



PAXTON
AUTOMOTIVE CORPORATION
SUPERCHARGERS



Owner's Installation Guide for the
Paxton Automotive
Novi 1200 Supercharger
for the
2001, 2003 8.1L GM Truck

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

FOREWORD

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

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IMPORTANT NOTES

Congratulations ! You have purchased the finest street supercharger available for the 2001, 2003 8.1L GM Truck. 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.

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 Screwdriver
- 13 Heavy Grease
- 14 Silicone Sealer
- 15 Drill Motor
- 16 1/8", 3/16", 27/64" Drill Bits
- 17 1/2" Tube Bender
- 18 3/16" Allen Wrench
- 19 Wire Strippers & Crimpers

- 20 Utility Knife
- 21 Power Steering Pulley/Puller & Installer
- 22 11/32" Pipe Plug Socket

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

- 23 Spark Plug Socket
- 24 NEW Spark Plugs

We suggest that you obtain a copy of a GM Truck shop manual for your model of truck. 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 truck'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 15 to 17 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.

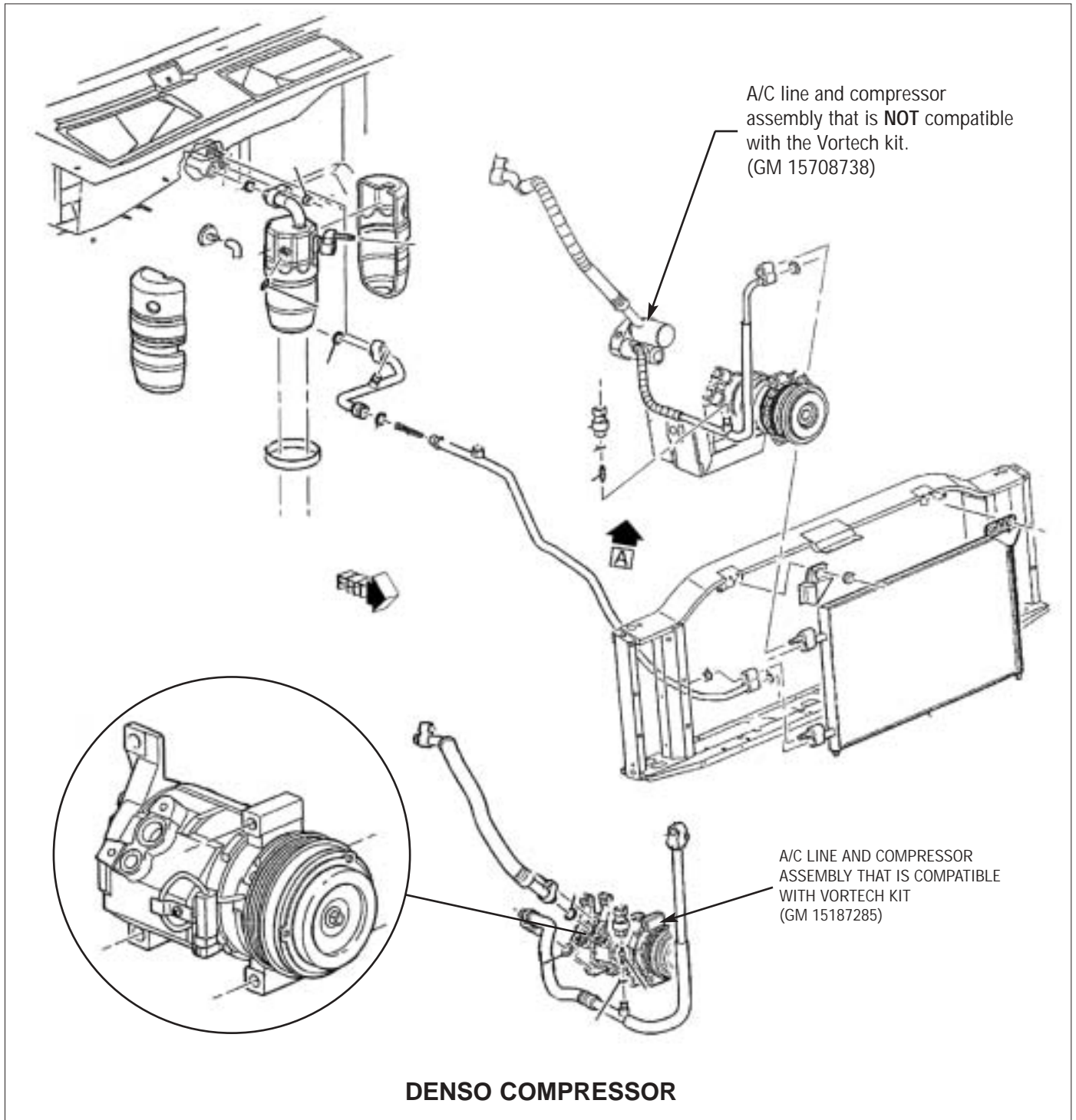
PAXTON AUTOMOTIVE makes every effort to insure that all parts are included in the box. If you discover that you are missing any part, or that a part was damaged in shipping, call PAXTON immediately. DO NOT begin installation if a part is missing. Failure to contact PAXTON prior to beginning installation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

*** **IMPORTANT NOTE** ***

Certain model trucks have variances in air conditioning line. Before installing the kit onto your vehicle, see the following schematic to verify the vehicle has the proper lines. The Vortech kit is compatible with GM part number 15187285. This line can be removed from the air conditioning compressor. If your vehicle has GM assembly part number 15708738 Paxton supercharger system **WILL NOT BE COMPATIBLE**. This line assembly is brazed into an aluminum housing and can not be removed. (As shown in the instructions.)



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 precau-

tions, 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.

-
- *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 and 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.*

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



2001, 2003 8.1L GM Truck

Part No. 1101215

PARTS LIST

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

Part No.	Description	Qty.	Part Number	Description	Qty.
8F060-005	HIGH-FLOW INJECTORS	8	7U100-055	TIE WRAPS	4
1016120	PAXTON NOVI 1200	1	7T560-001	ROTA-BROACH	1
7U100-070	KEY, 3/16 x 3/16 x 7/8	1	7T560-002	ARBOR ROTA-BROACH	1
2A040-011	PULLEY, RETAINER S/C	1	4PGE130-026	OIL FEED ASSY	1
7B375-110	3/8 24 x 1" HX	1	7U030-026	1/4" OIL FEED HOSE	5.16'
7K375-040	3/8 AN960 FLAT WASHR PLATED	1	7P125-026	FITTING 90° 1/8 NPT x -4	1
2A021-081	IMPELLER, MACHINED S-TRIM	1	7S625-000	HEAT SHIELDING	1.5'
2H100-032	NAME PLATE, NOVI, UNIVERSAL	1	7P375-018	3/8 - 1/8 NPT BUSHING	1
7A250-037	1/4-20 x 3/8 SHCS PLTD	4	7P125-026	FITTING, 90° 1/8 NPT x -4	1
7U100-023	DRIVE SCREW #4 x 1/4	2	7P375-033	3/8 NPT x 3/8 NPT STREET ELBOW	1
2A060-030	MATING RING 10MM .096"	0	4GL101-002	FUEL SYSTEM ASSY	1
2A100-020	RETAINER, COMPRESSOR	1	7P625-030	FTG, GM TRUCK FUEL PUMP	1
2H375-024	3/8-24 SPIRALOCK, L.H. 6 PT	1	7P625-031	FTG, GM TRUCK FILTER	1
2H248-008	G/C ASSY, NOVI 1200 CW-POLISH	1	7R003-027	ADEL CLAMP, 1-11/16"	2
7P375-002	3/8 PIPE PLUG STEEL, ZN PLTD	2	7U030-050	12mm FUEL HOSE	3.28
7P375-017	3/8 NPT x 1/2 BEADED HSE BRB	1	7R001-008	#8 STNLS HOSE CLAMP	2
7P375-001	OIL FEED FITTING, STD	1	8F001-002	INLINE FUEL PUMP, WALBRO	1
7J375-024	3/8" COPPER WASHER	2	7C010-050	10-24 x 1/2 SHCS	1
7P375-104	PLUG, OIL HOLE	1	7F010-024	10-24 NYLOCK NUT	1
008705	2-3/4" BLUE CAP	1	7J010-001	#10 WASHER	2
008701	3.325" PLASTIC CAP	1	5W001-014	FUSE HOLDER, 10 GAUGE WIRE	1
008703	1/2" PLASTIC CAP	1	5W001-011	16-14 GAUGE EYELET 25" HOLE	1
008704	7/16" PLASTIC CAP, BLUE	1	5W001-025	FEMALE SLIDE, INSULATION, MINI	1
7P125-016	1/8 NPT PLUG	2	5W001-024	MINI FUSE TAP	1
2A036-333	S/C PULLEY 3.33" 6-GROOVE	1	5W001-015	FUSE, BLADE TYPE 20 AMP	1
7W100-020	O-RING, VOLUTE	1	5W001-017	3/8" RING TERMINAL 12 GAUGE	1
2A046-112	GATES BELT 112" K061120	1	5W001-042	12 GAUGE 3/16" RING TERMINAL	1
2A100-030	RETAINER, COMPRESSOR 1/2 SIZE	2	5W001-005	3/8" PLASTIC WIRE LOOM	2
4PGE111-021	ASSY, MTG BRKT 8.1L GM TRUCK	1	5W001-019	SOLDERLESS CONNECTOR 10-12 GA	1
4PGE010-044	MTNG PLATE, A LARGE	1	7U100-044	TIE WRAP 4" NYLON	8
4PGE010-034	MTNG PLATE, B SMALL	1	8F101-320	RELAY ASSY, LS1 TRUCK	1
4PGE017-011	2.231" SPACER	1	8N201-080	WELDED CORE ASSEMBLY	1
4PGE017-021	2.739" SPACER	2	8N101-006	ASSY, CORE INLET, 8.1 GM w/BUNG	1
4PGE017-031	2.239" SPACER	3	8N003-070	MANIFOLD COOLER	1
7A375-124	3/8-16 x 1.25 HXHD	5	8N101-001	ASSY, CORE w/ENDS	1
7F375-044	3/8 WASHER	14	8N107-050	WATER PUMP ASSEMBLY	1
7A375-375	3/8-16 x 3-3/4" HXHD	3	8F001-402	PIERBURG, WATER PUMP	1
7F375-016	3/8-16 X NYLOCK NUT	5	7R003-027	ADEL CLAMP 1-11/16"	1
7A375-375	3/8-16 x 4.75" HXHD	1	5W001-025	FEMALE SLIDE MINI	1
7C010-030	10mm x 1.5 30mm	2	5W001-043	12-10 GA x 1/4" RING TERMINAL	3
7C010-100	10mm x 1.5 x 100 HxHd XX	3	7A250-050	1/4-20 x .50" SHCS PLTD	2
7J010-002	10mm WASHER	7	5W001-013	14-16 GA BUTT CONNECTORS	4
7C010-091	10mm x 1.5 x 90 FLAT HEAD	1	5W001-019	12-10 GA BUTT CONNECTORS	2
7A250-103	1/4-20 x 1" SHCS	2	7U100-044	4" TIE WRAPS	4
7A250-022	1/4" WASHER	2	5W001-022	T-SPLICE CONNECTOR	1
4PGE017-041	SPACER, TENSIONER	1	7F250-021	1/4-20 NYLOCK NUTS	1
4FM011-052	SPRING TENSIONER	1	5W001-015	FUSE, BLADE TYPE 20 AMP	1
4FA016-171	DUST COVER	1	5W001-005	3/8" PLASTIC WIRE LOOM	2'
2A017-033	IDLER, SPACER TENSIONER	1	5W001-014	FUSE HOLDER 10 GA WIRE	1
4FH016-150	IDLER 3" FLANGED	1	7U100-055	TIE WRAP, 6" NYLON	6
4PGE017-051	SPACER, IDLER LONG	1	5W001-041	12-10 GA MALE SLIDE INSULATED	2
7C010-045	10mm x 1.5 x 45mm HXHD	1	8F101-320	RELAY ASSY, LS1 TRK	1
4FA016-150	IDLER 3.5" FLANGED	1	8N105-040	WATER TANK ASSEMBLY	1
7A375-350	3/8 - 16 x 3.5" HXHD	1	7U038-000	3/4" HEATER HOSE	19'
4PGE139-096	INTAKE MANIFOLD ASSY	1	7R007-001	NYLON CLAMPS 1-1/8"	12
7P375-006	PCV VALVE FORD	1	8N055-030	WATER TANK	1
7P375-045	3/8 NPT 45° STREET ELBOW	1	7P500-026	1/2" - 3/4" HOSE BARB 90°	2
7P375-047	3/8 LONG NIPPLE	1	7U100-055	TIE WRAP, 6" NYLON	6
8J040-042	BAFFLE, LT1 VETTE	1	7U038-012	HOSE Ø3/4" 90° 4x12"	1
7P375-005	3/8 PIPE PLUGS	2	7U030-065	90° MOLDED ELBOW SHORT	1
7P375-039	3/8 NPT - 5/8 BARB x 90°	1	7P375-075	3/4" HOSE UNION	1
7U033-000	5/8 HOSE	2.3'	4GL010-060	WATER TANK MOUNTING BRACKET	1
7P250-045	1/4 NPT - 3/8 BARB	1	7A250-050	1/4-20 x .50" SHCS	4
7U032-016	3/8 FUEL HOSE, HIGH PRESS	0.125'	7J250-001	1/4 SAE WASHERS	4
4PGE040-050	GASKET, THROTTLE BODY	1	8N056-060	SURGE TANK, PLASTIC	1
7R001-008	#8 HOSE CLAMP	2	8N055-050	SURGE TANK CAP	1
7P250-120	1/4 PIPE PLUG	1	7P500-078	1/2 NPT x 3/4 HOSE FIT	2
4PGE130-036	OIL DRAIN ASSY	1	4GL010-070	SURGE TANK BRKT	1
7P375-017	3/8" NPT x 1/2 BARB	1	8N106-060	WATER COOLER ASSEMBLY	1
7U030-036	1/2" OIL DRAIN HOSE	1.83'	8N006-010	WATER COOLER (SETRAB)	1
7R001-008	#6 HOSE CLAMP	2			



