



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 1200 Supercharger
for the
***GM 6.0L 2001-2002 Denali/
2002 Escalade SUV
2003-2004 H2 Hummer***

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FOREWORD

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

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TABLE OF CONTENTS

FOREWORD	ii
TABLE OF CONTENTS	iii
IMPORTANT NOTES	iv
RECOMMENDED TOOLS	v
1. COMPONENT REMOVAL	1-1
2. COMPUTER RELOCATION (H2 Hummer Only)	2-1
3. SUPERCHARGER MOUNTING BRACKET	3-1
4. FUEL INJECTOR REPLACEMENT	4-1
5. SUPERCHARGER INSTALLATION	5-1
6. OIL DRAIN LINE	6-1
7. OIL FEED LINE	7-1
8. FUEL MANAGEMENT UNIT (FMU) INSTALLATION (Denali/Escalade Only)	8-1
9. BRAKE BOOSTER LINE MODIFICATION (2002 Escalade Only)	9-1
10. VACUUM PUMP/BRAKE LINE RELOCATION ('03 5.3L Vehicles)	10-1
11.A FUEL PUMP WIRING AND INSTALLATION (Escalade/Denali)	11-1
11.B FUEL PUMP WIRING AND INSTALLATION (2003 Hummer)	11-1
12.A ESCALADE/DENALI INLET DUCT INSTALLATION ('01-'02 Models)	12-1
12.B ESCALADE/DENALI INLET DUCT INSTALLATION ('03 Models)	12-2
12.C H2 HUMMER INLET DUCT INSTALLATION	12-3
13. RADIATOR TUBE INSTALLATION (Denali/Escalade only)	13-1
14. CHARGE COOLER INSTALLATION	14-1
15. SUPERCHARGER BYPASS INSTALLATION	15-1
16.A ESCALADE/DENALI SURGE AND RESERVOIR TANK INSTALLATION	16-1
16.B H2 HUMMER SURGE AND RESERVOIR TANK INSTALLATION	16-2
17.A ESCALADE/DENALI HEAT EXCHANGER INSTALLATION	17-1
17.B H2 HUMMER HEAT EXCHANGER INSTALLATION	17-2
18.A ESCALADE/DENALI CHARGE COOLER HOSE ROUTING	18-1
18.B H2 HUMMER CHARGE COOLER HOSE ROUTING	18-2
19. WATER PUMP WIRING	19-1
20. REFLASH COMPUTER	20-1
21. SUPERCHIPS NOTICE	21-1
22. FINAL ASSEMBLY AND CHECK	22-1

2001-2002 GMC Denali/ 2002 Cadillac Escalade/ 2003-2004 H2 Hummer

IMPORTANT NOTES

This kit requires ECM programming. The hand-held ECM programmer is not included in the kit box and must be ordered directly from Paxton by the installing customer (the charge for this unit has been included in the purchase price).

Included in this kit is a credit tag for one hand-held programmer. The programmers are made specifically for each individual vehicle with respect to the factory ECM calibration and VIN. Simply follow the instructions on the hand-held programmer credit tag.

Your ECM hand-held programmer comes with a twelve month limited warranty from the original date of purchase of your supercharger system (see the Owner's Manual for details).

2004 Models - Vehicles equipped with on-star that have aftermarket stereos will experience problems with the ability to re-program the vehicle's ECM. It is necessary to disconnect the aftermarket stereo from the factory wiring harness before continuing with the programming procedure.

Paxton Automotive is not responsible for engine or ECM damage due to an improperly installed/mishandled ECM module or ECM.

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GM 2001-2002 Denali/ 2002 Cadillac Escalade/2003-2004 H2 Hummer

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

Paxton supercharger systems are performance improving devices. In most cases, increases in torque of 30-35% and horsepower of 35-45% can be expected with the boost levels specified by Paxton Automotive. **This product is intended for use on healthy, well maintained engines.**

Installation on a worn-out or damaged engine is not recommended and may result in failure of the engine as well as the supercharger. Paxton Automotive is not responsible for engine damage.

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

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

1. Use only premium grade fuel 91 octane or higher (R+M/2).
2. The engine must have stock compression ratio.
3. If the engine has been modified in any way, check with Paxton prior to using this product.
4. Always listen for any sign of detonation (pinging) and discontinue hard use (no boost) until problem is resolved.
5. Perform an oil and filter change upon completion of this installation and prior to test driving your vehicle. Thereafter, always use a high grade SF rated engine oil or a high quality synthetic, and change the oil and filter every 3,000 miles or less. **Never attempt to extend the oil change interval beyond 3,000 miles, regardless of oil manufacturer's claims as potential damage to the supercharger may result.**
6. Before beginning installation, replace all spark plugs that are older than 1 year or 10,000 miles with original heat range plugs as specified by the manufacturer and reset timing to factory specifications (follow the procedures indicated within the factory repair manual and/or as indicated on the factory underhood emissions tag). **Do not use platinum spark plugs unless they are original equipment.** Change spark plugs at least every 15,000 miles and spark plug wires at least every 50,000 miles.

RECOMMENDED TOOLS FOR INSTALLATION:

1. Factory Repair Manual
2. 3/8" Socket and Drive Set: SAE & Metric
3. 1/2" Socket and Drive Set: SAE & Metric
4. 3/8" NPT Tap and Handle
5. Adjustable Wrench
6. Open End Wrenches: 3/8", 7/16", 1/2", 9/16"
7. Center Punch and a 5/8" Tapered Punch
8. Springlock 3/8" and 5/8" Fuel Fitting Disconnect Tool
9. 5 Quarts SH/CF Rated Quality Engine Oil
10. Oil Filter and Wrench
11. Flat #2 Screwdriver
12. Phillips #2 Screwdriver
13. Heavy Grease
14. Silicone Sealer
15. Drill Motor
16. 1/8", 3/16", 27/64" Drill Bits
17. 3/8" Tube Bender
18. 3/16" Allen Wrench
19. Wire Strippers and Crimpers
20. Utility Knife
21. Power Steering Pulley/Puller & Installer
22. Pliers
23. Power steering pulley installer/puller

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

24. Spark Plug Socket
25. NEW Spark Plugs



2001-2002 Denali/2002 Escalade

Part No. 1101210

PARTS LIST

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

PART NO.	DESCRIPTION	QTY	PART NO.	DESCRIPTION	QTY
1016115	S/C ASSY, NOVI 1200	1	7U034-016	1" GS HOSE	0.416'
2A036-333	S/C PULLEY 3.33" 6 GROOVE	1	7U034-016	1" GS HOSE	0.791'
2A046-140	BELT, GATES K061140	1	7U035-001	3-1/2" FLEX HOSE	1.16'
7A375-224	3/8-16 x 2.25 GR5 HX	5	7U375-052	3/8" VACUUM CAP	1
7J375-044	3/8 SAE WASHER, PLTD	5	8D001-001	BYPASS VALVE	1
7C012-050	12mm x 1.75 x 50mm HXHD	1	4GL010-011	BRKT, LS1T AIR INLET	1
4FA016-171	DUST COVER (IDLER PULLEY)	1	4GL010-012	BRKT, LS1T AIR INLET	1
4FH016-150	IDLER PULLEY, 6 RIB 3" FLANGD	1	7A250-050	1/4-20 x 1/2 SHCS ZINC PLTD	2
2A017-462	SPACER, IDLER SMOOTH 6 RIB	1	7J006-093	6mm WASHER, PLATED	2
4GL011-021	MTG BRKT	1	7P375-050	3/8" HOSEMENDER	1
4GL130-026	OIL FEED LINE ASSY	1	4CE112-018	POLISHED DURANGO INLET	1
7P125-026	-4 TO 1/8 NPT 90° MALE	2	7P375-218	-6 JIC x M18 x 1.5 BUMP FTG	1
7P525-067	.500 CRIMP FERRULES	2	7P375-216	-6 JIC x M16 x 1.5 BUMP FTG	1
7P250-066	#4 SWIVEL x 1/4" HOSE BARB	2	7P250-147	90° FEM SWIVL TO MALE	1
7U030-026	1/4" OIL FEED HOSE	3.17'	7S350-200	3-1/2 x 2 SLEEVE	1
7U100-055	TIE WRAP, 6" NYLON	2	4GL145-030	HI-PRESS P/STRG HOSE w/ENDS	1
4GL130-036	OIL DRAIN ASSY	1	4PGL112-028	DISCH. ASSY	1
7P375-017	3/8 NPT x 1/2 BEADED HOSE BAR	1	4GL012-030	ELBOW, 3.88" -3.0" x 90° LS1 TRK	1
7P375-040	3/8" FEMALE ELBOW	1	7R002-044	#44 GOLDSEAL HOSE CLAMP	5
7P375-041	3/8 NPT HEX NIPPLE	1	7R002-048	#48 GOLDSEAL HOSE CLAMP	2
7R001-008	#8 STNLS HOSE CLAMP	2	7R002-064	#64 GOLDSEAL HOSE CLAMP	1
7R003-016	ADEL CLAMP, 7/8	1	7S275-200	2-3/4 x 2 SLEEVE	2
7U030-036	1/2" OIL DRAIN HOSE	2.75'	4GL012-048	DISCH TUBE A, 6.0 COOLER POL	1
4GL238-068	FMU ASSY 8:1, w/LINES	1	4GL012-058	DISCH TUBE B, 6.0 COOLER POL	1
7U030-046	5/32" x 12" VACUUM LINE	1	7S300-275	REDUCER, 3.00-2.75	1
7P156-082	5/32" TEE	1	4GL114-010	ASSY, WATER TUBE,	1
4GL101-002	FUEL SYSTEM ASSY	1	4GL014-010	WATER TUBE, GM TRUCK	1
7E010-075	#12 x 3/4" SHEET METAL SCREW	1	7A250-050	1/4-20 x 1/2 SHCS ZINC PLTD	1
7P625-030	FTG, GM TRUCK FUEL PUMP	2	7J006-093	6mm WASHER, PLATED	1
7P625-031	FTG, GM TRUCK FILTER	1	7R002-024	#24 GOLDSEAL HOSE CLAMP	2
7R003-027	ADEL CLAMP, 1-11/16"	2	7R003-022	ADEL CLAMP, 1-3/8"	2
7U030-050	12mm FUEL HOSE	1MTR	7U133-070	FILLER HOSE	1
7R001-008	#8 STNLS HOSE CLAMP	2	8F060-001	FUEL INJECTORS, 8.1	8
8F001-002	155 INLINE FUEL PUMP	1	4PGL120-020	ECM CHIP PACKAGE GM TRUCK	1
7C010-050	10-24 x 1/2 SOC HD CAP, ZINC PL	1	7T560-001	CUTTER, 9/16 ROTOBROACH	1
7F010-024	10-24 NYLOCK NUT	1	7T560-002	ARBOR, ROTOBROACH	1
7J010-001	#10 FLAT WASHER	2	8N106-050	WATR COOLR ASSY	1
8F101-320	FUEL PMP RELAY ASSY, GM TRUCK	1	8N006-010	WATER COOLER	1
7U100-045	O-RING, .301	1	7P500-026	1/2 NPT, 3/4 BARB 90°	2
5W001-014	FUSE HOLDER 10 GA WIRE	1	4GL010-080	BRKT A, WATER COOLER	1
5W001-011	16-14 GA EYELET .25" HOLE	1	4GL010-090	BRKT B, WATER COOLER	1
5W001-025	FEMALE SLIDE, INSULATED, MINI	1	4GL010-100	BRKT C, WATER COOLER	1
5W001-024	MINI ATC FUSE TAP	1	7A250-075	1/4-20 x 3/4 SHCS PLTD	8
5W001-015	FUSE, BLADE TYPE 20 AMP	1	7F250-021	1/4-20 NYLOCK NUT ZINC PLTD	8
5W001-017	3/8" RING TERMINAL 12 GA.	1	7J250-001	1/4 SAE WASHER, PLTD	16
5W001-042	12-10 GA 3/16" RING TERMINAL	1	8N105-040	WATER TNK ASSY,	1
5W001-005	3/8" PLASTIC WIRE LOOM	2	7U038-000	3/4" HEATER HOSE	19
5W001-019	SOLDERLESS CONNECTOR 10-12 GA	1	7R007-001	NYLON CLAMP 1-1/8"	12
5W001-044	TIE WRAP, 4" NYLON	8	8N055-030	TANK, LT1 AFTERCOOLER	1
7P375-050	3/8" HOSEMENDER	1	7P500-026	1/2 NPT 3/4 BARB 90°	2
4PGL112-018	AIR INTAKE ASSY	1	7U100-055	TIE WRAP, 6" NYLON	6
4PGL112-068	DUCT, PAXTON, INLET LS1 TRK	1	7U038-012	HOSE, Ø3/4" 90°, 4 x 12"	1
7P156-032	5/32 TEE	1	7U030-065	3/4" x 90° HOSE SHORT	1
7P375-097	3/8 NPT BEADED HOSE	1	7P375-075	3/4" HOSE BARB UNION, BRASS	1
7R002-016	#16 GOLDSEAL HOSE CLAMP	4	4GL010-060	BRKT, WATER TANK, COOLER	1
7R002-052	#52 GOLDSEAL HOSE CLAMP	2	7A250-050	1/4-20 x .50 SHCS ZINC PLTD	4
7R002-056	#56 GOLDSEAL HOSE CLAMP	4	7J250-001	1/4 SAE WASHER, PLTD	4
7S350-300	3-1/2 x SLEEVE	1	8N056-060	SURGE TANK, PLASTIC	1
7U030-046	5/32" VACUUM LINE	1.5'	8N055-050	PLASTIC CAP, SURGE TANK	1
7U030-056	3/8 PCV HOSE	2.5'	7P500-078	1/2 NPT x 3/4 HOSE FIT STRT	2
			4GL010-070	BRKT, SURGE TANK, COOLER	1



2001-2002 Denali/2002 Escalade

Part No. 1101210

PARTS LIST

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

PART NO.	DESCRIPTION	QTY
8N107-050	WATER PUMP ASSY,	1
8F001-402	PUMP, WATER	1
7R003-027	ADEL CLAMP, 1-11/16"	1
5W001-025	FEM SLIDE, INSULATED MINI	1
5W001-043	12-10 GA x 1/4" RING TERMINAL	3
7A250-050	1/4-20 x .50 SHCS ZINC PLTD	2
5W001-013	14-16 AWG, SOLDERLESS	4
5W001-019	SOLDERLESS CONNECTOR 10-12	2
7U100-044	TIE WRAP, 4" NYLON	4
5W001-022	T-TAP CONN, 14-16 AWG	1
7F250-021	1/4-20 NYLOCK NUT ZINC PLTD	1
5W001-015	FUSE, BLADE TYPE 20 AMP	1
5W001-005	3/8" PLASTIC WIRE LOOM	2
5W001-014	FUSE HOLDER 10 GA WIRE	1
7U100-055	TIE WRAP, 6" NYLON	6
5W001-041	12-10 GA MALE SLIDE	2
8F101-320	FUEL PUMP RELAY ASSY.	1
8N201-078	PWR COOLER ASSY.	1
8N101-118	WELDED CORE ASSY.	1
7P500-078	1/2 NPT x 3/4 HOSE FIT STRT	1
7P500-026	1/2 NPT 3/4 BARB 90°	1
7U250-200	TAPE, FOAM 1/4" x 2" x 50'	1
4GL010-050	BRKT, COOLER CORE SUPPORT	1



2003 H2 Hummer

Part No. 1101220

PARTS LIST

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

PART NO.	DESCRIPTION	QTY	PART NO.	DESCRIPTION	QTY
8F060-005	8.1L INJECTORS	8	4PGL101-001	FUEL PUMP ASSY	1
4809639	INSTRUCTION MANUAL DENALI/ESCALADE/HUMMER	1	7P250-047	1/4" npt to 3/8" BARB 90°	1
4GL011-021	MTG BRKT GM TRUCK MACH.	1	7P312-002	5/16" BARB x 1/4" NPT FEM	1
1016115	PAXTON NOVI 1200		7R004-002	STEPLESS CLAMP, 17.0-70	4
2A036-333	S/C PULLEY 3.36" 6-GRV	1	7R004-001	STEPLESS CLAMP, 15.7-70	2
2A046-140	BELT, GATES K061140	1	7U031-018	5/16" EFI FUEL HSE HI-PSR	1.25'
7A375-224	3/8-16 x 2.25 GR5 HX	5	7U032-016	3/8" EFI FUEL HSE HI-PSR	.167'
7J375-044	3/8 SAE WASHER, PLTD	5	7U032-016	3/8" EFI FUEL HSE HI-PSR	.5'
7C012-050	12mm x 1.75 x 50mm HXHD BOLT	1	7U100-044	TIE-WRAP, 4" NYLON	10
4FA016-171	DUST COVER (IDLER PULLEY)	1	7U100-055	TIE-WRAP, 6" NYLON	10
4FH016-150	IDLER PULLEY, 6-RIB 3" FLANGED	1	8F001-500	PUMP, FUEL, "PRO-FLO 500"	1
2A017-462	SPACER, IDLER SMOOTH 6-RIB	1	7U033-010R	HOSE, 5/8" ID p/STEERING RET	2
4PGL112-048	AIR INLET ASSY, H2 HUMMER	1	5W001-042	12-10GA x 3/16" RING TERMINAL	3
4PGL012-015	H2 CROSS-OVER DUCT	1	7P375-072	3/8" FEMALE FUEL FTG, STEEL	1
4PGL010-011	CROSS-OVER DUCT BRKT DRVR SIDE	1	7P625-375	REDUCER, 5/8" BARB TO 3/8" BARB	1
4PGL010-012	CROSS-OVER DUCT BRKT PSSNGR SIDE	1	7P375-010	3/8" GM FUEL TO 3/8" BARB FTG	1
4PGL112-068	INLET DUCT, GM CAST ALUM	1	7F012-001	M12 CAP HEX NUT, FUEL PUMP	1
7P156-082	5/32" TEE	1	7R003-028	ADEL CLAMP, 2-3/8" .26 HOLE	2
7P375-097	3/8 MALE NPT x 3/8 MALE BARB	1	7P312-015	FTNG, BANJO 12mm x .312 BARB	1
7R002-016	#16 HOSE CLAMP	4	7R004-004	STEPLESS CLAMP, 1.0" OD HOSE	2
7R002-052	#52 GOLDSEAL HOSE CLAMP	2	7E010-075	#12 x 3/4" SHT METAL SCRW, HEX	3
7R002-056	#56 GOLDSEAL HOSE CLAMP	4	5W012-000	12GA STRD WIRE, RED	15'
7S350-300	3-1/2 x 3 SLEEVE	1	5W001-040	12-10GA FEMALE SLIDE INSULATED	1
7U030-046	5/32" VACUUM LINE	1.5	5W012-010	12 GA WIRE, BLACK	.5'
7U030-056	3/8 PVC HOSE	2.5	7R003-008	ADEL CLAMP, 1/2" ID	2
7U034-016	1" GS HOSE	0.333'	8F101-320	RELAY ASSY, LS1 TRK	1
7U035-001	3-1/2" FLEX HOSE	0.83'	8N107-050	WATER PUMP ASSY.	1
7U375-052	3/8" VACUUM CAP	1	8F001-402	WATER PUMP	1
8D001-001	BYPASS VALVE	1	7R003-027	ADEL CLAMP 1-11/16"	1
7P375-050	3/8" HOSE MENDER	1	5W001-025	FEMALE SLIDE MINI	1
7A250-050	1/4-20 x 5"	2	5W001-043	12-10 GA x 1/4" RING TERMINAL	3
7J250-022	1/4" WASHER	4	7A250-050	1/4-20 x .50 SHCS	2
7U133-045	RUBBER ELBOW Ø1" x 45°	1	5W001-013	14-16 GA BUTT CONNECTORS	4
7S350-200	3-1/2 x 2" SLEEVE	1	5W001-019	12-10 GA BUTT CONNECTORS	2
7C060-050	6mm x 1.0 x 50 HXHD	2	7U100-044	4" TIE WRAPS	4
7J250-150	1/4" FENDER WASHER	2	5W001-022	T-SPLICE CONNECTOR	1
7F006-093	6mm NYLOCK NUT	2	7F250-021	1/4-20 NYLOCK NUT	1
7J006-093	6mm WASHER PLTD	2	5W001-015	FUSE, BLADE TYPE 20 AMP	1
2A017-752-02	SPACERS, COMPUTER RELOCATION	2	5W001-005	3/8" PLASTIC WIRE LOOM	2
4GL130-036	OIL DRAIN ASSY		5W001-014	FUSE HOLDER 10 GA WIRE	1
7P375-017	3/8 NPT x 1/2 BEADED HSE BRB	1	7U100-055	TIE WRAP, 6" NYLON	6
7P375-040	3/8 FEMALE ELBOW	1	5W001-041	12-10 GA MALE SLIDE INSULATED	2
7P375-041	3/8 NPT HEX NIPPLE	1	8F101-320	WATER PUMP RELAY ASSY, LS1 TRK	1
7R001-008	#8 STAINLESS HOSE CLAMP	2	8N105-050	WATER TANK ASSEMBLY	1
7R003-016	ADEL CLAMP, 1.0"	1	8N055-030	LT1 WATER TANK	1
7U030-036	1/2" OIL DRAIN HOSE	2.75'	7P500-026	90° BARBED BRASS FITTING	2
7T560-001	CUTTER, 9/16" ROTABROACH	1	4PGL010-060	BRKT A	1
7T560-002	ARBOR, ROTABROACH	1	4PGL010-070	BRKT B	1
4PGL130-026	OIL FEED ASSY	1	4PGL010-080	BRKT C	1
7U100-055	TIE WRAP, 6" NYLON	2	7A250-102	1/4-20 x 1 SHCS	1
7C060-050	M6 x 1.0 x 50 HXHD ZINC PLATE	2	7J250-022	1/4" WASHER	6
7J006-093	6mm WASHER PLTD	2	7F250-021	1/4-20 NYLOCK NUT	1
4GL010-020	ADAPTER, ESCALADE OIL FEED	1	8N056-060	SURGE TANK	1
4GL010-030	GASKET, ESCALADE OIL ADAPTER	1	8N055-050	SURGE TANK CAP	1
4GL010-040	GASKET, 5.3 OIL ADAPTER	1	4PGL010-090	BRKT, SURGE TANK	1
7U250-400	OIL FEED HOSE, 40" -4 x 90°1	1	7P500-078	12 NPT x 3/4 HOSE FIT	2
7P125-005	1/8 NPT STR x -4 JIC FTG	1	7U038-020	MOLDED 'S' HOSE	1
7P125-004	1/8 NOT 90° x JIC FTG	2	7A250-050	1/4-20 x .5" SHCS	4
			7U038-000	3/4" HEATER HOSE	10



2003 H2 Hummer

Part No. 1101220

PARTS LIST

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

PART NO.	DESCRIPTION	QTY
7U033-000	5/8" HOSE	5
7P750-625	3/4-5/8" REDUCER BARB	2
7E010-075	#12 x 3/4" SHT METAL SCRW HEX	4
7U030-065	90° MOLDED ELBOW SHORT	1
7J010-001	#10 FLAT WASHER	2
7R002-020	#20 HOSE CLAMP	2
7R007-002	NYLON CLAMPS 7/8"	4
7R007-001	NYLON CLAMPS 1-1/8"	10
8N201-078	POWER COOLER ASSEMBLY	1
8N101-118	WELDED CORE ASSEMBLY V-10 S.D.	1
7P500-078	1/2 NPT x 3.4 HOSE FIT	1
7P500-026	1/2" NPT TO 3/4" HOSE BARB 90°	1
2A017-875-13	SPACER, CAC BRKT	1
7C010-040	10mm x 1.5 x 1.5" SCREW	1
7J010-002	10mm WASHER	1
7U250-200	COOLER FOAM	1
4GL010-050	COOLER REST BRACKET	1
4PGL112-028	DISCH ASSY	1
4GL012-041	6.0 TUBE A	1
4GL012-051	6.0 TUBE B	1
4GL012-030	ELBOW, 3.88"-3.0" x 90° LS1 TRK	1
7R002-044	#44 GOLDSEAL HOSE CLAMP	5
7R002-048	#48 GOLDSEAL HOSE CLAMP	2
7R002-064	#64 GOLDSEAL HOSE CLAMP	1
7S275-200	2-3/4 x 2 SLEEVE	2
7S300-275	3.00"-2.75" REDUCER SLEEVE	1
8N106-070	WATER COOLER ASSY	1
8N006-015	PERMACOOL HEATER EXCHANGER	1
7P375-625	3/8 NPT x 5/8" BARBED FITTING	2
2A017-035	SPACER, HEAT EXCHANGER	2
7A250-125	1/4-20 x 1.25" SHCS	2
7K250-001	1/4" WASHER	4
7F250-021	1/4-20 NYLOCK NUTS	2



2004 H2 Hummer

Part No. 1101221

PARTS LIST

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

PART NO.	DESCRIPTION	QTY	PART NO.	DESCRIPTION	QTY
4GL011-021	MTG BRKT - MACH.	1	7R004-002	STEPLESS CLAMP, 17.0-70	4
1016115	S/C ASSY, NOVI 1200, LS1 TRK		7R004-001	STEPLESS CLAMP, 15.7-70	2
2A036-333	S/C PULLEY 3.36" 6-GRV	1	7U031-018	5/16" EFI FUEL HSE HI-PSR	1.25'
2A046-140	BELT, GATES K061140	1	7U032-016	3/8" EFI FUEL HSE HI-PSR	.167'
7A375-224	3/8-16 x 2.25 GR5 HX	5	7U032-016	3/8" EFI FUEL HSE HI-PSR	.5'
7J375-044	3/8 SAE WASHER, PLTD	5	7U100-044	TIE-WRAP, 4" NYLON	10
7C012-050	12mm x 1.75 x 50mm HXHD BOLT	1	7U100-055	TIE-WRAP, 6" NYLON	10
4FA016-171	DUST COVER (IDLER PULLEY)	1	8F001-500	PUMP, FUEL, "PRO-FLO 500"	1
4FH016-150	IDLER PULLEY, 6-RIB 3" FLANGED	1	7U033-010R	HOSE, 5/8" ID p/STEERING RET	2
2A017-462	SPACER, IDLER SMOOTH 6-RIB	1	5W001-042	12-10GA x 3/16" RING TERMINAL	3
4PGL112-048	AIR INLET ASSY, PAXTON H2	1	7P375-072	3/8" FEMALE FUEL FTG, STEEL	1
4PGL012-015	H2 CROSS-OVER DUCT	1	7P625-375	REDUCER, 5/8" BARB TO 3/8" BARB	1
4PGL010-011	CROSS-OVER DUCT BRKT DRV R SIDE	1	7P375-010	3/8" GM FUEL TO 3/8" BARB FTG	1
4PGL010-012	CROSS-OVER DUCT BRKT PSSNGR SIDE	1	7F012-001	M12 CAP HEX NUT, FUEL PUMP	1
4PGL112-068	INLET DUCT, GM CAST ALUM	1	7R003-028	ADEL CLAMP, 2-3/8" .26 HOLE	2
7P156-082	5/32" TEE	1	7P312-015	FTNG, BANJO 12mm x .312 BARB	1
7P375-097	3/8 MALE NPT x 3/8 MALE BARB	1	7R004-004	STEPLESS CLAMP, 1.0" OD HOSE	2
7R002-016	#16 HOSE CLAMP	4	7E010-075	#12 x 3/4" SHT METAL SCRWB, HEX	3
7R002-052	#52 GOLDSEAL HOSE CLAMP	2	5W012-000	12GA STRD WIRE, RED	15'
7R002-056	#56 GOLDSEAL HOSE CLAMP	4	5W001-040	12-10GA FEMALE SLIDE INSULATED	1
7S350-300	3-1/2 x 3 SLEEVE	1	5W012-010	12 GA WIRE, BLACK	.5'
7U030-046	5/32" VACUUM LINE	1.5	7R003-008	ADEL CLAMP, 1/2" ID	2
7U030-056	3/8 PVC HOSE	2.5	8F101-320	RELAY ASSY, LS1 TRK	1
7U034-016	1" GS HOSE	0.333'	8N107-050	WATER PUMP ASSY. GMT LS1 H.O.	1
7U035-001	3-1/2" FLEX HOSE	0.83'	8F001-402	WATER PUMP	1
7U375-052	3/8" VACUUM CAP	1	7R003-027	ADEL CLAMP 1-11/16"	1
8D001-001	BYPASS VALVE	1	5W001-025	FEMALE SLIDE MINI	1
7P375-050	3/8" HOSE MENDER	1	5W001-043	12-10 GA x 1/4" RING TERMINAL	3
7A250-050	1/4-20 x 5"	2	7A250-050	1/4-20 x .50 SHCS	2
7J250-022	1/4" WASHER	4	5W001-013	14-16 GA BUTT CONNECTORS	4
7U133-045	RUBBER ELBOW Ø1" x 45°	1	5W001-019	12-10 GA BUTT CONNECTORS	2
7S350-200	3-1/2 x 2" SLEEVE	1	7U100-044	4" TIE WRAPS	4
7C060-050	6mm x 1.0 x 50 HXHD	2	5W001-022	T-SPLICE CONNECTOR	1
7J250-150	1/4" FENDER WASHER	2	7F250-021	1/4-20 NYLOCK NUT	1
7F006-093	6mm NYLOCK NUT	2	5W001-015	FUSE, BLADE TYPE 20 AMP	1
7J006-093	6mm WASHER PLTD	2	5W001-005	3/8" PLASTIC WIRE LOOM	2
2A017-752-02	SPACERS, COMPUTER RELOCATION	2	5W001-014	FUSE HOLDER 10 GA WIRE	1
4GL130-036	OIL DRAIN ASSY GM TRUCK		7U100-055	TIE WRAP, 6" NYLON	6
7P375-017	3/8 NPT x 1/2 BEADED HSE BRB	1	5W001-041	12-10 GA MALE SLIDE INSULATED	2
7P375-040	3/8 FEMALE ELBOW	1	8F101-320	WATER PUMP RELAY ASSY, LS1 TRK	1
7P375-041	3/8 NPT HEX NIPPLE	1	8N105-050	WATER TANK ASSEMBLY '03 GM H2 TRK	1
7R001-008	#8 STAINLESS HOSE CLAMP	2	8N055-030	LT1 WATER TANK	1
7R003-016	ADEL CLAMP, 1.0"	1	7P500-026	90° BARBED BRASS FITTING	2
7U030-036	1/2" OIL DRAIN HOSE	2.75'	4PGL010-060	BRKT A	1
7T560-001	CUTTER, 9/16" ROTABROACH	1	4PGL010-070	BRKT B	1
7T560-002	ARBOR, ROTABROACH	1	4PGL010-080	BRKT C	1
4PGL130-026	OIL FEED ASSY ESCALADE	1	7A250-102	1/4-20 x 1 SHCS	1
7U100-055	TIE WRAP, 6" NYLON	2	7J250-022	1/4" WASHER	6
7C060-050	M6 x 1.0 x 50 HXHD ZINC PLATE	2	7F250-021	1/4-20 NYLOCK NUT	1
7J006-093	6mm WASHER PLTD	2	8N056-060	SURGE TANK	1
4GL010-020	ADAPTER, ESCALADE OIL FEED	1	8N055-050	SURGE TANK CAP	1
4GL010-030	GASKET, ESCALADE OIL ADAPTER	1	4PGL010-090	BRKT, SURGE TANK	1
4GL010-040	GASKET, 5.3 OIL ADAPTER	1	7P500-078	12 NPT x 3/4 HOSE FIT	2
7U250-400	OIL FEED HOSE, 40" -4 x 90°1		7U038-020	MOLDED 'S' HOSE	1
7P125-005	1/8 NPT STR x -4 JIC FTG	1	7A250-050	1/4-20 x .5" SHCS	4
7P125-004	1/8 NOT 90° x JIC FTG	2	7U038-000	3/4" HEATER HOSE	10
4PGL101-001	FUEL PUMP ASSY	1	7U033-000	5/8" HOSE	5
7P250-047	1/4" NPT TO 3/8" BARB 90°	1	7P750-625	3/4-5/8" REDUCER BARB	2
7P312-002	5/16" BARB x 1/4" NPT FEM	1	7E010-075	#12 x 3/4" SHT METAL SCRWB HEX	4
			7U030-065	90° MOLDED ELBOW SHORT	1
			7J010-001	#10 FLAT WASHER	2



2004 H2 Hummer

Part No. 1101221

PARTS LIST

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

PART NO.	DESCRIPTION	QTY
7R002-020	#20 HOSE CLAMP	2
7R007-002	NYLON CLAMPS 7/8"	4
7R007-001	NYLON CLAMPS 1-1/8"	10
8N201-078	FUEL INJECTOR, GM 8.1 MARINE	8
8N201-078	POWER COOLER ASSEMBLY GMT LS1 H.O.	1
8N101-118	WELDED CORE ASSEMBLY V-10 S.D.	1
7P500-078	1/2 NPT x 3.4 HOSE FIT	1
7P500-026	1/2" NPT TO 3/4" HOSE BARB 90°	1
2A017-875-13	SPACER, CAC BRKT	1
7C010-040	10mm x 1.5 x 1.5" SCREW	1
7J010-002	10mm WASHER	1
7U250-200	COOLER FOAM	1
4GL010-050	COOLER REST BRACKET	1
4PGL112-028	DISCH ASSY LS1 H.O. TRUCK	1
4GL012-041	6.0 TUBE A	1
4GL012-051	6.0 TUBE B	1
4GL012-030	ELBOW, 3.88"-3.0" x 90° LS1 TRK	1
7R002-044	#44 GOLDSEAL HOSE CLAMP	5
7R002-048	#48 GOLDSEAL HOSE CLAMP	2
7R002-064	#64 GOLDSEAL HOSE CLAMP	1
7S275-200	2-3/4 x 2 SLEEVE	2
7S300-275	3.00"-2.75" REDUCER SLEEVE	1
8N106-070	WATER COOLER ASSY	1
8N006-015	PERMACOOL HEATER EXCHANGER	1
7P375-625	3/8 NPT x 5/8" BARBED FITTING	2
2A017-035	SPACER, HEAT EXCHANGER	2
7A250-125	1/4-20 x 1.25" SHCS	2
7K250-001	1/4" WASHER	4
7F250-021	1/4-20 NYLOCK NUTS	2
008575	S/C STRT INFO PKG ASSY PAXT	1
008570	STRT KIT WARNTY REG FORM PACT	1

