



JEEP JL & JT SUPERCHARGER SYSTEM

TO SUIT LATE MODEL PENTASTAR 3.6L V6 ENGINES.

INSTALLATION MANUAL 281D1001



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IMPORTANT INFORMATION / PRODUCT WARNING

Installation of the Sprintex Supercharger system on a Pentastar 3.6L V6 Jeep - JL & JT vehicle may void all or parts of the Jeep Warranty. Customers should consult their Jeep dealer for details.

Sprintex makes no representation that installation and use of the Sprintex supercharger system is legal for public road use worldwide. Customers should check that installation and use of the Sprintex supercharger system on their vehicle is legal by contacting the relevant statutory authority in their jurisdiction before use on public roads.

Provided in this installation manual are detailed instructions to the installer on how to install the Sprintex patent pending supercharger system to the Jeep- JL & JT vehicle. The instructions are aimed at being simple yet informative and are aided by well-presented pictures to make installations as simple, fast, and problem free as possible. Please read the entire instruction manual before beginning the installation procedure. Pictures and descriptions may vary slightly from model to model.

It is recommended that all wiring harness connectors and vacuum hoses are labelled at the time of removal for easy and correct refitting. Some components that are removed and are to be refitted are fragile and should be stored safely to prevent damage to these components.

- Sprintex recommends performing the following vehicle checks before installing the supercharger:
- Check that the factory fuel system is operating correctly.
- Ensure that the vehicle's ignition system is working correctly.
- Install new standard spark plugs and set the gap to 0.043" / 1.1mm.
- Inspect the catalytic converters for blocks or damage.
- Replace the fuel filter if the vehicle has travelled more than 15,000 Km or 9000 miles.

It is recommended to run at least one full tank of premium unleaded fuel through the vehicle before installing the supercharger system to prevent any possible damage that may occur due to running the supercharged engine on lower octane fuel.

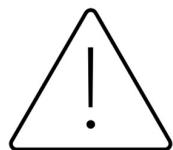
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This Sprintex installation requires that the vehicle be equipped with a standard Jeep-JL & JT factory ECU and calibration. Failure to ensure this will affect the performance and may void the warranty

CALIFORNIA RESIDENTS:

California Proposition 65 entitles California to special warnings for products that contain chemicals known to the state of California to cause cancer and birth defects or other reproductive harm.



WARNING

This product can expose you to chemicals including Cumene, which is known to the State of California to cause cancer or birth defects or other reproductive harm.

For more information, visit

www.P65Warnings.ca.gov.

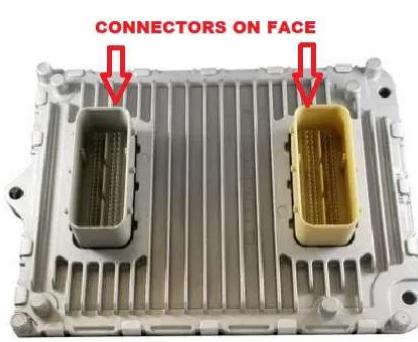
2017+ Power Control Module (PCM) replacement/modification.

Please note that Jeep JL Wrangler's & JT Gladiators produced in and after 2017, will require the PCM to be exchanged or modified to facilitate the Diablo tuning device to correctly tune the vehicle, please contact Sprintex or your dealer for further information.

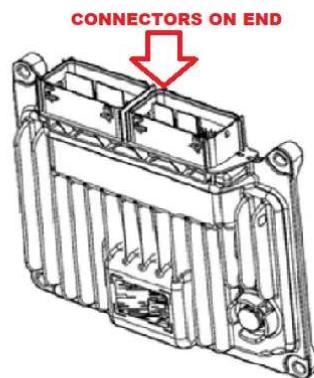
Sprintex recommends that this process should be completed before the Sprintex supercharger system installation, as after the supercharger is installed, the vehicle should not be driven without a Sprintex calibration loaded to the vehicle.

NOTE:

Vehicles built from August 2021 are fitted with GPEC5 PCM, please note, that these are not currently supported by Diablo for tuning. Please review the image below to identify your PCM.



GPEC2A - SUPPORTED



GPEC5 - NOT SUPPORTED

***** IT APPEARS THAT VEHICLES BUILT AFTER JULY 2021 WILL HAVE GPEC5 (UNSUPPORTED) MODULES**

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CHANGES TO FACTORY SPECIFICATIONS

FUEL: Minimum 95 RON (91 Octane USA) premium unleaded gasoline/fuel to be used at all times. Never allow the engine to knock or detonate as serious engine damage may occur.

SERVICING REQUIREMENTS: See the maintenance section of this manual.

Inspect the supercharger drive belt at every routine service and replace it when required.

Drain and replace supercharger oil every 50,000 km or 30,000 miles. Use a quality fully synthetic SAE 75W-90 gear oil, specifications: API GL5, MT1 such as Redline 75W90 NS gear oil (factory fill), Castrol Syntrax Universal Plus 75W-90, Lucas synthetic SAE 75W-90 gear oil or equivalent. It is critical not to overfill the supercharger gearbox as

- a. damage might occur or
- b. rapid oil loss in the supercharger might be experienced until the oil reaches the recommended level.

This supercharger is fitted with a fill-to-spill gear case, fill with the correct oil until oil is present at the fill site.

TOOLS & CONSUMABLES REQUIRED FOR THE INSTALLATION.

NOTE:

Some of the terminology and language used in this instruction may vary from that of the end user/installer's expectations, as some tools and automotive components have different common names in different geographical locations.

