



Installation Instructions for:

Radix

INTERCOOLED SUPERCHARGER SYSTEM 2008 Hummer H3-Alpha



Step-by-step instructions for installing the best in
supercharger systems.



ATTENTION!
Your MAGNA CHARGER intercooler kit
is sensitive to corrosion!
Take care of it by using 50/50
anti-freeze with de-ionized water.

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INSTALLATION MANUAL

Magna Charger
Radix Intercooled Supercharger System
GM 6.0 liter engines

We encourage you to read this manual thoroughly before you begin work, for a few reasons:

A quick parts check to make certain your kit is complete (see shipper parts list in this manual). If you discover shipping damage or shortage, please call our office immediately.

Take a look at exactly what you are going to need in terms of tools, time, and experience.

Review our limited warranty with care.

Make sure to have 91 or higher octane fuel in the tank prior to Supercharger installation.

When unpacking the supercharger kit DO NOT lift the supercharger assembly by the black plastic bypass actuator. This is pre-set from the factory and can be altered if used as a lifting point!

Tools Required



Safety glasses



Metric wrench set



1/4" drill bit



1/4", 3/8", & 1/2" drive metric socket set (standard and deep)



8mm hex (Allen) wrench



3/8" and 1/2" drive, foot pound and inch pound torque wrenches



Belt tensioner wrench or 1/2" breaker bar



7/32" socket



Drill and 5/16" drill bit



Phillips and flat head screwdrivers



Fuel quick disconnect tools (included in kit)



E5 internal Torx socket



Small or angled 3/8" drill motor



Drain pan



Compressed air

Important

Our Magna Charger kits are designed for stock engines, with stock components, in good mechanical condition only. Installation on worn or damaged engines is not recommended and may result in engine failure, for which we naturally can't be responsible. Magna Charger is not responsible for the engine or consequential damages.

Aftermarket engine re-calibration devices that modify fuel and spark curve (i.e.. programmers) are not recommended and may cause engine damage or failure. If you have any questions, call us!



Caution: Relieve the fuel system pressure before servicing fuel system components in order to reduce the risk of fire and personal injury. After relieving the system pressure, a small amount of fuel may be released when servicing the fuel lines or connections. In order to reduce the risk of personal injury, cover the regulator and fuel line fittings with a shop towel before disconnecting. This will catch any fuel that may leak out. Place the towel in an approved container when the job is complete, and of course, no smoking.

Magna Charger strongly recommends the following:

- Clean your engine compartment before starting any engine disassembly.
- You must have a clean fuel filter - check and replace as needed before installation.
- You must have a clean air filter - replace every 10,000 miles.
- OE type / Stock spark plugs and stock plug gap is recommended.
- **Start with and use *ONLY* 91 octane fuel or higher in the tank.**

After you finish your installation and road test your vehicle, please fill out and mail the limited warranty card, so we can add you to our files (this is important for your protection).



Please remember to follow all safety rules that apply when working, including:



Wear eye protection at all times.



Do not work on a hot engine.



Be careful around fuel - use shop towels to catch any spills and dispose of towels properly.



1. First off, refer to the included Flashpak manual and flash the Hummer's computer with the updated calibration for the supercharged system. Should you receive an error code, contact us before proceeding.



2. With a 10mm wrench disconnect the negative (-) battery cable and wrap the terminal end with electrical tape. Ensure that the cable is far enough away from the battery, that it does not accidentally touch the battery and make contact during the installation.



3. Relieve the pressure in the fuel tank by removing the fuel filler cap.



4. On the right (passenger) side of the intake manifold, locate the fuel pressure test port. **CAUTION!** The fuel in the system is under pressure! Relieve the pressure in the fuel system by depressing the check valve with a screwdriver and collecting the fuel with a shop towel. Magnuson Products recommends that you wear eye protection to avoid injury.



5. When the engine is cool, slowly remove the radiator reservoir cap. Do not remove the cap if the engine is still hot or serious injury may result.



6. Remove the engine oil cap. This cap needs to be removed before removing the engine cover. Put aside, this cap will be reused.



7. Remove the engine cover completely, as it will not be reused. After removing the engine cover, replace the Oil Cap to ensure no debris gets dropped into the engine.



8. Loosen the air tube clamp with a 8mm nut driver.



9. Loosen the Mass Air Flow meter (MAF) clamp with a 8mm nut driver.



10. Remove the PCV vent pipe from the front, top barb of the passenger (right) side valve cover.



11. Remove the Air tube complete with the PCV vent pipe from the vehicle. It will not be re-used.



12. Unplug the Mass Air Flow meter (MAF) connector by pulling up on the gray release trigger and the squeezing the connector.



13. Disconnect the eight fuel injector connections by gently pulling up on the gray plastic release trigger on the connector and then pulling firmly on the connector itself.



14. Disconnect Electronic Throttle Control (ETC) connector from the throttle body by removing the gray plastic locking tab first, then squeeze and pull free the ETC connector itself.



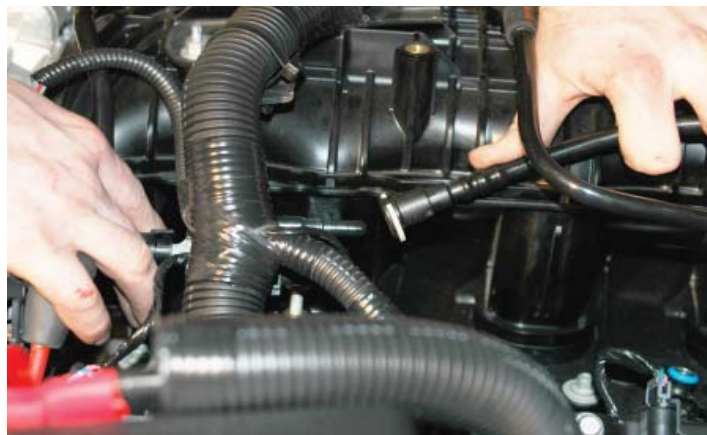
15. Disconnect Manifold Absolute Pressure (MAP) connector from the sensor on the top of the intake manifold and pull the connector free.



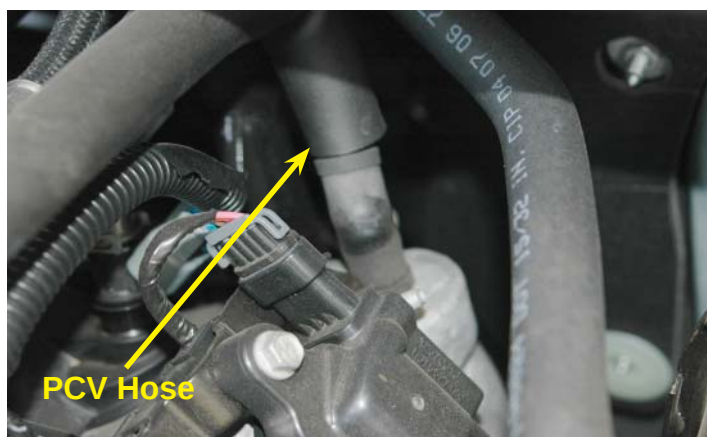
16. Disconnect the evaporative purge solenoid EVAP connector located on the top of the driver (left) side fuel rail, by raising the black plastic retaining clip and then pull free the connector itself.



