



Owner's Installation Guide for the

***Paxton Automotive
Novi 2000 Supercharger
for the
2002 Dodge 5.9L Ram 1500***

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FOREWORD

This manual provides information on the installation, maintenance and service of the Paxton supercharger kit expressly designed for the 2002 5.9L Dodge Ram 1500. Contact Paxton Automotive Corporation for any additional information regarding this kit and any of these modifications at (805) 604-1336 7:00am-3:30pm PST.

An understanding of the information contained herein will help novices, as well as experienced technicians, to correctly install and receive the greatest possible benefit from their Paxton supercharger. When reference is made in this manual to a brand name, number, specific tool or technique, an equivalent product may be used in place of the item mentioned. All information, illustrations and specifications contained herein are based on the latest product information available at the time of this publication. All rights reserved to make changes at any time without notice.



This is a typical underhood shot after installation. Your engine compartment may appear different.

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RECOMMENDED TOOLS FOR INSTALLATION:

- 1.** Metric and Standard sockets sets
- 2.** Metric and Standard combination wrenches
- 3.** Phillips and common screw drivers
- 4.** 12" crescent wrench or 36mm open end wrenches
- 5.** Pliers
- 6.** Wire cutters and wire crimping Tool
- 7.** Hose cutters
- 8.** 1/8" and 37/64" drill bit and hand drill
- 9.** 12 mm allen wrench
- 10.** Small heat source
- 11.** 3/8 Tap NPT
- 12.** Ruler
- 13.** Air compressor
- 14.** Air hammer

Section 1

INTRODUCTION

1.1 INTRODUCTION

Congratulations! You have purchased the finest street Supercharger available for the 2002 5.9L Dodge Ram 1500. The centerpiece of this kit is the highly efficient and reliable Paxton Automotive Corp. NOVI-2000 supercharger. A mechanically driven (by belt) centrifugal blower (supercharger).

This kit comes with all of the parts you'll need for a successful installation. The operations required have been grouped in order of sequence. Photos and drawings accompany the text, allowing quick orientation and parts identification.

Installation requires a selection of tools which is listed on page iv.

We also suggest that you obtain a Dodge shop manual and become familiar with the details of your cars systems. Manuals may be obtained from your local Dodge dealer or you can order one from Helm publications at (800) 782-4356.

For best results follow the instructions closely and in sequence. The average installation time for this kit is 8-10 hours. Your actual installation time will depend on skill level and working conditions. The estimate does not include time for initial vehicle inspection, cleaning, fine tuning or troubleshooting. Before even picking up a wrench, read this entire manual. We are available for technical assistance at (805) 604-1336, 8am-4:30pm pacific time.

After reading the manual, verify that all major assembly groups are present in the main kit box. You should have ample space to layout the components. As you remove a box or bag from the main kit, note the identification label and compare it with the parts list. Please check the box for small parts.

Paxton makes every effort to insure that all parts are included in the box. However, if you discover any missing or mislabeled parts, please contact Paxton by phone for service.

WARNING

DO NOT attempt installation if any part(s) are missing from this kit. Failure to contact Paxton prior to beginning installation will result in a charge for any missing parts.

Before starting the installation, we suggest your engine compartment be clean. You can clean the engine and compartment with a pressure washer (such as those used at self serve car washes) and a safe-for-aluminum cleaner/degreaser. Cover the distributor with a plastic bag to prevent water from entering.

CAUTION

We do not recommend proceeding with the kit installation unless your vehicle is within normal operating parameters.

You are undoubtedly enthusiastic about getting started on your project, but take just a little more time to insure that your safety is not jeopardized. A moment's lack of attention can result in an accident, as can failure to observe certain simple safety precautions. The possibility of an accident will always exist, and the following points should not be considered a comprehensive list of all dangers. Rather, they are intended to make you aware of the risk and to encourage a safety conscious approach to all work you do on your vehicle.

We look forward to hearing from you, particularly if you have any comments or suggestions regarding this manual at (805) 604-1336

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*** NOTE ***

Throughout these procedures the word "discard" is used periodically in relationship to items that will no longer be utilized in conjunction with the supercharger installation. It is recommended that these items be saved for future use should it become necessary.

-
- *Never rely solely on a jack when working under a vehicle. Always use an approved set of jackstands to support the vehicle and place them under the recommended lift points.*
 - *When jacking a vehicle, make sure it is on a level surface, preferably concrete or asphalt. The transmission should be in “PARK” or “FIRST”, the parking brake engaged and the wheels blocked.*
 - *Never start the car without first verifying that the transmission is in neutral and the parking brake is set.*
 - *Never remove the radiator cap while the engine is hot.*
 - *Always wear eye protection when using power tools such as drills, saws, grinders, etc., or when working under a vehicle.*
 - *Never smoke, use an open flame, or have spark-producing items around gasoline or flammable solvents. Always have a fire extinguisher rated for chemical and electrical fires handy when working on motor vehicles.*
 - *Run engines only in well ventilated areas. Carbon monoxide, gasoline, and solvent vapors are colorless and sometimes odorless. These can asphyxiate or explode without warning.*
 - *Always disconnect at least the negative (-) or ground terminal of the battery when doing any electrical, fuel system, or underdash work.*

Paxton Automotive makes every effort to insure that all parts are included in the box, but mistakes do occur. If you discover that you are missing any part, or that a part is damaged in transit, please call Paxton Automotive for service. DO NOT attempt installation if any part(s) are missing from this kit. Failure to contact Paxton prior to beginning installation will result in a charge for any missing parts.

We look forward to hearing from you, particularly if you have any comments or suggestions regarding this manual.

Section 2

INITIAL PREPARATION AND DISASSEMBLY

Begin the initial preparation and disassembly process by disconnecting the battery cables.

2.1 AIR INTAKE ASSEMBLY REMOVAL

- A. Remove the spring clips that retain the top cover of the air assembly. And remove the filter.
- B. Using an 8mm socket or flat blade screw driver loosen the clamps from the Rubber flex hose between the air box and the throttle body. Remove the cover and the flex hose and set aside. (See *Fig. 2-a.*)

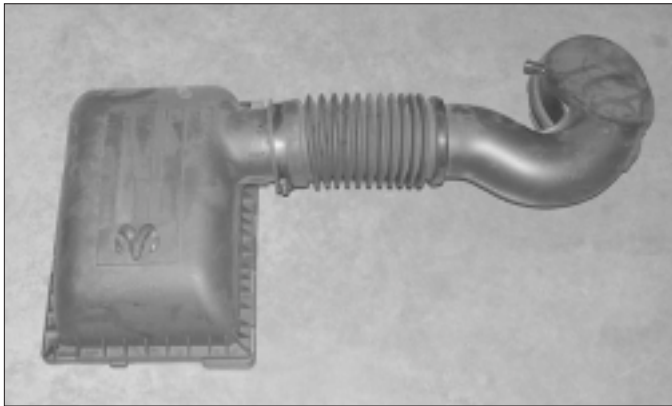


Fig. 2-a

- C. Lift out the lower portion of the air cleaner box and set aside.
- D. Remove the fasteners and clips that retain the passenger side inner fender liner. This will aid in access to the two fasteners that secure the air filter housing bracket to the inner frame rail. Next remove the two bolts that are located on the side of the frame in the engine compartment and lift the bracket assembly out and set a side. (See *Fig 2-b.*)

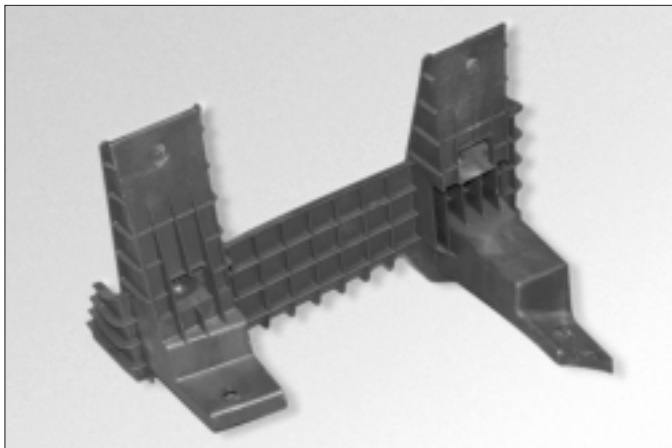


Fig. 2-b

- E. Reinstall the inner fender liner bolts and clips.

2.2 FAN AND FAN SHROUD REMOVAL

- A. Start by draining coolant in to a suitable container. Locate the coolant petcock on the drivers side of the truck attach a piece of hose to the petcock and drain coolant.
- B. Remove the 10mm bolt that attaches the coolant over flow bottle to the fan shroud and disconnect the overflow hose from the radiator and set the coolant bottle to the side to be reinstalled in a later stage of the installation.
- C. Remove the windshield washer bottle hose from the washer pump along with the connector. Drain washer fluid if necessary.
- D. Remove the fan clutch nut using A factory tool or a 1 1/16 wrench. Once you have the nut loose allow the fan to rest in the fan shroud.
- E. Remove the two 13mm headed bolt that attach the shroud to the radiator and remove the fan, fan shroud and window washer bottle together. And set aside to be installed in a later stage of the installation. (See *Fig. 2-c.*)
- F. Remove the windshield washer bottle from the fan shroud. From the backside of the shroud you will find a flat tab. You will have to bend this tab to remove the washer bottle from the shroud. Set the washer bottle aside it will not be reused.



Fig. 2-c

2.3 ACCESSORY BELT, AND BELT TENSIONER REMOVAL

- A. Remove the Accessory belt by detensioning the Factory tensioner rotate the tensioner in a clock wise direction using a 15 mm wrench (See Fig. 2-d.)



Fig. 2-d

- B. Remove the bolt attaching the dipstick to the alternator bracket and set the bolt aside to be reinstalled in a later step. (See Fig. 2-e.)



Fig. 2-e

- C. Remove the nut that attaches the factory tensioner and set the tensioner aside to be reinstalled in a later step. (See Fig. 2-f.)

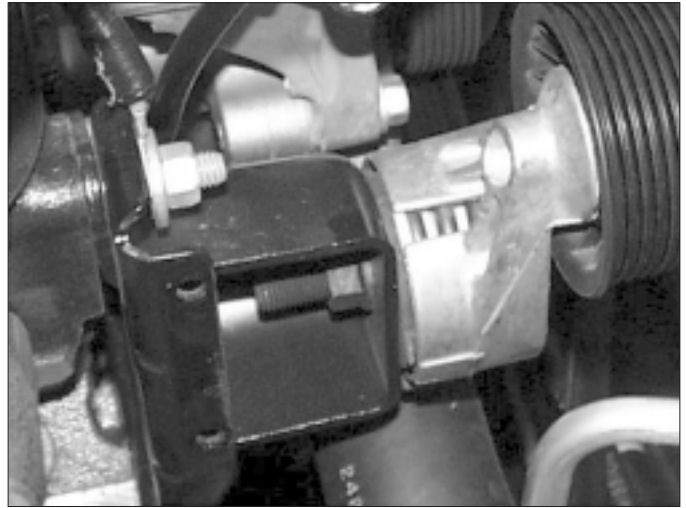


Fig. 2-f

- D. Remove the three bolts and nuts that retain the tensioner bracket and set aside to be reused in a later step of the installation. (See Fig. 2-g.)

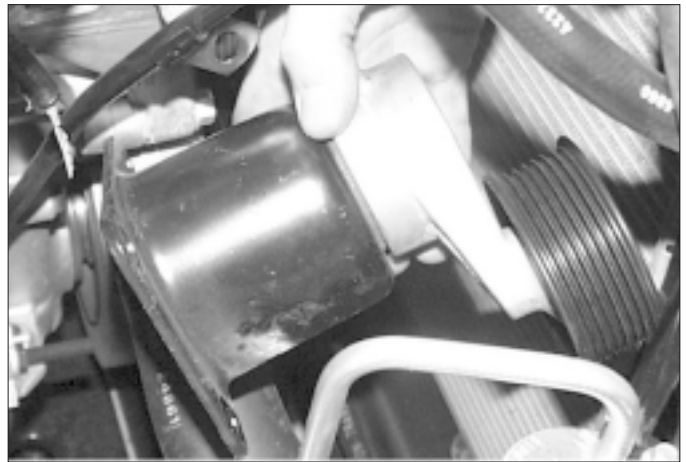


Fig. 2-g

Section 3

CRANK PULLEY AND COIL REMOVAL AND INSTALLATION

3.1 CRANK PULLEY REMOVAL AND INSTALLATION

- A. Loosen the large crank pulley-retaining bolt.
- B. Using a three jaw puller slowly remove the pulley you will have to use the retaining bolt to back up the puller so there will not be damage to the crank threads.
- C. Once you have the pulley removed set aside it will not be reused.
- D. With the supplied Crank pulley reinstall the crank pulley. Using the factory-retaining bolt or a crank pulley installation tool, slowly pull the new pulley in to place take time with this as to not damage the threads.
- E. Once the supplied pulley has been installed remove the factory-retaining bolt. Install the supplied dowel pins and supplied supercharger pulley spacer. Reinstall the factory crank pulley retaining bolt using lock tight and torque to factory specs.

NOTE

This spacer fits tight. Take care in installing it so as not to damage it or the new crank pulley.

- F. Install the supplied supercharge pulley using the supplied fasteners and lock tight. (See Fig. 3-a.)

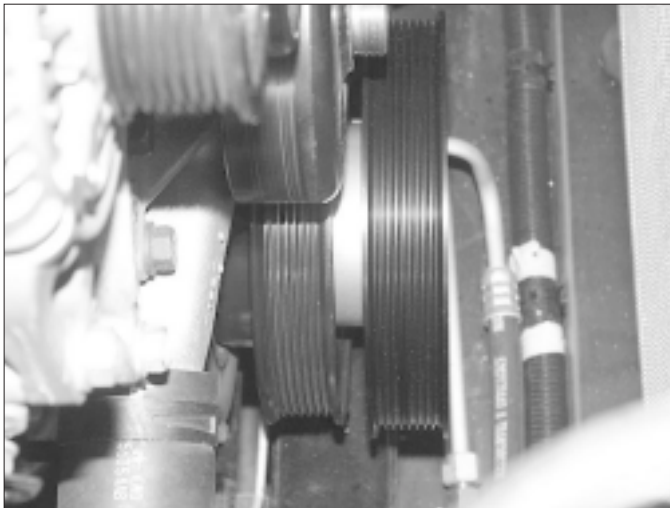


Fig. 3-a

- G. Check factory crank pulley belt for alignment with accessories. To assure that the new crank pulley is properly installed and seated.

3.2 COIL REMOVAL AND INSTALLATION.

- A. Remove the 10mm nuts and bolt that retain the coil disconnect the plug. And remove the

coil from the existing coil bracket. Remove the factory coil bracket from the cylinder head and set aside the coil bracket will be replaced with a supplied coil bracket.

- B. Attach the supplied coil bracket to the coil with the supplied fasteners and install the coil and bracket in its new location using the supplied-retaining bolt. (See Fig. 3-b.)

