

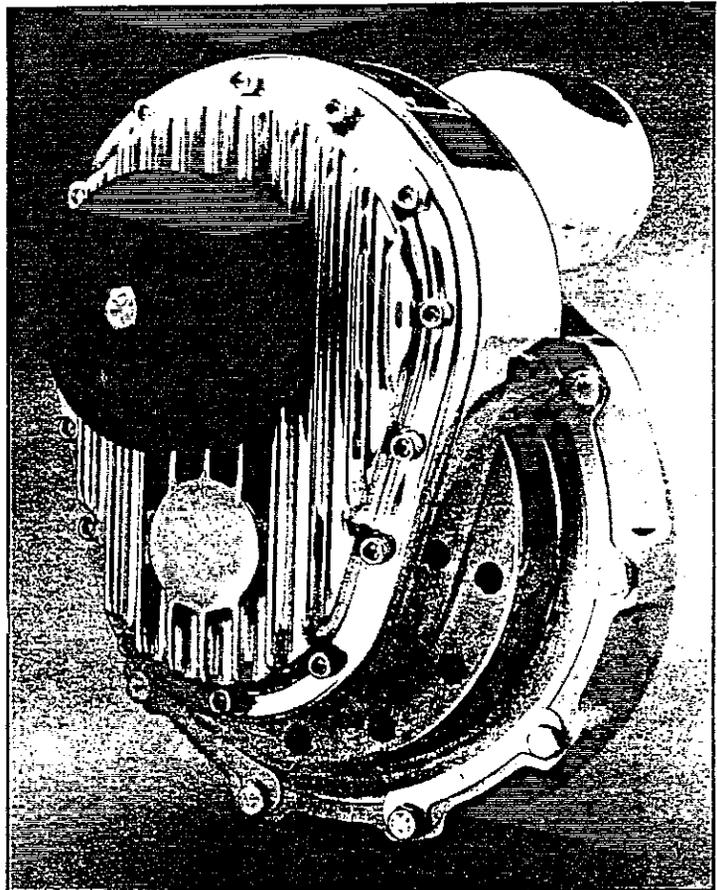
POWERDYNE SUPERCHARGER

INSTALLATION INSTRUCTION MANUAL

MODEL BD-10

1995 - 1996 EXPLORER
5.0 V8

50 STATE SMOG LEGAL
California ARB E.O. #D334-1



Powerdyne Automotive Products
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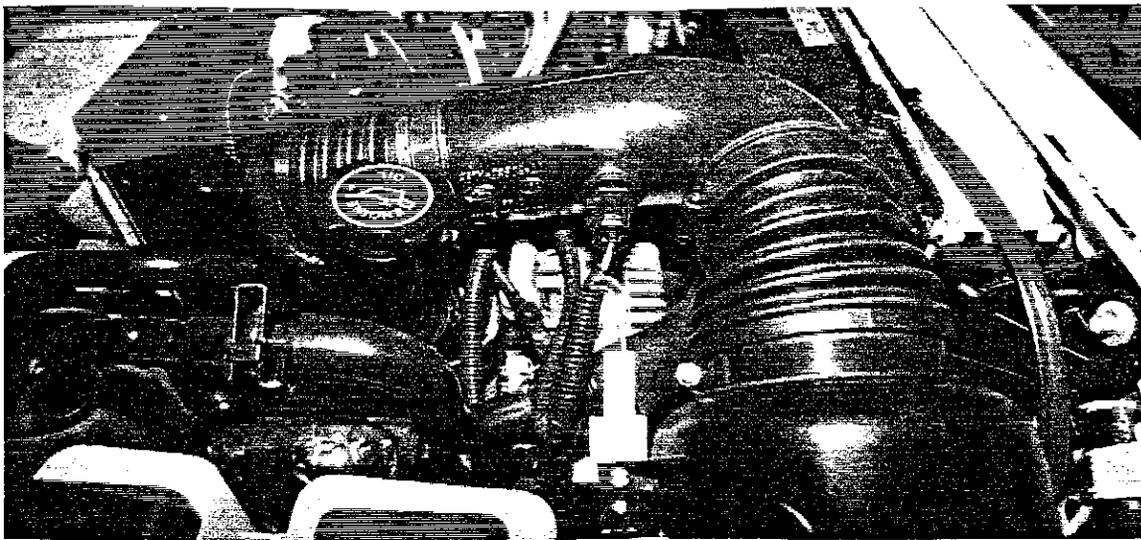
FAX: 805-723-2802

POWERDYNE SUPERCHARGER INSTRUCTION BOOK
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DISASSEMBLY

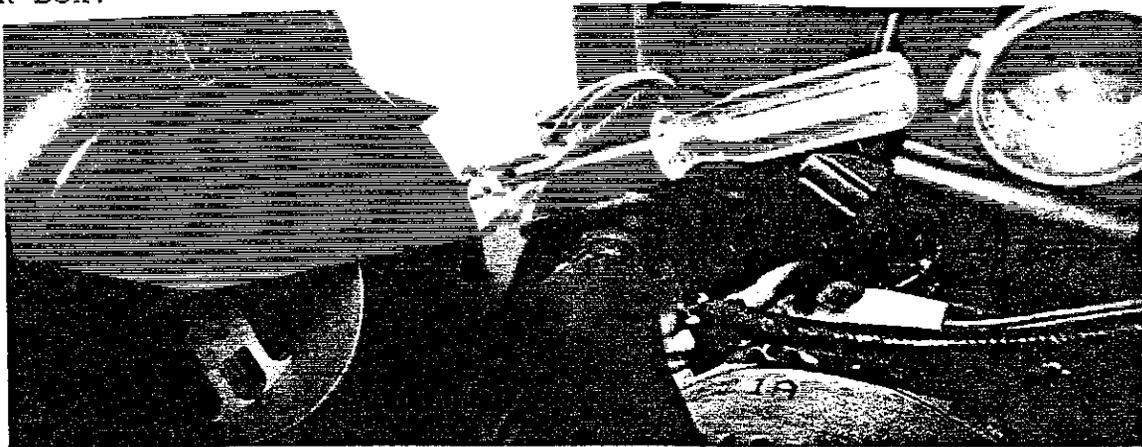
STEP 1; LIFT THE PLASTIC PROTECTIVE COVER OFF THE NEGATIVE BATTERY CABLE. USING A 8mm SOCKET, LOOSEN THE CABLE RETAINING BOLT AND REMOVE THE CABLE FROM THE BATTERY.

STEP 2; REFER TO "PHOTO A" BELOW AND REMOVE THE DUCT FROM THE AIR FILTER TO THE THROTTLE BODY BY LOOSENING THE (2) CLAMPS AND THE ELECTRICAL CONNECTOR TO THE COLD AIR SENSOR. THE CONNECTOR HAS A PUSH TAB TO RELEASE IT FROM THE SENSOR. USE CARE NOT TO BREAK THE TAB WHEN REMOVING THE CONNECTOR. FINALLY, PULL THE SENSOR OUT OF THE DUCT AND SET ASIDE AT THIS TIME. THE SENSOR WILL BE USED IN THE ASSEMBLY.



(PHOTO A; AIR DUCT REMOVAL)

STEP 3; REFER TO "PHOTO B" AND DISCONNECT THE WHITE ELECTRICAL CONNECTOR AT THE MASS AIR METER BY INSERTING A THIN SCREWDRIVER INTO THE LOCK TAB. PRY UP ON THE TAB TO RELEASE THE CONNECTOR. NEXT, UNSNAP THE CLAMP ON THE AIR FILTER CASE AND REMOVE THE OUTER PART OF THE FILTER BOX.

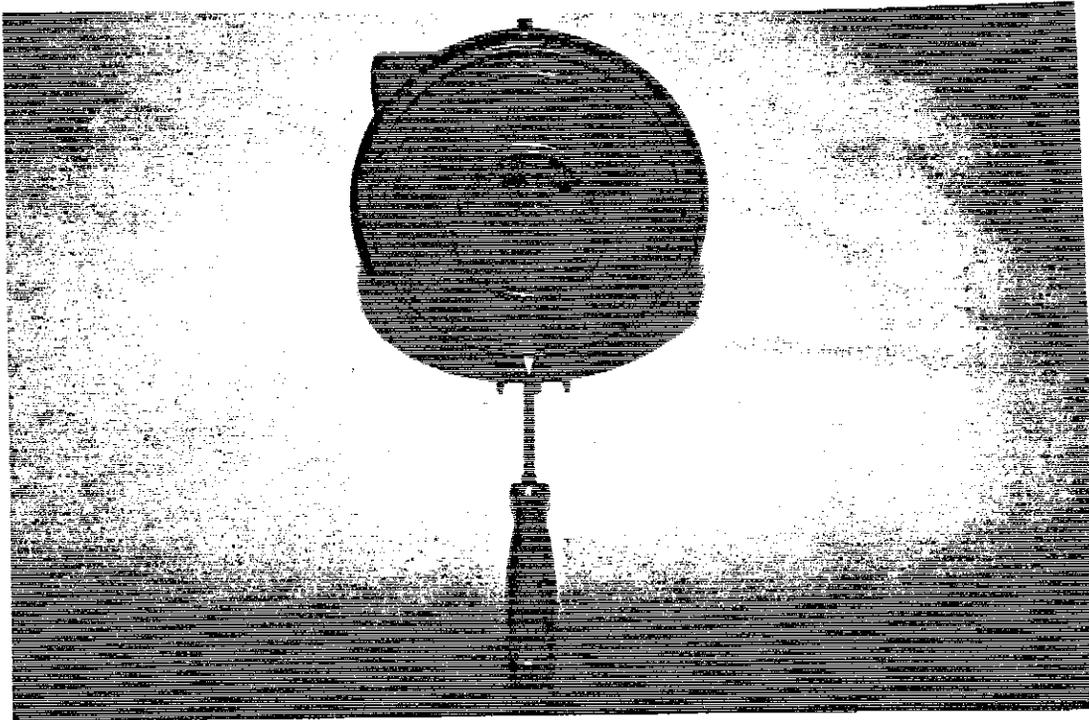


(PHOTO B: AIR FILTER CASE REMOVAL)

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DISASSEMBLY

STEP 4; REMOVE THE CAP OF THE MASS AIR CANISTER BY DEPRESSING THE LOCK TABS AS SHOWN IN "PHOTO C" BELOW. NEXT, PRY THE ELECTRICAL CONNECTOR OFF THE SIDE OF THE CASE. REMOVE THE WIRE HARNESS BY CAREFULLY PRYING OUT ON THE RUBBER GROMMET ALLOWING IT TO SLIDE OUT OF THE PLASTIC CASE. USING A THIN SCREWDRIVER PUSH DOWN ON THE LOCK TAB FOR THE CONNECTOR ON THE MASS AIR METER AND PULL THE HARNESS OUT OF THE CASE. WITH THE MASS AIR METER AND CAP ASSEMBLY IN YOUR HAND REMOVE THE (2) 10mm HEX NUTS RETAINING THE METER TO THE PLATE. SET THE METER ASIDE AT THIS TIME IN A CLEAN LOCATION. (NOTE; THE MASS AIR METER IS A DELICATE INSTRUMENT AND CARE SHOULD BE TAKEN TO INSURE THAT IT IS NOT DAMAGED).