17. Disconnect the EVAP vent tube from the solenoid by squeezing the retainer, then release the tube from the solenoid located on the top of the fuel rail on the driver (left) side. Move tube to the side so that it is out of your way during the installation.



18. Remove the Positive Crankcase Vacuum (PCV) hose from the barb at the rear of the valve cover on the driver side.



19. If your vehicle is so equipped, remove the power brake hose and check valve from the brake booster.



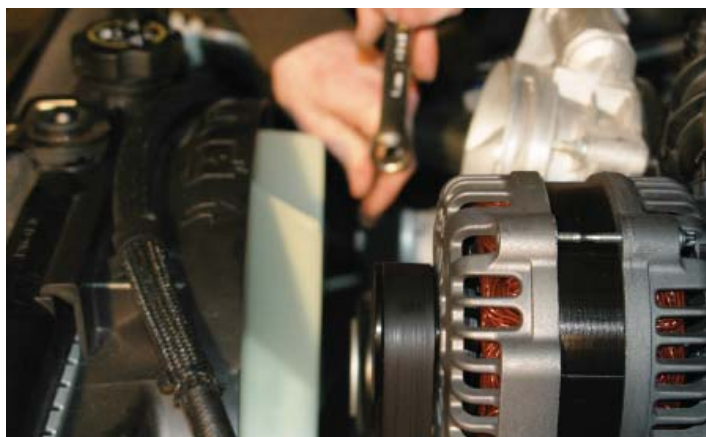
20. With the fuel rail disconnect tool supplied, remove the fuel lines from the fuel rail. **USE CAUTION!** The system may be under pressure. Avoid open flame or other sources of ignition. As recommended earlier, Magnuson Products recommends use of eye protection.



21. Disconnect the positive (+) battery cable from the back of the alternator with a 10mm wrench. Make sure that you have completed step #1, or serious damage or injury may occur.



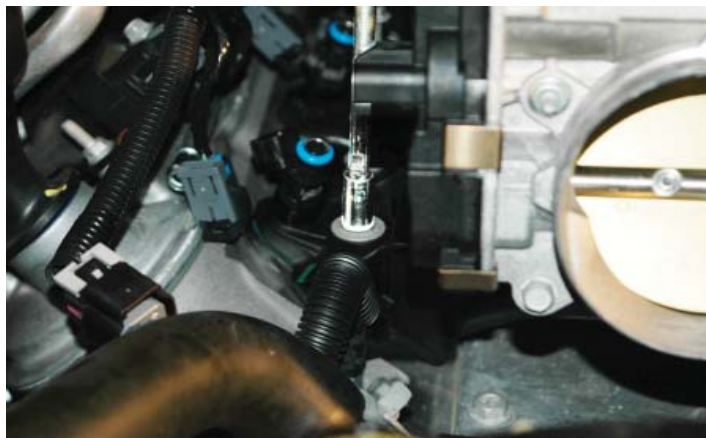
22. Using a 15mm tensioner wrench or breaker bar, remove the stock serpentine belt from the vehicle. The belt will not be reused.



23. Use a 15mm socket wrench to remove the two bolts holding the alternator to the alternator bracket and then remove the alternator. Put aside bolts for reinstallation later.



24. Using a 8mm socket wrench remove the ten intake manifold bolts, there are 5 on each side of the manifold.



25. Carefully remove the intake manifold assembly and set aside. Make sure there is no dirt or debris on the manifold when removing from the heads.



26. Using a vacuum cleaner, remove any dirt or debris from the intake port area. (Be careful not to get any dirt in the intake ports.)



27. Cover the intake ports with tape or clean rags to keep dirt and objects from entering the engine. (Remember, be clean.)



28. As it will be necessary to drain the cooling system and the H3 has no drain on the radiator, loosen the two bolts that secure the thermostat assembly with a 10mm socket wrench. Catch the coolant in a drain pan for reuse. Re-tighten the thermostat bolts after draining is complete.



29. Remove the steam vent hose from the steam pipe by squeezing the clamp with a pair of pliers and pulling the hose free.



30. Using a 10mm socket wrench remove the two coolant vent pipe bolts.



31. Remove the vent pipe assembly. (Make sure that the O-ring gaskets did not stick to the cylinder heads, if so remove them.)



32. Using a 15mm socket wrench remove the three bolts holding the factory belt tensioner to the bracket and remove the tensioner. Bolts will be used in a later step.



33. It will be necessary to make clearance on the alternator mount casting for the new manifold to fit properly. The new manifold should not touch the alternator mount. These modifications can be easily done with the mount in place.



34. For clarity this mount is shown removed from the engine. Using a marking pen and a straight edge, mark a line as shown on the top surface of the of the alternator mount. Start the line at the drivers (left) rear corner of the idler mount and then to the right rear corner of the alternator mount. Continue the line at an angle for a distance of about 1-1/4" to the back edge of the casting behind the alternator mount. Using a suitable grinder and eye protection, remove the material up to the line.



35. On the back surface of the alternator mount, mark approximately 3/8" as shown, and remove this shaded area.



36. Here is what your finished alternator mount should look like.



37. Install the new O-ring gaskets onto the coolant vent pipe bases using some of the Lubriplate lubricant supplied.



38. Using the stock bolts previously removed, install the new coolant vent pipe supplied. Ensure that the O-ring gaskets are installed correctly. Torque the bolts with a torque wrench and 10mm socket to 106 lb-in. **VERIFY** that your torque wrench is set to inch pounds, and not foot pounds!



39. Disconnect the electric plug at the oil pressure sensor.



40. Remove the Oil Pressure Transmitter with a 28mm socket wrench.



41. Remove the engine valley cover and gasket by removing the ten bolts with a ratchet and 13mm socket.



42. The gasket will be re-used, the original valley cover and bolts will not. Inspect the gasket for any damage and then reinstall. Note: It will only fit correctly in one position.



43. Using a small straight blade screwdriver, remove the 8 O-rings from the underside of the engine valley cover and transfer them to the grooves in the bottom of the new cover.



44. Install the new engine valley cover and flathead bolts supplied with a 5mm Allen socket and torque the bolts to 18 lb-ft. Insert the six new O-rings supplied in kit in the recesses in the new valley cover.



45. Install the Oil Pressure Transmitter in the new valley cover with a 28mm socket and torque it to 15 lb-ft.



46. **IMPORTANT!** If your vehicle comes with this stud-nut mount by your valley cover, cut the stud off flush with the top of the nut, or replace the stud with a bolt. (For a closer view of the stud-nut explained above, please look at the next step/image.)



