



**Edelbrock Supercharger
2007-13 GM HD 2500 Trucks 6.0L
Installation Instructions**



Edelbrock E-Force Supercharger 2007-13, GM HD 2500 Trucks

Part # 1560 / 15600 - 2007-10, 6.0L HD 2500 Silverado and Sierra

Part # 1561 / 15610 - 2011-13, 6.0L HD 2500 Silverado and Sierra



Edelbrock Supercharger 2007-13 GM HD 2500 Trucks 6.0L

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INTRODUCTION

Thank you for purchasing the Edelbrock E-Force Supercharger System for 2007 to 2013 GM HD Trucks. This supercharger utilizes Eaton's new Gen VI TVS rotors, featuring a four lobe design with a full 160° of twist for maximum flow, minimum temperature rise, quiet operation, and the reliability for which Eaton is known. The Edelbrock Supercharger is a complete system that maximizes efficiency and performance by minimizing air restriction into, and out of, the supercharger. This results in maximum airflow, with minimal temperature rise and power consumption. The supercharger housing itself is integrated into the intake manifold for a seamless design with minimal components, eliminating the possibility of vacuum leaks between gasket surfaces. The system also utilizes a front drive, front inlet configuration giving it the shortest, least restrictive inlet path on the market. The supercharger is inverted, expelling the air upward. Air pressure then builds in the plenum, before being drawn down through each of two intercooler cores, oriented horizontally, next to, and below the supercharger outlet. After passing through the intercooler cores, the air travels through the long 12" runners, which route underneath the supercharger housing to the cylinder head ports, in a horizontal, nested configuration. The upper plenum area is enclosed by a top cover that has been designed to provide an appealing and distinctive under-hood appearance. This configuration allows for a compact package that can fit under the stock hood and cowl of the vehicle, without sacrificing runner length, or intercooler area. The E-Force supercharger features a uniquely styled plenum. The Edelbrock supercharger provides neck snapping performance that is safe to operate on a completely stock engine. It is 50-state emissions legal.

TOOLS AND SUPPLIES REQUIRED

- Jack and Jack Stands or Service Lift
- Panel Puller
- Ratchet and Socket Set including: 7mm, 8mm, 10mm (standard, deep and universal), 11mm, 12mm (deep), 13mm, 15mm, 18mm, 21mm (deep), 24mm
- Wrenches including: 8mm, 10mm, 15mm, 27mm
- 12" Ratchet Extension Bar
- 1/2" Breaker Bar
- Flat Blade & Phillips Screwdrivers
- Compressed Air
- Torx - T20, T25, T30 Driver
- Allen Wrenches including: 5mm, 6mm, 8mm
- 2" Long 5mm Allen Socket
- 3/8" Fuel Line Removal Tool
- Torque Wrench
- Needle Nose Pliers
- Vice Clamp or C-Clamp
- Hose Clamp Removal Tool or Pliers
- Pneumatic or Right Angle Power Drill
- Impact Wrench
- Loctite Threadlocker or equivalent
- Loctite 609 Retaining Compound, or equivalent
- Permatex Thread Sealant w/ PTFE, or equivalent
- O-ring Lube
- Anti-seize
- Masking Tape
- Shop Rags
- Zip Ties / Wire Ties
- GM J-42386-A Flywheel Holding Tool, or equivalent
- 50/50 Coolant Mixture

Edelbrock LLC, 2700 California Street, Torrance, CA 90503
Toll-Free Tech Line: 1-800-416-8628 Office/Sales Line: 310-781-2222



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IMPORTANT WARNINGS

Before beginning the installation, use the enclosed checklist to verify that all components are present in the box. Then inspect each component for damage that may have occurred in transit. If any parts are missing or damaged, contact Edelbrock Technical Support, not your parts distributor.

INSTALLATION NOTE: *It is critical to install the supplied fuel pump on a vehicle that is able to start once the installation is complete. Once the fuel pump is installed, you must start the vehicle to check for leaks and check engine lights. This installation can be performed prior or after the supercharger installation. If performed after the supercharger installation, DO NOT DRIVE the vehicle without installing the fuel pump kit first.*



WARNING: *Installation of this supercharger will result in a significant change to the performance characteristics of your vehicle. It is highly recommended that you take some time to familiarize yourself with the added power, and how it is delivered, in a controlled environment. Take extra care on wet and slippery roads, as the rear tires will be more likely to lose traction, with the added power. It is never recommended to turn off your vehicles traction control system.*

Please employ proper towing etiquette when towing steep grades. Turn off Air Conditioner and avoid aggressive towing behaviors to avoid any overheating that may occur. DO NOT exceed the manufacturer's maximum tow rating for the vehicle.

Proper installation is the responsibility of the installer. Improper installation will void all manufacturer's standard warranties and may result in poor performance and engine or vehicle damage.

Due to the complexity of the Edelbrock E-Force Supercharging system, it is recommended that this system only be installed by a qualified professional with access to a service lift, pneumatic tools, and a strong familiarity with automotive service procedures. **To qualify for the powertrain warranty**, it is necessary to have this system installed by a Certified ASE Technician, GM Dealership, or an Authorized Edelbrock Installer. Failure to do so will void and/or disqualify any and all optional supplemental warranties offered with this system. Please contact the Edelbrock Technical Support department if you have any questions regarding this system and/or how your installer of choice will affect any warranty coverage for which your vehicle may qualify.

Any previously installed aftermarket tuning equipment must be removed and the vehicle returned to an as stock condition before installing the supercharger.

Any equipment that directly modifies the fuel mixture or ignition timing of the engine can cause severe engine damage if used in conjunction with the Edelbrock E-Force Supercharger System. This includes, but is not limited to: ignition boxes, air/fuel controllers, OBD-II programmers, and any other device that modifies signals to and/or from the ECU. Aftermarket bolt-on equipment such as underdrive pulleys or air intake kits will also conflict with the operation of the supercharger and must be removed prior to installation. Use of any of these products with the E-Force Supercharger could result in severe engine damage.



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IMPORTANT WARNINGS (CONTINUE)



91 octane or higher gasoline is required at all times. If your vehicle has been filled with anything less, it must be run until almost dry and refilled with 91 or higher octane gasoline twice prior to installation.

Any failures associated with not using premium 91 octane gasoline or higher, will be ineligible for warranty repairs.

THE FLEX-FUEL FUNCTION HAS BEEN DISABLED. DO NOT USE ANY GASOLINE WITH AN ETHANOL RATING HIGHER THEN 10% (E10). FAILURE TO DO SO WILL RESULT IN ENGINE DAMAGE AND VOID YOUR WARRANTY

Edelbrock periodically releases improved versions of the calibration file found on the supplied handheld programmer. It is recommended to check the website, www.edelbrock.com, to ensure you have the latest version as described in the PCM Flashing Procedure on Page #9.

It is also recommended that you check the Edelbrock Tech Center Website for any updates to this installation manual. Please refer to the lower right hand corner to verify that you have the latest revision of this installation manual before beginning the installation.

Tech Center: http://www.edelbrock.com/automotive_new/misc/tech_center/install/index.php

Edelbrock Authorized Installer Disclaimer

Authorized installers of Edelbrock products are independent companies over which Edelbrock has no right of control. Edelbrock LLC makes no claims regarding the abilities, expertise or competency of individual employees of any authorized installer. Each authorized installer is an independent company and makes its own independent judgments. Edelbrock LLC specifically disclaims any responsibility to any party including third parties for the actions, or the failure to act, of individuals, agents or a company authorized in the installation of Edelbrock LLC products.

