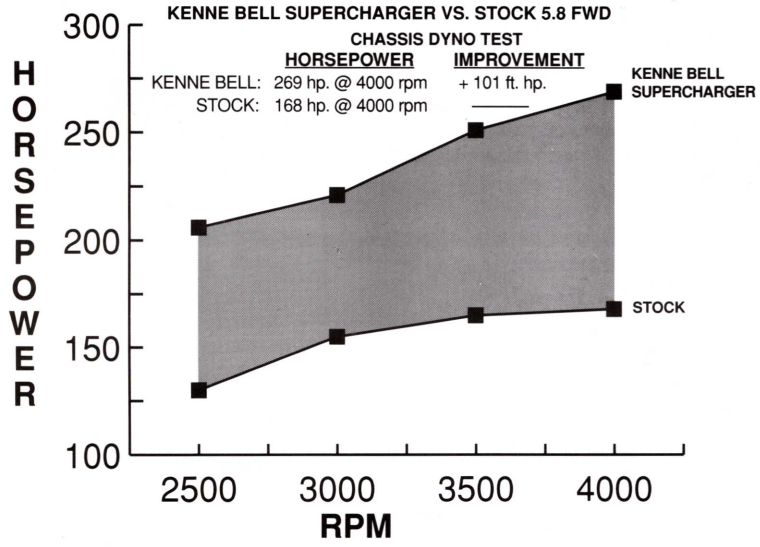
KENNE BELL

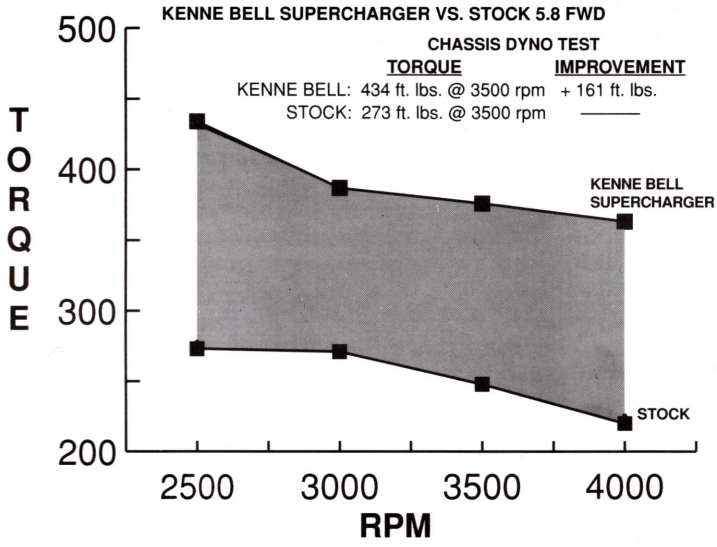
FORD TRUCK SUPERCHARGER KITS

50% increase in horsepower and torque

5.8 CHASSIS DYNAMETER TESTS*

***Actual engine dynameter horsepower and torque will be approx. 25% greater. 5.8 truck typical of gains.**



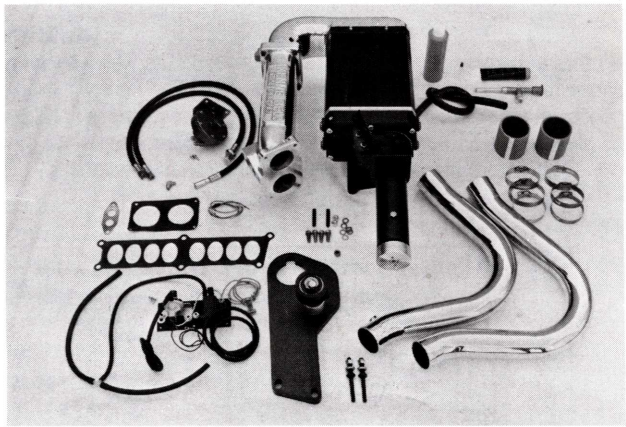


Kenne Bell recognized the obvious benefits of a supercharger kit that developed ***MORE*** boost and ***MORE*** horsepower and torque at ALL engine and vehicle speeds, particularly the lower rpm range where the majority of towing, climbing, passing and street acceleration occurs.

No other turbocharger or supercharger can compare. Check out the big fat torque curve and horsepower improvement with the **Kenne Bell** Whipplecharger – a whopping 434 ft. lbs. of torque (50% over stock) and 101 hp. (50% over stock) – ***TO THE REAR WHEELS!*** Actual engine output is, of course, much greater; approximately 25% more.