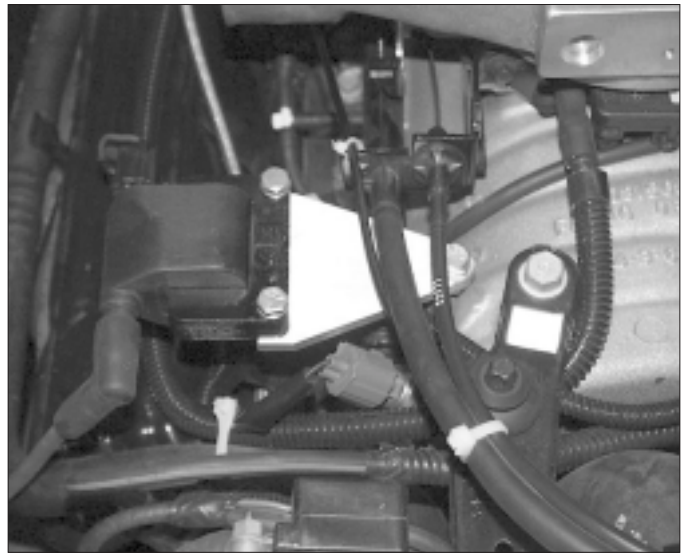


Fig. 3-b

- C. You may need to extend the wires on the factory coil plug using the supplied wire and but connectors.

NOTE

This may not be necessary on all vehicles check length first and modify if necessary)

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Section 4

SUPERCHARGER BRACKET ASSEMBLY

4.1 SUPERCHARGER MOUNTING BRACKET

- A. Remove the pulley from the stock accessory belt tensioner and the tensioner from the stock bracket for re-installation.
- B. This is how the bracket should look prior to installation. (See Fig. 4-a.) Note the accessory belt tensioner bracket. This spacer will have to be removed before you install the bracket. The dipstick goes between the tensioner and spacer.

*****NOTE*****

The idler pulley and pulley stand-off have been removed. They will be installed once the supercharger bracket has been installed.

REMOVE THIS SPACER BEFORE INSTALLING THE S/C BRACKET

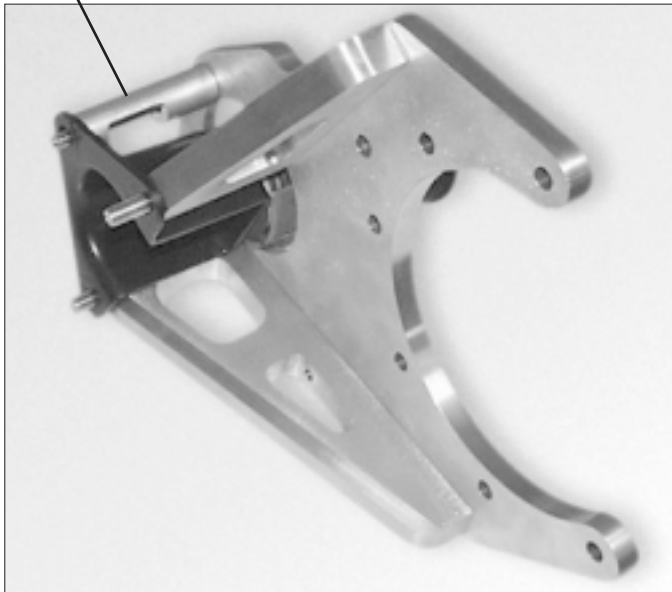


Fig. 4-a

- C. Mount the bracket in the holes at the stock accessory belt tensioner location. Remove the two countersunk allen head bolts and lower this arm to gain access to the dip-stick bolt. (See Fig. 4-b.)

*****NOTE*****

When installing the spacer, you may have to bend the dipstick. Do not bend it excessively as it will become harder to get in and out.

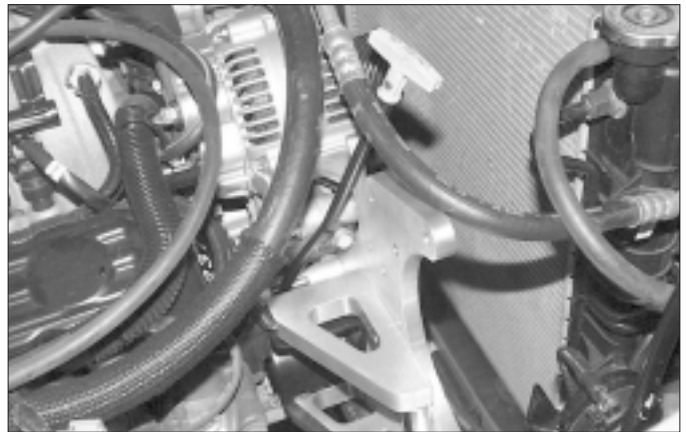


Fig. 4-b

- D. Re-install the countersunk bolts.
- E. This is how the spacer should look installed. Short portion toward the engine block. (See Fig. 4-c.)

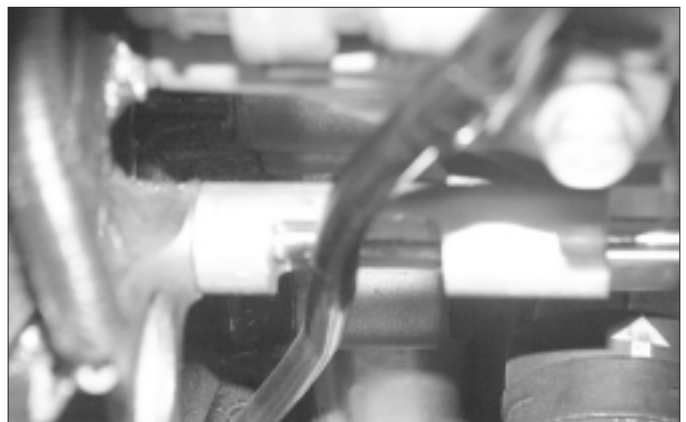


Fig. 4-c

4.2 ACCESSORY BELT TENSIONER

- A. Install the tensioner using the factory nut and washer. (See Fig. 4-d.)

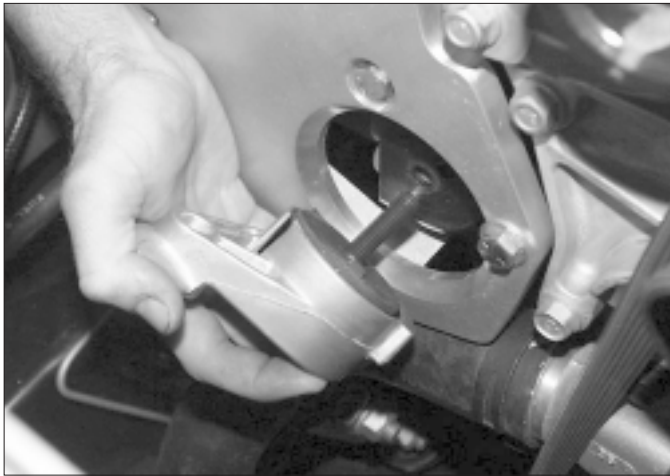


Fig. 4-d

- B. Reinstall the factory tensioner pulley and factory accessory belt. (See Figs. 4-e, 4-f.)

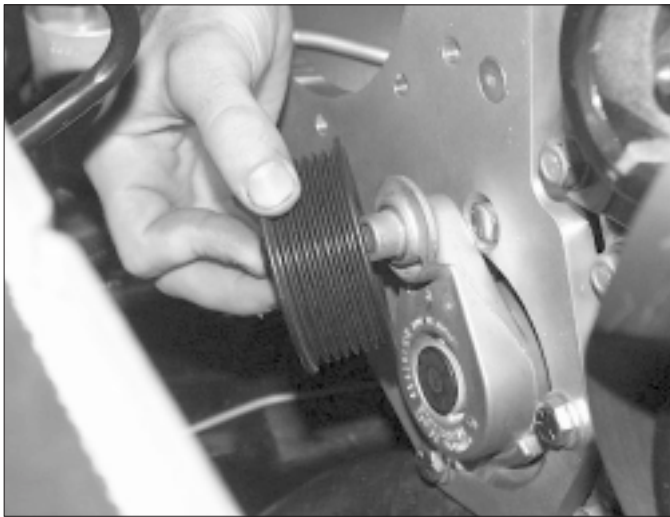


Fig. 4-e

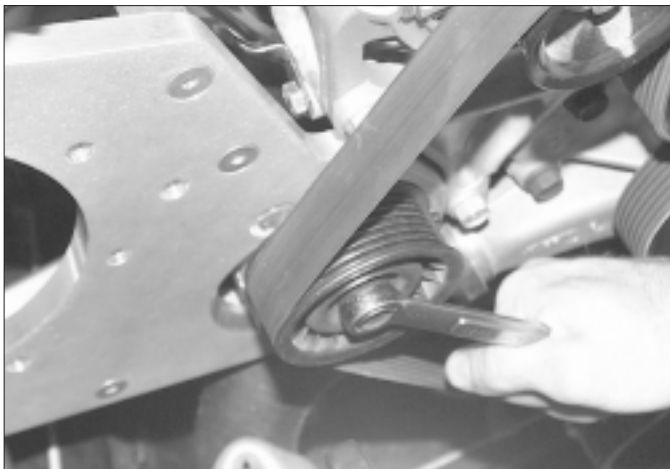


Fig. 4-f

4.3 IDLER PULLEY STAND-OFF

- A. Install the idler pulley stand-off. (See Fig. 4-g.)
- B. Install the idler pulley on the idler pulley stand-off and tighten to approximately 35 ft/lbs.

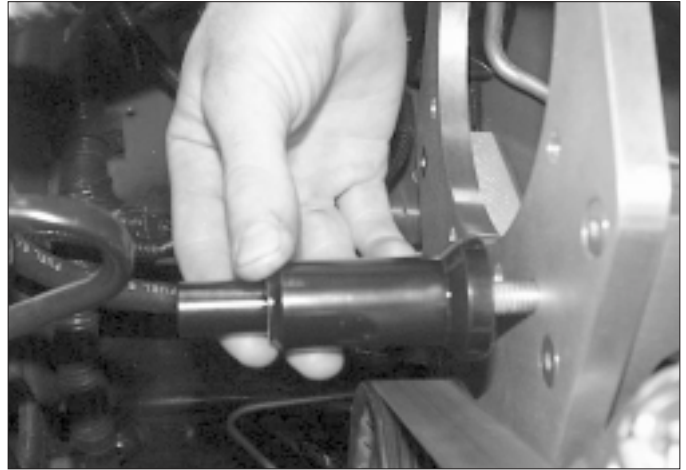


Fig. 4-g

- C. Install the oil drain hose to the supercharger using the hose and hose clamp provided. (See Fig. 4-h.)

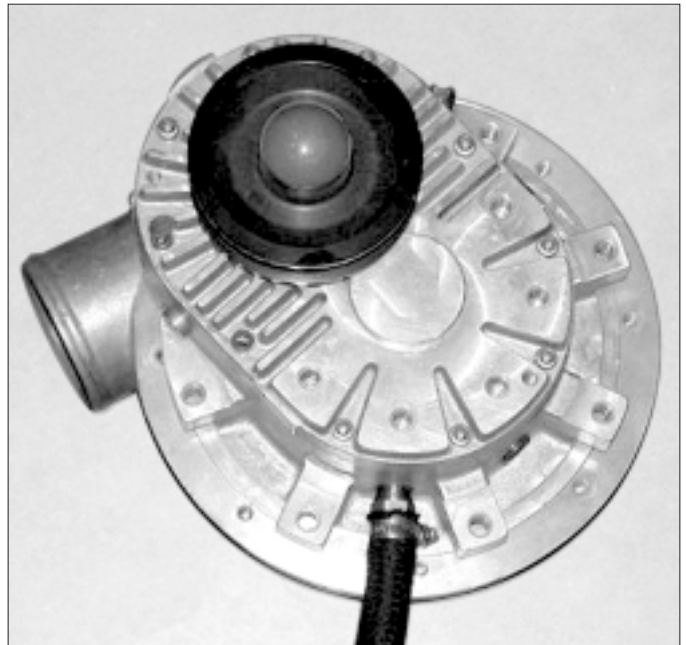


Fig. 4-h

- C. Attach the supercharger to the mounting bracket using the six 3/8-16 x 1-1/4" bolts and washers provided.

4.4 OIL DRAIN

- A. On the passenger side of the truck, locate the engine oil filter just below the oil filter on the oil pan. (See Fig. 4-i.) Measure down 3/4" and make a mark. Make another mark between the two oil pan bolts. Using a 3/16" drill bit, drill a hole with a small piece of wire. A welding rod works well. Confirm there is nothing in the way of the provided punch. You may have to rotate the engine to gain clearance for the punch.



Fig. 4-i

- B. With the punch provided, start to enlarge the hole. You will need to use an air-hammer for this. *If you try to use a standard hammer it will destroy the pan.* Use anti-sieze on the punch. By doing this, the punch will go in easier. Be careful to only go as deep as the shoulder. The final punched hole should measure 9/16". Test fit the tap as you go so that you don't make the hole too large.
- C. Use a 3/8-16 NPT tap (not provided) to cut the threads, but don't go all the way in. Once you have the threads, remove the tap and apply sealant to the threads of the supplied fitting..
- D. Attach the hose to the fitting and secure it with the supplied hose clamp. Route the hose up to the supercharger and attach, using the supplied hose clamps.

*****NOTE*****

Secure the hose so there are no dips or kinks as this may affect supercharger life.

4.5 OIL FEED

- A. Remove the oil sending unit. This is located at the rear of the engine next to the distributor.
- B. Once you have removed the sending unit, install the supplied brass TEE. (See Fig. 4-j.)

*****NOTE*****

Remember to use sealant on the threads to reduce the chance of leakage.

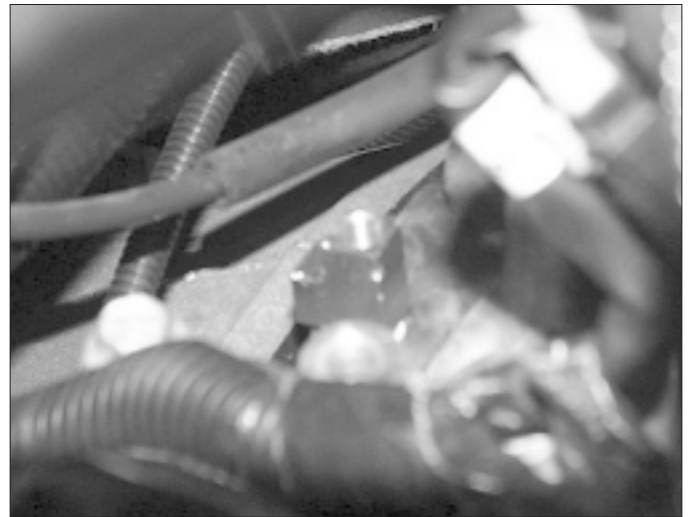


Fig. 4-j

- C. Install the straight fitting for the oil feed using sealant on the threads. Re-install the sending unit.
- D. Attach the 40" braided hose to the straight fitting on the brass TEE and route the hose toward the supercharger.
- E. Attach the 90° fitting to the supercharger oil jet using oil only on the non-flared end of the fitting.

4.6 BELT TENSIONER

- A. Install the supercharger belt tensioner on the supercharger. The tensioner mounting plate is secured to the front of the supercharger with the supplied countersunk fasteners, followed by the tensioner which should be oriented as shown in Appendix 5. (See Fig. 4-k.)