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Section 1

COMPONENT REMOVAL

1. COMPONENT REMOVAL

- A. **Escalade/Denali:** Drain a sufficient amount of coolant to allow for removal of the upper radiator hose and clamps.
- B. **Escalade/Denali:** Disconnect the negative battery cable.
H2 Hummer: Disconnect the positive and negative battery cables and remove the battery from the vehicle.
- C. **H2 Hummer:** Remove the screws securing the battery tray, then remove the tray from the vehicle.
- D. Remove all ducting between the MAF meter and the throttle body.
- E. Remove the upper fan shroud.
Escalade/Denali: Remove the radiator hose.
- F. Remove the accessory drive belt. (Keep in the vehicle as a spare.)
- G. Remove the two bolts securing the alternator fusible link junction box and set aside.
- H. Remove the idler from the cast bracket and set aside for later use.
- I. The plastic engine covers that extend over the valve covers will need to be removed. The upper manifold cover section may either be removed completely or left in place and trimmed in order to clear super-charger componentry.
- J. Remove the power steering pump pulley with a pulley puller. Remove the three bolts securing the front of the power steering pump. Loosen the bolt securing the back of the pump to the engine block.
- K. Remove the alternator, bushings and bolts and set aside for later use. The alternator bushings can be removed by tapping the small end through the bracket with an appropriately sized socket.
- L. Remove the alternator and power steering pump mounting bracket by removing the three bolts securing it to the head and the bottom bolt securing it to the engine block.
- M. Remove the valve cover breather hose from the passenger's side of the throttle body and cap off the throttle body nipple with supplied 3/8" vacuum cap.
- N. Remove the oil filler neck and cap from the passenger's side valve cover. Do this by twisting in a counter-clockwise motion. Reinstall the cap directly into the valve cover.
- O. **Escalade/Denali/'03 H2 Hummer:** Locate the breather hose on the rear of the driver's side valve cover. Pull the hose and stock PCV valve from the rubber grommet in the valve cover. Remove the stock PCV valve from the breather hose and install the supplied PCV valve in its place. Reinstall the new PCV valve with the hose attached to it into the rubber grommet in the valve cover.

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Section 2

COMPUTER RELOCATION (H2 Hummer Only)

2. COMPUTER RELOCATION (H2 Hummer Only)

- A. Remove the plastic cover protecting the vehicle ECM. Unsnap the ECM from the bracket securing it to the inner fender. Temporarily move the ECM to the side to aid in the bracket relocation.
- B. Remove the two screws securing both the battery tray bracket and the upper tab of the ECM bracket. Remove the final screw securing the bottom of the ECM bracket. Remove the ECM bracket from the vehicle.
- C. With a grinder, modify the plastic bracket by removing the strengthening ribs as shown in (Fig. 2-a).
- D. Using a .25" drill, enlarge the two threaded holes where the ECM bracket was secured. (See Fig. 2-b.)
- E. Put the ECM bracket back in the vehicle placing the mounting tab underneath the original bracket. Place the battery tray mounting bracket back into its stock position. Using the supplied 6mm x 50mm screws, fender washers, 6mm nuts and two .894" spacers, secure the brackets using the original mounting holes that have been enlarged. Use the spacers between the ECM bracket and the inner fender mount to space the ECM bracket down. (See Fig. 2-b.)
- F. Secure the ECM to the relocated bracket and re-install the cover.

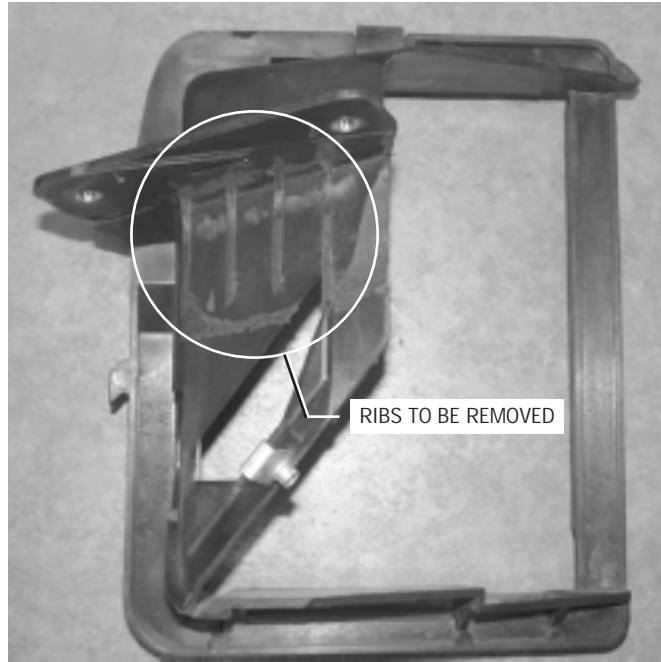


Fig. 2-a

HOLES TO BE ENLARGED



BATTERY BRACKET IN STOCK LOCATION

SUPPLIED SPACER

BRACKET IN RELOCATED POSITION

Fig. 2-b

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Section 3

SUPERCHARGER MOUNTING BRACKET

3. SUPERCHARGER MOUNTING BRACKET

- A. Install the original alternator bushings into the supercharger mounting bracket with the flanged portion pointed back. (See Figs. 3-a, 3-b.)
- B. Clean front of driver's side head of debris.
- C. Bolt the supplied Paxton supercharger mounting bracket to the head and block using the original mounting bolts. Make sure the mounting bracket is seated directly on a machined surface on the head and that no wires are pinched.
- D. Tighten the four mounting bolts to 37 ft-lbs (50 N-m).
- E. Install the two original bolts holding the alternator fusible link junction box in the supercharger mounting bracket so that it is in the stock location.
- F. Attach the power steering pump to the Paxton bracket using the original mounting hardware. Tighten the four power steering pump bolts to 37 ft-lbs (50 N-m). (One bolt is still loosely inserted in the engine block.)
- G. Reinstall the power steering pump pulley. Make sure that it is seated flush with the end of the power steering pump shaft.
- H. Reinstall the alternator using the original hardware. (See Fig. 3-c.)
- I. Install the factory idler pulley at the location shown in Fig. 5-b. Spin the idler to verify that the rotating portion does not contact the alternator bolt.



Fig. 3-a

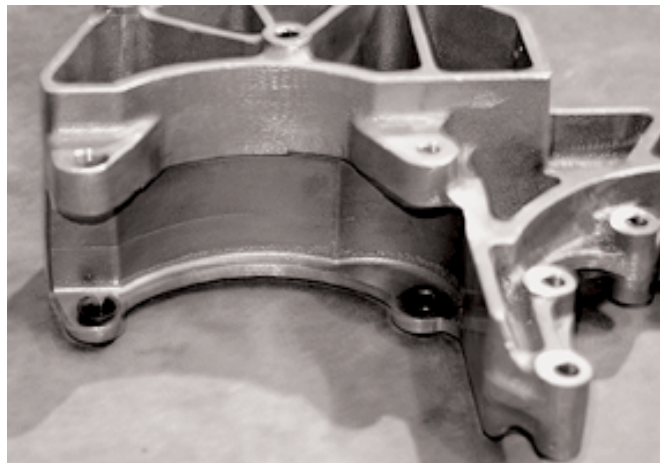


Fig. 3-b



Fig. 3-c

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Section 4

FUEL INJECTOR REPLACEMENT

4. FUEL INJECTOR REPLACEMENT

*****NOTE*****

Complete removal of the fuel rail will aid in injector replacement. Separate the fuel rail supply line from the rail using springlock disconnect tool.

- A. Relieve the fuel system pressure.
- B. Disconnect the eight fuel injector wiring clips and retainers from the injectors.
- C. Remove the four 10mm bolts holding down the fuel rail on the intake manifold. Lift up on the rails evenly, removing all eight injectors.
- D. Using a small amount of clean motor oil, lightly lubricate the O-rings on both ends of the Paxton supplied fuel injectors.
- E. Install the new injectors into the fuel rails with the terminals facing outward.
- F. Carefully lower the fuel rail/injector assembly down onto the intake manifold. Check to see that each injector has been seated properly into the manifold.
- G. Tighten down the fuel rail assembly with the original bolts and attach the wiring clips to the injector terminals.

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Section 5

SUPERCHARGER INSTALLATION

5. SUPERCHARGER INSTALLATION

- A. Remove the Paxton installed drain fitting cap and attach the supplied 1/2" oil drain hose to the supercharger and tighten the clamp.
- B. Loosely install the supercharger onto the Paxton bracket. Start all five 3/8-16 x 2-1/4" supercharger mounting screws with washers.
- C. Tighten the supercharger mounting screws in a rotating pattern to 18 ft-lbs (25 N-m).
- D. Install the Paxton supplied M12 x 50mm bolt, dust cap, idler pulley and spacer onto the supercharger cover as shown in *Figs. 5-a, 5-b*.
- E. Install the supplied supercharger/accessory drive belt per *Fig. 5-b*.

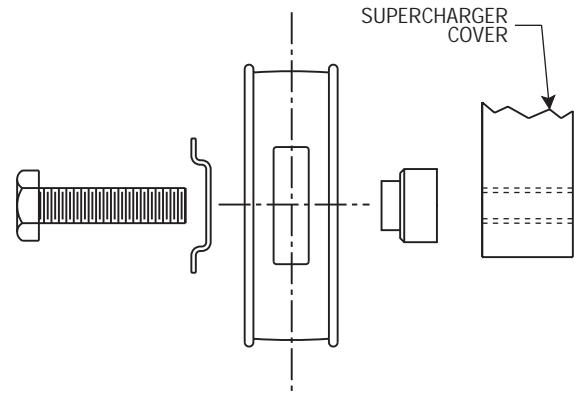


Fig. 5-a

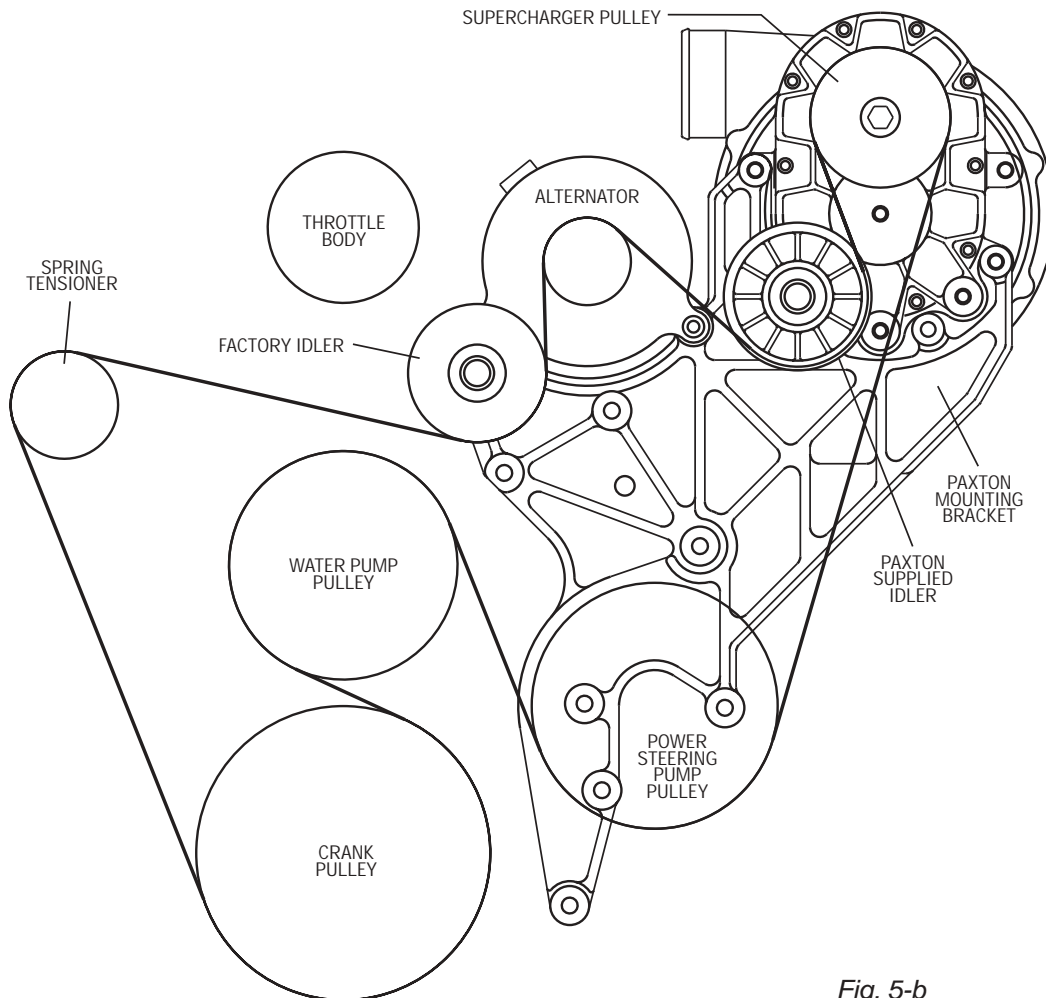


Fig. 5-b

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Section 6

OIL DRAIN LINE

6. OIL DRAIN LINE

- A. To provide an oil drain for the supercharger, it is necessary to make a hole in the oil pan. Locate and centerpunch the hole per *Fig. 6-a*. Drill a 1/8" pilot hole at center location.
- B. Use the supplied 9/16" rotobroach to drill the hole in the oil pan. Take care to break through the pan gently and remove the cut out.
- C. Pack the flutes of a 3/8 NPT tap with grease. Tap the hole until the fitting can be started.
- D. Thoroughly clean the threaded area. Reach inside the oil pan and retrieve any stray chips. Apply a small amount of sealer to the new threads. Apply more sealer to the supplied 3/8" NPT hex nipple and secure in the hole. Make sure the seal is formed all around the fitting. Install the supplied 90° elbow and 3/8 NPT x 1/2" barb fitting pointing forward and slightly up.
- E. Route the oil drain hose from the supercharger to the barb fitting, attach and tighten the hose clamp. (See *Fig. 6-a*.)

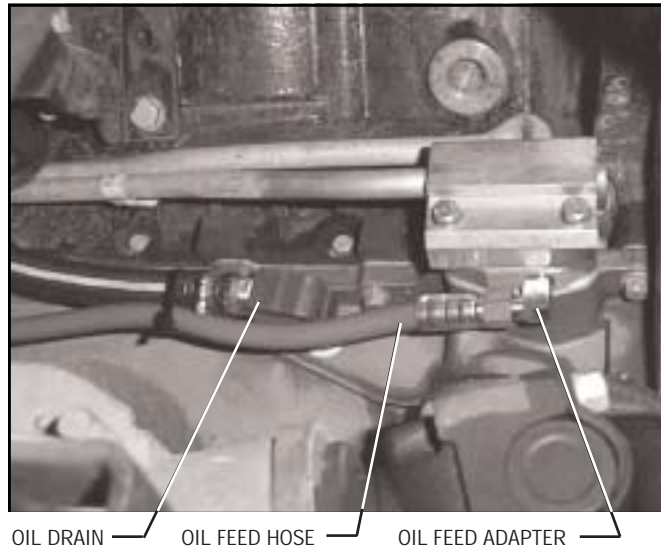


Fig. 6-a

***** IMPORTANT *****

Oil in the supercharger is gravity drained to the oil pan. Trim the supplied oil drain hose as necessary so that it is continuously sloping down towards the oil pan. Avoid dips, kinks etc.

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Section 7

OIL FEED LINE

7. OIL FEED LINE

- A. Remove the two screws holding the small casting or oil cooler block located directly above the oil filter.
- B. Using engine oil on the threads, install 1/8" NPT to #4 90° fitting into the supplied oil feed adapter.
- C. Using the adapter, the appropriate supplied gasket and the supplied longer 6mm screws, assemble the components as shown in *Fig. 6-a*.
- D. Install a 1/8" NPT to #4 90° fitting into the supercharger oil feed filter. Use a small amount of engine oil on the pipe threads. Pipe sealant should not be used as it can clog the filter and damage the supercharger.
- E. Route the oil feed line from the supercharger to the installed fitting. Use an adel clamp on the side of the oil pan and tie wraps to secure the oil feed and oil drain lines and protect them from kinking, abrasion and high heat areas. (See *Fig. 6-a*.)
- F. Drain the engine oil, install a new filter and refill the engine with fresh oil.

