

Proven Supercharger Tips Topics and Tactics

10 Top Supercharger Questions... Answered



by Supercharger Expert Don Hampton

Supercharger Tips Topics & Tactics



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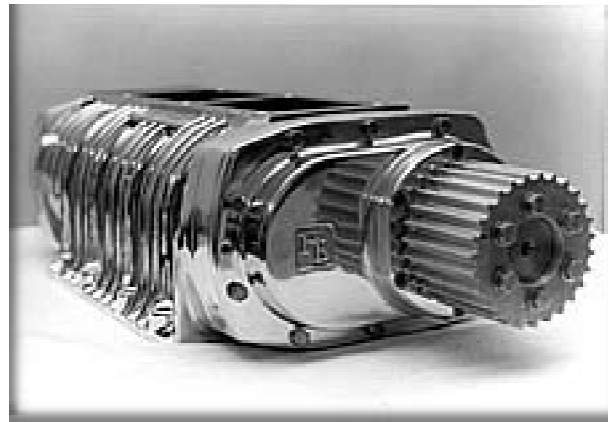
Introduction

We are what we repeatedly do. Excellence is therefore not an act but a habit..... Aristotle

When it comes to information about superchargers, Don Hampton is the *expert*. Not only did Hampton start the first blower/supercharger business (in 1957), he has successfully been in business for over 50 years.

By being a former Drag Racer, Don knows the needs of the Supercharger Customers and that “Product Quality” is a must! Always an innovator,

Don adds practical application to basic theories (that are often found in news articles).



A true innovator, Hampton continuously develops new and more efficient blowers. After investing twenty years of research and development Don Hampton's New Super II Blower debut at the IHBA Drag Boat Racing scene, at the Firebird Raceway in Phoenix, Arizona. The new supercharger has more horsepower and is guaranteed to out-perform any supercharger in its size including: 6-71.... 8-71.... 14-71

When customers call Hampton Blowers, Don always gives them proven, solid advice, based on his experience...In this “Free Report” Don shares some tip, tools and tactics about superchargers.

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Born To Race

Keep true to the dreams of thy youth...Friedrich von Schiller



At the age of 13, Don Hampton, began working at a service station his father owned in Bell, California, a suburb of Los Angeles. At that moment he also began saving money to buy parts for his first hot rod. By the time Don reached his 16th birthday, he had already built a '29 Ford Model-A Roadster with a Crager two-port cylinder-head-equipped four-banger engine, and drove it to the old Santa Ana Drags to begin his racing career.

During the 1950's, Hampton gained recognition as not only a driver, of such vehicles as: his '29 Roadster, a Ford flathead, a "rear engine" Buick V-8, a Top Fuel 354-cid Chrysler belonging to Chet

Herbert as well as Kenny Lindley's beautiful Miss Fire dragster, *which he drove at the '59 NHRA Nationals in Detroit*, but also as a mechanical engineer, manufacturing blowers "Hampton Blowers" in 1957.

Partnering with Eldon Dye and Kenny Lindley, throughout the 50's brought Hampton opportunities to drive award winning vehicles, as well as be on the front lines of mechanical innovation for the early years of drag-racing.

With his racing career and business well on their way, the 60's-70's were pivotal years for Hampton. During the mid-sixty's he created the first after market magnesium blower, which

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quickly became a must have among racers. At the same time, Don was the driver for many different cars, including fuel and gas dragsters. He drove Eldon Dye's Bantam-bodied competition coupe. They built one of the most unique vehicles in drag racing history, the twin-engine Dye and Hampton "Too Bad" Fiat competition coupe.

In later years Hampton modified the coupe into what may have been history's only twin-engine Funny Car, the "American Band Stand" Corvette. In 1970, Hampton won the NHRA Winternationals in Top Gas Dragster with his own, "The Don Hampton" car equipped with a 392 Chrysler engine, beating Bob Muravez in the process.

In '73 he built and drove a very fast – and very noisy – rotary engine Mazda at Bonneville named "Half Bad", and eventually, driving the Top Fuel runner "Too Bad II" as the early eighties approached.

One of the highlights of Don's career took place when he was inducted into the California NHRA Hall Of Fame in 2006 with a Lifetime Achievement Award. He even drove Bucky Austin's Top Fuel "Eagle Electric" in the Cacklefest '06. On March 15th 2007, Don was inducted into The International Drag Racing Hall Of Fame. The ceremony was held in Gainesville, Florida.

