



Performance Spoken Fluently

Instruction Manual



6.4 HEMI VVTi

Supercharger Drive System



JEEP SRT Cherokee
2012-2014

INSTALLER: Read and understand entire instruction manual before starting installation of system.

Take note of the following before proceeding:

1. Proper installation of this supercharger kit requires general automotive mechanic knowledge and experience. Please browse through each step of this instruction manual prior to beginning the installation to determine if you should refer the job to a professional installer/technician. Please contact your RIPP or Vortech dealer for possible installers in your area.
2. This product was designed for use on stock (un-modified, OEM) vehicles. The PCM (computer), engine, transmission, drive axle ratios and tire O.D. must be stock (unless kits have been designed otherwise such as Jeep Wrangler kits). If the vehicle or engine has been modified in any way, check with RIPP or Vortech prior to installation and use of this product.
3. **Use only premium grade fuel with a minimum of 91octane (R+M/2).**
4. Always listen for any sign of detonation (knocking/pinging) and discontinue hard use (no boost) until the problem is resolved.
5. RIPP is not responsible for any clutch, transmission and/or drive-line/engine damage.
6. The factory transmission cannot be tuned directly. Please make sure you have the proper gear ratio for your vehicle's wheel/tire set-up to maximize its potential.

Exclusions from RIPP/Vortech warranty coverage consideration includes, but not limited to:

1. Neglect, abuse, lack of maintenance,

OFF-HIGHWAY USE

When driving vehicle on non-public roads (off-road applications such as racing/high RPM) RIPP strongly recommends reducing the factory spark plug gap down to .032" or otherwise follow *Spark Plug Installation Steps* (Page 12).

*May vary from kit to kit.

- abnormal operation or improper installation.
2. Continued operation with an impaired vehicle or
 3. The combined use of RIPP components with other modifications such as, but not limited to, exhaust headers, aftermarket camshafts, nitrous oxide, third party PCM programming or other such changes.

Transmission (Auto/6spd)

- **6SPD:** Extreme care must be taken when driving a supercharged vehicle with the stock clutch. If clutch slippage is detected, discontinue hard use. RIPP recommends replacing the stock clutch with a higher capacity unit if slippage occurs.
- **Automatic transmission:** Auto transmissions may not up shift at full throttle when driving in "D" (drive) mode, THIS IS a Direct product of OEM programming and not the provided tuning. In order to shift at full throttle, end users may either "lift to shift" by raising the accelerator slightly (partially). RIPP makes no claims as to the reliability of the transmission with the supercharger installed. An email to Tech@RIPPMODS.COM with questions or concerns is always a good idea, do not take it upon yourself to interpret or troubleshoot vehicle characteristics.

Cruise Control:

Please take note - the factory Cruise Control cannot be programmed with any custom mapping. It is a normal condition to feel a slight surge during some CC functions. It's best to manually clear and reset the CC if this happens.

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RIPP Supercharger for 2012-2014 JEEP SRT Cherokee 6.4 HEMI VVTi

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Introduction:

Congratulations on your investment into the RIPP *Supercharger* designed for the 2011-2014 Grand Cherokee and Durango both equipped with the 5.7 V8 engine. With proper installation, use and maintenance, you will enjoy many happy trouble-free miles.

RIPP Supercharger systems are a simple but effective way of increase your engine's total output without compromising its integrity. Intended for **off road use only**, but designed to be daily driven, its superior ingenuity is what makes it all worth it. These instructions are a necessary guide to the proper installation and maintenance of your RIPP Supercharger system.

The SDS is intended to be installed by a professional technician and should not be attempted by the hobbyist. We feel it's best to source out a local performance oriented shop before attempting to install your system. Without proper knowledge of fuel and ignition mapping, permanent damage can and will occur.

Whenever adding more power to any vehicle, the steering, braking and handling of the vehicle will differ from standard passenger vehicles and trucks. Avoid unnecessary abrupt maneuvers, sudden stops, or over aggressive turns. If larger tires are installed your speedometer will read lower than the vehicles actual speed, we highly recommend a speedometer calibrator (included in some kits)

BE LAWFUL, TREAD-Lightly, Drive With Care, Reduce Speeds and Wear Seat Belts at All Times

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RIPP Supercharger kits feature products from these manufactures; we also recommend using them for routine service thereafter.



The following is a list of tools recommended by RIPP for proper installation of your supercharger system.

- Air or electric impact tools
- 90deg drill for crank pulley drill (saves 3 hours)
- 8mm stud installation tool
- Basic mechanics tools (Metric tools will be required)
- Thread lock

Recommendations:

- It is essential to start with a cold vehicle.
- Secure any radio or alarm codes beforehand.
- Disconnect any large audio systems until AFTER fuel/ignition computers have calibrated.
- Confirm the end user's oil grade and type (synthetic or conventional) and change oil and filter at this time. We recommend a **premium oil and filter**.
- Spark plugs should be changed to NGK brand plugs, one heat range colder than stock and gapped to .032" (some kits come supplied with proper plugs, however they are not gapped see instructions for gapping).

INSTALLER: Read and understand entire instruction manual before starting installation of system.

Run only the gear and tire calibration portion of any additional hand held programmer. Do not combine any performance tuner or tune with the supercharger unless otherwise advised to by a RIPP professional.

HYPERUTECTIC PISTONS - SRT8 The major element in the Grand Cherokee SRT8 pistons is aluminum due to its light weight, low cost, and acceptable strength. The metallurgy element of concern in the pistons is silicon. The biggest drawback of adding silicon to pistons is that the piston becomes more brittle as the ratio of silicon is increased. This makes the piston more susceptible to cracking if the engine experiences pre-ignition or detonation. Always utilize the highest octane premium unleaded fuel available in your area. RIPP recommends that you always use national brands whenever possible.

IMPORTANT: Reverse out any and all Performance Tuners before tuning with RIPP products; including speedometer correction devices gear correction or performance tuners. Email RIPPTUNING@gmail.com for tuning and device questions.

DO THIS BEFORE INSTALLING SUPERCHARGER
IF YOU DO NOT DO THIS, YOU RISK MAJOR ENGINE DAMAGE

Step (1): Diablo Sport Instruction Steps

- 2012-2014 SRT Diablo's are Pre- Programmed (**unless supplemental instructions provided**)

During the file writing process your dash board will flash and ring several times.
Please follow the tools steps, using this pictorial as a guideline



Before Installing tuner bring Diablo Tool to a PC with internet conductivity and plug in your Diablo with the supplied USB cable. Register tool and then update tool. This will insure newest tune will be uploaded to vehicle.

- Bring Intune to PC and plug in supplied USB cord to both the PC and the tool.
- This will show up as a "Drive"
- There are two drives, 1) will have a small black Diablo intune icon, press that
 - a full size intune should display on your PC ,it may start auto updating on its own. If not, up top there is an update button, press that
 - Let the tool update, once done it will reboot this could take 10-20min depending on the update size
- Once rebooted Bring to vehicle
- Plug Intune to OBD2 Port follow instructions below

During installation of the Diablo it's normal to come across a **Calibration ID Update** on the Diablo's screen. This will require you to go to a PC with internet conductivity and plug in your Diablo with the supplied USB cable before you are able to retrieve the original back up and finally install the RIPP tune. Then you will go back to your vehicle and commence tuning.



Tune Vehicle

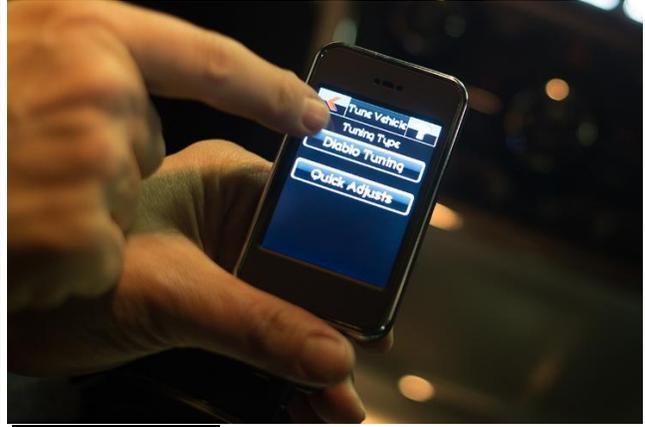


YES

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Write Vehicle



Diablo Tuning



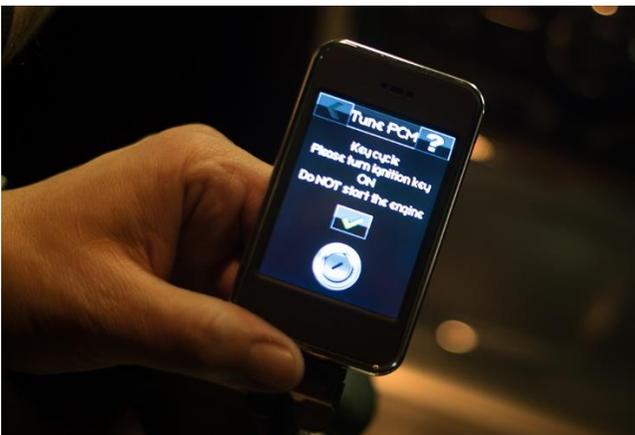
YES



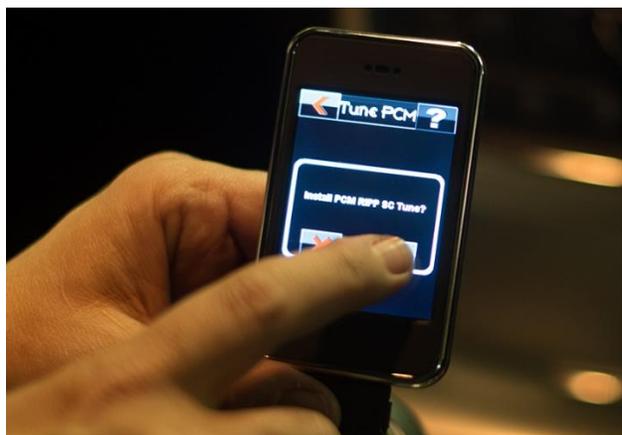
- Ripptuning@gmail.com tuning related issues NOT tech@rippmods.com

