



*Installation Manual
for the*

**PAXTON AUTOMOTIVE
NOVI 1000 SUPERCHARGER
2001 MUSTANG COBRA**

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FOREWORD

Before you begin the installation of your supercharger locate the Computer Chip Voucher supplied in your information packet. The **2001 Mustang Cobra** supercharger kit requires a computer chip upgrade. You must fill out the voucher and send or fax Paxton Automotive the 4 digit computer code. Most commonly, there will be a white tag attached to the passenger side door jam or the body of the cab. The code will consist of 3 letters, a dash, and 1 number (FXU-1, for example) with a bar code. If the sticker is not there, the code will be on the computer itself. The computer is located under the dash on the passenger's side of the vehicle. The code tag will be visible without removing any interior panels.

Complete the Paxton Automotive/Ford Computer Chip Voucher and return it to Paxton Automotive to receive the proper computer module for your vehicle.

Important: Read through the chip installation instructions beginning on Page 17 to determine if you are able to complete the task. If not, please call Paxton Automotive at 1-(888)-9-PAXTON to obtain a Return Goods Authorization number. With this number, you can mail in your computer module for the modifications to be performed by Paxton Automotive in a timely manner

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INTRODUCTION

Congratulations! You have purchased the finest street supercharger available for the Mustang Cobra. The centerpiece of this kit is the High Efficiency PAXTON Supercharger, a mechanically driven centrifugal blower.

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

The installation will require metric and SAE sockets and wrenches, a hand drill and bits, an Air Hammer (and compressor), a 3/8" x 18 NPT tap, screwdrivers, and a supply of buckets for the reserve of coolant and oils.

We suggest that you obtain a copy of a Mustang shop manual for your model of car. This may be obtained from your dealer, or may be ordered by mail from Helm Publications at (800) 782-4356. Become familiar with the details of your car's system. If it is not operating within normal parameters, we do not recommend the installation or use of the supercharger.

For the quickest installation time, we suggest that you read this manual thoroughly before beginning. Make sure that you understand the process, have identified the areas of the car that you will be working on, and have the tools that you will need on hand. The average installation time is 8 to 10 hours, but your time will depend on your working conditions, experience installing superchargers, personal skill level, and preparedness for the job. This estimate does not include time for the initial vehicle inspection, cleaning, fine tuning, or trouble-shooting. Once again, we recommend reading the manual before beginning the process. We are available for tech support at (805) 604-1336, Monday through Friday, 7AM - 3 PM PST.

After reading the manual, verify that all major assembly groups are present in the main kit box. As you remove a box or bag, note the identification label and compare it to the parts list.

PAXTON AUTOMOTIVE makes every effort to insure that all parts
are included in the box. If you discover that you are
missing any part, or that a part was damaged in shipping,
call PAXTON immediately. DO NOT begin installation if a part is missing.
Failure to contact PAXTON prior to beginning installation
will result in a charge for the missing part.

We suggest that the engine compartment be cleaned before the installation. You can clean the engine with a pressure washer that is found at self-serve car washes. Use a safe-for-aluminum cleaner/degreaser, and cover the distributor and any electronics with a plastic bag to prevent water from entering.

You are undoubtedly eager to get started, but please take a little more time to insure that your safety is not in jeopardy. A moment's lack of attention may cause a serious injury to you, or to someone else who happens to be standing around. By following some simple safety precautions, you can avoid many potential dangers. The following list is not meant to be a comprehensive list, but rather it is meant to make you aware of some of the risks, and encourage you to take a safety minded approach to your work area.

PAXTON Automotive thanks you for your purchase. We welcome your comments and suggestions to help us improve our product.

Never rely solely on a floor jack when working underneath a vehicle. Always use jack stands that are rated for the weight of your vehicle, use them at the recommended lift points, and place your vehicle in “PARK” or “FIRST” gear with the parking brake set.

Always use eye protection when using power tools, such as drills, saws, and grinders, or when working underneath a vehicle.

Never smoke, use an open flame, or have spark producing items around gasoline or flammable objects. Always have a fire extinguisher that is rated for chemical and electrical fires handy when working on motor vehicles. Also, make sure that the extinguisher is fully charged.

Operate engines only in a well ventilated area. Carbon Monoxide, gasoline, and solvent vapors are colorless and sometimes odorless, and may asphyxiate or explode without warning.

Always disconnect the battery from your engine before doing work on the electrical or fuel systems, or doing underdash work.

The chemicals used in the vehicle systems, such as oils and coolants, are poisonous. Clean up any spills immediately, and dispose of waste materials properly. Pets, wild animals, and children may die if they ingest the liquid.

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Section 1

INSTALLATION

1. FUEL SYSTEM MODIFICATIONS

..... *** NOTE ***

Beware of coolant spills. Mop up any spilled coolant immediately. Radiator coolant is very attractive to animals,, and highly poisonous.

- A. Drain approximately one gallon of coolant from the radiator and disconnect the negative side of the battery. Disconnect the MAF sensor, air inlet temp sensor and air idle bypass hose from the air inlet tube, then remove the inlet tube and air filter housing by removing the single 8mm bolt. (See Figs. 1-a, 1-b.)

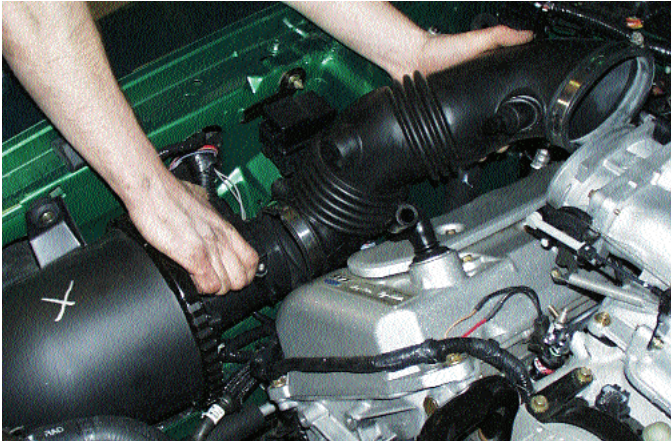
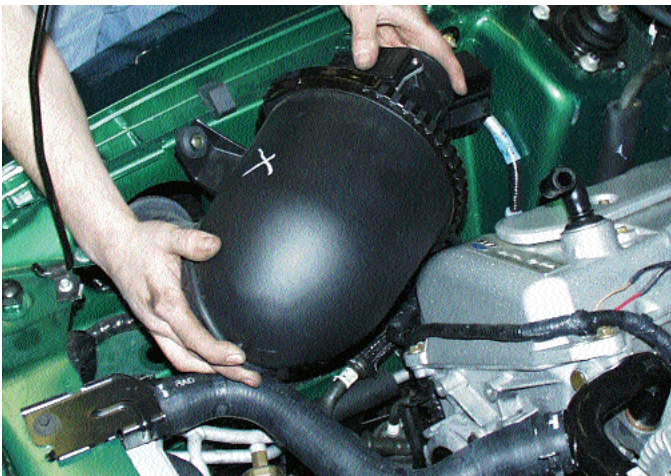


Fig. 1-a



- B. Unplug the throttle position sensor harness, located on the left side (the side closest to the firewall) of the throttle body. (See Fig. 1-b.)

Fig. 1-b

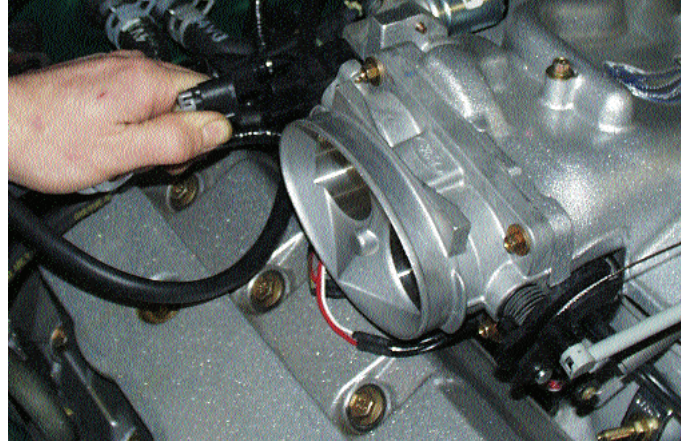


Fig. 1-c

- C. Unplug the idle air control (IAC) motor harness from the IAC, located on the left rear portion of the upper intake plenum. Unplug the two vacuum fittings (one on top of the plenum, one at the EGR valve) to the right of the IAC. (See Fig. 1-d.)



Fig. 1-d

- D.** Unplug the EGR sensor, located at the rear most portion of the upper plenum. (See *Fig. 1-e.*)



Fig. 1-e

- E.** Using a 1-1/16" open end wrench, loosen the EGR tube, located at the rear of the EGR valve. (See *Fig. 1-f.*)

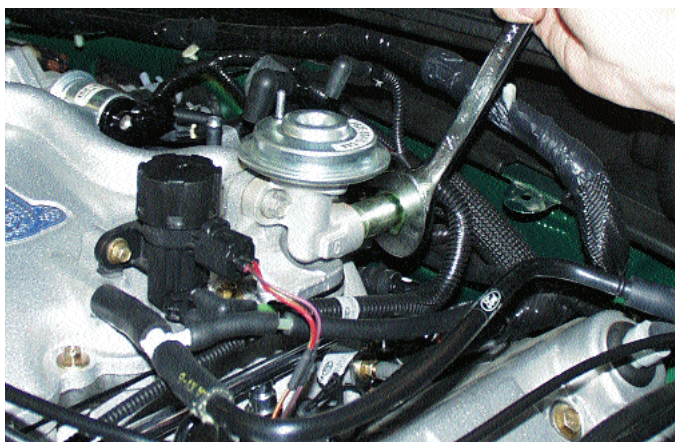


Fig. 1-f

- F.** Remove the eight 8mm upper plenum bolts. (See *Fig. 1-g.*)