2001, 2003 8.1L GM Truck

Part No. 1101215

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.
7P500-026	1/2" NPT - 3/4" HOSE BARB 90°	2
2A017-752-03	SPACER, 750 OD x .927 LONG	2
4PGE010-060	BRKT, BOTTOM HEAT EXCH	1
4PGE010-070	BRKT, TOP HEAT EXCH	1
7A250-075	1/4-20 X 3/4" SHCS PLTD	3
7F250-021	1/4-20 NYLOCK NUTS	5
7J250-001	1/4 SAE WASHERS	10
7A250-151	1/4-20 x 1-1/2" SHCS	2
7C060-035	M6 x 1.0 x 35mm	1
2A017-700	SPACER, .70 L x .75 OD x .351 ID	1
4GPE112-020	DISCHARGE ASSY	1
7R002-048	#48 GOLDSEAL HOSE CLAMP	1
7R002-064	#64 GOLDSEAL HOSE CLAMP	1
7S275-300	2-3/4 x 3 SLEEVE	1
7S300-275	3.00" - 2.75" REDUCER SLEEVE	1
7R002-044	#44 GOLDSEAL HOSE CLAMP	3
4PGE012-020	DISCHARGE TUBE	1
4GL012-030	ELBOW 3.88" - 3.00" x 90°	1
4PGE212-010	AIR INLET ASSY, 8.1 TRK	1
7P156-082	5/32 TEE	1
7R002-016	#16 HOSE CLAMP	4
7R002-056	#56 GOLDSEAL HOSE CLAMP	4
7U030-046	5/32" VACUUM LINE	1.5'
7U034-016	1" GS HOSE	0.416'
7U035-001	3-1/2" FLEX HOSE	1.08'
8D001-001	BYPASS VALVE	1
4PGE112-010	INLET TUBE	1
7P375-625	3/8 NPT x 5/8 HOSE BARB	1
4PGE013-010	ROTO-MOLD AIR BOX	1
7S350-200	3-1/2 x 2" SLEEVE	2
8H040-097	AIR FILTER (K&N) 4" FNG 7" LONG	1
7R002-060	#60 HOSE CLAMP	3
7U133-090	1" ID x 90° MOLDED ELBOW SHORT	1
4HS010-060	FLANGE, AIR BOX	1
7A250-056	1/4-20 x .50" SHCS	6
7J250-022	1/4" WASHER	8
7F250-021	1/4-20 NYLOCK NUT	4
7U133-100	1" I.D. x 90° MOLDED TUBE	1
7P100-010	1" PLASTIC CONNECTING BARB	1
7R002-020	#20 HOSE CLAMPS	3
7R003-024	ADEL CLAMP	1
4PGE010-011	Brkt, Airbox Mounting	2
7E010-075	#12 x 3/4" SHTMETAL SCREWS	2

Section 1

INITIAL PREPARATION AND REMOVAL

1.1 INITIAL PREPARATION AND REMOVAL

*****NOTE*****

Before performing any of these steps, note that it is necessary to remove the refrigerant from the air conditioning system which should be performed by a qualified technician using a refrigerant recycling system.

- A. Remove the refrigerant from the A/C system.

*****IMPORTANT*****

Releasing refrigerant into the atmosphere is environmentally irresponsible and should be avoided.

- B. Drain sufficient amount of coolant to allow for removal of the radiator reservoir drain hose.
- C. Disconnect the negative cable at the battery.
- D. Remove all ducting between the MAF meter and the throttle body.
- E. Remove the upper fan shroud. (If equipped with an Allison Transmission, remove the transmission control computer from the fan shroud.)
- F. Remove the accessory drive belt.
- G. Remove the factory idler on the driver's side just below the alternator.
- H. Remove the stock belt tensioner.
- I. Remove the bracket on the passengers' side head holding the heater hoses.
- J. Remove the plastic engine cover that extends over the engine.
- K. Remove the MAF from the factory air box, then remove the air box.
- L. Remove the plate from underneath the original air box location.

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Section 2

INTAKE MANIFOLD REMOVAL

2.1 INTAKE MANIFOLD REMOVAL

- A. Remove the two nuts securing the plastic bracket that holds the back of the engine cover on the rear of the intake manifold. Remove the bracket.
- B. Remove both of the studs that are used to secure the plastic engine cover bracket. This will un-secure both a small bracket on the passenger's side and the rear of the larger plastic bracket connected to the main injector wiring harness. Continue un-securing the wiring harness/bracket assembly by removing the screw securing the front of the bracket. (See Fig. 2-a.)
- C. Locate the EGR tubes that run over the top/front of the intake manifold. **(Not all vehicles will be equipped with EGR tubes. If so, proceed to the next step.)** Remove the nuts securing the tabs on the EGR tubes. Follow the tubes down to where they meet with the exhaust manifolds. Each tube will be secured to an exhaust manifold with two screws. Remove the screws securing the EGR tubes from each of the exhaust manifolds. Disconnect the two EGR tubes from the central piece and remove them from the vehicle. Swivel the remaining middle tube to the passenger's side to give clearance for the manifold removal.
- D. Disconnect the main wiring harness running to the fuel injectors.
- E. Remove the EGR tube attached to the EGR motor located on the rear of the intake manifold.
- F. Disconnect the plug running to the top of the EGR motor located on the rear of the manifold. Disconnect the two plugs running to the throttle body. Disconnect the plug to the EVAP service port.
- G. Disconnect the fuel lines running to the fuel rails.
- H. Verify everything is disconnected from the intake manifold. (Some models may vary.)
- I. Remove all fasteners securing the intake manifold to the engine.
- J. Slowly lift up on the manifold breaking the gasket seal and remove it from the engine compartment.

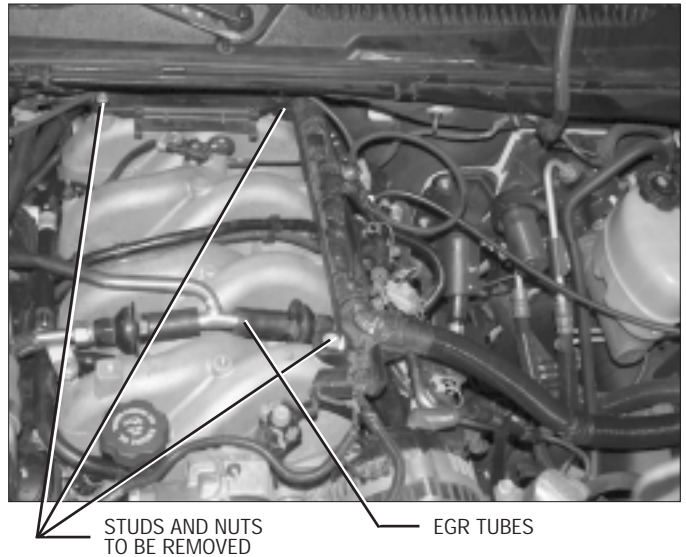


Fig. 2-a

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Section 3

INTAKE MANIFOLD BREATHER/PCV/THROTTLE BODY GASKET INSTALLATION

3.1 INTAKE MANIFOLD BREATHER/PCV/THROTTLE BODY GASKET INSTALLATION

A. Breather Installation:

1. With the manifold removed, locate and center punch a location on the rear of the intake manifold near the base of the EGR motor. (See Fig. 3-a.)

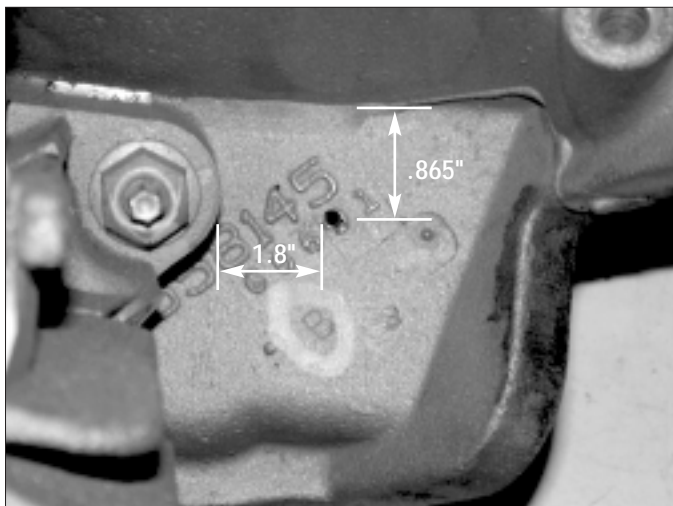


Fig. 3-a

2. Drill a 1/8" pilot hole at the center location. Use a 9/16 rota-broach to drill a hole in the manifold. (See Fig. 3-b.)

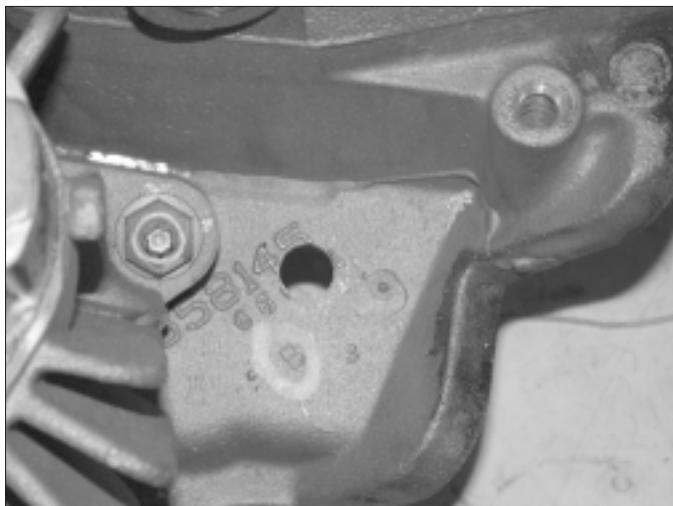


Fig. 3-b

3. Tap the hole with a 3/8" NPT tap to approximately 1/2" deep or until the fitting can be started.
4. Apply a small amount of silicone sealer to the supplied 3/8" x 45° street fitting and secure it in the hole. Thread the 3/8" nipple into the street elbow. Orient the elbow and nipple toward the driver's side. (See Fig. 3-c.)

