

# REQUEST FOR FLOW TEST AND CALIBRATION OF FUEL INJECTION UNIT

## Kinsler Fuel Injection

PLEASE PRINT

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Troy, Michigan 48084 USA  
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- 1) Owners name: \_\_\_\_\_ Date: \_\_\_\_\_  
It is **important** to have the owner's name. All flow data is filed under the owners name and the date the system is flowed.
- 2) Return to: Name /Company: \_\_\_\_\_  
Street: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Country: \_\_\_\_\_ ZIP: \_\_\_\_\_
- 3) Phone (area code) and number: Work: ( \_\_\_\_\_ ) \_\_\_\_\_  
Home: ( \_\_\_\_\_ ) \_\_\_\_\_ Fax: ( \_\_\_\_\_ ) \_\_\_\_\_ Email: \_\_\_\_\_
- 4) Date you will need unit: \_\_\_\_\_ Note: If this is to be a priority air freight shipment, call before sending unit. Fast delivery may be available at special time and a half labor rates.
- 5) If flow tested by us previously: Owner's name \_\_\_\_\_ Flow test date \_\_\_\_\_
- 6) Make of unit: \_\_\_\_\_ Throttle bore size: \_\_\_\_\_
- 7) Where will your throttle linkage attach to the manifold: \_\_\_\_\_
- 8) If the unit was run on the engine specified, leave the jet in the jet can that it ran best with and record the following information: Main jet diameter: \_\_\_\_\_ Secondary pressure: \_\_\_\_\_  
High speed pressure setting: \_\_\_\_\_ Highspeed jet size: \_\_\_\_\_ Barrel valve leakage: \_\_\_\_\_
- 9) Type of fuel: \_\_\_\_\_ If Nitro, percentage: \_\_\_\_\_
- 10) Type of Racing: \_\_\_\_\_ Drag Race: Track 1/8 / 1/4 mile Class: \_\_\_\_\_ Asphalt / Sand Past ET: \_\_\_\_\_ MPH: \_\_\_\_\_  
\_\_\_\_\_ Oval Track: Track length \_\_\_\_\_ Class: \_\_\_\_\_ Asphalt / Dirt  
\_\_\_\_\_ Road Racing: Class: \_\_\_\_\_ Car make & style: \_\_\_\_\_  
\_\_\_\_\_ Pulling: Tractor / Truck 2 / 4 WD Class: \_\_\_\_\_  
\_\_\_\_\_ Boat: Hull style: \_\_\_\_\_ Drive style: \_\_\_\_\_ Class: \_\_\_\_\_
- 11) Approximate altitude (actual elevation) vehicle will operate at: \_\_\_\_\_
- 12) Weight of vehicle: \_\_\_\_\_
- 13) Type of transmission: \_\_\_\_\_ Style of converter or clutch: \_\_\_\_\_ Stall Speed: \_\_\_\_\_  
Trans Brake: \_\_\_\_\_ If drag race, do you stage the vehicle from wide open throttle with the brake or rev. limiter: \_\_\_\_\_  
Min. Operating RPM seen under racing conditions: \_\_\_\_\_
- 14) Type and style of ignition/distributor: \_\_\_\_\_
- 15) Fuel tank/cell location: \_\_\_\_\_
- 16) Do you run water in the block: \_\_\_\_\_ In the heads: \_\_\_\_\_

17) Engine Make: \_\_\_\_\_ Cylinder head make and model: \_\_\_\_\_ # of cylinders: \_\_\_\_\_  
 Actual cubic inches: \_\_\_\_\_ Comp. Ratio: \_\_\_\_\_ Min. & Max. RPM: \_\_\_\_\_ / \_\_\_\_\_  
 Bore: \_\_\_\_\_ Stroke: \_\_\_\_\_ Deck height: \_\_\_\_\_ Connecting Rod length: \_\_\_\_\_  
 Piston rings (circle type): Standard tension , Low tension, Gapless Crankcase windage: Std., Low, Dry sump  
 Camshaft specifications: Hydraulic / Mechanical / Roller: \_\_\_\_\_ Rocker ratio: \_\_\_\_\_ INT \_\_\_\_\_ EX  
 Duration advertised: \_\_\_\_\_ INT \_\_\_\_\_ EX Duration @ .050" lift: \_\_\_\_\_ INT \_\_\_\_\_ EX  
 Lobe lift: \_\_\_\_\_" INT \_\_\_\_\_" EX Valve Lash: \_\_\_\_\_ INT \_\_\_\_\_ EX  
 Lobe separation: \_\_\_\_\_ Intake lobe installed position: \_\_\_\_\_

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**INFORMATION NEEDED BY KINSLER TO COMPUTER MODEL YOUR ENGINE**

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Cylinder head flow with intake: \_\_\_\_\_ CFM @ \_\_\_\_\_ inches of water Intake manifold runner length: \_\_\_\_\_  
 Intake valve dia.: \_\_\_\_\_ Head intake port length: \_\_\_\_\_ Port dimensions or volume: \_\_\_\_\_  
**Note: If you have CFM information at every .100" please provide the flow numbers on a separate sheet.**  
 Head intake port flow \_\_\_\_\_ CFM @ .500" or .550" valve lift (circle which one) @ \_\_\_\_\_ inches of water  
 Head exhaust valve dia.: \_\_\_\_\_ Head exhaust port length: \_\_\_\_\_ Port dimensions or volume: \_\_\_\_\_  
 Head exhaust port flow \_\_\_\_\_ CFM @ .400" or .450" valve lift (circle which one) @ \_\_\_\_\_ inches of water  
 Header style: \_\_\_\_\_ Primary tube inside diameter: \_\_\_\_\_ Primary tube length: \_\_\_\_\_  
 (If stepped header) Secondary tube inside diameter: \_\_\_\_\_ Secondary tube length: \_\_\_\_\_  
 Collector length: \_\_\_\_\_ Collector tube inside diameter: \_\_\_\_\_ Mufflers: \_\_\_\_\_

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18) If Blown: Blower size: \_\_\_\_\_ Drive ratio: \_\_\_\_\_ Max. Boost: \_\_\_\_\_  
 Intercooled: \_\_\_\_\_ Anticipated Charge Air Temp: \_\_\_\_\_

19) Nitrous oxide: Specify enrichment fuel for nitrous: \_\_\_\_\_ (gasoline/methanol) H.P. rating of system: \_\_\_\_\_

- 20) Send to us:
- a) Manifold assembly with nozzle hoses and nozzles.
  - b) Fuel pump; leave the fittings in it. **Pump drive is not needed unless service work is required.**
  - c) Jet cans, high speed by-pass, shut-off and fuel filter. (leave by-pass valves with jets in them as specified in step #8)

**Do Not Send:** Fuel tank or general plumbing hoses.  
 Ramtubes, but do make a note of their length: \_\_\_\_\_ "  
 Front cover, drive spud, pump pulley-drive assembly, (unless service work is required on these items).

**Do Not Put Tape** over any fittings.....it turns to goo !!!

- 21) Wrap the unit very carefully in crumpled up newspapers; at least three inches all around the unit.
- 22) UPS is the best method of shipping. Truck or Air Freight is O.K.  
 Please insure your equipment for the proper replacement value. **Do Not Ship by Bus.**

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ADDITIONAL COMMENTS: