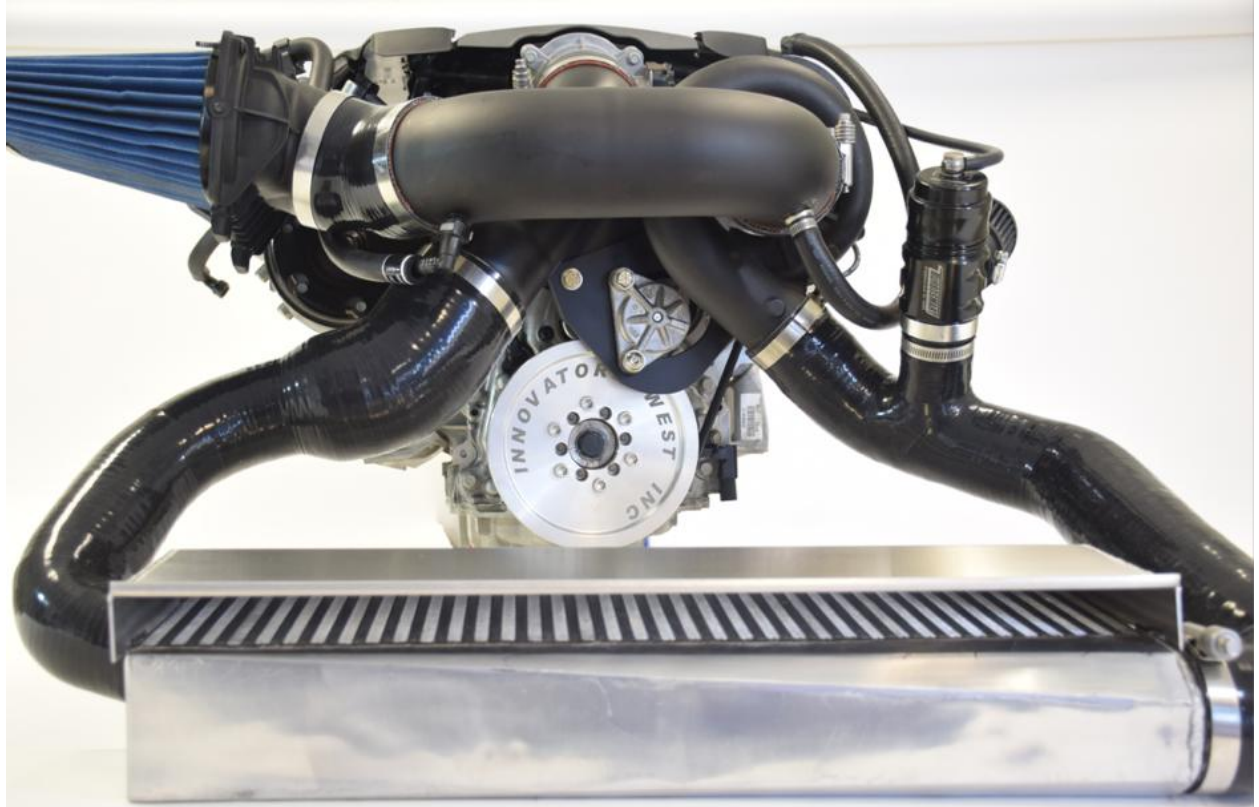


A&A SUPERCHARGER INSTALLATION INSTRUCTIONS FOR C7 CORVETTE- PART 1



AVAILABLE IN BLACK OR FULLY POLISHED FINISHES



The supercharger install is very straightforward and can be performed at home with basic mechanical skills and tools. Once finished, everything will fit under the stock hood and all covers, including the radiator to hood heat extractor will fit back on the vehicle. The car will need to be raised on jackstands or a lift for proper access to the underside of the vehicle.

PROP UP OR REMOVE THE HOOD

We suggest removing the hood simply because the hood struts mount to the vehicles sway bar mounts. Once the sway bar mounts are removed, you'd need to find an alternate way to hold the hood up while working on the vehicle. Obviously access to the front of the engine will be easier as well. It is not a necessity but it will make the job easier.

