

The Class Act of Supercharging

LIGHTNING 5.4

BLOWZILLA Supercharger Upgrade

Tested in Muscle Mustangs & Fast Fords

Dear Customer,

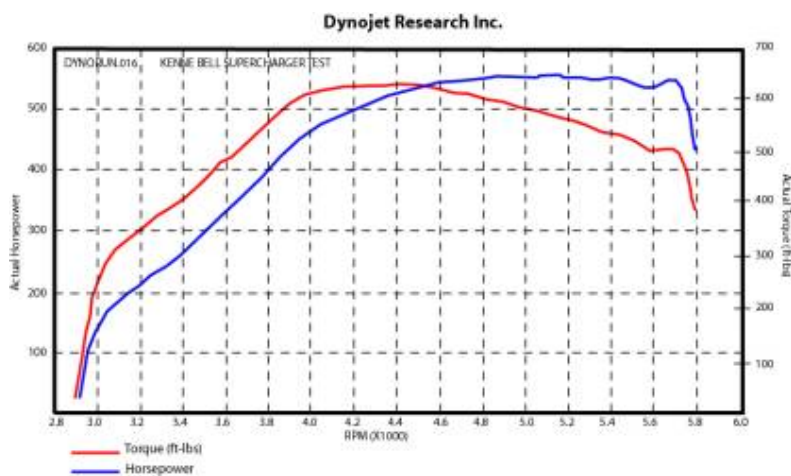
The ultimate Lightning bolt on product - the new Kenne Bell Lightning BLOWZILLA. Absolutely the "most HP per dollar" product available. This is not some cobbled up Frankenstein adaption with some "production" supercharger. It is a direct bolt on, totally new Kenne Bell Twin Screw design, replacement for the stock OEM Eaton (see catalog).

The supercharger can be changed in 3 hours and is 50 State Legal. Boost can be varied from stock 9 psi to as high as 21 psi. Pick the boost, make a 4 minute pulley change and make up to 560 rear wheel HP* (700 engineHP) through the cats.

The demand for this product has been higher than we had originally forecast. We have therefore made some design changes to accomodate the demand while further improving on the original design. Available 8/15/02. All orders require a \$50 deposit which is refundable at any time. This guarantees you a spot on the waiting list and helps us forecast sales and keep the price down.

*Octane may have to be increased depending on boost level.

Complete bolt on replacement supercharger upgrade kit \$2999



Johnny Lightning's World's Fastest & Quickest Lightning

Best Speed 123.4 / Best ET 10.88

RWHP - 560 RW Torque - 650 ft. lbs

21 psi boost with long tube headers, stock cats, ported heads, billet throttle body, 90mm mass air, chip, big inlet. It takes almost 700 engine HP for a 4750 lb truck to turn 123.4 mph.

To compute the approximate HP your 100% stock Lightning will produce with the Kenne Bell BLOWZILLA and elevated vs. stock 9.3 psi boost, merely multiply the boost increase x 13.36HP. *Example: 9.3 stock vs. 15 = 6.3 psi x 13.36 = +84HP.* Note: At the same boost with no other changes, the BLOWZILLA made +16HP. See Muscle Mustangs and Fast Fords June 2002 "Lightning Owners Get Screwed." Reprints available from Kenne Bell on request.

Kenne Bell Twin Screw vs. Eaton Roots as tested by Muscle Mustangs & Fast Fords

Direct bolt on	+55HP gain with same 3" pulley
Direct bolt on	+16HP gain at same 9.3 boost (3" vs. 3-1/2" pulley)
Direct bolt on	+96HP gain with same 2-3/4" pulley (511HP vs. 415HP)

Tech Tips

- ✓ Stock dual fuel pumps are adequate for 500RWHP. DO NOT change in tank pumps. Kenne Bell BOOST-A-PUMP™ will supply enough fuel for 600RWHP.
- ✓ After 10 psi, use Kenne Bell BOOST-A-SPARK™ ignition. 1 wire hook up. All the ignition the engine will ever need.
- ✓ Denso IT20 best plug.
- ✓ Kenne Bell SWITCH CHIPS® work best. Select boost levels for 2 positions "Street" and Power."
- ✓ Trans will require upgrading at higher HP levels.
- ✓ No intercooler mods, changes or upgrades are necessary. Leave it as is. Can't be improved.
- ✓ NEVER run a chip without new formatted knock tables (Exclusive in Kenne Bell SWITCH CHIPS®).
- ✓ Also . . . supercharger pullies, crank pullies, billet throttle bodies, electric fans etc.

Contrary to what you may have heard or read, as compared to superchargers and boost, there just isn't that much HP to be gained in the inlet system, throttle body, meter, headers and exhaust on the '01-'02 Lightning at the stock 350-415HP level (472-622 cfm) range. At 450-550 (675-825 cfm) or up to 50% more power, yes, these components may be a restriction. **Consider this:** The stock MM&FF Magazine truck we tested made 415HP with the 9"x2-3/4" pulley and 15 psi vs. 348HP stock (9.3 psi). That's around 13HP per psi. The other MM&FF truck with all the bolt on goodies made 415HP. Where's all the HP from all those "other" bolt ons? How much more power does the meter, headers, exhaust, inlet etc. really make? Again, we made 522 with all the stock parts except for a longer filter - and we never altered the chip! **Conclusion:** The direct bolt on Kenne Bell BLOWZILLA supercharger is the best approach and value to increasing power, torque and acceleration at ANY rpm.

"Ponder this for a moment. We made 522HP through the cat" - [stock was 348HP] - "with the factory 90mm MAF and a few smaller blower pulleys left. Heck, Kenne Bell never even altered the tuning via the chip until after we turned it back to stock configuration."

Muscle Mustangs & Fast Fords "Lightning Owners Get Screwed"

KENNE BELL

"Coulda, Woulda, Shoulda - We're going to have one too, only better."

We've heard of wannabees claiming they too will have a direct replacement Twin Screw supercharger for the Lightning. We even heard of one internet vendor accepting deposits - the same one who promised a larger Eaton Roots type a year earlier. This "project" was no doubt abandoned after the tests by Muscle Mustangs & Fast Fords clearly illustrated the superiority of the Twin Screw over the Eaton/Roots style. A new supercharger is a major financial undertaking. It requires competent engineering and expensive tooling which places it far out of the reach of internet vendors.

Kenne Bell is a supercharger kit MANUFACTURER and the exclusive U.S. Distributor for the Autorotor Twin Screw supercharger. We have jointly designed a DIRECT REPLACEMENT supercharger for the Lightning (see Muscle Mustangs & Fast Fords and Truckin' Magazine article reprints).

It is not a "Frankenstein adaption" of an existing Twin Screw to the Lightning manifolds etc. Nor is this some "let's take deposits and see how many orders we can get and then we'll see if someone will build it for us" scheme.

The Kenne Bell Lightning Twin Screw Autorotor BLOWZILLA is scheduled for delivery in mid August. Again, it is a direct bolt on replacement that will no doubt be considered for use by Ford on future Lightnings.

Finally, the new version will feature some big exciting surprises not yet revealed to the media - or the wannabees.