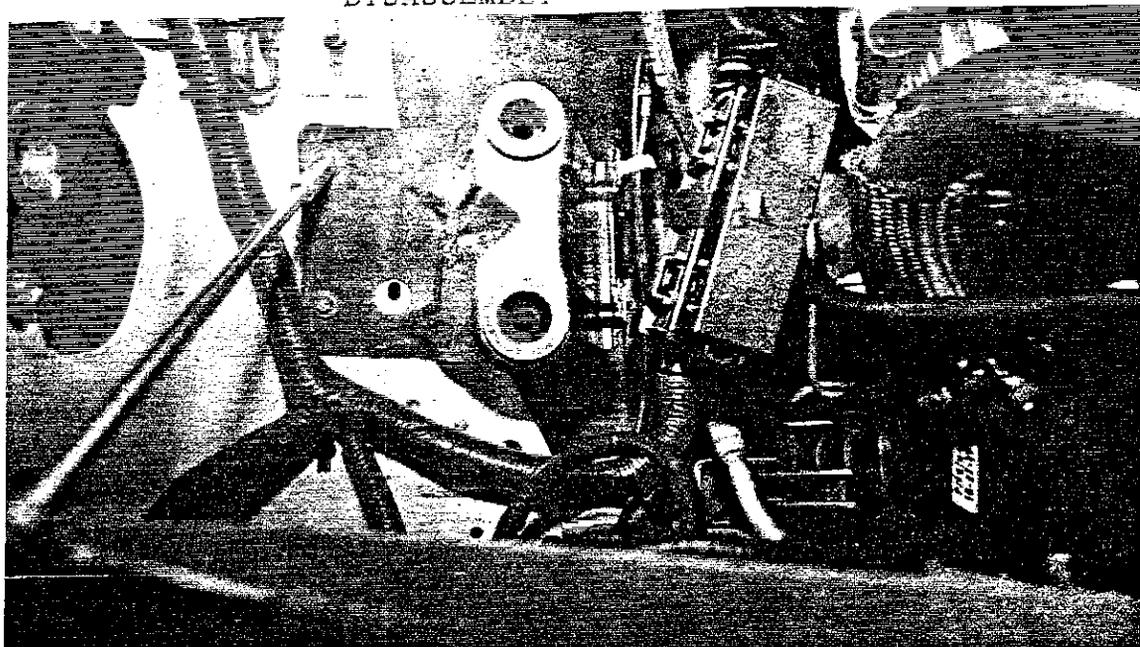


(PHOTO C; MASS AIR METER REMOVAL)

STEP 5; REMOVE THE AIR FILTER CANISTER ON THE FENDERWELL BY PULLING UP ON THE ASSEMBLY TO ALLOW THE RETAINING PINS TO COME OUT OF THE GROMMETS. NEXT, REMOVE THE (2) 10mm BOLTS HOLDING THE PLATE TO THE SIDE OF THE FENDER BEHIND THE AIR FILTER AND REMOVE THE PLATE..

STEP 6; REFER TO "PHOTO D" AND REMOVE THE MODULE ATTACHED TO THE AIR FILTER MOUNTING BRACKET BY PRYING OUT ON THE (2) RETAINING TABS AND CAREFULLY LIFTING UP ON THE MODULE. NEXT, REMOVE THE (2) 8mm HEX BOLTS HOLDING THE BRACKET TO THE LOWER FENDER AND REMOVE THE BRACKET.

DISASSEMBLY



(PHOTO D; MODULE AND BRACKET REMOVAL)

STEP 7; REMOVE THE (4) 10mm HEX BOLTS RETAINING THE PLASTIC COVER TO THE FRAME UNDER THE RADIATOR. PRY OUT ON THE (2) PLASTIC RETAINING TABS AND REMOVE THE COVER FROM THE CHASSIS. PLACE A CLEAN DRAIN PAN UNDER THE RF CORNER OF THE RADIATOR AND DRAIN THE SYSTEM JUST ENOUGH TO REMOVE THE UPPER RADIATOR HOSE. REMOVE THE RADIATOR CAP WITH THE SYSTEM COLD TO ALLOW THE SYSTEM TO DRAIN. USING A PAIR OF WATER PUMP PLIERS SQUEEZE THE CLAMPS ON THE UPPER HOSE AND REMOVE IT FROM THE VEHICLE.

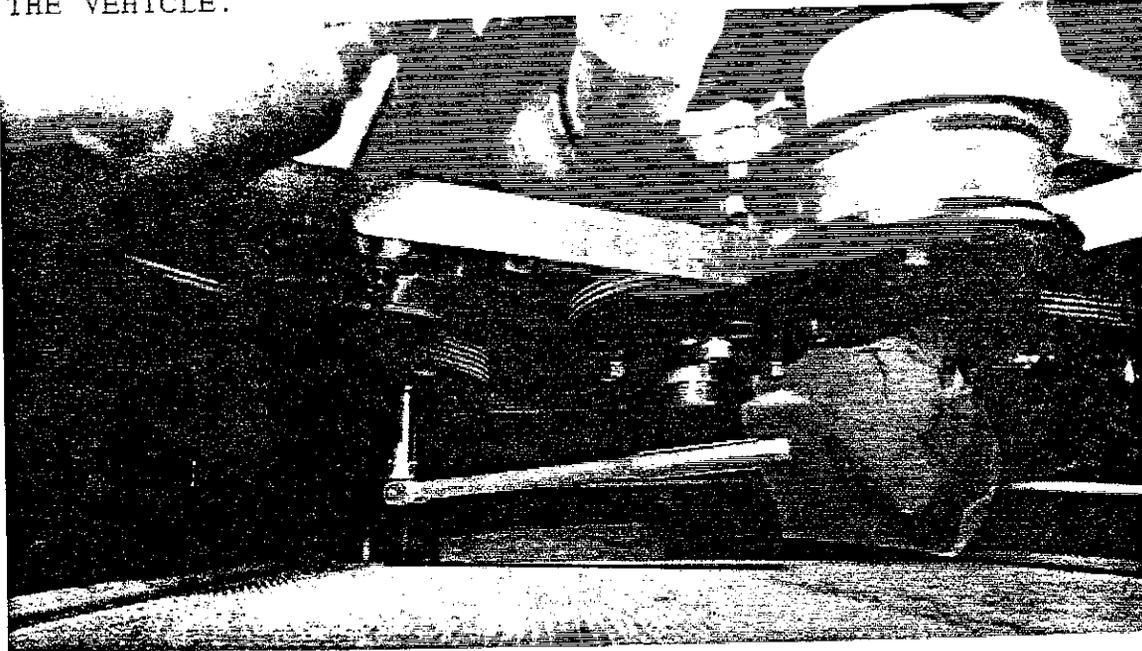
STEP 8; LOCATE THE FURNISHED 36mm SPECIAL FAN WRENCH INCLUDED WITH THE KIT. INSERT A LONG SCREWDRIVER INTO THE BOLTS ON THE WATER PUMP PULLEY AND REMOVE THE FAN AND CLUTCH ASSEMBLY BY TURNING THE WRENCH TO YOUR LEFT (FACING THE VEHICLE). THIS WILL ALLOW THE FAN ASSEMBLY TO THREAD OFF OF THE WATER PUMP AND SIT INSIDE THE FAN SHROUD. NEXT, REMOVE THE (2) 10mm HEX HEAD BOLTS RETAINING THE FAN SHROUD TO THE RADIATOR AND WHILE HOLDING THE FAN INSIDE THE SHROUD LIFT THE ASSEMBLY UP AND OUT OF THE VEHICLE.

STEP 9; REMOVE THE COOLANT RECOVERY SYSTEM HOSE AT THE RADIATOR FILL NECK AND THE (2) RETAINERS HOLDING THE HOSE TO THE TOP OF THE RADIATOR. ALLOW THE HOSE TO DROP INTO THE DRAIN PAN WHICH WILL LET THE RECOVERY TANK DRAIN. NEXT, REMOVE THE (2) 7/16" NUTS AND (2) 10mm HEX BOLTS HOLDING THE WASHER RESERVOIR AND RECOVERY TANKS TO THE INNER FENDERWELL. DISCONNECT THE ELECTRICAL CONNECTORS (LIMITEDS AND EDDIE BAUERS HAVE A LOW WASHER FLUID SENSOR) AND THE WASHER HOSE AT THE PUMP AND REMOVE THE TANKS FROM THE VEHICLE. FINALLY, REMOVE THE 10mm HEX BOLT HOLDING THE SPEED CONTROL SERVO TO THE TOP OF THE INNER FENDER LEDGE AND ALLOW THE SERVO TO LIFT OUT OF THE LOWER RETAINING SLOT.

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STEP 10: USING A 15mm SOCKET AND RATCHET PRY THE FACTORY BELT TENSIONER CLOCKWISE ("DOWN") AS SHOWN IN "PHOTO E" AND REMOVE THE BELT FROM THE VEHICLE.



(PHOTO E; FACTORY DRIVE BELT REMOVAL)

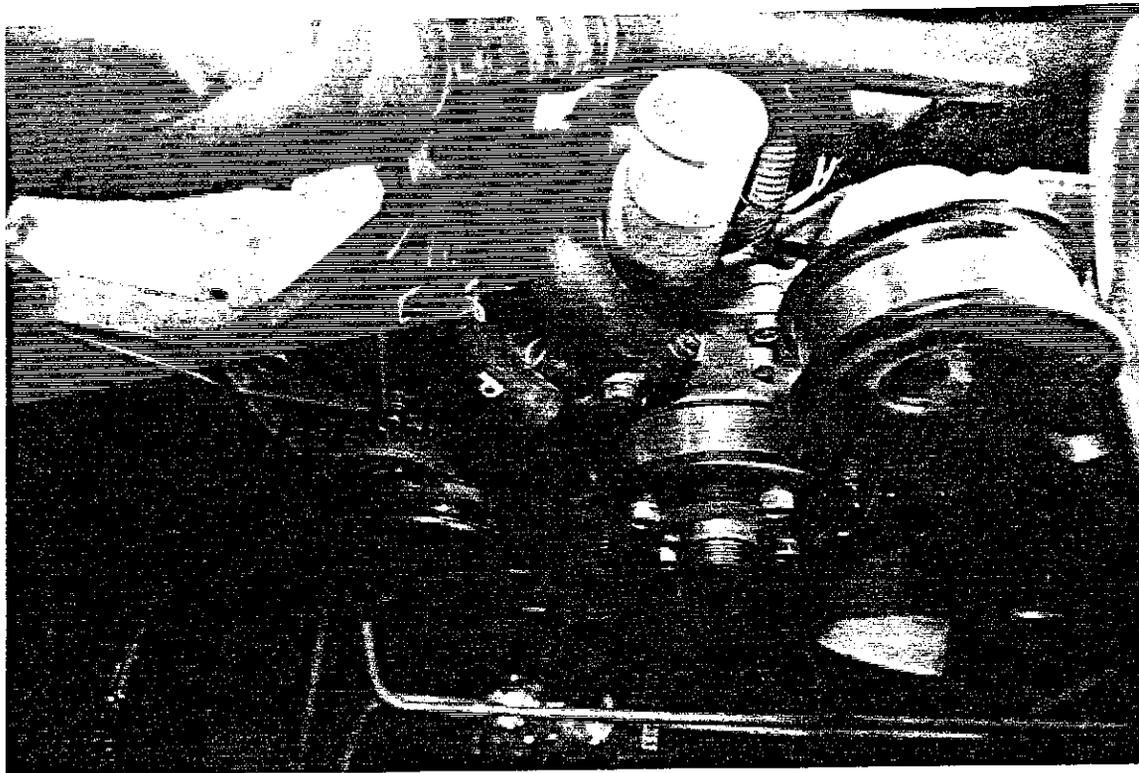
STEP 11: SLIDE THE RUBBER BOOT BACK ON THE MAIN FEED WIRE ON TOP OF THE ALTERNATOR AND REMOVE THE 10mm NUT. REMOVE THE WIRE AND THREAD THE NUT BACK ON THE ALTERNATOR. NEXT, PRY OUT ON THE RETAINERS HOLDING THE WIRE HARNESS TO THE ALTERNATOR AND BY PULLING GENTLY ALLOW THE PLUGS TO COME OUT OF THE ALTERNATOR. USING (2) SMALL SCREWDRIVERS PRY ON EACH SIDE OF THE RETAINER HOLDING THE MASS AIR METER WIRING HARNESS TO THE ALTERNATOR. REMOVE THE 8mm HEX HEAD SCREW HOLDING THE AC LINE TO THE SMALL BRACKET FASTENED TO THE INNER ALTERNATOR MOUNTING BOLT. NEXT, REMOVE THE 13mm HEX NUT HOLDING THE BRACKET TO THE ALTERNATOR. ALLOW THE BRACKET TO PIVOT OFF THE ALTERNATOR BOLT STUD. FINALLY, REMOVE THE (3) 13mm HEX HEAD BOLTS RETAINING THE ALTERNATOR TO THE BRACKET AND REMOVE THE ASSEMBLY FROM THE VEHICLE.

