

Race Proven Motors, Inc

Pure Performance



RPM AIR/AIR INTERCOOLER KIT

1991-1993 GMC SYCLONE/ TYPHOON.

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If you have any reservations regarding this product and/or its warranty, please contact one of our representatives immediately for a Return Authorization Number. A full credit will be issued once the product has been returned and inspected.

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Thank you for purchasing the **RPM Air to Air Intercooler** kit. Below you will find some general instructions, which will help you along with installation. Total time for install once stock system is removed should be approx. 1 hr. If for any reason you have trouble installing the intercooler kit, please do not hesitate to call / email us.

We strongly recommend reading the instructions in full prior to starting. This way you will prevent doing things twice.

Parts list:

3" T bolt clamps x 5

4" T bolt clamp x 1

2.5" T bolt clamps x 3

2" T bolt clamp x 1

3"- 4" silicone transition x 1

3" silicone coupler x 2

2.5" silicone coupler x 1

2-2.5" silicone transitions (used with stock or TE series turbos) x 1

Intercooler core x 1

3" Aluminum Intercooler Pipe x 2

2.5" Aluminum Intercooler Pipe x1

Instructions:

- (1) Remove entire stock intercooler system. Relocate battery if located in the stock location. We recommend our NHRA Approved Aluminum Relocation Box kit for \$145 if you don't know where to buy one.
- (2) Next we recommend removing the passenger side fenderwell to determine how much you will need to trim for the throttle body to IC pipe (you will find the best location once the pipe is installed). The pipe will go through exactly where the stock battery location is, just behind the driver side headlight. A 3.5" hole saw, plasma cutter or tin snips should do the trick for cutting the fenderwell. Line the hole with vacuum hose to prevent chaffing.
- (3) Loosen compressor housing on turbo so it spins freely (point compressor outlet to the inner side of the frame rail).
- (4) Remove clutch fan if necessary.
- (5) Install the silicone connectors on the intercooler end tanks, and tighten the t bolt clamp. Next, loosely fasten the intercooler core in place of stock cche. Line up and attach turbo to ic pipe. (DO NOT fully tighten clamps until all the pieces connect properly) The turbo to IC pipe goes behind the radiator, then under the lower fan shroud in between the frame rails. You will

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get the idea with the ic hanging in position. Your transmission lines may need to be pushed out of the way or bent for additional clearance. Be careful not to force them, as they are fragile and will crack.

- (6) Spin compressor housing if necessary in order to slide the silicone over and onto the turbocharger.
- (7) Connect upper 3" throttle body to IC pipe. Most applications require slightly moving the AC accumulator towards the fenderwell for added clearance. Pull gently and smooth, and only bend as necessary.
- (8) Connect lower 3" throttle body to IC pipe
- (9) Note where the pipe goes through the fenderwell, then trim fenderwell accordingly. Remove lower 3" pipe and re-install fenderwell once finished trimming.
- (10) Once everything is in place, you should tighten clamps/bolts for final assembly.
- (11) Tighten compressor housing
- (12) Double check turbo to ic hose and tighten clamps.
- (13) Install clutch fan spacer kit or electric fans. Check for fan clearance
- (13) Torque intercooler core using stock hardware.

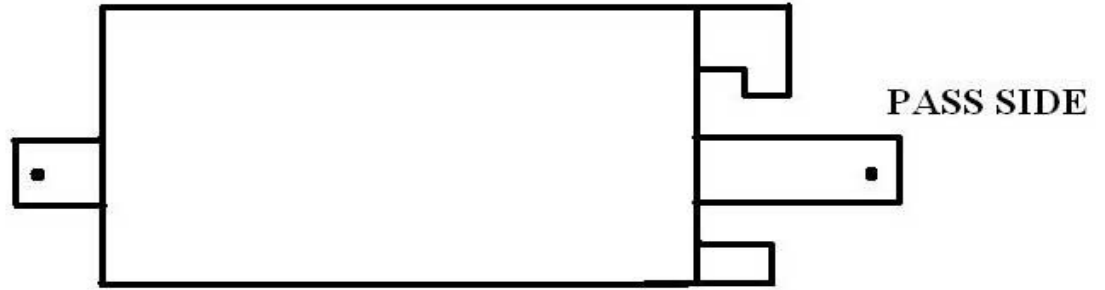
NOTE: Your intercooler pipes will hit the stock fan blade, if our spacer kit is not used. Your other option is to install some electric puller fans. Please call if you need assistance selecting the proper fan combination.

Installation procedure for fan spacer kit (Optional):

- 1) Bolt the new fan blade to the old clutch assembly. Make sure the fins are in the same orientation or it will work backwards (the sticker on the fan says which side goes towards the engine).
- 2) If your radiator has been removed you can install the studs into the water pump hub and stack on the pulley, spacer and clutch fan. If your radiator is installed you will want to follow these instructions since it can be a little tricky. Outside the truck, we are going to first assembly the clutch assembly. Take the provided (4) 8mm x 1.25 studs and slide them through the clutch fan assembly and re-install the lockwashers and nuts b/t the frange hub and the clutch assembly. It should look like a long bolt at this point.
- 3) Slide the spacer and pulley over the provided studs, and line them up with the water pump. We recommend using a small amount of blue loctite on the water pump threads. Start threading the studs through the pulley and into the water pump. Use a screw driver or pry bar to prevent the water pump from spinning. Tighten everything up and you are good to go.

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• DETAILED VIEW OF MOUNTING AREA •

NOT TO SCALE

