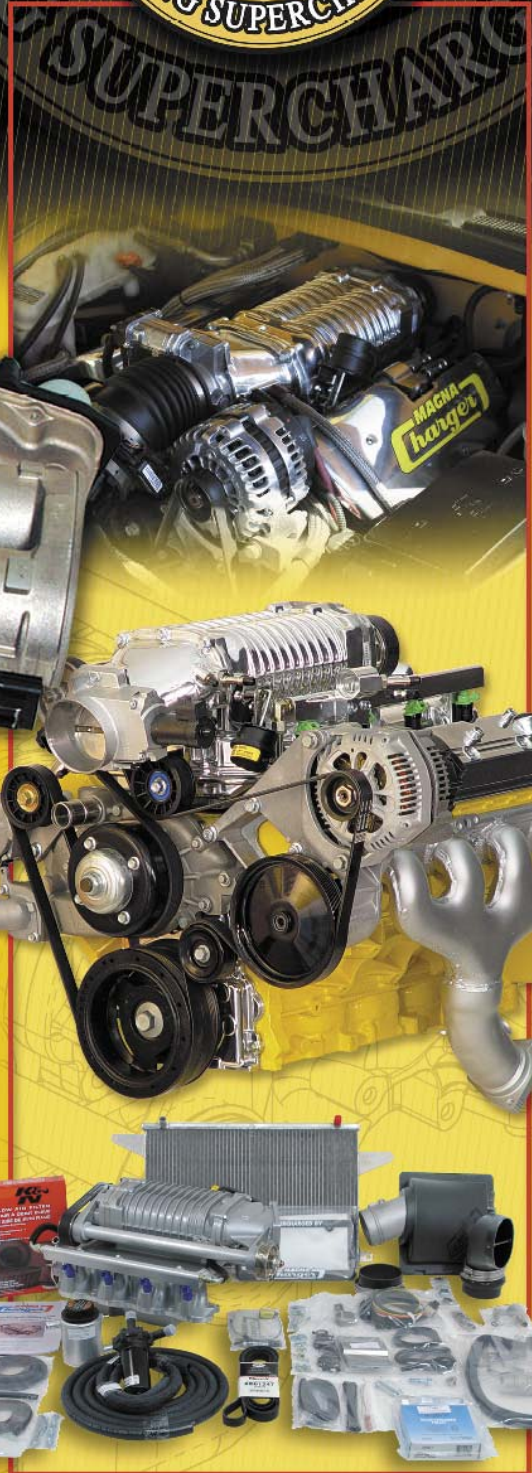
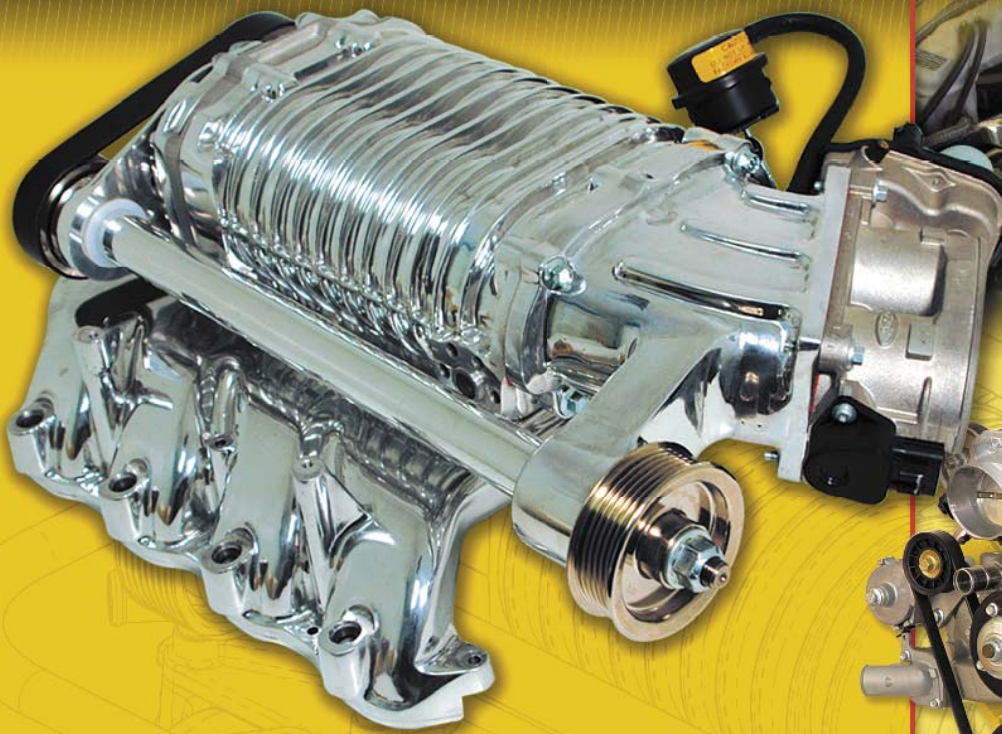


MAGNA Charger



MAGNUSON
PRODUCTS INC

The logo for Magnuson Products Inc, featuring the word "MAGNUSON" in a bold, italicized, yellow font with a black outline, and "PRODUCTS INC" in a smaller, black font below it. To the left of the text is a stylized checkered flag graphic.



I'm Jerry Magnuson I Build Superchargers!

My Magna Charger Superchargers are 5th GEN "Hybrid" roots style, "intercooled" forced induction systems—designed to provide more horsepower per pound of boost than any other system on the market today.

Depending on the application, I expect these systems to deliver substantial increase in real world... "Under the Curve" power and torque; the emphasis being on reliability and engine longevity.

Magna Charger systems are developed virtually from the heads up. They feature my patented equal-length intake runners, isolated aluminum manifold plenum and supercharger drive assemblies. The proven reliability of this combination, combined with our performance driven Magnuson engineering experience has created a supercharger with incredible responsiveness and unsurpassed drivability.



The roots type blower rotors are twisted 60° to form a helix. The two counter rotating rotors have 3 lobes, which inter mesh during operation. Our new sixth generation superchargers feature a 4-lobe 160° twisted helix configuration. This arrangement improves the adiabatic efficiency over traditional roots superchargers and gives instant throttle response.



What can a supercharger do for my car or truck?

A supercharger is basically an air pump. There are three requirements for combustion: Fuel, Oxygen, and Heat Source. A normally aspirated engine relies on atmospheric pressure, the action of the piston drawing air into the combustion chamber, mixing with the gas, and the spark of the plug igniting that mixture. This process does not get the most from the engines potential and this is where a supercharger comes in. By compressing more air into the combustion chamber, the fuel has more oxygen to react with, is more efficiently consumed, and results in a more powerful explosion pushing the piston down with more force. Thus, a supercharger can add substantial torque and horsepower to your vehicle. At the lower RPM's the torque gains can be dramatic. We often see rear wheel torque in the range of 400 ft-lbs at slightly over 2000 RPM. For the owner of a truck that may weigh in excess of 5000 lbs, this is what will get the truck moving very quickly when compared to a naturally aspirated engine. A result is greater towing capacity, the ability to pull heavy loads up a long grade with far greater ease. Most driving is done between idle and 4500 RPM, and this the band wherein the torque is most felt. Let's hook up that boat now and hit the lake!

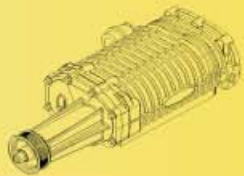
Will installing a supercharger void my warranty?

It just might...but not legally! This is best discussed with the service manager or service writer at the dealership where you purchased your ride. The Magnuson Moss Warranty Act (US Code-Title 15, Chapter 50, Sections 2301-2312) states that the dealership cannot void the warranty on a vehicle due to an aftermarket part unless they can prove that the aftermarket part caused or contributed to failure in the vehicle. For best results, try working with performance oriented dealerships. Magnuson Products offers a limited extended 3-year 36,000-mile warranty for \$200.00 that helps with potential problems with the dealership for additional peace of mind.

