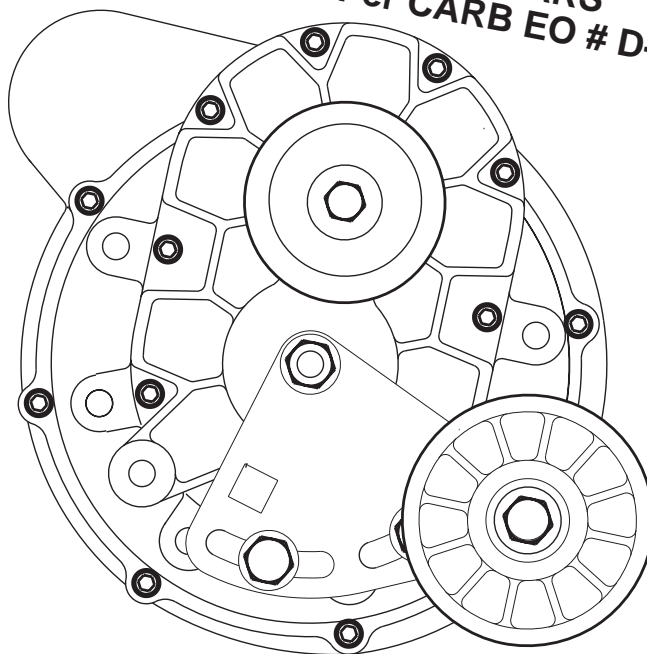


GM 5.0 / 5.7 LIGHT TRUCK Supercharger System Installation Instructions

1990-1995 MODEL YEARS
50 State Smog Legal Per CARB EO # D-213-17



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FOREWORD

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

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NOTICE

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1990 - 1995
GM 5.0 & 5.7 LIGHT TRUCK
Installation Instructions

50 State Smog Legal, as per CARB EO #D-213-17

Congratulations on selecting the best performing and best backed automotive supercharger available today... the VORTECH® V-2® SUPERCHARGER!

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

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

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

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

1. Use only premium grade fuel 92 octane or higher (R+M/2).
2. The engine must have stock compression ratio.
3. If the engine has been modified in any way, check with Vortech prior to using this product.
4. Always listen for any sign of detonation (pinging) and discontinue hard use (no boost) until problem is resolved.
5. Perform an oil and filter change upon completion of this installation and prior to test driving your vehicle. Thereafter, always use a high grade SF rated engine oil or a high quality synthetic, and change the oil and filter at least every 3,000 miles. **Never attempt to extend the oil change interval beyond 3,000 miles, regardless of oil manufacturer's claims as potential damage to the supercharger may result.**
6. Before beginning installation, replace all spark plugs that are older than 1 year or 10,000 miles with original heat range plugs as specified by the manufacturer and reset timing to factory specifications (follow the procedures indicated within the factory repair manual and/or as indicated on the factory underhood emissions tag). Do not use platinum spark plugs unless they are original equipment. Change spark plugs every 15,000 miles and spark plug wires at least every 50,000 miles.

TOOL & SUPPLY REQUIREMENTS

- Factory Repair Manual
- 3/8" socket and drive set: SAE and Metric
- 1/2" breaker bar and 4" extension
- Drill motor, 3/32" and .046" drill bits
- Large screwdriver or pry bar
- Flat #2 screwdriver
- Phillips #2 screwdriver
- Adjustable wrench
- Open end wrenches:
 - 3/8", 7/16", 9/16", 5/8", 3/4", 7/8"
 - a "Slimline" 19 mm - Snap-On part # LTAM1719
- Allen wrenches: 3/8" and 5/16"
- Power steering pulley puller & installer
 - Snap-On Puller #CJ117B2
 - Snap-On Installer #CJ113B
- Timing Light
- 3/8" NPT tap and handle or socket
- Center punch and 3/4" drift punch
- Silicone sealer
- Heavy grease
- Oil filter wrench
- Oil filter
- SF rated quality (or synthetic) engine oil

If your vehicle has in excess of 10,000 miles since its last spark plug change, then you will need:

- Spark plug socket
- NEW spark plugs



1990-1995 5.0 & 5.7 Light Truck

Part No. 4GB218-050SQ

PARTS LIST

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

Part Number	Description	Quantity	Part Number	Description	Quantity
2E228-050	V-2 SUPERCHARGER ASSEMBLY	1	4GB130-026	OIL FEED LINE ASSEMBLY	1
4GB111-021	MOUNTING BRACKET ASSEMBLY	1	7U030-026	1/4" x 36" Oil Feed Hose	1
4GB010-034	Mounting Plate	1	7P525-067	.500 Crimp Ferrules	2
4GB011-021	Mounting Bracket	1	7P250-066	#4 Swivel x 1/4" Hose Barb Fittings	2
4GB015-014	Alternator Stay	1	7P250-036	#4 Flare to 1/4" NPT fitting	1
7A375-375	3/8-16 x 3-3/4" Bolts	3	7P125-026	90° 1/8" NPT x #4 Fitting	1
7A375-500	3/8-16 x 5" Bolts	2	7P250-123	1/4" NPT x 1-1/2" Nipple	1
7A375-350	3/8-16 x 3-1/2" Bolt	1	7P250-080	90° 1/4" NPT Elbow	1
7F375-016	3/8-16 Nut	2	7U100-055	6" Nylon Tie Wraps	4
7K375-040	3/8" AN960 Flat Washers	10			
7J375-044	3/8" SAE Washers	11			
7A375-100	3/8-16 x 1" Bolts	10	4GB130-036	OIL DRAIN ASSEMBLY	1
4GG017-043	1/2" Spacer	2	7R001-008	#8 Stainless Hose Clamps	2
7K3122-001	8mm Washers	2	7P375-017	3/8" NPT x 1/2" Straight Hose Barb	1
7C080-025	8mm x 1.25 x 25 mm	2	7U030-036	1/2" x 36" Oil Drain Hose	1
			7P375-033	3/8" NPT x 3/8" NPT Street Elbow	1
4GB116-010	CRANK PULLEY ASSEMBLY	1	4FA111-032	BELT TENSIONER ASSEMBLY	1
4GB016-011	Crank Pulley	1	7J012-092	12mm Flat Washers	3
4GB017-041	Crank Pulley Spacer	1	4FA011-032	Belt Tensioner	1
7B437-400	7/16-20 x 4" Bolt	1	7C012-050	12mm x 1.75 x 50mm Bolt	1
7B375-275	3/8-24 x 2-3/4" Bolts	3	4FA016-150	Smooth Pulley Tensioner	1
7J375-044	3/8" SAE Washers	3	2A017-010	Idler Pulley Spacer	1
7L375-075	3/8" Lock Washers	3	7C012-020	12mm x 1.75 x 20mm Bolts	2
2A046-980	Belt	1	7C012-022	12mm x 1.75 x 22mm Thin Head Bolt	1
2A046-605	Belt	1	7G010-175	12mm x 1.75 Nut	1
4GB112-010	AIR INTAKE ASSEMBLY	1	4GB101-002	FUEL PUMP ASSEMBLY	1
4GB012-010	Air Filter Cover	1	8F001-002	155 Inline Fuel Pump	1
4GB012-012	Air Inlet Tube	1	7R003-024	1-1/2" Adel Clamp	1
4FA012-012	90° Intake Elbow	1	5W001-011	16-14 GA Eyelet	1
7P375-097	3/8" NPT x 3/8" Barb	1	5W001-001	Wire Tap	1
7S350-200	3-1/2" x 2" Sleeves	2	5W001-010	16-14 GA Insulated Female Slides	6
4GB015-022	Air Inlet Tube	1	5W001-014	Fuse Holder	1
7E010-046	#8 x 3/4" Sheet Metal Screws	2	5W001-015	Blade Type 20A Fuse	1
7U035-000	3-1/2" x 14" Flex Hose	1	5W001-017	Large Ring Terminal	1
8H040-040	Air Filter	1	8F101-200	T-Rex® Wiring Assembly	1
7R002-056	#56 Hose Clamps	4	5W001-002	Fuse Tap	1
7R002-052	#52 Hose Clamps	3	7R001-004	#4 Hose Clamps	2
7P375-017	3/8" NPT x 1/2" Straight Hose Barb	1	7P625-001	Fuel adapter fitting	1
4GB112-020	AIR DISCHARGE ASSEMBLY	1	7U030-056	3/8" x 8" PCV Hose	1
4GB012-020	Discharge Tube	1	7J010-001	#10 Flat Washers	4
4GB040-060	Air/Plenum Gasket	1	7F010-032	10-32 Nylock Nut	2
4GB050-011	Intake plenum	1	7U100-055	6" Nylon Tie Wraps	4
7P187-100	3/16" Hose Fitting	1	7C011-075	10/32" x 3/4" Cap Screw	1
7R002-044	#44 Hose Clamps	4	5W001-024	Mini Fuse Tap	2
7S275-200	2-3/4" x 2" Sleeve	1			
7S275-300	2-3/4" x 3" Sleeve	1	5A001-004	FUEL INJECTION COMPUTER	1
7P750-102	3/4" NPT x 1" 90° Hose Fitting	1			
7P750-100	3/4" NPT x 1" Straight Hose Fitting	1			
7R002-016	#16 Hose Clamps	4			
8D001-001	Bypass Valve	1			
7U030-046	5/32" x 24" Vacuum Line	1			
7P156-082	5/32" TEE	1			
7U034-016	1" x 3" Heater Hose	1			
7U034-016	1" x 8.0" Heater hose	1			
8H040-075	1" Filter	1			



1990-1995 5.0 & 5.7 Light Truck

Part No. 4GB218-050SQ

PARTS LIST

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

Part Number	Description	Quantity	Part Number	Description	Quantity
4GB160-010	FUEL CONTROL ASSEMBLY SMALL BLOCK CHEVY TRUCK (w/o COMPUTER)	1			
4GB040-050	Gasket, TBI Standard	1			
4GB040-056	Gasket, TBI w/.06 Hole	1			
4GB052-011	Spacer Block Inj. -Machined	1			
7A312-325	5/16-18 x 3-1/4 HXCS G5	1			
7F312-019	5/16-18 Acorn Nut	2			
7F312-020	5/16" x 1-1/2" Long Coupling	2			
7K156-001	5/16 AN-Washer	5			
7P156-082	5/32" TEE	2			
7P187-100	3/16 Hose Fitting	2			
7P312-082	5/16 TEE Hose Barb	2			
7P625-001	Fitting, Fuel Adapter	1			
7R004-001	15.7 Stepless Clamp	7			
7R004-003	14.5 Stepless Clamp	2			
7U100-040	O-ring, Fuel Inj.	6			
7U100-055	Tie Wrap, 6" Nylon	4			
7U030-046	5/32" Vacuum Line	2.333'			
7U030-046	5/32" Vacuum Line	1.333'			
7U030-046	5/32" Vacuum Line	5.833'			
7U031-018	5/16 Fuel Hose Hi-Pressure	0.229'			
7U031-018	5/16 Fuel Hose Hi-Pressure	0.208'			
7U031-018	5/16 Fuel Hose Hi-Pressure	0.666'			
8F002-001	Fuel Pressure Regulator	1			
8F060-011	Fuel Injector	2			
7P312-002	5/16 Barb x 1/4 NPT Fem	1			
7P250-045	1/4 Male NPT x 3/8 Male Barb	1			
7R001-008	#8 Stainless Hose Clamp	2			
7U031-018	5/16 Fuel Hose Hi-Pressure	5.333'			
7R001-004	#4 Hose Clamp	3			
7U312-106	5/16-18 x 8" Threaded Rod	2			
7U032-016	3/8" Fuel Hose Hi-Pressure	2.583'			