FEATURES:

More horsepower and torque
Improved acceleration (0-60 & ¼mile)
Greater towing power
Improved passing
Vastly improved shifting
***(E-Transmission w/* Kenne Bell "Switch Chip")**
No "boost lag"
Outperforms any other factory truck!
No other changes required



5.0 / 5.8 KIT

*Kenne Bell Supercharger Kits are **COMPLETE**. They can be installed in less than half the time of others because there are no accessories to relocate, extra belts, drilling into the oil pan etc..*
And they mount on top of the engine like a real supercharger should.

- 101 HORSEPOWER
- 161 FT. LBS. TORQUE

KENNE BELL

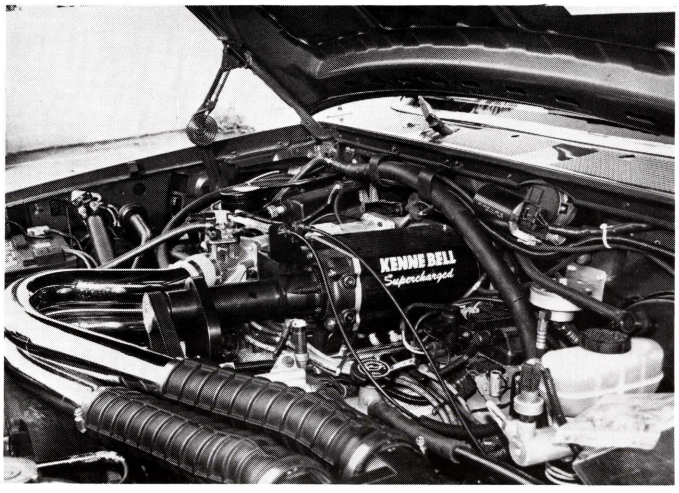
- 2.5 SEC 0-60 MPH
- 12 MPH/2 SEC 1/4 MILE

1988-'94 5.0 / 5.8 / LIGHTNING

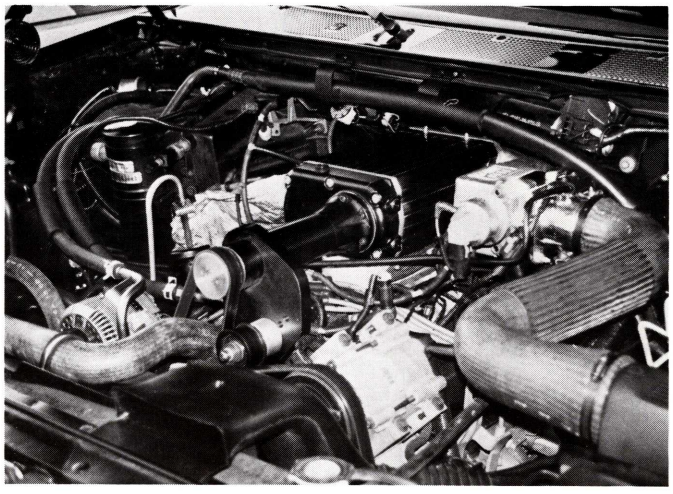
FORD TRUCK SUPERCHARGER KITS

MORE *POWER*..... MORE *TORQUE*..... MORE *PERFORMANCE*.....

Because the KENNE BELL WHIPPLECHARGER gives you MORE BOOST where and when you need it.



5.0 / 5.8 TRUCK / BRONCO



5.8 LIGHTNING

50% more horsepower and torque from your stock Ford truck engine with no loss in fuel economy during normal driving conditions. Instant throttle response and unequalled stump pulling torque and acceleration at low and mid range RPM - not just high RPM. That's right! No other supercharger or turbocharger can match the Kenne Bell.

Why does the Kenne Bell Whipplecharger kit perform better and produce MORE power and torque, accelerate faster and pull harder than others? No rocket science here. The Kenne Bell Whipplecharger design produces MORE boost - up to 300% more - at the low and midrange (0-3500) RPM band where 95% of your driving and towing is done. Remember that supercharger kit boost is rated at the highest engine RPM ("peak boost") - BUT what are the "boost numbers" at 2000, 2500, 3000, 3500, 4000 etc. This is where the Kenne Bell excells. It develops MORE boost and MORE power and torque for accelerating, passing and towing - performance YOU CAN'T DO WITHOUT.

