

A technical drawing of a supercharger rotor assembly, showing concentric circles and intersecting arcs representing the rotor's geometry. The drawing is centered on the page and serves as a background for the title text.

ROTREX

S U P E R C H A R G E R S

Technical Handbook

Revision 1.6

Index

INTRODUCTION	3
1. THE IDEAL APPLICATION DEVELOPMENT CYCLE	4
2. ROTREX TECHNOLOGY BASICS	6
2.1 System overview	6
2.2 Supercharger internal structure	7
2.3 Traction drive principles and key benefits	8
3. CHOOSING THE RIGHT ROTREX	9
3.1 General guidelines	9
3.2 Supercharger selection example: boosting 105hp to 150hp	10
4. DESIGNING AND HANDLING INTERFACES	11
4.1 Pulleys and other drive types	11
4.2 Belt drives	12
4.2.1 Belt routing	12
4.2.1 Belt alignment	13
4.3 Brackets	15
4.4 Lubrication circuit	16
4.4.1 Designing a good lubrication circuit	17
4.4.2 Installation, start-up, and maintenance	19
4.5 Air ducting	23
4.5.1 Compressor house adjustment	23
4.5.2 Ducting	24
5. IMPORTANT NOTES AND INFO SOURCES	27
5.1 Testing and verification	27
5.2 Installer and end user documentation	28
5.3 Claim handling	29
5.4 Important information sources	29
6. SUPPORT MATERIAL	30
6.1 Pulley ring design guide for C15, C30 and C38	30
6.2 Pulley ring drawing for C15, C30 and C38	31
6.3 Pulley ring design guide for C38R	32
6.4 Pulley ring drawing for C38R	33
6.5 Pulley changing and removal procedure	34
6.5.1 Aluminium pulleys	34
6.5.2 Steel pulleys (Up to dec 2021)	35
6.6 Bracket design guide	36
6.6.1 Bracket design guide for C15	36
6.6.2 Bracket design guide for C30	37
6.6.3 Bracket design guide for C38	38
6.6.4 Bracket design guide for C38R	39
6.7 New Application Development Feedback Form	40
6.8 Customer Claim Form	41

Index

Revision history

- Version 1.1 – Released 29-10-2012
 - Original
- Version 1.3 – Released 16-05-2013
 - Corrected the supercharger selection example section 3.2
 - Text changed to "*Incorrect pulley change voids warranty*" in section 6.3 to correspond to the latest version of Setup and Maintenance leaflet V9.0
- Version 1.4 - Released 04-06-2014
 - Updated oil level checking procedure in section 4.4.2
 - Updated maintenance procedure in section 4.4.2
 - Updated bracket design guides for the C8, C15, C30 and C38
- Version 1.5 – Released 12-04-2019
 - Updated chapter 4.5.2 Air ducting (recirc. & inlet restrictors)
 - Updated chapter 6.4.2 C15 bracket drawing
 - New pulley ring design guide for C38R, section 6.3 & 6.4
 - New bracket design guide for C38R, section 6.4.5
- Version 1.6 – Released 1-1-2022
 - Drawing '6.3.2 Aluminium pulleys' removed
 - Updated image for chapter 4.4 Lubrication circuit
 - Updated to follow revised supercharger design of 2022, including pulley adapter update
 - Pulley mounting description changed to reflect new standard aluminium pulley and pulley adapter design
 - Illustrations updated
 - C8 Range removed
 - C38R Range added

Introduction

Introduction

This document is a general guide and explains the core knowledge required to successfully create a Rotrex supercharger system. This handbook should be used as a reference when designing, installing, and servicing a Rotrex supercharger system. For guidance and information on your specific kit please always contact the company who sold you the Rotrex supercharger or the company from whom you intend to buy the Rotrex supercharger (your Rotrex supplier). Rotrex only deals directly with approved distributors, kit builders and OEM customers.

This document contains important information regarding Rotrex products and services related to the "C" range of superchargers (C15, C30, C38 and C38R product families). It is structured in 6 main sections:

Section 1 - "The ideal development cycle" – summarizes how best to develop a successful Rotrex installation.

Section 2 - "Rotrex technology basics" – provides essential information on how a Rotrex unit works and the benefits it brings to you and your customers.

Section 3 - "Choosing the right Rotrex" – provides a useful guideline to selecting the best Rotrex unit for a particular application.

Section 4 - "Designing and handling interfaces" – Provides a series of guides to design, manufacture and install critical systems interfacing with the Rotrex unit (pulley-belt drive, bracket, ducting and lubrication systems).

Section 5 - "Important notes and info sources" – highlights further key considerations and information resources.

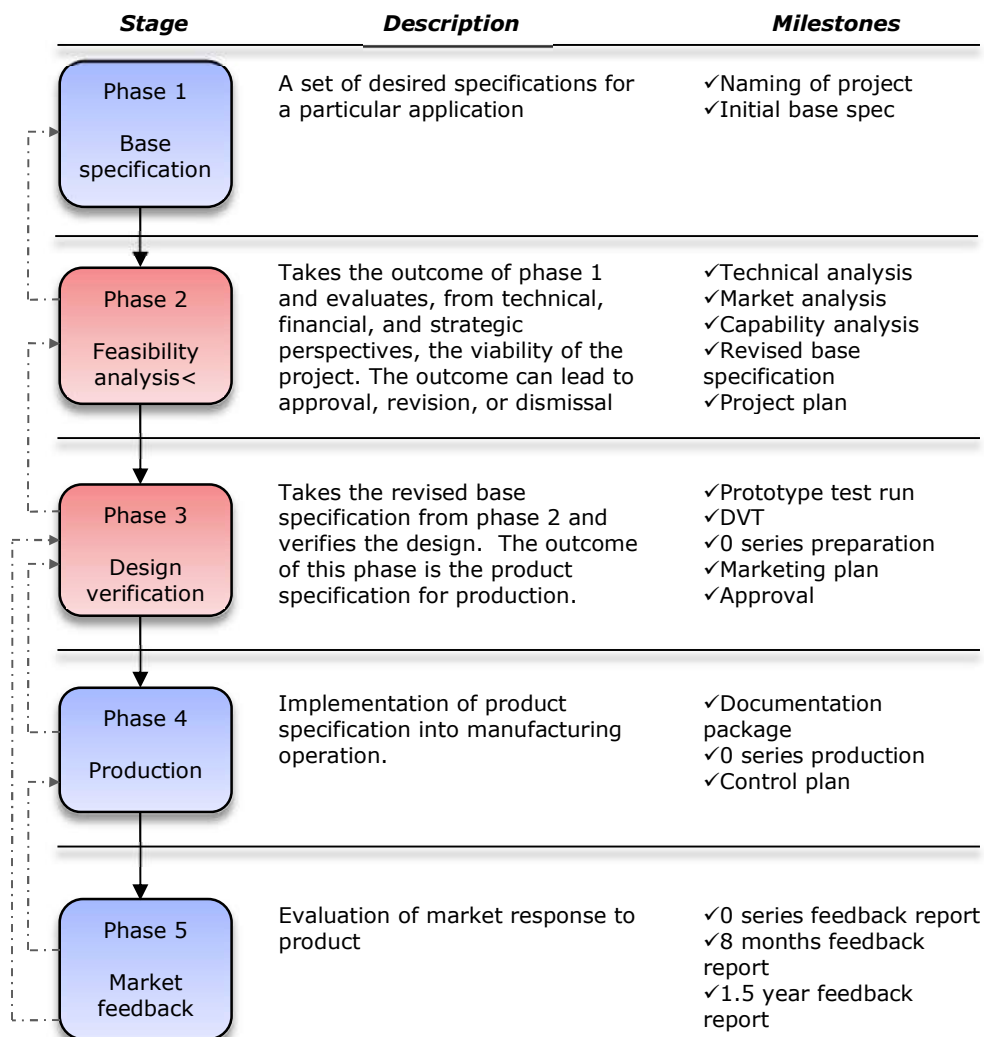
Section 6 - "Support material" – Contains a series of appendices with important drawings, specifications and forms supporting the guidelines.

Following the instructions and recommendations contained in this document is vital for a successful Rotrex installation. For the Rotrex warranty to apply, all the described requirements must be followed, however throughout this handbook we have further highlighted some of the more common mistakes to make it as easy as possible to successfully develop a new Rotrex application.

Introduction

1. The ideal application development cycle

Rotrex offers technical and commercial support to OEM customers, official Rotrex distributors and kit builders during the entire development cycle to ensure a proper quality level in all Rotrex based applications. The diagram below represents an ideal application development cycle.



Introduction

Phases 2 and 3 (in red) are the stages where Rotrex expertise is most important since it is here design feedback can prevent quality and operational issues more effectively. Therefore, Rotrex strongly recommends doing the following:

- A. Choose the Rotrex supercharger that best suits your application (after identifying a business opportunity, evaluating the market potential and the development effort/investment needed). For this purpose, you will find useful information in Section 3 of this document
- B. Design the main interfaces (bracket, drive, ducting and lubrication systems). For this purpose, you will find useful information in Sections 4 and 6 of this document
- C. Inform your Rotrex supplier of the outcome of your technical and market analysis. The purpose is to revise key assumptions to provide constructive feedback aimed to prevent quality and operational issues. Section 6.5 of this document contains a form for this purpose
- D. Create a revised base specification based on the feedback and adjust your initial design accordingly
- E. Create a project plan (including test/validation program and estimated product launch date) and send a summary copy to your Rotrex supplier in order to coordinate joint efforts and synchronize key events
- F. Design and implement a proper approval process for the application including testing and documentation verification ensuring product quality. For this purpose, you will find useful information in Section 5 of this document
- G. Send regular updates along the process. In case of any doubt or difficulty don't hesitate to contact your distributor or Rotrex

Rotrex technology basics

2. Rotrex technology basics

2.1 System overview

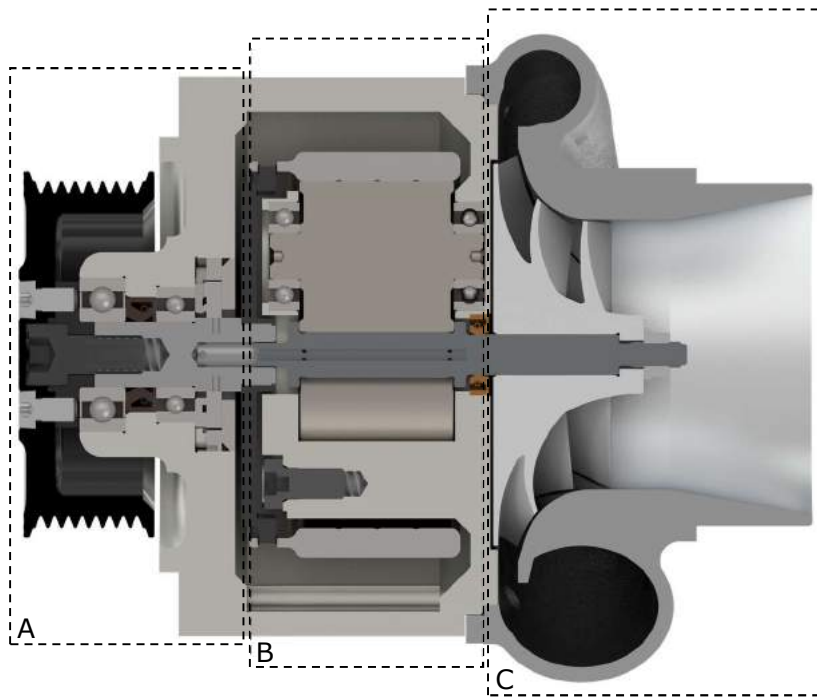


The picture above shows a standard Rotrex C-type supercharger system highlighting main components and their location.

