

FEATURES

LOOKS FACTORY - Most factory looking kits on the market. Only kits wherein all accessories remain in stock location.

MOUNTS ON TOP OF ENGINE - Kits mount the supercharger where it belongs - on top of the engine - and facing forward.

FITS UNDER STOCK HOOD (Except Corvette) - Manifolds factory pre-assembled to supercharger. Ready to bolt on.

TWIN SCREW AUTOROTOR - Compresses and stores air charge between the rotors - not the manifold. Discharges air based on throttle position (see Twin Screw vs. Roots).

40% AND UP HORSEPOWER INCREASE - 40%-200% increase depending on engine modifications and boost levels (up to 26 psi).

FLAT TORQUE CURVE - More torque and higher HP at lower rpm with better throttle response. Best low end to torque and response of any supercharger. You can't make more torque without more boost. More boost = more torque.

"INSTANT FULL BOOST" AT ANY RPM - Stomp accelerator at any rpm up to 2000 rpm and there's boost, but after 2000 it's FULL or MAXIMUM (5, 8 or 26 psi, depending on kit) boost. How much boost you get will depend on how far you depress the accelerator. Note: Some kits with "high potential HP" may produce 1-2 psi less boost at low rpm (2500) than peak.

POWER ON DEMAND - Boost can be regulated with the throttle i.e. full or partial boost at any rpm.

NO "SUPERCHARGER LAG" (SLOW BOOST BUILD UP) - Boost is not totally dependent on rpm as with others. Therefore, no waiting for rpm to build up to get maximum boost, HP and torque.

NO UNWANTED "CRUISE BOOST" - During normal driving (cruise) conditions, there is no boost, regardless of pulley size or gear ratio. Can cruise with all gears at any rpm - 1000, 2000, 3000 or 4000 without boost coming on and heating engine and/or using up excess fuel.

BOOST FLEXIBILITY - Up to 26 psi optional for Mustangs. Most non intercooled kits for trucks and SUV's are 6 psi. Intercooled is approx. 9 psi.

DRIVEABILITY - Vehicle runs and sounds essentially the same as stock - until you get on it.

QUIET OPERATION - Whisper quiet / minimum friction design. Any audible noise emanates from the air flowing through the manifolds.

LOW AIR CHARGE TEMPERATURE - More horsepower from cooler denser air charge than Roots type at WOT. No intercooler required on some kits.

LOWEST PARASITIC LOSS - Supercharger can be spun easily by hand. Less drag means your engine develops more horsepower and torque. The 6x4 rotors do not contact each other or the case. They "float" on huge lifetime sealed bearings. 30% less HP to drive than Roots type at WOT.

HIGH VOLUMETRIC EFFICIENCY (VE) - VE is how efficiently a supercharger pumps air and how much leakage occurs. The Twin Screw is approximately 90% vs. 60% for Roots type. This is not news to OEM engineers or anyone involved in supercharging.

INTERNALLY LUBRICATED - No external oil feed and return lines required. No orifices to clog. No added oil filters. No punching drain holes in your oil pan or valve covers. No boiling supercharger oil. Doesn't use engine oil.

SELF CONTAINED - SAFE LUBRICATION - No danger of damaging supercharger with contaminated engine oil or vice versa. Supercharger uses only a small bottle of good old Synthetic Engine Oil.

SELF COOLED - No external oil coolers are needed. Won't heat up engine oil because it doesn't use your engine's oil. No oil coolers recommended or required.

WORKS WITH STOCK GEARS - With all the additional torque and horsepower at low rpm, it is not necessary to install lower gears to "get the rpm up" to generate boost as with other kits. Works great even with 2.73, 3.08, gears in any vehicle.

PULLEY ADAPTABLE - Most can be used with aftermarket underdrive water pump and alternator pulleys. Larger "high potential" HP kits may require underdrive crank pulley to reduce boost.

AUTOMATIC TRANS - Instant higher boost at 2000 rpm works better than any other kit with automatic trans vehicles. Unquestionably the best kit for automatic cars and trucks. There's no "revving 'er up to 6000 and popping the clutch to get those tires spinning" as with stick trans cars. And neutral starting (neutral to drive at 5000 rpm) is not, of course, recommended.

BOOST GAUGE TAPS - Tapped and plugged outlets are supplied for optional boost or vacuum gauge connections.

COMPLETE KIT - All hardware, billet brackets, belt, clamps, gaskets and bolts included with Kenne Bell supercharger assembly. No extras. *Note: All major components (supercharger, castings etc. are pre-assembled (see catalog).* Best instructions in the industry.

SERVICE - Kenne Bell is the exclusive U.S. repair facility for our superchargers.

WARRANTY - Warranted for 1 year against defects in materials and workmanship.

COMMITMENT - Kenne Bell is unique in that we do not just sell kits. We are totally involved in mild street, to all-out performance with our own cars, trucks and SUV's as well as our customer vehicles. We market equipment for some of the hottest American hi-tech cars and trucks; Mustangs, Lightning, Ford GT, Buick Grand Nationals, Syclyone/Typhoon, Mazda, Ford, GM and Dodge trucks and SUV's.