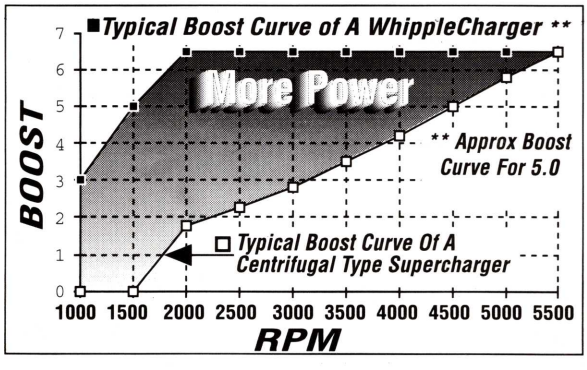
That's not all! The Kenne Bell Whipplecharger is whisper quiet, sits on top of the engine like a real supercharger, looks factory, has self contained lubrication, comes with two (2) new high performance aluminum manifolds for increased horsepower (we replace the restrictive stock intake manifolds), an improved air inlet system - and it's 50 State Legal (CARB EO D-271-5).

No other changes required to the engine. Just bolt it on. All accessories remain in the stock location and operate off the same factory belt loop. No oil coolers, bypass valves or tapping into the oil pan is necessary.

AUTOMATIC TRANSMISSIONS

No other supercharger kit for Ford trucks works as well with an automatic transmission. NONE! Try this test. Floor the accelerator on your truck from a dead stop or a slow roll and observe the rpm. The tach will read 1400-2000 rpm. Now would you like a supercharger kit that develops a mere 1 - 1.5 psi of boost at that rpm - or a Kenne Bell kit that develops a full 6.5 psi shot of boost (See "Boost Curves").

The simple bolt on addition of a Kenne Bell Supercharger Kit on to your 5.8 Ford 4WD truck (similar results with a 4.1, 5.0 and 7.5 kits) makes it faster, quicker and more powerful than any factory production truck - even the much lauded 2WD Lightning, Dodge V10 and Chevy 454SS. Check it out.



The graph comparison clearly illustrates the boost (horsepower and torque) advantage of the Kenne Bell Supercharger Kit over others. It develops more boost in the lower RPM range where you do most of your driving (accelerating, towing, climbing, passing etc.). "Peak boost" and high RPM horsepower ratings is only a small part of the picture. You can't very well drive around at 5000 RPM all the time just to keep the boost high.

Kenne Bell Sjupercharger kits also accelerate faster because the boost remains higher when the RPM drops at the shifts. MORE BOOST MEANS MORE POWER.

MORE BOOST MEANS MORE POWER

A Field & Stream Dream

The Ramsey electric winch is on 24-hour call just in case the F-150 gets in over its head. The Hella auxillary lights which are flush-mounted in the grill help to keep the F-150 out of trouble.

Text By Michael Ferrara
Photos By Evan Griffey

Under the hood on this rather sedate looking F-150 lies a Kenne Bell supercharger systems that induces a 126-horsepower increase to the 5.8-liter engine. The positive-displacement design of the supercharger means full boost is realized as soon as the pedal hits the floor.

Whipple Power Meets The Dyno

When we originally pictured the *Field & Stream* project truck, we had a vision of a well- equipped vehicle ready for the serious long-haul. To our pleasant surprise, we also just happened to find some serious performance goodies under the hood. This just goes to show that everybody is hungry for more power.

Power For The Long Haul

More power is exactly what this F-150 has thanks to some quality bolt-on parts. Providing the most significant increase in power, a Kenne Bell supercharger system set-up for 7psi of boost was added to the 5.8-liter engine. This supercharger system uses a Whipple Industries screw-type compressor that offers the advantages of high efficiency and excellent boost response. The most notable characteristic of this supercharger was an instant power infusion from 1500 rpm to redline. Unlike centrifugal superchargers that don't reach full boost until redline, the screw-type compressor is a positive-displacement unit which realizes full boost almost as soon as the pedal hits the floor. This makes the unit an ideal choice for anyone looking to increase torque in the entire engine operating range, which is very important for towing. Although the performance characteristics of the screw-type compressors are similar to Roots-type superchargers, the adiabatic efficiency is significantly higher than most Roots-type units. The higher adiabatic efficiency translates into lower charge air temperatures which result in more reliable power. Since both air and fuel are necessary for combustion, a boost-dependent fuel pressure