1. COMPONENT REMOVAL

- A. Disconnect the battery (negative lead).
- B. Remove and set aside the following components:
 - Top portion of the fan shroud
 - Accessory drive belt
 - Cooling fan assembly
 - Crankshaft pulley
 - Air filter canister assembly and hose
 - Intake air resonator (detach from inner fender)
 - Alternator from bracket (place on manifold)
 - Power steering pump pulley (use puller)
 - Power steering pump pulley (DO NOT disconnect lines)
 - Power steering bracket

2. CRANKSHAFT PULLEY INSTALLATION

- A. Remove the crankshaft pulley from the engine if not already done.
- B. Place the Vortech provided crank pulley and spacer inside the stock pulley.

NOTE: Depending on the model year of the vehicle, the stock pulley location (against the balancer) may need to be switched with the Vortech pulley (check that the pilot of the spacer has a snug fit into the I.D. of the accessory drive pulley).

- C. Line up bolt holes and, if necessary, press pieces together or pull them together by gradually tightening the bolts.
- D. Reinstall the pulleys as a unit onto the crankshaft balancer assembly using three 3/8-16 x 2-3/4" bolts and one 7/16-20 x 4-1/4" center bolt provided.

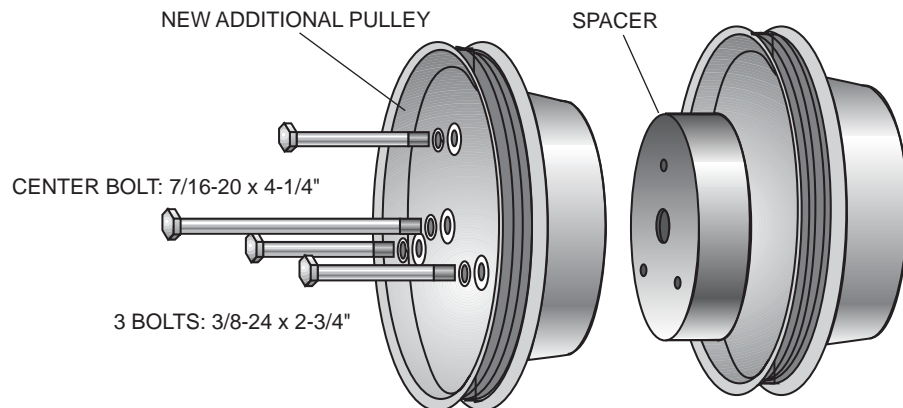


Fig. 2-a

3. OIL DRAIN LINE

- A. Raise the front of the vehicle and support with appropriate jack stands.
- B. To provide an oil drain for the supercharger, it is necessary to make a hole in the oil pan. It is best to punch the hole rather than drill. Remove paint around the hole area so that it does not flake into the pan.
- C. Make a mark on the oil pan on the driver's side ahead of the oil filter. The mark must be 2" below the bolt flange and forward of the fourth bolt (from rear) 1". If vehicle is equipped with an external oil cooler, be sure that the drain line fitting clears the oil cooler lines.
- D. Use a small center punch to perforate the pan and expand hole. Switch to a larger diameter punch and expand the hole further to approximately 9/16" diameter. Most punches are made from hexagon material and may be placed in a socket with an extension to make this procedure easier.
- E. Tap the hole with a 3/8" NPT tap approximately 1/4" deep. Pack the flutes of the tap with heavy grease to catch and hold the chips. Once the tap is removed, it must be cleaned and repacked before tapping resumes. Use a small magnet to check for any stray chips in the threads after completing the tapping procedure.

NOTE: *This method of rolling over the lip of the hole and tapping works well if CAREFULLY done and should cause no problems.*

- F. Thoroughly clean the threaded area with acetone or other solvent. Apply a small amount of silicone sealer to both the new threads and to the threads of the 3/8" NPT hose fitting and secure in hole. Make sure a seal is formed all around the fitting. Allow sealer to cure completely.
- G. Route the line forward along the top rail of the oil pan and secure to the pan bolts with the tie wraps provided. Temporarily cover end of hose and secure out of the way.
- H. Drain and replace engine oil and change filter.