STEP 12; REMOVE THE UPPER HEATER HOSE FROM THE WATER PUMP AS SHOWN IN "PHOTO F" ON PAGE 5.

STEP 13; REMOVE THE (2) 10mm HEX HEAD BOLTS RETAINING THE BELT TENSIONER TO THE ALTERNATOR BRACKET AND REMOVE THE TENSIONER.

STEP 14; REMOVE THE (3) 14mm AND (1) 17mm HEX HEAD BOLTS HOLDING THE ALTERNATOR BRACKET TO THE ENGINE. REMOVE THE BRACKET AND SET ASIDE AT THIS TIME.

DISASSEMBLY



(PHOTO F; HEATER HOSE REMOVAL)

STEP 15; USING A 15/16" SOCKET REMOVE THE BOLT RETAINING THE VIBRATION DAMPER TO THE CRANKSHAFT. NEXT, USING A PROPER VIBRATION DAMPER PULLER REMOVE THE DAMPER FROM THE ENGINE.

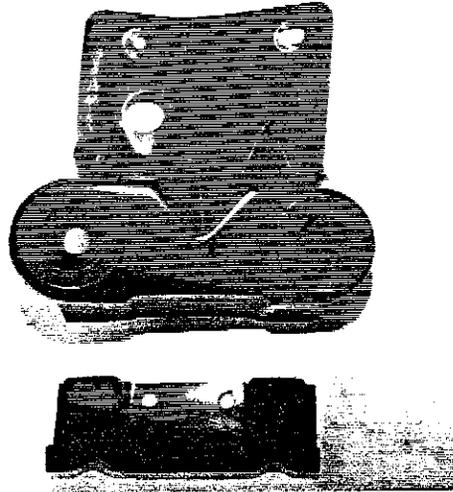
STEP 16; REMOVE THE 15mm BOLT HOLDING THE LOWER IDLER PULLEY TO THE ALTERNATOR BRACKET REMOVED IN STEP 14 ABOVE. NEXT, REMOVE THE RETAINER AND BOLT FROM THE PULLEY. THE PULLEY WILL BE USED IN THE ASSEMBLY.

STEP 17; REMOVE THE UPPER IDLER PULLEY ABOVE THE WATER PUMP WHICH IS RETAINED BY A 15mm HEX BOLT. NEXT, REMOVE THE RETAINER HOLDING THE BOLT TO THE PULLEY AND DISCARD THE WASHER. THE BOLT WILL BE USED IN THE ASSEMBLY.

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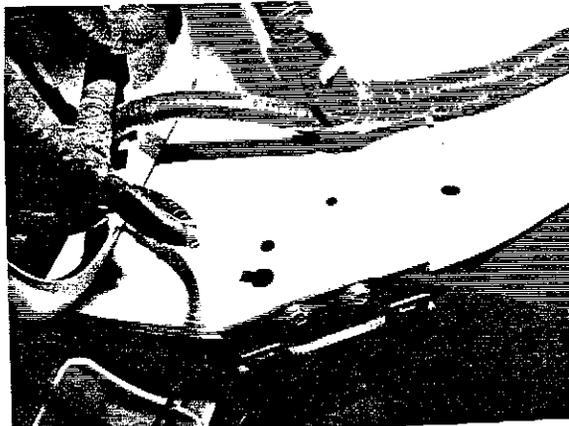
ASSEMBLY

STEP 1: LOCATE THE LOWER AIR FILTER BRACKET REMOVED IN STEP 6 OF THE DISASSEMBLY. REFER TO "PHOTO G" AND CUT THE BRACKET EVEN WITH THE TOP OF THE RETAINING TABS THAT HOLD THE MODULE TO THE BRACKET.



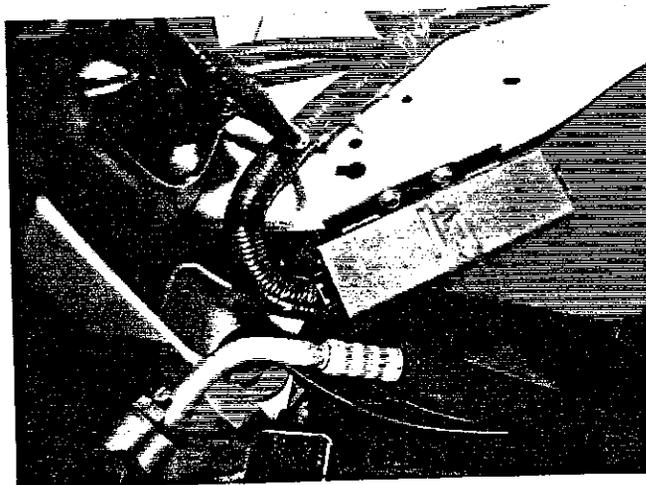
(PHOTO G; FILTER BRACKET CUT)

NEXT, USING THE FURNISHED BOLTS IN THE MODULE BRACKET PACKAGE INCLUDED IN THE KIT ATTACH THE BRACKET AS FOLLOWS. FIRST, DRILL (2) HOLES IN THE FLAT PART OF THE BRACKET BETWEEN THE MOUNTING EARS FOR THE MODULE. NEXT, USING THESE HOLES AS A TEMPLATE HOLD THE BRACKET TO THE LIP ON THE INNER FENDER AS SHOWN IN "PHOTO H". ALLOW THE MODULE TO SET BESIDE THE BRACKET TO BE SURE THAT IT WILL FIT WHEN IT IS SNAPPED ON. DRILL (2) 3/16" HOLES IN THE INNER FENDER LEDGE. AND FASTEN THE BRACKET WITH THE SCREWS PROVIDED.



(PHOTO H; MODIFIED BRKT. MOUNTING)

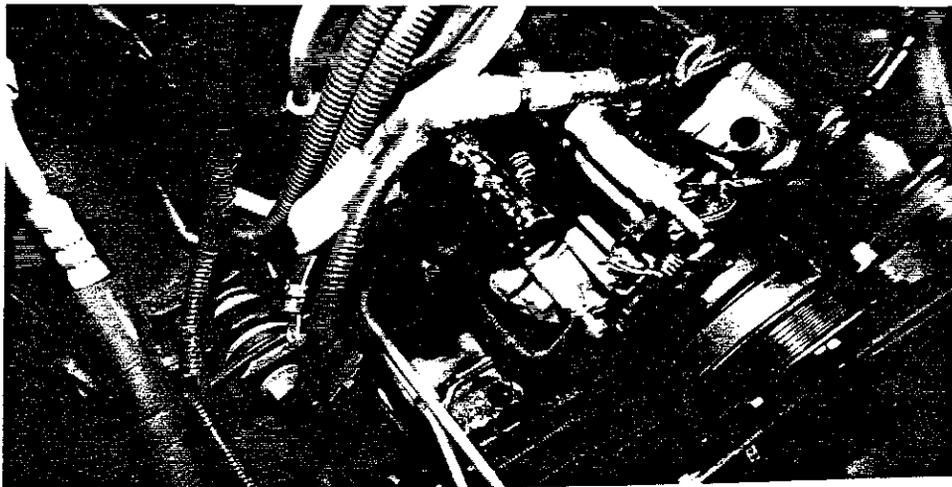
SNAP THE MODULE ONTO THE BRACKET AS SHOWN IN "PHOTO I" WHICH SHOWS THE FINAL ASSEMBLY



(PHOTO I; FINISHED INSTALLATION)
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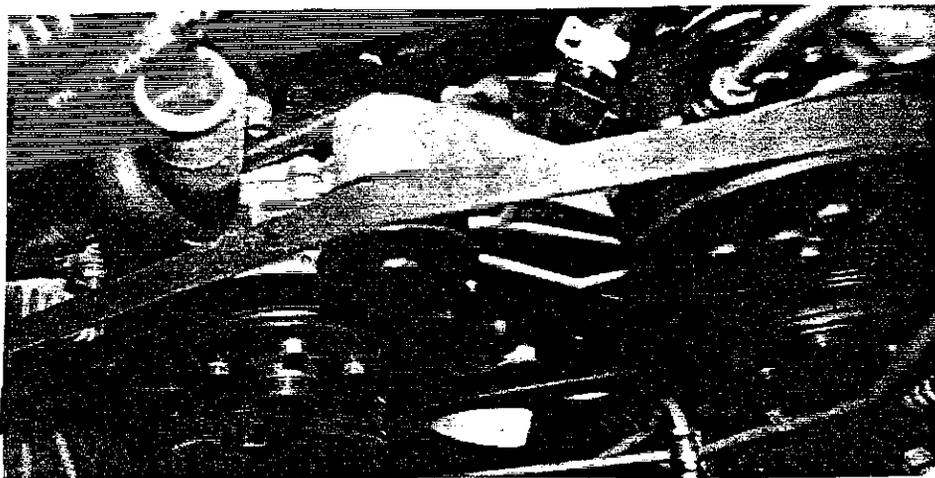
ASSEMBLY

STEP 2: LOCATE THE CRANK PULLEY AND SPACER ASSEMBLY INCLUDED WITH THE KIT. INSTALL THE MACHINED DAMPER ON THE ENGINE USING THE ORIGINAL BOLT AND WASHER. PLACE SOME ENGINE OIL ON THE MACHINED SURFACE THAT FITS INTO THE FRONT CRANK SEAL TO ALLOW THE SEAL TO SLIDE ON THE SURFACE. MAKE SURE THAT THE KEYWAY IS PROPERLY ALIGNED WHEN TIGHTENING THE RETAINING BOLT. NEXT, INSTALL THE ALUMINUM SPACER ON THE DAMPER USING THE (3) M8 x 75mm BOLTS, LOCK WASHERS AND FLAT WASHERS. THE SPACER HAS (3) THREADED HOLES WHICH SHOULD FACE THE RADIATOR. TIGHTEN THE SPACER USING A CROSS PATTERN TO DRAW IT UP EVENLY WITH THE DAMPER. FINALLY, INSTALL THE FURNISHED OUTER PULLEY ON THE SPACER WITH THE LETTER "X" ALIGNED USING THE (3) 3/8 X 1" BOLTS AND LOCKWASHERS. (NOTE: THE PULLEY BOLTS ON THE SPACER WITH THE DEEP DISH TOWARDS THE ENGINE. REFER TO "PHOTO J" BELOW FOR A VIEW OF THE FINISHED INSTALLATION.