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Section 8

FMU INSTALLATION (DENALI/ESCALADE ONLY)

8. FUEL MANAGEMENT UNIT (FMU) INSTALLATION (Denali/Escalade Only)

- A. Mount the supplied FMU as shown in Fig. 8-a using the existing studs on the firewall as follows:
1. Remove the nuts securing the factory ground straps.
 2. Install the FMU over the studs.

***** NOTE *****

Not all vehicles have the studs in the same location. Drill an additional 1/4" hole in the fmU bracket as required. (See Fig. 8-a.)

3. Loosely reinstall the nuts on top of the FMU bracket.

- B. Disconnect the fuel return line from the fuel rail and connect the respective lines to their snap connectors on the end of the FMU lines. (See Fig. 8-c.)

***** NOTE *****

The fuel tank return line extends from the fuel regulator to the tank. It is smaller than the fuel rail supply line.

- C. Using the supplied 5/32" vacuum line and TEE, connect the 90° fitting on top of the FMU to the manifold vacuum line connected to the fuel regulator. (See Fig. 8-c.)



Fig. 8-a

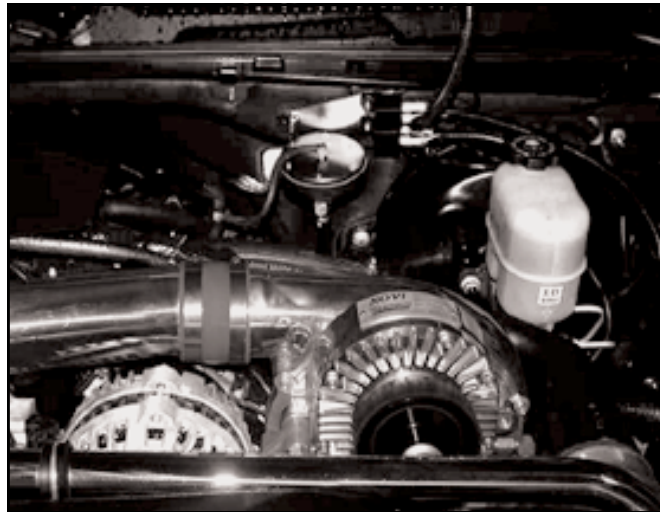


Fig. 8-b

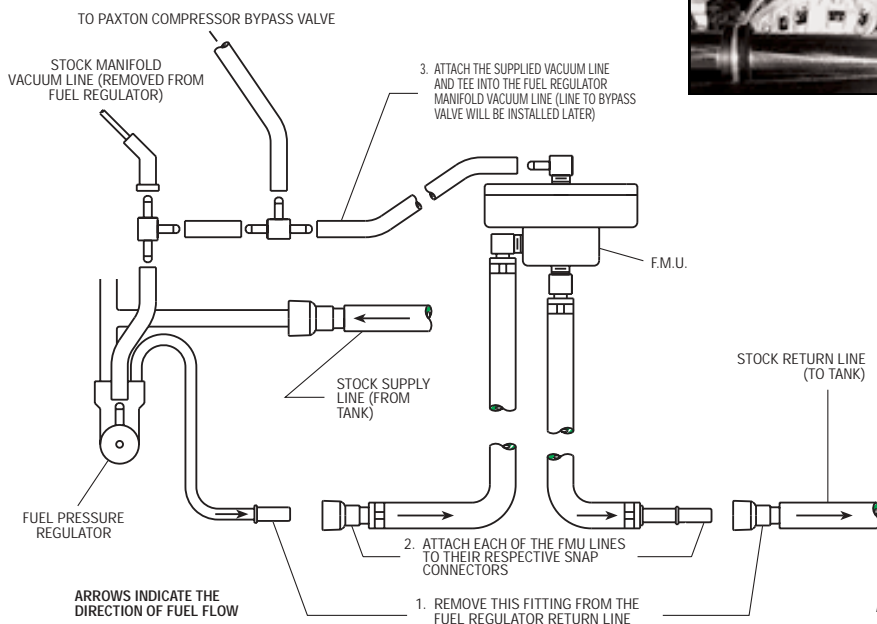


Fig. 8-c

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Section 9

BRAKE BOOSTER LINE MODIFICATION (HUMMER & '02 ESCALADE ONLY)

9. BRAKE BOOSTER LINE MODIFICATION (2002 Escalade Only and most Hummer H2)

*** NOTE ***

The purpose of Section 9 is to bend the brake booster line and give it clearance from the supplied inlet duct.

- A. Locate the brake booster hard line running from the master cylinder down to the lower left corner of the power steering pump. Disconnect the line at the master cylinder.
- B. With a 3/8" tubing bender, put a 30° bend in the hard line. (See Fig. 9-a.)
- C. Reconnect the line back to the master cylinder with its new bend. (See Fig. 9-b.)
- D. Bleed the system as follows (The engine should be off):
 1. Raise the front wheels off the ground.
 2. Turn the steering wheel full left.
 3. Fill the reservoir to the "FULL COLD" level. Maintain this level throughout the procedure.
 4. Turn the steering wheel lock to lock at least 20 times or until the bubbles stop.



Fig. 9-a



MODIFIED BRAKE BOOSTER HARD
LINE MUST CLEAR INLET DUCT

Fig. 9-b

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Section 10

VACUUM PUMP/BRAKE LINE RELOCATION ('03 5.3L Vehicles Equipped With Adjustable Pedals Only)

10. FUEL PUMP/BRAKE LINE RELOCATION

- A. Disconnect the electrical plug from the top of the vacuum pump. Unbolt and remove the vacuum pump from the brake booster. Disconnect the 1/2" hose from the barbed nipple on the vacuum pump.
- B. Attach the vacuum pump to the supplied pump bracket with the supplied 5/16" hardware. (See Fig. 10-c.)

original two studs. This will drop the brake lines making clearance for the inlet tube. (See Fig. 10-b.)

***** NOTE *****

For ease of installation, it may be easiest to remove the driver's side hood support and the plastic electrical center cover.

- C. Unscrew the three nuts securing the small computer style box on the driver's side firewall. (See Fig. 10-d.)
- D. Take the supplied 1/2" I.D. x 90° molded hose and cut one end short. (See Fig. 10-c.) Slide the cut end of the molded hose on the barbed end of the vacuum pump that was inserted into the grommet in the brake booster. Connect the 1/2" x 19" length of hose to the 90° molded elbow with a 1/2" hose mender. Secure the pump/bracket assembly to the three studs using the same three nuts removed in step C. Reconnect the electrical connector to the vacuum pump.
- E. Route the elongated hose underneath the master cylinder over to the grommet in the brake booster. Connect the 1/2" hose into the grommet with the supplied plastic 1/2" x 90° barbed fitting.

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

When relocating brake lines, be sure that the brake lines are clear of the steering column. Tie-wrap the lines out of the way if necessary.

- F. Unbolt the bracket holding the lower brake line assembly to the brake booster/master cylinder attachment. (See Fig. 10-a.)
- G. Attach the supplied drop bracket to the original bracket securing the brake lines with the supplied 5/16" hardware. With the new bracket added, push down the brake lines and attach the new assembly to the

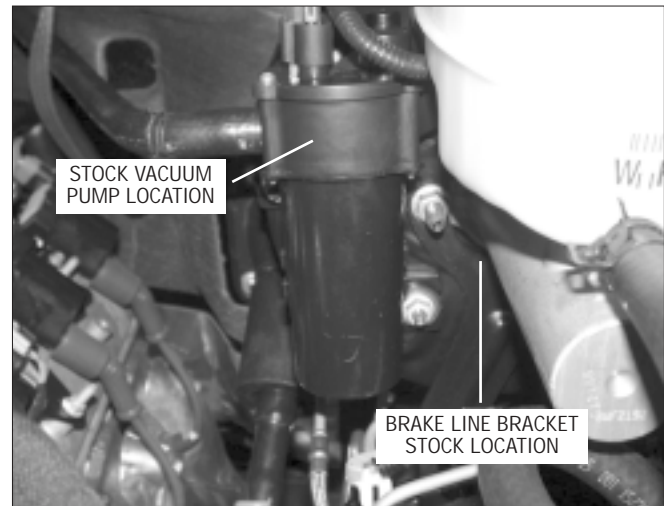


Fig. 10-a

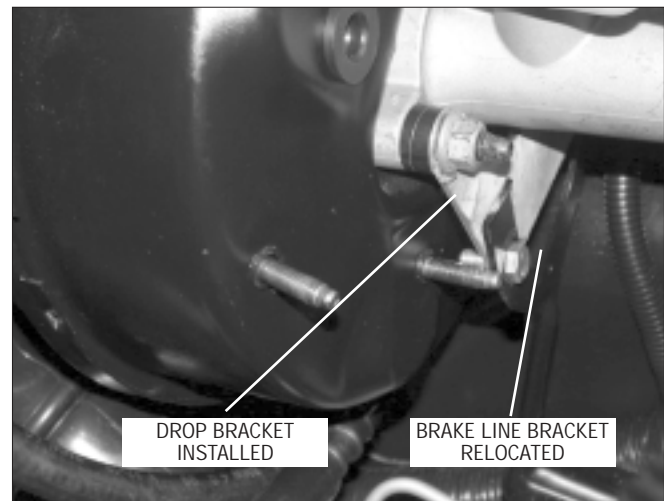


Fig. 10-b

- H. Using the supplied 1/2" x 22" hose and 1/2" hose mender connect the existing hose running from the manifold to the down-turned barb on the vacuum pump. Cut hose lengths for best fit.

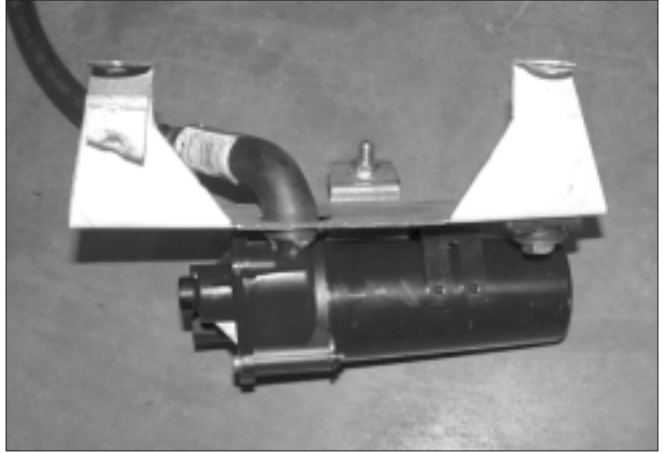


Fig. 10-c

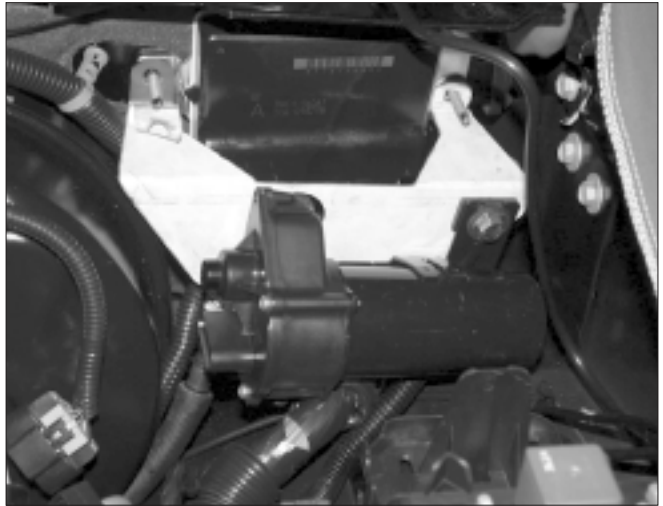


Fig. 10-d

Section 11

FUEL PUMP WIRING AND INSTALLATION

11.A FUEL PUMP WIRING AND INSTALLATION (Escalade/Denali)

- A. Mount the supplied fuel pump relay on the fire wall located to the right of the FMU bracket. (See Fig. 11.A-a.)
- B. Connect the red 12-gauge wire from terminal #30 to the supplied fuse holder using the supplied butt connector. Install a yellow ring terminal on the other end of the fuse holder and bolt to the fuse box power supply terminal as shown in Fig. 11.A-b. In order to reach the terminals, the fuse box cover must be unsnapped from the base and raised for access. (See Fig. 11.A-b.)
- C. Feed the yellow wire from relay terminal #85 to the fuse box (electrical center). Route the wire to the stock fuel pump relay and connect using the supplied fuse tap. Bend the fuse tap as shown in Fig. 11.A-c.
- D. Run the black wire from terminal #86 on the fuel pump relay to ground.
- E. With the long red 12-gauge wire connected to the fuel pump relay terminal #87, route the free end down to the area near the fuel filter on the driver's side inner frame rail under the door. Secure as necessary to avoid heat and sharp edges.



Fig. 11.A-a

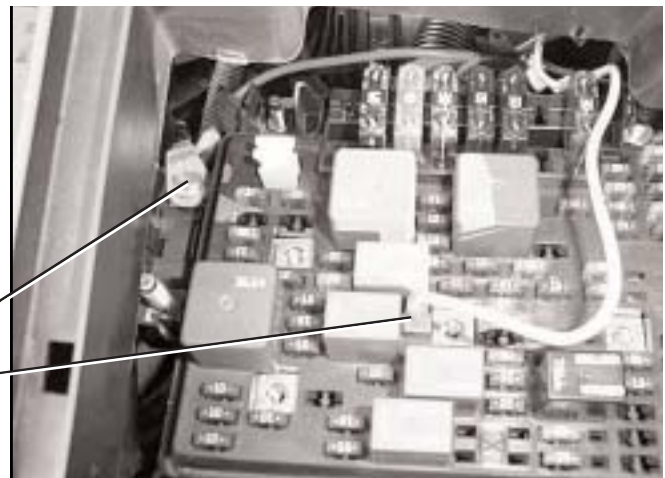


Fig. 11.A-b

RED WIRE FROM PAXTON SUPPLIED RELAY TERMINAL #30 ATTACHES HERE

YELLOW WIRE FROM PAXTON SUPPLIED RELAY TERMINAL #85 ATTACHES HERE

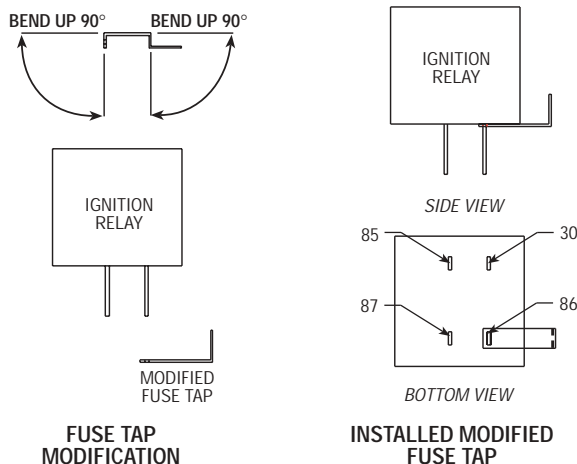


Fig. 11.A-c

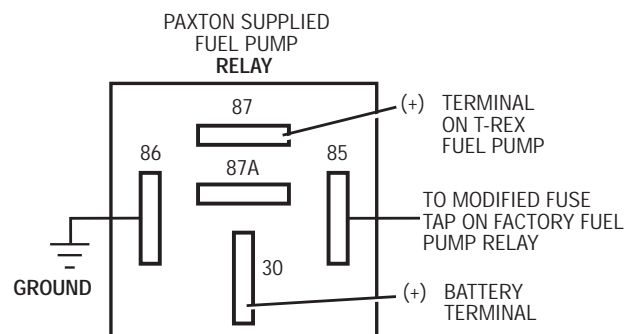
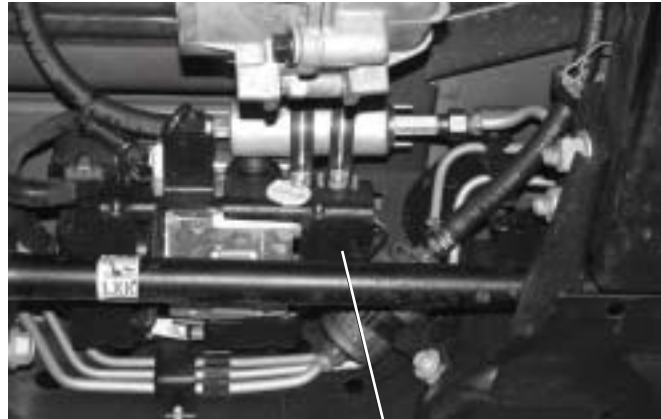


Fig. 11.A-d

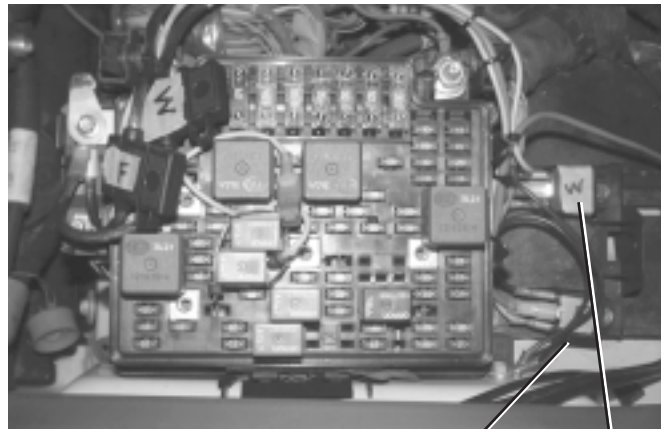
11.A FUEL PUMP WIRING AND INSTALLATION (Escalade/Denali)

- F. Remove the fuel line from the outlet (front) of the fuel filter. Remove the tube from the plastic retainer holding it so that it can be rotated freely. Some models may vary from the photo slightly. Follow the same procedure, taking care to mount the pump so that the hard line is not stressed.
- G. Making sure the O-ring is seated on the threaded end of the supplied fitting, install into the outlet (front) of the fuel filter and tighten.
- H. Making sure the O-ring is seated on the tube end of the fuel line (removed from the filter) thread the bump tube into the fitting installed on the outlet of the fuel pump and tighten.
- I. Route the free end of the hose connected to the fuel pump inlet to the fitting previously installed on the fuel filter outlet. Use the supplied hose clamp to secure the hose on the barb fitting. Try to make the bends as large as possible, so as to avoid kinking the hose. Secure the hose using the wraps and tighten all of the hose clamps.
- J. Install the supplied adel clamps onto the fuel pump and mark holes to be drilled for #12 sheet metal screws. Drill an 11/64" hole at each location. Using the supplied black 12-gauge wire with yellow ring terminal connectors, install one end under the sheet metal screw nearest the electrical terminal side of the fuel pump. Attach the other end of the ground wire to the (-) terminal of the fuel pump. Secure to the ABS module bracket as shown in *Fig. 11.A-e*. Tighten both adel clamps.
- K. Attach the previously routed red wire to the positive terminal of the fuel pump using the yellow ring terminal connector.



