

DYNO TESTS '96-'98 GT 4.6

TEST	HP	TQ	TEST DESCRIPTION
1	197	265	Stock '96-'98 GT 4.6
2	348	387	Kenne Bell 9 psi Intercooled
3	369	403	Kenne Bell Cool Air Kit, 90mm Meter, 75mm Throttle Body/Big Tube Kit

- Divide rear wheel HP by .85 for engine HP.
- Always use 1 heat range cooler spark plug with supercharger kit.
- Test 3 components are a Kenne Bell tuned combination. We prefer not to mix and match components. The Kenne Bell 90mm Meter is sold ONLY with the Kenne Bell Mono or SWITCH CHIP®. The Kenne Bell Throttle Body is sold ONLY with the 75mm Big Tube Kit.
- Kenne Bell SWITCH CHIP® only available with Kenne Bell 90mm Meter (Dual Calibration). Single Calibration only on stock MAFS.
- The '96-'98 heads didn't like much timing for maximum HP as compared to the '99-'04 heads. 21° appears to be ideal vs. 23° for the '99-'04.

The HP and torque gains of the Kenne Bell supercharged '96-'98 GT were indeed impressive. Surprisingly, the "small head" '96-'98 responds incredibly well to the Kenne Bell Supercharger Kit - at ANY rpm. How about 197 RWHP stock vs. 348RWHP with the 9 psi kit (see dyno tests). That's like a 151HP shot of Nitrous. And check out the torque curve. You won't see any centrifugals matching that.

'96-'98 vs. '99-'04 KIT COMPARISON

This is a supplement to the '99 up Mustang GT Tech Tips. All the '99-'04 GT Tech & Tuning Tips are applicable to the '96-'98 except for the '96-'98 return style fuel system data. However, both require the Kenne Bell BOOST-A-PUMP™.

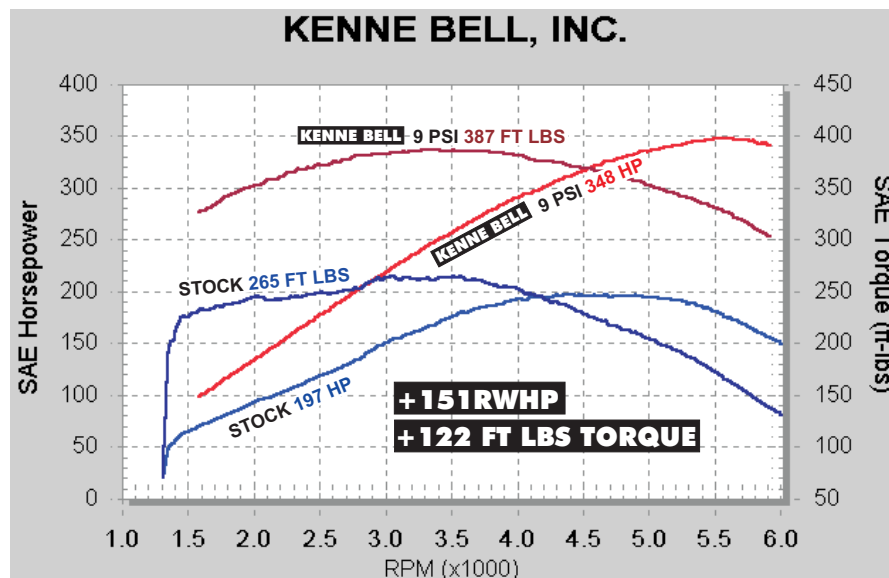
The Kenne Bell '96-'98 kit is identical to the '99 up kit with the following exceptions:

- 1/8" larger supercharger pulley.
- Modified chip calibration because return style fuel system and the 80mm meter change. 80mm meter is maxed out at 350HP vs. 400HP for the '99-'03.
- Minor intake gasket sealing surface differences on the Kenne Bell inlet manifold.
- Some hardware revisions for return style fuel system (included in kit).

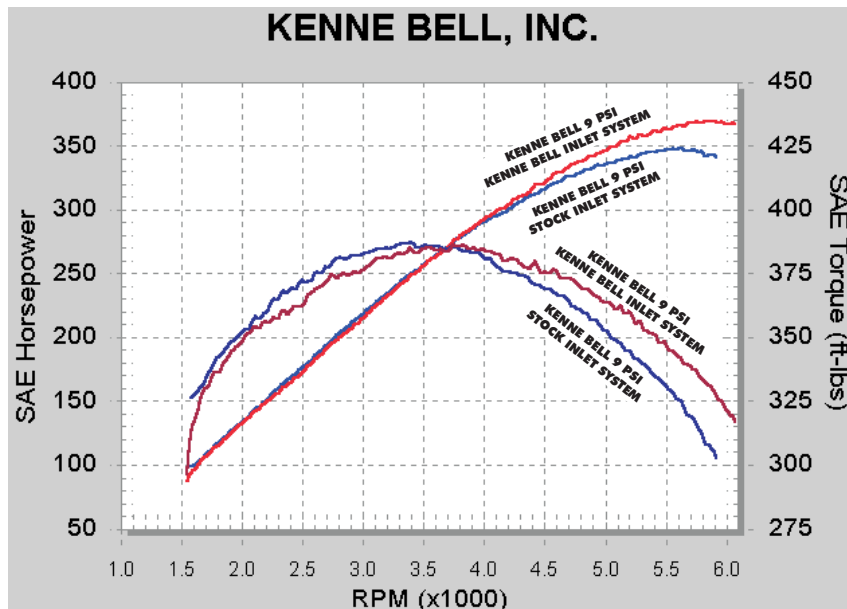
The '96-'98 engines were rated at 215HP whereas the '99-'03 was 260HP. The 45HP increase was the result of better heads and an improved higher air flow 80mm meter (see dyno test comparisons between the Kenne Bell supercharged '96-'98 vs. '99-'04, both at 9 psi).