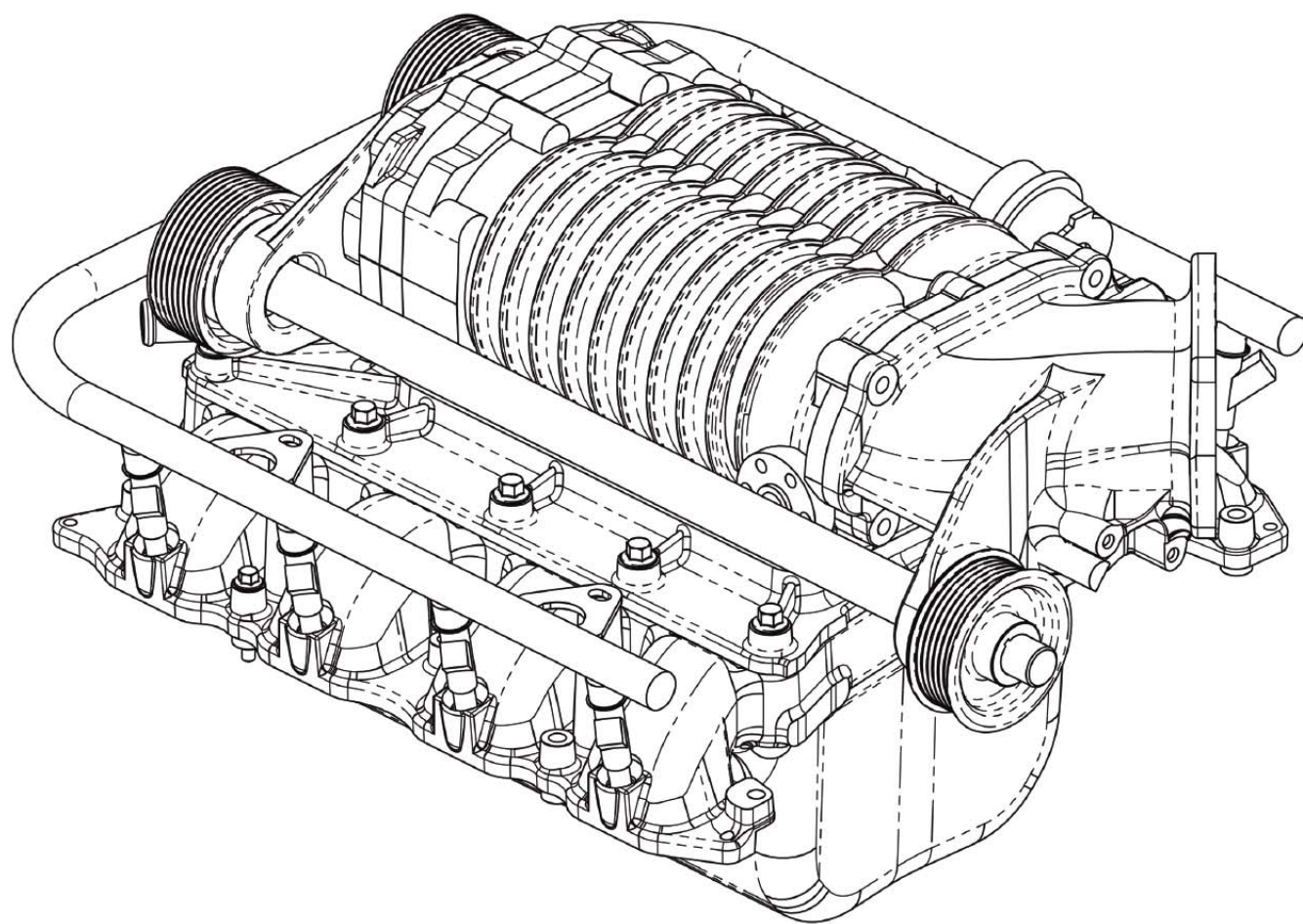
Will a supercharger kill my fuel economy?

That depends on how you drive. Many customers see an increase in their fuel economy with the supercharger. With the Radix system for example, a 2 to 3 m.p.g. increase is not unusual. The supercharger actually reduces the pumping loss of the engine. This loss is vacuum force required to actually pull the air/fuel into the cylinder. The supercharger equalizes all the cylinders and actually helps to 'push' the piston down to the bottom of the intake stroke, increasing engine efficiency. The problem with most owners of supercharged vehicles is that the "fun factor" goes through the roof, and it's hard to keep your foot off the mat!





MAGNA CHARGER KITS



The **Magna Charger** division is responsible for our kit applications. This section of our catalog highlights these applications, which include all components necessary for a complete installation.



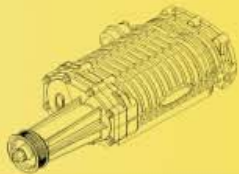
GENERAL INFO

Normal sea-level atmospheric pressure runs about 14.7 P.S.I. The laws of physics state that if you double that atmospheric pressure you will double your horsepower. In practice, however, there are variables. Number one, engines in practice realize approximately 80% volumetric efficiency. That means that if you were in a cylinder of a standard engine you would be receiving only 80% of your available air pressure on intake. Allowing for that one variable alone brings you the fact that it would take closer to about 17 pounds of boost to bring your engine up to double horsepower. You realize about 20% gain in horsepower just by getting full atmospheric pressure inside your cylinders. After that comes the boost above the pressure generated by the column of air over your head (or in this case your engine). All superchargers are basically air pumps, forcing more air into your cylinders than what is generated by the vacuum created when the crankshaft draws down a piston. You can expect to gain about 20 horses per pound of boost in practice, or around 125 horsepower and about 125 ft-lbs of torque increase with a Magna Charger supercharger kit.

Most Magna Charger supercharger kits are available with intercoolers. An intercooler reduces the discharge temperature of the compressed air from the supercharger. Physics, in this case Boyles Law, states that when air is compressed it gets hotter. A rule of thumb is that for every 10 degrees that you can reduce the temperature, a 1% power increase can be gained. Even more efficiency is available!

When looking at buying a supercharger, don't make the mistake of being concerned only with peak horsepower numbers. People drive so infrequently at the peak power range, that it is pretty much an insignificant number. Magna Charger supercharger systems demonstrate a remarkably flat torque curve, meaning that your power to the wheels is demonstrable throughout the power range. This is particularly enticing when you find yourself pulling a boat to the lake, or hauling your friends up a steep grade. You should be concerned with the quality of the system, inspect the quality of the machined surfaces, spend some time on forums, hear what people say that own the systems. The Magna Charger kits come complete with all necessary components. There's no need to be a welder or fabricator. We offer the perfect balance of high end horsepower and low speed torque, the best of both worlds for the ultimate in high performance street ability. DO YOUR HOMEWORK! You'll want to talk to us.





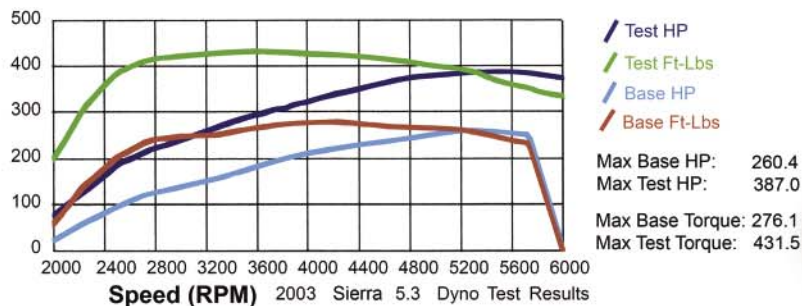
RADIX (GM-TRUCK/SUV)

The Magna Charger RADIX: Supercharger power for the GM 4.8, 5.3, 6.0, and new 6.2 liter Vortec V8. GM pickup trucks and SUVs can enjoy a substantial increase in power, without effecting fuel economy and reliability through the installation of a Magna Charger supercharger system. This 50-state emission legal system will fit Chevy/GM Tahoe, Silverado, Sierra, Yukon, Yukon XL, Suburban, Denali, Escalade, Avalanche and SS vehicles!



Magna Charger Radix systems are complete with all components necessary for installation. Included in the kit is the patented cast aluminum intake manifold with equal length runners. Intercooler core, coolant circulation pump, heat exchanger and all necessary hardware for the entire installation makes for a complete installation package. This kit doesn't require any hood modifications.

Other components included are new high capacity fuel injectors, fuel rails, factory "push lock connectors" and regulator adapter where required. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. Transmission shift points, line pressure and converter strategies are optimized for use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.





HUMMER H2

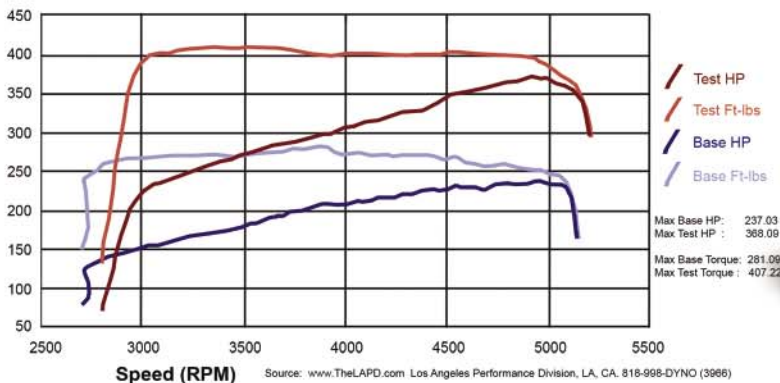
I've got the Hummer H2, now I **want** this system!