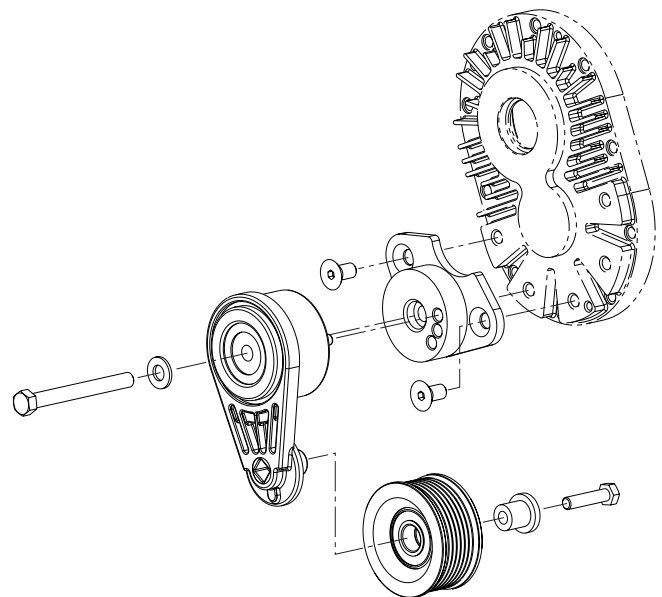


Fig. 4-k

4.7 SUPERCHARGER BELT

- A. Route the supercharger belt and accessory drive belt as shown. (See *Figs. 4-k, 4-l.*)

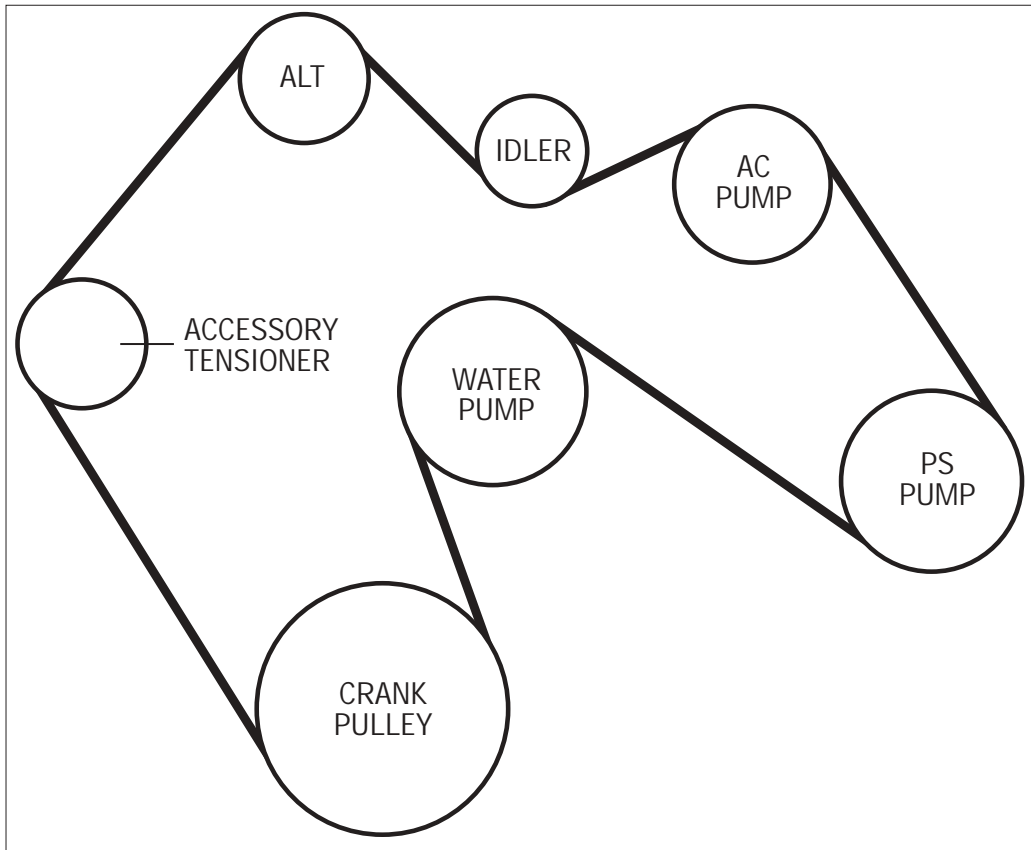


Fig. 4-k / Factory accessory belt routing diagram

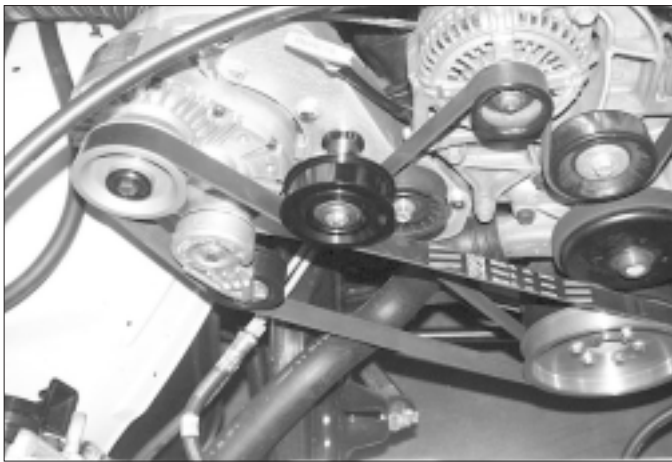


Fig. 4-l / Supercharger belt routing

Section 5

AIR INTAKE AND DISCHARGE

5.1 AIR INTAKE ASSEMBLY

- A. Install the 4" sleeve to the supercharger inlet with the supplied clamps. Leave the clamps loose.
- B. Install the 180° plastic intake duct to the sleeve you installed onto the supercharger. With the 1" x 90° plastic barbed fitting installed, attach the factory crank case vent hose to the fitting with the provided hose clamp.
- C. Attach the 3-1/2" piece of flex hose to the plastic duct and secure with the hose clamps provided.
- D. Insert the venturi into the end of the flex hose that will be attached to the air filter housing. (See Fig. 5-a.)



Fig. 5-a

- E. Attach the plastic filter housing to the side of the frame with the supplied sheet metal screw. (See Fig. 5-b.)



Fig. 5-b

NOTE

On some vehicles you may have to trim the retaining ring. (See Fig. 5-c) to achieve best fit.

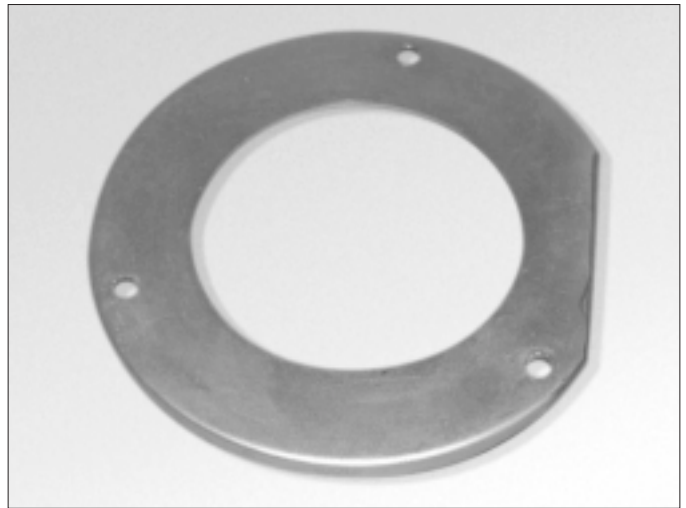


Fig. 5-c

- F. Install the round air filter retaining-ring onto the filter. Install the air filter hose clamp to the filter.
- G. Check the filter and retaining ring in the filter housing for proper fit.
- H. Install the coupler into the air filter and tighten the hose clamp.
- I. Install the filter assembly into the filter housing and secure with the three screw and washers provided.
- J. Attach the 3-1/2" flex hose to the filter coupler and secure the hose clamp.
- K. Adjust the 180° plastic inlet duct for best fit. Finish tightening all hose clamps.

5.2 AIR DISCHARGE ASSEMBLY

- A. Remove the four factory inlet duct bolts and factory inlet duct adapter and set aside. It will not be re-used.
- B. Install the bonnet adapter with the fasteners provided. Using lock tight on this bolt is recommended. (See Fig. 5-d.)

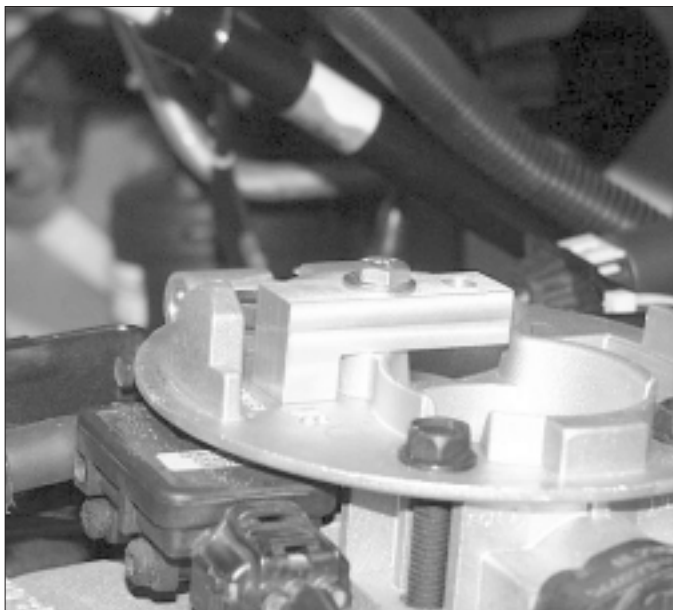


Fig. 5-d

- C. Assemble the bonnet with the injectors. Using a small amount of engine oil or lithium grease when assembling the injectors to the bonnet will aid in the installation of the injectors and prevent damage to the injector O-rings. Install the bonnet to the throttle body using the hardware provided.
- D. Install the 3" sleeve to the outlet of the supercharger with the hose clamps provided. Do not tighten the hose clamps at this time.
- E. Install the 3" sleeve with the clamps to the end of the discharge tube that will attach to the bonnet. Adjust the sleeves and tighten all clamps. (See Fig. 5-e.)

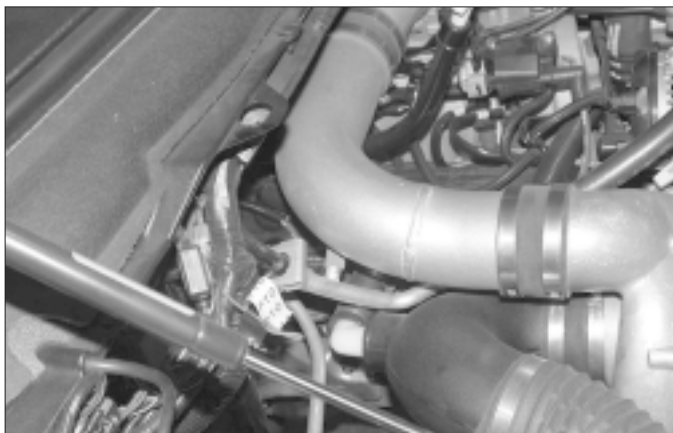


Fig. 5-e

5.3 BYPASS VALVE ASSEMBLY

- A. Assemble the bypass valve as shown in Fig. 5-f.

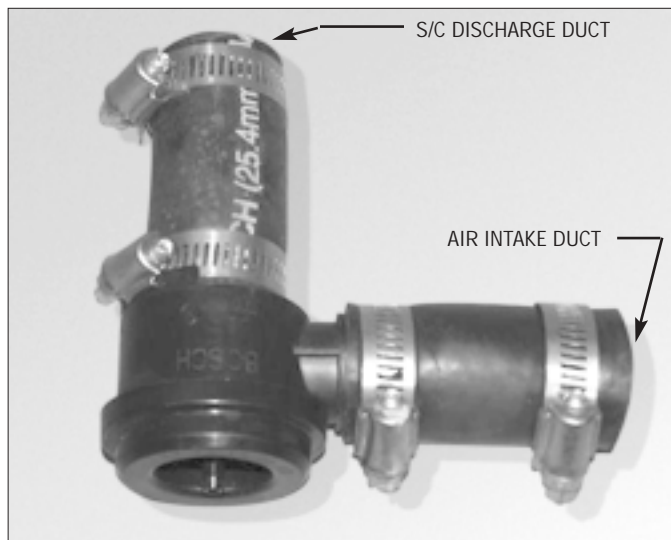


Fig. 5-f

- B. Install the bypass valve with the vacuum/boost port facing downwards and tighten the clamps
- C. Install the 5/32" vacuum hose to the port and route to manifold vacuum.

Section 6

FAN AND WINDSHIELD WASHER BOTTLE INSTALLATION

6.1 FAN AND FAN SHROUD INSTALLATION

- A. Start by installing the fan spacer to the water pump and tighten to factory specs using either a factory tool or a 1-1/16" wrench.
- B. With the fan and fan shroud as an assembly, lower the unit into place, attach the fan to the fan spacer and using the factory fasteners removed from the fan shroud in a earlier step, attach the fan shroud to the radiator. Take care not to over tighten the bolts that attach the fan shroud to the radiator. Tighten the fan to factory specs.

6-2 WINDOW WASHER BOTTLE INSTALLATION

- A. From under the vehicle, locate the radiator support using the washer bottle bracket as a template.

*****NOTE*****

You may have to bend the bracket slightly for the best fit. Mark the two holes that will retain the washer bottle bracket to the core support. Drill the holes using a 3/16" drill bit.

- B. Install the plastic washer bottle into the bracket once the bottle has been installed. Remove the windshield washer pump and fluid level sensor from the factory washer bottle and install it into the supplied washer bottle with the factory grommets. Use a small amount of silicone sealant on the factory grommets to prevent leakage.
- C. Install the washer bottle assembly to the holes your previously drilled in the core. Support with the supplied sheet metal screws and attach the washer pump hose to the outlet using the supplied hose and connectors. (See *Fig. 6-a.*)

- D. Cut the pump and fluid level sensor plugs leaving an adequate amount of wire away from the plug end. Lengthen the wires. Using the butt connectors and wire provided, lengthen the wires and attach the plugs to the pump and level sensor in their new location.



Fig. 6-a

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Section 7

AUXILIARY FUEL PUMP INSTALLATION

7.1 FUEL PUMP ASSEMBLY

- A. Assemble the fuel pump assembly per Appendix 1017733.
- B. Install the assembled fuel pump assembly to the transmission cross member with the supplied fasteners. (See Fig. 7-a.) The fuel pump inlet should face the front of the vehicle.

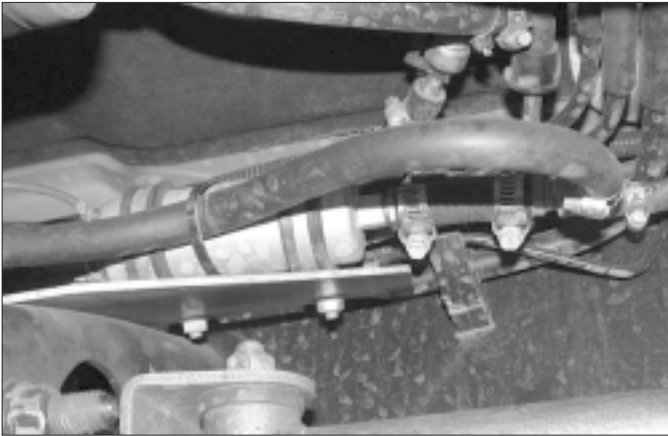


Fig. 7-a

- C. Using a spring lock tool, disconnect the fuel line located just in front of the transmission cross member.
- D. Attach the fuel pump inlet hose to the steel fuel line coming from the fuel tank using the 90° fitting provided in the assembly.
- E. Attach the fuel line that is coming from the fuel pressure regulator to the flex line that you disconnected from the steel hard line.
- F. Take care in routing the fuel lines. Keep them away from sharp, hot or moving parts.
- G. When finished installing the fuel pump relay, cycle the ignition several times and check for fuel leaks.

