

RACE 1

Verification Procedure for Factory Sealed Engines

1. Factory seal inspection
 - a. All factory seals must be (in our opinion) untampered with and in good condition
2. Camshaft Verification
 - a. Lift
 - b. Duration
 - c. Cam Timing
3. Lifter inspection
4. Bore scope
 - a. Intake manifold
 - b. intake runner
 - c. piston
5. P&G Cubic inch test
6. Compression test
 - a. Compression will be tested with a whistler
7. Verify all unsealed components
 - a. Valve spring
 - b. Keepers
 - c. Retainers
 - d. Valve seals
 - e. Valve spring installed height
 - f. Push rod
 - g. Rocker arm complete
 - h. Valve covers
 - i. Harmonic Balancer
 - j. Exhaust port of cylinder head

Final verification will be a dyno test with a spec fuel and using all test components i.e., Carb, headers, etc.

Rebuilt engines carrying a **recognized seal with proper documentation** will be considered a "factory" seal and will be verified in the same manner.

NOTE: IF any factory seals appear tampered with, counterfeit, or missing a teardown will be required for verification.