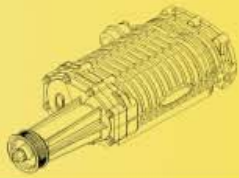
H2 Radix intercooled supercharger system utilizing the Magna Charger MP112 supercharger with internal bypass valve. Torque and horsepower increases are improved from 1200 rpm to 5800 rpm, giving more "power under the curve" than any other supercharger system available.



The H2 systems are complete with all components necessary for installation. Included in the kit is the patented cast aluminum intake manifold with equal length runners. Intercooler core, coolant circulation pump, heat exchanger and all necessary hardware to complete the entire installation makes a complete installation package. This kit requires no hood modifications.

Other components included are new high capacity fuel injectors, fuel rails, factory "push lock connectors" and regulator adapter where required. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. Transmission shift points, line pressure and converter strategies are optimized for use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.





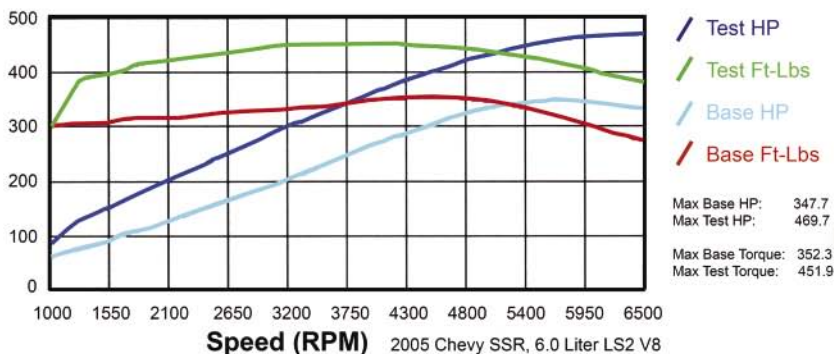
CHEVROLET SSR

Magna Charger's LS1 & LS2 SSR Supercharger system for the Chevrolet SSR 6.0 liter and 5.3 liter V8 engines. The supercharger has been spun 180° to better utilize the stock air path. This design maintains a straight airflow path into the supercharger inlet which reduces friction and pumping losses. This intercooled system utilizes the all new MP112 supercharger with internal bypass valve.



Intercooled systems are complete with all the components necessary for installation. Included in the kit is a new patented cast aluminum intake manifold with equal length runners (replacing the factory nylon manifold), intercooler core, coolant circulation pump, heat exchanger, and all the necessary hardware to complete the entire installation. This system does not require any hood modifications.

Other components included are new high capacity fuel injectors, fuel rails, factory "push lock connectors" and regulator adapter where required. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. Transmission shift points, line pressure and converter strategies are optimized for use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.





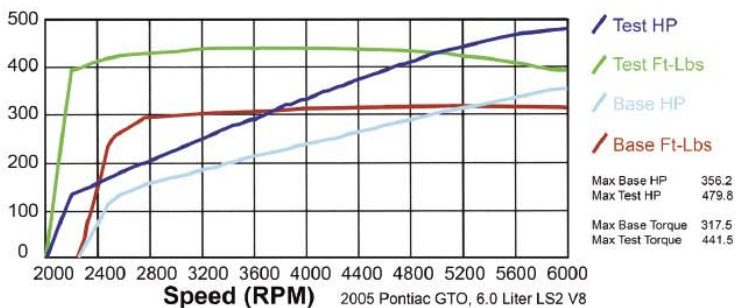
PONTIAC GTO

The muscle car is back! The name GTO conjures up instant images. Magna Charger heeded the call by creating a kit for the LS-1 GTO instantly. In 2005 the LS-1 engine was replaced by the 400 HP LS-2. Magna Charger jumped at the chance to build a supercharger just for it. With a mind blowing 470 HP delivered to the rear wheels and 440 ft-lbs of torque, our supercharged version is by far one of the quickest and most powerful packages to hit the street! In fact, this particular kit was the choice of Kenny Duttweiler for his personal ride! His car, the daily driver pictured here, runs 11.28 @ 126 (corrected for sea level).

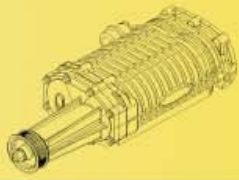


Intercooled systems are complete with all the components necessary for installation. Included in the kit is a new patented cast aluminum intake manifold with equal length runners (replacing the factory nylon manifold), intercooler core, coolant circulation pump, heat exchanger, and all the necessary hardware to complete the entire installation. This system does not require any hood modifications.

Other components included are new high capacity fuel injectors, fuel rails, factory "push lock connectors" and regulator adapter where required. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. Transmission shift points, line pressure and converter strategies are optimized for use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.



Kenny Duttweiler



CADILLAC CTS-V

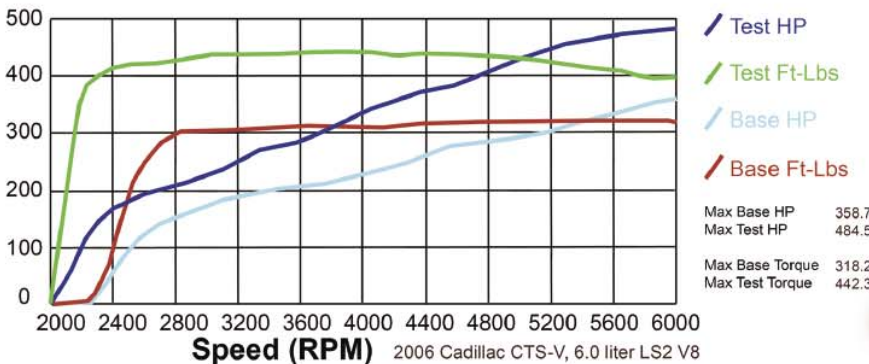
The all-new Magna Charger Cadillac LS1 & LS2 CTS-V supercharger system is now available. This intercooled system utilizes the inlet-forward design with the MP112 supercharger with internal bypass valve. Horsepower and torque output is improved from 1500 rpm to 6500 rpm, giving more "power under the curve" than any other supercharger system available.



Intercooled systems are complete with all the components necessary for installation. Included in the kit is a new patented cast aluminum intake manifold with equal length runners (replacing the factory nylon manifold), intercooler core, coolant circulation pump, heat exchanger, and all the necessary hardware to complete the entire installation. This system does not require any hood modifications.

Vinnie (Vincent DiMartino) of Orange County Choppers fame has this to say: "The instructions are phenomenal, the best I've ever seen and the quality is like original equipment."

Other components included are new high capacity fuel injectors, fuel rails, factory "push lock connectors" and regulator adapter where required. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. Transmission shift points, line pressure and converter strategies are optimized for use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.



Max Base HP	358.7
Max Test HP	484.5
Max Base Torque	318.2
Max Test Torque	442.3



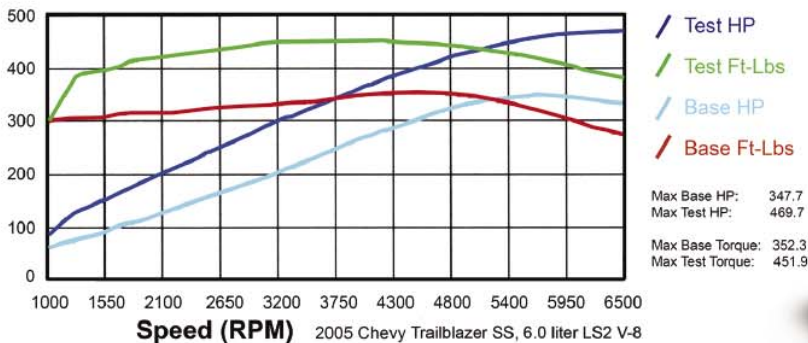
CHEVROLET TRAILBLAZER SS

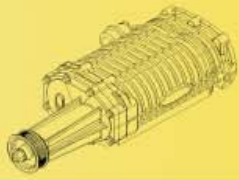
Introducing Magna Chargers Trailblazer SS supercharger system for the Chevrolet Trailblazer SS 6.0 liter LS2 V8 engine. The supercharger has been spun 180° to better utilize the stock air path. This design maintains a straight airflow path into the supercharger inlet which reduces friction and pumping losses. This intercooled system utilizes the all new MP112 supercharger with internal bypass valve.



Intercooled systems are complete with all the components necessary for installation. Included in the kit is a new cast aluminum intake manifold (replacing the factory nylon manifold), intercooler core, coolant circulation pump, heat exchanger, and all the necessary hardware to complete the entire installation. This system does not require any hood modifications.

Other components included are new high capacity fuel injectors, fuel rails, factory “push lock connectors” and regulator adapter where required. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. Transmission shift points, line pressure and converter strategies are optimized for use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.