7.2 FUEL PUMP RELAY INSTALLATION

- A. Find a suitable location on the driver's side of the vehicle. (See Fig. 7-b.) Locate the fuel pump relay as close to the battery and fuse box as possible. The location of the relay shown is just for reference as some vehicles may be different. Generally you want the relay to be as close to the battery as possible.

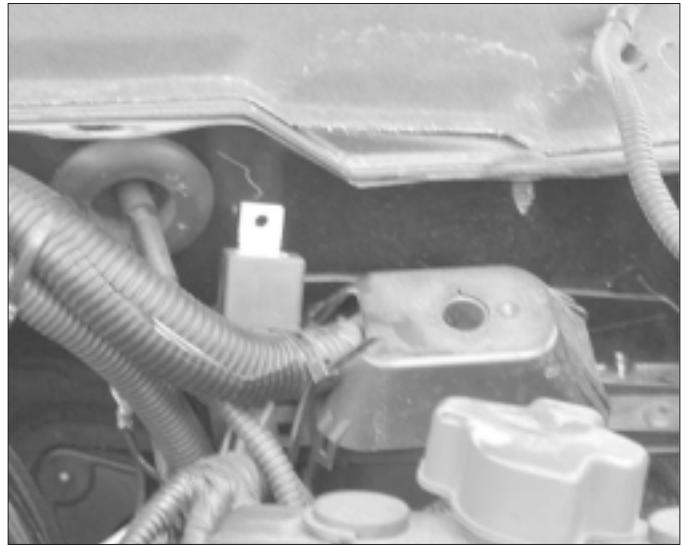


Fig. 7-b

- B. Attach the wire coming from the #30 terminal on the relay to the power distribution box on the driver's side of the vehicle using a 3/8" ring terminal.
- C. Attach the #86 terminal to the #58 factory fuel pump relay in the power distribution box. (See Fig. 7-c.) Attach the #86 terminal from the supplied relay to the #87 terminal of the factory fuel pump relay. This will be the trigger wire that will turn the additional fuel pump relay on.

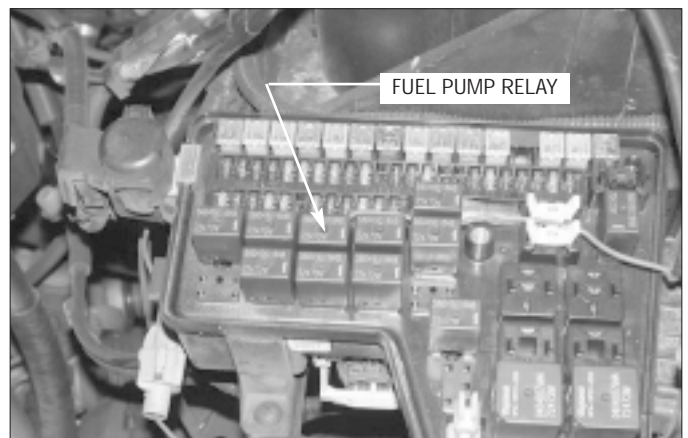


Fig. 7-c

- D. Attach the #87 terminal wire of the additional fuel pump relay to the positive terminal of the fuel pump. Carefully route the wire down the firewall to the fuel pump. Be sure to keep the wires away from hot, sharp or moving parts.

- E. Attach the #85 terminal wire to a suitable ground location.

*****NOTE*****

The #87A terminal will not be used.

- F. Attach a suitable length of wire with ring type terminals to the negative terminal on the additional fuel pump and attach this wire to the fuel pump assembly mounting bolt.
- G. Cycle the ignition several times to confirm the pump is running and check all fittings for leaks.

Section 8

ENGINE CONTROL UNIT INSTALLATION

8.1 ENGINE CONTROL UNIT

- A. From inside the driver's compartment on the driver's side and under the dash, find the two 15mm nuts that retain the cover that blocks the hole for the clutch cable.

NOTE

On standard transmission vehicles, you will have to find another location to run the wires through the firewall.

- B. Using a 1-3/16" hole saw, cut a hole through the plastic cover. Reinstall the cover using the factory fasteners.
- C. Pass the additional injector plugs through the hole you just made in the cover along with the additional wires and the length 5/32" vacuum hose.
- D. Route the injector plugs to the additional injector and attach them to the injectors.
- E. Route the wires across the firewall to the factory engine control unit. It is best to open the factory wiring harness cover and pass the wire through it. (See Fig. 8-a.)

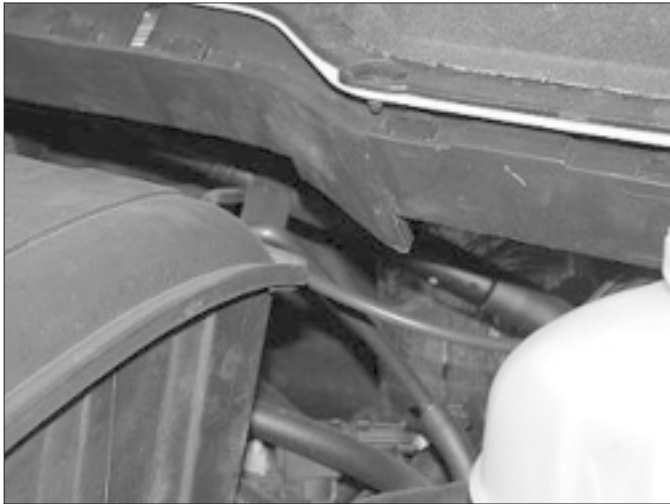


Fig. 8-a

- F. Refer to the Appendix #5A001-080 for pin locations on the factory engine control unit.

NOTE

If you are installing this kit on a non California vehicle, you may only have one oxygen sensor. If so, you will eliminate one set of oxygen sensor wires. Cover the wires with heat-shrink or electricians tape.

- G. From inside the driver's compartment, remove the two torques screws that are located under the dash securing the cover under the steering column.
- H. At the top of the cover, pull outward on the cover to release the clips and set the cover aside.
- I. Apply double-stick tape to the control box and attach the box to the cover just removed, and reinstall the cover.

*** NOTE ***

Be sure there are not kinks in the vacuum/boost line coming from the supplied ECU.

(See Fig. 8-b.)



Fig. 8-b



Fig. 8-b / Congratulations - here is your finished supercharged engine.

Section 9

FINAL CHECK OUT AND START UP

9.1 INSPECT THE FOLLOWING:

- A. Wires, harness and electrical connections. Are all items properly dressed, connected and secured?
- B. Hoses, lines and fittings. Are all items properly dressed, connected and secured?
- C. Check all fasteners, brackets and clamps. Are they all properly installed and tightened?
- D. Check fluid levels. Is the radiator coolant and the engine oil at their proper levels? Are there any fluid leaks?
- E. Check all belts. Is the serpentine drive belt (or accessory drive and supercharger drive belts, depending on the requirement of your vehicle) properly installed, aligned and tensioned?

9-2 PERFORM THE FOLLOWING:

- A. Cycle the ignition key from the "OFF" position to the "ON" position three times at fifteen second intervals. Afterwards, check the entire fuel system for any leaks.

*****IMPORTANT*****

Start the vehicle. Verify that the oil pressure is within the normal operating range. Listen closely. The engine should idle and sound the same as it did before you installation. Shut off the engine, disconnect the oil feed line from the blower. Remove the oil jet from the blower. Blow through the oil jet to ensure there is no blockage or foreign matter plugging it. Re-install the oil jet and oil feed line and proceed.

- B. Allow the engine to come up to normal operating temperature. Bleed the cooling system and top off as necessary.

9-3 CHECK FOR THE FOLLOWING:

- A. Fuel leaks
- B. Fluid leaks
- C. Belt slippage
- D. Throttle response

*****CAUTION*****


See the supercharger service manual included in your kit for information on supercharger servicing and maintenance, belt tightening, troubleshooting, special tuning and warranty information.

Now that the work is done, it's time to enjoy your labor of love. Take the vehicle out on the road and let it flex its muscles, but remember, the response and performance will be different from that to which you have been accustomed. Have fun.

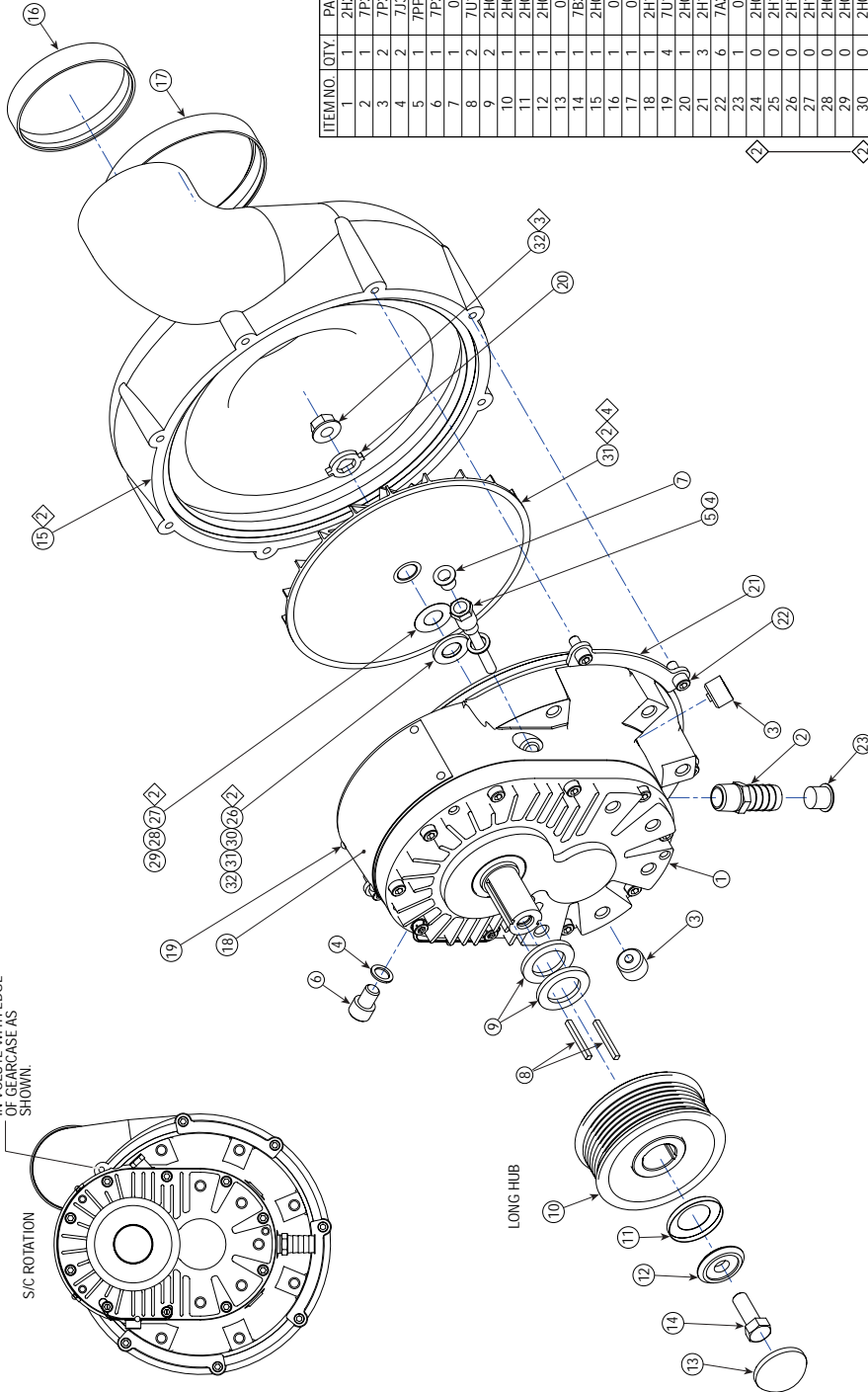
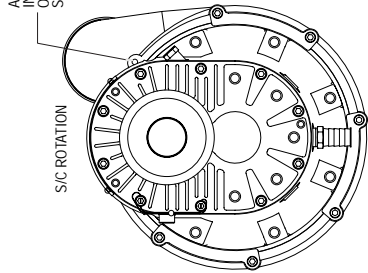
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APPENDIX

ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	1201216	KIT, 2002 5.9 DODGE RAM KIT
2	1	1016418	S/C ASY, 2002 DODGE NK2 CRV
3	1	1020220	ASY, WASHER BOTL., '02 RAM
4	1	1016624	ASY, S/C MTG BRKT., '02 RAM
5	1	1015938	ASY, AIR INTAKE, '02 RAM
6	1	1020117	ASY, AIR DISCHARGE, '02 RAM
7	1	1019345	ASY, S/C OIL SUPPLY, '02 RAM
8	1	1016070	ASY, OIL DRAIN, '02 RAM
9	1	1017417	ASY, BELT TENSIONER, '02 RAM
10	1	1019717	ASY, CRANK PULLEY, '02 RAM
11	1	1020215	ASY, COIL RELOC., '02 RAM
12	1	1015510	ASY, COMPRESSOR BYPASS, '02 RAM
13	1	1017735	ASY, FUEL ENRICHMENT SYS., '02 RAM
14	1	5A001-080	PAXTON ENGINE CONTROL UNIT, '02 RAM

	1300 BEACON PLACE OXNARD, CA 93033 TEL: (805) 604-1336 FAX: (805) 604-1337	
	2002 DODGE RAM	
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE: .XX±.01 DECIMALS: .XXX±.005 FRACTIONS: ±1/2" ANGLES: ±1/16	CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE	DATE 1/16/01
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FINISH NONE	R&D APPR.	ENGINEERING
WEIGHT 21.4 LBS	SIZE B	DWG. NO. 1201216
SCALE: 1:1 DO NOT SCALE DRAWING	REV. NC	SHEET 1 OF 1

ALIGN MOUNTING HOLE
IN VOLUTE WITH EDGE
OF GEARCASE AS
SHOWN.