Select the appropriate tune for your set up -

RIPP SC Tune is for the SC at any elevation using 91+ fuel



YES



YES

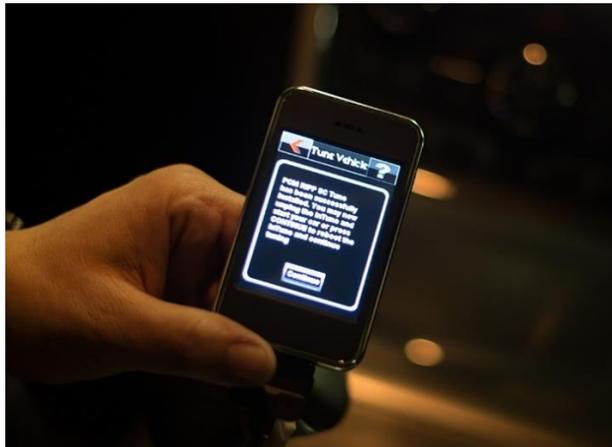
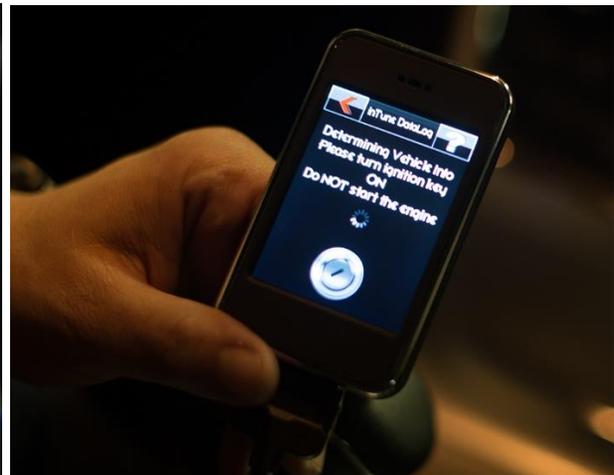
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CONTINUE



YES



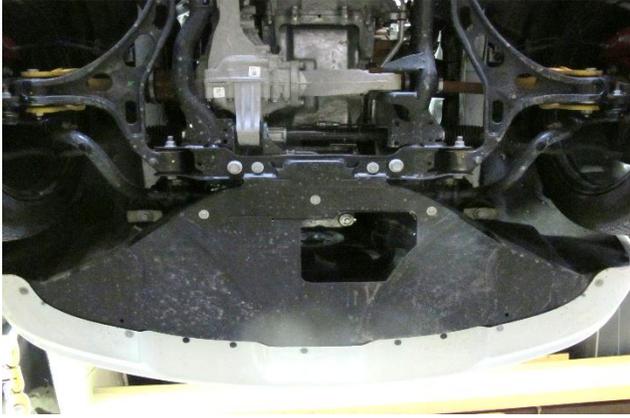
CONTINUE

Once you supply all of this info we will update your tune. If you're experiencing a connection error or problem communicating with your PC or vehicle please contact Diablo Sport tech dept.

Step: (1) Remove Front Bumper:

Lower Valance/Brake Duct Removal (plastic clips will be reused)

- 6pc 8mm Bolts in lower wheel well
- 2pc 13mm bolts and pop clips rear of valance
- 2pc 10mm Bolts on each side of the lower bumper
- 5pc Pop clips along lower front bumper where valance meets the bumper cover
- Remove from vehicle and set aside, this will be reinstalled (see following step)



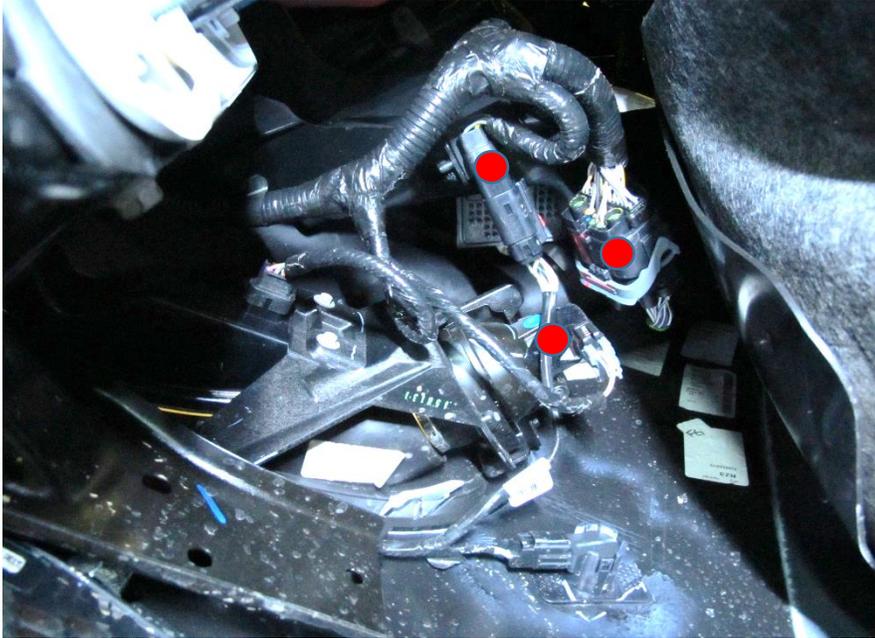
Step: (2) Remove Front Bumper:

Upper Bumper Cover:

- 2pc Pop clips on upper radiator support
- Pull on top of bumper & radiator support until the clips pop loose
- Carefully pull out the 4 inner fender-well rivets
 - Can be drilled, (new push in clips supplied)



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Disconnect plugs on Passenger side:

- Fog Light
- Parking Sensor
- Parking Light

Disconnect plugs on Drivers Side:

- Parking Light
- Fog Light

- Unplug the following Plugs on Drivers and Passengers side inner bumper/fender-well



Passengers Side



Drivers Side



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Gently pull the fender toward you with controlled force to separate the locking tabs that connect the bumper to the fender. Hold the fender and the bumper and push the bumper in towards the vehicle while also pulling down in one motion. You will hear a popping sound once bumper is free, this is normal.



Pull out from under lights on both side

Step (3): Remove air filter box from vehicle

- Pull air temp sensor from factory air tube.
- Unplug Intake Air Temp Sensor
- Disconnect Breather Hose
- Unclip Retaining clips
- Loosen Clamps
- Lift and remove upper Air Box
- Remove lower box by pulling and working out of rubber seats
- Remove lower air shroud (none will be reused)

Note: Twist to unlock slowly on the Air Temp Sensor and straight as it will break coming out on an angle - THIS WILL BE REUSED IN LATER STEPS

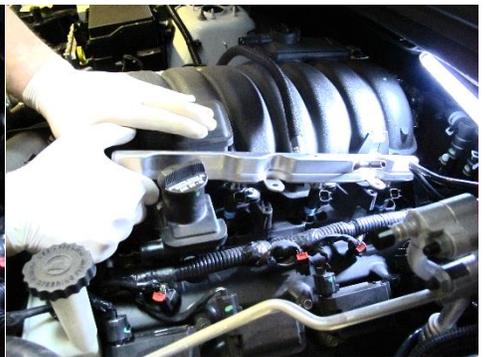
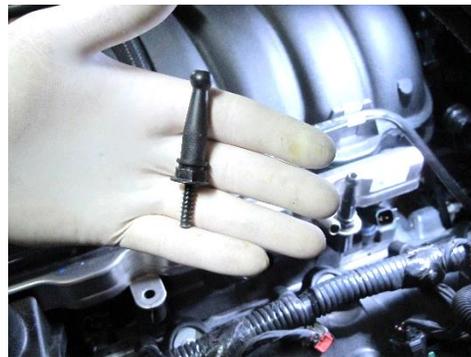
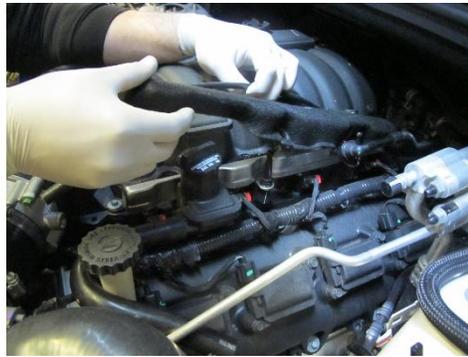


Air temp sensor (note tab direction)

Remove lower air filter box also

Step: (4) Replacing the Factory Injectors

- Remove Engine cover L/R
- Remove fuel injector cover
- Unlock all red locking clip for fuel feed line on top of fuel rail gently pull line from rail
- Unplug all injector clips and Unplug all injectors



- Use compressed air to blow any dust, dirt or sand away from the injectors to avoid contamination
- Remove the 14mm bolts holding the fuel rail down
- Remove fuel rail by gently pulling upward, wiggling it loose

NOTE: Fuel will splash be prepared



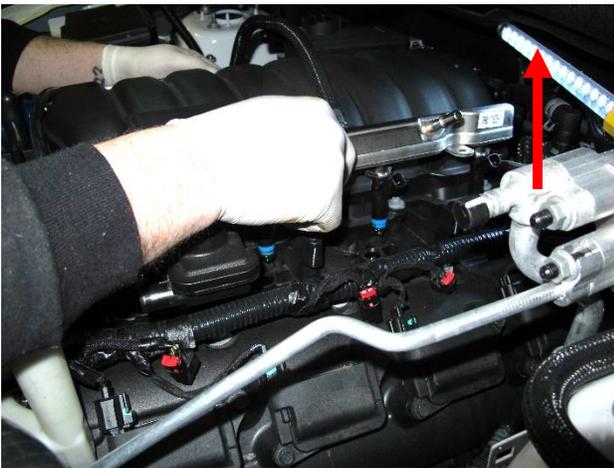
- Use a flat-head screwdriver to pull back injectors locking clip
- Remove injector and set aside, you will replace these in a later step

NOTE: The locking clip will unexpectedly launch itself, be prepared to keep an eye on it. This is less likely to happen if you pry the clip slowly and with control.



REINSTALL INJECTORS:

- Install **supplied injectors** into factory fuel rail by applying a small amount of grease or oil on the injector seal to help it slip in.
- Press firmly into place until you are sure they have hit bottom
- Reinstall locking clips removed from old injectors
- Installed fuel rail with injectors back into intake manifold using newly supplied spacers and factory hardware. **DO NOT OVER TIGHTEN** you can and will strip plastic manifold.



Step (5) Install Spark plugs: This kit comes with 16pc NGK Spark Plugs in a one-step colder configuration they will need to be gapped down.

- Remove old spark plugs (clean area of dirt and grime before removal)
- Gap new plugs to .032" with spark plug gapping tool
- Apply anti-seize to new spark plugs
- Reinstall new plugs



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Step (6): Draining the coolant is needed in removing and modifying the upper radiator hose. Drain coolant via coolant drain plug located in the lower drivers side of radiator (on engine side)
Note one half gallon should do. Drain into a clean pail coolant will be reused.



Step (7): Remove upper coolant hose from driver's side of radiator and cut approximately 2.25in off the radiator side of the hose or to the first bend FIG 1. This will make room for the supercharger installed in later steps. At this point please bend hose away from work area as per last picture. In later steps you will be reusing the factory clamp.



