**NOTE:** Shaded area between boost curves represents added power and torque potential from Kenne Bell Supercharger Kit.

**ENGINE RPM**

**BOOST vs. RPM COMPARISON AT WIDE OPEN THROTTLE**

From the graph, you can easily see why it’s such an advantage to have “no lag” maximum boost at any rpm above 2000. Check out all that additional horsepower and torque potential (shaded area) from the added boost of the Kenne Bell kit. More boost, at any given rpm, means more horsepower and torque and superior performance. Take the time to compare and you will easily see that the Kenne Bell kits unquestionably give you more - much more - for your money.

**TIME (tenths of a second)**

**THROTTLE POSITION vs. BOOST vs. TIME**

This graph was plotted from an actual test with a Kenne Bell On Board Data Logger System on a stock Mustang 5.0 equipped with the TS1000 5 psi kit. The throttle position (0-100%) is depicted by the dotted line. Boost is the solid line (0-12 psi boost). The 0 to -12” is the vacuum.

**NOTE:** When the throttle was floored at -12 inches of vacuum, it required .4 second to reach the wide open position (0-10 represents 0 to 100% on the graph). Observe how the supercharger reached maximum full boost in approximately the SAME split second (.4 sec). From -12” of vacuum to 5 psi boost at cruise in the time it takes to floor the accelerator. Does it get any better, quicker or closer than this?

When we refer to “instant boost” or “maximum boost,” it is essentially just that - maximum boost. It may vary slightly because of gauge and engine dynamics, but is basically linear after approximately 2000 rpm. And it can be regulated between 1 and 5 psi with the gas pedal.

At Kenne Bell, we utilize an RPM On Board Data Acquisition System in our Supercharger and Turbocharger product development programs for the Mustang, Ford Trucks & SUV’s, Dodge, GM, Turbo Buicks, Cyclone/Typhoons and Mazdas.