- Metric & Inch spanners/wrenches
- Pliers & side cutters (dykes)
- Fuel line removal tool
- Trim clip removal tool
- $\frac{1}{2}$ " Breaker bar
- $\frac{1}{2}$ " Drive short extension
- Metric Allen Keys
- Flat blade & Philips screwdrivers
- Hose clamp pliers
- Rubber grease or white petroleum jelly
- Torque wrench
- Electrical tape

PARTS SUPPLIED

Supercharger manifold



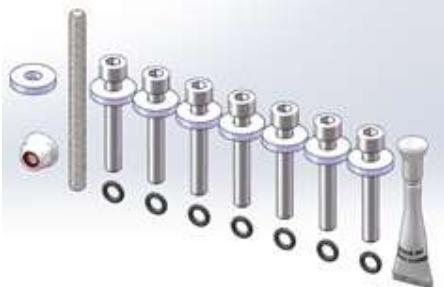
Fuel supply Assembly



Drive support bracket assembly



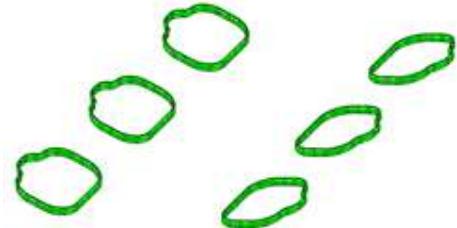
Fastener Bag "A"



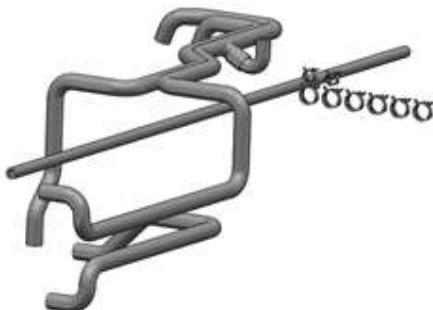
Fastener Bag "B"



Seal Kit



Intercooler Hose Kit



Intercooler radiator



Water Pump Kit



Air Box Coupler



Radiator Mount Kit



Purge Solenoid Kit.



PARTS SUPPLIED

Coolant bottle kit.



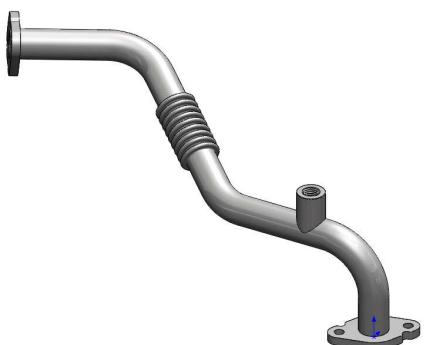
PCV Hose "A"



PCV Hose "B"



EGR Tube



MAP sensor adaptor loom



W/Pump wiring harness



Serpentine drive belt



Diablosport SP3000 Tuner



PREPARATION

Ensure that all components required to install the supercharger system are available, refer to the Parts Supplied section provided earlier.

Ensure that all required tools are available.

Please read the entire installation manual before beginning the installation procedure.

Ensure the vehicle is in a secure position with vehicle tyres secured and hand brake applied. To avoid injury, Sprintex® recommends the use of a suitable vehicle lift or appropriate safety stands when the vehicle is required to be lifted. Stands should be positioned as per the vehicle manufacturer's owner's handbook.

SAFETY WARNING

No unauthorised service or alteration may be undertaken to the Sprintex supercharger. Installation should be carried out in a workshop which is a safe and ventilated working environment with equipment and procedures compliant with local authority guidelines and legal requirements.

Installers should ensure adequate hearing, eye, and physical protection equipment is used at all times during the installation process. Installers should take reasonable precautions to avoid fatigue and closely follow the installation instructions during every installation. Sprintex recommends installation should not be carried out unsupervised. Sprintex, its directors, employees and agents will not accept liability for damage, accident or injury resulting from the installation process. Safety warnings are also provided throughout this document.

Allow the engine to cool before proceeding with disassembly to prevent scalding.

NOTES:

- During disassembly and removal of components, take notes and ensure parts are labelled and stored safely; this will help with the reassembly.
- Many of the photos shown in this document are of a typical Jeep- JL/JT right-hand drive vehicle and are similar to a typical Jeep- JL/JT left-hand drive vehicle.
- Connect and disconnect battery cables, jumper cables or battery charger only with the ignition off.
- Disconnecting the battery may erase fault codes stored in control module memory.
- Using diagnostic equipment, check for fault codes before disconnecting battery cables.

If the malfunction indicator light (MIL) is illuminated.

- Always disconnect the negative battery terminal first. This prevents possible shorting and potential battery damage.

1. LOAD THE ECM RE-FLASH.

- Read the instructions included with the Diablo SP3000 flash tuner.
- Follow the instructions included with the Diablo SP3000 flash tuner.

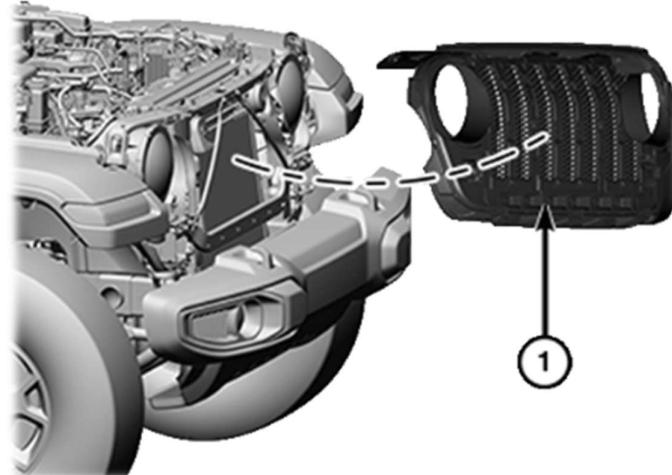
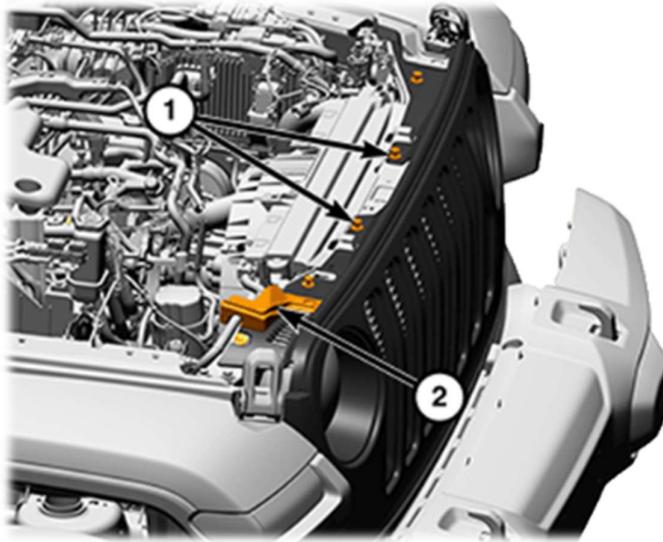
2. RELIEVE FUEL SYSTEM PRESSURE

- Remove the fuel fill cap.
- Remove the fuel pump fuse from the Power Distribution Centre (PDC) For the location of the fuel pump fuse refer to the label on the underside of the PDC cover.
- Start and run the engine until it stalls.
- Attempt restarting the engine until it will no longer run.
- Turn the ignition key to the off position.