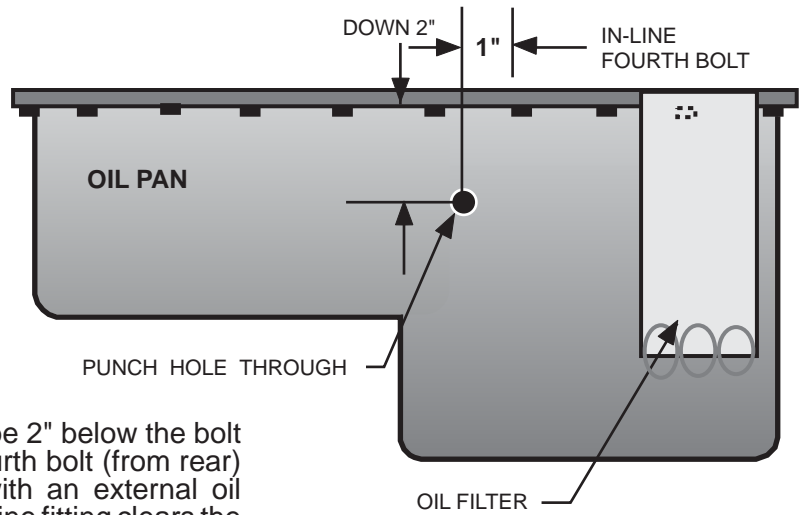


Fig. 3-a

4. OIL FEED LINE

- A. The supercharger uses engine oil for lubrication and must have an oil feed line connected to a filtered oil access on the engine and an oil return or drain. The return is a gravity drain and should be routed to provide a gradual drop. Connection to the oil pan must be above the oil level.

WARNING: *The oil system contains a small orifice that is easily plugged. DO NOT use any type sealant on any feed line threads. Instead, use clean engine oil. Disassemble and blow out entire line if you have any doubts.*

- B. Remove the 1/4" NPT (pipe) plug from the hole located on the engine block just above the oil filter and replace with the 1/4" NPT to flare adapter fitting provided.
- C. Connect the 1/4" oil feed line to the 1/4" NPT to adapter fitting. Route the line forward along the top rail of the oil pan next to the drain line upward, towards the supercharger's future location. Secure to the drain line with the tie wraps provided.
- D. Temporarily cover the end of the hose and protect it from dirt until connecting to the supercharger.

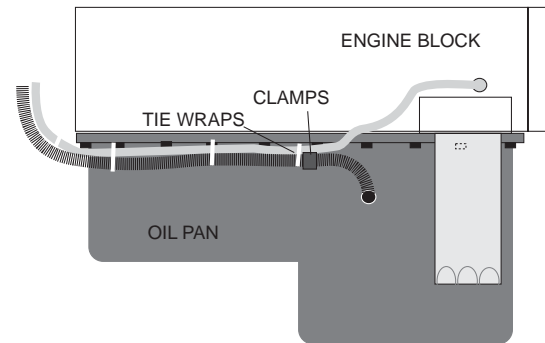


Fig. 4-a

5. SUPPLEMENTARY FUEL INJECTION COMPUTER AND RELATED SYSTEM

- A. Remove the TBI unit from the manifold. Remove old gaskets and clean the gasket surfaces.
- B. To prevent pressurized fuel and air leakage around the throttle shaft, it is necessary to normalize the pressure. To accomplish this, modify the throttle body by drilling two small holes from the base surface to the throttle shafts. You may "layout" the location by following the template on page 6 or transfer it directly from the gasket provided. Use a small center drill to start, then a #56 or 3/64" diameter drill bit and drill through the base of the throttle body until the bit firmly contacts the shafts.
- C. Assemble the throttle body, the new injector spacer block and gaskets. Place the gasket without holes on the bottom. Use the two special threaded rods and nuts provided to secure the throttle body and the Vortech SFIC spacer to the manifold.

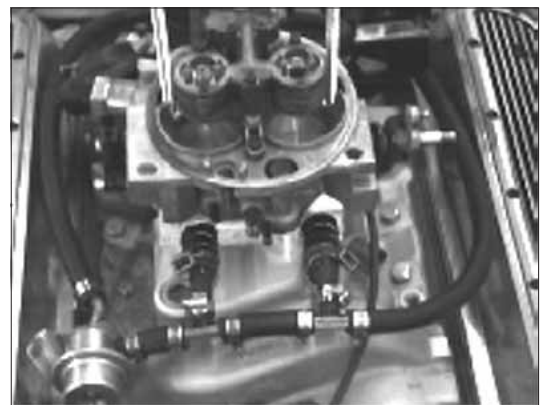


Fig. 5-a

5. SUPPLEMENTARY FUEL INJECTION COMPUTER AND RELATED SYSTEM, cont'd.

NOTE: *Make sure all small holes are lined up and not plugged with gasket sealer when installed.*

- D. Remove the stock fuel feed line from between the fuel filter located on the frame under the driver's side floor and the throttle body.
- E. Mount the additional fuel pump to the inner side of the frame rail beneath the driver's side floor. Use the shorter hose provided to help locate the pump the correct distance from the filter. This hose has an adapter fitting on the filter end. Secure the pump to the frame and to the hose with the clamps provided.
- F. Mark and drill a 3/16" hole in the frame near the fuel pump to mount relay and wiring harness. Mount relay with supplied #10 hardware.
- G. From relay terminal #85, tap the yellow wire into the solid gray wire in the harness running along the driver's side frame member. Use the supplied scotchlock.
- H. Connect the short red wire from relay terminal #87 to the (+) terminal on the fuel pump.
- I. Connect the longer black wire from the (-) terminal at the fuel pump to a clean ground.
- J. Connect the short black wire from relay terminal #86 to a clean ground (relay screw mount works well).
- K. Connect the long red wire from relay terminal #30 to a (+) battery lug located in the engine compartment.
- L. Plumb the pump to the supplementary injectors as per the schematic on page 5. Much of this assembly has been completed by the Vortech factory.
- M. Plumb in the pressure regulator and return outlet fuel to the throttle body inlet using the adapter fitting and O-ring.
- N. Mount the Vortech SFIC unit inside the panel beneath the steering column with the Vortech SFIC unit inside the panel beneath the steering column with the Velcro strips provided.
- O. Connect the wires for the Vortech SFIC. Attach the black wire to ground. Connect the red to the "4WD" fuse location in the stock fuse block (this location is also found on 2WD trucks) with the special adapter provided. Connect the brown wire to the negative of the ignition coil tach pickup.