- **Supercharger:** Centrifugal air compression through high-speed traction drive featuring internal dry sump dual action oil vane pump
- **Oil cooler:** Acting as main cooling element
- **Canister:** Oil reservoir. De-foaming and venting of oil system. Acting as a secondary oil cooling element
- **Filter:** Protecting traction drive from any particles through cellulose and magnetic filtering
- **Pulley:** Connecting the supercharger to crankshaft via belt

Rotrex technology basics

2.2 Supercharger internal structure



As the cross-section above shows, the supercharger contains three internal subsystems:

- A. Input & pump:** Connecting the pulley drive to the traction drive and powering the dual action vane pump. The dual action vane pump sucks oil from the canister, pumps it into the traction drive, sucks oil from the unit sump and pumps it back out into the canister through the cooler
- B. Traction drive:** Multiplying input speed powering the centrifugal compressor. The traction drive is covered in detail in Section 2.3
- C. Centrifugal compressor:** Providing boost through high efficiency turbo-compressor design

These interdependent subsystems work together, supported by the lubrication circuit, to deliver optimum performance and reliability.

Rotrex technology basics

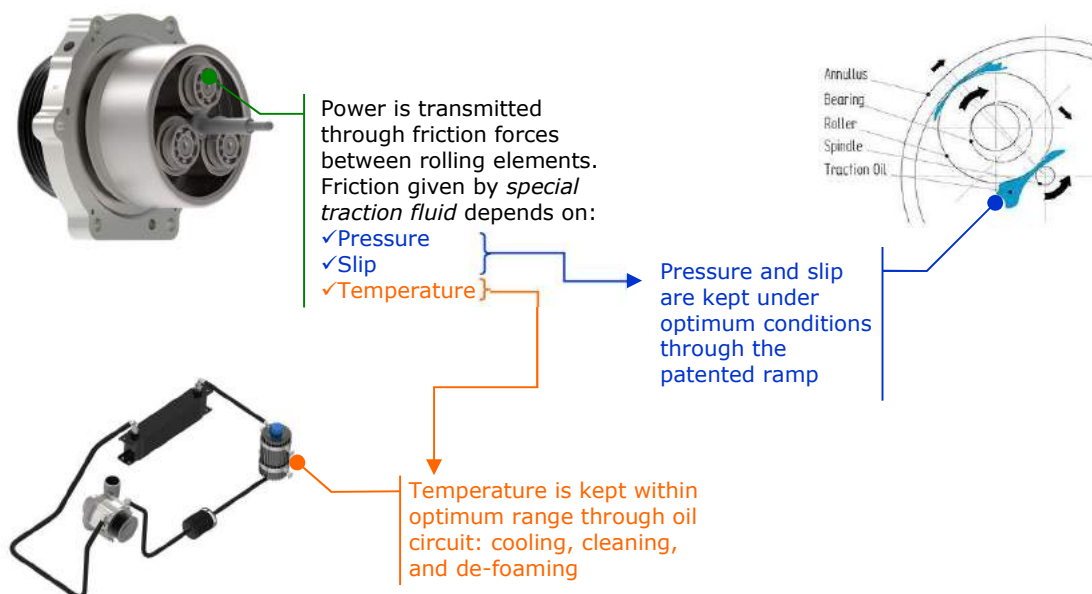
2.3 Traction drive principles and key benefits

A traction drive transmits power through friction forces between rolling elements. High speeds, low noise and high efficiency are just some of the advantages of traction drives over traditional gear transmissions.

The Rotrex patented traction drive uses a steel annulus with a small pre-span to secure contact between the roller planets and the sun shaft with a reasonable force. The ramp or wedge effect increases efficiency and reliability in the transmission by regulating the torque transfer capability on demand through self-adjusting planet geometry. This is a key operational feature since friction is highly dependent on surface pressure, slip and temperature conditions in the traction fluid.

Developed specifically for use in Rotrex superchargers, the special traction fluid momentarily increases viscosity under high surface pressure, enhancing the traction drive performance by securing the optimum friction between rolling elements while cooling and protecting the system.

The diagram below represents the dynamics explained above.



This unique traction drive delivers the following key benefits:

- Speed capability released up to 240.000 RPM (depending on model)
 - ✓ Allowing reliable utilization of highly efficient impellers delivering improved boost conditions
- Great power density (around 20 kW/kg) resulting in unparalleled compactness
 - ✓ Accelerating application development and simplifying installation = lower costs
- Low noise and smooth operation
 - ✓ Improving NVH and customer satisfaction
- High efficiency
 - ✓ Causing less heat and requiring less energy

Choosing the right Rotrex

3. Choosing the right Rotrex

3.1 General guidelines

Supercharger comparison table

Model	Input rotation direction	Pulley dia. [mm]	Air inlet hose dia. [mm]	Air outlet hose dia. [mm]	Max impeller speed [rpm]	Max pressure ratio	Max flow [kg/s]	Power range ¹ [engine kW]	Max adiabatic efficiency [%]
C15-16	CW ³	70-90	60	45	201,500	2.46	0.15	60-125kW (82-170hp)	70
C15-20	CW ³	70-90	60	45	180,000	2.94	0.15	50-120kW (68-163hp)	75
C15-60	CW ³	70-90	60	45	150,000	2.34	0.22	90-175kW (122-238hp)	74
C30-64	CW ³	70-110	60	50	120,000	2.68	0.28	120-235kW (163-320hp)	72
C30-74	CW ³	70-110	60	50	120,000	2.82	0.31	135-255kW (184-347hp)	72
C30-84	CW ³	70-110	76	50	120,000	2.82	0.32	140-265kW (190-360hp)	72
C30-94	CW ³ CCW ²	70-110	76	50	100,000	2.52	0.39	145-320kW (197-435hp)	71
C38-61	CW ³	70-110	76	63	90,000	2.90	0.48	200-410kW (272-557hp)	73
C38-71	CW ³	70-110	76	63	90,000	2.82	0.55	210-455kW (286-620hp)	75
C38-81	CW ³	70-110	76	63	90,000	2.85	0.58	220-485kW (300-660hp)	72
C38-91	CW ³	70-110	76	63	90,000	2.94	0.63	260-530kW (354-720hp)	75
C38-92	CW ³	70-110	89	63	90,000	2.94	0.63	260-530kW (354-720hp)	75
C38R-112	CW ³ CCW ²	75-110	89	63	90,000	3.34	0.84	340-720kW (455-965hp)	75

¹ Power output is dependent on engine type, cooling of charge air, cam profile and timing, compression ratio etc.

² CCW: **C**ounter **C**lock **W**ise rotation direction seen from the pulley side

³ CW: **C**lock **W**ise rotation direction seen from the pulley side

The amount of air delivered by the supercharger and consequently the boost pressure is determined by the supercharger model and the impeller speed in conjunction with the engine size and speed. The comparison table above shows the working area of each supercharger model within the C-range. For compressor maps please refer to the technical datasheets. If in doubt, please contact your Rotrex supplier.

Regardless of the supercharger type and model, always make sure to run it within its respective operating speed range specified in the technical datasheet. Exceeding these speed values will void warranty.

The optimum supercharger for a given application will depend on many variables of which some are hard to know accurately (e.g., volumetric efficiency or how this will be affected under boost conditions). This can very well be modelled using advanced engine calculation tools and theory. However, using a simple "rule of thumb" along with the information provided here and in the flow maps will be adequate in many cases.

Choosing the right Rotrex

3.2 Supercharger selection example: boosting 105hp to 150hp

The following example shows the process of supercharger sizing, for a given engine, to provide a more detailed explanation of how to choose the best supercharger for a given application. This example is to be seen as a basic guideline and may vary depending on engine variables.

The key to selecting the right supercharger is to know what air flow and pressure ratio you will be running. With this information you can go through the supercharger compressor maps and choose the right model from there.

Generally speaking, a normal gasoline combustion engine will produce about 120hp for every 0.1 kg/s of air (this figure is highly dependent on engine efficiency and may be considerably higher or lower depending on engine variables). By inserting the expected hp figure of the supercharged engine into the formula below, we now get the expected flow.

$$\text{Flow [kg/s]} = \frac{\text{hp}_{\text{supercharged}}}{1200}$$

Since the target power in this example is 150hp, we have the following flow:

$$\frac{150}{1200} = 0.125 \text{ kg/s}$$

The approximate pressure ratio needed to produce this power on the given engine can be approximated from the formula below. The pressure losses through the filter, pressure pipes, intercooler and intake system including the power to drive the supercharger are approximated to about 15%, thus multiplying by 1.15 in the formula.

$$\text{PR} = \frac{\text{hp}_{\text{supercharged}}}{\text{hp}_{\text{naturally aspirated}}} \times 1.15$$

This is true only when the engine runs under low to moderate boost (up to 0.7 bar \cong PR 1.7) and assuming the air entering the engine has been cooled to a temperature no more than 30°C above ambient temperature. Any other restrictions in the system (i.e., restrictive exhaust system, inlet filter, valve size, ducting etc.) will reduce the expected boosted power output.

Entering the values from this example we have the following PR:

$$\frac{150}{105} \times 1.15 = 1.64$$

After studying the supercharger selection table (above) and flowcharts in the technical datasheets, we can conclude that the C15-60 is a good match with an adiabatic efficiency above 72% at the point of 0.125 kg/s and PR 1.64

Designing and handling interfaces

4. Designing and handling interfaces

4.1 Pulleys and other drive types

Rotrex provides 8 and 10 ribbed PK-type pulleys ranging from Ø70 to Ø110mm in diameter in steps of 5mm (i.e., Ø70, Ø75, Ø80...). Check the technical datasheets for available pulley sizes for specific superchargers. Rotrex highly recommends using standard Rotrex pulleys. If you for some reason need to use a different design, please follow the technical information and specifications on pulley design in Section 6.1 and 6.2. This will ensure a proper coupling and a healthy bearing arrangement. *Not following these specifications voids warranty and may result in permanent damage of the supercharger system and/or other systems in the vehicle/application.*

Repeatedly turning the input shaft on a new unit in the wrong direction (see supercharger selection table, page 9) will result in detachment of the internal thread connection resulting in supercharger damage.

