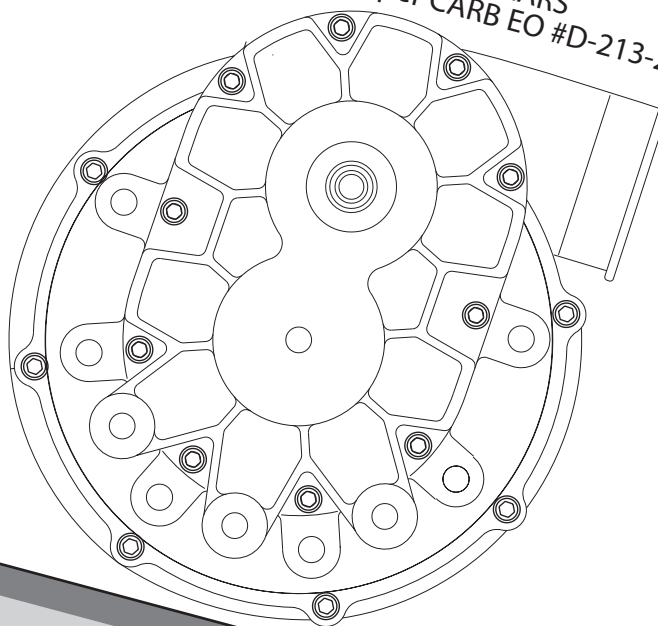


Ford 4.6L SOHC Mustang GT & BULLITT (2 Valve)

Supercharger System Installation Instructions

1996-1999 MODEL YEARS
50 State Smog Legal per CARB EO #D-213-17
2000-2004 MODEL YEARS
50 State Smog Legal per CARB EO #D-213-25



ENGINEERING, INC

1650 Pacific Avenue, Channel Islands CA 93033-9901 • Phone: 805 247-0226
Fax: 805 247-0669 • www.vortechsuperchargers.com • M-F 7:00AM - 3:30PM (PST)

FOREWORD

This manual provides information on the installation, maintenance and service of the Vortech supercharger kit expressly designed for this vehicle. All information, illustrations and specifications contained herein are based on the latest product information available at the time of this publication. Changes to the manual may be made at any time without notice. Contact Vortech Engineering for any additional information regarding this kit and any of these modifications at (805) 247-0228 7:00am-3:30pm PST.

Take note of the following before proceeding:



1. 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 contact your dealer or Vortech Engineering for possible installers in your area.
2. **This product was designed for use on stock (*un-modified, OEM*) vehicles.** The PCM (*computer*), engine, transmission, drive axle ratios and tire O.D. must be stock. If the vehicle or engine has been modified in any way, check with Vortech prior to installation and use of this product.
3. Use only premium grade fuel with a minimum of 91 octane (*R+M/2*).
4. Always listen for any sign of detonation (*knocking/pinging*) and discontinue hard use (*no boost*) until the problem is resolved.
5. Vortech is not responsible for any clutch, transmission, drive-line or engine damage.

Exclusions from Vortech warranty coverage considerations include, but not limited to:

1. Neglect, abuse, lack of maintenance, abnormal operation or improper installation.
2. Continued operation with an impaired vehicle or sub-system.
3. The combined use of Vortech components with other modifications such as, but not limited to, exhaust headers, aftermarket camshafts, nitrous oxide, third party PCM programming or other such changes.

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FORD 4.6L SOHC MUSTANG IMPORTANT NOTES

1997-1999 Models

Most Mustangs produced after 11/01/96 may utilize a water pump pulley that employs a large lip on both the front and rear edges (earlier units used a lip only on the rear). The front lip on the pulley may cause belt installation problems. For proper clearance, the "1996 style" pulley (Ford P/N F3LY-8509-A) may be installed. This pulley is available from your Ford dealer or Vortech Distributor (Vortech P/N 4FK016-081).

This product is protected by state common law, copyright and/or patent. All legal rights therein are reserved. The design, layout, dimensions, geometry, and engineering features shown in this product are the exclusive property of Vortech Engineering, Inc. This product may not be copied or duplicated in whole or part, abstractly or fundamentally, intentionally or fortuitously, nor shall any design, dimension, or other information be incorporated into any product or apparatus without prior written consent of Vortech Engineering, Inc.

1996-2004 FORD 4.6L SOHC MUSTANG Installation Instructions

50 State Smog Legal, as per CARB EO #D-213-17 / #D-213-25
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 Automotive Limited Warranties Program and the Warranty Registration form.

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

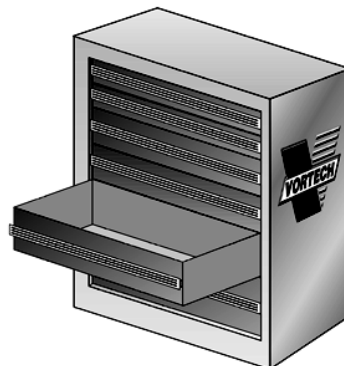
1. Use only premium grade fuel 91 octane or higher (R+M/2).
2. The engine must have stock compression ratio.
3. If the engine has been modified in any way, check with Vortech prior to using this product.
4. Always listen for any sign of detonation (pinging) and discontinue hard use (no boost) until problem is resolved.
5. Perform an oil and filter change upon completion of this installation and prior to test driving your vehicle. Thereafter, always use a high grade SF rated engine oil or a high quality synthetic, and change the oil and filter every 3,000 miles or less. Never attempt to extend the oil change interval beyond 3,000 miles, regardless of oil manufacturer's claims as potential damage to the supercharger may result.
6. Before beginning installation, replace all spark plugs that are older than 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 at least 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 & Metric
- 1/2" Socket and Drive Set: SAE & Metric
- 3/8" NPT Tap and Handle
- Adjustable Wrench
- Open End Wrenches: 3/8", 7/16", 1/2", 9/16"
- Center Punch and a 5/8" Tapered Punch
- Ford Springlock 3/8" Fuel Fitting Disconnect Tool
- 5 Quarts SH/CF Rated Quality Engine Oil
- Oil Filter and Wrench
- Flat #2 Screwdriver
- Phillips #2 Screwdriver
- Heavy Grease
- Silicone Sealer
- Drill Motor
- 1/8", 3/16", 27/64" Drill Bits
- 1/2" Tube Bender (1996-1998 Models only)
- 3/16" Allen Wrench
- Wire Strippers and Crimpers
- Utility Knife

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

- Spark Plug Socket
- NEW Spark Plugs





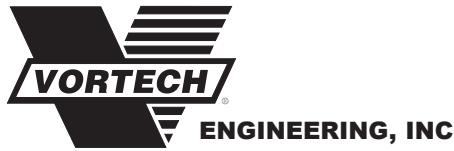
1996-1997 4.6L SOHC Mustang GT

Part No. 4FH218-010SQ/018SQ

PARTS LIST

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

PART NO.	DESCRIPTION	QTY.	PART NUMBER	DESCRIPTION	QTY.
2E229-130	SUPERCHARGER ASSEMBLY	1	4FH130-026	OIL FEED ASY	1
2E129-030	V-2 SQ SUPERCHARGER	1	7U030-026	1/4" X 26" OIL FEED HOSE	1
2A036-360	3.60" SUPERCHARGER PULLEY	1	7P525-067	.525" CRIMP FERRULES	2
8R101-001	6-RIB PULLEY RETAINER ASY	1	7P250-066	#4 SWIVEL X 1/4" HOSE BARB FITTING	2
4FH111-041	MOUNTING BRACKET ASY GEN 3	1	7P125-103	1/8"NPT -4 X 45° MALE ELBOW	1
7A375-178	3/8-16 X 1-3/4" HXHD G8	5	7P250-082	1/4"NPT X -4 90° FITTING	1
7K375-040	3/8"AN960 FLAT WASHR	6	7P250-034	1/4"NPT STREET TEE	1
2A046-113	BELT, K061130-GATES	1	7P250-036	-4 FLARE TO 1/4"NPT	1
7C080-065	8MM-1.25 X 65 SOC	2	4FH130-036	OIL DRAIN ASY	1
7C080-140	8MM-1.25 X 140 HXH	3	7U030-036	1/2" X 14" OIL DRAIN HOSE	1
7K312-001	5/16" AN-WASHER	9	7R001-008	#8 STAINLESS HOSE CLAMPS	2
7C080-051	8MM-1.25 X 50 HXHD 10.9	1	7P500-003	90° 1/2" ALUM. TUBE	1
7C080-025	8MM-1.25 X 25 HXHD	1	7P500-020	TUBE NUT	1
4FE014-010	RADIATOR PIPE-STNLSS	1	7P375-042	MALE CONNECTOR	1
7R002-024	#24 GOLDSEAL HOSE CLAMPS	2	4FH238-068	FMU (WITH LINES)	1
7R003-013	ADEL CLAMP, 3/4"ID	1	6Z110-123	10:1 BLUE FUEL MANAGEMENT UNIT	1
7C010-050	10-24 X 1/2" SOC HD CAP, ZINC PLT	1	4FH145-010	MALE FUEL LINE	1
7J010-001	#10 FLAT WASHER	1	4FH145-020	FEMALE FUEL LINE	1
7J312-000	5/16" FLAT WASHER-SAE	2	7U030-046	5/32" X 46" VACUUM LINE	1
7A375-208	3/8-16 X 2" G8 HXHD	1	7P156-082	5/32" TEE	1
4FH016-150	IDLER PULLEY, 6-RIB 3"V FLANGED	1	4FH110-040	COIL BRACKET ASY	1
4FA016-171	DUST COVER (IDLER PULLEY)	1	4FH010-040	COIL BRACKET	1
7C012-020	12MM-1.75 X 20MM PLD	1	7C010-150	10-24 X 1-1/2" SH BOLTS	4
2A017-045	SPACER, IDLER PLATE 2V G3	1	7F010-024	10-24 NYLOCK NUTS	4
4FH111-032	IDLER PLT ASY, 2V GEN3	1	7J010-001	#10 FLAT WASHERS	4
4FH011-041	MOUNTING BRACKET-MACH	1	4FH238-068	FMU (W/LINES) 2V	1
4FH112-010	AIR INTAKE ASY	1	6Z110-112	FUEL MGMT UNIT, 10:1 STD	1
4FA012-012	90° INTAKE ELBOW	1	4FA145-010	FUEL LINE 86-93, 5.0-MALE	1
4FH110-050	MAF METER BRACKET ASY	1	4FH145-020	FUEL LINE, 96 4.6/2V, FORD, FEMALE	1
7R002-056	#56 HOSE CLAMPS	4	7U030-046	5/32 VACUUM LINE	1
7S350-200	3-1/2" X 2" SLEEVE	2	7P156-082	5/32 TEE	1
7U035-000	3-1/2" X 9" FLEX HOSE	1	8F202-265	T-REX ASY	1
7R002-052	#52 HOSE CLAMPS	2	4FA020-030	T-REX TEMPLATE	1
8H040-090	AIR FILTER	1	5W001-001	WIRE TAP	1
7A250-075	1/4-20 X 3/4" SHCS	4	5W001-011	16-14GA EYELETS	3
7F250-021	1/4-20 NYLOCK NUTS	4	7E010-050	#12 X 1/2 SHEET METAL SCREW	1
7J250-001	1/4" SAE WASHERS	4	7F008-032	8-32 HEX LOCK NUTS	8
4FK012-040	INLET ELBOW	1	7J008-001	#8 FLAT WASHERS	8
7P750-100	3/4"NPT X 1" HOSE FITTING	1	7P312-001	FUEL FITTING ADAPTER	1
7U033-000	5/8" X 48" HOSE	1	7P312-003	5/16 FEMALE FUEL CONNECTOR	1
7U038-000	3/4" X 27" HOSE	1	7R004-003	14.5 STEPLESS CLAMPS	2
7U100-052	7/16" RUBBER GROMMET	1	7R004-002	17.0 STEPLESS CLAMPS	2
4FH112-020	DISCHARGE ASY	1	7U100-044	4" TIE-WRAPPS	6
4FH012-020	DISCHARGE TUBE	1	7U100-055	6" TIE-WRAPPS	6
7S300-200	3" X 2" SLEEVE	1	7U031-018	5/16" X 17-1/2" HIGH PRESSURE FUEL HOSE 1	
7S275-200	2-3/4" X 2" SLEEVE	1	7U032-016	3/8" X 23" FUEL HOSE	1
7R002-044	#44 HOSE CLAMPS	2	7U314-001	#8 LORD MOUNTS	4
7R002-048	#48 HOSE CLAMPS	2	7U375-135	ADHESIVE MOUNTING PADS	4
7R002-016	#16 HOSE CLAMPS	6	8F002-265	T-REX FUEL PUMP	1
8D001-001	BYPASS VALVE	1	8F101-200	T-REX WIRING ASY	1
7U034-016	1" X 3.5" HEATER HOSE	1	008340	T-REX FUEL PUMP DECAL	1
7U034-016	1" X 13.5" HEATER HOSE	1	5W001-014	FUSE HOLDER	1
7U030-046	5/32" X 24" VACUUM LINE	1	5W001-015	20A BLADE TYPE FUSE	1
7P156-082	5/32" TEE	1	5W001-019	12-10 GA. SOLDERLESS CONNECTOR	1
7P100-010	1" HOSE UNION	1	5W001-005	3/8" X 8" PLASTIC WIRE LOOM	1
7U133-090	1" X 90° RUBBER ELBOW	1	7S625-000	FIRE SLEEVE	1
			5W001-010	16-14GA. FEMALE SLIDE	1
			5W001-002	FUSE TAP	1



1998 4.6L SOHC Mustang GT

Part No. 4FH218-070SQ/078SQ

PARTS LIST

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

PART NO.	DESCRIPTION	QTY.	PART NUMBER	DESCRIPTION	QTY.
2E229-130	SUPERCHARGER ASY	1	7U034-016	1" X 13.5" HEATER HOSE	1
2E129-030	V-2 SQ SUPERCHARGER	1	7U030-046	5/32" X 24" VACUUM LINE	1
2A036-360	3.60" SUPERCHARGER PULLEY	1	7P156-082	5/32" TEE	1
8R101-001	6-RIB PULLEY RETAINER ASY	1	7P100-010	1" HOSE UNION	1
4FH111-041	MOUNTING BRACKET ASY GEN 3	1	7U133-090	1" X 90° RUBBER ELBOW	1
7A375-178	3/8-16 X 1-3/4" HXHD G8	5	4FH130-026	OIL FEED ASY	1
7K375-040	3/8"AN960 FLAT WASHR	6	7U030-026	1/4" X 26" OIL FEED HOSE	1
2A046-113	BELT, K061130-GATES	1	7P525-067	.525" CRIMP FERRULES	2
7C080-065	8MM-1.25" X 65 SOC	2	7P250-066	#4 SWIVEL X 1/4" HOSE BARB FITTING	2
7C080-140	8MM-1.25" X 140 HXH	3	7P125-103	1/8"NPT -4 X 45° MALE ELBOW	1
7K312-001	5/16"AN-WASHER	9	7P250-082	1/4"NPT X -4 90° FITTING	1
7C080-051	8MM-1.25" X 50 HXHD 10.9	1	7P250-034	1/4"NPT STREET TEE	1
7C080-025	8MM-1.25" X 25 HXHD	1	7P250-036	-4 FLARE TO 1/4"NPT	1
4FE014-010	RADIATOR PIPE-STNLSS	1	4FH130-036	OIL DRAIN ASY	1
7R002-024	#24 GOLDSEAL HOSE CLAMP	2	7U030-036	1/2" X 14" OIL DRAIN HOSE	1
7R003-013	ADEL CLAMP, 3/4"ID	1	7R001-008	#8 STAINLESS HOSE CLAMPS	2
7C010-050	10-24 X 1/2" SOC HD CAP, ZINC PLT	1	7P500-003	90° X 1/2" ALUM. TUBE	1
7J010-001	#10 FLAT WASHER	1	7P500-020	TUBE NUT	1
7J312-000	5/16" FLAT WASHER-SAE	2	7P375-042	MALE CONNECTOR	1
7A375-208	3/8-16 X 2" G8 HXHD	1	4FH238-068	FMU (WITH LINES)	1
4FH016-150	IDLER PULLEY, 6-RIB 3" FLANGED	1	6Z110-123	10:1 BLUE FUEL MANAGEMENT UNIT	1
4FA016-171	DUST COVER (IDLER PULLEY)	1	4FH145-010	MALE FUEL LINE	1
7C012-020	12MM-1.75" X 20MM PLD	1	4FH145-020	FEMALE FUEL LINE	1
2A017-045	SPACER, IDLER PLATE 2V G3	1	7U030-046	5/32" X 46" VACUUM LINE	1
4FH111-032	IDLER PLT ASY, 2V GEN3	1	7P156-082	5/32" TEE	1
4FH011-041	MOUNTING BRACKET-MACH	1	4FH110-040	COIL BRACKET ASY	1
4FH112-010	AIR INTAKE ASY	1	4FH010-040	COIL BRACKET	1
4FA012-012	90° INTAKE ELBOW	1	7C010-150	10-24 X 1-1/2" SH BOLTS	4
4FH110-050	MAF METER BRACKET ASY	1	7F010-024	10-24 NYLOCK NUTS	4
7R002-056	#56 HOSE CLAMPS	6	7J010-001	#10 FLAT WASHERS	4
7S350-200	3-1/2" X 2" SLEEVE	2	4FF101-002	FUEL PUMP ASY	1
7U035-000	3-1/2" X 9" FLEX HOSE	1	8F001-002	155 INLINE FUEL PUMP	1
7R002-052	#52 HOSE CLAMPS	2	8F101-200	T-REX WIRING ASY.	1
8H040-090	AIR FILTER	1	5W001-010	16-14 GAUGE FEMALE SLIDE, INSULATED	3
7A250-075	1/4-20 X 3/4" SHCS	4	7R004-003	14.5 STEPLESS CLAMPS	2
7F250-021	1/4-20 NYLOCK NUTS	4	7R001-004	#4 HOSE CLAMPS	2
7J250-001	1/4"SAE WASHERS	4	7U030-050	12MM FUEL HOSE (2.41')	1
4FK012-040	INLET ELBOW	1	7U031-018	5/16" FUEL HOSE (2')	1
7P750-100	3/4"NPT X 1" HOSE FITTING	1	7R003-024	ADEL CLAMP, 1-1/2"ID	1
7U033-000	5/8" X 48" HOSE	1	7E010-075	#12 X 3/4" SHEET METAL, HEX ONLY	2
7U038-000	3/4" X 27" HOSE	1	7P312-003	5/16" FEMALE FUEL CONNECTOR	1
7U100-052	7/16" RUBBER GROMMET	1	7P500-004	1/2" FUEL ADAPTER FITTING	1
4FH112-020	DISCHARGE ASY	1	7C008-032	#8-32 HEX LOCK NUT	1
4FH012-020	DISCHARGE TUBE	1	7J008-001	#8 FLAT WASHER	1
7S300-200	3" X 2" SLEEVE	1	5W001-001	WIRE TAP	1
7S275-200	2-3/4" X 2" SLEEVE	1	7U100-055	TIE-WRAP, 6" NYLON	5
7R002-044	#44 HOSE CLAMPS	2	5W001-002	FUSE TAP	1
7R002-048	#48 HOSE CLAMPS	2	5W001-015	BLADE TYPE FUSE, 20AMP	1
7R002-016	#16 HOSE CLAMPS	6	5W001-014	#10 FUSE HOLDER	1
8D001-001	BYPASS VALVE	1	5W001-019	SOLDERLESS CONNECTOR, 12-10 GAUGE	1
7U034-016	1" X 3.5" HEATER HOSE	1	5W001-011	16-14GA EYELET, .25" BOLT	1
			7U375-135	MOUNTING PAD	5
			7U100-044	TIE-WRAP	5
			7S625-000	FIRE SLEEVE	1'



