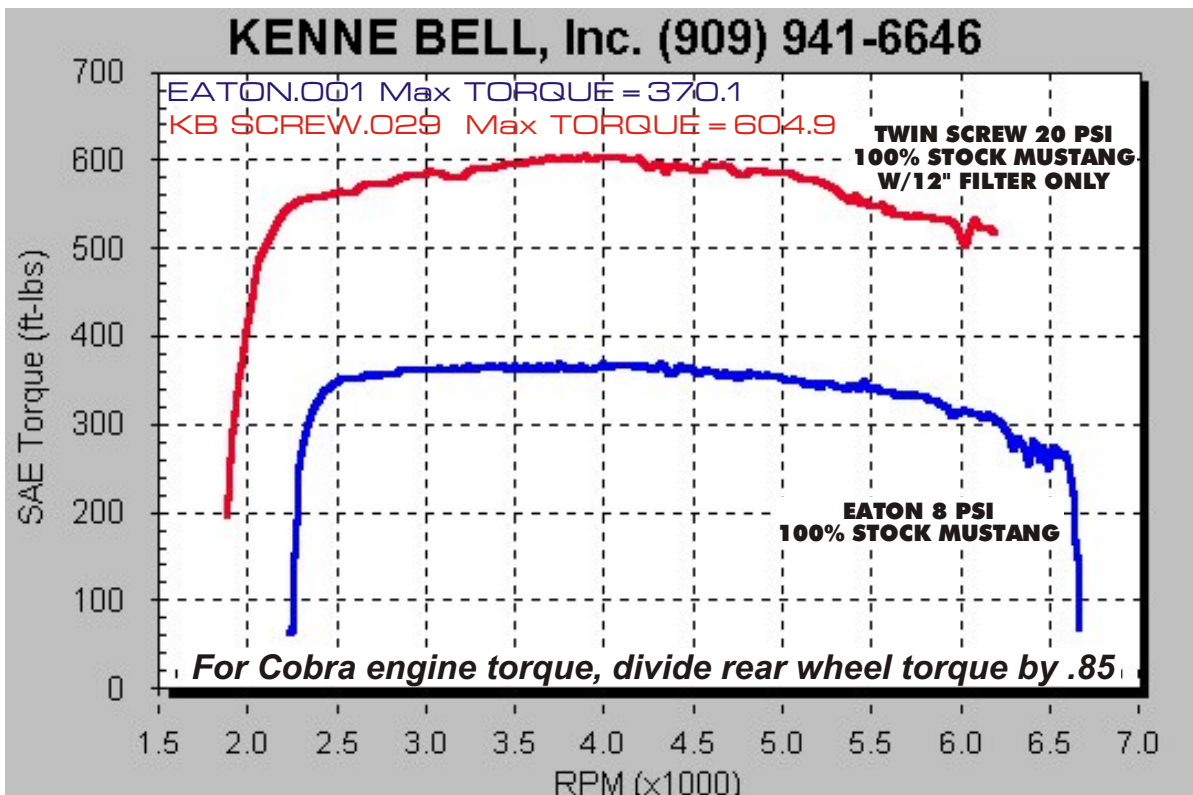
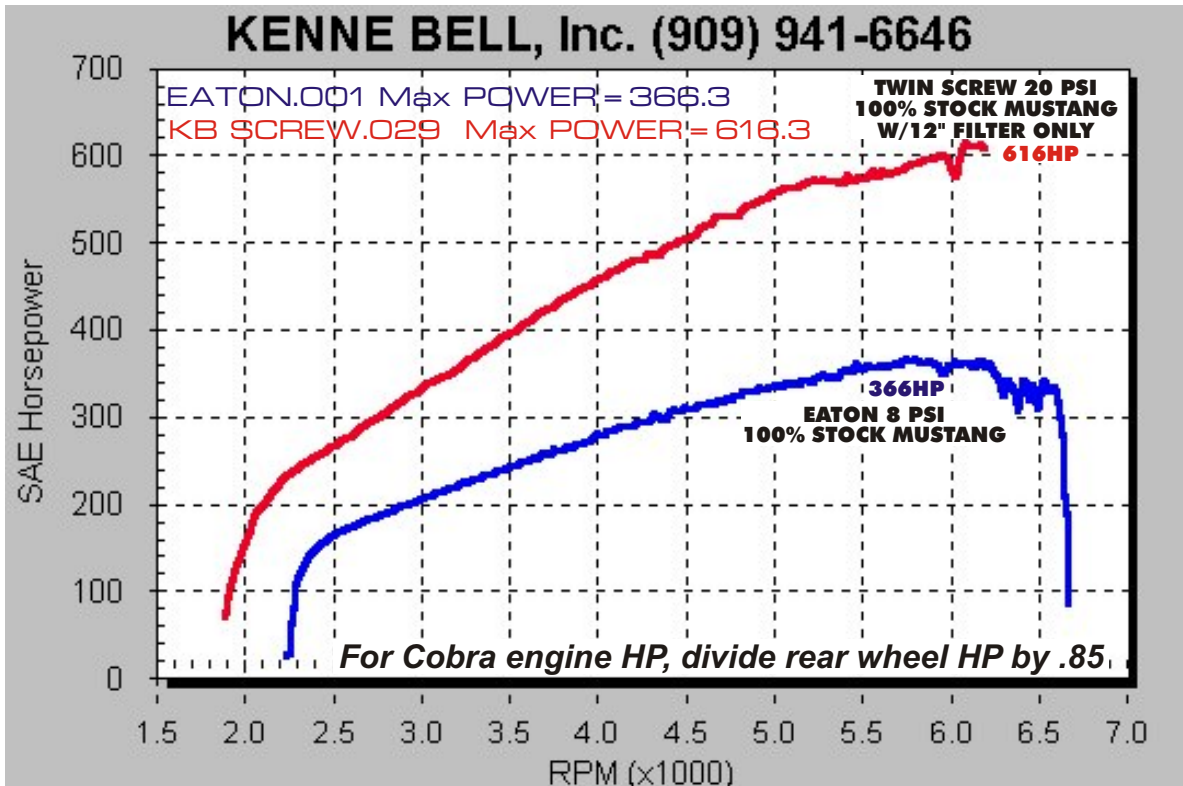