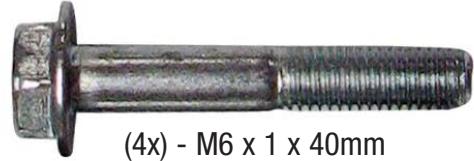


INSTALLATION HARDWARE IDENTIFICATION GUIDE

Bag #1



(2x) - M10 x 1.50 x 90mm Hex Flange Bolt



(4x) - M6 x 1 x 40mm Hex Flange Bolt



(1x) - M8 x 1.25 x 20mm Hex Flange Bolt



(1x) - Rubber Grommet



(1x) - M8 Washer

Bag #2



(6x) - M6 x 1 x 16mm Hex Flange Bolt



(2x) - 1/2" Hose Clamp



(8x) - 3/4" Hose Clamp



(1x) - M8 x 1.25 x 30mm Hex Flange Bolt



(2x) - Washer 5/16 ID



(2x) - M6 x 1 x 35mm Hex Flange Bolt



(2x) - M6 x 1 x 25mm Hex Flange Bolt



(5x) - M6 x 1 x 10mm Hex Flange Bolt



(8x) - Nut M6 x 1.0



(2x) - 1" Spacer

Bag #3



(11x) - M8 x 1.25 x 25mm Countersunk Socket Head Bolt



(8x) - M6 x 1 x 45mm Hex Flange Bolt



(4x) - M6 x 1 x 12mm Socket Head Bolt

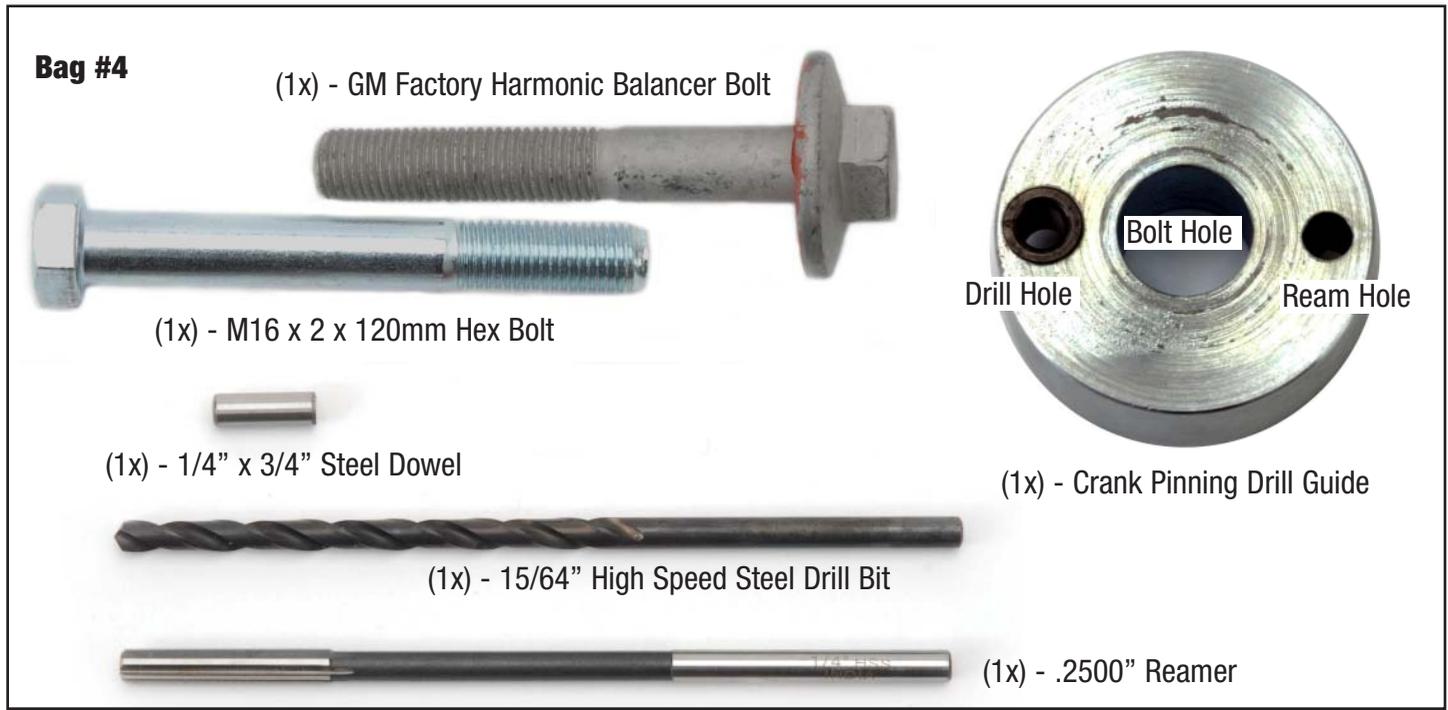


(2x) - M6 x 1 x 16mm Button Head Bolt



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INSTALLATION HARDWARE IDENTIFICATION GUIDE



HOSE IDENTIFICATION GUIDE





HOSE IDENTIFICATION GUIDE



Recovery Tank to
Water Pump



Water Pump to LTR



Manifold to Recovery Tank

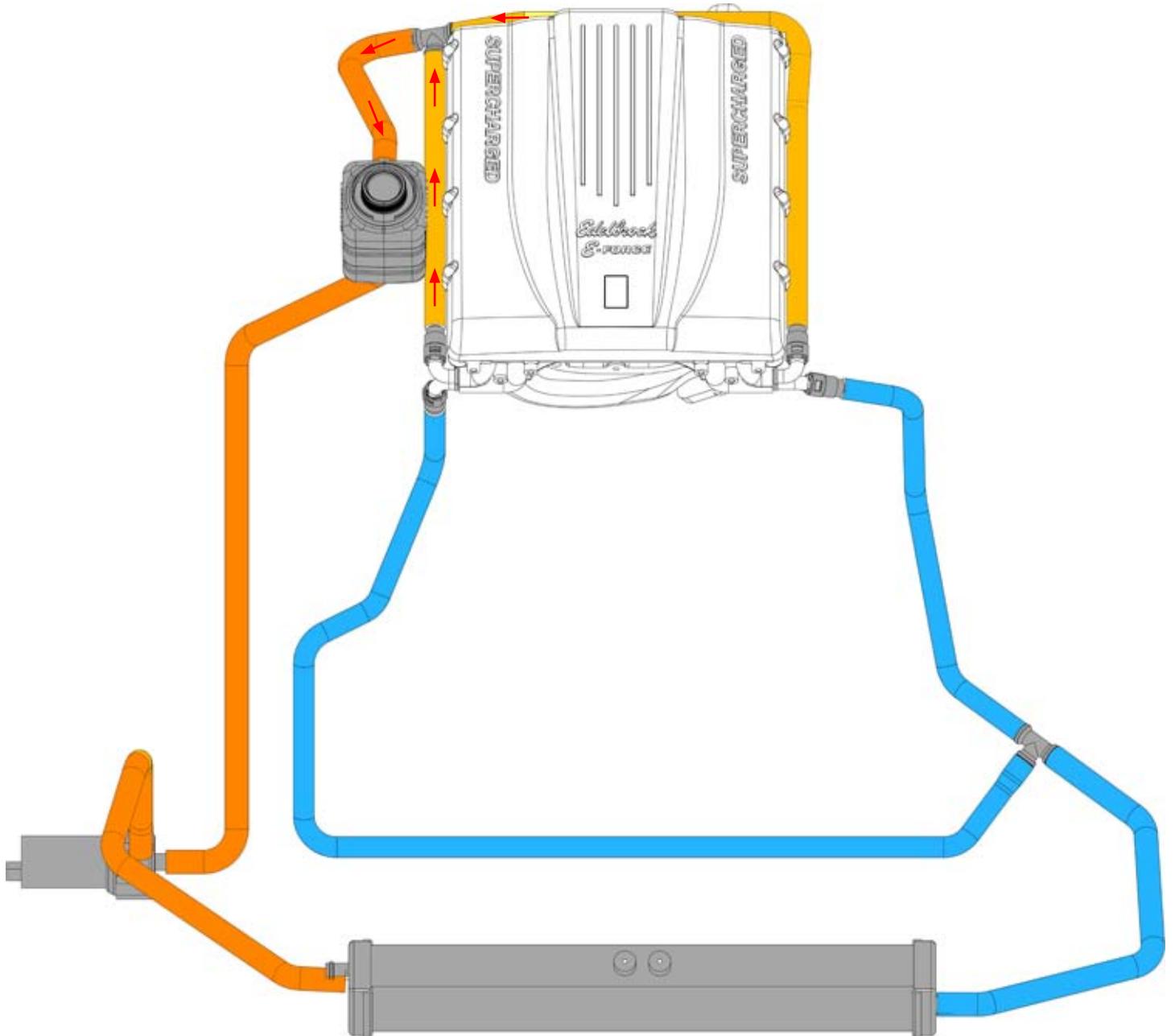


LTR to Manifold



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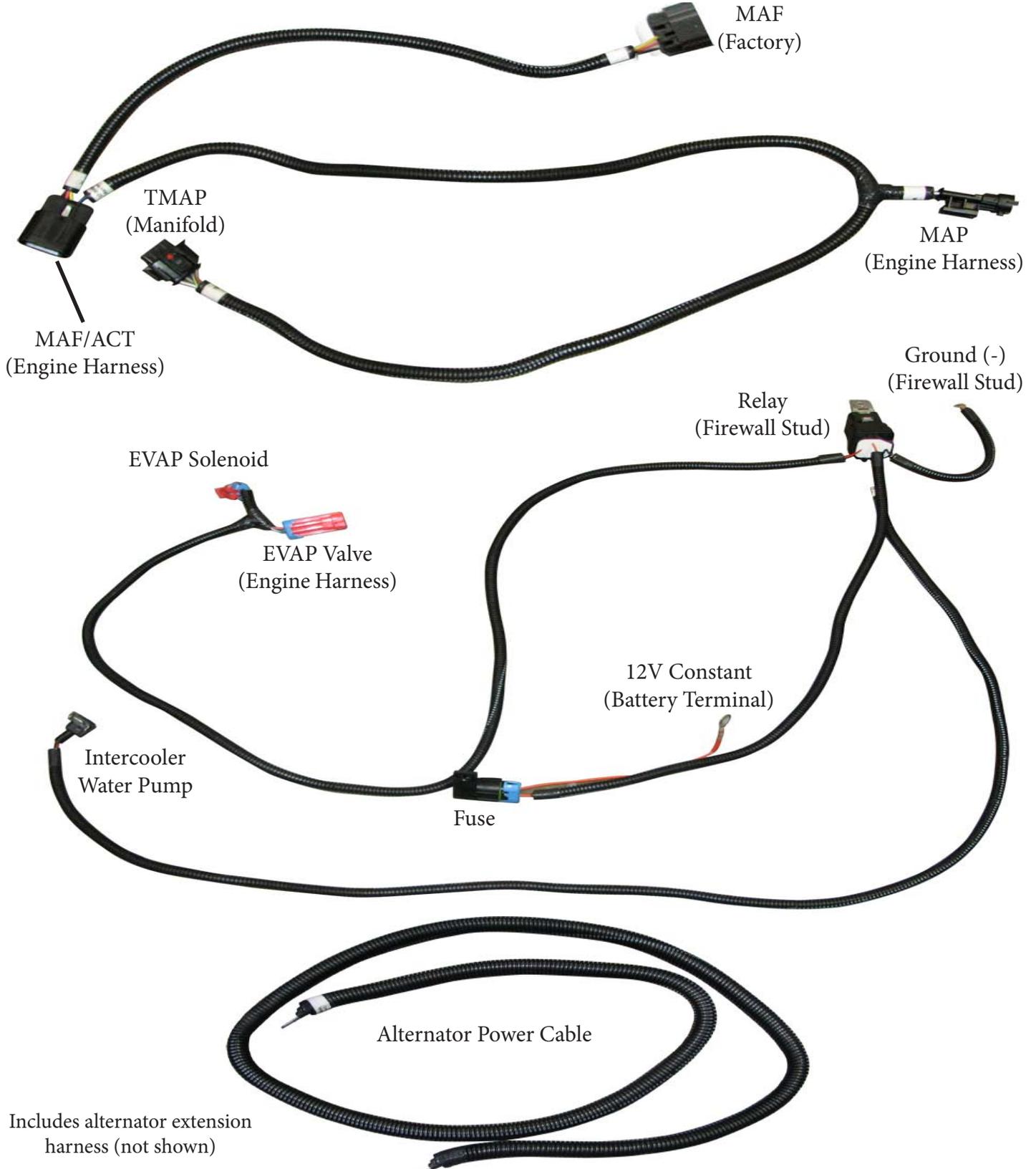
HOSE ROUTING GUIDE





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WIRE HARNESS GUIDE



Includes alternator extension harness (not shown)



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Supercharger Installation

NOTE: It is very important to perform the PCM flashing procedure prior to starting this installation. This will prevent any major installation delays due to non-compatible calibration files.

In the rare occurrence that you encounter an error message during the PCM flashing procedure, please refer to Page 26, titled E-mail Edelbrock Your Stock PCM Calibration.

WARNING: Battery must be sufficiently charged before starting the PCM flashing procedure.

Only begin the PCM flashing procedure when you are ready to install the supercharger. Once the PCM is flashed, DO NOT START the engine until the installation of the E-Force supercharger is complete.