(PHOTO J: CRANK PULLEY ASSY AND S/C REAR BRACKET)

STEP 3: LOCATE THE IDLER PULLEY REMOVED FROM THE ALTERNATOR BRACKET IN STEP 16 OF THE DISASSEMBLY. INSTALL THIS PULLEY IN THE UPPER LOCATION ABOVE THE WATER PUMP USING THE BOLT REMOVED IN STEP 17 OF THE DISASSEMBLY WITHOUT THE WASHER. REFER TO "PHOTO K" BELOW.



(PHOTO K: UPPER IDLER PULLEY)

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ASSEMBLY

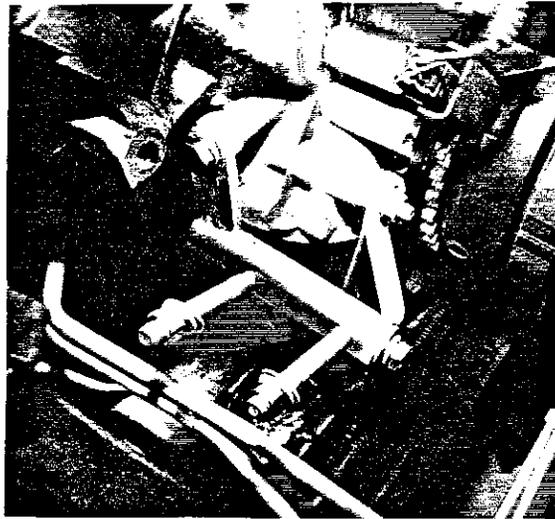
STEP 4: REMOVE THE 1/2" HEX HEAD NUT ON THE LOWER RH STUD AT THE BOTTOM OF THE TIMING CASE COVER. THIS NUT HOLDS THE STRAP FOR THE WIRING HARNESS. REFER TO "PHOTO L" FOR A VIEW OF THIS STUD.

LOCATE THE ALTERNATOR MOUNTING BRACKET ASSY. INCLUDED WITH THE KIT. THE ASSY. IS BOLTED TOGETHER AS IT WOULD FIT ON THE VEHICLE AS SHOWN IN "PHOTO M". REMOVE THE 3/8" x 4-1/2" BOLT HOLDING THE ASSY. TOGETHER. MOUNT THE REAR BRACKET ON THE ENGINE AS SHOWN IN "PHOTO L" ABOVE USING THE FURNISHED 7/16 x 1-1/2" BOLT AND LOCKWASHER. DO NOT TIGHTEN AT THIS TIME.

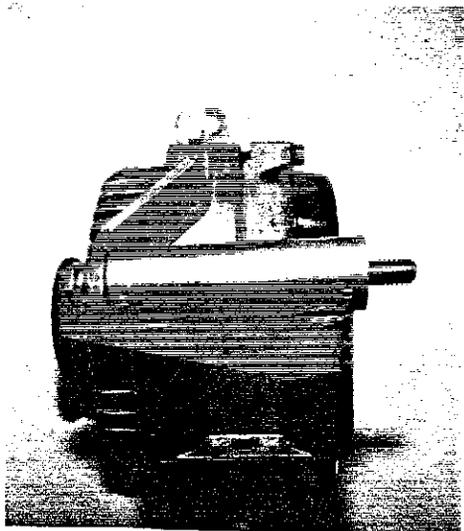
INSTALL THE ALTERNATOR MOUNTING BRACKET ON THE (2) MOUNTING HOLES AS SHOWN IN "PHOTO N" USING THE FURNISHED 3/8" NUTS, FLAT AND LOCK WASHERS. DO NOT TIGHTEN AT THIS TIME. NEXT, INSTALL THE UPPER ALTERNATOR MOUNTING BRACKET IN THE REMAINING HOLE IN THE ALTERNATOR AS SHOWN IN "PHOTO O" WITH THE OFFSET TOWARDS THE ENGINE. USE THE FURNISHED 3/8" NUTS, LOCK AND FLATWASHERS ON EACH SIDE OF THE MOUNTING STUD.



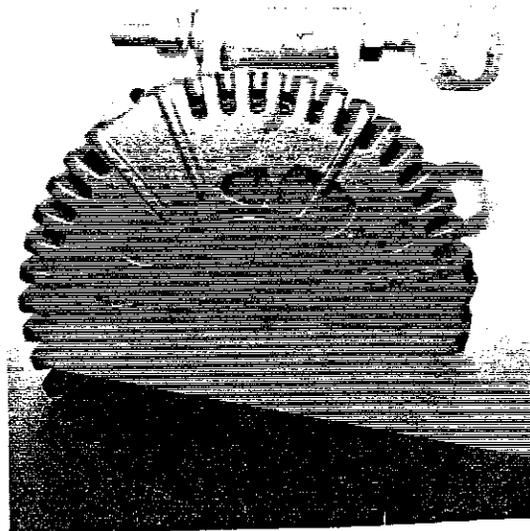
(PHOTO L; LOWER MOUNT & STUD)



(PHOTO M; ALT. BRACKET ASSY.)



(PHOTO N; ALT. LOWER BRKT)

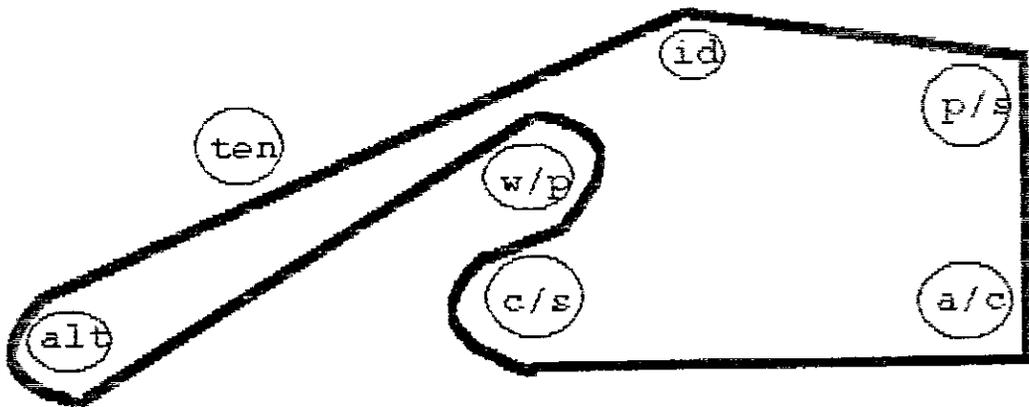


(PHOTO O; ALT. UPPER BRKT)
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ASSEMBLY

STEP 4; INSTALL THE ALTERNATOR ON THE VEHICLE AS FOLLOWS. FIRST, HOLD THE ALTERNATOR IN ALIGNMENT WITH THE LOWER BRACKET BOLTED TO THE BLOCK AND INSERT THE 3/8 x 4-1/2" BOLT THRU THE FRONT BRACE THEN INTO THE CORRESPONDING HOLE IN THE ALTERNATOR BRACKET. ALLOW THE BOLT TO THREAD INTO THE BRACKET ON THE BLOCK AND AT THE SAME TIME LET THE UPPER BRACKET SLIP OVER THE STUD ON THE WATER PUMP BOLT. NOTE THAT THE OFFSET IS TOWARDS THE RADIATOR. (MAKE SURE THE CRANK TRIGGER WIRE HARNESS IS ON THE WATER PUMP SIDE OF THE STUD AS IT WILL SLIP OVER THE STUD AS ORIGINALLY INSTALLED). INSTALL THE 5/16" NUT, LOCK AND FLAT WASHER ON THE STUD FOR THE LOWER BRACKET AND THE FACTORY NUT FROM THE LOWER STUD ON THE WATER PUMP BOLT THAT RETAINS THE ALTERNATOR UPPER BRACKET.

TIGHTEN AND ALIGN AS FOLLOWS. SNUG THE NUT ON THE WATER PUMP STUD THAT HOLDS THE UPPER BRACKET. NEXT, THREAD THE NUT ON THE UPPER ADJUSTING BRACKET TOWARDS THE ENGINE. CHECK THE ALIGNMENT OF THE ALTERNATOR PULLEY TO THE FRONT PULLEY ON THE ENGINE. WHEN ALIGNED TIGHTEN THE 5/8" HEX HEAD BOLT INTO THE BLOCK FOR THE REAR BRACKET AND THE (2) LOWER MOUNTING NUTS ON THE ALTERNATOR. NEXT, SNUG THE LOWER ANGLE BRACKET TO THE TIMING CASE COVER. RE-CHECK THE ALIGNMENT AND PLACE THE FURNISHED BELT ON THE PULLEYS AS PER THE DIAGRAM BELOW. A HELPFUL HINT IS TO SLIDE THE BELT OVER THE WATER PUMP PULLEY LAST.



(BELT DIAGRAM MAIN DRIVE)

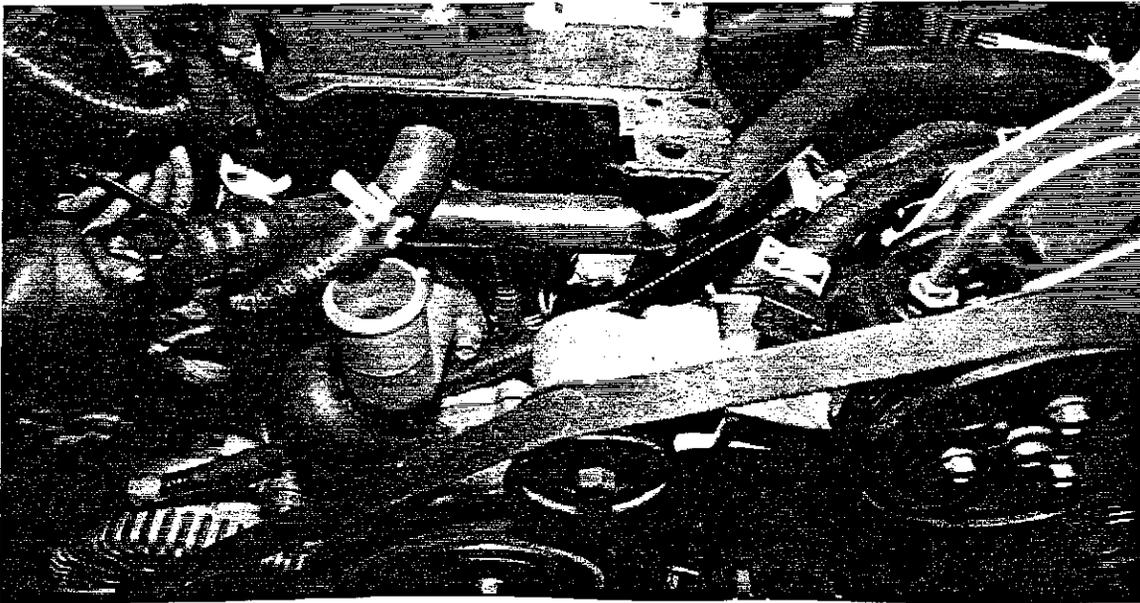
THREAD THE INNER NUT OUT ON THE ALTERNATOR ADJUSTING STUD AND ALLOW THE ALTERNATOR TO PIVOT TO TENSION THE BELT. AFTER THE BELT IS TIGHT YOU CAN LOCK BOTH NUTS TOGETHER ON EACH SIDE OF THE ALTERNATOR TO LOCK IT IN PLACE. (NOTE: THIS BELT ADJUSTMENT TAKES THE SLACK OUT OF THE NEW BELT AND A ADDITIONAL ADJUSTMENT IS PROVIDED WHEN THE SUPERCHARGER BRACKET IS INSTALED). FINALLY, TIGHTEN THE LOWER 3/8" BOLT AND THE UPPER NUT ON THE WATER PUMP STUD.