TECH DATA

F&S F-150

ENGINE SPECIFICATIONS

Engine configuration . . . .front engine, rear-wheel drive
Engine Type . . . .OHV, 90-degree, Cast-iron V8
Horsepower, SAE net . . . . . .336 @ 4000 rpm*
Torque, SAE net lbs-ft . . . . . .434.6 @2500 rpm*
Displacement . . . . . 5.8 liter/351cubic in.
Bore & Stroke . . . . . .4.00 x 3.50 in.
Compression Ratio 8.8:1
Fuel Delivery . . . . . .Mass Air Flow System w/Sequential Electronic Fuel Injection
Valvetrain . . . . . .Chain driven, hydraulic roller
Ignition System
. . . . .Computer Controlled Electronic Distributor
*After modification

PERFORMANCE

Acceleration

0-60 . . . . . .6.9
Quarter Mile . . . .14.87 @ 91.5 mph (corrected)

To provide a significant increase in power, a Kenne Bell supercharger system set-up for seven psi of boost was added to the 5.8-liter engine. This supercharger system uses a Whipple Industries screw-type compressor that offers the advantages of high efficiency and excellent boost response. The most notable characteristic of this supercharger was instant power from 1500 rpm to redline.

Rear-Wheel Horsepower Measured On DynoJet Model 248 Chassis Dynamometer

RPM	Torque (lbs-ft)	Horsepower
2250	354.7	152.2
2500	434.6*	206.8
2750	401.6	210.1
3000	387.1	221.1
3250	396.4	245.3
3500	376.9	251.1
3750	364.8	260.5
4000	353.4	269.1*
4250	325.0	262.9
4500	295.4	253.1
Average	369.0	233.2

regulator is included in the supercharger system to increase fuel flow to the engine under boost conditions. With the Kenne Bell system in place, towing becomes a "where to" proposition for this very capable F-150.

To extract the most performance from the Kenne Bell package, a Borla cat-back exhaust system, a K&N air filter and a J&S Electronics knock controller were also added. The Borla exhaust system replaces the highly-restrictive stock exhaust system with large-diameter, mandrel-bent, stainless-steel tubing and a high-performance Borla stainless-steel muffler. The system reduces the amount of horsepower used when the engine pumps the exhaust out of the engine. More importantly, this increases the horsepower available at the flywheel so that acceleration is improved. Under normal driving, the Borla system will actually show an increase in mileage. More power and better mileage is the main reason why aftermarket exhaust systems have become so popular. Speaking of popular performance add-ons, K&N

The Ultimate Tuning Tool

Wouldn't it be great if there was a chassis dynamometer that could indicate a vehicle's performance without frying a set of tires and dangerously loading the engine? Thanks to the folks at Dynojet, this dream dyno is now a reality. Dynojet is working closely with K&N Engineering to get these high-tech dynamometers in a performance shop near you.

In our opinion, the single greatest advantage of this unit over conventional chassis dynamometers is the ability to perform an idle to redline dyno run in under 10 seconds. This short test time means underhood temperatures remain constant and test accuracy and repeatability are second to none. Since the unit also features a unique single-roller design, tires do not boil as they do on a conventional twin-roller setup. In fact, tires were barely warm even after a twin-turbo Mustang completed four runs that registered over 700 lb-ft or torque. Because the unit relies on a high-speed computer for data acquisition, performance runs can easily be analyzed in graphical form. For more information contact K&N Engineering at (909)-684-9762. ❑

high-performance air filters are arguably the most popular performance item of the '90s. By providing a low-restriction path for filtered air to enter the engine, K&N filters provide five to 15 horsepower gains for under $50 for most applications. The units are also guaranteed with a million-mile warrantee which means it will probably be the last filter you ever need to buy for a vehicle. Besides adding power to the F-150, reliability was also extremely important. With this in mind, a J&S Electronics Knock Retard was wired in for full-time duty. The J&S unit is basically a smart detonation sensor which not only senses detonation, but also retards ignition timing to eliminate its presence.

Ready For Any Field Or Stream

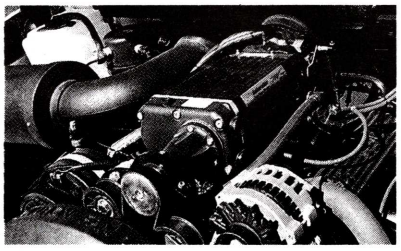
With the desire for power satisfied, attention next turned to the rest of the vehicle. To improve the vehicle's ride and road manners, Tokico shocks were teamed with Eibach custom springs up front and Flex-A-Form fiberglass rear springs. The Tokicos provided a better than stock ride while adding more vehicle control. Putting the new found power to the pavement, Firestone rubber was mounted on American Racing wheels. So that just about anything could be safely transported, a spray-on bedliner from Rhino Linings was laid down in the bed and a Taylor Built Truk 'n Trunk electric bed cover was installed. Up front, a Ramsey electric winch was bolted in for some "just in case" security. Since towing will be a good part of this truck's future occupation, a Draw-Tite hitch was utilized with Hayden transmission and engine oil coolers were added. Other notable additions include, Hella Auxiliary lights which improve nighttime visibility and VDO gauges provide engine vitals to the driver.