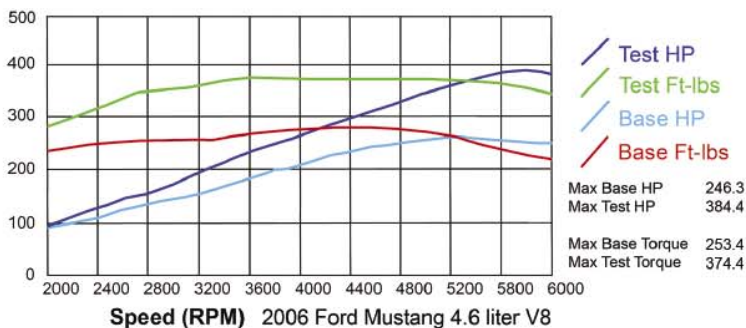
FORD MUSTANG

Magna Chargers all-new supercharger system for the '05-'06 Mustangs with the 4.6L 3V V8 engine! This all -new supercharger utilizes the Magnuson 5th Gen. MP112 supercharger with internal bypass valve. Torque and horsepower is improved from 1,200 rpm to 6,250 rpm, giving more “power under the curve” than any other supercharger system available.



Mustang 3V supercharger systems are complete with all components necessary for installation. Included in the kit is the cast aluminum intake manifold, factory “push - lock connectors” are utilized in the fuel system for installation ease, intercooler core, coolant circulation pump, heat exchanger and all necessary hardware to make a complete installation package. This system does not require any hood modifications.

Other components include new high capacity fuel injectors, fuel rails, and regulator adapter where required. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. The transmission shift points, line pressure, and converter strategies are optimized for use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.





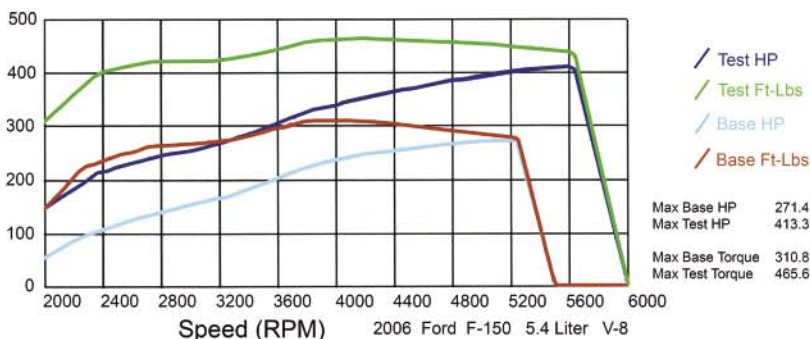
FORD F-150

Magna Chargers all-new intercooled '04-'07 Ford F-150 supercharger kit for the 5.4L 3V V8 engine! Extensive dynamometer and durability testing makes this system the most thoroughly tested and validated aftermarket supercharger system available. Horsepower as well as torque are improved off idle to redline, giving more "power under the curve" than any other supercharger system available.

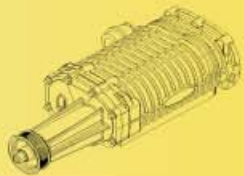


Ford F-150 supercharger systems are complete with all components necessary for installation. Included in the kit is the cast aluminum intake manifold, factory "push - lock connectors" are utilized in the fuel system for installation ease, intercooler core, coolant circulation pump, heat exchanger and all necessary hardware to make a complete installation package. This system does not require any hood modifications.

Other components include new high capacity fuel injectors, fuel rails, and regulator adapter where required. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. The transmission shift points, line pressure, and converter strategies are optimized for use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.



Max Base HP 271.4
 Max Test HP 413.3
 Max Base Torque 310.8
 Max Test Torque 465.6



MAGNUSON PERFORMANCE PARTS



The **Magnuson Performance Parts** division is responsible for selling performance components. This section of our catalog highlights some kits for the enthusiast, miscellaneous parts for hot rod applications, different configuration ideas and components to trick out your ride.

What computer should I use for a Gen 3 motor?

Choosing the correct computer is less important than making sure the components and sensors you use match the computer you have. For instance, if you use a computer from a 2004 truck, make sure to use the vehicle speed sensor (VSS), crank sensor, camshaft sensor, etc. from a 2004 truck. If you use a computer from a 2000 F-body, you will want to run the sensors from a 2000 F-body, and so on. To answer the original question however, you will need to run a 99 and up computer, but we recommend a 2001 and up for best performance.

I'm building a motor and plan on using a Magna Charger supercharger. Should the compression ratio be set at 8:1 like my last blower motor?

The deciding factor when building a blower motor is to decide how much boost you plan on running, and what type of gas you will use. Compression tolerance (the amount of compression gas will take before detonation) of 91-octane is 13.5:1. This is just a rule of thumb (there are other factors to consider). In theory, if you run 9:1 compression then the max boost you would want to run is 8 lbs (every pound of boost is 2 CR). On Gen 3 motors we have found that the configuration of the motors is much more forgiving than on a typical 10:1 motor and you can get away with even more boost. These are static compression numbers only. Cam choice has an even bigger determination on what you can get away with.

I just installed my Radix and now it takes longer for my truck to start, can you tell me why?

A common cause of this comes from a fuel pressure issue. On the backside of the fuel pressure regulator is a small O-ring that was reused during the install. Most likely that O-ring is askew or has been left out. A way to confirm this is to hook up a fuel pressure gauge. Key the ignition on, but do not start it. Fuel pressure should rise to around 55psi. Turn the truck off and check-confirm that your fuel pressure stays up. If it bleeds off any more than 10 pounds over 30 seconds, the O-ring will need to be checked. On 04-up with an in-tank pump you must check to be sure pump was installed correctly as the fuel pressure regulator is part of the pump assembly.

Can I run an aftermarket cam with your supercharger?

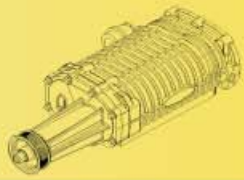
Aftermarket parts such as headers, cams, heads, etc. should be used cautiously. If you're looking to squeeze high horsepower numbers out of your motor a selection of bolt-on's can really tweak your motor up to it's full potential. Most of the time however, a new tune will be required for the vehicle. To answer your question, yes, you can run an aftermarket cam.

Can I run nitrous with your supercharger? If so, is there a kit you recommend?

There are a lot of people running nitrous through our blower with no ill effects. The problem you will run into is two fold. First, because there is almost no way to run the nitrous after the blower, all kits are run before the blower and through the rotors. Over time, this can erode the coating off of the rotors and clog your intercooler. Second, with the increased cylinder pressures and additional fuel and tuning need, you run the risk of actually cracking the top manifold of the blower. Neither situation will be covered under warranty.

Is there any maintenance required with my kit? Do I need to change the oil in it?

A big advantage of our kits is the lack of any scheduled maintenance. The only item to keep an eye on is the drive belt. Just as any drive belt, if it shows any signs of wear, immediately replace it. The nose oil, however, has a service life of 80,000 miles.



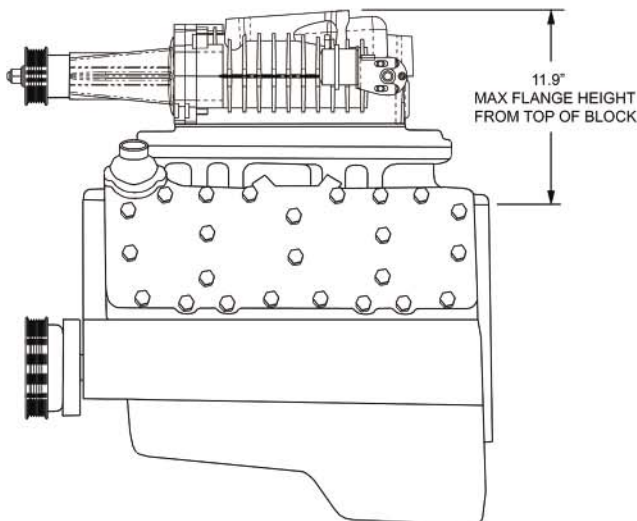
FLATHEAD FORD

Magnuson Performance Parts MP112 based supercharger system redefines the Classic Flathead. The unique internal bypass valve dramatically reduces friction and pumping losses while improving reliability. Depending on the presence of aftermarket products and engine conditions, you can expect increases of 50 to 100 hp, and 50 to 100 ft-lbs of torque.



The Ford Flathead system accommodates virtually any 4-barrel carburetor with a standard Holly foot print. Recommended air intake should be in the 500 to 850 CFM range. Patented cast aluminum manifold with pop-off safety valve and cross-flow equal-length intake runners that result in higher torque. The internal bypass valve virtually eliminates parasitic loss, now that's real efficiency.

