

**B&M**



***Supercharger Catalog***

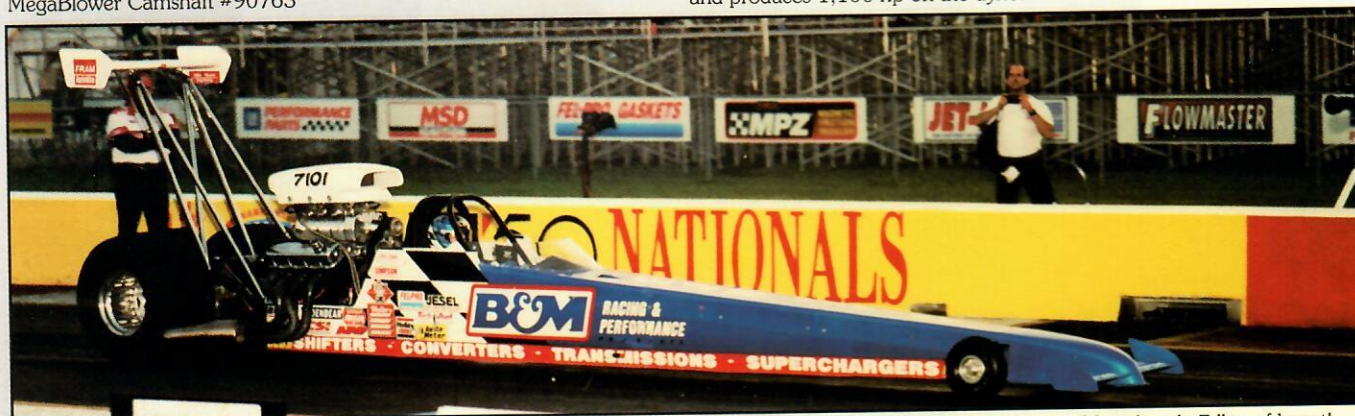
# No Matter What You Drive...



803 B&M MegaBlown horsepower! B&M's Neon Camaro is now owned by Larry Huff. This Chevy Big block is also equipped with a MegaBlower Camshaft #90763



Boyce Asquith's incredible '32 Highboy roadster. This wild thing is equipped with an overdriven B&M MegaBlower as well as an intercooler and produces 1,100 hp on the dyno!



John Spar's B&M sponsored, MegaBlown NHRA super comp dragster runs 8.90 ETs at 160 mph and as quick as 7.80 with only 7 lbs. of boost!

## B&M Has Your Supercharger!



Merle Goldesberry's show winning B&M MegaBlown Grand Am pro street is not only beautiful, it thunders!



This killer 302 cid, 410 hp Mustang is equipped with a B&M 144 Powercharger and is as mean as it looks.

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## **B&M gives you the advantage**

- We offer virtually every type and size blower - so you buy what you need, not what we have
- Friendly, knowledgeable tech/sales people to help you make your supercharger purchase the right one
- Factory direct purchase power if desired
- 24 hour shipments in most cases
- Genuine B&M accessory products are available to interface with your B&M supercharger to make your installation cleaner and easier
- Fast response full factory service for your B&M blower in the future
- The latest product updates and technology
- After-purchase technical support. We've been here to help since 1953

## **How to Order**

B&M Supercharger Systems are available directly from the factory. We also have an authorized dealer network that offers our products for the same prices as we do. The choice is yours. If you would like the name of a dealer near you just give us a call. If you would like to order direct, we accept Visa and MasterCard as well as certified checks. We are available Monday through Friday, 8:00am to 5:00pm PST.

## **Selecting a Supercharger**

The first step is to identify the systems that are available for your engine. Next, determine if you need a street legal application (see "The Laws" page 16).

B&M superchargers are available in, most cases, both satin and polished finishes. A satin finish is a natural aluminum appearance on the blower assembly and manifold and the idler assembly is chromed. The polished systems have the blower assembly and intake manifold polished as well.

This catalog along with our free Supercharger Tech Manual should guide you to what you need. B&M technical personnel and our dealer network are also available to assist you.

## **Boost Selection**

Boost is the amount of air charge pressure, measured in pounds, that the supercharger produces. Generally the more boost the more power. However, the engine's compression ratio must be able to accommodate the boost desired. See the B&M Supercharger Tech Manual for details.

## **Roots Type Vs. Centrifugal**

B&M Roots blowers (Powercharger™, MegaBlower™) are positioned on top of specially designed B&M intake manifolds, drawing air/fuel through a carb or throttle body. Twin rotors spin like paddles forcing air into the engine, producing boost. B&M's new centrifugal (CentriForce™) blower is mounted remotely and blows air into the fuel system using a highly sophisticated impeller wheel to produce boost. Neither are to be confused with turbocharging which uses hot exhaust gases to spin a turbine. Both Roots and centrifugal superchargers provide great bottom to top end power.

Codes: **R** Roots type blower **RSL** Roots type street legal **C** Centrifugal type blower **CSL** Centrifugal type street legal

## **Teflon® Sealed**

All Roots type superchargers used for professional racing use rotors that are sealed with Teflon®. The Teflon® allows the superchargers to be built with tight clearances when they are cold and not have rotor to rotor, or rotor to case contact when the supercharger warms up and the aluminum expands. If a blower does not use Teflon® tipped rotors, it MUST have wider clearances to avoid rotor to rotor, or rotor to case contact. At B&M we build the best Roots superchargers available and build ALL of them with Teflon® tipped rotors. It costs more money to build Teflon® sealed, tighter clearanced blowers like B&M does. We could leave the Teflon® out and open up the clearances, reducing the performance of our blowers, but then they wouldn't perform any better than our competition.

## **Talk About Quality**

We are proud of the quality that we put into every supercharger we build. It starts with engineering and the content of the product and ends with expert assembly. Every B&M supercharger is manufactured in our facilities using state of the art CNC machining equipment. The latest quality control techniques and equipment are employed and the product is assembled by people who know their craft and do it well.

At B&M we use the best materials. Our Roots type blowers are made from the very best grades of virgin aluminum. Our input shafts are made of 4130 chrome moly material. Front bearings are all double row construction to prevent rotor walk which effects rotor timing at high blower speeds. Real Teflon® is used on our rotor tips. Each rotor is checked on equipment capable of reading one ten thousandth of an inch of rotor profile to ensure exact symmetry, which is critical to proper sealing in the tip to rotor phase of the blower revolution. In the assembly process all rotors are timed precisely and prematched gears are installed. Every rotor shaft is ground rather than machined to ensure a perfectly straight component. Our intake manifolds are hand lapped on a surface plate after machining. And finally each blower is tested at 6000 rpm under boost on our exclusive supercharger evaluation center. Each blower is tagged and signed off with that blower's specifications and then carefully packaged for shipment. This level of commitment applies to our CentriForce™ supercharger as well. See page 9 for details. We really care about your satisfaction so we put care into everything we do on your B&M supercharger system.

Teflon® is a registered trademark of Dupont Corporation.

**For tech or order, call: (818) 882-6422**

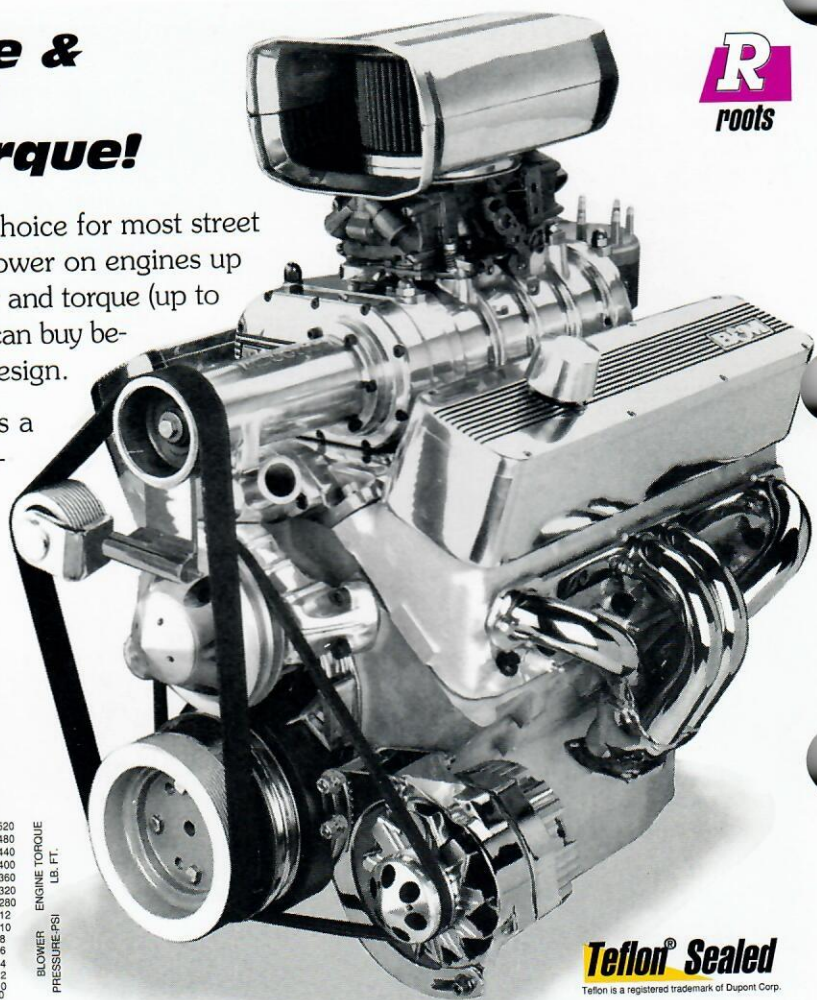
# 144 Powercharger™ Small Block Chevrolet

**The Least Expensive & Easiest Way to Add Horsepower and Torque!**

The B&M Powercharger 144 is an excellent choice for most street driven small block Chevy engines. This size blower on engines up to 350 cid will provide as much or more power and torque (up to about 5,000 rpm) as any other size blower you can buy because of it's Teflon sealed rotors and overall design.

