



PAXTON
AUTOMOTIVE CORPORATION
S U P E R C H A R G E R S



Owner's Installation Guide for the

***Paxton Automotive
Novi 1000 Supercharger***
WITH PAXTON HEADERS

for the

2000/2001 Plymouth Prowler

**Paxton Automotive . 1300 Beacon Place . Oxnard CA 93033
(805) 604-1336 . FAX (805) 604-1337**

FOREWORD

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

© 2003 PAXTON AUTOMOTIVE

All rights reserved. No parts of this publication may be reproduced, transmitted, transcribed, or translated into another language in any form, by any means without written permission of Paxton Automotive.

TABLE OF CONTENTS

FOREWORD .....	.ii
TABLE OF CONTENTS .....	.iii
IMPORTANT NOTES .....	.iv
1.1 PROWLER HEADER INSTALLATION INSTRUCTIONS	1-1
2.1 DISASSEMBLY	2-1
3.1 NOVI 1000	3-1
4.1 INSTALLING OIL FEED FITTINGS	4-1
5.1 THE POWER STEERING SYSTEMMODIFICATION	5-1
6.1 MODIFY AND RELOCATE THE ALTERNATOR/ INSTALL BELT TENSIONERS	6-1
7.1 INSTALL THE MOUNTING BRACKET ASSEMBLY AND SUPERCHARGER	7-1
8.1 FAN MODIFICATION	8-1
9.1 FUEL LINE MODIFICATION	9-1
10.1 INSTALLING THE BOOST GAUGE (APPENDIX 1018105)	10-1
11.1. FUEL SYSTEM MODIFICATION	11-1
12.1 INSTALLING THE AIR INTAKE ASSEMBLY (APPENDIX 1016043)	12-1
13-1 FINAL CHECK-OUT PROCEDURES	13-1
APPENDICES .....	.A-1
Drawing No. 1201711 Kit, Parts List 1997-2000 Prowler .....	.A-2
Drawing No. 1011811 Asy, Novi 1000 Supercharger .....	.A-3
Drawing No. 1016034 Asy, S/C Mounting Bracket .....	.A-4
Drawing No. 1016032 Asy, A/C Tensioner .....	.A-5
Drawing No. 1016033 Asy, Tensioner Drive Belt .....	.A-6
Drawing No. 1016043 Asy, Air Intake .....	.A-7
Drawing No. 1016046 Asy, Power Steering Relocation .....	.A-8
Drawing No. 1016049 Asy, Air Discharge .....	.A-9
Drawing No. 1016055 Asy, Radiator Tube Modification .....	.A-10
Drawing No. 1019347 Asy, Oil Supply .....	.A-11
Drawing No. 1019346 Asy, Oil Return .....	.A-12
Drawing No. 1015513 Asy, Compressor Bypass .....	.A-13
Drawing No. 1016069 Asy, Alternator Relocation .....	.A-14
Drawing No. 7000180 Diag, Power Steering Line Mod .....	.A-15
Drawing No. 1017717 Asy, Fuel Control .....	.A-16
Drawing No. 1018105 Asy, Gauge Mounting .....	.A-17
Drawing No. 7000100 Asy, Diag, Power Steering Line Mod .....	.A-18
Drawing No. 7000105 Asy, Diag, Thermostat Housing Mod .....	.A-19
Drawing No. 7000110 Asy, Belt Routing .....	.A-20
Drawing No. 7000110 Diag, Wiring Fuel Controller .....	.A-21
Drawing No. 7000145 Diag, Relay Witing .....	.A-22

2000-2001 Plymouth Prowler

IMPORTANT NOTES

Congratulations! You have purchased the finest street supercharger available for the 2000-2001 Plymouth Prowler. The centerpiece of this kit is the High Efficiency Paxton NOVI 1000 Supercharger, a mechanically driven centrifugal blower.

This kit comes with all of the parts you will need to install the supercharger. This instruction manual has been grouped in order of sequence, with photographs and drawings to illustrate the text. This will allow you quick part identification and orientation.

The installation will require metric and SAE wrenches and sockets, Phillips and standard head screwdrivers, pliers, wire cutters and a wire crimping tool, a selection of pails or buckets for the collection and storage of motor fluids, an air impact gun (and air compressor), and a 3/8" NPT tap.

We suggest that you obtain a Prowler shop manual and become familiar with the details of your car's system. Manuals may be obtained from your local Plymouth dealer, or you can order one from Helm Publications at (800) 782-4356. If your vehicle is not within the normal operating parameters, we do not recommend the use of a supercharger.

For best results, we suggest that you read this entire manual before beginning. Be familiar with the process and identify the areas of the car that you will be working on. The average installation time is 14-16 hours. Your actual install time will depend on your personal skill level, experience installing superchargers, working conditions, and preparedness for the job at hand. This estimate does not include time for the initial vehicle inspection, cleaning, fine tuning, or troubleshooting. Once again, before picking up a wrench, read this entire manual. We are available for technical assistance at (805) 604-1336 between the hours of 7am-3PM Monday through Friday PST.

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

***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.**

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

You are undoubtedly eager to get started with your project, but take a little more time to insure that your safety is not in jeopardy. A moment's lack of attention can result in an accident, as can failure to observe some simple safety precautions. The possibility of an accident always exists, and the following points should not be considered a comprehensive list of all of the dangers. They are only intended to make you aware of the risks and to encourage you to take a safety conscious approach to all of the work that you will be doing on your vehicle.

- ***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.***

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

This Page Left Intentionally Blank.

Section 1

HEADER INSTALLATION

1.1 PROWLER HEADER INSTALLATION INSTRUCTIONS

- A. Raise vehicle approximately 2 feet off the ground, preferably using a lift. The only way to install the headers is to work from the bottom, so use either ramps or heavy-duty jack stands to get the vehicle to a workable height. You will need basic metric and American tools for disassembly.
- B. Remove the stock manifolds and catalytic converters. Clean out any carbon buildup from the heads. Install the studs provided in the kit using a torx socket to tighten. After the studs are tightened, place the gaskets over the studs and install the headers.

*******NOTE*******

You may need to enlarge the holes in the headers with a file to ease assembly. Use the lock washers provided in the kit and tighten equally.

After the headers are tightened, refer to attached diagram to see where to cut the stock head pipe away from the cats. Once the stock head pipes are removed, insert the cats back into the factory slip fits.

- C. Fasten the 3-bolt flanges and gaskets finger tight to the headers. Position the cats to index into the blank flanges bolted to the new headers.

*******Note*******

The tube size on the stock cat is 2-1/4" and the header collector is 2-1/2" We recommend taking the cats to a muffler shop and having them expanded to better fit the flange. Once this is done, position both cats in their factory slip fits and index into the new headers. Using a mig welder tack the cat to the flanges in at least three places. Remove the cats and finish weld. Re-install the cats using the lock washers included in the kit. Tighten the 3 bolt flange joints first then the factory slip fits last.

*******IMPORTANT*******

Once the headers and cats are finish welded and installed, pay close attention to any hoses, wires etc., that may be touching the headers. Move any of these objects out of the way. If you wish to use any conforming heat shields, wrap the part but NOT THE HEADERS. The headers need to "breathe". Wrapping it with a shield will damage it in time.

- D. When everything is done and inspected start the vehicle and check for leaks. If everything looks good, let it idle for approximately 15 minutes. Shut it off and re-tighten the header bolts. New bolts and or studs will stretch once when hot. You will notice a normal rate of approximately 1/2 turn to tighten. Once this is completed you are ready to go.

*******NOTE*******

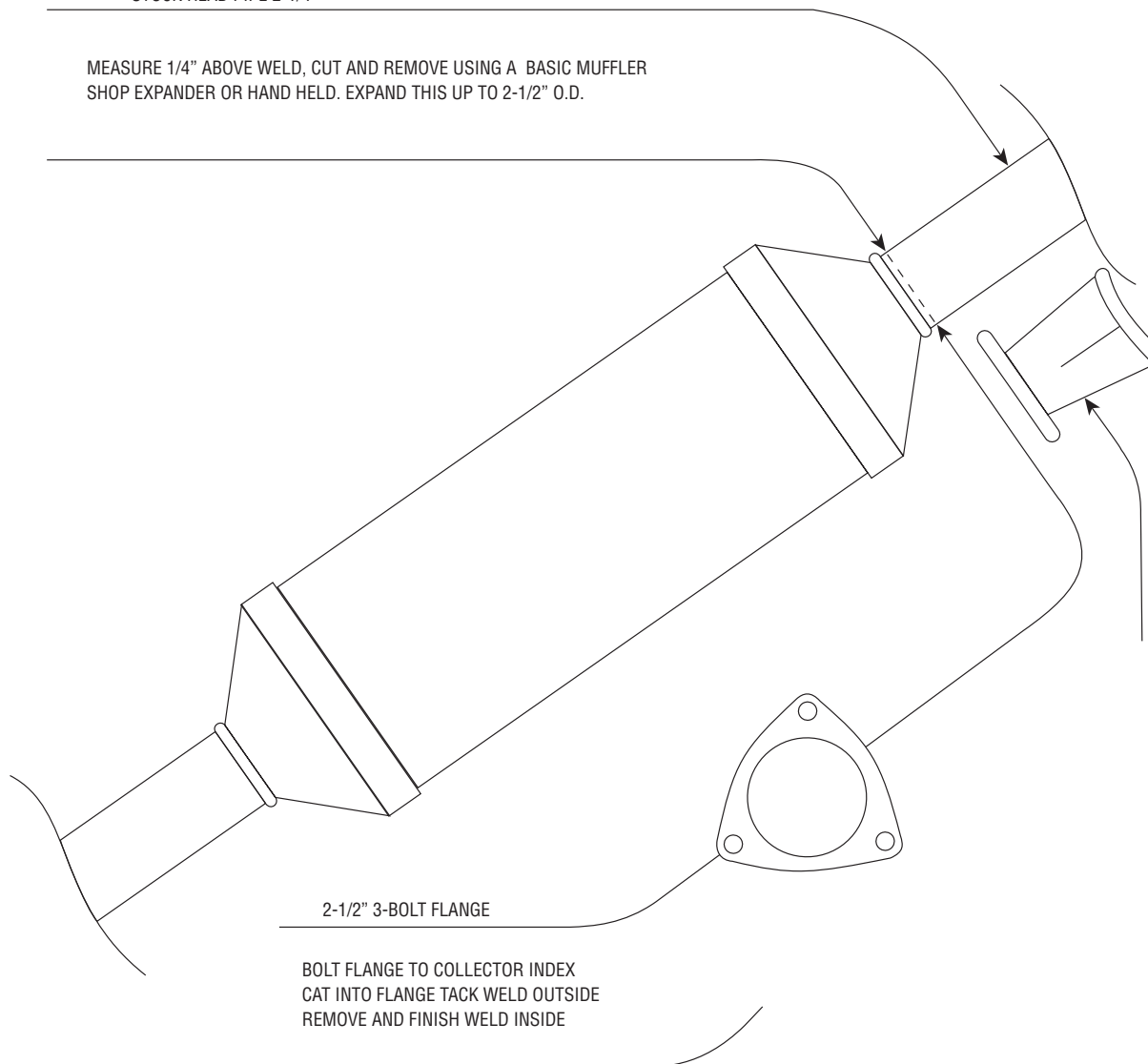
You may notice a "burning rubber" smell when the vehicle is first fired up and immediately after the first long hard full throttle pulls you do. This is caused by the special composition header gaskets "burning in" and taking a set. However, please feel free to check and double-check that no hoses or rubber components are being incinerated.

PROWLER DIAGRAM

For removing stock head pipe for header installation

STOCK HEAD PIPE 2-1/4"

MEASURE 1/4" ABOVE WELD, CUT AND REMOVE USING A BASIC MUFFLER SHOP EXPANDER OR HAND HELD. EXPAND THIS UP TO 2-1/2" O.D.



Section 2

SUPERCHARGER INSTALLATION

2.1 DISASSEMBLY

- A. Disconnect the battery
- B. Using a 10mm socket, remove the 3 bolts securing the body panel immediately in front of the driver's door. Pull it out at the top then lift up to remove. Disconnect the side marker light. (See *Fig. 2-1*.)
- C. Using a 13mm socket, disconnect the support rods (that go over the top of the engine) at the rear of the engine compartment. Leave them connected to the radiator support plate. (See *Fig. 2-2*.)

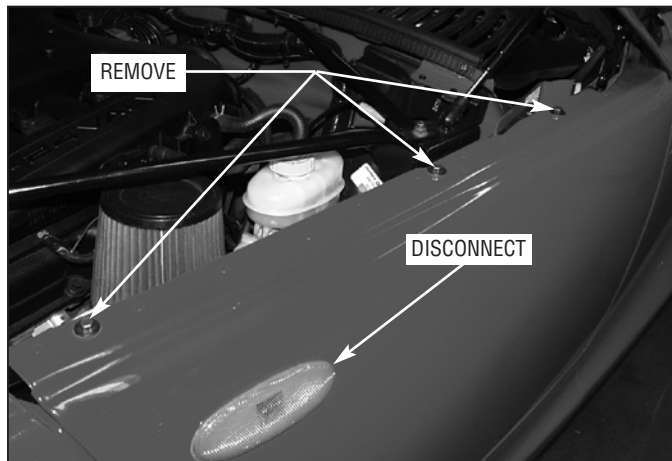


Fig. 2-1

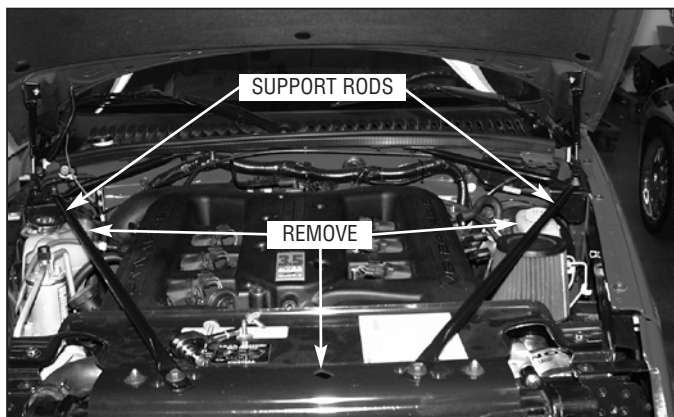


Fig. 2-2

- D. Using a 13mm and a 10mm socket, disconnect the upper radiator support and remove the upper radiator support and the support rods covering the engine. If your car has the hood support as part of this assembly, you will need a prop rod to support the hood during the rest of the installation. (See *Fig. 2-2*.) Place the front end of the car on jackstands as near to the engine supports as possible. (See *Fig. 2-3*.)

- E. Disconnect the plug at the top of the fan shroud (see *Fig. 2-4*). From under the vehicle, loosen the petcock on the passenger side of the radiator and completely drain the coolant into a bucket. If coolant is not reusable, please dispose of it properly. Disconnect both upper and lower radiator hoses and remove the lower radiator hose. Disconnect the wiring harness from the fan shroud. Using a 10mm socket, remove the two bolts that secure the radiator to the A/C condenser, and remove the radiator by lifting it straight up.



Fig. 2-3



Fig. 2-4

- F. Using masking tape, mark the edges of the support brace that the body side panel was bolted to. This will help you in the re-assembly. (See *Fig. 2-5*.)
- G. Disconnect the plug to the hood switch, and, if needed, disconnect the driver's side hood piston. Unbolt the power steering reservoir bracket. Remove the six 13mm head bolts securing the support brace (that was marked in step 6). Use a 60° offset wrench to remove the two bolts closest to the driver's side headlight. Disconnect the wiring harness from the support brace and remove the brace.

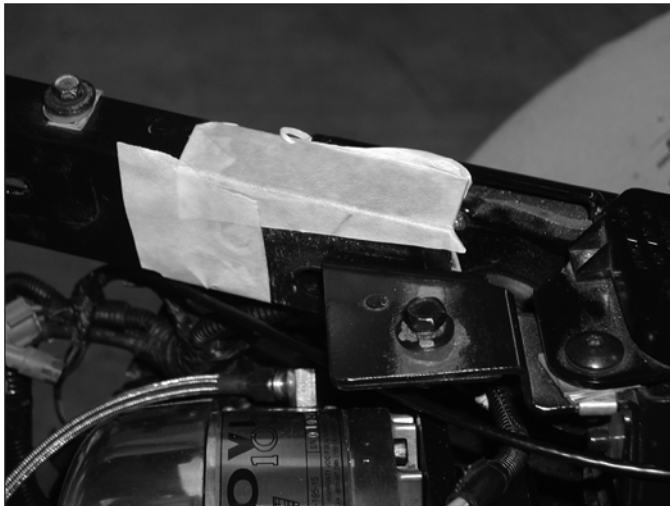


Fig. 2-5

- H. Ease the tension on the 6 rib belt by loosening the 15mm nut on the tensioner pulley, then loosen the 13mm head lead screw. Remove the belt.
- I. Drain the power steering fluid by disconnecting the large hose at the pump and the smaller hose near the steering rack. Remove the reservoir, hood switch assembly, and lines. Remove the two plastic clips that secure the metal lines from the rack and pinion. Disconnect the metal line that runs from the pump to the rack and pinion and remove.
- J. Disconnect the electrical connections to the alternator and use a 15mm socket to remove the alternator, alternator bracket, and brace. (See *Fig. 2-6*.)
- K. Remove the three 13mm head bolts securing the Drive Belt tensioner to the front of the engine. Remove the tensioner.
- L. From underneath the vehicle, remove the A/C belt using the same procedure as in step 8. Remove the two 15mm bolts that secure the tensioner assembly and remove the assembly.



Fig. 2-6

- M. If required, remove the belt guard near the A/C compressor using a 13mm socket.
- N. Remove the passenger side body side panel as you did the driver's side panel in step 2 to gain access to the air filter box, and remove the box assembly from the vehicle. Disconnect and remove the plastic pipe going into the throttle body. You will have to loosen the coolant overflow bottle from the frame in order to create enough space to remove the air box. Disassembling the air box and removing the filter and box in pieces simplifies the removal.
- O. Disconnect the heater hose from the thermostat. (Make sure that you have a drain pan directly underneath it.) Remove the thermostat housing using a 10mm socket. Modify the thermostat housing, as shown in Appendix 7000105. Pry the heater pipe slightly away from the neck so that the radiator hose will slide back on. (See *Fig. 2-7*.) Be careful not to cave in the neck. Reconnect the heater hose and reinstall the thermostat housing using the original gasket



Fig. 2-7

Section 3

INSTALLING SUPERCHARGER DRAINBACK

*****NOTE:*****

For this step you will need a drill motor, 3/16" and 37/64 drill bits, 3/8 x 16 NPT tap, anti-seize lubricant and heavy grease.

3.1 NOVI 1000

- A. The Paxton Automotive Novi 1000 supercharger relies on pressurized engine oil for its lubrication. The oil must then be returned to the oil pan, via a drain back fitting that must be installed into the pan. This involves making a hole in the driver's side of the oil pan. To do this, first drain 1 quart of oil from the pan, then scribe an X into the oil pan 1-1/2" forward of the rib and 3/4-inch below the pan rail. After the X is scribed, drill a 3/16-inch pilot hole into the center of the X. See Fig 8 for the general placement of the Oil Drain fitting.
- B. Enlarge the pilot hole with the 37/64-inch drill.
- C. Apply a liberal amount of grease to the threads of a 3/8-inch X16 NPT tap, and slowly insert into the hole. The grease will make tapping the hole easier, and will also keep metal chips from falling into the pan. Tap the hole until the fitting tightens 3/4 of the way into the hole.

*******NOTE*****:**

This fitting has tapered threads and is intended not to seal flush against the drain pan.

- D. Clean the finished threads with a clean rag. Apply a sparing amount of sealer such as silicon RTV to the threads of the supplied drain back fitting, and install.

*******NOTE*****:**

Do not over-tighten. The finished Oil Drain is in Fig. 3-1. Please note that the hose is shown in this picture, but it is not to be connected at this time.

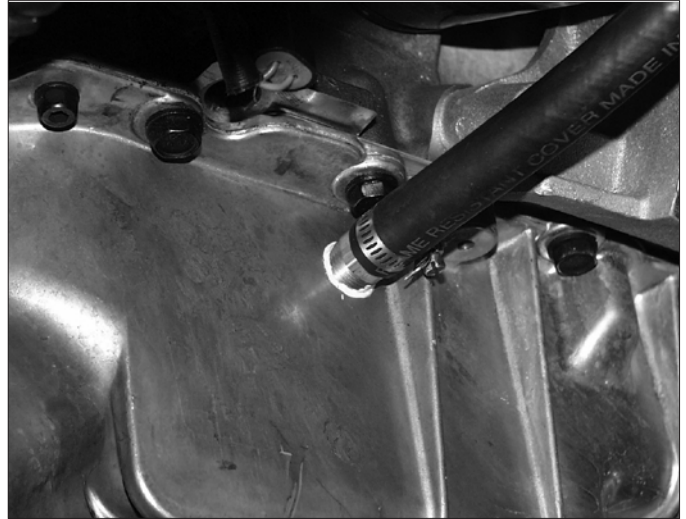


Fig. 3-1

- E. Drain the rest of the oil and fill with factory recommended oil.

This Page Left Intentionally Blank.

Section 4

INSTALLING THE OIL FEED FITTINGS

4.1 INSTALLING OIL FEED FITTINGS

- A. Using a 13mm socket, remove the three mounting bolts that secure the power steering pump. (You can get to the bolts through the openings in the pulley.) Let the pump hang by the lines. Remove the oil pressure sender using a special 1-1/16" oil pressure sender socket. This can be found at most auto parts stores. Install the supplied large hex fitting using either liquid teflon or RTV sealant. Tighten the fitting using 1-1/8" socket or wrench. It is correctly positioned when the large tapped hole points straight down. Install the factory oil pressure sender into the hex fitting using sealant. Now, install the supplied 90° fitting into the remaining hole. It should aim up and back, over the oil filter. Reattach the power steering pump and attach the electrical plug to the sender. (To get more slack in the sender wire, carefully remove the tape securing it near the intake manifold. This will free up the two or three inches bundled up inside). Attach one end of the oil feed line to the 90° fitting and tighten. See Appendix Number 1016059.