This kit is designed with the purist in mind. For those of you to whom a Hot-Rod is more than just a pastime, and has evolved into a passion, you'll want to take a look at this kit. This is streetability carried out to the Magnuson degree.



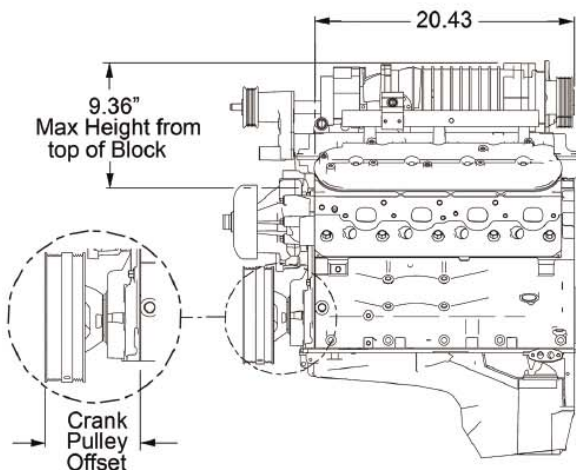
MPP 122 LS1, LS2

Kenny Duttweiler put together this engine using the MPP 122 kit for Jerry Magnuson's personal ride. OK, this isn't pictures of just the MPP 122 supercharger system, Kenny used some of his favorite tricks to squeeze out over 760HP at the crank! He stated that this engine is capable of 800 HP using the MP 122 at about 10 lbs of boost. Of course this doesn't mean all you do is add the supercharger...talk to Kenny!



Intercooled systems are complete with all the components necessary for installation. Included in the kits is a new patented cast aluminum intake manifold with equal length runners (replacing the factory nylon manifold), intercooler core, coolant circulation pump, heat exchanger, and all the necessary hardware to complete the entire installation. This system generally does not require any hood modification.

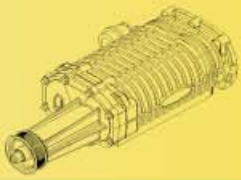
Other components included are new fuel injectors, fuel rails, factory "push lock connectors" and regulator adapter where required. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. Transmission shift points, line pressure and converter strategies are optimized for use with the increase in torque and horsepower.



To determine which belt line your engine has: Vette, Camaro, or Truck
Measure from the front of the engine block to the front of the crank pulley.

VETTE	CAMARO	TRUCK
4.04"	4.92"	5.65"

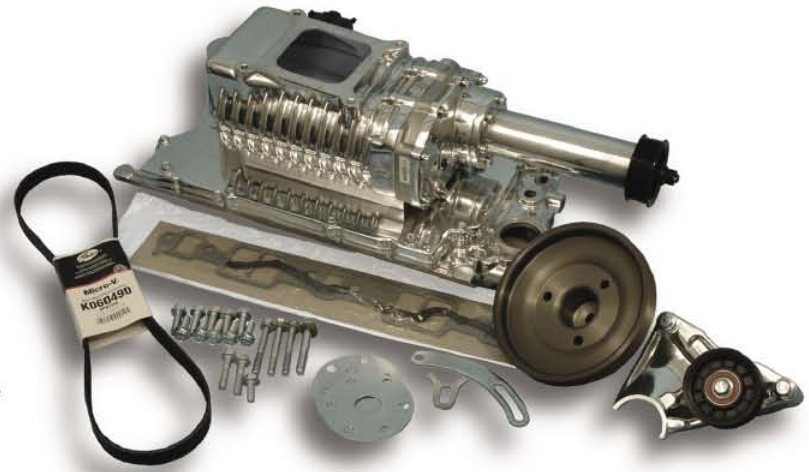




HOT ROD KIT

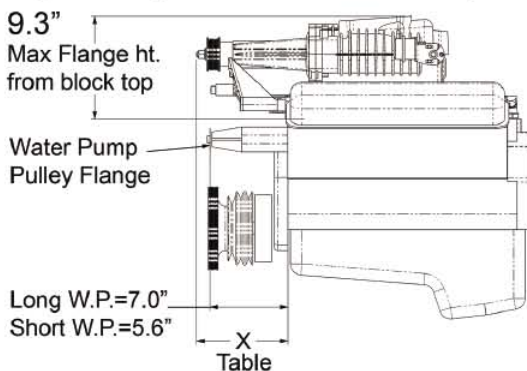
Gen 1 is GM small block 1955-95, Gen 1-E is from 1996 Vortec to current Vortec Fast-Burn.

Magnuson Products has developed the perfect Supercharger kit for your Classic small block Chevy truck or hot rod. This kit was specifically designed to improve the performance of the small-block, by adding a MP 122 H supercharger with bypass valve that virtually eliminates parasitic drag when cruising, but delivers the horsepower when needed. And since our kits work from 1200 rpm to 6000 rpm, we deliver real world horsepower "under the curve".



As Frank Currie (Currie Enterprises) stated "...it (the blue 32 pictured) drives like a stock car until you step on it, and then Hold On!" Now you can wake up that motor with an increase in torque and horsepower across the entire curve. The Gen. 1 & 1E MP-122 H systems are complete with all components necessary for this installation. Included in the kit is the cast aluminum intake manifold and lid assembly, idler, belt tensioner, belt, crank pulley, and new intake manifold gaskets are included as well. This supercharger system is designed to accept any standard flanged carburetor.

The Gen. 1 & 1E Classic Kits are a great addition to any small block project, and is sure to give the looks, the power and the performance that your hot rod deserves. When planning for our supercharger, be sure that the engine is in good mechanical condition. Low mileage motors work best. We also suggest the use of high flow cylinder heads and a supercharger profiled cam for optimal results.



S/C Drive System	X (Inches)
Magnuson Classic Drive Short Water Pump	6.9
Magnuson Classic Drive Long Water Pump	8.2

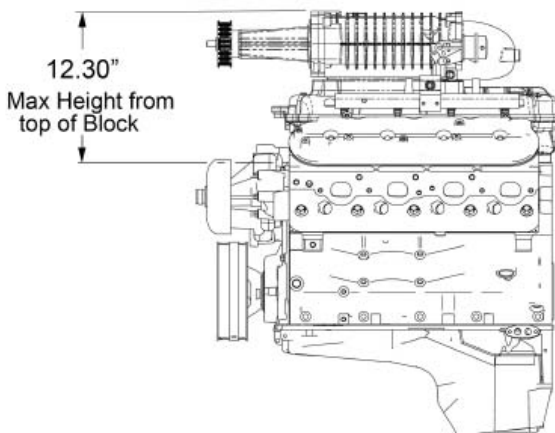


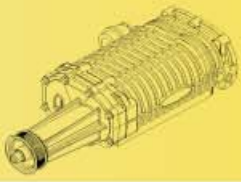
Magnuson Superchargers has “upped the ante” once again with our NEW RADIX MP 122 kits. The kits are designed for maximum Horsepower when building a larger displacement small-block or just the need for more boost. The RADIX MP122 is the perfect compliment for your LS-1 or LS-2 truck, buggy, hot rod, or any project just asking for more power!



Magna Charger Radix systems are complete with all components necessary for installation. Include in the kit is the patented cast aluminum intake manifold with equal length runners. Intercooler core, coolant circulation pump, heat exchanger and all necessary hardware for the entire installation makes for a complete installation package. This kit generally doesn't require any hood modifications.

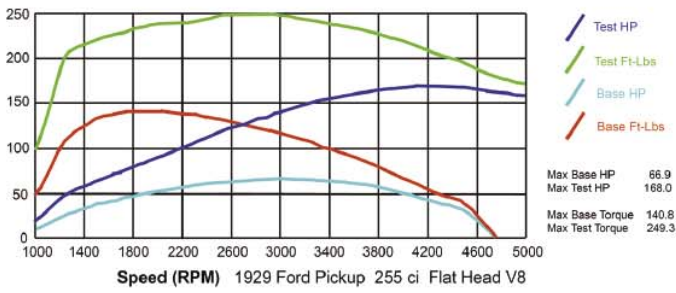
Other components include new fuel injectors, fuel rails, factory “push lock” connectors and regulator adapter. Computer programmer communicates with the factory ECU for proper calibration of the supercharger system. Transmission shift points, line pressures and converter strategies are optimized for use with the increase in torque and horsepower.



