Bypass Adjustment
(If not already installed)

Bypass stop must be adjusted. Failure to do so can cause bypass valve to stick closed, overheating supercharger and causing CATASTROPHIC damage!

- There needs to be tension on the bypass lever in the closed position, so it slams back when you flip it. The bracket is slotted so most of the time you will be ¾ to max in.
- There will be one or two barbs on the bypass. One will be to engine vacuum and one will go to the inlet air tube or open to the atmosphere.
- At engine idle, the lever will be open in the up position. When you snap the throttle, it should slam shut with tension on stop.
- Bypass Actuator vacuum line should be replaced or blown out clean. The hose should be soft.

Troubleshooting for Boost Loss

- Belt tension should be 3/4 up on indicator - use Gates belt.
- Check for full throttle.
- Check AF ratio at WOT.
- Make sure you have 20" of vacuum. A larger CAM can lose vacuum & boost
- Do a clutch test. Put it on a steep hill and try to make the clutch slip in 3rd gear.
- Check bypass valve to make sure there's tension on the lever. Make sure it sucks open when you start the engine.
- Give me your pulley sizes to check for correct belt being used.
- Make sure caps are removed from bypass actuator.
- Lazy bypass – Slow leak

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