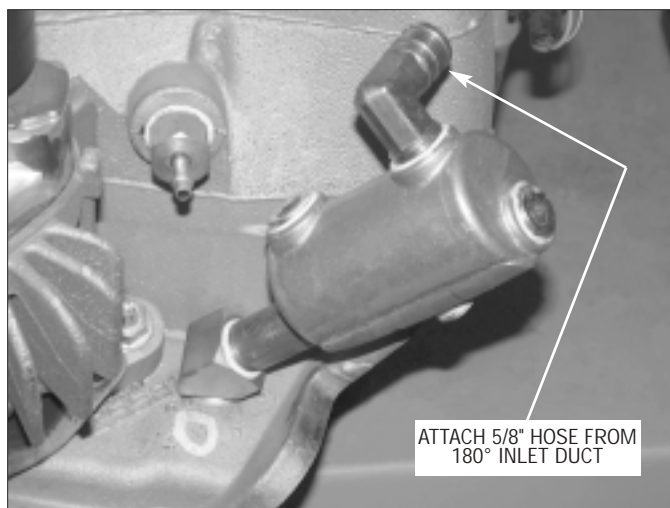


Fig. 3-c

NOTE

The baffle and barb will not be installed at this time to aid the EGR tube re-installation.

B. PCV Valve Installation:

1. Locate the small metal breather tube pressed into the bottom of the cast manifold. With a pair of pliers, pull out the metal piece leaving an open hole. Use a 7/16" drill to enlarge the hole.

2. Tap the hole with a 1/4" NPT tap approximately 1/2" deep, or until the fitting can be started. (See Fig. 3-d.)

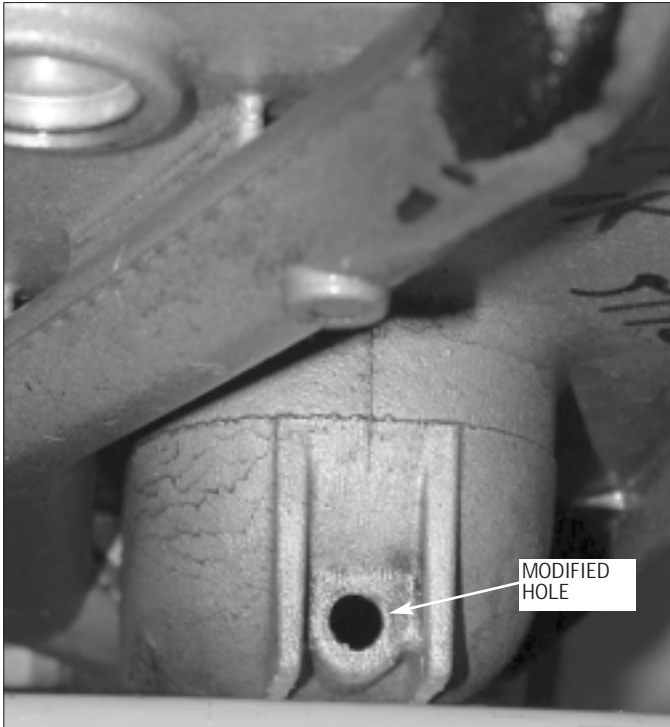


Fig. 3-d

3. Using thread sealant secure the 1/4" NPT to 3/8" barb fitting into in the hole.
4. Assemble the 1.5" piece of 3/8" hose to the installed barb along with the supplied PCV valve. Secure both ends of the hose with the supplied #8 hose clamps. (See Fig. 3-e.)

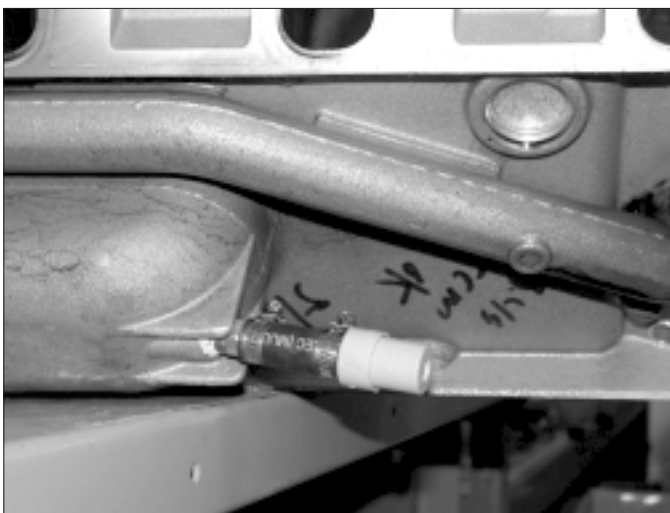


Fig. 3-e

C. *Throttle Body Gasket Installation:*

1. Remove the three nuts securing the throttle body to the intake manifold.
2. Remove the factory gasket and install in its place, the supplied gasket.
3. Re-install the throttle body.

Section 4

FUEL INJECTOR REPLACEMENT

4.1 FUEL INJECTOR REPLACEMENT

A. Fuel Injector Replacement:

1. Disconnect the eight fuel injector wiring clips and retainers from the fuel injectors. Release any residual fuel pressure from the rail by opening the Schrader valve on the rail.

*****NOTE*****

Have a fire extinguisher nearby and use extreme caution.

2. Remove the screws holding down the factory fuel rail onto the intake manifold. Lift up on the rails evenly removing all eight injectors.
3. Using a small amount of clean engine oil, lightly lubricate the O-rings on both ends of the supplied fuel injectors. Install the new injectors into the fuel rails with the terminals facing outward.

*****NOTE*****

For easiest installation, it might be necessary to remove the retainer clips from the injectors. Install the injectors into the fuel rail and re-install the clips onto the injectors.

4. 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.
5. Tighten down the fuel rail assembly with the original bolts.

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Section 5

INTAKE MANIFOLD/BREATHER INSTALLATION

5.1 INTAKE MANIFOLD/BREATHER INSTALLATION

A. Intake Manifold Re-installation:

1. Place the clean manifold gaskets in their corresponding positions on the engine. Apply a liberal amount of silicone at the joints and corners of the gasket. Lower the manifold into its proper location while making sure to keep the gaskets aligned.
2. Secure the manifold with all the factory hardware. Evenly tighten the hardware. Make three passes when applying torque to the screws. The first pass should be torqued to 44 in/lbs. The second to 89 in/lbs. The final pass should be torqued to 106 in/lbs
3. Re-connect all fuel lines, harnesses, plugs and EGR tubes to their stock positions.
4. Re-connect the EGR tube running to the EGR motor on the rear of the intake manifold.

B. Breather Installation:

1. Install into the supplied baffle a 3/8" x 90° barb and the supplied 3/8" and 1/4" pipe plugs. (See *Fig. 3-c* on page 3-1.)
2. Install the baffle/barb assembly onto the previously installed 3/8" street elbow/nipple assembly on the rear of the manifold. Orient the baffle and barb as shown in *Fig. 3-c*.

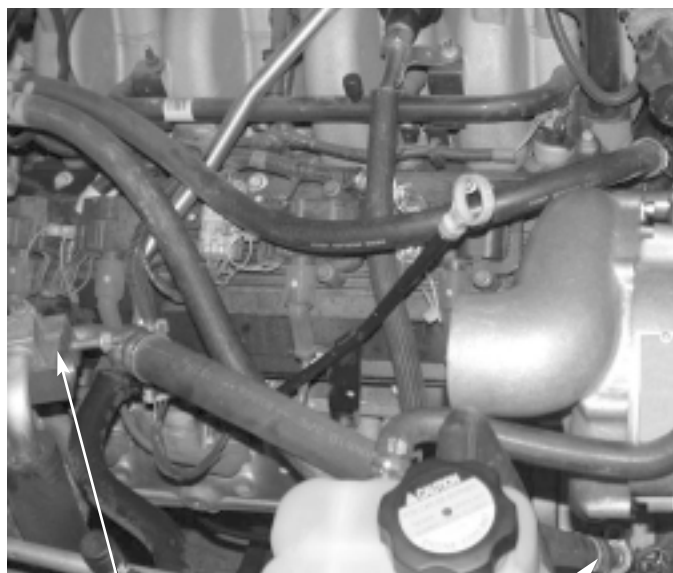
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Section 6

A/C LINE MODIFICATION

6.1 A/C LINE MODIFICATION

- A. With the refrigerant removed from the A/C system, remove both ends of the air conditioning line. Note that the straight end connects to the compressor while the bent line mounts to an A/C connection port located near the passenger side firewall. (See Fig. 6-a.)



TWO ENDS OF THE A/C LINE
TO BE REMOVED

Fig. 6-a

- B. You will need to take the line and re-mount it back into the vehicle with the ends in the opposite ports in which they were originally connected.

*****NOTE*****

Re-connect the bent end into the A/C compressor first, and it will be necessary to curl the rubber section of the line toward the inner fender well and then connect the straight section to the upper A/C connection port. Slight bending of the aluminum sections may be necessary to obtain the correct hose positioning. (See Figs. 6-b, 6-c.) Refer to Fig. 8-a for a photo of the bent section mounted to the A/C compressor.

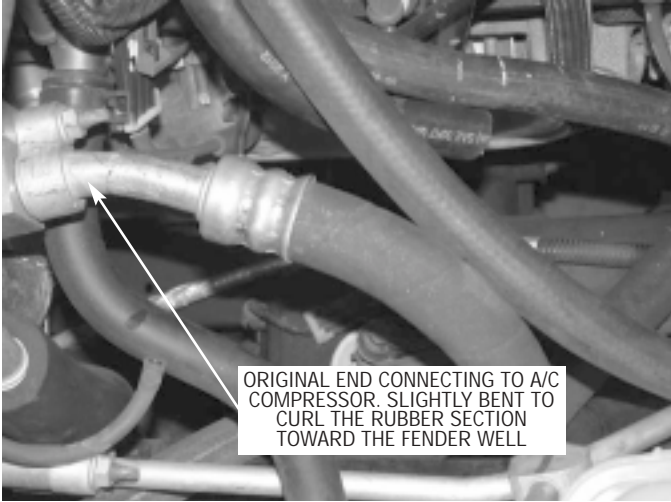


Fig. 6-b

ORIGINAL END CONNECTING TO A/C PORT LOCATED NEAR THE FIREWALL, NOW LOCATED IN THE A/C COMPRESSOR

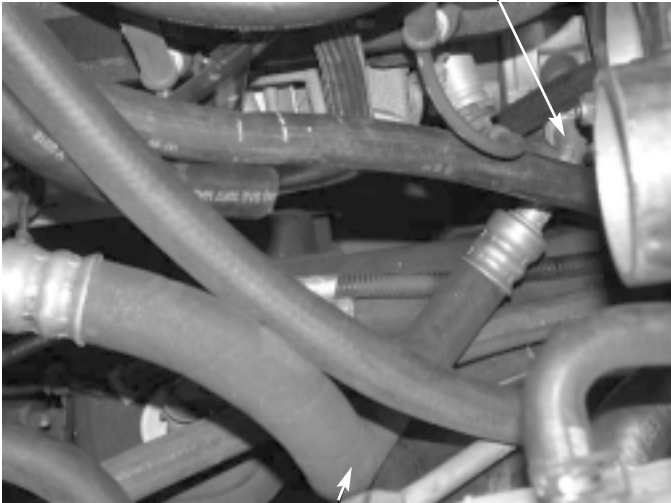


Fig. 6-c

Section 7

COOLANT HOSE MODIFICATIONS

7.1 COOLANT HOSE MODIFICATIONS

- A. Remove the hose branching off the lower passenger's side radiator hose connecting the bottom barb of the radiator reservoir to the main radiator hose. Trim the branched hose so there is 9" left of the hose coming off the larger radiator hose. (See Fig. 7-a, 7-c.)