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	2H238-000	GEARCASE ASY, N2K, CW, SAT
2	1	7P375-625	FTG. NIPPLE, 3/8NPT X 5/8 HOSE BARB
3	2	7P375-016	FTG. PLUG, 3/8NPT WITH MAGNET
4	2	7J375-024	WASHER, COPPER CRUSH
5	1	7PP375-090	OIL JET LONG
6	1	7P375-104	SCREW, SCHD, 3/8-16UNC-2A X 1.00 LG.
7	1	008704	CAP SHIPPING, T2
8	2	7U100-075	KEY, 1/8 SQ. X 1.25 LG.
9	2	2H017-125	SPACER, PULLEY, 1.25 THK.
10	1	2H038-325	PULLEY, S/C 8 GRV 3.25
11	1	2H040-021	RET. CUP BUMPER PULLEY
12	1	2H040-011	PULLEY RETAINER S/C
13	1	008718	CAP, TAMPER PROOF
14	1	7B375-110	SCREW, HXHD, 3/8-24UNC-2A X 1.00 LG.
15	1	2H018-051	VOLUTE, MACH, CURV, N2K
16	1	008706	CAP SHIPPING, 3"
17	1	008719	CAP SHIPPING, 4"
18	1	2H100-035	NAMEPLATE, NOV1 2000
19	4	7U100-021	DRIVE SCREW, #4 X .187 GR5
20	1	2H017-021	WASHER, ANTI-ROTATION
21	3	2H100-045	CLAMP, VOLUTE
22	6	7A250-060	1/4-20 X .50 SHCS
23	1	008720	CAP SHIPPING, T5
24	0	2H060-030	MATING RING, .090 THK.
25	0	2H100-003	SHIM, IMP, .003 THK.
26	0	2H100-005	SHIM, IMP, .005 THK.
27	0	2H100-010	SHIM, IMP, .010 THK.
28	0	2H060-031	MATING RING, .099 THK.
29	0	2H060-040	MATING RING, .103 THK.
30	0	2H060-041	MATING RING, .112 THK.
31	1	2H021-211	IMPLR. BAL. NOV1 2K, CCW
24	1	2H060-030	MATING RING, .090 THK.
25	1	2H100-003	SHIM, IMP, .003 THK.
32	1	7F375-024	NUT, IMP 3/8 LH SL 6PT

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: XXX±.01
DECIMALS: XXX±.005
FRACTIONS: ±1/2
ANGLES: ±1/16

MATERIAL: SEE PARTS LIST

FINISH: NONE

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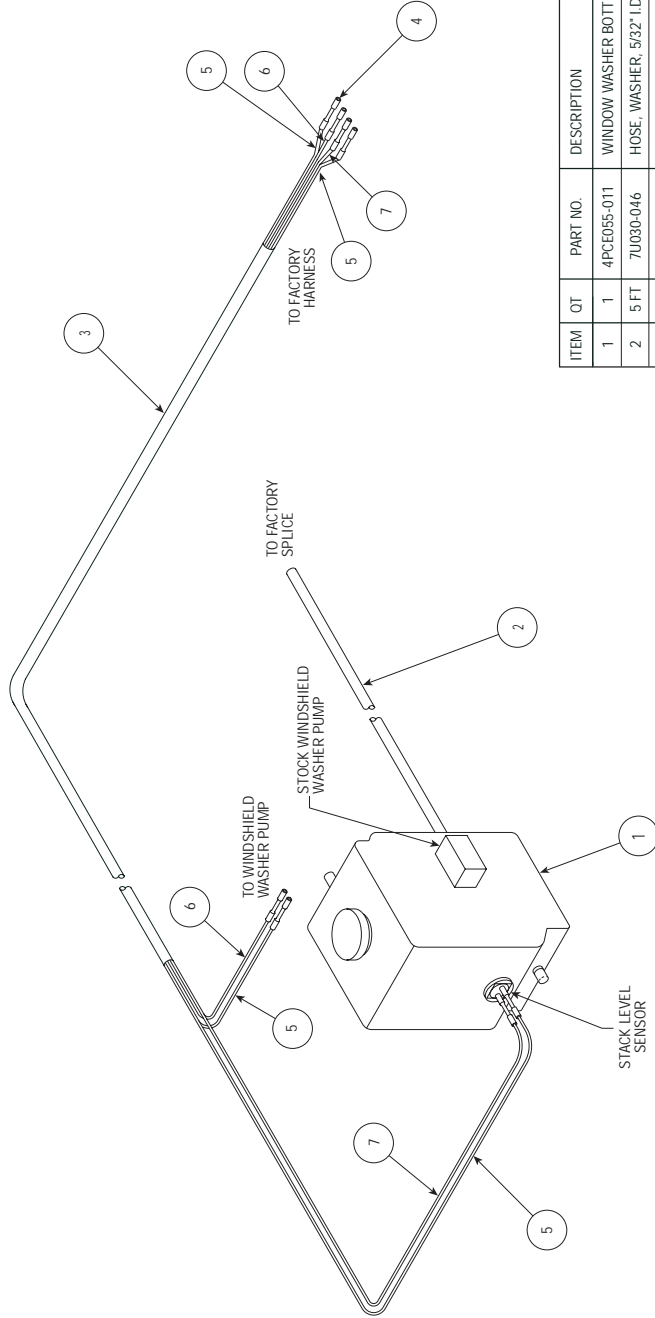
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ENGINEERING: G. COMPTON	3/29/01
R&D: L. KECK	4/9/01
APPR: G. COMPTON	4/11/01
WEIGHT: 21.8 LBS	

1300 BEACON PLACE OXNARD, CA 93033
TEL: (805) 604-1536 FAX: (805) 604-1337

2002 DODGE RAM 5.9L
ASY, S/C NOV1 2000 FWR ROTATION, REAR DISCHARGE,
99-01 5.25 9L, SATIN

SCALE: 3:4 DO NOT SCALE DRAWING SHEET 1 OF 1

- NOTES: UNLESS OTHERWISE SPECIFIED
- ALL PARTS TO BE SUITABLY PROTECTED AT ALL TIMES TO PREVENT DAMAGE.
 - SHIM IMPELLER TO .031 WORKING HEIGHT WITH ITEMS 24, 25, 26, 27, 28, 29 AND 30 (FLOOR STOCK) AS REQUIRED.
 - TORQUE TO 36 FT-LBS.



ITEM	QT	PART NO.	DESCRIPTION
1	1	4PCE055-011	WINDOW WASHER BOTTLE MODIFIED
2	5 FT	7U030-046	HOSE, WASHER, 5/32" I.D. x 46" LG
3	36"	5W001-005	TUBING, BLACK SPLIT POLY LOOM 3/8" I.D. x 36" LG
4	8	5W001-012	CONNECTOR, BUTT 18-22 GA
5	48"	5W018-020	WIRE, 18AWG BLACK x 48" LG
6	24"	5W018-090	WIRE, 18AWG BROWN x 24" LG
7	24"	5W018-040	WIRE, 18AWG WHITE x 24" LG
8	2	7U375-052	3/8 VACUUM CAP
9	2	7E014-075	#14 x .75 SHEETMETAL SCREW

UNLESS OTHERWISE SPECIFIED
 DIMENSIONS ARE IN INCHES
 TOLERANCES ARE: XX+ .01
 DECIMALS: XXX+.005
 FRACTIONS: ±1/2"
 ANGLES: ±1/16

CAD GENERATED DRAWING.
 DO NOT MANUALLY UPDATE

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PAXTON
SUPERCARGERS

2002 DODGE RAM 5.9L

ASSEMBLY: ASY, WASHER BOTTLE RELOCATION

DATE: 06/28/02

APPROVALS: LK

ENGINEERING

R&D

APPR.

WEIGHT

FINISH: NONE

MATERIAL: SEE PARTS LIST

SIZE: B

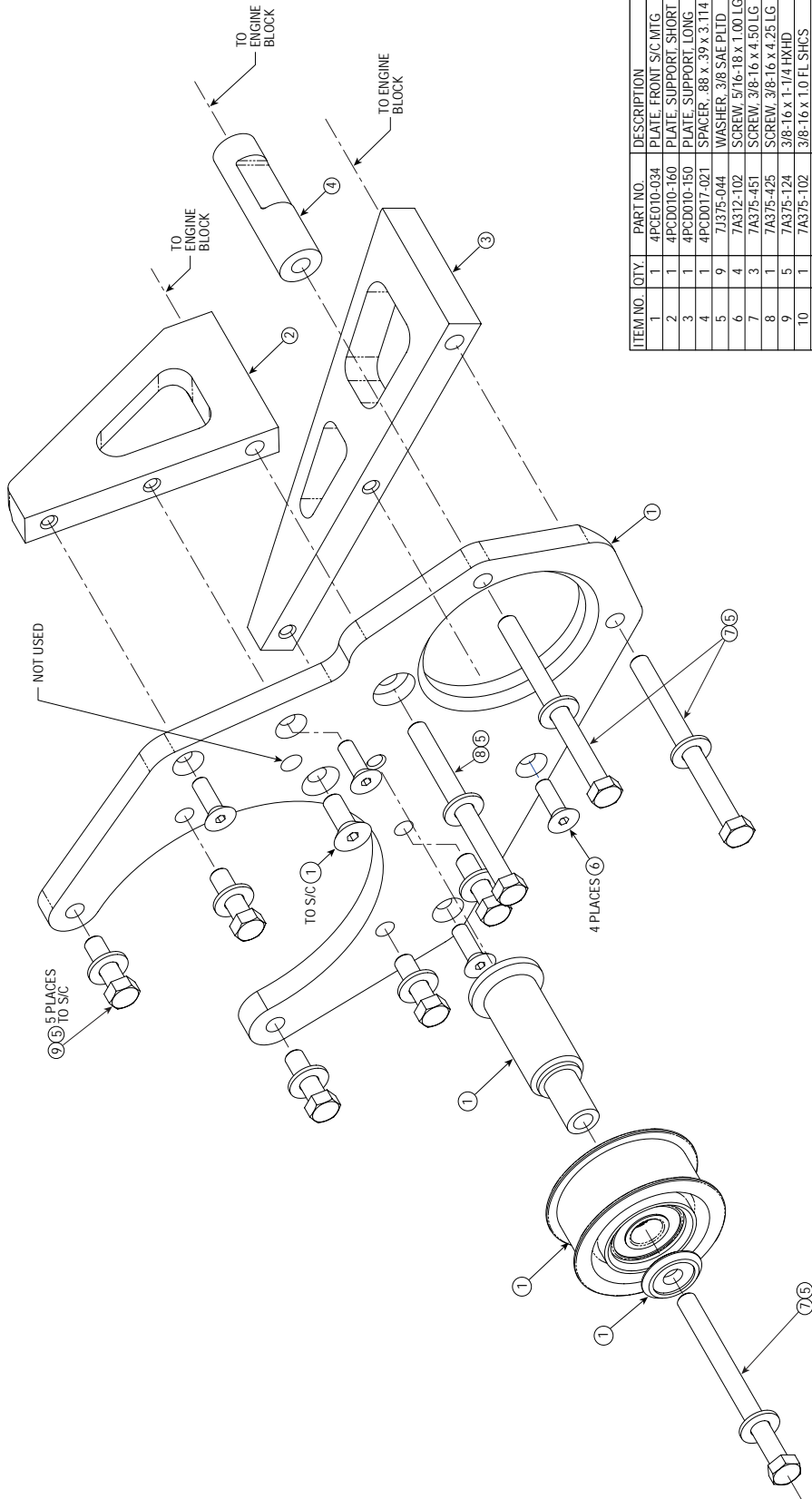
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DO NOT SCALE DRAWING

SHEET 1 OF 1

REV: A



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4PCG10-034	PLATE, FRONT S/C MTG
2	1	4PCD10-160	PLATE, SUPPORT SHORT
3	1	4PCD10-150	PLATE, SUPPORT LONG
4	1	4PCD017-021	SPACER, .88 x .39 x 3.114 LG
5	9	7J375-044	WASHER, 3/8 SAE PLTD
6	4	7A375-102	SCREW, 5/16-18 x 1.00 LG
7	3	7A375-451	SCREW, 3/8-16 x 4.50 LG
8	1	7A375-425	SCREW, 3/8-16 x 4.25 LG
9	5	7A375-124	3/8-16 x 1-1/4 HXHD
10	1	7A375-102	3/8-16 x 1.0 FL SHCS
11	1	4PCG017-011	COLLAR, STEP 8 GRV
12	1	1210516	ASY, IDLER PULLEY
13	1	2H040-011	PULLEY RETAINER S/C

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: .XXE .01
DECIMALS: .XXXE .005
FRACTIONS: ±1/2"
ANGLES: ±1/16"

MATERIAL
SEE PARTS LIST

FINISH
NONE

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DO NOT MANUALLY UPDATE

APPROVALS	DATE
DRAWN G. COMPTON	3/29/01
ENGINEERING G. COMPTON	3/29/01
R&D L. KECK	4/19/01
APPR. G. COMPTON	4/19/01

WEIGHT
7.2 LBS

1300 BEACON PLACE ONWARD, CA 93033
TEL: (805) 604-1336 FAX: (805) 604-1337

RAM
SUPERCHARGERS

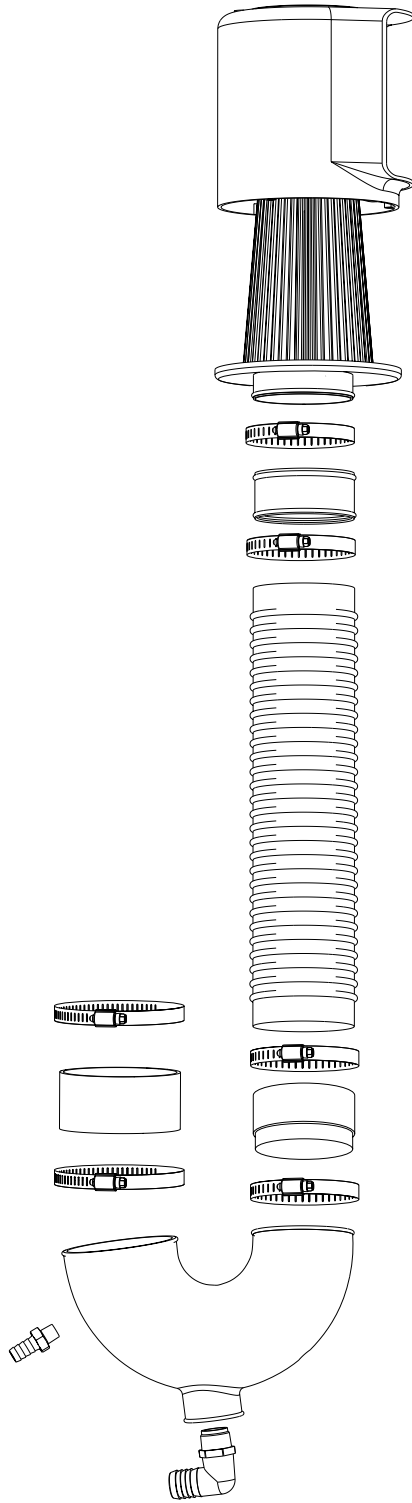
2002 DODGE RAM 5.9L

ASY, S/C MTG BRKT

SCALE: 1:1 DO NOT SCALE DRAWING

REV. A
DWG. NO. 1016624
SHEET 1 OF 1

Appendix 4 1016624 Asy, S/C Mounting Bracket



QTY	PART NO	DESCRIPTION
1	4RC1072-061	AIR BOX 03 DODGE 5.9
1	4RC1072-060	RING FILTER BEARING
3	71010-001	WASHER #10 SERRATED LOCK
1	88400-060	AIR FILTER 3.5 FLEGS X 7" LONG
3	70200-039	10-24 X 3/8 PAN HD PHIL SS
5	78002-064	#44 SAE TYPE F SS HOSE CLAMP
1	7754002-200	SLEEVE BLACK 4.00 X 2.0
1	772501-124	1/4 NPT 1017 BARND
1	48PA012-010	INLET ELBOW 180° 4 X 3.5
1.33	70035-001	3.5 FLEX HOSE
1	77750-102	3/4 NPT X 1 X 90° HOSE FITG
1	450012-041	MASS AIR TUBE COATED
2	78002-052	#52 SAE TYPE SS HOSE CLAMP
4*	70030-036	1/2 OIL DRAIN HOSE
2	7ED14-015	#14 X 1.5 SHEET METAL SCREW
2	72501-350	1/4 TENDER WASHER
1	4RC1072-031	RESTRICTOR AIR

UNLESS OTHERWISE SPECIFIED
 DIMENSIONS ARE IN INCHES
 TOLERANCES ARE: .XX± .01
 DECIMALS: .XXX±.005
 FRACTIONS: ±1/2
 ANGLES: ±1/16

1300 BEACON PLACE OXNARD, CA 93033
 TEL: (805) 604-1336 FAX: (805) 604-1337
PAXTON
 SUPERCARGERS

2002 DODGE 5.9

CAD GENERATED DRAWING,
 DO NOT MANUALLY UPDATE

DATE: 6/25/03

APPROVALS: L. KECK

ENGINEERING

R&D

APPR.