This Page Left Intentionally Blank.

Section 5

MODIFICATION OF THE POWER STEERING SYSTEM

5.1 THE POWER STEERING SYSTEM-MODIFICATION

- A. Mount the supplied power steering reservoir to the frame rail in front of the hood release and next to the driver's side headlight. Drill two 11/64" holes and secure the reservoir using the supplied hardware. (See *Fig. 5-1.*)



Fig. 5-1

Route the 5/8" power steering hose to the new reservoir through the same notch as the battery cables go through. It may be helpful to flatten a section of the fins on the bottom of the A/C condenser to ease the routing. Route the 3/8" hose around the end of the A/C condenser on the driver's side.

- B. The line from the Power Steering Pump to the Rack and Pinion is modified, per 7000100. Reinstall the line and check for the correct orientation. If it is not correct, loosen the fitting and rotate. Reinstall the plastic clip to hold the line in place, as shown in *Fig 5-2.*



Fig. 5-2
New power steering reservoir, mounted on frame rail. Showing hoses going through the frame.

- C. Cut the existing metal tube and flare the ends with a pair of pliers. (See *Fig. 5-3.*)



Fig. 5-3

Install the existing rubber hose and hose clamps. The metal line is reversed, so that the same end remains attached to the curved rubber tube. Attach the metal line to the new reservoir with the provided 5/8" rubber hose.

- D. The line from the Rack and Pinion to the reservoir is left the same, except for the new rubber line from the reservoir. Secure the Power Steering hoses and trim as needed for best fit. Shown are the various parts of the system.

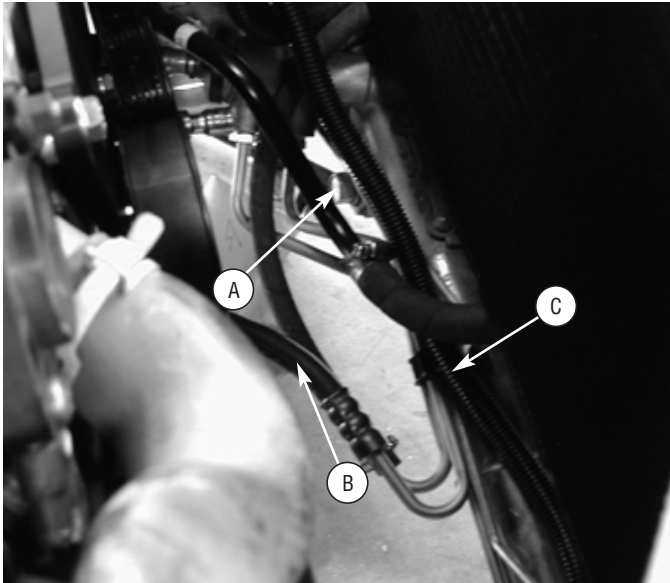


Fig. 11
Shows both the new reservoir-pump line (A), the rack-and-pinion pump line (B) and the clip (C). The rack-reservoir line (A) remains the same.

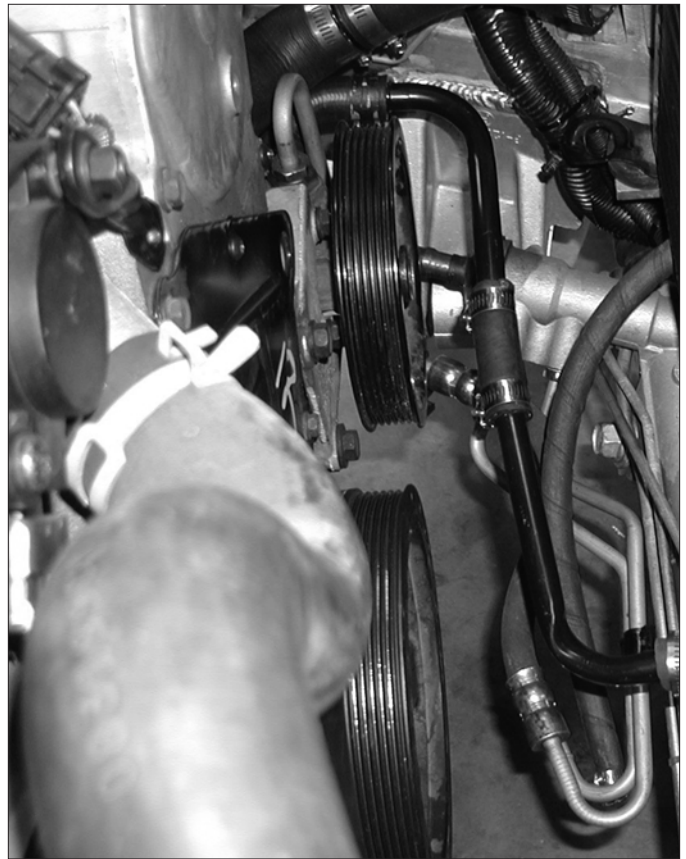


Fig. 12
The new 3/8" line from the reservoir.

*****NOTE:*****

Refill with factory recommended power steering fluid only.

Section 6

MODIFY AND RELOCATE THE ALTERNATOR AND INSTALL THE BELT TENSIONER

6.1 MODIFY AND RELOCATE THE ALTERNATOR/ INSTALL BELT TENSIONERS

- A. Extend the alternator wiring harness using the supplied wires. Cut the eyelet off of the large power wire (this may be either red or black) and connect to the supplied large red wire.

*******NOTE:*******

The butt connectors supplied in the kit are the heat-shrink type. After crimping, use a heat gun or lighter to shrink the ends for a water tight fit. The connector is water tight when glue bubbles out of the ends.

Next, cut the wires leading to the two wire plug about 6 inches from the plug and attach the supplied extension wires. Cover the wires with the supplied split loom and route along the bottom of the radiator, and the lower frame rail on the passenger side to the alternator. DO NOT attach the plug yet. You will first mount the alternator then cut the wires to length.

- B. Remove the factory alternator pulley cap and using an impact gun with a 17mm allen head socket remove the stock pulley. (See Fig. 6-1.) Install the supplied pulley in its place securing with supplied 17mm nut. Heating the pulley will make the installation easier.

*******NOTE:*******

Do not use the washer supplied with the alternator pulley nut.

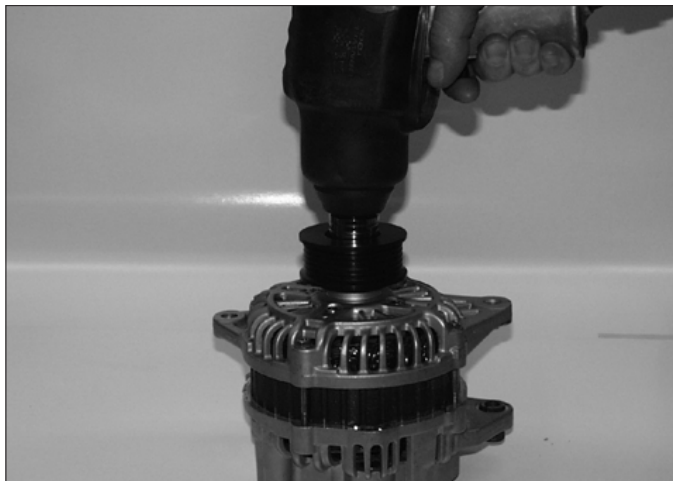


Fig. 6-1

- C. LOOSELY bolt the alternator mounting bracket to the engine block where the A/C tensioner was bolted (see Fig. 6-2).

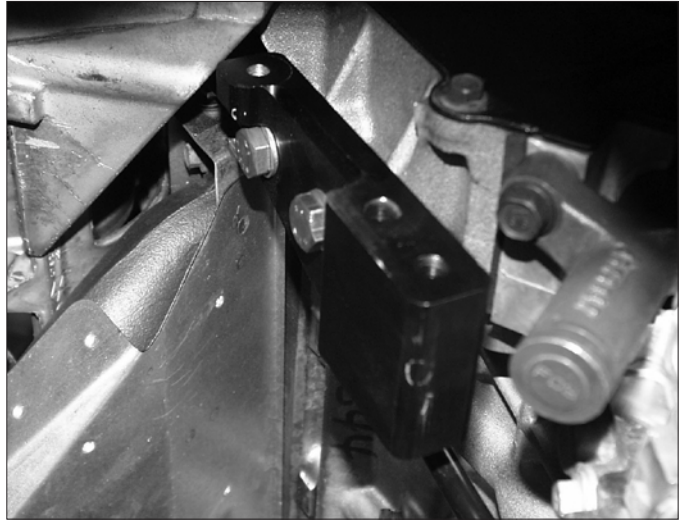


Fig. 6-2

Install the supplied drive belt tensioner plate with the spacer (see Fig. 6-3). Align the crank and drive belt pulleys, and tighten the bolts on the drive belt tensioner plate and the alternator mounting plate using a 17mm socket

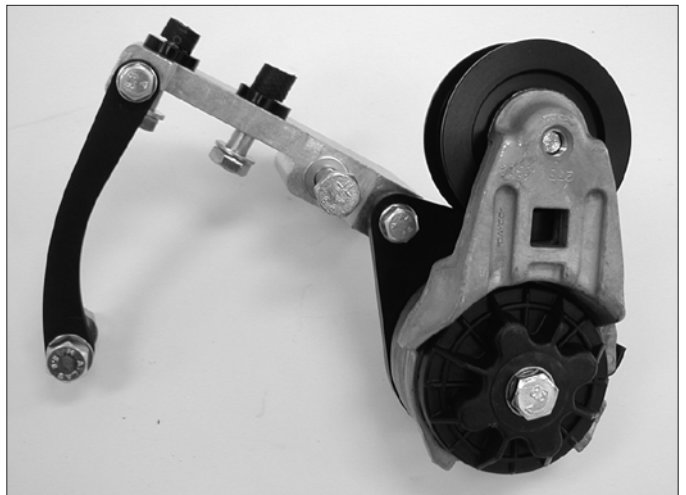


Fig. 6-3

- D. Bolt the alternator support arm to the ear on the alternator. Leave it slightly loose so it can be adjusted. Next, mount the alternator to the bracket. You will have to bend the Oil Dipstick tube up and away from the bracket to make room for the alternator. (See Fig. 6-4.)



Fig. 6-4

- E. Loop the supplied V-belt around the crank pulley, then around the A/C compressor.
- F. Remove the two 10mm head nut and bracket, the 15mm head bolt/stud and the 15mm head bolt.
- G. To install the A/C tensioner, place the belt over the lower pulley, then under the top adjuster pulley.

*******NOTE:*******

The tensioner pulley will push down on the belt, so make sure the pulley is at the uppermost position. Now bolt the bracket to the engine.

Tighten the bolt by turning the screw counter-clockwise. When the bolt is sufficiently tight, tighten the lock nut on the front of the A/C tensioner assembly.

- H. Complete the alternator wiring. Install the drive belt tensioner. (See Fig. 6-5.)



Fig. 6-5 /

Complete installed Drive Belt Tensioner.

- I. Refer to Fig. 6-6. Replace the factory bolts with two 6mm Buttonhead screws from the A/C Tensioner Assembly (p/n 1016032).



Fig. 6-6

Section 7

INSTALL THE MOUNTING BRACKET ASSEMBLY AND SUPERCHARGER

7.1 INSTALL THE MOUNTING BRACKET ASSEMBLY AND SUPERCHARGER

- A. Remove the two 10mm Head Bolts and replace them with the Buttonhead allen bolts supplied with the mounting bracket assembly (P/N: 1016034). (See Fig. 7-1.)

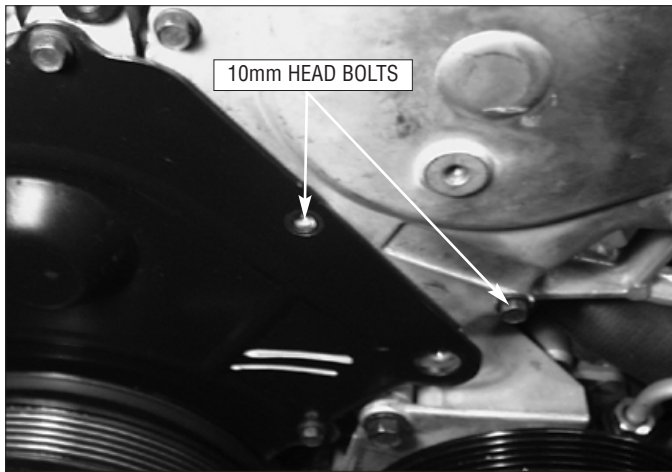


Fig. 7-1

- B. Bolt the supercharger mounting bracket to the front of the engine using the four 8mm bolts and one 10mm bolt (See Appendix 1016034 for the proper bolt placement.) The bracket fits *behind* the power steering pulley. You must put the 3/8-16 x 3-1/4" long bolts (item #8) in the lowermost outer holes in the bracket before installation. (See Figs. 7-2, 7-3.) shows the installed Mounting Bracket.

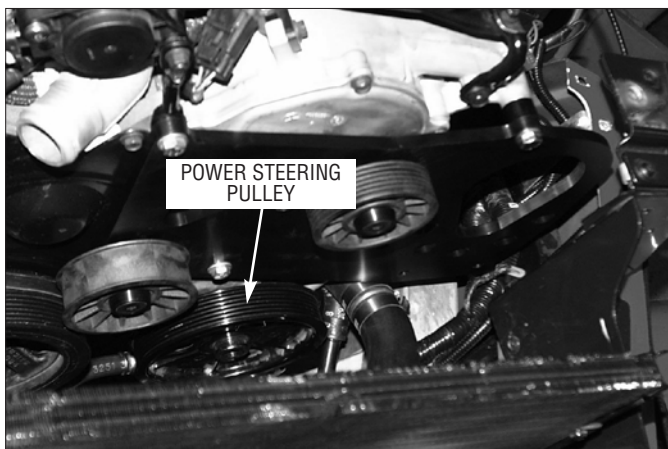


Fig. 7-2

S/C mounting bracket from front of engine (pulleys attached).



Fig. 7-3

S/C Mounting bracket from rear of engine

- C. Test fit the supercharger by laying it into the mounting bracket. You will need to trim the body panel for clearance. Do not permanently attach the supercharger yet. (See Fig. 7-4.)

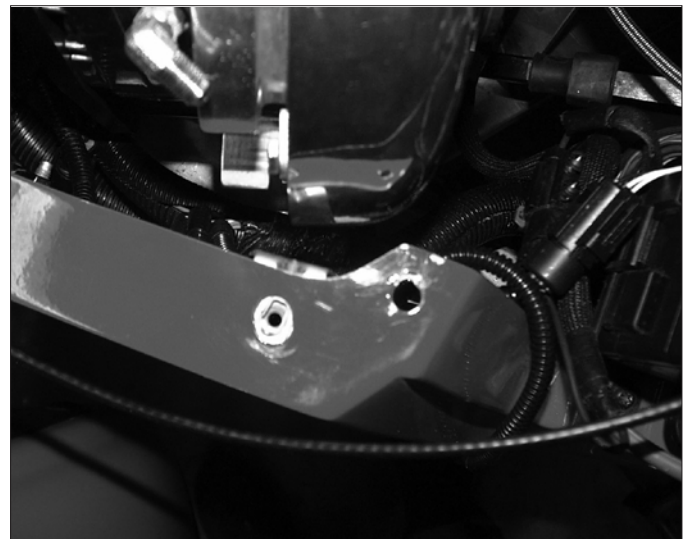


Fig. 7-4

- D. Install the oil drain fitting on the supercharger. Install a 2" long turbo hose (from the discharge tube assembly p/n 1016049) onto the discharge of the supercharger using a #48 hose clamp (place the screw of the clamp in towards the supercharger). (See Fig. 6-4.)

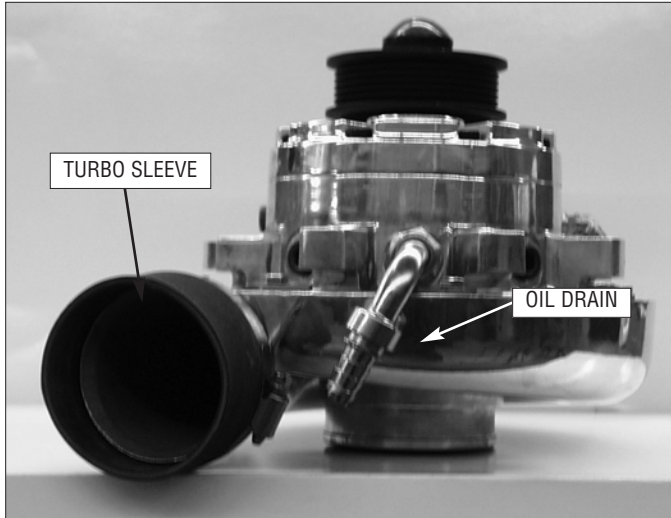


Fig. 6-4

- E. Install the supplied Lower Radiator hose (P/N: 1016055) to the engine.
- F. Relocate the wiring harness that runs underneath the supercharger by drilling a new hole and attaching the harness with a ZipTie. (See Fig. 6-5.)

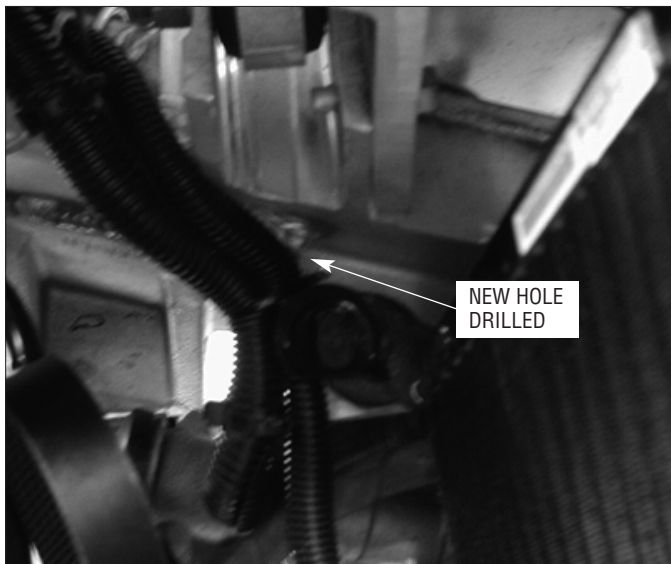


Fig. 6-5

- G. Mount the supercharger to the bracket, but leave the four 3/8" bolts slightly loose.

*****NOTE*****

The discharge tube points straight down. Start the three countersink allen bolts and tighten using a 7/32 allen wrench. Go back and tighten the 3/8" bolts, using a 9/16 socket.

Attach the oil feed and oil drain hoses to the supercharger, making sure they won't come in contact with the exhaust manifold, hot engine surfaces, or hit anything when the engine rocks. The oil drain fitting can be turned to make adjustments in the line placement.

- H. Affix the remaining smooth idler pulley to the last open hole in the mounting bracket. Install the accessory/supercharger drive belt. (See diagram 7000110.)

Section 8

FAN MODIFICATION

8.1 FAN MODIFICATION

- A. Install spacers between the fan and the shroud. Detach the fan from the support brace by removing the two mounting screws and popping the spring clips (see *Fig 8-1*).

Place the three spacers between the motor and the fan shroud (see *Fig. 8-3*). This will space the back of the fan motor away from the engine slightly. Reassemble the fan.

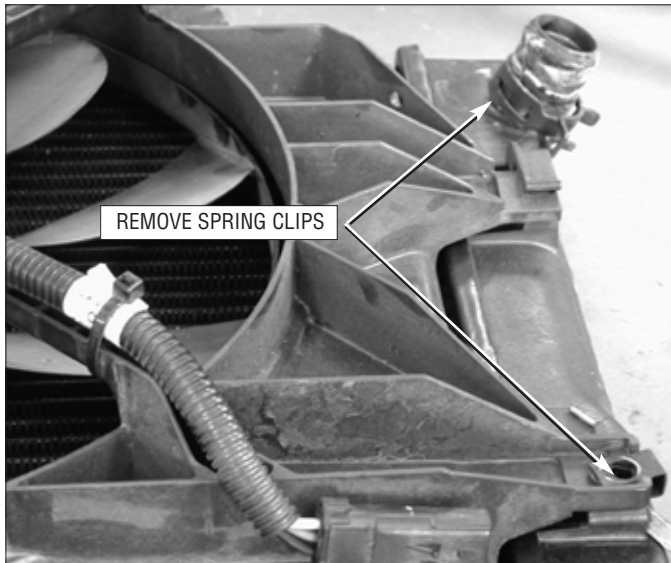


Fig. 8-1

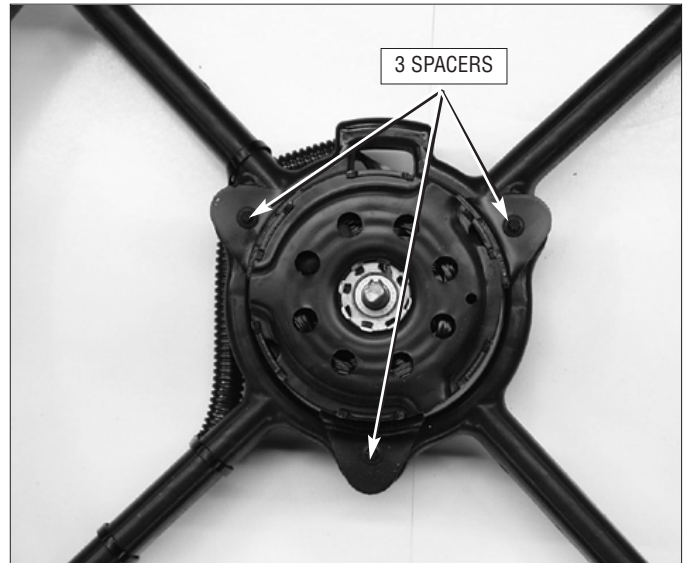


Fig. 8-3

Remove the spring clip that retains the fan (see *Fig. 8-2*) and remove the three screws using an internal Y-27 torx socket (This is a hard to find size. If you do not have one, a pair of pliers will do the job.)