1. Before starting the flash procedure, check the Edelbrock website at:

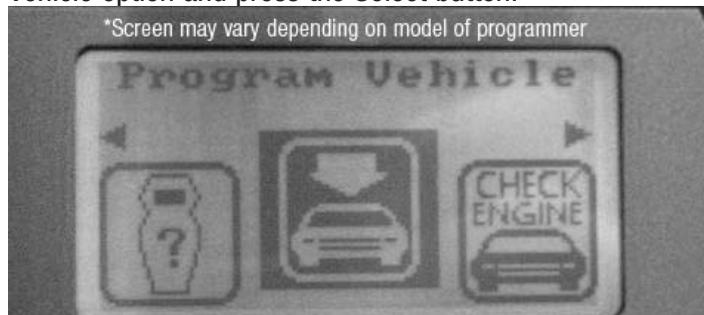
(<http://www.edelbrock.com/automotive/mc/superchargers/support.shtml>)

to confirm that you have the latest calibration file. Once you have found the latest calibration file on the website, power on the programmer. Press the left arrow and select the "Device Info" option. Scroll down to "Tune Version" and compare the tune number to the one on the website. If they are different, download the new calibration file with the supplied USB cable.

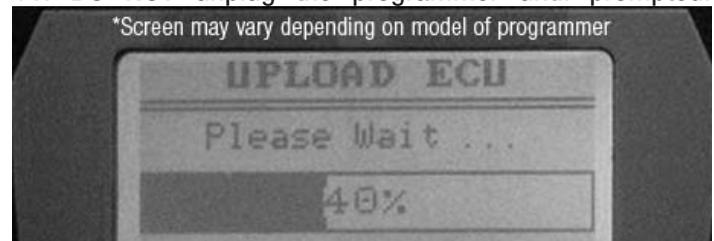
2. Put the car into ACC mode, but don't start the vehicle.

3. Connect the supplied PCM cable on the handheld programmer to the OBD-II connector located below the steering wheel, and to the left of your knee.

4. Use the directional pad to highlight the Program Vehicle option and press the Select button.



5. Use the directional pad to highlight the Pre-programmed Tune option and press the Select button.
6. Read the disclaimer then press Select to continue.
7. Verify that the ignition is in the 'Key On' position and that the engine is not running, then press Select.
8. Use the directional pad to highlight your vehicle and transmission combination then press Select.
9. Use the directional pad to highlight the Begin Program option then press Select.
10. Depending on your specific drivetrain configuration, several separate operations may take place during this step. Completion of each operation will cause the progress bar to reset to zero.
11. DO NOT unplug the programmer until prompted.



12. Turn the vehicle off when prompted to do so by the handheld programmer.
13. Read the parting message from programmer then press Select to continue.
14. Unplug the programmer cable from the OBD-II port. This concludes the PCM flashing procedure. DO NOT start the engine until the supercharger installation is complete.

CAUTION: To avoid injury, make sure the fuel level is below a quarter tank before starting.

15. Disconnect the Negative (-) terminal from the battery if not already done so.



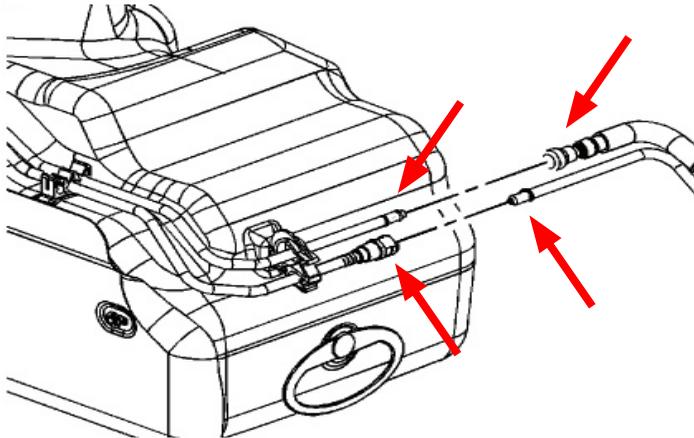
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Important: It is critical to install the fuel pump on a vehicle that is able to start once the installation is complete. Once the fuel pump is installed, you must start the vehicle to check for leaks and Diagnostic Trouble Codes. This process can be completed prior or after the supercharger installation. If performed after the supercharger installation, **DO NOT DRIVE** the vehicle until the fuel pump kit is installed.

16. Clean the fuel and evaporative emission (EVAP) connections on the fuel tank and surrounding areas prior to disconnecting the lines as to avoid possible system contamination.

17. Disconnect the quick connect fuel feed and EVAP line from the chassis hard line.



18. Disconnect the fuel tank EVAP line from the EVAP canister. Cap or tape up the fuel and EVAP lines to prevent possible system contamination.



19. Place an adjustable jack under the fuel tank for support. Using a 15mm socket, remove both fuel tank strap bolts and straps.



20. Lower the fuel tank slightly. Loosen the fuel fill pipe clamp at the fuel tank and remove the fuel fill pipe from the fuel tank.

21. Disconnect the chassis wiring harness clip at the frame crossmember.

22. Lower the fuel tank until the electrical connections on top of the fuel pump module are accessible.

23. Disconnect the fuel tank pressure sensor and fuel tank module harnesses from the fuel pump module.

24. Lower the fuel tank and disconnect the fuel and EVAP lines from the fuel tank module.



25. Move the fuel line, EVAP lines and harness away from the fuel pump module.

26. Install a GM J 45722 fuel tank module lock ring tool or equivalent to the module's lock ring.



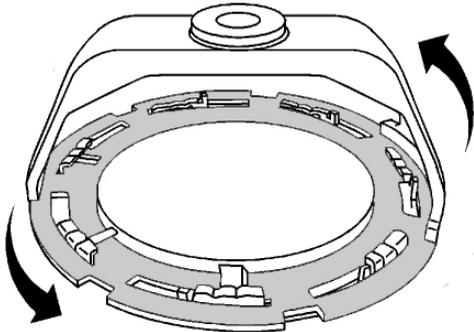
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CAUTION: DO NOT damage the lock ring. DO NOT use any impact tools. DO NOT use a hammer and screwdriver to remove the lock ring as they will damage the lock ring. Significant force will be required to release the lock ring. Using a long breaker bar is highly recommended.

NOTE: If a GM J 45722 is unavailable, a brass drift can be used.

27. Using the lock ring tool and a long breaker bar, rotate the lock ring counterclockwise to unlock the fuel tank module lock ring.

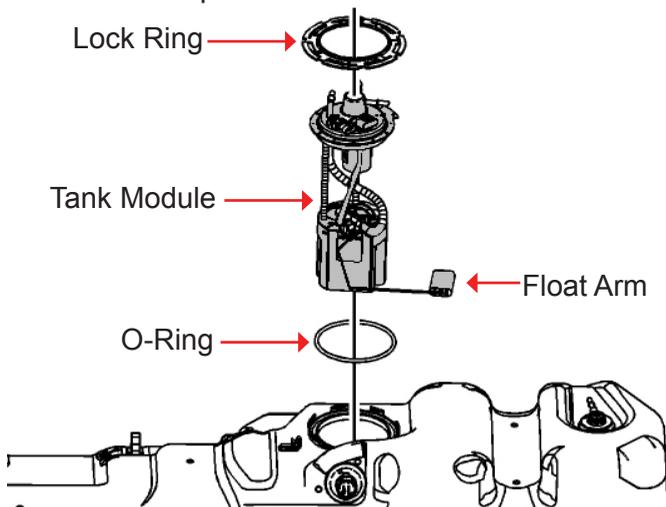


28. Remove the lock ring tool and the lock ring.

29. Slowly lift up the module until the float arm is visible.

30. Tilt the module to remove the fuel from the reservoir bucket then fully remove the module. Discard any fuel leftover in the module reservoir bucket.

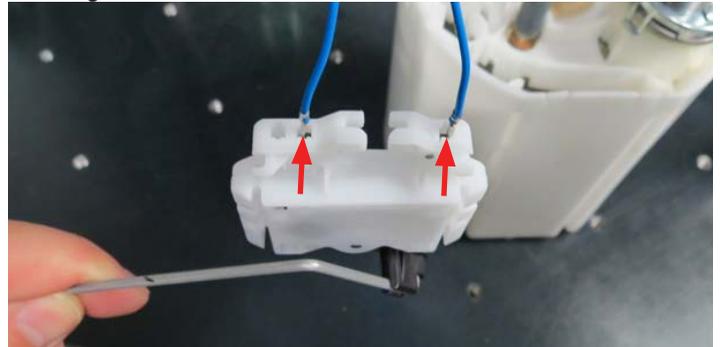
31. Remove and discard the fuel tank module O-ring seal as a new one is provided in this kit.



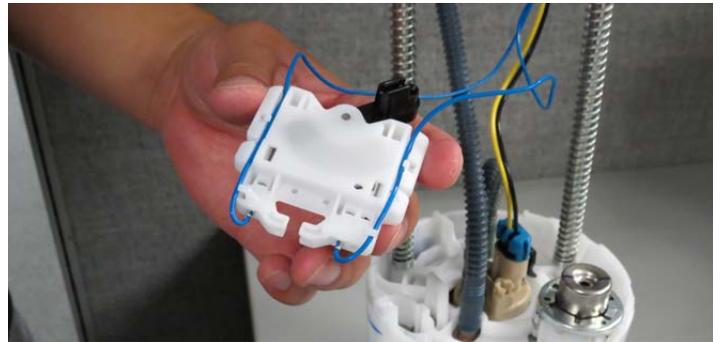
NOTE: Steps 32-34 are for 2007-2010 applications using system #1560 or #15600. For 2011-2013 applications using system #1561 or #15610 proceed to Step 35.

32. Insert the sending unit leads from the fuel pump module into the provided sending unit until the leads lock into place.

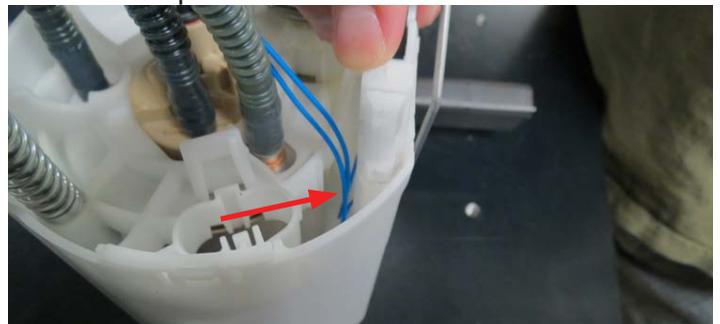
NOTE: Leads can be connected to either side. Make sure to use the inner connector location on the left side of the sending unit.



33. Secure the sending unit leads to the sending unit as shown.



34. Install the sending unit onto the fuel pump module. Make sure the sending unit wires do not get pinched between the sending unit and the fuel pump module. Proceed to step 38.





