

SUPERCHARGING

Why the Kenne Bell Twin Screw?

Dear Customer:

This is the #1 question for anyone who has decided on supercharging as the best method of engineering HP, torque and acceleration.

REPUTATION At Kenne Bell, we take exceptional pride in what we do and who we are. We are totally committed to the art of supercharging. Behind the design of every kit is 38 years of engineering heritage and experience in all areas of high performance.

CALIBRATION & ENGINE PROTECTION Kenne Bell is the only supercharger company we know of that calibrates all Ford, GM and Chrysler vehicles in house. We never have to call or rely on anyone to tell us "what's been done" in the programs (chips, ECM's etc.) we supply with our kits.

ROOTSTYPE Anyone doubting the efficiency superiority (lower denser air discharge temp and less parasitic/engine HP loss) of the Twin Screw over the Roots type is in denial or sadly unaware of the facts. Just check out all those SAE (Society of Automotive Engineer) studies, magazine comparison tests and supercharger manufacturer tests. They all agree that the Twin Screw, size for size, is clearly more efficient at any RPM and any boost. That is precisely why Mazda, Mercedes and the Ford GT have selected the Twin Screw for their high horsepower engines. The switch is on. To match the Twin Screw in just cfm output, the Roots would have to be substantially larger and heavier. Sure the Roots type has improved a little over the years, but so has the Twin Screw. Just look at the advancements in the new Kenne Bell design. The Roots concept will never catch up to the Twin Screw. And granted, Roots type superchargers have been used for years on new vehicles - but flat tappet cams have been replaced by rollers, points ignitions by electronics, carburetors by fuel injection, drum brakes by disc brakes, flathead engines by OHV's etc. We could go on and on. That doesn't mean that a Roots type was not a "good" supercharger. It was and still is. However, all the facts say the Twin Screw is simply a far better approach to supercharging - unless, of course, you don't prefer cooler denser air and more horsepower at any rpm. Finally, who really cares how many OEM's "used or still uses a Roots style supercharger - or drum brakes, carburetors, flat tappet cams etc." Those numbers have no bearing whatsoever on which product is superior. Yes, the Twin Screw costs more to manufacture. And a billet Twin Screw like the Kenne Bell is, of course, even more costly to manufacture. As always, it is the customer who makes the ultimate decision.

CENTRIFUGALS & TURBOS Although very efficient at high rpm, both centrifugals and turbos suffer from "boost lag" and relatively poor performance in the low and mid range rpm power bands. You just can't make the same power at 1, 2 or 3 psi as you can at 6 psi. It is for that reason the OEM's use positive displacement superchargers exclusively, even though they are more expensive than centrifugals.

KENNE BELL BILLET ALUMINUM TWIN SCREW Kenne Bell has sold the billet Twin Screw exclusively since 1999. Today, all our superchargers remain billet aluminum, the ultimate in strength, durability and appearance. Other Twin Screws and the Roots types are cast aluminum. In summary, Kenne Bell offers the most efficient and technologically advanced billet aluminum - no boost lag - supercharger kits on the planet.

POWER & TORQUE The power and torque of a Twin Screw is unsurpassed by "the traditional bolt ons" which today offer very little, if any, gains that one can truly feel.

TECH SUPPORT Our vast experience and engineering expertise guarantees you the very best in tech support and service, whether it be by phone, FAX or email.

BUY FACTORY DIRECT It's our way of doing business. By eliminating the middle man profit, we can offer our customers more product for their money.

Hopefully we have made you aware of all the reasons why Kenne Bell is your best choice for supercharging. We look forward to serving you.

Jim Bell
President
Kenne Bell Superchargers