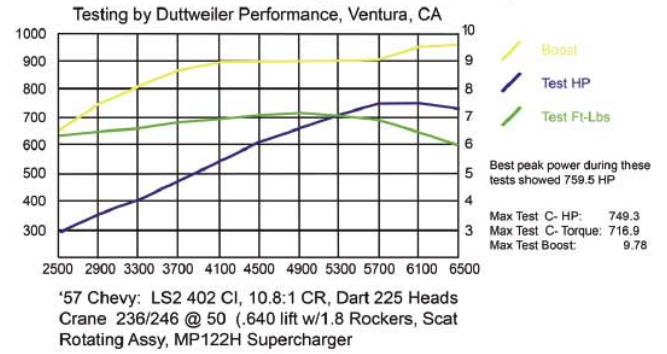


MPP DYNO CHARTS

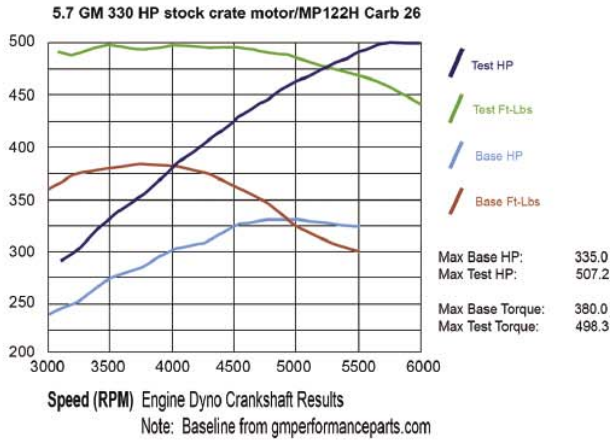
Flathead Ford Dyno Graph Pg 19



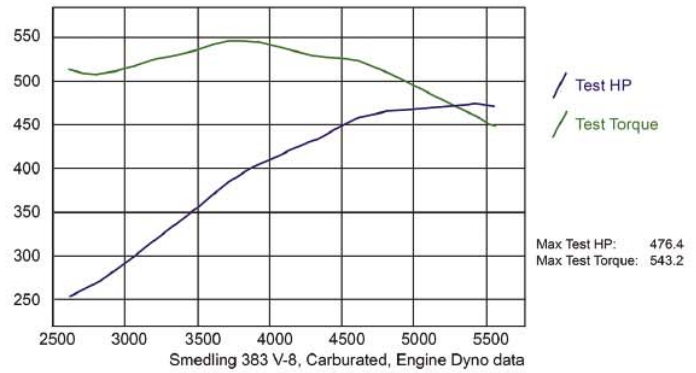
MP122 LS1, LS2 Dyno Graph Pg 22



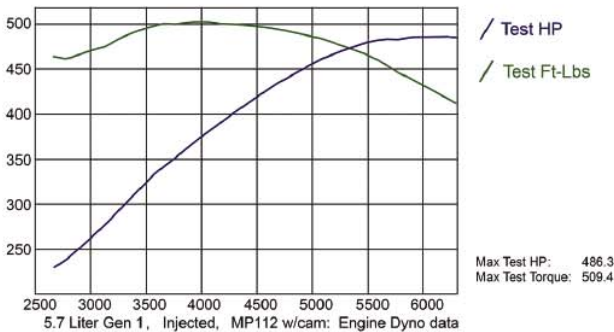
Gen 1, Gen 1E Classic Dyno Graph Pg 20



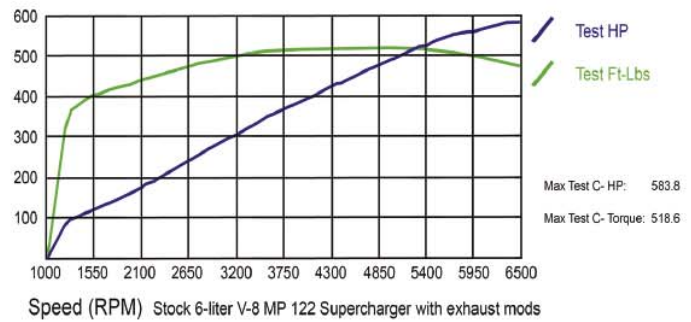
MP112 LS1, LS2 Hot Rod Dyno Graph Pg 23

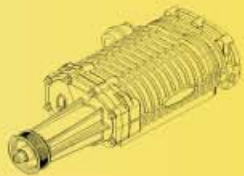


Gen 1, Gen 1E Injected Dyno Graph Pg 21



MP122 Radix Dyno Graph Pg 24

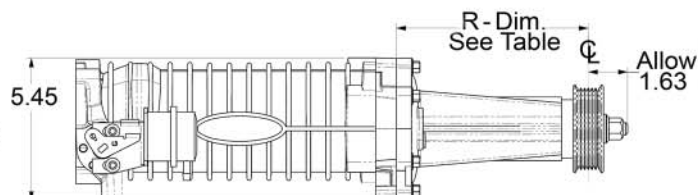
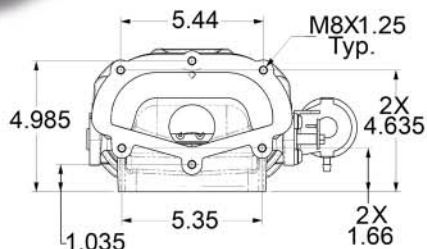
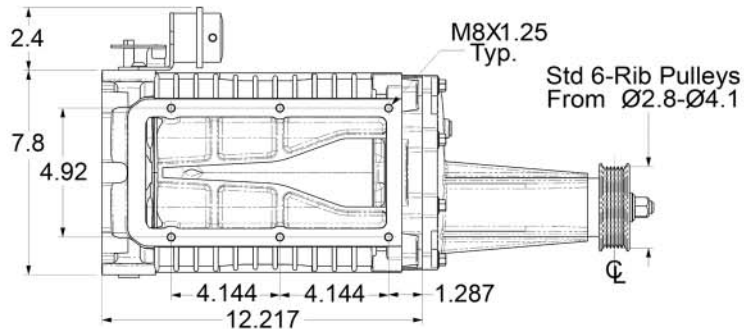




SUPERCHARGERS

MP122 5th Generation

Note: Application recommendation, 5.3 to 7.0 Liter Port Injected Engines.



MP 90/112/122

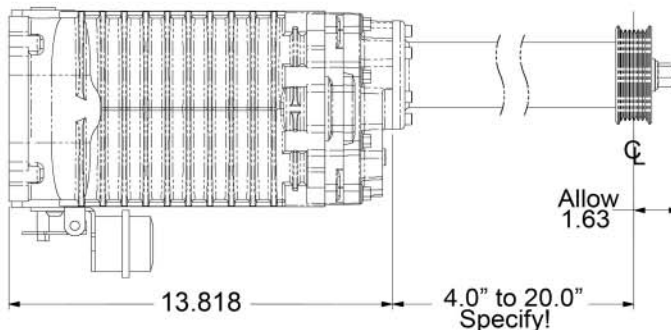
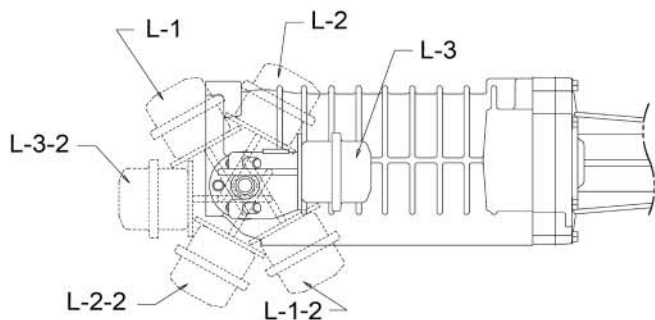
"R-DIMENSION" – SPECIFY WHEN ORDERING (USING STANDARD .400 OFFSET PULLEY)	
2.877	7.665
3.957	7.815
4.185	8.115
4.405	8.275
5.000	9.165
6.200	9.618
6.555	10.078
7.315	10.968

CUSTOM LENGTHS AVAILABLE
CALL FOR DETAILS



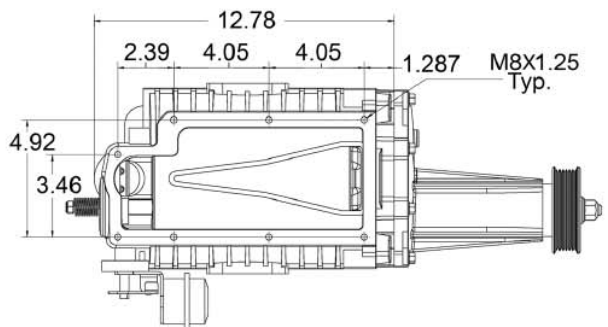
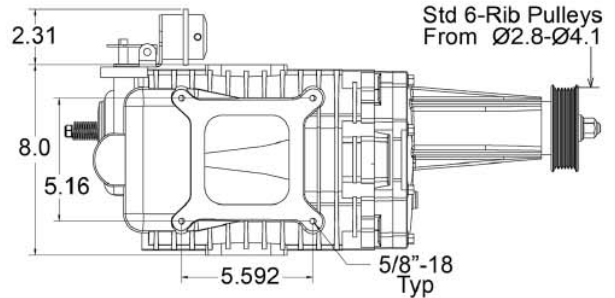
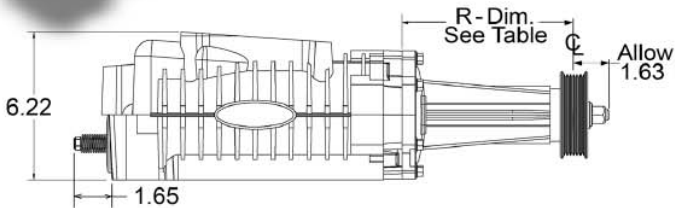
Actuator Stop Positions
Left side shown
12-possible locations