Fig. 8-2

This Page Left Intentionally Blank.

Section 9

FUEL LINE MODIFICATION

9.1 FUEL LINE MODIFICATION

- A. Please refer to Appendix 1016049 for the attachment of the S/C discharge tube. It will travel from the supercharger, underneath the car, up between the engine and the firewall, and connects to the throttle body. Begin by attaching item number 4 to the throttle body at the rear of the engine and tighten both clamps on the factory elbow. Install the mounting hardware from the stock plastic part that is attached to the throttle body (see Fig. 9-1)



Fig. 9-1

Then, from underneath the vehicle, attach item 1, the cast discharge tube, to the turbo hose that you previously attached to the supercharger. Attach item 6 to the throttle body side, and finally attach item 5 to connect both ends. Make sure all of the clamps are tightened properly. Make sure that the Discharge Tube is level as it passes under the vehicle, and that it will clear the ground. Adjustments can be made at either end at the Turbo Sleeve connectors.

- B. The fuel line from the discharge tube assembly will need to be routed at this point. The fuel line needs to be routed along the firewall (being careful to avoid any exhaust or potentially hot surfaces), under the back of the manifold, and to connect with the fitting on the side of the fuel rail (see Fig. 9-2).

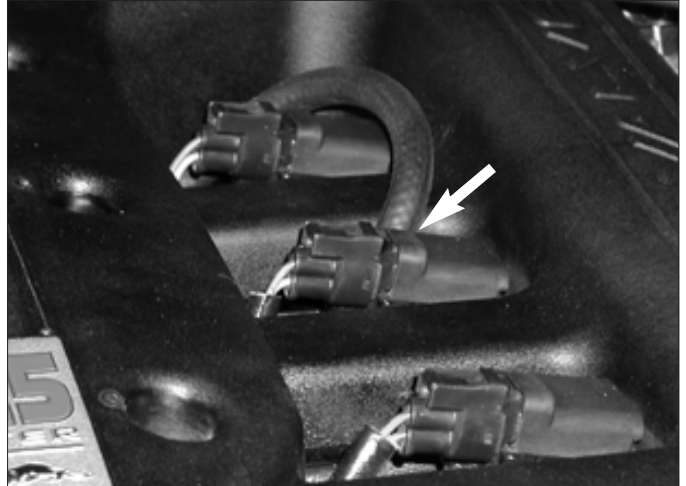


Fig. 9-2

You will have to remove a plastic cover and the Schraeder Valve to make the connection. At this time, it is also recommended that the spark plugs be changed to AUTOLITE 5224, or equivalent, gapped to .035. Do not use Platinum Spark Plugs with the supercharger.

- C. Attach the Compressor Bypass Assembly to the discharge tube. (See Appendix 1016066). Notice that the “T” fitting (item 5) goes between the Vacuum Reservoir and the Vacuum Branch next to the Brake Booster. Connect the vacuum line going to the Boost Gauge to the other “T” fitting. The Boost Gauge Vacuum line goes through the body panel through the grommet and comes out under the steering column. (See Fig. 9-3.)

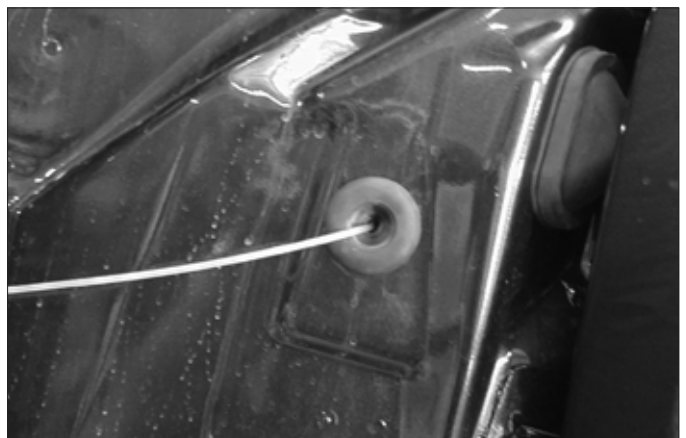


Fig. 9-3

- D. Modify upper radiator support as shown (see Fig. 9-4).



Fig. 9-4

- E. Reinstall the radiator into the vehicle. Plug in the fan harness. Connect the upper and lower radiator hoses. Reattach the condensor to the radiator with the two 6mm factory bolts.

Section 10

INSTALLING THE BOOST GAUGE

10.1 INSTALLING THE BOOST GAUGE (APPENDIX 1018105)

- A. The studs on the back of the Boost Gauge will have to be cut off to make it fit into the mounting cup.
- B. Splice the wires that are supplied in the assembly to the Boost Gauge. Disconnect the socket and bulb from the gauge to ease the wiring.
- C. Remove the panel from under the steering column (two bolts, see *Fig. 10-1*).



Fig. 10-1

- D. Disconnect the wiring harness to the RPM Gauge and route to the bottom of the steering column.
- E. Trim the sleeving on the wiring harness to access the wires to the RPM Gauge. Connect the Boost Gauge wires to the RPM Gauge wires (Black to Black and White to Orange). (See *Fig. 10-2*.)



Fig. 10-2

- F. Take the Vacuum Line (from step 38) and feed it up the steering column and the Boost Gauge Sheath. Attach the vacuum line to the Boost Gauge using the supplied fitting, per the installation instruction that are provided with the gauge. Route the wiring harness back to the top of the steering column. Check the placement of the line, to make sure that it will not kink when the steering column is tilted.
- G. Reinstall the socket and bulb into the Boost Gauge.
- H. Reinstall the steering column panel, once again watching for kinks in the vacuum line.
- I. Attach the RPM and Boost gauges to the mounting brackets and the steering column as shown in *Appendix 1018105*.

This Page Left Intentionally Blank.

Section 11

FUEL SYSTEM MODIFICATIONS

11.1. FUEL SYSTEM MODIFICATION

*******NOTE*******

Refer to Appendices 1017717 (Asy. Fuel Control), 7000125 and 7000145 (Wiring Diagrams) and the photo (next page) for this section. The Controller (4PCA016-011) will connect to the Factory Stock ECU, the Fuel Injectors, and the Boost Retardant Device. All will be accessed from the passenger side, where the side body panel was removed. (See Fig. 11-1.)

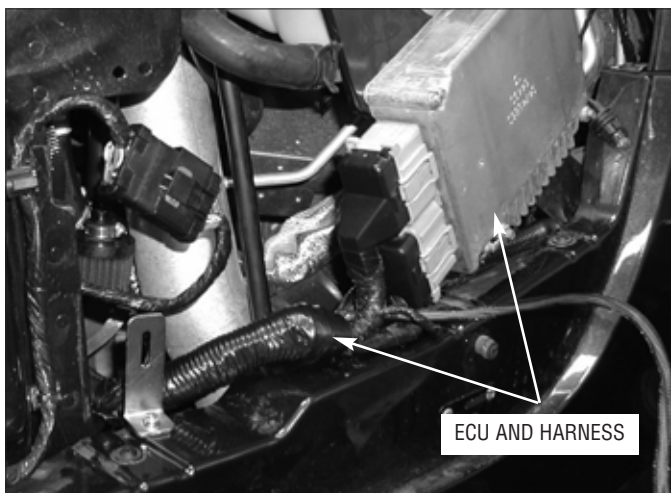


Fig. 11-1

- A. Before working on the vehicle's electrical system, make sure that the battery has been disconnected.
- B. Disconnect the plugs from the ECU and remove the ECU using a 7mm socket on the 3 mounting bolts and then open up the wire harness (split loom) that leads out of the ECU unit. (Refer to the wiring diagram in the Appendix page A-23 for wire color and pin location.)
- C. Open up the ECU harness on the Prowler. Locate the wire connected to the Crank Sensor (it will be connected to the #32 lead, and should be Gray and Black).
- D. Cut the wire. It should be cut in the area of the wiring harness. The end that comes from the ECU will be connected to the Gray/Black wire on the Controller. The other end will be connected to the Gray wire. Use the heat shrink Butt Connectors to insure a water tight seal.
- E. The CAM sensor wires will be connected to the #33 connection, and will be Tan and

Yellow. Cut the wire in the same area, and connect the ECU side to the Tan and Yellow wire in the controller, and the other side to the Tan wire.

- F. Next locate the Gray and black connector on the ECU harness find the Yellow/Black wire this should be Pin #73 in this connector.
- G. The Paxton fueler and Ignition box needs an RPM signal to operate you just have to TEE into this wire for the correct signal.
- H. Close the ECU harness. Make sure that your Butt Connectors have a good seal, and place them into the wiring harness.
- I. Connect the Vacuum Tube from the controller to the Intake Manifold Vacuum. This is done with the included adapter and line. You will have to remove a factory cap on the manifold to make the connection. (See Fig. 11-2.)

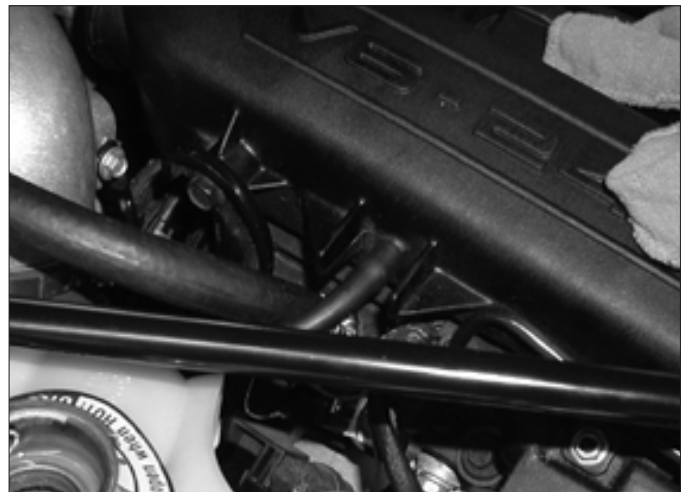


Fig. 11-2

- J. The controller is now ready to be connected to a power source. The RED (Power) wire is connected to terminal 87 on the relay with a female disconnect (crimp and shrink type). The Relay will be installed on the upper mounting bolt behind the controller.
- K. The black (ground) wire from the controller will be connected to the ground on the side of the ECU with a crimp type of ring terminal.

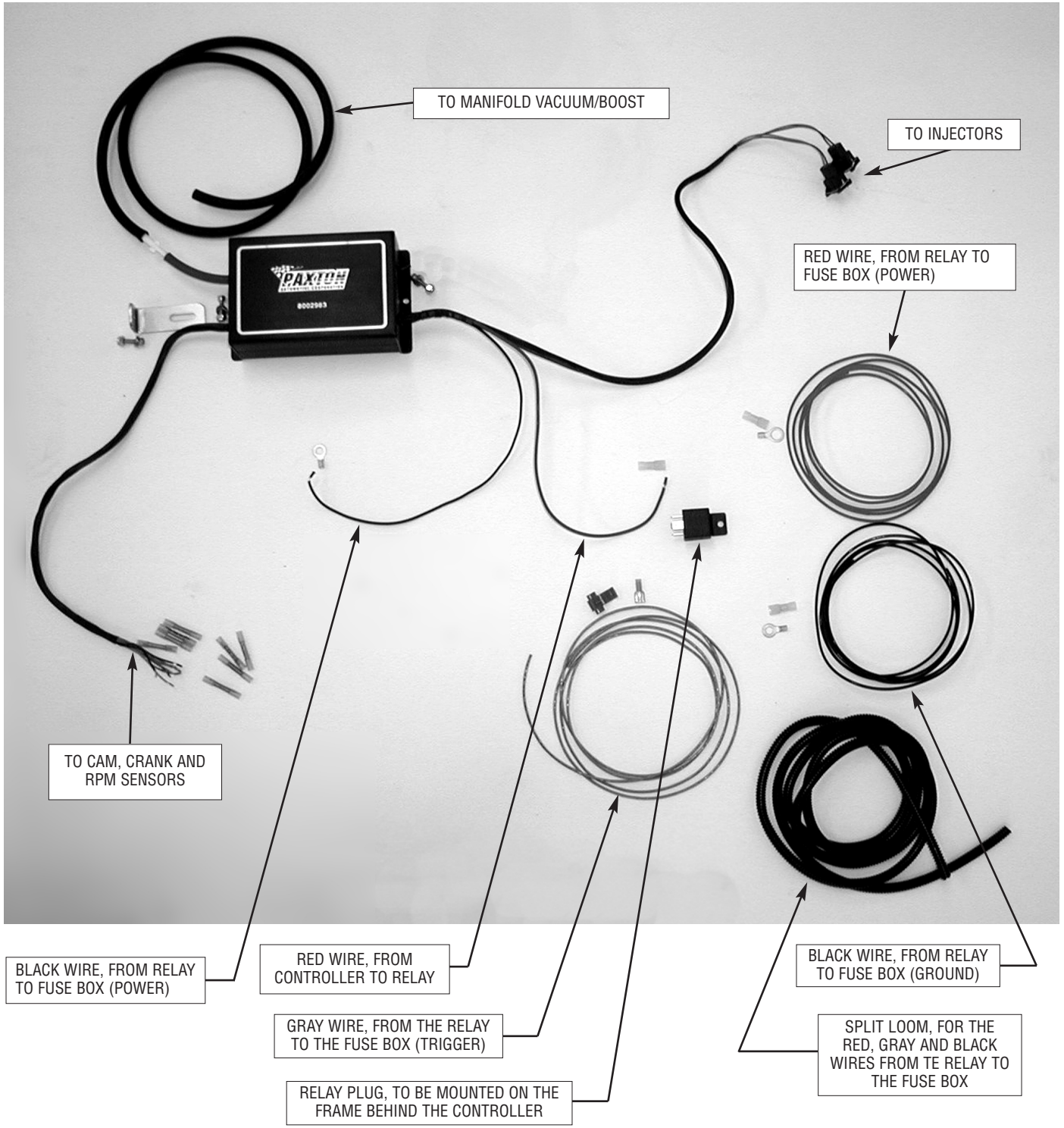


Fig. 11-3

- L. Power to the relay is supplied by a red wire, running from the positive (red) terminal on the fuse box. (See Fig. 11-4.) This wire is attached to the fuse box with the 3/8" ring connector and to the relay with a female disconnect on the 30 terminal relay.

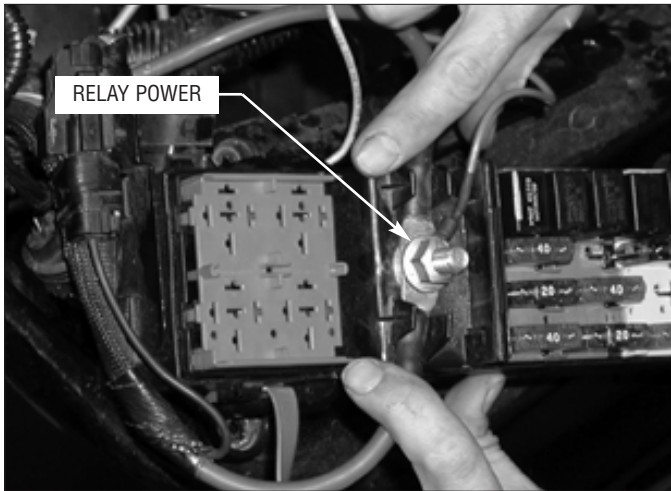


Fig. 11-4

- M. Ground to the relay is supplied by the black wire running from a screw in the frame rail under the fuse box on the driver's side. (See Fig. 11-5.) This wire is attached to the frame rail with a ring connector and to the relay with a female disconnect on the 85 terminal (relay).

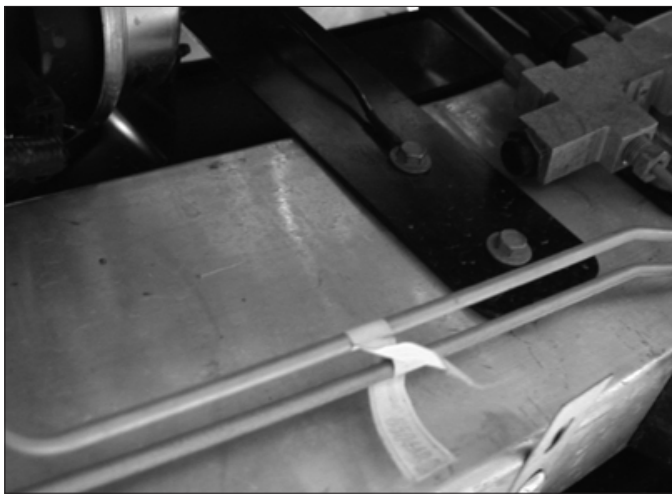


Fig. 11-5

- N. Open the Fuse box and find connection #16. Take the time to number the other connectors for identification to help in the reassembly. (See Fig. 11-6.)



Fig. 11-6

- O. Remove the plugs, and remove the red plastic relay port by pressing on the tabs in the corners. (See Fig. 11-7.)

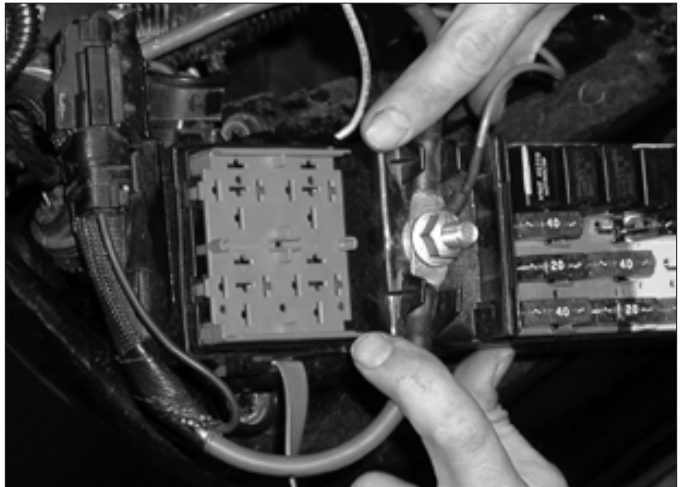


Fig. 11-7

- P. Detach the wire to the connector by pressing on it from the top side with a small screwdriver. (See Fig. 11-8.)



Fig. 11-8

- Q. Here is the trigger wire for the controller. (See Fig. 11-9.) Use a provided Quick Connector to attach the gray wire. The other end of the trigger wire is connected to the relay with a female disconnect on the 86 terminal (relay). Reassemble the fuse box.

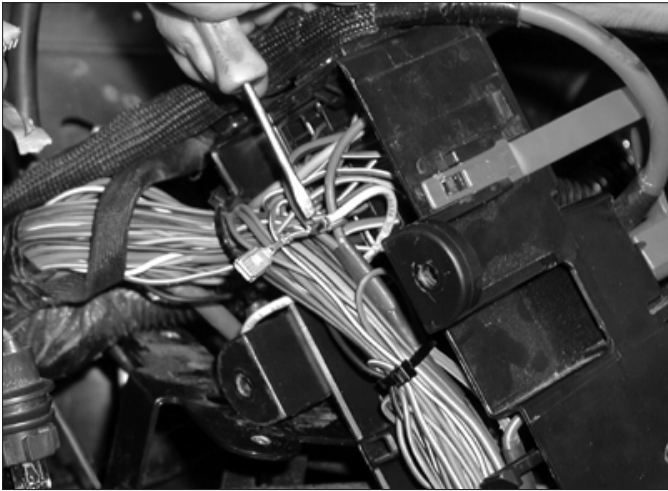


Fig. 11-9

- R. The red, black, and gray wires from the fuse box are routed along the firewall wiring loom in the supplied split loom.
- S. Before reinstalling the ECU there is an A/C line that runs close to the header. When you relocated the Alternator there was a bracket that you removed from the back of the Alternator. This will be used to relocate the A/C line using the supplied hardware. (See Figs. 11-10, 11-11.)

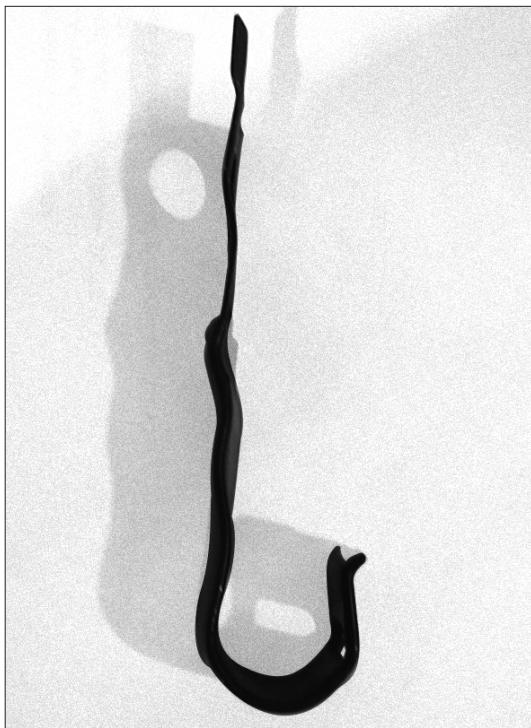


Fig. 11-10

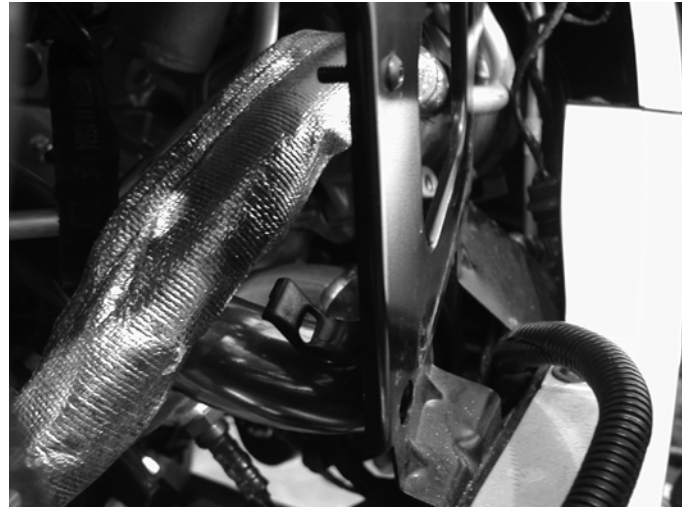


Fig. 11-11

Next reinstall the ECU. Being sure that the bolt head is not contacting the ECU. You may have to space the ECU out using washers. (See Fig. 11-12.)

