

Mercury Verado Superchargers

- 1) On Complete Rebuilds:
 - a. **ALL BEARINGS ARE REPLACED:** worn bearing noise is heard at ALL RPMS
 - b. **Drive Pin Replacement:** for low to mid RPM & rattle
- 2) **IMPORTANT:**
 - **Do not overfill engine oil.** The supercharger oil is circulated from the engine crank case. It is very important that the engine is pumping oil correctly to and through the supercharger.
 - **Monitor:** Air charge temperature after the supercharger & oil temperature on your gauges. If one or both run high, the blower will run hotter, possibly to the point of failure under long WOT periods. These early versions (2004-2014) can safely run 20 minutes at WOT at 6,000 rpms. Lower max RPMs extend that wide open run time.
 - **2015 & newer blowers were updated by Mercury with larger high flowing ports & liquid cooling. We are taking the early version blowers (2004-2014) & updating to the 2015 specs. We highly recommend this modification on the early models.**
- 3) **RECOMMEND:** Clean out air charge cooler for possible debris from damaged blower & oil build up. Clean out oil cooler.
- 4) Blower is fed oil from the engine, **so expect a little rattle at start up until oil pressure fills blower.**
- 5) To detect any engine oil leak, spray oil away with degreaser when engine is cool. Use only a degreaser that will quickly evaporate – ether starting fluid works well. **WARNING: Degreasers can be highly flammable and should only be used on cool engines.** Then run engine until oil leak is seen.
- 6) Engine oil change should be twice as often as normally recommended. Clean or replace oil filter.
- 7) On non-water-cooled superchargers that run WOT for long periods of time, an engine cover air scoop to cool the blower is recommended. Seller – Peaceful Sea Marine: 786-304-8014
- 8) It is not uncommon to have a noisy alternator that can sound like a blower issue. If possible, run blower with a short belt, minus alternator.
- 9) Verado engines have a common fault with the idler pulley that may lead to worse issues. Be sure to closely inspect it. If it doesn't seem perfect, replace it.
- 10) Need to check the carburetor to blower boot (isolator boot) for cracks or leaks. Also, the clamps need to be thoroughly inspected. They can rust and break.
- 11) MAPS (Manifold Absolute Pressure Sensor) should be inspected.

Notice: Verado low RPM gear drive noise is much louder than most due to gear style & wear patterns. This is normal.