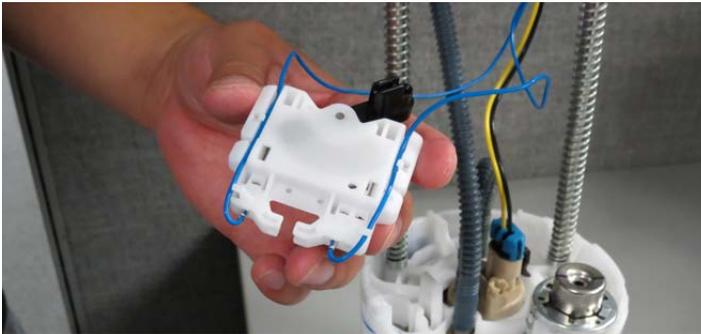
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NOTE: Steps 35-37 are for 2011-2013 applications using system #1561 or #15610. Disregard otherwise.

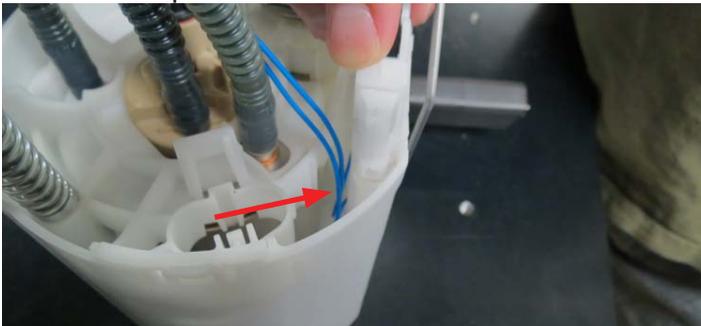
35. Remove the sending unit assembly from the factory fuel pump module. Then carefully disconnect the leads from the sending unit.



36. Carefully connect the sending unit leads from the supplied fuel pump module to the factory sending unit as shown.



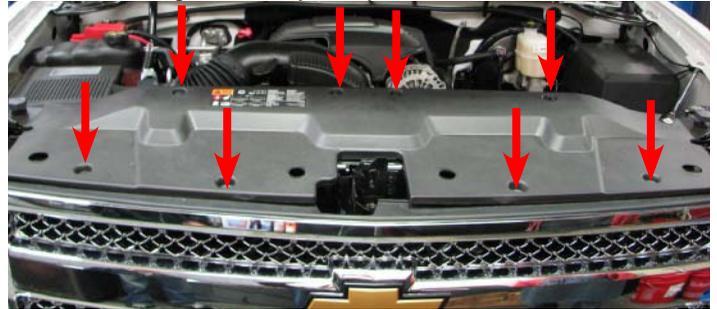
37. Install the sending unit onto the fuel pump module. Make sure the sending unit wires do not get pinched between the sending unit and the fuel pump module. Proceed to step 38.



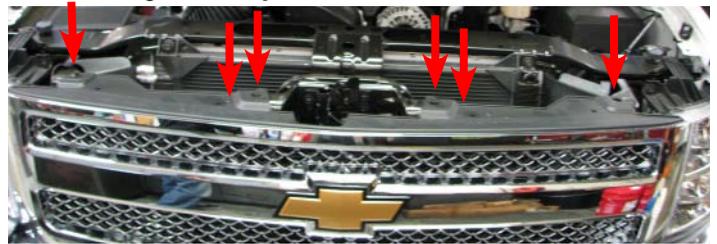
38. Reverse the disassembly procedure to install the new fuel pump into the fuel tank.

39. Reverse the disassembly procedure to reinstall the fuel tank.

40. Using a flat blade screwdriver, pry up the heads of the eight (8) push-pins, then use a panel puller to fully remove the push pins. Lift the radiator shroud off the vehicle and set aside along with the push-pins.



41. Using a 10mm socket, remove the four (4) bolts securing the grill. Use pliers to detach the six (6) clips behind the grill to fully remove.



42. Remove the engine cover by lifting the front of the cover up to detach the clips, then lift the rear of the cover to fully remove.

43. Remove the passenger side PCV tube by un-clipping it from the passenger side valve cover. Now remove the air intake tube by loosening two (2) worm clamps and pulling the tube off the throttle body and the airbox.





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44. Using a 15mm socket and a breaker bar, remove the serpentine belt by rotating the tensioner clockwise until the belt can slide off the idler pulley.

45. Unplug the alternator connector and remove the power cable using a 10mm socket. Remove two (2) bolts using a 15mm socket to fully remove the alternator.



46. Remove the idler pulley on the alternator bracket using a 15mm socket.

NOTE: Hardware from this idler pulley (bolt, washer and bushing) will be reused later.



47. Remove the top engine harness retainer bracket by removing three (3) bolts using a 10mm socket. Then unravel the retainer bracket from the engine harness to remove the retainer bracket completely (if equipped).



48. Disconnect and remove the driver side PCV tube located on top of the manifold and driver side valve cover.

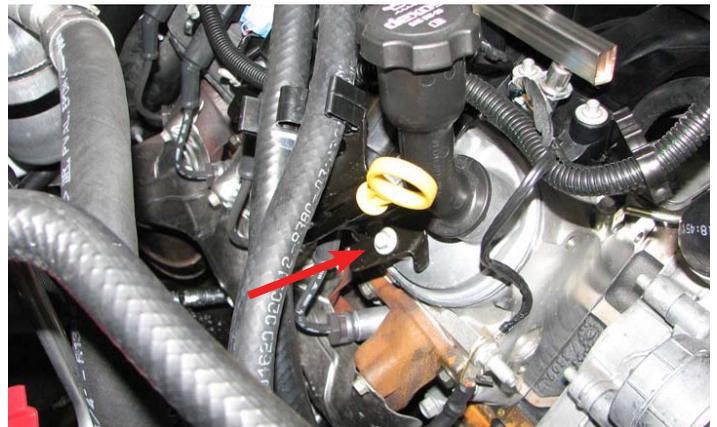


49. Disconnect the EVAP solenoid hoses and unplug the EVAP harness. Unplug the MAP harness from the MAP sensor and ETC harness from the throttle body.

CAUTION: Use care when removing the clip on the ETC plug, as they break easily.



50. Using a 10mm socket, remove the bracket securing the heater hoses.





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51. Disconnect all eight (8) injector plugs (four driver side, four passenger side).



52. Remove the plastic cap on the schrader valve located on the passenger side fuel rail. Place a towel over the schrader valve and carefully release the pressure from the fuel system using a small flat head screwdriver or equivalent.



53. Remove the fuel hose safety clip, then remove the fuel supply line using a 3/8" Fuel Line Removal Tool.

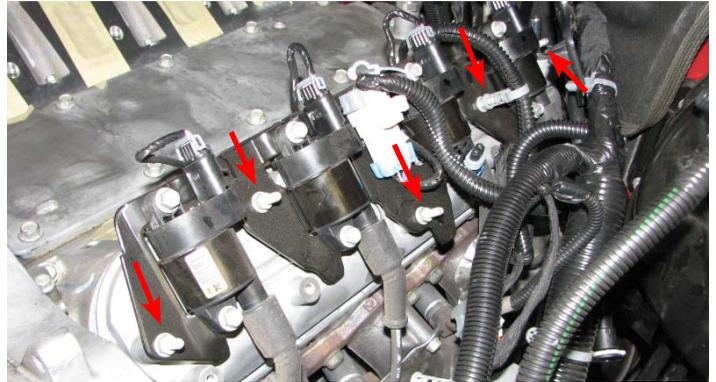


54. Unhook the main engine harness from the rubber hooks on the intake manifold and move the harness behind the manifold.

55. Remove the manifold by loosening ten (10) bolts with an 8mm socket.

56. Use a clean shop rag to wipe down the intake flange of both cylinder heads. Apply masking tape to the head ports to prevent any dirt or debris from entering the ports.

57. Unplug the coil pack main harnesses and the coil boots. Remove the driver & passenger side coil bracket assemblies by removing five (5) bolts (on each side) using a deep 10mm socket.



58. Using a small flat head screwdriver or equivalent, remove the plastic covers from the coil brackets (these will not be re-used).



59. Clear engine valley of all debris. Remove the factory valley tray, by unplugging the oil pressure sensor. Use a 27mm wrench to remove the oil pressure sensor from the valley tray.



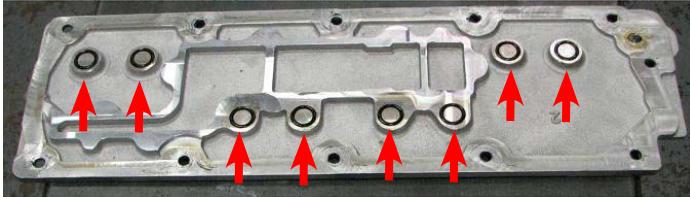
60. Use a 13mm socket to remove the 11 bolts retaining the valley plate and remove it.



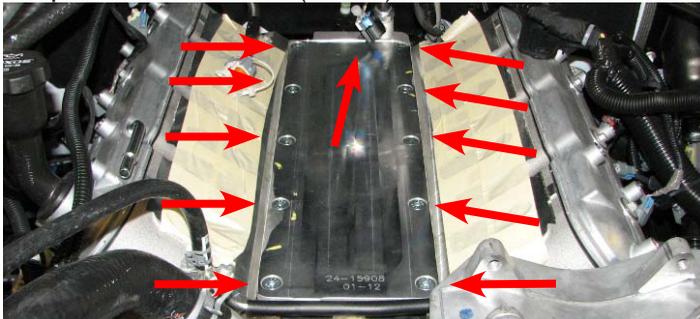
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61. Use a small flathead screwdriver to remove the eight O-ring seals from the stock valley plate and install them on the supplied valley plate.



62. Apply anti-seize to the tapered surface beneath the heads of the countersunk bolts supplied in Bag #3 and install the valley plate with the stock perimeter gasket. Tighten the bolts from the center out with a 5mm allen tool. Torque bolts to 18 ft/lbs (25 Nm).



63. Apply Permatex Thread Sealant w/ PTFE, or equivalent, to the threads on the oil pressure sensor and reinstall. Torque to 26 ft/lbs (35 Nm). **NOTE: DO NOT use Teflon tape as it will not seal properly.**

64. Raise the front of the vehicle using a service lift or equivalent. Remove four (4) bolts securing the skid plate using a 15mm socket (if equipped).

65. Unbolt the starter by removing two (2) bolts with a 13mm socket. Now remove the flywheel cover using a 10mm socket. Move the starter aside as it is difficult and unnecessary to remove completely.



66. Install a GM Flywheel Holding Tool #J-42386-A, or equivalent, to prevent the crank from rotating while loosening the balancer bolt. Torque the bolts to 37 ft/lbs (51 Nm).

