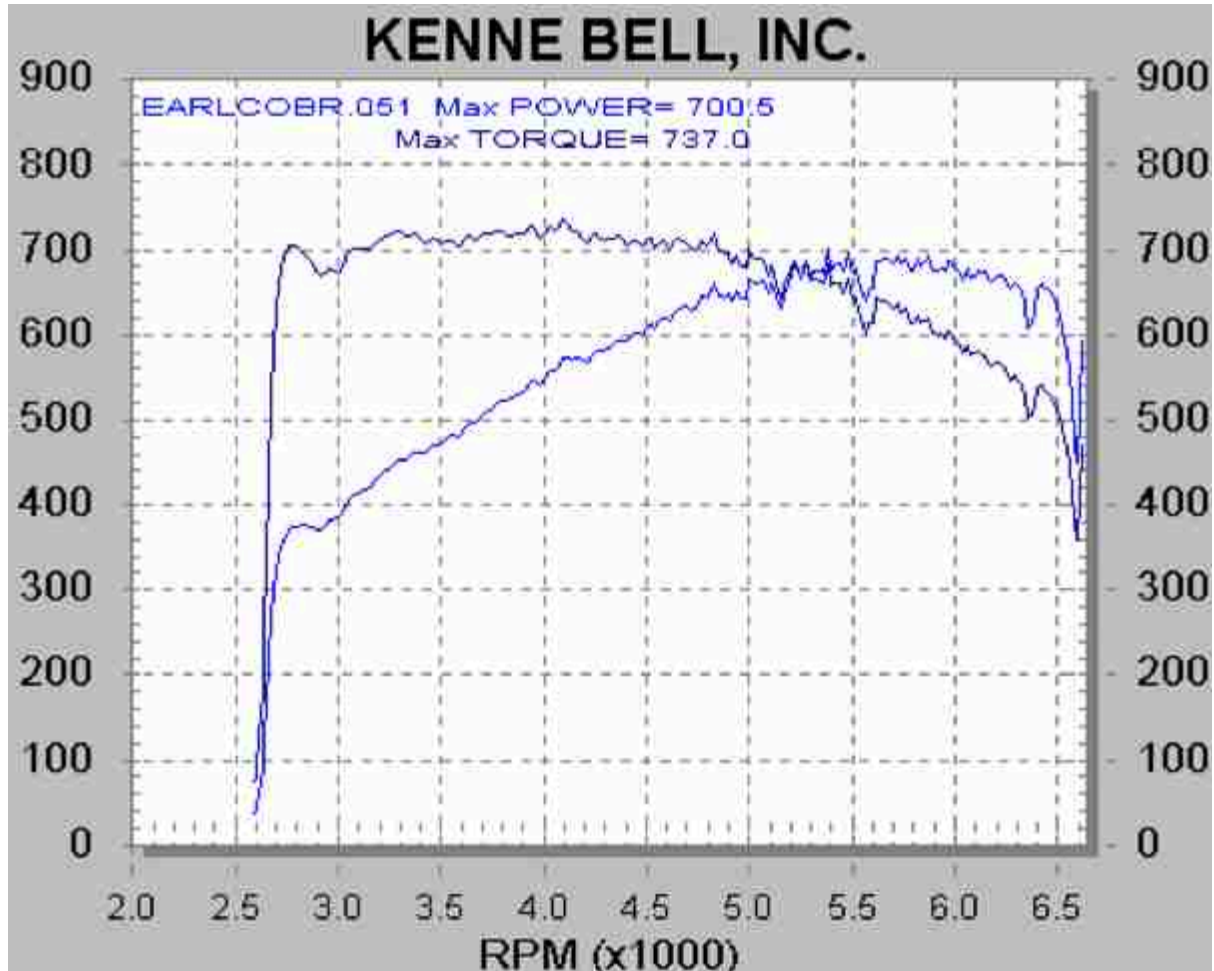


THE FIRST 700HP BUILT MOTOR COBRA vs. TODAY'S MAMMOTH™ 2.H KIT

Earl's Automotive, a Kenne Bell Dealer / Installer in Burbank, California was the proud owner of the first Kenne Bell supercharged '03 Cobra to hit 700 RWHP without Nitrous. This gorgeous red Cobra with blue flames hit 700.5 horsepower and a whopping 737 ft lbs. of torque! Note the 730+ ft lbs. of torque all the way from 3000 to 4800 rpm! Way back in August '02 we dynoed our test '03 Cobra at 601 RWHP for 5.0 Mustang Magazine. This article, "Snake Bite Hit", has all the tests and Eaton comparisons. The article reprint can be reviewed on our website at <http://www.kennebell.net/media/media-home.htm>. That car was completely stock except for a Kenne Bell 2.4L supercharger at 20 psi, Cool Air Kit, Boost-A-Pump, Boost-A-Spark, and Switch Chip. It made all that power through the stock exhaust, cats and manifolds (no headers), stock MAF, throttle body, pumps, injectors and fuel rails.



Also check out our test results regarding tuning, fuel pump test results of the stock pumps, Focus pumps, Lightning pumps, etc. in "Kenne Bell BOOST-A-PUMP vs. FOCUS vs. WALBRO FUEL PUMP TESTS" at http://www.kennebell.net/techinfo/general-info/BAPsvtFocus_kens.pdf and a few decisions about injectors and the HP they support. Our tests pretty well coincide with the dyno tests in the November '04 issue of Muscle Mustangs and Fast Fords Magazine ("Mods for 4V Mods").

KB Supercharged 18 psi	666HP	Baseline
Bassani Exhaust & x pipe	677HP	+11HP
Headers	682HP	+5HP

FIRST MANUAL TRANS STREET 3500 LB STREET LEGAL COBRA IN THE 9'S - And Without Any Nitrous "Crutch" To Bloat The True HP And 1/4 Mile Times

Sorry, but we can't understand how any car's performance can be compared when they're being drugged up with 50, 100, 150 and 200HP shots of Nitrous.