47. This close-up image points to the possible stud-nut location by the valley cover.



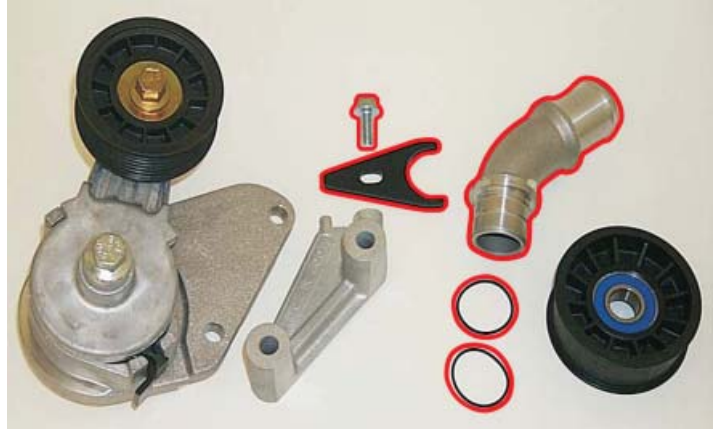
48. Re-connect the oil pressure transmitter electrical connector.



49. Remove the steel bracket on the rear of the left cylinder head with a 15mm wrench, the bracket will not be re-used.



50. Here are the new components for the water pump outlet and tensioner assembly. Note: 2007-year vehicles will not use the parts highlighted in red.



51. You will need to modify the tensioner stand-off bracket as shown.



52. In the original tensioner location, mount the modified tensioner standoff with the new tensioner assembly on top of it. Use only the two long mounting bolts, the third shorter bolt will not be reused. Replace the factory idler pulley mounted on the alternator bracket with the new pulley supplied. Tighten the mounting bolts and with a 15mm socket and torque wrench to 40 lb-ft.



53. On the top of the of the stock intake manifold remove the Manifold Absolute Pressure (MAP) sensor by first removing the retaining clip.



54. Remove the stock MAP sensor from the stock intake manifold by pulling back on the two tabs and lifting the sensor out. Ensure that the orange MAP sensor seal is not damaged, as it will be used.



55. Put some of the Lubriplate lubricant (supplied) on the MAP sensor seal and press the MAP sensor into the provided hole in the supercharger manifold as shown.



56. Using a 4mm Allen wrench, install the MAP sensor retaining clip with the provided 6mm button head screw as shown.



57. Install the intake manifold gaskets supplied into the recesses on the supercharger manifold face. Ensure that the gaskets are fully seated.



58. Using some of the Lubriplate lubricant supplied, install the O-ring into the recess on the fuel rail. Install the fuel manifold onto the fuel rail. Take care not to pinch the O-ring.



59. Torque the fuel manifold bolts to 106 in-lbs using a 10mm socket and torque wrench. Verify that your torque wrench is set to in-lbs and not ft-lbs for this step!



60. Using a 10mm socket wrench remove the stock throttle body from the stock intake manifold.



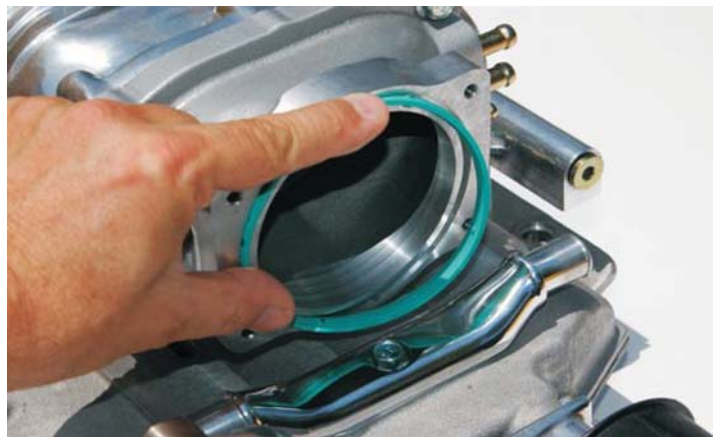
61. Next, using a #5 internal Torx socket remove the mounting studs from the stock intake manifold.



62. Remove the throttle body O-ring from the intake manifold.



63. Install the throttle body O-ring into the inlet manifold groove on the supercharger assembly.



64. Install the studs removed in the previous step into the new supercharger inlet manifold using a #5 internal Torx socket and wrench (lightly tighten).



65. Remove tape from the cylinder head port faces and lubricate the surfaces with silicone spray or soapy water. Do not use any petroleum-based products that could damage the port gaskets. Ensure that hoses, cables, and wires are out of the way in preparation for the next step of installing the Magnuson Supercharger.



66. Using an assistant, carefully lower the supercharger and manifold assembly into place. Ensure that hoses and wires are out of the way. **CAUTION: DO NOT** use the black Bypass canister to lift the assembly, or damage will result. Use care not to damage the port gaskets.



67. Remove the split-looms that support some of the manifold to cylinder head bolts. Start all ten bolts by hand to ensure proper alignment of the manifold.



68. Torque all ten bolts that secure the manifold to the cylinder heads gradually and evenly to a torque of 89 lb-in. Use a 10mm socket and torque wrench. Verify that your torque wrench is set to in-lbs and not ft-lbs for this step!



69. Push the fuel line connectors on to the fuel manifold. Ensure that the fuel line is pushed all the way on. Pull on the connectors to check that they are secure, you should not be able to remove the connector unless you use the removal tool. Use the factory supplied retainer clip.



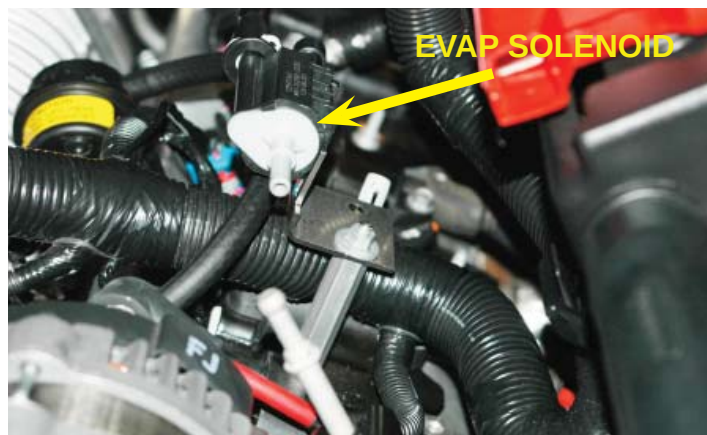
70. Remove the EVAP solenoid from the mounting bracket on the driver side fuel rail by pushing down on the locking tabs before pulling.



71. Locate the 2nd mounting stud for the D.S. coil bracket (behind the alternator). Install the provided 2-1/4" spacer onto the stud.



72. Next install the EVAP solenoid onto the provided bracket and secure it to the spacer with stock 6mm nut.



73. Now connect both the stock EVAP line and the electrical plug onto the EVAP Solenoid.



74. Take the remaining stock EVAP line and cut out one of the quick-disconnect 90° fittings.



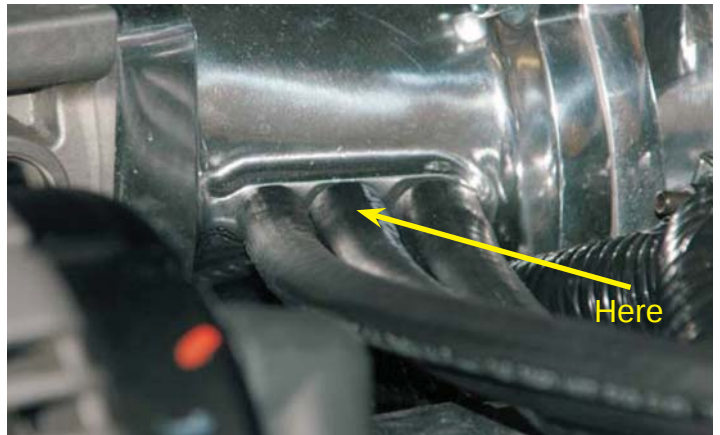
75. Insert the 90° fitting into the provided 3/8" hose. Trim this hose so that it is 6" in length.