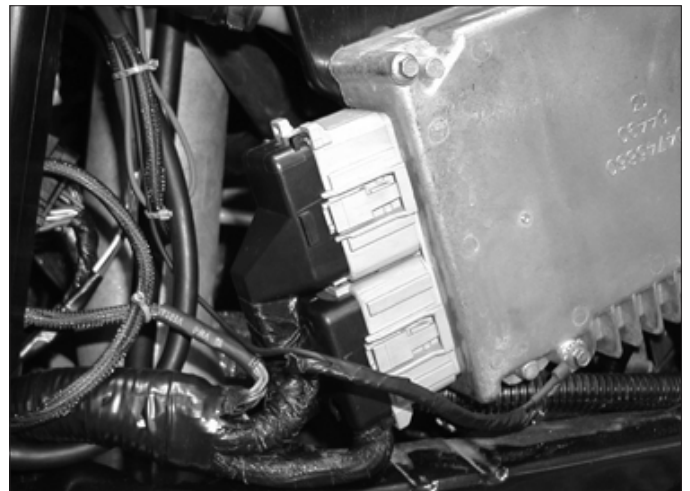


Fig. 11-12

Section 12

INSTALLING THE AIR INTAKE ASSEMBLY

12.1 INSTALLING THE AIR INTAKE ASSEMBLY (APPENDIX 1016043)

- A. Install the supplied 45° fitting and position to provide the maximum clearance between the headers and the vent line. (See Fig. 12-1.)

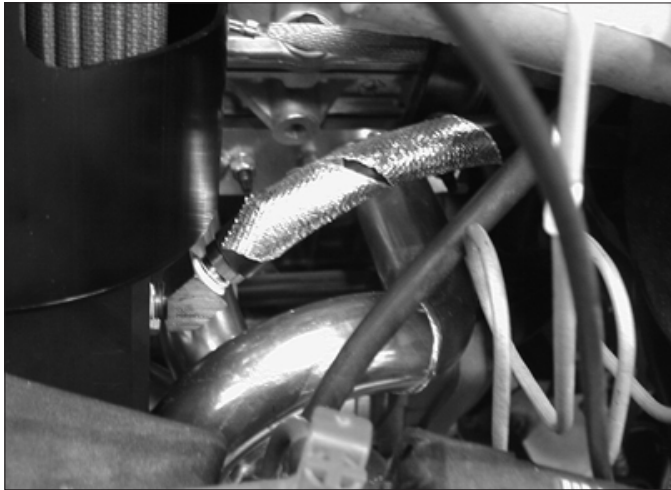


Fig. 12-1

- B. Attach the adapter hose (item #7) to the supercharger, using the #48 hose clamp. Leave clamp loose at this point.
- C. Attach the Nipple Fitting (item #12) to the Compressor Bypass, and then to the Air Box (item #1). Attach the box to the supercharger.
- D. Secure the box to the engine using the bracket (item #13). You may have to trim the turbo hose between the supercharger and air box to clear the headers and fit the mounting bracket.
- E. Tighten all of the clamps at this time.
- F. Attach the Vent Tube to the box. The tube is brought along the firewall splitloom, and attached to the passenger intake manifold. (See Fig. 12-2.)

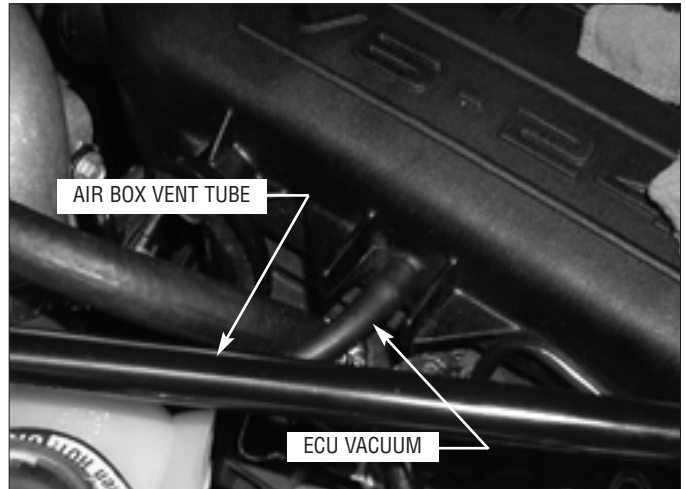


Fig. 12-2

- G. Assemble the Air Filter and attach it to the Air Box. Thread the steel rod (item #11) through the box, and thread a nut and washer on the end. Place the restrictor, plate, filter element, tube, and plate onto the rod. Finally, secure the assembly with the knob. (See Fig. 12-3.)

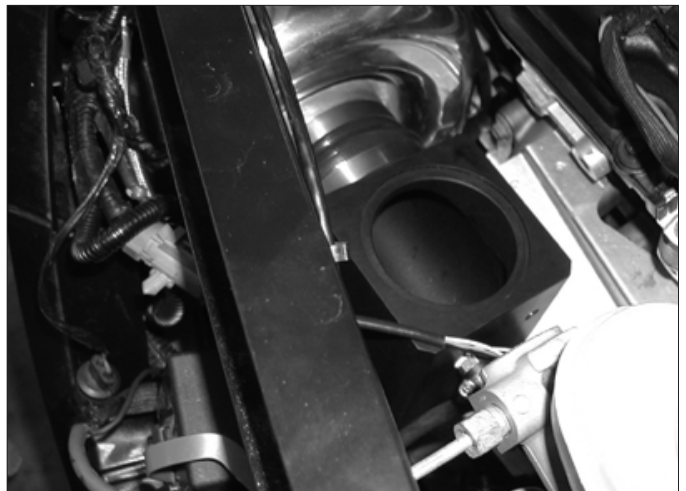


Fig. 12-3

- H. Reattach the oxygen sensor to the manifold and plug back into the electrical connection.
- I. Reattach the driver side support rail and the support rods. Finally, reattach the outer body panels on the passenger and driver's side.

- J. Reinstall the upper radiator support and support arm assembly using supplied washers (see Fig. 12-4). While reinstalling, be sure to push the radiator toward the front of the vehicle. Refill the radiator with clean coolant.



Fig. 12-4

Congratulations! Your NOVI 1000 Supercharger is now installed.

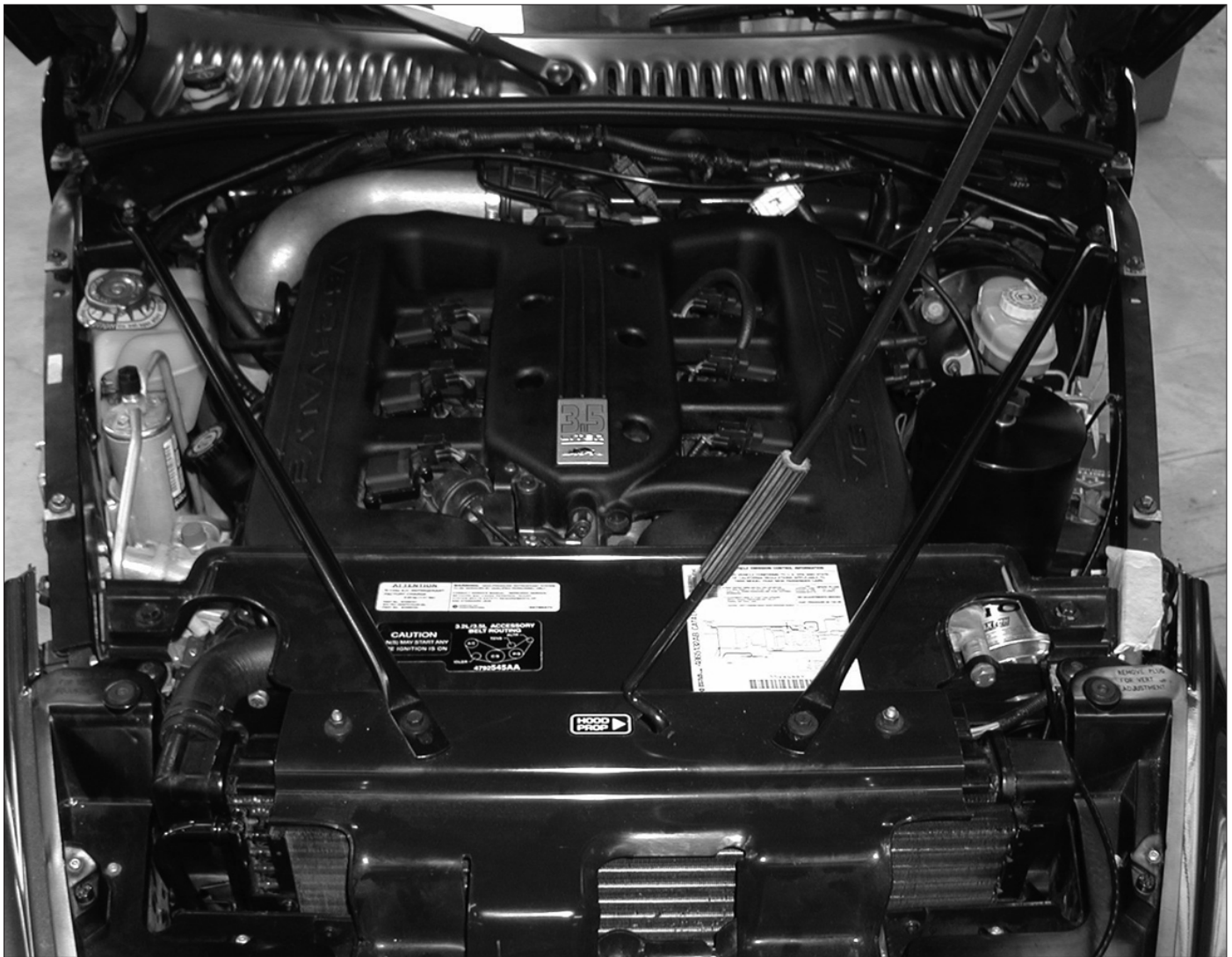


Fig. 12-5

Section 13

FINAL CHECK

13-1 FINAL CHECK-OUT PROCEDURES

We know that you are anxious to get out and drive your new vehicle, but please take a little bit more time to perform these simple check-out steps.

- A. Inspect all wiring harnesses and electrical connections. Make sure that all items are properly routed, connected and secured.
- B. Check all hoses, lines, and fittings for properly secured connections.
- C. Make certain all fasteners, brackets, and clamps are installed and properly tightened.
- D. Check serpentine accessory belt and supercharger drive belts for proper tension and alignment.
- E. Cycle ignition key from “off” to the “on” position.
- F. Check the entire fuel system for possible leaks.
- G. Start engine and verify that the oil pressure is within normal range.
- H. Allow the engine to come up to normal operating temperature.
- I. Check the coolant level in the coolant recovery bottle and top off as needed.
- J. Check the following:
 - Fluid Leaks
 - Fluid Levels
 - Belt Slippage
 - Throttle Response

Now that the work is done, it's time to enjoy. **PAXTON Automotive** wants to thank you for choosing our product, and wants to remind you that the performance and response of your vehicle is now different that what you are used to. Please drive cautiously until you have grown accustomed to the feel of your vehicle.

Please see the service manual included in your kit for information on the service and maintenance of your **PAXTON Supercharger**. Belt tightening, troubleshooting, special tuning requirements, and warranty information is also included in the Service Manual.

This Page Left Intentionally Blank.

Appendices

Thank you for purchasing this Paxton Supercharger. Please understand that because we are constantly improving and upgrading our product, there may be pictures in this manual showing parts that appear to be different than the parts in your kit. This may be due to pictures taken in pre-production, a change in material, or a different model year. Rest assured that the parts will install in the same fashion, and that you have purchased the most up-to-date kit that Paxton is selling at this time.

Drawing	Title	Page
Drawing No. 1201711	Kit, Parts List 1997-2000 Prowler	A-2
Drawing No. 1011811	Asy, Novi 1000 Supercharger	A-3
Drawing No. 1016034	Asy, S/C Mounting Bracket	A-4
Drawing No. 1016032	Asy, A/C Tensioner	A-5
Drawing No. 1016033	Asy, Tensioner Drive Belt	A-6
Drawing No. 1016043	Asy, Air Intake	A-7
Drawing No. 1016046	Asy, Power Steering Relocation	A-8
Drawing No. 1016049	Asy, Air Discharge	A-9
Drawing No. 1016055	Asy, Radiator Tube Modification	A-10
Drawing No. 1019347	Asy, Oil Supply	A-11
Drawing No. 1019346	Asy, Oil Return	A-12
Drawing No. 1015513	Asy, Compressor Bypass	A-13
Drawing No. 1016069	Asy, Alternator Relocation	A-14
Drawing No. 7000180	Diag, Power Steering Line Mod	A-15
Drawing No. 1017717	Asy, Fuel Control	A-16
Drawing No. 1018105	Asy, Gauge Mounting	A-17
Drawing No. 7000100	Asy, Diag, Power Steering Line Mod	A-18
Drawing No. 7000105	Asy, Diag, Thermostat Housing Mod	A-19
Drawing No. 7000110	Asy, Belt Routing	A-20
Drawing No. 7000110	Diag, Wiring Fuel Controller	A-21
Drawing No. 7000145	Diag, Relay Witing	A-22

ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	1011811	ASY, S/C NOVI 1000
2	1	1016034	ASY, MOUNTING BRACKET
3	1	1016032	ASY, AC TENSIONER
4	1	1016033	ASY, TENSIONER DRIVE
5	1	1016043	ASY, AIR INTAKE
6	1	1016046	ASY, POWER STEERING RELOCATION
7	1	1016049	ASY, AIR DISCHARGE
8	1	1016055	ASY, RADIATOR TUBE MODIFICATION
9	1	1019347	ASY, OIL SUPPLY
10	1	1019346	ASY, OIL RETURN
11	1	1015513	ASY, COMPRESSOR BYPASS
12	1	1016069	ASY, ALTERNATOR RELOCATION
13	1	1017717	ENGINE MANAGEMENT UNIT
14	1	1018105	ASY, GAUGE MOUNTING
15	3	4PCA017-101	SPACER, 1" O.D. x .250 I
16	1	7F017-001	INUT, M17 X 1.5
17	1	7P250-075	FTG, 45° ELBOW, 1/4INPT X 1/4INPT
18	1	4PCA019-001	HEADER SET, PROWLER
19	1	4809616	BOOKLET, PLYMOUTH PROWLER
20	1	4813002	DECAL, GAUGE PANEL
21	20	7U100-055	WRAP, NYLON TIE 5-1/2

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

MATERIAL
 SEE PARTS LIST

FINISH
 NONE

CAD GENERATED DRAWING,
 DO NOT MANUALLY UPDATE

APPROVALS

DRA

ENGINEERING

R&

APPR.

WEIGH

A. PROCTOR

G. COMPTON

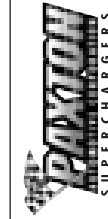
G. COMPTON

DATE

11/29/00

11/29/00

11/29/00



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

KIT, 2000-01 PLYMOUTH PROWLER

SIZE

DWG. NO.

1201711

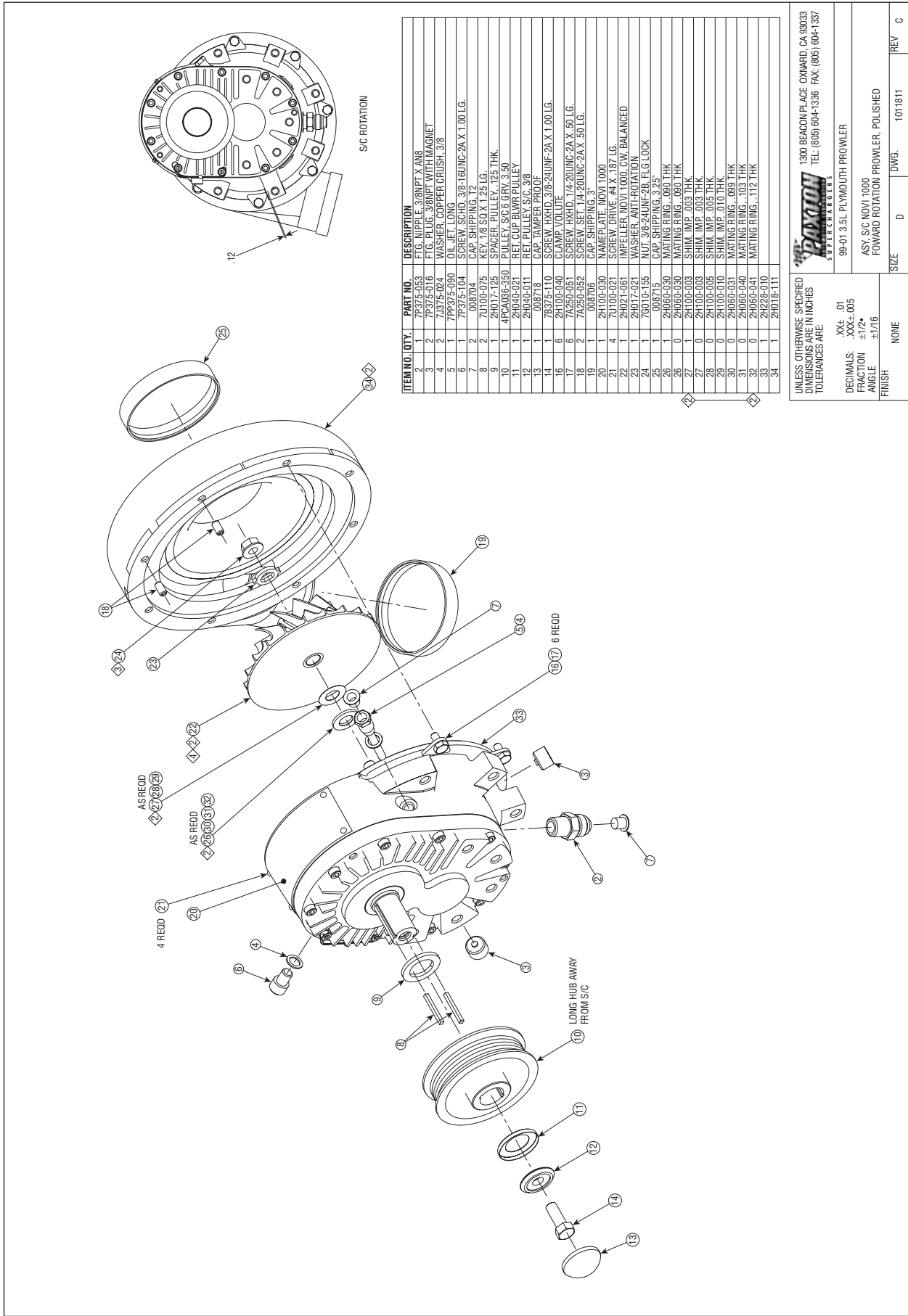
REV.

A

SHEET 1 OF 1

SCALE: 1:1

DO NOT SCALE DRAWING



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	7P275-053	FTG. NIPPLE, 3/8NPT X AN8
2	2	7P275-016	FTG. PLUG, 3/8NPT WITH MAGNET
3	2	74375-024	WASHER, COPPER, CRUSH, 3/8
4	1	7PP375-090	OIL JET, LONG
5	1	7P275-104	SCREW, SHCHD, 3/8-16UNC-2A X 1.00 LG.
6	2	088704	CAP. SHIPPING, 12
7	2	7U100-075	KEY, 1/8 SQ X 1.25 LG.
8	1	4P0036-560	PLATE, S/C LG, 6V, 5 THK.
9	1	4P0036-560	PLATE, S/C LG, 6V, 5 THK.
10	1	2H060-021	RET. CAP. BULB, PULLEY
11	1	2H060-011	RET. PULLEY, S/C, 3/8
12	1	008718	CAP. TAMPER PROOF
13	1	78375-110	SCREW, HXHD, 3/8-24UNC-2A X 1.00 LG.
14	1	2H100-040	CLAMP, VOLUTE
16	6	7A250-051	SCREW, HXHD, 1/4-20UNC-2A X .50 LG.
17	6	7A250-052	SCREW, SET, 1/4-20UNC-2A X .50 LG.
18	2	088706	CAP. SHIPPING, 3"
19	1	2H100-030	NAMEPLATE, NOV1 1000
20	1	7U100-021	SCREW, DRIVE, #4 X .187 LG.
21	4	2H077-021	WASHER, ANTI-ROTATION
22	1	708715	SCREW, DRIVE, #2 X .125 LG.
23	1	708715	SCREW, DRIVE, #2 X .125 LG.
24	1	2H060-030	MATING RING, .090 THK
25	1	2H100-003	SHIM, IMP, .003 THK
26	0	2H100-005	SHIM, IMP, .005 THK
27	1	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	0	2H060-042	MATING RING, .112 THK
32	1	2H228-010	SCREW, DRIVE, #4 X .187 LG.
33	1	2H076-111	SCREW, DRIVE, #4 X .187 LG.
34	1	2H076-111	SCREW, DRIVE, #4 X .187 LG.