5. SUPPLEMENTARY FUEL INJECTION COMPUTER AND RELATED SYSTEM, cont'd.

NOTE: Factory fuel return line must be attached to original fitting on TBI unit.

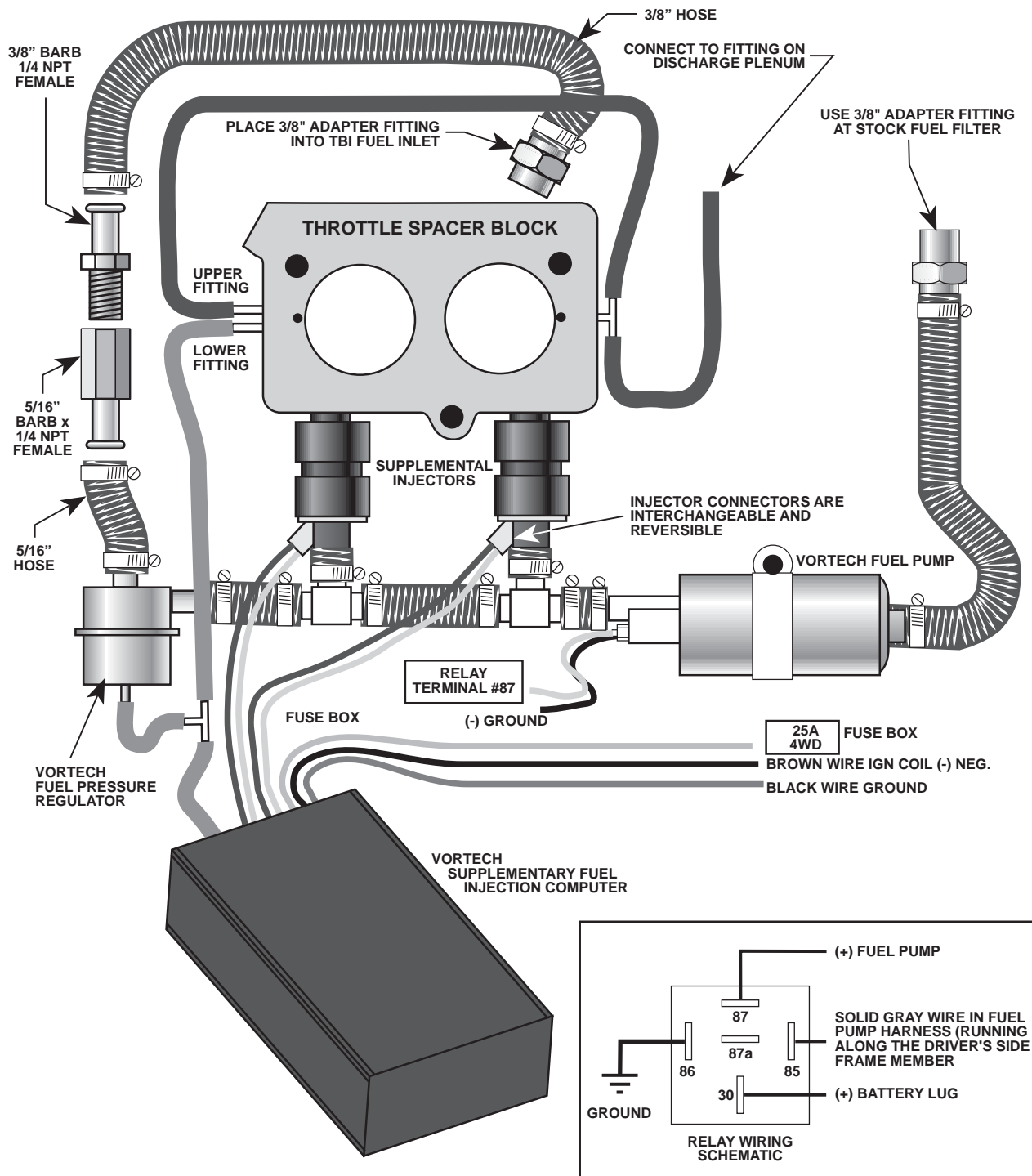


Fig. 5-b

5. SUPPLEMENTARY FUEL INJECTION COMPUTER AND RELATED SYSTEM, cont'd.

**TEMPLATE
THROTTLE BODY**

DRILL TWO HOLES THROUGH BOTTOM OF THROTTLE BODY
UNTIL POSITIVE THROTTLE SHAFT CONTACT
USE 3/64" OR #56 (.046) DIAMETER

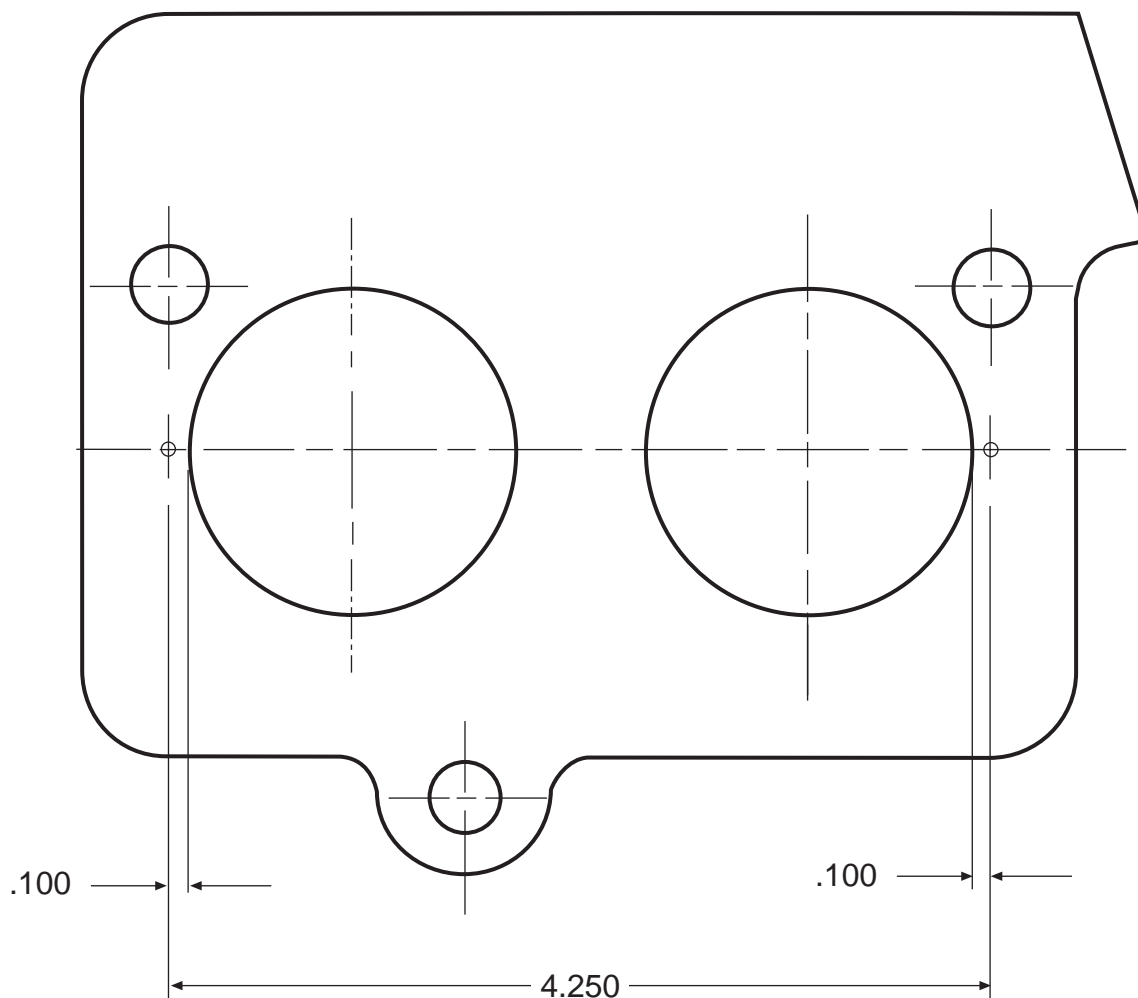


Fig. 5-c

6. MAIN BRACKET AND POWER STEERING PUMP

- A. Install the main mounting bracket on the engine using the provided fasteners as shown.
- B. Using the original fasteners, fit and secure the power steering pump to the new bracket. It may be necessary to slightly bend the metal lines at the rear of the pump for a better fit.
- C. Reinstall the power steering pump pulley to the pump using an installation tool.

NOTE: The pulley must be completely on so that the end of the shaft is flushed with the outer edge pulley boss to assure proper belt alignment.