This is the ideal supercharger where space is a consideration and a Roots type blower is desired. Like all B&M superchargers, the installation is simple and straightforward and the results are dynamite!

## Dyno Chart



**R**  
roots

**Teflon® Sealed**  
Teflon is a registered trademark of DuPont Corp.

Part #	Application	Dim A (see p. 13)	# Boost Desired	ENGINE SIZE				
				Upper Pulley for 302	Upper Pulley for 327	Upper Pulley for 350	Upper Pulley for 375	Upper Pulley for 400
<b>90500</b> <b>90513</b>	<b>283/305/327/350/400 Small block Chevy</b>  3 accessory V-belts (including '77 to '82 Corvette) Satin finish 3 accessory V-belts (including '77 to '82 Corvette) Polished finish	6.79" 6.79"	4-5	90638	90537	90536	90538	90534
			6-7	90537	90536	90538	90534	90636
			8-9	90536	90538	90534	90636	NA
			10-11	90538	90534	90636	NA	NA

For more information on dimensions see page 13.

- Blower Displacement: 144 cid per revolution
- Distributor Cap Diameter Limitations: None
- Number Of Carbs Accomodated: 1
- Top Plate Integral or Sold Separate: Integral
- E.O. # (50 State Legal): No

- Max. Engine Displacement for Peak Performance: 400 cid
- Drive Belt Width & Type: 6 rib serpentine
- Number of Boost Pulleys Required & Purchased Separate: 1
- What's In The Kit: Blower, manifold, lower pulley, belt idler, gaskets, hardware and instructions

Blowers listed on this page are not legal for sale or use on emission controlled vehicles. See page 16 for more info.

# 144 Street Legal Power-charger™ Small Block GM Light Trucks

**Tremendous Low End Torque  
In a Street Legal  
system!**

Introducing B&M's new light truck supercharger for GM 350 cid V-8 engines.

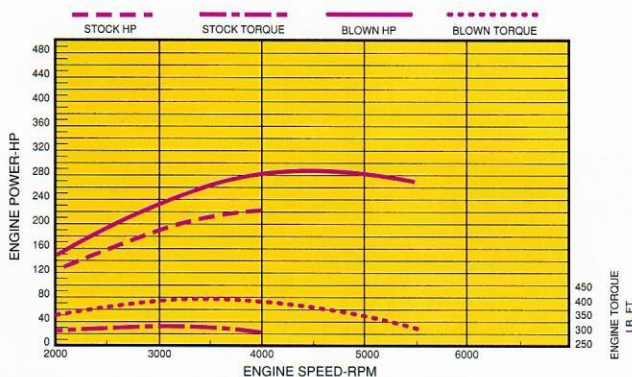
Street Legal in 50 states, this package quickly and easily interfaces with all factory components including the fuel injection system, cruise control and air conditioning system and fits under the hood with no modifications.

For use on engines listed with no internal or external modifications. An excellent choice for pure performance and towing. **Everything** is included to install this kit. Pulley supplied provides approx. 5 lb. boost.

**RSL**  
roots street legal



## Dyno Chart



Part #	Application
92200-A	1988-'92 Chevy GMC light trucks with 350 cid engines and TBI (automatic trans. only) - Satin finish
92200-B	1988-'92 Chevy GMC light trucks with 350 cid engines and TBI (automatic trans. only) - Polished finish

Note: Please call with exact year, transmission and 2 or 4wd information before ordering to determine proper computer chip.

- Blower Displacement: 144 cid per revolution
- Distributor Cap Diameter Limitations: None
- Number Of Throttle bodies Accommodated: 1
- Top Plate Integral or Sold Separate: Integral
- E.O. # (50 State Legal): D277-2, yes
- Max. Engine Displacement for Peak Performance: 350 cid only
- Drive Belt Width & Type: 6 rib serpentine
- Number of Boost Pulleys Required & Purchased Separate: 0
- What's In The Kit: Blower, manifold, lower pulley, belts, idlers, gaskets, fuel pump, hoses, Hypertech computer chip, upper pulley, throttle body adapter, fuel pressure regulator, hardware and instructions

**For tech or order, call: (818) 882-6422**

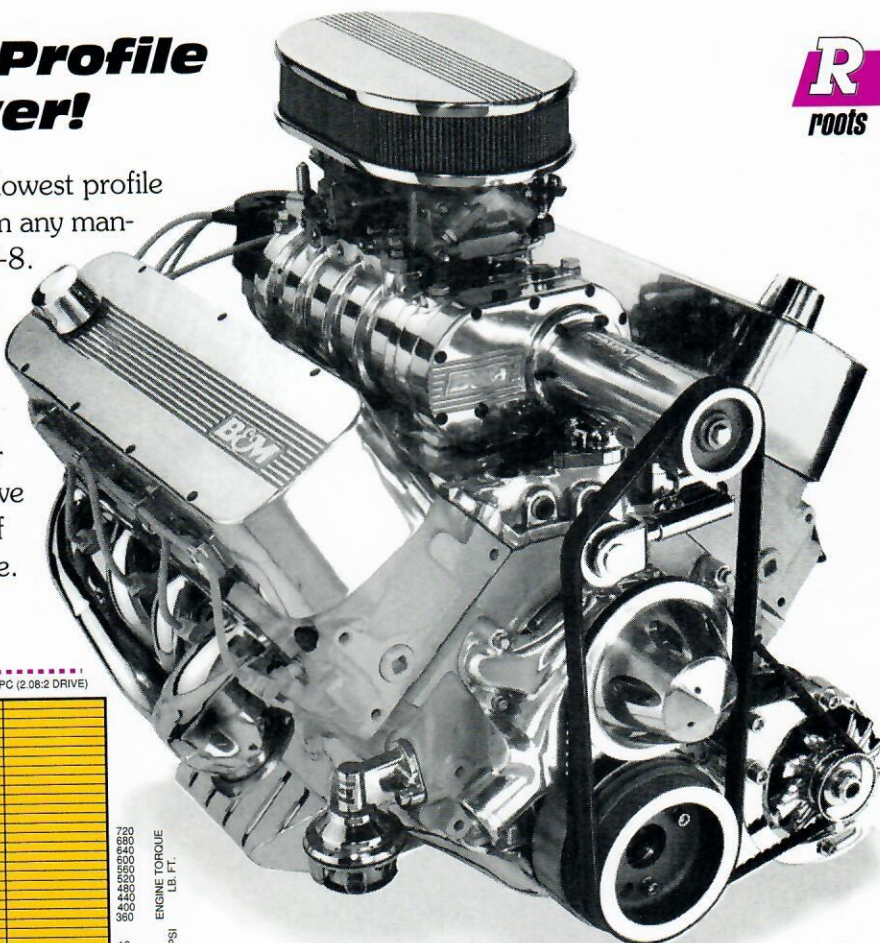
# 174 Powercharger™ Big Block Chevrolet

## B&M's Lowest Profile Big Block Blower!

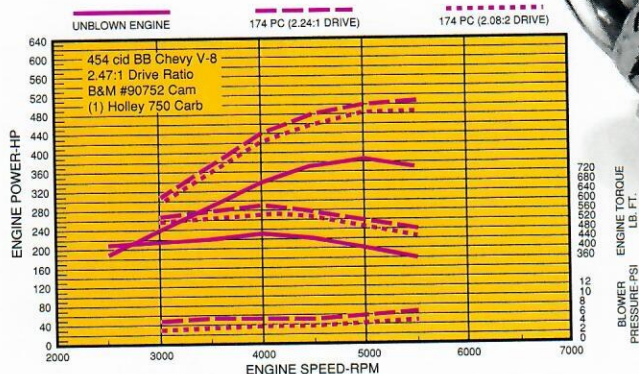


The B&M Powercharger 174 is the lowest profile Roots type supercharger available from any manufacturer for the big block Chevy V-8.

The Powercharger 174, when installed on a relatively stock engine, will provide from 100 to 120 additional horsepower. For installations where high boost (over 8lbs.), high rpm, or most 502 cid or larger applications, we recommend the Powercharger 250 if you have the required hood clearance.



### Dyno Chart



**Teflon® Sealed**  
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Part #	Application	Dim A (see p. 13)	# Boost Desired	ENGINE SIZE				
				Upper Pulley 396/402	Upper Pulley for 427	Upper Pulley for 454	Upper Pulley for 480	Upper Pulley for 502
90550	396/427/454/502 Big block Chevy V-8 Most applications thru '84 - up to 3 accessory v-belts w/long and short water pump - Satin finish	7.23"	4-5	90537	90536	90538	90534	90636
			6-7	90536	90538	90534	90636	NA
			8-9	90538	90534	90636	NA	NA
			10-11	90534	90636	NA	NA	NA

For more information on dimensions see page 13.

- Blower Displacement: 174 cid per revolution
- Distributor Cap Diameter Limitations: None
- Number Of Carbs Accomodated: 1
- Top Plate Integral or Sold Separate: Integral
- E.O. # (50 State Legal): No
- Max. Engine Displacement for Peak Performance: 454 cid
- Drive Belt Width & Type: 6 rib serpentine
- Number of Boost Pulleys Required & Purchased Separate: 1
- What's In The Kit: Blower, manifold, lower pulley, belt, idler, gaskets, hardware & instructions

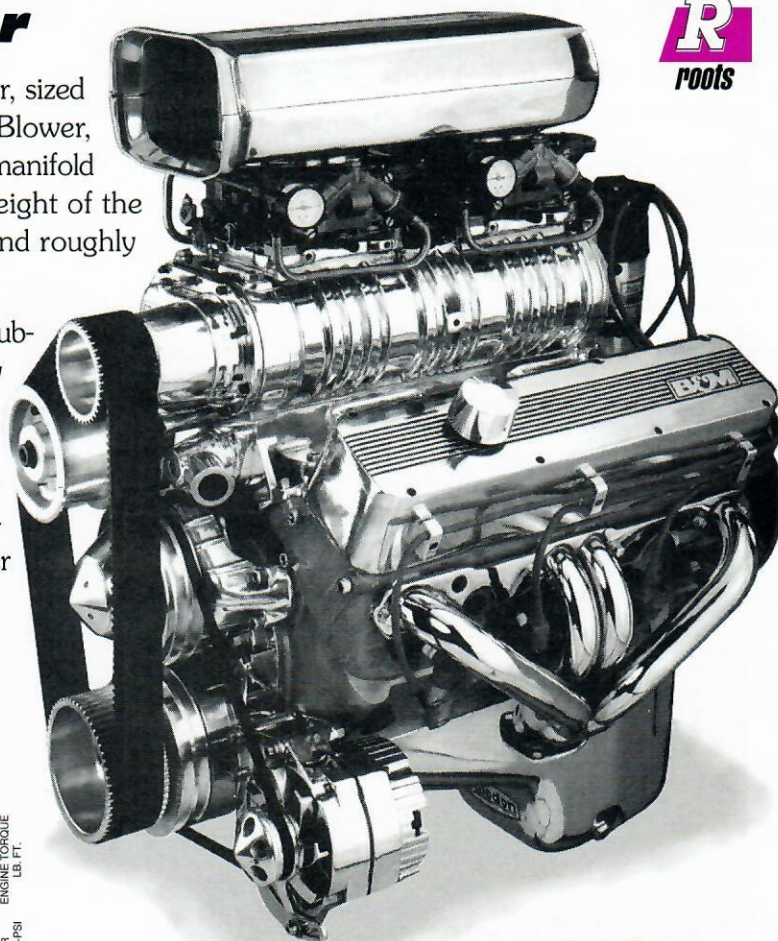
Blowers listed on this page are not legal for sale or use on emission controlled vehicles. See page 16 for more info.

# 250 Powercharger™ Small Block Chevrolet

## B&M's Most Popular Small Block Supercharger

B&M's Powerercharger 250 is a hit. This blower, sized between the 144 Powercharger and the MegaBlower, mounts to a special version of the MegaBlower manifold which has tall, efficient runners. The overall height of the 250 is two inches less than the MegaBlower and roughly 2-1/2" taller than the regular Powerchargers.

The 250 Powercharger is capable of producing substantial amounts of boost on a small block Chevy at relatively low blower speeds. Since heat expands the air/fuel mixture, this blower has an advantage over smaller units, as it spins slower the fuel/air mixture is not heated as much, producing a denser mixture. The B&M Powercharger 250 is an excellent choice for a street blower.



### Dyno Chart



**Teflon® Sealed**  
Teflon is a registered trademark of DuPont Corp.

Part #	Application	Dim A (see p. 13)	# Boost Desired	ENGINE SIZE				
				Upper Pulley for 302	Upper Pulley for 327	Upper Pulley for 350	Upper Pulley for 375	Upper Pulley for 400
91060	283/305/327/350/400 Small block Chevy V-8 Short water pump ('55-'68) Engines with up to two 2 accessory v-belts - Polished finish	6.76"	4-5	NA	NA	NA	91001	91002
			6-7	NA	NA	91001	91002	91003
			8-9	NA	91001	91002	91003	91004
			10-11	91001	91002	91003	91004	91005

For more information on dimensions see page 13.

- Blower Displacement: 250 cid per revolution
- Distributor Cap Diameter Limitations: 5"
- Number Of Carbs Accomodated: 1 or 2
- Top Plate Integral or Sold Separate: Separate
- E.O. # (50 State Legal): No

- Max. Engine Displacement for Peak Performance: No limit
- Drive Belt Width & Type: 2" 8mm Gilmer drive
- Number of Pulleys Required & Purchased Separate: 1
- What's In The Kit: Blower, manifold, lower pulley, belt, idler, gaskets, hardware & instructions

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**For tech or order, call: (818) 882-6422**

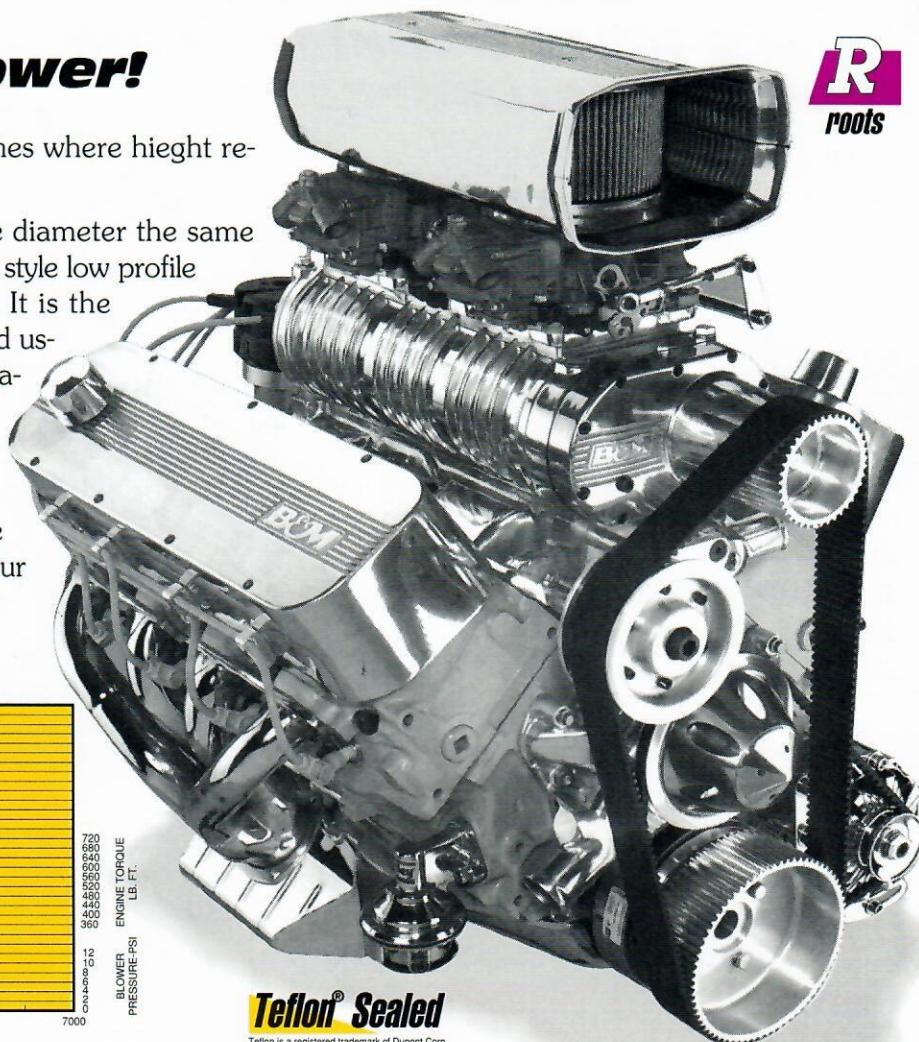
# 250 Powercharger™ Big Block Chevrolet

## Low Profile Power!

The best choice for big block engines where height restrictions are a consideration.