FIG 1

Step (8): Replace 203*degree Thermostat with Supplied 180* Unit

- Drain about a one-half gallon of coolant from radiator using the petcock on the driver's side lower radiator. Use a clean pail to catch coolant so you can reuse it.
- Remove bolts holding upper coolant hose and thermo housing in place
- Remove 203* Thermo
- Remove Gasket from original Thermo and install to provided unit
- Install 180* Thermo (NOTE IT WILL BE A LITTLE Tight going back in ;)
- Reinstall upper hose and Thermo housing using old hardware and hose



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Step (9) : Remove plastic radiator surround and plastic engine surrounds: Follow Pictures below. Remove a few plastic retaining clips holding plastics down. Note on drivers side plastic remove Outside Air Temp sensor FIG 3 to be relocated in a later step. Note the hood latch cable and a harness clip is mounted to upper radiator support disconet it now to gain a step later. The plastics around to the left and right of the radiator will not be reused FIG 1 & 2



FIG 1



FIG 2

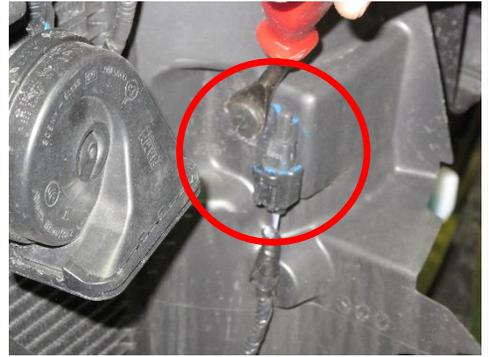
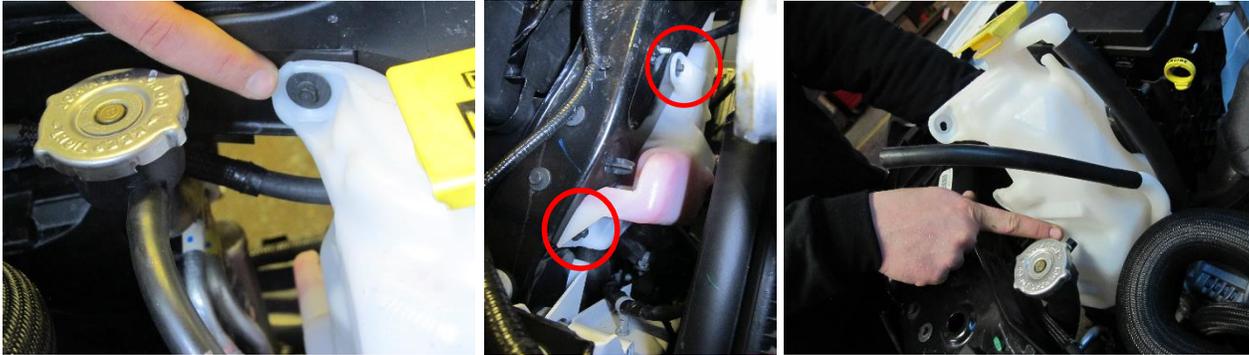


FIG 3



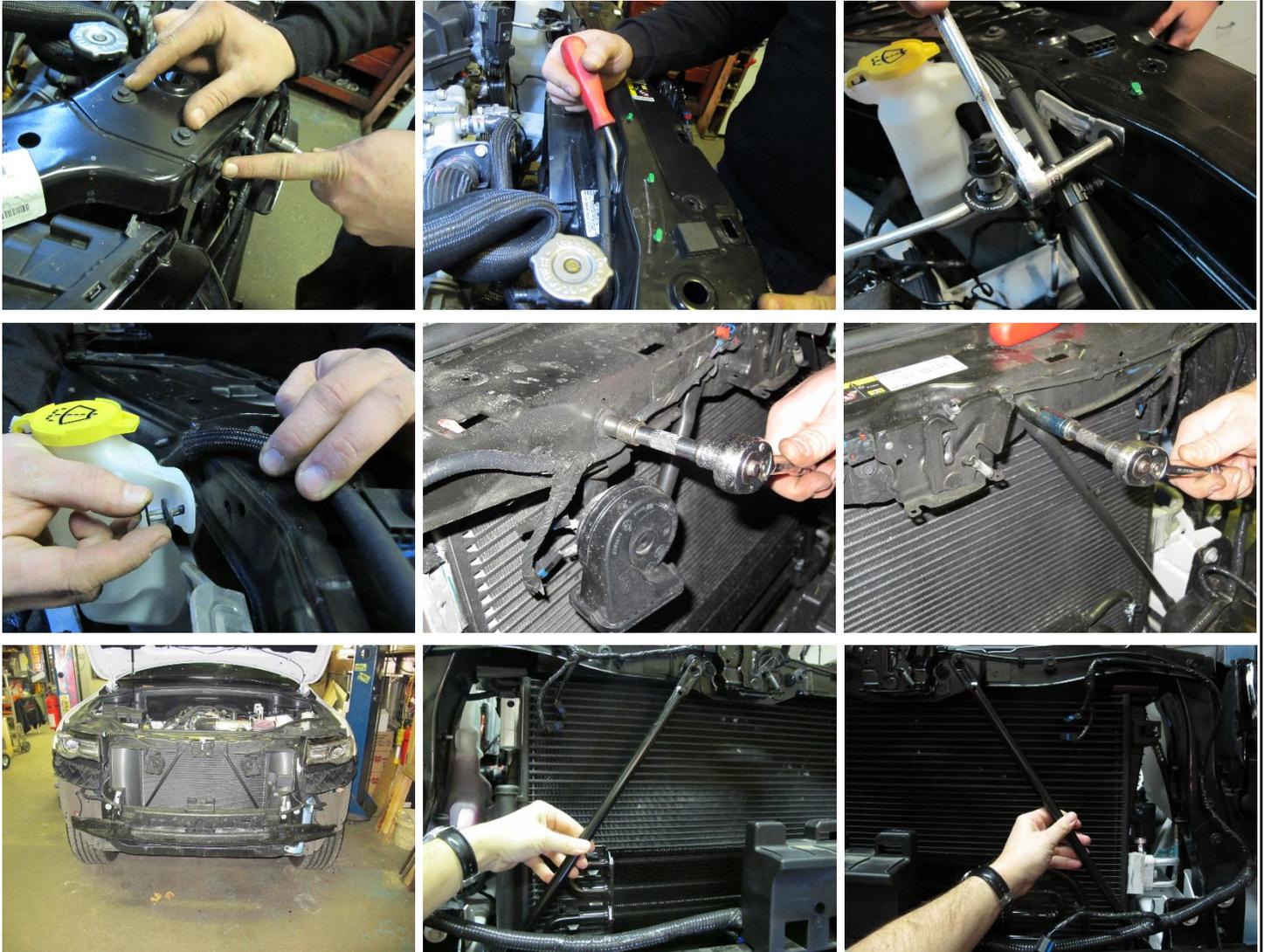
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Step(10): Remove Coolant Bottle: Remove 3pc 8mm bolts holding bottle down. Disconnect hose from radiator. Remove from vehicle from top. Drain coolant into clean pail, coolant will be reused. This bottle will not be reused.



Step(11): Remove upper radiator support:

- Remove Harness from radiator support via plastic push-in clips
- Unlock locking tab on hood latch connector and remove
- Unplug and remove horn from radiator support (10mm bolts) these will be relocated in later steps



- Remove factory support rods
 - 2pc 13 mm bolts
 - 2pc 8 mm bolts

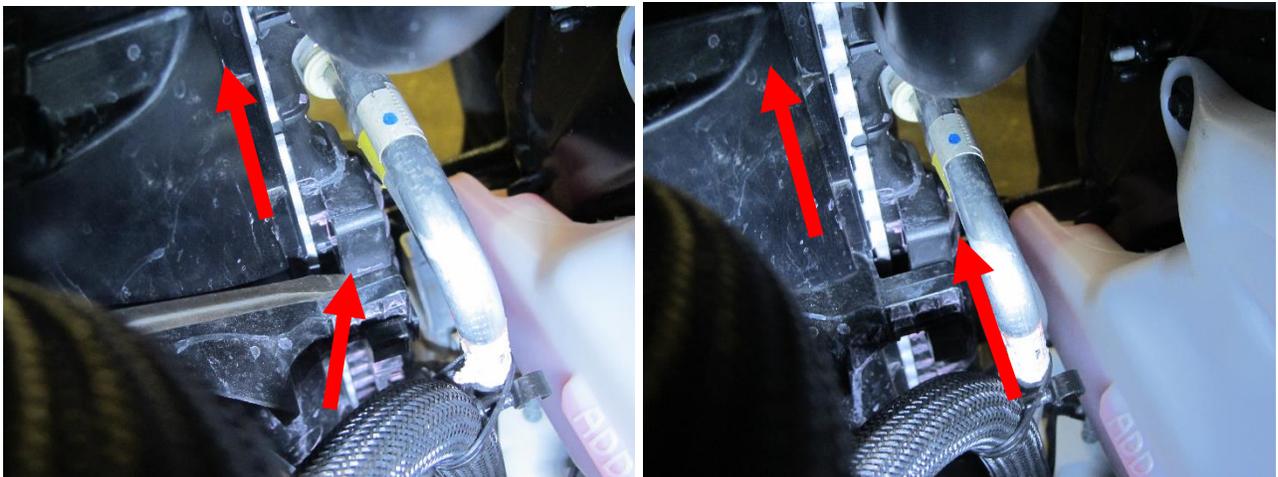
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- Save hardware, rods will not be reused
- Mark horns left side & right side, in later steps they will be swapped (from right to left and left to right)
- Remove 3pc 10mm bolts from passenger side and 4pc on drivers side upper radiator support
- Lift up on radiator support and set on drivers side fender. Note: Do not bind hood latch cable



Step (12): REMOVE FAN SHROUD:

- Unplug harness found on upper passenger side.
- Unclip the coolant bypass hose
- Remove clips holding power-steering line to shroud.
- Press down on retainer lock clips on radiator and pull up on shroud to unseat it and remove from vehicle.
- Make sure all harness's and hoses that interfere with the shroud are out of the way. This will be reused.



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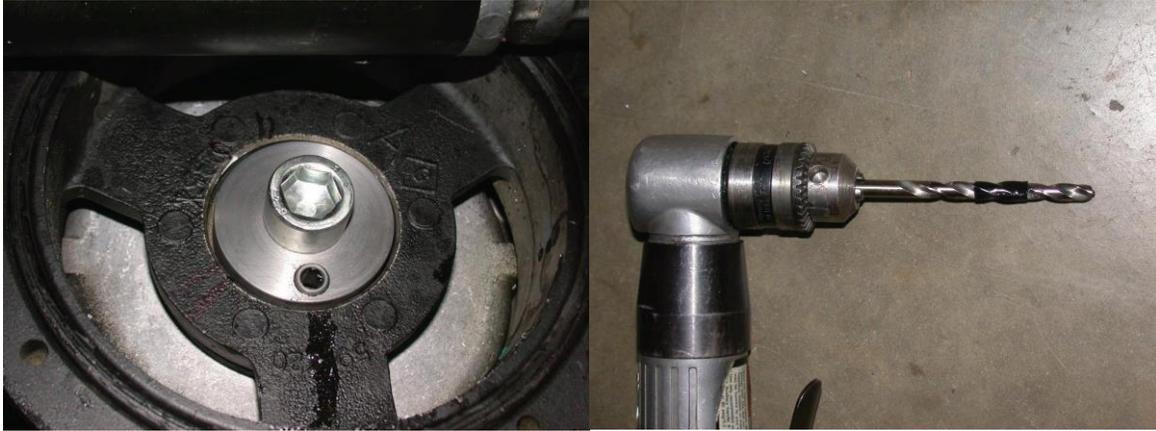


Step (13): Remove serpentine belt:

Pull tensioner towards passenger side (LHD), loosen belt and remove from vehicle, this will not be reused



Step (14): HARMONIC DAMPER DOWEL PIN INSTALLATION (Drill Guide Kit)



NOTE: Crank Pulley Style May Differ from vehicle to vehicle

- A. Remove the 13/16th crankshaft damper bolt. (A factory tool may be used to keep the engine from rotating or carefully use a pry tool to keep the damper from rotating.)
- B. Install the supplied drill guide with the raised section piloting in the damper bore. Secure in place by installing the 12mm supplied socket-head-cap screw. Do not over-tighten the screw as it may distort the **drill guide** (its purpose is just to hold the guide in place while drilling).
- C. Using a small drill or a drill with a 90° attachment (a right angle pneumatic drill works the best), mark the supplied 1/4" drill bit with electrical tape or a drill stop so that the hole will be deep enough for the **supplied 1/2" long dowel pin**. Approximately 1.1/8th in from front of drill guide
- D. Drill hole in damper/crankshaft.
- E. Remove the socket head cap screw.
- F. Clean area of metal chips and install the supplied dowel pin in the drilled hole making sure that it does not protrude past the damper face.
- G. Install and tighten the crankshaft damper bolt to 129 ft/lbs (176 Nm).