On November 13, 2004, Earl's Automotive again made history by becoming the first positive displacement supercharged

NON NITROUS Cobra in the 9's (9.93/140.7). And he did it with the 100% stock manual trans.

Earl ran an off the shelf Kenne Bell products (2.4L kit, BOOST-A-PUMP with the stock Cobra pumps, BOOST-A-SPARK, Big Oval Throttle Body, Switch Chip and 2400 kg Meter. The other products in Earl's record setting combination are 60lb injectors, Bassani exhaust and x pipe, headers, Crower street cams and Center Force clutch and flywheel.

When Earl's 3500lb street legal car left our dyno for his record breaking performance at the Fun Ford Weekend in Phoenix, it made 708HP SAE (728HPSTD for those who like to use the higher "STD" numbers). The tune was conservative 11.1 AF ratio. Imagine how it would run today with a 2.8H - or a 2.8H MAMMOTH™ Kit.

TODAY - 762HP STOCK ENGINE WITH MAMMOTH™ 2.8H

Kenne Bell was first with the legendary 2.2 - and then the 2.4L Upgrade Kits for the stock Eaton. The competition later followed our lead but with a smaller 2.3L. Then Kenne Bell obsoleted all the smaller kits with the huge 2.6 and 2.8L BIG BORE™ Twin Screws. Next came the breakthrough "H" Series 2.8H which used up to 56 less engine HP. Finally the mighty 2.8H MAMMOTH™ - the ultimate Cobra Kit.

How much better is the MAMMOTH™ 2.8H? Earls 2.4L made 700HP but required HEADERS, CAMS, NO CATS, PORTED HEADS, X-PIPE, BIG OVAL THROTTLE BODY, SCT 2400 KG METER AND 25 PSI. At the same 25 psi on a 100% stock motor, the MAMMOTH™ 2.8H made 762HP or 62 more HP than Earl's "built" motor with cams, heads, headers and x-pipe. That gives you some idea of just how efficient the MAMMOTH™ 2.8H really is as compared to other twin screws and the Eatons. 762HP vs. 366HP stock Eaton supercharged. And it fits under the stock hood.