

AIR BRAKE AND EEC KIT INSTALLATION GUIDE

For Model 200i/250i and 200iP/250iP Motorcycle Dynamometers

©2005 Dynojet Research, Inc. All Rights Reserved.

Air Brake and EEC Kit Installation Guide for Model 200i/250i and 200iP/250iP Motorcycle Dynamometers

This manual is copyrighted by Dynojet Research, Inc., hereafter referred to as Dynojet, and all rights are reserved. This manual, as well as the software described in it, is furnished under license and may only be used or copied in accordance with the terms of such license. This manual is furnished for informational use only, is subject to change without notice, and should not be construed as a commitment by Dynojet. Dynojet assumes no responsibility or liability for any error or inaccuracies that may appear in this manual. Except as permitted by such license, no part of this manual may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, recording, or otherwise, without the prior written permission of Dynojet.

The Dynojet logo is a trademark of Dynojet Research, Inc.

Any trademarks, trade names, service marks, or service names owned or registered by any other company and used in this guide are the property of their respective companies.

Dynojet Research, Inc., 2191 Mendenhall Drive, North Las Vegas, Nevada 89081, USA.

Printed in USA.

Part Number: 98123114 Version 01 (12/05)



TABLE OF CONTENTS

Air Brake and EEC Kit Installation

Introduction	2
Conventions Used In This Manual	2
Technical Support	2
Air Brake	3
Removing the Drum Module Hood, Side Drum Cover, Center Panel, and Tire Carriage	3
Removing the Pit Cover Plate and Upright Brace	7
Installing the Air Brake Assembly	10
Routing the Air Brake Cable	14
Connecting the Shop Air—200i/250i	15
Connecting the Shop Air—200iP/250iP	16
Adjusting the Brake Pad Clearance	17
Final Adjustments and Tests—200i/250i	19
Final Adjustments and Tests—200iP/250iP	19
EEC Finger Guards—200i/250i	20
Installing the EEC Finger Guards	20
Adjusting the EEC Finger Guards	22
EEC Finger Guards—200iP/250iP	23
Installing the EEC Finger Guards	23
Adjusting the EEC Finger Guards	28
Door Safety Switch	29
Installing the Door Safety Switch—200i/250i	29
Installing the Door Safety Switch—200iP/250iP	31
Replacing the Drum Module Hood, Side Drum Cover, Center Panel, and Tire Carriage—200i/250i	33
Replacing Pit Cover Plates and Upright Brace—200iP/250iP	34





AIR BRAKE AND EEC KIT INSTALLATION

This document provides instructions for installing the air brake and EEC Kit to the model 200i/250i and 200iP/250iP motorcycle dynamometer (dyno). This document will walk you through installing the air brake assembly, EEC finger guards, and door safety switch. To ensure safety and accuracy in the procedures, perform the procedures as they are described.

Document Part Number: 98123114

Version 1

Last Updated: 12-05-05





INTRODUCTION

The EEC Kit with Brake package consists of the EEC finger guards, air brake assembly, and door safety switch. The air brake can also be purchased separately. The EEC finger guards are a valuable safety device that allow you to regulate the distance between the dyno chassis and the drum; the air brake quickly slows the drum's rotation and locks it for loading and unloading motorcycles; and the door safety switch provides an added safety measure by automatically activating the dyno's air brake when it is triggered.

For more detailed information on the 200i/250i and 200iP/250iP motorcycle dynos, refer to the Installation Guide for Model 200i/250i Motorcycle Dynamometers (P/N 98220104) or the Installation Guide for Model 200iP/250iP Motorcycle Pit Dynamometers (P/N 98229103).

CONVENTIONS USED IN THIS MANUAL

The conventions used in this manual are designed to protect both the user and the equipment.

example of convention

description



The Warning icon indicates potential harm to the person performing a procedure and/or the dynamometer equipment.



The Caution icon indicates a potential hazard to the dynamometer equipment. Follow all procedures exactly as they are described and use care when performing all procedures.

TECHNICAL SUPPORT

For assistance, please contact Dynojet Technical Support at 1-800-992-3525, or write to Dynojet Research at 2191 Mendenhall Drive, North Las Vegas, NV 89081.

Visit us on the World Wide Web at www.dynojet.com where Dynojet provides state of the art technical support, on-line shopping, 3D visualizations, and press releases about our latest product line.





AIR BRAKE

The air brake is an electro-pneumatic braking system which quickly slows the drum after a run and locks it from turning. The air brake includes the brake rotor, air brake assembly, and the brake bracket and is easily installed onto the dyno. Use the following instructions to install your air brake.