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ASSEMBLY

STEP 4: FINALLY, SNAP THE IGNITION TRIGGER WIRE HARNESS RETAINER ON THE ORIGINAL STUD FOR THE WATER PUMP.

STEP 5: ROUTE THE ALTERNATOR WIRING HARNESS AS SHOWN IN "PHOTO P" UNDER THE THERMOSTAT HOUSING AND CONNECT IT TO THE ALTERNATOR. BE SURE THE RUBBER BOOT IS CORRECTLY INSTALLED ON THE POSITIVE POST OF THE ALTERNATOR. USE THE FURNISHED WIRE TIE TO FASTEN THE HARNESS TO THE ALTERNATOR. (NOTE; ON EDDIE BAUER AND LIMITED MODELS YOU MUST DISCONNECT THE LOW OIL SENDER WIRE ON THE OIL PAN AND ROUTE THIS WIRE UNDER THE A/C TUBE TO ALLOW THE ALTERNATOR HARNESS TO FIT UNDER THE THERMOSTAT.



(PHOTO P; ALTERNATOR WIRING HARNESS ROUTING)

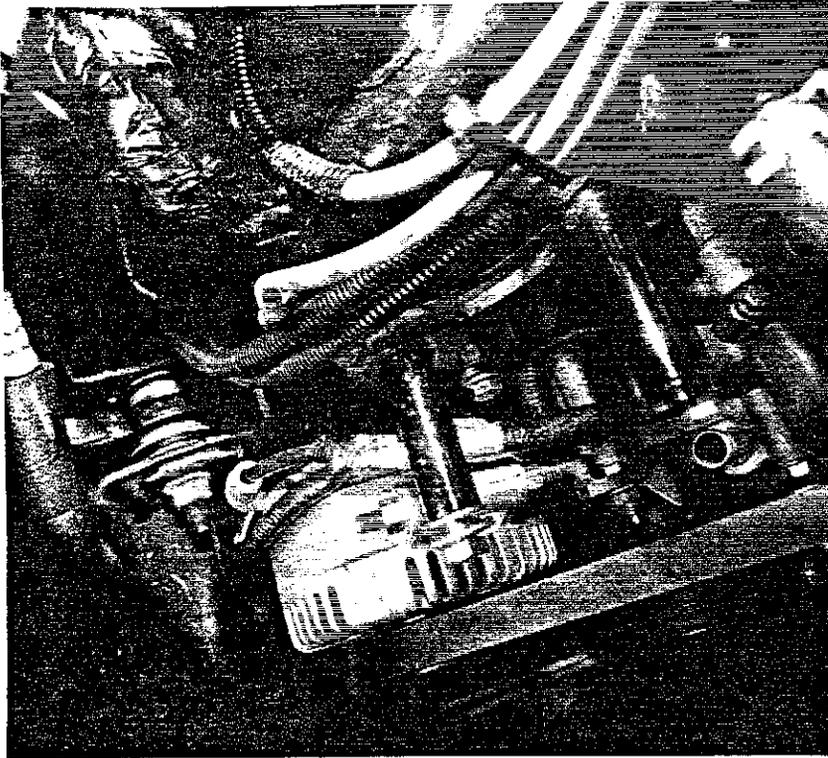
STEP 6; LOCATE THE SUPERCHARGER REAR BRACKET TO CYLINDER HEAD ASSEMBLY INCLUDED IN THE KIT. REFER TO "PHOTO Q" ON PAGE 11 AND INSTALL THE 3/8 X 1" BOLT IN THE LOWER HOLE OF THE BRACKET AND THE (2) LONG BOLTS INTO THE CORRESPONDING HOLES IN THE BRACKET. THREAD ALL THREE BOLTS INTO THE HEAD AND TIGHTEN THE LOWER (SHORT) BOLT ONLY AT THIS TIME.

STEP 7; NEXT, LOCATE THE SUPERCHARGER MAIN BRACKET ASSEMBLY AND BOLT THE SUPERCHARGER TO THE BRACKET USING THE (7) 3/8 X 1" SOCKET HEAD BOLTS AND AN FLAT WASHERS AS SHOWN IN "PHOTO R" ON PAGE 11.

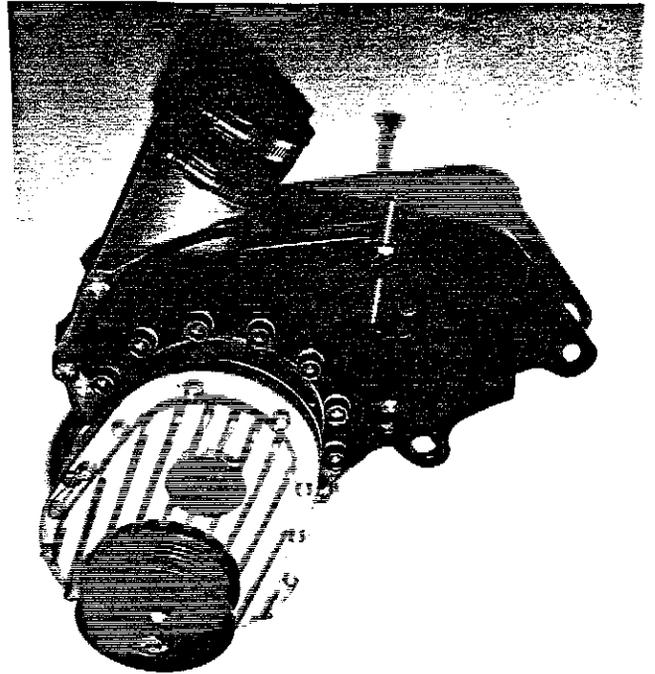
STEP 8; INSTALL THE COMPLETE BLOWER ASSEMBLY ON THE REAR BRACKET BY SLIDING THE ASSEMBLY UNDER THE A/C LINE AND USING THE (2) LONG BOLTS LEFT LOOSE IN STEP 6 ABOVE PLACE THESE BOLTS THRU THE MAIN BRACKET AND THE UPPER BELT TENSIONER AS SHOWN IN "PHOTO S ON PAGE 11. THIS TENSIONER IS ASSEMBLED ON THE MAIN BRACKET AND SHOULD BE INSTALLED AS IT WAS FIT TO THE BRACKET. PIVOT THE TENSIONER BY USING A 9/16" WRENCH ON THE FIXED HEAD AND ADJUST THE MAIN DRIVE BELT TENSION. TIGHTEN ALL THE BOLTS AT THIS TIME.

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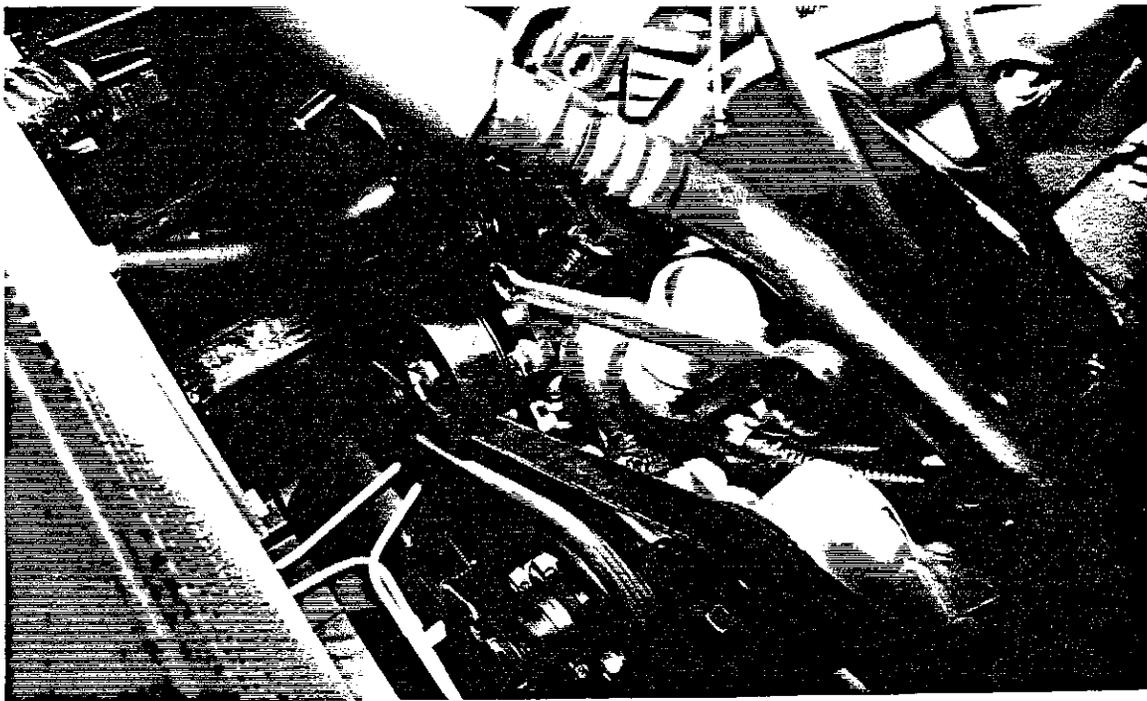
ASSEMBLY



(PHOTO Q; S/C REAR BRACKET)



(PHOTO R; S/C ASSEMBLY)



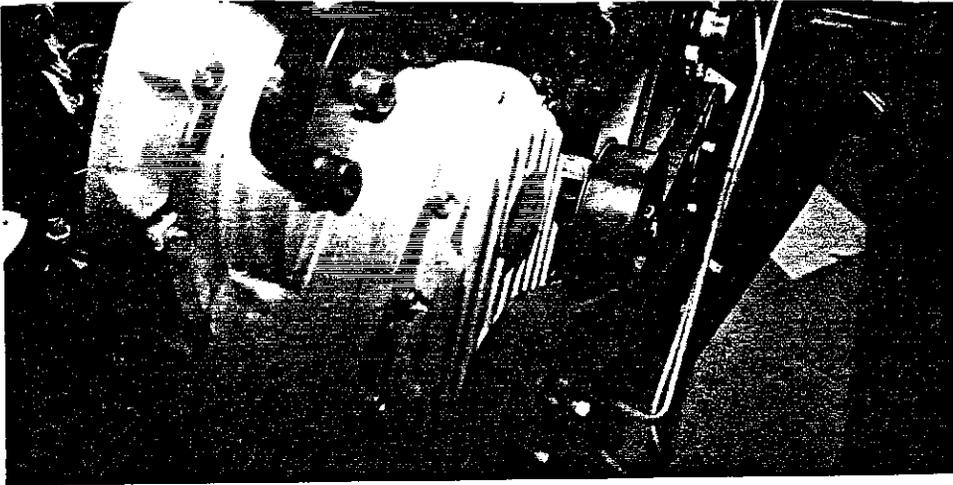
(PHOTO S; UPPER BELT IDLER ADJUSTMENT)

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ASSEMBLY

STEP 9; INSTALL THE HEATER HOSE ON THE WATER PUMP AS REMOVED IN STEP 12 OF THE DISASSEMBLY.