The Powercharger 250 has a case diameter the same size as all other B&M Powercharger style low profile blowers except it is much longer. It is the same length as the MegaBlower and uses a special version of the taller MegaBlower intake manifold which provides outstanding power potential.

When you want maximum performance but space is at a premium, the low profile Powercharger 250 is your best bet.



### Dyno Chart



**Teflon® Sealed**  
Teflon is a registered trademark of Dupont Corp.

Part #	Application	Dim A (see p. 13)	# Boost Desired	ENGINE SIZE				
				Upper Pulley 396/402	Upper Pulley for 427	Upper Pulley for 454	Upper Pulley for 480	Upper Pulley for 502
91040	396/427/454/502 B/B Chevy V-8 Up to 2 accessory v-belts w/ short water pump - Polished finish	7.20"	4-5	NA	NA	91000	91001	91002
			6-7	NA	91000	91001	91002	91003*
			8-9	91000	91001	91002	91003*	91004*
			10-11	91001	91002	91003*	91004*	91005**

For more information on dimensions see page 13.

- Blower Displacement: 250 cid per revolution
- Distributor Cap Diameter Limitations: None
- Number Of Carbs Accomodated: 1 or 2
- Top Plate Integral or Sold Separate: Separate
- E.O. # (50 State Legal): No
- Max. Engine Displacement for Peak Performance: 502 cid
- Drive Belt Width & Type: 2" 8mm Gilmer drive
- Number of Boost Pulleys Required & Purchased Separate: 1
- What's In The Kit: Blower, manifold, lower pulley, belt, idler, gaskets, hardware & instructions

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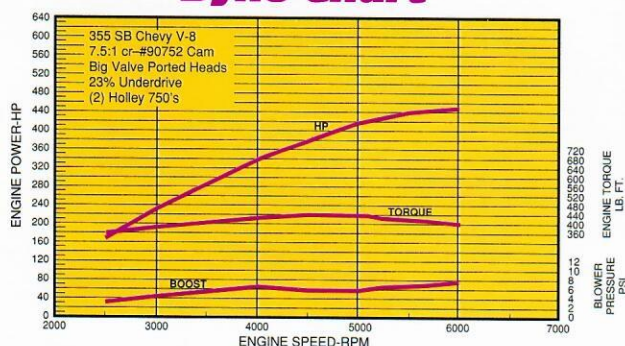
# 420 MegaBlower™ Small Block Chevrolet

## Ideal For High Horse- power Applications

The MegaBlower is B&M's largest supercharger and is internally about the same size as a GMC 6-71. **The MegaBlower is built with all brand new B&M parts and uses no GMC pieces at all.** It features an integral dual 4-bbl mounting flange cast into the housing which provides for a much more rigid case than other brands. This blower is visually and mechanically state-of-the-art.

This blower system has been proven in comparison dyno tests to equal or outperform any 6-71. B&M's MegaBlower also features a unique front gear cover which provides a breather system which does not leak or spray oil, an industry exclusive.

### Dyno Chart



**R**  
roots

**Teflon® Sealed**  
Teflon is a registered trademark of Dupont Corp.

Part #	Application
94002	305/327/350/400 Small block V-8 with short water pump - Polished finish Add kit # 94020 for 2 accessory v-belts Add kit #94021 for 3 accessory v-belts

For dimension and pulley information see page 12-13.

- Blower Displacement: 420 cid per revolution
- Distributor Cap Diameter Limitations: 5"
- Number Of Carbs Accomodated: 2
- Top Plate Integral or Sold Separate: Integral
- E.O. # (50 State Legal): No
- Max. Engine Displacement for Peak Performance: No limit
- Drive Belt Width & Type: 3" 8mm Gilmer drive
- Number of Boost Pulleys Required & Purchased Separate: 2
- What's In The Kit: Blower, manifold, belt, idler, gaskets, O ring, hardware & instructions

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**For tech or order, call: (818) 882-6422**

# 420 MegaBlower™ Big Block Chevrolet

## For Big Cubic Inch & High Horsepower Applications

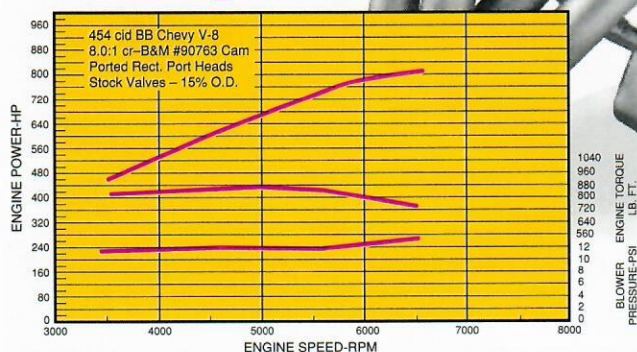
Due to its large displacement, this unit is capable of providing more air/fuel at much slower blower speeds than our other units.

The MegaBlower is supplied standard with integral cast-in dual 4-bbl inlet flanges which provide extra case rigidity. The two lobe straight rotors are tipped with Teflon inserts. This unit has been proven in comparison dyno tests to equal or outperform any other 6-71 style supercharger running an equivalent drive ratio.

A MegaBlower on a mildly modified big block 454 can easily produce over 700 hp and still be very streetable. A slightly higher boost and larger displacement engine with a MegaBlower can produce over 800 hp. This blower is both visually and mechanically state-of-the-art.



### Dyno Chart



**Teflon® Sealed**  
Teflon is a registered trademark of Dupont Corp.

Part #	Application
94004	396/427/454/502 Big block Chevy V-8. Short water pump w/ 1 acc. v-belt - Polished finish Add kit # 94020 for 2 acc. v-belts Add kit #94021 for 3 acc. v-belts

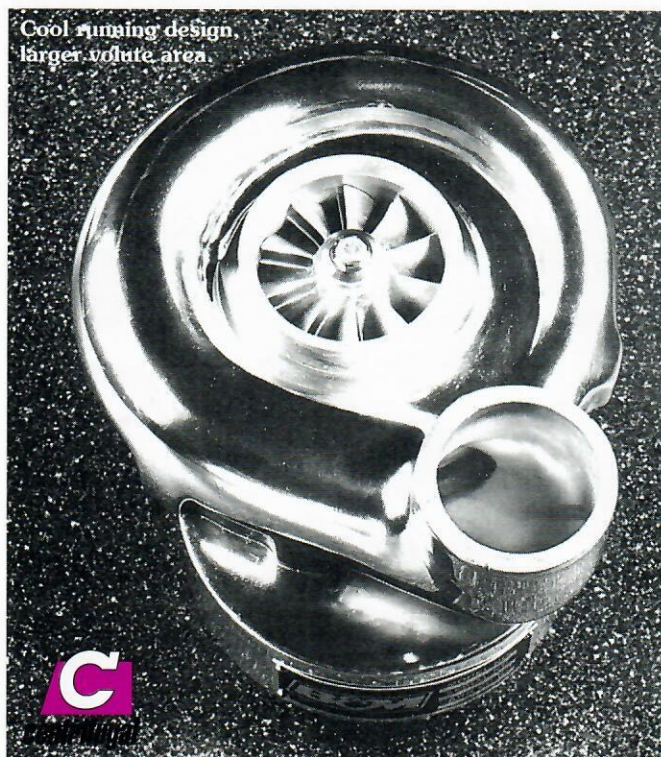
For dimension and pulley information see page 12-13.

- Blower Displacement: 420 cid per revolution
- Distributor Cap Diameter Limitations: None
- Number Of Carbs Accomodated: 2
- Top Plate Integral or Sold Separate: Integral
- E.O. # (50 State Legal): No
- Max. Engine Displacement for Peak Performance: 540 cid
- Drive Belt Width & Type: 3" 8mm Gilmer drive
- Number of Pulleys Required & Purchased Separate: 2
- What's In The Kit: Blower, manifold, belt, idler, gaskets, O ring, hardware & instructions

Blowers listed on this page are not legal for sale or use on emission controlled vehicles. See page 16 for more info.