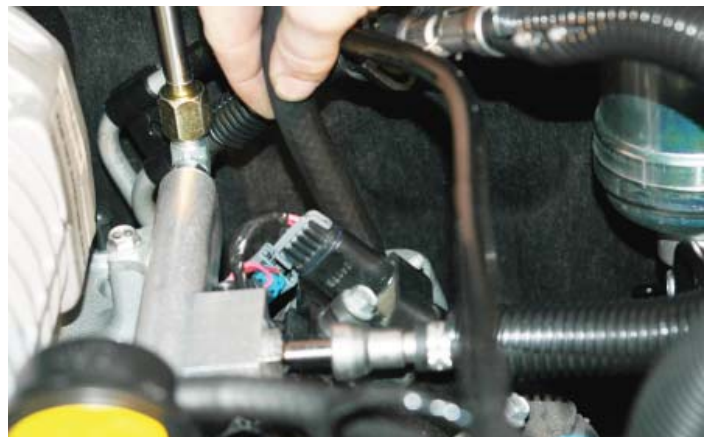
76. Plug the 90° fitting onto the EVAP solenoid.



77. Route the remaining hose end and connect to the center 3/8" barb on the Supercharger inlet.



78. Take the remaining 3/8" hose and cut a piece 20" long. Connect one end to the PCV barb located at the rear of the drivers side valve cover. Connect remaining end to the open 3/8" barb on the Supercharger inlet.



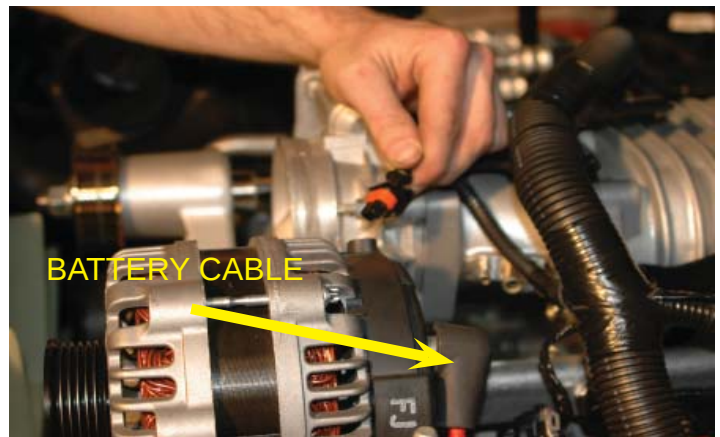
79. Connect the factory steam vent hose removed in step #36 to the new steam pipe. Secure this end with the new #6 clamp supplied.



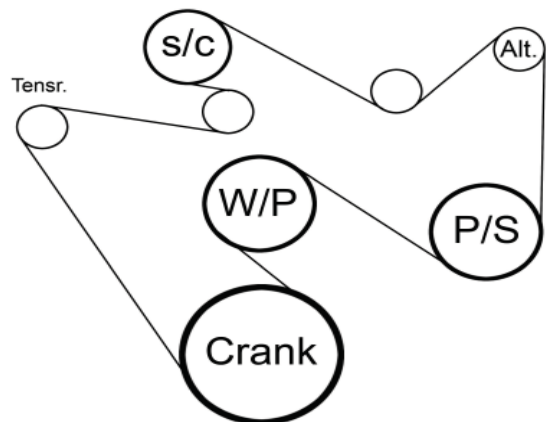
80. Install alternator on the stock bracket and torque the fasteners to 40 ft-lb using the bolts removed in prior step.



81. Re-attach the battery cable to the alternator terminal and cover them with the rubber boot. Plug in the small electrical connector that goes to the top of the alternator.



82. Use a 15mm tensioner wrench to compress the tensioner and then install the new drive belt using the diagram shown.



83. Using a 10mm socket wrench, remove the (6) fasteners that retain the grill to the vehicle.



84. The grill also clips in around each headlight. Carefully pull on the grill by each headlight. Once grill is loose, set aside for reinstallation in a later step.



85. With a 10mm socket wrench, remove the factory horn from the radiator support. Unplug the electrical connection and set aside for now.



86. Next remove the brace that connects the lower radiator support to the hood latch bracket. Use a 10mm socket wrench to remove the (2) upper bolts.



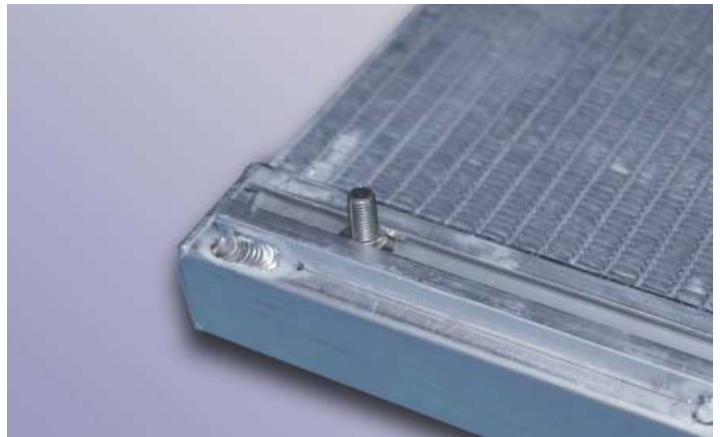
87. Now there are also (2) bolts that secure the brace to the lower radiator support. Remove these with a 13mm wrench. Remove all wiring from brace and set aside for later reinstallation.



88. Here are the components to mount the Heat Exchanger.



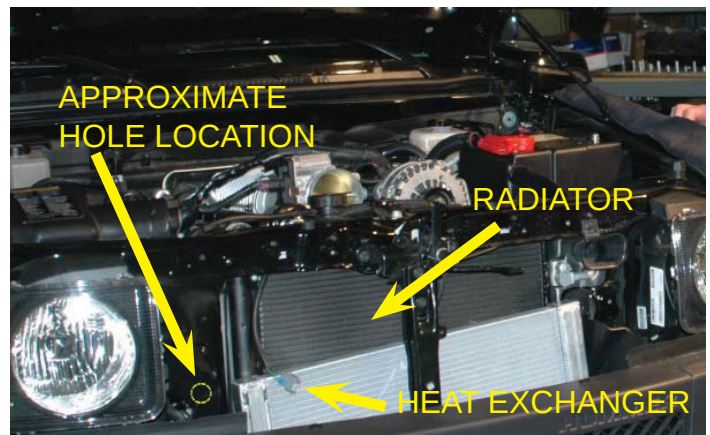
89. Now take the "T" bolts supplied and install into the "T" channel on the heat exchanger. Install the bracket so that it is flush with the top of the "T" channel and secure in place with the nuts provided.



