing

ProCharger Marine systems are thoroughly evaluated through both performance and longevity testing during design, both on the dyno and in the water. Once in production, bench testing and quality assurance for individual components is performed prior to shipment. To help ensure that ProCharger Marine products are the best available, ATI has invested in the industry’s most powerful supercharger test cell, as well as a 1,600 hp dynamometer and the largest company-owned fleet of test boats in the industry.

Complete Systems

Unless otherwise noted, all fuel-injected ProCharger Marine Systems are 100% complete, with all the components needed for an attractive, OEM-quality installation. Carbureted systems are complete with the exception of the carburetor and fuel system, which depend upon an individual’s specific motor and performance needs.

Warranty

ProCharger superchargers are absolutely the most reliable in the industry, and are backed by the industry’s best warranty coverage. In addition to ProCharger’s exclusive 3-year warranty, it is not uncommon to find competition ProCharger systems warranted for 1 year at boost levels which our competitors will not even warranty for 1 day.
Intercooled M-3 ProCharger System
645-700 hp from Stock 502 EFI/MPI

- The uncontested leader - 645 hp with stock 502 EFI/MPI (700 hp with optional 7 psi pulley*)
- Extremely powerful, durable and efficient M-3 ProCharger
- 3 year (5 psi) or 1 year (7 psi) supercharger warranty
- Massive integrated air-to-water intercooler (model AW-504)
- 100% complete, bolt-on system
- Includes high-performance fuel pump and complete calibrated fuel system
- Produces the least strain on internal engine parts
- Exclusive torque curve for compatibility with stock Bravo's
  - generates power in line with your ability to use it
- Great for modified applications also (up to 1,200 hp)

ProCharger Exclusives!

- Undisputed maximum power gains and coolest charge air temperatures
- Self-contained M-3SC and M-1SC available as upgrade
  (quiet, with no oil lines)
- 3 year warranty available
- The best selling systems, from the leading manufacturer

* 700 horsepower is maximum reliable hp supported by stock injectors. With 7 psi, addition of exhaust or engine modifications would require larger fuel injectors and ECM reprogramming (7 psi only).

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42' Fountain, twin stock 502 MPI's, M-3 Intercooled systems, 20 mph gain, 7 psi, pump gas

28' Eliminator Eagle, single 502 EFI, M-ISC Intercooled system; 19 mph gain, 5 psi, pump gas
Exclusive 3-year ProCharger Warranty

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

<table>
<thead>
<tr>
<th>Application</th>
<th>Model</th>
<th>Boost Level</th>
<th>Warranty</th>
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</thead>
<tbody>
<tr>
<td>502 and 454 EFI/MPI M-3, M-1</td>
<td>5 psi</td>
<td>3 years</td>
<td></td>
</tr>
<tr>
<td>502 and 454 EFI/MPI M-3</td>
<td>7 psi</td>
<td>1 year</td>
<td></td>
</tr>
</tbody>
</table>

For models with a 3-year warranty, the upgrade to SC models requires a $49 payment for 3-year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owner’s manual.

Intercooled M-1 ProCharger System for 502/454 Magnum MPI

- Produces 620 hp at 5 psi, second only to ATI’s own Intercooled M-3 ProCharger system
- Most compact supercharger system, fits virtually any application
- Exclusive 3-year supercharger warranty (5 psi)
- Features M-1 ProCharger and AW-324 intercooler
- 100% complete, bolt-on system
- Includes high-performance fuel pump and complete fuel calibration system
- Exclusive self-contained M-1SC ProCharger available as an upgrade
- Extremely cool charge air temperatures, at least 50° cooler than intercooled positive displacement superchargers, and up to 225° cooler than non-intercooled blowers
- Cool charge air temperatures produce more power with less boost
- No need for engine modifications with M-1 or M-3 systems
- Increases cruise fuel economy with prop change
- OEM quality, fit and finish

502/454 EFI/MPI

<table>
<thead>
<tr>
<th>Part Number*</th>
<th>System Description</th>
<th>Prop HP Gain</th>
<th>Intake Boost Pressure</th>
<th>Intercooler Model</th>
<th>Warranty</th>
</tr>
</thead>
<tbody>
<tr>
<td>1MB181-NN</td>
<td>M-1 Intercooled</td>
<td>40 - 50%</td>
<td>5 psi</td>
<td>AW - 324</td>
<td>3 Year</td>
</tr>
<tr>
<td>1MB223-NN</td>
<td>M-3 Intercooled</td>
<td>55 - 75%</td>
<td>5 - 7 psi</td>
<td>AW - 504</td>
<td>1-3 Year</td>
</tr>
</tbody>
</table>

**IDENTIFYING YOUR MODEL YEAR**

*Please replace “NN” in part number with the model year of your motor (not your boat, they may be different). 1998-2001 model years can be identified by a serpentine accessory belt, while 1994-97 Magnum MPI/EFI’s will have “v-belt” type accessory belts. Additionally, 1997-2001 motors have the “Cool Fuel” system with no mechanical fuel pump, while 1994-96 motors have a mechanical fuel pump in addition to the electric pump. Dimensions and clearances for M-3 and M-1 systems are located on page 25.

<table>
<thead>
<tr>
<th>Model Year</th>
<th>Accessory Belt</th>
<th>Mechanical Pump</th>
</tr>
</thead>
<tbody>
<tr>
<td>1994-1996</td>
<td>V-Belt</td>
<td>Yes</td>
</tr>
<tr>
<td>1997</td>
<td>V-Belt</td>
<td>No</td>
</tr>
<tr>
<td>1998-2001</td>
<td>6-Rib Serpentine</td>
<td>No</td>
</tr>
</tbody>
</table>

**Horsepower Gains**

(Stock 502 EFI/MPI Running Pump Gas)

![Horsepower Gains Graph]

40’ Formula 400 SS, twin 502 EFI’s, Intercooled M-1’s, 13 mph gain, 5 psi, pump gas
MerCruiser HP500 EFI

Intercooled M-3 ProCharger System

- Undisputed largest power gain and coolest charge air temperatures
- 765 hp with stock 500 EFI (5 psi), 3 year warranty
- Features M-3 ProCharger and AW-504 intercooler
- 100% complete, includes high-performance fuel pump and complete fuel system
- 830 hp available with injector change
  - 8 psi, 1 year warranty
  - Fuel injectors sold separately

