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# SUPER Sled

## Kenne Bell's C5 monster packs 802 horses

**It certainly resembles a C5 Corvette as there's no mistaking that unique shape, achieved in part with dynamic design cues and its unbridled performance with a supercharged V-8 unleashing 800-plus horsepower. This special one-off creation is on par with the foreign exotic known as the Italian stallion. This is one Corvette that could give the famed prancing horse all it could handle and then some.**

BY BOB STEVENS / PHOTOS HARVEY SCHWARTZ

Built to show and go, the Kenne Bell SC C5 Corvette sports a wild Halloween color scheme of vivid orange and midnight black, but there are no tricks, only treats with this gem. This is Corvette that goes the distance in every department. It virtually has the best of everything. But then it should; it represents a very

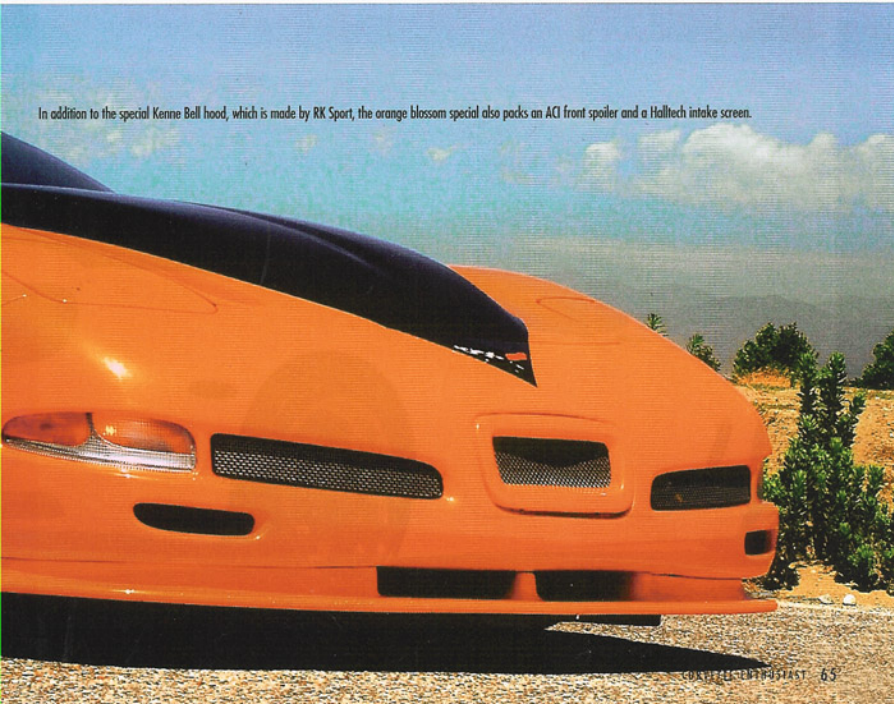
# TARGET

special company. It's also a test bed and demo machine for the firm's line of high-performance products.

Kenne Bell, whose chief product is superchargers, has worked with most of the top names in the automotive performance game, Chevrolet, Ford, Jeep, Dodge, GM, Chrysler, Mazda, etc., in applying the latest supercharger technology to their show vehicles and project cars. "Kenne Bell builds award-winning supercharged concept vehicles that are powerful, fast, reliable and guaranteed to turn heads, yet they provide excellent handling and driving characteristics while preserving the vehicle's basic heritage," the company claims.

Founded in 1968 by Jim Bell, the company has a long track record of success that now spans five decades and includes a number of NHRA drag racing records, among them the first Single Turbo Street Stage 1 Buick to run in the 7s. Kenne Bell did a lot of work with the Turbocharged V-6 used in Buick's Grand National and the GMC Syclone truck.

The Kenne Bell unit uses billet aluminum, rather than cast aluminum, and features lifetime sealed bearings, self-contained lubrication, and a bypass system; it also provides a cooler air discharge temperature, and low parasitic/HP loss during both boost and cruise



In addition to the special Kenne Bell hood, which is made by RK Sport, the orange blossom special also packs an ACI front spoiler and a Halltech intake screen.

(a loss of about 1 horsepower). The supercharger kits for the street are also 50-state EPA legal.

Kenne Bell offers kits for C5 Corvettes, Corvette LS1, LS2 and LS6 street rods, GM 4.8, 5.3 and 6.0 engines. The typical supercharger kit for a C5 Corvette sells for about $7,000, plus an extra $650 for a polished unit. It's preassembled and ready to bolt-on, and includes the custom hood made by RK Sport to accommodate the supercharger.

Kenne Bell operates a fleet of test, show, and demonstration vehicles used to evaluate different supercharger technologies and hardware, and also to showcase the efficiency of the company's products. This demo fleet includes the featured C5, which has been totally reworked, so much so that the platform and body shape are about all that's reminiscent of the 2000 Corvette C5 coupe on which it is based. The modifications involved the chassis, drivetrain, body and interior, and they numbered around 80.