MP122 shown with Extension Drive



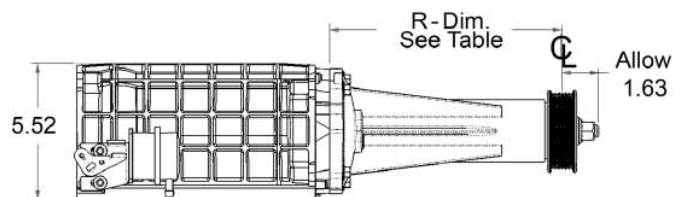
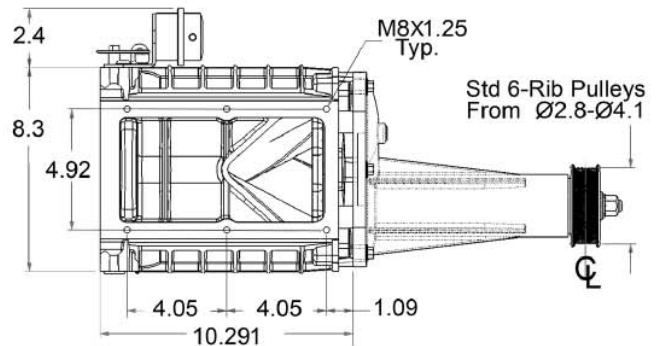
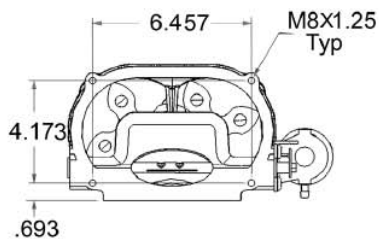
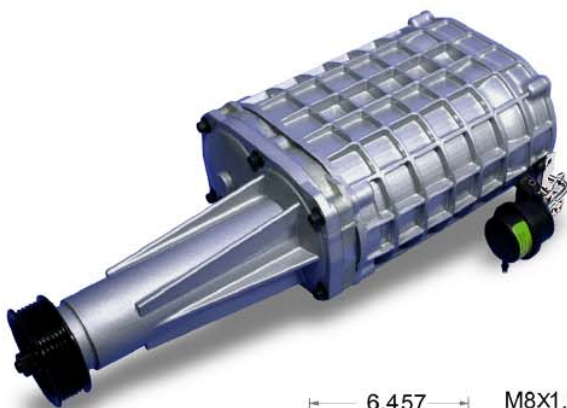
MP122 Carb 5th Generation

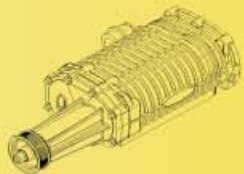
Note: Application recommendation, 5.3 to 7.0 Liter Engines.
Carbureted inlet port has standard Holley carb footprint.



MP1900 6th Generation

Notes: The MP1900 marks the introduction of the new Four-Lobe, HIGH HELIX Rotor design.





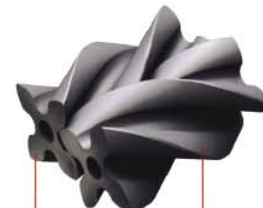
SUPERCHARGERS

MP2300 6th Generation

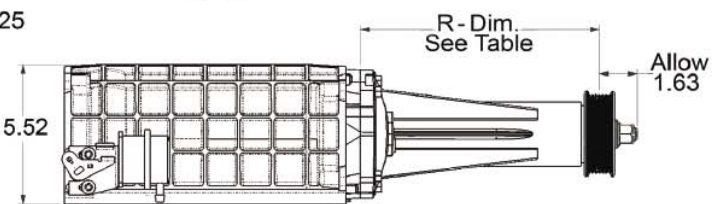
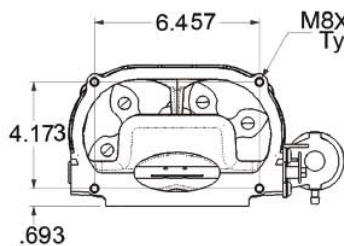
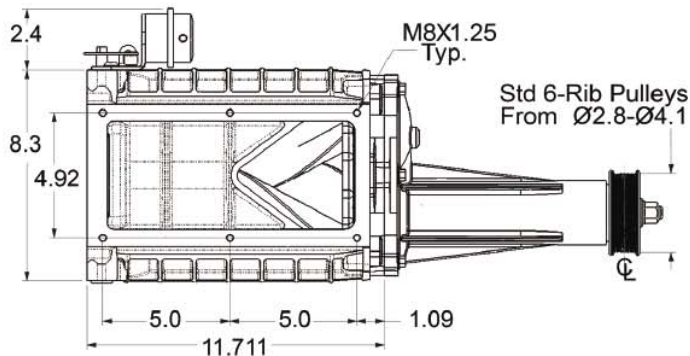
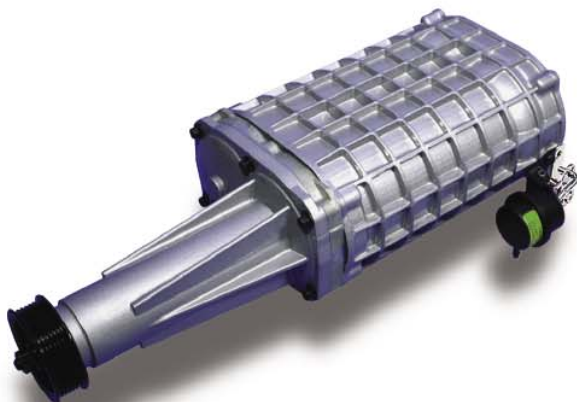
Notes: The MP2300 marks the introduction of the new Four-Lobe, HIGH HELIX Rotor design



3-Lobe W/60° Twist



4-Lobe W/160° Twist



MP 1900/2300

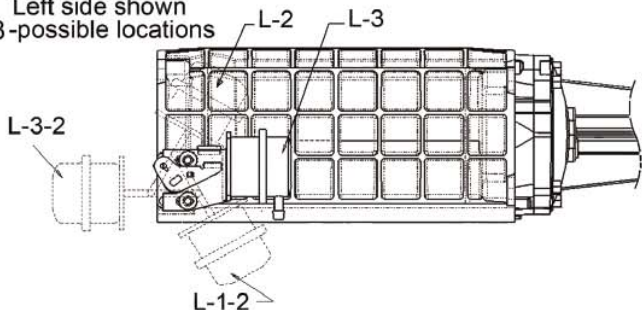
"R-DIMENSION" – SPECIFY WHEN ORDERING (USING STANDARD .400 OFFSET PULLEY)	
4.232	8.090
4.460	8.390
4.680	8.550
5.275	9.440
6.475	9.893
6.830	10.353
7.590	11.243
7.940	

CUSTOM LENGTHS AVAILABLE - CALL FOR DETAILS

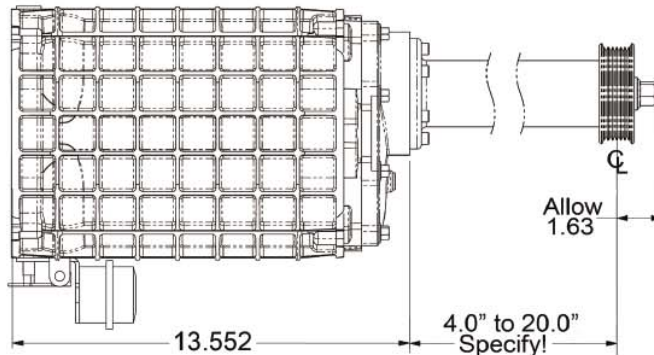


Bypass Valve

Actuator Stop Positions
Left side shown
8-possible locations



MP2300 shown with Extension Drive



NOSE COVERS 1-PC.

MP 45, 62 Series Nose Cover



Our TWO PIECES cast aluminum nose covers come in a variety of lengths and styles to meet many different applications. The one-piece nose cover contains the precision components necessary to drive the Supercharger. Some of the nose covers offer additional bolt holes that can be used for mounting variations. We recommend supporting the front of the nose cover.