ABS MODULE BRACKET

Fig. 11.A-e



FUEL PUMP RELAY

WATER PUMP RELAY

Fig. 11.A-f

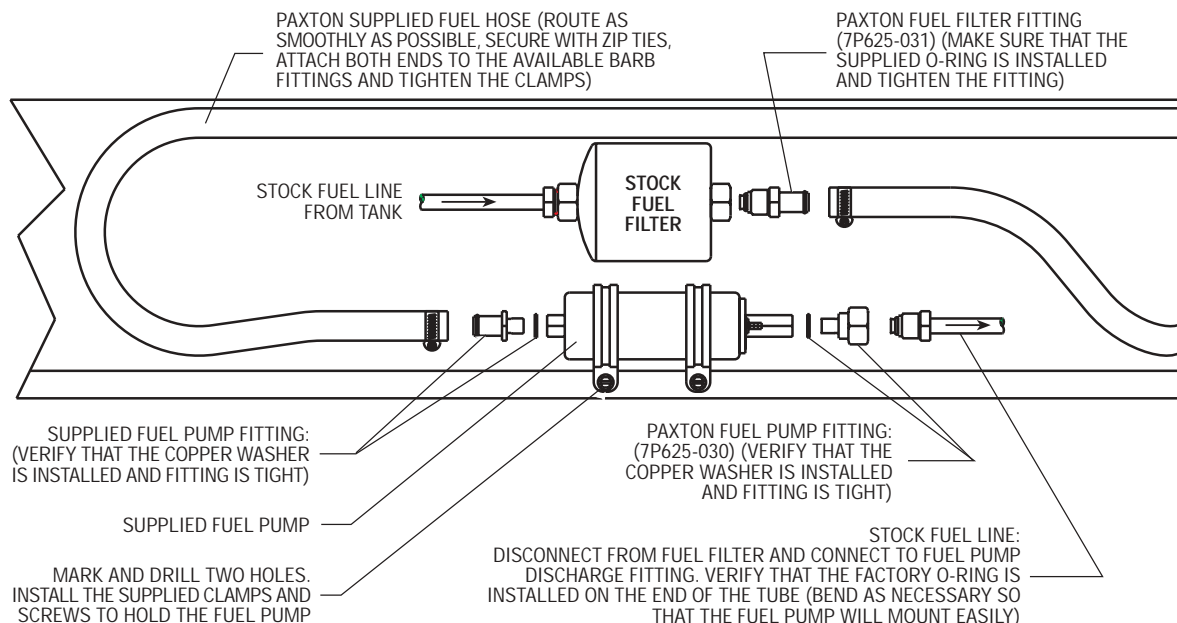


Fig. 11.A-g

11.B FUEL PUMP WIRING AND INSTALLATION, (2003 H2 Hummer)

- A. Remove the hood support from the passengers' side of the vehicle. Remove the plastic cover from the power distribution center. Unsnap the plastic casing surrounding the fuses and relays. Mount the supplied fuel pump relay on the lower plastic area. Leave the hood support and plastic casing off for installation of the water pump relay. (See *Fig. 11.A-f* on page 11-2.)
- B. Connect the red 12-gauge wire from terminal #30 to the supplied fuse holder using the supplied butt connector. Install a yellow ring terminal on the other end of the fuse holder and bolt to the fuse box power supply terminal. (See *Fig. 11.A-b*.)
- C. Feed the yellow wire from relay terminal #85 to the fuse box (electrical center). Route the wire to the stock fuel pump relay and connect using the supplied fuse tap. Bend the fuse tap as shown in *Fig. 11.A-c*.)
- D. Run the black wire from terminal #86 on the fuel pump relay to ground.
- E. With the long red 12-gauge wire connected to the fuel pump relay terminal #87, route the free end down to the area near the fuel filter on the driver's side inner frame rail under the door. Secure as necessary to avoid heat and sharp edges.
- F. Remove the fuel line from the inlet of the fuel filter located on the driver's side inner frame rail directly in front of the fuel tank. Mount the pump below the fuel filter on the cross member taking care not to stress the fuel lines. (See *Figs. 11.B-a, 11.B-b*.)
- G. Connect the male fuel fitting supplied in the fuel pump assembly to the female fitting removed from the inlet of the fuel filter. Connect the supplied 3/8" steel female fuel fitting to the open barb on the fuel filter. Route the lines to avoid kinking in the hose. Secure the discharge hose to the cross member with the supplied adel clamp. Secure any other hoses using tie-wraps to avoid heat or sharp areas. (See *Figs. 11.B-a, 11.B-b, 11.B-c*.)
- H. Attach the previously routed red wire to the positive terminal of the fuel pump using the yellow terminal connector. Use the supplied black 12-gauge wire with yellow ring terminal to connect the negative terminal on the fuel pump to a sufficient ground.



Fig. 11.B-a



Fig. 11.B-b

2003 H2 Hummer

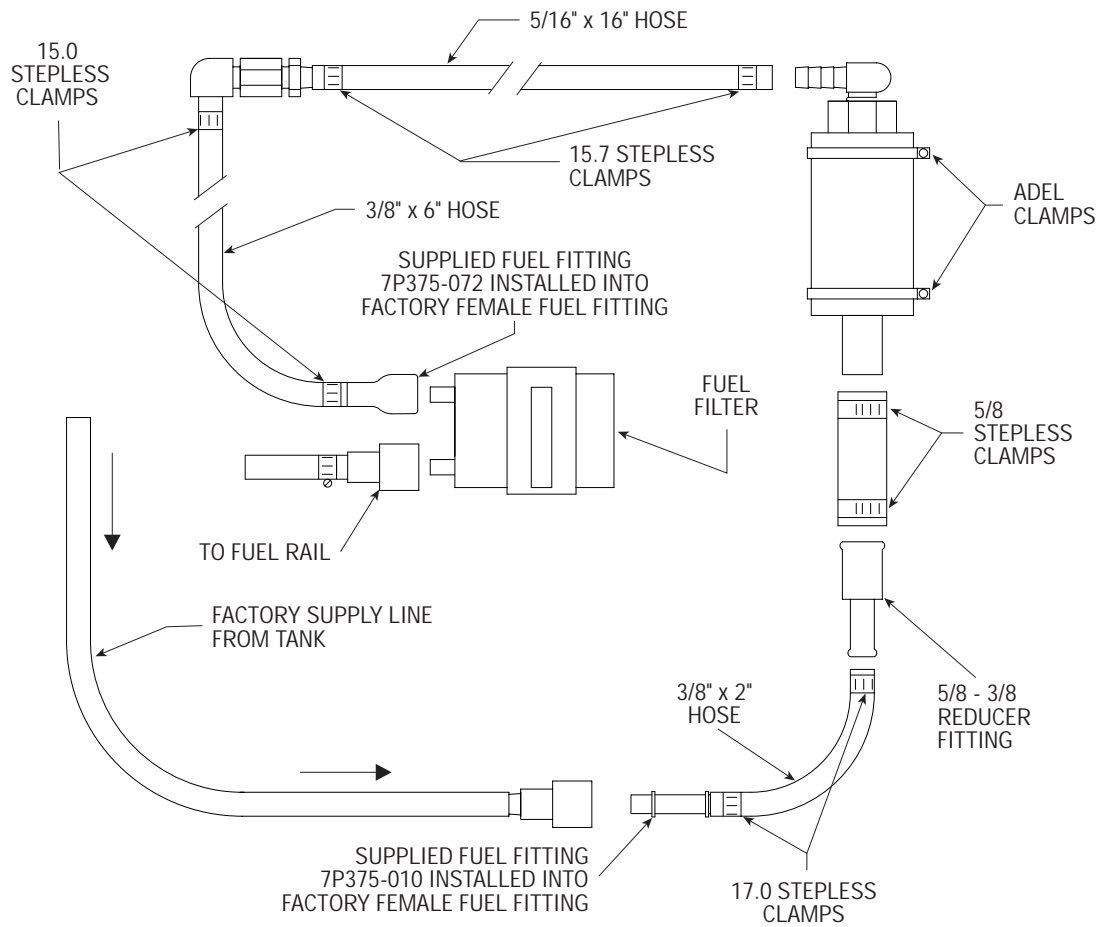


Fig. 11.B-c

Section 12

INLET DUCT INSTALLATION

12.A ESCALADE/DENALI INLET DUCT INSTALLATION ('01-'02 Models)

- A. Install the supplied 3-1/2" x 3" sleeve onto the MAF outlet, and the 3-1/2" x 2" sleeve on the inlet of the supercharger.
- B. Reinstall the upper fan shroud with the exception of the top two bolts.
- C. Remove any plastic clips that are no longer used to secure the radiator hose.
- D. Slide the entry of the large plastic inlet duct (See Fig. 12.A-d) into the sleeve installed on the MAF. Lower the inlet duct onto the top of the radiator shroud. Reinstall the factory radiator shroud bolts through the two supplied inlet duct mounting tabs and into their original bolt holes.
- E. Insert the supplied 1/4-20 x 1/2" screws through the bracket and into each side of the inlet duct using the supplied washers. Tighten the screws. (See Fig 12.A-d.)
- F. Install the supplied 180° inlet duct onto the inlet of the supercharger after the supercharger is installed. Orient the duct so that you can just slide your fingers between the duct and the master cylinder.
- G. Install the supplied #52 hose clamps and 3-1/2" x 13" long flex hose between the two ducts just installed. (See Fig. 12.A-b.)
- H. Using the supplied 3/8" hose from the 3/8" fitting on the inlet duct to the passenger side valve cover breather hose. Secure the hose so that it cannot interfere with the throttle arm or cable. (See Fig 12.A-c.)
- I. Install and tighten the hose clamps on each connection. (See Fig 12.A-d.)



Fig. 12.A-b

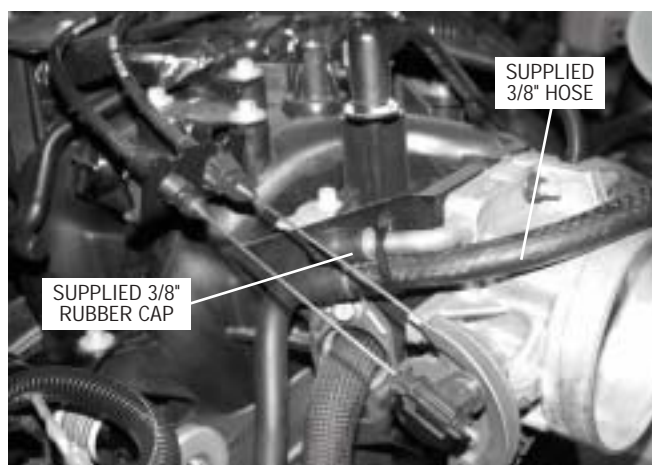


Fig. 12.A-c

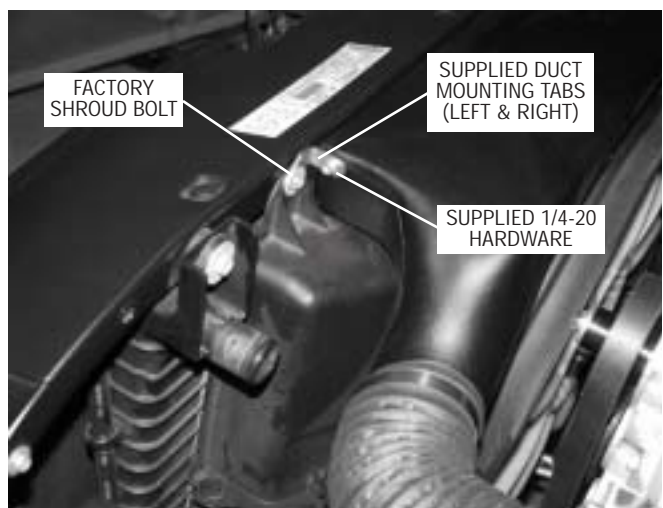


Fig. 12.A-a



Fig. 12.A-d

12.B ESCALADE/DENALI INLET DUCT INSTALLATION ('03 Models)

- A. Install the supplied 3-1/2" x 3" sleeve onto the MAF outlet, and the 3-1/2" x 2" sleeve on the inlet of the supercharger.
- B. Reinstall the upper fan shroud with the exception of the top two bolts.
- C. Remove any plastic clips that are no longer used to secure the radiator hose.
- D. Slide the entry of the large plastic inlet duct (See Fig. 12.B-d) into the sleeve installed on the MAF. Lower the inlet duct onto the top of the radiator shroud. Reinstall the factory radiator shroud bolts through the two supplied inlet duct mounting tabs and into their original bolt holes.
- E. Insert the supplied 1/4-20 x 1/2" screws through the bracket and into each side of the inlet duct using the supplied washers. Tighten the screws. (See Fig 12.B-d.)
- F. Using Fig. 12.B-b, drill a 9/16" hole in the shown location. Use a 3/8"NPT tap and install the supplied 3/8" NPT x 3/8" hose barb.
- G. Install the supplied 180° inlet duct onto the inlet of the supercharger after the supercharger is installed. Orient the duct so that it swoops over the side of the supercharger with the end pointing at the crossover duct.
- H. Install the supplied #52 hose clamps and 3-1/2" x 7" long flex hose between the two ducts just installed. (See Fig. 12.B-b.)
- I. Use the supplied 3/8" hose from the 3/8" fitting on the inlet duct to the passenger side valve cover breather hose. Secure the hose so that it cannot interfere with the throttle arm or cable. (See Fig 12.B-c.)

- J. Install and tighten the hose clamps on each connection. (See Fig 12.B-d.)