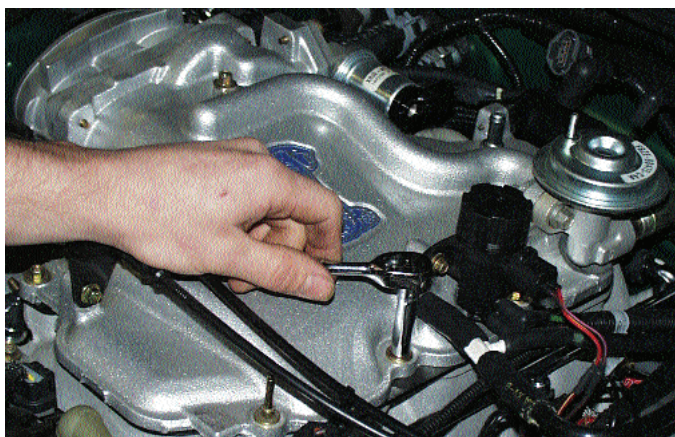


Fig. 1-g

- G.** Lift the upper plenum up, and disconnect the two small vacuum hoses located at the rear of the plenum. Lay the plenum onto the driver's side of the engine compartment. (See *Fig. 1-h.*)

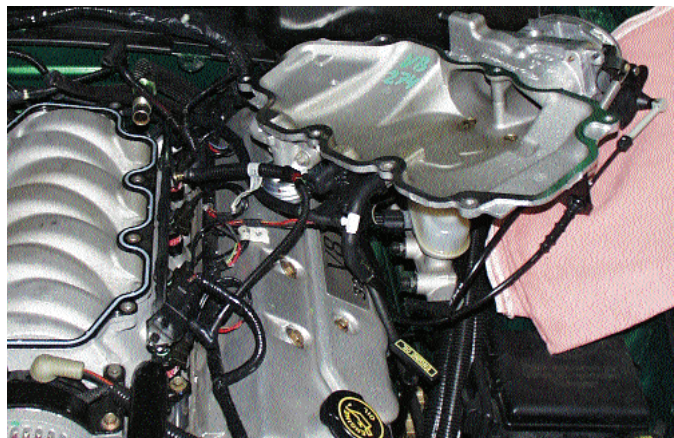


Fig. 1-h

- H.** Relieve the pressure in the fuel rail by depressing the small Schrader Valve with a phillips head screwdriver. A small amount of fuel will come out of the valve, so have a clean rag ready. Remove the 10mm bolts (2 per side) that secure the fuel rails to the intake manifold. (See *Fig. 1-i.*)

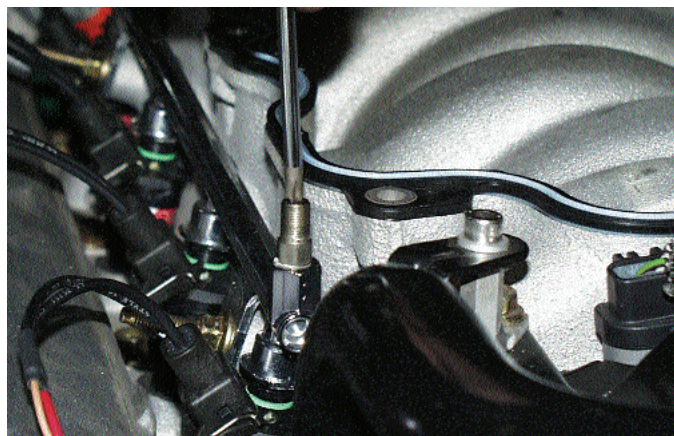


Fig. 1-i

- I.** Lift the rails up and remove the stock injectors from the intake manifold. The injectors are sealed with O-rings and may be difficult to remove, but they will come out. Replace them with the supplied High Performance Injectors. (See *Fig. 1-j.*)

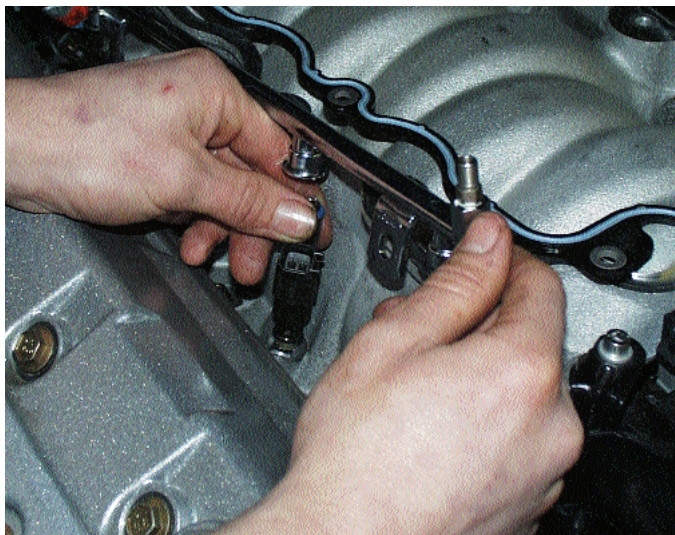


Fig. 1-j

10. Because you have replaced the stock injectors with injectors having a different configuration, some modifications to the plugs are necessary. Attach the supplied injector plug pig-tails to the stock connector. (See *Fig. 1-k.*)

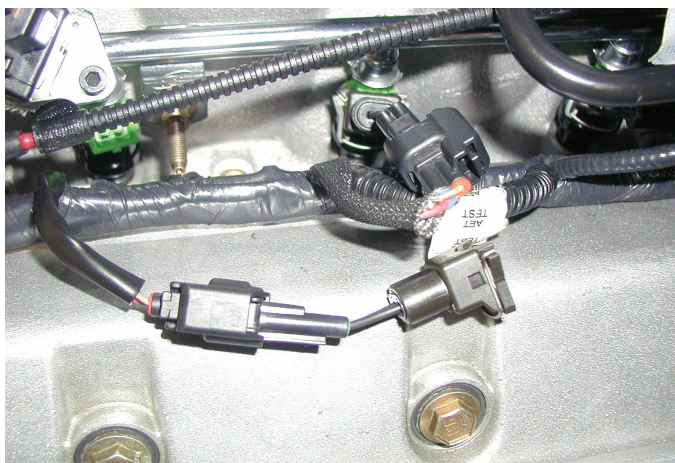


Fig. 1-k

*** NOTE ***

For maximum performance, PAXTON Automotive recommends the factory stock platinum spark plugs to be replaced with a copper spark plug gapped to .035. (Autolite 764, NGK TR5, or equivalent)

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Section 2

DISASSEMBLY

2. PREPARING YOUR VEHICLE.

- A. Remove the upper and lower radiator hoses from the Coolant Transfer Manifold (CTM). Remove the two 10mm bolts that secure the CTM and remove it from the engine (it is press fit, sealed with O-Rings, so it may take some wiggling to remove). (See *Figs. 2-a, 2-b.*)

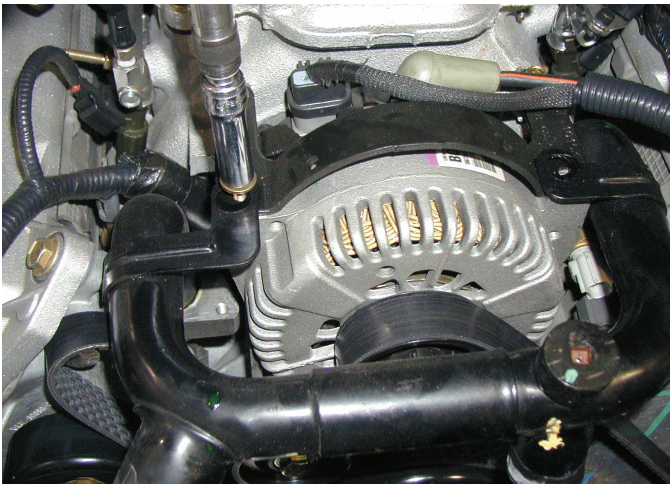


Fig. 2-a

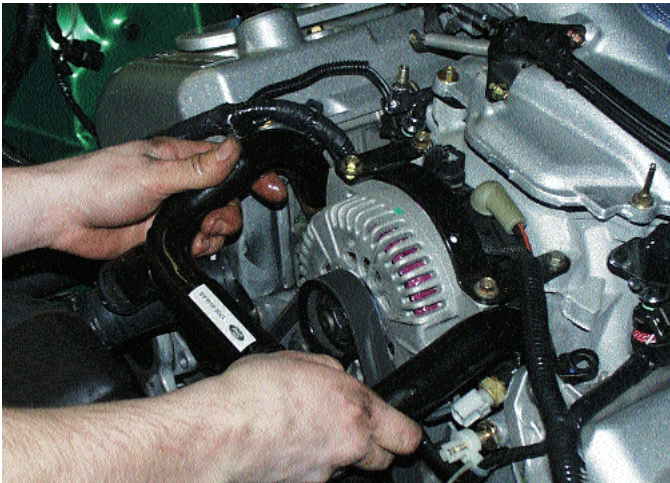


Fig. 2-b

- B. Using a 10mm socket, remove the three bolts which attach the coolant reservoir to the frame. Set the reservoir aside. (See *Fig. 2-c.*)



Fig. 2-c

- C. Unplug and remove the cooling fan resistor from the fan shroud. Disconnect the cooling fan wiring harness. (See *Fig. 2-d.*)

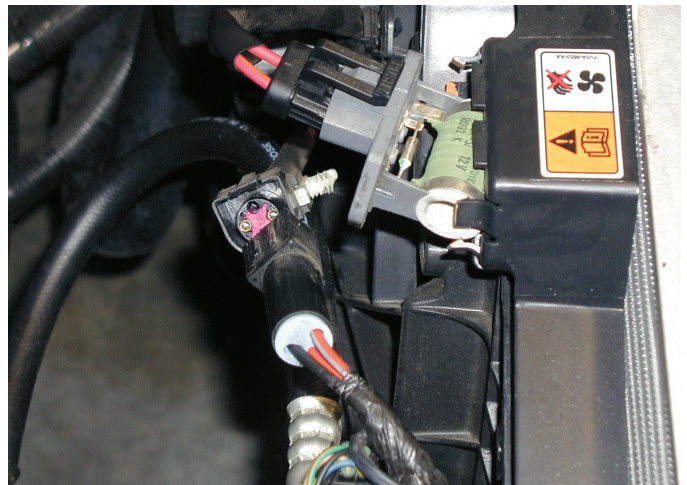


Fig. 2-d

- D.** Remove the two bolts holding the shroud to radiator using an 8mm socket and then remove the fan shroud. (See *Fig. 2-e.*)

