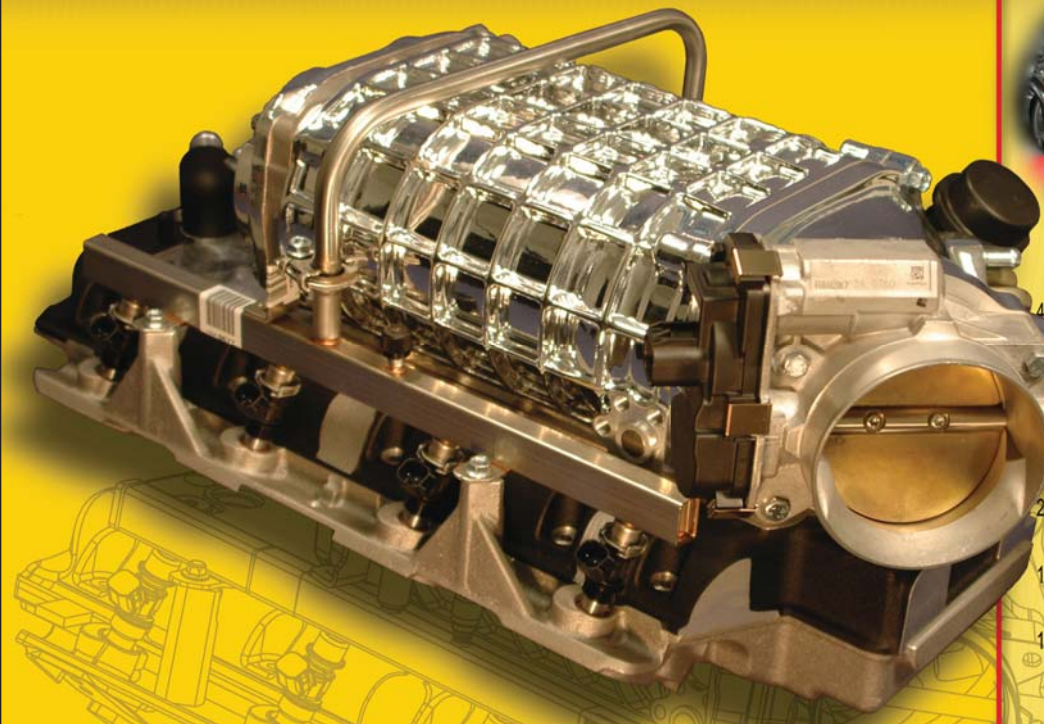
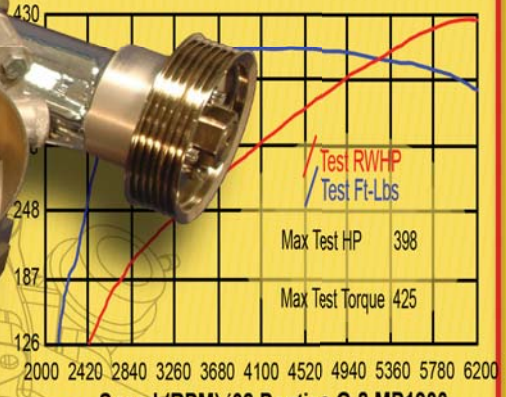
MAGNA charger

CELEBRATING 40 YEARS BUILDING SUPERCHARGERS





MAGNUSON PRODUCTS INC

www.magnacharger.com

EATON

MAGNUSON PRODUCTS INC

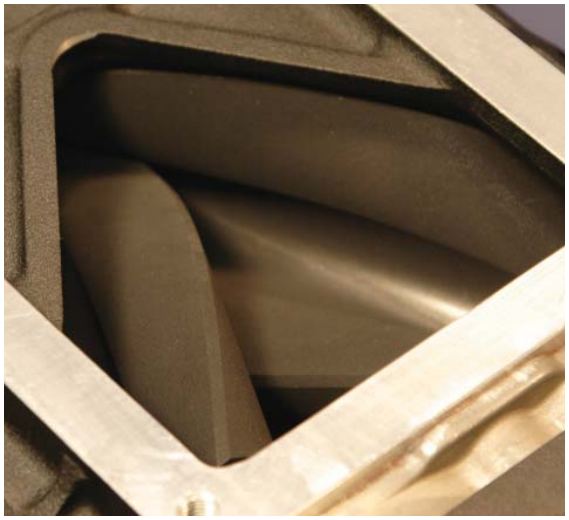
I'm Jerry Magnuson
I Build Superchargers!

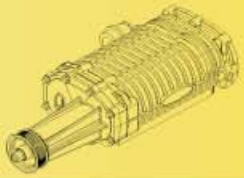
My Magna Charger Supercharger are "Hybrid" roots style, "inter-cooled" forced induction systems-designed to provide more horse-power per pound of boost than any other system on the market today.

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 system 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.

These new 6th generation Magnuson Superchargers feature the new Eaton® Twin Vortices Series® TVS® 4-lobe rotor packs with 160° twist rotors. That coupled with a Magnuson designed Ultra Flow rotor housing, produces 73% adiabiatic efficiency and 101% volumetric efficiency. Considering the broad pumping curve, these superchargers have a better overall performance than turbochargers without the aggravation of excessive heat, system fussiness and durability issues. Note, as far as the rest of the available superchargers…there is no comparison!





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QUESTIONS & ANSWERS

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 3mpg 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 really hard to keep your foot off the mat!

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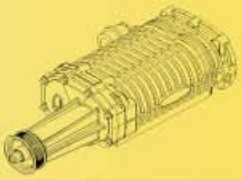
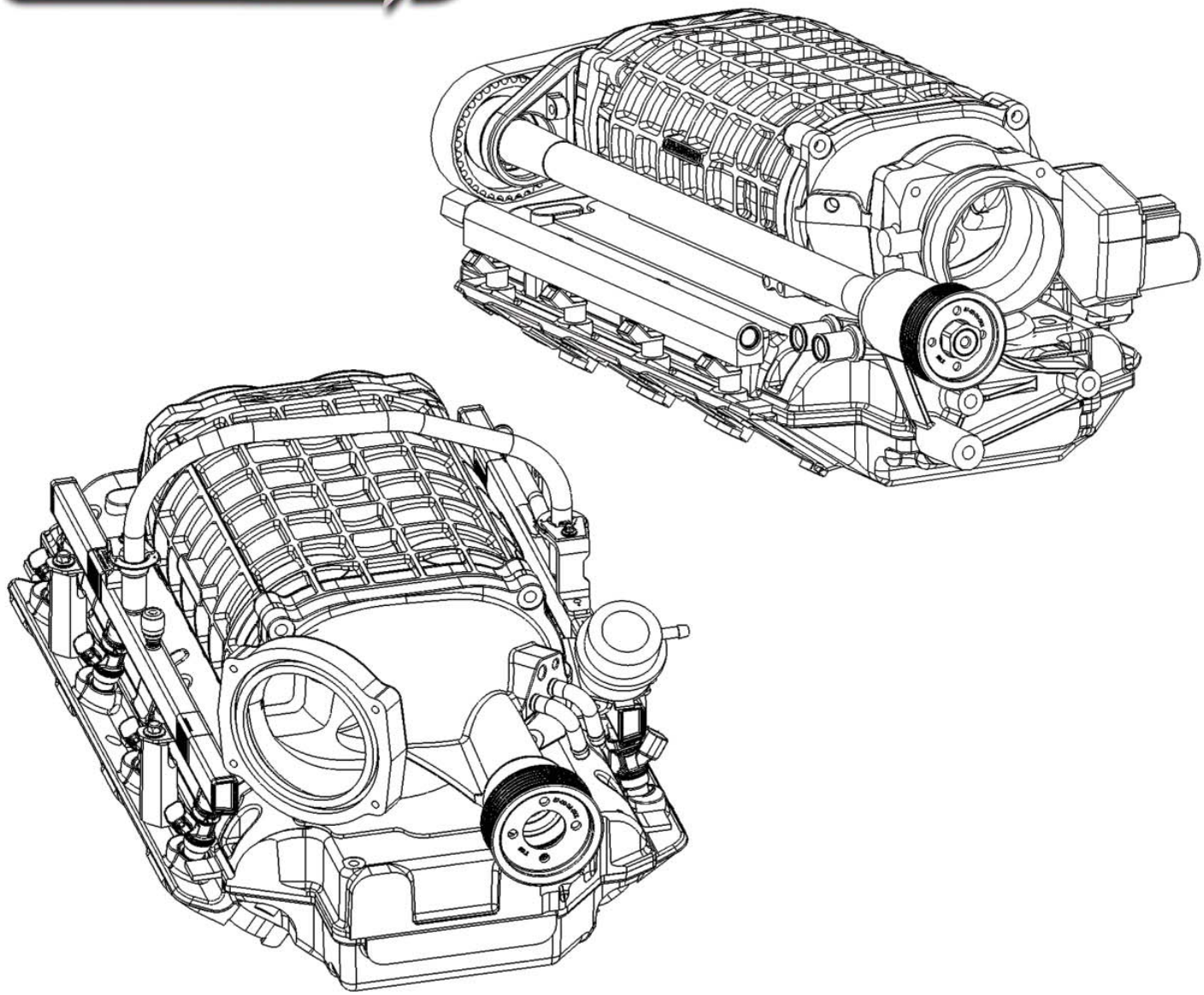


MAGNA CHARGER KITS



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.

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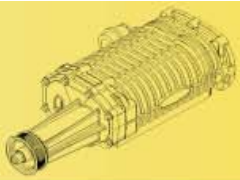
GENERAL INFO

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.

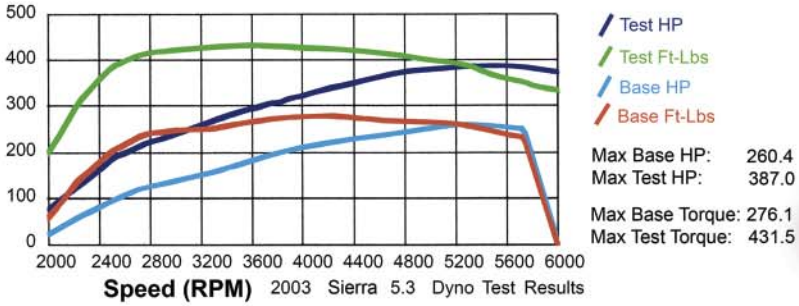


RADIX (GM-TRUCK/SUV)

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 reliablity 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 calibrationof the supercharger system. Transmission shift points,line pressure and converter strategies are optimizedfor use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.



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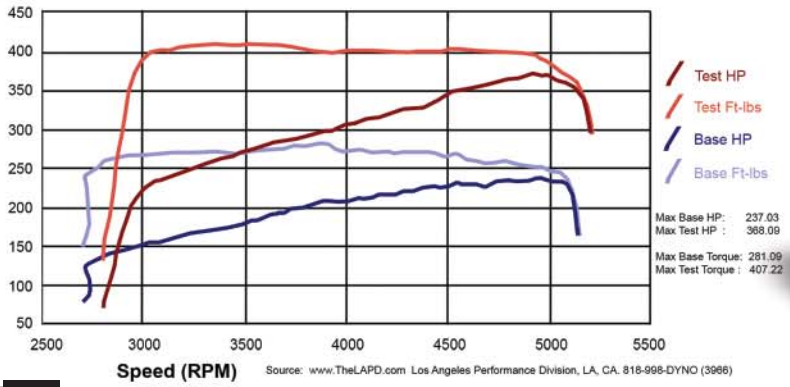
HUMMER H2

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 calibrationof the supercharger system. Transmission shift points,line pressure and converter strategies are optimizedfor use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.