38’ Fountain, Twin 500 EFI’s, Intercooled M-3SC’s, 15 MPH gain, 5 psi, pump gas

<table>
<thead>
<tr>
<th>Part Number</th>
<th>System Description</th>
<th>Prop HP Gain</th>
<th>Intake Boost Pressure</th>
<th>Intercooler Model</th>
<th>Warranty</th>
</tr>
</thead>
<tbody>
<tr>
<td>1ME222-NN</td>
<td>M-1 Intercooled</td>
<td>45 - 50%</td>
<td>5 psi</td>
<td>AW - 324</td>
<td>3 Years</td>
</tr>
<tr>
<td>1ME323-NN</td>
<td>M-3 Intercooled</td>
<td>55 - 65%</td>
<td>5 - 8 psi</td>
<td>AW - 504</td>
<td>1-3 Years</td>
</tr>
</tbody>
</table>

Exclusive 3-year ProCharger Warranty

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

<table>
<thead>
<tr>
<th>Application</th>
<th>Model</th>
<th>Boost Level</th>
<th>Warranty</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP500 EFI</td>
<td>M-3, M-1</td>
<td>5 psi</td>
<td>3 years</td>
</tr>
<tr>
<td>HP500 EFI</td>
<td>M-3</td>
<td>6-8 psi</td>
<td>1 year</td>
</tr>
</tbody>
</table>

For models with a 3 year warranty, the upgrade to SC models requires a $49 payment for 3 year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owners manual.

In third party testing, ProCharger advantage is 7 mph despite 1,000 lb disadvantage

As you may know, the mph increase produced by increasing hp can be used to approximate actual hp gains (and the accuracy of hp ratings), as boats can function as fairly accurate dynamosmeters. In third party testing, the M-1 Intercooled ProCharger Marine system produced a gain of 24 mph and top speed of 106 mph on a 24’ cat with a stock 500 EFI. In similar testing, another system for the 500 EFI produced a gain of only 17 mph in a 22’ cat. Top speeds were similar in both tests, yet the 22’ cat was far lighter, suggesting an actual increase of approximately 170 hp, despite a much higher claim. Testing of this other company’s 502 MPI system shows similar results, as their lower thermal efficiency and small intercooler produces higher charge air temperatures at the same boost level, and their lower mechanical efficiency consumes more hp, resulting in a far lower net hp gain. Their attempt to compensate for this disadvantage by running more boost simply produces more heat and requires additional engine retard. Hopefully this type of approach, evaluating real-world performance, is helpful.
Intercooled M-1 ProCharger System

- 740 hp with stock 500 EFI (5 psi), second only to ATI’s own M-3 Intercooled system
- 3 year supercharger warranty
- 100% complete, includes high-performance fuel pump and complete fuel system
- Features M-1 ProCharger and AW-324 intercooler

ProCharger Exclusives!

- Undisputed Maximum Power Gains
- Self-contained models available as an upgrade
- 3 year warranty available, greatest durability
- Coolest charge air temperatures
- Can be upgraded to even higher power levels

Horsepower Gains
(Stock 500 EFI Running Pump Gas)

<table>
<thead>
<tr>
<th></th>
<th>ProCharger Marine</th>
<th>All Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>INCREASE IN CRANK HP</td>
<td>240-265</td>
<td>170-180</td>
</tr>
</tbody>
</table>

New Intercooled ProCharger Systems for Additional MerCruiser & Mercury Engines Coming Soon

Call for Info on the Latest Models

<table>
<thead>
<tr>
<th>860</th>
<th>520</th>
</tr>
</thead>
<tbody>
<tr>
<td>565</td>
<td>8.2L</td>
</tr>
<tr>
<td>540</td>
<td>6.2L</td>
</tr>
<tr>
<td>525</td>
<td>5.7L</td>
</tr>
</tbody>
</table>

ProCharger Service/Sales
913-338-2886

New Black Finish Option Available for Supercharger and Bracket

500 EFI
MerCruiser 496 MAG & MAG HO

2005-2010
496 MAG & MAG HO Intercooled ProCharger Systems
• Increases crankshaft power 45-50% from 385/425 hp to 550/595 hp with 5 psi
• 100% complete; ProCharger PCM calibrations included
• Installs quickly, compact fitment with no internal engine modifications
• Includes M-ISC self-contained ProCharger and custom 496 Intercooler
• Coolest charge air temperatures for maximum performance and engine reliability

2001-2004
496 MAG & MAG HO Intercooled ProCharger Systems
• Increases crankshaft power from 30-35% 385/425 hp to 500/550 hp with 3.5 psi
• 100% complete; Intercooler installs neatly on top of motor
• Installs quickly, compact fitment with no internal engine modifications
• Includes M-ISCb self-contained ProCharger and custom 496 Intercooler with matching cover.
• Coolest charge air temperatures for maximum performance and engine reliability

496 MAG/496 MAG HO
### Industries-Leading ProCharger Warranty Coverage

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

<table>
<thead>
<tr>
<th>Application</th>
<th>Models</th>
<th>Drive System</th>
<th>Warranty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modified Carb/EFI</td>
<td>M-3, M-4</td>
<td>12 rib</td>
<td>1 year</td>
</tr>
</tbody>
</table>

For more information, please refer to the price list and/or owners manual.

---

**M-3 Intercooled ProCharger System**

- Produces 700-1200 HP from a 450-650 HP base**
- Coolest charge air temperatures
- 1-year warranty (not affected by backfires)
- Features M-3 ProCharger and AW-504 Intercooler
- For use with single carburetor or fuel injection

**M-3 intercooled may require upgrade to twin carburetor enclosure above 1,000 HP**

---

**Modified Engines**

- **36' Cobra, M-3 System**
  - 502 cid 9:0:1, twin carburetors, 104 Octane, Merc Five Drives, competition fuel system

- **257 Carerra Open Bow, M-3 System**
  - Single 540 cid, fuel-injected, pump gas, modified Bravo 1

- **42' Fountain, M-4 Systems**
  - Twin 502 cid’s, carbureted, pump gas, modified Bravo 1’s, competition fuel systems

- **Intercooled M-5SC System, EFI, 540 cid, 1300 HP, pump gas**

Please refer to separate "M-5SC" document for additional information.
MerCruiser 350 MAG MPI, 6.2

160-210 HP INCREASE
QUICK AND SIMPLE INSTALLATION
• Intercooler installs neatly on top of motor
• No accessory relocation required
• Increases crankshaft power from 330 hp to 490 hp (5 psi) or 540 hp (7 psi*)
• 100% complete; installs quickly with no internal engine modifications
• Includes M-1SCB ProCharger and custom 350 MPI intercooler
• Very compact installation
• Coolest charge air temperatures for maximum performance and engine reliability