1999 4.6L SOHC Mustang GT

Part No. 4FL218-010SQ/018SQ

PARTS LIST

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

PART NO.	DESCRIPTION	QTY.	PART NUMBER	DESCRIPTION	QTY.
2E229-130	SUPERCHARGER ASY	1	4FH130-036	OIL DRAIN ASY	1
2E128-030	V-2 SQ SUPERCHARGER	1	7U030-036	1/2" X 14" OIL DRAIN HOSE	1
2A036-360	3.60" SUPERCHARGER PULLEY	1	7R001-008	#8 STAINLESS HOSE CLAMPS	2
8R101-001	6-RIB PULLEY RETAINER ASY	1	7P500-003	90° X 1/2" ALUM. TUBE	1
4FL111-041	MOUNTING BRACKET ASY, '99 2V	1	7P500-020	TUBE NUT	1
7A375-178	3/8-16 X 1-3/4" HXHD G8	5	7P375-042	MALE CONNECTOR	1
7K375-040	3/8"AN960 FLAT WASHER	6	4FH112-020	DISCHARGE ASY	1
2A046-113	BELT, K061130-GATES	1	4FH012-020	DISCHARGE TUBE	1
7C080-065	8MM-1.25 X 65 SOC	2	7S300-200	3" X 2" SLEEVE	1
7C080-140	8MM-1.25 X 140 HXH	1	7S275-200	2-3/4" X 2" SLEEVE	1
7K312-001	5/16" AN-WASHER	7	7R002-044	#44 HOSE CLAMPS	2
7C080-051	8MM-1.25 X 50 HXHD 10.9	1	7R002-048	#48 HOSE CLAMPS	2
7C080-025	8MM-1.25 X 25 HXHD	1	7R002-016	#16 HOSE CLAMPS	6
4FE014-010	RADIATOR PIPE-STNLSS	1	8D001-001	BYPASS VALVE	1
7R002-024	#24 GOLDSEAL HOSE CLAMP	2	7U034-016	1" X 3.5" HEATER HOSE	1
7R003-013	ADEL CLAMP, 3/4" ID	1	7U034-016	1" X 13.5" HEATER HOSE	1
7C010-050	10-24 X 1/2 SOC HD CAP, ZINC PLT	1	7U030-046	5/32" X 52" VACUUM LINE	1
7J010-001	#10 FLAT WASHER	1	7P156-082	5/32" TEE	1
7C010-140	10MM-1.50 X 140 HXHD	2	7P100-010	1" HOSE UNION	1
7J010-002	10MM WASHER, ZINC PLATED	3	7U133-090	1" X 90° RUBBER ELBOW	1
7C010-066	10MM-1.5 X 65 BOLT, SHCS	1	5A003-080	TUNER, ECU, DIABLOSPORT IN-TUNE	1
7E010-046	#8 X 3/4" SHEET METAL	1	8F060-030	30LB. INJECTORS	8
7A375-208	3/8-16 X 2" G8 HXHD	1	8F101-260	FUEL PUMP ASY, '99 4.6, INTANK	1
4FH016-150	IDLER PULLEY,6-RIB 3" FLANGED	1	8F001-260	FUEL PUMP, 99+ FORD 4.6	1
4FA016-171	DUST COVER (IDLER PULLEY)	1	5W001-052	PUMP, FUEL, PIGTAIL-CONNECTION	1
7C012-020	12MM-1.75 X 20MM PLD	1	2A017-048	SPACERS	2
2A017-045	SPACER, IDLER PLATE 2V G3	1			
4FH111-032	IDLER PLT ASY, 2V GEN3	1			
4FH011-041	MOUNTING BRACKET-MACH	1			
4FH112-010	AIR INTAKE ASY	1			
4FA012-012	90° INTAKE ELBOW	1			
4FH110-050	MAF METER BRACKET ASY	1			
7R002-056	#56 HOSE CLAMPS	6			
7S350-200	3-1/2" X 2" SLEEVE	3			
7U035-000	3-1/2" X 9" FLEX HOSE	1			
7R002-052	#52 HOSE CLAMPS	2			
8H040-090	AIR FILTER	1			
7A250-075	1/4-20 X 3/4" SHCS	4			
7F250-021	1/4-20 NYLOCK NUTS	4			
7J250-001	1/4" SAE WASHERS	4			
4FK012-040	INLET ELBOW	1			
7P750-100	3/4"NPT X 1" HOSE FITTING	1			
7U033-000	5/8" X 48" HOSE	1			
7U038-000	3/4" X 27" HOSE	1			
7U100-052	7/16" RUBBER GROMMET	1			
7P625-002	5/8" BARB	1			
4FH130-026	OIL FEED ASY	1			
7U030-026	1/4" X 26" OIL FEED HOSE	1			
7P525-067	.525" CRIMP FERRULES	2			
7P250-066	#4 SWIVEL X 1/4" HOSE BARB FITTING	2			
7P125-103	1/8"NPT X -4 X 45° MALE ELBOW	1			
7P250-082	1/4"NPT X -4 90° FITTING	1			
7P250-034	1/4"NPT STREET TEE	1			
7P250-036	-4 FLARE TO 1/4"NPT	1			



2001 4.6L SOHC Mustang BULLITT

Part No. 4FL218-070SQ/078SQ

PARTS LIST

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

PART NO.	DESCRIPTION	QTY.	PART NUMBER	DESCRIPTION	QTY.
2E229-130	SUPERCHARGER ASY	1	4FH130-026	OIL FEED ASY	1
2E128-030	V-2 SQ SUPERCHARGER	1	7U030-026	1/4" X 26" OIL FEED HOSE	1
2A036-360	3.60" SUPERCHARGER PULLEY	1	7P255-067	.525" CRIMP FERRULES	2
8R101-001	6-RIB PULLEY RETAINER ASY	1	7P250-066	#4 SWIVEL X 1/4" HOSE BARB FITTING	2
4FL111-051	MTNG BRKT ASY BULLITT	1	7P125-103	1/8"NPT -4 X 45° MALE ELBOW	1
7A375-178	3/8-16 X 1-3/4" HXHD G8	5	7P250-082	1/4"NPT X -4 90° FITTING	1
7K375-040	3/8"AN960 FLAT WASHERS	5	7P250-034	1/4"NPT STREET TEE	1
2A046-109	BELT, 109" DAYCO		7P250-036	-4 FLARE TO 1/4"NPT	1
4FL011-031	MACH, 2000 GT MTG BRKT	1	4FH130-036	OIL DRAIN ASY	1
7C080-065	8MM-1.25" X 65 SOC	1	7U030-036	1/2" X 14" OIL DRAIN HOSE	1
7C080-140	8MM-1.25" X 140 HXHD	1	7R001-008	#8 STAINLESS HOSE CLAMPS	2
7K312-001	5/16" AN-WASHER	4	7P500-003	90° 1/2" ALUM. TUBE	1
7C060-050	6MM-1.0" X 50MM HXHD ZINC	1	7P500-020	TUBE NUT	1
7C080-025	8MM-1.25" X 25 HXHD	1	7P375-042	MALE CONNECTOR	1
4FE014-010	RADIATOR PIPE-STNLSS	1	4FL112-020	DISCHARGE ASY	1
7R002-024	#24 GOLD SEAL HOSE C	2	7S300-200	3" X 2" SLEEVE	1
7R003-013	ADEL CLAMP, 3/4"ID	1	7R002-044	#44 HOSE CLAMPS	1
7C010-050	10-24 X 1/2" SOC HD CAP, ZINC PLT	1	7R002-048	#48 HOSE CLAMPS	3
7J010-001	#10 FLAT WASHER	1	7R002-016	#16 HOSE CLAMPS	6
7C010-140	10MM-1.50" X 140 HEX HEAD	2	8D001-001	BYPASS VALVE	1
7J010-002	10MM WASHER, ZINC PLATED	4	7U034-016	1" X 10" HEATER HOSE	1
7C010-066	10MM-1.5" X 65 BOLT, SHCS	1	7U030-046	5/32" X 52" VACUUM LINE	1
7E010-046	#8 X 3/4" SHEET METAL	1	7P156-082	5/32" TEE	1
4FL116-150	2000 2V IDLER PLY ASY	1	7P100-010	1" HOSE UNION	1
4FH111-032	IDLER PLT ASY, 2V GEN3	1	7U133-090	1" X 90° RUBBER ELBOW	2
4FH016-150	IDLER PULLEY, 6-RIB 3" FLANGD	1	4FL012-021	DISCHARGE TUBE "A"	1
4FA016-171	DUST COVER (IDLER PULLEY)	1	4FK012-050	DISCHARGE TUBE "B"	1
7C012-020	12MM-1.75 X 20MM PLD	1	7S300-275	REDUCER, 3.00" - 2.75"	1
2A017-055	SPACER, IDLER BULLITT	1	7R002-072	#72 GOLDSEAL CLAMP	2
4FK016-081	WATER PUMP PULLEY, STOCK	1	7S450-250	SLEEVE, Ø4.50" X 2.5" WIDE	1
7A375-208	3/8-16 X G8 HXHD	1	5A003-080	TUNER, ECU, DIABLOSPORT IN-TUNE	1
7J250-001	1/4"SAE WASHER, PLTD	1	8F060-038	38LB. INJECTORS	8
7C080-140	M8-1.25 X 140 BOLT	2	8F101-260	FUEL PUMP ASY, 99 4.6, INTANK	1
4FH112-010	AIR INTAKE ASY	1	8F001-260	FUEL PUMP, '99+ FORD 4.6	1
4FA012-012	90° INTAKE ELBOW	1	5W001-052	PUMP, FUEL, PIGTAIL-CONNECTION	1
4FH110-050	MAF METER BRACKET ASY	1	2A017-048	SPACERS	2
7R002-056	#56 HOSE CLAMPS	6			
7S350-200	3-1/2" X 2" SLEEVE	2			
7U035-000	3-1/2" X 9" FLEX HOSE	1			
7R002-052	#52 HOSE CLAMPS	2			
8H040-090	AIR FILTER	1			
7A250-075	1/4-20 X 3/4" SHCS	4			
7F250-021	1/4-20 NYLOCK NUTS	4			
7J250-001	1/4"SAE WASHERS	4			
4FK012-040	INLET ELBOW	1			
7P750-100	3/4"NPT X 1" HOSE FITTING	1			
7U033-000	5/8" X 48" HOSE	1			
7U038-000	3/4" X 27" HOSE	1			
7U100-052	7/16" RUBBER GROMMET	1			
7P625-002	5/8" BARB	1			



ENGINEERING, INC

2000-2004 4.6L SOHC Mustang GT

Part No. 4FL218-130SQ/138SQ

PARTS LIST

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

PART NO.	DESCRIPTION	QTY.	PART NUMBER	DESCRIPTION	QTY.
2E229-130	SUPERCHARGER ASY	1	4FH130-026	OIL FEED ASY	1
2E128-030	V-2 SQ SUPERCHARGER	1	7U030-026	1/4" X 26" OIL FEED HOSE	1
2A036-360	3.60" SUPERCHARGER PULLEY	1	7P525-067	.525" CRIMP FERRULES	2
8R101-001	6-RIB PULLEY RETAINER ASY	1	7P250-066	#4 SWIVEL X 1/4" HOSE BARB FITTING	2
4FL111-031	MTNG BRKT ASY, '00-'03 2V GT	1	7P125-103	1/8"NPT X -4 X 45° MALE ELBOW	1
7A375-178	3/8-16 X 1-3/4" HXHD G8	5	7P250-082	1/4"NPT X -4 X 90° FITTING	1
7K375-040	3/8"AN960 FLAT WASHERS	5	7P250-034	1/4"NPT STREET TEE	1
2A046-080	BELT, K061080-GATES SALEEN	1	7P250-036	-4 FLARE TO 1/4"NPT	1
4FL011-031	MACH, 2000 GT MTG BRKT	1	4FH130-036	OIL DRAIN ASY	1
7C080-065	8MM-1.25 X 65 SOC	1	7U030-036	1/2" X 14" OIL DRAIN HOSE	1
7C080-140	8MM-1.25 X 140 HXH	1	7R001-008	#8 STAINLESS HOSE CLAMPS	2
7K312-001	5/16" AN-WASHER	4	7P500-003	90° X 1/2" ALUM. TUBE	1
7C060-050	6MM-1.0" X 50MM HXHD ZINC	1	7P500-020	TUBE NUT	1
7C080-025	8MM-1.25" X 25 HXHD	1	7P375-042	MALE CONNECTOR	1
4FE014-010	RADIATOR PIPE-STNLSS	1	4FH112-020	DISCHARGE ASY	1
7R002-024	#24 GOLD SEAL HOSE C	2	4FH012-020	DISCHARGE TUBE	1
7R003-013	ADEL CLAMP, 3/4"ID	1	7S300-200	3" X 2" SLEEVE	1
7C010-050	10-24 X 1/2" SOC HD CAP, ZINC PLT	1	7S275-200	2-3/4" X 2" SLEEVE	1
7J010-001	#10 FLAT WASHER	1	7R002-044	#44 HOSE CLAMPS	2
7C010-140	10MM-1.50 X 140 HEX HEAD	2	7R002-048	#48 HOSE CLAMPS	2
7J010-002	10MM WASHER, ZINC PLATED	4	7R002-016	#16 HOSE CLAMPS	6
7C010-066	10MM-1.5 X 65 BOLT, SHCS	1	8D001-001	BYPASS VALVE	1
7E010-046	#8 X 3/4" SHEET METAL	1	7U034-016	1" X 3.5" HEATER HOSE	1
4FL116-150	2000 2V IDLER PLY ASY.	1	7U034-016	1" X 13.5" HEATER HOSE	1
4FH111-032	IDLER PLT ASY, 2V GEN3	1	7U030-046	5/32" X 52" VACUUM LINE	1
4FH016-150	IDLER PULLEY, 6-RIB 3" FLANGD	1	7P156-082	5/32" TEE	1
4FA016-171	DUST COVER (IDLER PULLEY)	1	7P100-010	1" HOSE UNION	1
7C012-020	12MM-1.75 X 20MM PLD	1	7U133-090	1" X 90° RUBBER ELBOW	1
2A017-045	SPACER, IDLER PLATE 2V G3	1	4FL139-096	PCV ASY, 2004 MUSTANG GT	1
7A375-208	3/8-16 X G8 HXHD	1	4P375-106	PCV VALVE	1
7J250-001	1/4"SAE WASHER, PLTD	1	7P625-375	5/8" TO 3/8" REDUCER BARB	1
7C080-140	M8-1.25 X 140 BOLT	2	7U032-016	3/8" HOSE (6")	1
4FH112-010	AIR INTAKE ASY	1	7U033-000	5/8" HOSE (6")	1
4FA012-012	90° INTAKE ELBOW	1	7R001-006	#6 HOSE CLAMP	4
4FH110-050	MAF METER BRACKET ASY	1	5A003-080	TUNER, ECU, DIABLOSPORT IN-TUNE	1
7R002-056	#56 HOSE CLAMPS	6	8F060-038	38LB. INJECTORS	8
7S350-200	3-1/2" X 2" SLEEVE	2	8F001-265	FUEL PUMP	1
7U035-000	3-1/2" X 9" FLEX HOSE	1			
7R002-052	#52 HOSE CLAMPS	2			
8H040-090	AIR FILTER	1			
7A250-075	1/4-20 X 3/4" SHCS	4			
7F250-021	1/4-20 NYLOCK NUTS	4			
7J250-001	1/4"SAE WASHERS	4			
4FK012-040	INLET ELBOW	1			
7P750-100	3/4"NPT X 1" HOSE FITTING	1			
7U033-000	5/8" X 48" HOSE	1			
7U038-000	3/4" X 27" HOSE	1			
7U100-052	7/16" RUBBER GROMMET	1			
7P625-002	5/8" BARB	1			
4FH012-012	90° INLET ELBOW W/HOLE	1			