# CentriForce™ Superchargers

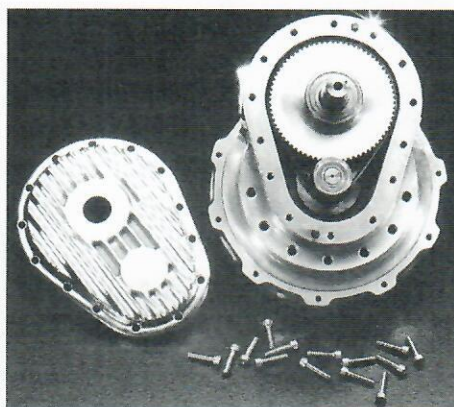
**The Hottest Centrifugal Blower On The Market Is The Coolest!**



This is the latest technology in centrifugal supercharging. Supercharging isn't just about putting more air into an engine. It's about putting as dense an air charge as possible into an engine. When the blower runs hot due to heat transfer from lubrication oil - the air intake charge is heated and less dense! B&M CentriForce centrifugal blowers feature **no gears and no oil** in the housing and run very cool!

The B&M CentriForce blower utilizes a highly sophisticated Kevlar™ cogged gear belt drive (similar to the drives found on nitromethane burning supercharged Top Fuel drag race cars, only on a much smaller scale) producing no oil bath transferred heat. Less intake heat transferred into the volute area equals more power!

B&M's CentriForce blower is equipped with ceramic Kryton lubricated shielded bearings (used in aerospace applications) that require no "oil bath" lubrication and give incredible service life. Since there is no oil, there are no oil lines to hook up or leak either!



Light in weight and cool running Kevlar™ belt drive system with ceramic Kryton lubricated sealed bearings.

Larger diameter impeller with curved exit tips for improved air flow and efficiency at slower speeds.



Need more reasons to buy a B&M CentriForce? B&M's centrifugal blower reflects the most state-of-the-art technology in its impeller blade design, thus delivering more efficiency. Most impellers on other brands' 5 to 8 lb. units have straight blades. B&M uses an impeller with a curved tip blade design and a larger diameter in both 6 and 9 lb. units. This not only increases the air volume, but also speeds up the air coming off the impeller tip at slower blower speeds giving more low end torque! Additionally, B&M's CentriForce blowers have a 10% larger volute area than other brands. Our 3-1/2" (not 2-3/4" as found in most centrifugal blowers) inlet and 3" outlet ducts will accept up to a 77mm mass air flow sensor directly, but may be used with even bigger units. B&M CentriForce impellers are built for high rpm use and balanced on two planes to 2 ten thousandths of a gram!

## Coming Soon...

- Ford 302 Thunderbird
- Ford 351 Light Truck

- 1994 Mustang
- GM '94 350 Camaro

- GM '82-'93 350 Camaro
- GM 350 Light Truck

**For tech or order, call: (818) 882-6422**

# CentriForce™ Super-charger - 5.0 liter Ford

**45%+ Gain In Horsepower and Torque!**

**C & CSL**  
centrifugal centrifugal street legal

If you are looking for the most power for your 5.0, look no further!

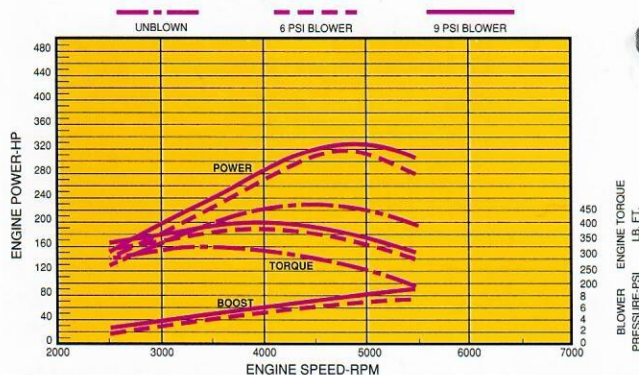
Compare these features: • Cool & quiet running Kevlar™ belt driven design - no gears or ball drive!

• Ceramic Kryton lubed bearings never need lubrication. • No maintenance or oil to leak!

• Larger volute area than other brands. • More air flow/efficiency from larger diameter, curved impeller tip design. • 3 1/2" inlet - 3" outlet.

This is one of the best centrifugal blowers on the market! Available in a 6 lb. 50 state legal or 9 lb. system.

## Dyno Chart



**9 lb. power!** If you need more power than our 6 lb. unit, this one will do the trick! All the features of our 6 lb. unit plus: • 155 liter per hour high flow fuel pump and a Hypertech chip designed specifically for this application. • Less than 24 hp is required to drive this unit!

Part #	Application
92500	Ford Mustang 5.0L '86-'93 - Satin - 6 lb. Street Legal
92510	Ford Mustang 5.0L '86-'93 - Polished - 6 lb. Street Legal
92501	Ford Mustang 5.0L '86-'93 - Satin - 9 lb. Non-Street Legal
92511	Ford Mustang 5.0L '86-'93 - Polished - 9 lb. Non-Street Legal

- Blower Displacement: 115 cfm per lb. of boost
- Distributor Cap Diameter Limitations: None
- Number Of Carbs Accomodated: EFI system
- Top Plate Integral or Sold Separate: N/A
- E.O. # (50 State Legal): #D-334, 6 lb. kit yes, 9 lb. kit no
- Drive Belt Width & Type: 6-rib serpentine.
- Number of Pulleys Required & Purchased Separate: 0
- What's In The Kit: Blower unit, mounting hardware
- Max. Engine Displacement for Peak Performance: 302 cid on street legal kits

Some blowers listed on this page are not legal for sale or use on emission controlled vehicles. See page 16 for more info.

# 144 Powercharger™ for Small Block Ford

## The Least Expensive & Easiest Way To Add Horsepower & Torque

This small block Ford blower utilizes a unique offset input shaft that clears the front mounted distributor. No other blower manufacturer offers a system with this feature in a Roots blower.

This kit has provisions for a stock EGR valve on the manifold. The unique dual idler design provides outstanding drive belt tension to prevent slippage. This system provides outstanding low end torque as well as great peak horsepower.



### Dyno Chart



**Teflon® Sealed**  
Teflon is a registered trademark of DuPont Corp.

Part #	Application	Dim A (see p.13)	# Boost	ENGINE SIZE		
				Upper Pulley for 289	Upper Pulley 302	Upper Pulley 351*
90675	Small block Ford 260/289/302 V-8 Satin finish ('69 and earlier requires crank spacer)	5.10"	4-5	90721	90638	
			6-7	90638	90537	
			8-9	90537	90536	
			10-11	90536	90538	

For more dimension information see page 13.

\*To adapt 351 engines, use belt number 91071 and optional kit.

### APPLICATION

### PART NO.

Crank spacer adapter for 1969 and earlier with 3-bolt crank pulley.....	90683
Adapter kit for '79 & later Mustang w/ serpentine drive system (With AC compressor).....	90684
Adapter kit for '79 & later Mustang w/ serpentine drive system (Without AC compressor).....	90869

- Blower Displacement: 144 cid per revolution
- Distributor Cap Diameter Limitations: None
- Number Of Carbs Accomodated: 1
- Top Plate Integral or Sold Separate: Integral
- E.O. # (50 State Legal): No

- Max. Engine Displacement for Peak Performance: 351 cid
- Drive Belt Width & Type: 6 rib serpentine
- Number of Pulleys Required & Purchased Separate: 1
- What's In The Kit: Blower, manifold, belt, lower pulley, idler, gaskets, hardware & instructions

Blowers listed on this page are not legal for sale or use on emission controlled vehicles. See page 16 for more info.

**For tech or order, call: (818) 882-6422**

# B&M Camshaft Systems

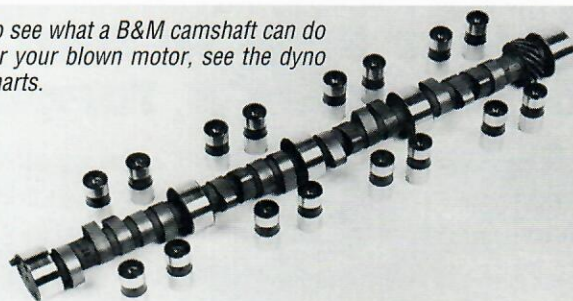
## Give Yourself an Edge...

Specifically designed for supercharged engines, B&M Camshaft Systems have thousands of hours of dyno time to prove their value!

These high quality cams are ground for B&M by Crane Cams. A blower is able to overcome the shortcomings of a stock or mild cam up to about 4,500 rpm. Over this you won't realize the true benefit of a blower as it's capable of packing more air and fuel into the cylinders than a stock cam.

The Street Charger Cam is a very good street cam with a very reasonable idle, plenty of vacuum and very good mid and top range power. The Super Street Charger Cam has a slightly rough idle, acceptable vacuum for most street applications and outstanding mid and top range power. The Megablower Ultra Charger Cam can be used with any B&M blower but are really only recommended in very high boost conditions (over 10 psi) with very large port heads and big valves, has a very rough idle and poor vacuum. Not a very good street cam but produces extremely good top end power.

To see what a B&M camshaft can do for your blown motor, see the dyno charts.