Even though Hampton retired from drag racing in 1984, he continues to thrive with his business Hampton Blowers, manufacturing blowers for street machines, dragsters and drag boats. With precision and expertise Don handles and inspects each product to always deliver the best! A true innovator, Hampton continuously develops new and more efficient blowers and is looking forward to celebrating over 50 years in the supercharger industry.

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Top 10 Questions About Superchargers

Ask questions from your heart and you will be answered from the heart... Omaha Proverb



Through the years, people interested in owning a Hampton Blower have asked numerous questions and Don has patiently answered each request. Here are the 10 most frequently asked questions about Superchargers/Hampton Blowers.

1. What is the difference between a Supercharger and a Blower?

Answer: There is no difference. They were 1st referred as Blowers and later called Superchargers by Drag Racers.

2. Can I put your blower on my foreign made car?

Answer: No.

3. Will a Supercharger increase my horsepower?

Answer: Yes.

4. How much horsepower will the Supercharger give me?

Answer: The blower is designed to force more air and fuel into the motor and it is your motors job to generate the horsepower. More air more fuel more horsepower, depending on how well

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your motor is built, the type of camshaft, and various other variables can contribute to a gain of double the normally aspirated horsepower of the engine.

5. What kind of oil do I use for the gears?

Answer: Use one pint of 90W gear oil. Do not use motor oil and do not overfill.

6. I have a V6-71 how much for a manifold and drive for it?

Answer: V6-71's are for diesel truck use ONLY, there are no manifolds or drive kits made to run these on anything other than their stock application.

7. Can I bolt the blower on to my stock motor?

Answer: It is possible to bolt a blower onto a completely stock motor but very impractical. Good forged pistons designed for blower use with an 8.5:1 compression ratio should be used.

8. Can I use roller cams for the street?

Answer: In most applications, roller cams will work as long as the camshaft grind is designed for the blower applications.

9. Why does my car backfire?

Answer: Holding the throttle open while cranking the engine over, is the most common reason that engines backfire with blown motors.

10. Why does my engine run hot?

Answer: Reasons for the over-heating of a blown engine could be:

- A. An Inadequate or inefficient cooling system.*
- B. The blower drive ratio is too high.*
- C. Too high compression ratio.*
- D. Improper timing.*
- E. Water flowing poorly through the manifold.*

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Ron Ginn's Roadster



Twin Hampton Blower Set-up



Stephen Thomson 1972 Nova With A Hampton Blower

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Tips On Installing A Hampton Blower

Supercharger...More Air +More Fuel=More Horsepower



All Hampton Blower Kits include:

- * A complete drive kit
- * A real blower manifold
- * A carburetor adapter
- * All Show Polished

Custom kits and prices are available on *special request*.



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Tip #2

Install Blower Manifold
in the same way your prior
manifold was installed.



Tip #3

You will need a helping
Hand...Blowers can weigh
around

65 LBS

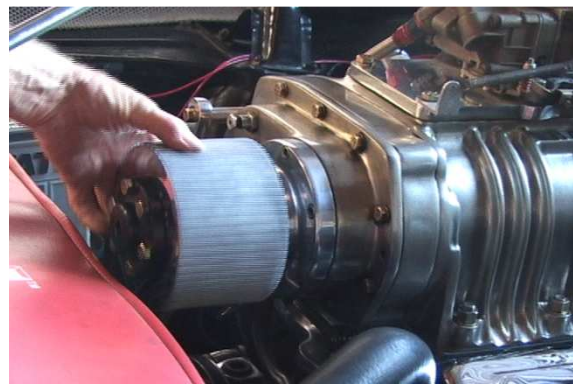
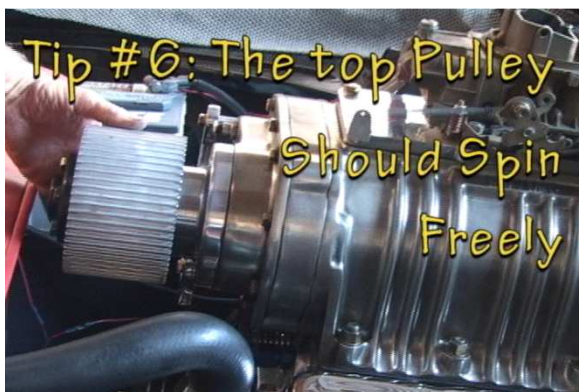


Tip #4

Now you are ready
to tighten the bolts.
All items needed are
included in kit...except
for a Torque Wrench.