ENGINEERING, INC

2000-2004 4.6L SOHC Mustang GT

Part No. 4FL218-130L/138L

PARTS LIST

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

PART NO.	DESCRIPTION	QTY.	PART NUMBER	DESCRIPTION	QTY.
2F329-040	V3-SI SUPERCHARGER ASY	1	4FH112-020	DISCHARGE ASY	1
2A036-360	3.60" SUPERCHARGER PULLEY	1	4FH012-020	DISCHARGE TUBE	1
8R101-001	6-RIB PULLEY RETAINER ASY	1	7S300-200	3" X 2" SLEEVE	1
4FL111-031	MTNG BRKT ASY, '00-'03 2V GT	1	7S275-200	2-3/4" X 2" SLEEVE	1
7A375-178	3/8-16 X 1-3/4" HXHD G8	5	7R002-044	#44 HOSE CLAMPS	2
7K375-040	3/8"AN960 FLAT WASHERS	5	7R002-048	#48 HOSE CLAMPS	2
2A046-080	BELT, K061080-GATES SALEEN	1	7R002-016	#16 HOSE CLAMPS	6
4FL011-031	MACH, 2000 GT MTG BRKT	1	8D001-001	BYPASS VALVE	1
7C080-065	8MM-1.25 X 65 SOC	1	7U034-016	1" X 3.5" HEATER HOSE	1
7C080-140	8MM-1.25 X 140 HXH	1	7U034-016	1" X 13.5" HEATER HOSE	1
7K312-001	5/16" AN-WASHER	4	7U030-046	5/32" X 52" VACUUM LINE	1
7C060-050	6MM-1.0" X 50MM HXHD ZINC	1	7P156-082	5/32" TEE	1
7C080-025	8MM-1.25" X 25 HXHD	1	7P100-010	1" HOSE UNION	1
4FE014-010	RADIATOR PIPE-STNLSS	1	7U133-090	1" X 90° RUBBER ELBOW	1
7R002-024	#24 GOLD SEAL HOSE C	2	4FL139-096	PCV ASY, 2004 MUSTANG GT	1
7R003-013	ADEL CLAMP, 3/4"ID	1	4P375-106	PCV VALVE	1
7C010-050	10-24 X 1/2" SOC HD CAP, ZINC PLT	1	7P625-375	5/8" TO 3/8" REDUCER BARB	1
7J010-001	#10 FLAT WASHER	1	7U032-016	3/8" HOSE (6")	1
7C010-140	10MM-1.50 X 140 HEX HEAD	2	7U033-000	5/8" HOSE (6")	1
7J010-002	10MM WASHER, ZINC PLATED	4	7R001-006	#6 HOSE CLAMP	4
7C010-066	10MM-1.5 X 65 BOLT, SHCS	1	5A003-080	TUNER, ECU, DIABLOSPORT IN-TUNE	1
7E010-046	#8 X 3/4" SHEET METAL	1	8F060-038	38LB. INJECTORS	8
4FL116-150	2000 2V IDLER PLY ASY.	1	8F001-265	FUEL PUMP	1
4FH111-032	IDLER PLT ASY, 2V GEN3	1	009035	LUBE ASSY	1
4FH016-150	IDLER PULLEY, 6-RIB 3" FLANGD	1			
4FA016-171	DUST COVER (IDLER PULLEY)	1			
7C012-020	12MM-1.75 X 20MM PLD	1			
2A017-045	SPACER, IDLER PLATE 2V G3	1			
7A375-208	3/8-16 X G8 HXHD	1			
7J250-001	1/4"SAE WASHER, PLTD	1			
7C080-140	M8-1.25 X 140 BOLT	2			
4FH112-010	AIR INTAKE ASY	1			
4FA012-012	90° INTAKE ELBOW	1			
4FH110-050	MAF METER BRACKET ASY	1			
7R002-056	#56 HOSE CLAMPS	6			
7S350-200	3-1/2" X 2" SLEEVE	2			
7U035-000	3-1/2" X 9" FLEX HOSE	1			
7R002-052	#52 HOSE CLAMPS	2			
8H040-090	AIR FILTER	1			
7A250-075	1/4-20 X 3/4" SHCS	4			
7F250-021	1/4-20 NYLOCK NUTS	4			
7J250-001	1/4"SAE WASHERS	4			
4FK012-040	INLET ELBOW	1			
7P750-100	3/4"NPT X 1" HOSE FITTING	1			
7U033-000	5/8" X 48" HOSE	1			
7U038-000	3/4" X 27" HOSE	1			
7U100-052	7/16" RUBBER GROMMET	1			
7P625-002	5/8" BARB	1			
4FH012-012	90° INLET ELBOW W/HOLE	1			

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1. PREPARATION/REMOVAL

- A. Disconnect the negative battery cable.

NOTE: 1999-2004 MODELS ONLY

1. Remove the passenger side front kick panel from the interior of the vehicle. Remove the sound deadening material (if any) that is covering the ECM. Remove the plastic ECM hold-down bracket.
2. Using a 10mm socket or wrench, remove the harness and plug from the ECM (as you loosen the bolt, the connector will slowly release). Remove the ECM from the vehicle.
3. Contact the Vortech Service Department for a Return Authorization Number. Send both ECM and supplied credit tag to Vortech using the enclosed shipping box.

- B. (2001 Bullitt only) - Loosen the four water pump pulley bolts.
- C. Remove the accessory drive belt.
- D. Remove the plastic radiator cover and fasteners located above the core support.
- E. Remove the crankcase vent tube located between the driver's side valve cover and the air inlet and discard. Remove the hose from the air inlet tube to the idle air motor resonator inlet and discard.
- F. Remove all components that lead to the throttle body including the rubber bellows, mass air flow (MAF) sensor, air filter assembly and intake air temperature (IAT) sensor. Separate the MAF and IAT sensors from the intake assembly and set aside.

NOTE: 2002-2004 models do not have a separate IAT sensor. (The IAT sensor is integrated with the factory MAF.)

- G. Drain approximately one gallon of coolant from the radiator. Remove the upper radiator hose and set aside.

2. OIL DRAIN (ENGINE OIL-FED KITS ONLY. APPLICATIONS WITH V3 SUPERCHARGERS SKIP AHEAD TO STEP 4.)

- A. To provide an oil drain for the supercharger, it is necessary to make a hole in the oil pan. Locate and mark hole per diagram. (See Fig. 2-a.) The drain hole must be punched rather than drilled.

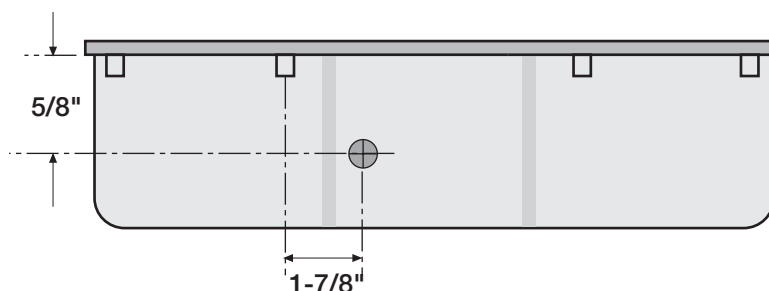


Fig: 2-a / Front of Oil Pan

2. OIL DRAIN, CONT'D. (ENGINE OIL-FED KITS ONLY. APPLICATIONS WITH V3 SUPERCHARGERS SKIP AHEAD TO STEP 4.)

- B. Remove the paint around the hole area.
- C. 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.
- D. Tap the hole with a 3/8"NPT tap approximately 1/4" deep. Pack the flutes of the tap with heavy grease to hold chips. Use a small magnet to check for any stray chips.

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

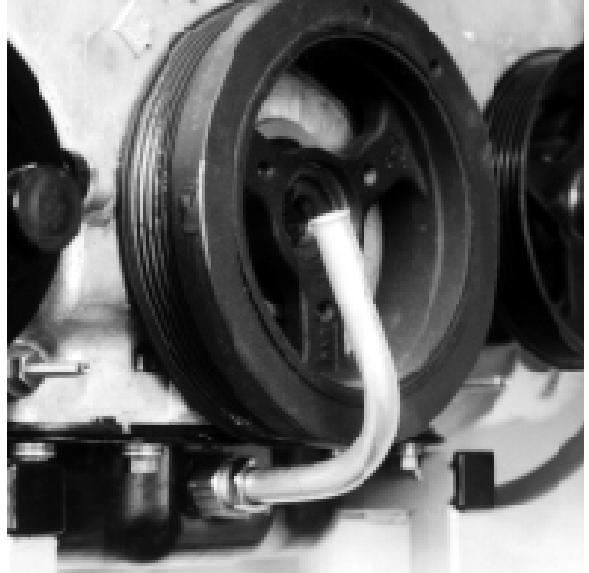


Fig. 2-b

- E. Thoroughly clean the threaded area. Apply a small amount of silicone sealer to the new threads. Apply more sealer to the 3/8"NPT x 1/2" inverted flare fitting and secure in hole. Make sure a seal is formed all around the fitting.
- F. Thread the tube nut and 1/2" x 90° aluminum tube into the inverted flare fitting by hand. (See Figs. 2-b, 2-c.) Do not tighten until after the supercharger drain hose has been connected.
- G. Drain the engine oil and change the filter.
- H. Temporarily cap off the oil drain fitting to keep out debris until drain hose is attached at a later time.
- I. Refill engine with 5W/30 synthetic or conventional SH/CF rated motor oil.

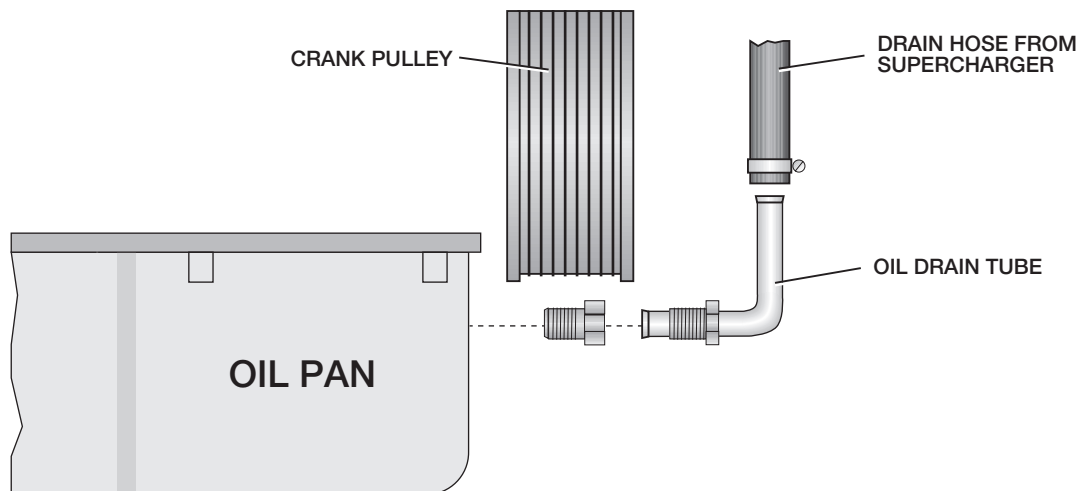


Fig. 2-c / View From Passenger's Side

3. OIL FEED (ENGINE OIL-FED KITS ONLY. APPLICATIONS WITH V3 SUPERCHARGERS SKIP AHEAD TO STEP 4.)

- *A. Remove the 1/4"NPT socket head plug located perpendicular to and directly beneath the factory oil pressure sending unit. This is found on the driver's side below the oil filter.
- *B. Thread the supplied 1/4"NPT #4 flare x 90° fitting into the pressure sending unit mount using engine oil on the pipe threads. Rotate the fitting so that the flare points toward the front of the vehicle. (See Fig. 3-a.)
- **C. Remove the oil pressure sender. This is located the driver's side of the engine below the oil filter.
- **D. Thread the supplied 1/4" street TEE into the pressure sending unit mount using engine oil on the pipe threads.
- **E. Install the sending unit and the 1/4"NPT #4 flare fitting into the street TEE as shown and tighten. (See Fig. 3-b.)
- F. Temporarily cap off the flare fitting to prevent dirt from entering. The oil feed will be connected at a later time.

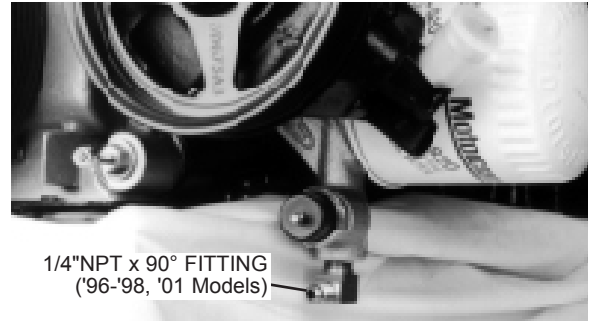


Fig. 3-a

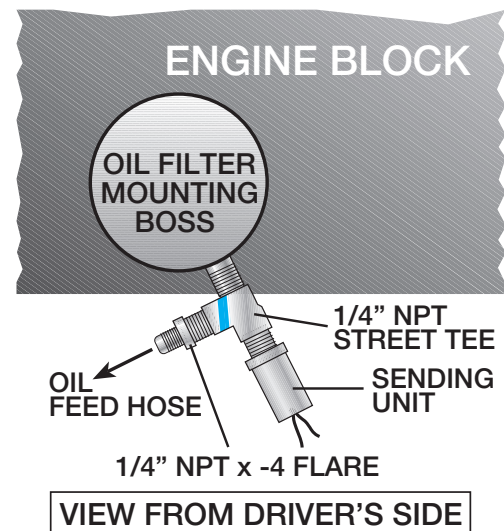


Fig. 3-b / View From Driver's Side ('99-'00 Models Only)

NOTE: Teflon tape, or other sealant is not recommended as it might loosen and cause blockage of the oil feed orifice, resulting in supercharger failure.

- * '96-'98, '01 models only
- ** '99-'00 models only

4. FUEL MANAGEMENT UNIT (1996-1998 MODELS ONLY)

- A. Position the fuel management unit (FMU) against the inner fender ahead of the right side shock tower about an inch from the top. Mark and drill two holes in the inner fender to mount the FMU. Secure with the sheet metal screws provided. (See Figs. 4-a, 4-b, 4-c.)
- B. Disconnect and discard the factory rubber fuel return line running from the fuel rail (the return line DOES NOT have a pressure test fitting on it) to the steel return line (the smaller of the two) located behind the right side shock tower using a spring lock disconnect tool.
- C. Connect the FMU inlet hose (the hose that goes to the 90° fitting on the side of the FMU) to the return side of the factory fuel regulator on the fuel rail.
- D. Connect the FMU outlet hose (attaches to the center fitting on the bottom of the unit) to the steel return line running to the tank. Make sure hose end is securely "snapped" onto factory fuel return line.
- E. Secure the fuel lines away from abrasion and exhaust heat with the tie wraps provided.
- F. Attach the supplied length of 5/32" vacuum hose to the fitting on top of the FMU. Connect the opposite end of the hose to the factory fuel regulator vacuum connection using the 5/32" TEE provided.