<table>
<thead>
<tr>
<th>Part Number*</th>
<th>System Description</th>
<th>Prop HP Gain</th>
<th>Intake Boost Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1MF183-NN</td>
<td>Intercooled 350 MPI</td>
<td>50-65%</td>
<td>5-7 psi*</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Application</th>
<th>Model</th>
<th>Boost Level</th>
<th>Warranty</th>
</tr>
</thead>
<tbody>
<tr>
<td>350 Mag MPI</td>
<td>M-1SCB</td>
<td>5 psi</td>
<td>12/36*</td>
</tr>
<tr>
<td>350 Mag MPI</td>
<td>M-1SCB</td>
<td>7 psi</td>
<td>1 year</td>
</tr>
</tbody>
</table>

Exclusive 3-year ProCharger Warranty
Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry:

For models with a 3 year warranty, the upgrade to SC models requires a $49 payment for 3 year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owners manual.

26' Eliminator Eagle (v-bottom), single stock 350 Mag MPI, 16 mph gain, 5 psi, pump gas (20 mph gain with 7 psi)

* 7 psi requires purchase of fuel enrichment circuit (sold separately)
MerCruiser 7.4 MPI

160-220 HP INCREASE

The low compression of the 7.4 MPI makes it an excellent candidate for modern supercharging technology, producing large percentage power gains with relatively low boost levels.

- Increases crankshaft power from 340 hp to 500 hp (5 psi) or 560 hp (7 psi**)
- 100% complete, includes high-performance fuel pump and complete fuel system
- Installs quickly with no internal engine modifications
- 3-year (5 psi) or 1-year (7 psi) supercharger warranty
- Features M-1 ProCharger and AW-324 Intercooler
- Coolest charge air temperatures for maximum performance and engine reliability
- 560 hp package (7 psi) requires installation of larger fuel injectors and fuel pump upgrade

**ProCharger Exclusives!**
- Undisputed maximum power gains
- Coolest charge air temperatures protect engine against detonation and engine damage
- Self-contained M-1SC available as an upgrade

---

28’ Warlock Cat, single stock 7.4 MPI, 21 mph gain, 5 psi, pump gas

---

350/6.2 MPI, 7.4 MPI

---

**Part Number** | **System Description** | **Prop HP Gain** | **Intake Boost Pressure**
--- | --- | --- | ---
1MD181-NN | 7.4 MPI Intercooled | 50-65% | 5-7 psi**

---

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</thead>
<tbody>
<tr>
<td>7.4 MPI</td>
<td>M-1</td>
<td>5 psi</td>
<td>3 years</td>
</tr>
<tr>
<td>7.4 MPI</td>
<td>M-1</td>
<td>7 psi</td>
<td>1 year</td>
</tr>
</tbody>
</table>

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---

**28’ Warlock Cat, single stock 7.4 MPI, 21 mph gain, 5 psi, pump gas**

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<td>M-1</td>
<td>5 psi</td>
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<td>M-1</td>
<td>5 psi</td>
<td>3 years</td>
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<tr>
<td>7.4 MPI</td>
<td>M-1</td>
<td>7 psi</td>
<td>1 year</td>
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<td>M-1</td>
<td>7 psi</td>
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<td>M-1</td>
<td>5 psi</td>
<td>3 years</td>
</tr>
<tr>
<td>7.4 MPI</td>
<td>M-1</td>
<td>7 psi</td>
<td>1 year</td>
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<td>M-1</td>
<td>7 psi</td>
<td>1 year</td>
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For models with a 3 year warranty, the upgrade to SC models requires a $49 payment for 3 year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owners manual.
MerCruiser and GM Carbureted Applications

ProCharger Exclusives!

- Undisputed maximum power gains
- Only intercooled centrifugal available for carbureted applications
- Revolutionary self-contained M-1SC and M-3SC models available as upgrade
- 3-year warranty available, most durable superchargers
- Coolest charge air temperatures
- More experience with carburetion than all other centrifugal manufacturers combined

MerCruiser 454/502 Magnum (carbureted)

454 and 502 Magnum engines are excellent candidates for supercharging. This is due not only to a moderate compression ratio, but also very rugged components: forged pistons, a steel crank, and a four bolt main. With an Intercooled ProCharger system, there is no need for internal engine modifications prior to supercharging, and power gains of 45-65% are typical with stock motors running pump gas. Aftermarket parts are also plentiful, and for modified applications, power gains can safely exceed 100% with operation on pump gas. ATI has safely produced over 1,200 HP on modified Magnum and similar motors.

**Part Number** | **System Description** | **Prop HP Gain** | **Boost Pressure** | **Intercooler Model**
--- | --- | --- | --- | ---
1MA281-MAG | M-1 Intercooled | 45 - 55% | 5 - 7 psi | AW - 324
1MA222-MAG | M-1 Intercooled (12 rib) | 45 - 65% | 5 - 9 psi | AW - 324
1MA223-MAG | M-3 Intercooled | 45 - 90% | 5 - 15 psi | AW - 504
1MA323-MAG | M-4 Intercooled | call | call | AW - 504
1MA91-MAG | M-1 Standard (non-intercooled) | 25 - 35% | 3.5 - 5 psi | N/A

**Exclusive 3-Year ProCharger Warranty**

Thanks to the unmatched quality and durability of ProCharger superchargers, ATI is able to offer the best warranty coverage in the industry.

<table>
<thead>
<tr>
<th>Application</th>
<th>Model</th>
<th>Drive System</th>
<th>Warranty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carb Merc/GM</td>
<td>M-1, M-1B, M-3</td>
<td>8 rib</td>
<td>3 years (5 psi), 1 year (5+ psi)</td>
</tr>
<tr>
<td>Carb Merc/GM</td>
<td>M-1, M-3, M-4</td>
<td>12 rib</td>
<td>1 year</td>
</tr>
</tbody>
</table>

For models with a 3 year warranty, the upgrade to SC models requires a $49 payment for 3 year warranty coverage, and includes 6 bottles of ProCharger oil. For more information, please refer to the price list and/or owners manual.

- Horsepower gains exceeding 100% are becoming common with modified engines running M-4 Intercooled ProCharger systems. Please refer to pages 15-16 for information on modified engines. Dimensions and clearances for carbureted systems are located on page 25.