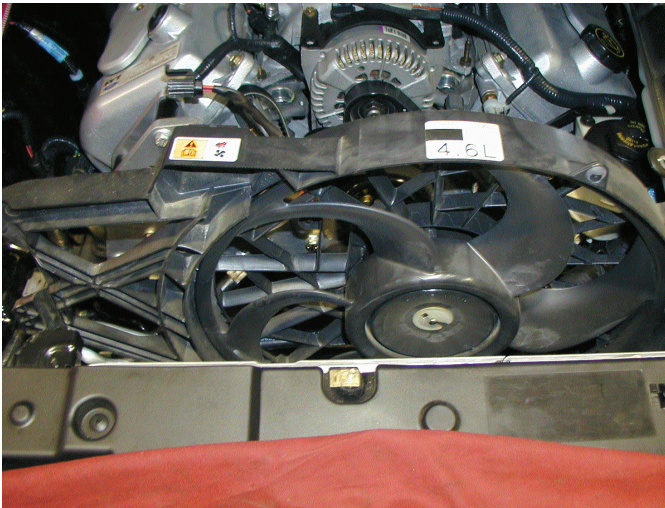


Fig. 2-e

- E.** Modify the fan shroud as shown. (See *Figs 2-f, 2-g.*)

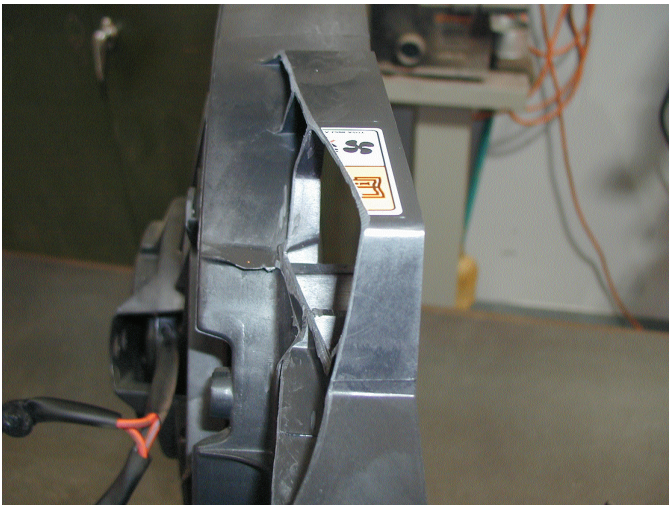


Fig. 2-f

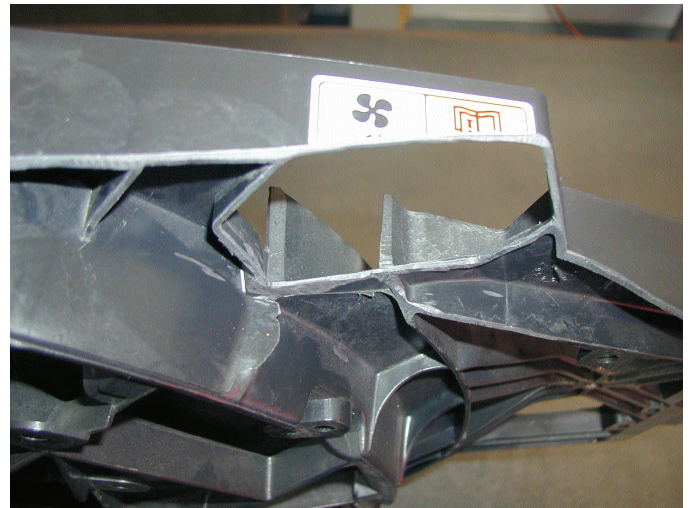


Fig. 2-g

- F.** Reinstall the fan shroud and reconnect cooling fan. (See *Fig. 2-h.*)

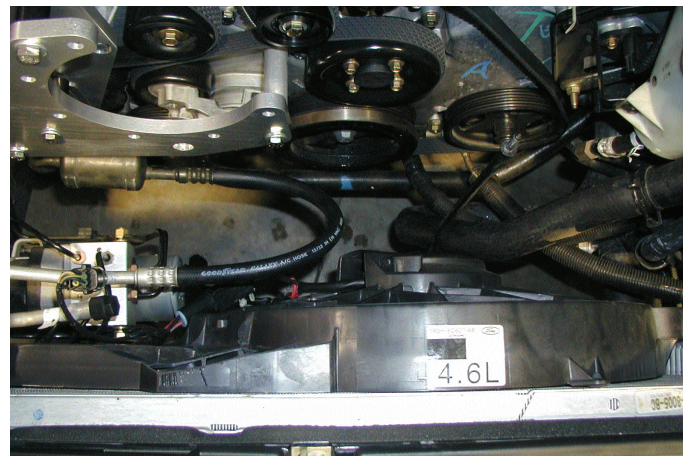


Fig. 2-h

- G.** Relocate cooling fan resistor using supplied bracket and hardware. (See *Fig. 2-i.*)

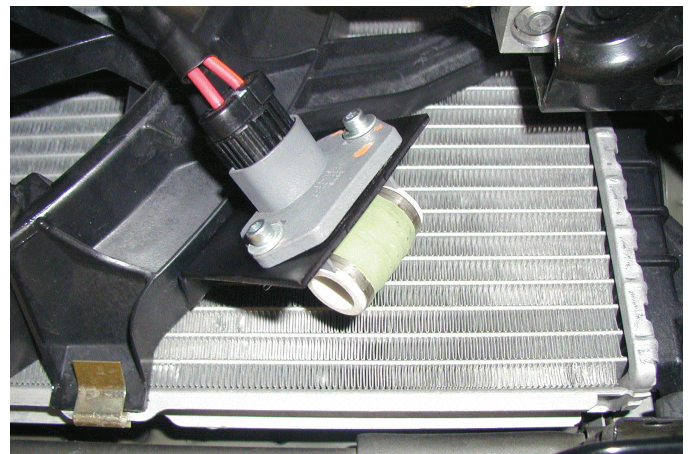


Fig. 2-i

- H.** Loosen but do not remove the four bolts securing the water pump pulley. (See *Fig. 2-j*.)

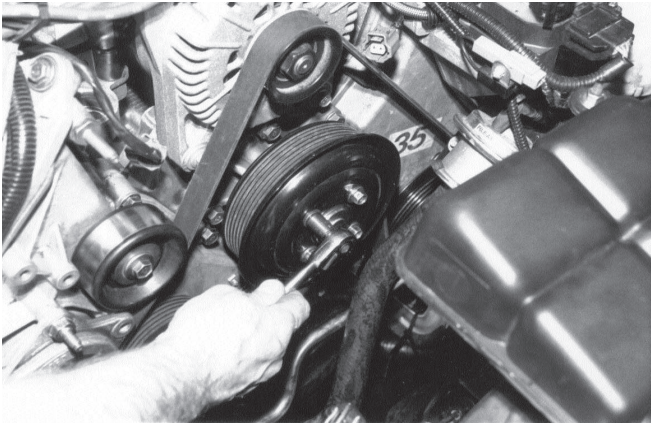


Fig. 2-j

- I.** Using a 3/8" ratchet or breaker bar, rotate the belt tensioner clockwise then remove and discard the drive belt. (See *Fig. 2-k*.)

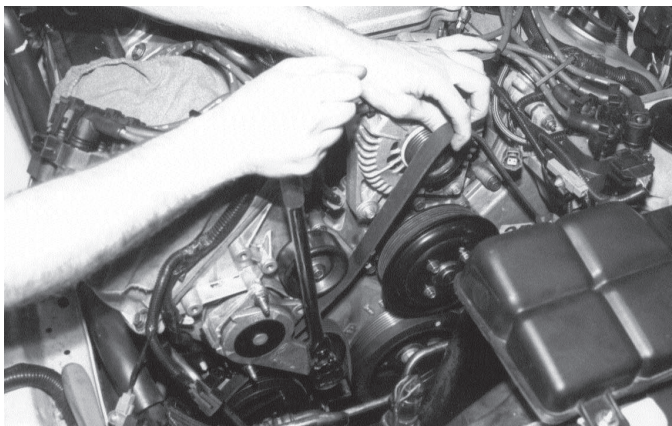


Fig. 2-k

- J.** Remove the 10mm nut and the 13mm bolt/stud which attaches the A/C bracket to the front of the engine. (See *Fig. 2-l*.)

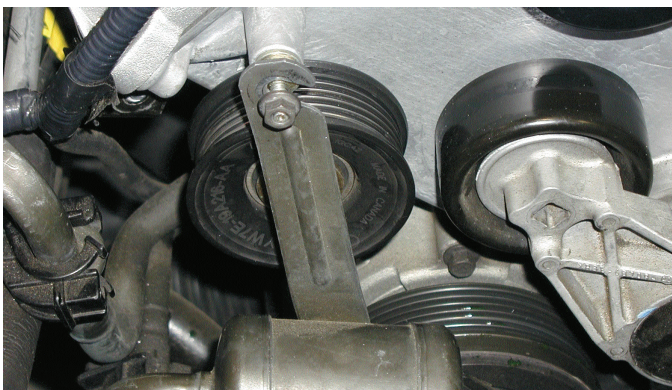


Fig. 2-l

- K.** Remove the water pump pulley, followed by the idler pulley (see *Fig. 2-m*), which will be re-installed in a later step.