4. FUEL MANAGEMENT UNIT (1996-1998 MODELS ONLY), CONT'D.

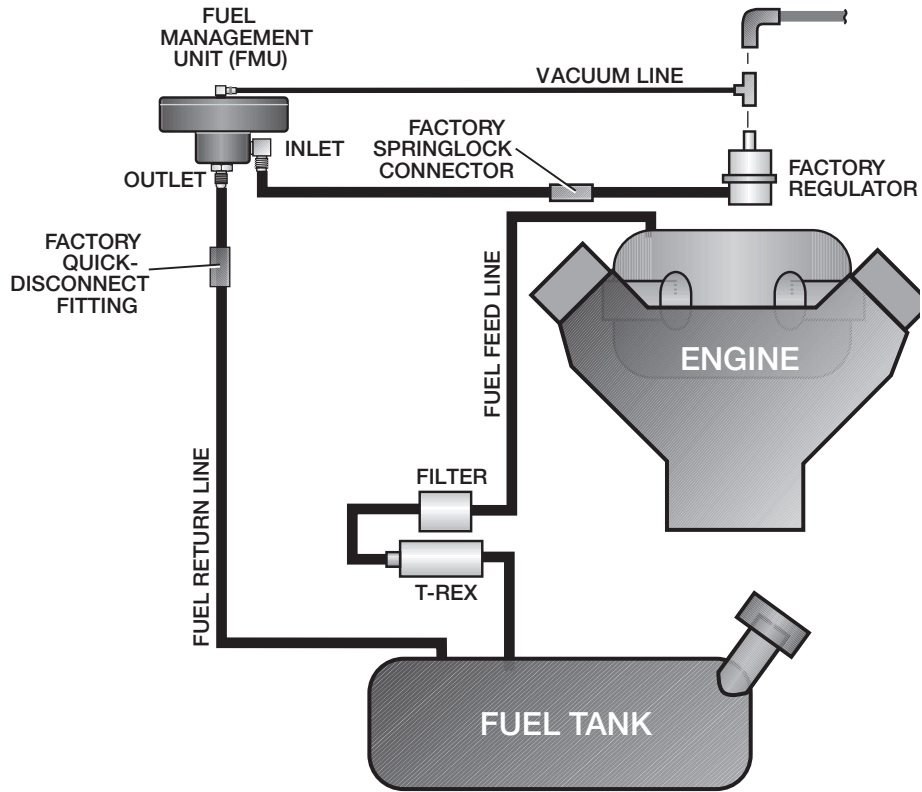


Fig. 4-a

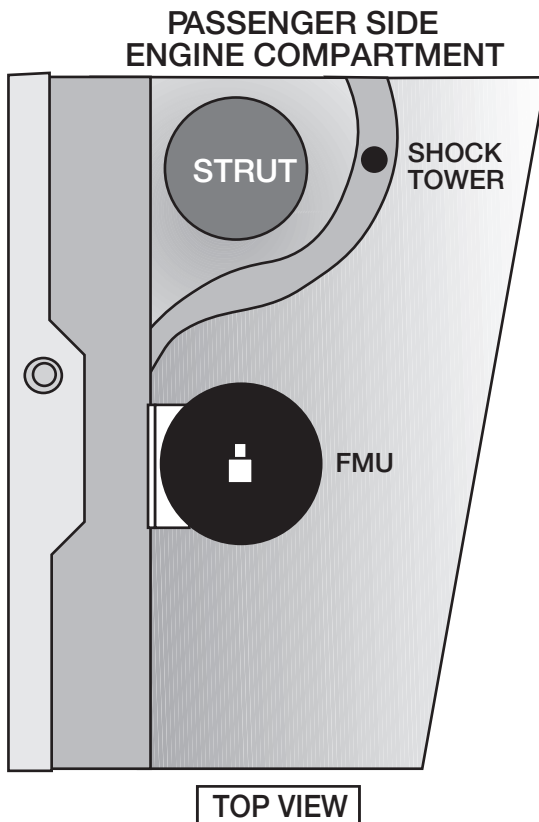


Fig. 4-b



Fig. 4-c

5.1 FUEL PUMP INSTALLATION (1996-1997 MODELS ONLY)

- A. Remove the spare tire, etc. from the trunk.
- B. Trim "cut-out" from the template provided in the kit and place over spare tire hold-down. Centerpunch and drill the four 3/16" holes in the trunk floor.
- C. Jack up the rear of the car and support with jack stands.
- D. Mount the T-Rex fuel pump to the underside of the tire well with the rubber mounts, adel clamps and fasteners provided. Refer to the graphic on the following page.
- E. Remove the female hose end connected to the fuel filter inlet.
- F. Insert the T-Rex inlet hose assembly into the female supply hose fitting by gently pushing the fittings together and making sure they are locked.
- G. Fasten the extended feed line clear of the filter by looping the two 11" cable-ties through the front slot on the fuel filter mount, being careful not to kink the line.
- H. Plug the female connector located on the T-Rex discharge line onto the fuel filter inlet making sure the hose assembly clears all exhaust tubing and sharp objects.
- I. Position the reflective sleeve on the pump discharge line so that it receives maximum protection from the tailpipe.

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

- J. Mark and drill a 1/8" hole and mount the relay inside the trunk in position as shown in the template. Use the sheet metal screw provided.
- K. From relay terminal #85, tap the yellow wire into the stock fuel pump harness in the trunk near the right tail light. Tap into the purple wire with the supplied scotch lock. (On some model years, the wire may be brownish-green.)
- L. Connect the short red wire on relay terminal #8 to the (+) terminal on the fuel pump.
- M. Connect the longer black wire from the (-) terminal on the fuel pump to a clean ground.
- N. Connect the short black wire to a clean ground from relay terminal #86 (relay screw mount works well).
- O. Route the remaining long red wire from relay terminal #30 up to the fuse panel located under the dash. Using a solderless connector, connect the supplied fuse holder and fuse to the end of the wire. Crimp the fuse wire to the supplied female slide and fuse tap. Attach fuse tap and wire to fuse #17.

5.1 FUEL PUMP INSTALLATION, (1996-1997 MODELS ONLY, CONT'D.)

NOTE: Make sure everything is secure and away from all moving parts or exhaust pipes. Make sure no wires will rub on sharp edges. After you have activated the pump, check for any leaks and correct if necessary.

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

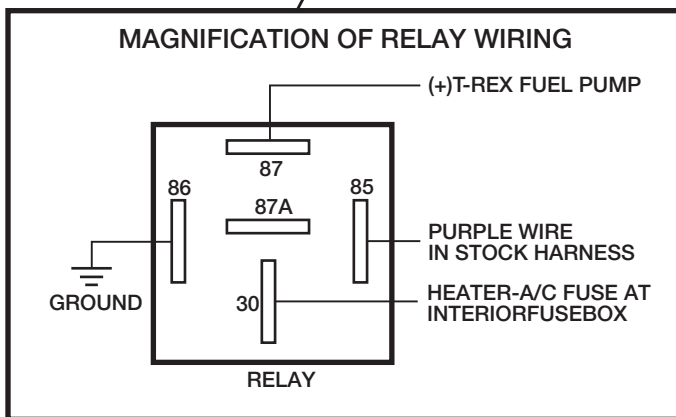
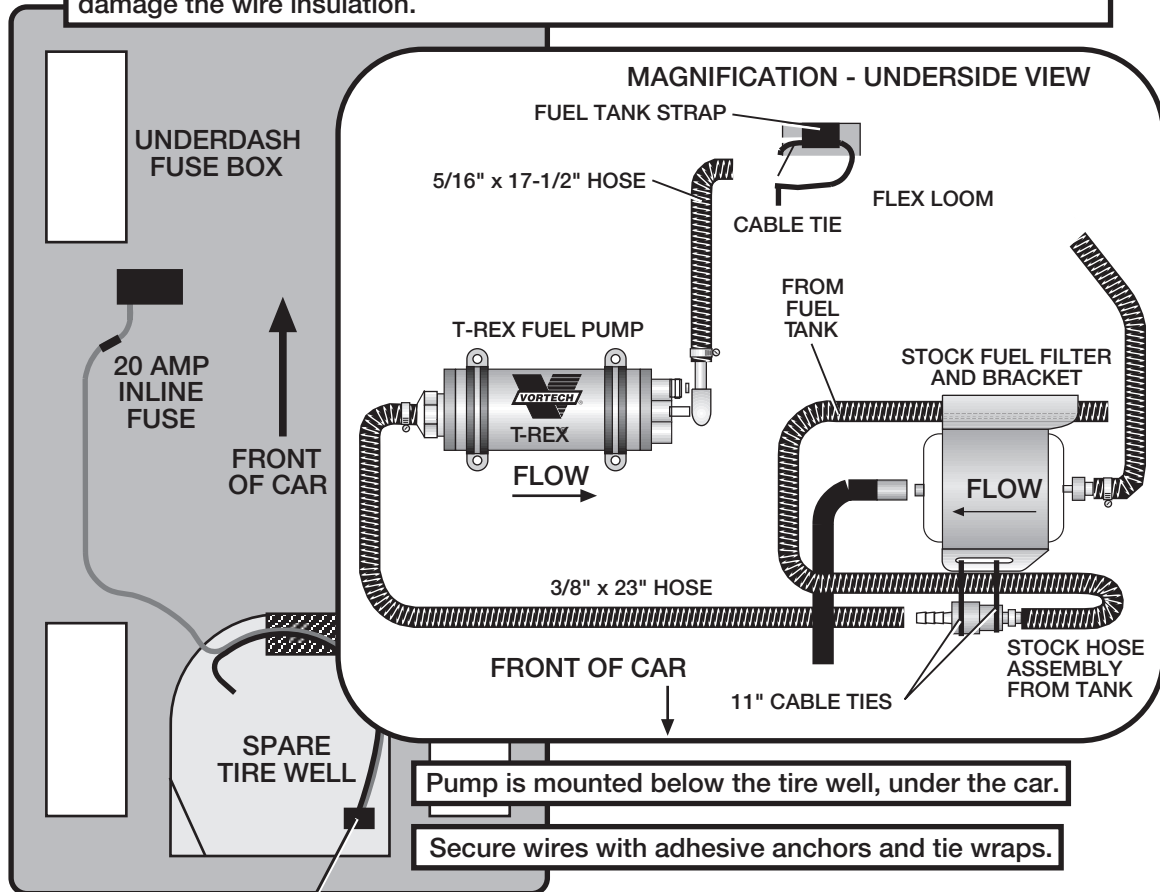


Fig. 5.1-a

5.2 FUEL PUMP INSTALLATION (1998 MODELS ONLY)

- A. Remove the spare tire, etc. from the trunk.
- B. Jack up the rear of the car and support with jack stands.
- C. Mount the fuel pump to the underside of the spare tire well with the adel clamp and #8 fasteners provided. (See Figs. 5.2-a, 5.2-b.)
- D. Remove the factory female hose end connected to the fuel filter inlet.
- E. Insert the supplied 1/2" fuel pump inlet hose adapter fitting into the factory female supply hose fitting by gently pushing the fittings together and making sure they are locked.
- F. Attach the supplied 1/2" fuel hose to the pump inlet and the inlet hose adapter fitting. Use the supplied #4 clamps to secure both ends. Cut hose length, if necessary.
- G. Fasten the extended pump inlet line clear of the filter by looping the two 11" cable ties through the front slot on the fuel filter mount, being careful not to kink the line.
- H. Plug the female connector located on the pump discharge line onto the fuel filter inlet making sure the hose assembly clears all exhaust tubing and sharp objects.



Fig. 5.2-a

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

- I. Mark and drill a 1/8" hole and mount the relay inside the trunk in position as shown in the template. Use the sheet metal screw provided.
- J. From relay terminal #85, tap the yellow wire into the stock fuel pump harness in the trunk near the right tail light. Tap into the purple wire with the supplied scotch lock. (On some model years, the wire may be brownish-green.)
- K. Connect the short red wire on relay terminal #8 to the (+) terminal on the fuel pump.
- L. Connect the longer black wire from the (-) terminal on the fuel pump to a clean ground.
- M. Connect the short black wire to a clean ground from relay terminal #86 (relay screw mount works well).
- N. Route the remaining long red wire from relay terminal #30 up to the fuse panel located under the dash. Using a solderless connector, connect the supplied fuse holder and fuse to the end of the wire. Crimp the fuse wire to the supplied female slide and fuse tap. Attach fuse tap and wire to fuse #17.

5.2 FUEL PUMP INSTALLATION (1998 MODELS ONLY), CONT'D.

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

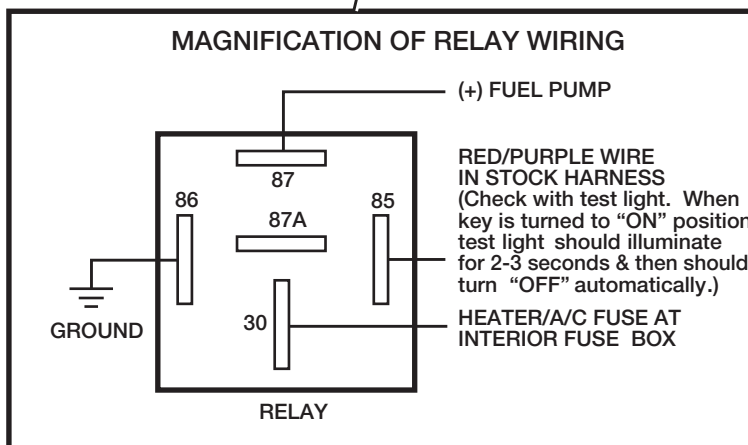
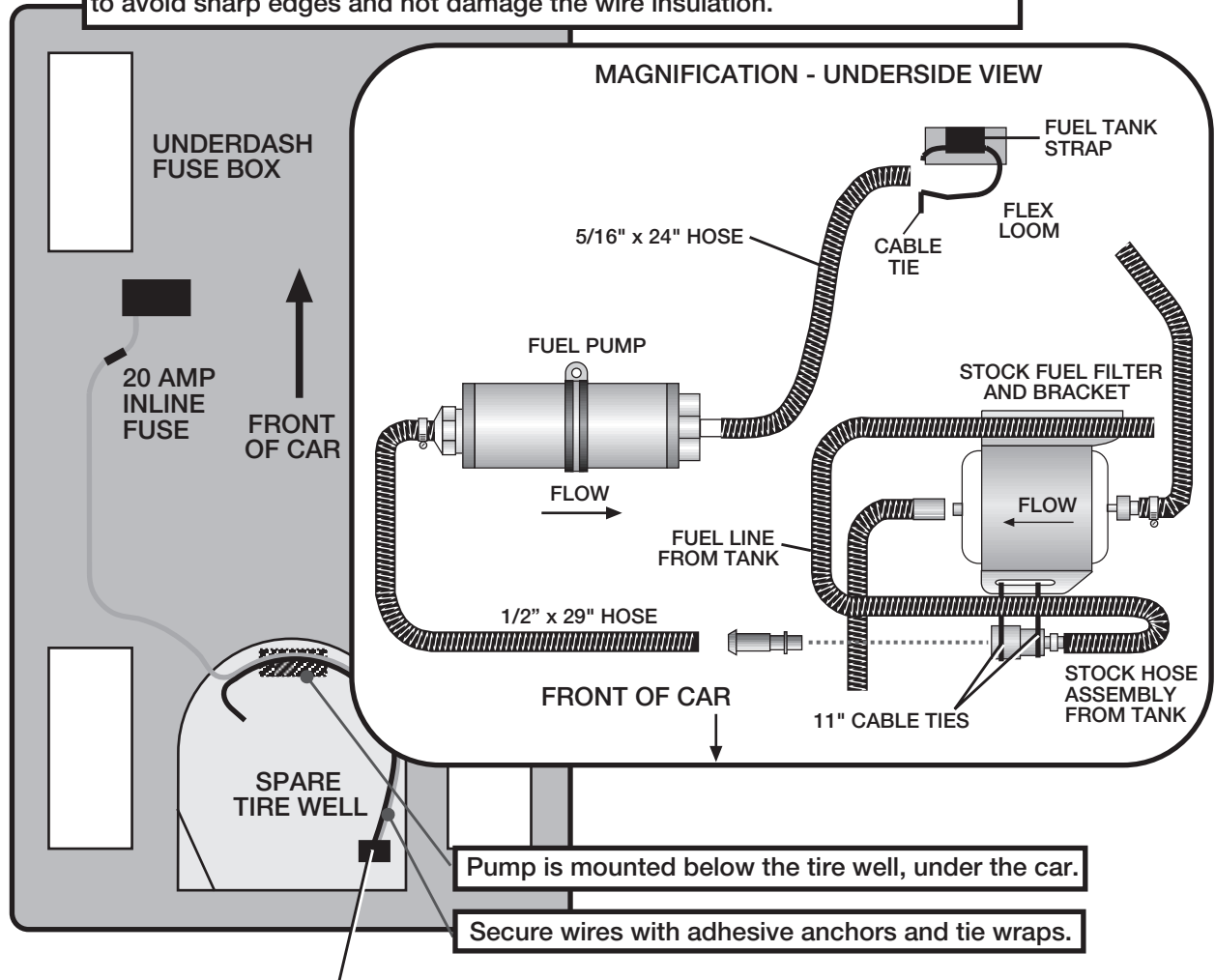


Fig. 5.2-b

5.3 FUEL PUMP INSTALLATION (1999-2004 MODELS ONLY)

- A. Raise the rear of the car and support it with jack-stands.
- B. Open the fuel door and remove the fuel-cap and the three filler neck screws using a 10mm socket.
- C. Remove the fuel filter inlet line with a 3/8" springlock tool.
- D. With the weight of the fuel tank supported with a jack, remove the bolts securing the two fuel tank straps.
- E. Slowly lower the fuel tank, allowing it to lean over with the filler side up, until the electrical connections leading to the center mounted fuel pump are revealed. Disconnect these two electrical connections.
- F. Remove the six bolts securing the fuel pump access cover (on top of the fuel tank) with an 8mm wrench. Depress the two clips securing the plastic fuel pump enclosure and slide it out of the tank. The fuel sender float is attached to the fuel pump enclosure and must be handled with care. Ensure that the tank has been lowered enough to remove the fuel pump enclosure.
- G. Remove the two screws securing the plastic fuel pump outlet manifold to the enclosure cap. Pull the manifold up and away from the fuel pump.
- H. Remove the three screws securing the fuel pump enclosure's cover using a 3/16 nut-driver and remove the cover.
- I. Remove the stock fuel pump from its enclosure. Separate the rubber pump support from beneath the filter and install it on the supplied pump. Secure the support with the new filter provided.
- J. Using the supplied fuel pump, reassemble the fuel pump assembly and canister with cap.
- K. Reinstall the canister assembly into the fuel tank and reattach the electrical connections.
- L. Reinstall the fuel tank, reconnect the fuel filter inlet line, reattach the fuel filler neck and reinstall the fuel cap.
- M. Turn the ignition key on and check the fuel pump for leaks.

