



DYNAMOMETER TEST SHEET

CUSTOMER & ENGINE DATA

<u>Date:</u>	<u>11.09.20</u>	<u>Customer:</u>	<u></u>
<u>Work order:</u>	<u>3271</u>	<u>Engine:</u>	<u>Bentley 4-cyl, 3.0-liter</u>
<u>Engine type:</u>	<u>Bentley</u>	<u>Built by:</u>	<u>Rebuilt, RFRE</u>
<u>Start time:</u>	<u>481.1</u>	<u>Finish time:</u>	<u>484.7</u>
<u>Total hours:</u>	<u>3.6</u>	<u>Test engineer(s):</u>	<u>Ryan & Erik</u>

ENGINE SPECIFICATIONS

<u>Bore:</u>	<u>3.235"</u>	<u>Stroke:</u>	<u>5.870"</u>
<u>Displacement:</u>	<u>183cid - 3.0-liter</u>	<u>Compression:</u>	<u>4.3 : 1</u>
<u>Fuel Injection:</u>	<u>N / A</u>	<u>Specifics:</u>	<u></u>
<u>Carburetion:</u>	<u>Dual SU</u>	<u>Jetting:</u>	<u>Main: OEM Idle: OEM Air: N/A</u>
<u>Fuel pump:</u>	<u>Dyno</u>	<u>Fuel pressure:</u>	<u>2 - 3psi</u>
<u>Ignition:</u>	<u>Twin magneto</u>	<u>Advance:</u>	<u>45-degrees</u>
<u>Spark plugs:</u>	<u>Champion D16</u>	<u>Gap:</u>	<u>0.025"</u>
<u>Oil:</u>	<u>Valvoline VR-1 20W-59 High Zinc</u>	<u>Fuel:</u>	<u>87 octane street fuel</u>

COMMENTS: After the first forty minutes of break-in on the dyno, the water pump was removed and the drive gears were inspected. Gears looked good, water pump was re-installed and power run was performed and completed.