Source: www.TheLAPD.com Los Angeles Performance Division, LA, CA. 818-998-DYNO (3966)

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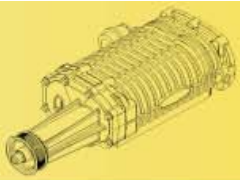


HUMMER H3-Alpha, CHEVY SSR

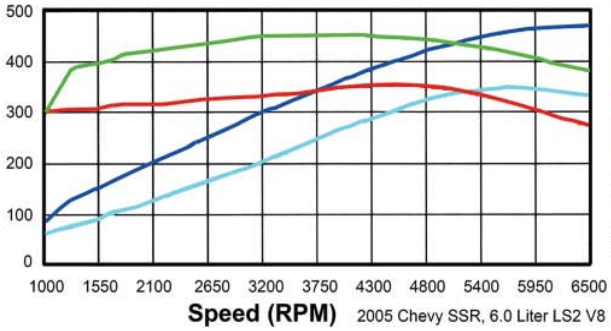
Magna Charger's Supercharger system for the HUMMER H3-Alpha 5.3 Liter and the Chevy SSR 6.0 and 5.3 liter V8 engines. The supercharger has been spun 180° to better utilize the stock air path. This design maintains a straight airflow path into the supercharger inlet which reduces friction and pumping losses. This intercooled system utilizes the MP112 supercharger with internal bypass valve.

SSR

H3-Alpha

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 calibrationof the supercharger system. Transmission shift points,line pressure and converter strategies are optimizedfor use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.



2005 Chevy SSR, 6.0 Liter LS2 V8

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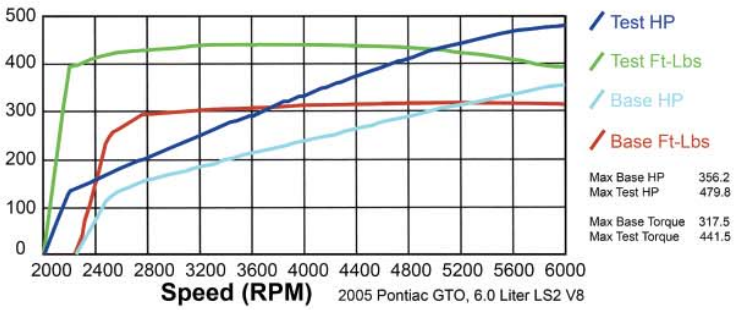
PONTIAC GTO

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 calibrationof the supercharger system. Transmission shift points,line pressure and converter strategies are optimizedfor use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.



2005 Pontiac GTO, 6.0 Liter LS2 V8


Kenny Duttweiler

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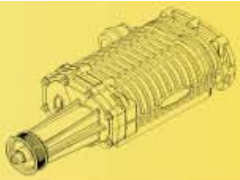


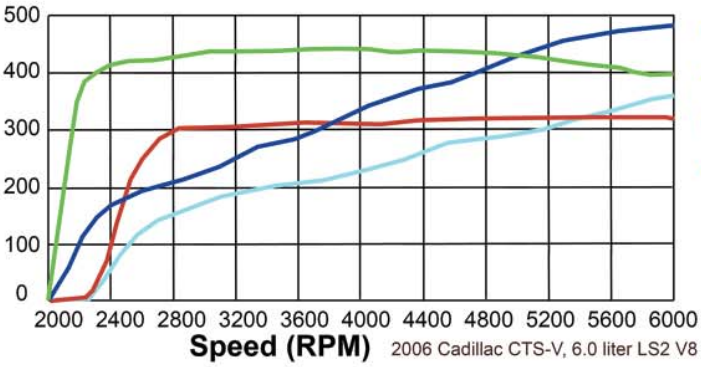
CADILLAC CTS-V

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 calibrationof the supercharger system. Transmission shift points,line pressure and converter strategies are optimizedfor use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.



2006 Cadillac CTS-V, 6.0 liter LS2 V8

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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 calibrationof the supercharger system. Transmission shift points,line pressure and converter strategies are optimizedfor use with the increase in torque and horsepower. A limited extended power train warranty is available for customer peace of mind.

2005 Chevy Trailblazer SS, 6.0 liter LS2 V-8

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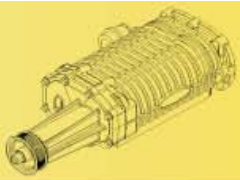
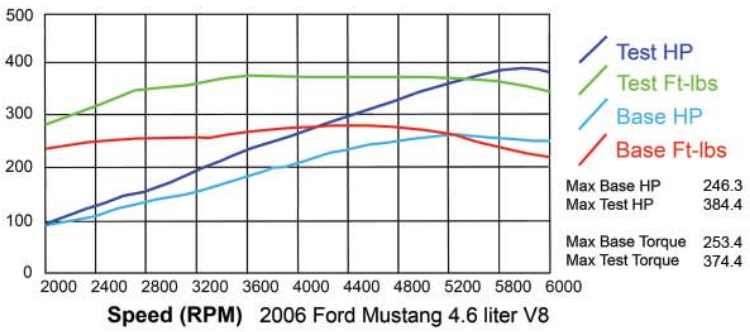


FORD MUSTANG

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. Give us a call for more information on this exceptional kit!



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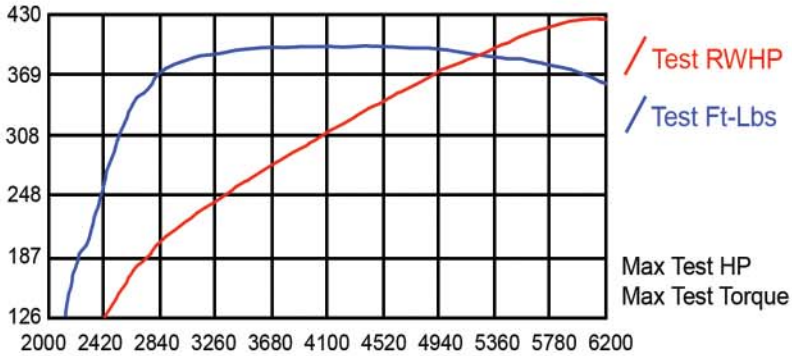
PONTIAC G-8

Pontiac's new G8 performance sedan has all the right stuff - style, performance and a reasonable $30,000 price tag. It's pretty quick too, running 13.7s at 104mph off the showroom floor. However the potential for real Super Car performance is as easy as bolting on a new Magna Charger MP1900 TVS® supercharger for mind bending 135hp increase in rear wheel horsepower, lowering quarter-mile times to 12.5 at 112mph. The MagnaCharger G8 supercharger is legal for install in California carrying CARB E.O. Number D-488-14.

Pontiac G-8 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.

Magna Charger's new MP1900 TVS® supercharger technology is the same used for the new LS9 Vette. The four-lobe rotor design features a high-twist 160° helix that has improved efficiency (less power to drive), cooler discharger temperatures and is much quieter. Additional efficiency is the result of the unique bypass valve that reduces parasitic losses during normal driving. The Magna Charger also interfaces seamlessly with the GM Active Fuel Management system that cuts the engine to four cylinders at light throttle.



Speed (RPM) '08 Pontiac G-8 MP1900

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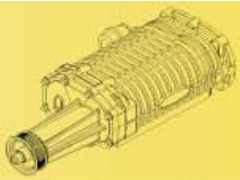


CHEVROLET CORVETTE

Magna Chargers proven supercharger kits for the Corvette lead the charge with unrivaled quality and durability. These Vette kits are guaranteed to demand attention! Kits are available with our 6th Gen. TVS® rotating group; internal bypass valve, intercooled supercharger. The kits come with the MP112, MP122, MP1900, or our MP2300 supercharger. Torque and horsepower improves from 1,200 rpm to 6,500 rpm giving more "power under the curve" than any other supercharger system available anywhere!

MagnaCharger supercharger kits 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 requires hood modifications. Magnuson has both C5 and C6 hood suggestions available.

Other components include new high capacity fuel injectors, fuel rails, and regulator adapter where required. '04 and earlier Corvette kits sold with SuperChips MicroTuner, '05 and newer kits require that the engine control module be sent to Magnuson for programming. 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.

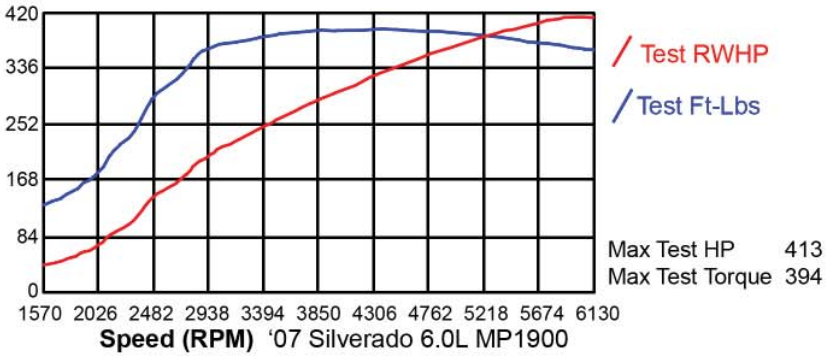
These pictures show a new engine install with the 2300 TVS system. Upon break-in mileage completion, a fresh dyno chart will be posted, both online, and in the next version of our catalog!

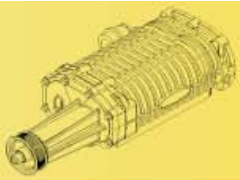
RADIX MAX SUV & TRUCK

GM's new -'07-'09 truck and SUV Vortec Max engines are popular options but they still leave some owners looking for more power. Magna Chargers new Radix Max supercharger package is just the answer, delivering up to an additional 124hp to the wheels, and stump-pulling torque the instant you hit the accelerator. The Radix Max is super efficient too, demanding less than one horsepower to drive under normal conditions. In fact, testing has indicated a slight fuel mileage improvement at steady cruise, and the system interfaces seamlessly with GM's Active Fuel Management. The Magna Charger Radix Max is legal for installation in CA, carrying CARB E.O. Number D-488-13

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.

Magna Charger's new Radix Max MP1900 TVS® supercharger uses the same advanced technology found in the new LS9 Corvette and '09 Cadillac CTSV. It's four-lobe, high-helix design is more efficient requiring less power to drive, has cooler discharge temperatures for increased power, and is much quieter than previous models. The Radix Max system comes complete with everything you need for installation. The major components include a high-velocity port intake manifold with integral water-to-air intercooler and of course, the MP1900 TVS supercharger (available in black powder coating or Chrome Coat).