When ordering a nose cover, please be sure to specify:

Supercharger Model:

- 45/62
- 90/112/122
- 1900/2300

Supercharger rotation:

- Clockwise
- Counter-Clockwise

MP90,112,122 Series Nose Cover



Nose Cover Range:

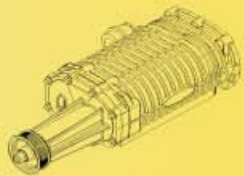
See Tables

NOTE: Subtract .315" from table dimension for nose cover lengths.*

* Does not apply to our 2.877 range nose cover.

MP 90/112/122

"R-DIMENSION" – SPECIFY WHEN ORDERING (USING STANDARD .400 OFFSET PULLEY)	
2.877	7.665
3.957	7.815
4.185	8.115
4.405	8.275
5.000	9.165
6.200	9.618
6.555	10.078
7.315	10.968

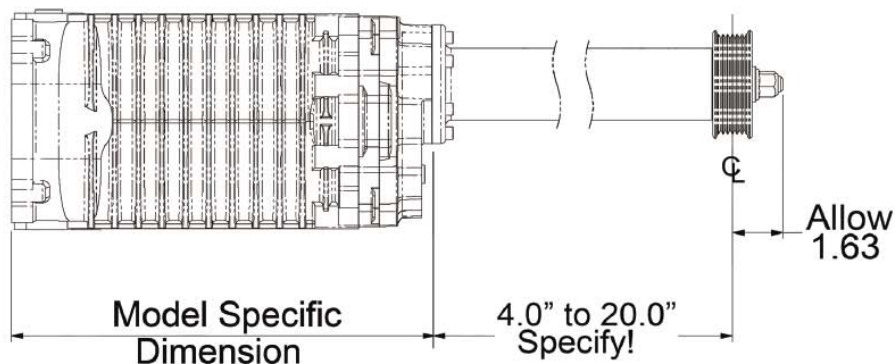


NOSE COVERS 2-PC.

TWO PIECE NOSE COVER



Magnuson Products, Inc. manufactures a two-piece drive assembly for superchargers. With the flexibility of the two piece drive and the available adjustment in pulley offset, this assembly gives the ability to extend or pull back the centerline of the pulley to almost any position.



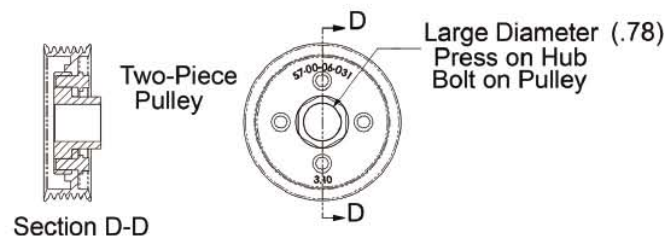
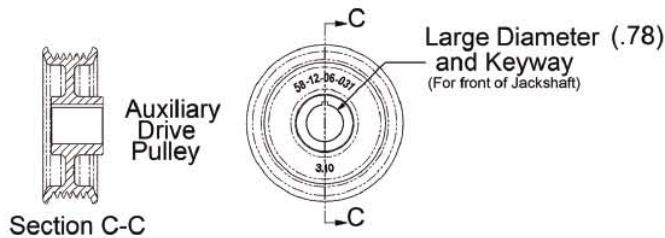
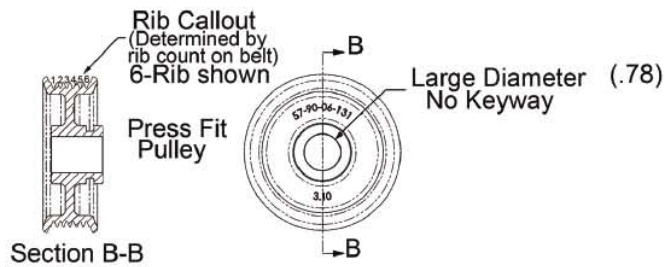
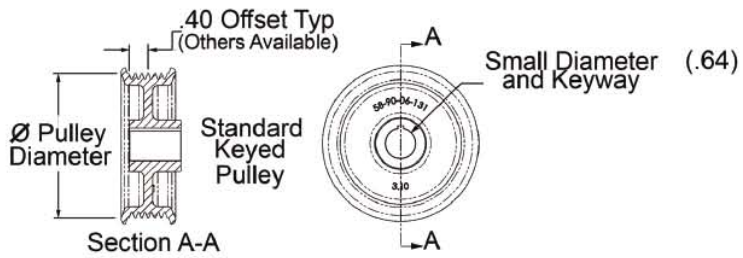
MP 45, 62 Series



MP 90, 112, 122 Series



Magnuson Products, Inc. maintains an inventory of Standard Extension Drives for 4th, & 5th Generation superchargers. For any specific installation questions, call our technical staff. Any length can be achieved by varying pulley offset.



Pulley Classification: (See Diagram)

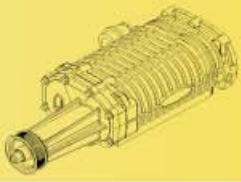
1. Type: Standard Keyed, Press Fit, Auxiliary Drive, or Two-Piece.
2. Rib Count: Based on Belt Rib Count.
3. Pulley Diameter: Rib Peak to Peak.
4. Pulley Offset: Dimension from Center of Ribs to End of Hub - Dictates Pulley Location.

Aluminum R & D Pulleys are available in 6 and 8 rib design. These pulleys come with extended hub for application test purposes and variable pulley alignment. This extended hub must be machined down to 1.1" and is not recommended for general or extended useage. It is intended for mock-up and development purposes only. For durability we recommend using steel pulleys. Pulleys are available in 2.0" through 3.6" diameter sizes, in .2" increments.



Alum R&D Pulleys

NOTE: Aluminum pulleys are good for about 20-30k miles at best...that's why Magnuson Products uses these pulleys for our development and test purposes only, and utilizes STEEL pulleys for our applications and kits.

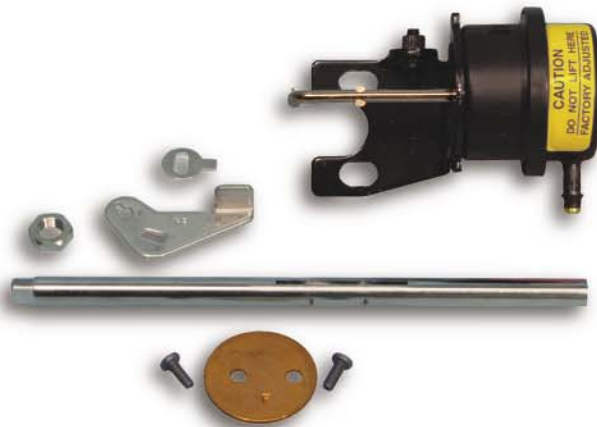


BYPASS

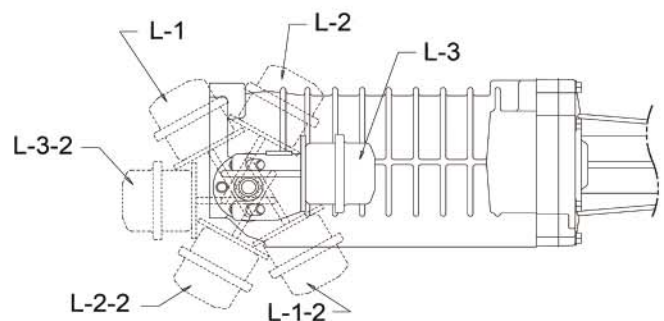
Magnuson Products incorporates an internal bypass valve in all our supercharger applications
....it's the Magnuson Advantage....

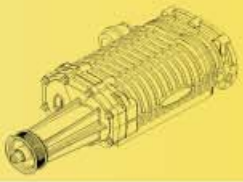


Why do you need a bypass valve? The best kept secret in forced induction is the little known bypass valve. This small valve, when properly installed between the supercharger and the throttle body, allows the supercharger to become extremely efficient in terms of economy and parasitic power loss. Our M90 supercharger uses less than 1/3 of 1 HP at 60 MPH cruising. The bypass is operated by a vacuum actuator control unit that is normally closed. When vacuum is high (idle-cruising) the actuator opens the bypass valve, equalizing the vacuum pressure throughout the system. This equalized vacuum condition virtually eliminates the normal parasitic power loss of a forced induction system. When boost is required (accelerating) the vacuum is decreased and the bypass valve instantly closes, causing pressure to increase into the cylinders.



Actuator Stop Positions
Available for both sides,
(Left side shown)
12-possible locations





PARTING THOUGHTS

We've tried to give you a brief overview of our product line and what Magnuson Products has to offer for the enthusiasts of the driving experience. We all know that our love affair with the automobile is not likely to end anytime soon, and one goal of Magnuson Products is to enhance that experience with a quality product line that we proudly stand behind.