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE:

XX+ .01
XXX+ .005
FRACTION ±1/2"
ANGLE ±1/16

FINISH NONE

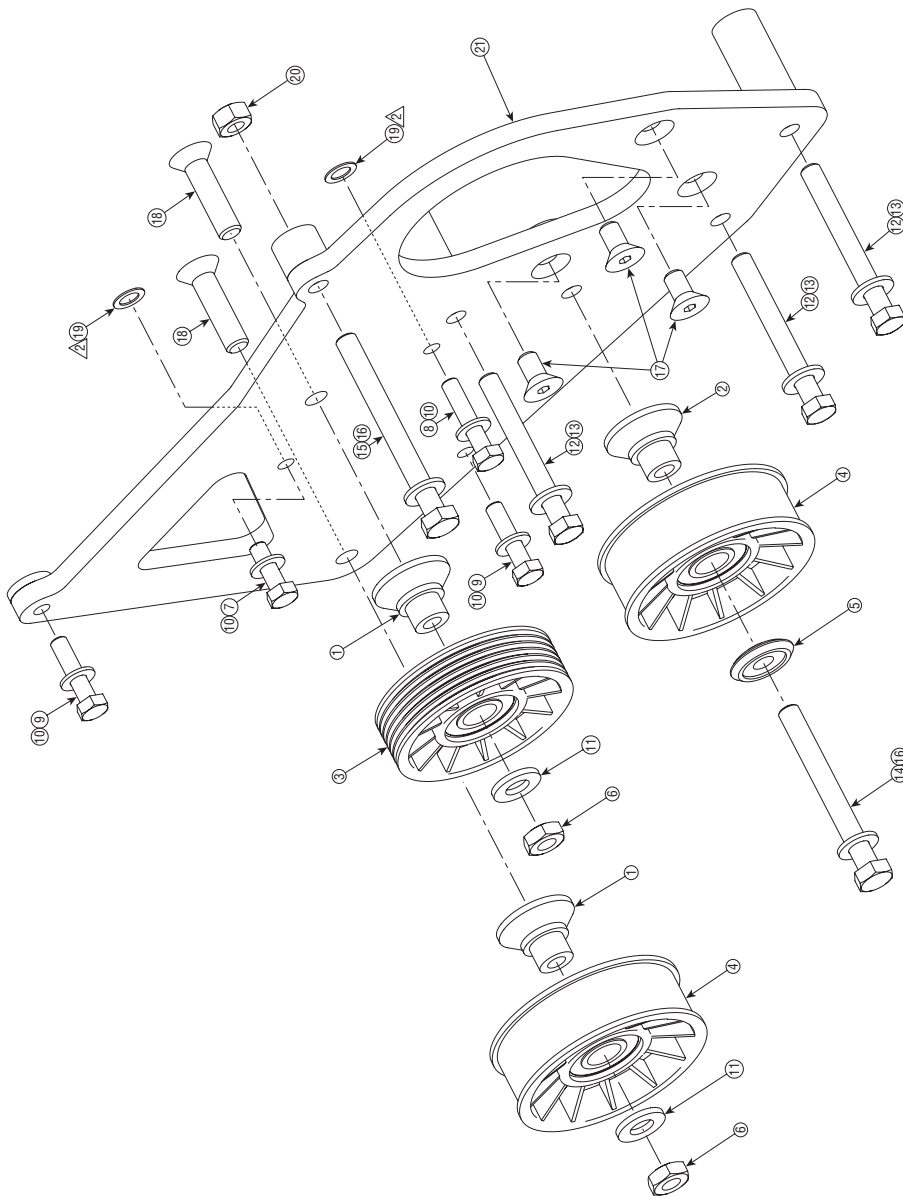
SIZE D DWG. 1011811 REV C

1300 BEACON PLAGE OXWARD, CA 95033
TEL: (905) 604-1336 FAX: (905) 604-1337

Paxton
AUTOMOTIVE TURBOCHARGERS

99-01 3.5L PLYMOUTH PROWLER

ASY, S/C NOV1 1000
FORWARD ROTATION PROWLER, POLISHED



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	2	4PCA017-031	SPACER, IDLER
2	1	4PCA017-041	SPACER, IDLER
3	1	4PFG016-150	PULLEY, IDLER, SMOOTH
4	2	4FA016-150	PULLEY, IDLER, SMOOTH
5	1	2H040-011	RET. S/C PULLEY, .375
6	2	7F437-002	NUT, HEX, JAM, .438-14UNC-2B, STEEL, GR5
7	1	7C080-025	SCREW, HKHD, M8 X 1.25 X .25mm L, STEEL, CL8.8
8	1	7C080-041	SCREW, HKHD, M8 X 1.25 X .40mm L, STEEL, CL8.8
9	2	7C080-035	SCREW, HKHD, M8 X 1.25 X .35mm L, STEEL, CL8.8
10	4	7J312-002	WASHER, FLAT, M8, STEEL
11	2	7J438-072	WASHER, FLAT, HEAVY, .438, STEEL
12	3	7K375-325	SCREW, FLH, SGC, .375-16UNC-2A X 3.25 L, STEEL, GR5
13	3	7K375-325	SCREW, FLH, SGC, .375-16UNC-2A X 3.25 L, STEEL, GR5
14	3	7G010-800	SCREW, HKHD, M10 X 1.5 X .90mm L, STEEL, GR5
15	1	7G010-100	SCREW, HKHD, M10 X 1.5 X 100mm L, STEEL, GR5
16	2	7J010-002	WASHER, FLAT, M10, STEEL
17	3	7K375-077	SCREW, FLH, SGC, .375-16UNC-2A X 7.5 L, STEEL, GR5
18	2	7K437-177	SCREW, FLH, SGC, .438-14UNC-2A X 1.75 L, STEEL, GR5
19	2	7K375-050	SCREW, FLH, SGC, .375-16UNC-2A X 1.75 L, STEEL, GR5
20	1	76L10-150	NUT, HKHD, M10 X 1.5, STEEL, CL8.8 w/WYLOK
21	1	1016072	ASY, S/C M/G PLATE
22	3	7C080-017	SCREW, BTIHD, 6mm X 16mm L, STEEL, CL8.8

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

SEE PARTS LIST

FINISH: NONE

WEIGHT: 8.1 LBS

SCALE: 1:1 DO NOT SCALE

REV. E SHEET 1 OF 1

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

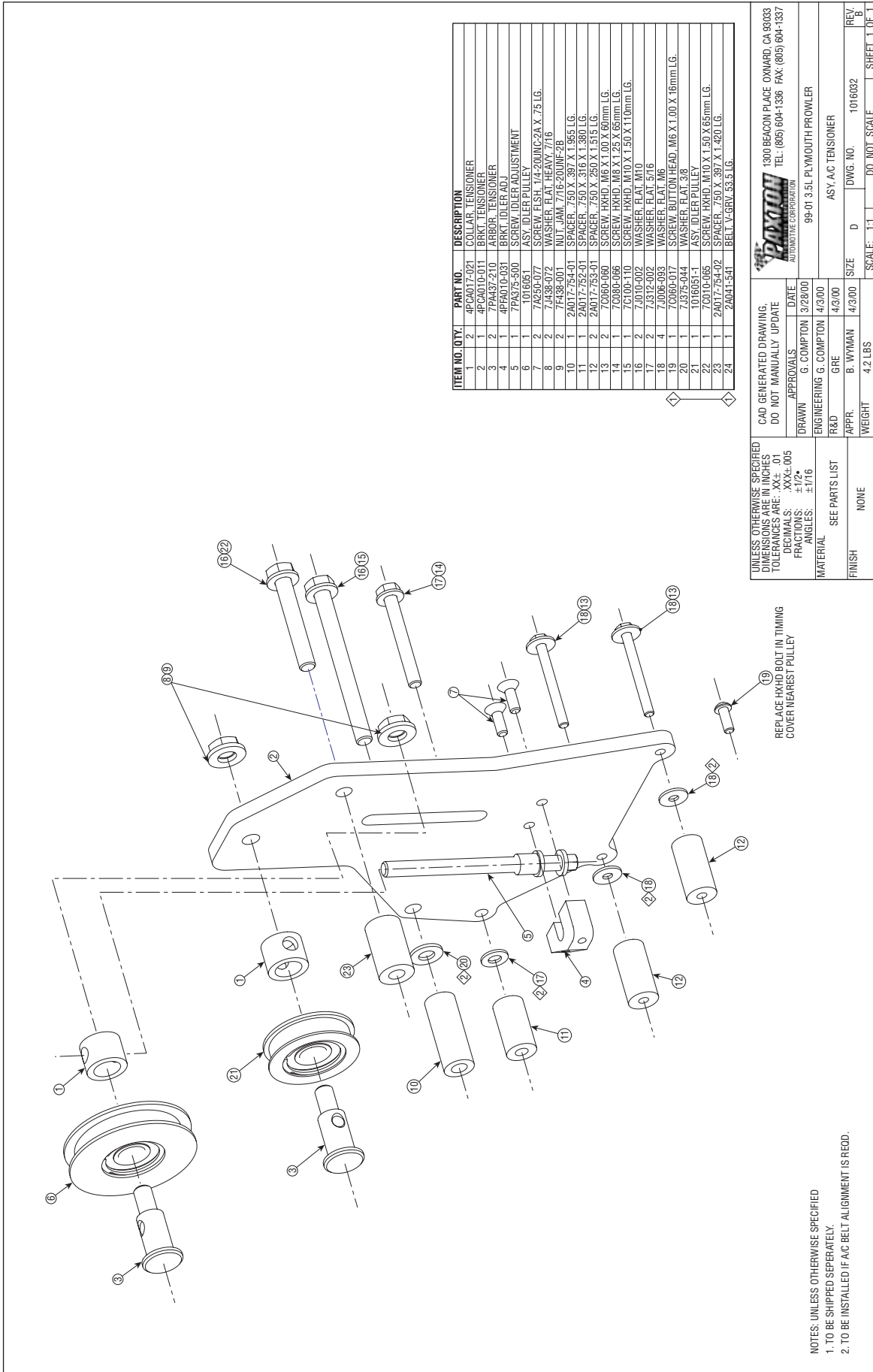
PLYMOUTH
 AUTOMOTIVE CORPORATION

ASY, MOUNTING BRACKET

APPROVALS: DATE: 5/01/00
 DRAWN: A
 ENGINEERING: G 5/02/00
 R&D: GR
 APPR: G 5/02/00

Drawing No. 1016034 Asy, S/C Mounting Bracket

- NOTES: UNLESS OTHERWISE SPECIFIED
1. TO BE SHIPPED LOOSE.
 2. TO BE INSTALLED IF THERE IS SPACE



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	2	4PDA017-021	COLLAR, TENSIONER
2	2	4PDA019-011	BRKT, TENSIONER
3	2	4PDA019-011	BRKT, TENSIONER
4	1	4PDA019-031	BRKT, IDLER, 201
5	1	7PA375-500	SCREW, IDLER ADJUSTMENT
6	1	1016051	ASY, IDLER PULLEY
7	2	7A250-072	SCREW, FLSH, 1/4-20UNC-2A X .75 LG.
8	2	7A438-002	WASHER, FLAT, HEAVY, 7/16
9	2	7F438-001	NUT, JAM, 7/16-20UNF-2B
10	1	2A017-754-01	SPACER, .750 X .397 X 1.985 LG.
11	1	2A017-752-01	SPACER, .750 X .316 X 1.380 LG.
12	2	2A017-753-01	SPACER, .750 X .250 X 1.915 LG.
13	2	70960-060	SCREW, HXHD, M6 X 1.00 X 60mm LG.
14	1	70960-066	SCREW, HXHD, M8 X 1.25 X 65mm LG.
15	1	7C100-110	SCREW, HXHD, M10 X 1.50 X 110mm LG.
16	2	7J010-002	WASHER, FLAT, M10
17	2	7J312-002	WASHER, FLAT, S716
18	4	7J086-093	WASHER, FLAT, M6
19	1	7J375-044	SCREW, HXHD, M6 X 1.00 X 44mm LG.
20	1	1016051-1	ASY, IDLER PULLEY
21	1	20010-065	SCREW, HXHD, M10 X 1.50 X 65mm LG.
22	1	2A017-754-02	SPACER, .750 X .397 X 1.420 LG.
23	1	2A017-754-02	SPACER, .750 X .397 X 1.420 LG.
24	1	2A041-541	BELT, V-GRV, 53.5 LG.

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

CAD GENERATED DRAWING,
DO NOT MANUALLY UPDATE

DRAWN	APPROVALS	DATE
ENGINEERING	G. COMPTON	3/28/00

99-01 3.5L PLYMOUTH PROWLER

REV	REV B
DWG. NO.	1016032
SCALE:	1:1
DO NOT SCALE	SHEET 1 OF 1

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

AS/AC TENSIONER

WEIGHT 4.2 LBS

FINISH NONE

SEE PARTS LIST

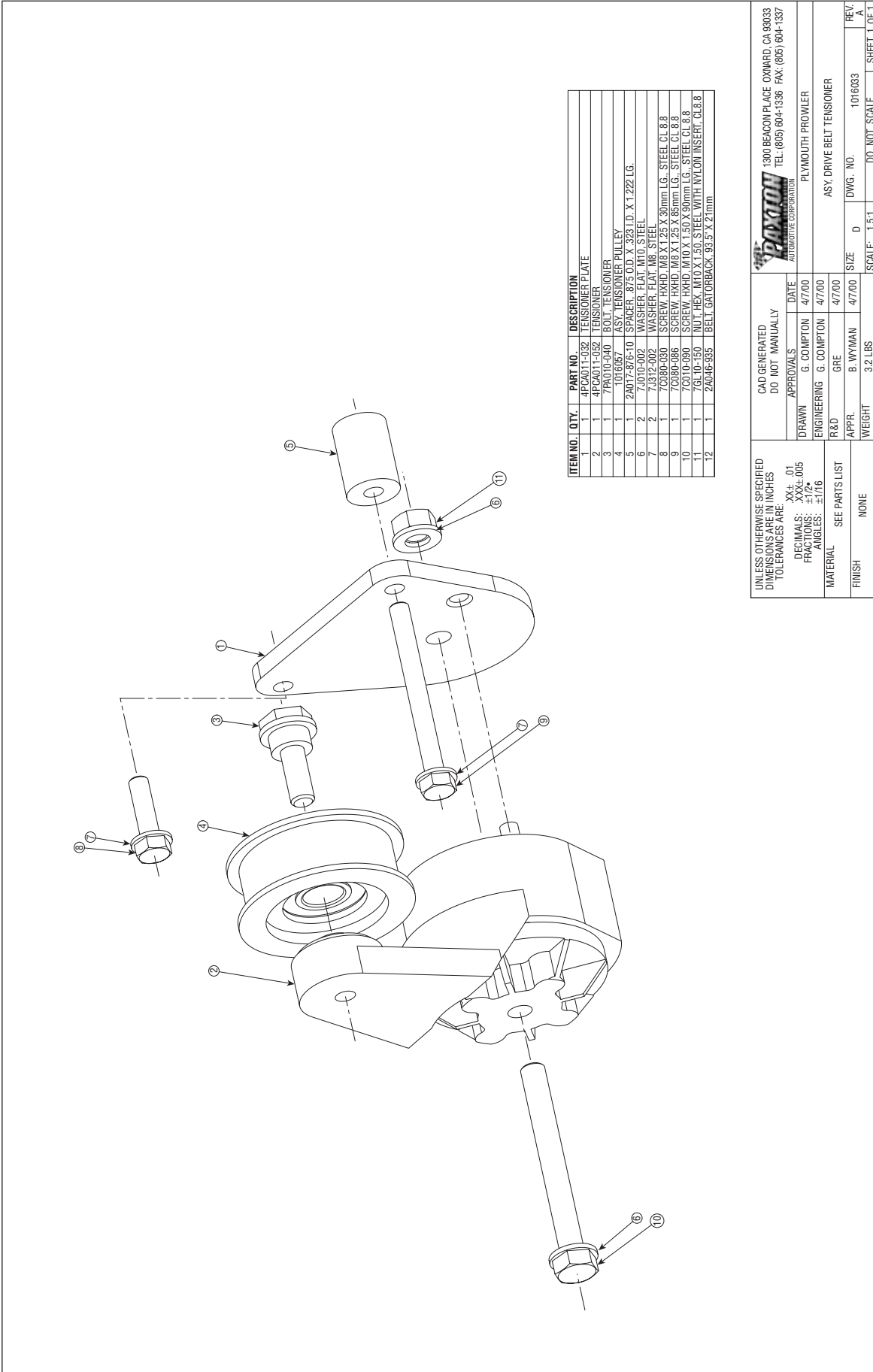
MATERIAL

APPR B. WYMAN 4/3/00

REPLACE HXHD BOLT IN TIMING COVER NEAREST PULLEY

NOTES: UNLESS OTHERWISE SPECIFIED
1. TO BE SHIPPED SEPARATELY.
2. TO BE INSTALLED IF A/C BELT ALIGNMENT IS RECD.

Drawing No. 1016032 Asy, A/C Tensioner

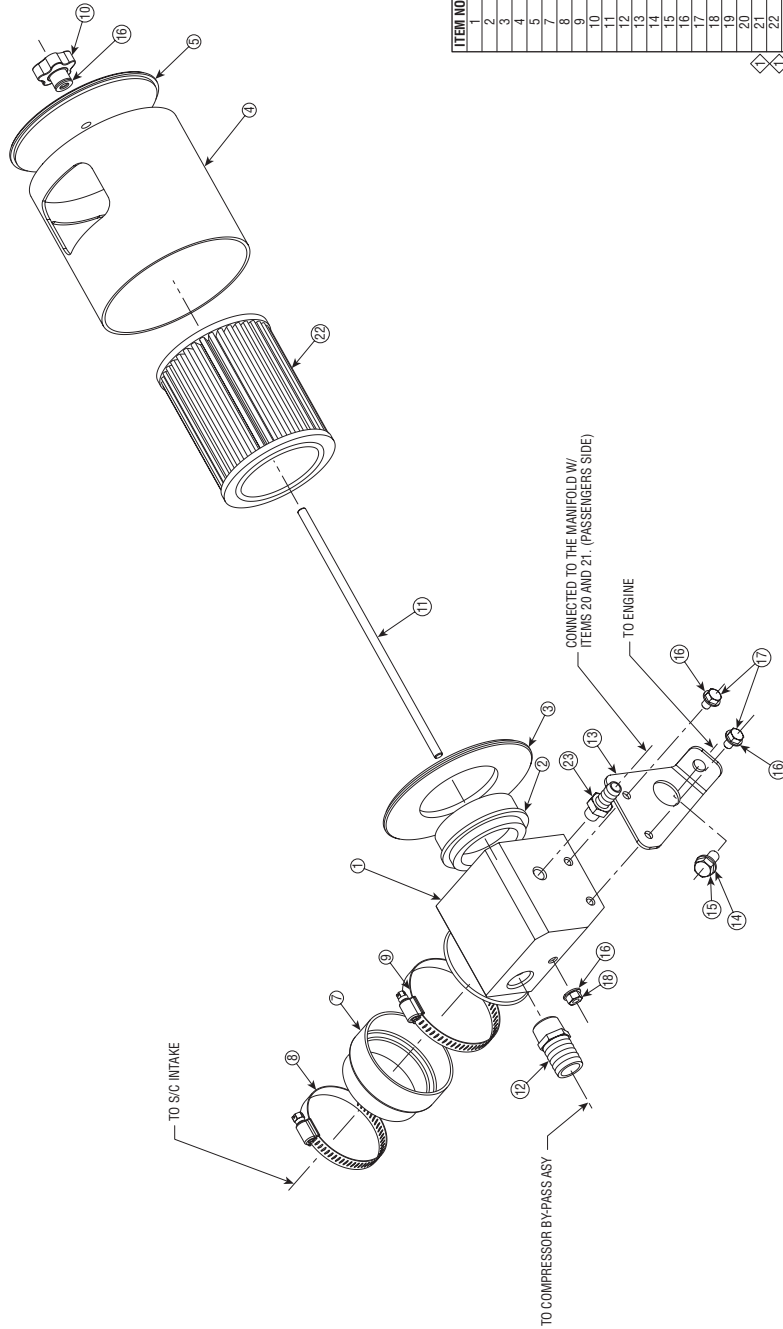


ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	452011-083	TENSIONER PLATE
2	1	7C010-086	DRIVE PULLEY
3	1	7P010-040	DRIVE TENSIONER
4	1	1016057	DRIVE TENSIONER PULLEY
5	1	2A017-876-10	SPACER, 87.5 O.D. X .323 I.D. X 1.222 LG.
6	2	7J010-002	WASHER, FLAT, M8, STEEL
7	2	7J312-002	WASHER, FLAT, M8, STEEL
8	1	7C080-030	SCREW, FHHD, M8 X 1.25 X 30mm LG., STEEL, CL 8.8
9	1	7C080-086	SCREW, FHHD, M8 X 1.25 X 85mm LG., STEEL, CL 8.8
10	1	7C010-090	SCREW, FHHD, M10 X 1.50 X 90mm LG., STEEL, CL 8.8
11	1	76L10-150	NUT, HEX, M10 X 1.50, STEEL WITH NYLON INSERT, CL 8.8
12	1	2A046-935	BELT, GATORBACK, 93.5 X 21mm

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES		CAD GENERATED	
TOLERANCES ARE:		DO NOT MANUALLY	
XX.X	.01	APPROVALS	DATE
XXX.XX	.005	DRAWN G. COMPTON	4/7/00
FRACTIONS: ±1/2		ENGINEERING G. COMPTON	4/7/00
ANGLES: ±1/16		R&D GRE	4/7/00
MATERIAL SEE PARTS LIST		APPR. B. WYMAN	4/7/00
FINISH NONE		WEIGHT 3.2 LBS	
		SCALE: 1.5:1	
		REV. A	
		DWG. NO. 1016033	
		SHEET 1 OF 1	



1300 BEACON PLACE OXNARD, CA 93033
 TEL: (805) 604-1336 FAX: (805) 604-1337
 PLYMOUTH PROWLER
 ASY, DRIVE BELT TENSIONER



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4PCAD13-011	AIR BOX
2	1	4PCAD17-011	RESTRICTOR, AIR INTAKE
3	1	4PCAD13-041	PLATE, AIR BOX
4	1	4PCAD13-021	TUBE, AIR BOX
5	1	4PCAD13-031	PLATE, AIR BOX
6	1	7PSS50-300	ADAPTER, HOSE, 3.00 X 3.50 X 2.00 LG.
7	1	7R002-048	CLAMP, HOSE #48
8	1	7R002-068	CLAMP, HOSE #68
9	1	7F312-018	NUT, HOSE #98
10	1	7L018-110	STUD, TUBE, 312-18UNC-2A, STEEL
11	1	7P250-100	FTG. NIIPPLE, 750 NPT X 1.00 HOSE
12	1	4PCAD10-081	BRKT, AIR BOX
13	1	7J010-002	WASHER, FLAT, 10MM
14	1	7C010-020	SCREW, M10 X 1.5 X 20mm LG., STEEL, CL 8.8
15	4	7A312-000	WASHER, FLAT, .312
16	2	7A312-050	SCREW, 312-18UNC-2A X .500 LG, STEEL, GR5
17	1	7F312-018	NUT, HEX., 312-18UNC-2B, STEEL, GR5
18	1	7P250-124	FITTING, HOSE, .50 X .250-18NPT
19	1	7U030-036	HOSE, 500 I.D. X .56, 0.00 LG
20	4.67 FT.	7R002-010	CLAMP, HOSE #8
21	2	8N040-180	
22	1	7P250-124	
23	1	7P250-124	