PASSENGER CAR APPLICATIONS

Product Number	Year	Description	Finish
Intercooled Corvette Chevrolet Z06 with LS6 Engine			
For all Corvette supercharger information, please contact Callaway Cars at (866) 543-8192			
Intercooled GTO Pontiac GTO 5.7 Liter with LS1 Engine			
01-12-60-130	2004	Pontiac GTO	Silver
01-12-60-131	2004	Pontiac GTO	Polish
Intercooled GTO Pontiac GTO 6.0 Liter with LS2 Engine			
01-12-60-133-SL	2005-06	Pontiac GTO 6.0 Liter	Silver
01-12-60-133-PO	2005-06	Pontiac GTO 6.0 Liter	Polish
Intercooled G-8 Pontiac G-8 6.0 Liter with LS2 Engine			
01-19-60-151-BL	2008	Pontiac G-8 6.0 Liter	Black
01-19-60-151-PO	2008	Pontiac G-8 6.0 Liter	Polish
Intercooled CTS-V Cadillac CTS-V with LS6 Engine			
01-12-60-120-SL	2004-05	Cadillac CTS-V	Silver
01-12-60-120-PO	2004-05	Cadillac CTS-V	Polish
Intercooled Ford Mustang 4.6L 3V			
01-12-65-011-SL	2005-06	Ford Mustang with 4.6L 3V	Silver
01-12-65-011-PO	2005-06	Ford Mustang with 4.6L 3V	Polish
Non-Intercooled Ford Mustang 4.6L 3V			
01-12-65-021-SL	2005-06	Ford Mustang with 4.6L 3V	Silver
01-12-65-021-PO	2005-06	Ford Mustang with 4.6L 3V	Polished
Magnavolt			
88-85-61-000		Fuel Control Module Kit	
Accessories			
31-14-00-009	1997-UP	Boost Gauge and A-Pillar Cup Kit (Vette Only)	
WAR-PWR	ALL	Powertrain Warranty-see warranty form for details	

TRUCK & SUV APPLICATIONS

Product Number	Year	Description	Finish
Radix Intercooled Chevrolet/GMC/Cadillac 4.8/5.3/6.0 Vortec V8 (Page 5)			
01-12-60-001	1999-03	Silverado, Sierra, Tahoe, Yukon, Yukon XL, Suburban, Denali, Escalade,	Silver
		Avalanche, SS, C3	
01-12-60-002	1999-03	Silverado, Sierra, Tahoe, Yukon, Yukon XL, Suburban, Denali, Escalade,	Polish
		Avalanche, SS, C3	
01-12-60-006	2004-06	Silverado, Suburban 2500, Avalanche 2500, Sierra, Yukon XL 2500	Silver
01-12-60-007	2004-06	Silverado, Suburban 2500, Avalanche 2500, Sierra, Yukon XL 2500	Polish
01-12-60-008	2004-06	Escalade, Escalade ESV, Escalade EXT, Suburban 1500, Avalanche 1500,	Silver
		Tahoe, Yukon, Yukon XL 1500	
01-12-60-009	2004-06	Escalade, Escalade ESV, Escalade EXT, Suburban 1500, Avalanche 1500,	Polish
		Tahoe, Yukon, Yukon XL 1500	
Radix Intercooled Flex Fuel Models (Page 5)			
01-12-60-016	2002-06	Truck & SUV	Silver
01-12-60-017	2002-06	Truck & SUV	Polish
Radix Intercooled Hummer Late Model Vehicles (Page 6)			
01-12-60-011	2003	Hummer H2	Silver
01-12-60-012	2003	Hummer H2	Polish
01-12-60-013	2004-06	Hummer H2/SUT	Silver
01-12-60-014	2004-06	Hummer H2/SUT	Polish
Radix - Hummer H3-Alpha Intercooled 5.3L Vortec V8 (Page 7)			
01-12-60-109 SL	2008	Hummer H3- Alpha	Silver
01-12-60-109 PO	2008	Hummer H3- Alpha	Polish
Radix - SSR Intercooled Chevrolet SSR 5.3L Vortec V8 (Page 7)			
01-12-60-100	2003-04	Chevrolet SSR with 5.3 Vortec V8	Silver
01-12-60-101	2003-04	Chevrolet SSR with 5.3 Vortec V8	Polish
Radix - SSR Intercooled Chevrolet SSR 6.0L LS2 (Page 7)			
01-12-60-103-SL	2005-06	Chevrolet SSR 6.0 Liter with LS2 Engine	Silver
01-12-60-103-PO	2005-06	Chevrolet SSR 6.0 Liter with LS2 Engine	Polish
Radix - NI* Chevrolet/GMC			
01-12-59-008-SL	1999-03	Silverado, and Sierra	Silver
01-12-59-008-PO	1999-03	Silverado, and Sierra	Polish
01-12-59-010-SL	2004-06	Silverado, and Sierra	Silver
01-12-59-008-PO	2004-06	Silverado, and Sierra	Polish
Trailbazer SS 6.0L Intercooled (Page 10)			
01-12-60-105-SL	2006	Trailblazer SS 2WD & AWD	Silver
01-12-60-105-PO	2006	Trailblazer SS 2WD & AWD	Polish
Radix MAX Chevrolet/GMC			
01-19-60-007-BL	2007-08	Chevy/GMC 6.0 & 6.2 Liter Truck	Black
01-19-60-007-CH	2007-08	Chevy/GMC 6.0 & 6.2 Liter Truck	Chrome
01-19-60-008-BL	2007-08	Chevy/GMC 6.0 & 6.2 Liter SUV	Black
01-19-60-008-CH	2007-08	Chevy/GMC 6.0 & 6.2 Liter SUV	Chrome

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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.

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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 Compression Ratio points). 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 an '04-up with an in-tank pump you must check to be sure the pump was installed correctly, as the fuel pressure regulator is part of the pump assembly.

Can I run an aftermarket cam with your supercharger?

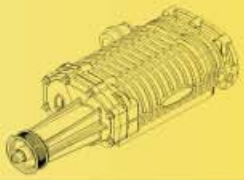
Aftermarket parts such as headers, cams, heads, etc. should be used cautiously. If you're looking to squeeze high horsepower numbers out of your motor a selection of bolt-on's can really tweak your motor up to it's full potential. Most of the time however, a new tune will be required for the vehicle.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

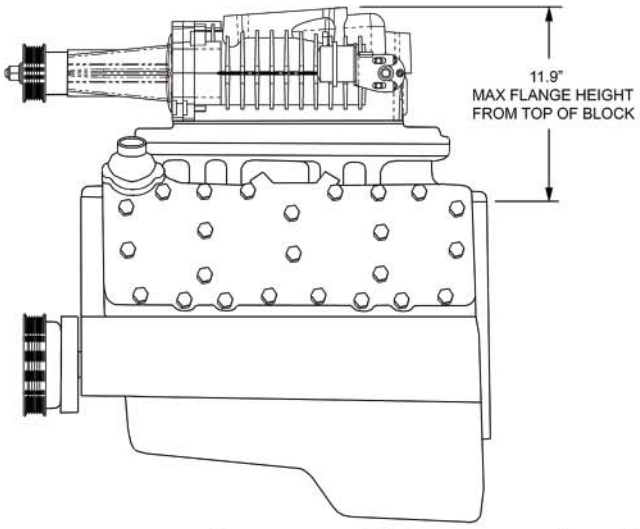


FLATHEAD FORD

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. Give us a call for more information on this bad-boy!



See page 29 for comparison Dyno Chart for this Supercharger Kit.

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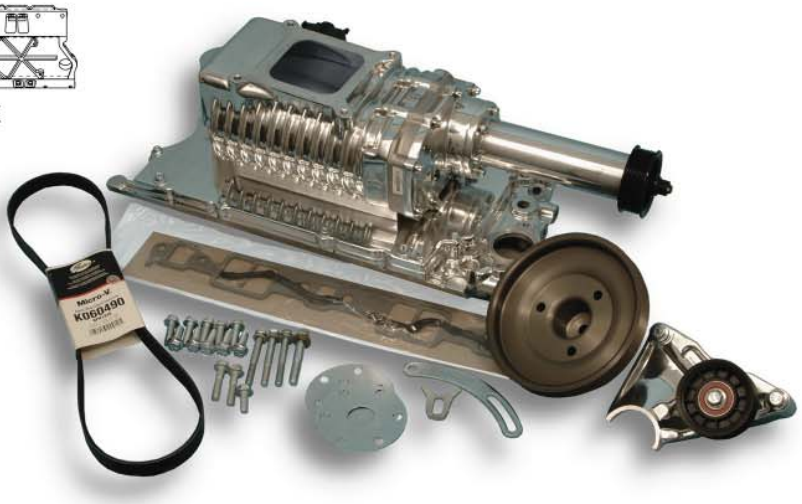
www.magnacharger.com

GEN 1, GEN 1-E CLASSIC

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

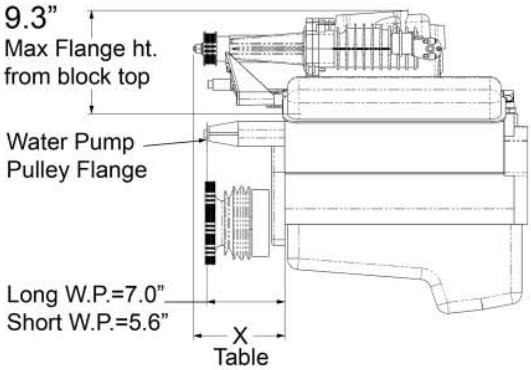
Gen 1 Gen1E

Magna Charger is pleased to announce the availability of the newly designed, Gen. 1 and Gen. 1E Classic supercharger system. This system features the carbureted MP 122 H supercharger with the internal bypass valve. Increases in torque and horspower are realized in the ranges of 63%-100% from 1200 rpm to 5500 rpm, giving more "power under the curve" than traditional cam and head combinations.



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.



Table

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

See Page 29 for comparison Dyno Chart for this supercharger kit.

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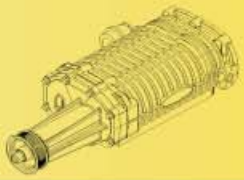
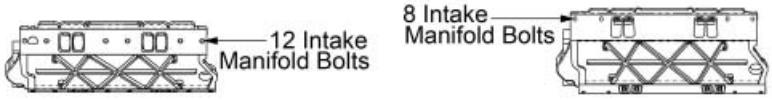


GEN 1, GEN 1-E INJECTED

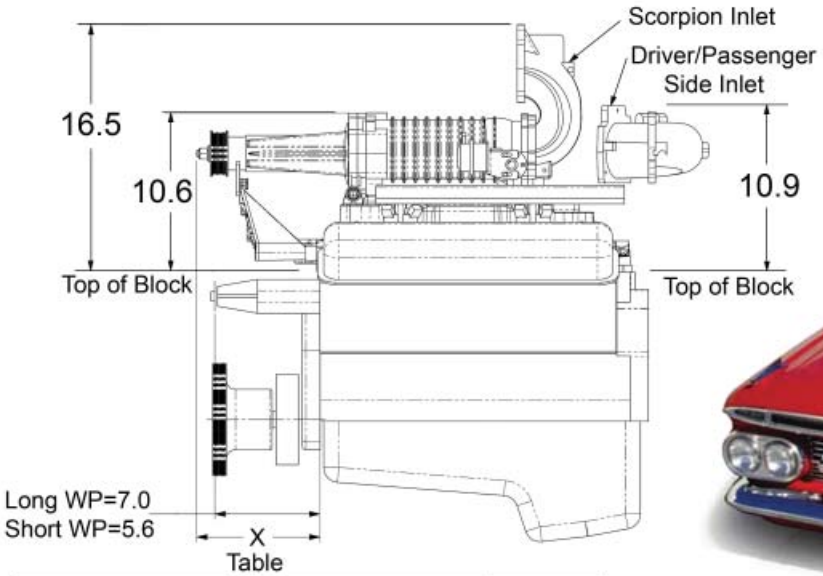
Gen 1 is GM small block 1955-95, Gen 1-E is from 1996 Vortec to current Vortec Fast-Burn.