Mark the outer circumference of the hood bolts with a marker or scribe to maintain proper alignment when reinstalling the hood. While someone holds the hood, remove the two 13MM bolts holding the hood hinge assembly to the hood. Remove the hood and put it in a safe place.

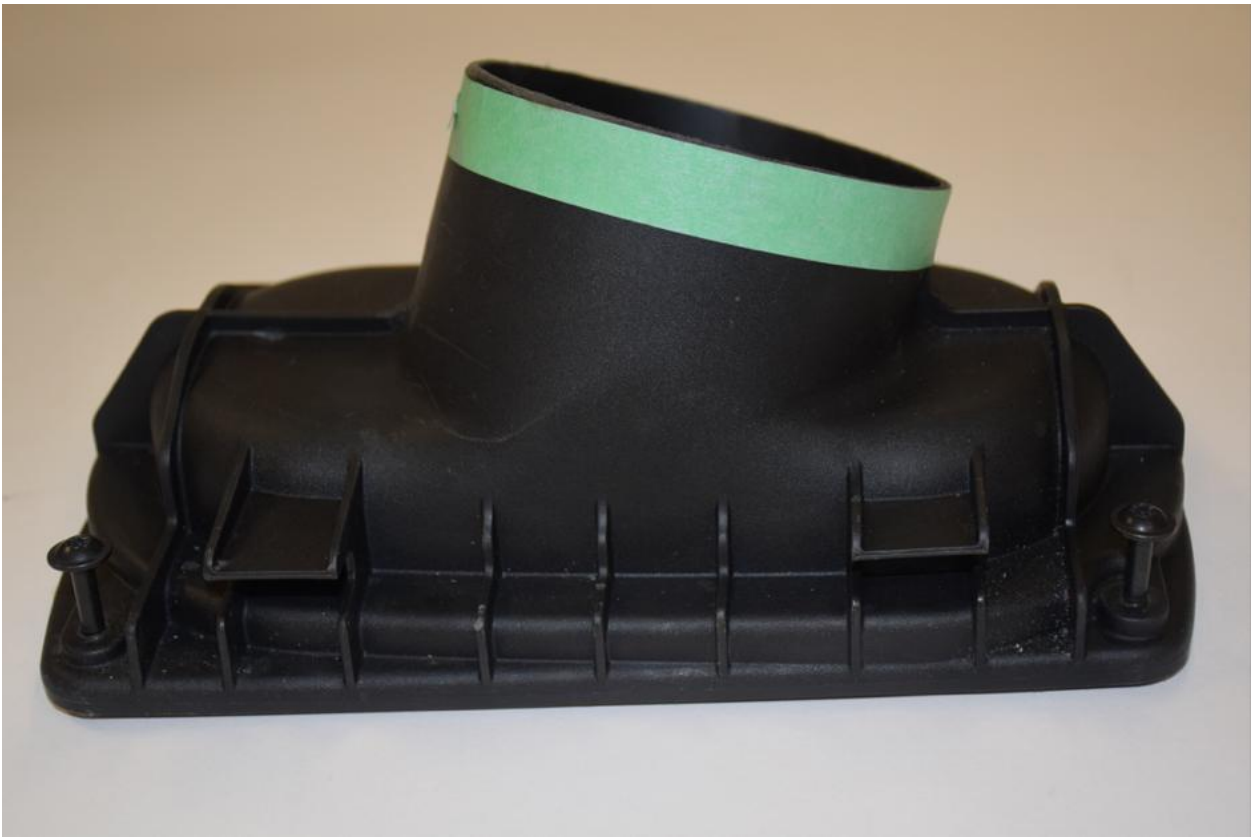
Alternately you can just disconnect the struts from the hood and prop the hood up with a piece of wood. A 1 X 2 or a broom stick works best. 41" seems to be about the right length. Wrap fold a shop rag around each end.

REMOVE THE STOCK AIR FILTER AND DUCTING

Remove the stock air inlet duct by removing the clamps at either end and releasing the quick-connect emissions fittings.

Remove the factory air filter cover and filter using a # 25 Torx bit. Remove the MAF sensor from the cover. Also remove the screen inside the air filter cover. It does not appear to be attached very securely and could possibly become detached with the increased airflow. Set The MAF sensor aside as it will be installed in its new location later in the installation process.