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Tip # 7

Different adaptors are available according to style of carburetor used, and according to preference.
The purpose of this program is to teach you how to install your Blower. For any advice needed for installation of carburetors...etc, please call Don Hampton or consult a professional in that field.

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Tip # 8

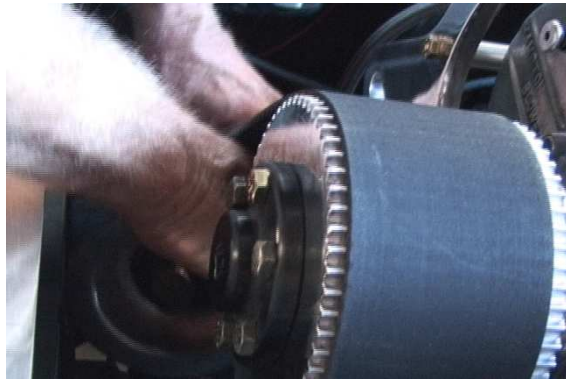
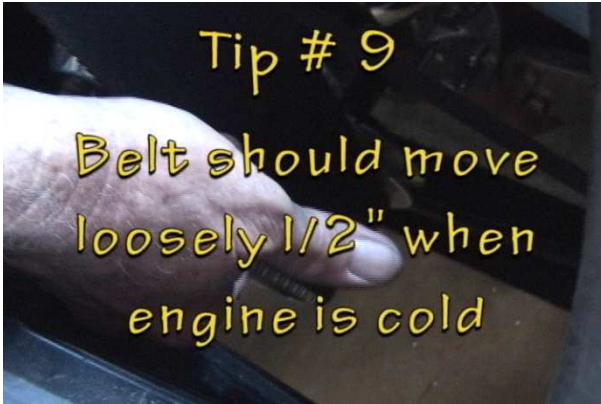
WATCH YOUR SPEED

Blowers can double your horsepower...be careful on the street/highways.



Tip # 9

Belt should move loosely 1/2" when engine is cold



Tip #10

Before you start your engine, be sure to fill supercharger gear case with 1 pint of 90 weight gear oil.

Run High Octane gasoline if you are installing a Hampton Blower on a Street Rod or non-competitive vehicle.

HAMPTON BLOWERS

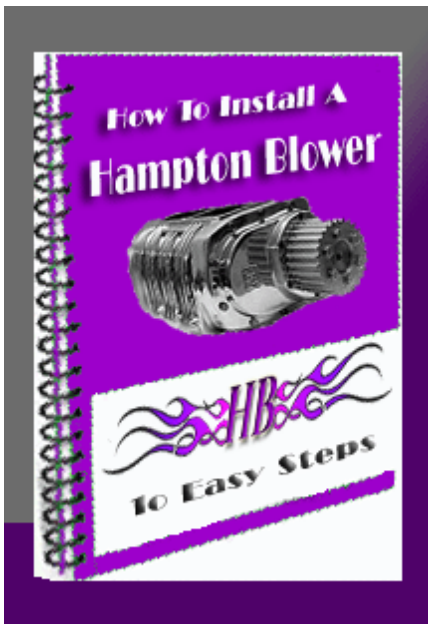
Starting the Nova
FIRE IT UP!

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How To Get More Information



Right Now For Only
\$9.99



The new video is designed for people who want the best advice when it comes to installing, caring for and maintaining their blower/supercharger. This will help you step by step, save you time and energy, and also help you maintain you supercharger.

If you've ever talked to Don over the phone than you know that he knows his craft. Order the video and it will be like having Don Hampton right there with you every step of the way!

**If you have any questions about owning your very own Hampton Blower...
Just call the number below and ask for Don Hampton!
(562) 803-9484**

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P.S. This important instructional video provides an easy way to install your supercharger, from the "Master Builder" himself, Don Hampton...So download your copy now!

**Are you ready to own your very own
Supercharger...A Hampton Blower?**

Now is a great time...Just Go To www.hamptonblowers.com