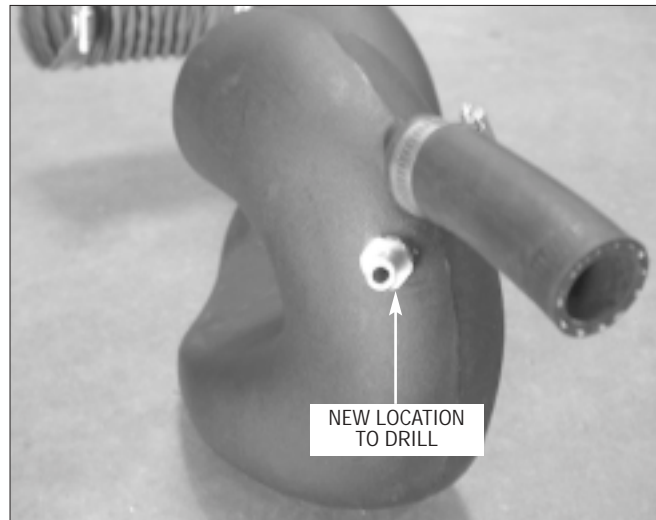


Fig. 12.B-b

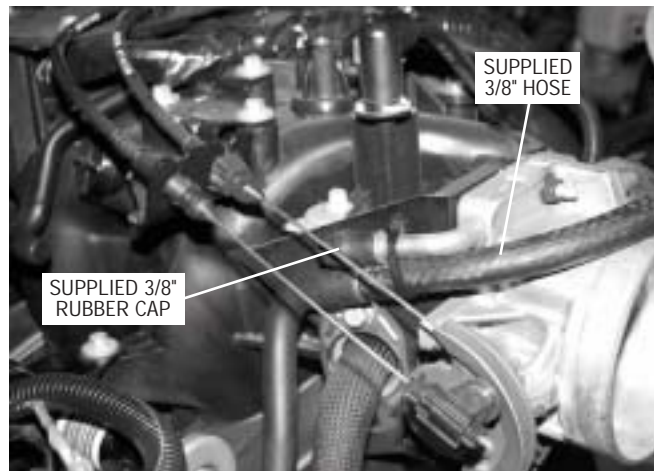


Fig. 12.B-c

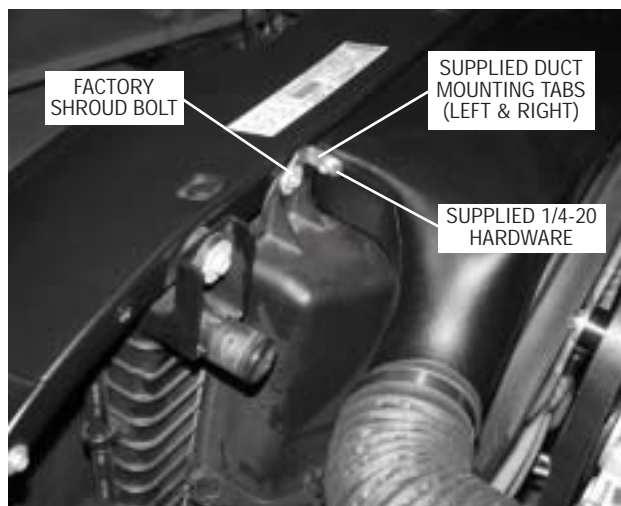


Fig. 12.B-a



Fig. 12.B-d

12.C H2 HUMMER INLET DUCT INSTALLATION

- A. Install the supplied 3-1/2" x 3" sleeve onto the MAF outlet, and the 3-1/2" x 2" sleeve on the inlet of the supercharger.
- B. Reinstall the upper fan shroud. Remove the two screws securing the top of the radiator to the core support.
- C. Slide the entry of the large plastic inlet duct into the sleeve installed on the MAF. Lower the inlet duct onto the top of the radiator shroud.
- D. Reinstall the factory radiator bolts through the two supplied inlet duct mounting tabs and into their original bolt holes.
- E. Insert the 1/4"-20 x 1/2" screws through the brackets and onto each side of the inlet duct using the supplied washers. Tighten the screws. (See Fig 12.B-f.)
- F. Install the supplied 180° inlet duct onto the inlet of the supercharger. Orient the duct so that there is equal space between, the ECM and the master cylinder. (See Fig. 12.B-g.)
- G. Install the supplied #52 hose clamps and 3-1/2" x 13" long flex hose between the 180° cast duct and the rotomold duct.
- H. Using the supplied 3/8" hose mender, connect the supplied 3/8" hose from the 3/8" fitting on the inlet duct to the passenger's side valve cover breather hose. Secure the hose so that it cannot interfere with the throttle arm or cable. (See Fig. 12.B-c.)
- I. Install and tighten the hose clamps on each connection.

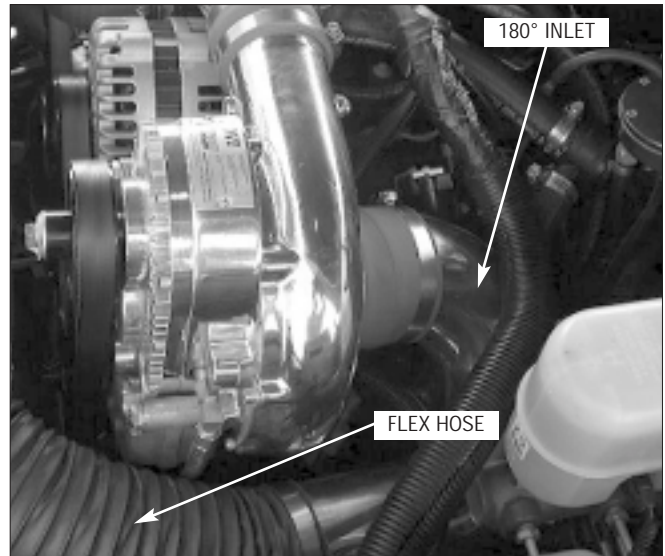


Fig. 12.B-g



Fig. 12.B-h

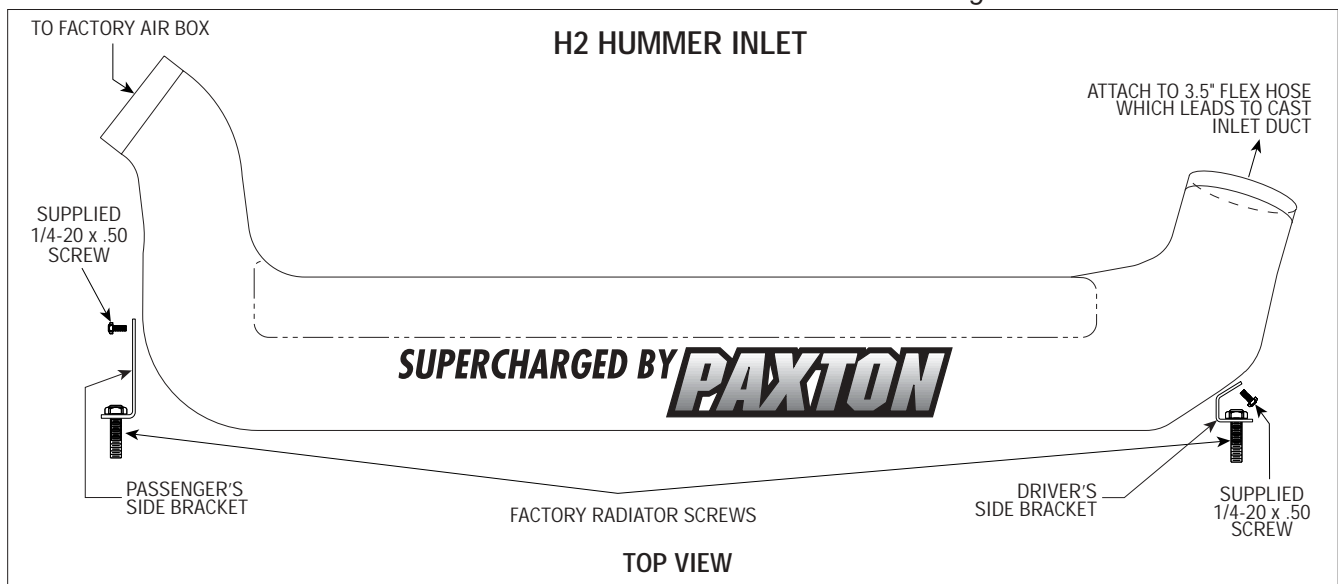


Fig. 12.B-f

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Section 13

RADIATOR TUBE INSTALLATION (DENALI/ESCALADE ONLY)

13. RADIATOR TUBE INSTALLATION (Denali/Escalade Only)

- A. Cut the supplied hose as shown in *Fig. 13-a*.
- B. Using the two original clamps and the two supplied #24 hose clamps, attach the previously trimmed hose pieces to each end of the supplied radiator tube, radiator and water pump. (See *Figs. 13-a, 13-b*.)
- C. Orient the radiator tube and hoses for best fit and tighten all clamps.
- D. Use the supplied adel clamp and 1/4-20 x 1/2" I screw and washer to secure the radiator tube to the insert on the large plastic inlet duct. (See *Fig. 13-b*.)
- E. Refill the coolant reservoir.



Fig. 13-a



Fig. 13-b

Section 14

CHARGE COOLER INSTALLATION

14. CHARGE COOLER INSTALLATION

- A. Remove the screw from the front of the passenger side head. Remove the stud located between the middle coil packs on the passenger side valve cover, below the white electrical connector. (See Figs. 14-a, 14-b.)
- B. Install the charge air cooler support using the two factory screws. (See Figs. 14-a, 14-b.) Adhere the supplied piece of adhesive foam to the support (12" long).

*****NOTE*****

On H2 Hummer installations, there will be no EGR assembly. Use the supplied 10mm x 1.5" screw, washer and .975" spacer in its place. (See Fig. 14-a.)

- C. Slightly bend both the transmission and engine oil dipsticks up and away to give clearance for the charge air cooler.
- D. Install the 1/2" NPT x 3/4 90° and straight brass fittings into the charge air cooler using thread sealant on the threads. (See Fig. 14-e.)
- E. Set the charge air cooler on the support with the 90° brass fitting in the upper left corner facing toward the passenger's side. Using the 2-3/4" sleeves and #44 hose clamps, connect discharge tube A to the discharge of the supercharger and to the inlet of the charge air cooler.
- F. Slide the 90° silicone elbow sleeve onto the throttle body. Slide the 2-3/4" end of the reducer sleeve onto the outlet side of the cooler. Using the #48 hose clamps install discharge tube B from the 3" end of the 90° sleeve to the 3" end of the reducer sleeve on the cooler. Use the #64 hose clamp to secure the 90° sleeve to the throttle body. Tighten all clamps. (See Figs. 14-c, 14-d.)

***** NOTE *****

It will be necessary to trim 1/2" from the 2.75" end of the reducer sleeve for proper fit.



On the H2 Hummer, use the supplied 10mm x 1.5 screw, washer and .975" spacer in place of EGR equipment

Fig. 14-a



Fig. 14-b

14. CHARGE COOLER INSTALLATION, cont'd.



Fig. 14-c

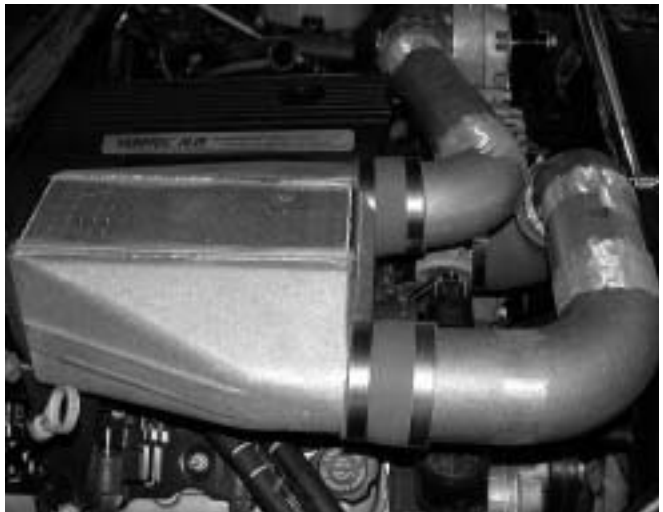


Fig. 14-d

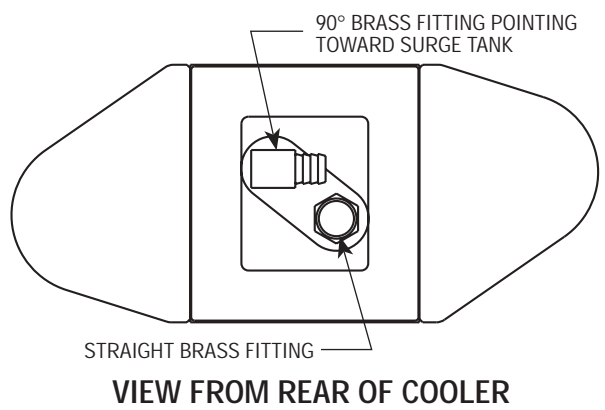


Fig. 14-e

Section 15

SUPERCHARGER BYPASS VALVE INSTALLATION

15. SUPERCHARGER BYPASS VALVE INSTALLATION

- A. Connect the 4" length of Ø1" hose from the barb on the supercharger inlet duct to the outlet of the bypass valve.
- B. Cut the supplied molded hose as shown in Fig. 15-a.
- C. Using the supplied #16 hose clamps, connect the barb on the aluminum discharge duct to the inlet of the bypass valve using the previously cut Ø1" molded hose. (See Fig. 15-b.)

*****NOTE*****

Some vehicles may require trimming of the engine cover to clear various components. If necessary, trim the cover to clear the bypass valve hose.

- D. Install and tighten hose clamps on each connection.
- E. **Escalade/Denali/'03 H2 Hummer:** Using the supplied 5/32" vacuum line and TEE fitting, connect the bypass valve pressure port to the manifold vacuum hose that is connected to the fuel pressure regulator. (See Fig. 8-c.)
'04 Models: Locate the capped-off manifold vacuum port on the passenger's side of the intake manifold. Using a file or hacksaw, remove the tip of the capped-off section. Using the supplied 5/32" vacuum line connect the bypass valve pressure port to the modified pressure port. (See Fig. 15-d.)



FIG. 15-b

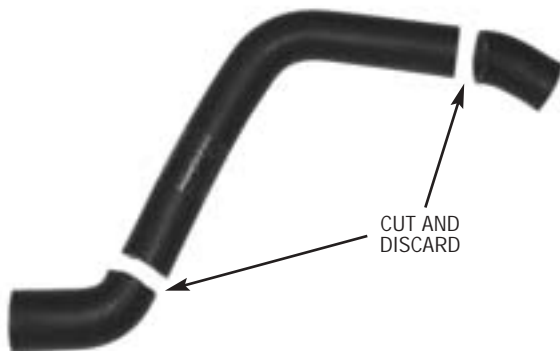


FIG. 15-a

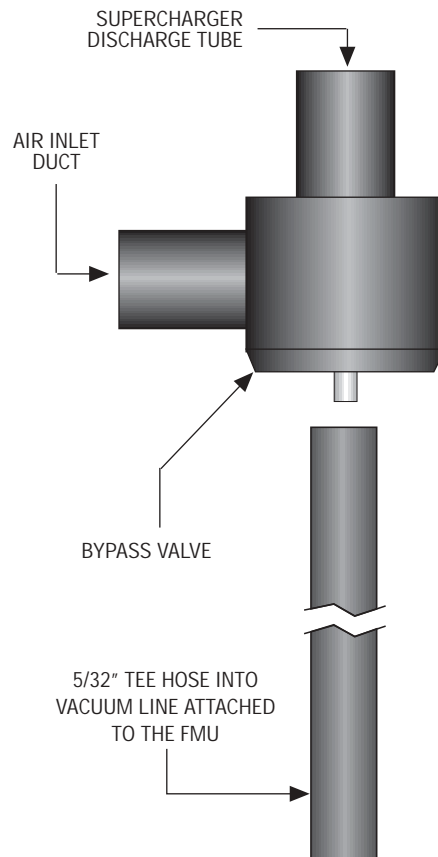


FIG. 15-c

15. SUPERCHARGER BYPASS INSTALLATION

- F. Locate the hard plastic line running to the driver's side rear of the engine. Remove the hard line from the rubber hose.
- G. Install the supplied 90° PCV valve into the rubber hose on the engine.
- H. Cut the hard plastic line to reach the PCV valve and connect them with the supplied length of 3/8" hose. (See *Fig. 15-e.*)

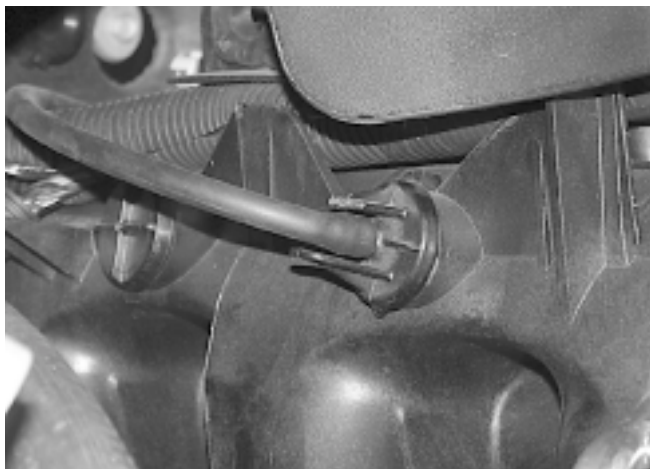


Fig. 15.d

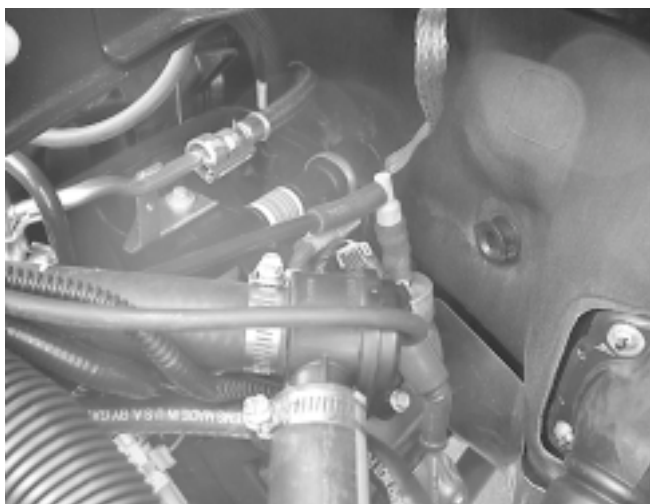


Fig. 15.e

Section 16

SURGE AND RESERVOIR TANK INSTALLATION

16.A ESCALADE/DENALI SURGE AND RESERVOIR TANK INSTALLATION

- A. Screw two 3/4" straight brass fitting into the plastic surge tank. (See Fig. 16.A-a.)
- B. Using the supplied 1/4-20 x .50 hardware and washers attach the surge tank mounting bracket to the surge tank.
- C. Unbolt the two bolts holding the passenger's side hood hinge brace at the base of the windshield. Install the surge tank and bracket assembly using the stock hardware. (See Fig. 16.A-a.)
- D. Remove the two screws holding the front bumper brace in the passenger's side fender well. (See Fig. 16.A-b.)
- E. Install the reservoir bracket as shown using the two factory screws. (See Fig. 16.A-b.)
- F. Screw the 3/4" 90° brass fittings into the top and bottom of the water reservoir.
- G. Install the water pump on the reservoir using the supplied adel clamp, 1/4-20 x .50 screws and 1/4" washers. Take the short 90° molded elbow and connect the inlet of the water pump to the bottom 90° brass fitting. (See Fig. 16.A-c.)
- H. Mount the water pump/reservoir assembly to the previously installed bracket in the fenderwell using two 1/4-20 x .50" cap screws and washers. (See Fig. 16.A-d.)