REMOVING THE DRUM MODULE HOOD, SIDE DRUM COVER, CENTER PANEL, AND TIRE CARRIAGE

The following instructions are for model 200i/250i dynos. Refer to “Removing the Pit Cover Plate and Upright Brace” on page 7 for model 200iP/250iP dynos.

CAUTION

Dynojet recommends using a T30 Torx driver (Snap-On PFTx30E) to remove the 1/4-inch screws. For dynos with serial numbers lower than 2030152, Dynojet recommends using a hardened 5/32-inch hex driver (such as Snap-On FA5E). A standard allen key may round off in the shallow screw head.

WARNING

Never operate the dynamometer with the drum module hood removed.

- 1 Turn off the dyno and disconnect the AC power cord from its power source. Refer to the Installation Guide for Model 200i and 250i Motorcycle Dynamometers (P/N 98220104) for more information.
- 2 Remove the eight 1/4-20 x 5/8-inch pan head screws securing the drum module hood to the dyno and set aside.
- 3 Remove the drum module hood and set aside.

Note: For clarity, the retarder and carriage are not shown.

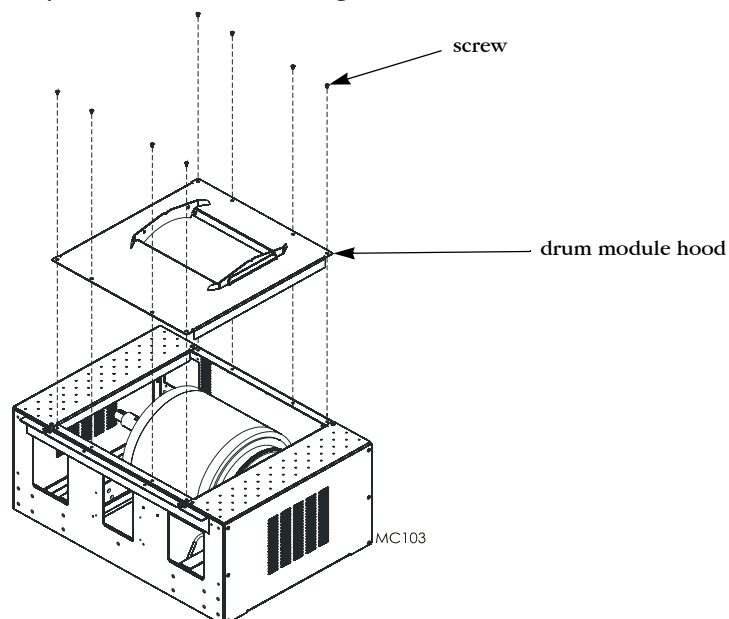


Figure 1: Removing the Drum Module Hood



- 4 Remove the six 1/4-20 x 5/8-inch pan head screws securing the right side drum cover to the dyno and set aside.
- 5 Remove the two 1/4-20 x 5/8-inch pan head screws securing the top of the right side drum cover to the dyno and set aside.
- 6 Remove the right side drum cover.

