

FAQ's ABOUT '05-'06 MUSTANG GT COOL AIR KIT

We have received quite a few questions regarding our '05-'06 Mustang cool air kit. The kit is explained in detail on our website.

The concept of grabbing cool air from under the bumpers, hood scoops or with cowl induction is not new. It's used on both old and new muscle cars. It's sole purpose is to eliminate hot power robbing under hood air. Kenne Bell is the only supercharger company to pull 100% cool air from outside the hot engine compartment. Our filter is located under the front bumper and high enough to avoid any water issues. We could have reduced the cost of our kit significantly by retaining the stock meter and filter/box but the air supply was not adequate on the driver's side and the stock meter was too small and the stock filter flow was way too restrictive by our standards.

Equally important was the hot power robbing underhood temperature. Anyone who believes that hot underhood air is ok should try riding around under the hood for a while breathing it off the radiator and engine. If it wasn't a problem then why does everyone dyno test with the hood open and a fan blowing on the front of the car? Why do all high performance cars use hood scoops? Our test data tells us it's too hot under the hood for optimum supercharging. We didn't just guess at this under bumper filter location. Our test vehicles logged a lot of miles comparing air temperatures at various locations and speeds. We were only able to maintain the preferred cool ambient temperature into the inlet system and HP under any and all vehicle speeds with the filter behind the front bumper. The data logger recorded 130 degrees at the stock filter location and 89 degrees under the bumper on an 89 degree day. 41% lower air temps makes 4% more power (10% = 1%). Underhood temps up to 200 degrees were recorded. Any supercharger likes cooler air temps, as does the engine. Who can disagree with that? Cooler air also means your engine can run more boost and/or more aggressive ignition timing - and make more power. That's all good in our book. Just because everyone else uses underhood passenger side filters and they work doesn't mean it's ideal. In spite of high development cost and added kit cost an under hood filter design was NEVER a Kenne Bell option. We just don't do it that way.

Since 1976, Kenne Bell has designed and sold 10,000 cool air kits for Mustangs, Buick GN's and Sycloons. We have considerable experience with this concept. There should be no concern about water. The water level would have to be up to the bottom of the headlight with the car in a lake - before the filter was submerged. We've thoroughly tested the system in rainy weather. There just may be more water entering the engine compartment through frontal openings than the Kenne Bell filter on a rainy day as the bumper deflects the water.

Our philosophy is to supply a complete kit with NO EXTRAS and no expensive custom tuning or vendor supplied tuning is necessary. The '05-'06 kit includes a huge external 93mm cool air system mated to a 90mm Lightning mass air meter. The meter is anchored with a bracket that "locates" the meter so it cannot rotate and effect the tune thereby requiring expensive trips to the dyno for custom tuning. Then we calibrated the kit to the inlet system, meter and injectors etc.. Other kit manufacturers may chose to leave the filter, meter, tuning and completion of the kit to other vendors. That is not the Kenne Bell way for "production" kits that we must service. It is our belief that we know our kits best and can therefore more efficiently service our customers if the kit tune and inlet system has not been modified.

Thank you,
Kenne Bell