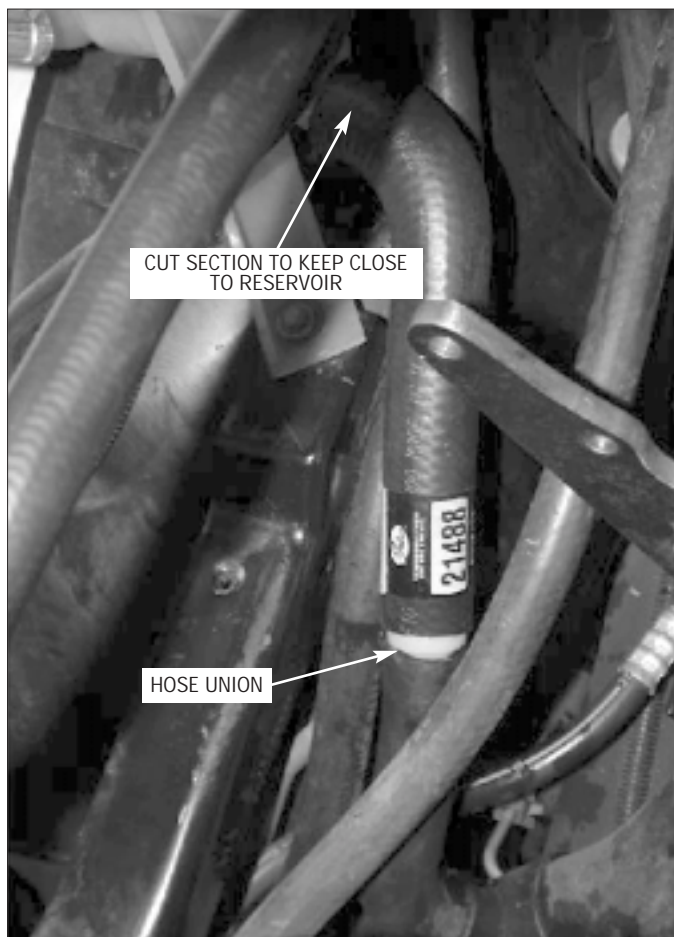


Fig. 7-a

- B. Trim the supplied 1.0" I.D. x 90° hose as shown in Figs. 7-a, 7-c. It is important to trim the short leg the 90° molded hose as close to the radius as possible to make clearance for the inlet duct that will be installed in section 12. (See Fig. 12-a).
- C. Using the supplied 1" hose union, connect the supplied 90° molded hose to the trimmed radiator hose. Cut the long end of the supplied hose for best fit. Attach the 90°

end of the supplied hose to the outlet barb of the reservoir. Secure with #20 clamps.

- D. Using the supplied adel clamp and sheet metal screw, secure the hose to the frame rail, keeping it away from where the inlet tube will soon be placed. (See Fig. 7-b.)



Fig. 7-b

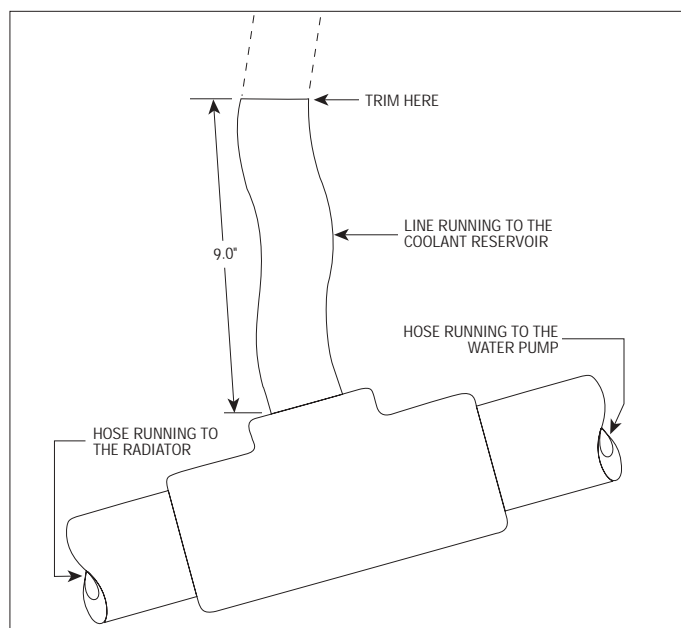


Fig. 7-c

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Section 8

MOUNTING PLATE/SUPERCHARGER INSTALLATION

8.1 MOUNTING PLATE/SUPERCHARGER INSTALLATION

- A. Locate the coolant manifold running to the passenger's side cylinder head. Remove the inner (closest to the middle of vehicle) screw that secures the manifold to the cylinder head.
- B. Attach the small bracket to the engine with one M10 x 1.5 x 30mm screw. (See Fig. 8-a.)



Fig. 8-a

the idler is positioned in the upper section of the slotted hole. After use, you can move the idler down to compensate for belt stretch.

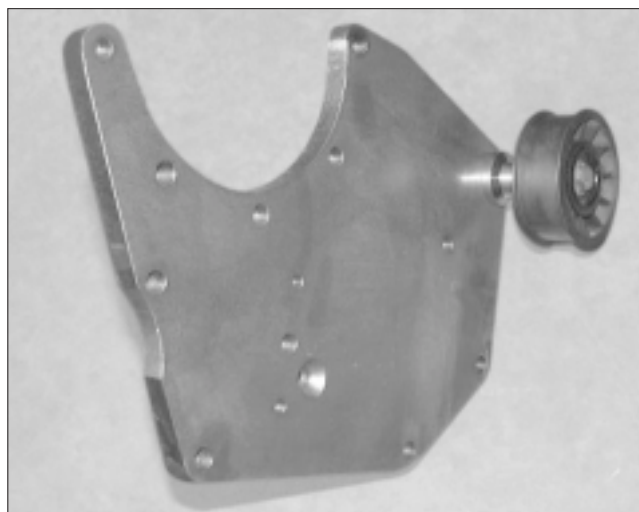


Fig. 8-b

- C. Secure the supplied idler, idler spacer, dust cover, washer and 3/8" hardware to the large mounting plate. (See Fig. 8-b.) Make sure
- D. Attach the large plate/idler assembly to the cylinder head using Figs. 8-c, 8-d 8-e for proper hardware and spacer locations.

