

THE TWIN SCREW SUPERCHARGER

In 1991, Kenne Bell pioneered the quiet and ultra efficient billet Twin Screw Supercharger concept on Ford engines. At that time, our competition was the centrifugals. Over the years, the popularity of the automatic transmission trucks and SUV's accelerated the acceptance of the positive displacement (more boost at any engine speed) Twin Screw and Roots supercharger kits. Today, when MORE HP and TORQUE than the Roots can deliver is required, the trend with the aftermarket and OEM's is to the Twin Screw (the Ford GT, Mercedes, Cadillac, etc.). It uses up to 30% less HP to drive, enjoys up to 30% cooler air discharge temperature and, size for size, develops substantially more HP and torque. And the higher the boost, the greater the HP demand, the better the Twin Screw looks.



BILLET ALUMINUM BYPASS VALVE

Location and use varies with kit



WHY KENNE BELL?

EXPERIENCE - 38 years of hi-tech product innovation, performance tuning, engine building and racing experience with superchargers, turbochargers and intercoolers.

REPUTATION - Number 1 in positive displacement street legal and race supercharger kits calibrated for GM, Ford, Lincoln, Mercury, Dodge, Chrysler, Jeep, Mazda etc. No one offers more applications - and there's more in the works. Kenne Bell is well recognized as the Class Act of Supercharging.

TWIN SCREW - Kenne Bell can't be Number 1 without the best supercharger. We've used the Billet Aluminum Twin Screw concept exclusively since 1991. It's simply the most efficient supercharger concept known. Full boost at any rpm, no boost drop off, quiet operation, cooler air charge and lower parasitic loss means more power and acceleration at any rpm.

CONCEPT - The switch is on. The trend is changing. The OEM's and aftermarket are well aware of the Twin Screw advantages. Ford, Mercedes, Mazda and Mercury Marine have chosen the Twin Screw over the less efficient Roots style - with others following.

PRODUCT RELIABILITY - OEM quality product and design. Maintenance free. Some with over 200,000 miles. We've sold thousands of kits since 1991 and have NEVER experienced a single normal bearing failure. We've only sold one type of supercharger - the Billet Twin Screw - since 1991. We should have it all figured out by now.

TESTING - All Kenne Bell testing is supported by our in house dyno, test vehicles, flow bench and data acquisition systems.

TECH SUPPORT - Kenne Bell technicians are experienced in all areas of high performance.

TECH TIPS - We publish comprehensive tuning tips, accurate dyno tests on most products, what works and what doesn't, helpful formulas, test results on fuel systems, air flow, temperature, pressure etc.

DETONATION PROTECTION (knock, ping) - Kenne Bell includes our own exclusive "automatic knock protection" calibrations into most kits.

IN HOUSE CALIBRATION - Any and all calibration/tuning, either by chip or vehicle processor is performed by Kenne Bell. We do not - and cannot - rely on other chip companies to do our programming. Supercharging has become far too complicated to rely on others.

INNOVATIVE DESIGN - The GM "dry manifold," Ford and Chrysler automatic knock protection, OPTIMIZER II™, Switch Chip®, BOOST-A-PUMP™, BOOST-A-SPARK™, etc. all reflect the technological superiority of Kenne Bell kits.

WATER / ALCOHOL INJECTION - The snow works OK and will allow approx. 3 psi more boost or 6° of timing. Water/alcohol injection will not and cannot make more power by itself as it's ONLY function is to COOL the combustion chamber.

COMMITMENT - We can't offer the best kits without the people, equipment and test vehicles.

AUTHORIZED SERVICE - We offer complete parts, repair and rebuilding services factory direct.

BUY FACTORY DIRECT - We bypass the middleman (Car Dealer, Distributor, Web etc.) and pass on the savings to our customers.

WHY SUPERCHARGING?

- ✓ Full instant boost at any rpm means maximum HP and torque under all driving conditions. No other product(s) can offer this.
- ✓ Produces big power and torque gains throughout rpm band.
- ✓ Makes any engine think it's 50% larger with boost alone.
- ✓ The most reliable and proven power booster.
- ✓ The overwhelming choice of OEM's for big power gains in new engines.
- ✓ Guaranteed "sure thing" power gains vs. "0 to nothing" gains from bolt ons.
- ✓ Best performance value. More HP and torque per dollar than other performance products.
- ✓ No boost/power lag as with turbos and centrifugals.
- ✓ No expensive bottle fill ups like Nitrous that work only at WOT.
- ✓ Doesn't affect driveability, idle or low end torque like cams, manifolds, heads etc.
- ✓ Doesn't require peak engine rpm be increased as with other engine mods.
- ✓ Low rpm power band. Old standby internal mods require higher rpm that shortens engine life.
- ✓ Easy to install with ordinary hand tools.
- ✓ No expensive internal engine mods required.
- ✓ No loss in fuel economy during normal driving.

**Supercharger for some small engines are pressure fed.*