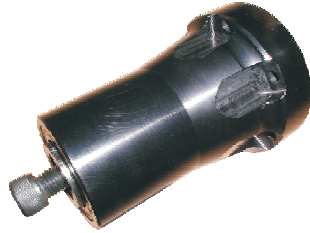


NEW "VENTED BOLT" DRIVE

FOR '03-'04 COBRA SUPERCHARGER KITS

Kenne Bell Introduces their New & Improved Vented Bolt Drive for High Boost Applications



In the past, at some very high rpm and boost levels, we were experiencing some oil vapor escaping from the drive vent fitting. It must be remembered that any encased rotating assembly, whether it be an engine, rear end or transmission must be vented to relieve the resultant pressure build up. The "exposed" engine valve cover breather is a perfect example of this.

We furnished an external vent kit and a plug for the drive vent that totally eliminated oil vapor into a little "recovery" bottle. However, a few of our customers did not like the appearance of the vent kit. The new Kenne Bell "Vented Bolt" Drive relieves the internal pressure in the front gear case and drive with a unique cross drilled orifice in the pulley bolt. This virtually eliminates any external oil losses.

This is the same proven concept we have used so successfully on the Lightning 5.4 and 4.6 GT 2V supercharger kits. Both utilize a cross drilled passage. The new Kenne Bell Vented Bolt concept is simple. The centrifugal force generated by the rotating bolt slings any residual oil away from the through passages while simultaneously preventing any new unwanted oil from entering these passages. Then only air is vented out the pulley bolt, thereby relieving the pressure build up.

Earl's Automotive Kenne Bell test Cobra has made numerous drag strip runs over a 1 month test period at boost levels up to 30 psi. According to Earl, there was no evidence whatsoever of oil vapor with our new design.

The drive shaft is substantially larger and the pulley bolt and drive coupler bolt size has also been upgraded and increased from 10mm to 12mm making the drive virtually bulletproof. Of all the hundreds of kits sold, we experienced 10mm failure with only 3 customers who were hitting the rev limiter. There has never been a report of a bolt or any other failure. Note: Early style drives use 10mm bolts, so these pulleys cannot be used on the new 12mm drive. Both drives are otherwise completely interchangeable. All case vents should be plugged when converting to the new Vented Bolt Drive as venting is accomplished via the new drilled 12mm pulley bolt.

No, the early 10mm bolt drive cannot be "converted" to the new 12mm Vented Bolt configuration. The old 10mm bolt cannot be drilled because it weakens the smaller 10mm bolt beyond our design criteria. The new Vented Bolt Drive for the '03-'04 Cobra is billet aluminum just like the Kenne Bell case, rotors etc.

As of 8/1/04, all '03-'04 Cobra kits are being shipped with the new Vented Bolt Drives. We feel very confident with this upgrade as they have been thoroughly tested and proven in the Lightning and 4.6 GT kits for 2 years without a single failure or complaint.

Cost is \$299 (add \$40 for polished) with 12mm bolts. 12 mm steel pulleys (never use aluminum) for these drives are \$69 and are available in 1/4" increments from 2-1/2"-4". These are the exact same pulleys used on the Kenne Bell 5.4 Lightning kits.

The drives are interchangeable, but because the drive bolts and rotor coupler were upgraded to 12mm, the rotors must be re-timed. This requires the supercharger be returned to Kenne Bell. There is no charge for labor to install the new drive or to re-time them.