The first *Field & Stream* project vehicle was a Chevrolet K-1500 nicknamed "Project Battlewagon." With the addition of this F-150 to the stable, it now seems as though the staff of outdoor enthusiasts has discovered an interest in how they get to the outdoors. Only time will tell, if more project trucks lie in the future. As it now stands, the *Field & Stream* F-150 looks to be an agile performer

CHEVROLET/WHIPPLE SUPERCHARGER TEST

In this test, we used a Chevrolet C1500 with a 3.42:1 axle ratio and the 5.7 V-8. The truck was run in stock form, then a Whipple Autorotor supercharger was added. This system comes complete with transmission shift kit, modified computer module, high-flow air cleaner, high-pressure fuel pump, and all necessary hardware. We also added Borla headers and exhaust system to cope with the increased exhaust flow. Total price of the supercharger system was $3495, not including the exhaust system. We towed a Four Winns 238 Vista on a Four Winns trailer that weighed 5400 pounds. All tests were conducted over the same route.

The stock 5.7 V-8 does well when towing this weight...up to a point. The limiting factor for towing at its maximum 6000-pound tow rating is the 3.42:1 axle ratio. For towing anything 5000 pounds or less, it did well. Our objective with this truck was to get it to tow easily, with better performance and fuel economy.



We added the Whipple supercharger because of its low-speed performance characteristics. Many other superchargers don't begin working well until engine speeds get higher. We were very pleased with its towing ability, quietness, and smooth (not jarring) acceleration.

The Whipple Autorotor gave us 307 horsepower at 4500 rpm, compared with the stock 210 hp at 4000. What we were looking forward to, however, was the 405 lb.-ft. of torque at 2700 rpm, compared with the stock 300 at 2800 rpm. What was even more to our liking was that the torque curve was flat, which meant we would be at or near maximum pulling power from 2200 to 3400 rpm—a broad power range.

Towing up a 5 percent grade, we could leave it in Drive (third gear) and easily run at better than 50 mph with no strain and a lot of power in reserve. With the stock engine, at 50 mph on the same grade and in second gear, there wasn't much power left in reserve. On all other uphills, it was hard to keep the Whipple-charged engine at speeds below 60 mph.

Because the engine worked easily, towing acceleration and fuel economy were vastly improved. The nontowing fuel economy came out almost the same. I had expected it to be a bit better with the supercharger, simply because parasitic loss is less with a twin-screw Whipple than it is with other superchargers, but that was not the case.

CHEVROLET C1500 TEST RESULTS

ACCELERATION (seconds)	Stock	Super
0-55 (without trailer)	9.1	7.7
0-55 (with trailer)	19.0	16.4
40-60 (without trailer)	5.9	4.8
40-60 (with trailer)	16.1	12.3
FUEL ECONOMY (mpg)		
Highway (not towing)	21.3	21.0
Highway (flatland towing)	10.9	13.1
Highway (mountain towing)	8.8	9.8

Reprinted from *TRAILER BOAT MAGAZINE*
Performance results are essentially the same with Whipple-charged Chevrolet or Fords. The Ford 5.8 actually develops more power and torque than the 5.7 Chevrolet.

PERFORMANCE SUMMARY
(CHASSIS VS. ENGINE DYNO HP)

Rear wheel chassis dyno horsepower is approximately 25% LOWER than engine dyno horsepower which is used by Ford to rate their engines. For example: The truck in this article is rated at 200 HP. It develops around 160 HP on a chassis dyno (24% lEss - 200 vs. 160). The Kenne Bell Supercharged Truck developed 269 HP on the chassis dyno which converts to 335 HP engine horsepower. By comparison stock chassis torque is 232 vs. 500+ for the supercharged truck. In either case the Kenne Bell Supercharger alone is worth approx. 100 HP.

Kenne Bell now offers our own "Big Boy" 3" Exhaust System, Ram Air Kits and SWITCH CHIPS for Ford trucks.