67. Remove the balancer bolt, using a breaker bar and a 24mm socket.

TIP: A long pipe slid over the breaker bar can be helpful for increasing leverage.

68. Loosely install the supplied hex bolt and reamer guide to the end of the crank. Rotate the reamer guide until the drilling bushing is at a comfortable position for drilling. Securely tighten the reamer guide and bolt using a 24mm socket.



69. Mark the supplied drill bit with a piece of masking tape. It must measure 1.6" from the tip.

70. Lubricate the drill bit with a small amount of engine oil. Then locate the guide hole with the drilling bushing. Begin drilling using a Right Angle Drill (or equivalent) and the supplied 15/64" drill bit. The drilling process is complete when the tape mark on the bit meets the guide.

71. Loosen the balancer bolt and remove any metal debris with compressed air. Rotate the guide until the ream hole lines up with new dowel pin hole on the crank. Use the supplied .2500" ream tool to verify that the holes are aligned. Then tighten the bolt and ream the hole.

72. Remove the balancer bolt and reamer guide. Clear out any remaining metal debris with compressed air. Apply red Loctite retaining compound or equivalent, to the supplied dowel pin and gently tap it into the new dowel pin hole until it is flush.



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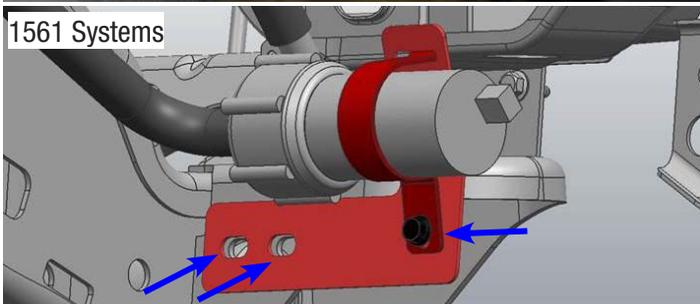
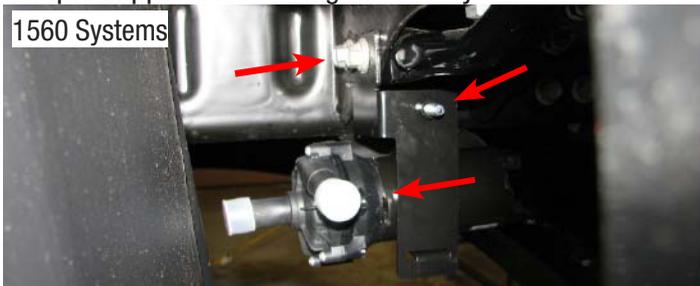
73. Apply red Loctite to the threads of the supplied balancer bolt and install it onto the crank. Torque it to 37 ft-lbs (51 Nm), then rotate it an additional 140° using a breaker bar.

74. Remove the GM Flywheel Holding Tool and reinstall the flywheel cover and starter using the factory bolts. Torque starter bolts to 37 ft-lbs (51 Nm).

75. Remove two (2) bolts off the passenger side bumper support using a 15mm socket. **NOTE:** Location is just inside of the passenger wheel well liner, underneath the body mount.



76. Assemble the supplied water pump to the water pump bracket and bracket strap. Loosely fasten the strap to the bracket with the supplied M8 x 30mm bolt in Bag #2. Now install the water pump assembly to the passenger side bumper support brace using the factory bolts.



77. Drain the coolant (as needed) by removing the petcock from the radiator. Coolant level must be below cylinder head coolant bleed pipes/crossover to prevent coolant overflow in the next step. Reinstall the petcock.

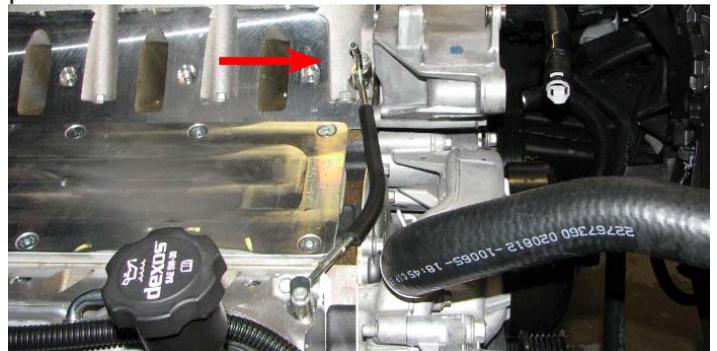
78. Using pliers, remove coolant feed hose from coolant cross over. Now remove coolant crossover using a 10mm socket.



79. Using a razor blade or equivalent, remove the rubber guard on the factory coolant crossover and install it onto the supplied coolant crossover.



80. Using a 10mm socket, install the supplied coolant cross-over using the factory bolts, making sure the inlet port is on the driver side.





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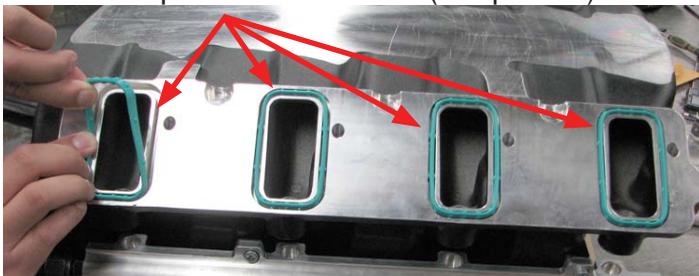
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81. Remove the rear engine support brace attached to the rear of the driver side cylinder head using a 15mm socket.



82. Two (2) of the stock intake manifold bolt holes in the cylinder heads break into the crankcase and are not used with this supercharger. Remove the tape covering the intake ports. Install two (2) button head bolts supplied in Bag #3 in the front passenger side and rear driver side intake manifold bolt holes.

83. Install the eight (8) supplied manifold O-ring gaskets to the manifold ports as shown below (four per side).



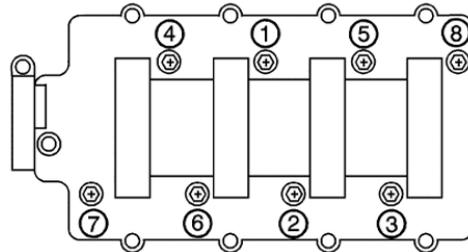
84. Connect the supplied TMAP harness to the MAP sensor on the back of the supercharger. Bundle the harness up and wrap over the top of the manifold to avoid damage during installation of the supercharger.



85. Gently spray silicone lubricant or equivalent, onto the cylinder heads to help align the supercharger manifold.

NOTE: Supercharger manifold is very heavy. The following step should be performed with more than one person, an engine hoist, or equivalent.

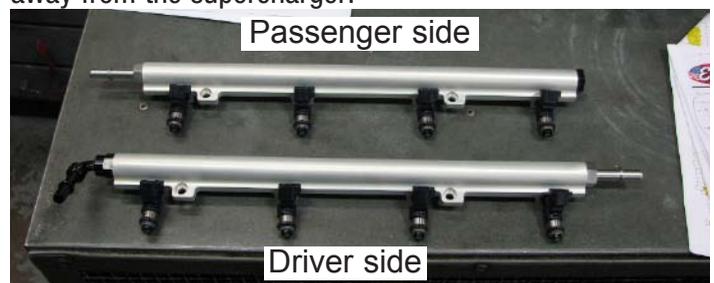
86. Carefully lower the manifold onto the engine. Secure the manifold using eight (8) supplied M6 x 45mm bolts in Bag #3. Using a 10mm socket with universal joint, tighten the bolts according to the torque sequence diagram below. Torque the bolts to 44 in/lb (5 Nm). Then re-torque in the same sequence to 89 in/lb (10 Nm).



87. Remove and discard the factory installed metal clips on the supplied injectors.



88. Lightly lubricate the O-rings on the fuel rail fittings. On the passenger side rail, install one (1) straight fitting on the provision nearest to the bolt hole and the black plug on the opposite end as shown. On the driver side rail, install the 90° black anodized fitting onto the provision nearest to the bolt hole and the straight fitting on the opposite end as shown. Lubricate the all O-rings on the injectors and install them into the fuel rail so that the electrical connectors face away from the supercharger.





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89. Lower the fuel rail assembly onto the manifold and line up the injectors with their provisions on the manifold. Gently, push down on the fuel rails until the injectors are fully seated. Using a 5mm Hex tool, install the four (4) M6 x 12mm bolts supplied in Bag #3 to secure the fuel rails to the manifold.

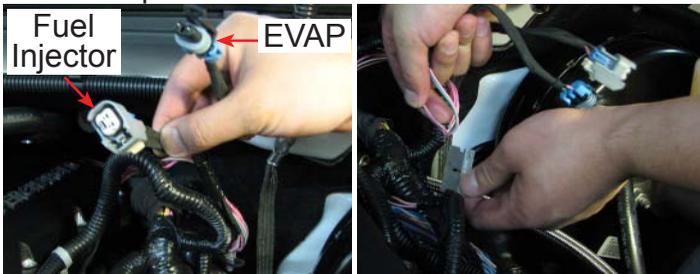
90. Install the supplied fuel cross-over hose onto the passenger side zinc 3/8" adapter and route it behind the manifold over towards the driver side fuel rail. Make sure the cross-over hose routes behind the main fuel supply line and connect it to the zinc 3/8" adapter on the driver side fuel rail.



91. Install the supplied fuel supply line extension by inserting the male end into the main fuel supply line. Then connect the extension to the 90° black anodized fitting on the driver side fuel rail.



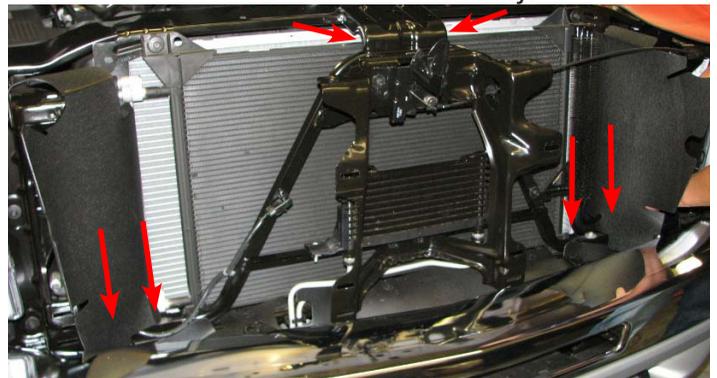
92. Unravel the rear injector plug and EVAP plug approximately 2-3". Also unravel the alternator harness from the main harness about 2-3". Re-secure harness with electrical tape.



93. Re-connect all eight (8) fuel injector plugs. Reinstall the coil pack assemblies using a 10mm socket and the factory bolts. Plug in the main coil pack harnesses and the coil pack boots.