6. FUEL INJECTOR REPLACEMENT (1999-2004 MODELS ONLY)

- A. Disconnect the eight (8) fuel injector wiring clips and retainers from the fuel injectors. Release any residual fuel pressure from the rail by opening the schrader valve on the rail. Have a fire extinguisher nearby and use extreme caution.
- B. Remove the bolts holding down the factory fuel rail onto the intake manifold. Lift up on to the rails evenly, removing all eight injectors.
- C. Using a small amount of clean motor oil, lightly lubricate the O-rings on both ends on the Vortech supplied fuel injectors.
- D. Install the new injectors into the fuel rails with the terminals facing outward.
- E. Carefully lower the fuel rail/injector assembly down onto the intake manifold. Check to see that each injector has been seated properly into the manifold.
- F. Tighten down the fuel rail assembly with the original bolts and attach the wiring clips to the injector terminals.

NOTE: Make sure injector retainers are secure and properly installed.
Recheck after cycling fuel system.

7. AIR CONDITIONING LINE MODIFICATION

- *A. Remove the factory ignition coil, coil bracket and all coil mounting hardware from the passenger side of the engine.
- *B. Remove the 8mm fastener attaching the air conditioning pressure line silencer to the lower radiator support to allow line movement during line modification. (See Fig. 7-b.)
- *C. Using a hand-held 1/2" tubing bender, bend the high pressure air conditioning line (the line with the pressure port and cap) so that the pressure port rotates down for supercharger inlet clearance. (See Figs. 7-a, 7-c.)
- *D. Reattach the air conditioning silencer bracket to the radiator support.

NOTE: Air conditioning lines are under high pressure and the fluid is highly toxic; therefore, use extreme caution when bending the line to avoid kinking or breaking the line. Support the assembly as much as possible while bending for clearance.

- **E. Bend the high pressure air conditioning line (the line with the pressure port and cap) so that the pressure port rotates down (for supercharger inlet clearance). (See Fig. 7-d.)

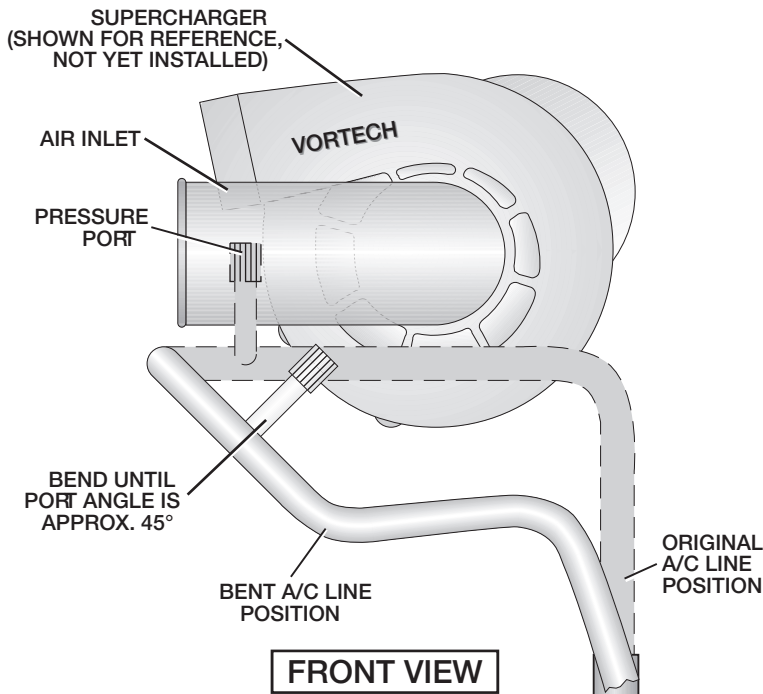


Fig. 7-a

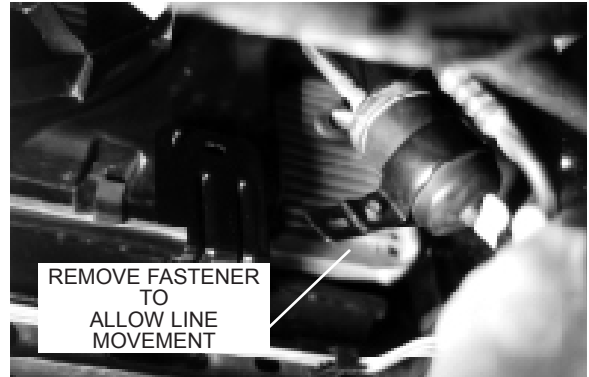


Fig. 7-b / '96-'98 Models Only

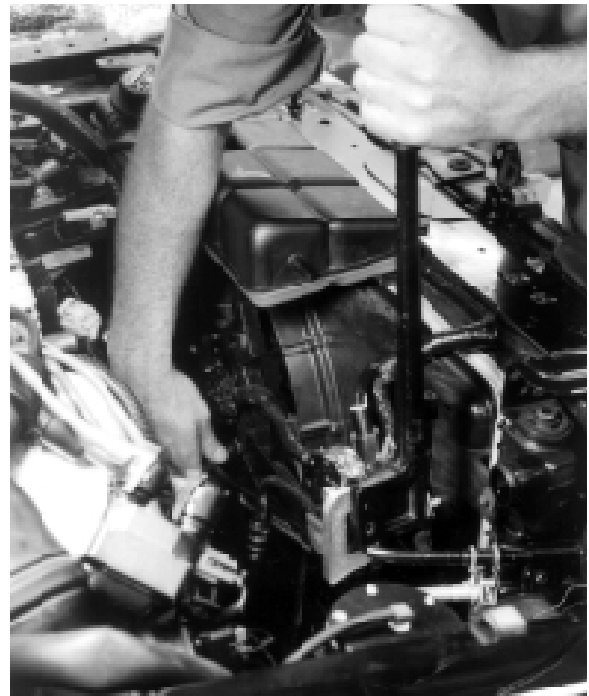


Fig. 7-c / '96-'98 Models Only

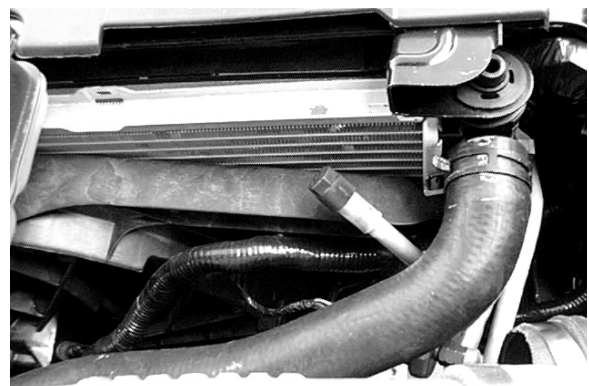


Fig. 7-d / '99-'03 Models Only

* '96-'98 Models Only
 ** '99-'03 Models Only

8.1 MAIN BRACKET ASSEMBLY (1996-1999 Models Only)

- *A. Attach the supplied 1/8"NPT x 45° flare fitting and oil feed hose to the oil feed fitting on the supercharger. Rotate the fitting so that it points forward, toward the volute (intake) side of the supercharger, perpendicular to the front cover. When tightening the fitting, use a 1/2" wrench on the oil feed base for support.

WARNING: When threading the 1/8" NPT x 45° flare fitting into the supercharger, use engine oil on the pipe threads for lubrication. Teflon tape, paste or other sealant is not recommended as it might loosen and cause blockage of the oil feed orifice, resulting in supercharger failure.



Fig. 8.1-a

- *B. Slide the supplied 1/2" oil drain hose onto the supercharger drain and secure with a #8 hose clamp.
- C. Install the 8mm x 65mm bolt and washer through the supercharger bracket in the location shown. (See Fig. 8.1-e).
- D. Using the supplied 3/8-16 x 1.75 bolts and 3/8"AN washers, secure the supercharger to the Vortech aluminum mounting bracket. (See Figs. 8.1-a, 8.1-b.)

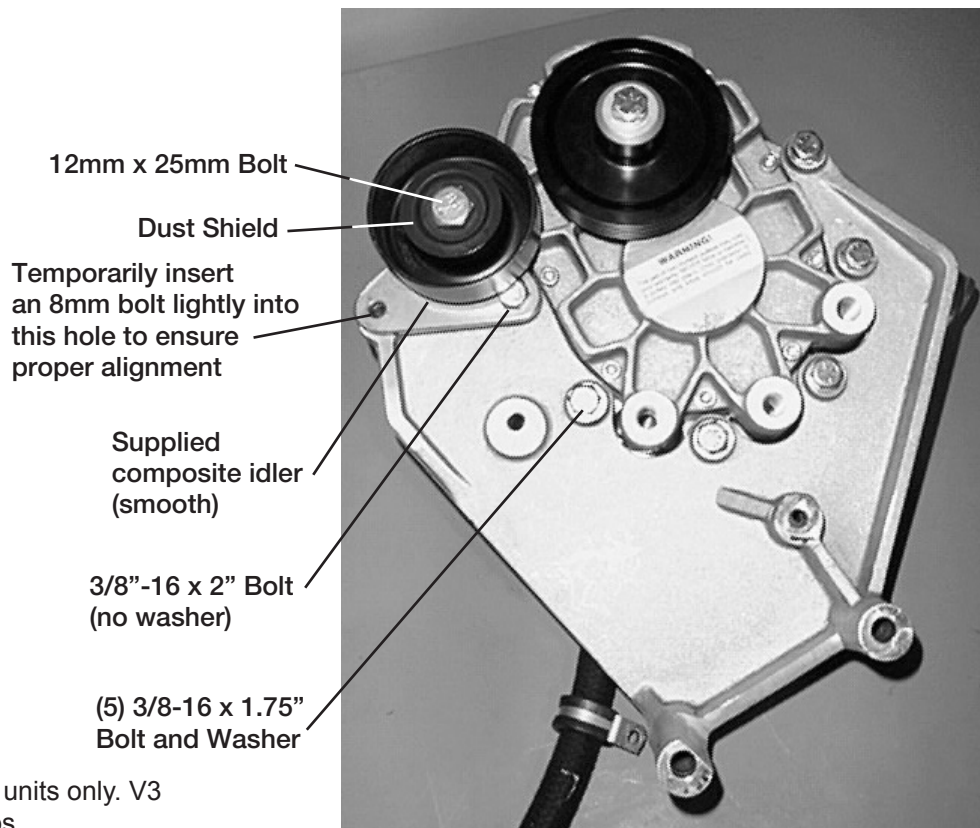


Fig. 8.1-b

* Applies to "engine oil-fed" units only. V3 applications skip these steps.

8.1 MAIN BRACKET ASSEMBLY (1996-1999 MODELS ONLY), CONT'D.

- E. Using the supplied 3/8-16 x 2" bolt, fasten the Vortech idler mounting plate to the supercharger and mounting bracket. Do not use a washer. Align the second hole while torquing the bolt. Secure the supplied composite idler to the idler mounting plate with the supplied 12mm x 25mm bolt and dust shield. Use thread locking compound. (See Fig. 8.1-b.)
- F. Remove the four timing cover bolts, fixed idler pulley bolt and right side alternator mounting bolt from the front of the engine. Remove the upper bolt/stud located on the factory belt tensioner and replace with the supplied 8mm x 25mm bolt and washer. (See Fig. 8.1-c.)

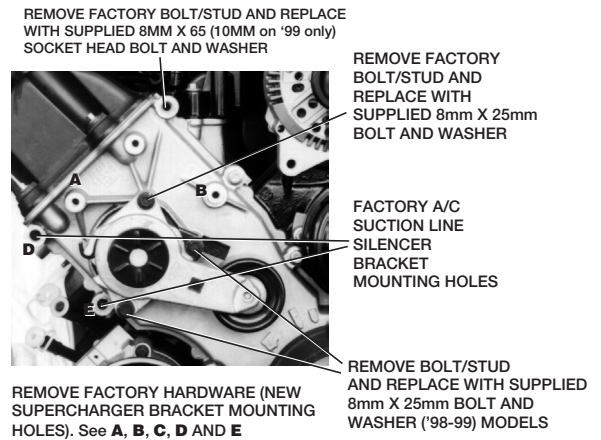


Fig. 8.1-c

NOTE: On some 1997-1999 models, a tensioner stop has been added to the tensioner. This must be removed before bracket installation. Remove the mounting studs and thread the two supplied 8mm x 25mm bolts and washers in their place.

- G. Remove the air conditioning line silencer bracket and mounting hardware from the silencer and front cover. Enlarge both of the holes on the bracket with a 27/64" drill bit, remove any sharp edges around the enlarged hole and reinstall onto the silencer. (See Fig. 8.1-e.)

NOTE: When mounting the supercharger bracket assembly to the front cover, make sure that the air conditioning line silencer bracket is sandwiched in between the Vortech aluminum bracket and the front cover in positions #1 and #2. (See Fig. 8.1-e.) On vehicles not equipped with A/C, two .060" washers must be installed in positions #1 and #2 in place of the factory A/C silencer bracket. These have been included with the kit.

8.1 MAIN BRACKET ASSEMBLY (1996-1999 MODELS ONLY), CONT'D.

- H. Route the Vortech supplied accessory drive belt around all engine pulleys except for the water pump pulley. Lower the supercharger/bracket assembly into place and route the belt around the supercharger pulley and the relocated factory idler. (See Fig. 8.1-d.) Insert the alternator spacer and secure the supercharger/bracket assembly with the supplied fasteners per Figs. 8.1-e, 8.1-f. Use a 1/2" breaker bar or ratchet to release the belt tension. Push the belt over the top radius of the water pump pulley and release the tensioner.

NOTE: It is imperative that the tensioner does not become overloaded when being pulled down during belt installation. Bending of the tensioner may cause belt throwing/shredding problems when vehicle is driven at high engine speeds.

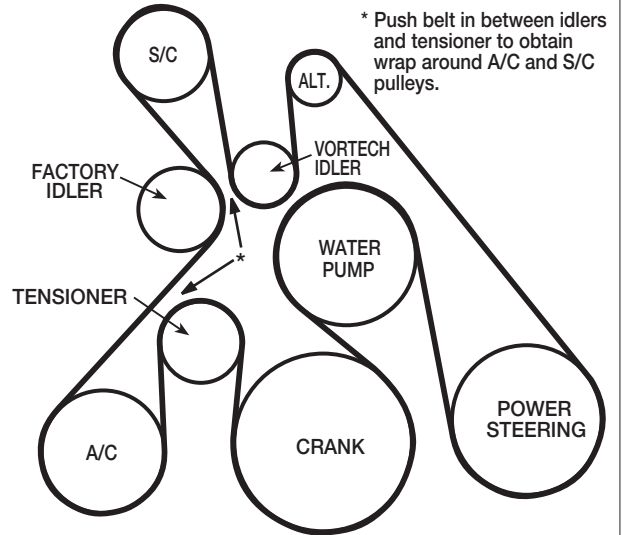


Fig. 8.1-d

- *I. Secure the oil drain hose to the mounting bracket using the supplied adel clamp, #10 bolt and washer. (See Figs. 8.1-a, 8.1-e.)
- *J. Route the oil drain hose down to the oil pan tube previously installed. The hose must be routed downhill, free of dips and kinks. Trim hose end if necessary, slide it onto the drain tube and secure with a #8 hose clamp. Support the fitting in the oil pan with a wrench while tightening the drain tube fitting.
- *K. Route the oil feed hose next to the drain hose, down to the feed fitting and secure. Use tie-wraps to fasten the lines together.



Fig. 8.1-f

NOTE: The new longer accessory drive belt is routed the same as the original belt except for the accommodation of the supercharger and idler pulley. Should an emergency arise, the factory belt may be reinstalled in its original configuration.