APPLICATION	PART NO.
Super Street Charger Cam for S/B Chevy .....	90752*
MegaBlower Cam for B/B Chevy .....	90763***
Street Charger Cam for B/B Chevy .....	90765**
Ultra Charger Cam for B/B Chevy .....	90767***

All cams include hydraulic lifters. \* Includes springs which fit stock spring pockets.  
\*\* Includes springs and retainers. \*\*\* Includes dual springs and retainers.

Camshaft Part #	Advertised Duration		Over-lap	Duration @ .050" lift		Over-lap	Lift @ cam		Lift @ valve		Lobe center
	Intake	Exhaust		Intake	Exhaust		Intake	Exhaust	Intake	Exhaust	
90752	282°	292°	59°	234°	244°	11°	.3254"	.3400"	.488"	.510"	114°
90763	302°	310°	86°	246°	254°	22°	.3412"	.3530"	.580"	.600"	110°
90765	276°	286°	53°	228°	238°	5°	.3176"	.3176"	.540"	.540"	114°
90767	283°	293°	60°	236°	246°	13°	.325"	.325"	.553"	.571"	114°

Cams listed on this page are not legal for sale or use on emission controlled vehicles. See page 16 for more info.

## MegaBlower Pulley Selection Chart for Use with Tables Below

Number of pulley teeth (from chart below)	Part number for 3" wide belt	Number of pulley teeth (from chart below)	Part number for 3" wide belt
48	93102	64	93118
52	93106	68	93122
56	93110	72	93126
60	93114		

Top Pulley # Teeth  
Sample  
Crank Pulley # Teeth

### MegaBlower Small Block

BOOST ENGINE SIZE	6-7 PSI	8-9 PSI	10-11 PSI	12-13 PSI	14-15 PSI	16-17 PSI
305	N.A.	72	68	68	64	64
327	72	68	68	64	64	60
350	68	68	64	64	60	60
375	68	64	64	60	60	56
400	64	64	60	60	56	56
425	64	60	60	56	56	52

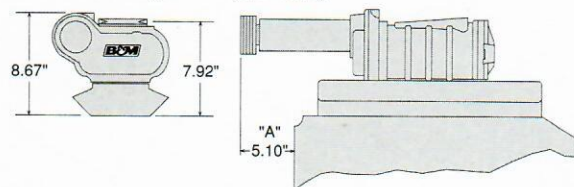
### MegaBlower Big Block

BOOST ENGINE SIZE	5-6 PSI	8-9 PSI	10-11 PSI	12-13 PSI	14-15 PSI	16-17 PSI
396	64	60	60	56	56	52
427	60	60	56	56	52	52
454	60	56	56	52	52	48
490	56	56	52	52	48	48
525	56	52	52	48	48	48
560	52	52	48	48	48	N.A.

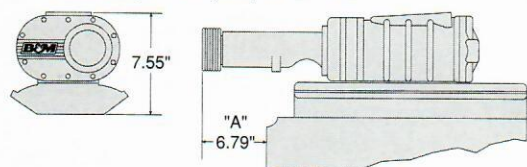
# Supercharger Dimensions

## Powercharger Dimensions

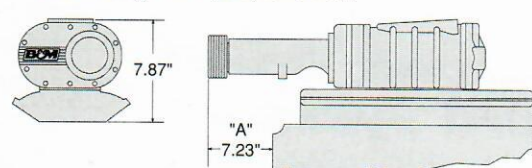
Powercharger 144 (S/B Ford)



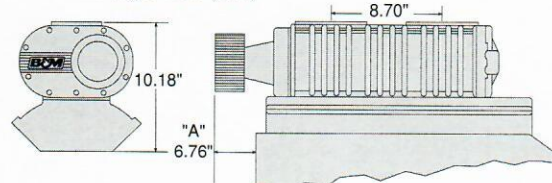
Powercharger 144 (S/B) Chevrolet



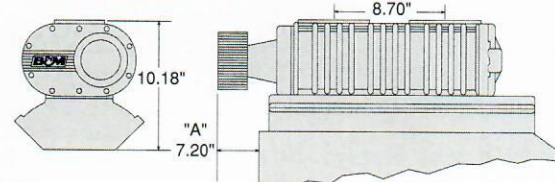
Powercharger 174 (B/B) Chevrolet



Powercharger 250 (S/B)

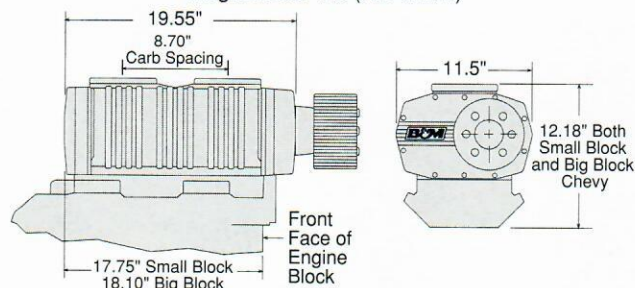


Powercharger 250 (B/B)

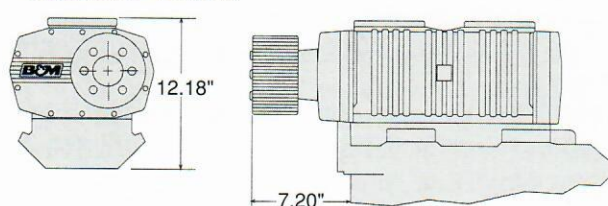


## MegaBlower Dimensions

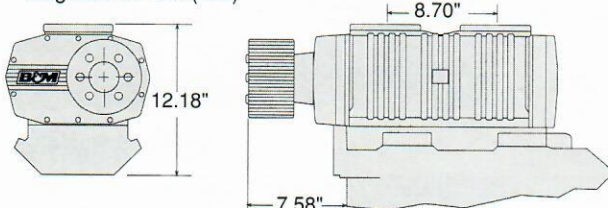
MegaBlower 420 (S/B & B/B)



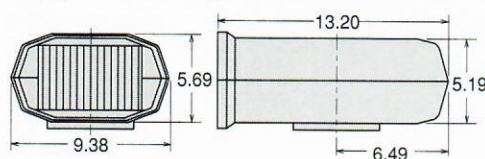
MegaBlower 420 (S/B)



MegaBlower 420 (B/B)



## MegaScoop Dimensions



**Note:** Dimension "A" is from the machined front face of the block out to the front face of either the driven pulley on the blower or the crank blower pulley.

## Small Block Chevy Blower Comparison

The carb flange on 144 and 174 units are at a 4° angle. The 250 and the 420 have the carb flange parallel with the centerline of the crank.

The Powercharger 250 and all other Powerchargers have the same blower case diameter with varying lengths. However the 250 mounts on a special version of the Megablower manifold which makes its overall height more than other Powerchargers. Taller manifolds



Powercharger 144

Powercharger 250

MegaBlower 420

provide a better flow of the intake charge which means more total power, primarily on the top end.

# B&M Blower Accessories

## Thermostat Housing & Adapters

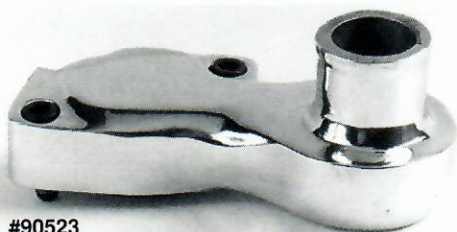


#90845

The #90845 Offset Adapter moves the stock thermostat housing to the center of the engine. It bolts to the standard thermostat mounting

flange and accepts a standard housing. It allows you access to the thermostat without removing the blower from the manifold. Other housings require blower removal.

The #90523 Thermostat Housing offsets the water inlet to the driver's side and utilizes the stock thermostat. All housings, adapters, or spacers use "O" rings to eliminate leakage common to stock housings.

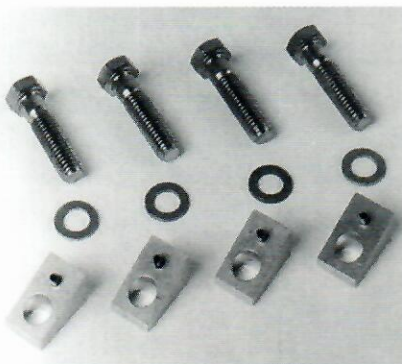


#90523

DESCRIPTION	PART NO.
Special Thermostat Housing.....	90525
Offset Adapter.....	90845
Offset Thermostat Housing.....	90523

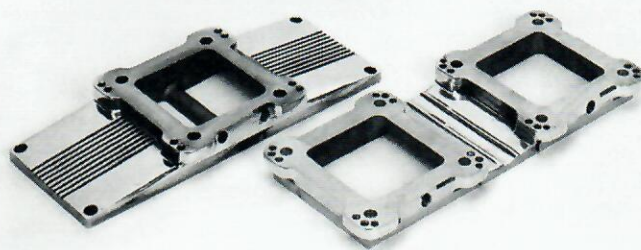
## Manifold Adapter Kit

'87 and later small block Chevy heads use different designs on the center four manifold bolts than prior year heads. Using B&M supercharger manifolds on these engines require this kit. B&M manifolds are supplied with slotted holes to accommodate this kit. Early style B&M or any other aftermarket manifolds need to have the center holes slotted.