Gen 1 Gen1E

Magna Charger is pleased to announce the availability of the newly designed,Gen.1 and Gen. 1E injected supercharger system. This system features the MP 112 H supercharger with the internal bypass valve. Increases in torque and horspower are realized in the range of 63% - 100% from 1200 rpm to 5500 rpm, giving more "power under the curve" than cam and head combinations.

The Gen 1 and Gen 1E Fuel-Injected kit features a MP112 supercharger. This Kit is an Intercooled assembly including Intercooler Assembly, Intake and Top Plate, 42 LB Injectors, Fuel Rails, 78mm Intake, Crank Pulley, Idler Assembly, Dist. Hold Down, Alternator Bracket, 6-Rib Belt, Gaskets, Spacers, and ALL hardware necessary for a complete assembly. One part number includes everything needed for installation! This Kit is available in Raw, Polished, or Silver finish.



Table

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

See Page 29 for comparison Dyno for this Supercharger Kit.

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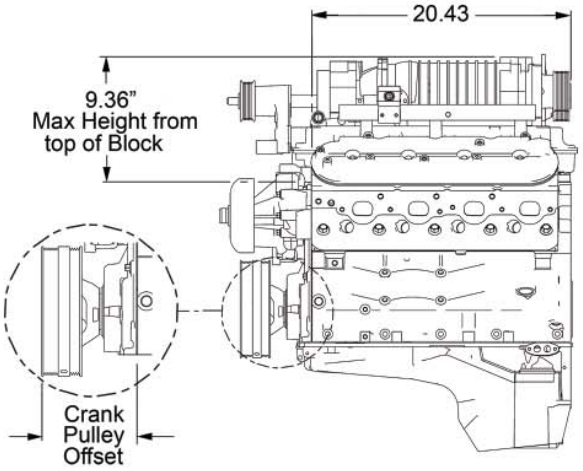
MPP 122 LS1, LS2

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"

See Page 29 for comparison Dyno for this Supercharger Kit.

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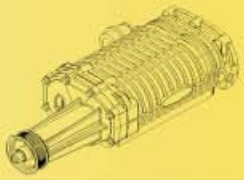
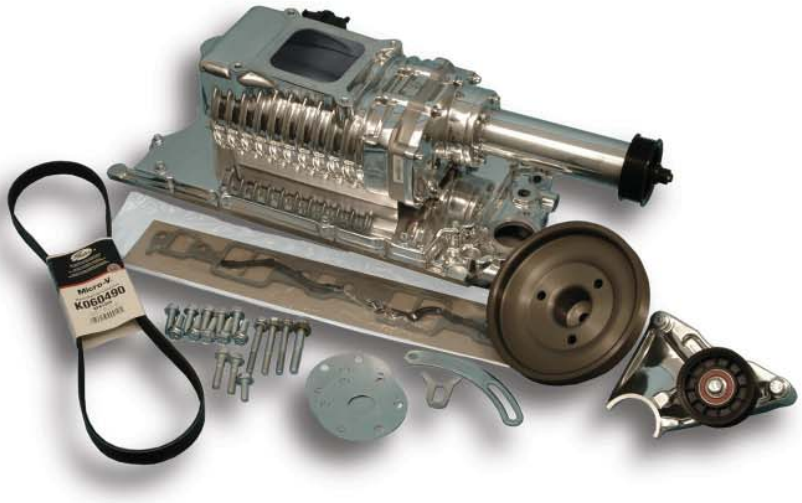
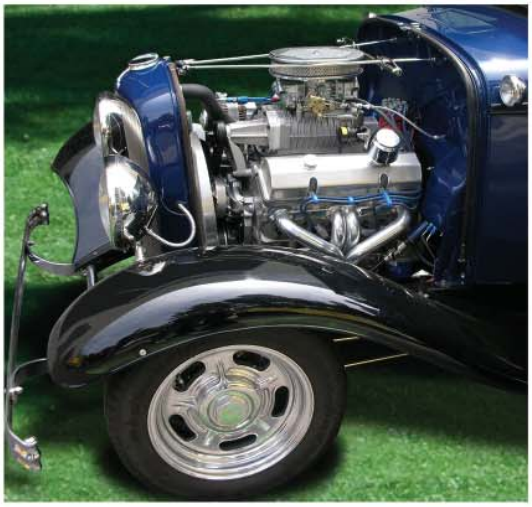


HOT ROD KIT

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

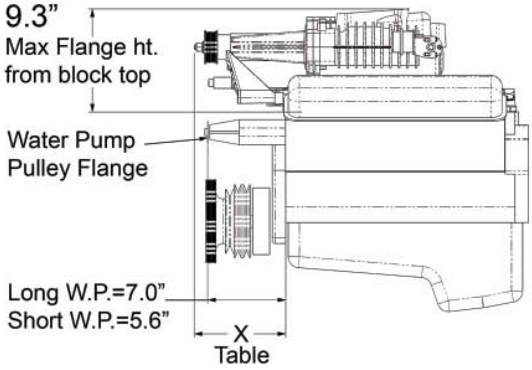
Magnuson Products has developed the perfect Supercharger kit for your Classic small block Chevy truck or hot rod. This kit was specifically designed to improve the performance of the small-block, by adding a MP 122 H supercharger with bypass valve that virtually eliminates parasitic drag when cruising, 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

See Page 29 for comparisson dyno for this supercharger kit.

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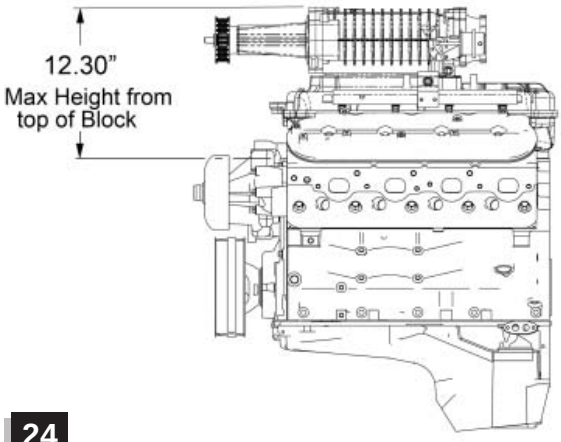
MPP 2300 KIT

Magnuson Superchargers has taken radical to the edge with our new MPP 2300® TVS kits. The kits are designed for Maximum Horsepower, for building a larger displacement small block, or just the need for more boost. The MPP 2300 TVS® is the perfect compliment for your LS-1/LS-2 truck, buggy, hot rod, or any project demanding more power!

Magnuson Performance Parts kits are complete with all components necessary for installation. Include in the kit is the patented cast aluminum intake manifold with equal lenth runners. Intercooler core, coolant circulation pump, heat exchanger and all necessary hardware for the entire installation makes for a complete installation pacakage. This kit is customizable for your application and needs. Pulley sizing determines your level of boost. Talk to our knowledgable sales staff to get this bad-boy working for you!

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.



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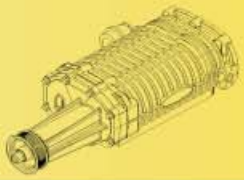


AIR INLET

3.50 Offset height between top of flanges

78mm Driver Side Inlet
31-12-02-209

3.50 Offset height between top of flanges

78mm Passenger Side Inlet
31-12-02-207

78mm Scorpion Inlet
31-12-02-208

78mm IF Long Inlet
31-12-02-027

78mm IF Short Inlet
31-12-02-024

NOTES:
All mounting flanges are based on GM throttle body.

Make sure you reference the appropriate inlet part number, and add gaskets to your order.

These Inlets are available in either Raw, Polished or Silver configuration.

90mm IF Long Inlet
31-12-02-028

90mm IF Short Inlet
31-12-02-048

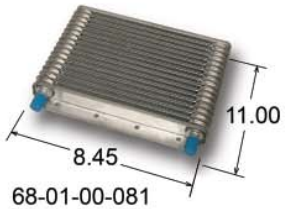
The "IF" referenced above in the part description stands for "Inlet Forward". This design rotates the supercharger 180-degrees allowing the air to enter the supercharger in the front of the engine compartment. Utilizing the front inlet design increases efficiency of the supercharger by helping to reduce the pumping losses of the engine. It also allows the throttle body, mass air meter, air cleaner box and other emission control devices and sensors to be left in the stock location for ease of installation as well as more firewall clearance.

*Center of flange to far-bottom bolt hole.

INTERCOOLER PARTS

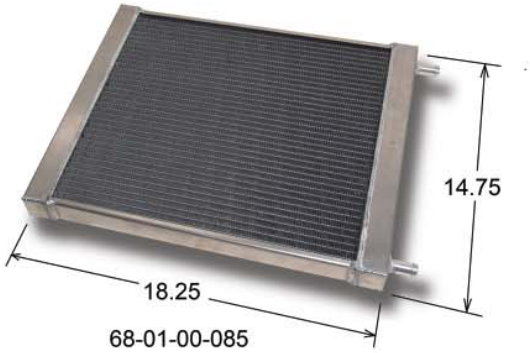
HEAT EXCHANGERS

Nominal Depth = 1.5" (TYP)



68-01-00-081
2x 5/8" Hose Barb

68-01-00-082
2x 5/8" Hose Barb



68-01-00-085
2x 3/4" Hose Barb

68-01-00-089
2x 3/4" Hose Barb

INTERCOOLER KIT

31-12-02-095

WIRE HARNESS

82-55-80-030

INTERCOOLER PUMP

68-14-59-002

INTERCOOLER RESERVOIR

Reservoir: 68-01-03-018
Cap: 68-01-03-002

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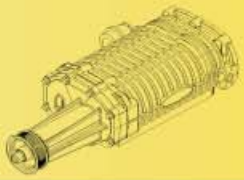
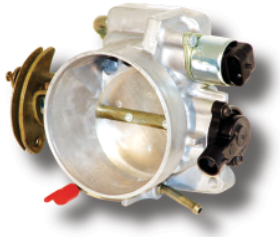


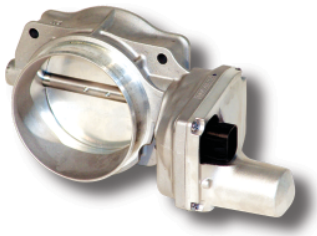
FUEL COMPONENTS

THROTTLE BODY



78mm Cable Throttle Body
98-05-40-002

UMI 90mm Cable Throttle Body
98-05-40-009



GM LS2 90mm Electronic Throttle Body
98-05-40-005

MASS AIR FLOW SENSOR

Mass Air Flow Sensor (MAF 90mm)
98-84-01-031

INJECTORS

Injector, 42lb, Bosch
84-12-41-001

Injector, 63lb, Motortron
84-90-47-001

Injector, 43lb, Delphi
84-28-60-001

FUEL PUMPS

Fuel Pump, In-Line, Walboro, GSL394 210 lph
88-85-60-020

Fuel Pump, In Tank, Walboro, GSS344 SV 190 lph
88-85-60-041

In Tank Fuel Pump, Sub-Assemblies
31-12-00-026 31-12-00-027

Wiring Harness, In-Line Fuel Pump
82-55-80-002

MAGNAVOLT

Digital Dual-Input Fuel Voltage Controller
Magnavolt, Complete Subassembly
31-12-00-050

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MISC. PARTS & ACCESSORIES

BOOST GAUGE KIT

31-14-00-007 Gauge Kit, 99-05 GM Truck “CK”, S/A
31-14-00-009 Gauge Kit, Corvette
31-14-00-012 Gauge Kit no pod

SERVO KIT

31-12-00-039
GM 4L-60 and 4L-65e 1-2 shift servo upgrade. Increase the shift firmness and fluid volume for less clutch wear.