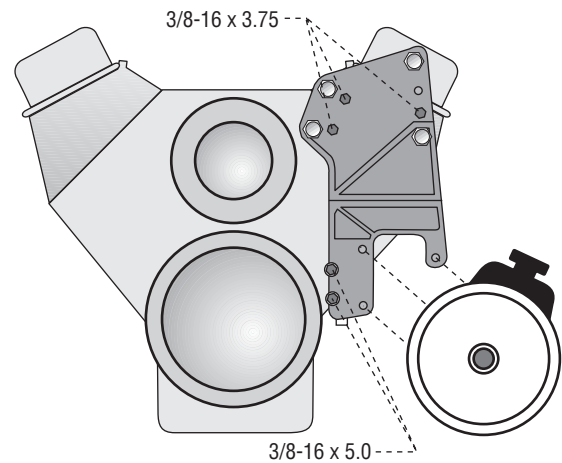


Fig. 6-a

7. MAIN MOUNTING PLATE AND ALTERNATOR

- A. Secure the supercharger mount plate to the new main mounting bracket as shown.
- B. Install the alternator to the plate as shown. Hook-up the alternator wires if they were removed.
- C. Fasten the rear alternator stay to the back of the alternator with an additional nut and washer (there will be a nut on either side of the support). Fasten the support to the bracket with a 3/8-16 x 1" bolt and washer.
- D. Reinstall the cooling fan.
- E. 1995 models use a new style ABS control unit that must be adjusted slightly to provide supercharger clearance. Remove the front two of the four 8mm bolts fastening the ABS mounting plate to the vehicle. Pry the front of the ABS mounting plate up approximately 1/2" to 5/8". Install the supplied 1/2" spacers underneath the mounting plate and secure with the supplied 8mm bolt and washers.