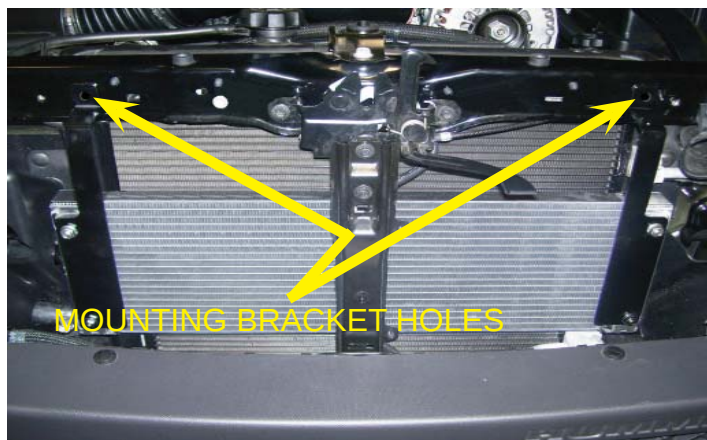
90. Now take a 7" piece of the rubber strip provided and apply it to the backside on the end of the tank that has the barbs on it.



91. Now test fit the Heat Exchanger to the truck. Mark the plastic on the passenger side where the hoses will need to pass through. Drill between a 1" to 1-1/4" hole for the hoses to pass through.



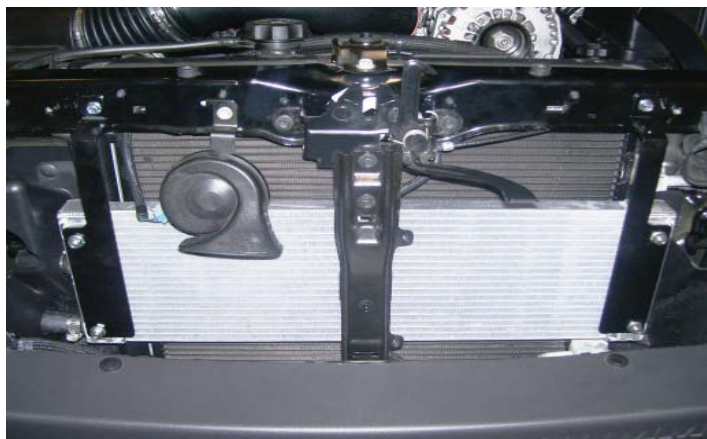
92. Next mark your upper holes to mount the Heat Exchanger brackets to the upper radiator support. Drill with a $\frac{1}{4}$ " drill bit. NOTE: Be careful when drilling, you may want to place a piece of wood behind your intended drill hole, this will help prevent any damage to the A/C Condenser during this drilling procedure.



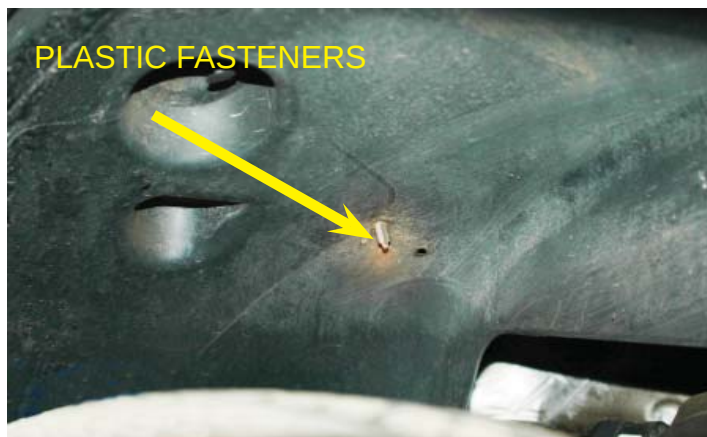
93. Using a 10mm socket wrench, take the supplied 6mm x 16mm bolts and 6mm nuts and through bolt the Heat Exchanger bracket to the radiator support.



94. Go ahead and reinstall the hood latch support brace, the wiring clip into the hole on the brace, and the horn at this time. Here's how the Heat Exchanger should look when everything has been mounted.



95. Remove the passenger side inner fenderwell. To do this, remove the connecting plastic fasteners that secure the fenderwell.



96. Using the Reservoir Bracket as a pattern, mark the (2) holes on the sheet metal fender well (between the airbox and windshield washer reservoir) that need to be drilled. Use a $\frac{1}{4}$ " drill bit for this step.



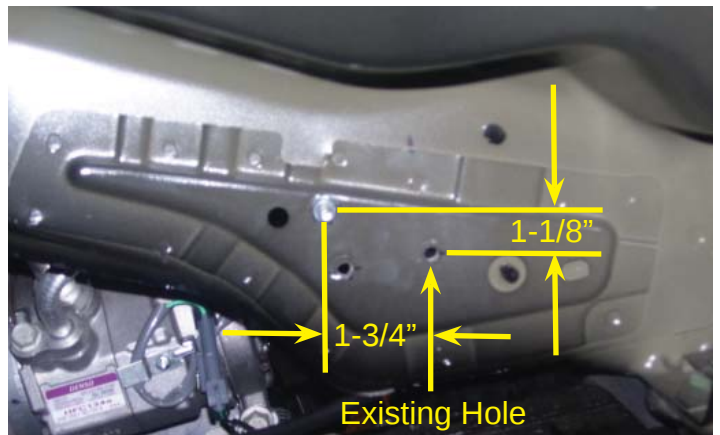
97. Secure the new Reservoir Bracket with the (2) 6mm x 16mm bolts and (2) 6mm nuts provided. Tighten with a 10mm socket wrench,



98. Using the supplied 6mm x 10mm bolts, secure the reservoir to it's bracket.



99. Next using the $\frac{1}{4}$ " drill bit, drill a hole in the passenger side inner fender as shown. Dimensions are center to center.



100. Here is the Intercooler Pump and it's mounting hardware. See last page for Intercooler hose routing diagram before proceeding.



101. Here is the pump mounted on the fender. NOTE: As you tighten up the pump, make sure the outlet barb is pointed towards the front of the vehicle.



102. Trim 1" off the end of the hose as shown, and install the hose-mender in the other. Secure hose-mender with squeeze clamp provided.



103. Now install the "U" hose onto the Intercooler Reservoir and secure with hose clamp.



104. Next, take the 90°x 36" molded hose, test fit between the Heat Exchanger and Intercooler pump outlet barb. Trim both ends to fit, taking care to avoid any kinking of the new hose.



105. Install the 90° end onto the upper barb on the heat exchanger, and secure with the #10 hose clamp supplied. Run the other end of the hose through the bulkhead and connect it to the Intercooler pump outlet barb.



106. Now take the leftover hose (trimmed from the long end of the 90°x 36" hose), and install onto the inlet barb on the Intercooler Pump.