Never use an impact wrench when mounting or changing pulleys. Section 6.3 of this document explains the procedure for assembling and disassembling pulleys.

The supercharger must be delivered with the pulley/pulley adapter pre-assembled to the installer or end user to avoid claims arising from incorrect pulley assembly.

In case of any questions or doubt don't hesitate to contact your supplier or Rotrex.

Use the formula in the box below to calculate the pulley size for a given application. The target impeller rpm, RPM_i , should be found using a flow map and target values for pressure ratio and air flow. *Do not exceed the maximum allowed supercharger speed.*

Pulley size

$$RPM_i = \frac{RPM_{e,max} \times \varnothing Pulley_e \times Ratio_s}{\varnothing Pulley_s}$$

or reorganized for pulley diameter...

$$\varnothing Pulley_s = \frac{RPM_{e,max} \times \varnothing Pulley_e \times Ratio_s}{RPM_i}$$

where subscripts i, e, s denote impeller, engine and supercharger.

Note:

C15 drive ratio:	1:12.67
C30 drive ratio:	1:9.49
C38 drive ratio:	1:7.50
C38R drive ratio:	1:6

Example:

Engine max speed: 7200rpm
Supercharger: C15-60
Impeller speed: 142krpm
Ratio of C15: 12.67:1
Crank pulley: 123mm

$$\frac{7200 \times 12.67 \times 123}{142000} = 79$$

By rounding up we get the appropriate pulley diameter to be 80mm

Designing and handling interfaces

4.2 Belt drives

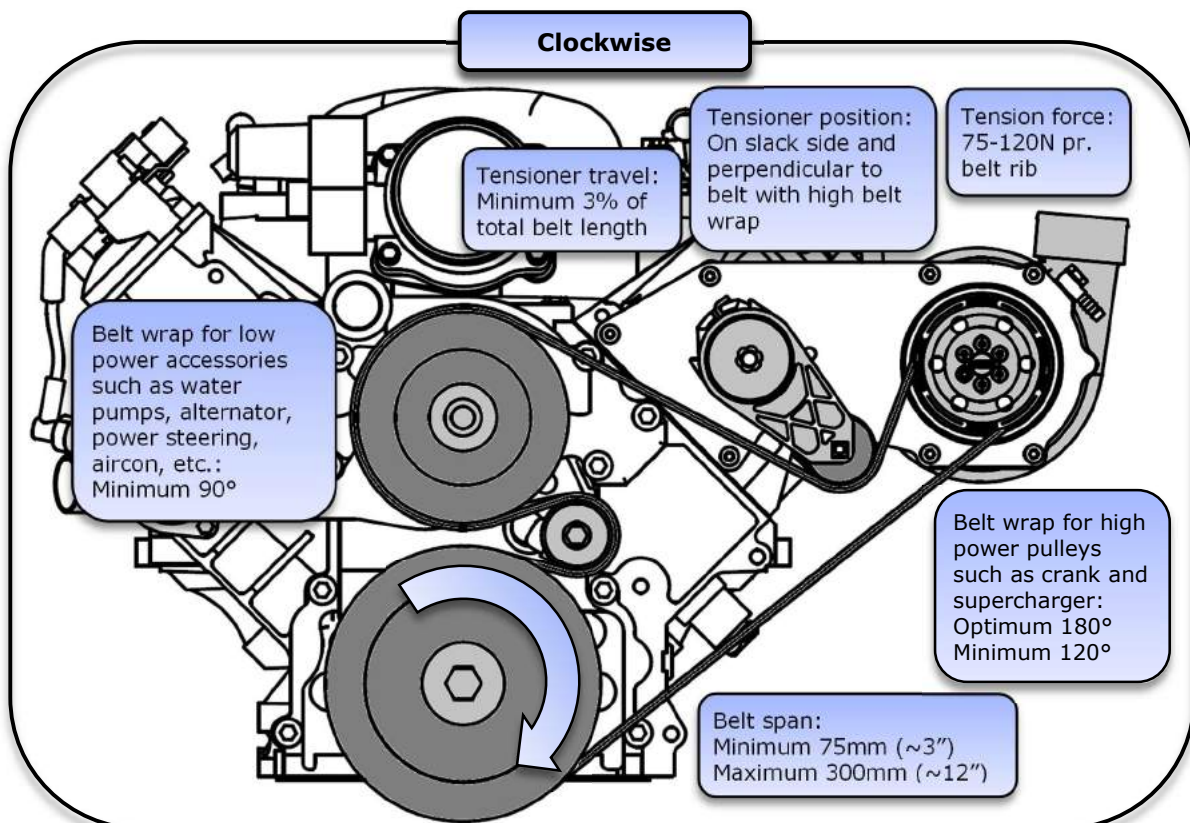
4.2.1 Belt routing

Due to the apparent simplicity of the belt drive, installers and designers tend to disregard its importance. The single most frequent source of supercharger installation problems can be traced back to the belt drive or design and manufacturing of belt drive components such as brackets, tensioners, pulleys and mounting points. *Paying special attention to the belt drive can improve performance, durability, service life and ease of service significantly.*

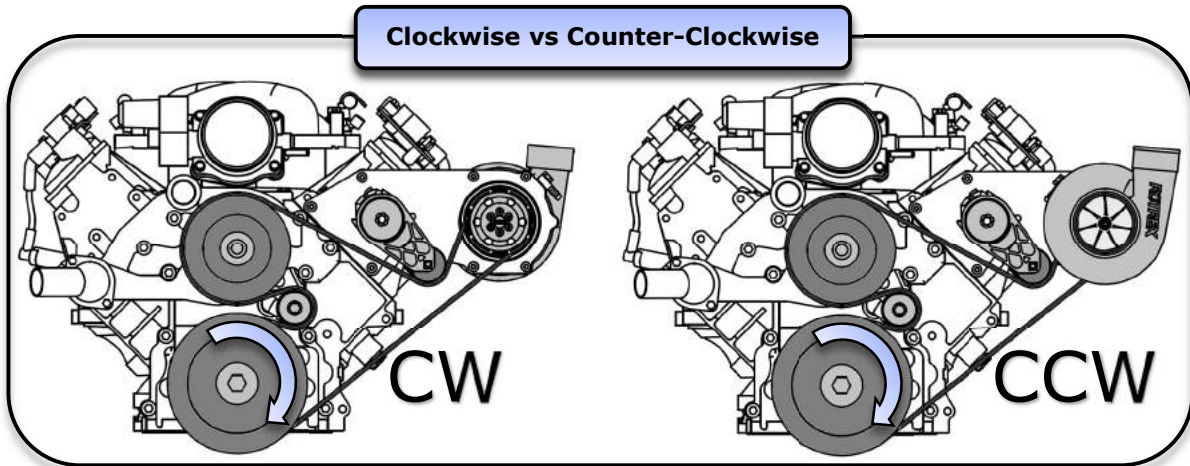
To analyse a belt drive properly you should contact a belt manufacturer with detailed information of all the components in the drive and the conditions it will be run under. From this, an estimated lifetime and frequency analysis can be made to give a reasonable evaluation of the durability of the belt drive.

A more simplistic approach can be taken for prototype work. These guidelines are rule of thumb only and must be accompanied by many hours of extensive testing on multiple installations to get a true picture of the rigidity of the belt drive.

It is advisable to run the supercharger from a separate belt and crank pulley. Leaving the vehicle's existing belt drive untouched reduces the risk of wear and failure of the belt and subcomponents. For twin charger applications we advise to run each supercharger on a separate belt to maximize durability.



Designing and handling interfaces



Although quite rare, there are some engines that rotate counter-clockwise. When choosing a Rotrex supercharger please ensure correct rotational direction of the input, see Section 3.1. By driving the supercharger from the back side of a double-sided belt the rotational direction is reversed. This way it is possible to install superchargers to counter-clockwise rotational engines.

The same method can be used to install a supercharger in a mirrored position compared to the other front-end components so that a clockwise rotating engine drives a supercharger mounted in a mirrored position from the back side of the belt. This inverts the driving direction twice, resulting in a clockwise rotating engine and a clockwise rotating supercharger.

4.2.1 Belt alignment

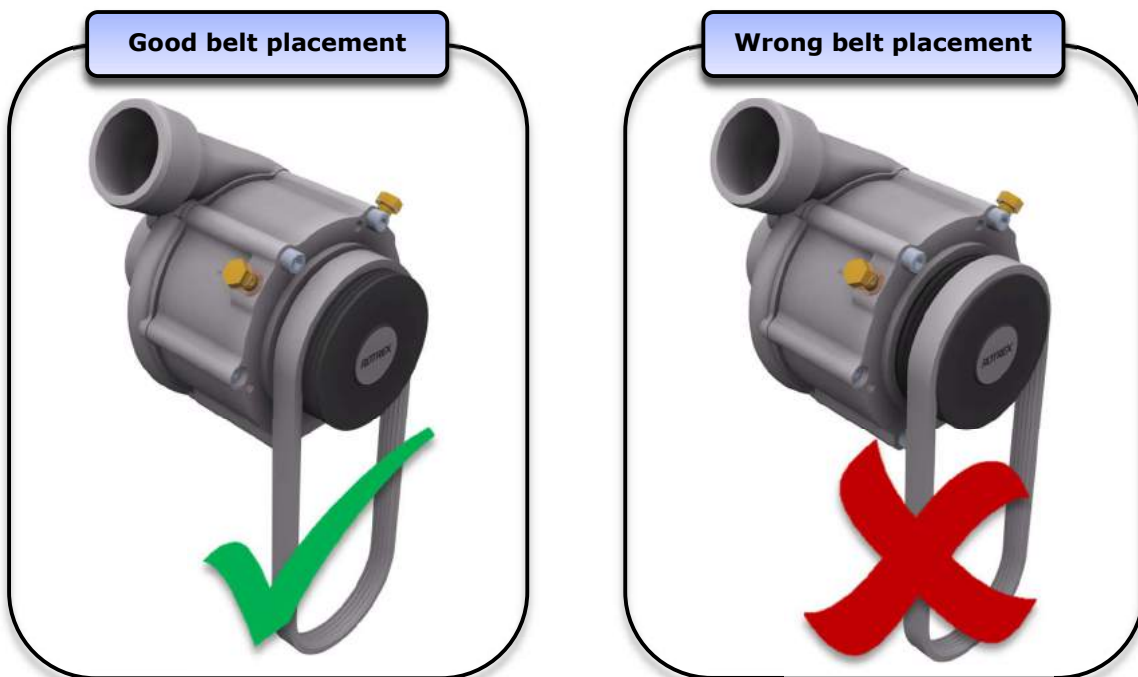
Belt misalignment is a common source of wear and noise problems. Bracket fixing points and tolerances including coatings are a source of belt misalignment issues. The following guidelines will help prevent problems when designing a system.



