THE EXTRA MILE

Engine Building and Power Techniques

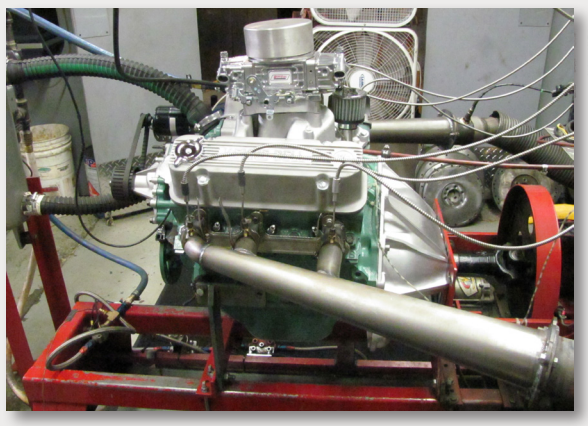
BY SCOTT SEHR

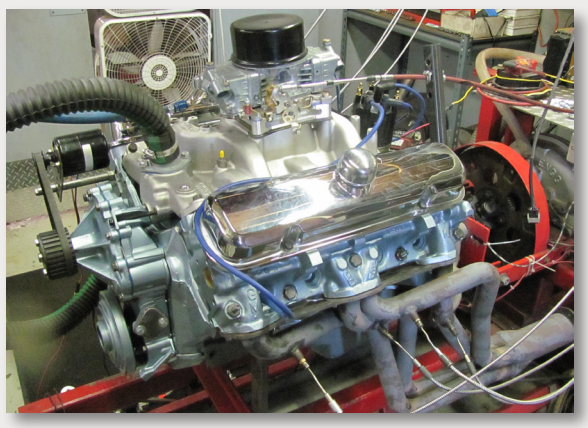
Sehr PERFORMANCE MACHINE

Absolutely, The Most Motor For Your Money! Guaranteed

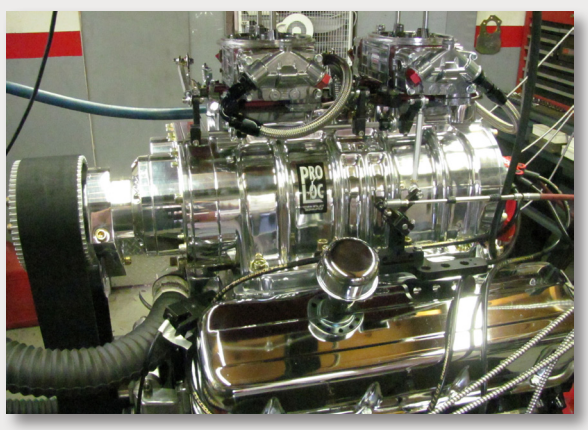
Taking Care Of Your Dyno Tuned Engine

Your dyno tuned performance engine is the product of many hours of engineering, machining, assembly, and tuning. It is critical that your hot rod engine is well looked after so it will continue to perform up to your expectations. Factory tuned, low horsepower engines will run hundreds of thousands of miles with very little maintenance and care. Higher horsepower hot rod engines require more care and maintenance to continue functioning at their levels of performance. Our dyno cell is a controlled environment, we have a controlled power supply to our ignition system, a controlled engine cooling tower, and full controlled fuel system. These are a few things that are out of our control once the engine is installed in the vehicle. If the ignition power, coolant system or fuel system are not up to the task of providing adequate and stable conditions that meet the engine requirements performance and reliability will suffer. We have seen occasions when ignition voltage was low and the engine harder starting it was not able to burn the fuel efficiently giving a false rich condition and reduced performance. The fuel system for your new ride must be spotlessly clean and free from debris or it will restrict fuel flow and your tune resulting in performance loss and possible damage. Another often overlooked system, is the engine cooling system. More than once we have seen a serpentine belt system installed that requires a reverse flow water pump and we hear that something is wrong with the engine and the culprit is a water pump running in the wrong direction and unable to move water and the engine overheats. Higher horsepower engines also create more heat quicker so a larger radiator and more CFM of air must be driven through the radiator to cool the engine. You wouldn't accept a new car if you knew it included a 40 year old fuel or cooling system or wiring that is so old that the insulation is cracked and missing in some of those places you just can't see, right? Why do that to your new engine?





Your engine will let you know if something is amiss. Make sure all of your engine gauges are functioning and accurate, then all you need to do is pay attention. Your performance engine functions at a higher level than the average factory automobile and will require oil changes and service on a more frequent basis. This means things like spark plugs and valve springs should be looked at as well. If there are any concerns or questions; talk to your machinist after all he is the guy that knows your engine from the inside out. Advice is free, repairs are not.



I put hours of engineering, machining, assembly, and tuning into every engine that I build so my customers can get all of

"THE EXTRA MILES"

out of their build.

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