Step (15) SRT 6.4 HEMI ONLY: Power Steering Line replacement

- Locate the High pressure power steering 1/2in line pictured in FIG 1
- Loosen the 16mm fitting on pump enough to push the line towards firewall. This makes room for the installation of the supercharger bracket.

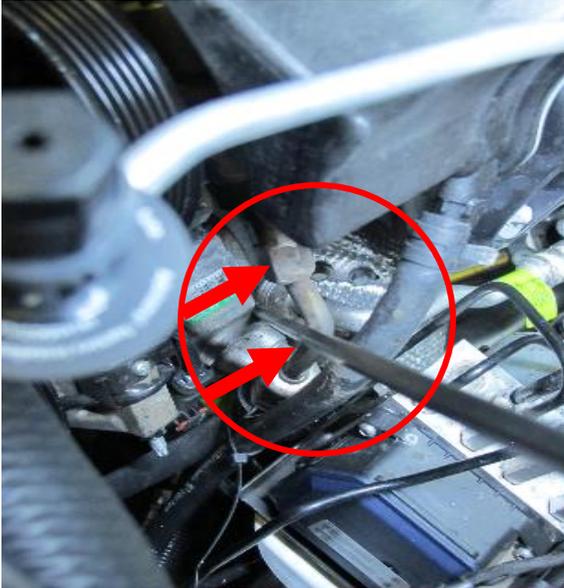


Figure 1

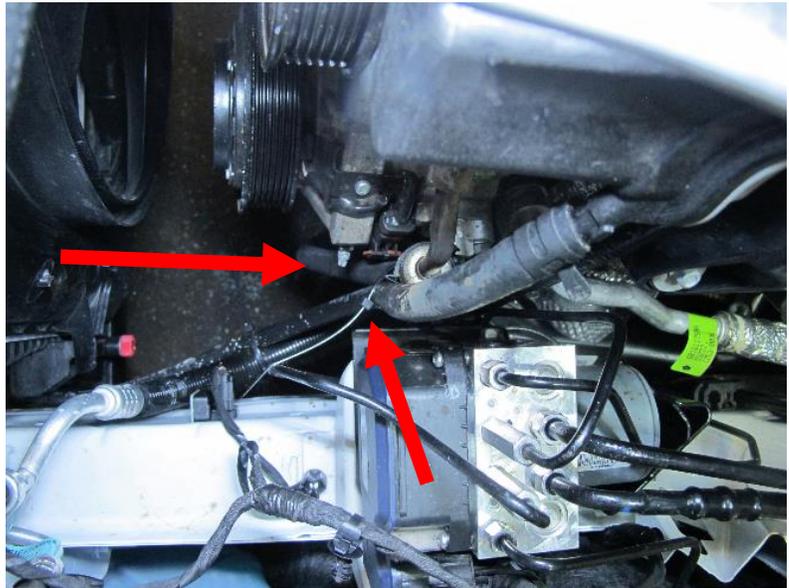


Figure 2

- Locate the low pressure hose coming from Power Steering reservoir which leads to the power steering cooler found behind the bumper mounted to the air conditioning condenser FIG 4 & 5
- Open retaining clip located on the lower Radiator support **NOTE**: Fluid will spill catch for reuse
- Undo spring clamps and remove the factory aluminum/rubber line from the vehicle and replace it with the supplied 3/8th inch rubber line reusing factory clamps FIG 3
- Zip Tie to high pressure line as per FIG 2
- Reinstall the 3/8th line back into the factory retaining clip on the lower rad support.



Figure 3



Figure 4



Figure 5

RIPP Supercharger for 2012-2014 JEEP SRT Cherokee 6.4 HEMI VVTi

Step (16): Installing Supercharger Bracket A

- Remove 3pc 13mm bolts holding power steering pump to cylinder head (will not be reused)
 - NOTE: SRT 6.4 Has the Power Steering Pump Reservoir attached to the pump. Please note difference in some pictures. FIG 1
- Remove 13mm water-pump housing bolt FIG 2 (not reused)
- Install provided studs FIG 3- Note: Use Loctite on the shorter thread side of studs which will go into cylinder head. Tighten studs into head with a Stud Installing Tool



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



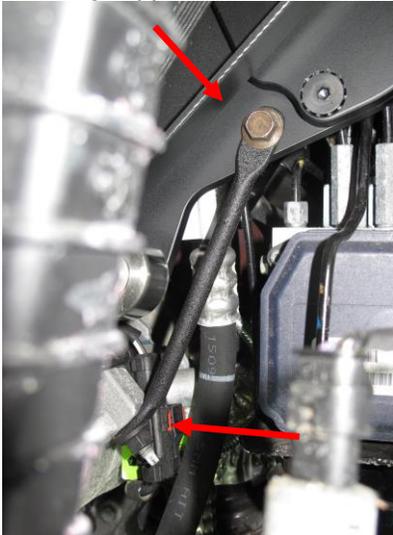
Figure 6

Slip the pump onto the studs, do not push pump all the way back Figure 4

- Slip Supercharger Bracket-A in-between the power steering pump pulley and pump housing. They will slip onto the studs together Figure 5
- Use supplied 13mm nuts to tighten bracket down (tighten 18ft/lbs) Figure 6
- Use supplied 13mm bolt into remaining (open) water pump housing hole (tighten 18ft/lbs) Figure 6

Step (17): Installing Supercharger Bracket-B

- Remove the upper most 13mm nut from AC Compressor mounting fully exposing the upper front stud
- Slip Supplied Support Bracket B onto the stud reusing factory 13mm nut do not tighten
- Using Supplied 5/16th bolt, thread into Supercharger Bracket A tighten bottom bolts first



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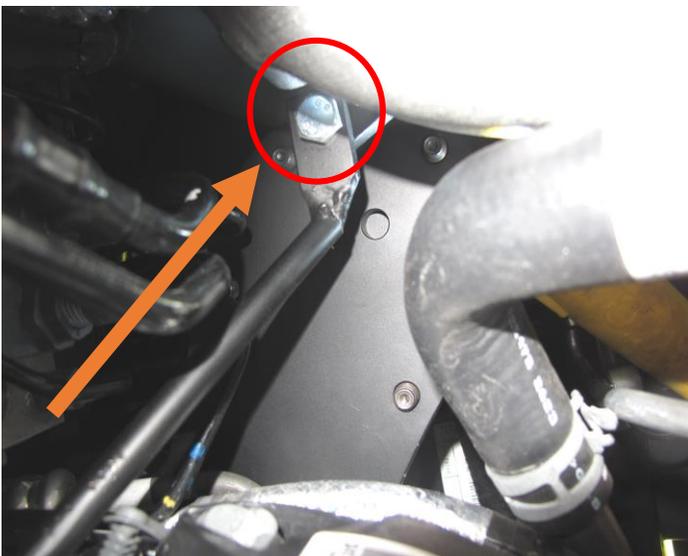
Step (18): Installing Supercharger Bracket C with supercharger attached

- Install the 5 supplied 7/32nd Allen-Head counter sunk bolts with locking washers
- Thread all five in first and leave loose
- Tighten in star pattern similar to a tire, to 18ft/lbs



Step(19): Bracket D Removed nut from exhaust manifold

- Do Not loosen front most exhaust manifold stud. Use Supplied nut with star washer over factory stud.
- Loosely thread rear support bracket D with supplied locking nut leave loose
- Thread the top of support bracket D to the open tab of supercharger housing.
- **IF YOU HAVE HEADERS it is likely the installer removed the OEM stud and nut that we rely upon in this step. You will need to replace that stud with the OEM**
 - **Mopar Part Number: 6509544-AA**



Tighten this bolt first



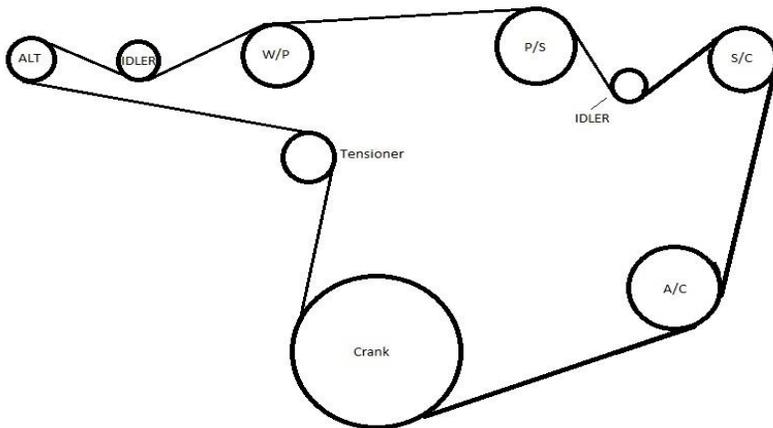
Bottom is over sized hole for final adjustment
Tighten Second

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Step (20): Install supplied serpentine belt

RIPP Supercharger Belt Diagram:

- 2011-2014 5.7 Durango
- 2011-2014 5.7 Cherokee
- 2012-2014 6.4 Cherokee SRT



Once the brackets are all tighten the following can be reinstalled:

- Supplied Serpentine Belt as per illustration
- Fan Shroud (plugs)
- Radiator support and hardware
- Hood latch Harness
- AC Line tie down bolt
- Washer Bottle Pop Clip
- Washer Bottle cross hose
- Upper Radiator Hose