DISASSEMBLY INSTRUCTIONS

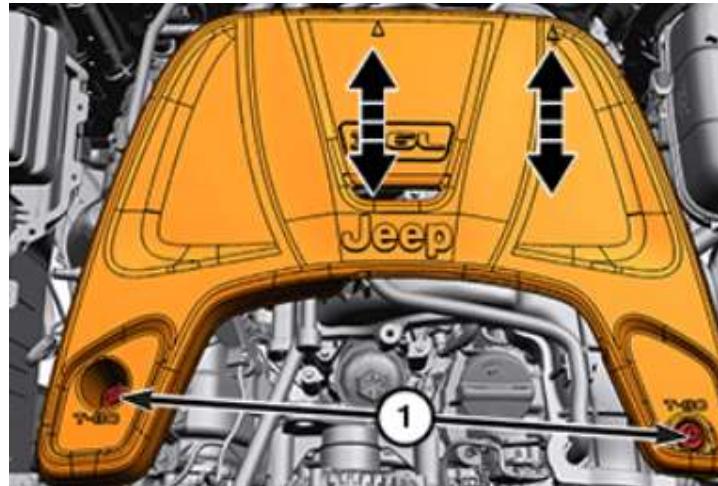
3. REMOVE THE GRILLE

- Remove the push pins and remove the hood seals
- Remove the push pins
- Separate the grille by gently pulling it away at the base to release the spring clips.



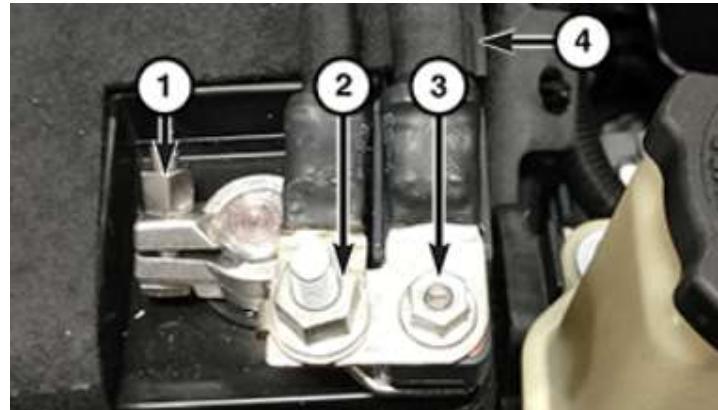
4. REMOVE THE ENGINE COVER

- Remove the 2 bolts from the front of the engine cover.
- Pull the cover forward to release it.
- Remove the engine cover.



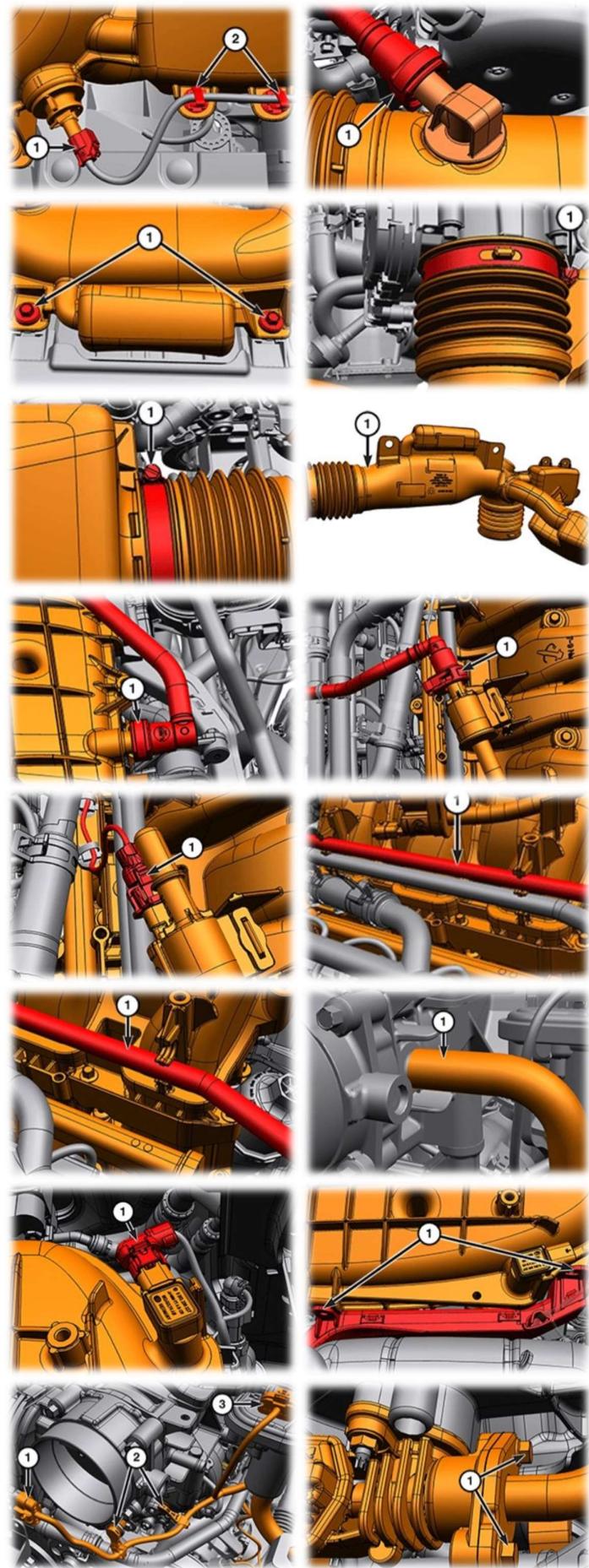
5. DISCONNECT THE BATTERY

- Remove nut (2) for the supplemental battery negative battery cable. remove & isolate the cable.
- Remove nut (3) for the mains negative battery cable, remove and isolate the cable
- Loosen the nut (1) and remove the battery terminal clamp & isolate.