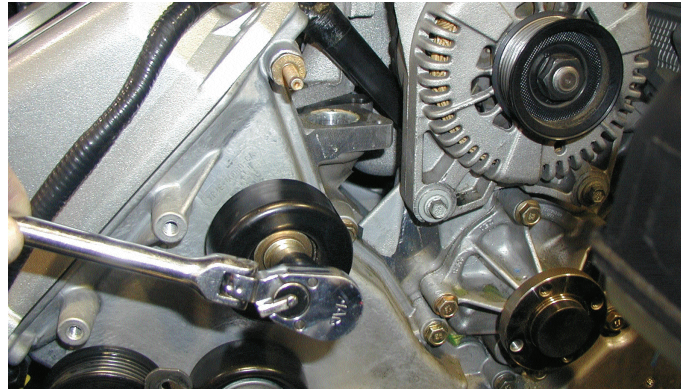


Fig. 2-m

- L.** Remove the three 13mm bolts from the front cover, the water pump bolt, and the alternator bolt. (See *Fig. 2-n*.) Replace the top-most bolt and the water pump bolt with the supplied low profile bolts. The remaining holes will be used as attachment points for the idler support bracket.

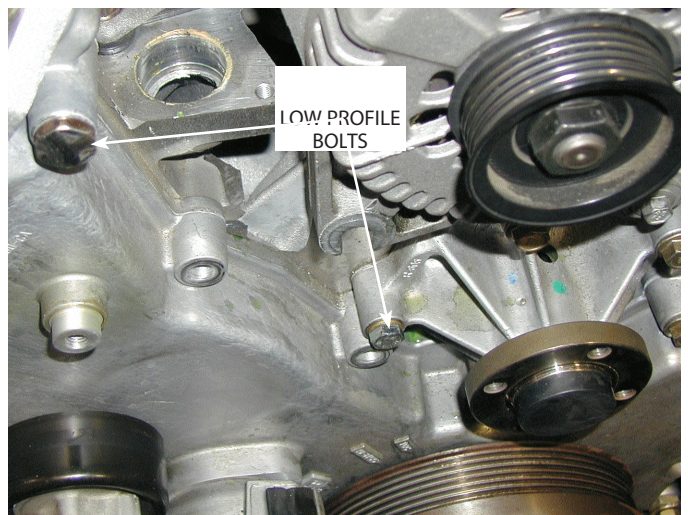


Fig. 2-n

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Section 3

PREPARING TO INSTALL THE SUPERCHARGER

3. PREPARING TO INSTALL THE SUPERCHARGER

- A. The air conditioner system fill port (located near the upper radiator hose) must be bent from its current, vertical position to a horizontal position parallel to the top of the radiator. (See *Fig. 3-a.*) This must be done to clear the bottom portion of the supercharger.

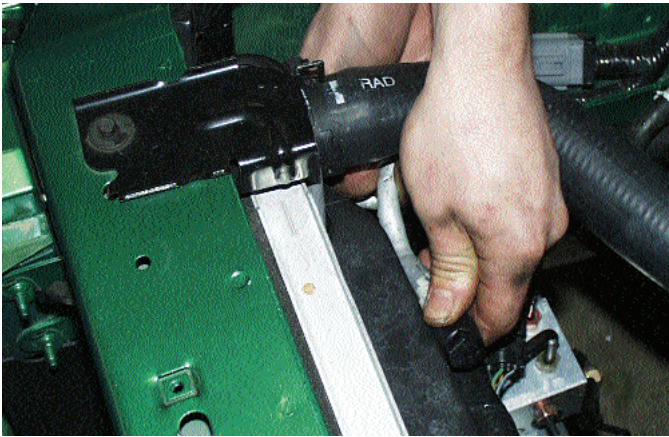


Fig. 3-a

*** NOTE ***

Use extreme caution during this step. The refrigerant contained in the line is under high pressure and can cause injury if the line ruptures. Use an approved tube bender, if available, or use heavy gloves and bend by hand. In either case, wear safety goggles/glasses to protect your eyes in case of a line rupture.

- B. Using the supplied bolts, attach the idler support bracket to the remaining empty holes from *Step 23*. The idler support bracket serves as a support for the main supercharger bracket and mounting point for the supplied idler pulley. (See *Fig. 3-b.*)

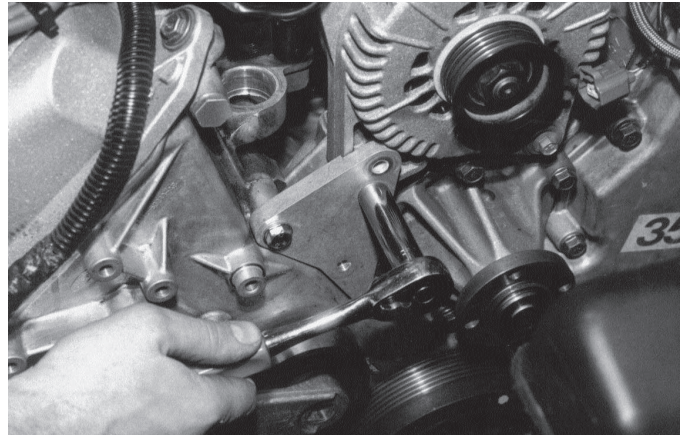


Fig. 3-b

- C. Remove the 18mm stud bolt that is located under the lower corner of the passenger side valve cover. This stud bolt supports the wiring loom through the use of a small tab. Save the tab for later step. (See *Fig. 3-c.*)

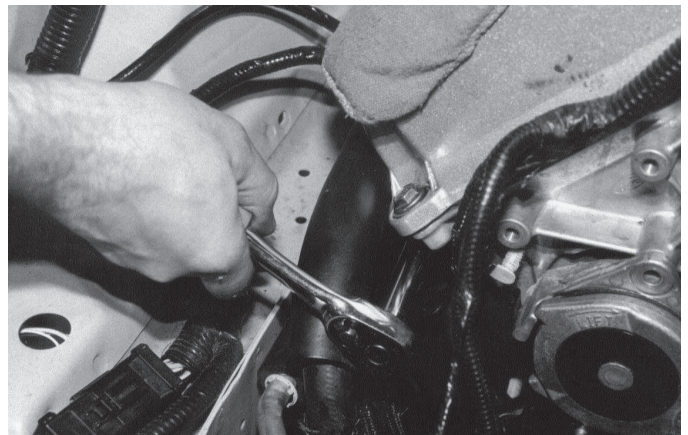


Fig. 3-c

- D.** Remove bolt from factory idler pulley and discard. (See *Fig. 3-e.*)

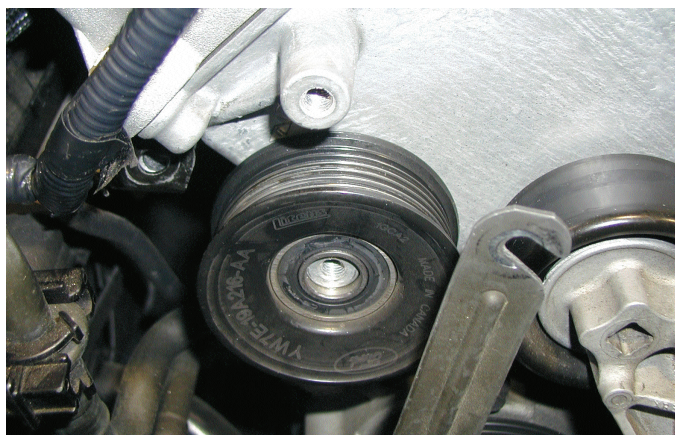


Fig. 3-e

- E.** Mount the supplied idler pulley, snap-ring side facing out, on the idler support bracket using the supplied hardware. Trial fit the idler pulley first; if it does not fit, one of the ribs on the alternator must be ground off. (See *Fig. 3-f.*)

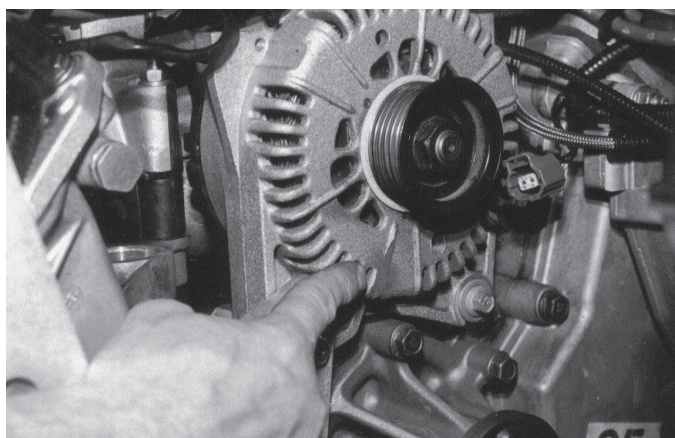


Fig. 3-f

When the pulley clears the alternator it can be bolted into place. Install the stock idler pulley in its original location, followed by the water pump pulley using the factory hardware. (See *Fig. 3-g.*)



Fig. 3-g

- F.** Install the supplied accessory/supercharger drive belt and route as stock, but do not install on alternator pulley until after the supercharger is installed. Instead, leave a loop in the belt. (See *Fig. 3-h.*)

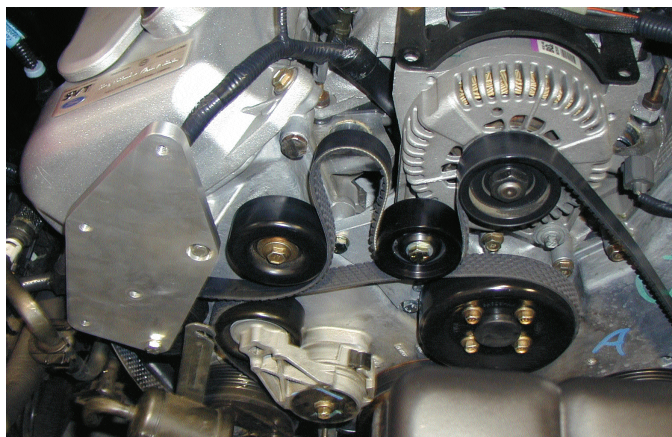


Fig. 3-h

- G.** Install the rear S/C mounting bracket as shown. (See *Fig. 3-h.*) Be sure to install the idler pulley spacer, wiring loom tab, and spacer. (Refer to *Appendix 'C'* for more detail)

- H.** Refer again to *Appendix “C”* for assembly of the main S/C bracket. Install it as shown. (See *Figs. 3-i, 3-j.*) The belt is shown looped around the alternator for clarity. Reinstall the A/C line bracket using supplied hardware and spacer.

