INSTALLATION INSTRUCTIONS

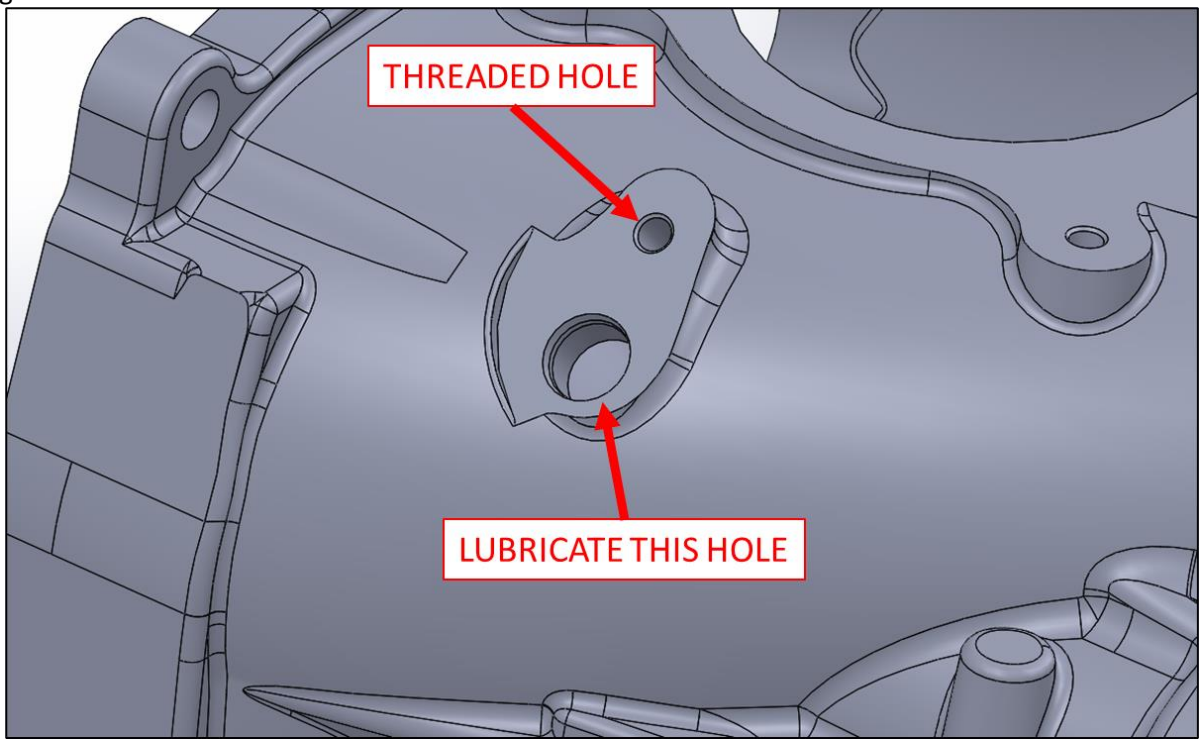
PART DESCRIPTION: SDG Snout Casting
APPLICATION: 2.38L, 2.7L, and 3.0L IHI Superchargers
REVISION: 0
DATE: 28 MAR 2022

Thank you for choosing the Hellephant Killer snout; the highest-flowing, best performing snout for the 2.38L, 2.7L, and 3.0L IHI superchargers!

The following instructions will help you properly install your new snout onto your supercharger.

Step 1: Insert Snout TMAP Sensor

- Apply a small amount of lubricant to the sensor O-ring.
- Insert sensor into its respective hole, and align the mounting hole with the threaded hole on the snout.
- Thread the sensor's fastener into the snout by hand with a ratchet or wrench, making sure not to cross-thread.
- Tighten to 6N-m.



NOTE: The sensor's mounting fastener comes from the factory with a dry blue locking compound. If this sensor has been removed several times, the locking compound may have lost its ability to retain itself in the threaded hole. A small amount of blue liquid locking compound can be utilized to aid in the sensor's ability to resist loosening on the supercharger.

Step 2: Clean the Sealing Surfaces

- Ensure the bearing plate and snout sealing surfaces are clean of anaerobic residue or any other contaminants. SDG recommends acetone for cleaning this surface. DO NOT scrape with a sharp or jagged object; the anaerobic should come off with application of the acetone.
- Even if you have a freshly installed billet bearing plate from SDG, it is still best practice to clean the surface prior to applying the anaerobic sealant to the bearing plate.
- Failure to do this will result in an unsealed joint, which will cause unmetered air to leak into the supercharger and pesky tuning issues!

