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Engine Dynamometer Dyno Test Check List

- **No starter.** The starter is built in so there is no need for a bellhousing or starter.
- **No oil in engine.** The dyno has an electric pre-lube oil pump built in. This pump takes suction from an adapter fitting that replaces the oil pan plug. The oil goes through a remote oil filter, then pre-lubes the engine, before every start.
- **No coolant in engine.** The water jacket drain plugs should be left loose, we use fittings that help fill and drain the coolant. No pulleys or belts needed on water pump.
- **No thermostat.** The engine water temperature is controlled by the dyno coolant system.
- **No motor mounts.** We use a plate that bolts on the back of the engine and custom front mounts.
- **NAPA Gold 1515 oil filters.** The remote oil filter takes a NAPA 1515 or equivalent. Normally the filter is cut open after a flat tappet cam break-in, or after a few tests, to check for metal.
- **Engine oil.** Bring the engine oil of your choice, and enough for an oil change after cam break-in.
- **Fuel.** Bring a jug or two of the fuel you plan to run in the engine.
- **Clutch type flywheel.** We have adapter plates that bolt on the clutch flywheel like a pressure plate, the driveshaft from the water brake bolts to that plate. I have a bunch of flywheels for Ford, Dodge, and Chevy, in external and internal balance. Please ask.
- **Headers or manifolds.** If manifolds bring a 4" or so pipe bent to fit the dyno. I have some dyno headers for Dodge, Ford, and SBC. I have header collector adapters with O2 bungs for the A/F ratio meter. If you bring head pipes for cast manifolds weld an O2 bung into the head pipe on the left side. It should aim to the top/outside of the engine.
- Be sure to review the pictures on the next few pages, and contact me with any further questions.

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