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

MATERIAL SEE PARTS LIST

FINISH NONE

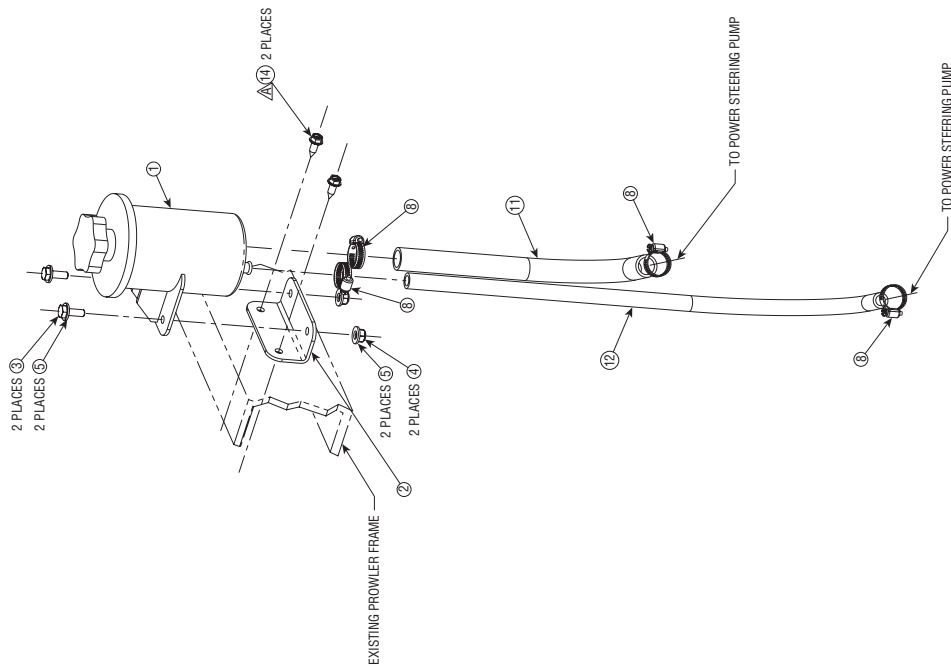
CAD GENERATED DRAWING
DO NOT MANUALLY UPDATE

APPROVALS
DRAWN A. PROCTOR 4/21/00
DATE
ENGINEERING G. COMPTON 5/22/00
R&D GRE 5/22/00
APPR. B. WYMAN 5/22/00
WEIGHT 6.9 LBS
SCALE 1:2
DO NOT SCALE

PLYMOUTH PROWLER
ASY, AIR INTAKE
DWG. 1016043
REV. 1

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

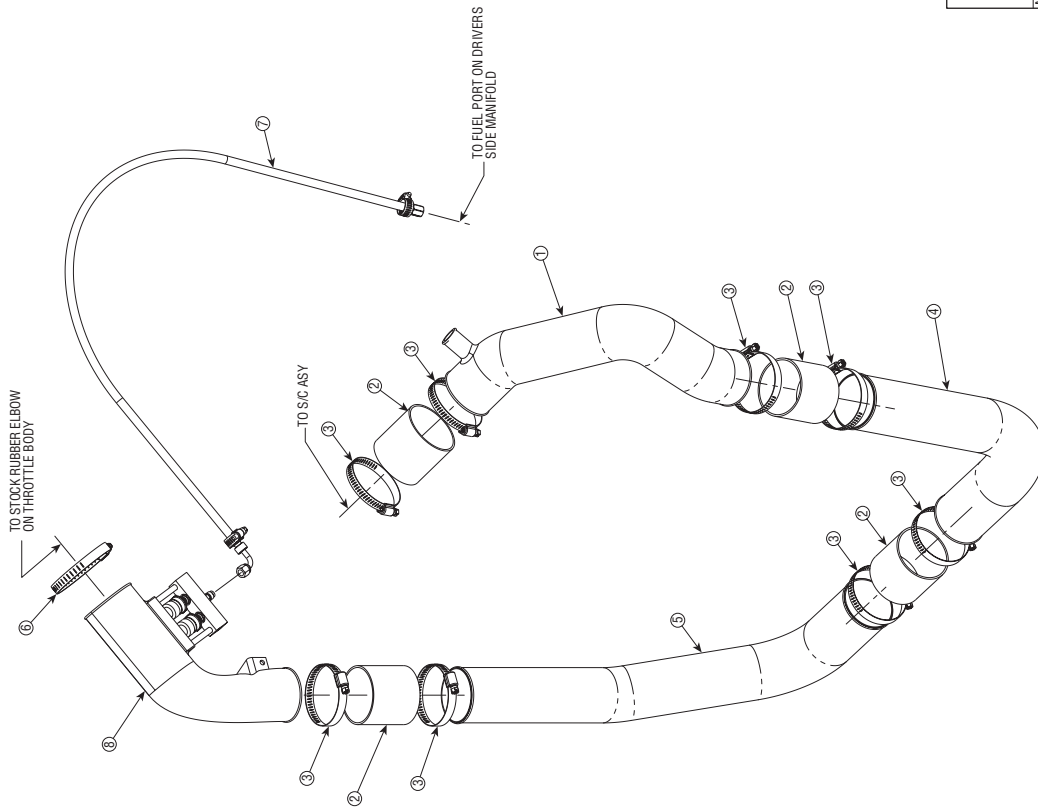
Drawing No. 1016043 Asy, Air Intake



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4809629-070	RESERVOIR, POWER STEERING
2	1	4809629-070	BRKT, POWER STEERING RESERVOIR
3	2	7A250-074	SCREW, HEX HD., 250-20UNC-2A X .75 LG., STEEL, GR5
4	2	7F250-021	NUT, HEX., 250-20UNC-2B, STEEL, GR5, W/ NYLON INSERT
5	4	7L250-022	WASHER, FLAT., 250
8	4	7R002-010	CLAMP, HOSE #8
9	1	7P375-003	FTG. COMPRESSION UNION
10	2	7E014-075	SCREW, #14 X .75 LG., SELF TAPPING
11	1	7L0033-010-17	
12	1	7L0032-020-30	
13	1	PROWLER BRKT	
14	2	7E014-075	

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE: XX.X-005 DECIMALS: .XX-0.005 FRACTIONS: ±1/2" ANGLES: ±1/16		CAD GENERATED DRAWING. DO NOT MANUALLY UPDATE	
DRAWN: A. PROCTOR		DATE: 4/17/00	
ENGINEERING: G. COMPTON		4/27/00	
R&D: GPE		4/27/00	
APPR.: G. COMPTON		SIZE: D	DWG. NO: 1016046
FINISH: NONE		SCALE: 1:2	DO NOT SCALE DRAWING
WEIGHT: 4.6 LBS		SHEET 1 OF 1	
MATERIAL: SEE PARTS LIST		PLYMOUTH PROWLER	
ASSEMBLY: ASY, PWR STEERING RESERVOIR RELOC.		1300 BEACON PLACE DUNMARD, CA 98033 TEL: (866) 604-1336 FAX: (866) 604-1337	

NOTES: UNLESS OTHERWISE SPECIFIED
 1. TO BE SHIPPED SEPERATELY



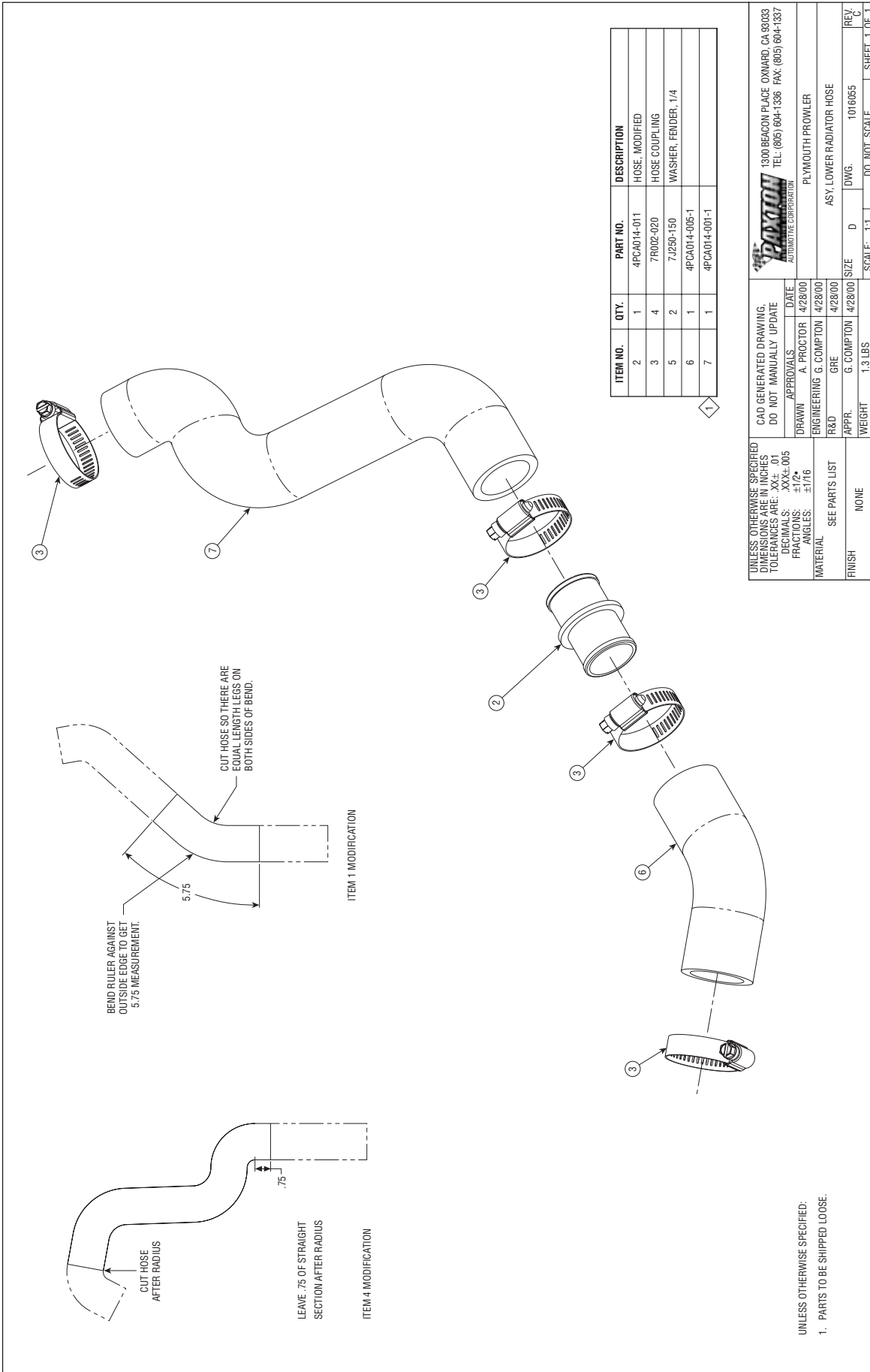
ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4PCA012-020	CAST. TUBE, DISCHARGE
2	4	7FSS300-300	HOSE, TURBO, 3.00 X 3.00 L
3	8	7R002-048	CLAMP, HOSE, #48
4	1	4PCA012-011	TUBE, DISCHARGE, SHORT
5	1	4PCA012-031	TUBE, DISCHARGE, LONG
6	1	7R002-052	CLAMP, HOSE, #52
7	1	1018912	ASY, FUEL LINE
8	1	1016048	ASY, FUEL INJECTION

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	
DRAWN	A. PROCTOR	DATE	4/19/00
ENGINEERING	G. COMPTON	DATE	4/19/00
R&D	GRE	DATE	4/19/00
APPR.	B. WYMAN	DATE	4/19/00
WEIGHT	7.1 LBS	SCALE	1:3
FINISH	NONE	REV.	1016049
MATERIAL	SEE PARTS LIST	SIZE	DWG.
			DO NOT SCALE
			SHEET 1 OF 1



1300 BEACON PLACE
OAKLAND, CA 94612
TEL: (905) 604-1336 FAX: (905) 604-1337

Drawing No. 1016049 Asy, Air Discharge

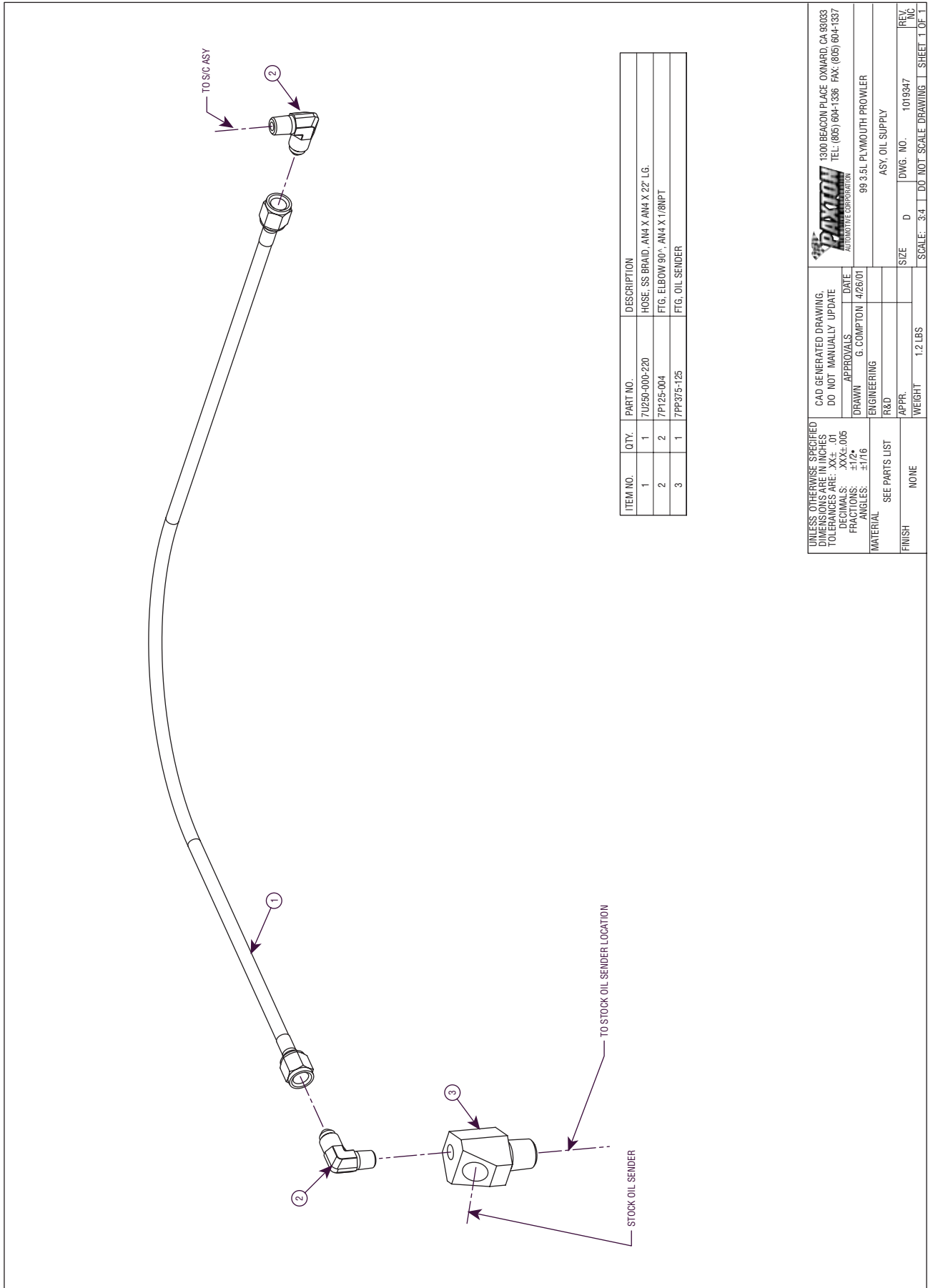


ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4PCA014-011	HOSE, MODIFIED
2	4	7R002-020	HOSE COUPLING
3	2	7J250-150	WASHER, FENDER, 1/4
4	1	4PCA014-005-1	
5	1	4PCA014-001-1	

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE: XX.X 01 DECIMALS: .XXX±.005 FRACTIONS: ±1/2 ANGLES: ±1/16		CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE		1300 BEACON PLACE, OYARD, CA 92083 TEL: (805) 604-1306 FAX: (805) 604-1387	
DATE	4/28/00	DATE	4/28/00	PLYMOUTH PROWLER	
APPROVALS	A. PROCTOR	APPROVALS	G. COMPTON	PLYMOUTH PROWLER	
ENGINEERING	G. COMPTON	R&D	GRE	ASY. LOWER RADIATOR HOSE	
MATERIAL	SEE PARTS LIST	APPR	G. COMPTON	SIZE	D
FINISH	NONE	WEIGHT	1.3 LBS	SCALE:	1:1
				DO NOT SCALE	
				DWG:	1016055
				REV:	C
					SHEET 1 OF 1

UNLESS OTHERWISE SPECIFIED:
 1. PARTS TO BE SHIPPED LOOSE.

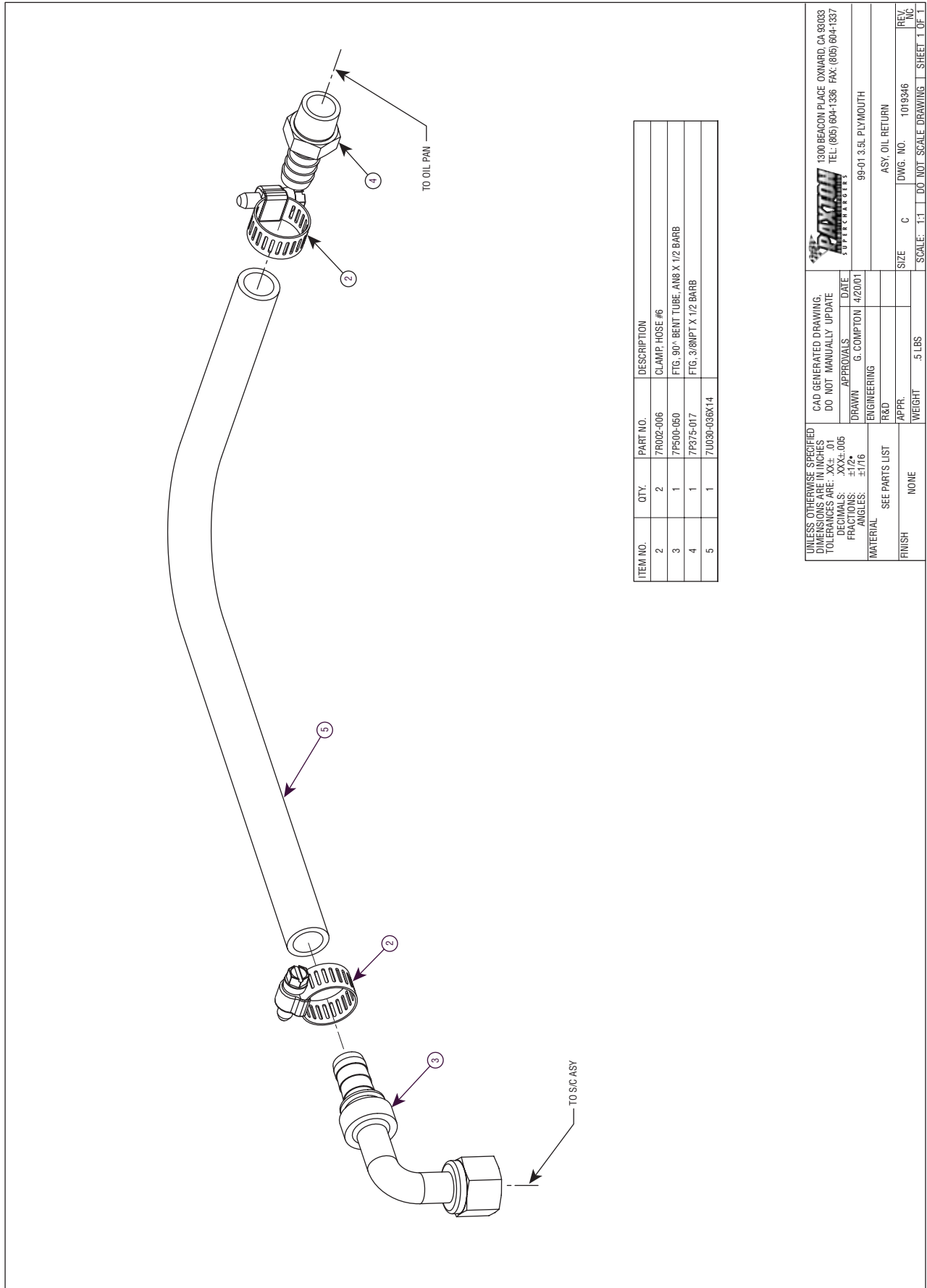
Drawing No. 1016055 Asy, Radiator Tube Modification



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	7U250-000-220	HOSE, SS BRAID, AN4 X AN4 X 22' LG.
2	2	7P125-004	FTG. ELBOW 90°, AN4 X 1/8NPT
3	1	7PP375-125	FTG. OIL SENDER