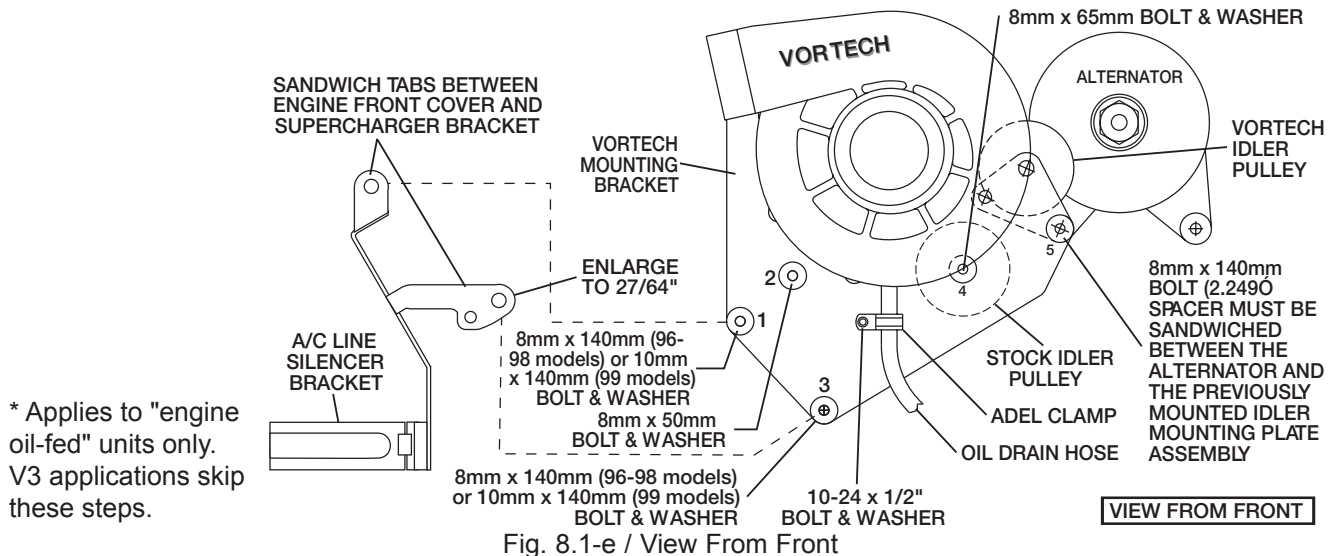


Fig. 8.1-e / View From Front

8.2 MAIN BRACKET ASSEMBLY (2000-2004 MODELS ONLY)

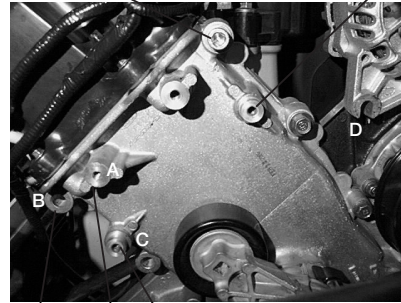
NOTE: 2001 Bullitt applications require the water pump pulley to be removed and replaced with the unit provided.

- *A. Attach the supplied 1/8"NPT x 45° flare fitting and oil feed hose to the oil feed fitting on the supercharger. Rotate the fitting so that it points forward, toward the volute (intake) side of the supercharger, perpendicular to the front cover. When tightening the fitting, use a 1/2" wrench on the oil feed base for support.

WARNING: When threading the 1/8"NPT x 45° flare fitting into the supercharger, use engine oil on the pipe threads for lubrication. Teflon tape, paste or other sealant is not recommended as it might loosen and cause blockage of the oil feed orifice, resulting in supercharger failure.

REMOVE FACTORY BOLT/STUD AND REPLACE WITH SUPPLIED 10MM X 65MM SOCKET HEAD BOLT AND WASHER

FACTORY SMOOTH IDLER LOCATION (REPLACE WITH THE SUPPLIED PLASTIC FLANGED SMOOTH IDLER)



INSTALL VORTECH RIBBED IDLER (ALUMINUM)
FILE EDGES OF BOSS DOWN (CHECK S/C BRACKET CLEARANCE)

FACTORY WIRING HARNESS SUPPORT BRACKET MOUNTING HOLE

REMOVE FACTORY HARDWARE (NEW SUPERCHARGER)
BRACKET MOUNTING HOLES SEE CALLOUTS A, B, C and D

- *B. Slide the supplied 1/2" oil drain hose onto the supercharger drain and secure with a #8 hose clamp.
- C. Remove the A/C silencer and wiring harness support bracket from the timing cover stud. Remove the 3 timing cover bolts/studs and the passenger side alternator mounting bolt. (See Fig. 8.2-a.) Install the supplied 10mm x 65mm socket head bolt and washer in place of the upper-most bolt/stud.
- D. Replace the factory ribbed and smooth idler pulley with the supplied Vortech idlers. Use thread lock on the bolts. Set the factory smooth idler aside for use in Step G.
- **E. Unscrew the previously loosened water pump pulley bolts and install the Vortech supplied water pump pulley.

Fig. 8.2-a / Timing Cover

NOTE: After removing the factory smooth steel idler pulley, you must check the clearance between the front cover webbing and the supplied plastic pulley. (See Fig. 8.2-a and 8.2-b.) Modify the front cover if necessary.

* Applies to "engine oil-fed" units only. V3 applications skip these steps.

** 2001 Bullitt models only

8.2 MAIN BRACKET ASSEMBLY (2000-2004 MODELS ONLY), CONT'D.

- F. Using the supplied 3/8-16 x 1.75" bolts and 3/8" AN washers, secure the supercharger to the Vortech aluminum mounting bracket, except where indicated. (See Fig. 8.2-c.)
- G. Using the supplied 3/8-16 x 2" bolt, fasten the Vortech idler mounting plate to the supercharger and mounting bracket. Do not use a washer. Align the second hole while torquing the bolt. Secure the factory smooth idler to the idler mounting plate with the supplied 12mm x 25mm bolt and dust shield. Use thread locking compound. Make sure the "open" side of the pulley is installed toward the alternator.
- **H. Detach the wiring harness support bracket from the harness. Enlarge the hole on the bracket using a 27/64" drill bit. (See Fig. 8.2-d.) Remove any sharp edges around the enlarged hole and reinstall it onto the harness. (Failure to re-install this bracket between the Vortech bracket and front cover will result in bracket misalignment and possible parts failure.)

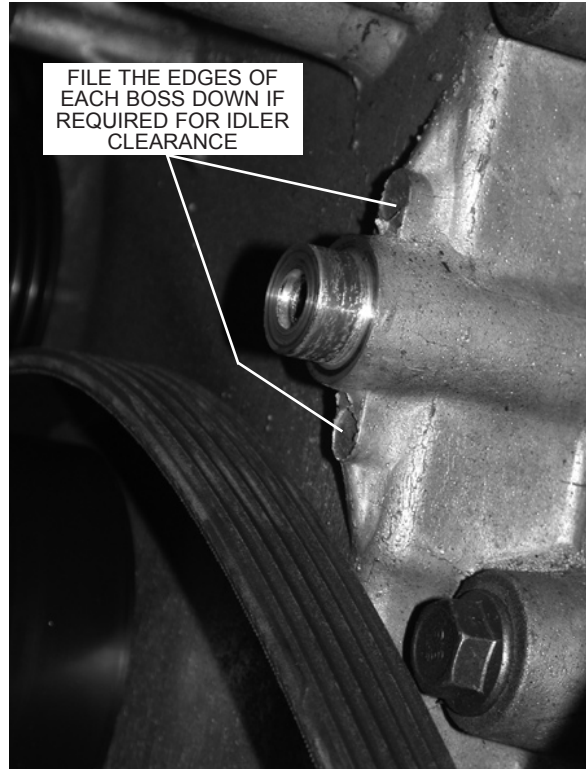


Fig. 8.2-b/ Upper Idler

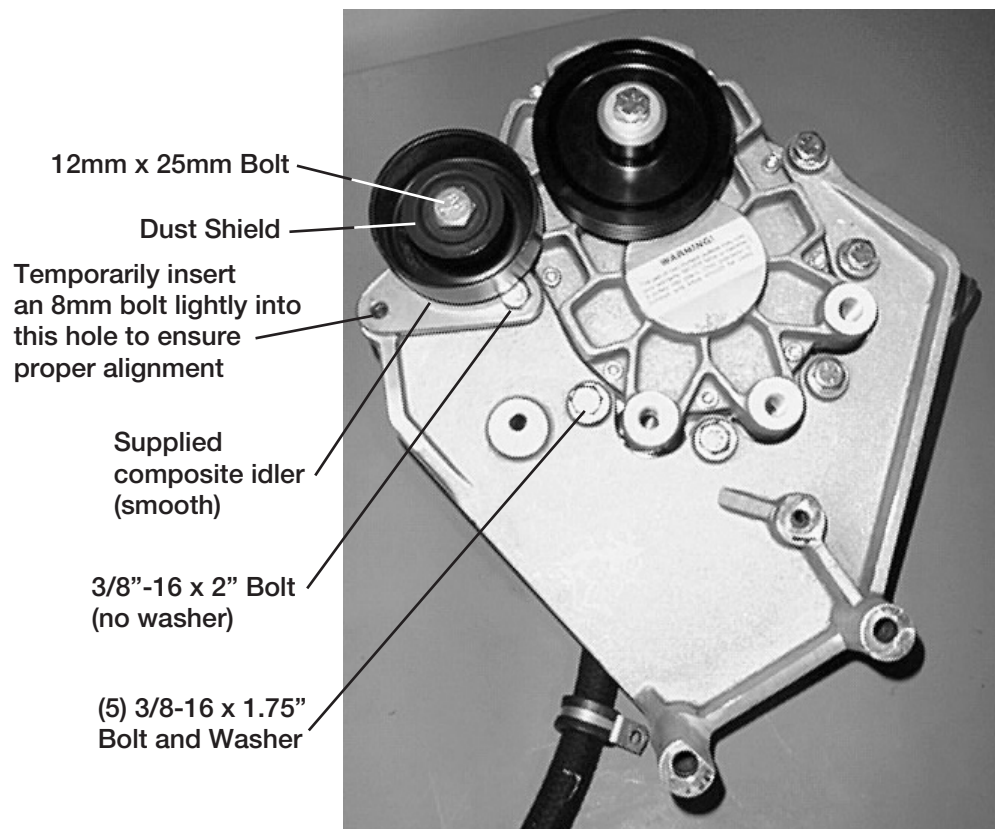


Fig. 8.2-c

** 2000 Models Only

8.2 MAIN BRACKET ASSEMBLY (2000-2004 MODELS ONLY), CONT'D.

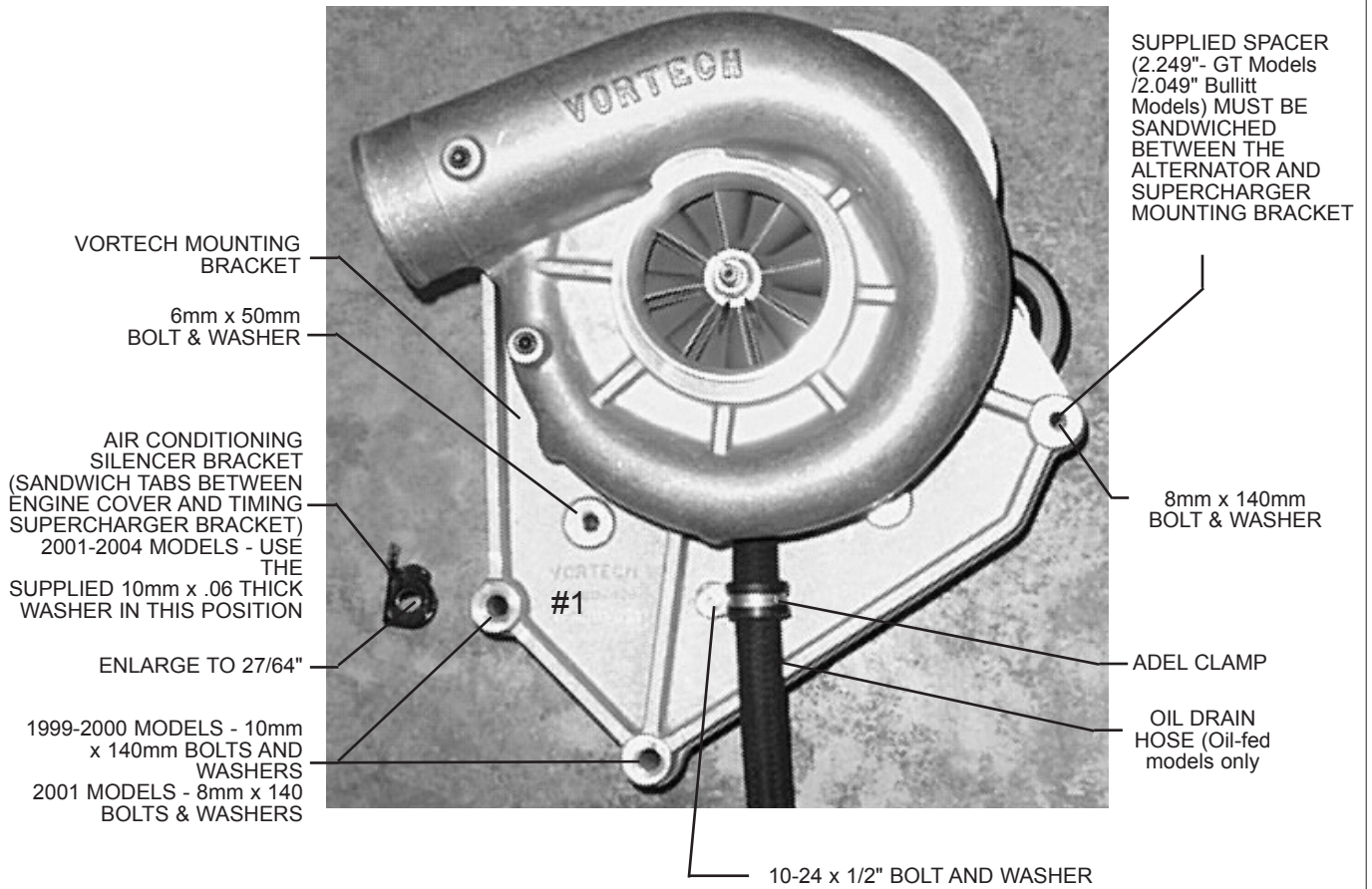


Fig. 8.2-d / Supercharger-Front View

NOTE: When mounting the supercharger bracket assembly to the front cover, make sure the wiring harness support bracket is sandwiched in-between the timing cover and the Vortech aluminum bracket in position #1. (See Fig. 8.2d.)

8.2 MAIN BRACKET ASSEMBLY (2000-2004 MODELS ONLY), CONT'D.

- I. Route the Vortech supplied accessory drive belt around all engine pulleys except for the water pump pulley. Lower the supercharger/bracket assembly into place and route the belt around the supercharger pulley and the relocated factory idler. (See Figs. 8.2-e, 8.2-f.) Insert the alternator spacer and secure the supercharger/bracket assembly with the supplied fasteners per diagram. Use locking pliers to release the belt tension. Push the belt over the top radius of the water pump pulley and release the tensioner. Push the belt over the top radius of the water pump pulley and release the tensioner.



Fig. 8.2-e

NOTE: The new, longer accessory drive belt is routed the same as the original belt except for the accommodation of the supercharger and idler pulley. Should an emergency arise, the factory belt may be reinstalled in its original configuration.