STEP 10; LOCATE THE FURNISHED SUPERCHARGER BELT AND ROUTE IT AROUND THE OUTER CRANKSHAFT PULLEY AND OVER THE SUPERCHARGER PULLEY. NEXT, INSTALL THE TENSIONER ASSEMBLY ON THE MAIN BRACKET USING THE FURNISHED 3/8" BOLTS, LOCK AND FLATWASHERS. THE TENSIONER PULLEY SHOULD REST ON TOP OF THE SUPERCHARGER DRIVE BELT. FINALLY, ADJUST THE BELT BY TIGHTENING THE ADJUSTING BOLT CLOCKWISE UNTIL THE BELT IS TIGHT. THREAD THE LOCK NUT DOWN TO THE SHOULDER AND SECURE WITH A 1/2" WRENCH. "PHOTO T" BELOW SHOWS A VIEW OF THE INSTALLED TENSIONER.

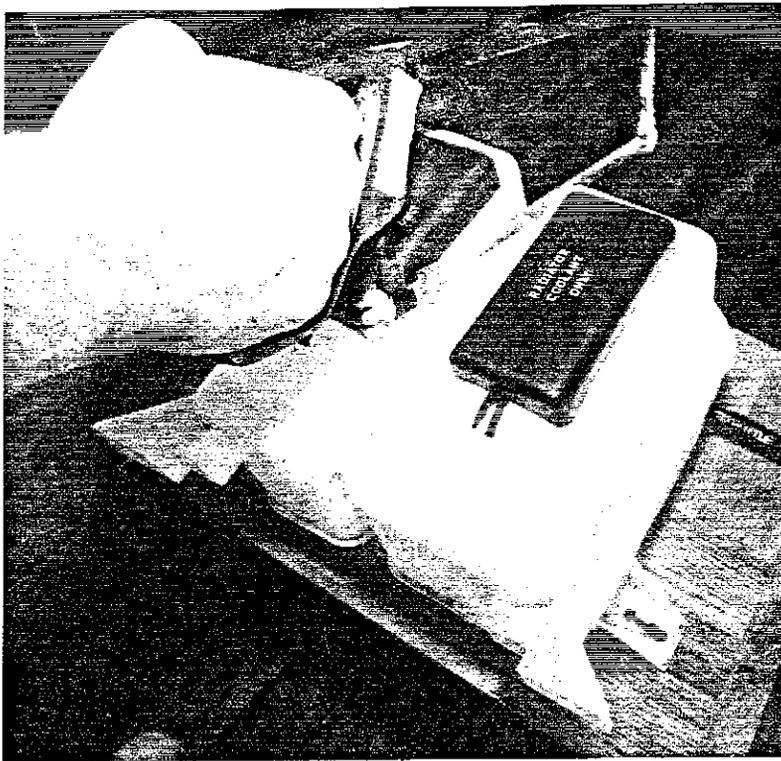


(PHOTO T: SUPERCHARGER BELT TENSIONER)

STEP 11; LOCATE THE COOLANT RECOVERY SYSTEM AND WASHER RESERVOIR TANK THAT WAS REMOVED EARLIER. AS SHOWN IN THE FOLLOWING PHOTO'S THE COOLANT RECOVERY TANK MUST BE CUT OFF OF THE WASHER RESERVOIR. REFER TO "PHOTO U" ON PAGE 13 AND CUT THE TANKS APART AT THE WASHER RESERVOIR SIDE. THIS WILL ALLOW FOR A CLEAN & NEAT APPEARING INSTALLATION IF YOU TAKE THE TIME TO FINISH THE CUT PROPERLY. THE SEPARATED TANKS ARE SHOWN IN "PHOTO V" ON PAGE 13. FINALLY, REFER TO "PHOTO W" ON PAGE 14 AND ELONGATE THE MOUNTING HOLES FOR THE WASHER RESERVOIR AS SHOWN TO ALLOW IT TO SET AS FAR BACK AS POSSIBLE ON THE ORIGINAL MOUNTING POINTS. INSTALL THE WASHER RESERVOIR ON THE VEHICLE WITH THE STOCK BOLT AND NUT. CONNECT THE ELECTRICAL HARNESS AND FLUID TUBE.

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ASSEMBLY



(PHOTO U; WASHER RESERVOIR CUT)



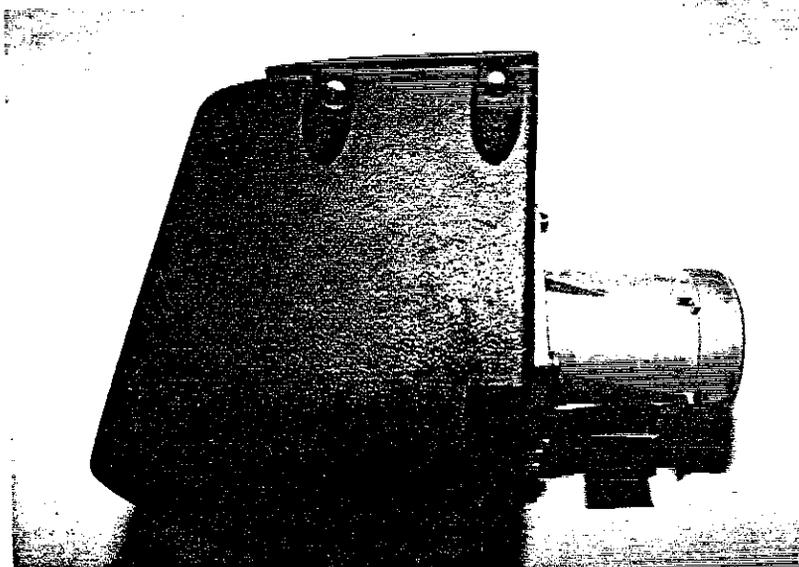
(PHOTO V; SEPERATED RESERVOIRS)

ASSEMBLY



(PHOTO W; ELONGATING RESERVOIR MOUNTING HOLES)

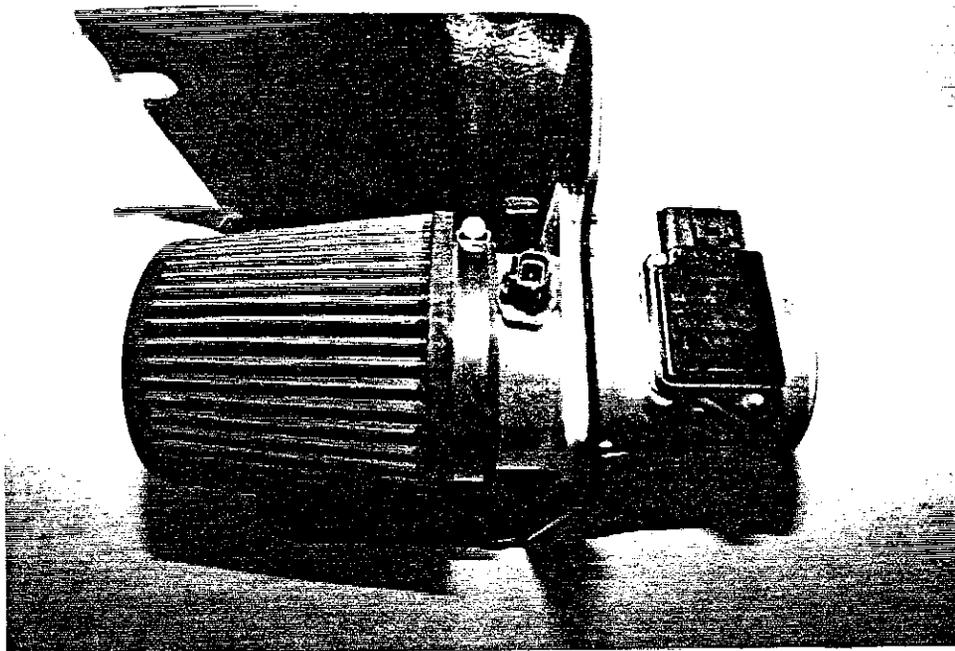
STEP 12: LOCATE THE AIR FILTER ASSEMBLY INCLUDED IN THE KIT. REMOVE THE (4) 1/4" NUTS FROM THE COVER AND INSTALL THE MASS AIR METER AS SHOWN IN "PHOTO X" BELOW WITH THE WIRING CONNECTOR POINTING TOWARDS THE ENGINE. PLUG THE COLD AIR SENSOR REMOVED FROM THE INTAKE DUCT IN STEP 2 OF THE DISASSEMBLY INTO THE GROMMET BETWEEN THE AIR FILTER AND THE INNER COVER EDGE. A VIEW OF THIS IS SHOWN IN "PHOTO Y" ON PAGE 15. ROUTE THE WIRING HARNESS OVER THE SUPERCHARGER BRACKET AS SHOWN IN "PHOTO Z" ON PAGE 15 AND PLUG IN THE COLD AIR SENSOR CONNECTOR AND THE CONNECTOR FOR THE MASS AIR METER. AGAIN REFERRING TO "PHOTO Z" MOUNT THE ASSEMBLY AS FAR FORWARD AS POSSIBLE USING ONE EXISTING HOLE AND DRILLING A 3/16" HOLE FOR THE OTHER MOUNTING SCREW.



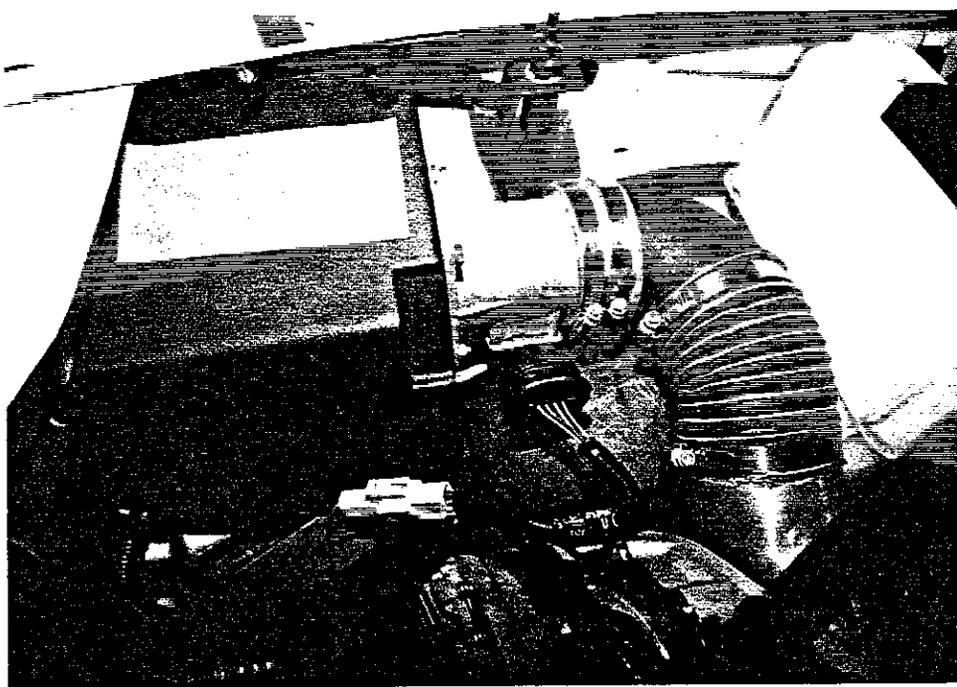
(PHOTO X; MASS AIR METER INSTALLATION)

