SUPER CHEVY

THE #1 CHEVROLET ENTHUSIAST MAGAZINE

SUPERCHARGE IT

WE SHOW YOU HOW

TRAILBLAZER SS
INSTALL & TEST

PICKING THE
RIGHT BLOWER

BULLETPROOF
SHORT-BLOCK

V-8
ENGINE HISTORY
—1962-'65

'62 409
QUICKEST 4-SPEED STRIPPER

MORE **GREAT TECH!**

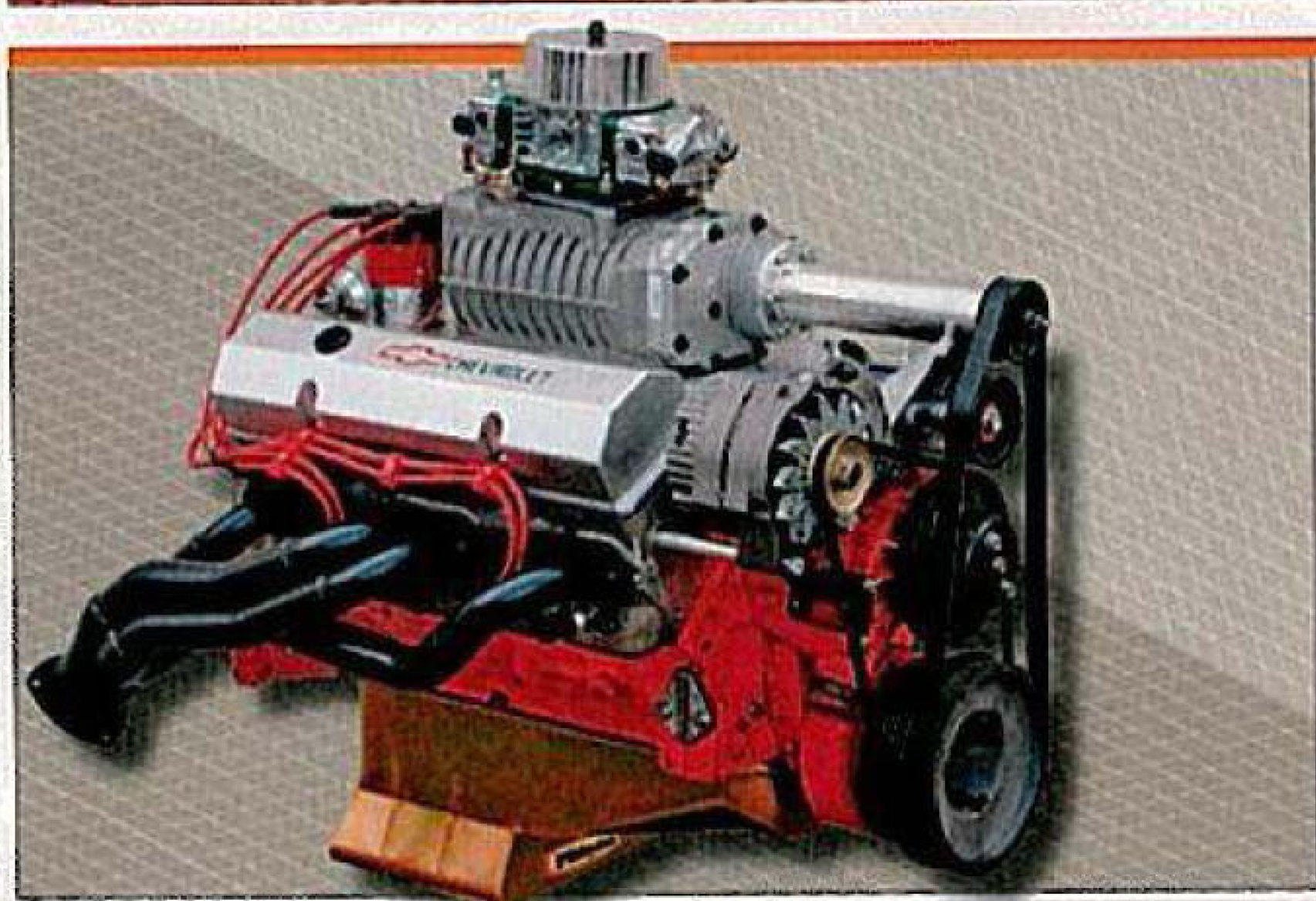
HOT 650HP

DEM'S DA

$5.99 AUGUST 2008 VOLUME 37, NO. 08

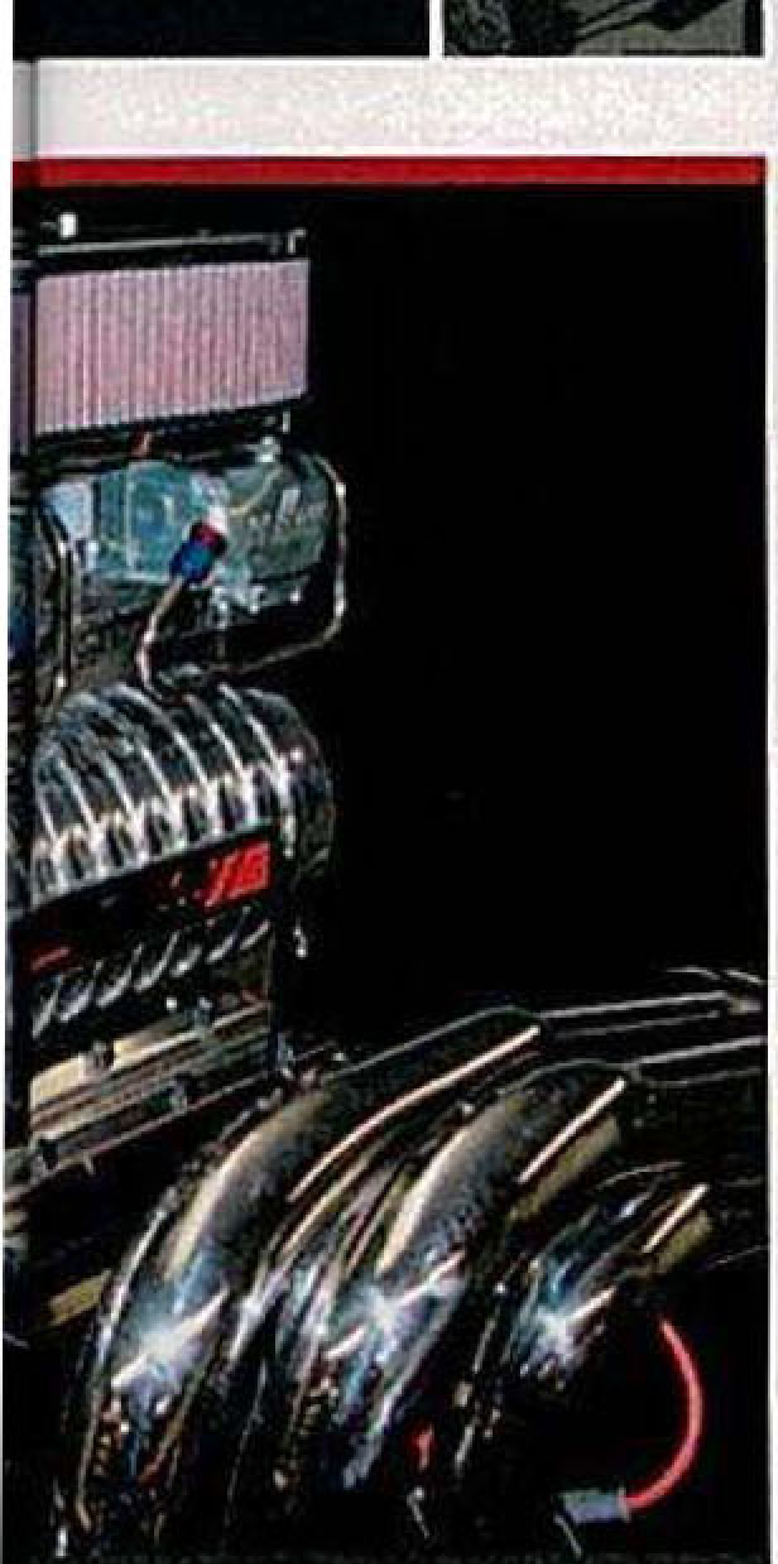
08

Another way to cool the intake charge is through "chemical intercooling," like what's offered by Snow Performance. Its Boost-Cooler water/methanol injection systems help suppress detonation so more power-producing boost and timing can be used. Water, with its high latent heat of vaporization, cools the intake charge and combustion. Methanol cools the charge and combustion, but also acts like an extremely high-octane fuel as well as adding more oxygen to the combustion.



For those who like to kick it old school, Magnuson offers this slick Gen 1 Classic unit. And while the name may say classic, the internals are top-shelf Eaton Gen V components. Unlike Magnuson's other blowers that push air along the axis of the rotors, this unit draws atmosphere down through the carb and into the intake more like a traditional Roots blower.

Even today, the Roots-type blower is still the way to go in the top drag racing classes. When bolted on top of a huge-cubic-inch engine, the sky's the limit in regard to power, with 8,000 horsepower not being uncommon. At that power level it can take around 500 hp to spin the blower when it's making maximum boost.



supercharger. The PSI on a little 385ci engine made 1,260 horsepower on alcohol at 28 pounds of boost. This was the same power as a 14-71 unit made on a 552 cubed engine running 36 psi. Not only that, the outlet temp was a comparatively frosty 85 degrees compared to 150 degrees for the 14-71. It was all sunshine and rainbows until the NHRA banned the PSI in Top Fuel. The PSI, and the new larger Whipple screw compressors, did find a home in Top Alcohol drag racing, where they have become standard fare.

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