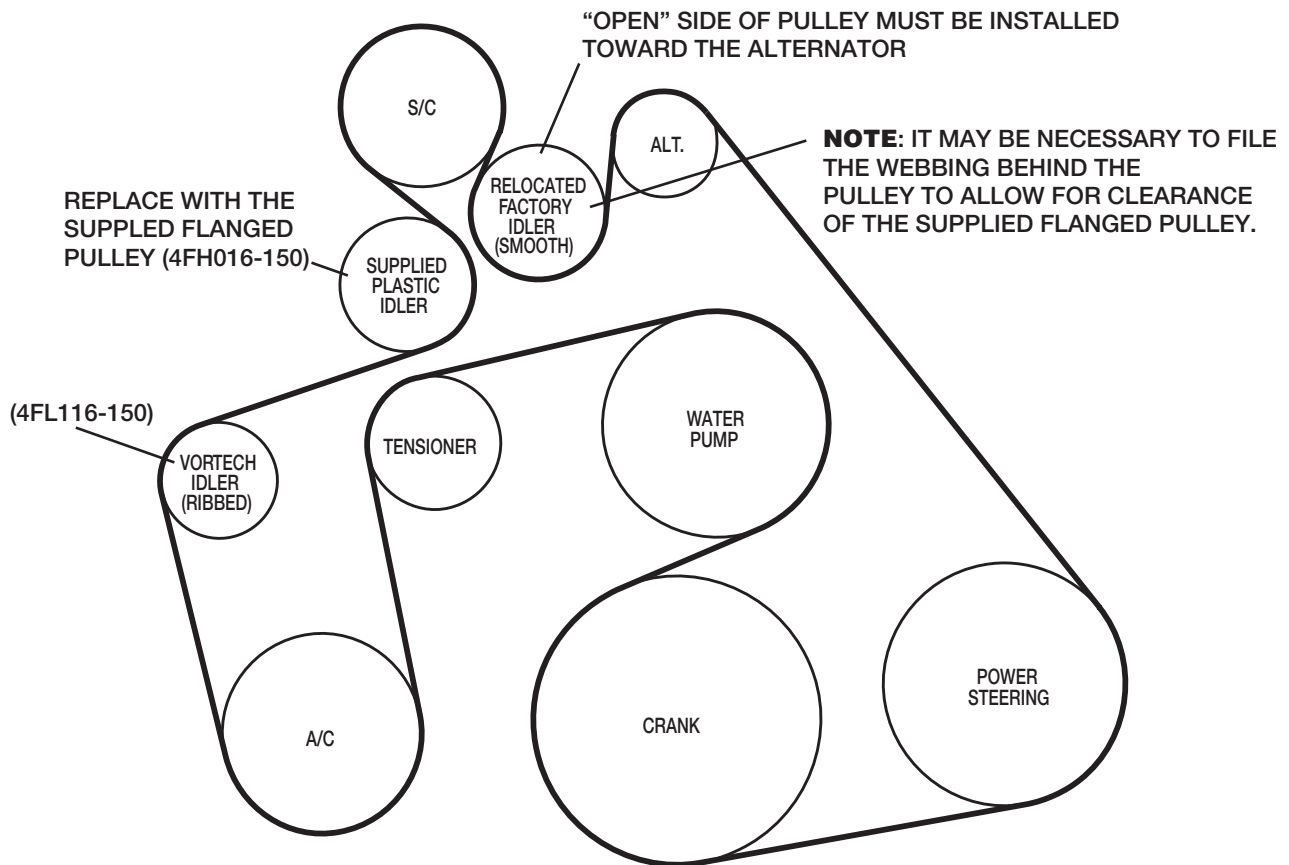


Fig. 8.2-f / Belt Diagram

8.2 MAIN BRACKET ASSEMBLY (2000-2004 MODELS ONLY), CONT'D.

- J. Secure the air conditioning silencer and the oil drain hose to the mounting bracket using the adel clamp, #10 bolt and washer. (See Fig. 8.2-g.)

NOTE: Minor bending of the air conditioning lines may be necessary.

- *K. Route the oil drain hose down to the oil pan tube previously installed. The hose must be routed downhill, free of dips and kinks. Trim the hose end if necessary, slide the hose onto the drain tube and secure it with a #8 hose clamp. Support the fitting in the oil pan with a wrench while tightening the drain tube fitting.
- *L. Route the oil feed hose next to the drain hose, down to the feed fitting and secure.



Fig. 8.2-g / Air Conditioning Silencer

* Applies to "engine oil-fed" units only. V3 applications skip these steps.

9. COOLANT HOSE MODIFICATION

- A. Trim 1" of hose from the radiator end of the upper radiator hose (straight portion). (See Fig. 9-b.) Cut the radiator hose, into 2 pieces in the middle of the upper straight section.
- B. Install the supplied stainless steel radiator tube into the separated radiator hose and secure with the supplied clamps. Reinstall radiator hose, and refill radiator (see Fig. 9-a).

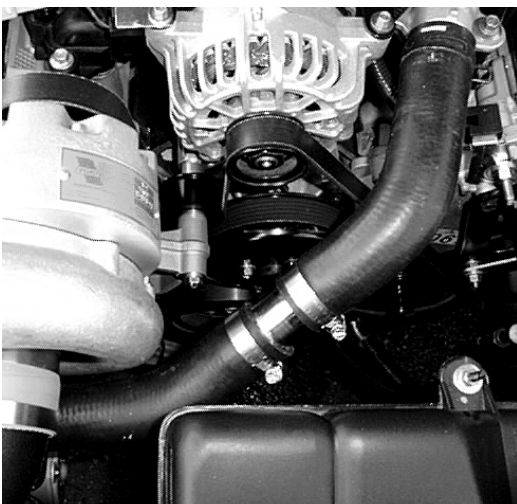


Fig. 9-a

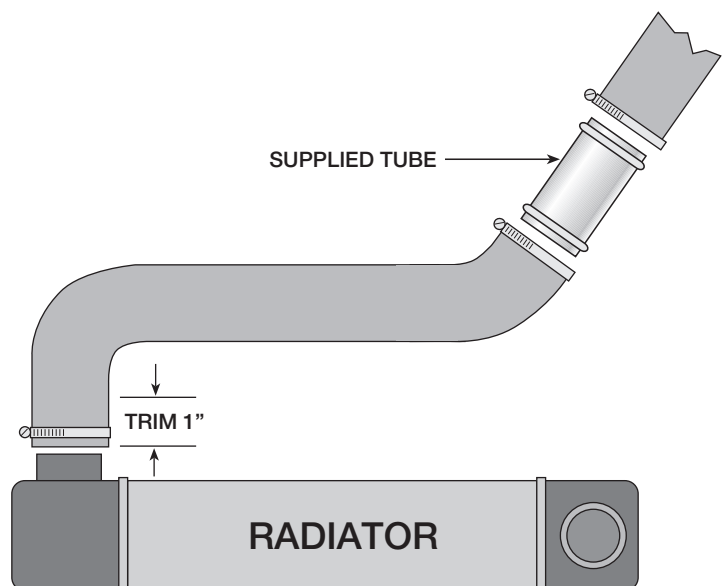


Fig. 9-b

10. AIR INLET

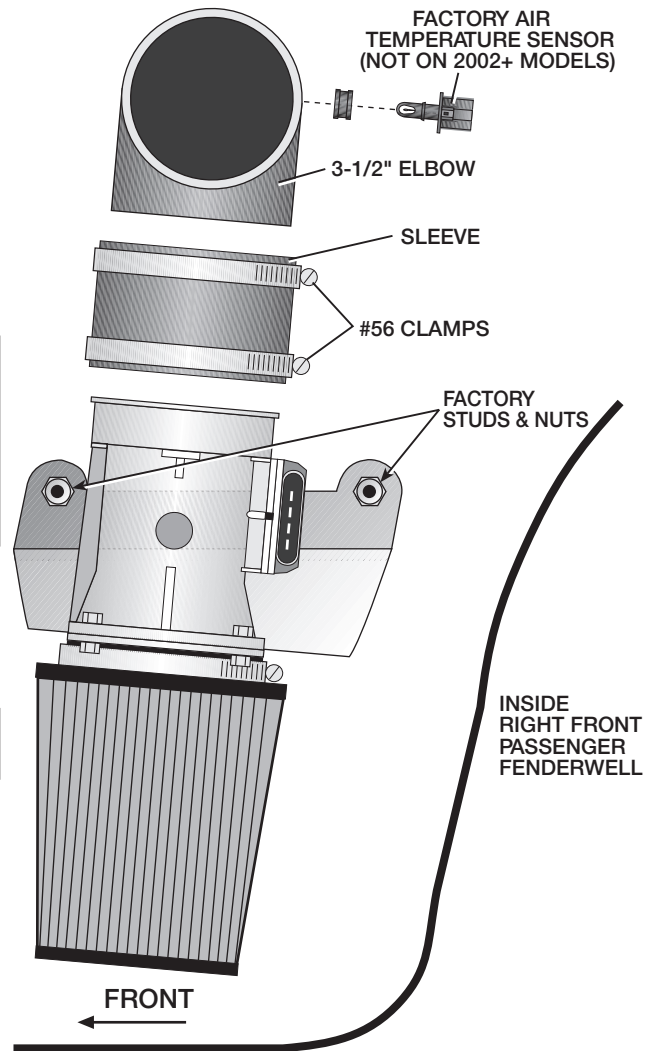
- A. Using the supplied 1/4-20 hardware, mount the MAF meter to the Vortech MAF bracket and secure. (See Fig. 10-a). Remove the factory MAF screen before attaching the meter to the new bracket.
- B. Attach the supplied K & N air filter, 3-1/2" sleeve, 90° 3-1/2" elbow and #56 hose clamps to the MAF and secure. (1996-2001 models only.)

NOTE: 1996-2001 models use the 90° x 3-1/2" plastic inlet elbow with the hole and grommet in the side. 2002+ models use the 90° x 3-1/2" plastic elbow without any hole in the side. Both elbows have been supplied.

- C. (1996-2001 Models only) Insert the factory air temperature sensor into the rubber grommet located on the side of the 90° elbow. Lubricate for easier fit.

NOTE: 2002-2004 models do not have a separate IAT sensor.

- D. Working from beneath the vehicle, remove the two factory nuts and washers from the passenger's side lower fender valence. Mount the MAF/bracket assembly onto the existing studs using the same washers and nuts originally removed. (See Fig. 10-a.)
- E. Using a #52 hose clamp, connect the piece of 3-1/2" flex hose to the elbow attached to the MAF meter and route it through the opening in the right side inner fender toward the supercharger. Make sure the 3-1/2" flex hose does not contact or rub on the edge of the inner fender opening. (Eventual hose failure will result if the hose is not properly routed.)
- F. Route the factory temperature sensor and MAF sensor connectors out through the inner fender opening. Re-attach the connectors to the relocated sensors.



VIEW FROM INSIDE ENGINE COMPARTMENT
(Steel inner fender not shown for ease of description)

Fig. 10-a

10. AIR INLET, CONT'D.

- ***G. Attach the supplied 1" x 3.5" rubber hose to the white 1" plastic barb fitting located on the molded plastic supercharger inlet duct. (See Fig. 10-d.) Attach the supplied compressor bypass valve outlet to the 1" x 3.5" rubber hose (make sure the vacuum nipple is oriented as shown).
- **H. Attach the 1" x 90° rubber elbow to the white 1" plastic barb fitting located on the molded plastic supercharger inlet duct. (See Fig. 10-e.) Attach the supplied compressor bypass valve outlet to the 1" x 90° elbow (make sure the vacuum nipple is oriented as shown).
- ***I. Attach the 1" x 13.5" rubber hose to the inlet of the compressor bypass valve. Secure both hoses with supplied #16 hose clamps.
- *J. Insert the 1" x 10" rubber hose to the inlet of the compressor bypass valve. Secure both hoses with the supplied #16 hose clamps.
- K. Connect the plastic inlet duct (with bypass valve and hoses attached) to the supercharger inlet using the supplied 3-1/2" sleeve and #56 clamps. (See Fig. 10-b.) The 13.5" bypass hose will need to be routed in between the brake line coming out of the ABS unit and the ABS unit itself.
- L. Join the supercharger inlet duct to the previously installed MAF hose with the supplied #52 hose clamp.
- M. Charge cooled applications Only: Install the second compressor bypass as shown. (See Figs. 10-f, 10-g, 10-h.)
- N. Install the supplied lengths of 5/8" and 3/4" hoses to the barbs located on the plastic supercharger inlet duct. Connect the opposite ends of each hose to the crankcase breather fitting on the driver's side valve cover (5/8" hose) and the idle air control resonator (3/4" hose). Trim hose length if required.
- *O. Install the 5/8" hose union into the crankcase breather line. It may be necessary to trim this line to ensure a proper fit. (See Fig. 10-c.)
- P. The plastic radiator cover removed in Step 1C must be modified to clear the air inlet duct (1996-1997 only). Install the cover in its original position and mark it as to where material needs to be removed for duct clearance. Using a razor blade or utility knife, cut out the radiator cover to fit the inlet ducting. Reinstall the cover and re-secure.

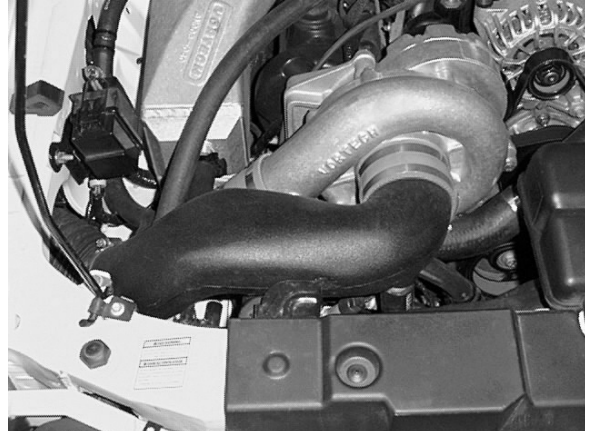


Fig. 10-b

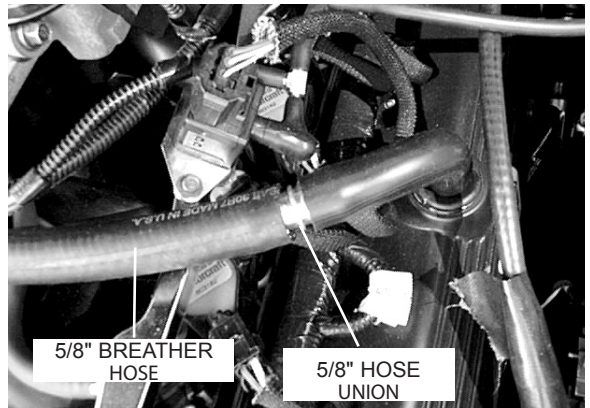


Fig. 10-c / '99-'03 Models Only

NOTE: The hose will need to be modified for fit cut approximately 2" of the 4" end and check the fit.

- * '99-'04 GT models only
- ** '01 Bullitt Model Only
- *** '96-'04 GT Models Only