Fig. 16.A-b

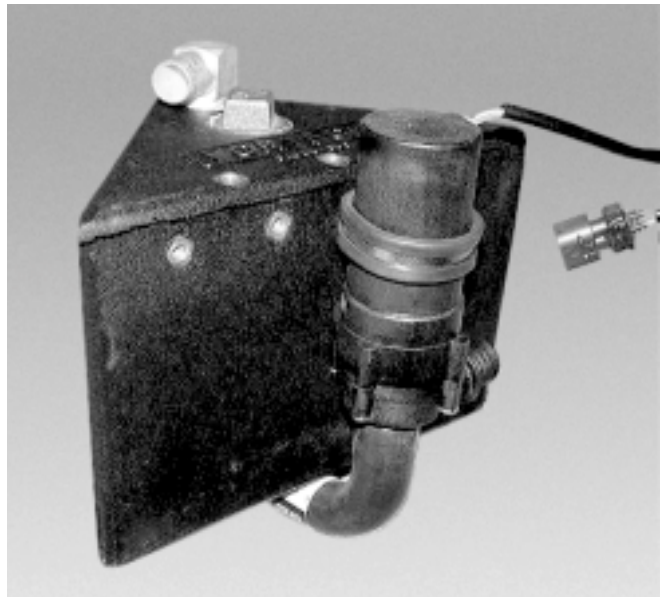


Fig. 16.A-c



Fig. 16.A-a

16.B H2 HUMMER SURGE AND RESERVOIR TANK INSTALLATION

- A. Screw two 3/4" straight brass fitting into the plastic surge tank. (See Fig. 16.B-e.)
- B. Using the supplied 1/4-20 x .50 hardware and washers attach the surge tank mounting bracket to the surge tank. (See Fig. 16.B-e)
- C. Unbolt the two bolts holding the passenger's side hood hinge brace at the base of the windshield. Remove the plastic push-pin between the two bolts.
- D. Apply light pressure to drop the hood support down and install the surge tank/bracket assembly between the hood support bracket and cowlings while aligning the bracket and push-pin holes. Using the stock hardware and push-pin secure the bracket in place. (See Fig. 16.B-e.)
- E. Screw the 3/4" 90° brass fittings into the top and bottom of the water reservoir.
- F. Install the water pump on the reservoir using the supplied adel clamp, 1/4-20 x .50 screws and 1/4" washers. Take the short 90° molded elbow and connect the inlet of the water pump to the bottom 90° brass fitting. (See Fig. 16.B-f.)
- G. Assemble brackets A, B and C to the water reservoir as shown in Fig. 16.B-f.
- H. Place the water reservoir assembly under the passenger's side door with the short sides of the triangular tank against the frame rail and nerf bar support.
- I. Holding the assembly in place, mark the three locations where you will need to drill. Use a 1/8" drill for the two locations on the frame rail. Secure those two locations with the supplied sheet metal screws. For the third location on the nerf bar support, use a 9/32" drill and secure with the supplied 1/4-20 x 1" bolt, 1/4" nut and washer. (See Fig. 16.B-g.)

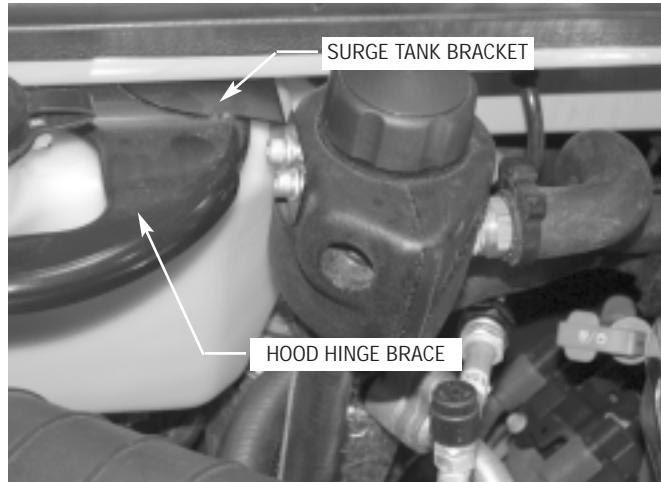


Fig. 16.B-e

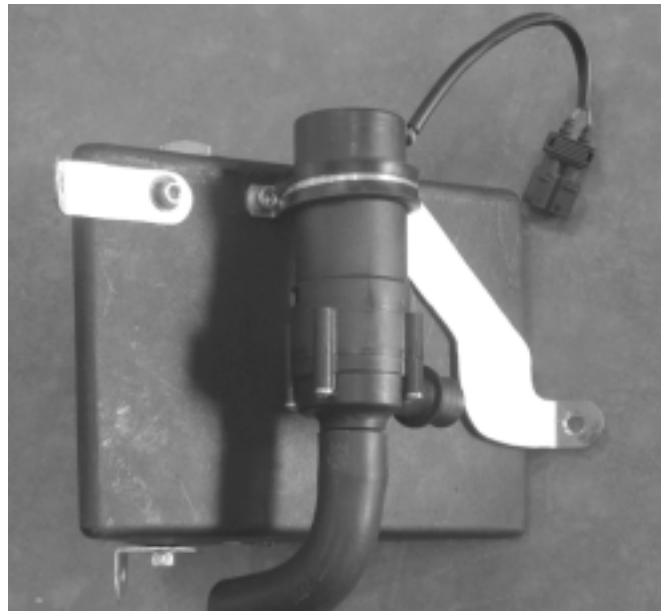


Fig. 16.B-f



Fig. 16.B-d

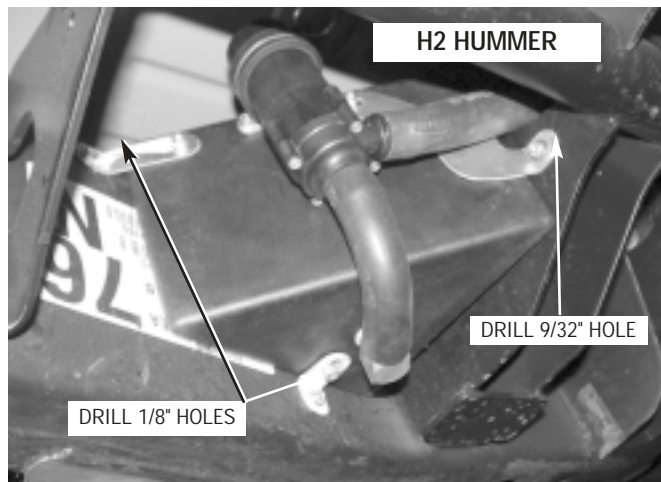


Fig. 16.B-g

Section 17

HEAT EXCHANGER INSTALLATION

17.A ESCALADE/DENALI HEAT EXCHANGER INSTALLATION

- A. Remove the plastic push pins securing the radiator core support cover to the vehicle. Remove the core support cover.
- B. **DENALI:** Use a screw driver to unsnap the four twist snaps securing the grill. Remove the last screw so that it is possible to unsnap the grill and remove it from the vehicle.
- ESCALADE:** Unsnap the two top snaps and lift the bottom tabs out of their slots. Remove the grill from the vehicle.
- C. Using sealant, install two 90° brass fittings into the inlet and outlet of the cooler. Take brackets A, B and C and mount them to their corresponding tabs on the heat exchanger. (See Figs. 17.A-a, 17.A-b, 17.A-c.)
- D. Take the heat exchanger with all three brackets mounted and place it into position. Mark the hole positions from brackets A and B and drill with a 17/64" drill. To mount bracket C, you will remove and use an existing screw in the lower passenger's side of the hood latch support structure. Use the 1/4-20 x 3/4" hardware to secure brackets A and B. (See Figs. 17.A-d, 17.A-e.)

*** NOTE ***

Temporarily place a piece of sheet metal between the A/C condenser and the support when drilling to ensure that the condenser is not punctured.

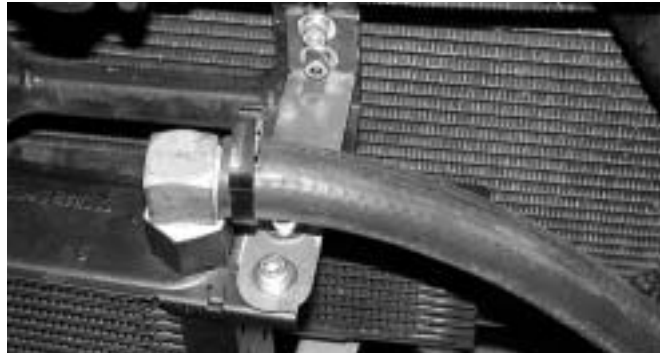


Fig. 17.A-b / BRACKET B - Mount To The Upper Driver's Side Tab.



Fig. 17.A-c

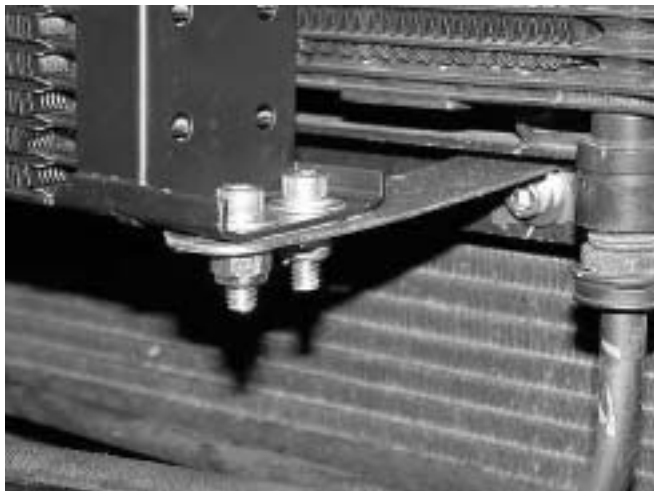


Fig. 17.A-a / BRACKET A - Mount To Lower Driver's Side Tab On The Heat Exchanger.

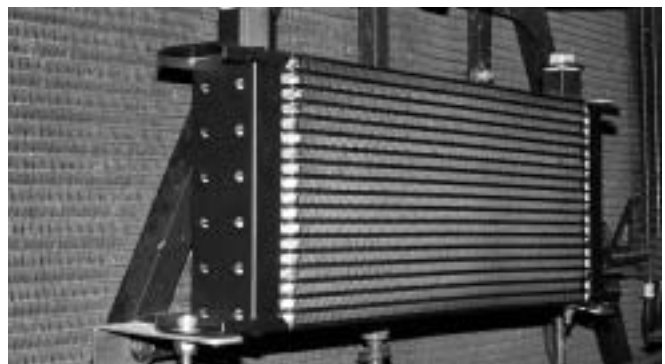


Fig. 17.A-d

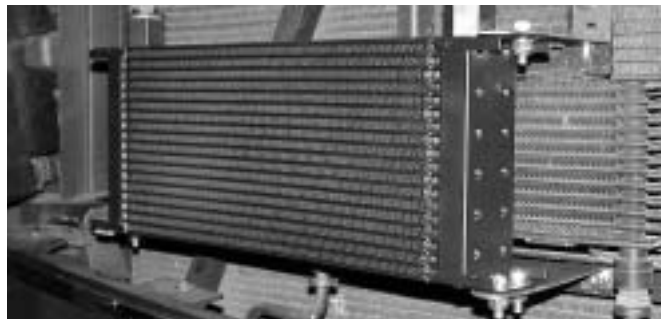


Fig. 17.A-e

17.B H2 HUMMER HEAT EXCHANGER INSTALLATION

- A. Remove the two screws securing the ends of the grill. Unsnap the middle clips and remove the grill from the vehicle.
- B. Take four supplied cooler brackets and line them with the supplied adhesive backed foam. Trim any extra foam.
- C. Unscrew the two factory screws securing the cross supports to the upper core support. (See Fig. 17.B-f.) Place the cooler in the brackets with the barbs facing to the passenger's side.
- D. Place the brackets on the bottom of the cooler and mark on the cross supports where you will need to drill. Make sure to close the hood with the brackets temporarily installed to verify clearance between the brackets and the hood supports

*****NOTE*****

Temporarily place a piece of sheet metal between the core support and the A/C condenser when drilling to ensure that the condenser is not punctured. (See Figs. 17.B-f, and 17.B-g for the following steps.)

- E. Drill two 9/32" holes at the marked locations on the cross support.
- F. Open the hood and mount the cooler to the cross support with the supplied 1/4" hardware and brackets. Make sure that the cooler is sandwiched snugly between the upper and lower brackets.
- G. Open and close the hood being careful to make sure the heat exchanger has clearance with the hood.
- H. Reinstall the hood to its factory location.

*****NOTE*****

The clearance will be tight between the heat exchanger and the hood once it is installed.

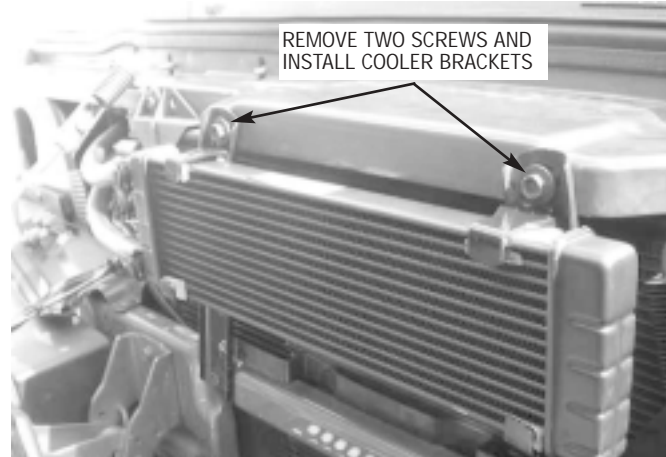


Fig. 17.B-f



Fig. 17.B-g

Section 18

CHARGE COOLER HOSE ROUTING

18.A ESCALADE/DENALI CHARGE COOLER HOSE ROUTING

*** NOTE ***

When routing hoses, refer to Fig. 18.A-a.

- A. Cut a 13.5" length of 3/4" hose. Run this from the 90° fitting on the charge air cooler to the straight brass fitting on the surge tank.

*** NOTE ***

Make sure to leave the hose slightly long to allow for engine movement.

- B. Cut a 36.5" length of 3/4" hose. Run it from the bottom fitting on the surge tank along the fender toward the front and down to the 90° brass fitting on the top of the water reservoir.
- C. Take the supplied 4" x 12" 90° molded elbow and cut 1-3/4" from the 4.0" end. Connect the trimmed end to the straight brass fitting on the charge air cooler. Route the long end toward the surge tank. Cut a 110" length of hose and connect it to the end of the installed molded elbow with the supplied 3/4" union. Route the hose along the fenderwell, down toward the water reservoir and up under the front bumper. There is a small opening in the rubber apron between the bumper and A/C condenser. Pull the hose up and through, then connect it to the passenger's side 90° fitting.

- D. Cut a 64" length of 3/4" hose. Run it from the outlet of the water pump to the same hole in the rubber apron you pulled the previous hose through. Pull the hose up and through, then connect it to the driver's side 90° fitting.
- E. Secure all hose ends with the supplied nylon clamps.
- F. With the key on, make sure the charge cooler water pump is operating and that water is flowing through the surge tank. Fill the surge tank if necessary. If the water is not flowing, remove the charge cooler supply hose and lower until water flows out of the hose. If necessary, provide light suction to the hose to help prime the pump. Verify water flow. Do not let the pump run for extended periods (30 seconds or more) without water flow. Fill the charge cooler tank until the level stabilizes.