KENNE BELL vs. STOCK EATON

EATON 8 PSI vs. KENNE BELL 20 PSI

These dyno tests illustrate the potential of the Kenne Bell BLOWZILLA Twin Screw vs. the factory Eaton on a 100% stock '03 Mustang Cobra. The BLOWZILLA uses the latest design rotor profiles. A "0" restriction was the only modification other than the Kenne Bell Supercharger Upgrade Kit (supercharger, BOOST-A-PUMP™, and SWITCH CHIP®). The meter, throttle body, cats, exhaust, manifolds etc. were all stock. 725HP is enough to make this vehicle run in the 9's at 135mpg. Think about all that HP and performance for \$3699. And there was more left. At 23 psi, this kit will make 657HP - guaranteed. Air charge temp was 293° at 20 psi with a 2-5/8" pulley. Note that the engine only required a relatively low 6200 rpm to produce these HP numbers. There was "0" boost drop off whereas the Eaton boost dropped off 2.5 psi even at 13 psi. Also check out the 560 ft. lbs. at 6200. To convert rear wheel to engine HP on the '03 Cobra, divide by .85. 5.0 Mustang & Super Ford Magazine tech writer Tom Wilson witnessed the dyno runs. The February '03 issue will feature an in depth comparison.



BOOST DROP OFF COMPARISON

Kenne Bell vs. Eaton Roots

'03 Cobra

In principle, a supercharger is simply an air pump that overpowers an engine by forcing more air into the engine than it can flow. Pressure (boost) then builds up. When the supercharger can no longer "keep up" with the HP/air flow of the engine, the boost will "drop off" as engine rpm increases. This "boost drop off" means the supercharger is not efficient enough and does not pump sufficient air to keep up with the engine. Typically, 1 psi of boost loss equates to a power loss of 13HP.

The dyno tests were conducted on a 100% stock '03 Mustang Cobra at 13 psi (3" Eaton pulley and 3.55" Kenne Bell pulley) to illustrate the higher efficiency and air flow of the Kenne Bell kit as compared to the stock Eaton Roots.

The tests clearly indicate that the stock supercharger boost drops from 13 to 10.4 psi, getting progressively worse at higher boost levels. Even at 24 psi, the boost is guaranteed not to drop off with the Kenne Bell (see graph).

The tests were witnessed by 3rd party 5.0 Mustang Magazine.

		RPM									BOOST
		RATED BOOST	3000	3500	4000	4500	5000	5500	6000	6500	
Stock Eaton	417HP	13.5	13.0	13.0	13.7	13.6	13.2	11.9	11.2	10.4	
Kenne Bell Twin Screw	489HP	13.5	13.4	13.4	13.5	14.3	14.1	14.4	14.7	15.0	
Kenne Bell Twin Screw	617HP	20.5	18.6	19.4	20.7	21.0	21.3	21.3	21.7	21.6	

"While you have to extrapolate the rising and falling boost curves somewhat, the Kenne Bell made about 70 more horsepower in the same boost range as the Eaton. To be more precise, we had run the Eaton to the end of its useful range, so while it had made 13 pounds of boost at 4,000 rpm, that had fallen to just 10.5 pounds of boost at 6,000 rpm. The KB blower, however, was just getting started, so it happily chuffed out 12-13 pounds of boost right through 6,000 rpm."
 5.0 mustangs & Super Fords Magazine

KENNE BELL vs. EATON BOTH 13 PSI BOOST

This test compares both superchargers at 13 psi on a 100% stock engine. Even the inlet filter assembly was stock. Note: Installing a big inlet system increased the Eaton power from 417-451 (+34HP) and the Kenne Bell power from 489-540 (+51HP). Air charge temp was Eaton 268° and Kenne Bell 203°. The more air flow and HP, the greater the inlet restriction/power loss. Finally, further raising the Kenne Bell boost from 13 psi/540HP to 17 psi/560HP and 20 psi/617HP resulted in power gains that are truly incredible for a 100% stock engine with only a supercharger upgrade. The other test illustrates the potential of a Kenne Bell kit at 20 psi vs. the Eaton at 8 psi. The higher the boost, the greater the gap between the superchargers i.e. the gains with both at 16, 18 and 20 psi. At 20 psi we felt that we had reached the limit on 100 octane fuel.