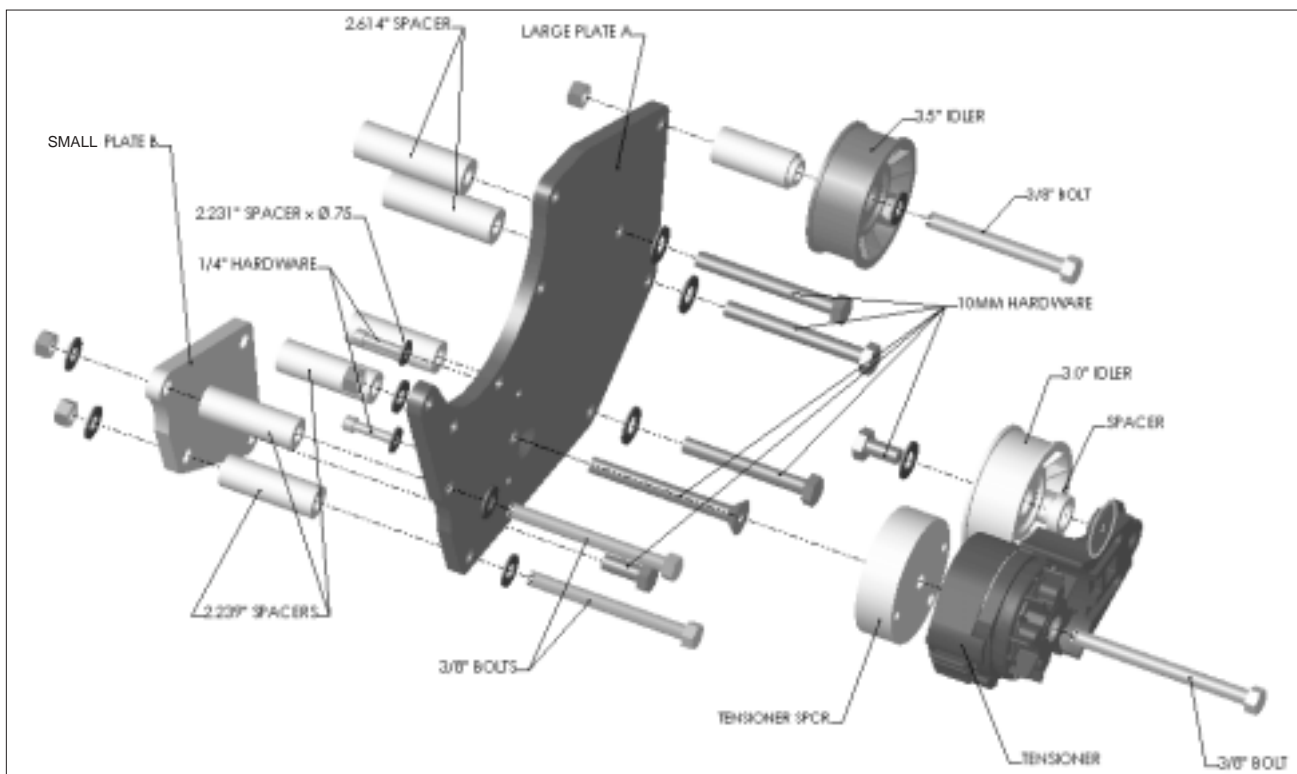


Fig. 8-c

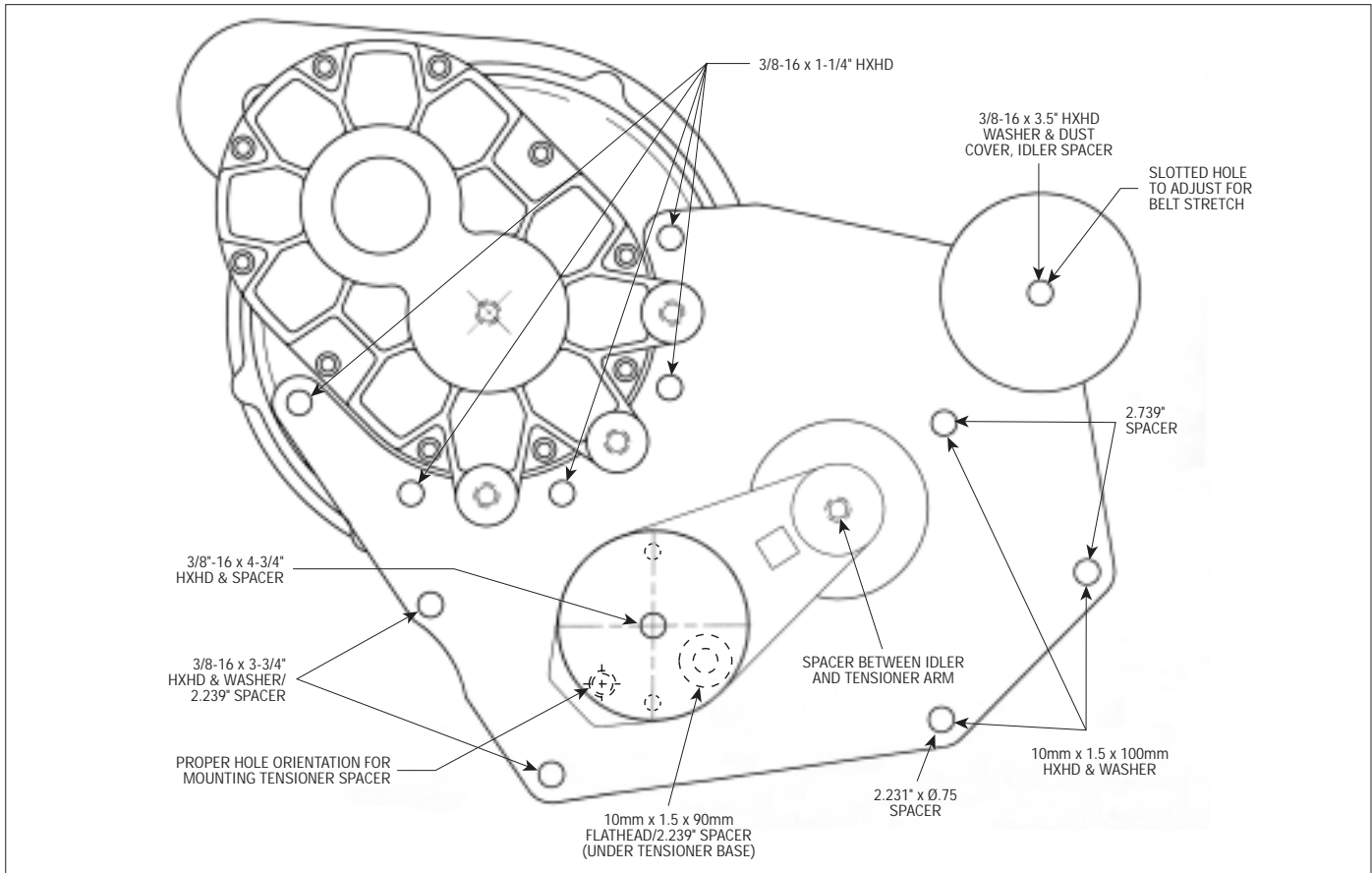


Fig. 8-d

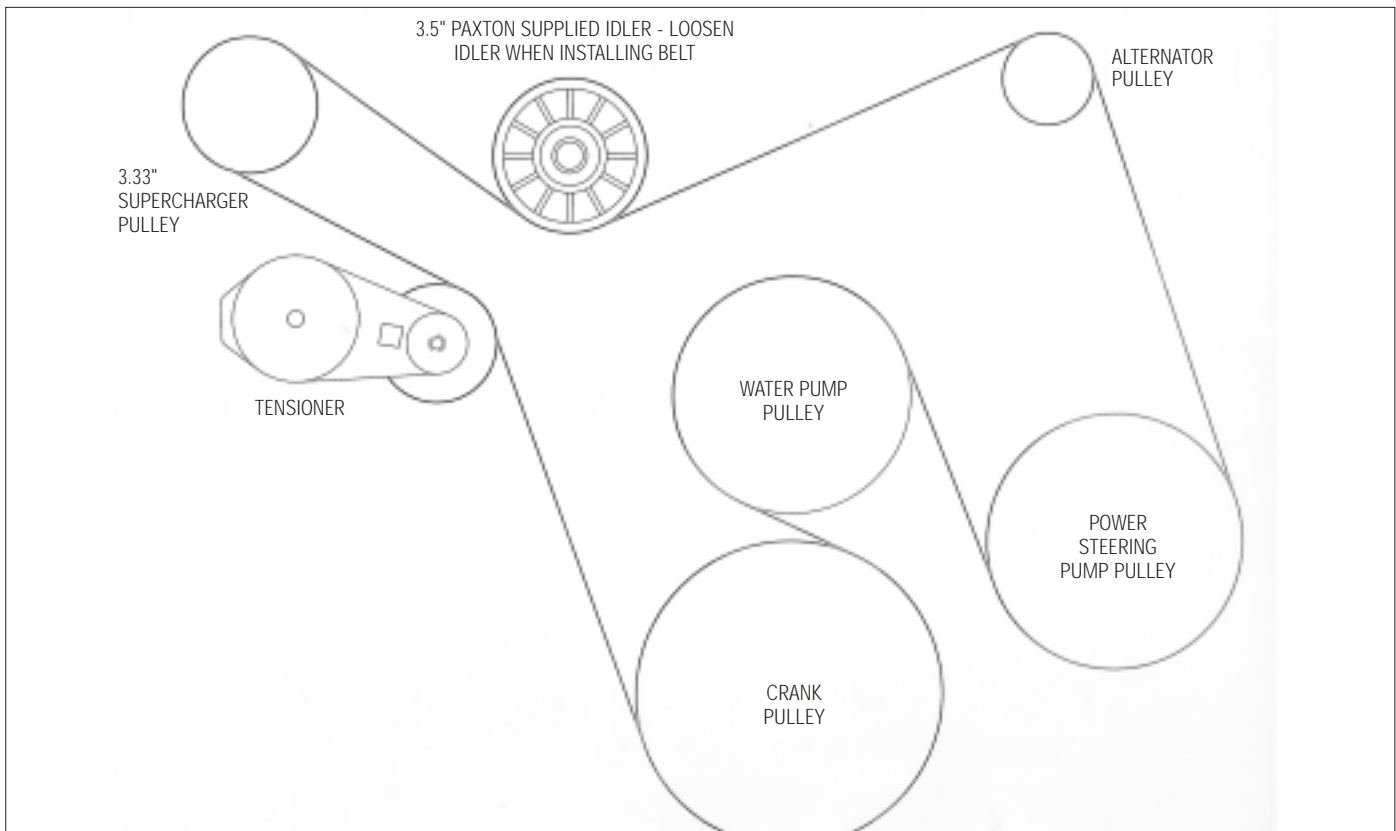


Fig. 8-e

- E. Secure the tensioner spacer to the large mounting plate over the previously installed flathead screw with the supplied 1/4" hardware entering from behind the plate. Mount the spacer so that the non-threaded hole is oriented on the bottom and angled toward the passenger's side of the vehicle. (See Figs. 8-d, 8-f.)
- F. Secure the spring tensioner to the installed tensioner spacer with the supplied hardware.
- G. Slide the supplied 1/2" oil drain hose onto the supercharger drain and secure with a #8 hose clamp.
- H. Using the supplied 3/8-16 x 1.25" screws and 3/8" washers, secure the supercharger to the Paxton mounting bracket. Route the oil drain hose onto the passenger's side of the oil pan.
- I. The belt should be properly routed around and under all pulleys except for the Paxton supplied idler.

*****NOTE*****

Belt installation will be very tight. It may be necessary to loosen the bolt securing the idler assembly so that the idler will shift up, allowing for the belt to go under the idler when the tensioner is at its full lock-out position. (See Fig. 8-e.) Once you have the belt installed, retighten the bolt holding the idler in place.

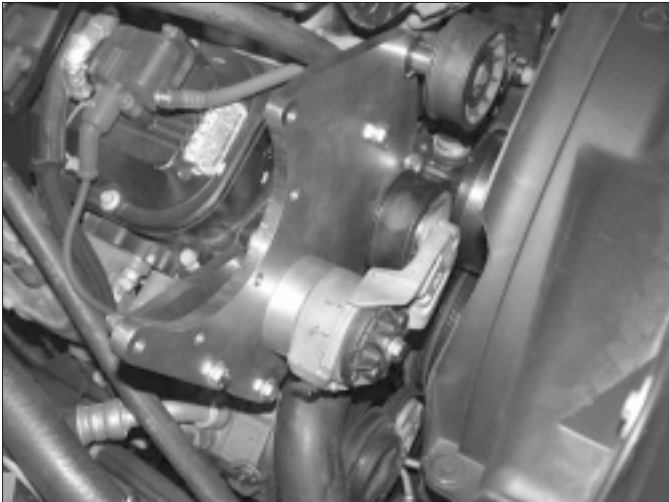


Fig. 8-f

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Section 9

OIL DRAIN LINE

9.1 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 center punch the hole per Fig. 9-a.
- B. Use the supplied 9/16" roto-broach 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 threads. Make sure there is a seal formed around the fitting. Install the 3/8" NPT to 1/2" barb fitting pointing slightly upwards.
- E. Route the oil drain hose from the supercharger to the barb fitting, attach and secure with a #8 hose clamp. Trim the hose for best fit. (See Fig. 9-b.)

*****IMPORTANT*****
The draining oil is gravity fed so the drain hose must be routed downhill with no kinks or dips.



Fig. 9-b

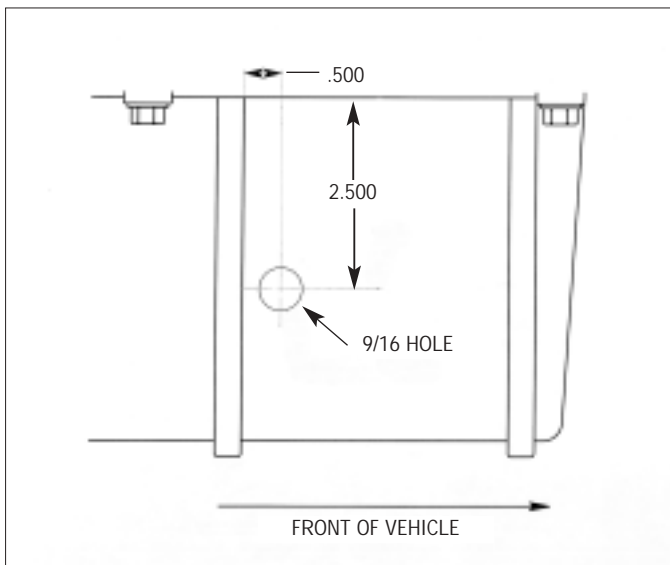


Fig. 9-a

*****NOTE*****
When drilling and tapping the hole, be careful not to damage the windage tray. The tray will be close when performing the following steps:

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Section 10

OIL FEED LINE

10.1 OIL FEED LINE

- A Using an 11/32" pipe plug socket, remove the pipe plug located directly over the oil filter. (See Fig. 10-a.)



Fig. 10-a



Fig. 10-b

- B Install the male end of the 3/8" street fitting into the hole where the pipe plug was removed. Orient the fitting so that it points to the front of the vehicle. Install the supplied 3/8" bushing into the pipe plug hole. Last, install the 1/8 NPT x -4 fitting into the bushing. Use a small amount of clean engine oil on the pipe threads.
- C. Attach the supplied 1/8" NPT x 45° flare fitting to the oil feed fitting on the supercharger. When tightening the fitting, use a 1/2" wrench on the oil feed base for support. Use a small amount of clean engine oil on the pipe threads. Pipe sealant should not be used as a piece of it may break free and clog the filter and damage the supercharger.
- D. Route the supplied oil feed hose from the supercharger oil fitting along the front of the engine, down past the exhaust manifold and over to the installed brass fittings. Use the supplied heat shrouding on the oil feed hose where it runs by the exhaust manifold. Use tie wraps to secure the oil feed hose and protect it from kinking, abrasion and high heat areas. (See Fig. 10-b.)
- E. Drain the engine oil, install a new filter and refill the engine with fresh oil.

*****WARNING*****

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

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Section 11

FUEL PUMP WIRING AND INSTALLATION

11.1 FUEL PUMP WIRING

- A** Remove the hood support from the driver's 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 onto the lower plastic area. (See *Fig. 11-a*.)

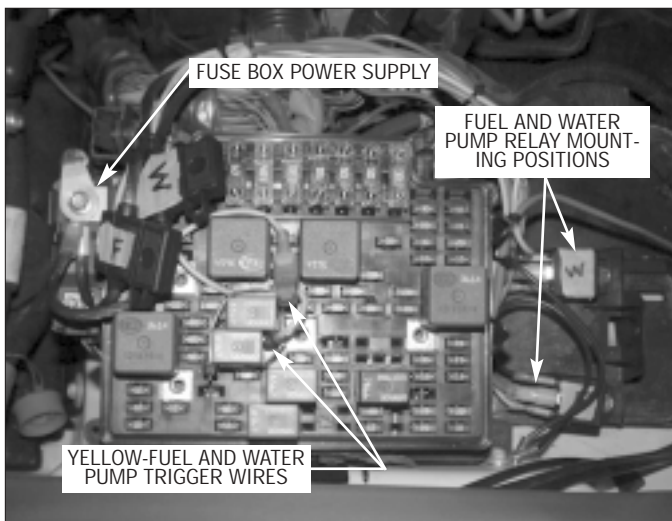


Fig. 11-a

- 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*.)