Designing and handling interfaces

A good rule of thumb to keep in mind is that noise which occurs at idling and low speeds is likely to be due to pulley misalignment. Noise that occurs at high speeds is likely to be due to belt tension problems. To identify or recreate the noise it is important to find the true cause and to cure the problem: Use a spray bottle filled with water to mist the belt lightly. If the noise level recedes for several seconds, then returns louder, a misalignment problem is likely. If the noise immediately increases after the belt is sprayed, slip is likely. Besides noise, belt dust and burnt rubber smell are other typical signs of misalignment, wrong belt tension or other problems in the drive.

To avoid bearing problems with the supercharger or any other front-end accessory it is imperative that the belt runs within the specified design window. A maximum allowed belt force overhang is defined as; the middle of the belt must run at a maximum of 23mm from the supercharger bracket face. See Section 6.1 for a specification of the belt overhang limitations.



Designing and handling interfaces

4.3 Brackets

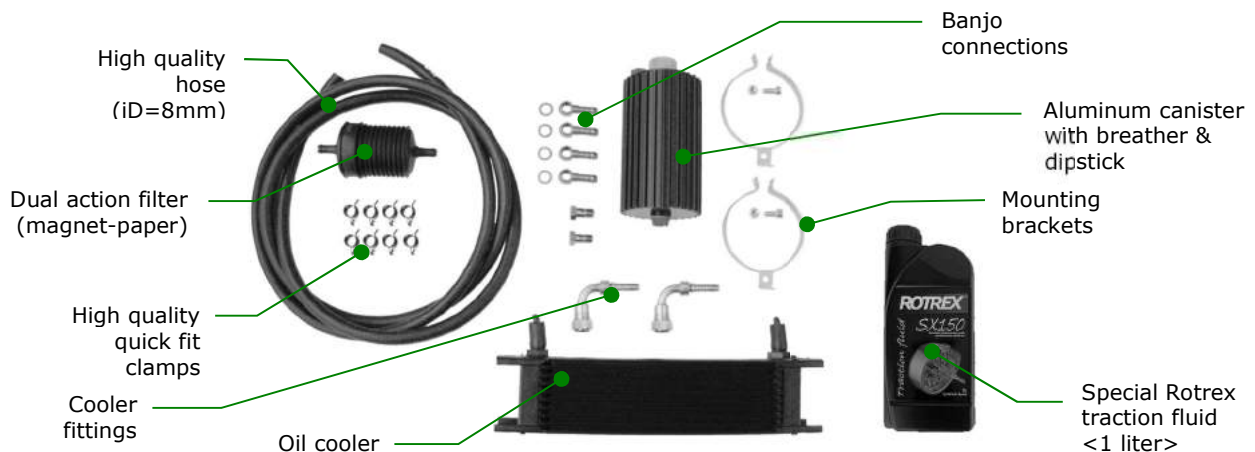
Section 6.4 of this document provides the critical dimensions needed for the construction of the main bracket. Following these specifications is important to ensuring adequate fixation of the supercharger and pulley/belt at running conditions. In addition, the following guidelines are also important:

- Choose geometry and material that ensures optimum alignment, stability, and durability
- Include a minimum of 3 strong fixing points to help prevent excessive vibration and bending during operation. Remember to avoid materials that will corrode when mounted onto aluminium
- Consider possible manufacturing tolerances on engine anchoring points and avoid rough cast surfaces since this can result in considerable belt misalignments that can cause belt slippage, noise and even failure
- Include surface treatments to prevent corrosion and improve looks. Remember that some surface treatments build a considerable layer on top of the material, and this should be accounted for to remain inside the specified dimensional tolerance range

Designing and handling interfaces

4.4 Lubrication circuit

The special Rotrex oil system is an integral part of the design and function of the Rotrex C-type supercharger. These superchargers have been developed and extensively tested with special Rotrex traction fluid. To maintain the ultimate level of performance and durability *it is vital that the unit is run exclusively with Special Rotrex traction fluid.*



The picture shows the Rotrex universal oil set. It contains everything needed (hoses, fittings, filter, cooler and canister) for your application development and commercialization. We strongly recommend using these oil sets as they have gone through extensive testing before approval. Consult your distributor or Rotrex if you need to modify the standard oil set in any way (even if the change seems trivial). *Any deviation from the universal oil set and its standard setup needs to be approved by Rotrex in writing for the supercharger to be covered by warranty.*

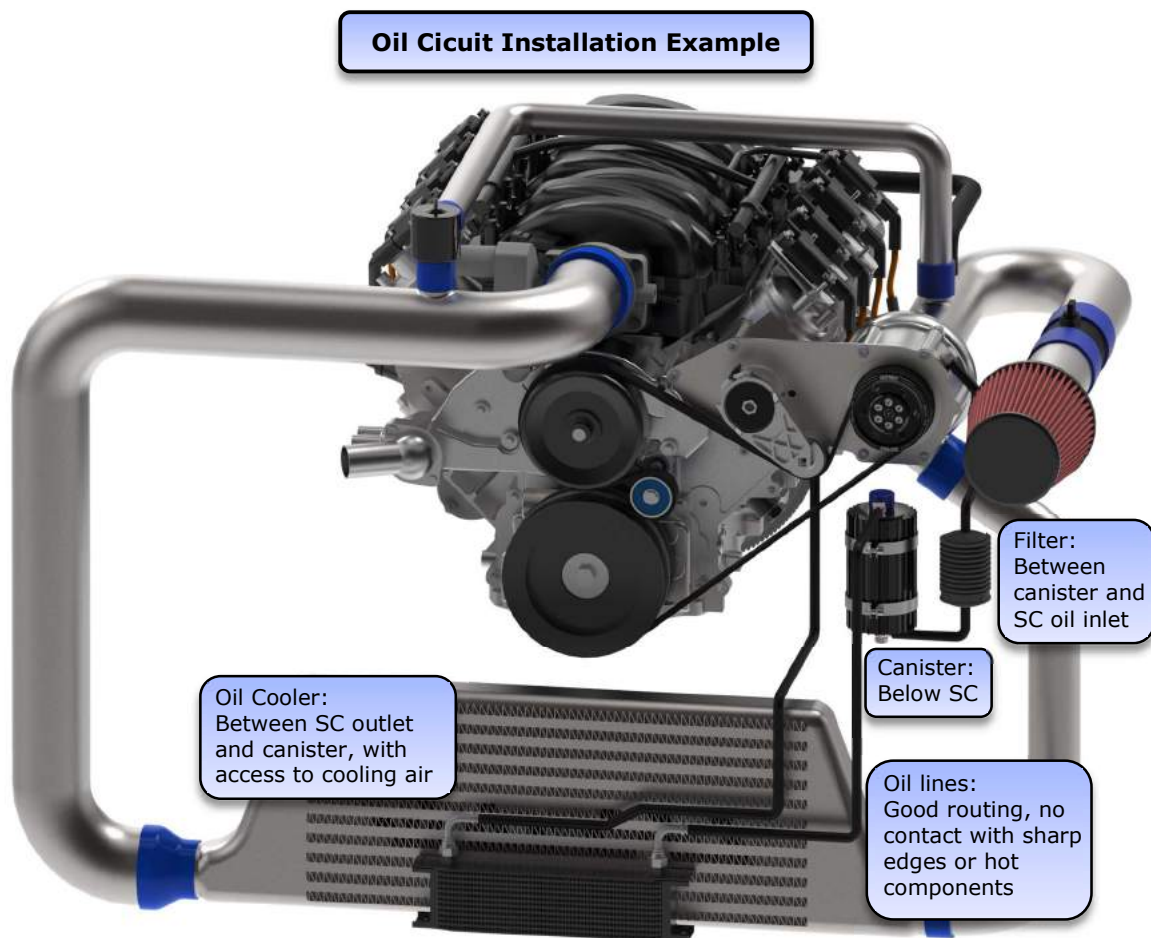
Designing and handling interfaces

4.4.1 Designing a good lubrication circuit

The lubrication circuit path chosen within the engine bay needs to *ensure that oil temperature at the inlet of the supercharger never exceeds 80°C (176°F) as higher inlet oil temperature will damage the supercharger*. Therefore, it is advised to locate the cooling elements (main cooler and canister) in well ventilated location. The oil cooler alone should be able to cool the oil sufficiently.

The supercharger must be positioned above all oil system components (filter, canister, oil cooler and oil lines) to prevent any potential oil leakage from the supercharger. Remember that the canister needs to be accessible for service and maintenance purposes.

When routing the oil lines, care must be taken to prevent kinks, rubbing and cuts on the oil lines since leakage could result in permanent damage of supercharger system and/or other systems in the vehicle. To avoid problems, follow these specifications:



Designing and handling interfaces

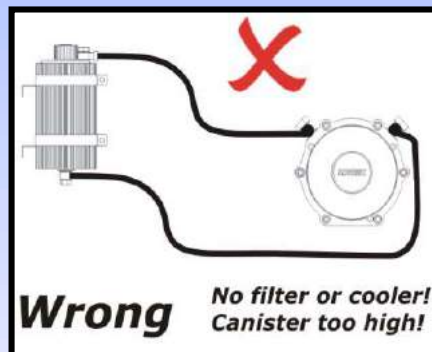
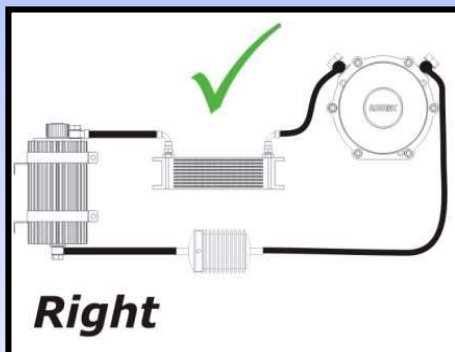
- The oil lines and the oil system components (filter, canister and cooler) must be placed **below** or level with the supercharger shaft
- Oil lines must be routed in safe distance from the exhaust system or other hot parts to prevent excessive heating of the oil and melting of the oil hoses
- Make sure there is clearance to other moving parts such as the radiator fan, belts, and pulleys
- When creating the oil circuit, use only Rotrex standard oil hoses
- Always use special hose cutters or a sharp knife when cutting the oil hoses to prevent damage of the hoses during mounting. *If a hose is damaged during assembly, it must be replaced. Using saws, grinders or other abrasive cutters is prohibited*
- To prevent restricted oil flow only use large radius bends and make sure there are no kinks in the oil lines
- Engine vibration and movement must be considered when routing the oil lines
- It is important to place the oil cooler where the risk of clogging (debris, stones, sand etc.) can be minimal. If the cooler is clogged it loses function and will overheat the supercharger, leading to failure
- During assembly it is important to prevent debris and other contamination from entering the oil system
- Maximum oil system length (including the oil cooler and canister) is 6.0 m
- Maximum allowable elevation between oil system components is 1.0 m

Failure to comply with these specifications can compromise the overall reliability and may result in permanent damage of the supercharger and/or other systems in the application.