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ASSEMBLY



(PHOTO Y; COLD AIR SENSOR INSTALLATION)



(PHOTO Z; AIR FILTER MOUNTING LOCATION)

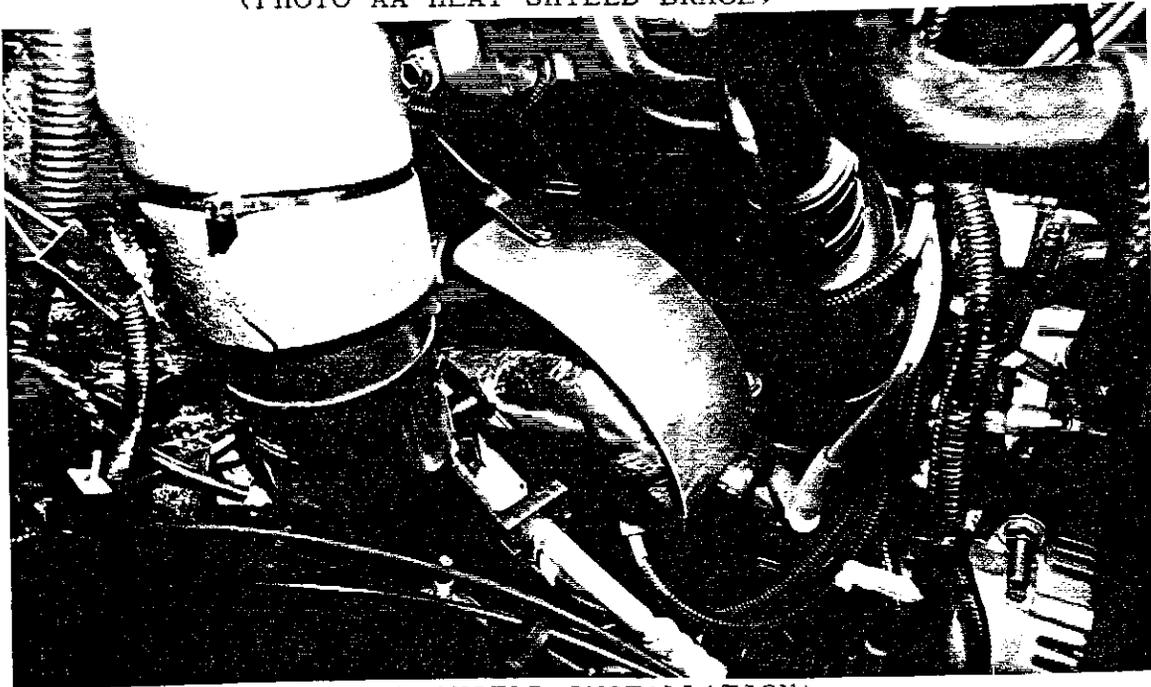
POWERDYNE SUPERCHARGER INSTRUCTION BOOK
1995/96 FORD EXPLORER/MOUNTAINEER 5.0 V8

ASSEMBLY

STEP 13; NEXT. LOCATE THE MANIFOLD HEAT SHIELD ASSEMBLY IN THE KIT. REFER TO "PHOTO AA" BELOW AND INSTALL THE BRACE ON THE REAR LOWER THROTTLE BODY ADAPTOR STUD ON THE ENGINE. REMOVE THE 13MM NUT AND PLACE THE BRACE ON THE STUD AND REPLACE THE NUT. FINALLY, REFER TO "PHOTO BB" AND INSTALL THE SHIELD ON THE RF EXHAUST MANIFOLD STUD WITH THE 3/8" NUT AND STAR WASHER. THE BRACE IS ATTACHED TO THE SHIELD WITH THE FURNISHED 10/32 SCREW & NUT.



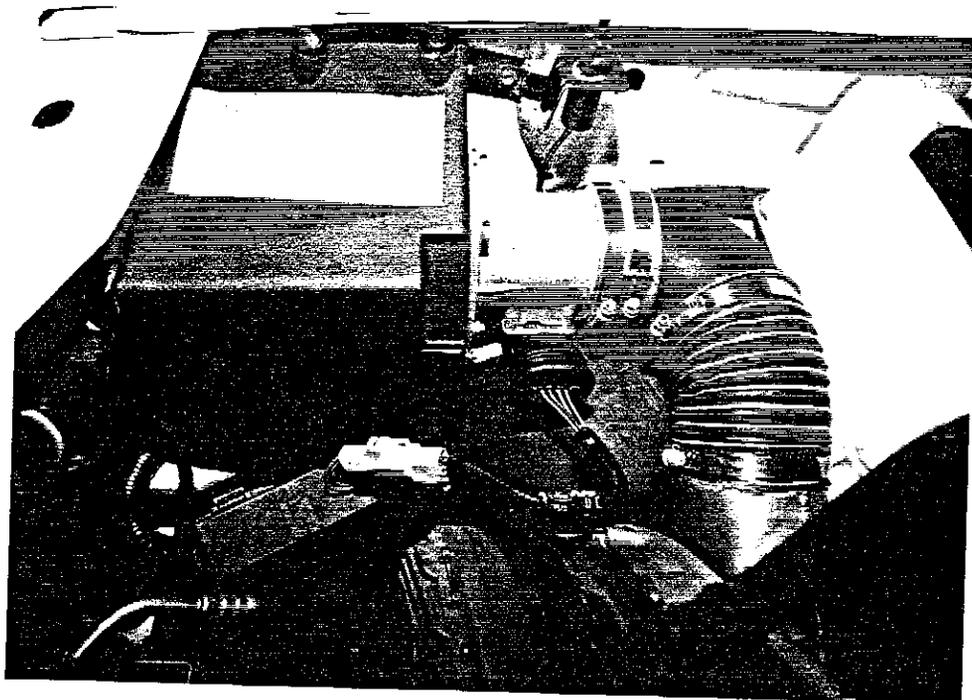
(PHOTO AA HEAT SHIELD BRACE)



(PHOTO BB; HEAT SHIELD INSTALLATION)

ASSEMBLY

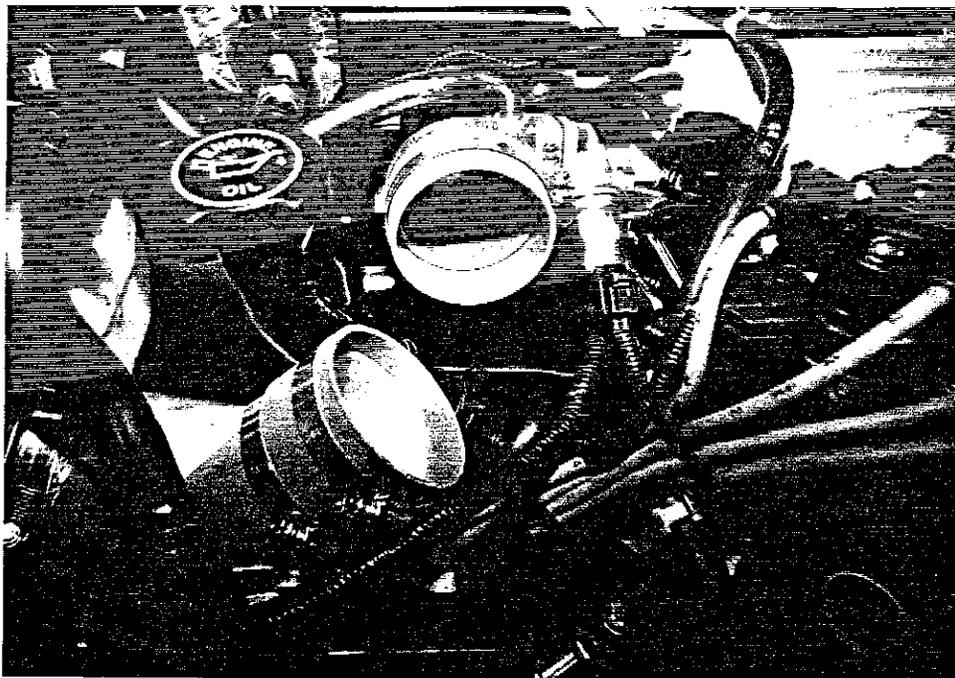
STEP 14: LOCATE THE INTAKE DUCT ASSEMBLY INCLUDED IN THE KIT. IN THIS PACKAGE IS A 3-1/4" X 1/2" HOSE THAT ACTS AS A BUSHING FOR THE MASS AIR METER FLANGE. PLACE THIS HOSE ON THE FLANGE OF THE METER AND THEN 3-1/2 X 1-1/2" HOSE AS SHOWN IN "PHOTO CC" BELOW. NEXT, INSTALL THE SHORT END OF THE 90deg. PLASTIC ELBOW INTO THIS HOSE AND TIGHTEN THE CLAMPS ON THE MASS AIR METER. FINALLY, INSTALL THE PLASTIC DUCT ON THE REAR OF THE SUPERCHARGER USING THE 3-1/2" X 1-1/2" HOSE AND (2) #56 CLAMPS. INSTALL THE FLEX HOSE BETWEEN THE SUPERCHARGER REAR DUCT AND THE 90deg. ELBOW AND FASTEN WITH THE CLAMPS PROVIDED.



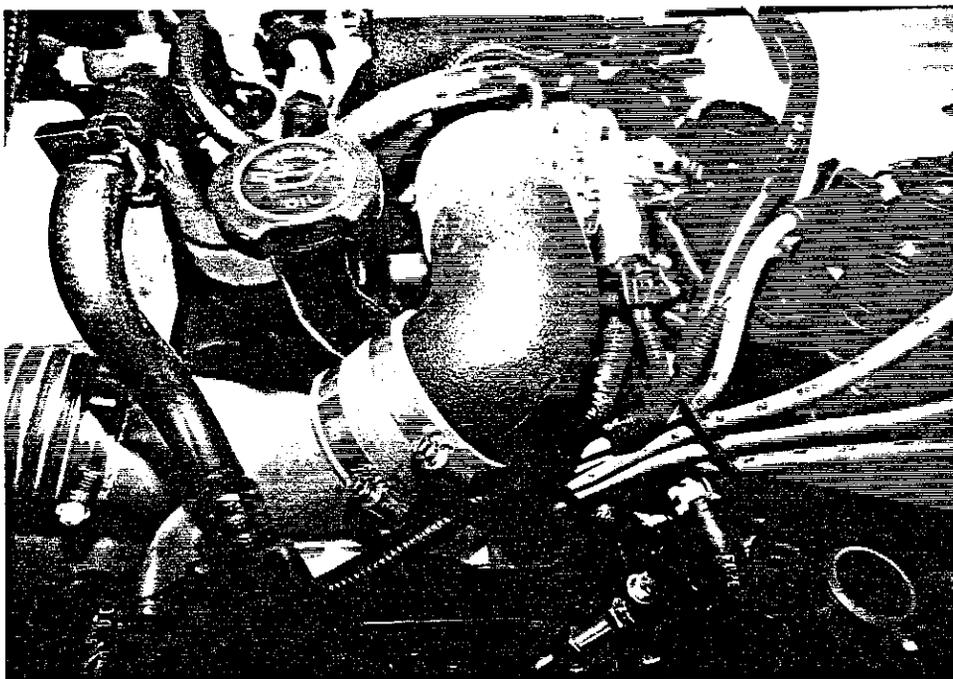
(PHOTO CC; INTAKE HOSE INSTALLATION)

STEP 15; INSTALL THE PRESSURE HOSE ASSEMBLY BETWEEN THE SUPERCHARGER AND THE THROTTLE BODY AS FOLLOWS. FIRST, INSTALL THE (2) HOSES AND CLAMPS ON THE THROTTLE BODY AND THE SUPERCHARGER WITH THE CLAMPS LOOSE AS SHOWN IN "PHOTO DD" ON PAGE 18. NEXT, PLACE THE 90deg. ELBOW INTO THE HOSES AND SLIDE THEM INTO PLACE. TIGHTEN THE CLAMPS AND THE FINISHED INSTALLATION WILL LOOK LIKE "PHOTO EE" ON PAGE 18.