KENNE BELL

FEATURES

- **50% AND UP HORSEPOWER AND TORQUE INCREASE** - *50% + increase depending on engine modifications and boost levels.*
- **FLAT TORQUE CURVE** - *More torque and HP throughout the rpm range for towing, pulling, passing and climbing.*
- **UNEQUALLED PULLING AND TOWING POWER (TRUCKS)** - *Over the entire RPM band.*
- **"INSTANT FULL BOOST" AT ANY RPM*** - *Example: Floor accelerator at any RPM in any gear up to 2000 RPM on a 5.0 and there's boost, and after 2000 it's FULL or MAXIMUM boost (5, 6 or 8 psi, depending on kit).*
- **NO "SUPERCHARGER OR TURBOCHARGER LAG" (SLOW BOOST BUILD UP)*** - *Boost is not totally dependent on RPM as with others. Therefore, no waiting for RPM to build up to get MAXIMUM boost.*
- **AUTOMATIC TRANS** - *Ford cars typically operate in a RPM range of 1600-5500 and trucks 1600-4500 *with torque converters that stall to around 2000 RPM. Higher boost levels at lower RPM develops more horsepower and torque so the Kenne Bell works better than any other kit with an automatic transmission.*
- **WORKS WITH STOCK GEARS** - *With all the additional torque and horsepower at low RPM, it is not necessary to install lower gears to "get the RPM up" to generate boost as with other kits. The Motor Trend Magazine '94 Mustang ran a 12.88/106.5 with 2.73 gears.*
- **NEW CAST ALUMINUM HI-FLO INTAKE AND OUTLET MANIFOLDS** - *Eliminates power robbing restrictive stock manifolds. Mustang kit will accept up to 70mm throttle bodies. Saves expense of enlarging stock 60mm opening.*
- **TWIN SCREW WHIPPLECHARGER** - *A real twin screw compressor like the pros use. Compresses and stores air charge in the supercharger - not the manifold. Discharges air based on throttle position.*
- **MOUNTS ON TOP OF ENGINE** - *At last, a kit that mounts the supercharger where it belongs.*
- **LOOKS FACTORY** - *Most professional looking kit on market. Only kit wherein all accessories remain in stock location.*
- **DRIVEABILITY** - *Vehicle runs and sounds essentially the same as stock - until you get on it.*
- **QUIET OPERATION** - *Whisper quiet / minimum friction design.*
- **INTERNALLY LUBRICATED** - *No external oil lines and pumps required. No added oil filters. No punching drain holes in your oil pan or valve covers. No boiling supercharger oil.*
- **SELF CONTAINED - SAFE LUBRICATION** - *No danger of damaging supercharger with contaminated engine oil or vice versa. Whipplecharger uses only a small bottle of good ol' differential oil.*
- **SELF COOLED** - *No external oil coolers are needed. Won't heat up engine oil because it doesn't use the engine oil.*
- **LOW AIR CHARGE TEMPERATURE** - *More horsepower from cooler denser air charge than Roots type at WOT.*
- **LOWEST PARASITIC LOSS** - *Supercharger can be spun easily by hand. Less drag means your engine develops more horsepower and torque. Rotors do not contact each other or the case. They "float" on lifetime sealed bearings.*
- **HIGH VOLUMETRIC EFFICIENCY (VE)** - *VE is how efficiently a supercharger pumps air and how much leakage occurs. Whipplecharger is approximately 88% vs. 60% for Roots type.*
- **HIGH ADIABATIC EFFICIENCY (AE)** - *AE is simply the difference in inlet air temperature vs. supercharger outlet temperature (charge) to the engine. Whipplecharger is 85% AE vs. 50% for most Roots type. This equates to more air at a cooler temperature.*
- **LOWER RPM** - *Spins approximately 33% or less than others at any RPM.*
- **PULLEY ADAPTABLE** - *Can be used with aftermarket underdrive water pump and alternator pulleys. Must use stock crank pulley.*
- **LONG LIFE / LOW MAINTENANCE** - *Low friction. Sealed bearings. No scraping of parts. Self contained lubrication.*
- **NO INTERNAL ENGINE MODS REQUIRED**
- **NO COSTLY BYPASS VALVES REQUIRED**
- **SINGLE BELT - LESS COMPLICATED** - *Same belt that drives accessories is used to drive Whipplecharger as rotational torque to spin supercharger is so low. Uses all stock pulleys.*
- **UNCOMPLICATED KIT DESIGN** - *Remove the throttle body/EGR plate and upper intake manifold, and the assembly drops in place.*
- **EASY AND ECONOMIC INSTALLATION** - *Lower installation labor cost. Installs in 2-3 hours (half the time of others) with simple hand tools.*

5.0 example. See graph comparison.