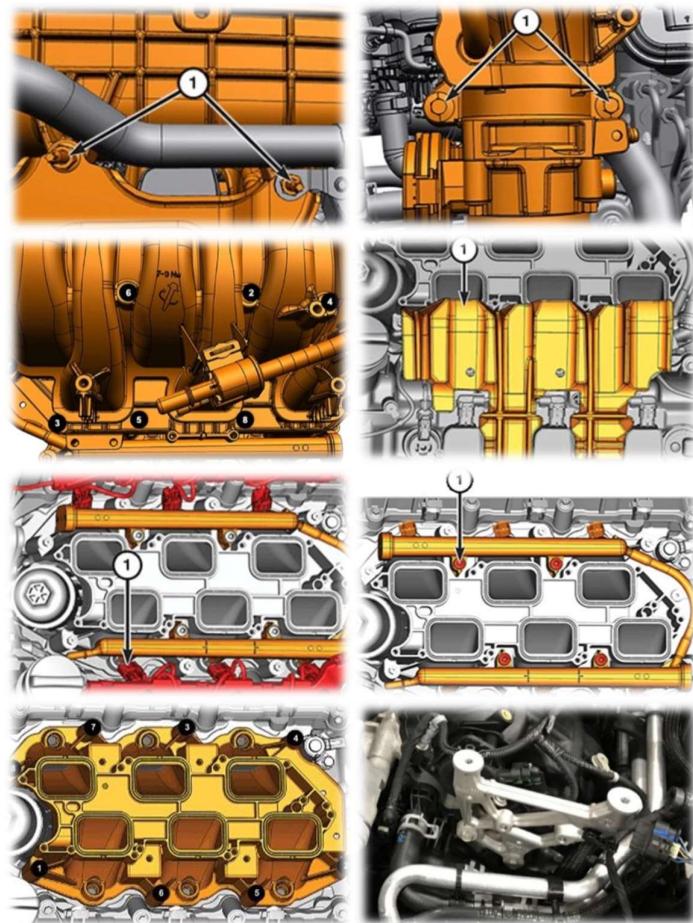
6. INTAKE MANIFOLD REMOVAL

- Disconnect the wiring harness from Inlet Air Temp (IAT) sensor.
- Disconnect the wiring harness retainers from the resonator.
- Disconnect the make-up air hose from the resonator.
- Remove the screws from the resonator.
- Loosen the clamp at the throttle body and remove the resonator from the throttle body.
- Loosen the clamp at the air box and remove the resonator.
- Disconnect the wiring harness retainers on the air box.
- Remove the screw on the airbox housing.
- Remove the air box from the vehicle.
- Disconnect the PCV ventilation hose from the manifold.
- Disconnect the purge vapour line from the purge solenoid.
- Detach the purge solenoid wire harness retainers and disconnect the connector.
- Detach the transmission vent and PCV makeup air hoses from the manifold.
- Remove the brake booster hose.
- Disconnect the MAP sensor & detach the wire harness retainers from the manifold.
- Remove the wire harness retainers from the upper manifold and move them aside.
- Disconnect the throttle body wire harness connector and wiring harness retainers.
- Disconnect the exhaust gas recirculation (EGR) valve connector and remove the 2 EGR retaining screws.
- Remove the 2 upper intake manifold support bracket nuts.
- Remove the 2, throttle body support screws.
- Remove the 8, screws from the upper manifold and remove the upper manifold.
- Remove the insulator from the cylinder cover.



7. INTAKE MANIFOLD REMOVAL (continued)

- Disconnect the fuel injector harness connectors and move the harness aside.
- Disconnect the fuel supply hose from the fuel rail.
- Remove the 8 lower manifold retaining screws and remove the lower intake manifold.
- Cover the inlet ports to prevent debris from entering the engine.
- Disconnect the fuel supply hose from the feed line.
- Remove the manifold support bracket.
- Remove the purge solenoid valve and rubber isolator from the intake manifold and set them aside.



8. EGR TUBE REMOVAL

- Disconnect the EGR temperature sensor connector.
- Remove the remaining screws that retain the EGR tube to the EGR cooler.
- Remove the EGR tube and gaskets and set them aside.

9. REMOVE THE VACUUM PUMP

- Disconnect the vacuum pump wiring harness connector & release the fasteners securing the vacuum pump harness.
- Release the locking tab and disconnect the vacuum pump line.
- Remove the 2 bolts securing the vacuum pump and bracket the alternator support bracket and remove the vacuum pump and bracket assembly.

10. ALTERNATOR REMOVAL.

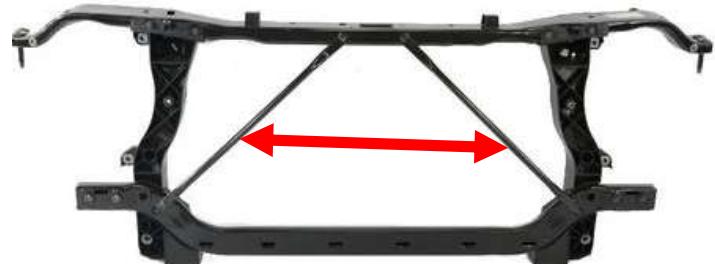
- Using a $\frac{1}{2}$ " breaker bar and $\frac{1}{2}$ " extension, rotate the accessory belt tensioner in a clockwise direction until it contacts its stop.
- Remove the serpentine belt from the right-hand idler pulley.
- Slowly release the tensioner to its free position.
- Remove the wiring harness connector and battery cable cover.
- Remove the nut and set the cable aside, place the nut back on the alternator stud.
- Remove the 4 alternator mounting screws.
- Remove the alternator from the bracket.
- Remove the alternator support bracket.
- Remove the 2 nuts installed on the alternator support bracket and set them aside.

11. REMOVE THE PCV & PURGE LINES.

- Remove the OEM purge vapour hose, located at the rear of the right-hand bank of the engine.
- Disconnect the OEM PCV system hoses at the rear of the right- & left-hand cylinder head covers & remove the hoses.

12. REMOVE THE RADIATOR BRACING

- Remove the 2 braces from the radiator closure panel and set them aside.



INSTALLATION PREPARATION

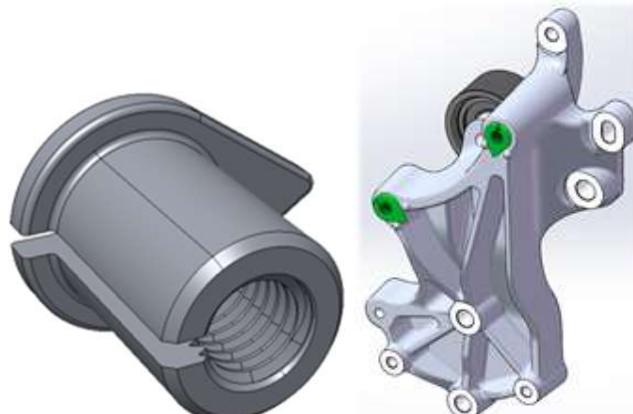
13. SUPERCHARGER SUB-ASSEMBLY.