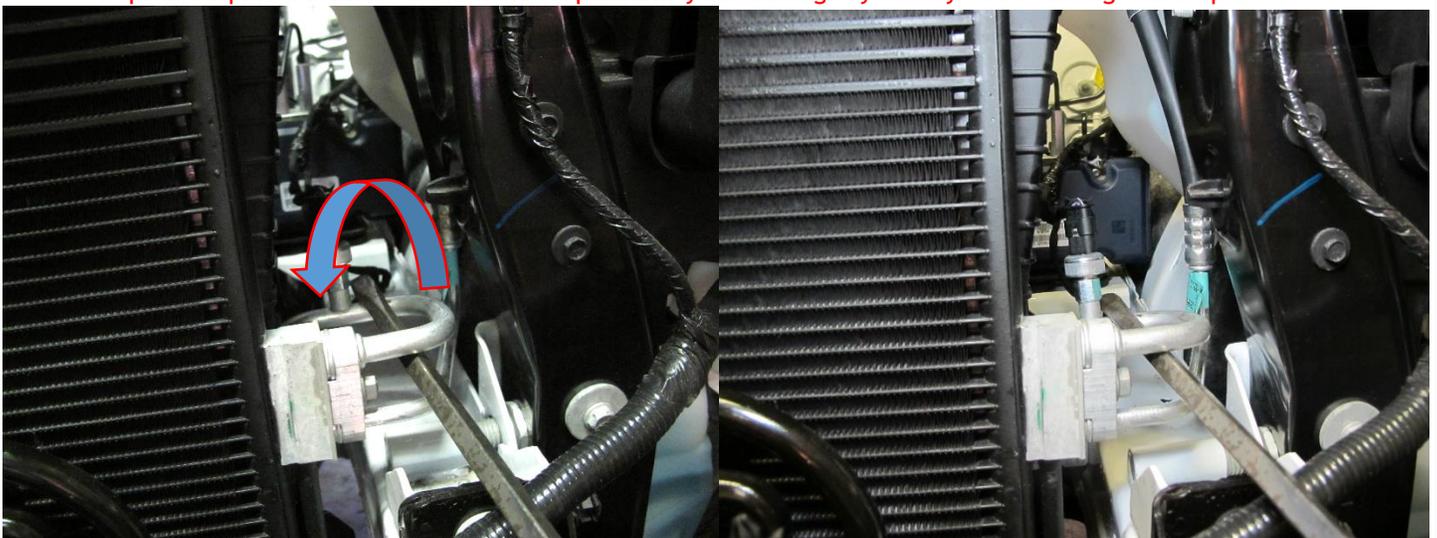
Please use this belt Dio as of - 8/2014

NOTE: WHEN STARTING VEHICLE FOR THE FIRST TIME, KEEP AN EYE ON THE BELT ALIGNMENT.

On the two preinstalled Idlers there are Shims preinstalled on both the top and bottom Idler between the idler and the bracket. These are there for belt alignment. In most cases we've found that one shim works perfectly. However in one case we found that an extra shim is needed on bottom idler to keep the belt on track. Upon starting the vehicle for the first time, if the belt comes off track you will need to install a second spacer on the bottom most idler. An extra Spacer can be found in front of the bottom most idler. Simply install this spacer between the idler and the supercharger bracket. Reinstall belt and start. Proceed to check alignment.

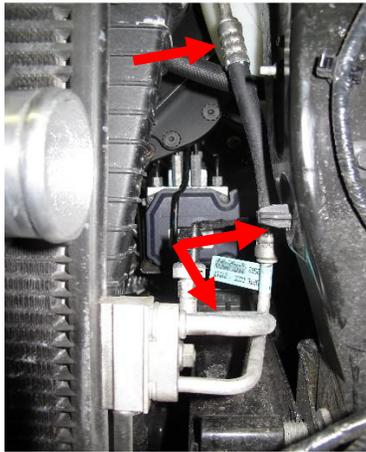
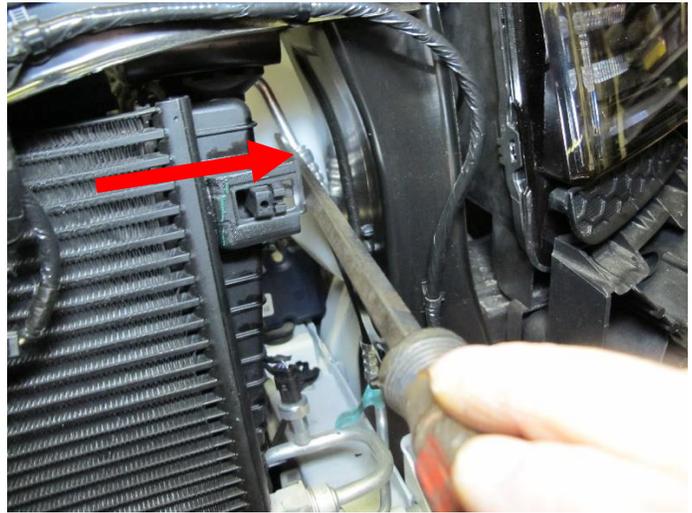
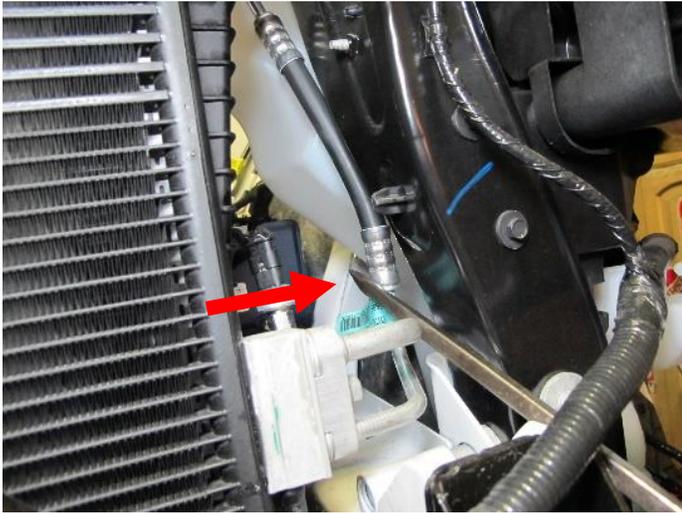
Step (21): Adjust AC Line to Clear Supercharger in Later Steps

- This step is to make room for the intercooler pipe in later steps. **It is critical that you do the following steps as requested. RIPP will take no responsibility for damages you may occur during this step.**



- Use large screw driver to bend aluminum A/C lines out of the way. This will make room for the boost pipes in later steps. **Use a controlled even force when bending these, over forcing them can break them causing Freon to escape.**

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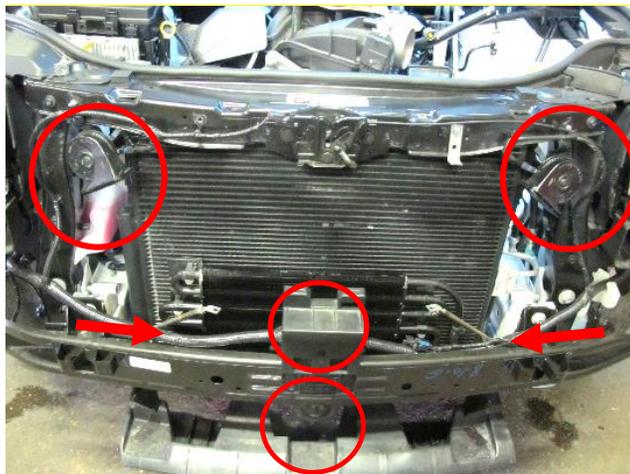


Step (22): Installing front mount intercooler, Brackets, Core and Piping

Figure 1.

Figure 2.

Figure 3

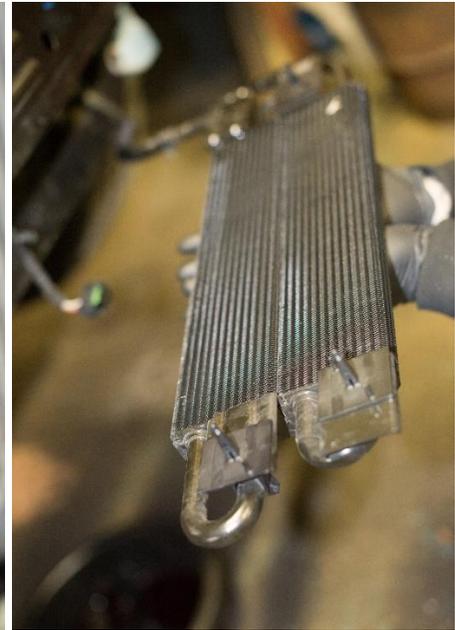
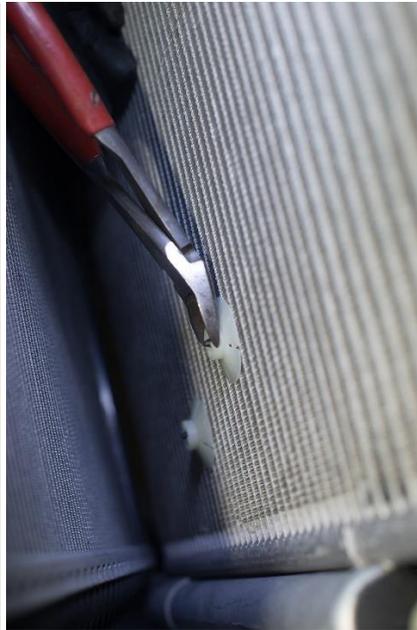


- Remove horns, bracket, and cruise control module and set aside (will be reinstalled later)

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- Detach Automatic Trans Cooler from A.C. Condenser (Fig 4) Let hang freely
- Unclip A.C. condenser from mount, using a plier for driver side clip.
- Separate condenser from radiator as shown
- Using a plier gently compress white trans cooler retainer clips on back of ac condenser and remove (3 clips)
- Remove factory black clips on trans-cooler and use supplied RIPP mounting clips



- Mount trans cooler as shown (Must be mounted below bumper beam to fit intercooler) - reinstall white retainer clips on back side of A.C. condenser



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- Bolt “L” brackets into top of intercooler with supplied bolt and lockwasher
- Cut plastic tabs as shown on left and right sides of radiator support.
- Using the factory horn mounting holes, bolt intercooler into radiator support. Leave loose for adjusting.



- Bolt lower intercooler brackets into factory holes in bumper support first then into intercooler.
- Ensure intercooler is aligned and centered, tighten down when complete. ***This will be a tight fit.***

Intercooler Pipes:

- Place Air Temp Sensor Into 3.5IN Straight coupler FIG 1&2 make sure tab faces throttle body FIG3

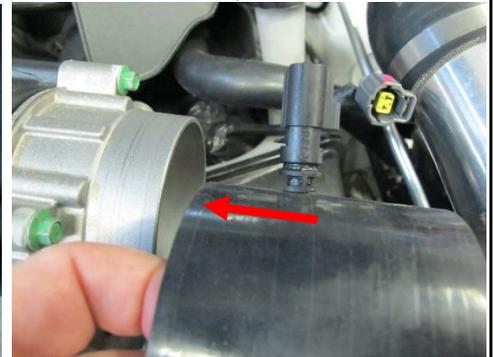
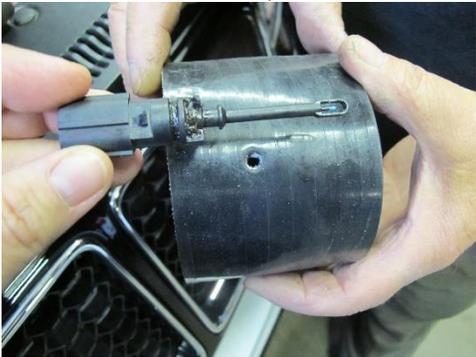


FIG 1

FIG 2

FIG 3

- Place 3.5in straight coupler on throttle body with clamps and tighten onto throttle body only
- Place one 3” straight coupler on each endtank with clamps, leave loose

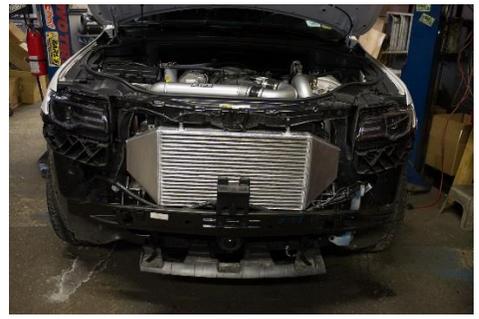
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Drivers Side (LHD)



Drivers Side (LHD)



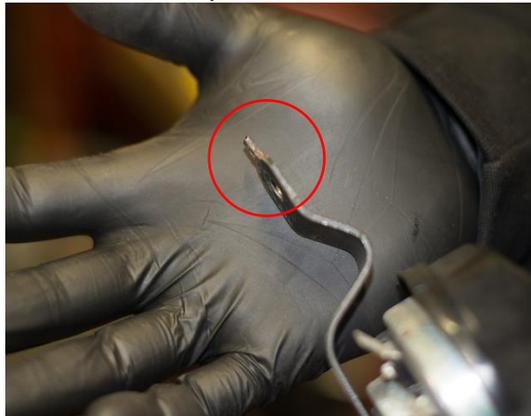
* Passenger Side (LHD) may have to bend the A/C Line slightly too clear using same technique as drivers side (LHD)

* Place 3.5in to 3in 90deg Coupler to Pipe 3 and finally place Pipe 4 180deg pipe on Throttle Body

- Adjust pipes for proper clearance, make sure no pipes are interfering with air conditioning or other lines along with drive belt. Once adjusted tighten all clamps.
- Once you are sure that all things are clear- tighten all clamps from the blower to the inlet of the intercooler.

Step (23) Horn installation

- Bend tabs on top of horn bracket as shown.
- Bend Horn Brackets to clear bumper



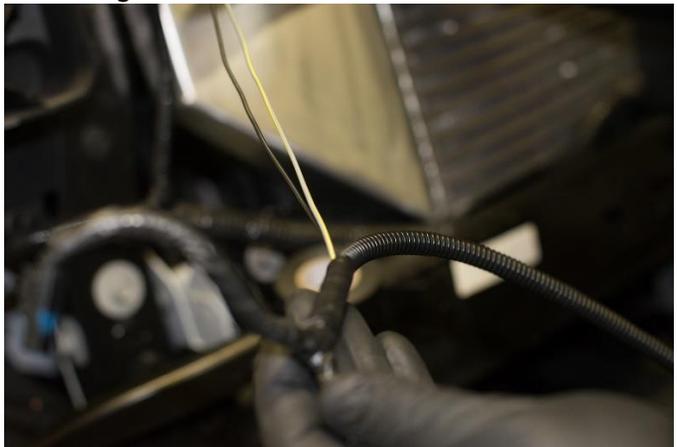
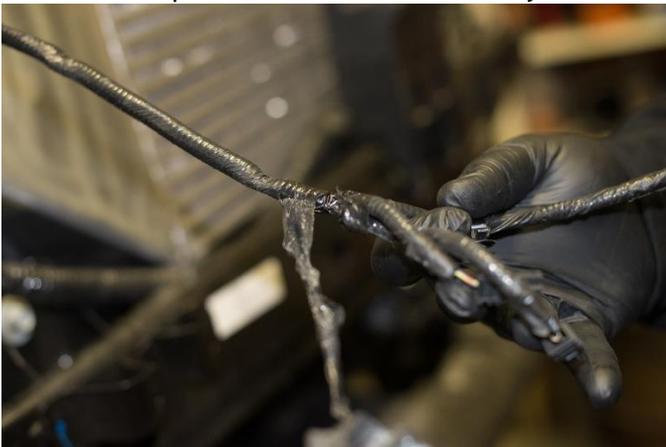
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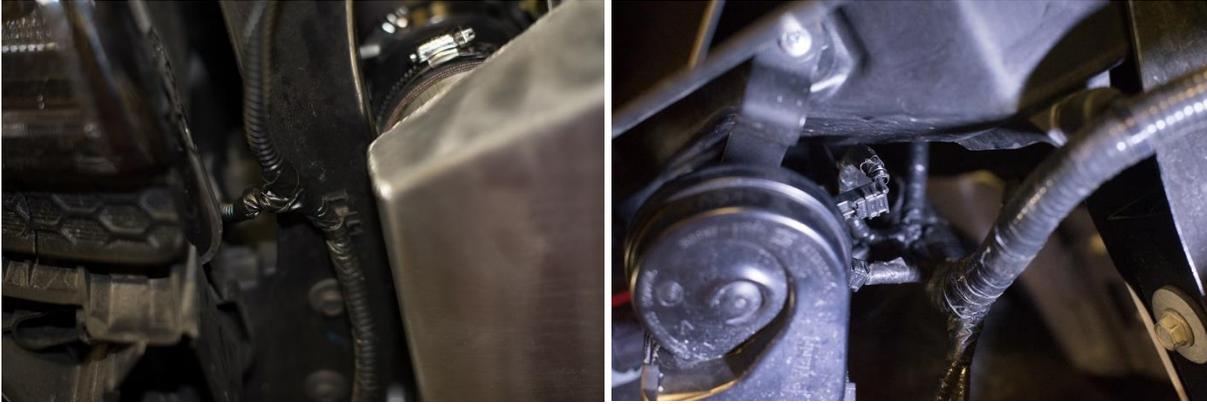
- Drill new holes under headlights with supplied self-tapping screws
- Mount as shown



- Separate horn wires from factory harness and shielding



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- Tape up horn wires and run behind headlights as shown. Reattach connector into the horn. Do this for both sides.
- Reinstall cruise control module and bumper reinforcement

Step (24) Cut tab from back of outside air temp sensor and mount as pictured

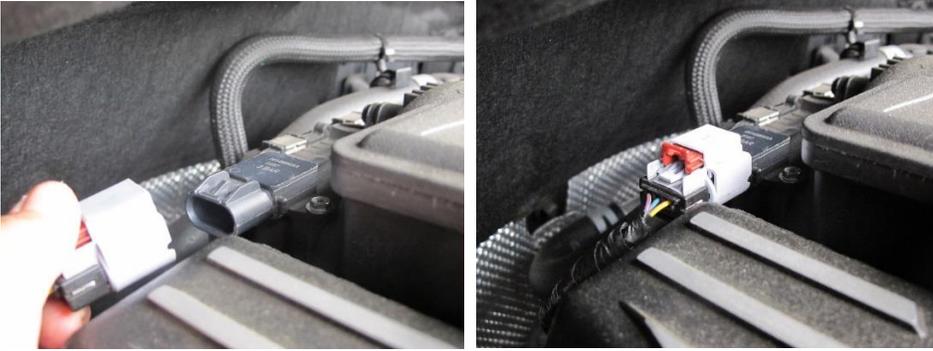


Step (25): Install coolant over flow bottle



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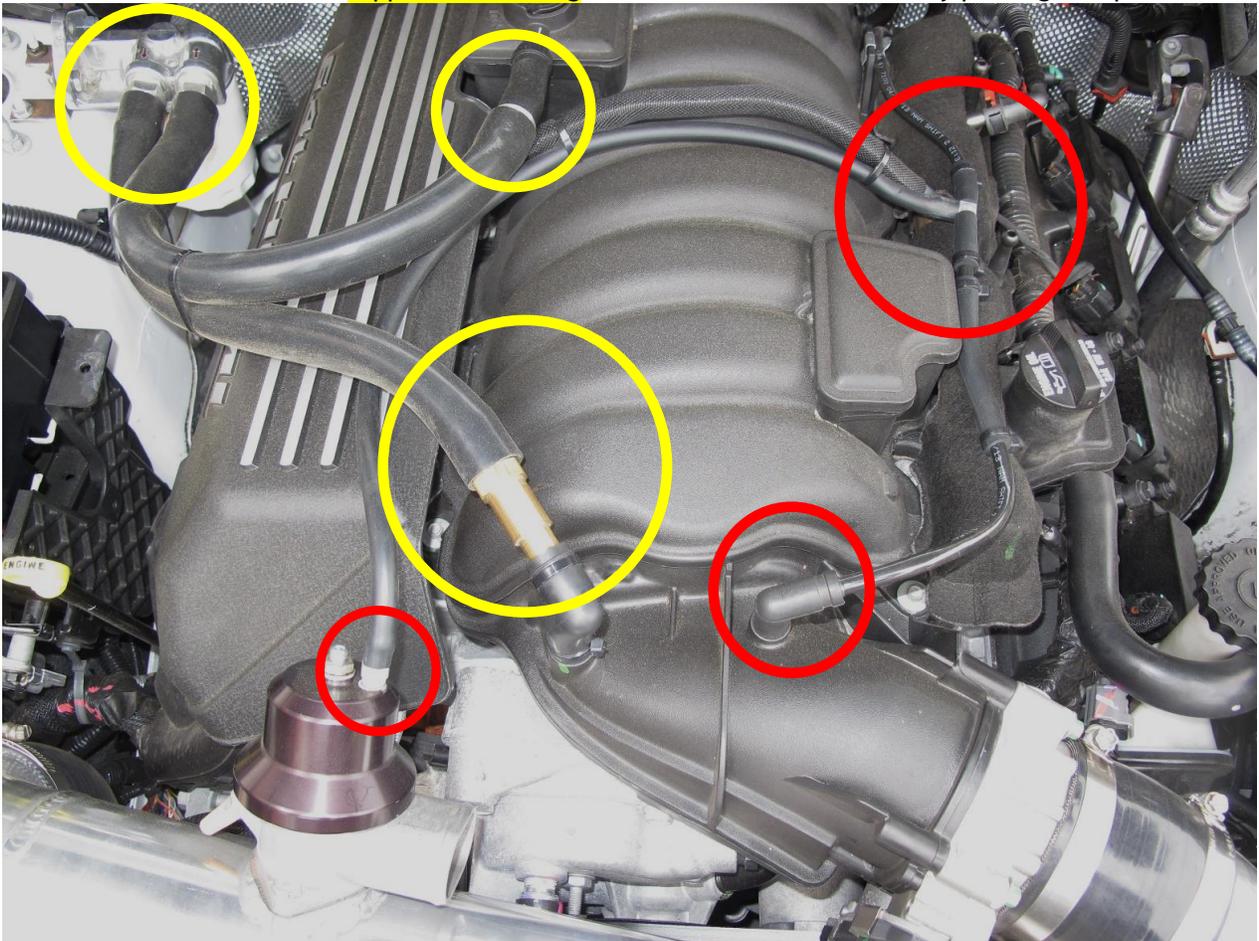
Step (26): Install Supplied RIPP MAP Sensor



- The OEM MAP sensor is located at the rear of the passenger side upper intake manifold (plenum)
- Locate it and unplug it
- Unscrew it
- **The RIPP provided one (With RIPP Log) installs just like factory**
- Install and plug in lock clip

Step (27): Installing Vacuum/Boost Reference Source FOR Blow Off Valve

- Locate the hard vacuum line off the intake plenum behind the throttle body (Fig A).
- Cut as shown and install **supplied Tee fitting** with attached vacuum lines by pushing into place.