DESCRIPTION	PART NO.
Manifold Adapter Kit .....	90748

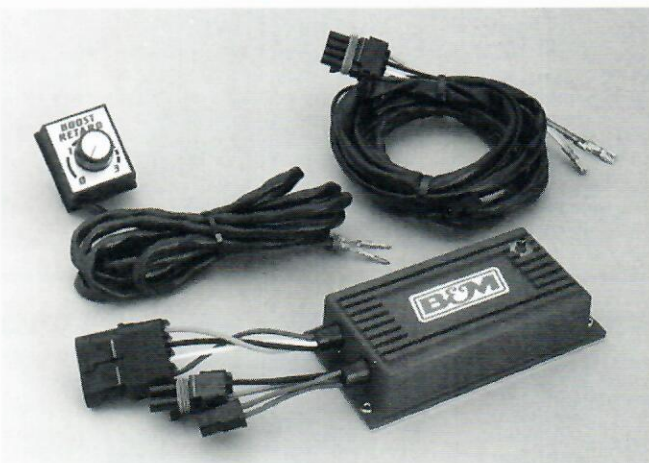
## Powercharger 250 Inlet Adapters



These plates are interchangeable and either style can be used on any Powercharger 250. Polished finish.

APPLICATION	PART NO.
Single 4-bbl inlet plate for 250, polished.....	93150
Dual 4-bbl inlet plate for 250, polished .....	93151

## Electronic Boost Retard System



The B&M Boost Retard System prevents engine detonation by automatically retarding the timing as boost pressure rises. A dash mounted control knob allows you to match the amount of ignition retard to the boost pressure produced by the blower. The Boost Retard System will work with all types of ignitions, both factory and aftermarket.

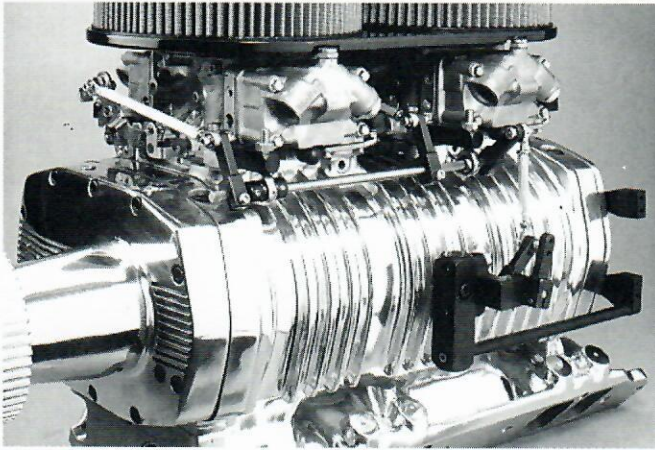
If your compression ratio is too high or the combination of boost pressure and compression ratio is too high you may experience engine ping or detonation under full throttle conditions. Retarding the timing is the best way to control this other than reducing the compression ratio, boost or both.

DESCRIPTION	PART NO.
Electronic Boost Retard System .....	91070

Some products listed on this page are not legal for sale or use on emission controlled vehicles. See page 16 for more info.

# B&M Blower Accessories

## Powercharger 250 & MegaBlower Linkage



B&M's Linkage Kits feature much stiffer shafts to eliminate flexing. They are designed specifically to work with any MegaBlower and all 250 Powerchargers.

DESCRIPTION	PART NO.
HD Linkage for 250 - sidesaddle mount .....	93167
HD Linkage for 420 - sidesaddle mount .....	93168

## 144/174 Linkage Kit

This kit bolts under a 4-bbl carb and provides hookup for a stock GM throttle cable, cruise control, transmission kickdown cable or a B&M Modulink cable.



DESCRIPTION	PART NO.
Chrome Plated .....	90747

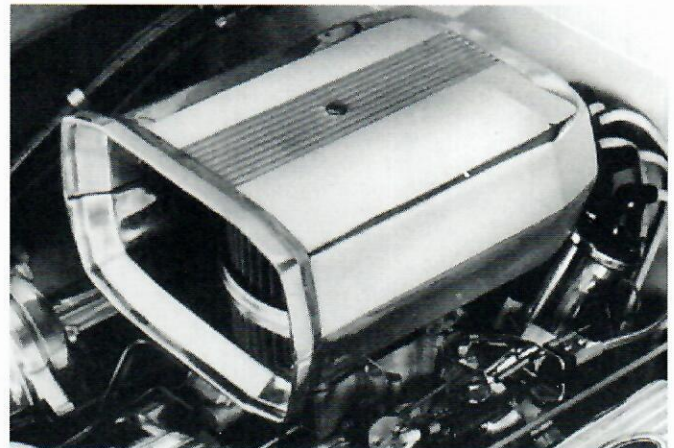
## Vacuum/Boost Gauge

For any super-charger or turbo-charger. Reads 0-30 inches of vacuum and 0-15 pounds of boost. Fits standard 2-1/16" diameter gauge hole. Included are fittings, tubing and ferrules.



DESCRIPTION	PART NO.
B&M Vacuum Boost Gauge w/chrome bezel .....	90520

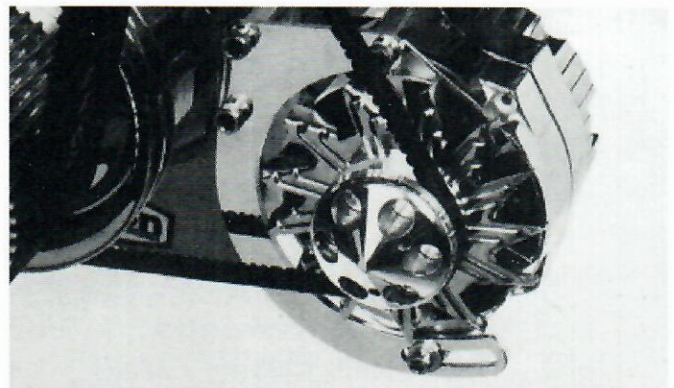
## MegaScoop™



We think it's one of the best looking blower style air filter scoops available and it's priced right as well. Made from die cast aluminum, providing a virtually blemish free polished finish, the MegaScoop is supplied with a washable high flow filter and hold-down screw. For use with or without a blower on a single Holley, Edelbrock or Carter carburetor. For dimensions see page 13.

DESCRIPTION	PART NO.
MegaScoop for Most Standard 4-bbl Carbs .....	93157
Replacement Air Filter .....	93156

## Low Mount Alternator Bracket



B&M's Low Mount Alternator Bracket is made of chrome-plated steel and due to its unique design is the sturdiest unit available. Other units flex and eventually fracture with expensive results. Fits short water pump small and big block Chevys. Pulley lines up with crank pulley closest to block. Not for use in late model vehicles due to frame interference.

DESCRIPTION	PART NO.
Small Block Chevy .....	64221
Big Block Chevy .....	64222

*Some products listed on this page are not legal for sale or use on emission controlled vehicles. See page 16 for more info.*

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# Supercharger Service Parts

## Powercharger 144/174/250

Blower Kit Part #	Manifold	Blower to Manifold Gasket	Crank Pulley 6-rib	Crank Pulley 10-rib	Drive Belt 6-rib	Drive Belt 10-rib	Input Housing Assembly	Idler Assembly 6-rib	Idler Assembly 10-rib	Gaskets & Seals	Rotor Gaskets & Seals	Gear Set	Input Shaft & Coupler	Glimer Drive & Pulley	Glimer Drive Belt	Glimer Drive Idler	Idler Pulley w/ Bearing
90500	90580	90524	90595	90838	90824	90825	90884	90822	91163	91165	91174	91168	91180				91178
90513	90581	90524	90595	90838	90824	90825	90885	90822	91163	91165	91174	91168	91180				91178
90550	90584	90565	90592	90838	90826	90827	90889	90822	91163	91165	91176	91168	91182				91178
91040	91092	93330					91155			91167	91177	91170		91089	93266	91094	
91060	91096	93330					91153			91167	91177	91170		91097	91095	91094	
90675	90681	90524	90679		90517		90694	90828		91166		91169	91184				
92200	90580	90524	90592		90824		90889	90822									

Blower Kit Part #	Fuel Regulator	Fuel Pump	Throttle Body Adapter	Throttle Cable Bracket	Acces. Idler	Acces. Drive Belt	Thermostat Housing	Air Filter	Throttle Body Heater Hose (F)	Throttle Body Heater Hose (R)	Manifold Wedge Kit	EGR Adapter	Crank Spacer	Blower Drive Belt	Crank Pulley
92200A	92350	92351	92352	92353	92354	92355	92356	92357	92358	92359	92360	92361	92362	90824	90592
92200B	92350	92351	92352	92353	92354	92355	92356	92357	92358	92359	92360	92361	92362	90824	90592

