



## **SUPERCHARGER BREAK-IN PERIOD**

We recommend a short break-in period with your freshly-rebuilt supercharger.

Try to limit yourself to no more than 4,000 RPM's for the first 50 miles or so. This will provide the deep-groove bearings a chance to seat before you go to redline with them.

## **POWERDYNE DO'S and DON'TS**

**DO:** Measure and know your crankshaft pulley size.

**DO:** Learn how to calculate your impeller speed  
 $(\text{Engine Redline or Shift Point}) \times (\text{Crankshaft Pulley Diameter}) \text{ divided by } (\text{Supercharger pulley diameter}) \times 3.1 = \text{Impeller Speed}$

**DO:** Keep impeller RPM's under 38,000 rpm on a stock rebuild and under 50,000 rpm on our race rebuild

**DON'T:** "Speed Shift" shifting without lifting on manual trans cars

**DON'T:** Use too small a supercharger pulley.

**DON'T:** Allow excessive engine bay temperatures.