WHIPPLE SUPERCHARGERS

WHIPPLE CUSTOM CALIBRATIONS

This product is intended for use on **STOCK, UNMODIFIED, WELL-MAINTAINED ENGINES.** Installation on a worn-out or modified engine is not recommended and could result in failure of the engine. If the engine is in question, its recommended to perform a compression test of all cylinders, and perform a cylinder pressure leak down procedure. This will indicate the condition of the engine for reference.

****NOTICE: Installation of Whipple Supercharger products signifies that you have read this document and have agreed to the terms stated within.**

It is the purchaser's responsibility to follow all installation instruction guidelines and safety procedures supplied with the product as it is received by the purchaser to determine the compatibility of the product with the vessel or the device the purchaser intends to install the product on.

Whipple Supercharger assumes no responsibility for damages occurring from accident, misuse, abuse, improper installation, improper operation, lack of reasonable care, or all previously stated reasons resulting from incompatibility with other manufacturers' products.

There are no warranties expressed, implied, for merchantability or fitness for engine failure, parts failure, any type of damage to vessel in any way, or reimbursement for labor or inconvenience.

For best performance and continued reliability, the following are **MANDATORY.**

1. USE ONLY PREMIUM GRADE FUEL (91 OCTANE OR BETTER) (RON + MON)/2.
2. ALWAYS LISTEN FOR ANY SIGN OF ENGINE KNOCKING, IF PRESENT DISCONTINUE USE IMMEDIATELY.
3. Your REV LIMITER is not your maximum propping RPM, always keep a 100RPM gap from max propping RPM to REV LIMITER RPM.
4. Your valve train must be in good working condition. All engines should be inspected to verify that the valve train and engine are in good working condition by inspecting each rocker adjustment. Adjust as needed.

RECOMMENDED PREPERATION FOR INSTALL

1. Every Mercury 555 Motorola style PCM as the capacity for port/starboard/center. These positions will be maintained by Whipple. If for some reason, you are getting a CAN error, it's more than likely due to having the PCM toggled or installed on the wrong engine/dash. If you sent in a spare or blank PCM, it will be defaulted to STARBOARD position unless we are instructed otherwise. Therefore, you may need to swap them depending on the gauge and dash configuration.

2. During the flashing process, the gauge configuration is always reset to default, digital only. If your boat has analog type gauges, you will need to toggle the analog gauge option with a scan tool (Mercury CDS, Diacom, Rinda) for your gauges to read properly.

3. When testing your application, it is important to always have the necessary tools to diagnose. A scan tool or software is very important to monitor knock, spark, rpm and available power. If the motor cuts out during running, it may be due to guardian settings. Available power will lower from 100% to a lower value and the available RPM will reduce. If this happens is due to one of the sensor ranges exceeding its threshold.