If the application requires customized oil routing (not using the parts included in the Rotrex package seen in Section 4.4), please contact your Rotrex supplier.

Positioning!

To prevent oil leaks, it is of utmost importance that the oil cooler, oil filter and the oil canister with its cap are placed **below** or **level** with the supercharger shaft.



Designing and handling interfaces

4.4.2 Installation, start-up, and maintenance

Please follow these recommendations when installing the oil circuit:

1



Place the oil canister with the cap **below** or **level** with the supercharger's shaft. Use the bracket supplied in the oil set. Make sure the canister is placed upright. Leave the plastic plugs in place to prevent debris from entering the system.

2



Mount the oil cooler in front of other coolers in a location with good air flow. Place the oil cooler **below** or **level** with the supercharger's shaft. The threads for the fittings must be facing upwards to prevent air pockets.

3



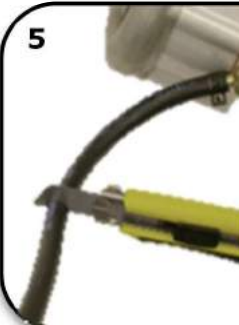
With a pair of pliers compress a hose clamp and slide it over one end of the hose. Press a banjo fitting into the hose end and secure it with the hose clamp.

4



With the supercharger properly in place fit one end of the hose to the oil inlet using the banjo fitting and banjo bolt. Make sure to use a copper washer on each side of the banjo fitting to prevent leaks.

5



Now find a suitable place for the oil filter somewhere along the oil inlet hose. Cut the hose using scissors or a sharp knife. Again, slide a hose clamp over each end of the hose.

6

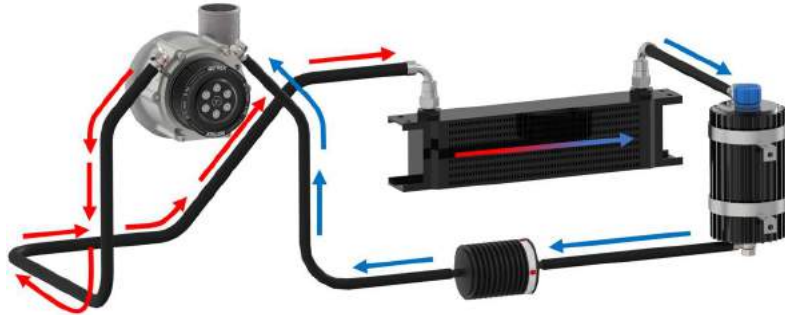


Now press the filter studs into the hose ends as shown and secure with hose clamps. Observe the flow direction of the filter! Following the same method, continue fitting the remaining parts of the oil system.

Designing and handling interfaces

The picture on the right shows the finished oil circuit (figure illustrates clockwise rotation).

The arrows indicate the flow direction; oil flowing from the canister through the filter into the compressor oil inlet and outlet flowing through the cooler before entering the oil canister at the top.



To ensure proper function of the internal dual action oil pump, the flat surface of the supercharger must be installed facing downwards and horizontal within $\pm 15^\circ$. Mounting the supercharger outside this tolerance will prevent the scavenge side of the pump to work properly and jeopardizes the traction drive. *Not following this specification voids warranty and may result in permanent damage of the supercharger system and/or other systems in the vehicle.*



To ensure proper oil circulation and adequate lubrication, it is important to prime the oil system before the engine is started for the first time after the supercharger installation.

The priming process is done the easiest with all oil components in place and installed.

Designing and handling interfaces

Please carefully follow this priming procedure:

1. Carefully fill the oil canister with traction fluid without exceeding the maximum mark on the dip stick. Make sure the thread of the dip stick cap is fully engaged when taking the oil level measurement
2. Loosen the banjo bolt at the oil line attached to the supercharger inlet marked **IN** a couple of turns allowing air to escape the system
3. **Carefully** apply pressurized air to the oil filler hole of the canister. Do **not** pressurize the system to more than one bar or 15psi. Use a rag or a sponge as a seal between the air gun and the canister
4. When oil appears at the "IN" banjo of the supercharger, tighten the banjo bolt and the system is primed
5. Carefully top up the oil canister to the maximum mark on the dip stick
6. Start the engine and rev it to 2-3000 rpm and make sure the oil starts flowing by visual inspection, looking into the oil canister. *Do not rev the engine more than specified, as this can cause damage to the supercharger.* Oil flow is established when the oil level decreases immediately after start-up. Immediately after starting the engine (within 5 seconds) top up traction fluid before the oil level reaches the bottom of the canister. Check that the oil level is between the min and the max indicators on the dipstick while the engine is running at 2-3000 rpm. Note that this is the correct and only way to check the oil level (checking the oil level with the system turned off does not give a correct reading).
Remember to check the oil level with the cap thread fully engaged and be careful not to exceed the maximum marking on the dipstick
7. Let the engine idle for 5 minutes while checking the oil system for leaks
8. Check the oil level again using the correct procedure described below
9. A run-in period of 100 km (65 miles) is highly recommended. During this run-in period, drive the vehicle moderately and avoid unnecessary revving or heavy acceleration



Warning: Not following the priming and start-up procedures will cause damage to the supercharger and the oil system!

To check the oil level, set the engine speed to 2 - 3000 rpm and check the oil level while the engine is kept running at 2 - 3000 rpm.

The correct oil level is between the min and max indicators on the dipstick measured with the thread of the cap fully engaged. *Measuring oil level in any other way will not give a true reading of the oil volume in the system and can lead to overfilling or starvation and consequent damage, foaming or leaks.*

Designing and handling interfaces

The recommended maintenance procedure and frequency is to *change oil and filter every 80,000 km (50,000 miles) or two years, whichever comes first. Please see below procedure for correct oil and filter replacement:*

1.



To avoid traction oil spilling into the engine compartment, use a hose clamp pliers to clamp the oil hose as close to the oil filter as possible on the oil canister side (filter inlet)

2.



Slide away the two hose clamps on the oil filter and remove the oil filter

3.



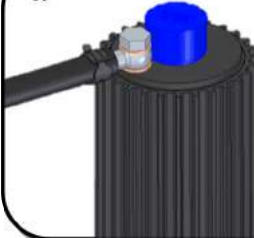
Mount the new oil filter. Make sure to mount the filter in the correct direction according to the arrows on the filter indicating the correct oil flow direction. Slide the two oil hose clamps back to the correct position

4.



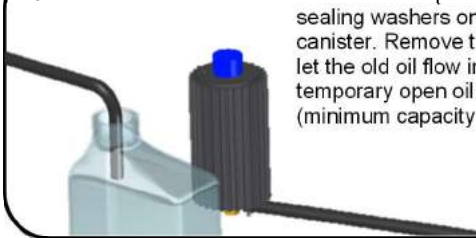
Remove the hose clamp pliers

5.



Clean all the oil hose connections on the oil canister to prevent any debris or dirt from entering the oil circuit

6.



Remove the top banjo bolt and sealing washers on the canister. Remove the hose and let the old oil flow into a temporary open oil reservoir (minimum capacity 1 liter)

7.

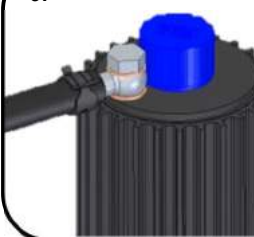


Remove the canister cap

8.

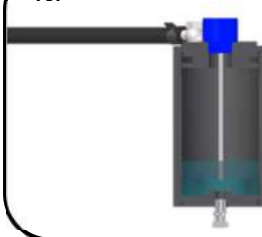
Start up the engine and let it idle while continually adding new Rotrex traction oil to the canister and letting the old traction fluid drain into the temporary oil reservoir. Observe the canister at all times to make sure it never empties. Continue to pour in Rotrex traction oil until approximately 800ml has been flushed through the system and then stop the engine

9.



Remount the canister's oil inlet hose and remember to replace the copper washers with new ones

10.



Top up the canister (according to chapter 4.4.2 on page 19 in this document) and check the oil level

Please note: the above procedure is a general Rotrex procedure that may not apply to your specific installation. Contact your Rotrex supplier for more detailed information about your installation.

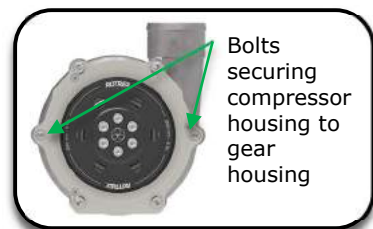
Designing and handling interfaces

4.5 Air ducting

4.5.1 Compressor house adjustment

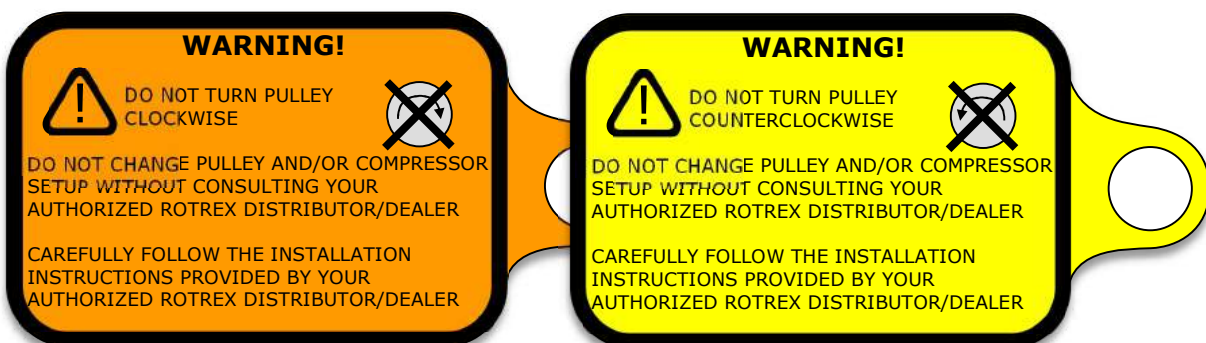
Rotrex can deliver superchargers with 6 different air outlet positions following your order specifications. It is possible to change the pre-set outlet direction carefully applying the following procedure:

- A. First identify the desired outlet direction of the compressor housing respecting the $\pm 15^\circ$ to horizontal specified in Section 4.4.2
- B. Loosen the two large counter-bore bolts securing the compressor housing to the gear housing. Do this carefully and only a couple of turns on each screw at a time – making sure the compressor housing does not come off at an angle damaging the impeller
- C. With the bolts completely removed, the compressor housing can be rotated by hand while still on the gear housing. Again, pay attention not to damage the impeller during this operation
- D. With the compressor outlet at the desired location fit the two bolts and tighten to the torque stated in the respective datasheet. Tightening of the two large counter-bore bolts must be done incrementally, turning each bolt a couple of turns – making sure the compressor housing is not mounted at an angle; damaging the impeller



Not following this procedure may result in impeller imbalance and ultimately cause permanent damage of supercharger system and/or other systems in the vehicle.

