

BLOWZILLA & FLOWZILLA DYNO TEST SUMMARY

This information was compiled to give our customers some insight into "what works best," "which parts to install next" and "what's the best combination." If planning upgrades to your supercharger kit, go BIG on the inlet components. The larger BLOWZILLA capacity is needed to develop higher boost levels. Bypass valve must be utilized to circulate the air at idle, low speeds and deceleration.

DYNO TESTS

| TEST CHANGE | BOOST | HP | HP GAIN |
|---|-------|-----|---------|
| 1 STOCK '94-'95 5.0 | - | 190 | - |
| 2 65MM THROTTLE BODY | 0.0 | 190 | 0 |
| 3 90MM MASS AIR METER | 6.0 | 195 | +5 |
| 4 KENNE BELL SUPERCHARGER | 6.0 | 275 | +85 |
| 5 KENNE BELL SUPERCHARGER | 8.0 | 295 | +20 |
| 6 90MM MASS AIR METER | 9.0 | 323 | +28 |
| 7 65MM THROTTLE BODY | 9.3 | 329 | +6 |
| 8 70MM THROTTLE BODY | 9.6 | 331 | +2 |
| 9 75MM THROTTLE BODY | 10.0 | 333 | +2 |
| 10 AFR#185 | 10.0 | 363 | +30 |
| 11 GT40 LOWER MANIFOLD | 10.0 | 369 | +6 |
| 12 COMP CAMS XE 266HR 112° | 10.0 | 394 | +25 |
| 13 COMP CAMS XE 274HR 112° | 10.0 | 404 | +10 |
| 14 FLOWZILLA MANIFOLD / 12" LONG FILTER | 12.5 | 454 | +50 |
| 15 85MM THROTTLE BODY | 12.5 | 464 | +10 |
| 16 90MM THROTTLE BODY | 12.5 | 466 | +2 |
| 17 BASSANI X PIPE (NO CATS) | 12.5 | 481 | +15 |
| 18 LONG TUBE HEADERS | 12.5 | 496 | +15 |
| 19 349" OR 351" STROKER | 12.5 | 536 | +40 |
| 20 CHANGE TO 14 PSI | 14.0 | 556 | +15 |

TEST NOTES

1,2,3 Note that a larger throttle body, mass air meter, headers and exhaust - and even a Kenne Bell FLOWZILLA intake would not be recommended at this power level (air flow). 190HPx1.5cfm/HP=only 285 cfm. There just isn't enough inlet or exhaust restriction in the stock engine. Now note how much power the 65mm throttle body and 90mm mass air meter produce at 295HP (442 cfm). With 55% more air flow and HP roaring through the inlet, these components have become a RESTRICTION, so larger ones make more HP. **"Bigger is always better if HP is high enough."** Even heads and cams, which almost always develop more power on higher HP engines will not register the same gains at lower power levels. Always keep this in mind when selecting a combination. "Air flow isn't the only thing - it's everything." "5.0L Ford Dyno Tests" by Richard Holdener is recommended reading for every Mustang owner (phone# 800-551-4754). The best book on supercharging is "Supercharged" (phone# 800-423-4595).

6 If you already had installed the Kenne Bell 90mm meter in step 5, the power gain from our 8 psi supercharger kit would have been 323HP (70% gain) instead of 295HP (44% gain). Get the picture?

5 Boost is typically 10-12HP per psi. For boost above 9 psi, use BLOWZILLA with bypass.

6 Never hesitate to install a larger 90mm mass air meter. Just be sure you always use a chip like the Kenne Bell SWITCH CHIP®. Avoid re-calibrated meters, calibration tubes and meter adjusters like the plague. **"I never saw a meter that was too big."**

8,9 A 70mm is max for the "standard" Kenne Bell inlet opening. Go with the FLOWZILLA with 75, 80, 85 or 90mm Accufab throttle bodies.

10 Stock rockers work fine with these direct bolt on heads. RPM with our supercharger is only 5500, 6000 max. This isn't a centrifugal. Ultra high rpm not necessary.

11 The big advantage of the GT40 is it's superior fuel distribution to the individual cylinders.

12,13 Our customers claim the XE274HR is O.K. for street. XE266HR for automatics with stock converter.

14 The FLOWZILLA, like all "big" products, is at it's best with higher HP engines i.e. anything over 300RWHP. FLOWZILLA bypasses EGR.

16 Kenne Bell 90mm Meter/Accufab 90mm best combo for over 460HP.

19 BLOWZILLA requires 3.8" smaller pulley for 351" to make same boost.

"What do I install next on my Mustang to make more power with the Kenne Bell supercharger kit?"

Note: For truck and SUV owners, see Kenne Bell "Real vs. Advertised Horsepower." That's a real eye opener.

1. Kenne Bell Ram Air Kit
2. Kenne Bell 90mm Meter & Switch Chip®*
3. 65-70mm Throttle Body
4. Bassani X Pipe
5. Bassani Exhaust ('86-'93 only) '94 up very little power
6. FLOWZILLA**

Next come the more expensive engine parts

7. AFR #185 Heads
8. Comp Cams XE266HR or XE274HR

Note: At any point, a water/alcohol injection system can be considered. Expect 25-35HP from 2-3 psi additional boost with the right system.

*Larger 42lb injectors recommended. Discard FMU and run off of new injectors. Calibration is the key to making the combination work. Forget the fuel pressure regulator. We wish we had never designed it.

**If planning to run boost levels above 9 psi, the BLOWZILLA is best choice. BLOWZILLA/FLOWZILLA for max power at ANY boost. Use 42lb injectors only with a Kenne Bell BOOST-A-PUMP™ (see "Fuel Pump Tech" and "Fuel Pump Figuring" in catalog). Great injector and the price is right. Don't forget to use a chip. Crane ignition w/retard best on 5.0's. Kenne Bell BOOST-A-SPARK™ ideal for '96 up 2V and 4V vehicles.

Then, of course, there's the strokers (347's etc.). Count on another 40HP, but the chip must be totally re-calibrated for the increased displacement.

MISCELLANEOUS

When running higher boost levels (10 psi max for stock gaskets), think OCTANE (1.5 octane per psi boost). Ideal supercharged AF ratio is 11.1. Best power at 13.5 (lean).

"More fuel cannot make more power without more air." Advancing timing results in around 3-4HP per degree, but that too requires OCTANE (1 octane per degree). If there's a "secret" to make more power with a Twin Screw, it is . . . LOWER THE INLET RESTRICTION to "0" Hg. Your third gauge should be a vacuum gauge at the supercharger inlet.

Boost - always the easiest power maker. 7-8 psi will make a 302 feel like a 450 incher EVERYWHERE if the intake and exhaust aren't restrictive. 14 psi and it'll feel like a 600 incher. See Jim Bell's "Supercharger/Turbocharger Tech Tips" for additional information.