**GM/Chevrolet and Volvo Penta Motors**

ProCharger Marine Systems can also be utilized on GM and Volvo Penta carbureted motors, typically with only minor accessory modifications required. Please contact a ProCharger sales representative or your local dealer for more information. (System configurations and part numbers are the same as the charts listed above.)
MerCruiser and GM carbureted applications (cont.)

Horsepower gains exceeding 100% are becoming common with modified engines running M-4 Intercooled ProCharger systems. Please refer to pages 15 and 16 for information on modified engines. Dimensions and clearances for carbureted systems are located on page 25.

MerCruiser HP 500 and older HP motors (carbureted)

HP motors are Mercury’s most rugged motors, and are excellent candidates for supercharging. With an Intercooled ProCharger system, there is no need for internal engine modifications prior to supercharging, and power gains of 45-65% are typical with stock motors running pump gas. With lightly modified HP and similar motors, ATI has produced over 1,200 hp with an M-4 ProCharger (still covered by a 1-year warranty), with power gains exceeding 110% while operating on pump gas.

MerCruiser 7.4 (carbureted)

Although a poor candidate for roots supercharging due to the heat produced from roots blowers, 7.4 motors are excellent candidates for Intercooled ProCharger systems, producing large percentage gains with low boost levels. Although these are lower compression motors, intercooling is mandatory due to the use of cast pistons in stock 7.4’s. The cast crank and 2 bolt main is sufficient for over 600 hp, but ATI recommends maintaining the factory redline for maximum longevity. There is no need for internal engine modifications prior to installing an Intercooled ProCharger, and power gains of 45-55% are typical with stock 7.4’s running pump gas.

MerCruiser 350 Mag and 5.7 (carbureted)

Due to higher compression, only intercooled systems are recommended for stock 350/5.7 motors. With an Intercooled ProCharger system, there is no need for internal engine modifications prior to supercharging, and power gains of 45-55% are typical with stock motors running pump gas.
From stock small blocks to 1800 horsepower marine racing engines, ATI offers a ProCharger model to meet or exceed your performance objectives. ProCharger superchargers are compressor matched to your engine’s airflow and specifications in order to achieve maximum performance and durability at your desired level of horsepower. ProCharger's advanced transmission technology is the most durable in the industry, and allows ATI to offer an exclusive 3-year supercharger warranty, as well as one-year warranties on boost levels which other companies won’t warranty for even one day. ProCharger superchargers are also available with industry-leading step-up ratios (see matrix on page 24) for improved belt traction and longevity, which enables 1000+ hp applications to utilize a serpentine belt drive. The benefits from this modern technology include the coolest charge air temperatures in the industry, far lower horsepower consumption than with positive displacement superchargers, and far greater supercharger durability. ProCharger design also covers a broader airflow range, reducing the chances of “outgrowing” your supercharger.

No other power adder can boast the high-tech engineering of ProCharger Superchargers.

State of the Art Test Facility

ATI's aerodynamics test lab utilizes state of the art equipment and 3 separate test cells to help ensure that ProCharger superchargers are the best available. This test lab, the industry’s largest and most capable, allows ProCharger engineers to simultaneously perform aerodynamic (efficiency), gearcase, and long term durability testing. A hallmark of ATI's success has been a thorough understanding of engine dynamics and customer usage, both on the street and at the track. This helps ensure that testing in the lab, on the dyno and on the road are all representative of real world performance. The result has been a best-in-class history of innovation, and record setting products. Additionally, knowledge transferred from Inovair, ATI’s industrial products division which features gearcases designed for nonstop 24/7 operation and compressor efficiencies exceeding 80%, now helps fuel further advances by ProCharger.

Competition Models

ATI's competition ProCharger models have become the superchargers of choice among the country's top engine builders due to their industry-leading performance and durability. These competition models are the first ever to use a twin duplex bearing system that actually divides the loads over two specially machined bearings where before there has only been one. In addition, all ProCharger competition housings are line-bored to ensure “perfect” shaft alignment, which protects the high speed precision bearings. And beyond being much stronger, the impeller shaft has also been made significantly more rigid, which eliminates deflection and allows for much higher impeller speeds. Others have tried to simply increase the size of their superchargers without improving the transmission design, only to fail repeatedly under load. ProCharger competition superchargers are specifically designed for the airflow levels and duty cycles that are common with today's highly modified marine motors.
superchargers, and far greater horsepower consumption than companies won’t warranty for boost levels which other transmission technology is the your desired level of horsepower. engine’s airflow and specifications compressor matched to your (Models first fail bearings due excessive heat. deflection the ProCharger superchargers) allows ATI to offer an exclusive ProCharger’s advanced Competition loads transmissions, ATI is able to take full advantage of high tech aerospace billet impellers and substantially change the rules. The material strength for most aluminum castings is 32,000 - 36,000 pounds (tensile), as compared to 7075 T-6 aircraft aluminum, which is 83,000 pounds (tensile). In fact, this aircraft aluminum is so strong that in many categories it actually has the same strength as steel. The end result is that ProCharger impeller designs retain the optimal boost curve for a marine supercharger while also achieving boost levels never previously achieved by a warranted supercharger. The larger impellers found in ProChargers also allow operation at a moderate rpm while still creating boost and airflow levels which exceed the maximum output of other manufacturers’ units. And for those customers who demand all-out racing performance, the powerful billet impeller composition means that billet impellers will not bend or break even under super high boost/flow conditions. Billet impellers also weigh less than comparable cast impellers, which serves to reduce transmission load and noise. Additionally, all surfaces are machined to further improve adiabatic efficiency, the impellers are better dynamically balanced, and have no internal casting cracks or flaws. Billet impellers are standard in all ProCharger Marine systems.

Positive Displacement Superchargers
Intercooled ProCharger systems will deliver substantially larger power gains than an intercooled screw type blower, and approximately twice the power gain of intercooled roots superchargers, thanks to several advantages. In addition to producing far more horsepower (due to substantially cooler charge air temperatures), a gear-driven centrifugal supercharger also takes far less hp to turn, and doesn’t require any massive 16 rib or gilmer drive system. This means that a centrifugal supercharger system will deliver a far greater net horsepower gain, and even a non-intercooled centrifugal will outperform an intercooled roots blower. Beyond performance issues, engine-top mounting for positive displacement superchargers means that swim decks must be modified, and the blower acts as a massive heat shield, further increasing exposure to detonation. The engine also won’t run if the supercharger isn’t working, and the warranties on positive displacement superchargers are relatively limited due to their limited reliability. Backfires are also a concern, as is weight (centrifugals weigh approximately 100 lbs less). The draw-through carburetion used on positive displacement blowers also requires the use of multiple or specialty carburetors and custom throttle linkages, while exhaust, cam, and valve changes are almost mandatory with roots blowers due to excessive heat.