(Fig A).

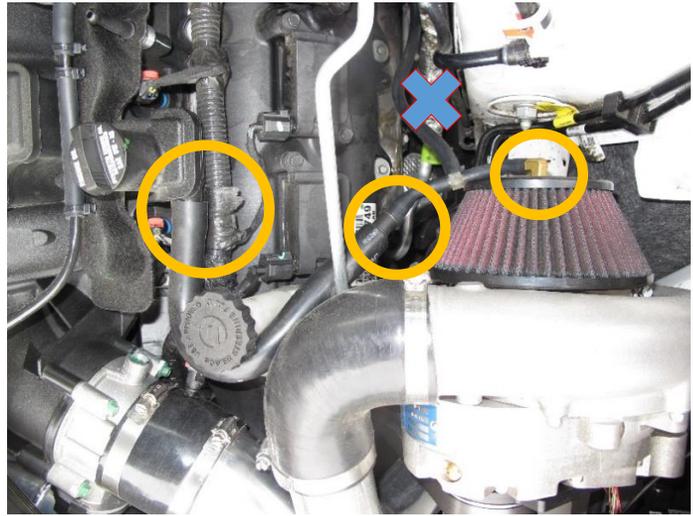
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Step (28): Installing 30psi PCV Valve and Filter (Attention Critical Step)

- The PCV valve is a ONE WAY check valve and is critical to the proper running of your kit. It stops boost from entering the crank-case, but allows vacuum to travel back in for proper crank-case ventilation.
- Remove any aftermarket Catch Can System from vehicle and replace with supplied kit



RIPP Catch Can Setup



AIR FILTER Crank Case Breather

- Remove Crank Case Vent hard line located on the pass side rear intake manifold
- Cut approximately 2.5in out of OEM tubing
- Install **supplied PCV Valve** as pictured with stamped arrow pointing towards throttle body.
 - Zip ties can be used to additionally in this step
 - Install filter on Passenger Side shock tower using supplied hardware



Step (29): Install Supplied Supercharger Gear Case Vent:

- The supercharger came with a tag and brass fitting attached to it
- This is the Gear-Case Vent, Remove shipping plug and save for future service or sale.

NOTE: If this is not installed you will blow the seals out of the blower, leaking oil and causing irreversible damage to the unit. Vortech will instantly know this is wrong and void any warranties expressed or implied.

Step (30): Wrapping it up (Attention Critical Step)

- Going over all your bolts, clamps, hoses, tie wraps, and fluids **twice** (Don't skip this step).
- Reinstall just the plastic clip holding the AC lines removed in **Step 7**
- Refill your engine oil with fresh oil and filter
- **Make sure you followed the oil breather instructions for self-contained blowers**
- **Check oil level in self-contained units before starting the vehicle**
- Refill your coolant (as per the factory guide lines)
- Make sure all plug connections are solid and no wires are exposed
- Go over vacuum diagram making sure your sending vacuum properly
- Make sure all hoses are tight
- Make sure all ignition wires are tight and clicked in

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Step (31): Starting the vehicle and dialing it in for the first time:

- Start the vehicle and bring to idle.
- **Check for leaks**
- **Fuel leaks**
- Oil leak feed (if so optioned)
- Oil Leak return (if so optioned)
- Blow off valve is open at idle
- Vacuum leaks
- No misfires (running on five or not starting at all)
- No immediate engine lights (**Attention Critical Step**)
- If anything is lose shut it down and repair.
- If everything seems in order, let it run for 30-60 seconds, then shut down and let the vehicle sit for a minute. Recheck the oil level on the dipstick. (CHECK the entire fuel feed and return system for leaks-if so optioned).
- Test drive vehicle by gradually working up to full throttle and paying close attention to any abnormal sounds or engine detonation.

CAUTION!!! Make sure there are no fuel leaks upon initial startup. Proper inspection of all fuel connection must be assessed before starting the vehicle. If there are fuel leaks shut the vehicle down and repair.

STEP (33) REINSTALL PLASTICS GASKETS BUMPER AND LOWER DEFUSER reversing removal steps

NOTE: WHEN STARTING VEHICLE FOR THE FIRST TIME, KEEP AN EYE ON THE BELT ALIGNMENT.

On the two preinstalled Idlers there are Shims preinstalled on both the top and bottom Idler between the idler and the bracket. These are there for belt alignment. In most cases we've found that one shim works perfectly. However in one case we found that an extra shim is needed on bottom idler to keep the belt on track. Upon starting the vehicle for the first time, if the belt comes off track you will need to install a second spacer on the bottom most idler. An extra Spacer can be found in front of the bottom most idler. Simply install this spacer between the idler and the supercharger bracket. Reinstall belt and start. Proceed to check alignment.

Trouble Shooting Guide:

This is a reference guide to help you tech any issues you may encounter during or after the installation. The following are the most common teched and resolved.

No start (Includes long crank-no start):

- Check fuses; if there is a no start situation it could be a blown fuse. If a fuse is blown it could have happened during installation and went unnoticed. If it blows again there is a direct short somewhere, trace your steps
- Make sure all sensors you may have touched are plugged in

Running rough and Check Engine lights:

- Is the air temp sensor is plugged in?
- Are vacuum lines hooked up correctly and in good condition?
- Make sure PCV valve is correctly installed, if backwards you will pump boost directly into the crank case. **This will blow every seal out**, examples being valve cover gasket.
- Make sure your spark plug wires are snug AND CLICKED IN (if equipped)
- Make sure you coil packs are plugged in and bolted down
- **Do not use ANY other electronic power this will conflict with the RIPP mapping and cause run faults.**

Maintenance/Guidelines

The RIPP Supercharger systems require minimal maintenance, beyond normal vehicles regularly scheduled maintenance. Use guidelines listed below and you will receive many years and miles of enjoyment from your system

Changing The Oil in the V3 Compressor

V3 supercharger long term maintenance and care:

• CAUTION: Use of any fluid other than the Vortech supplied synthetic lubricating fluid will void the warranty and may cause component failure. Replacement Vortech SL lubricating fluid part numbers: 009035: Package of three 4 oz. bottles

• Check the fluid level using the dipstick at least every 2,500 miles.
• Initial supercharger fluid change must be performed at 2,500 miles. The supercharger fluid must then be changed at least every 7,500-10000 miles.

- Drain the fluid VIA THE Stainless Steel Line on bottom of blower; re-fill the unit only with 4 oz. of Vortech/Paxton supplied synthetic lubricating fluid.
- Confirm proper oil level using the dipstick. **DO NOT OVERFILL!!**
- Verify that the drive belt is running smoothly.
- Turn off vehicle and recheck all fluid levels and verify that no hoses, wires, etc. are near exhaust headers or moving parts and that there is no fluid leakage.
- Re-install the splash pan (if equipped)



Ignition

1. Spark plug/ignition system guidelines should be tuned up regularly. The entire ignition system should be checked bi-annually and fresh plugs installed during the first install. We recommend installing NGK Brand Iridium core plugs in a one-step colder range. These should be changed once every two years and checked more frequently in race conditions GAP TO .032in.
2. Every 15000 miles, check to ensure the spark plugs are within factory specified resistance. Replace whenever beyond specification or every 30,000 miles or whichever comes first.

Fuel

1. The use of an injector cleaner can be used yearly to help keep older injection system efficient.
2. Under race-only conditions high octane/race gas (100octane or above) can be used, but only a small amount should be used. In a quarter tank, condition (3.5 gallons) use only one gallon of race gas. More will burn up oxygen sensor and catalytic converters. Check with tuners first.

Mechanical

1. Inspect serpentine belt on every service interval for wear and aging, and replace if there is any sign of premature wear. If there is, abnormal wear that is reoccurring, there may be an alignment issue. Inspect pulley alignment or have a professional assess the problem.
2. Under boosted condition and with increased under hood temperatures, its normal for clamps to come loose. Inspect all clamps regularly.
3. The high flow air filter that is supplied with your kit can be cleaned with a mild detergent, or the use of an air filter cleaning and oiling kit.
4. Biannually check O2 resistance as per the technical guide in the trouble-shooting guide

RIPP/VORTECH SUPERCHARGER OWNER INFORMATION

The following information and recommendations are designed to promote years of trouble-free service for your supercharger. Each RIPP/Vortech supercharger system is built to precise tolerances using the finest materials available. Every system is subjected to an intensive quality audit procedure from the time we first receive raw castings to the time the precision machined components become a completed supercharger system. Air fuel ratios, ignition timing requirements and all aspects required to build fully integrated systems are tested rigorously. When applied to a stock engine, in sound working order, the installation of a complete RIPP/Vortech supercharger system results in the highest street legal performance with a minimum of engine wear. If the unit is given proper care and is operated using the recommendations and instructions set forth in this guide, the unit will last the life of most vehicles. If the vehicle is modified in addition to the supercharger (i.e., heads, cam, etc.) or you have increased the impeller speed, you must follow guidelines outlined in the Owners Manual.

IMPORTANT COLD WEATHER INFORMATION

In order to achieve the low noise level of Vortech superchargers, RIPP/Vortech specifies manufacturing procedures that call for minimal internal clearance. These precise tolerances however are not conducive to temperatures below 25° F . Therefore, storing the vehicle in a heated garage and/or employing the use of an engine block heater/aftermarket engine blanket is required when the vehicle is subjected to a "cold startup" in ambient temperatures below 25° F . Failure to comply with this may result in immediate supercharger failure and invalidate the supercharger warranty.

Section 1

EVERY RIPP SUPERCHARGER SYSTEM IS ENGINEERED TO MEET THE FOLLOWING DESIGN OBJECTIVES:

1. To render the highest performance within the constraints of the stock engine and its various support systems, such as the fuel and ignition systems, compression ratio and known or tested weak points.
2. To operate within the range of peak compressor efficiency by not exceeding maximum impeller speed at the engine's redline.

NOTE: Increased impeller speeds can increase boost pressure, but may do so with a penalty to supercharger efficiency. Compressors must be properly matched to each application (matching available from RIPP/Vortech).

3. To maintain long term engine life (must be installed properly on an engine which is known to be in good operating condition prior to the installation of the supercharger). Understanding these design goals is important when applying the supercharger to custom applications. We strongly advise that when using the supercharger in a custom application, you make every effort to achieve the goals outlined.

Section 2

ENGINE STARTUP AND FUEL CONSIDERATIONS

1. Never operate your engine at full throttle when the engine is cold. When starting the engine each day, allow plenty of time for the oil to reach full operating temperature before running above 2,500

RPM. Full supercharger operating temperature is generally achieved after the engine water temperature has been at the normal operating range for two or three minutes.