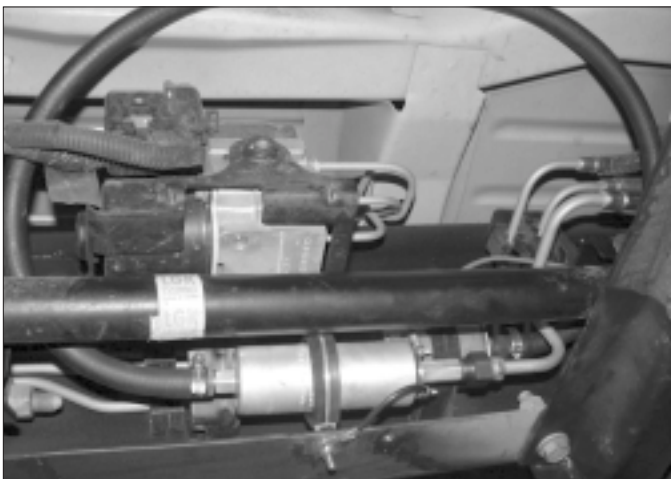


Fig. 11-b

- C** Feed the yellow wire from relay terminal #85 into the fuse box. Route the wire to the stock fuel pump relay and connect using the supplied fuse tap to terminal #86 on the relay. Bend the fuse tap as shown in *Fig. 11-d*.
- 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.

11.2 FUEL PUMP INSTALLATION

- A.** 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 slightly from the photo. Follow the same procedure, taking care to mount the pump so that the hard line is not stressed. (See *Figs. 11-b, 11-c*.) *Vehicles may vary from photos.*
- B.** 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.
- C.** 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.
- D.** 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.
- E.** Install the supplied adel clamps onto the fuel pump and mark holes to be drilled for the supplied 10-24 x .5" hardware. Drill an 13/64" hole at the location. Using the supplied black 12 gauge wire with yellow ring terminal connector, install one end under the adel clamp and the other end of the ground wire to the negative (-) terminal on the fuel pump.

- F. Attach the previously routed red wire to the positive (+) terminal of the fuel pump using the yellow ring terminal connector.

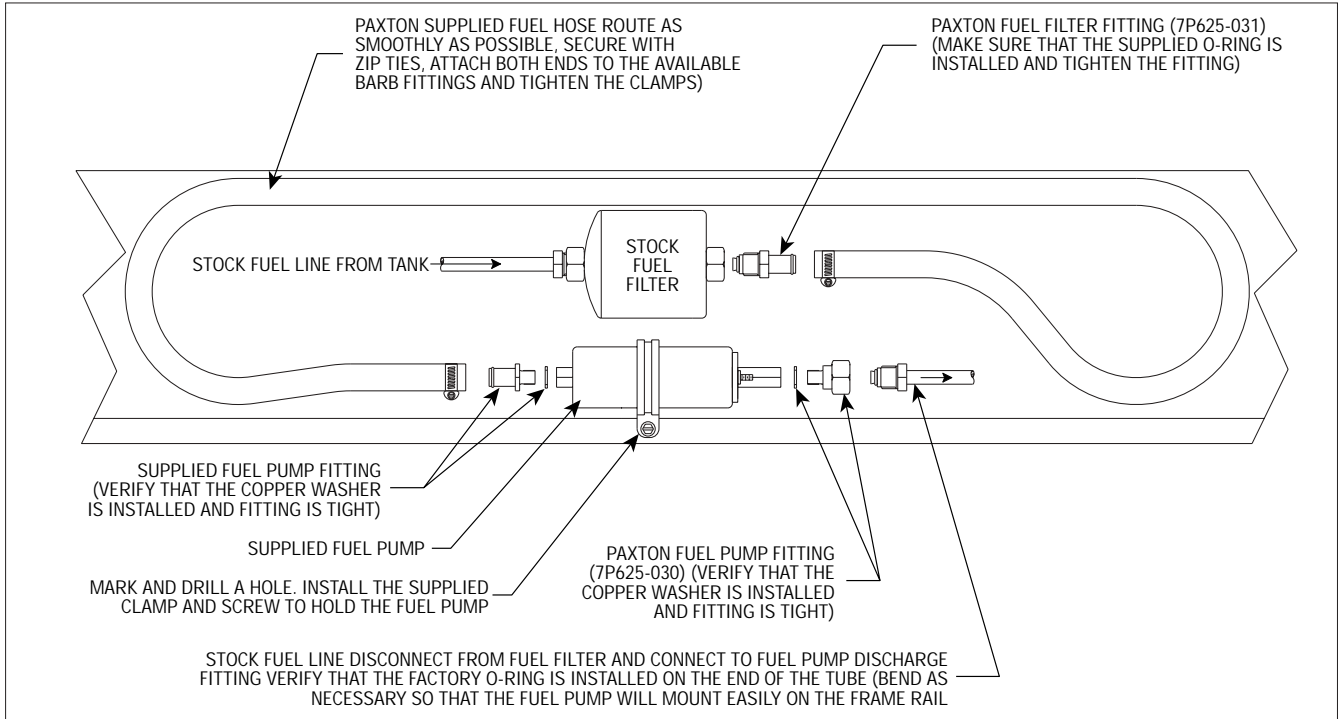


Fig. 11-c

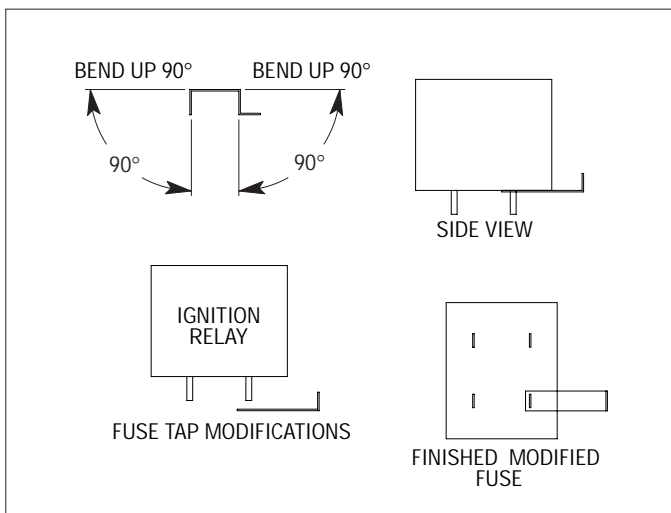


Fig. 11-d

Section 12

INLET DUCT/AIR BOX INSTALLATION

12.1 INLET DUCT/AIR BOX INSTALLATION

- A. Take a supplied $\text{\O}3.5$ " x 2" sleeve and install it onto the inlet of the supercharger.
 - B. Install into the 180° cast inlet duct the 3/8" NPT x 5/8" barb fitting.
 - C. Install the $\text{\O}3.5$ " flex hose on the long end of the 180° cast inlet duct and secure with a #52 hose clamps.
 - D. Install the inlet duct/hose assembly into the silicone sleeve on the inlet of the supercharger and secure with #56 hose clamps as shown in *Fig. 12-a*.
3. Install the supplied air filter on the remaining open end of the MAF and secure with a #60 hose clamp.
 4. With the air box installed, mark where you will need to make two holes in the frame rail. Once you have marked the holes, drill 5/32" holes. Secure the bottom of the tabs to the frame rail using the supplied sheet metal screws.
 5. Secure the open side of the flex duct to the flange installed on the air box. Secure with a #56 hose clamp.

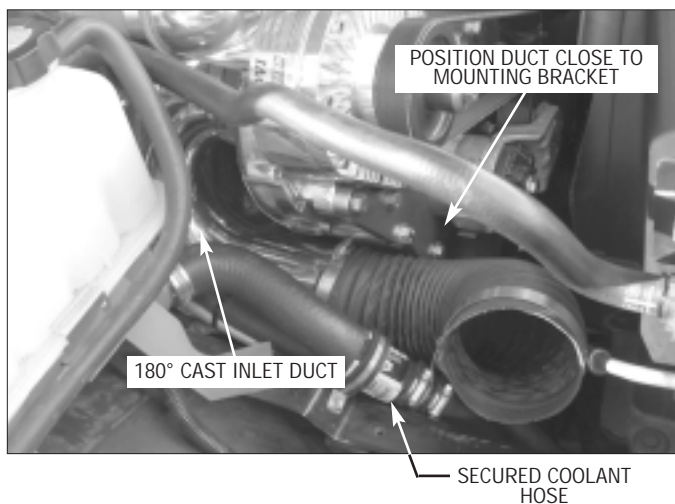


Fig. 12-a

E Air Box Installation:

1. From the front of the air box, assemble the roto-mold box and flange with the supplied 1/4" socket head screws and washers. Install the two supplied mounting tabs to the air box with the supplied 1/4" hardware. (See *Fig. 12-b*.)
2. From inside, slide the $\text{\O}3.5$ " x 3" silicone sleeve on the flange and secure with a #60 hose clamp. In the other end of the silicone sleeve, install the MAF meter and secure with a #60 hose clamp.

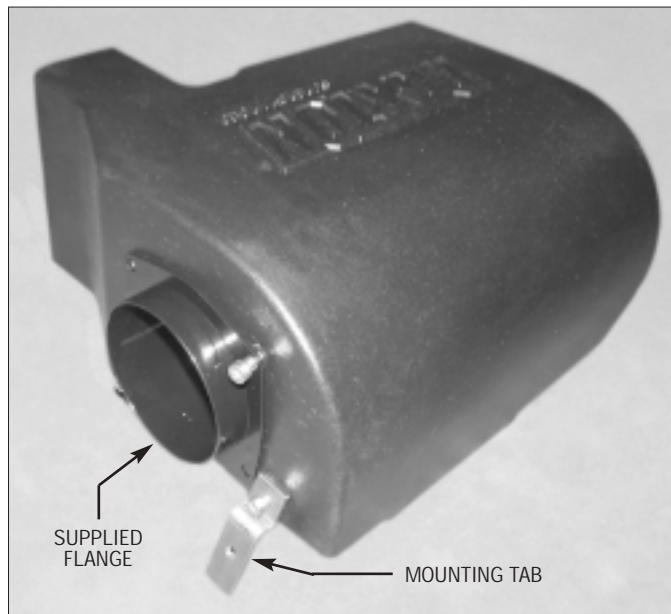


Fig. 12-b

*****NOTE*****

Be sure to install the MAF meter with the flow arrow pointing away from the air filter.

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Section 13

CHARGE COOLER INSTALLATION

13.1 CHARGE COOLER INSTALLATION

- A. 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. 13-a.)

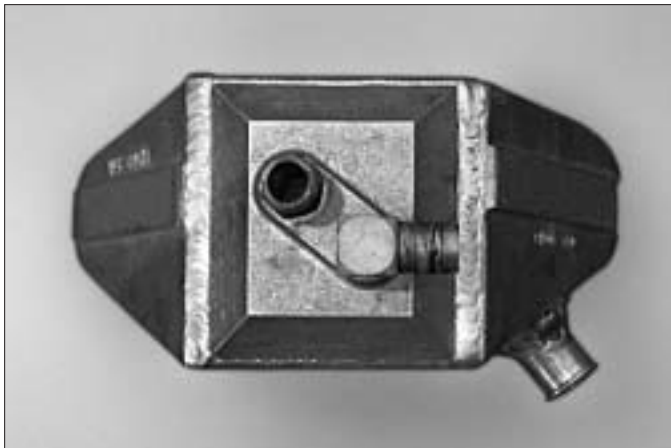


Fig. 13-a

- B. Install the Ø2.75" x 3" sleeve on the discharge of the supercharger. Using the 2.75" sleeve and #44 hose clamps, connect the inlet of the Charge Air Cooler to the discharge of the supercharger.
- C. Install the Ø2.75" end of the 3.0"-2.75" reducer on the outlet side of the Charge Air Cooler.
- D. Trim the Ø3.88" end of the 90° silicone elbow (see Fig. 13-b) to allow for hood clearance when the discharge duct is installed.