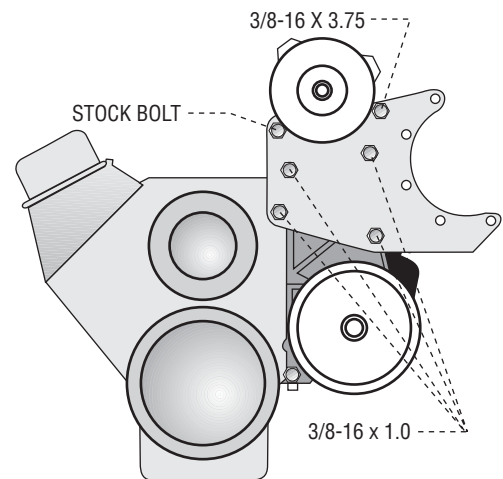


Fig. 7-a

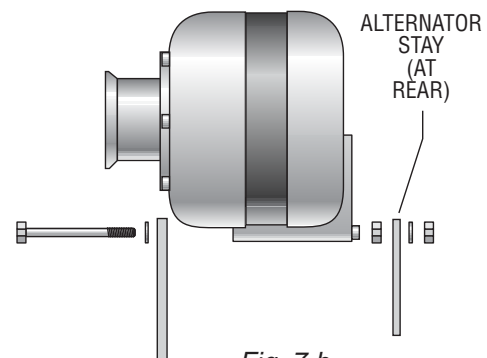


Fig. 7-b

8. SUPERCHARGER MOUNTING

- A. Attach the supercharger drain hose to the fitting on the bottom of the supercharger and secure with the clamp provided. Make sure to rotate the clamp so it does not interfere with the mounting plate.
- B. Mount the supercharger to the mounting plate with the five 3/8 16 x 1" bolts and washers as shown.
- C. Attach the oil feed line and secure. Loosely attach the tensioner bracket to the supercharger and fit the supercharger drive belt as shown. Adjust belt tension by rotating the adjuster plate and secure.

WARNING: The oil system contains a small orifice that is easily plugged. DO NOT use any type sealant on any of the threads. Instead, use clean engine oil. Disassemble and blow out entire line if you have any doubts.

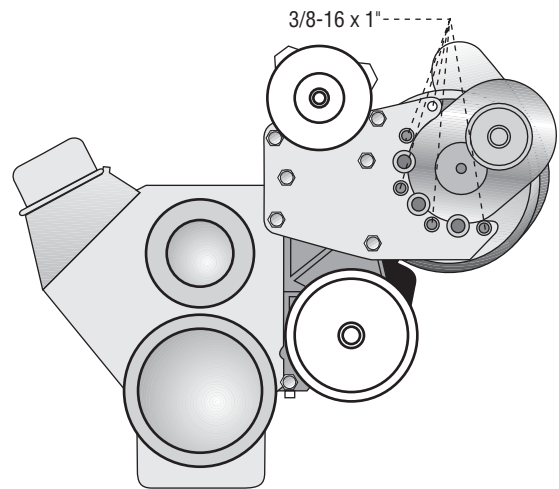


Fig. 8-a

9. FACTORY ACCESSORY DRIVE BELT AND SUPERCHARGER DRIVE BELT SCHEMATIC

- A. Install the new accessory drive belt as per diagram.
- B. Install the supercharger drive belt and tensioner assembly.
- C. It will be necessary to reset the belt tension after approximately 250 miles.

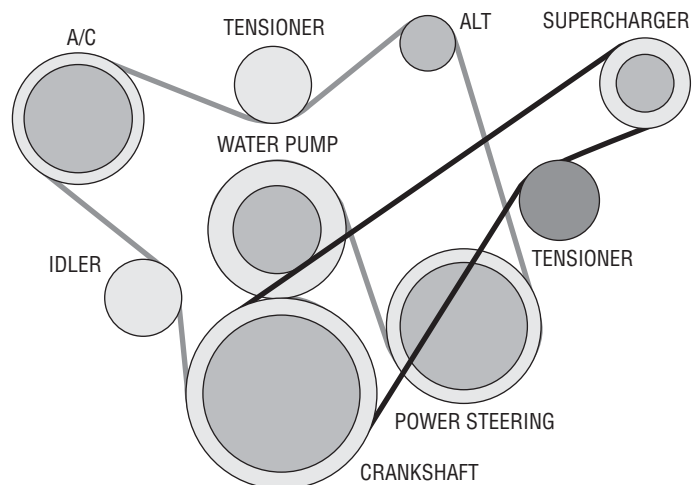


Fig. 9-a

10. DISCHARGE PLENUM

- A. Thread the supplied 90° plastic fitting into the 3/4 NPT bung located on the discharge plenum. (The fitting should be screwed in until snug, pointing down & to the right at approximately a 45° angle).
- B. Attach the discharge tube between the plenum and supercharger with blue sleeves; secure with clamps as shown.
- C. Install the short 1" hose piece onto the 90° fitting with hose clamps. Attach the supercharger bypass valve (vacuum pointing toward the outside of vehicle) to the short hose.
- D. The discharge of the bypass may either be routed to atmosphere by using the supplied 1" K & N filter (This installation will produce some air noise on deceleration), or back to the supercharger air inlet tube by using the supplied 1" x 10" hose and 3/4" NPT x 1" plastic fitting. If routing the air bypass back to the supercharger inlet:



Bypass Valve Not Shown
Fig. 10-a

- Mock-up the steel supercharger inlet tube into its approximate final location.
- Center punch and drill a 5/16" hole into the inlet tube and thread with a 3/4" NPT tap. (See Fig. 10-b for hole position).
- Thread with the supplied 3/4" NPT x 1" plastic hose barb into the air inlet tube. Connect the long length of 1" hose from the bypass to the air inlet.