2. Always utilize the highest octane premium unleaded fuel available in your area. RIPP recommends that you always use national brands whenever possible.
3. After filling up with fuel from a source other than the one you use regularly, carefully listen for engine detonation.
4. If any detonation is audible, you may have a fuel problem. Cease utilizing heavy-throttle and drive with greater care until the fuel is consumed. If detonation is still evident, inspect for other causes such as:
 - a. Faulty fuel pump(s). Some vehicles are now equipped with more than one pump. Check fuel pressures when detonation is occurring.
 - b. Dirty injector(s), clogged fuel filter or pinched fuel line.
 - c. Faulty spark plug(s) or spark plug wires with too much resistance. Consult your factory vehicle service manual. Most wires should not exceed 10 ohms of resistance.
 - d. Improper initial timing (not set to factory specification).
 - e. Faulty ignition coil.
 - f. Cooling system not functioning properly. Check for a faulty thermostat, faulty or improper calibration of the thermostatic fan switch, water pump belt slippage, a plugged radiator, or bad fan clutch.
 - g. Dirty air cleaner.
 - h. If your vehicle is equipped with a boost timing retard device as part of the supercharger kit or an ignition amplifier, check to be sure that the unit and the timing retard knob (if equipped) is working.
 - i. Faulty or loose computer chip, if equipped.
 - j. Ensure that the spark plugs and spark plug gap are correct for a supercharged application.

Section 3

Supercharger Support System Guidelines

1. Air Filters - Use the air filter system provided in your RIPP system.
2. Air Intake/Air Discharge - Must be in good condition and properly secured. If equipped with flex hose, this must be free of damage/leaks.
3. Belt Tension - Excessive belt tension can lead to supercharger or crankshaft bearing failure. Do not use a non-slipping or cog-type belt on a supercharger designed to be driven with a serpentine drive belt (non heavy duty). Replacement belts for your application are available from RIPP.
4. Computer Programming - The use of an aftermarket computer tuning is generally not recommended as they may not be calibrated for use with a supercharger and can cause detonation. RIPP offers computer calibrations and programs specifically developed and/or calibrated to maximize the performance of a particular RIPP supercharger system.
5. Crankcase Ventilation System - You must use the system provided in your RIPP kit to prevent excessive crank case pressures and possible engine damage.
6. Pulleys - If your supercharger drive belt comes off or squeaks it may be due to misalignment of the supercharger pulleys caused by installation problems or movement of the mounting plate. Misalignment can also be caused by over tightening (and failing) of the belt, which can negatively affect the supercharger and crankshaft bearings. For years of trouble free operation when used for street applications, we recommend the drive ratios not be changed from the standard specification.

Section 4

Normal Maintenance Guidelines - Self Oiling Units Only

1. Check the supercharger fluid level using the dipstick at least every 2,500 miles.
2. Initial supercharger fluid change must be performed at 500 miles. The supercharger fluid must then be changed at least every 5,000 miles.
 - i. Drain the fluid, re-fill the unit only with 4 oz. of Vortech supplied lubricating fluid.
 - ii. Confirm proper oil level using the dipstick. **DO NOT OVERFILL!!**

3. Fluid level checking procedure:
 - i. Ensure that the .06" copper sealing washer is located on the dipstick base.
 - ii. Thread the clean dipstick into the unit until it seats.
 - iii. Once the dipstick has seated, remove the dipstick from the unit. Fluid should register in the crosshatched area on the dipstick.
 - iv. **DO NOT OVERFILL!!** Drain excess fluid from the unit if it is above the maximum level on the dipstick.

WARNING: Use of any fluid other than the Vortech supplied special lubricating fluid will void the warranty and may cause component failure.

Glossary

Air By-Pass Valve: Device designed to eliminate compressor surge. It functions by allowing air to be dumped (or routed back to the supercharger inlet on MAF engines) from the discharge side of the supercharger. It employs pressure sensor lines that operate an internal diaphragm connected to a valve. This is an essential performance improving device that also improves durability.

Air Fuel Ratio: The amount of air compared to the amount of fuel in the air fuel ratio mixture, almost always expressed in terms of mass (see stoichiometric). Ideal air fuel ratio at idle and low engine load is 14.7:1 (see Fuel rich/lean).

Ambient Temperature: The current temperature of the surrounding outside air.

Atmospheric Pressure: Normal pressure in the surrounding atmosphere, generated by the weight of the air above us pressing down. At sea level, in average weather conditions, atmospheric pressure is

approximately 100 kPa (about 14.5 psi) above vacuum or zero absolute pressure.

Barometric Pressure: Another term for atmospheric pressure. Expressed in inches of Mercury (in.Hg.). How high atmospheric pressure (relative to zero absolute pressure) forces Mercury up a glass tube. 14.5 psi= 29.92 in.Hg.

Blower: Term often applied to all types of superchargers.

Boost: Condition of over pressure (above atmospheric in the intake manifold) caused by intake air being forced in by a supercharger.

Charge Air Cooler (CAC): A heat exchanger which reduces the temperature of the compressed charge before it enters the combustion chamber.

Choke Line: Area on compressor map where the compressor can no longer efficiently deliver the amount of airflow the engine needs. It is the point where boost pressure falls off on a compressor map, even though air flow continues to

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increase. Can be caused by reaching the capacity of the impeller, the capacity of the compressor housing passageway, or the inlet. For example, if a Vortech V-5 F- Trim is used on a 700 hp big block engine, the supercharger would operate on the choke side of the compressor map. Proper compressor matching to the application eliminates this problem.

Compression Ratio: The ratio of maximum engine cylinder volume (when the piston is at the bottom of its stroke) to minimum engine cylinder volume (with the piston at TDC). Thus, the theoretical amount that the air to fuel mixture is compressed in the cylinder.

Compressor Housing: The housing which makes up the enclosure portion of the compressor. Also referred to as the volute, scroll or snail.

Compressor Maps: Graphic summaries of supercharger performance data (with respect to pressure and flow) generated using test equipment and procedures.

Density: The ratio of the mass of something to the volume it occupies. Air has less density when it is warm, and less density at higher altitudes.

Detonation: (Knock) Sudden increase in cylinder pressure caused by pre-ignition of some of the air-fuel mixture as the flame front moves from the spark-plug ignition point. Pressure waves in the combustion chamber crash into the piston or cylinder walls. This results in the sounds known as knock or ping. Strongly influenced by fuel octane rating, ignition timing, and compression ratio as well as boost level. May be caused by hot carbon deposits on the piston or cylinder head.

EFI: (Electronic Fuel Injection) A computer controlled fuel system that distributes fuel through an injector located in each intake port of the engine. The fuel injectors are usually fired using individual circuitry.

Efficiency Islands: The percentage values that designate the efficiency expressed in an island representation on a compressor map. The area inside the islands designate

maximum efficiency, the area to the left of the efficiency islands designate the temperature is too high on the surge side, and the area to the right of the efficiency islands designate that drive horsepower is high on the choke side.

Fuel Pressure Regulator: A spring loaded relief valve that returns excess fuel to the tank to maintain system pressure.

Fuel Rich/Lean: An evaluation of air to fuel ratio based on an air-fuel value known as stoichiometric or 14.7:1. In most fuel injection systems rich/lean is determined by voltage signal from the oxygen sensor.

FMU: (Fuel Management Unit) A vacuum/boost referenced fuel pressure regulator. Used to increase the pressure by regulating fuel flow returning to the tank from the stock fuel pressure regulator.

Impeller: The finned or bladed rotating wheel housed inside the compressor housing.

Inducer: The air inlet portion of a centrifugal compressor.

Intercooler: A heat exchanger which reduces the temperature of the charge air between stages of compressors or superchargers.

MAF: (Mass Air Flow Sensor) An electric hot wire used to measure the mass or weight of intake air.

MAP: (Manifold Absolute Pressure [or its signal circuit]) Manifold pressure measured on the absolute pressure scale, an indication of engine load. At sea level, with the engine off, MAP=100 kPa (14.7 PSIG)

Naturally Aspirated: An engine without a supercharger.

PCV: (Positive Crankcase Ventilation) Engine crankcase fumes ducted back to the intake manifold to reduce air pollution.

Pressure Boost: The difference in pressure between barometric and intake manifold absolute pressure on a supercharged engine (read as gauge pressure).

RIPP Supercharger for 2012-2014 JEEP SRT Cherokee 6.4 HEMI VVTi

Pressure Absolute: The sum of gauge pressure and atmospheric pressure. One standard atmosphere = 29.92 in. of mercury (Hg) = 14.696 lb/in (PSI).

Pressure Ratio: Manifold absolute pressure divided by standard barometric pressure. Pressure Ratio = gauge pressure + atmospheric pressure divided by the absolute pressure. The vertical scale on a compressor map and it indicates the pressure rise across the compressor. It is scaled this way instead of psi because the inlet conditions are unknown.

PSI: (Pound Per Square Inch) PSI can be a measure of air or fluid pressure.

SAE J1723: The only way to properly evaluate the efficiency of a centrifugal supercharger. It outlines the procedures for testing and then presenting results in accurate and usable compressor maps. See

www.sae.org/Prodserv/stds/J1723_199508.htm.

Speed Lines: On a compressor map, pressure at any given speed is relatively the same until the inlet chokes and the pressure falls off. Usually, when the pressure falls off, the efficiency also falls off.

Stoichiometric: The correct chemical mixture of air and fuel to yield complete combustion.

Supercharge: Increase the density of charge by compressing it before it enters the combustion chamber.

Surge: Compressor surge is a condition that occurs when there is insufficient air flow to support a specific pressure on the compressor outlet side. It often occurs during vehicle deceleration when the throttle is closed, but the compressor is still at high speed. It can occur at high

RPM and small throttle opening conditions if the compressor has been refit to run faster and it can be a chronic problem if the incorrect supercharger has been selected. It can cause catastrophic supercharger failure. It heats the discharge air, reduces engine response and, if prolonged, can heat soak the supercharger. Mass air flow sensors do not function well during compressor surge.

Surge Line: The lowest flow for any speed. It is audibly identified by a coughing or banging noise and physically by a very high temperature. A volume of air rushes out the inlet, only to be sucked back in when the compressor recovers. The temperature increases every time this occurs. For example, if a Vortech V-4 XX-Trim supercharger is installed on a 2.0 liter engine, the supercharger would operate in surge or the left side of the compressor map. Proper compressor matching to the application eliminates this problem.

TPS: (Throttle Position Sensor) Sensor that provides the control module with a variable voltage that represents the position of the throttle. The TPS is usually located in the throttle housing.

Valve Overlap: The number of crankshaft degrees expressing the time when both the intake and exhaust valves are open.

Volute: A scroll or snail shape housing used to contain the impeller and diffuser. Located at the rear of the supercharger unit where the air enters the supercharger. Sometimes referred to as a scroll or compressor housing.

Vortex: Free flowing inward spiral such as seen at the drain of a bathtub.

Questions? Call us **718-815-1313** Monday - Friday Between 9am-6pm EST.

Email us - RIPPMODS@RIPPMODS.com