## MegaBlower 420

Blower Kit Part #	Manifold	Blower to Manifold O-ring	Crank Pulley Spacer	Glimer Belt	Idler Pulley	Input Housing Assembly	Pop-off Valve Gasket	Rotor Gaskets & Seals	Gaskets & Seals	Pop-off Valve Assembly	Gear Set	Bearing Set
94002	93211	93330	93341	93265	93240	94286	93333	93340	93334	93335	93337	93336
94004	93213	93330	93342	93265	93240	94288	93333	93340	93334	93335	93337	93336

## CentriForce

Blower Kit Part #	Fuel Regulator	Crank Spacer	Blower Drive Belt	Crank Pulley	Idler Pulley	Tension Plate	Radiator Tube	Air Discharge Tube	Intake Elbow	Silicone Blue Sleeves	Air Cleaner Cover	Main Mounting Bracket	Supercharger Mtg Bracket
92500	92650	92653	92651	92652	92654	92655	92656	92657	92658	92659	92660	92661	92662
92501	92650	92653	92651	92652	92654	92655	92656	92657	92658	92659	92660	92661	92662

## The Laws

**49 state laws (non California):** A person or a company may not sell or use any product or device that renders any emission control device inoperable. If a supercharger is to be used legally on any 1968 and newer emissions controlled motor vehicle, it must have all of the original emissions related devices reinstalled and operating properly. Exceptions to this are: Any vehicle used purely for racing and never driven on the street. Products sold for export outside the U.S. Products used in stationary applications. 1968 and newer engines when installed in a pre 1968 vehicle.

**California:** The product must be approved by the California Air Resources Board (C.A.R.B.) in order to be legal if it in any way replaces a part that has an effect on the engine's characteristics. Such products are issued an "E.O." number (Executive Order) by the C.A.R.B.. If a supercharger you are considering doesn't have an "E.O." number, it can't be sold, installed or used on any street driven 1966 or newer motor vehicle in the state of California. Exceptions are the same as those listed for the 49 state applications but vehicle years are 1966 or newer. If you have any questions we are always here to help.

## Freshen up!

First, second or third owner? No problem! Let B&M freshen up your B&M blower. It doesn't cost much to get the maximum performance and efficiency it once had!

## Note Regarding Marine Superchargers

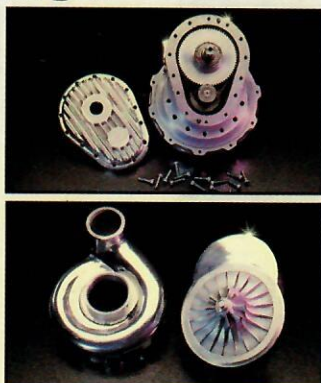
Please note that B&M's line of marine products are sold through authorized B&M Marine Dealers only and cannot be purchased from automotive parts outlets or B&M directly. Call B&M and we'll send you a Marine Performance Products catalog as well as information regarding the name and location of your nearest Authorized B&M Marine Dealer.

**B&M Supercharger Products**

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## **CentriForce™ Supercharger**



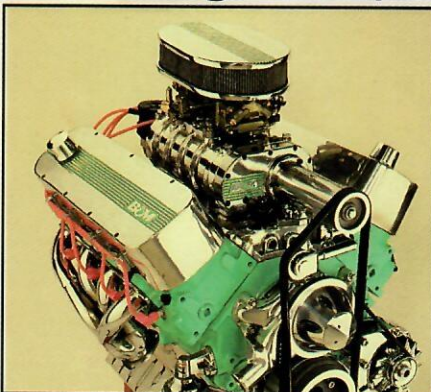
## **Powercharger 144**



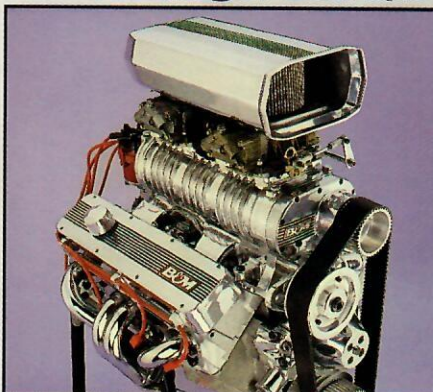
### **Powercharger 144 Ford**



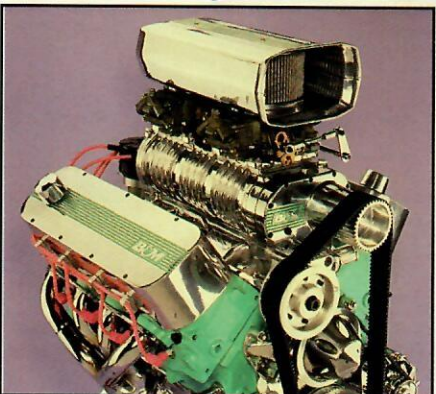
### **Powercharger 174 B/B**



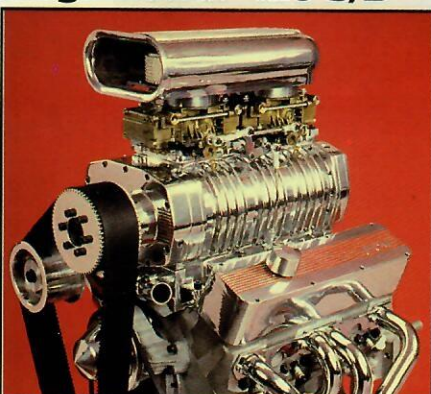
### **Powercharger 250 S/B**



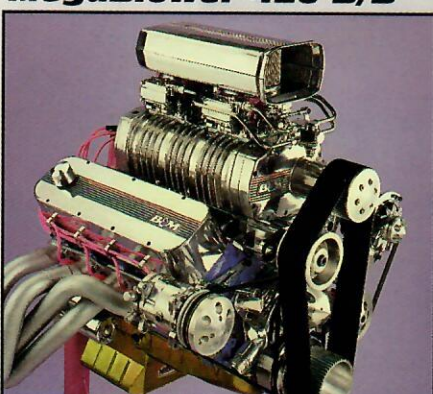
### **Powercharger 250 B/B**



### **MegaBlower 420 S/B**



### **MegaBlower 420 B/B**



## **Limited Warranty**

### **One Year or 90 Days From Date of Purchase**

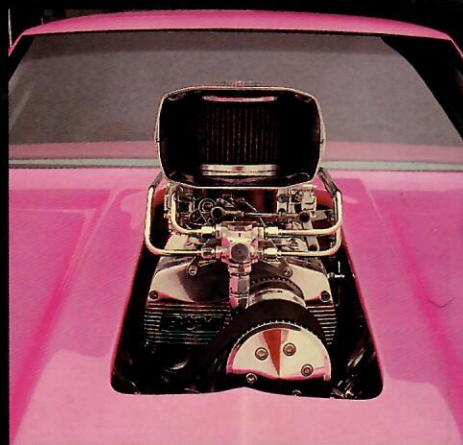
B&M Powercharger & MegaBlower Superchargers and all supercharger related accessories or components, except camshafts, are warranted to be free from defects in workmanship and materials for a period of one year from date of purchase. CentriForce superchargers, camshafts and all other non-supercharger related products in the catalog receive the same coverage for a period of 90 days from date of purchase. During the warranty period B&M will repair or replace, at its option, any B&M part that has been determined by B&M to have failed due to defective workmanship or materials.

### **Warranty Returns**

Any product suspected of being defective must be returned to B&M for inspection. The product must be packaged adequately to prevent damage during shipment and returned to B&M at the customer's expense. Call B&M's Customer Service Department for a Returned Goods Authorization Number before returning any product for any reason.

### **This Warranty Does Not Cover:**

1. Superchargers that have been overspeeded beyond the limits set forth in this catalog. 15,000 blower rpm for Powerchargers and 12,000 blower rpm for MegaBlowers is the maximum allowable blower speeds. Overspeeding caused by pulley change or other methods to CentriForce blowers.
2. Improper oil level in Powercharger or MegaBlower supercharger gear case.
3. Superchargers which have been operated on LPG without special clearances built into the unit by B&M. Any supercharger that is run dry (without fuel passing through the blower) without special clearances built into the unit by B&M.
4. Damage to blowers caused by backfires.
5. Removal or replacement costs, or shipping costs.
6. Damage to related components.
7. Costs incurred due to downtime of vehicle.
8. Normal wear and tear.
9. Products used for racing.



**Supercharger Systems**  
S T R E E T   L E T H A L

9142 Independence Avenue, Chatsworth, CA 91311

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