Other Centrifugals
Of the centrifugals on the market, none can approach the power and durability of ProCharger superchargers. Centrifugals with internal belt-drives are very limited in durability and airflow, as illustrated by the fact that two superchargers are required to do the work of a single M-1 ProCharger on 502 EFI applications. And unlike the 3 year warranties available on most ProCharger applications, other warranties are limited to a year or less. Other gear-driven centrifugals, while more durable than belt drives, feature relatively fragile transmissions which have proven unreliable even in the automotive market, let alone the demanding marine market. These other gear driven superchargers were designed for higher rpm motors with less airflow than typical marine motors, and can be identified by the presence of a compressor bypass/surge valve, which is utilized in an attempt to protect the supercharger. However, not only should this valve not be necessary (marine applications do not cruise under vacuum), it also vents air into the engine compartment, which can be extremely noisy. This difference in durability and power is illustrated well by the fact that the most powerful ProCharger Marine supercharger produces approximately 500 more marine horsepower than the nearest centrifugal; there is simply no substitute for a durable supercharger transmission design.

<table>
<thead>
<tr>
<th>TYPES OF SUPERCHARGERS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Centrifugal</td>
<td>Most modern design, typical efficiency range of 65-80%</td>
</tr>
<tr>
<td>Screw</td>
<td>Older &amp; less efficient design, typical efficiency range of 50-65%</td>
</tr>
<tr>
<td>Roots</td>
<td>Oldest &amp; least efficient design, typical efficiency range of 35-50%</td>
</tr>
</tbody>
</table>

REAL-WORLD POWER
ATI strongly believes that performance claims should be representative of the performance gains that customers actually experience in real world use, on the water. During testing on an engine dynomometer, peak power output can easily be overstated with a brief dyno pull which avoids creating the heat typically produced in actual use (a thermally stabilized state). Similar unrealistic results can be achieved with the use of a higher octane fuel during testing than the fuel typically utilized in the boat.

Not only are such results not accurate, the application would be exposed to detonation and engine damage if it is not de-tuned to its “true” power level for everyday use. Because Intercooled ProCharger systems produce the coolest charge air temperatures (and the largest power gains), ProCharger customers are less affected by these issues. And although performance gains on the water are the bottom line, it is helpful to be aware of these issues when evaluating others’ claims.
Did You Know?

That ProCharger Marine systems were designed, tested and refined utilizing not only ATI’s supercharger test cell and 1,600 hp dyno, but also with over 50 boats representing dozens of manufacturers. ATI also maintains the largest fleet of company owned test boats in the industry.

ProCharger Marine systems are supported by the largest network of experienced dealers, and also are compatible with factory ignition timing and engine components - to allow service by a qualified marine mechanic in the absence of a nearby ProCharger dealer.

The Broadest Selection of Marine Superchargers

ProCharger superchargers are the most powerful, durable and advanced superchargers available. Please refer to the table on the opposite page (page 24) for a complete listing of available models and specifications.
Need the name of a ProCharger dealer near you? Please call us at 913-338-2886.

**SUPERCHARGER SPECIFICATIONS**

<table>
<thead>
<tr>
<th></th>
<th>M-1B</th>
<th>M-1SCB</th>
<th>M-1</th>
<th>M-1SC</th>
<th>M-3SC</th>
<th>M-3</th>
<th>M-5SC</th>
</tr>
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<tbody>
<tr>
<td><strong>Compressor Housing Diameter</strong></td>
<td>9”</td>
<td>9”</td>
<td>9”</td>
<td>9”</td>
<td>10.5”</td>
<td>10.5”</td>
<td>12”</td>
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<tr>
<td><strong>HP Usage</strong></td>
<td>700</td>
<td>750</td>
<td>800</td>
<td>850</td>
<td>975</td>
<td>1200</td>
<td>1800</td>
</tr>
<tr>
<td><strong>Max Flow (CFM)</strong></td>
<td>1200</td>
<td>1200</td>
<td>1400</td>
<td>1400</td>
<td>1700</td>
<td>2200</td>
<td>3400</td>
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<tr>
<td><strong>Base HP Range</strong></td>
<td>200-500</td>
<td>200-500</td>
<td>300-550</td>
<td>300-550</td>
<td>400-550</td>
<td>400-600</td>
<td>650-900</td>
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<tr>
<td><strong>Self-Contained</strong></td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Inlet Hose Diameter</strong></td>
<td>3.75”</td>
<td>3.75”</td>
<td>3.75”</td>
<td>3.75”</td>
<td>4.5”</td>
<td>4.5”</td>
<td>5.5”</td>
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<tr>
<td><strong>Impeller Exducer Diameter</strong></td>
<td>6.25”</td>
<td>6.25”</td>
<td>6.25”</td>
<td>6.25”</td>
<td>6.25”</td>
<td>6.25”</td>
<td>8”</td>
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<tr>
<td><strong>Outlet Hose Diameter</strong></td>
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<td>3”</td>
<td>3”</td>
<td>3”</td>
<td>3.5”</td>
<td>3.5”</td>
<td>4”</td>
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<tr>
<td><strong>Outlet I.D.</strong></td>
<td>2.62”</td>
<td>2.62”</td>
<td>2.62”</td>
<td>2.62”</td>
<td>3.15”</td>
<td>3.15”</td>
<td>3.59”</td>
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<tr>
<td><strong>Max RPM (Impeller)</strong></td>
<td>54,000</td>
<td>57,000</td>
<td>50,000</td>
<td>57,000</td>
<td>50,000</td>
<td>57,000</td>
<td>46,000</td>
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<tr>
<td><strong>Internal Step-up</strong></td>
<td>3.05:1</td>
<td>4.10:1</td>
<td>3.05:1</td>
<td>4.10:1</td>
<td>4.10:1</td>
<td>4.44:1</td>
<td>5.63:1</td>
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</tbody>
</table>

**NOTES**
- The stated figures are not absolutes, and may actually be higher depending upon the specific application.
- These figures are based on stated peak airflow; actual obtainable power levels may be higher in well prepared engines.