GM CRANK PIN KIT

31-14-59-009
Eliminates the LS motors tendency to spin the balancer off the crank at high RPM’s...use with any Gen 111/IV motor.

CHROME IDLER PULLEY

56-06-01-030-CH 3” smooth-chrome
56-06-01-035-CH 3-1/2” smooth-chrome
56-06-02-030-CH 3” x 6-rib-chrome
56-06-02-035-CH 3-1/2” x 6-rib-chrome

SWAG

Lic. Plate Holder

Call for info!

Decals

Buttons

T-Shirts

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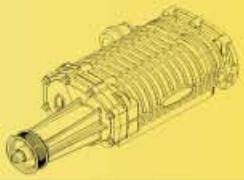
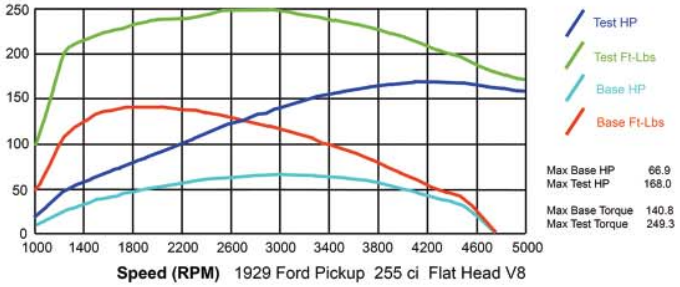


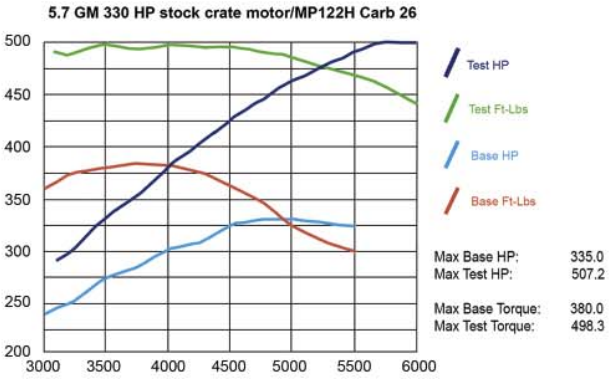
MPP DYNO CHARTS

Flathead Ford Dyno Graph Pg 19



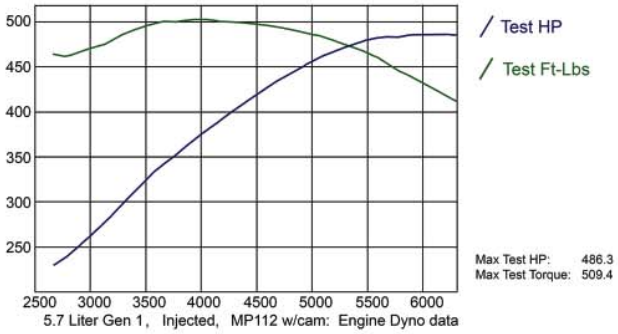
Speed (RPM) 1929 Ford Pickup 255 ci Flat Head V8

Gen 1, Gen 1E Classic Dyno Graph Pg 20



Speed (RPM) Engine Dyno Crankshaft Results
Note: Baseline from gmperformanceparts.com

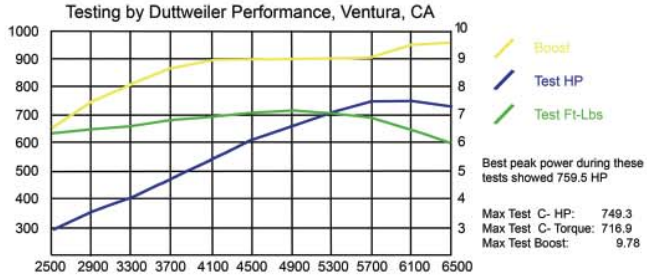
Gen 1, Gen 1E Injected Dyno Graph Pg 21



5.7 Liter Gen 1, Injected, MP112 w/cam: Engine Dyno data

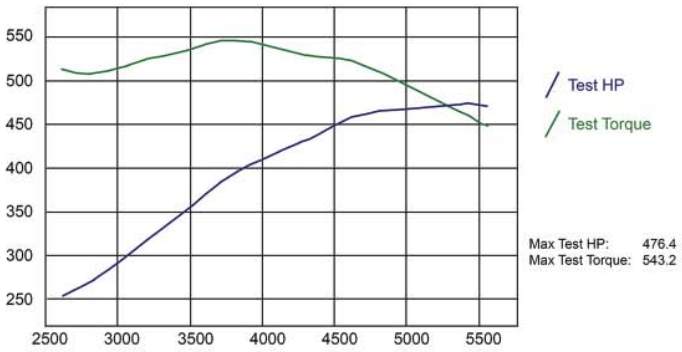
MP122 LS1, LS2 Dyno Graph Pg 22

Testing by Duttweiler Performance, Ventura, CA



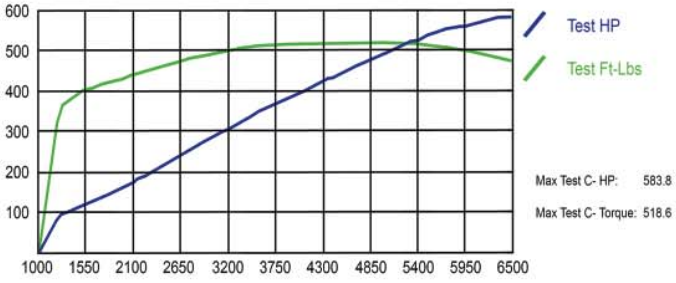
'57 Chevy: LS2 402 CI, 10.8:1 CR, Dart 225 Heads
Crane 236/246 @ 50 (.640 lift w/1.8 Rockers, Scat
Rotating Assy, MP122H Supercharger

MP112 LS1, LS2 Hot Rod Dyno Graph Pg 23



Smedling 383 V-8, Carburated, Engine Dyno data

MP122 Radix Dyno Graph Pg 24



Speed (RPM) Stock 6-liter V-8 MP 122 Supercharger with exhaust mods

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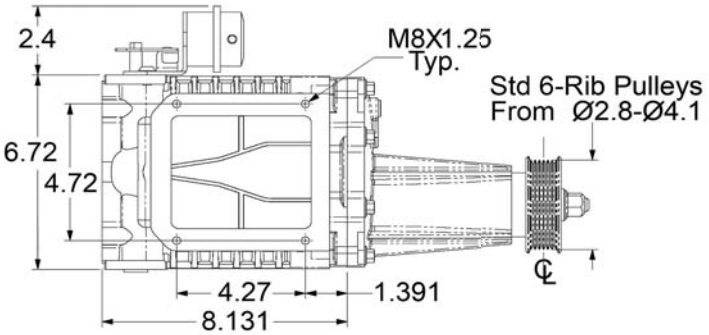
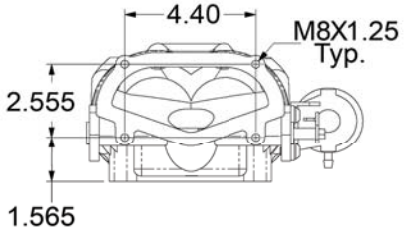
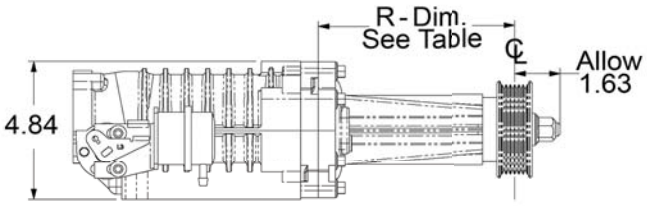
MP 45

4th-5th Generation

Note: Application recommendation, 1.0 to 2.5 Liter Port Injected Engines

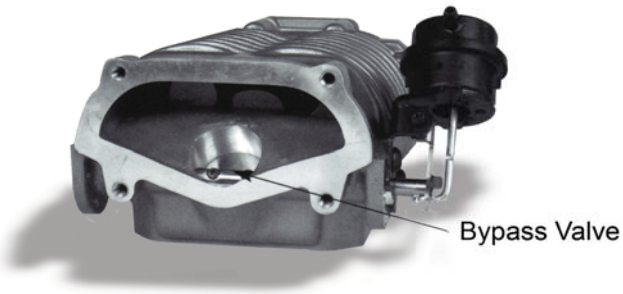




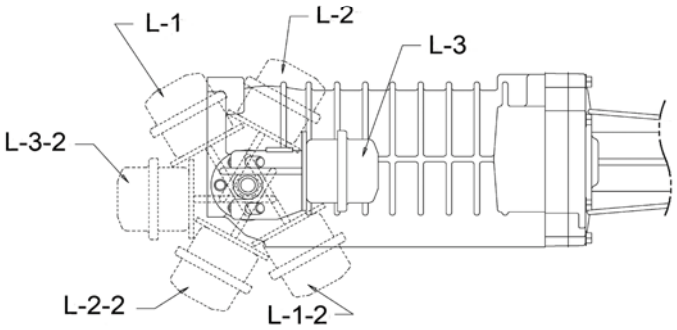


"R-DIMENSION" – SPECIFY WHEN ORDERING (USING STANDARD .400 OFFSET PULLEY)	
2.877	7.315
3.957	7.565
4.185	7.815
4.405	8.115
5.000	8.275
6.200	CUSTOM LENGTHS AVAILABLE- CALL FOR DETAILS
6.555	

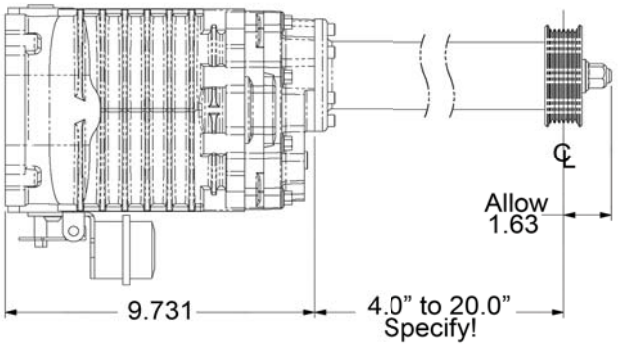
NOTE: Subtract .315" from table dimensions for nose cover lengths.*
* Does not apply to the 2.877 range nose cover.