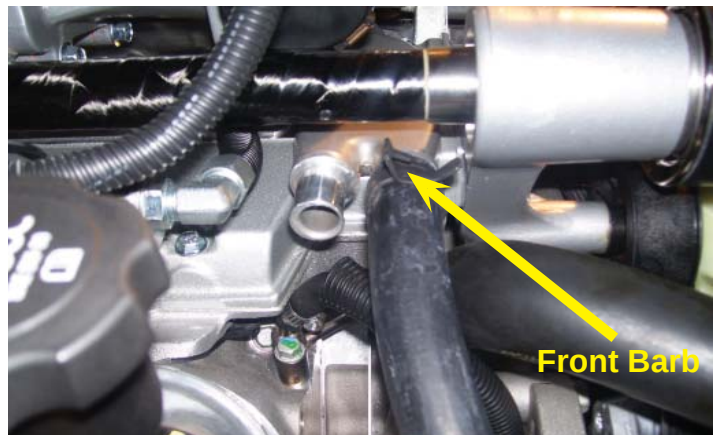
107. Route the other end of this hose to the hose-mender at the end of the hose coming from the reservoir, secure with hose clamp.



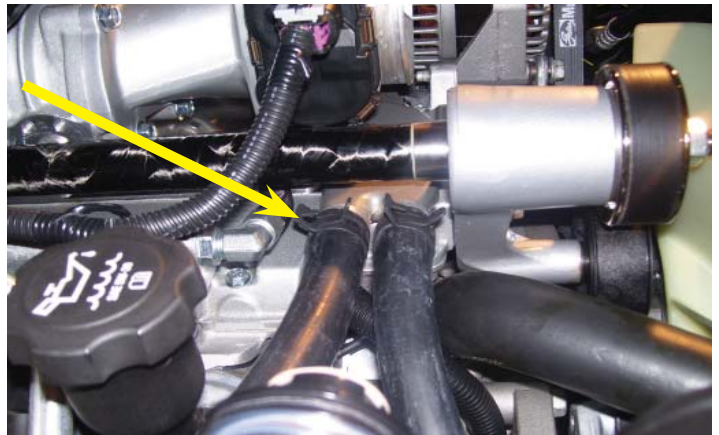
108. Now install the 90°x 60" hose onto the lower barb on the Heat Exchanger and secure with #10 hose clamp.



109. Route this hose through the radiator support and connect it to the front barb on the Coolant Manifold after trimming off excess and secure with hose clamp.



110. Using the extra hose from the previous step, connect one end to the remaining barb on the Coolant Manifold and clamp.



111. Route this hose over to the Intercooler Reservoir. Trim as needed and secure with provided hose clamp.



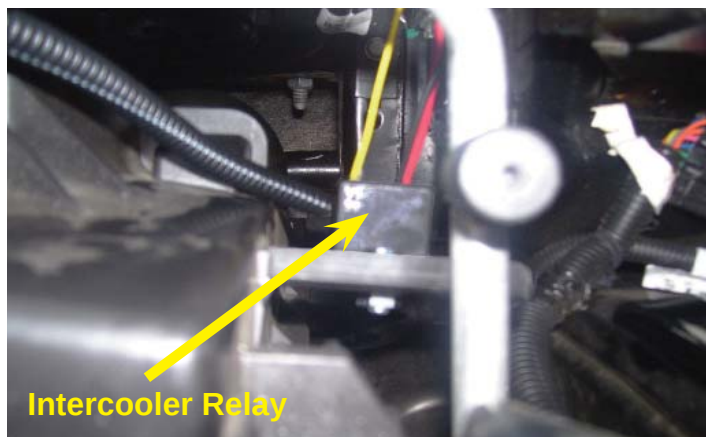
112. Reinstall the grill at this time using all the factory hardware.



113. Locate the plastic tab on the driver's side of fan shroud. Drill a ¼" hole through this plastic tab.



114. Mount the Intercooler relay to the shroud with the supplied 6mm x 10mm bolt and 6mm nut.



115. Remove the cover from the fuse box (located in front of the battery on the drivers side of the vehicle).



116. Locate the fuel pump fuse. This is in fuse slot #3 and is a 15 amp fuse. Remove this fuse from the holder.



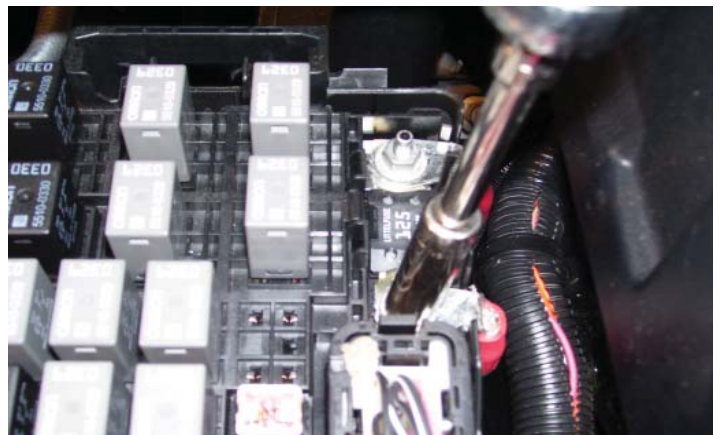
117. Install the fuse tap onto one leg of the fuse, and reinstall the fuse into slot #3.



118. Crimp the fuse tap connector onto the yellow wire on the Intercooler Relay. Route the wire into the fuse box and connect it to the fuse tap previously installed.



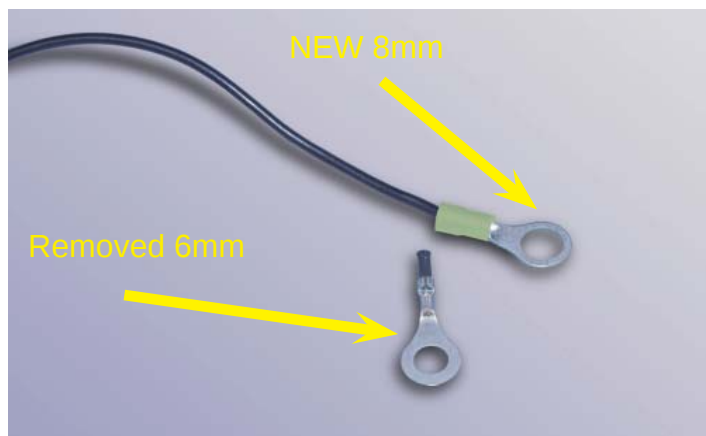
119. Using a 12mm socket, remove the B+ connection in the fuse box. Install the fused red wire onto the stud and reinstall the nut.