The supercharger should be delivered to the end user or installer with a pre-set outlet direction. To support this, every Rotrex unit includes a warning label as shown below.

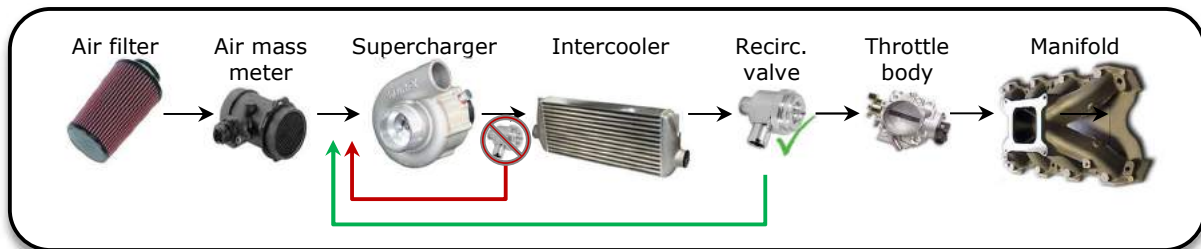


In case of any question or doubt don't hesitate to contact your Rotrex supplier.

Designing and handling interfaces

4.5.2 Ducting

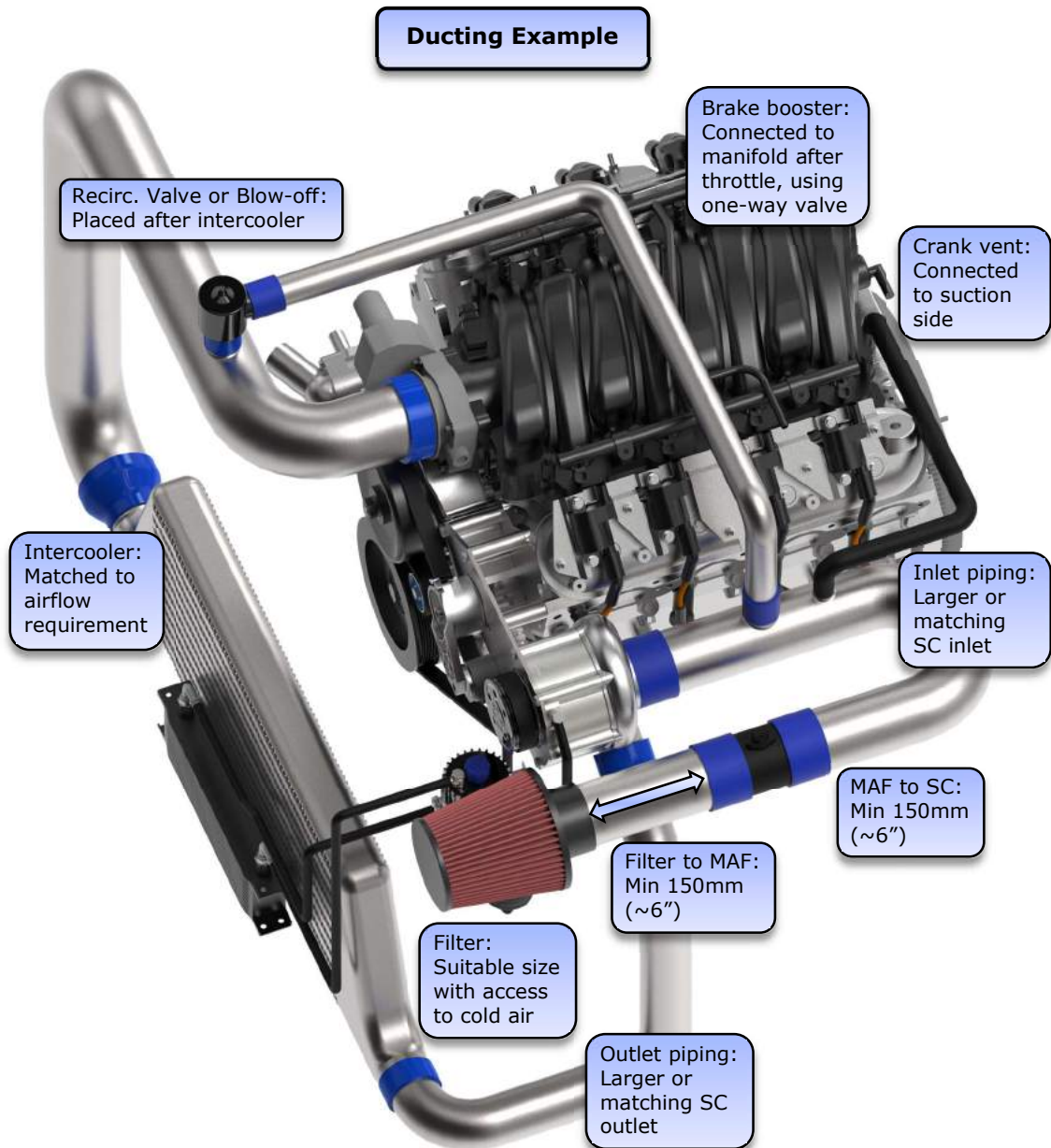
Proper attention to air ducting is core to a healthy forced induction system. The following section should aid in understanding the main aspects involved in designing a ducting system for a Rotrex supercharger installation.



A blow-off-valve (BOV) or recirculation valve is optional but recommended in most applications to prevent surge under deceleration. It is critical to use an appropriate size for the specific installation and install it correctly. Surge can occur when the supercharger increases pressure ratio at low air flow (left border of the flow map, see technical datasheets). Under surge, air flow through the compressor can no longer be maintained and momentary backflow occurs resulting in a characteristic chirping sound. Surge can be caused by a blocked inlet air stream, such as a throttle valve or a clogged air filter. *Continuous operation in surge will cause damage to the supercharger.* To prevent surge, it is necessary to relieve the system from excessive pressure through re-circulation or blow-off. A BOV will prevent surge by allowing air to circulate from outlet to inlet of the supercharger under vacuum conditions. In case re-circulation is directed to the inlet of the supercharger, *it is very important that the re-circulation valve is positioned after an intercooler*, to avoid excessive heat soak of the supercharger. Under cruise and/or urban driving with an incorrectly mounted re-circulation valve, the inlet temperature of the supercharger can easily exceed 200°C. *Incorrectly placed re-circulation valve will cause damage to the supercharger and voids warranty.* If an intercooler is not installed, excessive pressure must be relieved through blow-off.

The crankcase ventilation system (Positive Crank Ventilation PCV) is to be connected to the inlet of the supercharger to prevent pressurizing the crankcase. If the vehicle is equipped with an air mass meter (AMM), the crankcase ventilation must be connected downstream of the AMM to prevent oil vapours from corrupting the signal of the AMM.

Designing and handling interfaces



It is recommended to have at least 150mm unrestricted flow before and after the air mass meter to avoid problems with the readings caused by turbulent flow from recirculation valves and other ducting that may cause turbulent air flow.

Inlet restrictors are considered a constructive change of the supercharger unit and influences its characteristics. Incorrectly designed inlet restrictors can also create dynamic forces applied directly to the rotating impeller wheel and may cause damage to the supercharger and/or reduce lifetime. *Using custom inlet restrictors voids warranty.* In case it is deemed mandatory for the success of the application/project, please contact Rotrex directly for assistance.

Designing and handling interfaces

Check if other systems such as carbon canister and EGR need to be adjusted to work properly under boost.

It is imperative that there is an air filter on the inlet of the supercharger. If this is neglected, there is a risk of damage to the supercharger from objects being sucked into the inlet and damaging the host. *Not using an air filter which can remove particles larger than 20 microns voids warranty.* An open filter arrangement will in some cases give induction noise from the impeller. To prevent induction noises, use a closed filter box as seen on most OE applications.

It is important to position the throttle body downstream (after the supercharger) to avoid excessive vacuum, potentially collapsing hoses and damaging the supercharger. *Positioning the throttle body upstream (before the supercharger) voids warranty.*

To maintain air cleanliness, it is important to position the air filter where external clogging can be prevented. The air filter should be mounted where it cannot be covered or sprayed with water and mud. If the air filter gets clogged, the air flow is restricted and will cause a pressure drop, resulting in temporary loss of pressure and air flow. The filter used for the application must be able to last the oil-maintenance interval found in Section 4.4.2.

Do not make unnecessary sharp bends in the air ducting as bends will cause pressure drop resulting in loss of output. *Using a minimum of bends in the inlet and outlet hoses will significantly increase the adiabatic efficiency of the supercharger and increase the success rate for reaching the desired point of operation.* Also, some applications require various sensors which could potentially interfere with the air flow and decrease the adiabatic efficiency.

All air ducting on the inlet side of the supercharger must be of a material that does not collapse and restrict the airflow under vacuum. A Partially blocked air filter will result in significant vacuum which can cause surge or easily collapse a soft hose. Rotrex urges the customer to minimize the use of soft materials in the entire air ducting system.

Rotrex also recommends hose diameters for both inlet and outlet to match the supercharger compressor housings inlet and outlet diameters. For specific diameters see Section 3.1. If the inlet ducting, disregarding our recommendations, requires many bends, sensors or narrow pipe diameters, extensive application testing is required.

Hoses, pipes, filters, valves etc. must be fastened with proper clamps to prevent air leakages in the system. To ensure correct tightening torque, use the recommended specifications delivered by the clamp manufacturer. Also, Rotrex recommends contacting the clamp manufacturer to help choose the optimal clamps for the application.

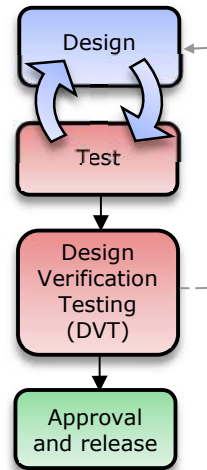
Important notes and info sources

5. Important notes and info sources

5.1 Testing and verification

Once the application design process has come to the prototype phase it is necessary to thoroughly test it before releasing it to verify the system is working as expected and to rectify unforeseen issues. As the diagram to the right indicates, it is important to separate iterative development testing and verification testing. Iterative development testing is all the “trial and error” testing done during the design process and verification testing is the test program designed to verify that the final design complies with minimum performance and reliability target levels.