Actuator Stop Positions
Left side shown
12-possible locations



MP45 shown with Extension Drive



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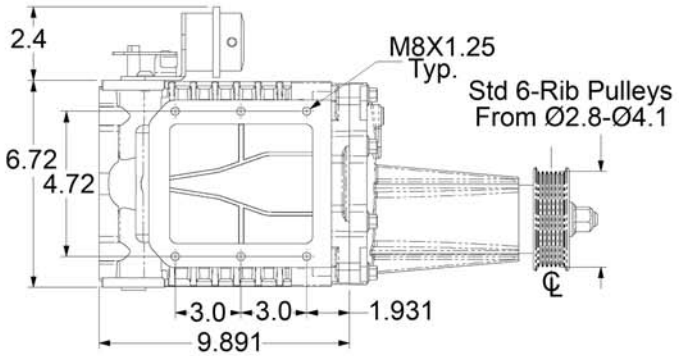
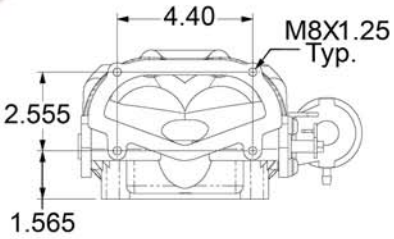
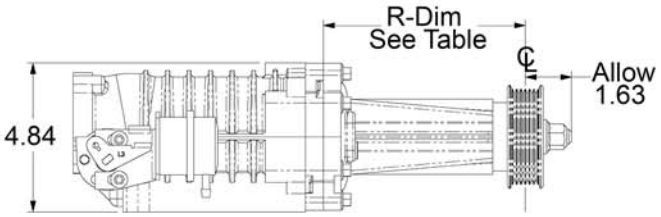
MP62

4th-5th Generation

Note: Application Recommendation, 2.0 to 4.0 Liter Port Injected Engines.



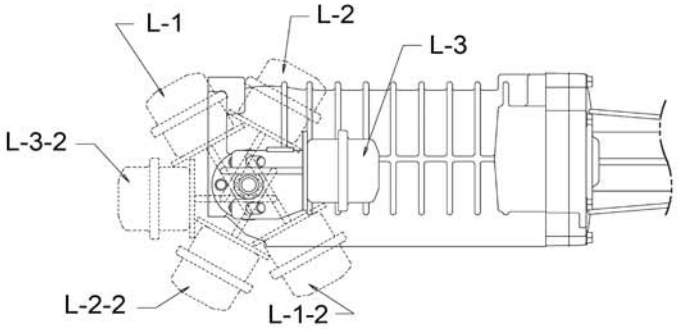




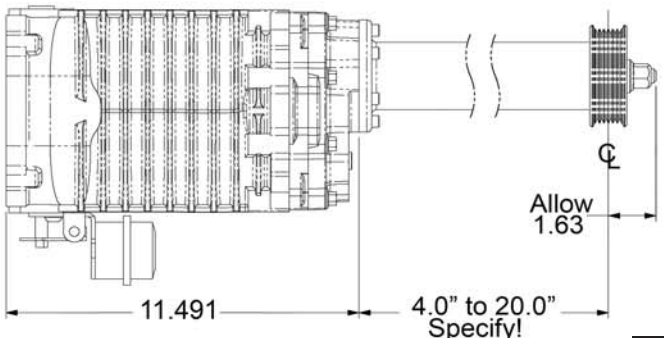
"R-DIMENSION" – SPECIFY WHEN ORDERING (USING STANDARD .400 OFFSET PULLEY)	
2.877	7.315
3.957	7.665
4.185	7.815
4.405	8.115
5.000	8.275
6.200	CUSTOM LENGTHS AVAILABLE- CALL FOR DETAILS
6.555	

NOTE: Subtract .315" from table dimensions for nose cover lengths.*
* Does not apply to the 2.877 range nose cover.

Actuator Stop Positions
Left side shown
12-possible locations



MP62 shown with Extension Drive



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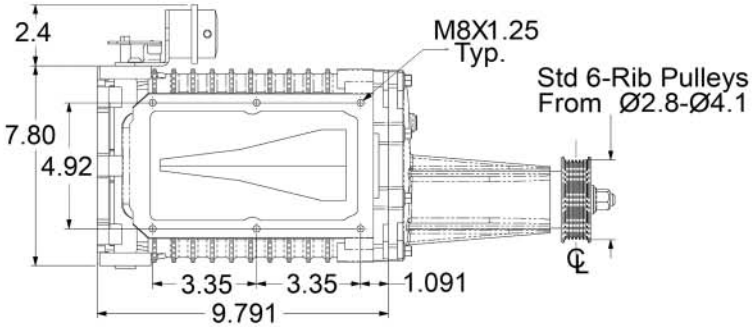
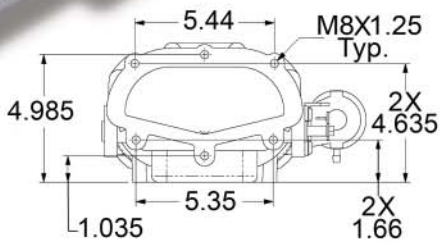
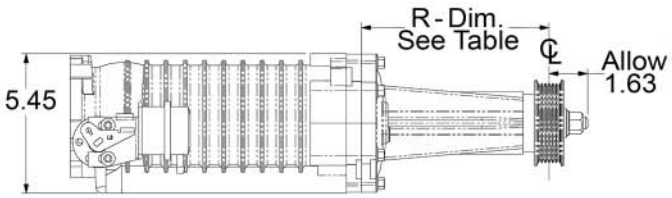
MP 90

4th-5th Generation

Note: Application recommendation, 3.5 to 5.0 Liter Port Injected Engines.



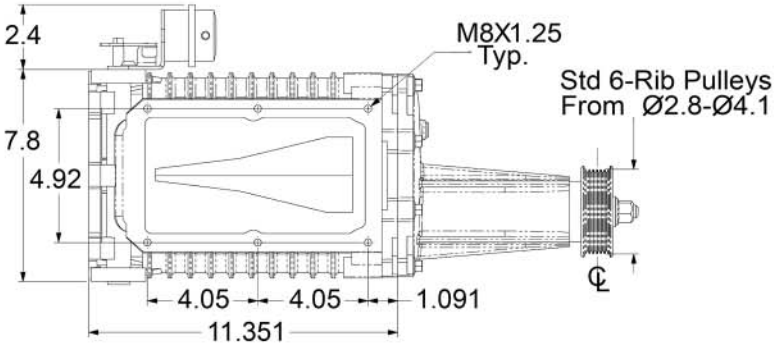


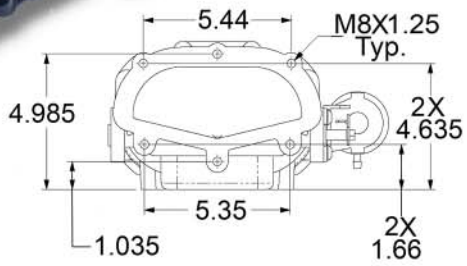


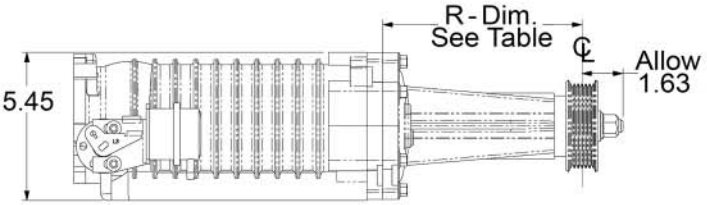
MP 112

4th-5th Generation

Note: Application Recommendation, 4.6 to 6.5 Liter Port Injected Engines.

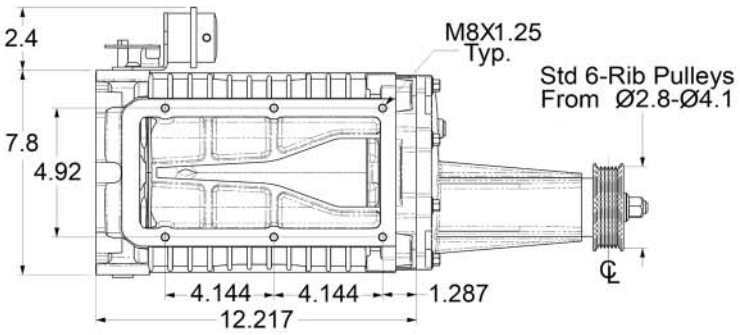


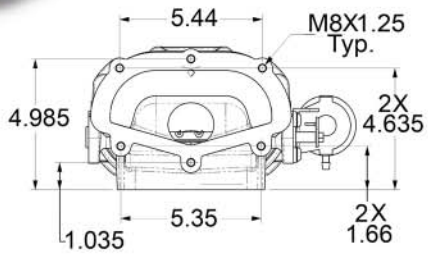


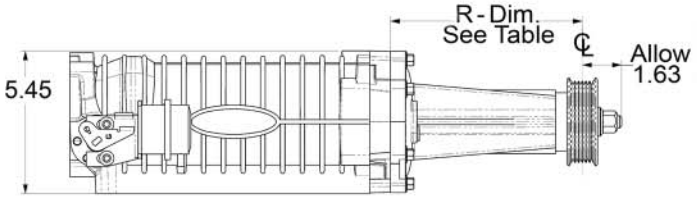


MP 122
5th Generation

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





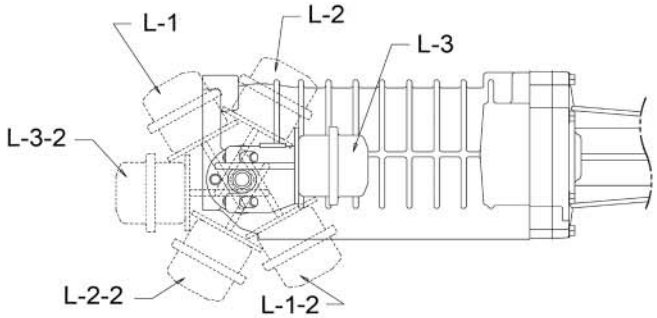


MP 90/112/122

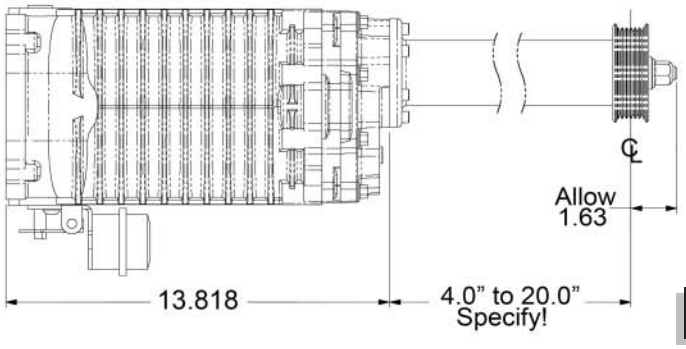
"R-DIMENSION" – SPECIFY WHEN ORDERING (USING STANDARD .400 OFFSET PULLEY)	
2.877	7.665
3.957	7.815
4.185	8.115
4.405	8.275
5.000	9.165
6.200	9.618
6.555	10.078
7.315	10.968

