

WARNING

BYPASS VALVE VACUUM

10" MINIMUM REQUIRED TO KEEP VALVE OPEN AND PREVENT SUPERCHARGER DAMAGE

Supercharger Warranty is void with "low vacuum" cams that do not open the bypass valve. The Kenne Bell Kits with bypass valves require these valves be OPEN when not in boost to avoid supercharger damage. This is especially important at high street boost levels during idling and cruising at low speeds when the throttle body is almost or completely closed and little or no fresh cooler air is entering the supercharger to cool it.

CAMS

The cam manufacturers don't tell you that their "big cams" can destroy your supercharger, but we will. BEWARE. The bypass system MUST have 10" Hg minimum vacuum to open and close properly. If using a "big" cam with low vacuum (stock cams are 18"-20") and the vacuum is below 10" Hg, use the Kenne Bell #5" Custom Vacuum Canister which opens down to 5" Hg. Cost is \$99. Fits all Lightning bypass valves.

GAUGES

Always be sure the vacuum line to the bypass is "dedicated" and not used to feed gauges, etc. which may have leaks in the lines or fittings. And - many gauges are "off" by 1"-2" Hg so it is best to always visually check your bypass valve for opening.

VACUUM CANISTER

The #11" Standard Vacuum Canister is Kenne Bell's production canister. For applications with low vacuum (11" Hg and lower) cams, use the #5 Custom Vacuum Canister. Cost is \$99 extra.

NOTE:

Vacuum readings with cams are not "steady" and vacillate. Example: Average 10" may vary from 8"-12". To be sure, always check and verify if the bypass is fully open with the engine idling.

CHECKING VACUUM

Check Bypass Valve Vacuum at the valve and not in the manifold. Never assume that just because your engine vacuum is 16" that the tiny line to the boost valve also has 16". It may be 10" or below because there is a pinched line, broken or leaking line, fitting or connection or a leaking gauge line that was tapped into the boost line.