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 APPROVALS: G. COMPTON 4/26/01		99.3.5L PLYMOUTH PROWLER	
FINISH NONE		R&D ENGINEERING		ASY, OIL SUPPLY	
WEIGHT 1.2 LBS		APPR.		SIZE D	
DWG. NO. 1019347		SCALE: 3:4		DO NOT SCALE DRAWING	
SHEET 1 OF 1		REV. NC			

Drawing No. 1019347 Asy, Oil Supply



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

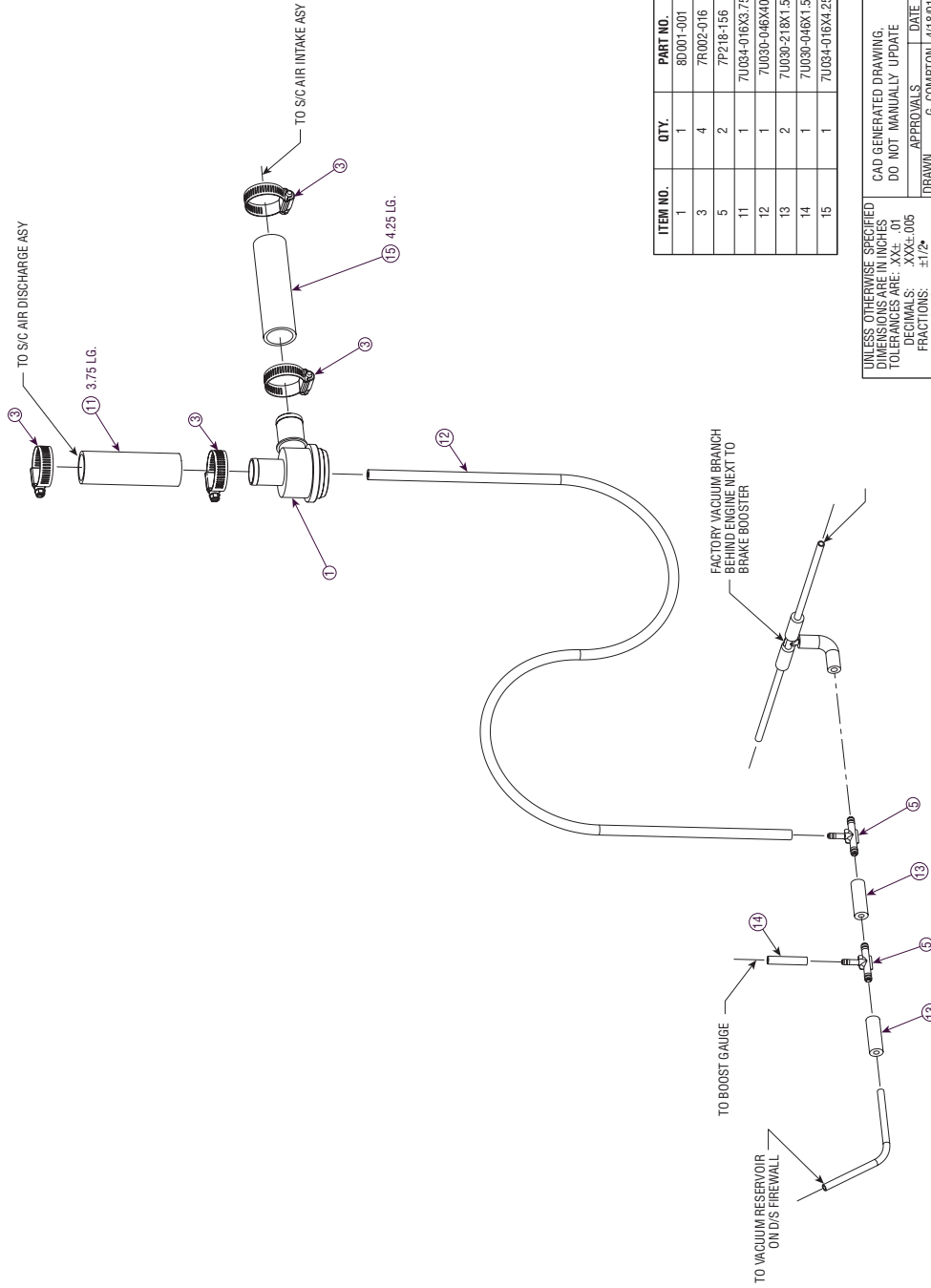
1300 BEACON PLACE OXNARD, CA 93033
 TEL: (805) 604-1336 FAX: (805) 604-1337

99-01 3.5L PLYMOUTH

ASV, OIL RETURN

SCALE: 1:1 T. DO NOT SCALE DRAWING T. SHEET 1 OF 1

APPROVALS	DATE
G. COMPTON	4/20/01
ENGINEERING	
R&D	
APPR.	
WEIGHT	.5 LBS
FINISH	NONE
SIZE	C
DWG. NO.	1019346
REV.	NC



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	8D001-001	VALVE, BY-PASS
3	4	7R002-016	HOSE, CLAMP #16
5	2	7P218-156	TEE, VACUUM, 7/32 X 7/32 X 5/32
11	1	7U084-016X3.75	
12	1	7U030-046X40	
13	2	7U030-218X1.5	
14	1	7U030-046X1.5	
15	1	7U084-016X4.25	

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

DRAWN: APPROVALS: DATE: G. COMPTON 4/16/01

ENGINEERING: R&D

MATERIAL: SEE PARTS LIST

FINISH: NONE

WEIGHT: 1.0 LBS

SCALE: 1:2

DO NOT SCALE

REV: NC

SHEET 1 OF 1

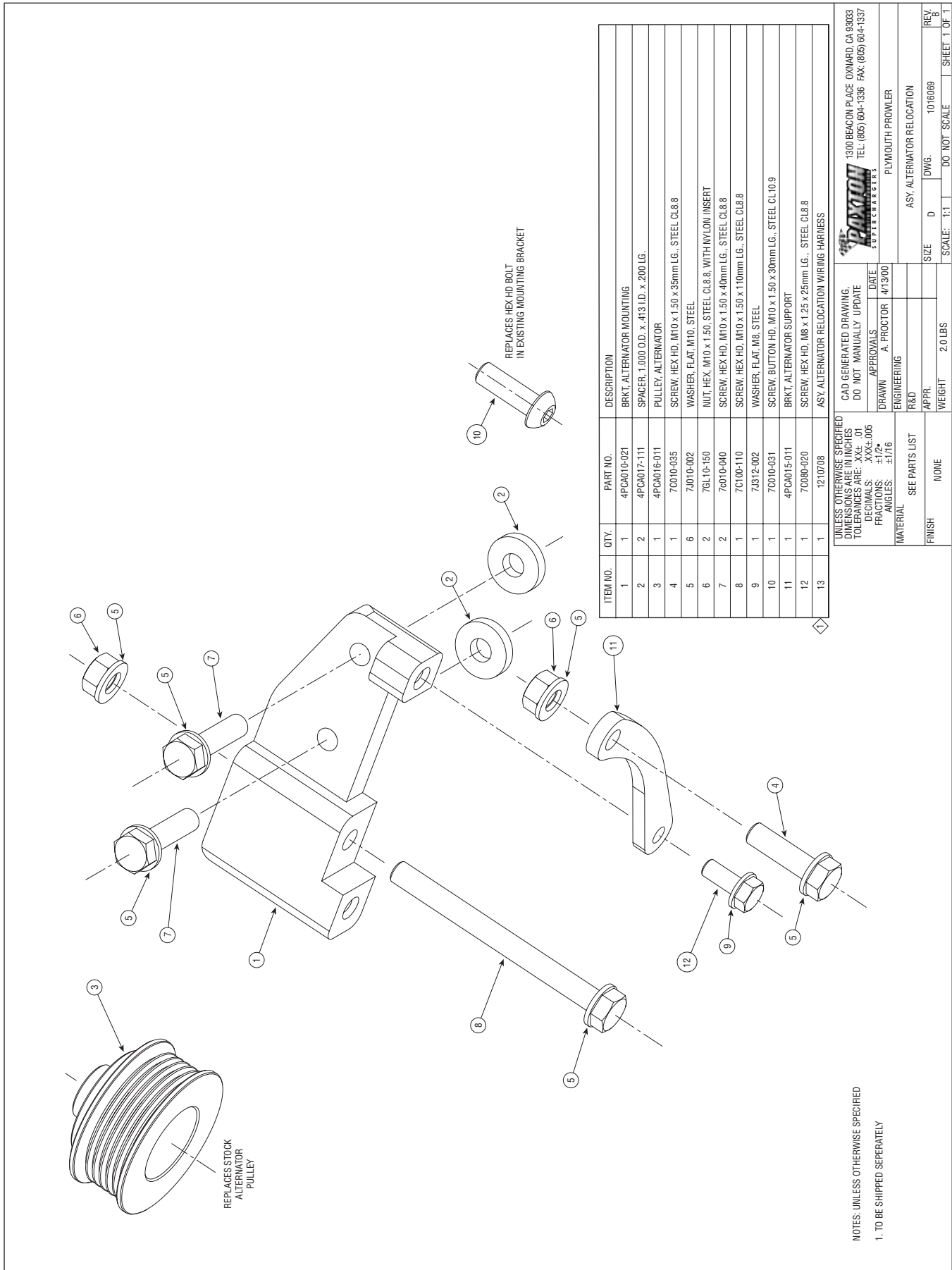
PLYMOUTH PROWLER

ASY, S/C NOVI 1000 FORWARD ROTATION PROWLER, POLISHED WITH UPGRADE

1300 BEACON PLACE OYARD, CA 92033
TEL: (805) 604-1338 FAX: (805) 604-1337

PAXTON AUTOMOTIVE CORPORATION

Drawing No. 1015513 Asy, Compressor Bypass



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4PCA010-021	BRKT, ALTERNATOR MOUNTING
2	2	4PCA017-111	SPACER, 1.000 O.D. x .413 I.D. x .200 LG.
3	1	4PCA016-011	PULLEY, ALTERNATOR
4	1	70010-035	SCREW, HEX HD, M10 x 1.50 x 35mm LG., STEEL CL.8.8
5	6	70010-002	WASHER, FLAT, M10, STEEL
6	2	76L10-150	NUT, HEX, M10 x 1.50, STEEL CL.8.8, WITH NYLON INSERT
7	2	76010-040	SCREW, HEX HD, M10 x 1.50 x 40mm LG., STEEL CL.8.8
8	1	7C100-110	SCREW, HEX HD, M10 x 1.50 x 110mm LG., STEEL CL.8.8
9	1	70312-002	WASHER, FLAT, M8, STEEL
10	1	70010-031	SCREW, BUTTON HD, M10 x 1.50 x 30mm LG., STEEL CL10.9
11	1	4PCA015-011	BRKT, ALTERNATOR SUPPORT
12	1	70080-020	SCREW, HEX HD, M8 x 1.25 x 25mm LG., STEEL CL.8.8
13	1	1210708	ASY, ALTERNATOR RELOCATION WIRING HARNESS

UNLESS OTHERWISE SPECIFIED
 DIMENSIONS ARE IN INCHES
 DO NOT MANUALLY UPDATE
 TOLERANCES ARE: .XX: .01
 DECIMALS: .XXX: .005
 FRACTIONS: ±1/2
 ANGLES: ±1/16

APPROVALS: DATE
 DRAWN: A. PROCTOR 4/13/00
 ENGINEERING
 R&D

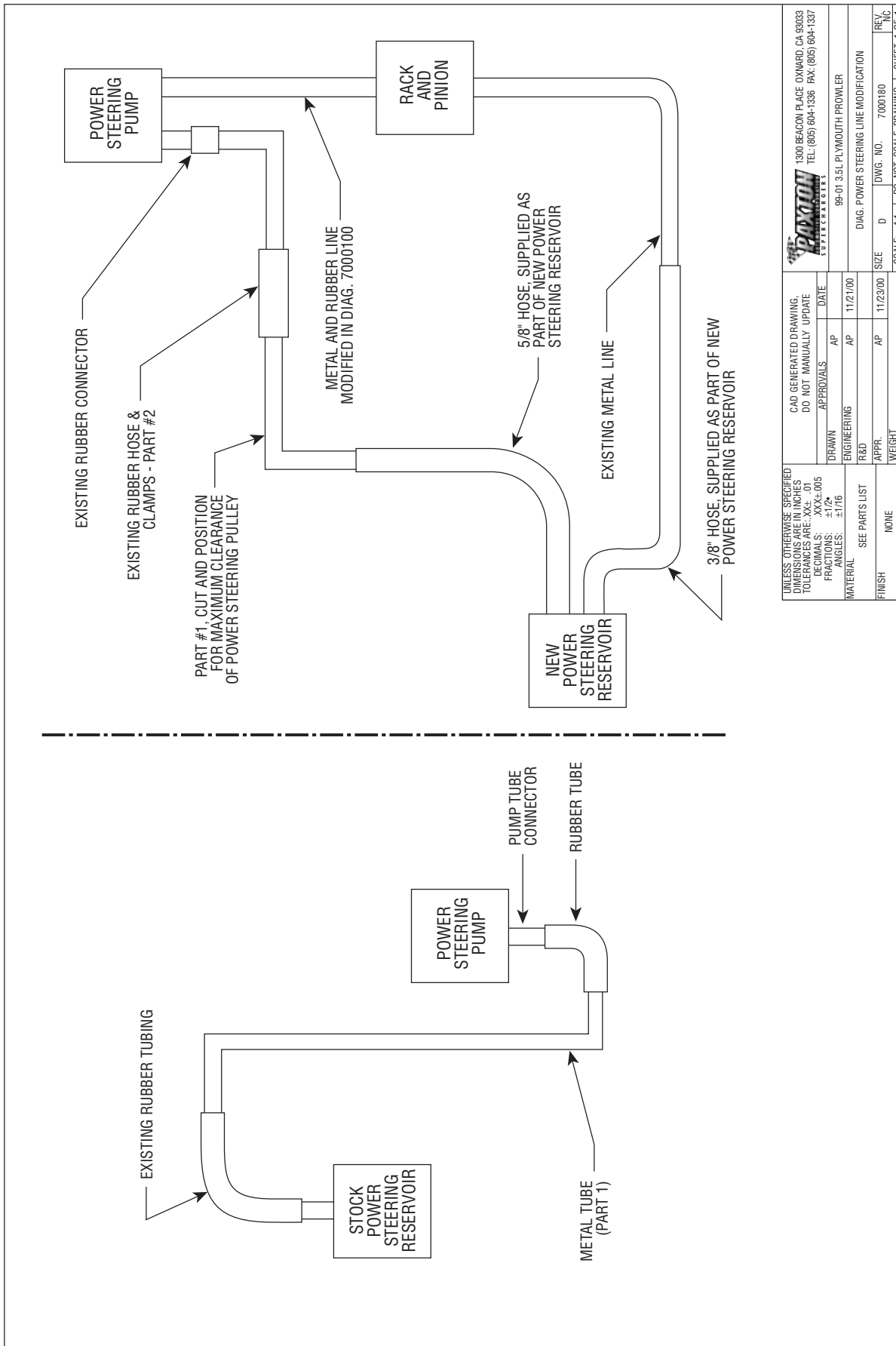
MATERIAL: SEE PARTS LIST
 FINISH: NONE

WEIGHT: 2.0 LBS
 SCALE: 1:1
 DWG: 1016069
 SIZE: D

REV. B
 SHEET 1 OF 1

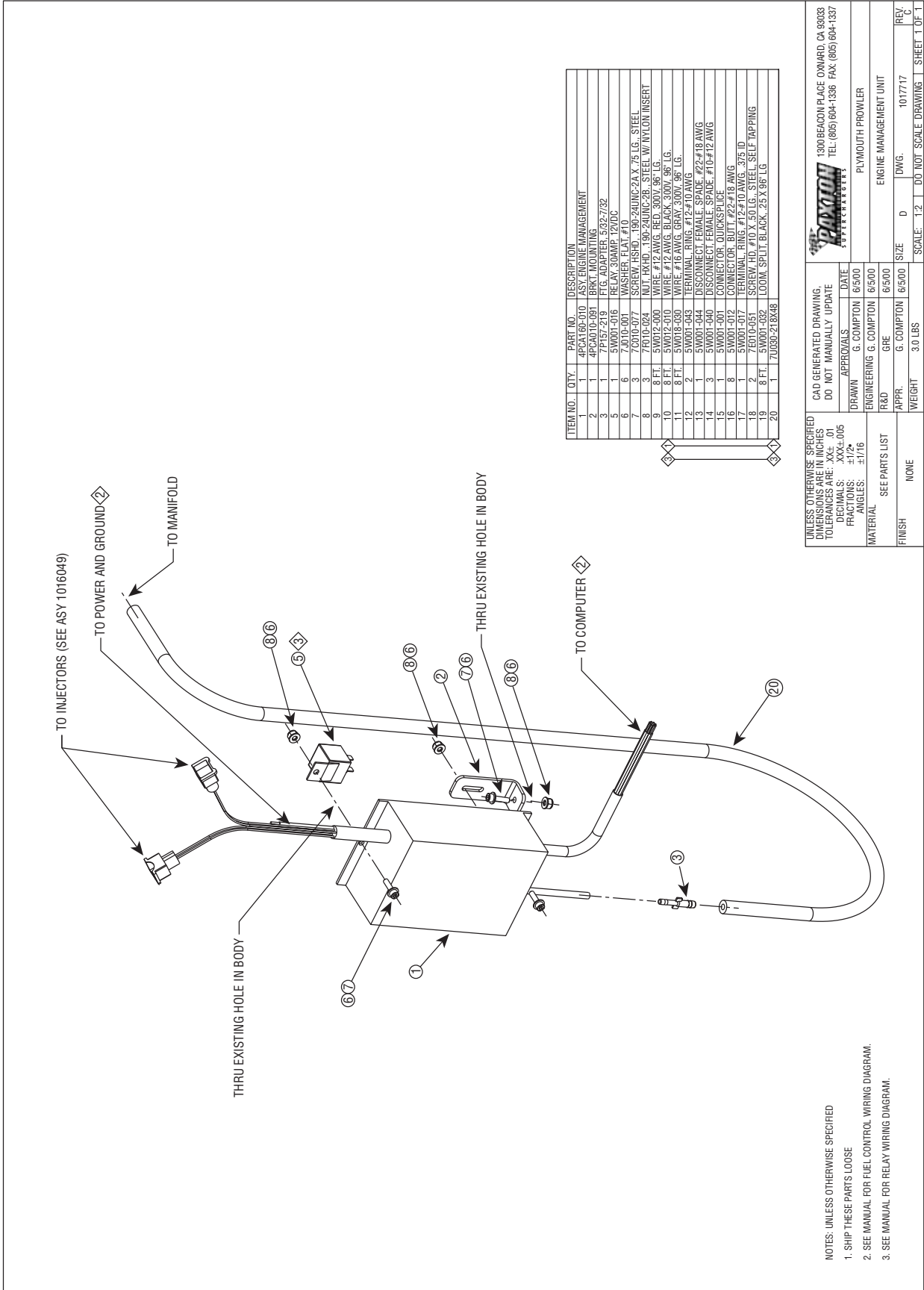
1300 BEACON PLACE OXNARD, CA 93033
 TEL: (805) 604-1336 FAX: (805) 604-1337
 PLYMOUTH PROWLER
 ASY, ALTERNATOR RELOCATION

NOTES: UNLESS OTHERWISE SPECIFIED
 1. TO BE SHIPPED SEPARATELY



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		APPROVALS:	DATE:	99-01 3.5L PLYMOUTH PROWLER	
FINISH: NONE	WEIGHT:	ENGINEERING: AP	11/21/00	DIAG. POWER STEERING LINE MODIFICATION	
		R&D: AP	11/23/00	SCALE: 1:1	DWG. NO. 7000180
					REV. C
					SHEET 1 OF 1

Drawing No. 7000180 Diag, Power Steering Line Mod



NOTES: UNLESS OTHERWISE SPECIFIED
 1. SHIP THESE PARTS LOOSE
 2. SEE MANUAL FOR FUEL CONTROL WIRING DIAGRAM.
 3. SEE MANUAL FOR RELAY WIRING DIAGRAM.