NOTES: Subtract .315" from table dimensions for nose cover lengths.*
* Does not apply to the 2.877 range nose cover.
CUSTOM LENGTHS AVAILABLE CALL FOR DETAILS

Actuator Stop Positions
Left side shown
12-possible locations



MP122 shown with Extension Drive



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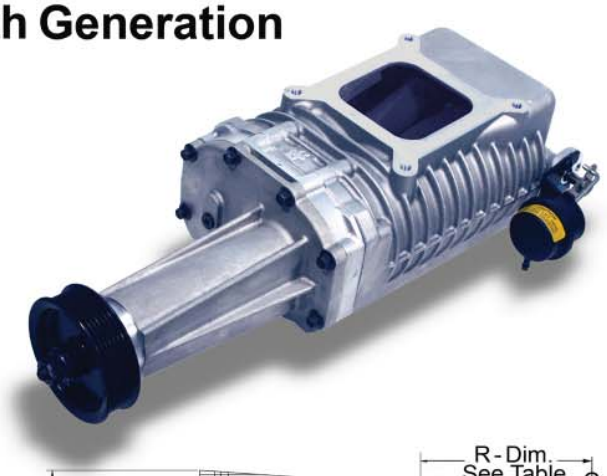
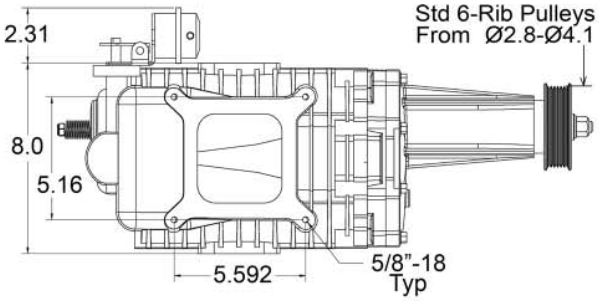
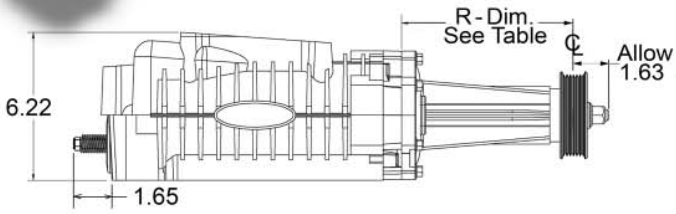
MP122 Carb

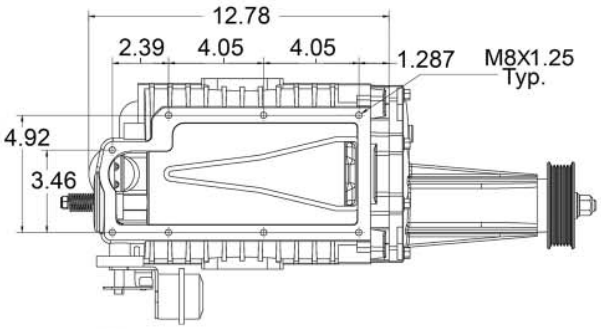
5th Generation

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





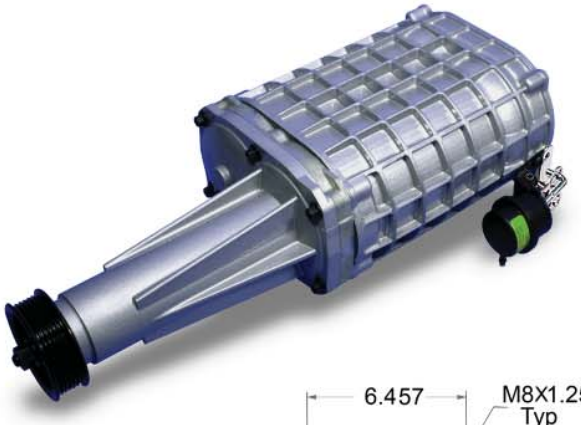


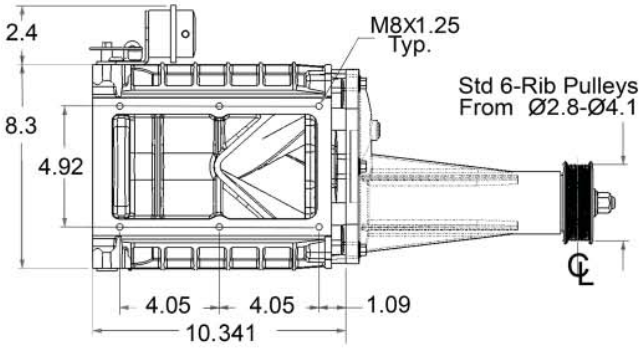


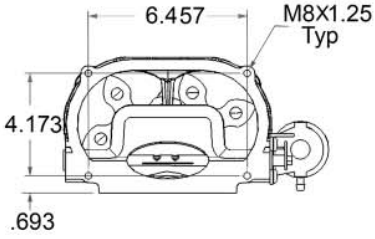
MP1900

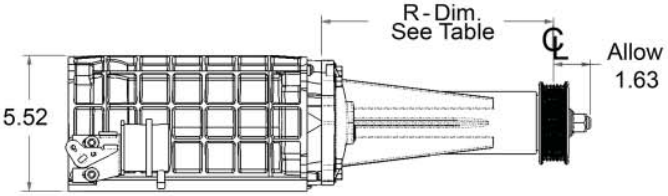
6th Generation

Notes: The MP1900 marks the introduction of the new Eaton® Twin Vortices Series® TVS® Four- Lobe, HIGH HELIX Rotor design.









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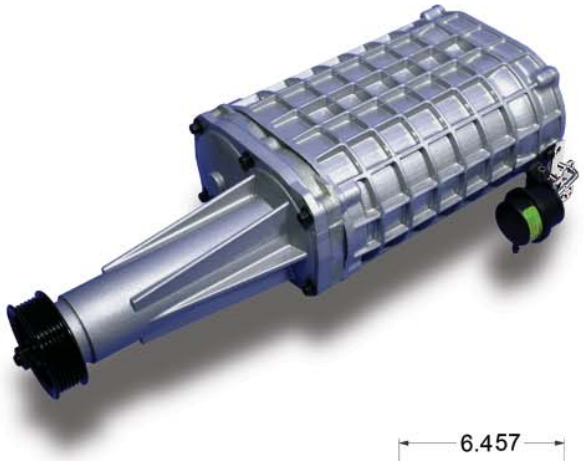
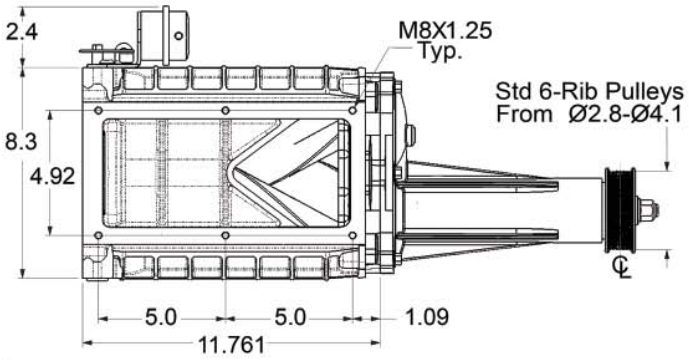
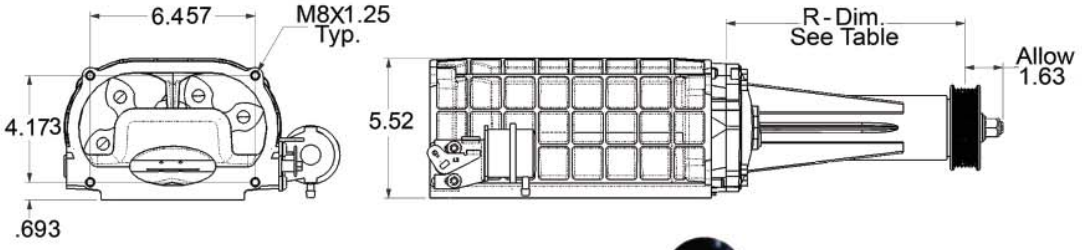
MP2300
6th Generation

Notes: The MP2300 marks the introduction of the new Eaton® Twin Vortices Series® TVS® Four- Lobe, HIGH HELIX Rotor design





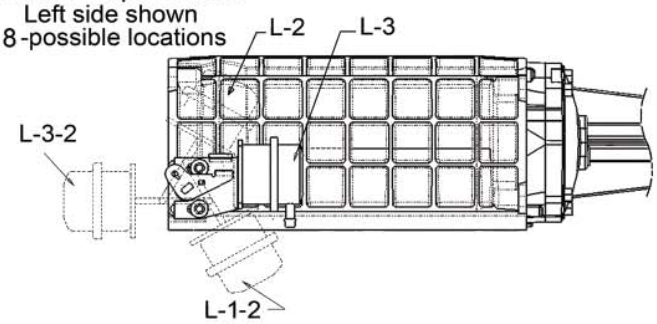


MP 1900/2300

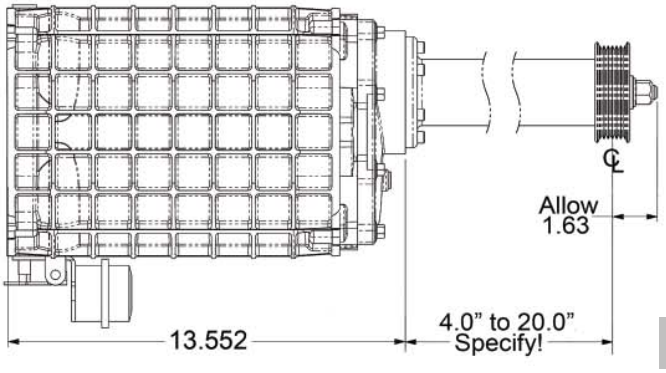
"R-DIMENSION" – SPECIFY WHEN ORDERING (USING STANDARD .400 OFFSET PULLEY)	
3.152	7.940
4.232	8.090
4.460	8.390
4.680	8.550
5.275	9.440
6.475	9.893
6.830	10.353
7.590	11.243

NOTES: Subtract .315" from table dimensions for nose cover lengths.*
* Does not apply to the 3.152 range nose cover.
Custom lenghths available, call for details.

Actuator Stop Positions
Left side shown
8 -possible locations



MP2300 shown with Extension Drive



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NOSE COVERS 1-PC.