WATER PUMP HOSE ROUTING - ESCALADE/DENALI

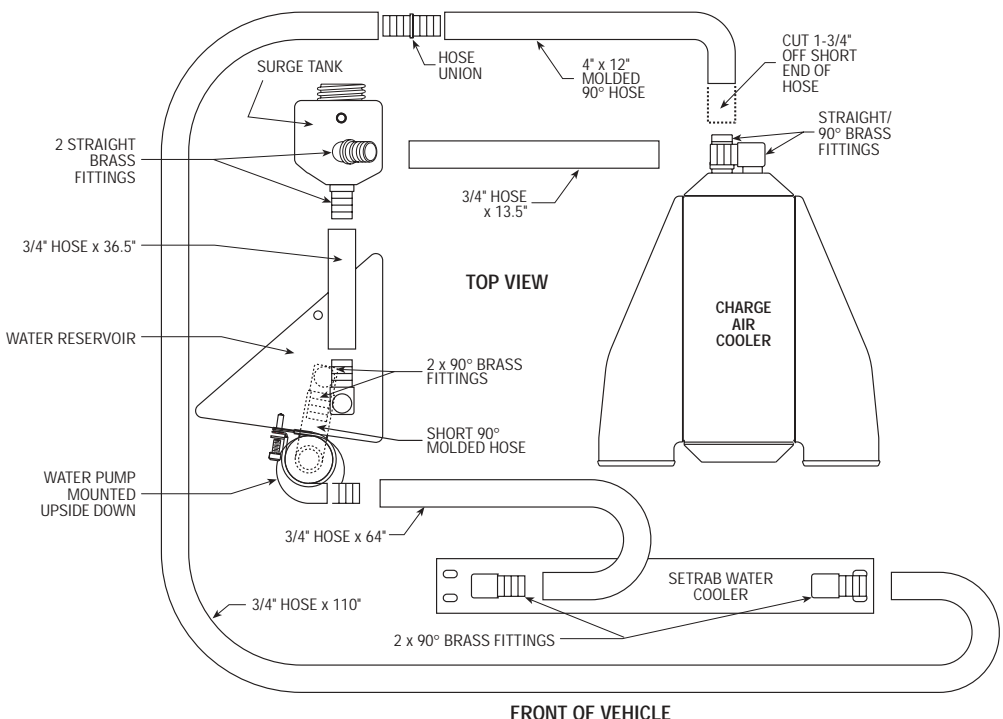


Fig. 18.A-a

18.B H2 HUMMER CHARGE COOLER HOSE ROUTING

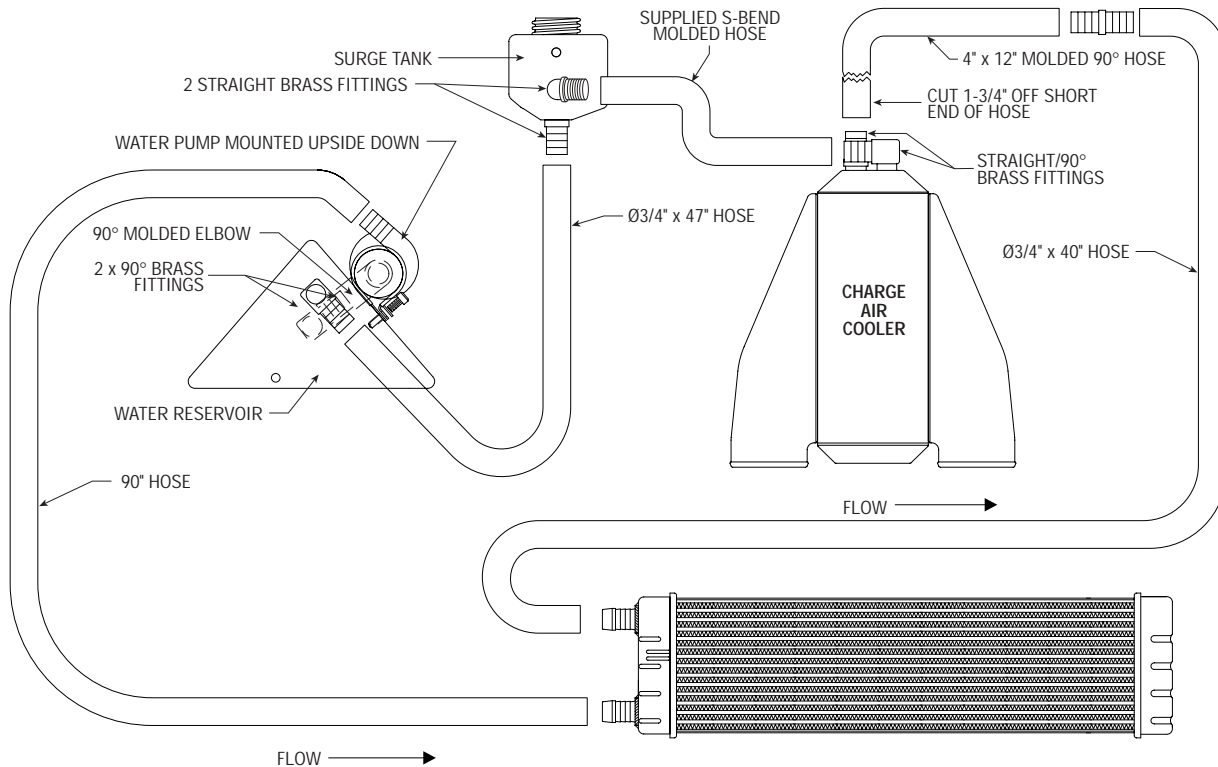


Fig. 18.B-b

*****NOTE*****

When routing hoses, refer to Fig. 18.B-b.

- A. Cut a 90" piece of $\text{Ø}3/4$ " hose. Connect the hose to the bottom fitting of the heat exchanger and run it by the passenger's side of the radiator, through the plastic shrouding and into the engine compartment.
- B. From the engine compartment, route the hose along the frame rail down to the discharge of the water pump.
- C. Cut a 47" piece of $\text{Ø}3/4$ " hose. Connect the hose to the upper fitting on the water reservoir and run the hose along the frame rail up to the bottom fitting on the surge tank

*****NOTE*****

Secure the 47" and 90" pieces of hose using the supplied adel clamps and sheet metal screws to the frame rail keeping them clear of heat or any sharp objects. (See Fig. 18.B-c.)

- D. Use the supplied S-bend molded hose to connect the remaining straight fitting on the surge tank to the 90° fitting on the charge air cooler.
- E. Take the supplied 4" x 12" 90° molded

elbow and cut 1-3/4" from the 4.0" end. Connect the trimmed end to the straight brass fitting on the charge air cooler.

- F. Cut a 37" piece of $\text{Ø}5/8$ " hose. Connect the hose to the top fitting of the heat exchanger and run it by the passenger's side of the radiator and through the plastic shrouding into the engine compartment. Connect the $\text{Ø}5/8$ " hose to the long end of the 90° molded elbow with the supplied 3/4" to 5/8" reducer.
- G. Secure all hose ends with the supplied nylon clamps.

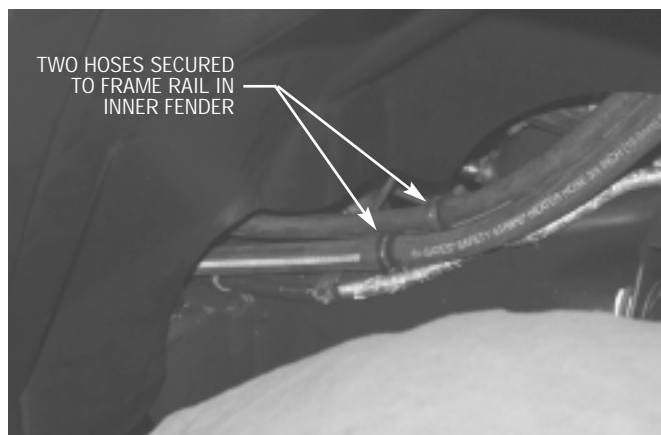


Fig. 18-c

Section 19

WATER PUMP WIRING

19. WATER PUMP WIRING

- A.1 Escalade/Denali:** Mount the supplied water pump relay on the fire wall located to the right of the FMU bracket. (See Fig. 19-a.)
- A.2 H2 Hummer:** Mount the supplied water pump relay on the lower plastic area of the power distribution block next to the fuel pump relay. (See Fig. 11-f.)
- B.** Connect the red 12-gauge wire from terminal #30 to the supplied fuse holder using the supplied butt connector. Install a yellow ring terminal on the other end of the fuse holder and bolt to the fuse box power supply. (See Fig. 19-b.)
- C.** Feed the yellow wire from relay terminal #85 to the fuse box (electrical center) on the driver's side of the engine bay. Route the wire to the yellow wire from the fuel pump relay. Tap into the line using the supplied "T" splice connector. (See Fig. 19-b.)
- D.** Run the black wire from terminal #86 on the fuel pump relay to ground.
- E.1 Escalade/Denali:** With the long red 12-gauge wire connected to the water pump relay terminal #87, route the free end down along the fenderwell and under the base of the radiator over to the positive (blue/green) wire on the water pump. (Remove the wiring connector on the water pump *before* extending the wires.) Secure as necessary to avoid heat and sharp edges.
- E.2 H2 Hummer:** With the long red 12-gauge wire connected to the water pump relay terminal #87, route the free end down the fenderwell to the positive (blue/green) wire on the water pump. (Remove the wiring connector on the water pump *before* extending the wires.) Secure as necessary to avoid heat and sharp edges.
- F.** Run the negative (brown) wire from the water pump to a clean ground.
- G.** With the key on, make sure the charge cooler water pump is operating and that water is flowing through the surge tank. Fill the surge tank if necessary. If the water is not flowing, remove the charge cooler supply hose and lower until water flows out of the hose. If necessary, provide light

suction to the hose to help prime the pump. Verify water flow. Do not let the pump run for extended periods (30 seconds or more) without water flow. Fill the charge cooler tank until the level stabilizes.

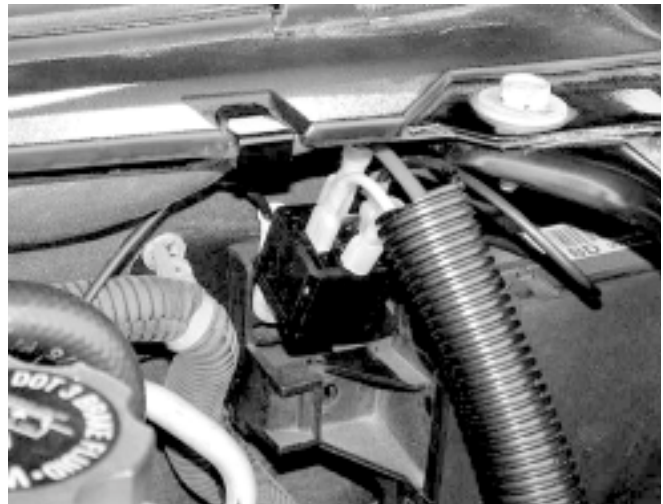


Fig. 19-a

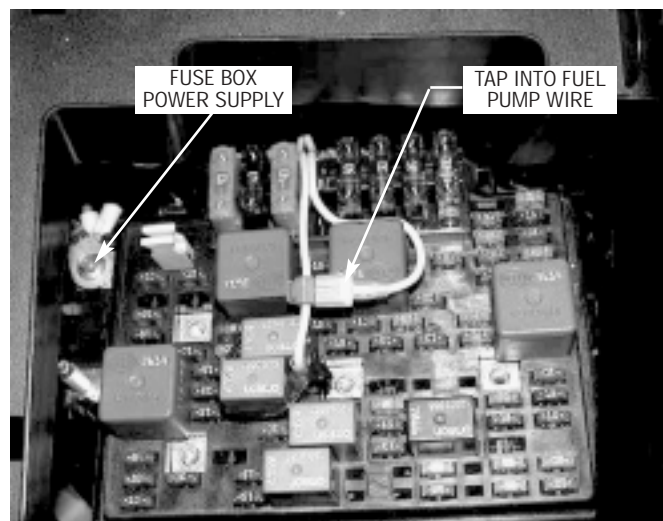


Fig. 19-b

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Section 20

REFLASH COMPUTER

20. REFLASH COMPUTER

MICRO TUNER 2001-2004 VEHICLE PROGRAMMING INSTRUCTIONS

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

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

***** NOTE *****

For vehicles equipped with on-star, follow the instructions on the following page before starting.

- A. Reconnect the battery.
- B. Connect the supplied cable to the 9-pin connector at the top of the hand-held unit. If present use the thumbscrews to secure the cable to the connector.
- C. Connect the other end to your ALDL connector located under the dash near the steering column. Make sure this connection is seated all the way in and that it is secure. You do not want this cable coming out of the connector during programming.
- D. Turn the ignition key to the "on" or "run" position but **do not start** the vehicle.
- E. To begin programming your vehicle, you may either press the YES button or the A button. If you press the YES button on the hand-held unit, this will download the Superchips performance program already stored in the hand-held unit. If you press "A", you can alter some predefined options to suit your needs. These options are **not permanently stored** in the hand-held unit. When power is removed from the unit, the changes you made will be lost.
- F. You only need to press the YES button once to start the programming cycle. The programming process takes 1 minute and 15 seconds to complete.
- G. The hand-held unit will inform you that the programming process has completed and to turn the ignition off and disconnect the cable. Only at this time should the ignition be turned off and the cable removed.
- H. Programming is now completed. Start the vehicle to ensure proper operation.

*****NOTE*****

Do not disturb the cable, or turn the ignition off during this time. If the programming is disrupted, the computer will not start or run your vehicle.

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Section 21

SUPERCHIPS NOTICE

21. SUPERCHIPS NOTICE

Regarding all GM vehicles with “ON-STAR” and Microtuner 2001. It has come to our attention that GM vehicles equipped with “ON-STAR” communications may have trouble being programmed with a Superchips Microtuner 2001. It appears the “ON-STAR” system interrupts communications between the MT2001 unit and the vehicle’s PCM...” and after cycling the ignition the vehicle can be started right back up.

Superchips is reviewing this and to temporarily correct for this situation, it is recommended that any vehicle to be programmed that has “ON-STAR” should follow these additional steps FIRST.

1. Ensure the vehicle is off and keys are out of the ignition.

All model years up to 2002:

Locate “interior” fuse panel and remove QTY 2 SEO labeled fuses.

Locate “exterior” fuse panel and remove QTY 1 SEO labeled fuse.

***** NOTE *****

2004 Vehicles equipped with on-star that have aftermarket stereos will experience problems with the ability to re-program the vehicle's ECM. It is necessary to disconnect the aftermarket stereo from the factory wiring harness before continuing with the programming procedure.

2003-2004 Model years:

Remove the “INFO” fuse located on the exterior fuse panel.

2. Follow the instructions that came with the Microtuner.

Once programming is completed, ensure the vehicle is off and the keys are out of the ignition and install the fuses in the correct locations.

On GMC trucks, the interior fuse panel should be located to the left of the instrument panel/dash board. If the panel faces the door, open the door to gain full access.

On GMC trucks, the exterior fuse panel should be located under the hood on the right hand side of the vehicle. It will be labeled Fuse Panel or similar.

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Section 22

FINAL ASSEMBLY AND CHECK

22. FINAL ASSEMBLY AND CHECK

- A. Reconnect the battery.
- B. If your vehicle has gone over 10,000 miles since its last spark plug change, you will need to change the spark plugs now before test driving the vehicle.
- C. Check all fittings, nuts, bolts and clamps for tightness. Pay particular attention to oil and fuel lines around moving parts, sharp edges and exhaust system parts. Make sure all wires and lines are properly secured with clamps or tie wraps.
- D. Check all fluid levels, making sure that your tank(s) is/are filled with 91 octane or higher fuel before commencing test drive.
- E. The plastic engine cover that covers the upper manifold will need to be modified in order to reinstall. Refer to *Fig. 22-b* to trim and reinstall.
- F. Start engine and allow to idle a few minutes.
- G. '02 Escalade: With the engine running, check the brake booster line. Turn the steering wheel in both directions.
- Verify:**
- Smooth power assist
 - Noiseless operation
 - Proper fluid level
 - No system leaks
 - No bubbles, foam or discoloration of fluid
- H. Recheck to be sure no hoses, wires, etc. are near exhaust headers or moving parts and check for any sign of fluid leakage. Recheck all fluid levels.
- I. PLEASE TAKE SPECIAL NOTE: Operating the vehicle without ALL the subassemblies completely and properly installed may cause FAILURE OF MAJOR COMPONENTS.
- J. Test drive the vehicle.
- K. Read the Street Supercharger System Owner's Manual and RETURN THE Warranty REGISTRATION FORM within thirty (30) days of purchasing your supercharger system to qualify for the 3 year limited warranty.



Fig. 22-a



Fig. 22-b / Escalade shown



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