120. You can now reinstall the fuse box cover.



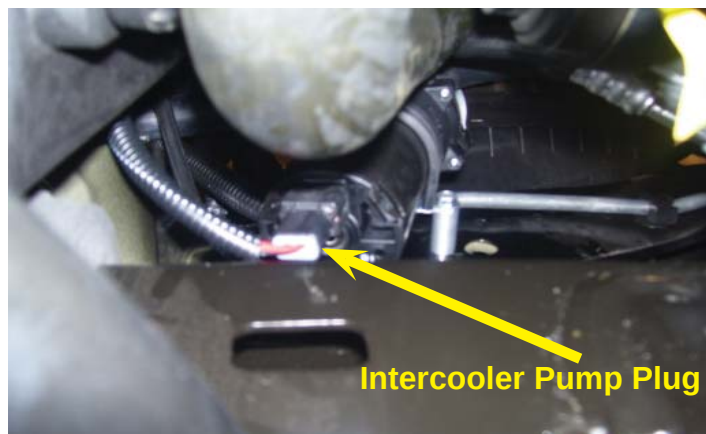
122. Now replace the 6mm eyelid on the black wire with the 8mm eyelid supplied.



122. With a 13mm wrench, remove one of the bolts on the side of the alternator bracket. Install ground wire on the bolt and reinstall.



123. Next route the Intercooler Pump plug over the fan shroud and down to the pump. Plug in this connection at this time and secure the wires with zip ties.



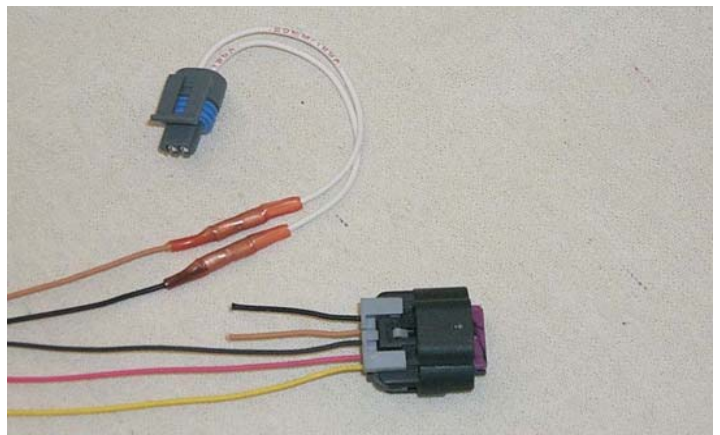
124. Remove the wiring harness mounting bracket from the harness.



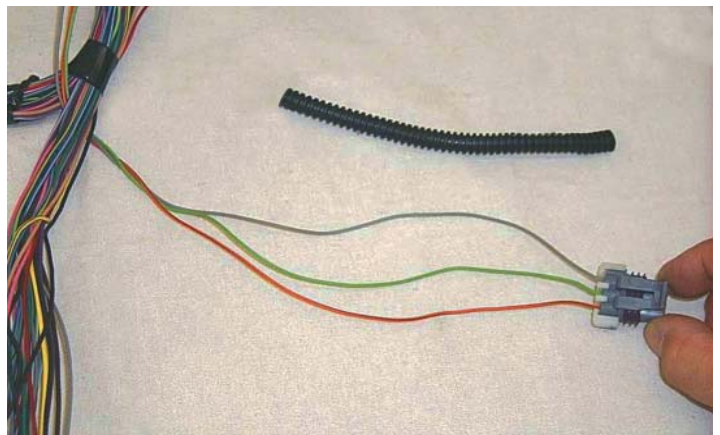
125. Locate the MAF connector on the wiring harness, and find the Light Blue and Black wires that are next to each other on the connector. These are the Intake Air Temperature (IAT) circuit. Cut these wires approximately 1" back from the MAF connector.



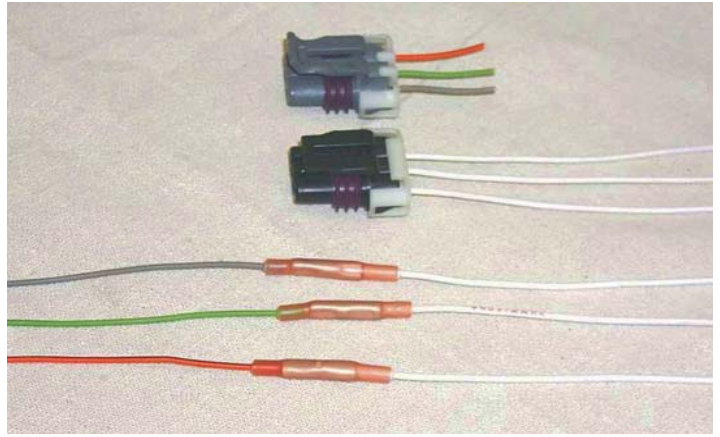
126. Using the new IAT harness, and crimp/shrink connectors supplied, connect either white wire of the new harness to the light blue wire and the black wire that runs to the vehicles computer. The wires to the MAF connector will no longer be used. Strip about 1/4" of insulation from the ends of the solid black and light blue wires to the computer and the IAT harness, then crimp the connectors on. Using a heat gun or blow dryer set on HIGH; shrink the insulation on the connectors so that it contracts around the wires completely. You MUST shrink the insulation, as crimping the connectors is not enough to secure them! Re-cover the remaining MAF wires with the 1/4" split loom and tape.



127. Locate the MAP connector on the harness. Remove the black tape and split loom from the MAP connector and wires. Viewing the connector from the top or clip side note the location and colors of the three wires on the connector, orange/black on the left, green center and gray on the right. Approximately 1" behind the connector cut these three wires.



128. Install the new MAP harness to the orange/black, green and gray wires using the crimp/shrink connectors supplied. The new harness wires are all white, so care must be taken so the new white wires are in the same positions as the colored wires on the original connector. Strip about 1/4" of insulation from the ends of all the wires. Crimp the connectors on and shrink the insulation so that it contracts around the wires completely.



129. Re-secure the harness to the mounting clamp near the driver side (left) coil pack.



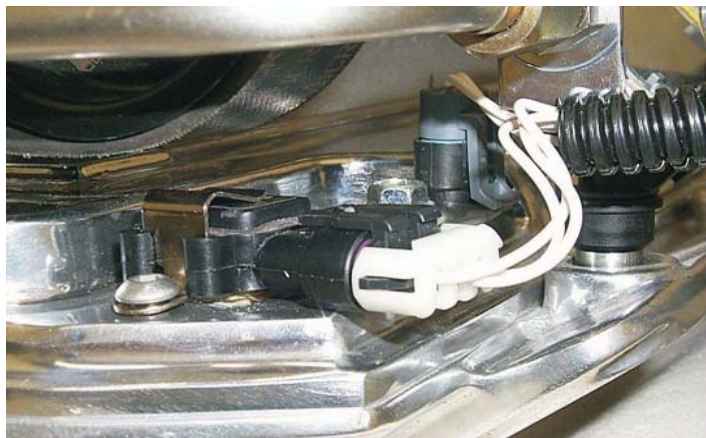
130. Route the main wiring harness over the Supercharger inlet. Using the (2) adel clamps supplied, secure harness to the Supercharger by using the top Supercharger inlet bolts. NOTE: Do one at a time and torque bolts to 20 ft-lbs, make sure your torque wrench is set appropriately!



131. With the wiring harness routed over the supercharger inlet, mount the throttle body using the original nuts and bolts: Torque to 106 in-lbs. NOTE: This is inch-lbs, check your torque wrench setting.