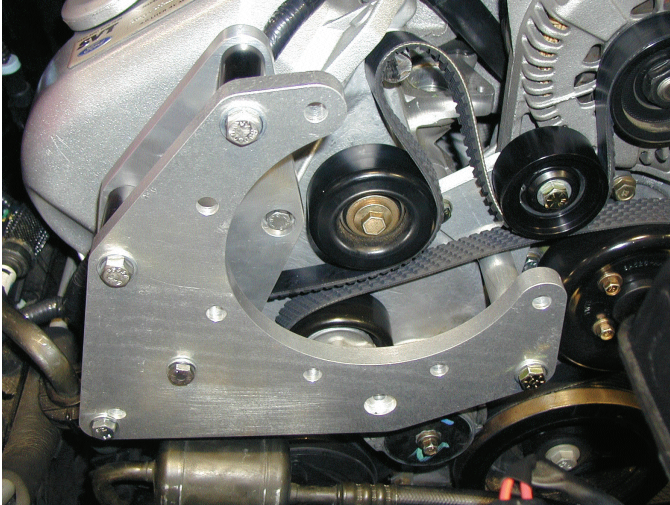


Fig. 3-i

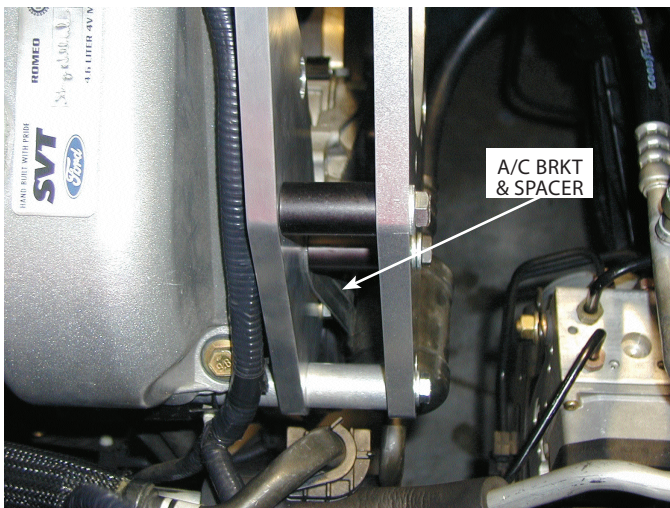


Fig. 3-j

- I.** Insert bolts into the bracket from the back. Attach the supercharger oil drain line to the fitting at the bottom of the supercharger, and lower the supercharger into place on the bracket while inserting the drive pulley through the loop in the belt. Bolt the supercharger onto the main bracket using the supplied fasteners, as shown. (Fig 3-k) ('96-'98 models shown) The lower bolts are easier to tighten from underneath the vehicle. The belt can now be permanently installed.

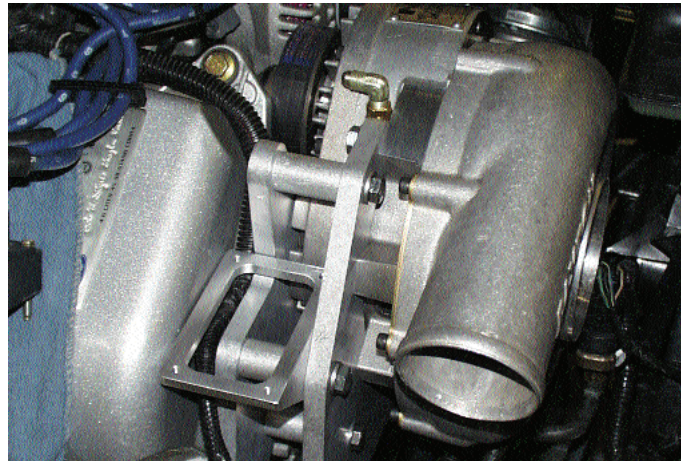


Fig. 3-k

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Section 4

COOLING SYSTEM MODIFICATIONS

4. COOLING SYSTEM MODIFICATIONS

These modifications are necessary in order to allow clearance for the supercharger.

- A. The supplied Coolant Transfer Manifold (CTM) is taller than the original, providing necessary clearance for the supercharger. To mount the new CTM, trim the two mounting stud bolts to 3/4", and thread the supplied aluminum spacer stands (*Fig. 4-a*, arrows) ('96-'98 model shown) into place on the driver's side to properly locate the CTM. Remove the original coolant temperature sensors from the old CTM and install in the new unit. Install the CTM and secure with the supplied fasteners.

*** NOTE ***

Some kits may be supplied with a CTM that appears differently than the unit shown. Both CTM's mount in the same manner.

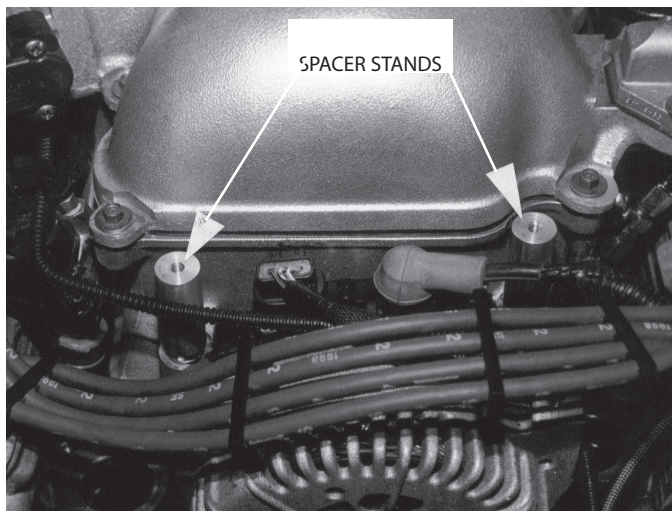


Fig. 4-a

- B. Install the straight portion of the Y tube into the lower radiator hose, and orient the angled portion towards the passenger side of the car. (See *Fig. 4-b*.) Install the supplied upper radiator hose and attach to the angled portion of the Y tube. Install the upper portion of the Y tube into the CTM. (See *Fig. 4-c*.)

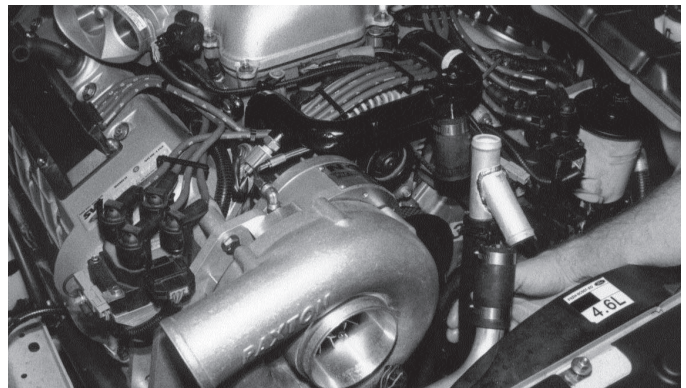


Fig. 4-b

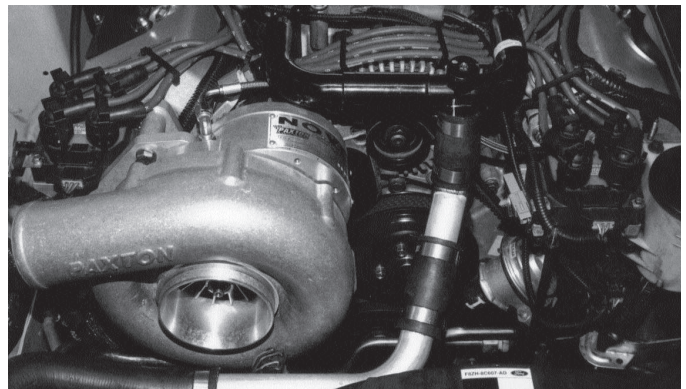


Fig. 4-c

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Section 5

OIL SYSTEM MODIFICATIONS

5. OIL SYSTEM MODIFICATIONS

The Novi 1000 supercharger relies on pressurized engine oil for its lubrication. The following steps show how to install the oil feed and drain lines.

*** NOTE ***

Do not attempt this step with a hammer and punch, as you will severely dent the front of the pan.

- A. Mark the front of the engine oil pan 1-1/8" below the pan rail and between the two pan rail bolts, directly in the center of the small "hump". Drill a pilot hole with a 3/16" drill bit after smearing the drill bit with heavy grease to prevent small metal particles from falling into the pan. (See *Fig. 5-a*.)

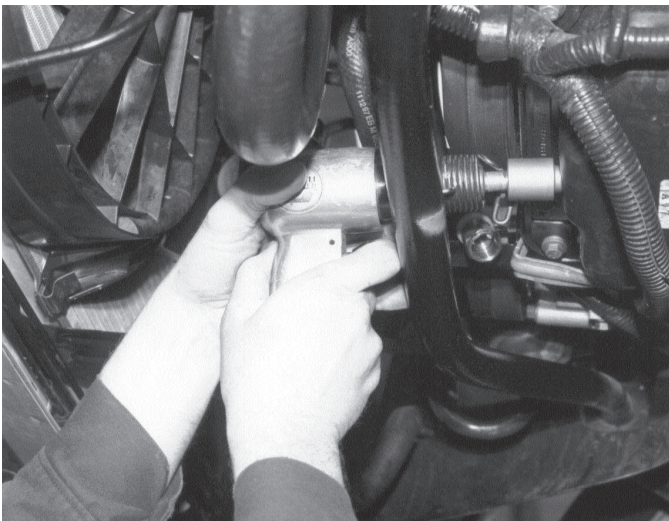


Fig. 5-a

- B. Once the hole has been drilled, insert a straight length of welding rod or heavy wire (such as a coat hanger) into the hole approximately three inches to see if it contacts any of the reciprocating assembly (connecting rod, crankshaft counterweight). If it does, turn the engine over and repeat the process until no interference is encountered.
- C. Next, apply a small amount of anti-seize lubricant to the tip of the punch (see *Fig 5-b*), and insert it into the pilot hole. Hit the punch with an air hammer carefully using small bursts, until the punch is inserted up to its shoulder.