The intensity and strictness of the testing and verification process will depend on a wide variety of factors (i.e., experience, system complexity, cost-benefit criteria, resource constraints, etc.) and therefore the best advice here is to apply common sense and follow a conservative approach. Shortcuts never pay.



Rotrex recommends taking the following steps during the testing phase:

- A. Verify proper oil conditions: the exact amount of oil needed depends on the components of the oil circuit chosen. Determine the appropriate oil amount needed for the application during the testing phase. Remember to use the correct oil level check procedure described in Section 4.4.2 of this document. Adjust oil accordingly and document the amount needed since this information will be very important to include in your application documentation (refer to Section 5.2). Once oil flow and level are verified, it is necessary to check that the oil remains below the maximum temperature during harsh climate and operating conditions. Dedicated desert/hot climate testing is highly recommended. Rotrex recommends installing a monitoring/logging system of the oil canister temperature during all testing, placing the sensor as far down in the canister as possible. The temperature values measured must not exceed 80°C (176°F) under any condition
- B. Verify vehicle performance: check that the vehicle performs as desired on the dyno and in the field and double-check that the supercharger is running within the allowed speed range. Keep a close eye on electronic control performance over time and under different variables such as fuel grades and altitude. Rotrex recommends building a monitoring/logging system into the test vehicles to make sure the most important parameters are well within acceptable values. To ensure performance uniformity, perform tests under the most typical configuration variations (i.e., common modifications such as air filters, exhaust system changes etc.)
- C. Belt routing and tension: despite all efforts to get a good routing during the design phase you may need to make adjustments. A proper belt drive is very important to prevent issues such as boost loss due to belt slippage, short belt drive life and noise. During the test phase mentioned above you can check for evidence of misalignment or wrong tension by listening, smelling, and watching the supercharger operate at different points. Burned rubber smell, belt “dust”, belt oscillation and unstable boost are typical signs of a problem. Excessive belt tension and misalignment can eventually cause a failure in the belt and/or supercharger pulley

Important notes and info sources

- D. Installation, safety, and maintenance: it is important to check that your application is “user friendly” and safe to use, both for the installer and for the final user. Remember to document installation procedures since every step should be included in your application documentation (refer to Section 5.2)

As mentioned in Section 2, the iterative process will be shorter and more effective if you involve your Rotrex supplier as early as possible. The feedback provided and the guidelines given in the previous sections will help you deal with eventual difficulties.

At some point during the iteration process you will find a design you are satisfied with. Only then should you begin the Design Verification Testing phase (DVT). The DVT is a program designed to prove that the final design fulfils minimum quality requirements. *Rotrex recommends running the final application on more than one vehicle for a minimum of 25000 km (15000 miles) per vehicle under harsh driving conditions (city and highway) monitoring vehicle performance, traction fluid conditions (mainly temperatures and level) and belt drive conditions constantly and thoroughly – as well as other engine parameters affected by supercharging.* Perform dyno tests to monitor performance variations across vehicles and environments during the DVT phase. If a problem is identified during this phase, you should go back to the design phase and take corrective actions. Again, follow a conservative approach and common sense... shortcuts never pay and can harm profitability and reputation severely.

5.2 Installer and end user documentation

A good application contains clear thorough instructions to ensure installers and end users know how to handle, install, and maintain the system properly. This documentation is an important instrument to increase customer satisfaction, reduce claims and avoid negligent use or intentional system abuse.

In every Rotrex supercharger, a supercharger setup and maintenance instructions leaflet is included (a copy can be downloaded from www.rotrex.com). This leaflet is intended to guide installers and end users on the main requirements and considerations needed to ensure the integrity of the supercharger. However, *the responsibility to provide clear and thorough documentation and information about your application is in your hands* since Rotrex cannot control the design, manufacture, and distribution of your application. Consider the supercharger setup and maintenance leaflet only as a small complement to your documentation and information package.

Important notes and info sources

5.3 Claim handling

Section 6.8 of this document contains a sample of the Rotrex standard customer claim form. If you have a problem with a Rotrex supercharger fill out this form and send it to the company who sold you the Rotrex supercharger. Please try to include as many details as possible since this information will be the key to determining the cause of the problem and to the effective implementation of any needed corrective action. Important notes on claim handling:

- Contact the company who sold you the Rotrex supercharger to ask what to do next
- If asked to return the claimed unit then always return it with the entire pulley system attached at the time of failure (pulley, pulley ring, sprocket, or jackshaft)
- Always make sure the entire oil system is replaced before installing a new supercharger

5.4 Important information sources

Rotrex website - www.rotrex.com - provides up to date information about the latest installations within the official distributor network and other interesting news. You will also find the latest technical information such as technical datasheets and the setup and maintenance instructions leaflet.

Important notes and info sources

6. Support material

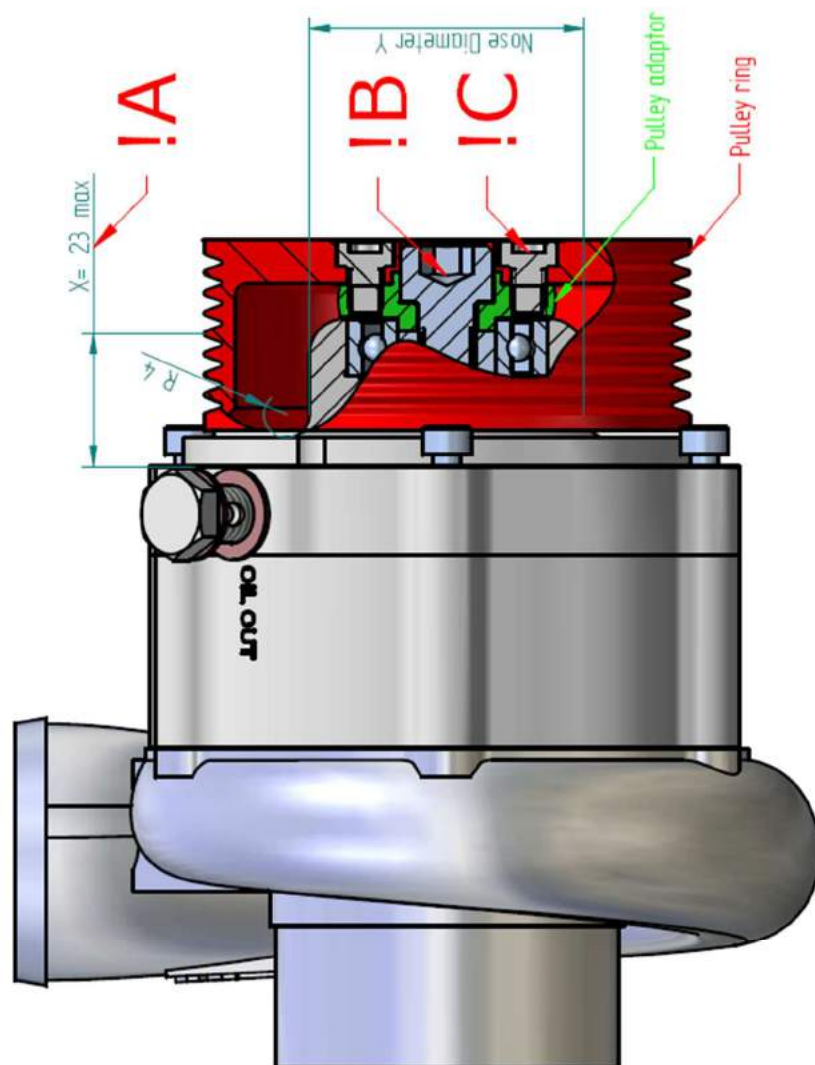
6.1 Pulley ring design guide for C15, C30 and C38

C-range Pulley ring design guide

Design requirements

Not meeting these demands will void warranty and may cause significant damage to the S/C

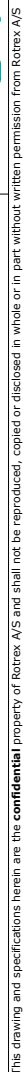
- **!A** Center of belt must be placed as close as possible to S/C and the distance X should never be more than 23mm.
- **!B** Do not unmount or engage center bolt
- **!C** Only use pulley ring bolts as specified
- Pulley ring bolts 6 pcs: M6x8
Cylinder head torx ISO 14580 grade 8.8
- Pulley ring bolt tightening torque 10 Nm
- Nose diameter Y:
C15=ø48mm
C30=ø53mm
C38=ø60mm
- Pulley ring should be made from quality steel or aluminum
- Use surface treatment that does not significantly reduce friction coefficient
- Contact surfaces on pulley ring and pulley adaptor must be clean when mounting
- Secure pulley while mounting.
Do NOT use the center bolt (B)
- Always consult Rotrex before making your own pulley ring



ROTREX™

Head office: 137
137750, 137750, 137750
Tel: (+43) 73 80 70 00
Fax: (+43) 73 80 70 00
E-mail: info@rotrex.com