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Step 3: Anaerobic Application

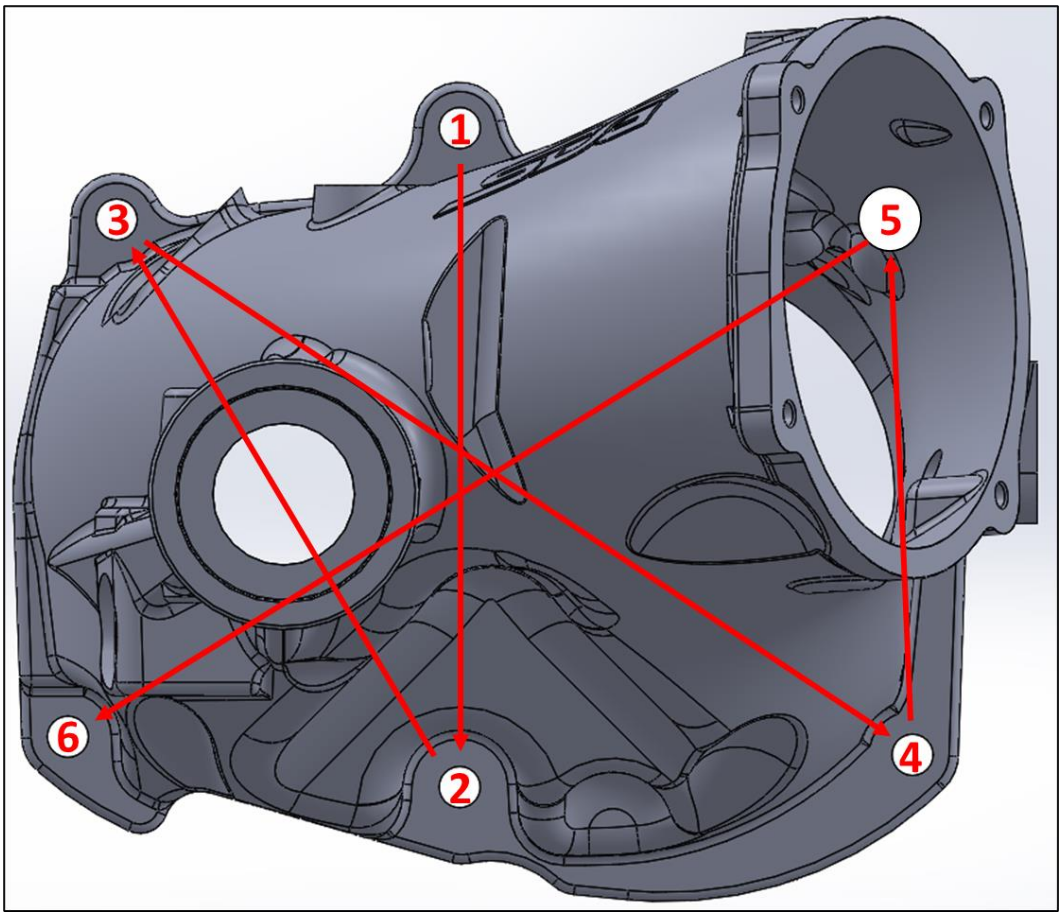
- Apply a thin bead of anaerobic to the sealing perimeter of the snout as shown below.
- Once the bead is applied, ensure that there are no discontinuities in the form of gaps or bubbles.

Step 4: Align the Snout Pins

- Align the pins on the snout's coupler with the bushings on the rotor's coupler, being careful to not to touch/rub the sealing surfaces together.
- Once the pins are aligned and engaged into the bushings, insert 2 fasteners into the snout, through their respective holes in the bearing plate, and begin threading them in with fingers (no socket, no wrench) for a few rotations. This will prevent the snout from moving around too much, potentially smearing the sealant.
- Apply axial force to the pulley by hand, press the pins into the bushings as far as you can. This fully aligns the snout with the bearing plate.

Step 5: Seat the Snout

- Insert the remaining 4 fasteners into their respective holes and thread in with fingers. The fasteners should be easily threaded until they meet the surface of the snout.
- In the pattern shown below, tighten the fasteners by hand with a ratchet or wrench until the snout is fully seated against the bearing plate. It may take several trips around the snout to get the two surfaces mated together properly.



Step 6: Tighten the Snout Fasteners

- In the pattern shown in the previous step, tighten each fastener to 35 N-m (≈ 26 ft-lb).
- In case there was some movement or relaxation of the sealing joint, repeat the torquing process to ensure fasteners are tightened to specification.