ASSEMBLY



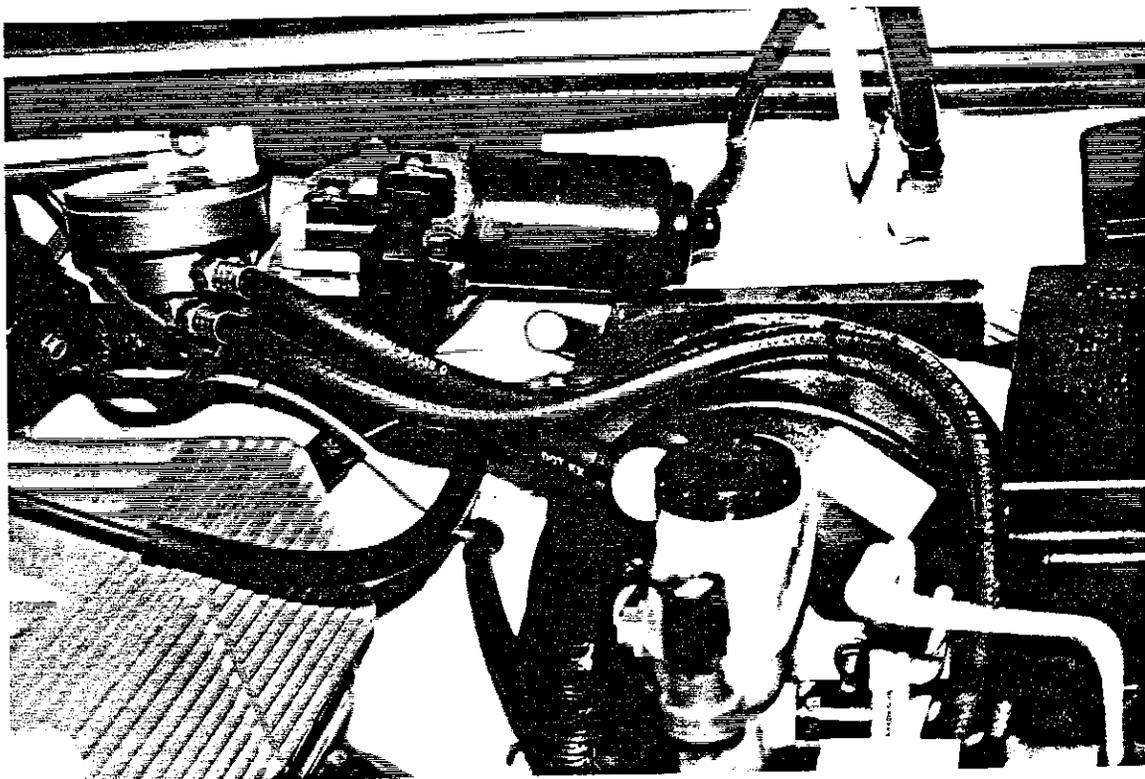
(PHOTO DD; PRESSURE HOSE INSTALLATION)



(PHOTO EE: FINISHED PRESSURE HOSE INSTALLATION)

ASSEMBLY

STEP 16; INSTALL THE FUEL CONTROL UNIT ON THE STUDDED BOLT HOLDING THE WIPER MOTOR TO THE COWL AS SHOWN IN "PHOTO FF" BELOW. ROUTE THE HOSES OVER THE BRAKE BOOSTER TOWARDS THE FUEL LINES AT THE LF INNER FENDER. NEXT, LOCATE THE SMALLER (GRAY) OF THE TWO FUEL LINES AND USING A FUEL LINE TOOL SEPARATE THE CONNECTION AFTER THE FUEL CAP HAS BEEN OPENED AND THE CONNECTION COVERED WITH A CLEAN RAG. CONNECT THE INLET HOSE ON THE FUEL CONTROL TO THE ENGINE AND THE OUTLET HOSE TO THE TANK. FINALLY, CONNECT THE VACUUM HOSE TO THE STOCK FUEL REGULATOR VACUUM HOSE WITH THE "T" PROVIDED. THE FURNISHED WIRE TIES WILL ALLOW YOU TO FASTEN THE HOSES OUT OF HARMS WAY. IT IS IMPORTANT THAT THESE HOSES ARE NOT NEAR ANY MOVING PARTS OR ANY HEAT SOURCE SUCH AS THE EXHAUST MANIFOLD OR POWER STEERING HOSES.



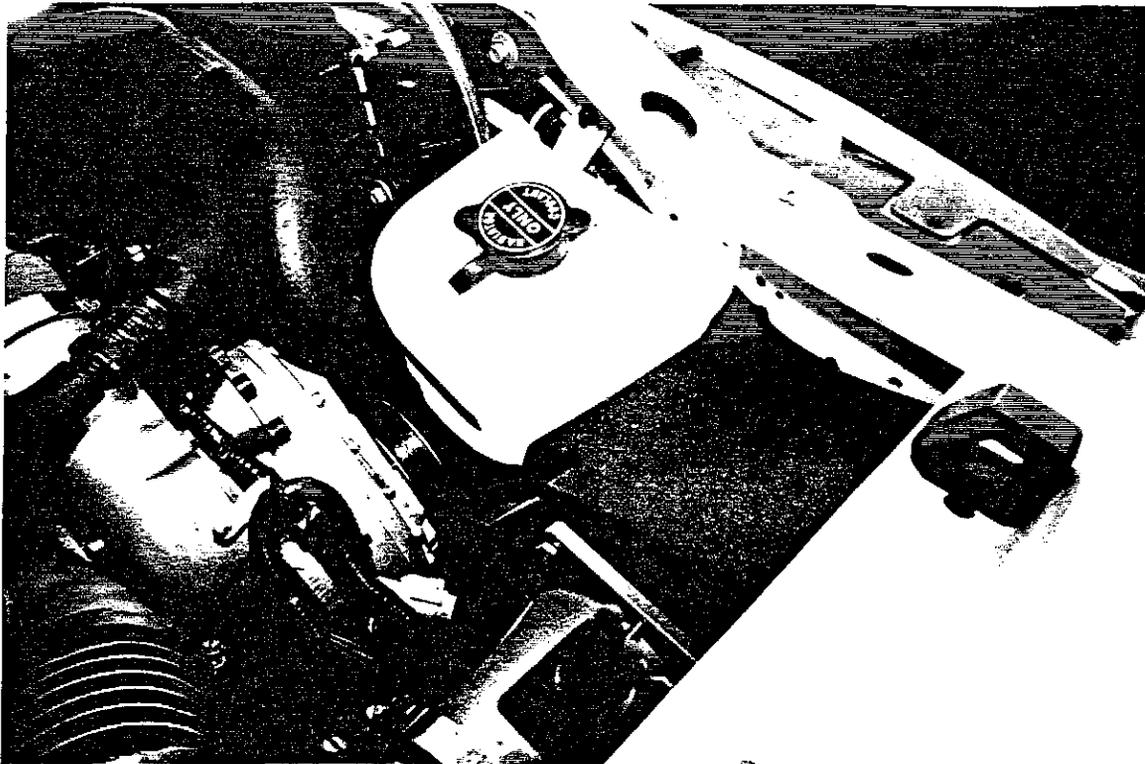
(PHOTO FF; FUEL CONTROL INSTALLATION)

STEP 17; LOCATE THE FAN SPACER ASSEMBLY IN THE KIT. USE THREAD LOCKER ON BOTH ENDS OF THE SPACER AND INSTALL IT ON THE WATER PUMP FIRST. NEXT, PLACE THE FAN INSIDE THE FAN SHROUD AND SLIDE THE ASSEMBLY INTO PLACE ON THE RADIATOR. THREAD THE FAN ONTO THE SPACER AND TIGHTEN WITH THE WRENCH PROVIDED. HOLD THE WATER PUMP PULLEY JUST AS IN STEP 8 OF THE DISASSEMBLY AND TIGHTEN THE FAN HEX NUT.

STEP 18; INSTALL THE UPPER RADIATOR HOSE IN IT'S ORIGINAL POSITION.

ASSEMBLY

STEP 19; INSTALL THE FURNISHED COOLANT RECOVERY TANK BETWEEN THE AIR FILTER COVER AND THE RADIATOR AS SHOWN IN "PHOTO GG" BELOW. USE THE SHEET METAL SCREWS PROVIDED TO MOUNT THE TANK. BEFORE INSTALLING THE TANK REMOVE THE HOSE THAT IS ATTACHED AND USE THE ORIGINAL HOSE AND RETAINERS. CUT THE HOSE TO FIT AT THE INLET FITTING ON THE NEW TANK.



(PHOTO GG; COOLANT RECOVERY SYSTEM INSTALLATION)

STEP 20; FILL THE RADIATOR WITH COOLANT. FILL THE COOLANT RECOVERY TANK TO THE "COLD" FILL MARK.

STEP 21; BEFORE YOU START YOUR VEHICLE CHECK ALL THE CONNECTIONS ONE MORE TIME. MAKE SURE THE FUEL LINES ARE CONNECTED PROPERLY. A GOOD TIP IS TO "CYCLE" THE FUEL SYSTEM BY TURNING THE IGNITION KEY TO THE ON POSITION. THIS WILL ALLOW THE FUEL PUMP TO OPERATE AND YOU CAN CHECK YOUR CONNECTIONS.

STEP 22; CONNECT THE BATTERY.

STEP 23; START YOUR ENGINE. IT SHOULD RUN SMOOTHLY JUST AS IT DID BEFORE YOU STARTED ON THE INSTALLATION. WATCH THE BELTS, THEY SHOULD BE IN ALIGNMENT WITH THE PULLEYS. CHECK FOR ANY UNUSUAL NOISES AND REMEDY.

MOUNT RELAY ON FENDER WELL NEXT TO POWER DISTRIBUTION BOX. MAKE SURE RELAY CLEARS HOOD HINGE. CONNECT FUSE HOLDER SOURCE WIRE TO POWER LUG ON DISTRIBUTION BOX. TERMINAL 87 CONNECTS TO + DERMINAL ON FUEL PUMP. TERMINAL 85 CONNECTS TO KEY ON POWER SOURCE. MOUNT HOBBS SWITCH NEAR FUEL REGULATION UNIT. USE SUPPLIED 5/32 VACUUM T AND TAB INTO FUEL REGULATION UNITS VACUUM SOURCE. WIRE HOBBS SWITCH ACCORDINGLY ON TERMINAL ON HOBBS SWITCH CONNECTS TO TERMINAL 86. C TERMINAL ON HOBBS CONNECTS TO CHASSY GROUND.

IF YOU HAVE ANY QUESTIONS PLEASE CALL STEVE BAUER AT POWERDYNE (805) 723-2800