6.2 Pulley ring drawing for C15, C30 and C38

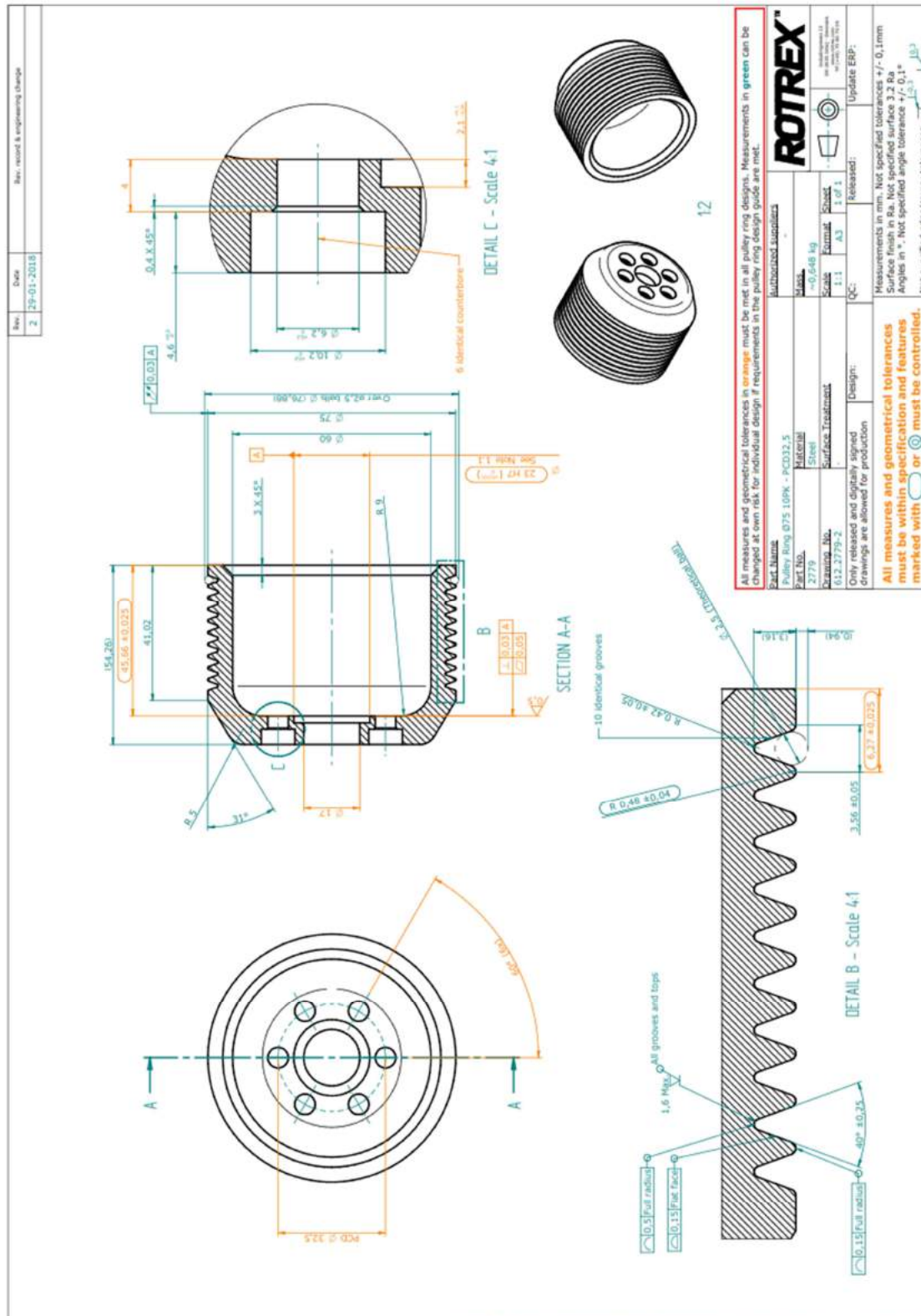


6.3 Pulley ring design guide for C38R



Important notes and info sources

6.4 Pulley ring drawing for C38R



Important notes and info sources

6.5 Pulley changing and removal procedure

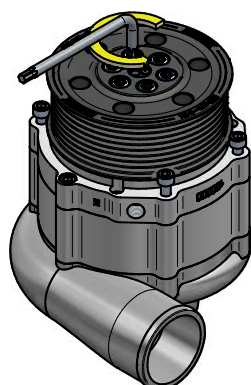
6.5.1 Aluminium pulleys



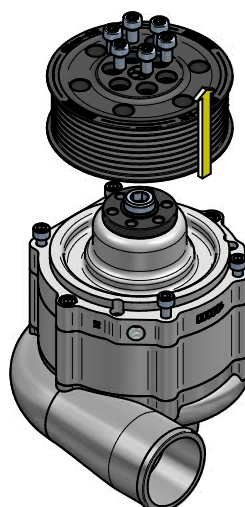
Make sure the mounting surfaces between the pulley and pulley adapter are clean. Particles, such as metal shavings or similar, may cause the pulley to be misaligned!

If a custom pulley is used, always ensure that the bolt length is appropriate! Incorrect bolt length may damage the input shaft bearing!

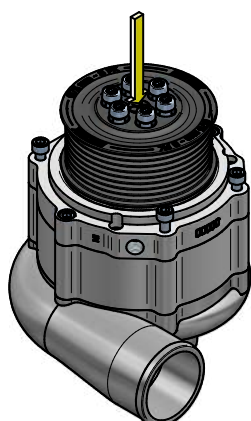
ROTREX™



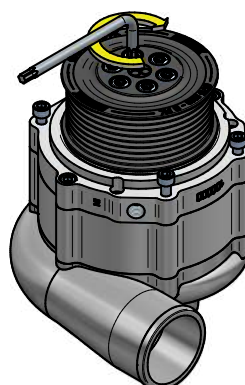
1. Unscrew the 6 bolts.
The standard bolts are M6x10 T30 Torx



2. Remove the bolts and old pulley



3. Mount the new pulley and screw the bolts in



4. Tighten the 6 bolts in a cross pattern to 10 Nm (7.4 ft-lbs)

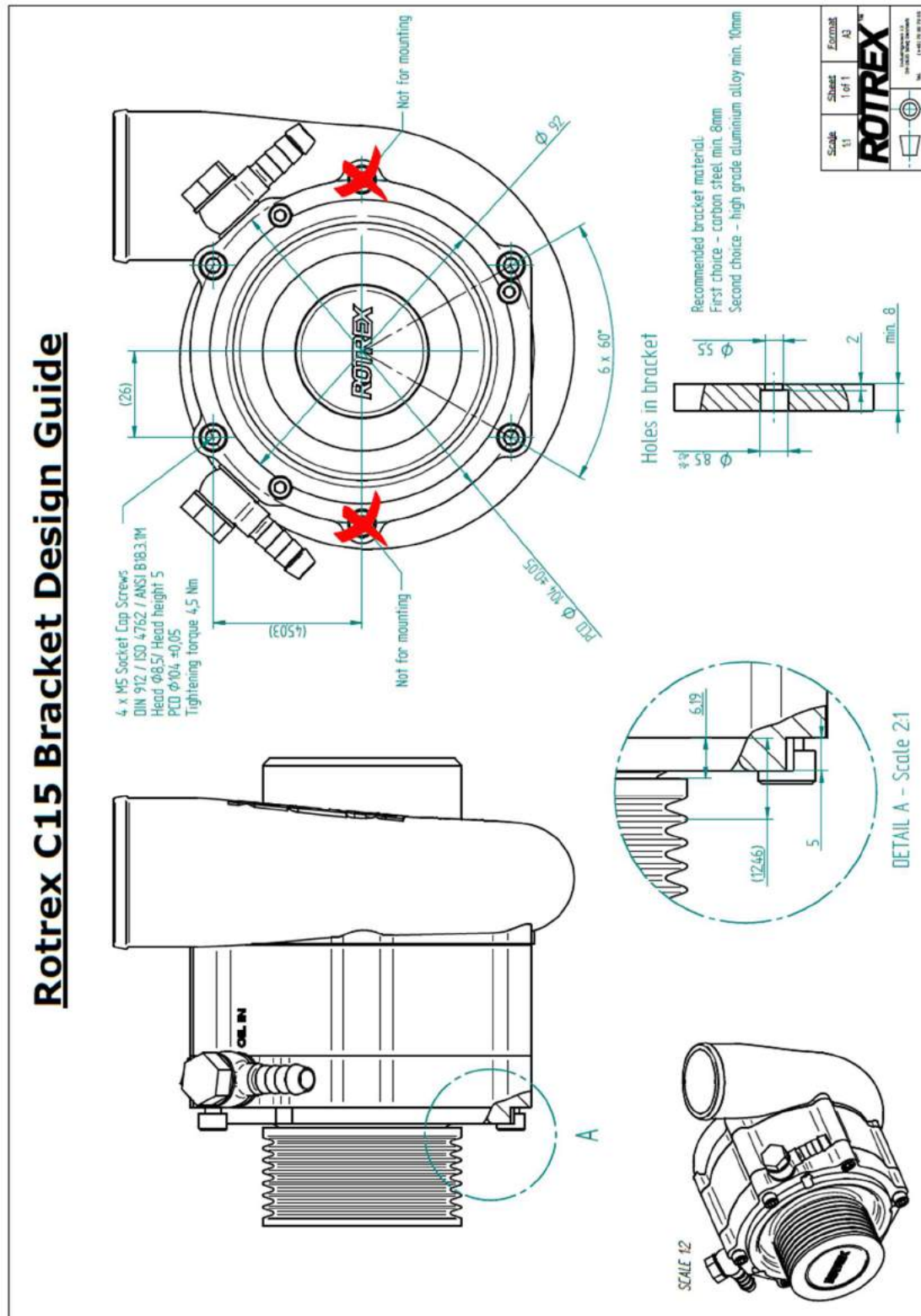
6.5.2 Steel pulleys (Up to dec 2021)



Important notes and info sources

6.6 Bracket design guide

6.6.1 Bracket design guide for C15



6.6.3 Bracket design guide for C38

Important notes and info sources

6.8 Customer Claim Form

Dear customer: this document is intended to collect as much information as possible about your claim. Please help us find the cause of the problem by being as accurate and detailed as possible. Thank you for helping us to improve our products and please feel free to make any suggestions.

Rotrex claim no.	Filled in by Rotrex
Claim reception date	Filled in by Rotrex
Contact name at Rotrex	Filled in by Rotrex

Company Please state your company	
Main contact Please write the name of your main contact regarding this claim	
Phone number Telephone number where the main contact can be reached	

Unit serial no. The serial no. can be found on the bottom side of the supercharger	
Installation date Date of S/C installation (Year and Month)	
Vehicle Brand/Model/Type/Engine State the details on the application vehicle	
S/C mileage when problem first encountered Something out of the ordinary was observed at S/C mileage...	
S/C mileage when claimed Claim at S/C mileage... (May be same as above)	
Climate conditions State the country/region, min and max temperatures of the area	region min max °C/°F
Oil reservoir type Rotrex plastic, aluminum reservoir or custom type	<input type="checkbox"/> Plastic <input type="checkbox"/> Aluminium <input type="checkbox"/> Custom
Oil cooler Does the application use an oil cooler – if so state type	<input type="checkbox"/> None <input type="checkbox"/> Rotrex std. 10 rib <input type="checkbox"/> Other
Tensioner type What type of tensioner does the drive belt run with	<input type="checkbox"/> None <input type="checkbox"/> Fixed <input type="checkbox"/> Auto
Air filter type State if a filter is used for the inlet air and what type	<input type="checkbox"/> None <input type="checkbox"/> OE paper type <input type="checkbox"/> Open type
Run-in period Approximate run in period	<input type="checkbox"/> None Km or Miles
Max input speed What is the maximum S/C input speed of the application	<input type="checkbox"/> Unknown rpm @ S/C input
Drive type Standard Rotrex pulley or custom pulley fitted?	<input type="checkbox"/> Std. multi-rib belt <input type="checkbox"/> Other
Oil volume To what level was the oil reservoir filled	<input type="checkbox"/> Full <input type="checkbox"/> Within min/max marks <input type="checkbox"/> Empty

Claim description Please describe as comprehensibly as possible the reason for your claim and the circumstances under which they appear.	
--	--