The neck of the filter cover will need to be cut off just below the MAF sensor mounting boss. You want this area to be as short as possible while leaving it long enough to attach a silicone coupler and clamp. We suggest you wrap a piece of 3/4 masking tape around the neck as close to the base as possible. This will guide you in cutting the plastic neck squarely. There are a couple of small ribs that will require sanding off to allow the hose to seat properly as well.



AIR FILTER COVER AFTER TRIMMING

SHORTEN THE RADIATOR HOSE

The factory radiator hose is shortened in order to clear the supercharger tubing. Drain the radiator into a clean container so the coolant can be reused. Remove the hose and trim approximately 2 ¼" from the bottom end of the hose. Cut the top of the hose just below the 2nd bend. Refer to the pictures below before cutting. Don't actually reinstall the hose until after the balancer and supercharger are installed. It will just be in the way.



SECTIONS REMOVED FROM RADIATOR HOSE



RADIATOR HOSE AFTER TRIMMING

REMOVE THE FRONT SWAY BAR

Raise the front end of the vehicle to gain access to the underside. Jackstands will be sufficient. Make sure the rear wheels are chocked, parking brake is engaged and there is no possibility of the car moving

Remove both front wheels.

Remove the large flat panel below the front fascia. A new one is included with your kit.

Remove the 18MM nut attaching the end link to the lower control arm using an 8MM wrench to stop the stud from spinning.



SWAY BAR END LINK REMOVAL

Locate the bottom of the hood strut and pop the retainer clip out as shown. Swing the strut assembly out of the way. If you've elected to leave the hood on the car, the strut will already be disconnected at the top and you can just remove the sway bar bracket with the strut attached.