Fig. 5-b

*** NOTE ***

Use extreme caution not to make the hole too big, or the drain fitting will not fit and the pan will be ruined.

- D. Apply a liberal amount of heavy grease to a 3/8" by 18 NPT tap (not included), and gradually thread into the hole.

*** NOTE ***

Only run the tap 2/3 of the way in. Otherwise the fitting will not seal properly.

Clean the threads using a clean rag and an approved solvent, such as carburetor cleaner. Apply a small amount of silicone RTV to the threads of the supplied 3/8" pipe to -8 fitting and insert into the hole, being careful not to over-tighten. The hex nut of the fitting should be clear of the pan, leaving some thread showing. Install the supercharger drain hose fitting so that the elbow is oriented toward the passenger side, away from the harmonic dampener. (See *Fig 5-c*.)

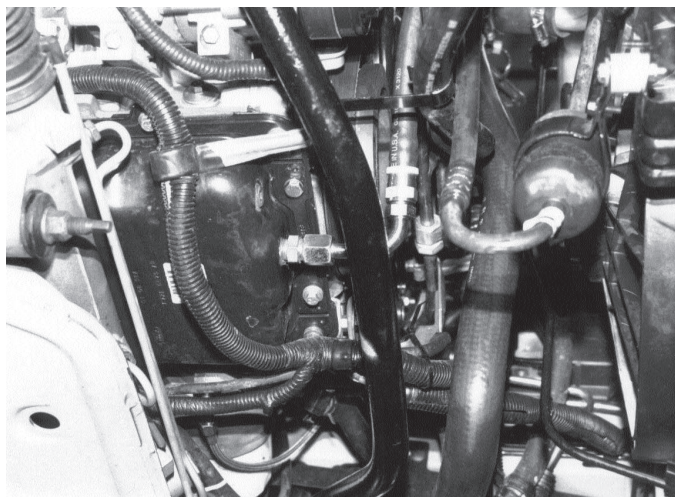


Fig. 5-c

- E.** The supercharger feed line is attached by removing an existing pipe plug in the bottom of the oil filter housing, and installing the supplied 1/4-inch NPT to -4 90° fitting and steel braided hose (see *Fig. 5-d*, arrow). Run the line up the side of the engine, between the valve cover and the power steering reservoir bracket, under the coolant transfer manifold and attach it to the supercharger. (See *Fig. 5-e*) Zip-tie the oil feed line to the CTM.

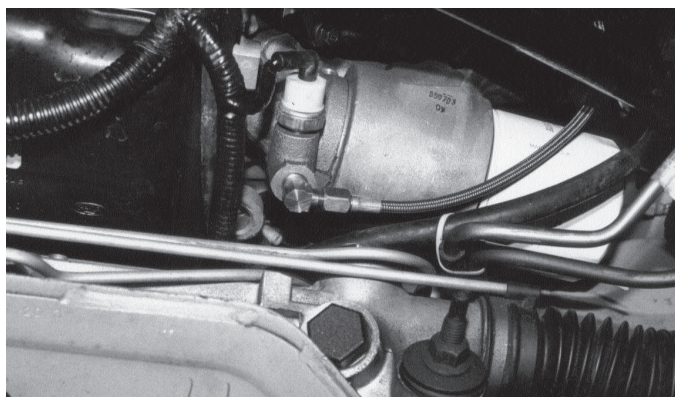


Fig. 5-d

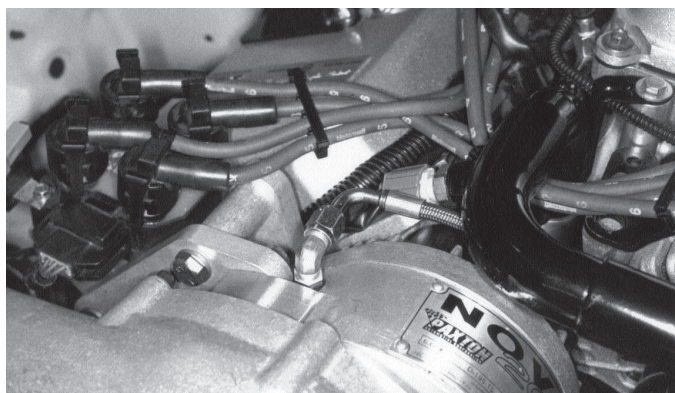


Fig. 5-e

Section 6

AIR INTAKE SYSTEM MODIFICATIONS

6. AIR INTAKE SYSTEM MODIFICATIONS

These steps illustrate how to install the new intake system.

- A.** Disassemble to supplied air intake as shown, leaving the hose clamp indicated loose so the elbow can be rotated once the assembly is mounted in the car. (See *Fig. 6-a.*)

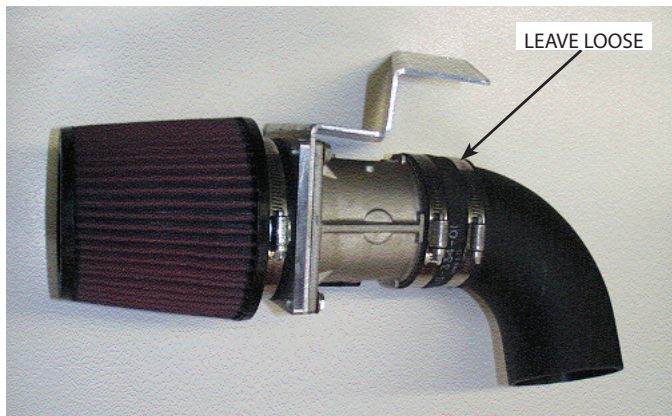


Fig. 6-a

- B.** Remove the two nuts located in the passenger side inner fender wall. Push the mass air meter/air filter assembly and inlet tube up into the passenger side fender, and attach to the existing studs in the inner fender panel using the two factory nuts. (See *Fig. 6-b.*)



Fig. 6-b

- C.** Attach the length of flex hose to the plastic elbow on the MAF/air filter assembly inside the fender (See *Fig. 6-c.*) Install the cast-aluminum discharge tube using the supplied rubber joints and stainless steel clamps.

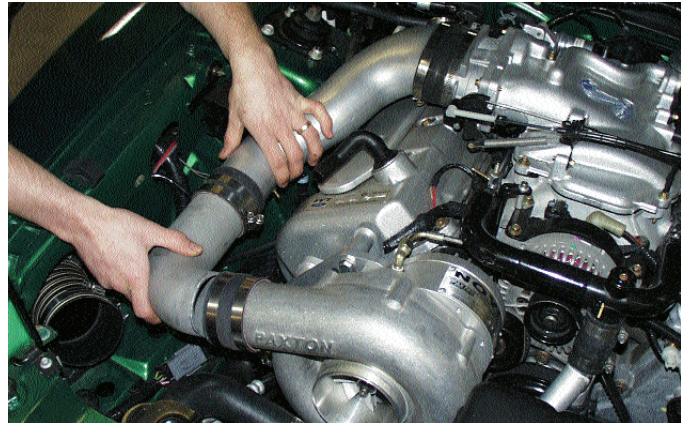


Fig. 6-c

- D.** Assemble the inlet tract as shown, with the rubber elbow clamped to the plastic inlet tube and the bypass valve assembly in place. Route the long PCV tube from the underside of the plastic inlet tube to the PCV fitting on the passenger side valve cover. Tuck the free end of the bypass valve assembly underneath the cast aluminum discharge tube. Insert the plastic intake tube into the flex hose, and the rubber elbow onto the supercharger inlet. (See *Fig. 6-d.*)

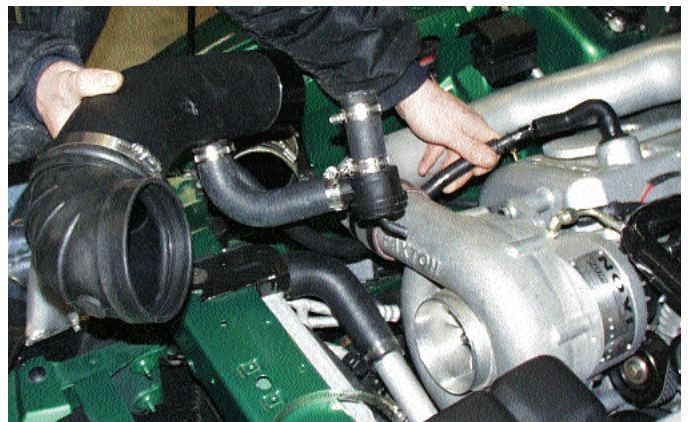


Fig. 6-d

- E.** Once you have determined that the inlet tube assembly is positioned properly, tighten all clamps.