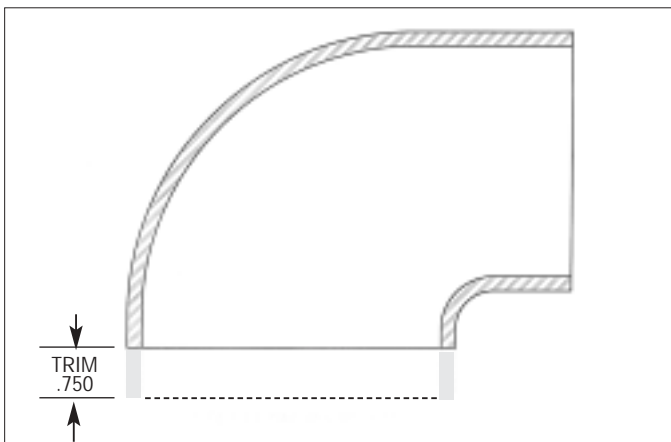


Fig. 13-b

- E. Install the trimmed end of the 90° silicone elbow onto the throttle body. Orient the silicone elbow so that it is pointing toward the passenger side. Slide the long side of the L-shaped discharge tube into the Ø3.0" end of the silicone reducer. Install the remaining end into the 90° silicone elbow attached to the throttle body. Secure the Charge Air Cooler assembly and discharge tube using the #44, #48 and #64 hose clamps.

NOTE:

It may be necessary to slightly modify the location of the dipstick so that it locates to the position shown. (See Fig. 13-c.)

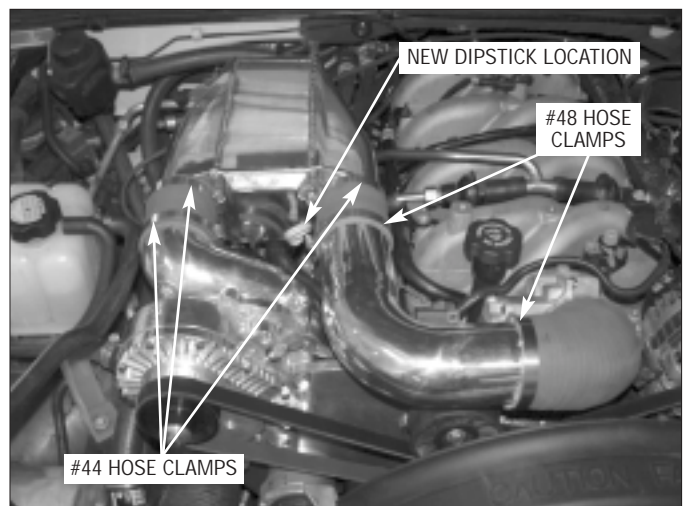


Fig. 13-c

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Section 14

SUPERCHARGER BYPASS VALVE INSTALLATION

14.1 SUPERCHARGER BYPASS VALVE INSTALLATION

- A. Connect the bypass valve to the charge air cooler barb with the 5" piece of Ø1" hose.
- B. Connect the remaining end of the bypass valve to the barb on the inlet duct with the supplied Ø1" x 90° molded hose. Make sure the vacuum nipple is pointing away from the barb on the Charge Air Cooler. (See *Fig. 14-a.*)

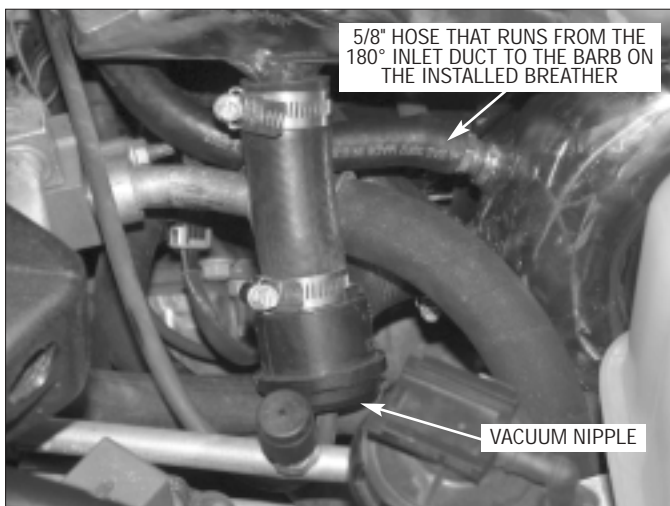


Fig. 14-a

- C. Install and tighten #16 hose clamps on each connection.
- D. 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.
- E. Run a 5/8" hose from the previously installed breather assembly to the 5/8" barb installed into the 180° cast inlet duct. (See *Fig. 3-c* on page 3-1 and *Fig. 14-a.*)

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Section 15

SURGE AND RESERVOIR TANK INSTALLATION

15.1 SURGE AND RESERVOIR TANK INSTALLATION

A. Surge Tank Installation:

1. Screw two 3/4" straight brass fittings into the plastic surge tank using pipe sealant on the threads.
2. Using the supplied 1/4-20 x .50" hardware and washers, attach the surge tank-mounting bracket to the surge tank.
3. Unbolt the two bolts holding the passenger's side hood hinge brace at the base of the windshield. Install the surge tank/bracket assembly using the stock hardware. (See Fig. 15-a.)

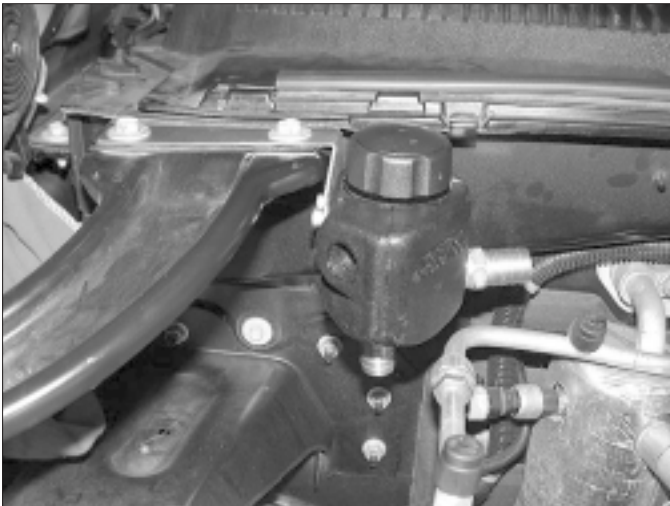


Fig. 15-a

A. Reservoir Tank Installation:

1. Remove the two screws holding the front bumper brace in the passenger's side fender well.
2. Install the reservoir bracket as shown using the two factory screws. (See Fig. 15-b.)
3. Screw the 3/4" x 90° brass fittings into the top and bottom of the water reservoir.

4. 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. 15-c.)

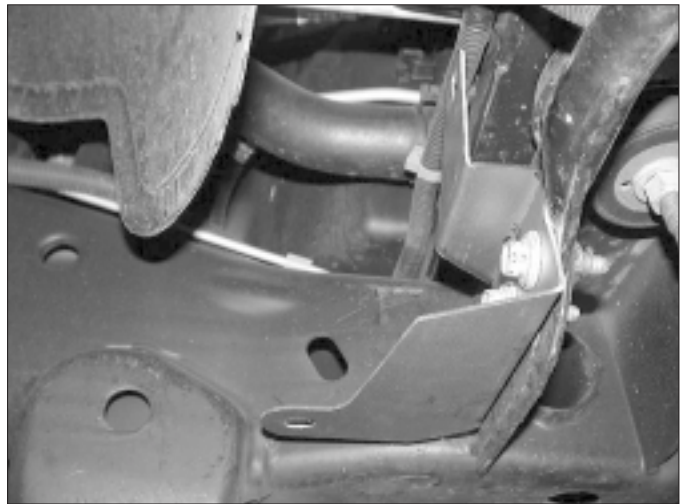


Fig. 15-b



Fig. 15-c

5. Mount the water pump/reservoir assembly to the previously installed bracket in the fender well using two 1/4-20 x .50 screws and washers. (See *Fig. 15-d.*)



Fig. 15-d

Section 16

HEAT EXCHANGER INSTALLATION

16.1 HEAT EXCHANGER INSTALLATION

- A. Remove the plastic pushpins securing the radiator core support cover to the vehicle. Remove the core support cover.
- B. Use a screwdriver 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.
- C. Remove the remaining two screws holding the hood latch and let the hood latch hang out of the way.
- D. Remove the two upper screws securing the transmission cooler to the core support. Remove the two plastic pushpins securing the bottom of the transmission cooler to the core support.
- E. Remove the plastic pushpin holding the turquoise and green air temperature sensor on the driver's side of the transmission cooler.
- F. Keeping the sensor in place, move the transmission cooler toward the driver's side until the lower mounting hole lines up with the hole of the sensor. Use a plastic pushpin to secure both items in place. (See Fig. 16-a.)

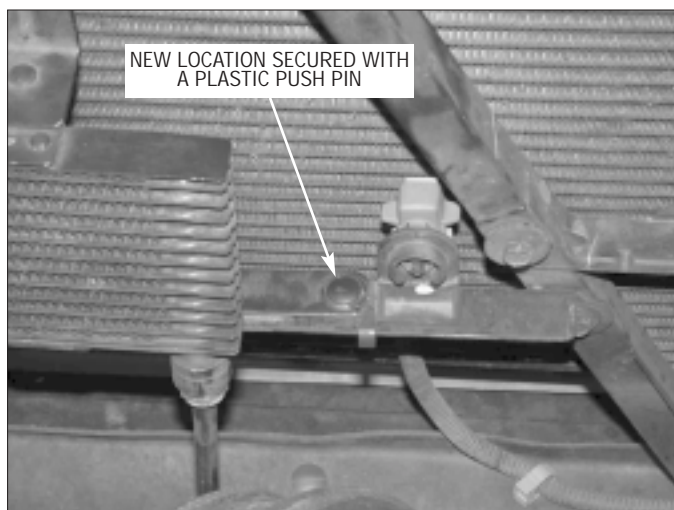


Fig. 16-a

- G. With one side of the transmission cooler in place, mark the other lower mounting hole on the core support keeping the transmission cooler as close to the radiator as possible. Center punch and drill a 9/32" hole. Use a

plastic pushpin to secure that side of the transmission cooler.

- H. Temporarily place a thin piece of metal (for protection) between the core support and the radiator. Center punch and drill two 9/32" holes where the two top mounting points of the transmission cooler are relocated. Move the factory nut clips to the two newly drilled holes. Use the factory screws to secure the upper mounting points of the transmission cooler into the factory nut clips. Re-install the two stock screws securing the hood latch. (See Fig. 16-b.)

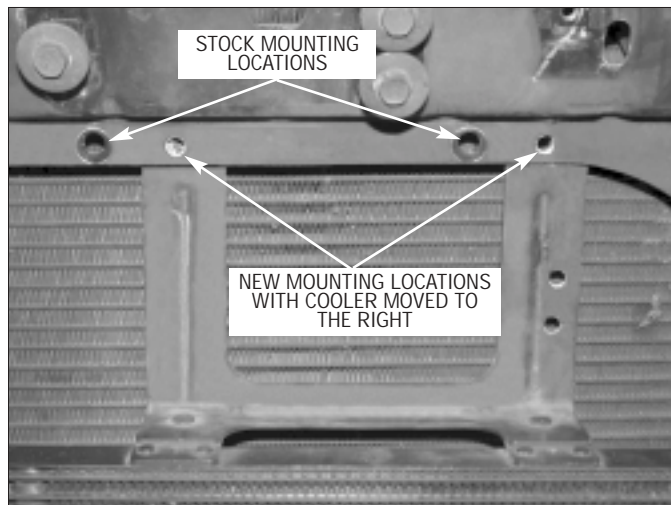


Fig. 16-b

- I. Using 1/4-20 x .75" hardware, secure the lower heat exchanger bracket to the heat exchanger. Using sealant on the threads, install two 90° brass fittings in the inlet and outlet of the cooler. Point both fittings facing the driver's side.
- J. Align the bracket/heat exchanger assembly on the core support keeping the heat exchanger close to the radiator and transmission cooler. This will be to make clearance for the grill

NOTE

Make sure that the heat exchanger does not rub on either the radiator or the transmission cooler, when marking for mounting hole locations.

- K. Mark, center punch and drill two holes in the cross-member. Use the supplied 1/4" hardware and two .928" spacers to secure the heat exchanger/bracket assembly to the cross member. Use the spacers between the bracket and cross-member in order to get correct spacing for grill clearance. (See Figs. 16-c, 16-d, 16-e.)
- L. Secure the upper driver's side mount of the heat exchanger with the supplied bracket and 1/4" hardware to the single screw mounting location for the hood latch. It may be necessary to use the supplied .70" spacer and 35mm screw between the supplied bracket and the hood latch for proper alignment. (See Fig. 16-e.)