NOTE: Steps 94-103 are for 2007-2010 applications using system #1560. 2011-2013 model years proceed with Steps 104.

94. Using a 10mm socket, remove four (4) lower bolts on the front A-frame brace located behind the radiator shroud. *NOTE: The Power Steering cooler can be unbolted and moved to clear the driver side bolts on the A-frame.* Remove two (2) additional bolts towards the top of the A-frame brace located behind the assembly.



95. Using a 10mm socket, remove two (2) center bolts and two (2) side bolts securing the Aux cooler.

NOTE: Earlier models are equipped with two (2) additional center bolts located above the Aux cooler and side plastic push pins rather than bolts.





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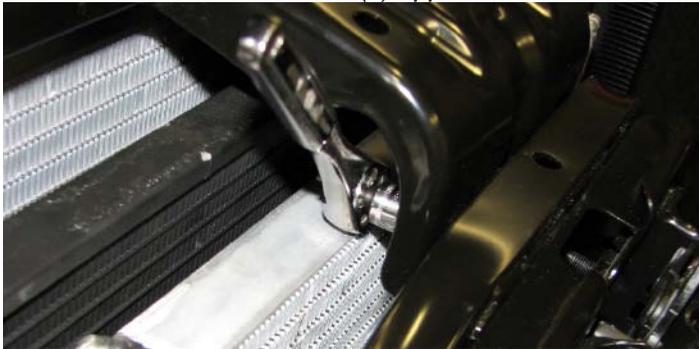
Installation Instructions

96. Gently pull the front A-frame brace assembly forward and carefully slide in the Low Temp Radiator (LTR) through the passenger side.



97. Gently pull the Aux cooler and the hard lines forward and lower the LTR pass the Aux cooler hard lines. Then reinstall the two (2) top bolts on the front A-frame brace using a 10mm wrench.

NOTE: LTR must be temporarily lowered past the Aux cooler hard lines to reinstall the two (2) upper bolts.



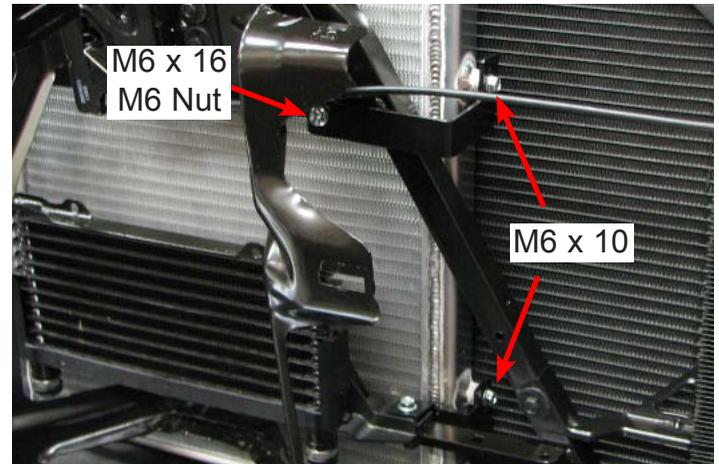
NOTE: Step 98-100 only applies to 2007-10 vehicles with Aux coolers which use side mounting bolts. Skip to Step 101 if the sides of your Aux cooler is secured using push pins.

98. Insert two (2) supplied 5/16" washers from Bag #2 into the side bolt locations of the Aux cooler.

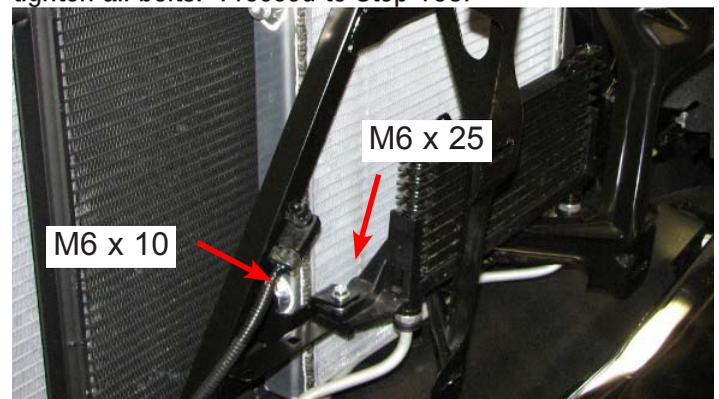


99. Loosely install the upper driver side LTR bracket to the upper bung on the LTR with one (1) M6 x 10mm bolt in Bag #2. Secure the upper driver side bracket to the A-Frame using a M6 x 16mm bolt and a M6 nut from Bag #2.

NOTE: Some vehicles will have a harness attached to the upper A-frame mounting location. Remove the harness from this location and secure it to the hood release cable with a wire tie.



100. Using a 10mm socket and the M6 x 10mm bolt from Bag #2, loosely install the slotted end of the lower passenger LTR bracket to the lower passenger side bung on the LTR. Now install a M6 x 25mm bolt from Bag #2 to the side mounting location of the Aux cooler. Repeat for the lower driver side bracket. Re-align the LTR to ensure adequate clearance with other components, then securely tighten all bolts. Proceed to Step 103.



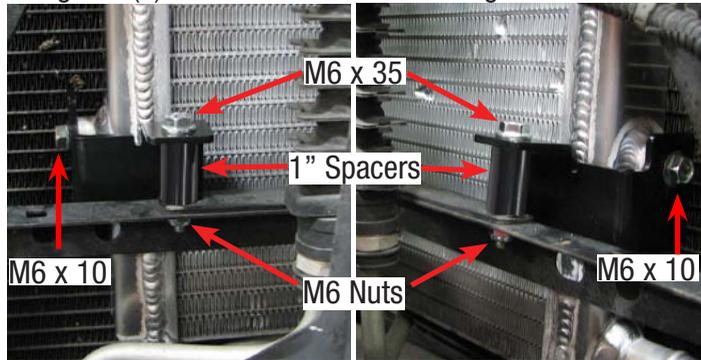


**Edelbrock Supercharger
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Installation Instructions

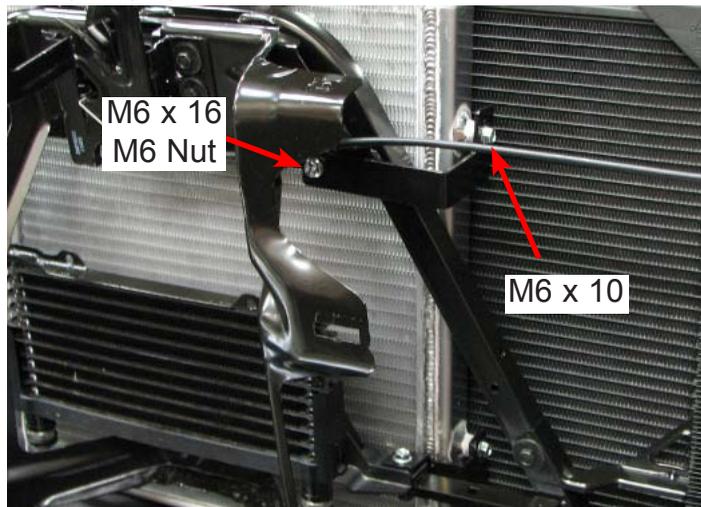
NOTE: Step 101-102 only applies to 2007-10 vehicles with Aux coolers which use side mount push pins. Disregard otherwise.

101. Loosely install the lower LTR brackets to the side mounting location of the Aux cooler using the 1" spacers, two (2) 35mm bolts, and two (2) M6 nuts from Bag #2. Loosely secure both brackets to the lower bungs on the LTR using two (2) M6 x 10mm bolts from Bag #2.

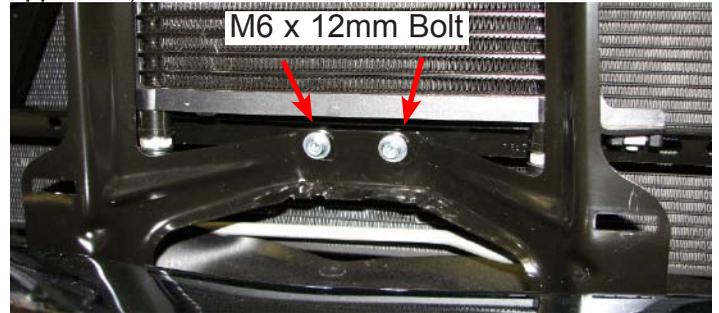


102. Loosely install the upper driver side LTR bracket to the upper driver side LTR bung with one (1) M6 x 10mm bolt from Bag #2. Secure the LTR bracket to the A-Frame using a M6 x 16mm bolt and a M6 nut from Bag #2. Re-align the LTR to ensure adequate clearance with other components, then securely tighten all bolts and nuts. Proceed to Step #103.

NOTE: Some vehicles will have a harness attached to the upper A-frame mounting location. Remove the harness from this location and secure it to the hood release cable with a wire tie.

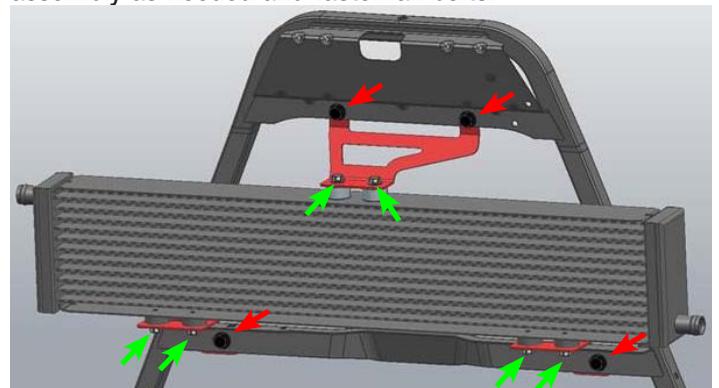


103. Using two (2) M6 x 10mm bolts, secure the Aux cooler to the A-frame. Reinstall the two (2) top center bolts (if applicable).

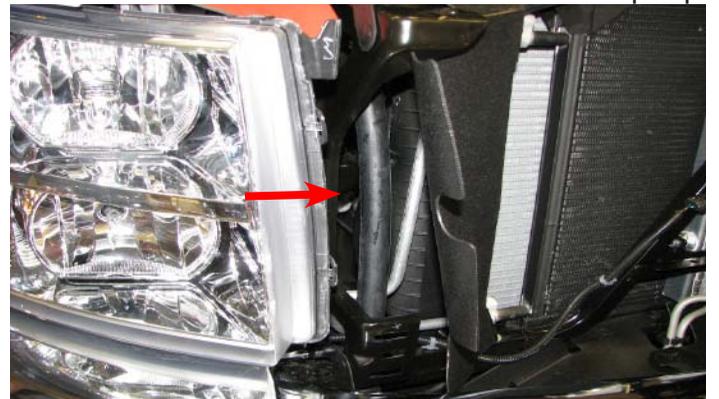


NOTE: Steps 104 is for 2011-2013 applications using system #1561. Disregard otherwise and proceed with Step 105.