IMPORTANT: PI HEADS vs NON PI HEADS

When the late PI heads are installed on an early '99-'03 4.6, the effective compression ratio will be increased approximately 1 full point. Therefore, a '96-'98 with higher CR PI heads cannot run the same boost (approx. 2 psi less) as the '99-'04. Porting the '96-'98 heads is another option.

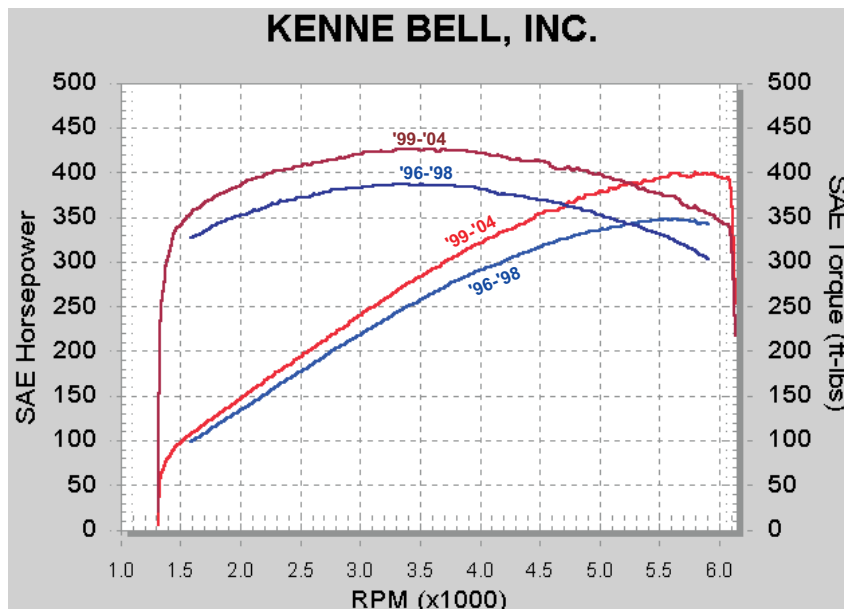


KENNE BELL 9 PSI SUPERCHARGED / INTERCOOLED vs STOCK '96-'98 GT
REAR WHEEL HORSEPOWER & TORQUE
(DIVIDE BY .85 FOR ENGINE HP & TORQUE)



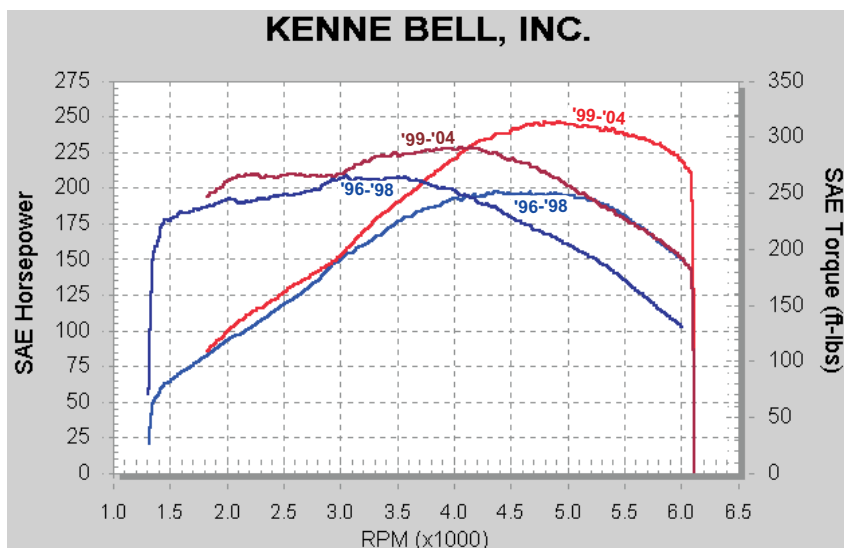
KENNE BELL 9 PSI KIT GT 4.6

'96-'98 STOCK INLET SYSTEM vs. KENNE BELL 90mm METER, 75mm THROTTLE BODY / BIG TUBE KIT and COOL AIR KIT



These dyno tests compare the Kenne Bell 9 psi Supercharged '96-'98 to the same kit on a '99-'04 4.6 GT. Note the HP gain of the late heads is 52HP vs. 48HP for the stock engine comparison to the '99-'04. Add 22HP to the '96-'98 and 26HP to the '99-'04 if upgrading to the Kenne Bell Cool Air Kit, 90mm Meter, 75mm Throttle Body and Big Tube Kit.

KENNE BELL 9 PSI SUPERCHARGED / INTERCOOLED COMPARISON GT 4.6
'96-'98 vs. '99-'04 STOCK FILTER, METER, INLET TUBE and THROTTLE BODY



This "stock" test was run to illustrate the HP and TQ difference between the '96-'98 and '99-'04 GT. The late heads are good for 48HP, but changing to them requires lower compression pistons.

STOCK GT 4.6 COMPARISON
'96-'98 vs. '99-'04