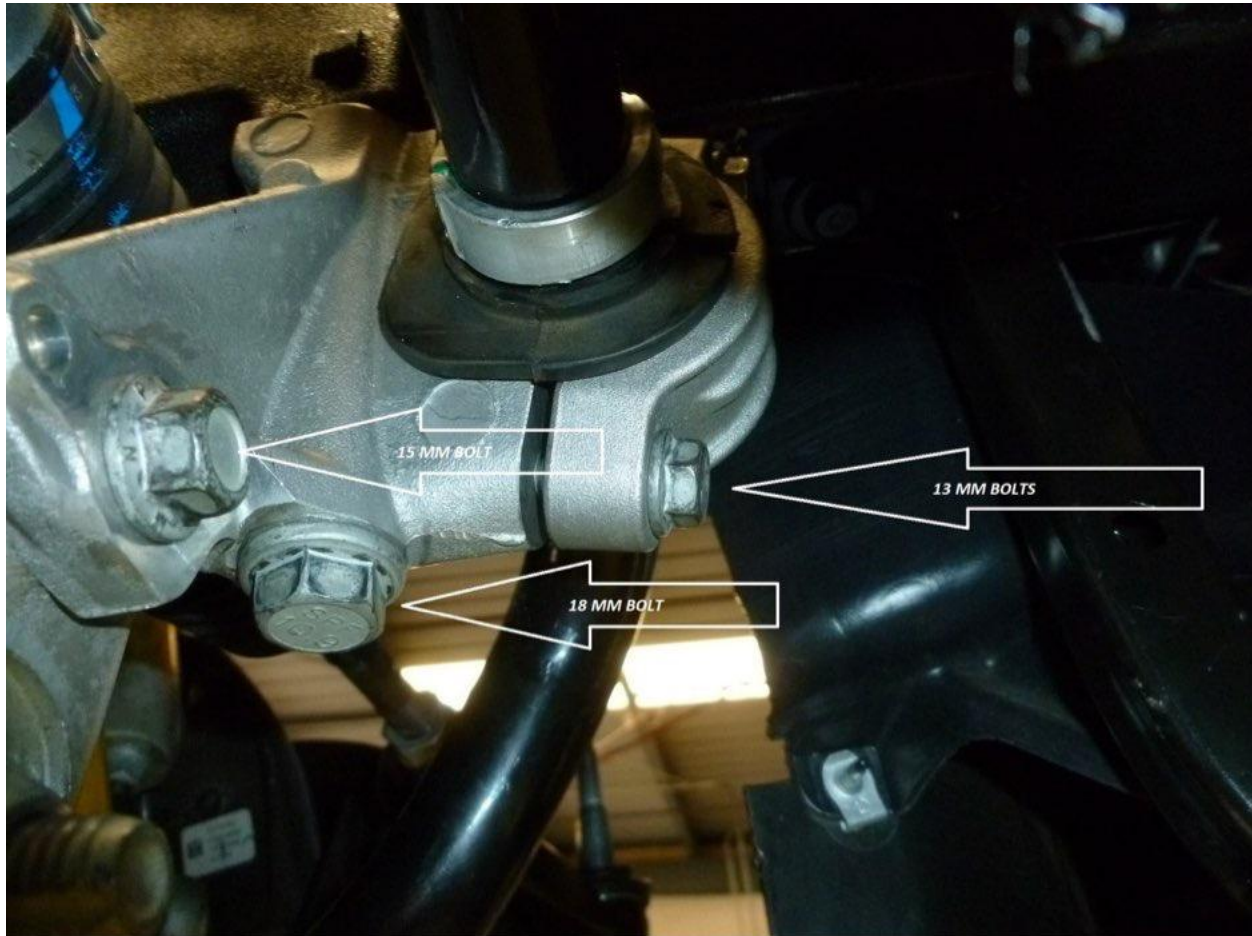


HOOD STRUT ATTACHED TO SWAY BAR MOUNTING BRACKET

Remove the two 13MM bolts holding the sway bar retaining cap to the mount assembly. The sway bar can now be removed from the car.

The sway bar mount assembly is removed by taking out the 15MM bolt attaching it to the engine cradle and the long 18 MM bolt attaching it to the frame.

Disconnect the small hose at the lower left of the radiator by popping the clip out of the quick connect fitting. This will make it much easier to get the sway bar out.



SWAY BAR MOUNTING BRACKET

REPLACE THE STOCK DAMPER WITH THE A&A SFI APPROVED DAMPER

The steering rack will be removed to install the A&A custom damper. Once the sway bar mounts are out of the way, the steering rack is extremely easy to remove. It really is a 10-15 minute job, at most. As a matter of fact, once everything is disconnected, you need to be careful that it doesn't actually fall out of the car.

Before attempting to remove the rack, make sure the wheels are straight. Do not allow the steering wheel to turn while the rack is disconnected. You might even tie the wheel straight

with a bungee cord or rope to make sure. Small movements are fine. Just don't let it spin a full turn.

Disconnect the wire harness plug from the power steering motor. Disconnect the harness plug from the fan assembly. Remove the two 10MM bolts holding the fan in place and lift it out. This is not necessary but we've found it easier to work with the added room afforded by taking the fan out of the car.

Remove the 18MM nuts at the end of the steering rack where the studs go through the spindles. If the stud spins, you may have to pry upwards on the tie rod end, pushing the tapered stud into the spindle to stop it. If the nut comes off but the stud is stuck in the spindle, leave the nut on loosely to protect the threads and tap it with a brass hammer or a piece of wood and a regular hammer.