104. Loosely secure the LTR brackets to the LTR using six (6) M6 x 10mm bolts. Loosely secure the LTR assembly to the A-frame with four (4) M8 x 12mm bolts. Align the LTR assembly as needed and fasten all bolts.



105. Route the curved end of the Water Pump to LTR hose behind the radiator shroud down towards the water pump.





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106. Install the hose onto the water pump outlet barb with the supplied 3/4" hose clamps from Bag #2.



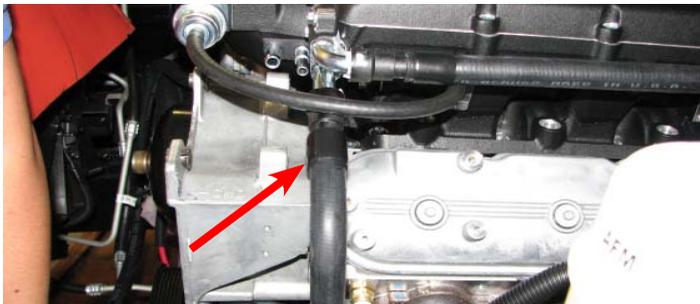
107. Secure the other end of the Water Pump to LTR hose to the LTR inlet barb with a 3/4" hose clamps from Bag #2.



108. Route the LTR to Manifold hose along the bottom of the radiator fan shroud and install onto the passenger side manifold inlet barb.



109. Install the other end of the LTR to Manifold hose onto the driver side manifold inlet barb.



110. Now route the LTR to Manifold hose towards the LTR as shown below, and secure it to the LTR outlet barb using the supplied 3/4" hose clamps in Bag #2.



111. Use wire ties to secure the LTR to Manifold Hose to the lower radiator fan shroud as shown.



112. Install the Manifold to Recovery Tank hose onto the passenger side outlet barb on the manifold.



113. Route the hose behind the manifold and install it onto the driver side manifold outlet barb.





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114. Using the supplied M6 x 16mm bolts in Bag #2, install the recovery tank brackets onto the recovery tank as shown.



115. Connect the Manifold to Recovery Tank hose to the recovery tank inlet barb using a 3/4" clamp. Connect the Tank to Water Pump hose to the tank's outlet barb, secure with 3/4" clamp. Route Tank to Water Pump hose towards water pump and install onto inlet barb using 3/4" clamp. Then install the tank onto the two (2) front passenger side coil pack studs with M6 nuts in Bag #2.



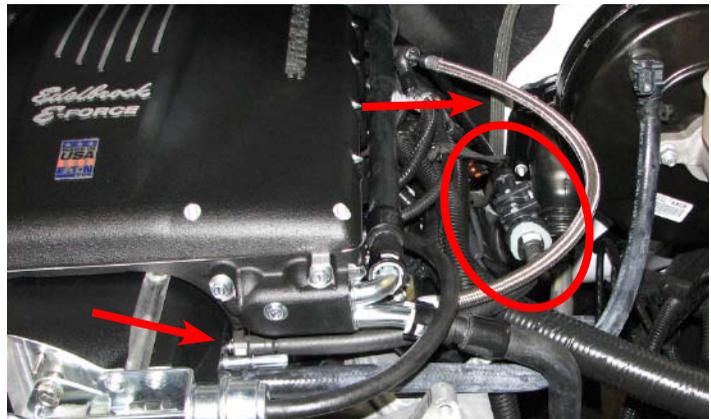
116. Using a small flat head screwdriver, remove the factory EVAP solenoid off the factory fuel rail assembly.



117. Install the supplied EVAP bracket onto the driver side coil pack assembly stud using one (1) M6 nut from Bag #2. Stud location is in between the first and second coil packs. Install the factory EVAP on to the EVAP bracket as shown.



118. Install the factory EVAP hose to the rear barb of the EVAP solenoid. Now install the provided EVAP hose on the right rearmost barb of the manifold nose and connect it to the front barb of the solenoid. DO NOT connect the EVAP harness to the solenoid.



119. Plug the front barb on the supercharger with the supplied vacuum cap.

120. Install the driver side PCV hose by sliding it onto the rear barb located on the driver side valve cover. Then install it on the center barb located on the manifold nose. Be sure to route the hose between the coil bracket and intercooler hose.

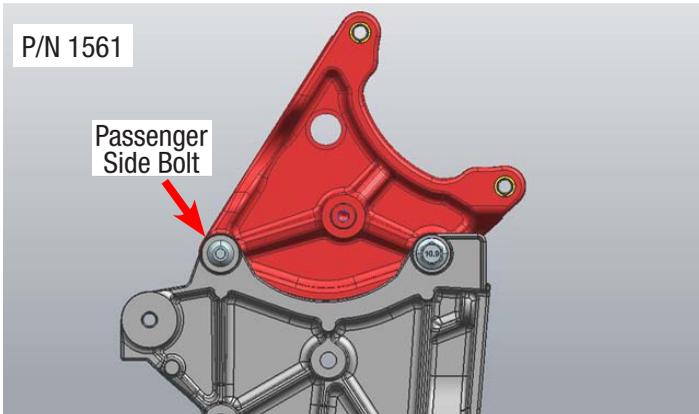
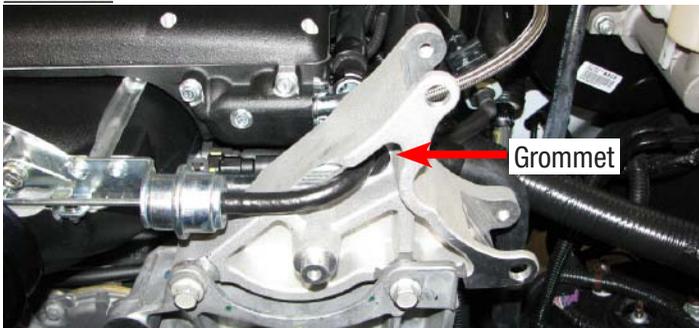


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NOTE: On earlier vehicles, the rear barb on the driver side valve cover will be outfitted with a non-quick connect barb. If this applies to your vehicle, you must remove the quick connect fitting on the supplied hose and use the supplied hose clamp to secure the PCV hose to the valve cover barb.



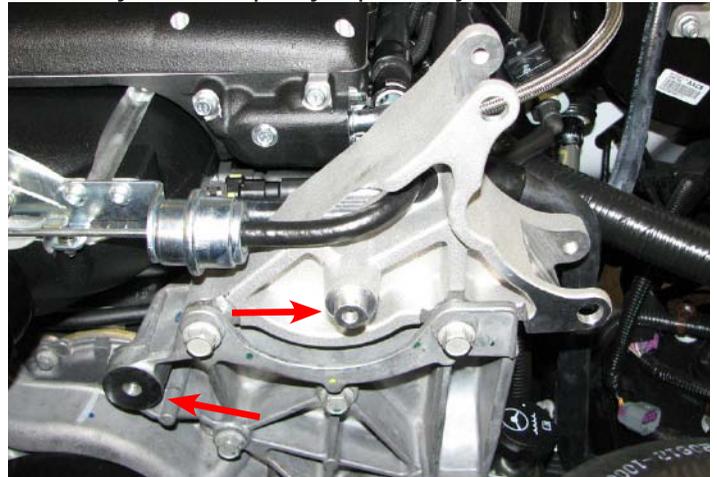
121. Install the supplied rubber grommet into the hole located in the upper cavity of the alternator bracket. Using a 15mm socket, install the supplied alternator bracket with the factory alternator bolts. Route the actuator hose through the grommet as shown, and re-connect to the actuator. **NOTE: P/N 1561 will use the supplied M10 x 85mm button head bolt on the passenger side bolt location.**



122. Remove the bolt, washer and bushing from the stock 90mm pulley and install them on the supplied 76mm pulley.



123. Apply Loctite to the threads on both idler pulley bolts. Then use a 15mm socket to install the 76mm idler pulley with the factory hardware to the left idler pulley location. Install the additional idler pulley to the right idler pulley location with the M8 x 20mm bolt and M8 washer from Bag #1. Verify that both pulleys spin freely.

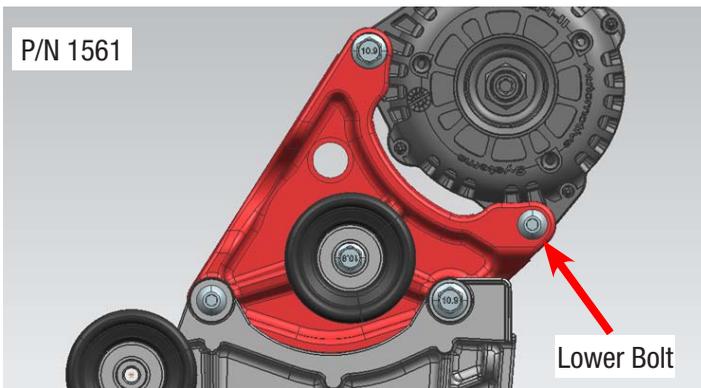
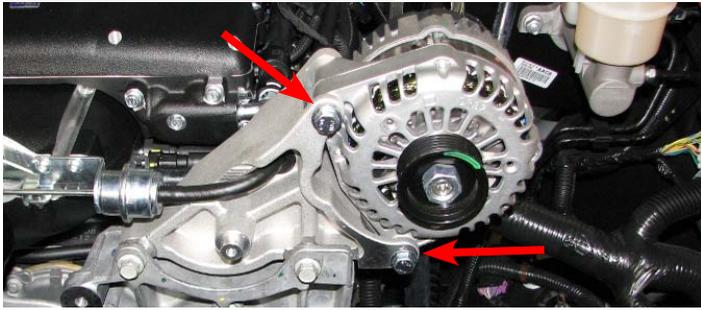




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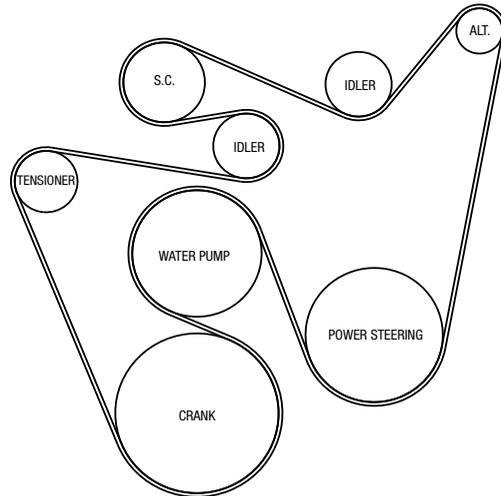
124. Using a 15mm socket and the supplied M10 x 90mm bolts in Bag #1, install the alternator onto the new alternator bracket and torque bolts to 41 ft-lbs (55 Nm). **NOTE: P/N 1561 will use the supplied M10 x 85mm button head bolt on the lower bolt location.**