10. AIR INLET, CONT'D.

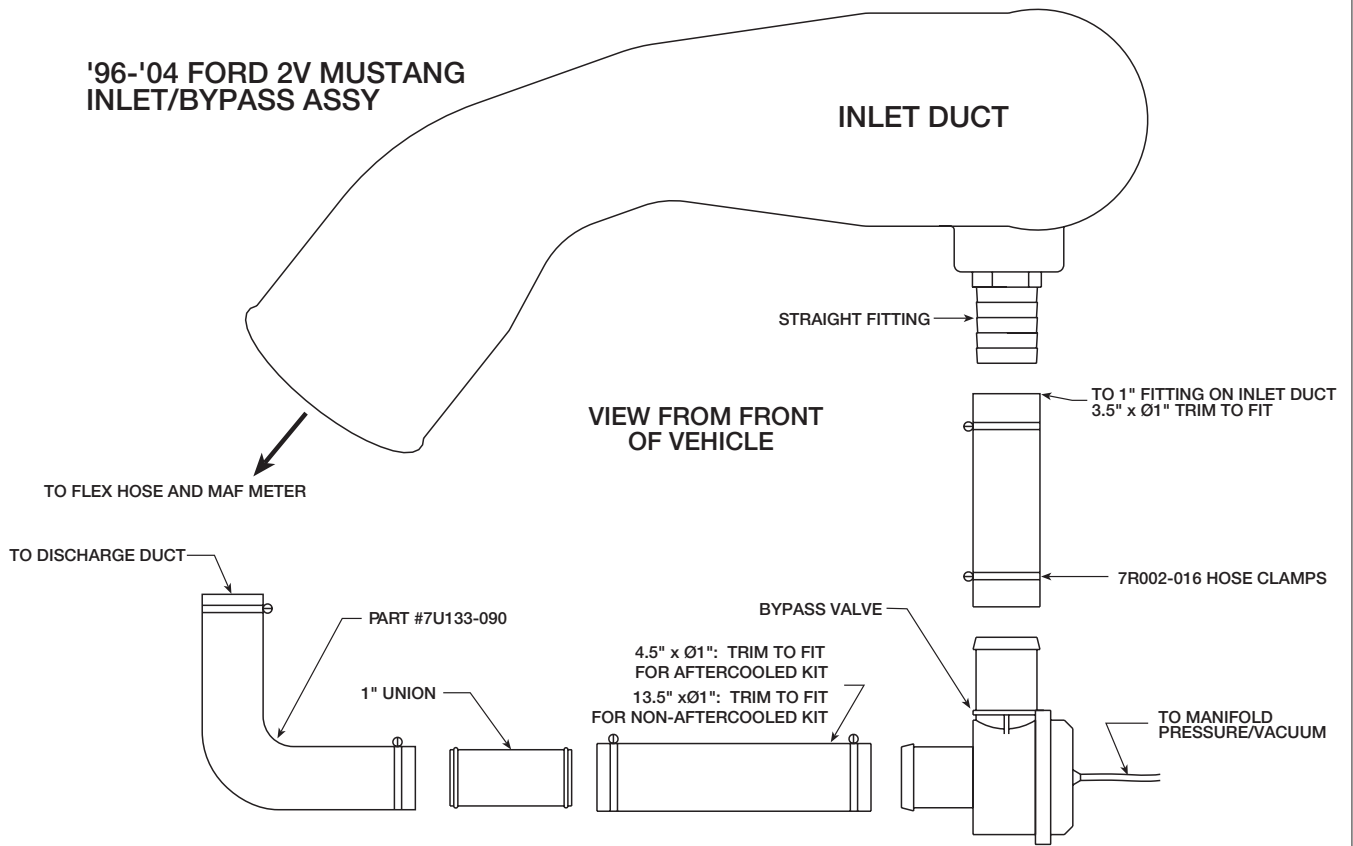


Fig. 10-d

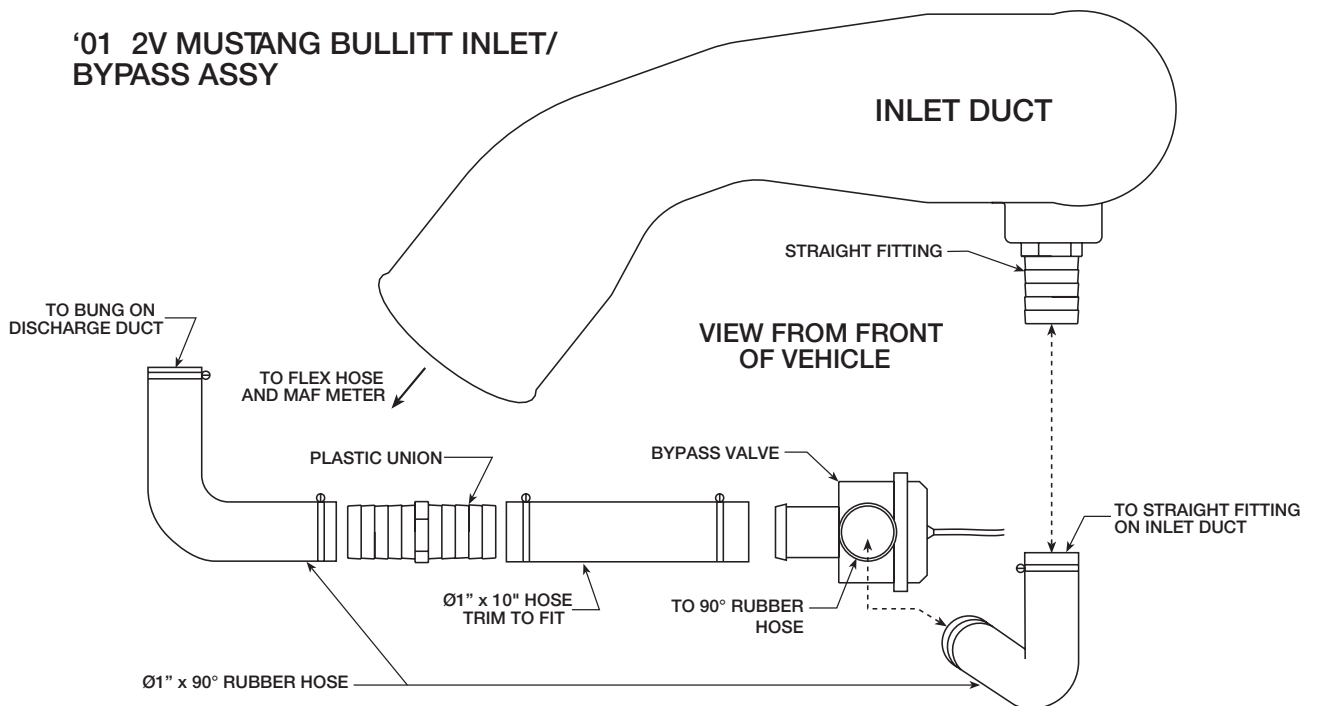


Fig. 10-e

10. AIR INLET, CONT'D.

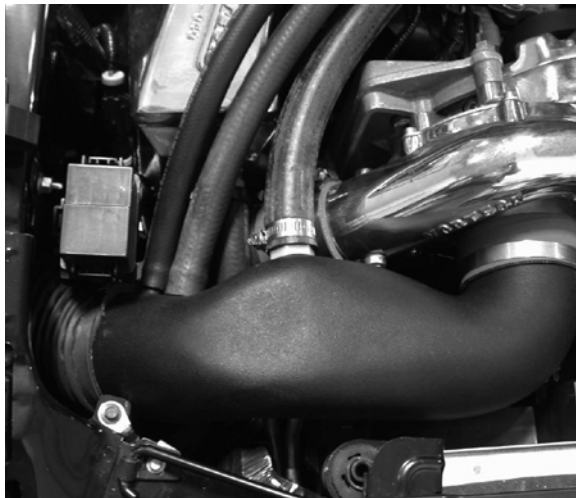


Fig. 10-f | Charge Cooled H.O. Vehicles Only



Fig. 10-g | Charge Cooled H.O. Vehicles Only



Fig. 10-h | Charge Cooled H.O. Vehicles Only

11.1 SUPERCHARGER DISCHARGE (GT models only)

NOTE: AFTERCOOLER KITS ONLY: If an aftercooler kit is being installed, please substitute the supplied "Maxflow Power Cooler" instructions in place of Step 11. Resume at Step 12 after the completion of the aftercooler installation.

- A. Slide the 3" sleeve and #48 hose clamps onto the throttle body. Slide the 2-3/4" sleeve and #44 hose clamps onto the supercharger discharge.
- B. Install the supplied 1" x 90° rubber elbow to the 1" bung on the supercharger discharge tube using a #16 hose clamp. Insert the plastic 1" hose union fitting into the remaining end of the rubber elbow. (See Fig. 10-d.)
- *C. Install the discharge tube assembly. Align the bypass valve, all hoses and tighten all clamps. (See Fig. 11-a.)
- **D. Join the end of the plastic hose union to the 1" bypass inlet hose installed in Step 10. Secure all hoses with the supplied #16 hose clamps.
- E. Route the 5/32" vacuum line to the bypass valve and TEE into the FMU vacuum line with the supplied 5/32" TEE.
- F. Route the 5/32" vacuum line from the bypass valve over to the fuel pressure sensor and TEE into the vacuum line. Refer to Figures on previous page.



Fig. 11.1-a

* '96-'98 models only
** '99-'04 models only

11.2 SUPERCHARGER DISCHARGE (BULLITT MODELS ONLY)

- A. Slide the 4-1/2" sleeve and #72 hose clamps onto the throttle body.
- B. Install the supplied 1" x 90° rubber elbow to the 1" bung on the supercharger discharge Tube-A using a #16 hose clamp. Insert the 1" hose union into the remaining end of the rubber elbow.
- C. Install discharge Tube-A onto the supercharger discharge using the 2-3/4" - 3" adapter sleeve with #44 and #48 hose clamps.
- D. With discharge Tube-A in position, install discharge Tube-B between discharge Tube-A and the throttle body. Secure with the 3" x 2" sleeve and #48 hose clamps.
- E. Join the end of the plastic hose union to the 1" bypass inlet hose installed in Step 10. Secure all hoses with the supplied #16 hose clamps.
- F. Route the 5/32" vacuum line from the bypass valve over to the fuel pressure sensor and TEE onto the vacuum line.

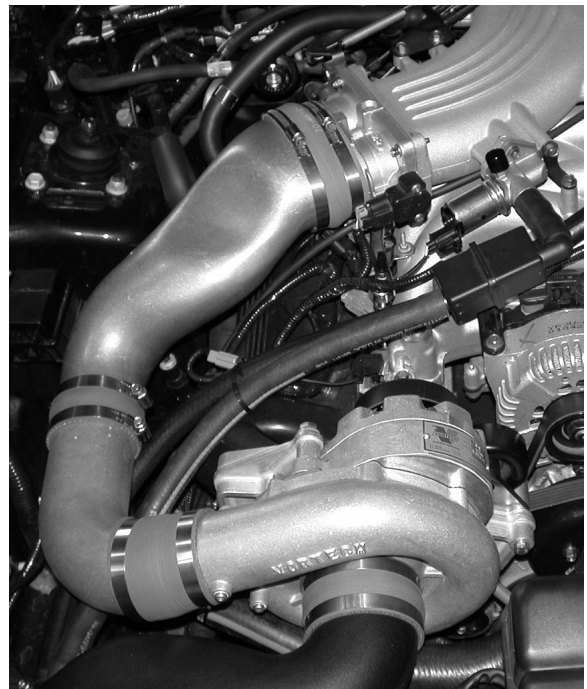


Fig. 11.2-a

12. IGNITION RELOCATION

- *A. Separate the passenger side ignition coil from the factory bracket previously removed from the front engine cover.
- *B. Remove the two bolts located at the front/top corner of the passenger side valve cover.
- *C. Install the Vortech supplied coil bracket onto the valve cover reusing the factory bolts to secure.
- *D. Attach the coil to the new bracket using the supplied #10 hardware. Orient the assembly following the graphic (see Figs. 12-b, 12-c), reattach all plug wires and reconnect the factory harness.
- **E. Relocate the ignition capacitor to the passenger side alternator mounting bolt. The paint may need to be scraped away to ensure proper grounding. (See Fig. 12-a.)

1999-2004 Models Only

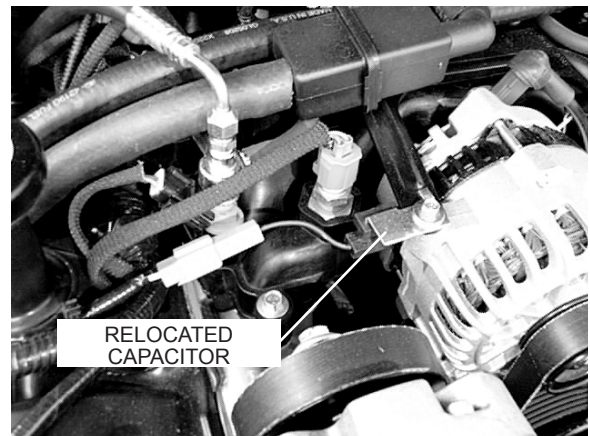


Fig. 12-a

1996-1998 Models Only

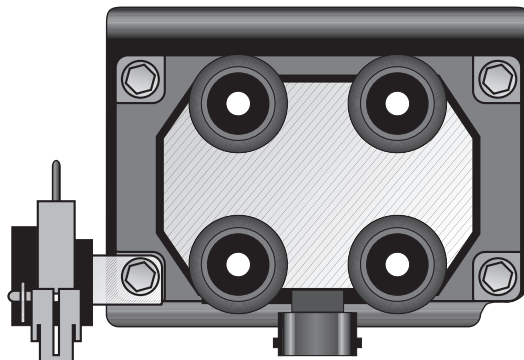


Fig. 12-b

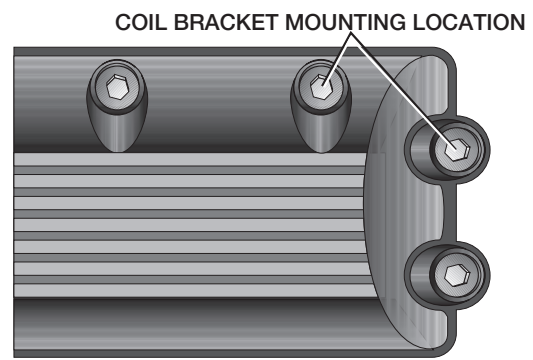


Fig. 12-c

* '96-'98 models only

** '99-'04 GT/01 Bullitt models

13. PCV ASSEMBLY, (2003-2004 MODELS ONLY)

- A. Remove the plastic tube connecting the throttle body to the passenger's side valve cover. Remove the foam insulation cover from the tube and discard.
- B. Trim 4" off of the end of the plastic tube that connected previously to the passenger's side valve cover.
- C. Replace the factory PCV valve with the supplied PCV valve.
- D. Trim the 3/8" hose line to 2" in length and install onto the supplied PCV valve. Connect the open hose end to the supplied reducer barb. Trim the supplied 5/8" hose to the factory plastic tube. (See Fig. 13-a .)
- E. Reconnect the PCV tube to the throttle body.



Fig. 13-a

14. ECM REFLASH

IMPORTANT! To ensure trouble-free programming of your vehicle's computer:

- Make sure the vehicle's battery is sufficiently charged.
- Turn off all accessories and close doors to prevent unnecessary drain on the battery.
- Do not attempt to program your vehicle while a battery charger is connected.
- Improper battery voltage will result in failure of the programming process.
- Do not disconnect the cable or turn off the ignition during programming.

- Reconnect the battery.
- With the vehicle off, locate the vehicle's OBD2 connector located below the dash on the driver's side of the vehicle.
- Attach the OBD2 connector from the flash tool that is provided in the kit to the vehicle's OBD2 port. Make sure this connector is seated all the way in the vehicle's OBD2 port. You do not want this connector coming out during programming or damage may occur to the vehicle's ECM.
- In order to use the inTune, you must select "YES" to agree to the terms set forth by DiabloSport. Once "YES" is selected, the screen will boot and display three parameters. (See Fig. 14-b)
 - Tune Vehicle
 - Scan Tool
 - Settings
- Select "Tune Vehicle" by pressing the icon.
- You will be prompted to turn the key to the RUN position but do not start the engine. Press "CONTINUE" to proceed.
- Select "EASY TUNE".
- Next, select "VORTECH HO" and follow the prompts on the screen.
- At this point, the inTune will create a backup of your stock tune. Select "YES" to continue. Please allow the inTune to complete this process, which may take a few minutes.
- Once the backup is complete, you will be prompted to verify that you want to install the "VORTECH HO" tune. Select "YES".
- The inTune will proceed to load the tune at this time. Please allow a few minutes for it to be completed.
- Next, you will be prompted to turn the ignition off. Once off, select "CONTINUE".
- Next, you will be prompted to turn the ignition to the "RUN" position, but do not start the engine. Select "CONTINUE".
- The inTune will now finish loading the tune. Once complete, select "CONTINUE" and unplug the OBD2 cable from the OBD2 port. The tune is now loaded.



Fig. 14-a (inTune Programmer)

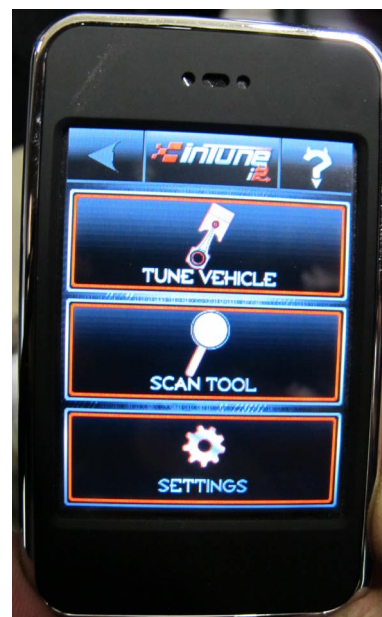


Fig. 14-b (inTune Touchscreen Display)

15. FINAL CHECK

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

- A. Reconnect the battery.
- B. 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.
- C. Check all fittings, nuts, bolts and clamps for tightness. Pay particular attention to oil and fuel lines around moving parts, sharp edges and exhaust system parts. Make sure all wires and lines are properly secured with clamps or tie-wraps. (See Fig. 13-a.)
- D. Check all fluid levels, making sure that your tank(s) is/are filled with 91 octane or higher fuel before commencing test drive.
- E. Start engine and allow to idle a few minutes, then shut off.
- F. Recheck to be sure that no hoses, wires, etc. are near exhaust headers or moving parts and for signs of any fluid leakage.
- G. **PLEASE TAKE SPECIAL NOTE:** Operating the vehicle without ALL the subassemblies completely and properly installed may cause **FAILURE OF MAJOR COMPONENTS**.
- H. Test drive the vehicle.
- I. Read the Street Supercharger System Owner's Manual and **RETURN THE Warranty REGISTRATION FORM** within thirty (30) days of purchasing your supercharger system to qualify

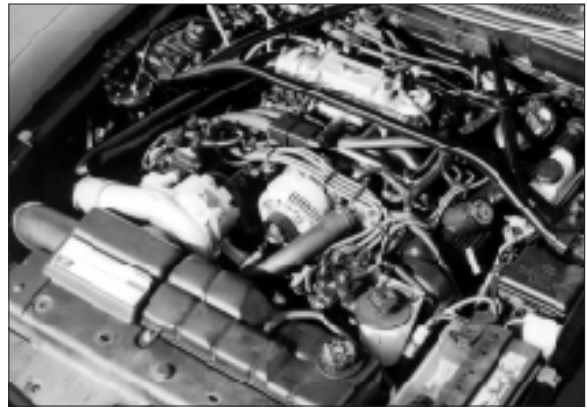


Fig. 15-a / Final Check

For internally lubricated V3 units only

This supercharger has been factory pre-filled with special Vortech synthetic lubricant. Oil does not need to be added to a brand new unit; however a fluid level check should be performed.

Prior to operating the supercharger on the vehicle and after installation onto the vehicle:

Remove the factory installed flat-head brass shipping plug (not the dipstick) from the top of the supercharger case. Replace the sealed shipping plug with the supplied "vented" plug. Do not operate the supercharger without it. Check the supercharger fluid level.

Fluid level checking procedure:

1. Ensure that the .06" copper sealing washer is located on the dipstick base.
2. Thread the clean dipstick into the unit until it seats.
3. Once the dipstick has seated, remove the dipstick from the unit. Fluid should register in the crosshatched area on the dipstick.
4. **DO NOT OVERFILL!!!** Drain excess fluid from the unit if it is above the maximum level on the dipstick.

Check the fluid level using the dipstick at least every 2,500 miles.

Initial supercharger fluid change must be performed at 2,500 miles. The supercharger fluid must be changed at least every 7,500 miles.

Drain the fluid, refill the unit with 4 oz. of Vortech V3 lubricating fluid and then confirm proper oil level using the dipstick. **DO NOT OVERFILL!!!**

WARNING: Use of any other fluid other than the special Vortech lubricant will void the warranty and may cause component failure.



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