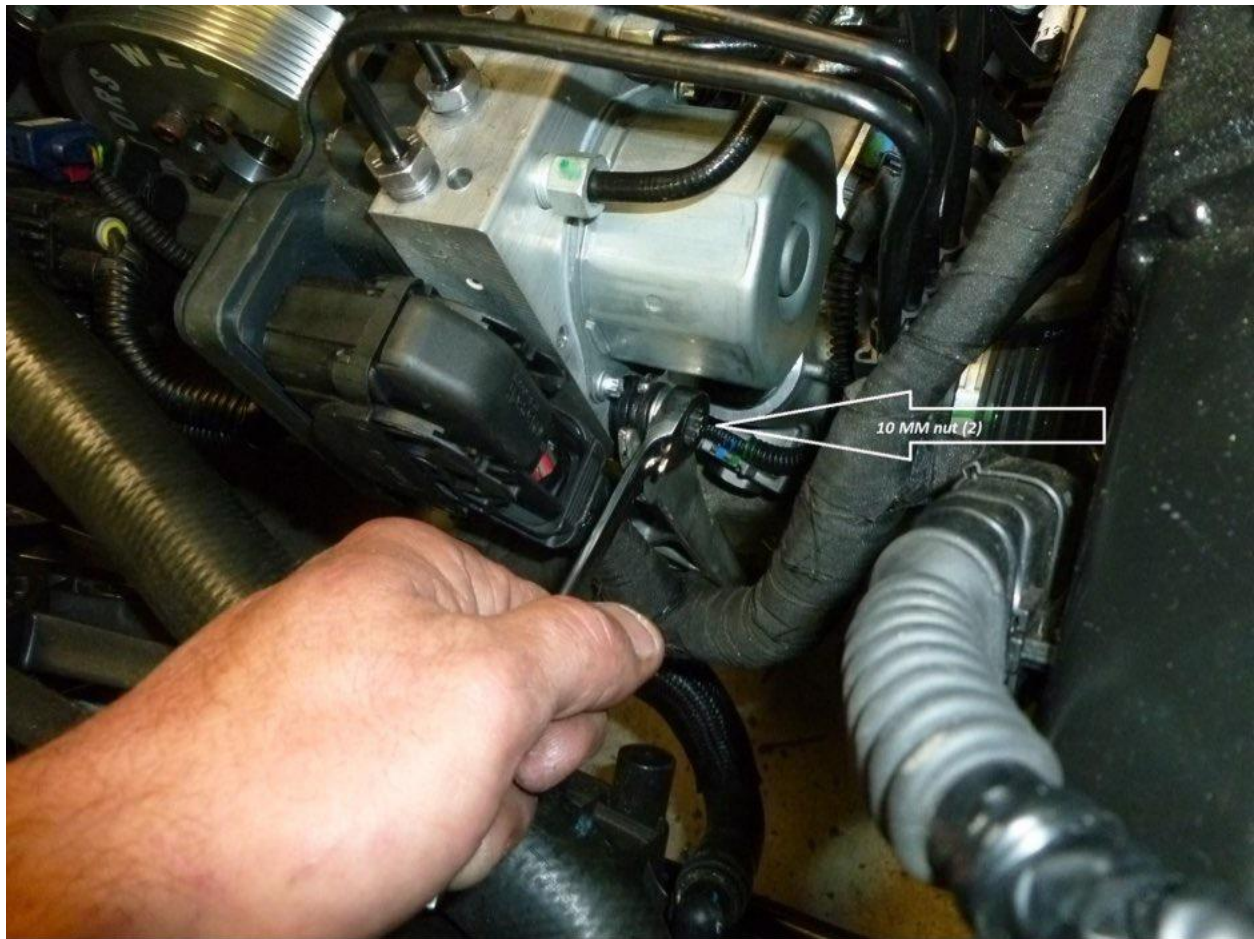
PRY UPWARDS ON TIE ROD END IF NEEDED TO STOP IT FROM SPINNING

Remove the 13MM bolt holding the steering shaft to the rack assembly. Slide (telescope) the steering shaft towards the firewall until you can disconnect it from the rack. Make sure the steering shaft and steering wheel do not turn once they are separated. The shaft must go back on the rack in the same relative position as it came off.



STEERING SHAFT COUPLER

Remove the factory ABS module mounting bracket by loosening the two 10 MM nuts on the outboard side of the module. The module will lift out of the bracket once the nuts are loose. Just lift the module slightly so it is free of the bracket. Now go below and remove the two 13MM bolts attaching the bracket to the engine cradle. The bracket can now be removed from the car.



ABS MODULE ATTACHMENT NUTS AND BUSHINGS

Remove the 18MM steering rack mounting bolts. The rack will now lift out of the car from the front. A slight movement to the left is all that is needed to clear one of the water hoses. Be careful that, once the mounting bolts are removed, the rack doesn't fall out.



LEFT SIDE STEERING RACK MOUNTING BOLT



RIGHT SIDE STEERING RACK MOUNTING BOLT

Remove the harmonic balancer bolt with a 24MM socket. A strong impact gun is best for this.

Install a standard 3 jaw balancer puller and remove the balancer. (These may be rented at most auto parts stores)