

INSTALLATION GUIDE

FORD FALCON FPV XR8 SUPERCHARGER UPGRADE



IMPORTANT INFORMATION

Installing the supercharger indicates your acceptance of the responsibility and liability associated with the fitment and use of this product. Please ensure the owner and drivers of the supercharged vehicle are aware of their responsibilities and liabilities as indicated below.

The owner and drivers of the enhanced vehicle must be aware that fitment of a supercharger may affect:

- The vehicle's factory warranty.
- Insurance cover and associated liabilities.
- Compatibility with emission and roadworthy certification.
- The validity of a driver's license for a supercharged vehicle.
- The handling & braking capability of the vehicle due to increased engine power & torque characteristics.
- The longevity of the engine.
- The vehicle will need to use premium unleaded fuel only (98 RON).

It is the owner's/driver's responsibility to accept any consequences and liabilities of using the supercharger and any subsequent effect it may have. Harrop Engineering shall not be liable and shall be 'Held Harmless' for any direct and/or indirect/consequential losses, costs, damages, expenses, injuries or liabilities whatsoever incurred by the owner/driver of the vehicle or other parties arising from this supercharger, its installation and/or its operation. It is recommended that vehicles have completed 1,500 km and have been driven, serviced and maintained in accordance with the vehicle manufacturer's handbook before fitting a supercharger. An engine should be deemed reliable and have delivered all reasonable expectations in line with the vehicle manufacturer's specifications prior to fitting a supercharger.



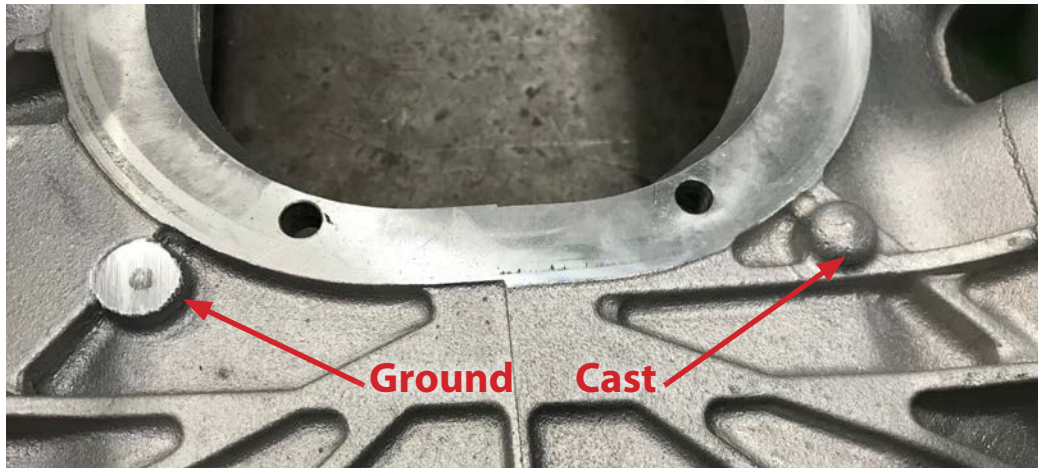
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Disassembled the TVS1900 supercharger from the original manifold and disassembled the air intake from the supercharger. Using the adaptor plate place this onto the underside of the manifold to ensure no casting bosses or lumps prevent it from being bolted flat. Especially check these 2 bosses, if they inhibit it from seating flat then these will need to be machined or ground off.



Remove the 2 dowels that originally located the supercharger, you may need to use a hot air gun to heat the local area to weaken the Loctite used in the assembly plant.



Assemble the adaptor plate to the supercharger using Loctite 243 on the 4 flat head screws as per image below, ensure that there is an O ring already in the supplied supercharger, torque screws to 15-16Nm.



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INSTALLATION GUIDE

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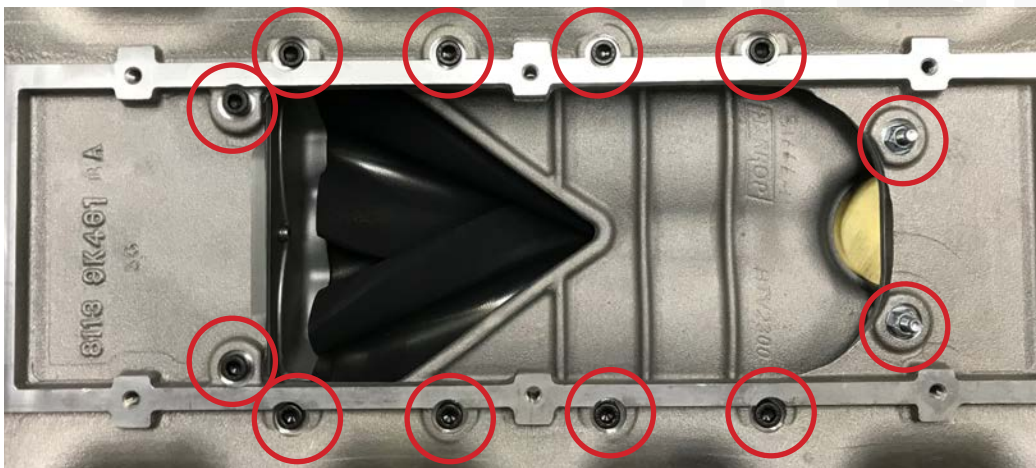


Assemble the 2 dowels into the manifold, use Loctite 680 retaining compound.



Fit the supplied O ring into the adaptor plate groove.

Assemble the supercharger to the manifold using the supplied M6 screws using loctite 243 and the 2 lock nuts and washers. Torque the screws and nuts to 15-16Nm.



Assemble the shortened throttle body duct to the supercharger by initially checking that the 'O' ring and dowels have been installed to the supercharger inlet.



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INSTALLATION GUIDE

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Assemble the throttle body duct to the supercharger using the supplied bolts. Note that one screw is a hex head to enable tightening with a short 10mm spanner, bolt is to have Loctite 243 thread locker applied. Torque to 15-16Nm.

Hex head in this corner



The upgraded assembly is now ready for installation of the baffle/core back into the manifold and then back on the vehicle. **Remember that if the bosses had to be ground on the underside when re installing the baffle/core into the manifold these screws will need to be assembled using Loctite 243 to ensure threads are sealed off and no boost pressure will be lost.**



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