- Carefully lay the supercharger manifold upside down & install the supplied manifold seals into the supercharger manifold.
- Apply lubricant to the O-rings of the supplied injectors, before installing them into the supplied fuel rails.
- Attach the fuel rail and injector assembly to the manifold with the M6 x 25mm long socket head cap screws (SHCS) and tighten to 11Nm's $\pm 10\%$, ensure the fuel connector is facing the rear of the manifold.
- Pre-install the M6 x 40 SHCS and washers (x7) into the supercharger manifold and retain the fastener in place with the O-rings supplied in the kit.



14. DRIVE SUPPORT BRKT. ASSEMBLY.

- Install the 2 nuts previously removed from the OEM alternator support bracket, into the supplied drive support bracket assembly.



15. EGR TUBE ASSEMBLY.

- Remove the EGR temperature sensor from the OEM EGR tube and install it into supplied EGR tube, & tighten it to 37Nm (27 ft/lbs)

INSTALLATION INSTRUCTIONS

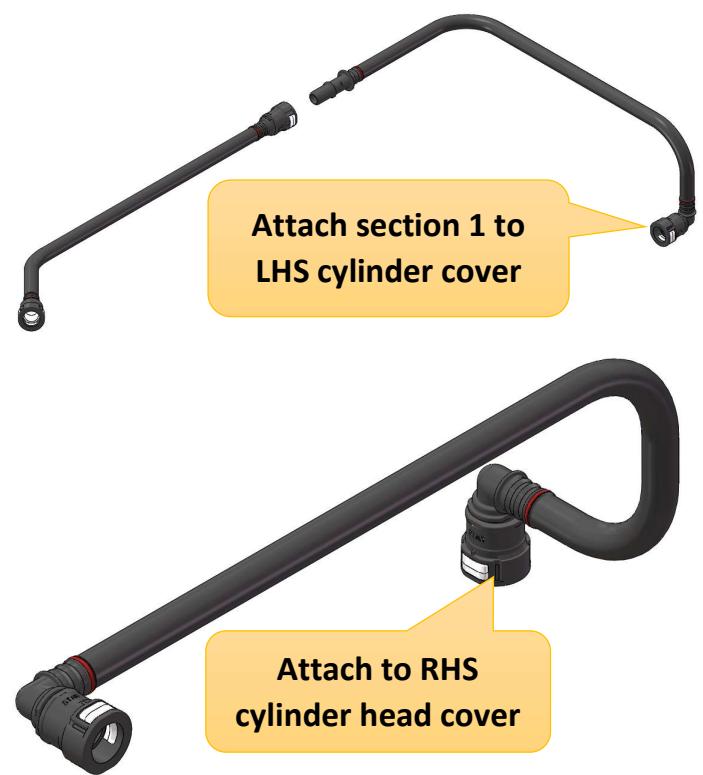
16. FUEL SUPPLY LINE INSTALL.

- Connect the supplied fuel supply assembly to the vehicle's fuel feed line, and ensure that the fitting is properly connected, an audible click should be heard when installed correctly.
- Install the M6 x 70 (x1) stud into the front threaded hole of the right-hand cylinder head, apply thread locker to the threads of both the lower portion of the stud and the cylinder head, and leave approximately 57mm of stud exposed from the cylinder head



17. PCV HOSES INSTALLATION.

- Attach section 1 of PCV hose A to the rear of the LHS cylinder head cover.
- Attach PCV hose B to the rear of the RHS cylinder head cover.



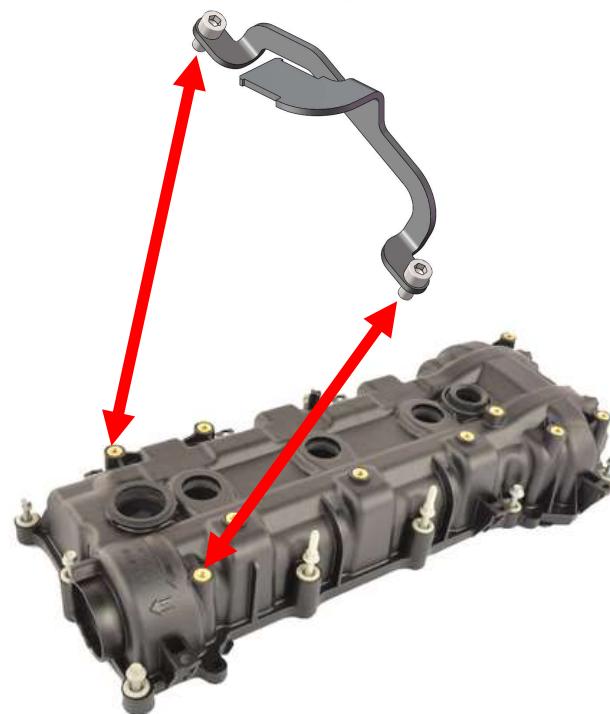
18. PURGE VAPOUR HOSE INSTALL.

- Attach the supplied purge vapour hose to the fitting at the rear of the right-hand cylinder bank.



19. PURGE SOLENOID BRACKET INSTALL.

- Attach the supplied purge solenoid bracket to the cylinder head cover with the 2, M6 x 12 Socket Head Cap Screws (SHCS) supplied in the kit, & tighten to 9nm (6.6 ft/lbs)



20. COOLANT BOTTLE BRACKET INSTALL.

- Install the coolant bottle bracket onto the LHS cylinder head cover with 2, M6 x 12 Socket Head Cap Screws (SHCS) supplied in the kit, & tighten to 9nm (6.6 ft/lbs)
- Attach the bracket toward the rear of the cylinder head by the rear cylinder, and attach it to the threaded insert in the cylinder head cover.



21. M6 STUD INSTALLATION.

- Install the M6 x 70 (x1) stud into the front threaded hole of the right-hand cylinder head, apply the supplied thread locker to the threads of both the lower portion of the stud and the cylinder head thread, and install the stud leaving approximately 57mm of stud exposed from the cylinder head.