- F.** Attach the other end of the bypass valve assembly to the fitting on the discharge tube. Tighten the bypass valve assembly clamps. (See *Fig. 1-e.*)

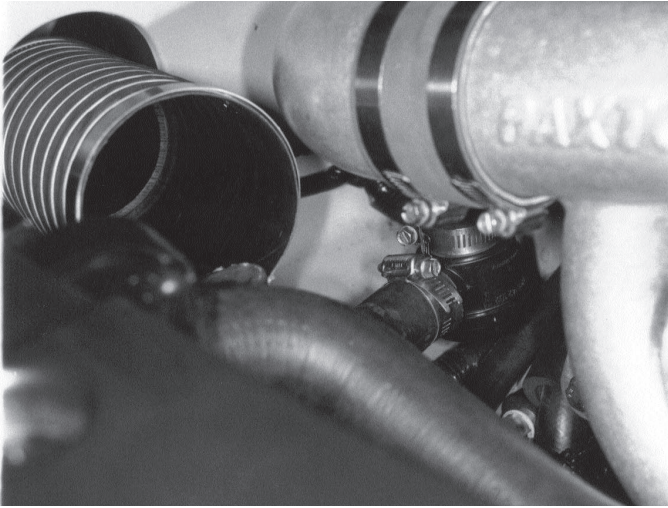


Fig. 1-e

- G.** Install the inlet tube to the flex hose and attach the other end to the supercharger. Attach the bypass hose to the inlet tube and secure with the Paxton-supplied hose clamp (See *Fig. 1-f.*)

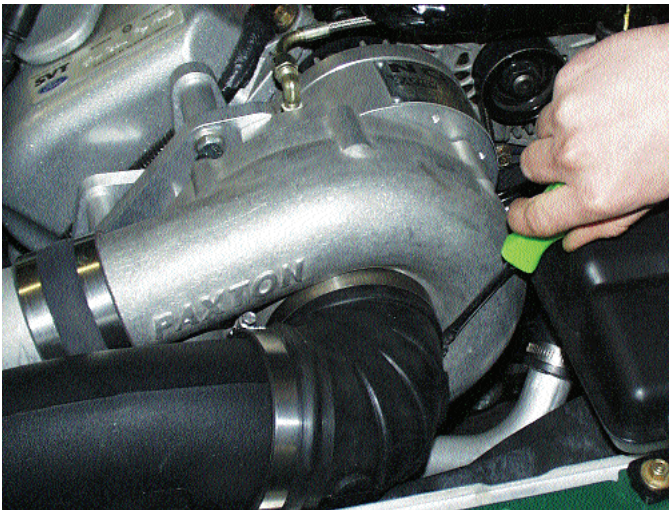


Fig. 1-f

Adjust for the best fit and tighten all hose clamps. Remove the rubber hose from the crankcase evac plastic barb fitting located on the passenger side valve cover. Attach the supplied hose to the plastic barb fitting and route the hose forward to the 90 degree brass fitting on the plastic inlet tube. The supercharger assembly is completed. (See *Fig. 1-g.*)

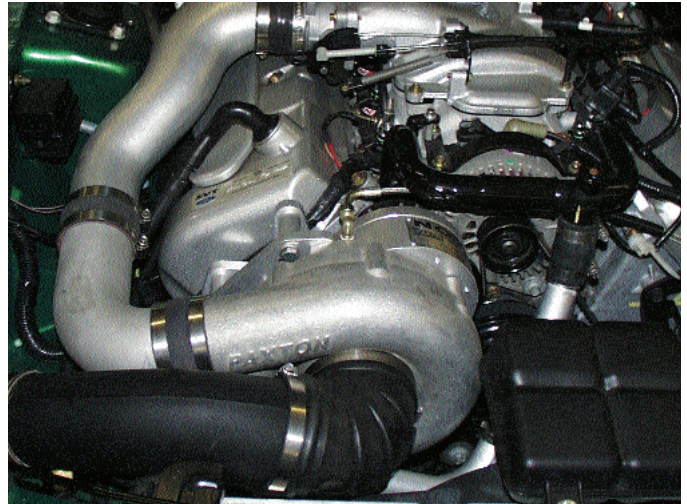


Fig. 1-g

Section 7

ENGINE CONTROL COMPUTER REMOVAL & MODIFICATIONS

7. ENGINE CONTROL COMPUTER REMOVAL & MODIFICATIONS

*** NOTE ***

Before beginning this process, retrieve the computer control code from the passenger side door panel. (See Fig. 7-a.) Follow the instructions on the Chip Voucher to receive a pre-programmed computer chip from PAXTON Automotive.



Fig. 7-a

- A. Remove the passenger side door sill plate, followed by the passenger side kick panel. This will reveal the engine control computer and its harnesses. The harnesses are secured using clips, which are attached to a small metal bracket. Pull the harnesses off the bracket, then remove the two 7/32" bolts that secure the bracket itself. Remove the bracket. (See Fig. 7-b.)

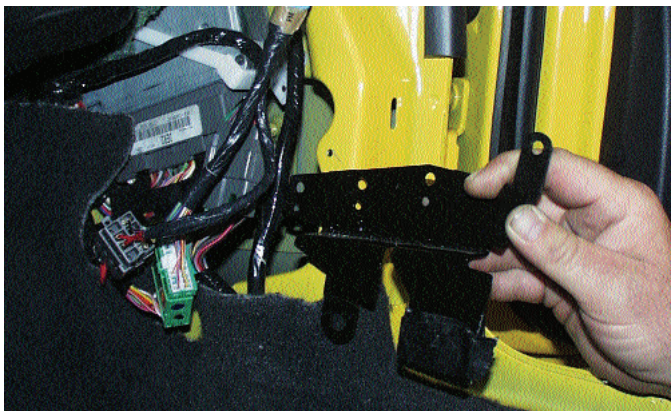


Fig. 7-b

- B. Pull the harnesses down and out of the way, creating unobstructed access to the computer. Remove the 7/32" screw that secures the retention strap (arrow, See Fig. 7-c) and pull the computer out of the foot well. (See Fig. 7-d.)



Fig. 7-c

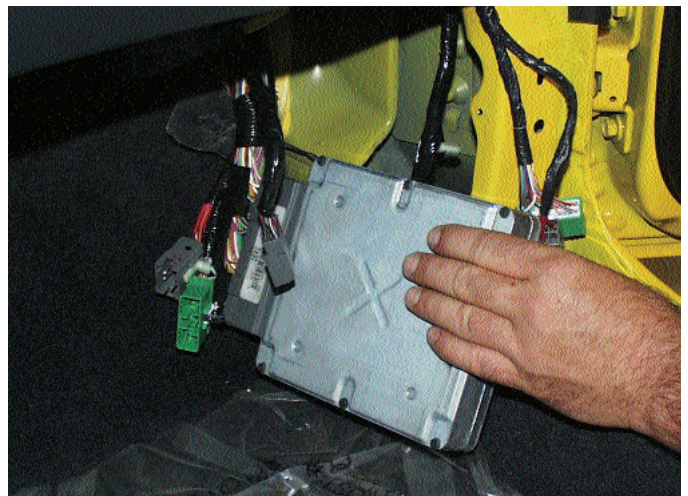


Fig. 7-d

- C.** Remove the 10mm bolt that secures the main harness to the computer, and remove the harness. (See *Fig. 7-e.*)

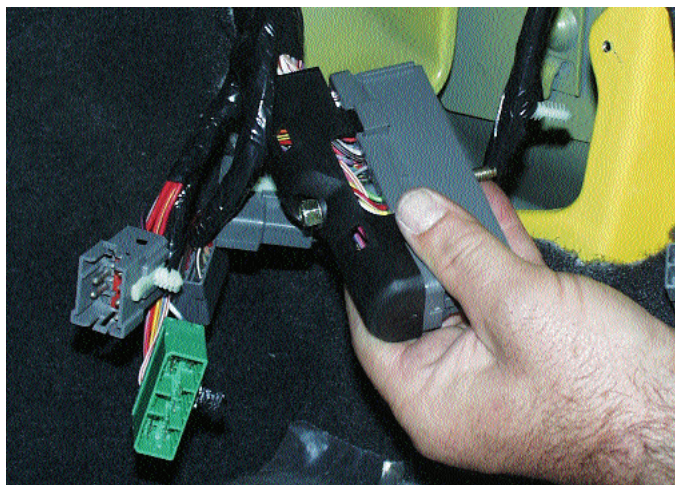


Fig. 7-e

- D.** Remove the black plastic flash connection port cover on the side of the computer (arrow, See *Fig. 7-f*). Remove the six screws that retain the computer cover, and place the cover aside.

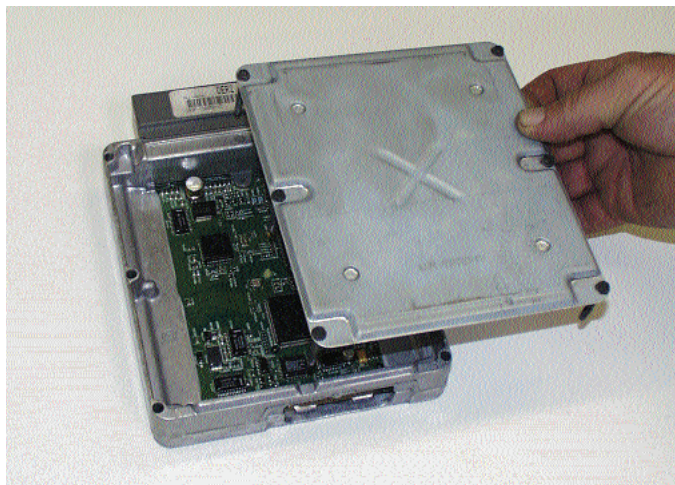


Fig. 7-f

- E.** The flash connector is protected by a hard coating that must be carefully scraped off. Use a small screwdriver to scrape the coating off on both sides of the connector. (See *Fig. 7-g.*)

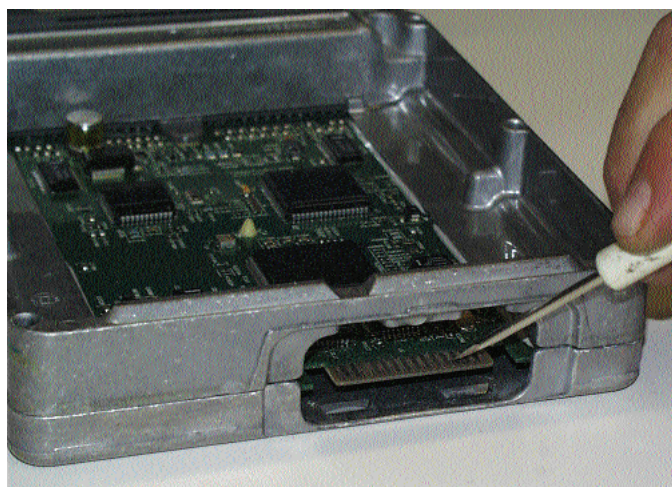


Fig. 7-g

Clean off the remaining residue with lacquer thinner and a soft, clean rag. Use a small piece of Scotchbrite and rub lightly on both sides of the connector to make sure you have removed all of the coating. Clean once more with lacquer thinner.

