

# GM FLASH CALIBRATION vs. PIGGYBACK

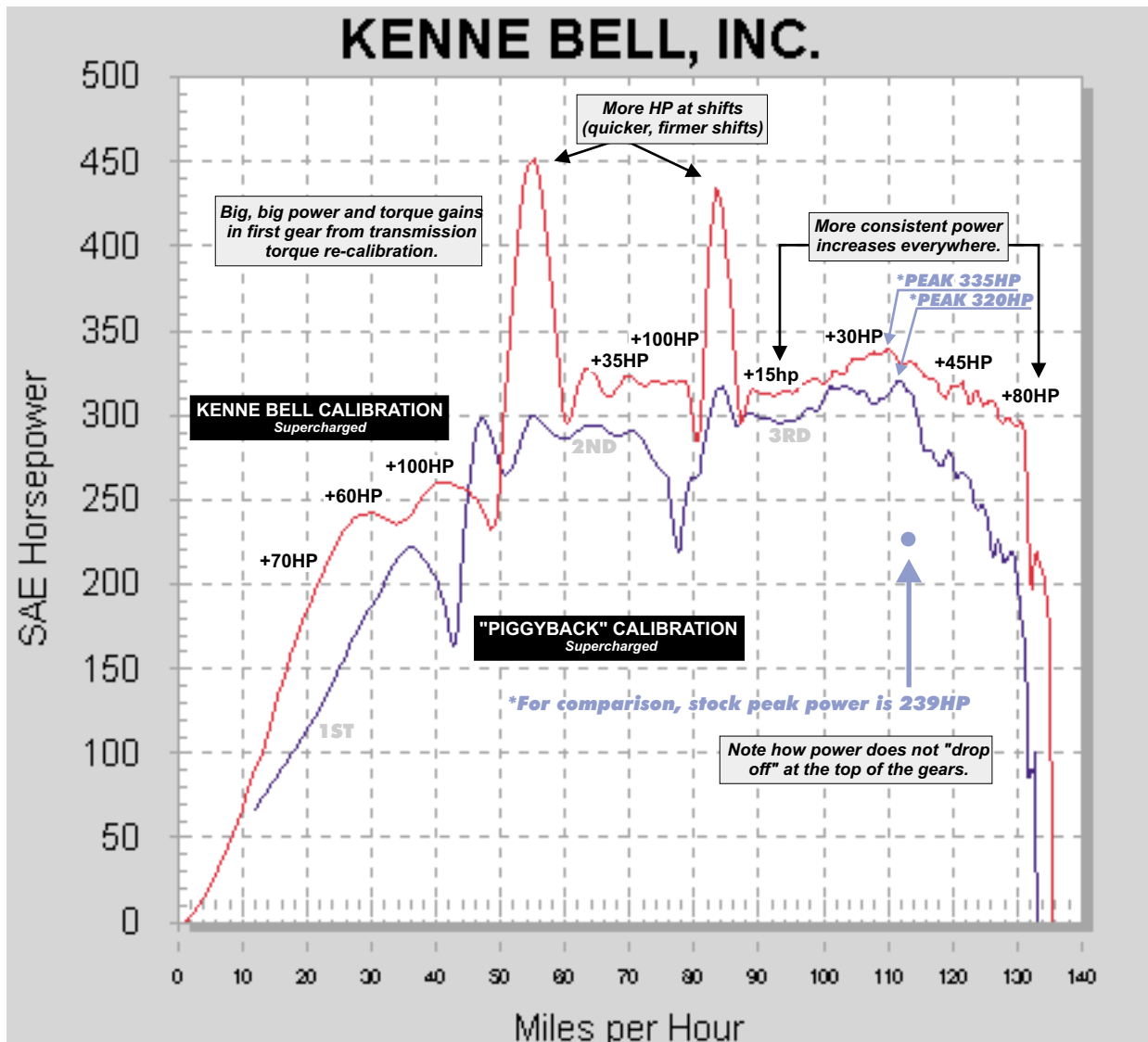
GM Supercharged 8.1, 6.0, 5.3, 4.8

- NO \$600 TRANS PROGRAMMERS
- EVEN CYLINDER FUEL DISTRIBUTION
- NO PIGGYBACK

The new GM vehicle ECM's (engine - trans computer) are not calibrated for the additional power and torque of a supercharger and, therefore, require massive re-calibration of both the engine and transmission functions and tables by our programmers. We also supply 8 oversized injectors to guarantee more fuel, equal distribution and maximum power for all 8 cylinders.

The new supercharged program for the engine and transmission is then flashed into the stock ECM - the way the factory does it. The alternative approach is to supply only 2 larger injectors and blow the added fuel into the intake manifold runners. The 2 injectors are operated by a "piggyback" or "interface" controller that relies on up to 14 new wires - and the necessary wire connections. Unfortunately, this "piggyback" approach requires you to purchase yet another \$600 box to program and flash your ECM to firm up the mushy stock shifts, improve kick down and eliminate the torque management which kills low end torque, power and acceleration (see dyno graph comparison). This results in uneven fuel distribution as the manifold was designed for "dry" flow. There's no extra or hidden costs with the Kenne Bell kits.

Want proof? Check out the 0-130 mph 3 gear supercharged dyno tests - at ANY SPEED - and note the big power increases from the "Kenne Bell Flash Calibration" (engine and transmission) vs. the "piggyback" calibration. And our kits make your engine and trans feel better, even when not in boost.



\*Also note how "PEAK" HP ratings can be deceiving. Although the "PEAK" HP differs by only 15HP (335-320=15HP), check out the huge HP differences, for example, in 1st gear (+70HP, +60HP, +100HP). Do you think you'd FEEL THE DIFFERENCE between the two supercharger kits?