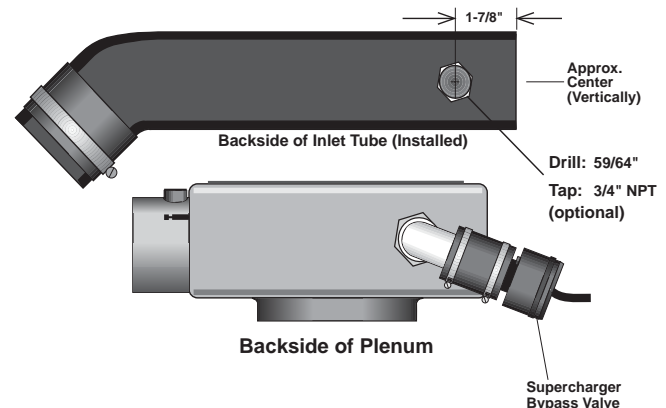


Fig. 10-b

- E. Connect a vacuum hose to the bypass valve and a vacuum source.
- F. Connect the 5/32" vacuum hose between the small fitting on the side of the discharge plenum and the TEE that feeds the pressure normalizing holes in the spacer block (see schematic page 5).

11. AIR FILTER, INLET DUCT AND PLENUM

NOTE: On 1993 model years and later, it will be necessary to replace the resonator unit with the earlier type prior to modifying. The Chevrolet part number is 25097949.

- A. Modify the stock resonator chamber by cutting off the end at the point where the radius stops.
- B. Remove the internal baffle tube and deburr the cut edge.
- C. Fit the new end cover, with the air filter element provided, over the end of the resonator chamber. Secure the covered end by drilling two 3/32" holes (transfer the location from the cover) and fasten with the screws provided.
- D. Secure the inlet tube bracket to the second bolt from the front on the inlet manifold right side.
- E. Assemble the inlet tube and inlet elbow and connect to the supercharger inlet using the blue sleeves and clamps provided.
- F. Fasten the inlet tube to the bracket with another clamp.
- G. Connect the new air filter end cover to the inlet tube with the 3-1/2" diameter flex tube and clamps.
- H. Attach the crankcase vent from the left valve cover to the fitting on the inlet tube.

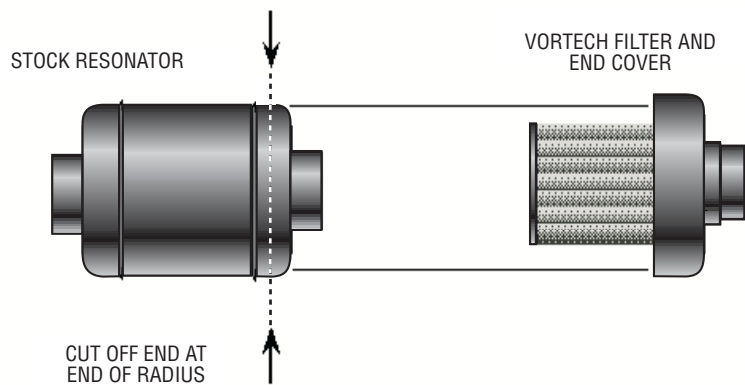


Fig. 11-a

12. FINAL REASSEMBLY & CHECK

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

- A. Refit the upper fan shroud.
- B. Reconnect the battery.
- C. If your vehicle has gone over 10,000 miles since its last spark plug change, you will need to change the spark plugs now before test driving the vehicle.
- D. Check all fittings, nuts, bolts and clamps for tightness. Pay particular attention to oil and fuel lines around moving parts, sharp edges and exhaust system parts. Make sure all wires and lines are properly secured with clamps or tie wraps.
- E. Check all fluid levels, making sure that your tank(s) is filled with 92 octane or higher fuel before commencing test drive.
- F. Start engine and allow to idle a few minutes, then shut off.
- G. Recheck to be sure that no hoses, wires, etc. are near exhaust headers or moving parts and for signs of any fluid leakage. Check ignition timing to make sure it is set to stock specifications before commencing test drive.
- H. **PLEASE TAKE SPECIAL NOTE:** Operating the vehicle without the **Supplementary Fuel Injection Computer** or any other sub assemblies completely and properly installed and working may cause **FAILURE OF MAJOR ENGINE COMPONENTS**.
- I. Test drive the vehicle.
- J. The supercharger drive belt stretches initially and will require adjustment between 250 and 400 miles.
- K. Read the **STREET SUPERCHARGER SYSTEM OWNER'S MANUAL AND RETURN THE WARRANTY REGISTRATION FORM** within thirty (30) days of purchasing your supercharger system to qualify.

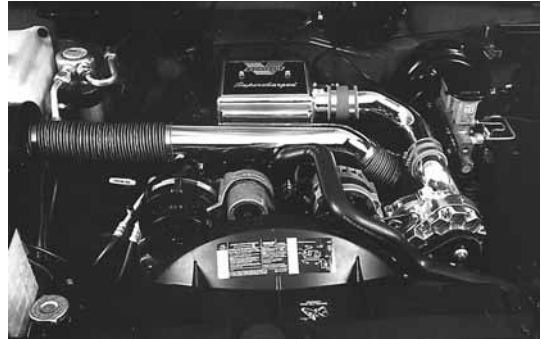


Fig. 12-a



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