22. SUPERCHARGER MANIFOLD INSTALL.

- Ensure all threads of the cylinder head flanges are clean and free of oil.
- Apply the supplied thread locker to the threads of the cylinder heads.
- Remove the oil filter cap and oil filter before installing the manifold and place a clean rag into the oil filter housing recess to prevent ingress of foreign material.
- Before installing the supercharger manifold, clean the cylinder head flanges & apply a thin layer of rubber grease to prevent accidentally dislodging of the manifold seal during installation.
- Apply thread locker to the threads of the screws before installing the manifold.
- Push the screws back into the manifold leaving approximately 3-5mm of the screw exposed.



- Remove the rags from the inlet ports and carefully lower the supercharger manifold into place.
- Install a washer and M6 flange nut on the M6 stud.

NOTE: This next step is to correctly position the manifold on the engine.

- Temporarily install the drive support bracket and loosely attach it to the supercharger intake with the M8 x 40 flanged head screw.
- Secure the drive support bracket to the engine with the original fasteners.

- With the drive support bracket secured, tighten the M8 x 35 flanged head screw to remove any clearance between the supercharger intake through the drive support bracket.
- Using a long 5mm ball driver hand tighten the manifold screws from the centre out in a clockwise direction.
- Tighten the supercharger manifold fasteners to 11Nm $\pm 10\%$.
- Re-install the oil filter and filter housing
- Remove the drive support bracket
- Attach the fuel supply assembly to the fuel rail on each side, and ensure that the fitting is properly connected, an audible click should be heard when installed correctly.
- Connect the fuel injector connectors

23. DRIVE SUPPORT BRACKET INSTALL.

- Install the new drive belt and re-attach the drive support bracket making sure to feed the drive belt on either side of the post on the back of the bracket. (See image below).
- Install the support bracket to the engine with the original fasteners in the locations shown in green. Install the M8 x 35 flange head screw, Install the lower M10 x 110 flange head screw.
- Tighten the fasteners accordingly:

Bracket to lower engine 24Nm (18 ft. lbs)

Bracket to upper engine 55Nm (41ft.lbs)

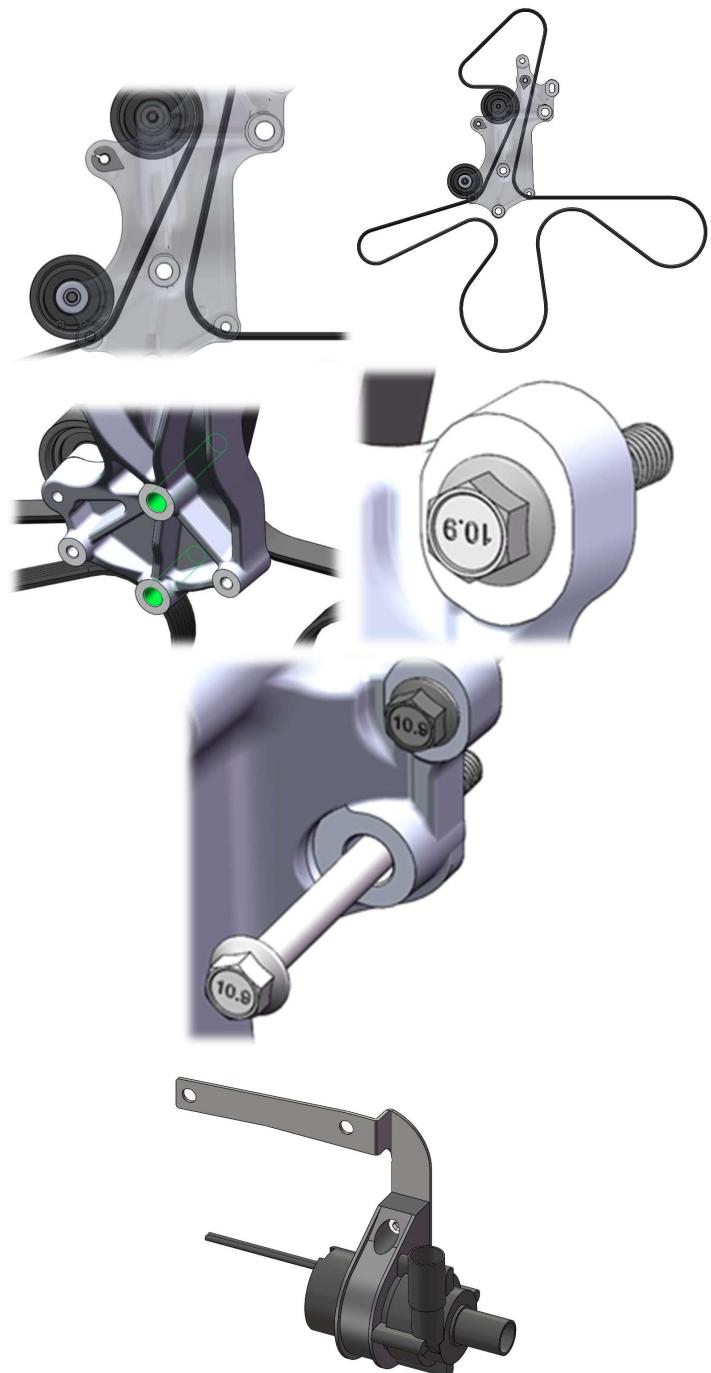
Bracket to supercharger intake 24Nm (18 ft. lbs)

- Re-install the vacuum pump to the drive support bracket, attaching the water pump bracket to the drive support bracket with the supplied fasteners and tighten it to 23 Nm (18ft. lbs), connect the water pump harness at this stage and connect the ground connection when installing the pump and bracket.

- Install the generator to the bracket and tighten the 2 top screws to 54Nm, tighten the bottom 2 screws to 30Nm

- Re-attach the B+ cable and connector to the generator/alternator, and tighten the nut to 11Nm (8ft.lbs)

- Install the drive belt over the remaining pulleys. It will be necessary to relieve the tension on the belt tensioner, using a $\frac{1}{2}$ " breaker bar.