*** NOTE ***

The connector must be completely cleaned of all coating residue or damage to the chip may result.

- F.** Install the chip onto the flash connector and secure with a strip of duct tape. (See *Fig. 7-h.*)

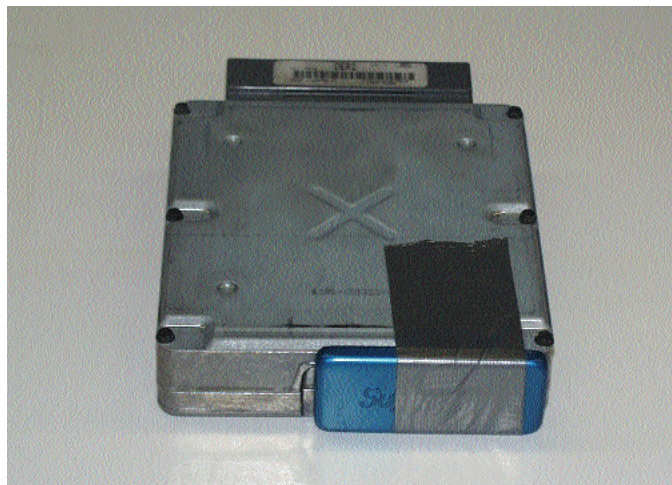


Fig. 7-h

Section 8

FORD 4.6L IN-TANK FUEL PUMP INSTALLATION

8. FORD 4.6L IN-TANK FUEL PUMP INSTALLATION (1998-2001 MODELS)

- A. Raise the rear of the car and support it with jack stands.
- B. Open the fuel door and remove the fuel cap and the three filler neck screws using a 10mm socket.
- C. Remove the fuel filter inlet line with a 3/8" spring-lock tool.
- D. With the weight of the fuel tank supported with a jack, remove the bolts securing the two fuel tank straps.
- E. Slowly lower the fuel tank, allowing it to lean over with the filler side up until the electrical connections leading to the center mounted fuel pump are revealed. Disconnect these two electrical connections.
- F. Remove the six bolts securing the fuel pump access cover (on top of the fuel tank) with an 8mm wrench. Depress the two clips securing the plastic fuel pump enclosure and slide it out of the tank. The fuel sender float is attached to the fuel pump enclosure and must be handled with care. Ensure that the tank has been lowered enough to remove the fuel pump enclosure.
- G. Cut the two fuel pump power wires about 1" from the fuel pump electrical connector. Noting the corresponding (+) and (-) connections, splice the supplied wiring harness into place using two butt connectors.
- H. Remove the two screws securing the plastic fuel pump outlet manifold to the enclosure cap. Pull the manifold up and away from the fuel pump.
- I. Remove the three screws securing the fuel pump enclosure's cover using a 3/16" nut driver and remove the cover. Modify the fuel pump cover as shown. (See *Figs. 8.a, 8-b.*) This allows the larger O.D. pump to fit in the cover.

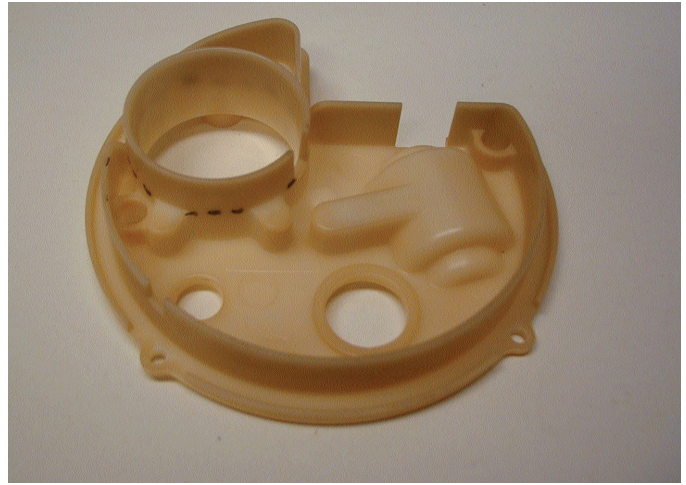


Fig. 8-a

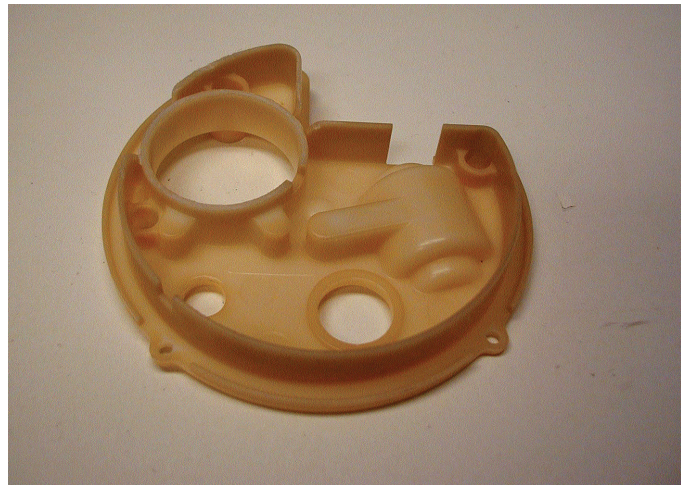


Fig. 8-b

- J.** Remove the stock fuel pump from its enclosure. Separate the rubber pump support from beneath the filter and install it on the supplied pump. Secure the support with the new filter provided.
- K.** Using the supplied fuel pump, reassemble the fuel pump assembly and canister with cap. Install the supplied 1/8" spacers beneath the pump outlet manifold and canister cap. (See Fig. 1-c.)
- M.** Reinstall the canister assembly into the fuel tank. Reattach the electrical connections.
- N.** Reinstall the fuel tank, reconnect the fuel filter inlet line, reattach the fuel filler neck, and reinstall the fuel pump.
- O.** Turn the ignition key on and check the fuel pump for leaks.

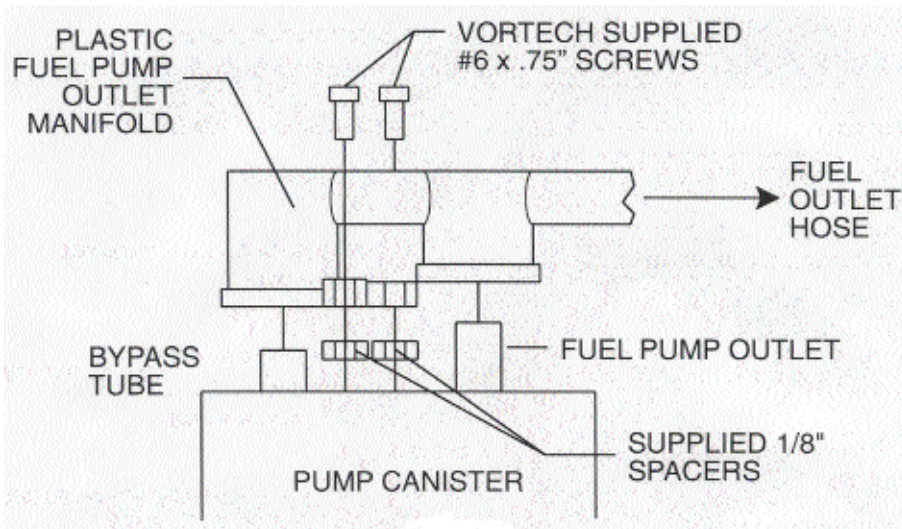


Fig. 1-c

- L.** Remove the screen from the bottom of the canister assembly being careful not to puncture flapper valve. (See Fig. 1-d.)

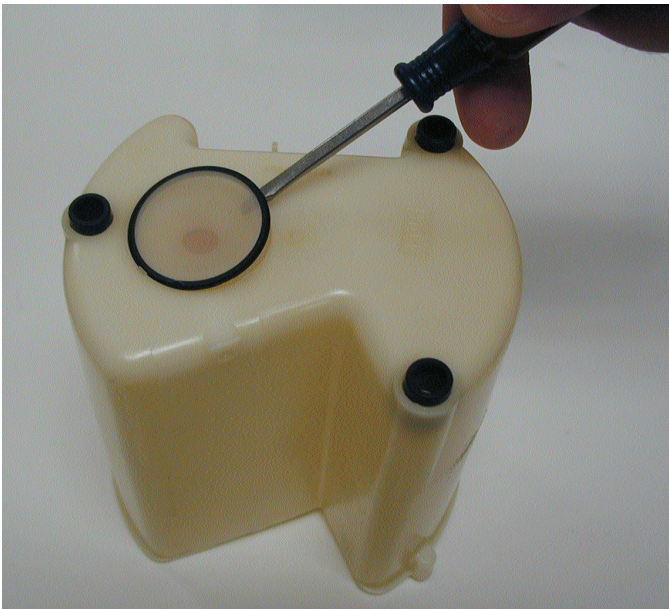


Fig. 1-d

Section 9

CHECK OUT PROCEDURES

9. CHECK OUT PROCEDURES

- 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 super-charger 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

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APPENDIX

Please realize that PAXTON Automotive is constantly improving the performance and look of the NOVI 1000 supercharger. Parts in your kit may appear differently than what is pictured in this manual. This is due to photographs taken in pre-production, a change in material costs, or an improvement in performance.

Rest assured that you have purchased to best quality kit that PAXTON Automotive manufactures at this time. The installation of the materials will remain the same.

List of Appendices

Appendix No....	DWG No.....	..Rev.....	DWG Title
A	1001828	NC	KIT, PARTS LIST
B	1011819	NC	ASY, S/C, N1K, '01 4.6L COBRA
C	1016625	NC	ASY, S/C MOUNTING BRACKET
D	1015931	C	ASY, AIR INTAKE
E	1017015	B	ASY, AIR DISCHARGE
F	1019327	C	ASY, OIL FEED
G	4FH130-036	NC	ASY, OIL DRAIN
H	1015506	D	ASY, COMPRESSOR BYPASS
J	1015308	D	ASY, RADIATOR TUBE MODIFICATION
K	1015530	A	ASY, FAN RESISTOR RELOC.
L	1017734	NC	ASY, FUEL PUMP

