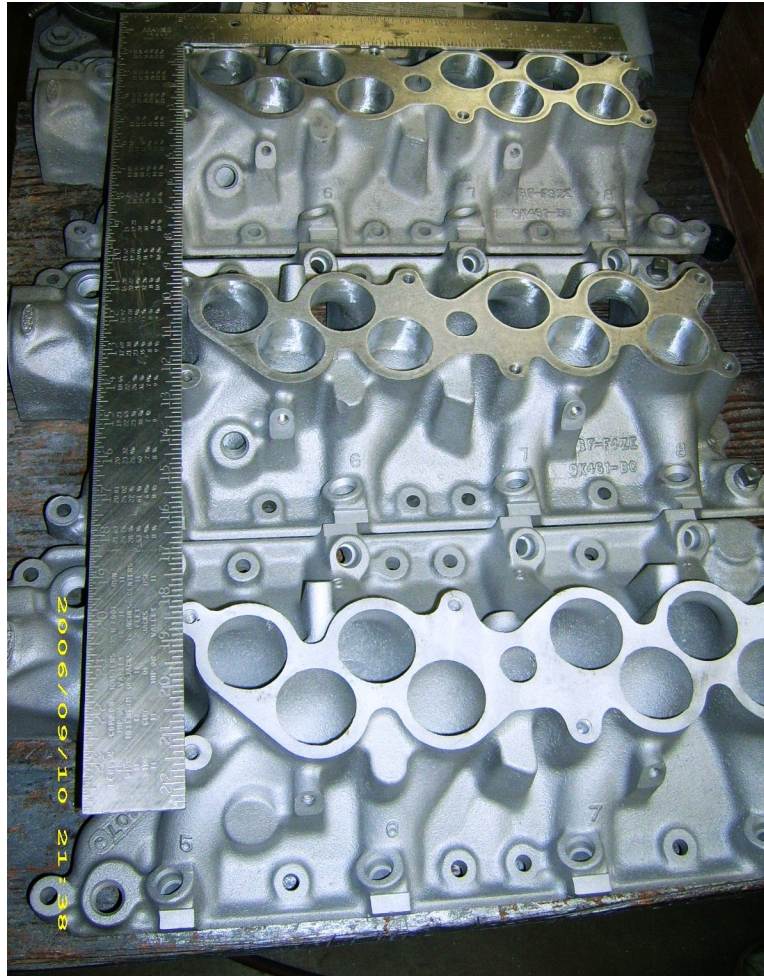


GT40 Lower Intakes & Kenne Bell Blowers

If you own or plan to purchase a Kenne Bell blower you need to know an important fact about which GT40/Cobra/Explorer lower intakes will work and which will be problematic. I had heard that Kenne Bell had been warning people the Explorer lower intakes would not work with their blowers. It didn't make sense to us at the time because we had ported probably close to 1,000 of them and had never noticed any difference in them. So, we decided to dig in and do some measurements. If there was an alignment issue with the pulley on the KB with the rest of the accessories, we thought it must be with the upper intake mounting bolt hole positioning that moved it forward or backward, so we aligned the intakes using the thermostat housing face and measured the front mounting holes of all 3 styles with a square across them to see if there was any variance – there was none, see the below picture.



Ok, so if there is anything to this the mounting holes HAVE to be off in some way, so the other thing that came to mind was the lower intake mounting holes. What we did here was to put bolts in the upper front mounting holes and drop a square over the edge and then measure to the front lower head mounting bolt for all three styles. BINGO – we found the issue. Seems the Explorer lower castings had their upper-to-lower mounting bolt holes moved 1/8" forward in the pattern making and casting process. See the picture below. This causes the KB pulley to be off about 1 rib on the blower belt and leads to throwing the belt. So, you will need to use any GT40 style lower that uses an F2 (GT40) with the part number found on the front water cross over, F3 (93 Cobra) or F4 (SN Cobra) both part numbers found cast into the driver side of the lower intake. Stay away from lowers that have the part number including F8 found cast into the water cross over as those are the Explorer lowers that have the alignment issue.



I put two upper bolts in the front holes to hold the square true in the vertical and aligned the same on both intakes with the square held tight against the two bolts and pulled up against the side of the lower we then put a ruler down and measured forward to the center of the front mount hole. This pic shows the F3ZE which comes in right at the 3" mark on the ruler. The Explorer F8KE came in at $2 \frac{7}{8}$ ". Note - the ruler was put in there from the 6" end, not the 1" to keep the US inch side nearest the hole, so the dimensions are actually the 3" and $2 \frac{7}{8}$ ".