**FUEL SYSTEM UPGRADE SPECIFICATIONS**
- 496 (part #FP001G-15): Fuel injectors and air/fuel calibrator
- 500 EFI (part #FI001G-1): Fuel injectors
- 7.4 MPI (part #FP001G-11): Fuel injectors and larger fuel pump
- 350 MPI (part #EC007I-1): Fuel enrichment module

For more information, please call or visit our website at www.procharger.com
Frontal Clearances for Intercooled ProCharger systems:

- Engine-mount AW-324 intercooler extends 2.5" beyond front of power-steering pulley (AW-504 = 4.25") for 502, 454, and 350 systems
- 8 rib crank pulley extends 1.625" beyond front of stock crank pulley (12 rib = 2.125") for 502, 454, and 350 systems
- 8 rib crank pulley and intercooler extends 3" beyond front of stock crank pulley for 496 systems and 2002 and newer 5.7/6.2 MPI systems
- Vertical and rear clearances are unchanged

Note: If frontal or vertical intercooler clearance is an issue, the intercooler can be installed in other locations with the purchase of a remote mounting kit.
Frontal Clearances for Intercooled ProCharger systems:

- Engine-mount AW-324 intercooler extends 2.5" beyond front of power-steering pulley (AW-504 = 4.25") for 502, 454, and 350 systems
- 8 rib crank pulley extends 1.625" beyond front of stock crank pulley (12 rib = 2.125") for 502, 454, and 350 systems
- 8 rib crank pulley and intercooler extends 3" beyond front of stock crank pulley for 496 systems and 2002 and newer 5.7/6.2 MPI systems
- Vertical and rear clearances are unchanged

Note: If frontal or vertical intercooler clearance is an issue, the intercooler can be installed in other locations with the purchase of a remote mounting kit.

For towing or fun, street or strip, we also offer a variety of Intercooled ProCharger systems for truck/suv, automotive and motorcycle applications.
ProCharger™ Marine supercharger systems are designed and manufactured by Accessible Technologies, the same company which revolutionized automotive and truck/suv supercharging with unparalleled performance, durability and engine protection. ProCharger Marine systems utilize exclusive features and proven technology to reliably deliver the industry's largest power gains. The extremely high loads and continuous duty usage of the marine environment demands a supercharger system that is both extremely efficient and durable. ProCharger Marine intercooled supercharger systems provide the coolest charge air temperatures ever, and are backed by the industry's best warranty coverage.

Accessible Technologies, Inc.  
Ph: 913-338-2886  
Fax: 913-338-2879  
www.ProCharger.com  
14801 W. 114th Terrace  
Lenexa, KS 66215

Distributed by:
### PRICE LIST

**1-3 years**

<table>
<thead>
<tr>
<th>Application</th>
<th>Model Year</th>
<th>Part Number*</th>
<th>Description</th>
<th>Power Gain</th>
<th>Boost Pressure</th>
<th>Supercharged HP</th>
<th>ProCharger Model</th>
<th>Intercooler Model</th>
<th>Warranty**</th>
<th>Retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mercruiser® 496 Mag/496 Mag HO</td>
<td>2005-2010</td>
<td>1MG284-NN*</td>
<td>496 Intercooled</td>
<td>40%</td>
<td>5 psi</td>
<td>550 (Mag), 550 (Mag HO)</td>
<td>M-1SC</td>
<td>496 2010</td>
<td>3 years</td>
<td>$7,748</td>
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<tr>
<td>Mercruiser® 496 Mag/496 Mag HO</td>
<td>2001-2004</td>
<td>1MG182-NN*</td>
<td>496 Intercooled</td>
<td>30-35%</td>
<td>3.5 psi</td>
<td>500 (Mag), 550 (Mag HO)</td>
<td>M-1SCB</td>
<td>496 2004</td>
<td>3 years</td>
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**500 EFI**

<table>
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<tr>
<th>Application</th>
<th>Model Year</th>
<th>Part Number*</th>
<th>Description</th>
<th>Power Gain</th>
<th>Boost Pressure</th>
<th>Supercharged HP</th>
<th>ProCharger Model</th>
<th>Intercooler Model</th>
<th>Warranty**</th>
<th>Retail</th>
</tr>
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<tbody>
<tr>
<td>Mercruiser® 740</td>
<td>1998-2003</td>
<td>1ME222-NN*</td>
<td>M-1 Intercooled</td>
<td>45-50%</td>
<td>5 psi</td>
<td>see backside</td>
<td>M-1</td>
<td>AW-324</td>
<td>3 years</td>
<td>$7,298</td>
</tr>
<tr>
<td>Mercruiser® 740</td>
<td>1998-2003</td>
<td>1ME323-NN*</td>
<td>M-3 Intercooled</td>
<td>55-65%</td>
<td>5-8 ps***</td>
<td>765-830</td>
<td>M-3</td>
<td>AW-504</td>
<td>1-3 years</td>
<td>$7,998</td>
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</tbody>
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**454/502 Mag MPI**

<table>
<thead>
<tr>
<th>Application</th>
<th>Model Year</th>
<th>Part Number*</th>
<th>Description</th>
<th>Power Gain</th>
<th>Boost Pressure</th>
<th>Supercharged HP</th>
<th>ProCharger Model</th>
<th>Intercooler Model</th>
<th>Warranty**</th>
<th>Retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mercruiser® 7.4 MPI</td>
<td>1998-2001</td>
<td>1MD181-NN*</td>
<td>7.4 MPI Intercooled</td>
<td>50%+</td>
<td>5 psi</td>
<td>500+</td>
<td>M-1</td>
<td>AW-324</td>
<td>3 years</td>
<td>$5,198</td>
</tr>
<tr>
<td>Mercruiser® Carbureted Big Block</td>
<td>1998-1996</td>
<td>1MC222-NN*</td>
<td>7.4 MPI Intercooled</td>
<td>55-65%</td>
<td>5-9 psi</td>
<td>see backside</td>
<td>M-1</td>
<td>AW-324</td>
<td>3 years</td>
<td>$5,998</td>
</tr>
</tbody>
</table>

**Marine Pricing**

- Satin finish is standard for ProCharger and bracket/tensioner; Black finish is standard for intercooler, tubing and carburetor enclosure; see pricing below for upgrade to polished finish.
- **For part numbers, replace "NN" with the motor model year; for carbureted motors, add "-MAG" to end of part number if Magnum motor, or add "-HP" to end if HP motor.**
- **Warranty on supercharger itself; electrical components carry a 90 day warranty, all other system components carry a 1 year warranty. M-1SC and M-3SC models eligible for 3 year extended warranty require a $99 payment (for coverage and supply of oil); higher boost levels are limited to a 1 year warranty (only 5 psi = 3 years).**
- **Higher boost levels (6+ psi for 500 EFI, 4+ psi for 496) require fuel system upgrade (sold separately by others).**