WEIGHT: ??.7 LBS

SEE PARTS LIST

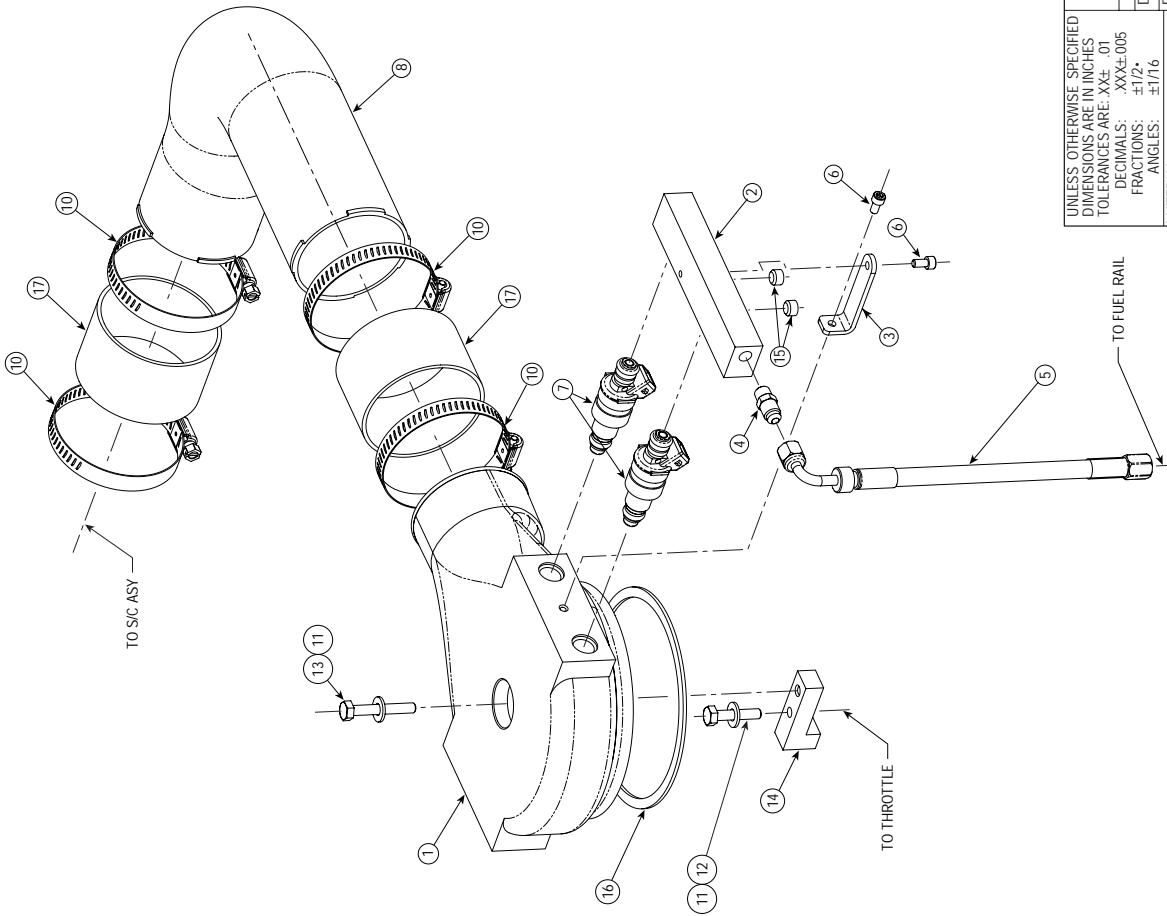
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SIZE: A DWG. NO. 1015938

REV. B

SHEET 1 OF 1



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	8002332	BONNET, MACHINING
2	1	4870004	RAIL, FUEL INJECTOR
3	1	8002383	STRAP, FUEL RAIL 2.10 LG
4	1	4823400	CONN, MALE 1/8NPT x 1/4 TUBE SEA, 45° FLARE
5	1	1018306	ASY, FUEL ENRICHMENT LINE
6	2	8000109-1	SCREW, SHCS, TORX, 10-24UNC-2A x .38 LG.
7	2	8002126	INJECTOR, 36 LBS
8	1	4810175	TUBE, DISCHARGE
10	4	1055970	CLAMP, HOSE #48
11	2	1003110	WASHER, 1/4 FLAT SAE GR
12	1	1021280	SCREW, HXHD, 1/4-20UNC-2A x 1.25 LG.
13	1	1021250	SCREW, HXHD, 1/4-20UNC-2A x 1.75 LG.
14	1	4870024	ADAPTER, BONNET
15	2	2716900	PLUG, PIPE 1/8NPT HEX SOC
16	1	4870001	GASKET, 5.0 O.D. x 5.00 I.D. x .09 THK
17	2	7PS300-200	

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: XX±.01
DECIMALS: XXX±.005
FRACTIONS: ±1/2"
ANGLES: ±1/16

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FINISH NONE

CAD GENERATED DRAWING.
DO NOT MANUALLY UPDATE

APPROVALS	DATE
G. COMPTON	3/29/01
ENGINEERING	-----
R&D	-----
APPR	-----
WEIGHT	5.7 LBS
SIZE	D
DWG. NO.	1020119
DO NOT SCALE DRAWING	SHEET 1 OF 1

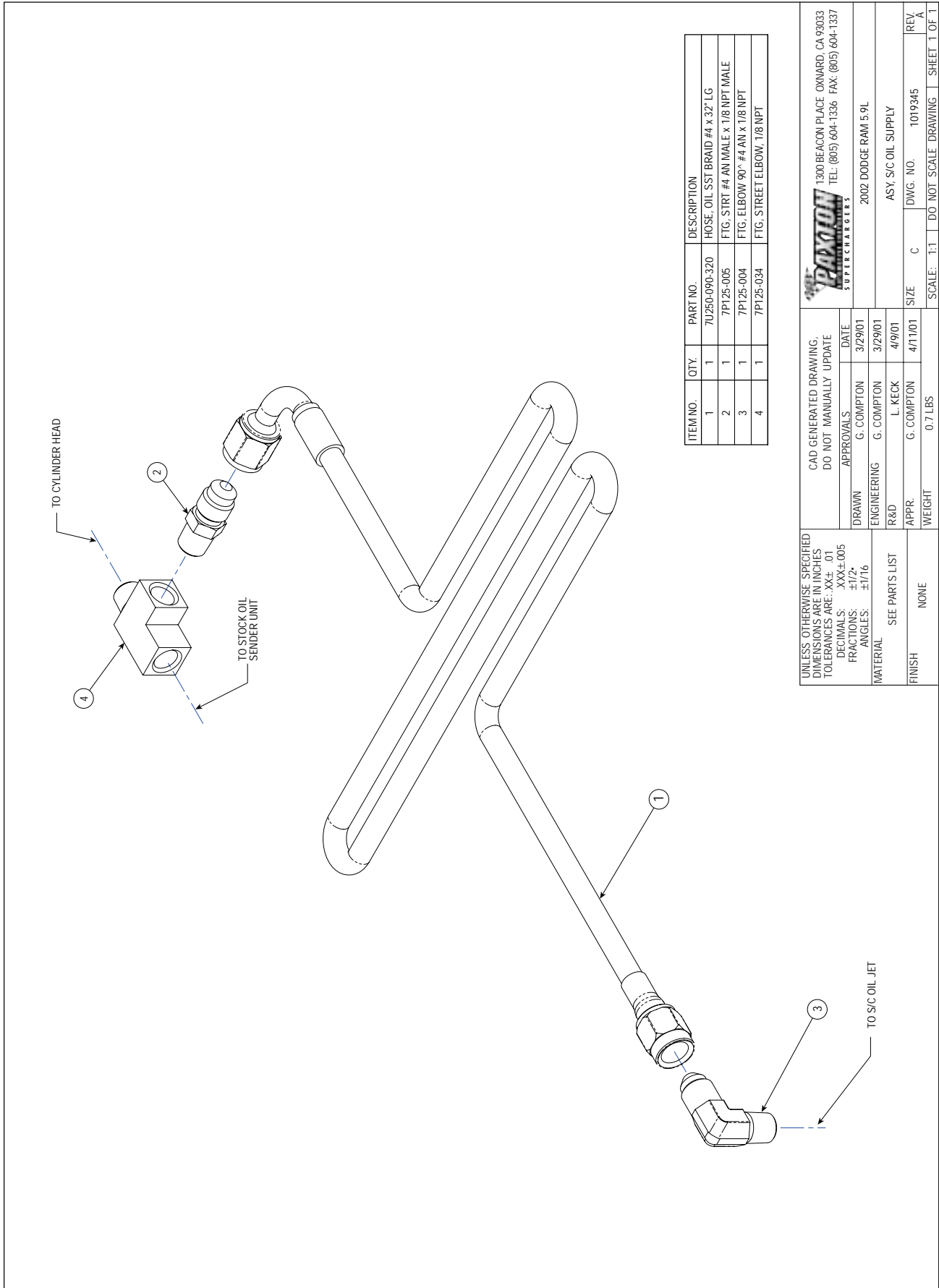
1300 BEACON PLACE OWENSDALE, CA 95033
TEL: (805) 604-1336 FAX: (805) 604-1337

PAXTON
SUPERCHARGERS

00/01 5.9L DODGE DURANGO/RT

ASY, AIR DISCHARGE

Appendix 6 1020119 Asy, Air Discharge



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	7U250-090-320	HOSE, OIL SST BRAID #4 x 32' LG
2	1	7P125-005	FTG. STRT #4 AN MALE x 1/8 NPT MALE
3	1	7P125-004	FTG. ELBOW 90° #4 AN x 1/8 NPT
4	1	7P125-034	FTG. STREET ELBOW, 1/8 NPT

UNLESS OTHERWISE SPECIFIED
 DIMENSIONS ARE IN INCHES
 TOLERANCES ARE: .XX± .01
 DECIMALS: .XXX±.005
 FRACTIONS: ±1/2"
 ANGLES: ±1/16"

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 DO NOT MANUALLY UPDATE

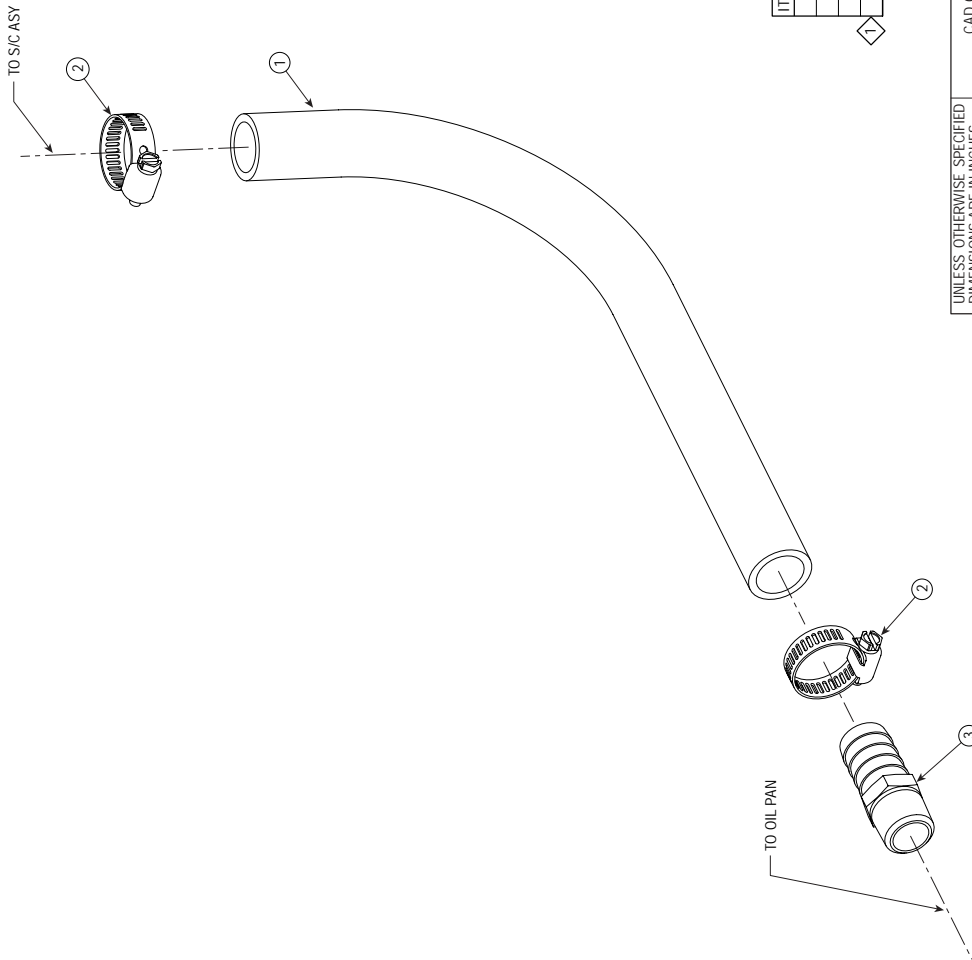
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ENGINEERING	G. COMPTON	DATE	3/29/01
R&D	L. KECK	DATE	4/9/01
APPR.	G. COMPTON	DATE	4/11/01

MATERIAL SEE PARTS LIST
 FINISH NONE
 WEIGHT 0.7 LBS

1300 BEACON PLACE OXNARD, CA 93033
 TEL: (805) 604-1336 FAX: (805) 604-1337
PAXTON
 SUPERCHARGERS

2002 DODGE RAM 5.9L
 ASY, S/C OIL SUPPLY

SIZE	C	DWG. NO.	1019345	REV.	A
SCALE:	1:1	DO NOT SCALE	DRAWING	SHEET	1 OF 1



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	7U033-000X18	
2	2	7R002-010	CLAMP HOSE, #10
4	1	7T640-011	PUNCH, OIL PAN
3	1	7P375-025	FTG. NIPPLE, 3/8NPT x 5/8 HOSE BARB

