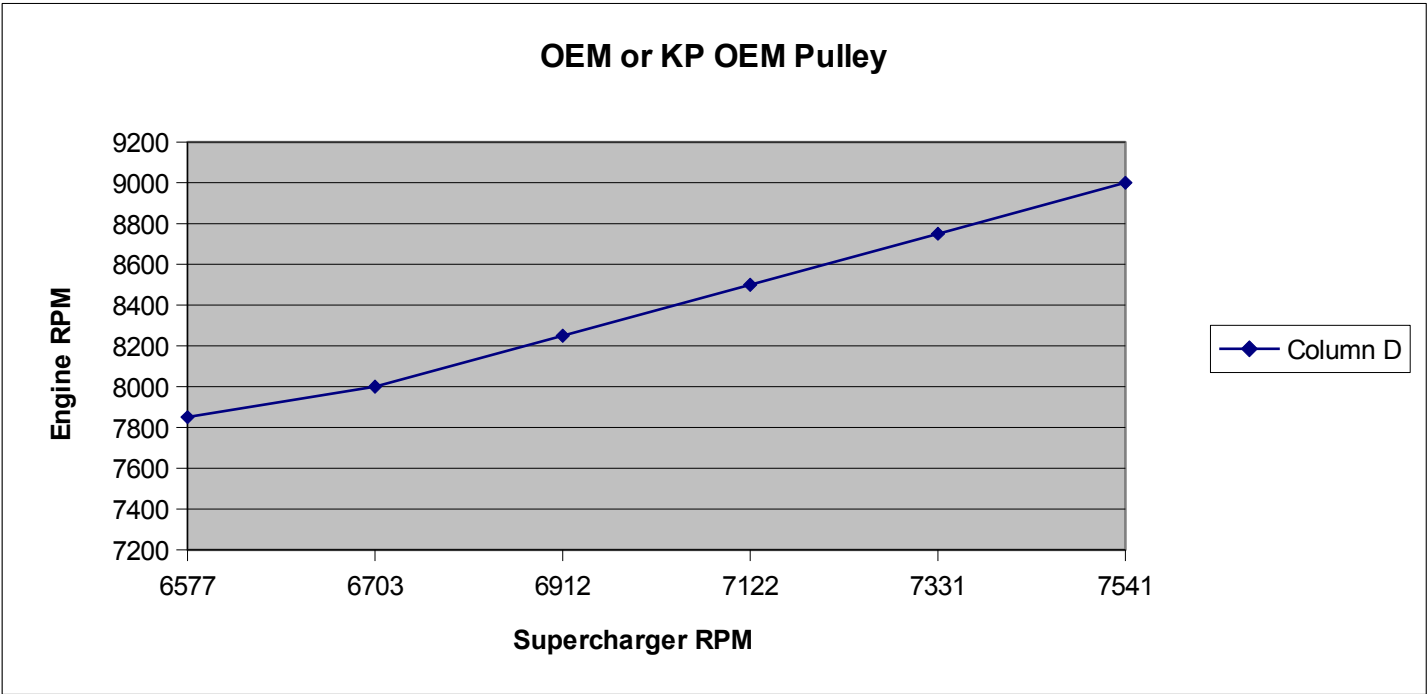
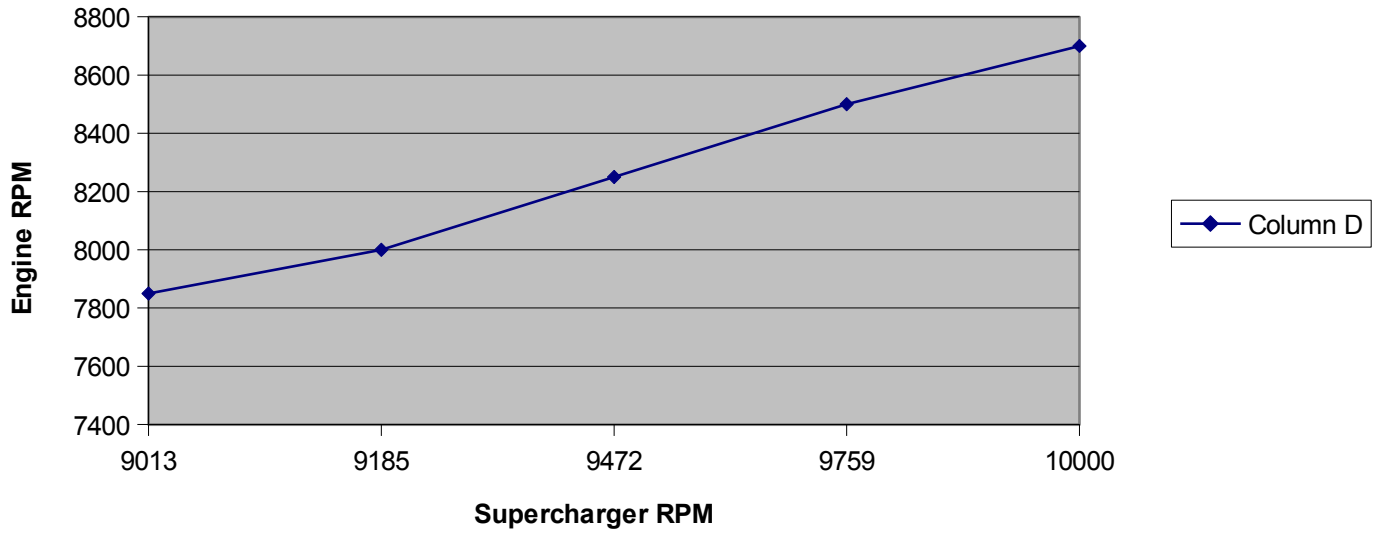


# Supercharger Pulley and RPM Data

KP Recommends keeping the 250/260 supercharger within the manufacturer's suggested operating RPM. The max suggested RPM for the OGURO CLUTCH supercharger is 9,000 RPM. Exceeding this limit can cause vibrations and ultimately supercharger failure. For these superchargers to perform under daily driving conditions as well as intense racing conditions, we recommend the following: The supercharger must be kept "wet" at all times, with fogging oil or similar. Bearings should be inspected and serviced as necessary. Pulley bearing needs to be replaced multiple times a season if needed. Main supercharger bearings should be replaced as needed every season or every other. Supercharger oil should be clear, unburnt and fresh. If it is not, then that shows an issue. Burnt oil means the supercharger is overheating and needs service before failure. Cases must be clean of debris or corrosion and seals greased. This will prolong the life of your supercharger indefinitely. If using our STEALTH series pulley, we HIGHLY recommend a supercharger rebuild or NEW charger before proceeding. Any old bearings or lack of lubrication will decrease the life of your supercharger. We highly recommend upgrading with our HIGH SPEED bearings. Below is a list of engine RPM vs Pulley vs Supercharger max RPM.



### Stealth Series SUPER BOOST



Pulley Type	Engine RPM	≈Supercharger RPM
OEM or KP OEM	7850	6577
OEM or KP OEM	8000	6703
OEM or KP OEM	8250	6912
OEM or KP OEM	8500	7122
OEM or KP OEM	8750	7331
OEM or KP OEM	9000	7541
Stealth Series Super Boost	7850	9013
Stealth Series Super Boost	8000	9185
Stealth Series Super Boost	8250	9472
Stealth Series Super Boost	8500	9759
Stealth Series Super Boost	8700	10000

Pulley Type	Ratio	Engine RPM	Supercharger RPM
OEM or KP OEM	0.838:1	7850	6577
RD OEM	1:1	7850	7850
RD 1:1.01	1:1.01	7850	7990
RD 1:1.1	1:1.1	7850	8691
KP SUPERBOOST	1:1.14	7850	9013