- **NO ACCESSORIES TO RELOCATE** - *Not necessary to relocate the MAF sensor, alternator, air intake box, air pump, fuel line brackets, radiator hose, etc. as with other kits. All accessories remain in factory location.*
- **RAM AIR OPTION** - *Kit uses stock filter assembly, but adaptable to the number one selling Kenne Bell Ram Air Kit, which adds up to 25 HP over the stock air cleaner arrangement. Mustang applications (1986-'95).*
- **BOOST GAUGE TAPS** - *Tapped and plugged outlets are supplied for optional boost or vacuum gauge connections.*
- **COMPLETE KIT** - *All hardware, billet brackets, belt, clamps, gaskets and bolts included with Kenne Bell supercharger assembly. No extras.*
- **WARRANTY** - *Warranted for twelve months against defects in materials and workmanship.*
- **ENGINEERING EXPERTISE** - *Developed by Kenne Bell with the assistance of an RPM Inc. On Board Data Acquisition System that monitors all vehicle functions, (temperatures, boost, speed, RPM etc.).*
- **TECHNICAL SUPPORT** - *Back up support by Kenne Bell, a company well recognized and experienced in the hi-tech performance field, and always on the cutting edge of performance technology, as evidenced by our past racing successes with the turbocharged Buicks and Syclones.*
- **RELATED PRODUCTS** - *Kenne Bell has the products to optimize your application with the ultimate COMBINATION. Headers, exhaust, cams, rocker arms, heads, fuel pumps, injectors, billet regulators, ram air kits, traction bars, ignition wires, filters etc. are all designed to perform in harmony with your Kenne Bell Whipplecharger as you upgrade performance.*
- **POTENTIAL** - *The Kenne Bell Whipplechargers aren't mechanically limited to 9, 10 or 11 psi. 15 psi and higher boost levels are attainable. You're not locked in or limited with our superchargers. There isn't just one size or configuration. Always consult us on higher boost levels, special racing and towing applications or upgrades.*
- **COMMITMENT** - *Kenne Bell is unique in that we do not just sell kits. We are totally involved in mild street, towing, off road and all-out performance with our own, or sponsored trucks. We know what's happening with trucks.*
- **50 STATE LEGAL** - *CARB E.O. NO D-217-5 (trucks) D-271-6 (cars).*

TOWING

Fuel economy and other engine characteristics are unchanged until additional power and torque is demanded. At any vehicle towing speed or RPM the supercharger boost is there, willing and ready, when needed to increase speed and pulling power in uphill, flat or downhill situations.
Note: As the accelerator is depressed the truck engine automatically senses when boost (power and torque) is required. The Whipplecharger supercharger design is responsible for the broad flat torque curve.

ACCELERATION

Vastly improved by up to 1.4 seconds in 0-60 mph times and 11 mph and 2.0 seconds in the 1/4 mile (see comparison).
Note: With the mere addition of the Kenne Bell Whipplecharger Kit, the Ford F150 accelerates faster and quicker than ANY current production truck - even the two wheel drive Chevy 454SS, the Dodge V10 and the Ford 5.8 Lightning high performance sport trucks - until, of course, you install a Whipplecharger on the Lightning.

PERFORMANCE COMPARISON STOCK TRUCKS vs. KENNE BELL SUPERCHARGED 5.8 4WD (FOUR WHEEL DRIVE*)