### SYSTEM OPTIONS AND ACCESSORIES

<table>
<thead>
<tr>
<th>Part Number*</th>
<th>Description</th>
<th>Retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add &quot;-SC&quot; to Part #</td>
<td>Upgrade to M-1SC or M-3SC (At time of kit purchase)</td>
<td>$300</td>
</tr>
<tr>
<td>Add &quot;-P&quot; or &quot;-B&quot; to Part #</td>
<td>Polished or Black Finish M-1 or M-1SC ProCharger (satin std.)</td>
<td>$275</td>
</tr>
<tr>
<td>Add &quot;-HP&quot; to Part #</td>
<td>Polished or Black Finish M-3 or M-3SC ProCharger (satin std.)</td>
<td>$375</td>
</tr>
<tr>
<td>Add &quot;-SP&quot; or &quot;-BB&quot;</td>
<td>Polished or Black Finish Bracket &amp; Tensioner (satin std.)</td>
<td>$200</td>
</tr>
<tr>
<td>1MAD00-003</td>
<td>Polished Finish AW-324 intercooler &amp; Tubing**** (black std.)</td>
<td>$250</td>
</tr>
<tr>
<td>1MAD00-004</td>
<td>Polished Finish AW-504 intercooler &amp; Tubing**** (black std.)</td>
<td>$275</td>
</tr>
<tr>
<td>1MAD00-005</td>
<td>Polished Finish AW-648 intercooler &amp; Tubing**** (black std.)</td>
<td>$300</td>
</tr>
<tr>
<td>1MAD00-006</td>
<td>Polished Finish Carburetor Enclosure &amp; Tubing**** (black std.)</td>
<td>$375</td>
</tr>
<tr>
<td>Add &quot;-RM&quot; to Part #</td>
<td>Remote-mount IC Bracket &amp; Tubing (black)****</td>
<td>$150</td>
</tr>
<tr>
<td>FP001G-006</td>
<td>Competition Electric Fuel System (carburated)</td>
<td>$1,457</td>
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<tr>
<td>MG001G-004</td>
<td>Gaffing Boost Pressure Gauge Kit</td>
<td>$67</td>
</tr>
<tr>
<td>MG001G-006</td>
<td>Gaffing Fuel Pressure Gauge Kit w/ Sending Unit (carburated)</td>
<td>$90</td>
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<tr>
<td>MG001G-002</td>
<td>Gaffing Fuel Pressure Gauge Kit w/ Sending Unit (EFI)</td>
<td>$69</td>
</tr>
<tr>
<td>MASBSW-XX</td>
<td>T-Shirt &quot;ProCharger Racing&quot;</td>
<td>$20</td>
</tr>
<tr>
<td>MAHBSW-XX</td>
<td>Baseball Cap &quot;ProCharger Racing&quot;</td>
<td>$25</td>
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<tr>
<td>MED01G-001</td>
<td>SC Oil (6 oz.), M-1SC &amp; M-3SC (3 Bottles)</td>
<td>$39</td>
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<tr>
<td>MED01A-001</td>
<td>SC Oil (6 oz.), M-1SC &amp; M-3SC (Single)</td>
<td>$15</td>
</tr>
<tr>
<td>MED01G-008</td>
<td>SC Oil (8 oz.), M-4SC, M-5SC, M-5SC-121 (2 Bottles)</td>
<td>$35</td>
</tr>
<tr>
<td>MED01A-008</td>
<td>SC Oil (8 oz.), M-4SC, M-5SC, M-5SC-121 (Single)</td>
<td>$18</td>
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### COMPONENTS AND FIELD UPGRADES

<table>
<thead>
<tr>
<th>Part Number*</th>
<th>Description</th>
<th>Retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>DPNNI-008</td>
<td>8 rib Driven Pulley</td>
<td>$99</td>
</tr>
<tr>
<td>DCO02A-008</td>
<td>8 rib Crank Pulley</td>
<td>$184</td>
</tr>
<tr>
<td>DPNNI-012</td>
<td>12 rib Driven Pulley</td>
<td>$109</td>
</tr>
<tr>
<td>DCO02A-012</td>
<td>12 rib Crank Pulley</td>
<td>$242</td>
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<tr>
<td>DBNNI-008</td>
<td>8 rib Belt</td>
<td>$54</td>
</tr>
<tr>
<td>DBNNI-012</td>
<td>12 rib Belt</td>
<td>$84</td>
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<tr>
<td>AM005A-001</td>
<td>Carburetor Enclosure</td>
<td>$1,182</td>
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<tr>
<td>AM005A-010</td>
<td>Twin Carburetor Enclosure</td>
<td>$1,345</td>
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<tr>
<td>AJMA1-002</td>
<td>AW-324 Intercooler (blk. engine-mount)</td>
<td>$1,259</td>
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<tr>
<td>AJMA1-031</td>
<td>AW-504 Intercooler (blk. engine-mount)</td>
<td>$1,663</td>
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<tr>
<td>AJMA1-006</td>
<td>AW-648 Intercooler (blk. engine-mount)</td>
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<td>AJMA1-008</td>
<td>496 Intercooler (01-04)</td>
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<tr>
<td>AJMA1-052</td>
<td>496 Intercooler (05-10)</td>
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<tr>
<td>AJMA1-004</td>
<td>350 MPI Intercooler (97-01)</td>
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<tr>
<td>PC030A-002</td>
<td>M-1 ProCharger</td>
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<tr>
<td>PC030A-028</td>
<td>M-1SC ProCharger</td>
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<td>PC030A-02B</td>
<td>M-1SC ProCharger</td>
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<td>PC030A-004</td>
<td>M-3 ProCharger</td>
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<td>PC030A-005</td>
<td>M-3SC ProCharger</td>
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<tr>
<td>PC030A-005</td>
<td>M-5SC-121 ProCharger</td>
<td>$5,999</td>
</tr>
</tbody>
</table>

**Price at time of system purchase, field upgrade price is higher.**
# ProCharger Marine Application Guide

Locate motor and desired HP level to identify recommended configuration.