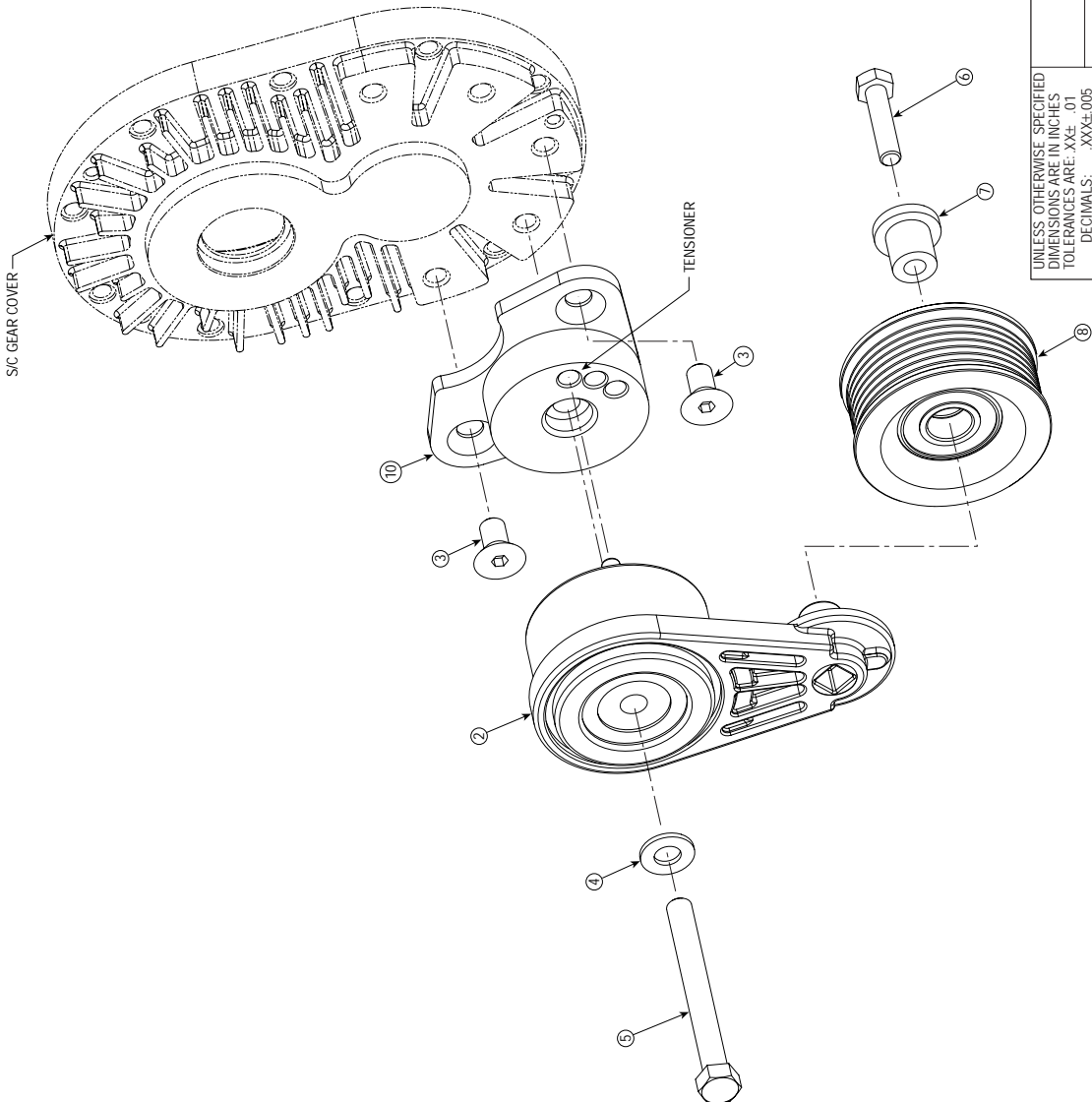
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 DECIMALS: .XXX±.005
 FRACTIONS: ±1/2"
 ANGLES: ±1/16

MATERIAL SEE PARTS LIST
 FINISH NONE

CAD GENERATED DRAWING.
 DO NOT MANUALLY UPDATE

DRAWN	A. PROCTOR	DATE	9/08/00
ENGINEERING	G. COMPTON		9/13/00
R&D	L. KECK		10/06/00
APPR.	G. COMPTON		10/06/00
WEIGHT	0.5 LBS		

1300 BEACON PLACE OYARD, CA 93003
 TEL: (805) 604-1336 FAX: (805) 604-1337
PAXTON
 SUPERCARGERS
 2002 DODGE RAM 5.9L
 ASY, OIL DRAIN
 DWG. NO. 1016070
 SCALE: 1:1 DO NOT SCALE DRAWING SHEET 1 OF 1



ASY NO.	ITEM	PART NO.
1017415-P	1	4PCD001-038
1017416	1	TESTFROM

ITEM NO.	QTY.	PART NO.	DESCRIPTION
2	1	4PCM01-061	TENSIONER-BELT SPRING LOADED
3	2	78375-077	SCREW-3/8-16 x 7/8 FLHS GR8
4	1	71375-044	WASHER-3/8 SAE PLTD
5	1	7A375-350	SCREW-3/8-16 x 3.50 HXHD GR8
6	1	7C080-035	SCREW-8mm x 1.25 x 35mm HXHD CLASS 8.8
7	1	4PCM017-011	COLLAR-PULLEY SPRING TENSIONER
8	1	1210515	ASY.PULLEY TENSIONER 8 GRV
10	1	4PCD001-032	
11	1	2H013-011	

UNLESS OTHERWISE SPECIFIED
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TOLERANCES ARE: XXX±.01
DECIMALS: .XXX±.005
FRACTIONS: ±1/2"
ANGLES: ±1/16

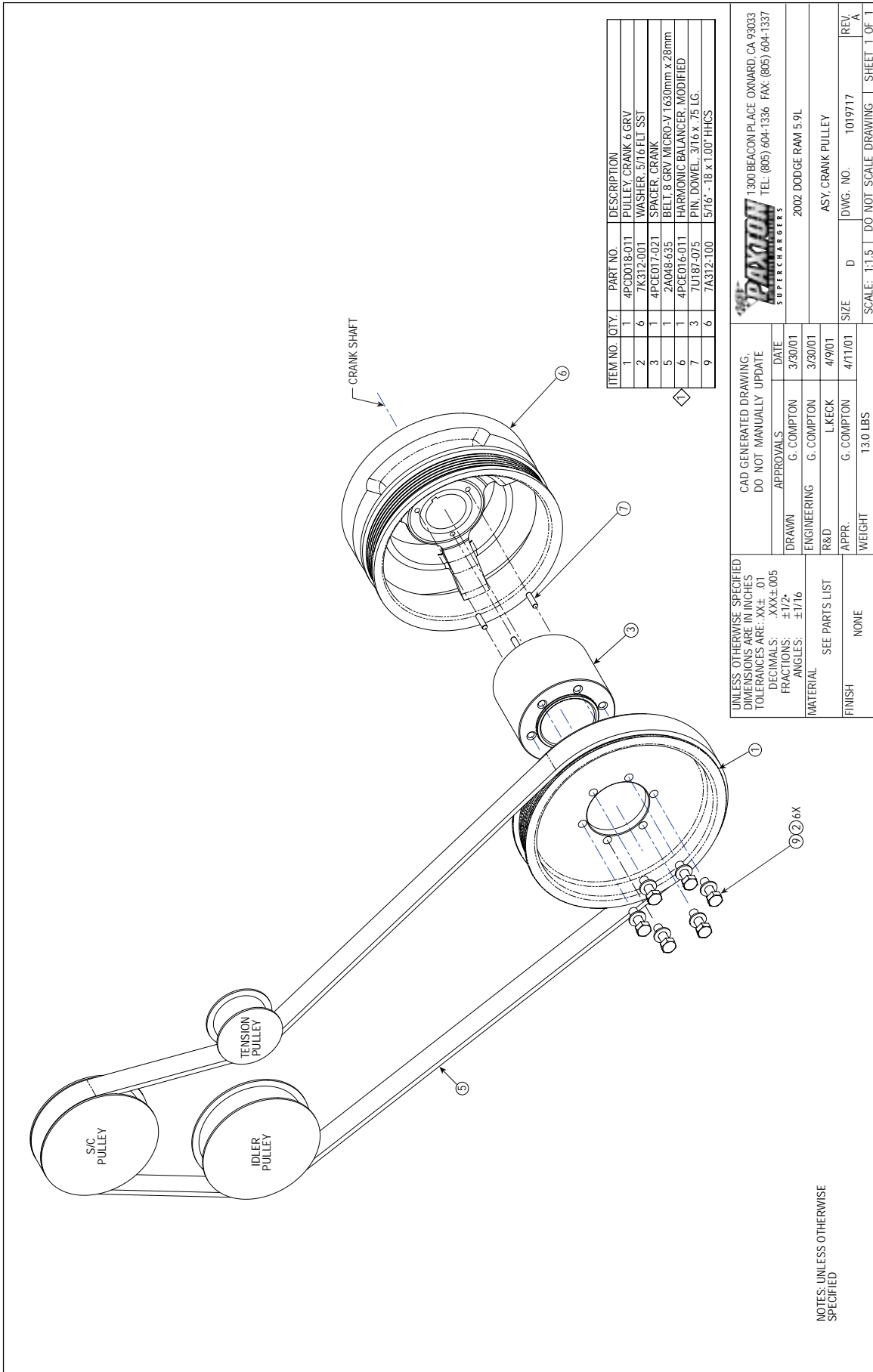
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DO NOT MANUALLY UPDATE

DRAWN	A. PROCTOR	DATE	3/29/01
ENGINEERING	G. COMPTON		
R&D	L. KECK		4/9/01
APPR	G. COMPTON		4/10/01
WEIGHT	5.3 LBS		

2002 DODGE RAM 5.9L
ASY, BELT TENSIONER(8 GRV)

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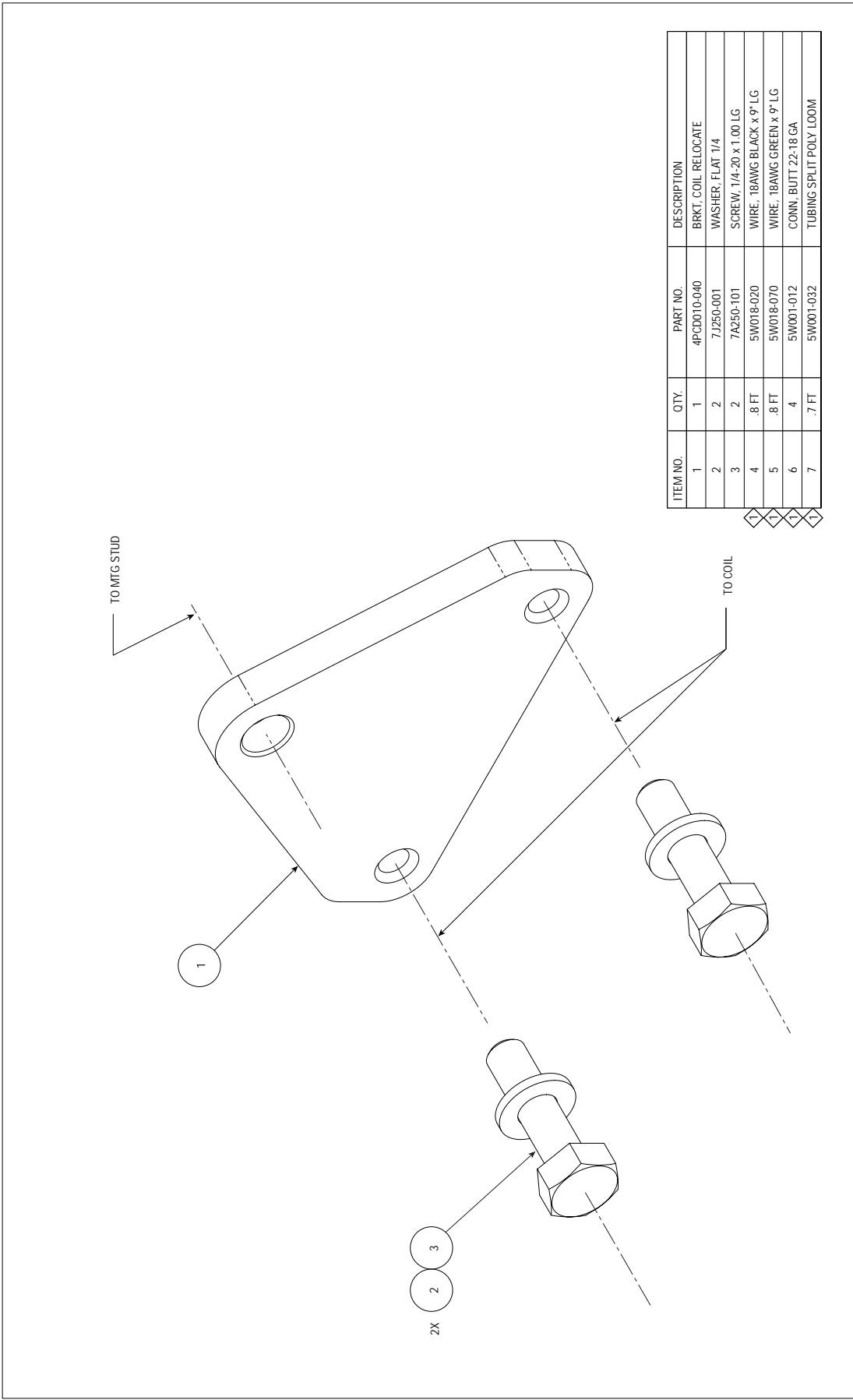
P/N: 4809621
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18SEP03 v1.0 Dodge Ram 1500(4809621v1.0)



UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE: .XX± .01 DECIMALS: .XXX±.005 FRACTIONS: ±1/2" ANGLES: ±1/16"		CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE	
MATERIAL SEE PARTS LIST		DATE 3/30/01	1300 BEACON PLACE OXNARD, CA 93033 TEL. (805) 604-1336 FAX. (805) 604-1337
FINISH NONE		APPROVALS DRAWN G. COMPTON ENGINEERING G. COMPTON R&D L. KECK APPR. G. COMPTON	2002 DODGE RAM 5.9L
WEIGHT 13.0 LBS		SIZE D	REV. A
SCALE: 1:1.5		DO NOT SCALE DRAWING	SHEET 1 OF 1

NOTES: UNLESS OTHERWISE SPECIFIED

Appendix 10 1019717 Asy, Crank Pulley



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4PCD010-040	BRKT. COIL RELOCATE
2	2	7J250-001	WASHER, FLAT 1/4
3	2	7A250-101	SCREW, 1/4-20 x 1.00 LG
4	.8 FT	5W018-020	WIRE, 18AWG BLACK x 9' LG
5	.8 FT	5W018-070	WIRE, 18AWG GREEN x 9' LG
6	4	5W001-012	CONN. BUTT 22-18 GA
7	.7 FT	5W001-032	TUBING SPLIT POLY LOOM

UNLESS OTHERWISE SPECIFIED
 DIMENSIONS ARE IN INCHES
 TOLERANCES ARE: .XX±.01
 DECIMALS: .XXX±.005
 FRACTIONS: ±1/2"
 ANGLES: ±1/16