UNLESS OTHERWISE SPECIFIED
 DIMENSIONS IN INCHES
 TOLERANCES ARE: .XX+/-0.05
 FRACTIONS: +1/2"
 ANGLES: ±1/16

CAD GENERATED DRAWING
 DO NOT MANUALLY UPDATE

APPROVALS: DATE
 DRAWN: G. COMPTON 6/5/00
 ENGINEERING: G. COMPTON 6/5/00

R&D: GRE
 APPR: G. COMPTON 6/5/00

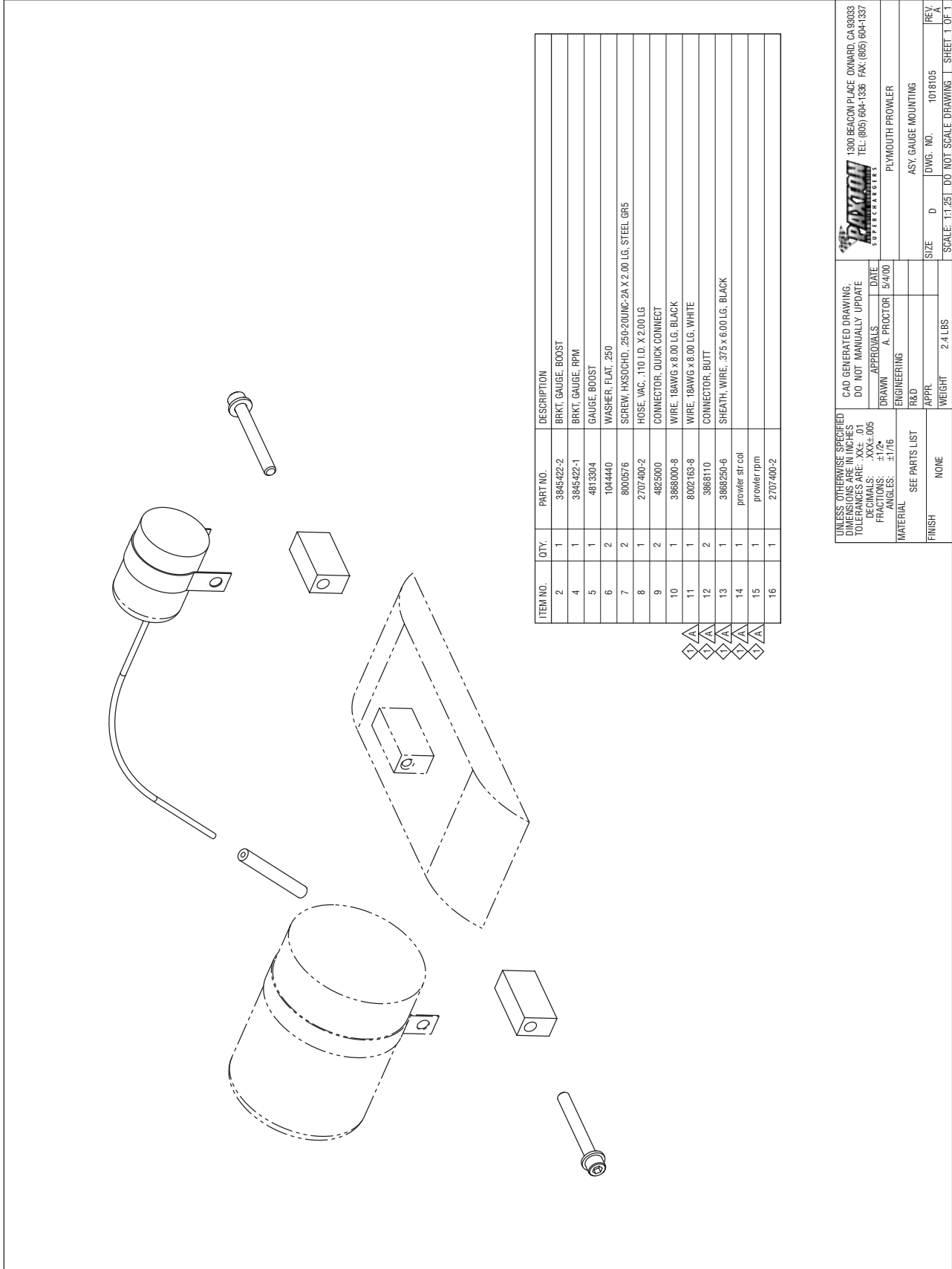
WEIGHT: 3.0 LBS
 SCALE: 1:2 DO NOT SCALE DRAWING

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

PLYMOUTH PROWLER
 ENGINE MANAGEMENT UNIT

REV: C
 DWG: 1017717
 SHEET 1 OF 1

Drawing No. 1017717 Asy, Fuel Control



ITEM NO.	QTY.	PART NO.	DESCRIPTION
2	1	3845422-2	BRKT. GAUGE BOOST
4	1	3845422-1	BRKT. GAUGE RPM
5	1	4813304	GAUGE BOOST
6	2	1044440	WASHER, FLAT, .250
7	2	8000576	SCREW, HXSOCHD, .250-20UNC-2A X 2.00 LG, STEEL, GR5
8	1	2707400-2	HOSE, VAC, 110 I.D. X 2.00 LG
9	2	4825000	CONNECTOR, QUICK CONNECT
10	1	3868000-8	WIRE, 18AWG X 6.00 LG, BLACK
11	1	8002163-8	WIRE, 18AWG X 6.00 LG, WHITE
12	2	3868110	CONNECTOR, BUTT
13	1	3868250-6	SHEATH, WIRE, .375 X 6.00 LG, BLACK
14	1	prolifer sft coil	
15	1	prolifer rpm	
16	1	2707400-2	

△ A
 △ A
 △ A
 △ A
 △ A
 △ A

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

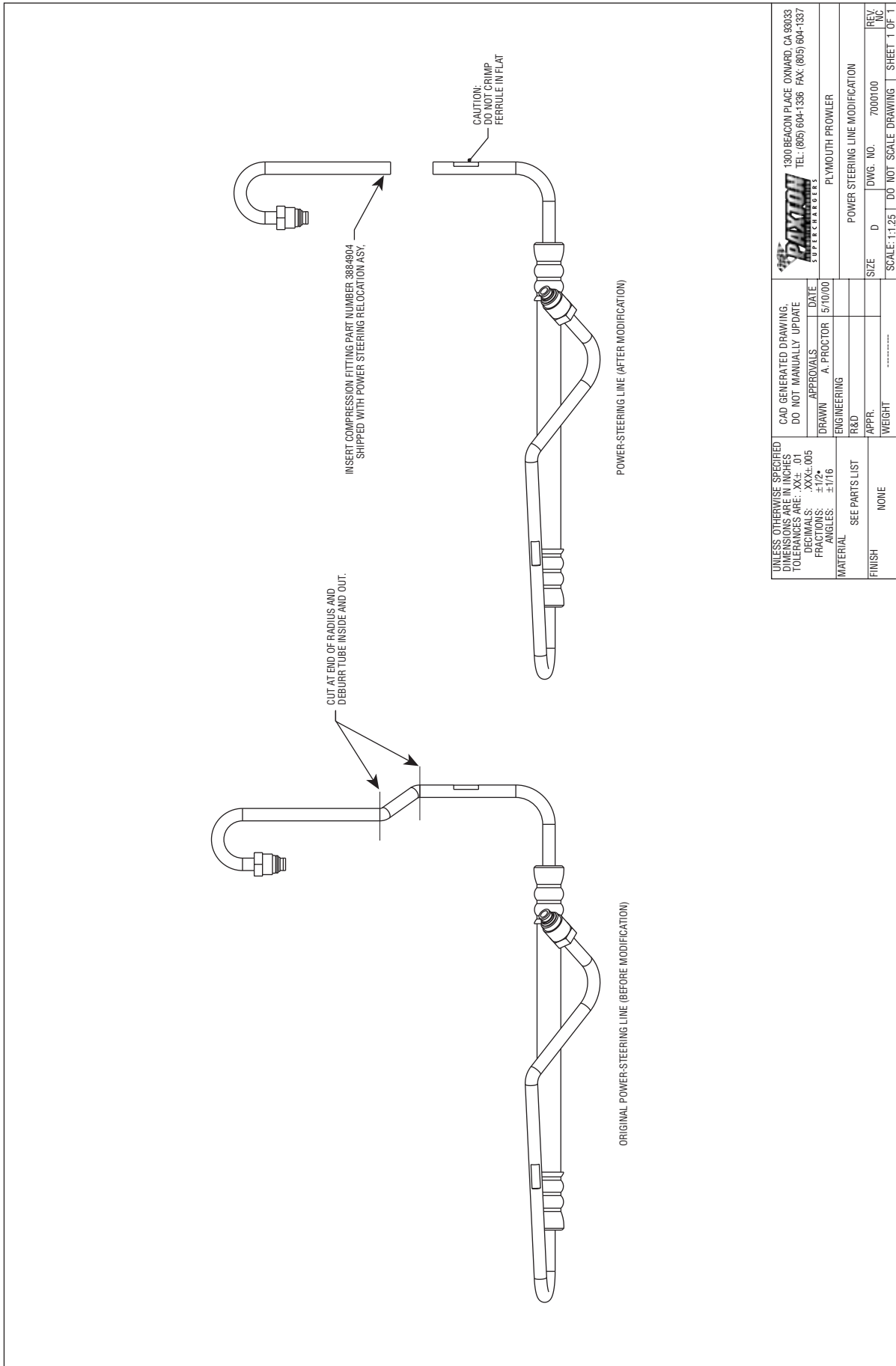
CAD GENERATED DRAWING
 DO NOT MANUALLY UPDATE
 DATE: 5/4/00
 APPROVALS: A. PROCTOR
 DRAWN: A. PROCTOR
 ENGINEERING: A. PROCTOR
 R&D: A. PROCTOR
 MATERIAL: PLYMOUTH PROWLER
 SEE PARTS LIST
 FINISH: NONE

1300 BEACON PLACE OXNARD, CA 93033
 TEL: (805) 604-1336 FAX: (805) 604-1337
 PLYMOUTH PROWLER
 SUPPLY PARTS DEPARTMENT

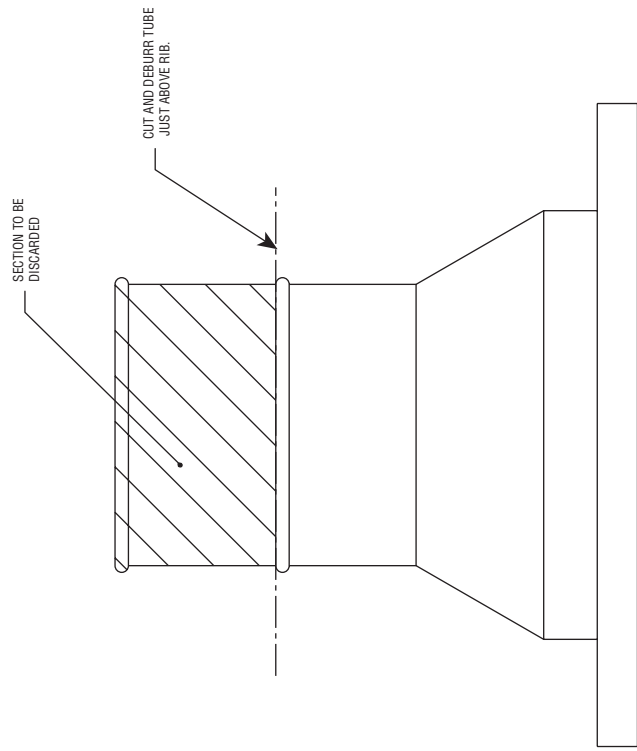
ASY, GAUGE MOUNTING
 DWG. NO. 1018105
 SIZE D
 WEIGHT 2.4 LBS
 SCALE: 1:1.25 DO NOT SCALE DRAWING

SHEET 1 OF 1
 REV A

Drawing No. 1018105 Asy, Gauge Mounting

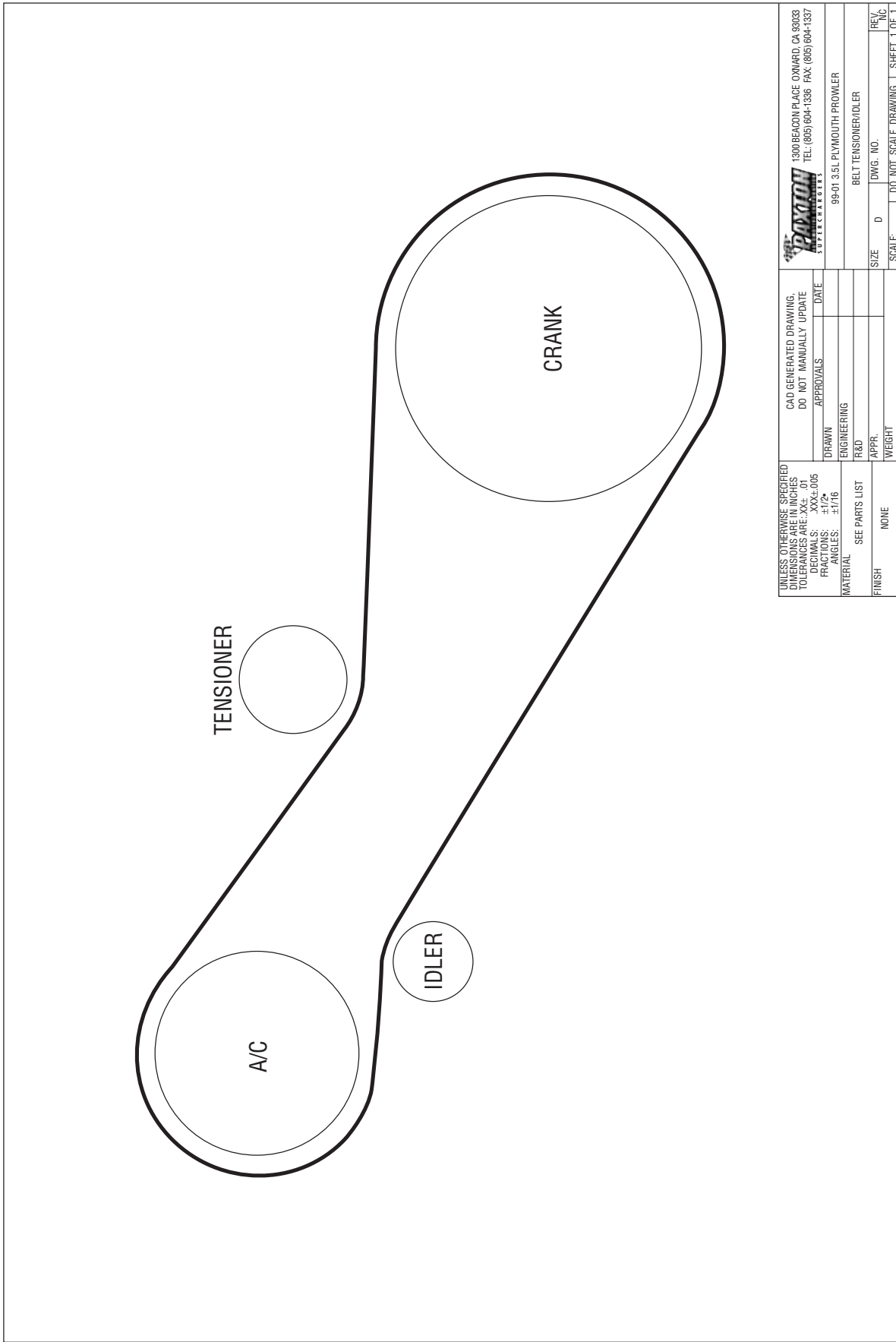


Drawing No. 7000100 Asy, Diag, Power Steering Line Mod



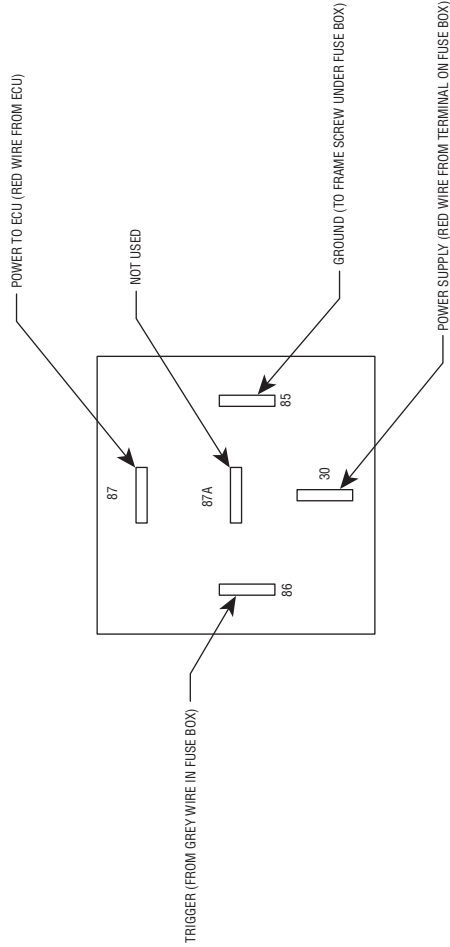
UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE: .XX: .01 DECIMALS: .XXX: ±.005 FRACTIONS: ±1/2" ANGLES: ±1/16"		CAD GENERATED DRAWING. DO NOT MANUALLY UPDATE		1300 BEACON PLACE OXWARD, CA 95033 TEL: (805) 604-1336 FAX: (805) 604-1337	
DATE: 5/1/00		DRAWN: A. PROCTOR		PLYMOUTH PROWLER	
APPROVALS:		ENGINEERING		THERMOSTAT HOUSING MODIFICATION	
MATERIAL: SEE PARTS LIST		R&D		DWG. NO. 7000105	
FINISH: NONE		APPR.		SIZE: D	
		WEIGHT: 2.4 LBS		SCALE: 3:4 DO NOT SCALE DRAWING	
				REV. NC	
				SHEET 1 OF 1	

Drawing No. 7000105 Asy, Diag, Thermostat Housing Mod



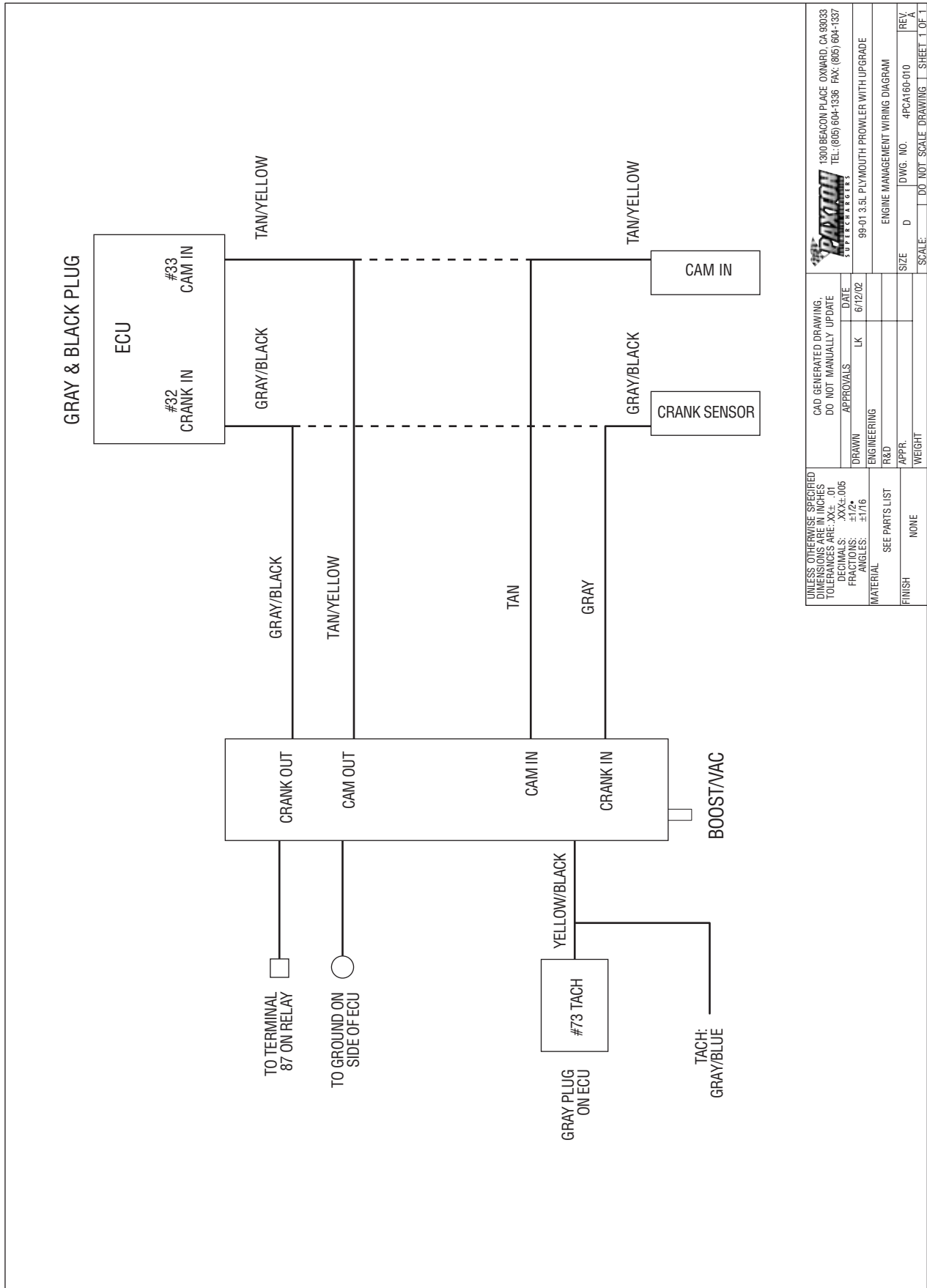
UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES TOLERANCES ARE: .XX. .01 DECIMALS: .XXX-.006 FRACTIONS: 1/16 ANGLES: ±1/16	CAD GENERATED DRAWING. DO NOT MANUALLY UPDATE		1300 BEACON PLACE OXNARD, CA 93033 TEL: (805) 604-1336 FAX: (805) 604-1337	
	APPROVALS	DATE	99-01 3.5L PLYMOUTH PROWLER	
DRAWN		ENGINEERING	BELT TENSIONER/IDLER	
READ		APPR.	SIZE	DWG. NO.
		WEIGHT	SCALE	DO NOT SCALE DRAWING
MATERIAL	SEE PARTS LIST	FINISH		REV
	NONE			SHEET 1 OF 1

Drawing No. 7000110 Asy, Belt Routing



UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE: .XX: .01 DECIMALS: .XXX: .005 FRACTIONS: 1/16 ANGLES: ±1/16	CAD GENERATED DRAWING. DO NOT MANUALLY UPDATE		1300 BEACON PLACE OXNARD, CA 93033 TEL: (805) 604-1336 FAX: (805) 604-1337	
	DATE	APPROVALS	PAXTON SUPERCHARGERS	
MATERIAL	ENGINEERING	DATE	PLYMOUTH PROWLER	
FINISH	R&D	DRAWN	RELAY WIRING DIAGRAM	
	APPR.	WEIGHT	SIZE	DWG. NO.
			SCALE: 1:1	DO NOT SCALE DRAWING
				SHEET 1 OF 1

Drawing No. 7000145 Diag, Relay Wiring



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	
APPROVALS	DATE	DRAWN	LK	6/12/02	99-01 3.5L PLYMOUTH PROWLER WITH UPGRADE
ENGINEERING	R&D	SEE PARTS LIST		APPR.	ENGINE MANAGEMENT WIRING DIAGRAM
FINISH	NONE	WEIGHT		SCALE:	DO NOT SCALE DRAWING
SIZE	D	DWG. NO.		4PCA160-010	REV. A
					SHEET 1 OF 1

Drawing No. 4PCA160-010



1300 Beacon Place, Oxnard CA 93033 • 888 9-PAXTON • Fax: 805 604-1337 • paxtonautomotive.com

P/N: 4809629
©2003 Paxton Automotive
All Rights Reserved, Intl. Copr. Secured
22OCT02 v2.0 PlymProwler(4809629v2.0)