<table>
<thead>
<tr>
<th>Mercruiser® Motor</th>
<th>ProCharger System</th>
<th>Boost Level</th>
<th>Crankshaft HP*</th>
<th>Fuel System Upgrade Required</th>
<th>Carb Rec**</th>
<th>Minimum Octane</th>
<th>Modifications Required</th>
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</thead>
<tbody>
<tr>
<td>350 MPI (300/330 hp)</td>
<td>Intercooled</td>
<td>5 psi</td>
<td>490</td>
<td>included in ProCharger system</td>
<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<tr>
<td>350 MPI</td>
<td>Intercooled</td>
<td>7 psi</td>
<td>540</td>
<td>Fuel Delivery Upgrade Required</td>
<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
</tr>
<tr>
<td>5.7/350 (250/280 hp)</td>
<td>M-1B Intercooled</td>
<td>3.5 psi</td>
<td>365</td>
<td>n/a</td>
<td>600</td>
<td>89</td>
<td>thru-transom exhaust req'd</td>
</tr>
<tr>
<td>350 Mag</td>
<td>M-1B Intercooled</td>
<td>5 psi</td>
<td>390</td>
<td>n/a</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
</tr>
<tr>
<td>350 Mag</td>
<td>M-1 Intercooled</td>
<td>7 psi</td>
<td>415</td>
<td>n/a</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
</tr>
<tr>
<td>350 Mag</td>
<td>M-1 Intercooled</td>
<td>9 psi</td>
<td>440</td>
<td>n/a</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<tr>
<td>7.4 (300/330 hp)</td>
<td>M-1 Intercooled</td>
<td>3.5 psi</td>
<td>435</td>
<td>n/a</td>
<td>600</td>
<td>89</td>
<td>thru-transom exhaust req'd</td>
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<tr>
<td>7.4</td>
<td>M-1 Intercooled</td>
<td>5 psi</td>
<td>465</td>
<td>n/a</td>
<td>600</td>
<td>89</td>
<td>thru-transom exhaust req'd</td>
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<tr>
<td>7.4</td>
<td>M-1 Intercooled</td>
<td>7 psi</td>
<td>495</td>
<td>Electric Feeder Pump Kit</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>7.4</td>
<td>M-1 Intercooled (12 rib)</td>
<td>9 psi</td>
<td>525</td>
<td>550 HP Fuel System***</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<tr>
<td>7.4</td>
<td>M-1 Intercooled</td>
<td>7 psi</td>
<td>450</td>
<td>N/A</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>M-1 Intercooled</td>
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<td>480</td>
<td>N/A</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>M-3 Intercooled</td>
<td>5 psi</td>
<td>500</td>
<td>included in ProCharger system</td>
<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<tr>
<td>M-3 Intercooled</td>
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<td>560</td>
<td>included in ProCharger system</td>
<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<tr>
<td>M-3 Intercooled</td>
<td>5 psi</td>
<td>535</td>
<td>Electric Feeder Pump Kit</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
<td></td>
</tr>
<tr>
<td>M-3 Intercooled</td>
<td>7 psi</td>
<td>605</td>
<td>Competition Fuel System</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
<td></td>
</tr>
<tr>
<td>M-3 Intercooled</td>
<td>9 psi</td>
<td>675</td>
<td>Competition Fuel System</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<tr>
<td>M-3 Intercooled</td>
<td>7 psi</td>
<td>685</td>
<td>Competition Fuel System</td>
<td>600</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>5 psi</td>
<td>560</td>
<td>included in ProCharger system</td>
<td>n/a</td>
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<td>610</td>
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<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>M-1 Intercooled</td>
<td>5 psi</td>
<td>630</td>
<td>included in ProCharger system</td>
<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>M-1 Intercooled</td>
<td>7 psi</td>
<td>685</td>
<td>included in ProCharger system</td>
<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>580</td>
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<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>625</td>
<td>Fuel System Upgrade Required</td>
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<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>3.5 psi</td>
<td>500</td>
<td>included in ProCharger system</td>
<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>5 psi</td>
<td>610</td>
<td>included in ProCharger system</td>
<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
<td></td>
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<tr>
<td>M-1 Intercooled</td>
<td>5 psi</td>
<td>630</td>
<td>included in ProCharger system</td>
<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>685</td>
<td>included in ProCharger system</td>
<td>n/a</td>
<td>91</td>
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<td>7 psi</td>
<td>700</td>
<td>included in ProCharger system</td>
<td>n/a</td>
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<td>thru-transom exhaust req'd</td>
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<td>M-1 Intercooled (2001-04) Intercooled</td>
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<td>580</td>
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<td>n/a</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<td>n/a</td>
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<td>660</td>
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<td>n/a</td>
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<td>740</td>
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<td>n/a</td>
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<td>765</td>
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<td>n/a</td>
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<td>830</td>
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<td>7 psi</td>
<td>710</td>
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<td>7 psi</td>
<td>760</td>
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<td>call</td>
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<td>M-3 Intercooled</td>
<td>8 psi</td>
<td>820</td>
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<td>call</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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<tr>
<td>M-3 Intercooled</td>
<td>call</td>
<td>call</td>
<td>call</td>
<td>stock 800</td>
<td>91</td>
<td>thru-transom exhaust req'd</td>
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</tbody>
</table>

* Crankshaft hp with ProCharger system running indicated octane fuel with factory rev limiter (subtract 30 hp for prop hp rating)
** All carbureted applications require Holley double pumper (carburetor prep kit included with system, carburetors sold separately)
*** Location of fuel tanks/pickups may require Competition Fuel System; consult with ATI

Note: Ignition upgrade may be required for applications generating more than 600 crankshaft horsepower

Note: Air horns are now supplied with all systems instead of air filters. Air horns are easier to install and provide improved airflow due to their venturi effect.

- Inspection of product should occur immediately upon arrival. Any claims of shortages or errors originating at ATI must be made within 30 days from date of shipment. Damage to product or packaging must be claimed in accordance with the carrier's policies.
- Returns of new, unused product must be pre-approved by ATI. A 20% restocking fee will apply to part orders, and a 15% restocking fee will apply to opened box supercharger systems. Supercharger systems returned with the factory seal intact are subject to a restocking fee of only 12.5%. An RMA (Returned Merchandise Authorization) number must be assigned by ATI and must be displayed in clear view on the outside of the package and be contained in all correspondence. No returns are accepted after 90 days. No C.O.D or Freight Collect shipments will be accepted by ATI. Used, damaged, special order or discontinued items may not be returned.
- All packed orders not shipped within 60 days will be returned to inventory and are subject to a 7.5% restocking fee.
- All prices are F.O.B. Lenexa, Kansas. Prices and specifications are subject to change without notice.
- A $35 drop-shipment fee will apply to all system, kit and head unit orders not shipped to purchasing dealer.