CAD GENERATED DRAWING,
 DO NOT MANUALLY UPDATE

APPROVALS: DATE: 9/11/00

DRAWN: A. PROCTOR 10/4/01

ENGINEERING: G. COMPTON 10/6/01

R&D: L. KECK 10/6/01

APPR: G. COMPTON 10/6/01

WEIGHT: 0.2 LBS

MATERIAL: SEE PARTS LIST

FINISH: NONE

1300 BEACON PLACE OXNARD, CA 93033
 TEL: (805) 604-1336 FAX: (805) 604-1337
 SUPERCHARGERS

2002 DODGE RAM 5.9L

ASY. COIL RELOCATION

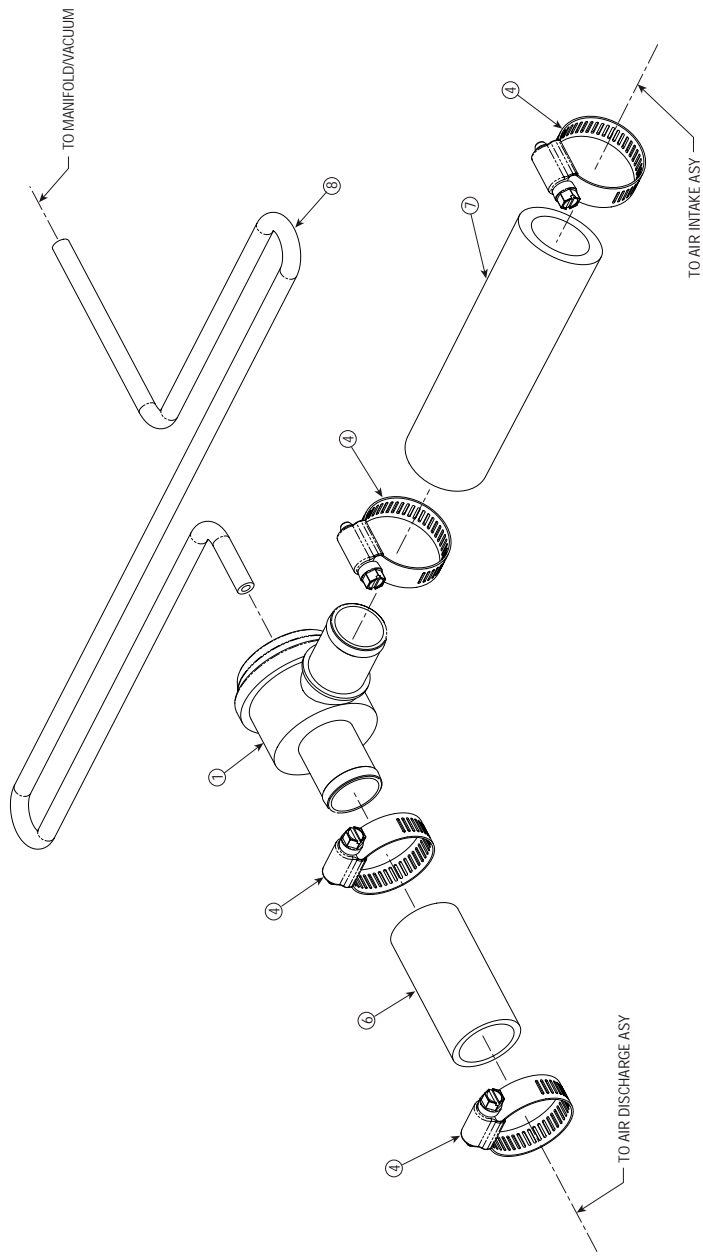
SIZE: B DWG. NO. 1020215

SCALE: 1:1 DO NOT SCALE DRAWING

REV. A

SHEET 1 OF 1

NOTES: UNLESS OTHERWISE SPECIFIED
 1. THESE ITEMS SHIP LOOSE.



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	8D001-001	VALVE, BY-PASS
4	4	7R002-016	CLAMP, HOSE #16
6	1	7U034-016 x 2.5	
7	1	7U133-100-06	
8	1	7U030-046 x 36	

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: .XX±.01
DECIMALS: .XXX±.005
FRACTIONS: ±1/2"
ANGLES: ±1/16

CAD GENERATED DRAWING.
DO NOT MANUALLY UPDATE

DATE: 4/16/01
DRAWN: G. COMPTON
ENGINEERING: G. COMPTON
R&D: G. COMPTON
APPR.: G. COMPTON
WEIGHT: 1.8 LBS

1300 BEACON PLACE OWEN, CA 93033
TEL: (805) 604-1336 FAX: (805) 604-1337
SUPERCHARGERS

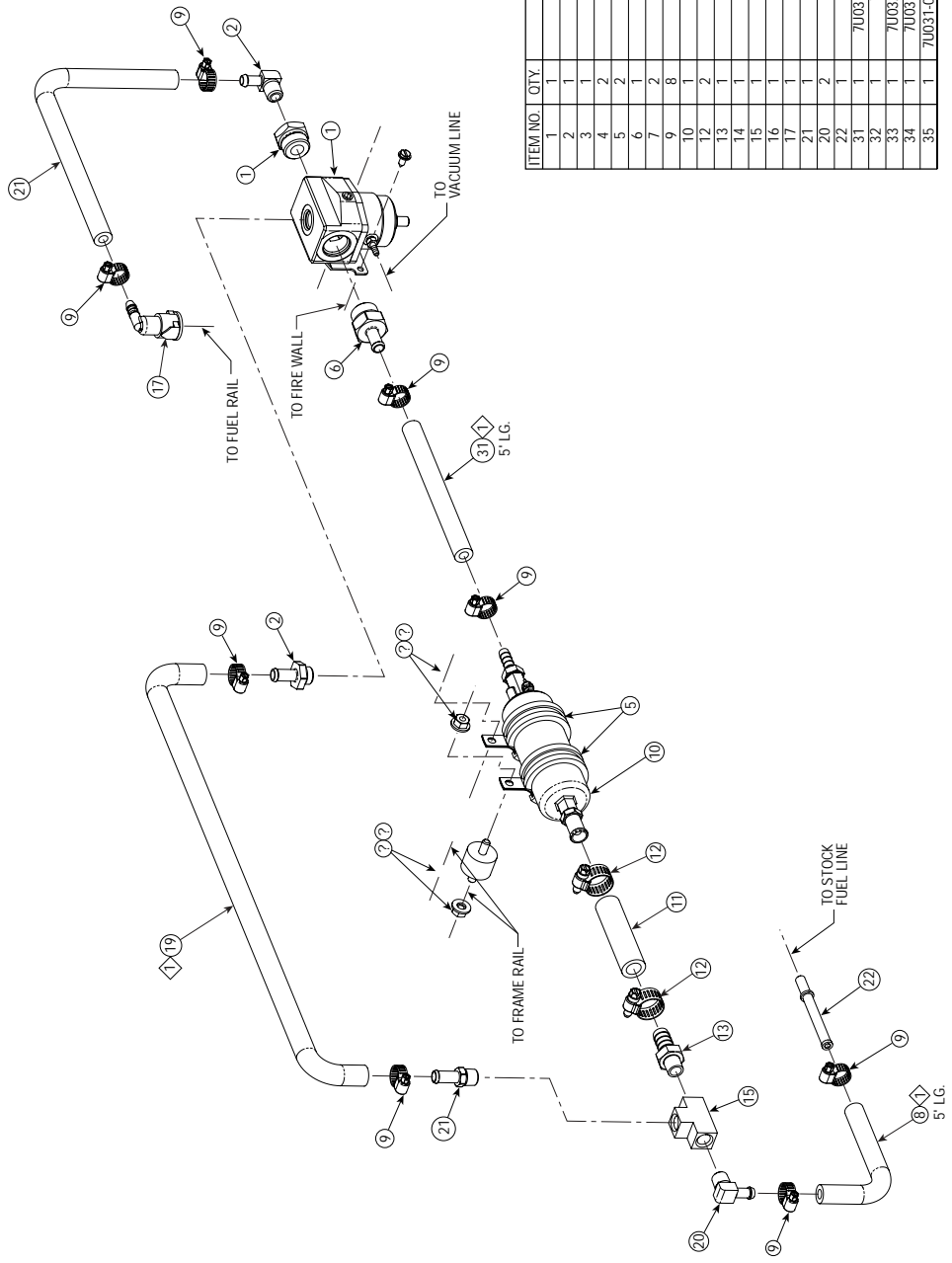
2002 DODGE RAM

ASY, COMPRESSOR BYPASS

SIZE: D DWG. NO. 1015510
SCALE: 1:1 DO NOT SCALE DRAWING

REV. 1 OF 1

Appendix 12 1015510 Asy. Compressor Bypass



ITEM NO.	QTY	PART NO.	DESCRIPTION
1	1	8F002-004	REGULATOR, FUEL,
2	1	7P375-375	FTG. #6 AN MALE TO 3/8
3	1	7U314-002	MOUNT, VIBRATION
4	2	7J250-022	WASHER, 1/4 FLAT SAE
5	2	7R003-029	CLAMP, LOOP
6	1	7P625-376	FTG. #10 AN MALE TO 3/8
7	2	7F250-020	NUT, 1/4-20 HEX
8	2	7R001-004	CLAMP, HOSE
9	1	8F001-102	CLAMP, HOSE
10	2	7R002-006	CLAMP, HOSE
11	1	7P250-124	FTG. NIPPLE 1/2
12	1	7P625-250	FTG. ADPT 5/8 STRT
13	1	7P250-122	TEE, 1/4 NPT
14	1	7E010-051	SCREW, #10 X .50 LG
15	1	7P312-020	FTG. NIPPLE 3/8
16	1	7P250-045	FTG. ELBOW 90° 1/4
17	1	7P312-016	FTG. FUEL STRT
18	1	7U031-018x60-1017735	
19	1	7U037-030X3	
20	1	7U032-016x78-1017735	
21	1	7U031-018x12-1017735	
22	1	7U031-018x60BENT-1017735	
23	1		
24	1		
25	1		
26	1		
27	1		
28	1		
29	1		
30	1		
31	1		
32	1		
33	1		
34	1		
35	1		

UNLESS OTHERWISE SPECIFIED
 DIMENSIONS ARE IN INCHES
 TOLERANCES ARE: XX+.01
 DECIMALS: .XX±.005
 FRACTIONS: ±1/2
 ANGLES: ±1/16

CAD GENERATED DRAWING,
 DO NOT MANUALLY UPDATE

DATE: 9/8/00
 APPROVALS: A. PROCTOR
 DRAWN: ENGINEERING
 R&D: SEE PARTS LIST

FINISH: NONE
 WEIGHT: 4.2 LBS

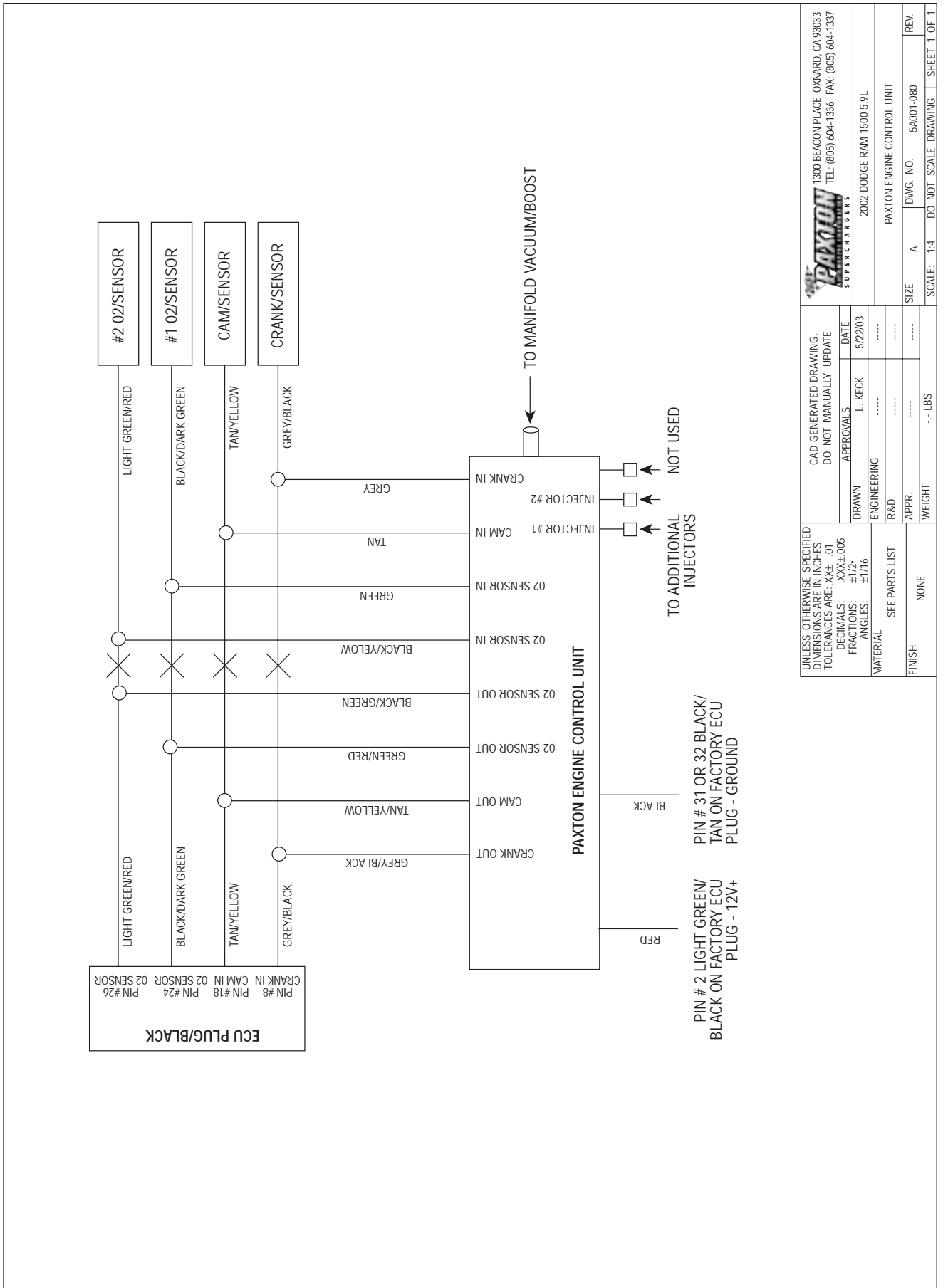
SIZE: D
 DWG. NO.: 1017733
 SCALE: 1:1.75 | DO NOT SCALE DRAWING | SHEET 1 OF 1

ASSEMBLY: ASY, FUEL ENRICHMENT

1300 BEACON PLACE OXNARD, CA 93033
 TEL: (805) 604-1336 FAX: (805) 604-1337
 SUPERCHARGERS

99-01 3.5L PLYMOUTH PROWLER WITH UPGRADE

NOTES: UNLESS OTHERWISE SPECIFIED
 1. HOSES NOT SHOWN IN PROPORTION TO
 THE REST OF THE DRAWING.



UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE: .XX ± .01 DECIMALS: .XXX ± .005 FRACTIONS: ±1/2- ANGLES: ±1/16		CAD GENERATED DRAWING DO NOT MANUALLY UPDATE		1300 BEACON PLACE OXNARD, CA 93033 TEL: (805) 604-1336 FAX: (805) 604-1337	
MATERIAL SEE PARTS LIST		DRAWN L. KECK		DATE 5/22/03	
FINISH NONE		ENGINEERING		2002 DODGE RAM 1500 5.9L	
APPR.		R&D		PAXTON ENGINE CONTROL UNIT	
WEIGHT - LBS		SIZE A		DWG. NO. 5A001-080	
		SCALE: 1:4		DO NOT SCALE DRAWING	
				SHEET 1 OF 1	

Appendix 14 5A001-080 Paxton Engine Control Unit



S U P E R C H A R G E R S

1300 Beacon Place, Oxnard CA 93033 • Tel: 888 9-PAXTON • www.paxtonautomotive.com

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18SEP03 v1.0 Dodge Ram 1500(4809621v1.0)