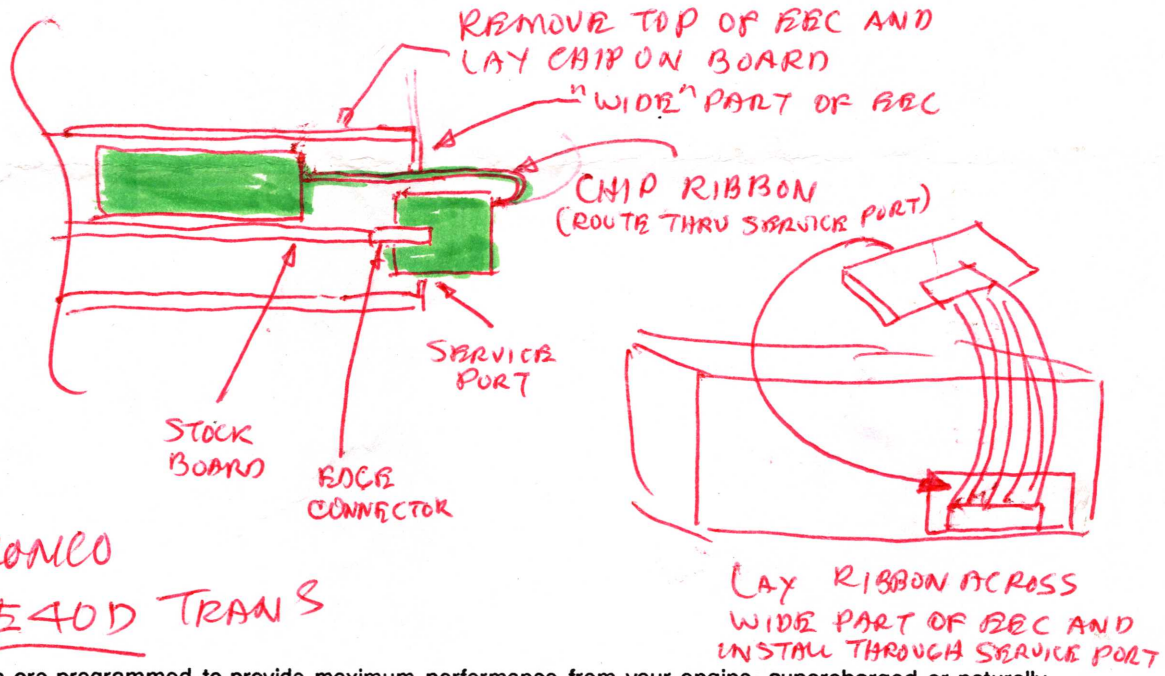
TRUCK/ENGINE	TYPE	HP	TORQUE	0-60	1/4 MILE ET / SPEED
FORD 5.0	2WD	180	270 / 2400	9.6	17.0 / 77.6
FORD 5.0 KB SUPERCHARGED*	***2WD***	***285***	***380 / 2500***	***7.1***	***15.0 / 88.6***
FORD 5.8*	4WD	200	310 / 2800	9.5	16.9 / 78.7
FORD 5.8 KB SUPERCHARGED*	***4WD***	***303***	***500 / 2500***	***7.0***	***14.9 / 90.1***
FORD LIGHTNING 5.8**	2WD	240	340 / 3200	7.2	15.6 / 87.4
FORD LIGHTNING 5.8 KB SUPRCHRGD	***2WD***	***345***	***460***		***14.4 / 99.0***
DODGE RAM 8.0 (V10)**	2WD	300	450 / 2400	7.9	16.3 / 84.9
CHEVY454SS (7.4)**	2WD	255	405 / 2400	7.2	15.8 / 84.7

*NOTE: Test truck was a fully loaded stock 5.8 four wheel drive (4WD) 1994 Ford and a 1994 lightning with 8 psi kits. 4WD trucks are considerably heavier than their 2WD counterparts therefore 1/4 mile and 0-60' performance would be even better with a 2WD truck.
**NOTE: Times for the 3 fastest and quickest factory production two wheel drive (2WD) trucks taken from actual Motor Trend Magazine Road Tests.

KENNE BELL

CHIP INSTALLATION INSTRUCTIONS

5.0 / 5.8 / 4.6 BRONCO AND TRUCKS



Kenne Bell Computer Chips are programmed to provide maximum performance from your engine, supercharged or naturally aspirated. "E" (Electronic) Series Transmissions are also re-calibrated for improved shift feel under hard acceleration (1/3 throttle and more) while maintaining the "soft shift" feel during normal driving.

1. Turn the ignition off and disconnect the battery cable.
2. Remove the EEC computer which is located in the driver's side lower firewall.
3. Take the EEC box apart and remove the top.
4. '94 and later - the plastic coating on the edge connector of the EEC (where the chip plugs in) MUST BE REMOVED. Also remove any grease with brake cleaner.
5. Remove the top of the EEC and lay the chip inside the EEC.
6. Route the chip connector through the service port and connect it to the EEC edge connector with the ribbon and chip pointing to the top of the EEC.

NOTE: The chip will install either way on the edge connector. Be absolutely sure the ribbon points across the wide part of the EEC and toward the EEC top as shown.

7. DO NOT re-install the EEC yet. Start engine to be sure engine runs O.K. If it doesn't, re-check the edge connector for plastic or grease.
8. Now re-install the EEC.

CAUTION - Fuel octane will vary from area to area. Listen for any detonation or ping at full throttle. This can seriously damage your engine. If any detonation is heard, GET OFF THE THROTTLE IMMEDIATELY AND STAY OUT OF IT. Consult your dealer or Kenne Bell.