132. At the rear of the supercharger on the passenger side, plug in the new MAP and IAT connections.



133. On the driver side (left) of the engine, re-connect injectors #1, #3, #5, #7.



134. On the passenger (right) side of the engine, re-connect the injectors #2, #4, #6, #8.



135. Reconnect the Electric Throttle Control (ETC) on the throttle body.



136. Here is the new air tube and mounting components.



137. Assemble the air tube as shown. Note: The PCV barb located on the bottom of the air tube.



138. Install the air tube to the throttle body. Do not tighten the clamps completely at this time.



139. Connect the end of the air tube bellows to the MAF unit.



140. Ensure that the “foot” of the air tube is in contact with the shaft support by pressing down on the air tube. Tighten all the clamps at this time.



141. Connect one end of the 12” length of 3/8” hose to the barb on the passenger (right) side valve cover.



142. Connect the remaining end of the 3/8” hose to the PCV barb on the air tube.



143. Replace the battery negative (-) cable on to the battery. Tighten the clamp with a 10mm wrench.



144. Install the RADIX SS Vacuum Routing Diagram, Intercooler/Belt routing information and Premium Fuel stickers on the radiator shroud.



145. Re-fill the radiator reservoir and then fill the intercooler system with a 50/50 mixture of coolant and water. Check system periodically for fluid level.



146. Start the vehicle for 5 seconds and shut off, once again check for fuel leaks and fan-supercharger belt alignment. Check radiator and intercooler reservoir levels.



147. Test-drive the vehicle for the first few miles under normal driving conditions, listen for any noises, vibrations, engine misfire or anything that does not seem normal. The supercharger does have a slight whining noise under boost conditions, which is normal.



148. Re-check the intercooler reservoir coolant level regularly over the first 1000 miles, top level off as needed.



149. After the initial test drive gradually work the vehicle to wide open throttle runs, listen for any engine detonation (pinging). If engine detonation is present let up on the throttle immediately. Most detonation causes are low octane gasoline still in the tank.



If you have questions about your vehicles performance, please check with your installation facility or call Magna Charger at (805) 289-0044, Monday through Friday, 8am to 5pm Pacific Time.

NOTES:

1. To avoid potential damage to your engine, make sure that you start with and use ONLY 91 octane or higher fuel in your Supercharged vehicle.
2. Some of the photographs in this manual were taken in our studio for the purpose of enhancing clarity. As such the Supercharger and some parts shown may not be the actual unit installed on the vehicle. All efforts have been directed toward creating a comprehensive, complete explanation of the steps required. Your comments are welcome, email to: tech@magnacharger.com.

Ventura, CA. Magna Charger, manufacturer of superchargers and supercharger systems for foreign and domestic vehicles, was presented the prestigious award at the annual Specialty Equipment Market Association Show (SEMA) in Las Vegas, Nevada.

Sponsored by General Motors Corporation, the SEMA Design Award for the “Most Innovative Product” was awarded to Magna Charger and recognized by the all-star team of judges for their outstanding and innovative design achievement. The criteria used by the judges included innovation, technical achievement, quality and workmanship.

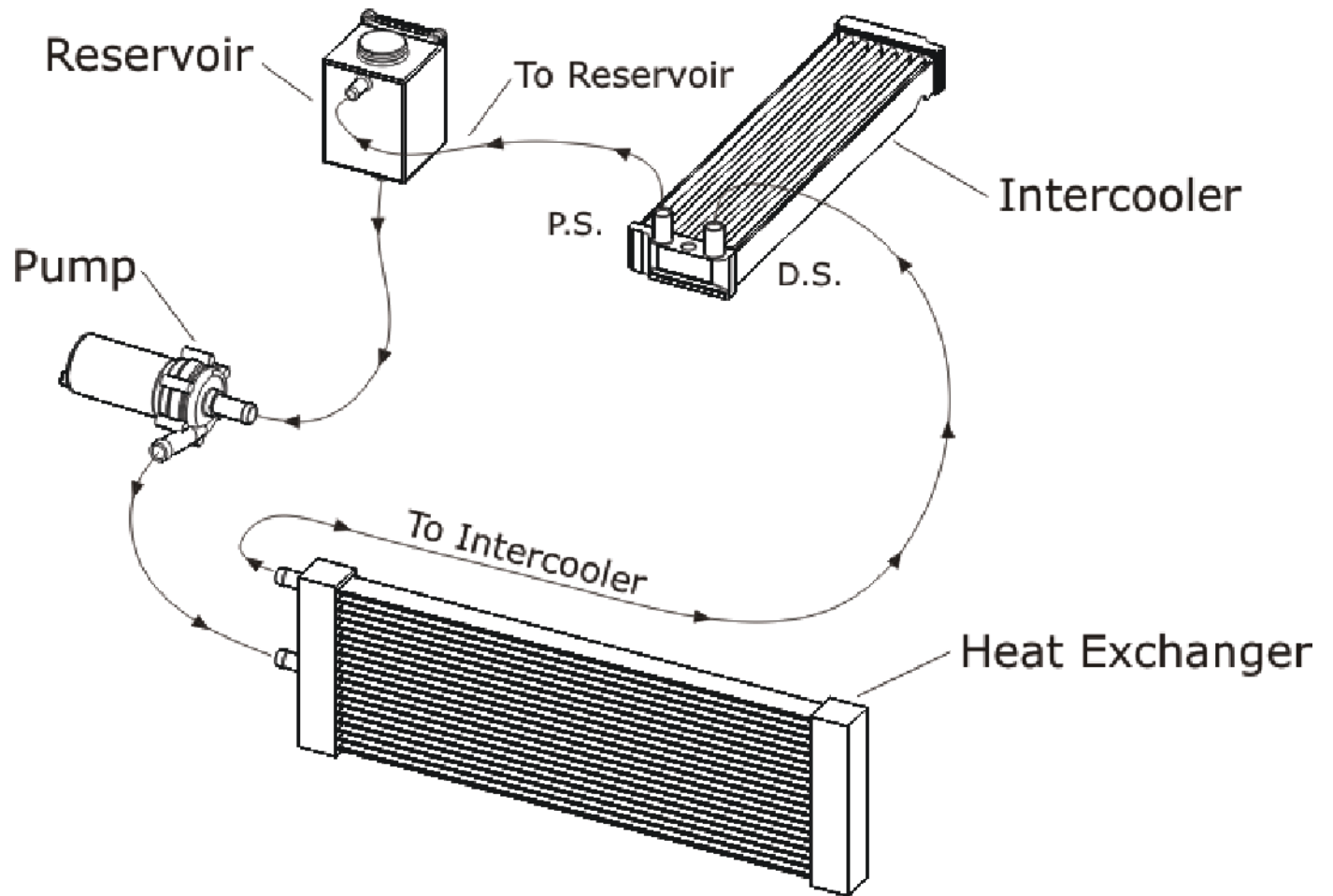
The award was presented for the Radix® Intercooled supercharger system, designed for the Chevrolet, GMC and Cadillac, 4.8L, 5.3L and 6.0L General Motors Trucks and SUV’s including the H2, SSR and Cadillac CTS-V.



Please enjoy your “Magna Charged” performance responsibly.



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Intercooler plumbing diagram