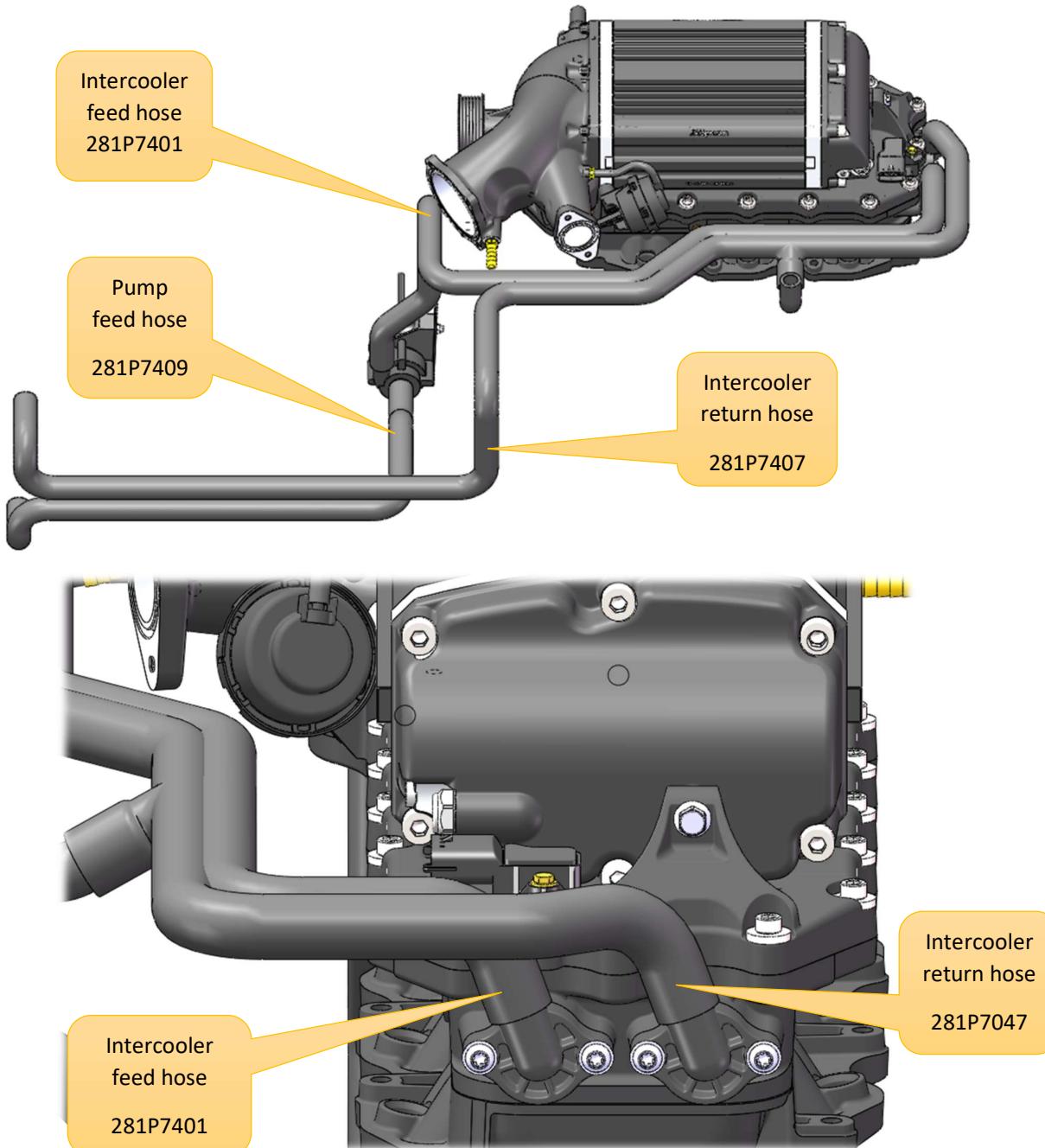
24. RADIATOR INSTALLATION.

- Install the supplied 1/4" BSP x 10 elbow fitting into the radiator.
- Attach the radiator to the upper mounting bracket, with the 2, M8 x 16mm screws tighten to 16Nm (12ft/lbs).
- Re-install the braces over the upper radiator mount bracket with the supplied M6 x 30 screws.
- Install the supplied spacers under the braces before installing the M6 x 30 screws at the bottom locations.
- Separate the radiator mount bracket and attach them to the radiator with the supplied M6 x 12 screws, tighten all M6 screws to 11 Nm (8 ft/lbs).



25. INTERCOOLER HOSE INSTALL

- Attach the intercooler feed hose (281P7401) to the water pump and rear coolant fitting of the manifold as shown below fix the hoses in place with a spring band clamp supplied.
- Attach the intercooler return hose (281P7407) to the remaining coolant fitting at the rear of the manifold. Route the hose through the gap on the RHS of the radiator shroud and connect the hose to the top radiator spigot.
- Attach the pump feed hose (281P7409) to the water pump, route the hose through the gap on the RHS of the fan shroud and connect it to the bottom radiator spigot. Fix the hoses in place with the supplied spring band clamps and cable ties.
- Attach the bleed hose to the elbow on the radiator and route it through the gap on the RHS of the radiator up to the fitting of the coolant bottle.



26. EGR TUBE INSTALL

- Loosely attach the supplied EGR tube to the EGR cooler manifold with the original gasket and fasteners.

27. COOLANT BOTTLE INSTALL.

- Attach the coolant bottle to the bracket with the supplied fasteners.

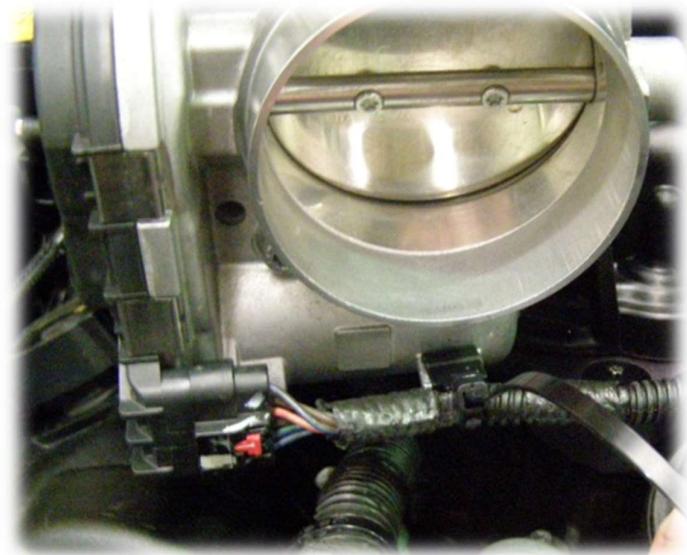


28. EGR VALVE INSTALL.

- Remove the EGR valve silicone gasket from the OEM manifold & install it into the supercharger manifold.
- Attach the EGR valve to the manifold & attach the tube to the valve with OEM hardware and gasket.
- Tighten all M6 fasteners to 11Nm.
- Connect the EGR temp sensor wiring harness connector.