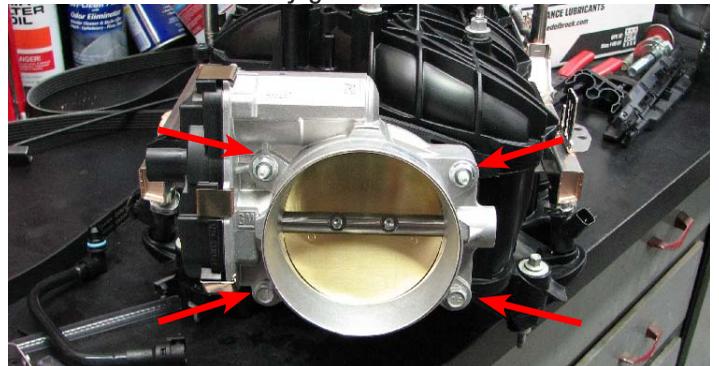
125. Remove the factory alternator power cable and install supplied alternator power cable to factory location (**this may be on the firewall power junction or the positive battery terminal**). Route the cable behind the manifold and connect it to the alternator using a 10mm socket. Using the supplied alternator extension harness, reconnect the alternator harness connector.



126. Route the supplied serpentine belt using the diagram below. Use a 15mm socket to release tension from the tensioner and re-tension after the belt is routed.



127. Using a 10mm socket, remove the factory throttle body from the factory intake manifold. Then carefully remove the throttle body gasket as it will be reused.



128. Install the factory throttle body gasket onto the supercharger throttle body flange as shown.





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129. Using the supplied M6 x 40mm bolts in Bag #1, install the factory throttle body onto the throttle body flange.



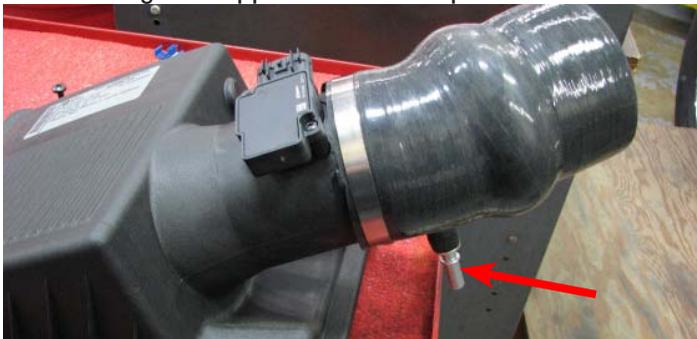
130. Using a Torx T25, remove the factory airbox cover.



131. Replace the factory air filter with the supplied Green filter.

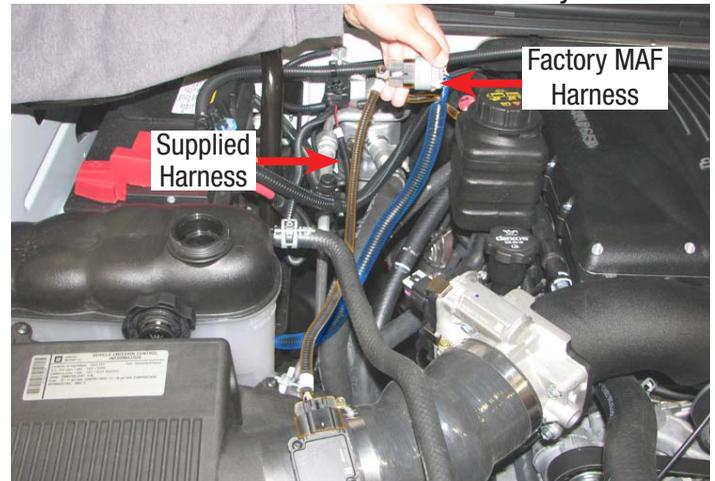


132. Install the supplied silicone elbow onto the airbox cover, ensuring that the PVC port is facing down. Loosely secure using the supplied worm clamp.



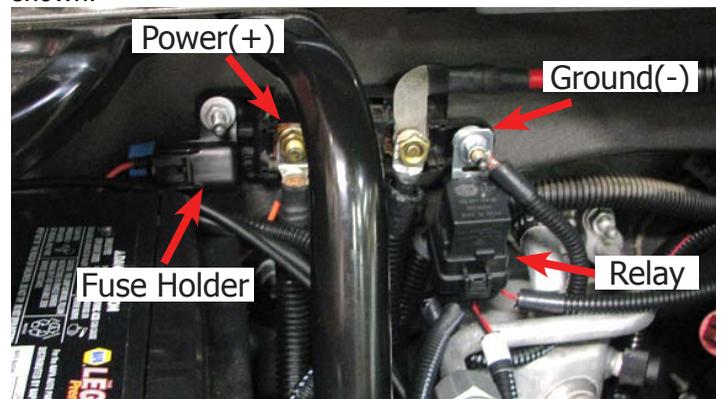
133. Reinstall the top cover by slipping it onto the throttle body first. Then secure the top cover using a Torx T25 and the factory airbox screws. Re-align elbow for best fitment and tighten both worm clamps.

134. Connect the previously installed TMAP harness to the factory MAF plug and then to the factory MAF sensor. Now connect the MAP connector to the factory MAP harness. Reconnect the ETC harness to the throttle body.



NOTE: Proceed with Step 135 if your vehicle is equipped with a firewall mounted power junction. Otherwise, disregard and proceed to Step 136.

135. Using a 10mm socket, secure the fuse holder on the Water Pump harness to the left mounting stud of the power junction as shown below. Connect the POSITIVE (+) wire (orange) to the left junction terminal behind the factory power cable. Now mount the relay and GROUND (-) wire to the right stud of the power junction mounting stud as shown.



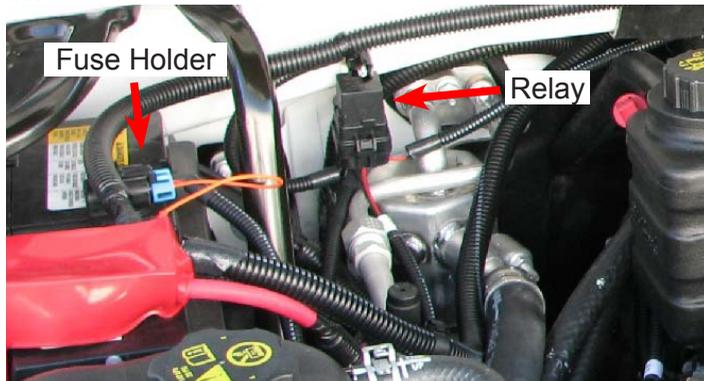


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NOTE: Step 136 is for vehicles with battery mounted power junction. Disregard otherwise.

136. Remove the factory harness mounted on the stud on the firewall. Insert the relay GROUND (-) wire on the Water Pump harness to the stud on the firewall. Then mount the relay onto the same stud and secure with the supplied M6 nut from Bag #2. Re-mount the factory harness onto the stud. Now connect the POSITIVE (+) wire (orange) on the fuse holder to the positive terminal on the battery. Secure the fuse holder to the positive battery cable loom with a wire tie.



137. Route the EVAP solenoid connectors behind the manifold over towards the EVAP solenoid. Plug the female EVAP solenoid harness into the factory EVAP harness. Now plug the male connector into the EVAP solenoid.



138. Route the water pump connector down towards the water pump and connect it to the water pump. Secure the harness along the reservoir tank hose with wire ties.

139. Reinstall skid plate, front grill and upper radiator shroud.

140. Verify that the radiator petcock is reinstalled and refill the coolant system as needed.

141. Fill the intercooler recovery tank with a 50/50 blend of water and coolant. Fill the tank until the coolant mixture level is roughly 1" from the top of the threaded neck.

142. Reinstall the negative terminal on the battery.

143. Turn the ignition key to the 'ON' position but **DO NOT START THE VEHICLE YET.**

144. Carefully inspect the fuel pump, fuel rail, fuel hose fittings and coolant hoses for any leaks. If leaks are detected, turn the key off immediately and make any necessary repairs before continuing.

145. With the key in the "ON" position, verify that the coolant mixture is flowing briskly through the recovery tank, then install the cap. The intercooler pump will cycle and the water level may change. Repeat Step 136 as necessary until proper mixture level is reached.

Congratulations on the installation of your new Edelbrock E-Force Supercharger System. If you have any questions, please call our Technical Support hotline at 1-800-416-8628 and one of our technicians will be happy to assist you.



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E-mail Edelbrock Your Stock Vehicle Calibration

In the rare occurrence that you encounter an error message that reads “Calibration not supported” during the test flash procedure on Page #9, you will need to e-mail Edelbrock your stock vehicle calibration to Edelbrock at Calibration@edelbrock.com. Otherwise, disregard this step.

- Begin by downloading the SCT device updater software to your computer; it can be downloaded from: <http://www.sctflash.com/software/SCTDeviceUpdater.exe>
 - Put the car into Acc mode but do not start it.
 - Connect the supplied PCM cable from the tuner to the OBD-II connector.
 - Select PROGRAM VEHICLE, arrow over to UPLOAD STOCK, press SELECT and follow the prompts on the screen.
 - If the upload fails, you will be asked to AUTO DETECT, press SELECT and follow the prompts on the screen. If the auto detect fail, then please contact Edelbrock Tech support @ 800-416-8628
 - Once the stock calibration has loaded, disconnect the programmer from the OBD-II connector and connect it to your PC using the supplied USB cable.
 - Open the SCT software and select the button on the lower left hand side that reads GET STOCK FILE FROM DEVICE. Follow the instructions on the screen.
 - Once the download is complete you can E-mail your stock vehicle calibration to Calibration@edelbrock.com or call 1-800-416-8628 and our tech support staff will assist you in E-mailing the file.
- NOTE:** The subject line of your e-mail should be “file update needed”, The file will automatically be labeled using your VIN # followed by “.sul “ (XXXXXXXXXXXXX.sul).
- Once we have this file we can update the tune to work with your application, then we will e- mail you the custom tune which you may use until the release version is available. (This process can usually be completed within 1 to 2 business days)
 - Download the new tune to the programmer using the directions received with the custom tune.
 - Re-try the test flash procedure using the custom tune.



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