In rendering the changes, they started with the engine. The stock mill was pulled and shelved, and in its place the company installed a vastly upgraded powerplant based on a 2006 GM LS2 block bored oversized and stuffed with 9.5:1 compression. All of the internals were upgraded: Diamond forged pistons; Moly File-Fit rings; micro polished Callies forged crank; Manley Pro I-beam rods; ARP head, rod, and main studs; Custom Grind 230/234 cam; Kook's 1-7/8-inch race headers with Random Tech Cats;

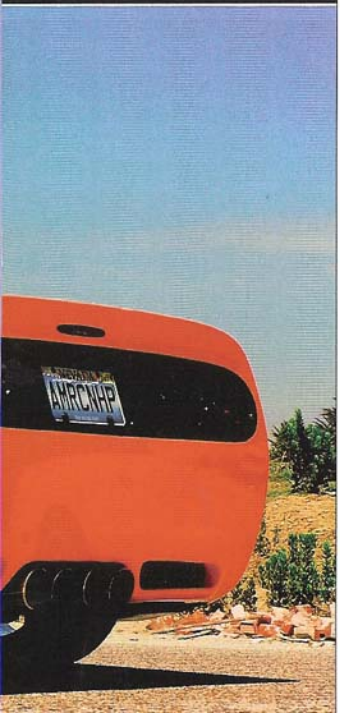
**TOP LEFT:** Corbeau A4 racing seats are featured, and accompanied by Corbeau five-point cam-lock harnesses. Also gracing the cab is a Wolfe five-point roll bar.

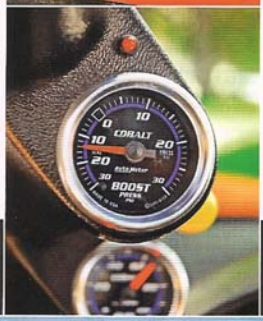
**LEFT:** This monster rides on Nitto NT555 tires wrapped around chromed wheels, 18x9.5 front and 18x11 rear.

Corsa Tigershark stainless steel exhaust; MSD ignition wiring; NGK TR6 spark plugs; ECS methanol injection system; Cartek clutch, Cartek adjustable master cylinder, Custom Stainless Steel intake; AFR 225cc heads with 72cc chambers, lightweight valves with Comp 921 springs, Comp lifters, Trickstar Cromoly pushrods, Harland Sharp rockers with ARP rocker studs; and an Optima Yellow Top battery. The fuel system consists of a Kenne Bell Boost-A-Pump, 60-pound injectors, custom Bosch 420 in-tank fuel pump, Aeromotive fuel rails, and a return-style system.

Then comes the big guy, a Kenne Bell 2.6L Twin Screw Intercooled Supercharger rated at 14 psi, along with its attendant gear, an ATI 8-rib crank pulley, ECS Billet 8-inch 8-rib

**BELOW:** Gracing the tail end is a Tigershark rear fascia, which accentuates the ducktail effect. Note the quartet of exhaust tips and the personalized plate: "AMRCNHP" – American Horse Power!






crank pulley, and an ECS custom-made heavy-duty belt tensioner. The engine was then ready to deliver ... and deliver it does. How about 802 horsepower and 850 lbs-ft of torque at the rear wheels? Enough said!

To channel all that power to the rear wheels, a custom-built six-speed transmission was acquired from RPM Transmission and linked to a heavy-duty limited-slip rear end with 3.42 gearing. The wheels and tires, incidentally, are Nitto NT555 tires mated with chromed wheels, 18x9.5 front and 18x11 rear. The brakes were adapted from a 2005 C5 Z06 and installed with Goodridge stainless steel brake lines. Suspension changes amounted to Bilstein sport shocks and sway bars with metal end links from a 2004 Z06. The cooling system was advanced with SPAL dual fans, BeCool racing radiator, 160-degree thermostat, and a high-output water pump.

The exterior was decorated with a special orange paint borrowed from the new Lamborghini Murcielago LP640, the $380,000 super car. The paint was custom blended by PPG, and it was dramatically accented by black and silver graphics, also supplied by PPG. Then the visuals were capped off with a large white Kenne Bell decal applied at the top of the windshield. Body alterations included the installation of an ACI front spoiler, Kenne Bell hood (made by RK Sport), Halltech intake screen, Tigershark rear fascia, and color-matched C5 emblems.

Inside the car, one finds Corbeau leather racing seats with Corbeau five-point harnesses, a Wolfe five-point roll bar, a leather interior by Vette Essentials, Auto Meter Cobalt Boost and fuel pressure gauges, 2006 C6 Z06 shift assembly, Raptor shift light, and a complete interior insulation package.

There isn't much left to change on the orange Kenne Bell special ... what else could one want in a high-tech world-class supercar? Maybe a super model as passenger ... just for effect! ■

**TOP LEFT:** The powerplant, which features a 2006 GM LS2 block packed with all new internals, is a Kenne Bell supercharged wonder pegged at 802 horsepower and 850 lbs-ft of torque.

**LEFT:** AutoMeter Cobalt Boost gauge shows operating pressure.