29. THROTTLE BODY INSTALL.

- Before installing the throttle body remove the O-ring seal from the OEM manifold and fit it to the throttle body seal groove of the supercharger manifold.
- Attach the throttle body to the manifold with the four M6 x 40mm SHCS and washers supplied & tighten to 9Nm.
- Connect the throttle body extension loom to the throttle body and secure it in place with the OEM harness clip and a cable tie supplied.
- Connect the throttle body loom extension to the OEM throttle body connector.
- Trim cable tie.



30. MAP SENSOR INSTALL.

- Attach the MAP sensor adaptor harness between the MAP sensor and the OEM MAP sensor connector.

31. PURGE SOLENOID INSTALL.

- Attach the purge solenoid to the installed bracket.
- Attach the purge vapour hose to the solenoid & attach the wiring harness connector.
- Attach the purge solenoid hose to the barb on the supercharger inlet.

32. VACUUM HOSE INSTALL.

- Attach the vacuum hose to the barb on the supercharger inlet behind the throttle body

33. WATER PUMP CONNECTION.

- Route the water pump harness towards the fuse box, allow enough slack in the harness to accommodate the movement of the engine, and secure the harness with the cable ties supplied.
- Install the “Tap-A-Fuse” terminal supplied in the kit onto the fuse and re-install the fuse.
- Connect the terminal of the wiring harness to the Tap-A-Fuse terminal, route the wiring out of the fuse box, and secure any remaining harness with the cable ties supplied.

34. AIRBOX COUPLER INSTALL.

- Attach the throttle body coupler to the throttle body with the hose clamps supplied, and rotate the dot on the coupler to approx. an 11 o'clock position,
- Connect the intake air temp sensor (IAT) connector.
- Attach the OEM duct to the air box and throttle body coupler and tighten the hose clamps.
- Re-attach the duct with the OEM fasteners.

35. SECURE HOSES AND WIRING.

- Secure all hoses and electrical harnesses with the supplied cable ties.
- Trim off excess cable ties.

36. AIRBOX INSTALL.

- Re-install the factory airbox & resonator.
- Connect the resonator to the airbox coupler.
- Connect the IAT sensor wiring connector and wiring harness retainers.

37. PCV HOSE CONNECTION.

- Attach PCV hose “B” to the fitting at the side of the supercharger inlet.
- Install section 2 of PCV hose “A” & attach it to section 1 of PCV hose “A”
- Attach the hose to the resonator in the factory location.



38. FILL THE INTERCOOLER SYSTEM.

- Remove the intercooler fill cap and fill the system with approximately 2.2 litres of ethylene glycol-based automotive engine coolant.
- Ensure all air is expelled from the system. Air in the intercooler system can reduce engine performance and cause pinging or detonation.

NOTE: Some air may be trapped within the system during the filling process, which will be expelled during operation, this will cause the coolant level to drop in the coolant bottle.

Please top up the level of the coolant in the bottle if this has occurred.

39. CONNECT THE BATTERY.

- Connect battery terminals and tighten to 7 Nm.

NOTE: Always connect the positive battery terminal before connecting the negative terminal to reduce the danger of short circuit through the wrench.

40. PRE-START INSPECTION.

- Ensure coolant is at the correct level.
- Ensure engine oil is at the correct level.
- Ensure vehicle has fresh 95 RON (91 Octane USA) premium unleaded fuel or higher.
- Ensure the belt is correctly installed on each pulley and aligned.
- Ensure the air filter is clean.
- Check & replace spark plugs if necessary. Set gap to factory specification.

SAFETY WARNING: Ensure adequate steps are taken to prevent injury, spillage or fire should any of the required installation steps not have been carried out to specification.

41. ENGINE WARM-UP.

- Start the engine and allow it to run until the engine reaches normal operating temperature.
- Check for coolant leaks.
- Check the intercooler coolant level with the engine running and top up the system if required.

42. GRILLE INSTALL.

- Re-install the grille.
- Reverse the steps as shown in step 3.

43. ROAD TEST.

- Road test vehicle.
- Recheck all joints and connections for leaks and rectify them as necessary.
- Check the intercooler system coolant level and top up as necessary.

- Check engine coolant level and top up as necessary.

MAINTENANCE INSTRUCTIONS.

44. BELT REPLACEMENT INTERVAL.

- It is recommended that the supercharger drive belt be checked at every regular service and be replaced at 50,000 km (30,000 miles) or 2 years, whichever occurs first.

45. SUPERCHARGER OIL CHANGE INTERVAL.

- Drain and replace the supercharger oil every 50,000 km or 30,000 miles, use a quality fully synthetic SAE 75W-90 gear oil, specifications: API GL5, MT1 such as Redline 75W90 NS gear oil (factory fill), Castrol Syntrax Universal Plus 75W-90, Lucas synthetic SAE 75W-90 gear oil or equivalent.
- It is critical not to overfill the supercharger gear case as
 - a. damage might occur or
 - b. rapid oil loss in the supercharger might be experienced until the oil reaches the recommended level.
- Fill with exactly 170 millilitres or 5.7 US fluid ounces.
- Make sure the vehicle is parked on level ground before checking the oil level, check the oil level in the supercharger assembly, using the sight glass installed in the supercharger gearcase.

46. SUPERCHARGER OIL CHANGE PROCEDURE.

- Make sure the vehicle is parked on level ground before checking the oil level. Allow sufficient time for the oil level to settle after the engine has been run.
- Remove the fill plug from the gear case.
- Using a syringe and a 190mm long piece of tube draw out as much oil as possible from the gear case.
- Fill the gearbox with exactly 170 millilitres or 5.70 US fluid ounces of fully synthetic SAE 75W-90 gear oil, specifications: API GL5, MT1, such as Redline 75W90 NS gear oil (factory fill), Castrol Syntrax Universal Plus 75W-90, Lucas synthetic SAE 75W-90 gear oil
- Check the oil level with the sight glass provided in the supercharger.
- Refit the fill plug and tighten it to 8Nm.