MP 45, 62 Series Nose Cover

Our one-piece cast aluminum nose covers come in a variety of lengths and styles to meet different application requirements. 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. Magnuson Products recommends supporting the front of the nose cover.

When ordering a nose cover, please specify:

Supercharger Model: 45/62
90/112/122
1900/2300

Supercharger rotation: Clockwise
Counter-Clockwise

Nose Cover Range: See Tables

MP90,112,122 Series Nose Cover

MP1900, 2300 Series Nose Cover

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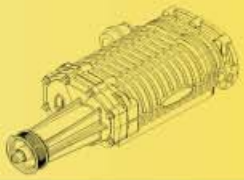
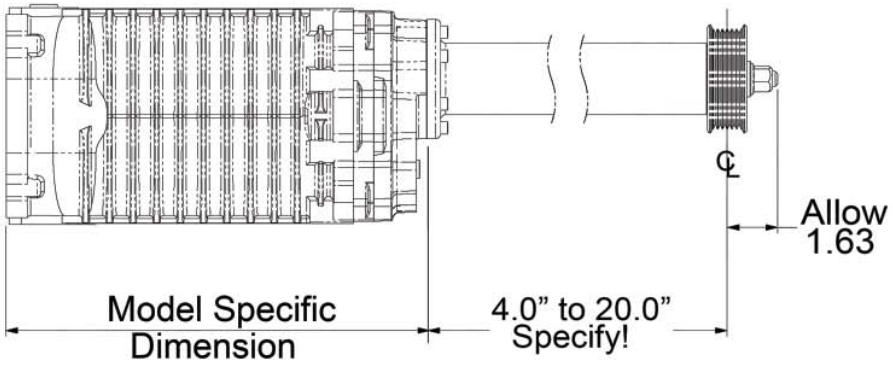


TWO PIECE NOSE COVER

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.

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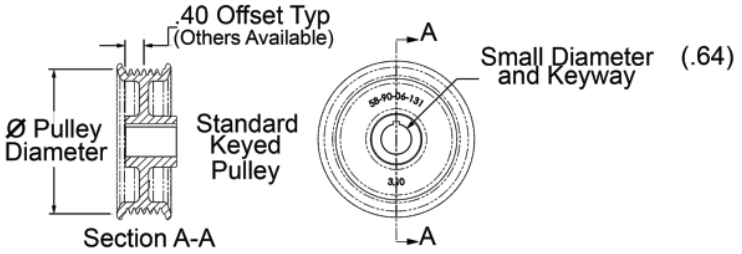
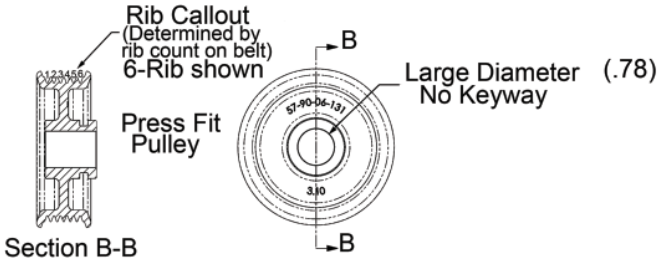
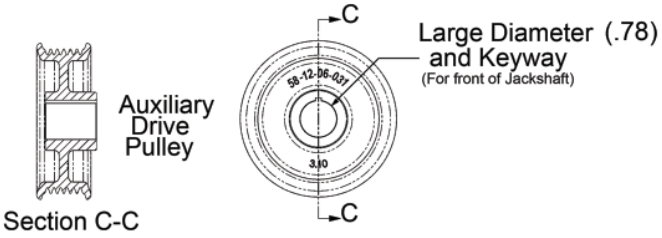
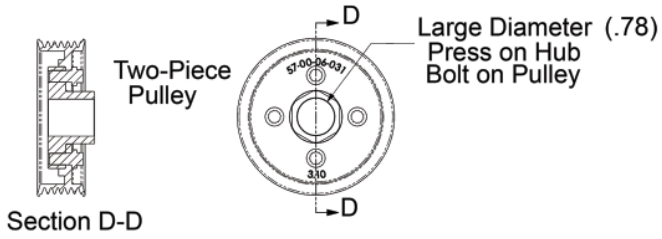


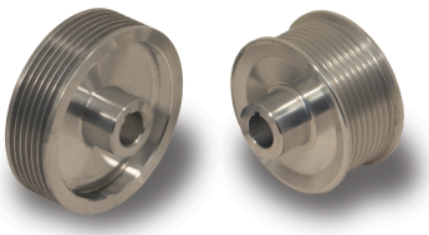






Pulley Classification: (See Diagram)

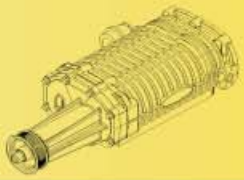
1. Type: Standard Keyed, Press Fit, Auxiliary Drive, or Two-Piece.
2. Rib Count: Based on Belt Rib Count.
3. Pulley Diameter: Rib Peak to Peak.
4. Pulley Offset: Dimension from Center of Ribs to End of Hub - Dictates Pulley Location.



Alum R&D Pulleys

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.

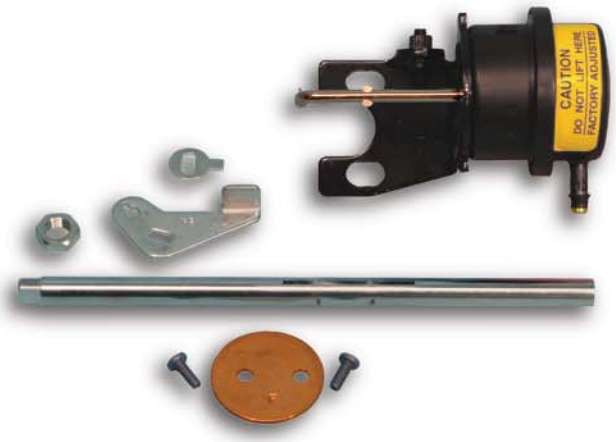
NOTE: Aluminum pulleys are good for about 20-30k miles at best...that's why Magnuson Products uses these pulleys for our development and test purposes only, and utilizes STEEL pulleys for our applications and kits.



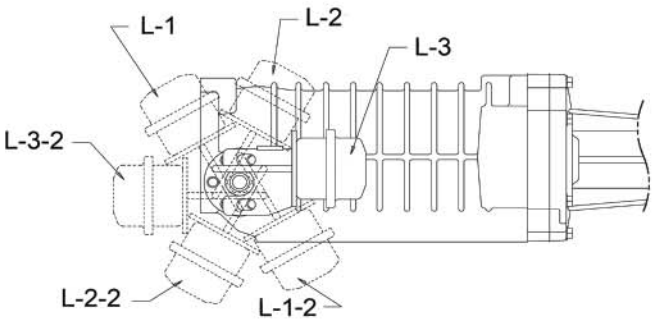
BYPASS

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



Magnuson Products Inc. is the only authorized remanufacturer of EATON Superchargers in North America.

Only *NEW* original equipment components are utilized. Rotors, seals and bearings are hand fitted and thoroughly tested by *MAGNUSON* factory trained supercharger specialists. Only the re-manufacturer of the highest quality superchargers would dare to provide a Limited LIFETIME warranty when installed by dealer). Orders in before 12 PM (Pacific Time) are shipped "**same day**".

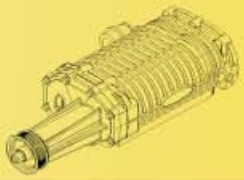
PERFORMANCE NOSE DRIVES
For applications where customers are seeking additional performance. These kits feature 3.4" or 3.6" pulleys and come with all new parts, seal kit, oil service kit, extra bolts and coupler.

REMANUFACTURED SUPERCHARGERS FOR:
Buick Chevrolet Pontiac Ford Jaguar Mercedes Benz Nissan

TOP DOLLAR PAID FOR QUALITY EATON CORES!

GM	JAGUAR	MERCEDES-BENZ	NISSAN	FORD
94-95 M62	95-97 M90 3rd Gen	98-00 CLK 230 M45	02-04 M62	99-00 Lightning/Cobra M112
96-04 M90	All cores needed	99-03 C-Class M62		01-04 Lightning/Cobra M112
		99-03 203 M62		02-04 F-150 Harley Davidson
		99-03 320 M62		

Contact: Reman@magnusonproducts.com
Ph. 805-289-0044



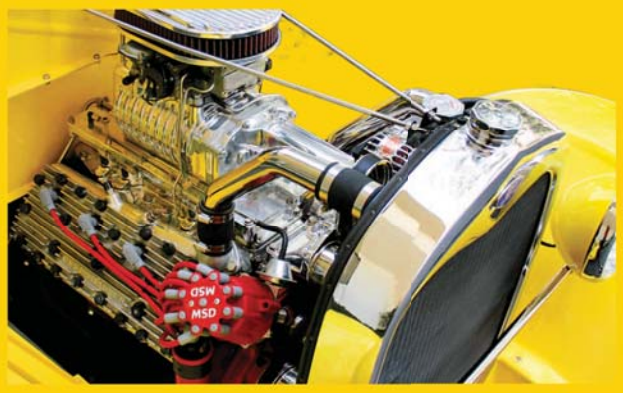
PARTING THOUGHTS

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. Please feel free to call our knowledgeable sales staff for information about streetable performance. MAGNUSON PRODUCTS…a name you can trust!

VENTURA, CA – After seeing 850-plus horsepower from a relatively mild, hydraulic-cammed LS1 boosted with Magna Charger's new MP2300 supercharger, veteran turbo land speed racer Jerry Kugel wanted to test the engine at this year's Speed Week. The plan was to drive a '32 Ford roadster from L.A. to Bonneville, run 200mph, then drive it home. That sounds like a pretty tall order until you realize whom the players are. The all-star lineup included Bonneville veteran and car builder Jerry Kugel, supercharger guru Jerry Magnuson, engine builder Kenny Duttweiler and rookie driver Jerilyn Kugel. Jerilyn is Jerry's daughter who has watched her father and brothers nudge and break the 300mph barrier from the sidelines. Now it was her turn, and the sibling rivalry was heating up.

The Duttweiler LS1 featuring the new MP2300 would be cloaked in a very expensive, limited edition, Kugel Muroc hand-formed '32 roadster. The plan was to put about 300 break-in miles on the way to the salt, get it through inspection, pull it to the starting line and go – and go Jerry did with a shakedown run at 192mph. Jerilyn took over the controls and worked through her rookie licensing requirements with an 187mph pass. Before Speed Week concluded her brother Jeff made a final pass through the speed traps at 201mph.

While the performance goal had been attained, the car still needed to be proven road worthy by driving approximately 700 miles home to L.A. The Kugel gang removed the tonneau cover and reinstalled the windshield for the trip home. The roadster ran flawlessly although the race seats didn't win any comfort awards. The story doesn't end here. The new MP2300 supercharger running on 91octane gas was only producing 6psi of boost because of the 6,500-foot altitude correction. The crew at Magna Charger has installed a cogged-belt drive and the car is returning to the salt in October where Jerry Kugel believes it can run 210-220mph on the 243mph C/Blown Gas Modified Roadster record.



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