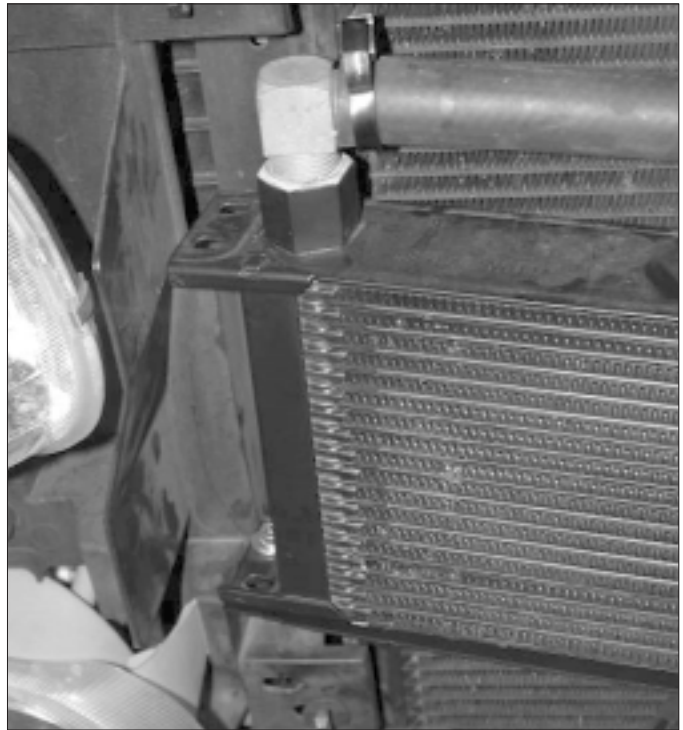


Fig. 16-d

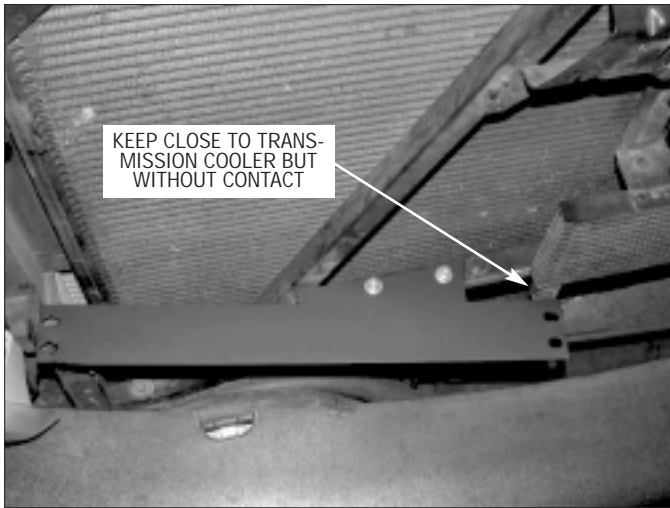


Fig. 16-c / Heat Exchanger Bracket Mounted Without Heat Exchanger

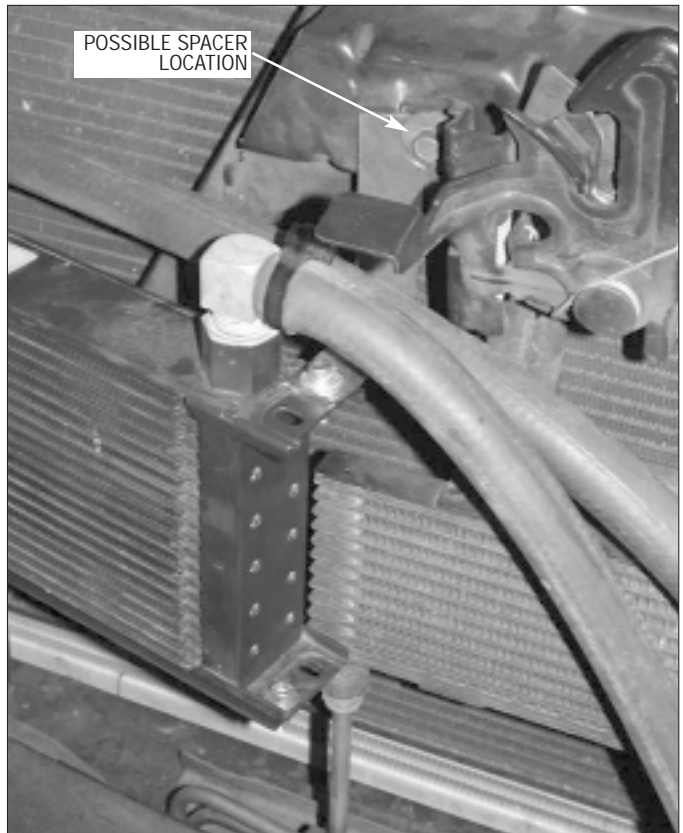


Fig. 16-e

Section 17

CHARGE AIR COOLER HOSE ROUTING

17.1 CHARGE AIR COOLER HOSE ROUTING

*****NOTE*****

When routing hoses, refer to Fig. 17-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" x 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 fender well, 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 hose 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.

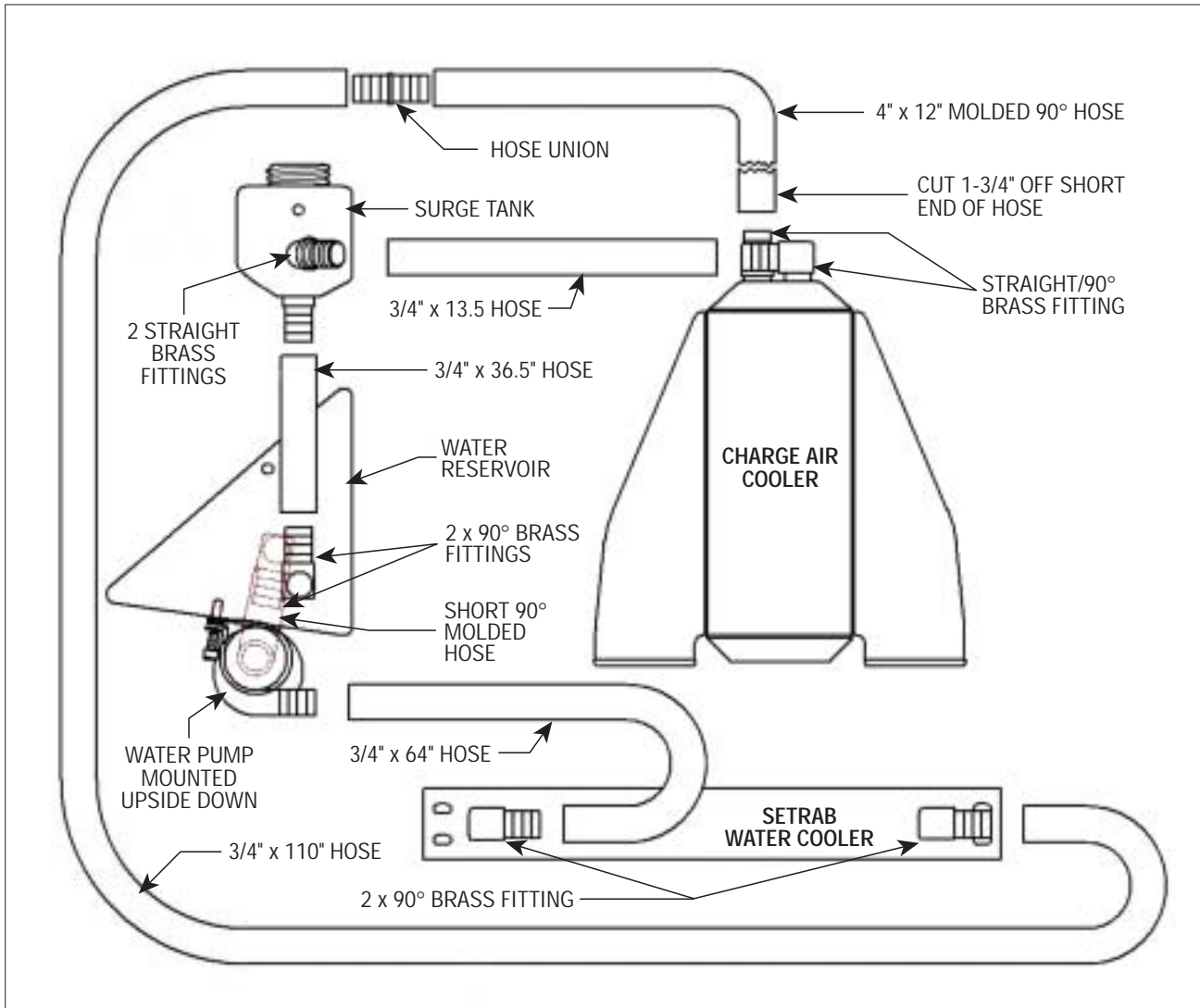


Fig. 17-a

- F. With the key on, make sure the charge air cooler water pump is operating and that water is flowing through the surge tank. Fill the surge tank as necessary. If the water is not flowing, remove the charge air 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 air cooler tank until the level stabilizes.

Section 18

WATER PUMP WIRING

18.1 WATER PUMP WIRING

- A. Mount the supplied water pump relay in the same location as the fuel pump relay. (See *Fig. 11-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. (See *Fig. 11-a.*)
- C. Feed the yellow wire from the relay terminal #85 into the fuse box. Route the wire to the yellow wire from the fuel pump relay. Tap into the line using the supplied "T" splice connector. (See *Fig. 11-a.*)
- 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 water pump relay #87, route the free end down along the fender well and under the base of the radiator over to the positive (blue/green) wire on the water pump and connect the two wires. Secure as necessary to avoid heat and sharp edges.
- F. Run the negative brown wire from the water pump to a clean ground.

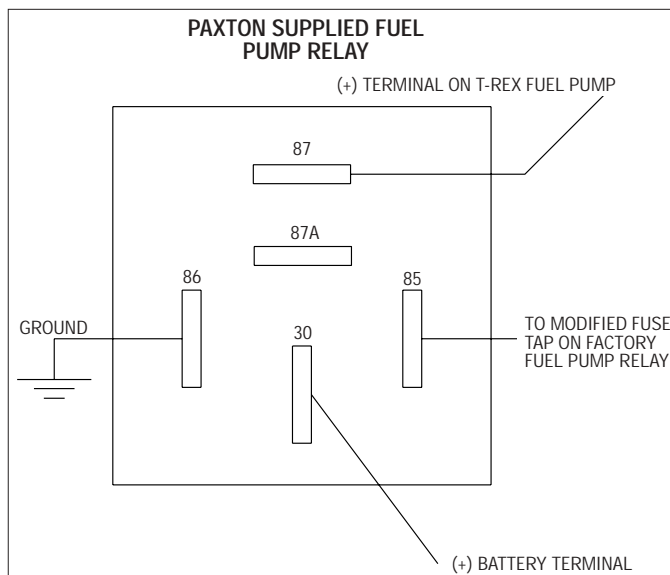


Fig. 18-a

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Section 19

REFLASH COMPUTER

19.1 REFLASH COMPUTER

MICRO TUNER 2001-2002 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.

*****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!

- 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.

19.2 SUPERCHIPS NOTICE (Vehicles with On-Star)

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.

2003 models 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.

Section 20

FINAL ASSEMBLY AND CHECK

20.1 FINAL ASSEMBLY AND CHECK

- A. Reconnect the battery.
- B. If your vehicle has gone over 30,000 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. Trim for best fit.
- F. Start engine and allow to idle a few minutes.
- G. 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.

*****SPECIAL NOTE*****

Operating the vehicle without ALL the sub-assemblies completely and properly installed may cause FAILURE OF MAJOR COMPONENTS.

- H. Test drive the vehicle.
- I. Read the Street Supercharger System Owner's Manual and RETURN THE Warranty REGISTRATION FORM within thirty (30) days of purchasing your supercharger system to qualify for the 3 year limited warranty.



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