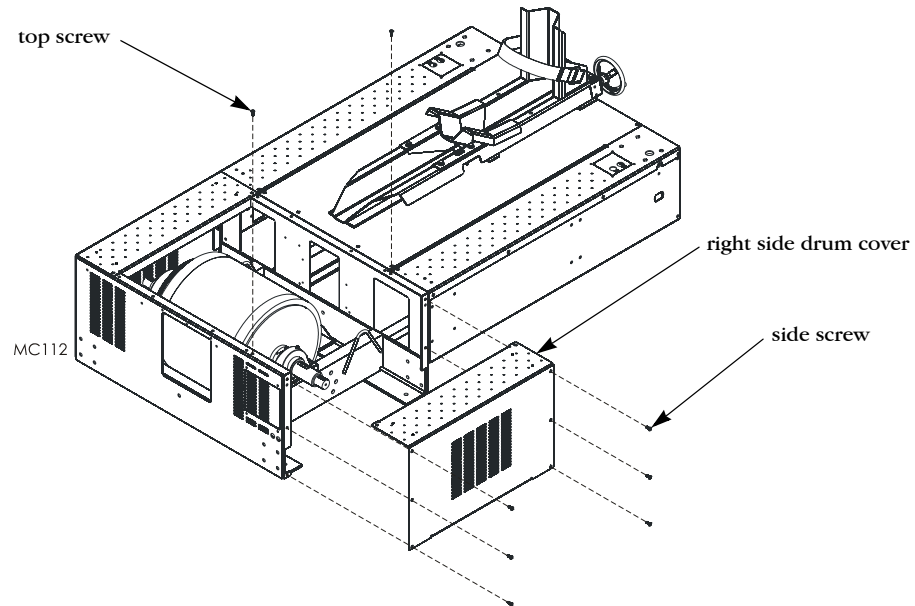


Figure 2: Removing the Right Side Drum Cover





- 7 Remove the four 1/4-20 x 5/8-inch pan head screws securing the bearing bracket to the tire carriage and set aside.
- 8 Using the hand crank, unscrew the bearing bracket and the carriage screw and set aside.
- 9 Remove the tire carriage by sliding the carriage under the carriage clamps toward the back of the dyno and set aside.

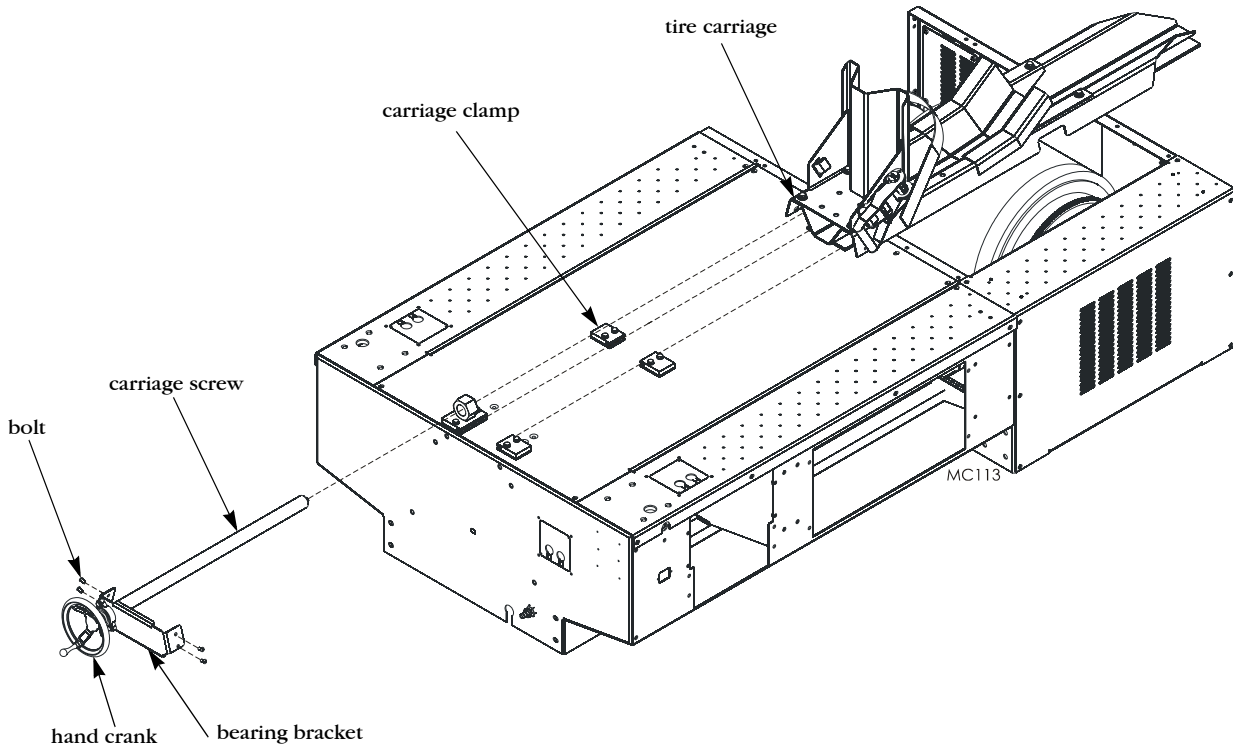


Figure 3: Removing the Tire Carriage



- 10 Remove the two 5/16-inch bolts and washers securing each of the carriage clamps and shims and set aside.
- 11 Remove the three carriage clamps and shims and set aside.
- 12 Remove the two 5/16-inch bolts and washers securing the nut block and shim and set aside.
- 13 Remove the nut block and shim and set aside.
- 14 Remove the six 1/4-20 x 5/8-inch pan head screws securing the center panel to the dyno carriage and set aside.
- 15 Remove the center panel and set aside.

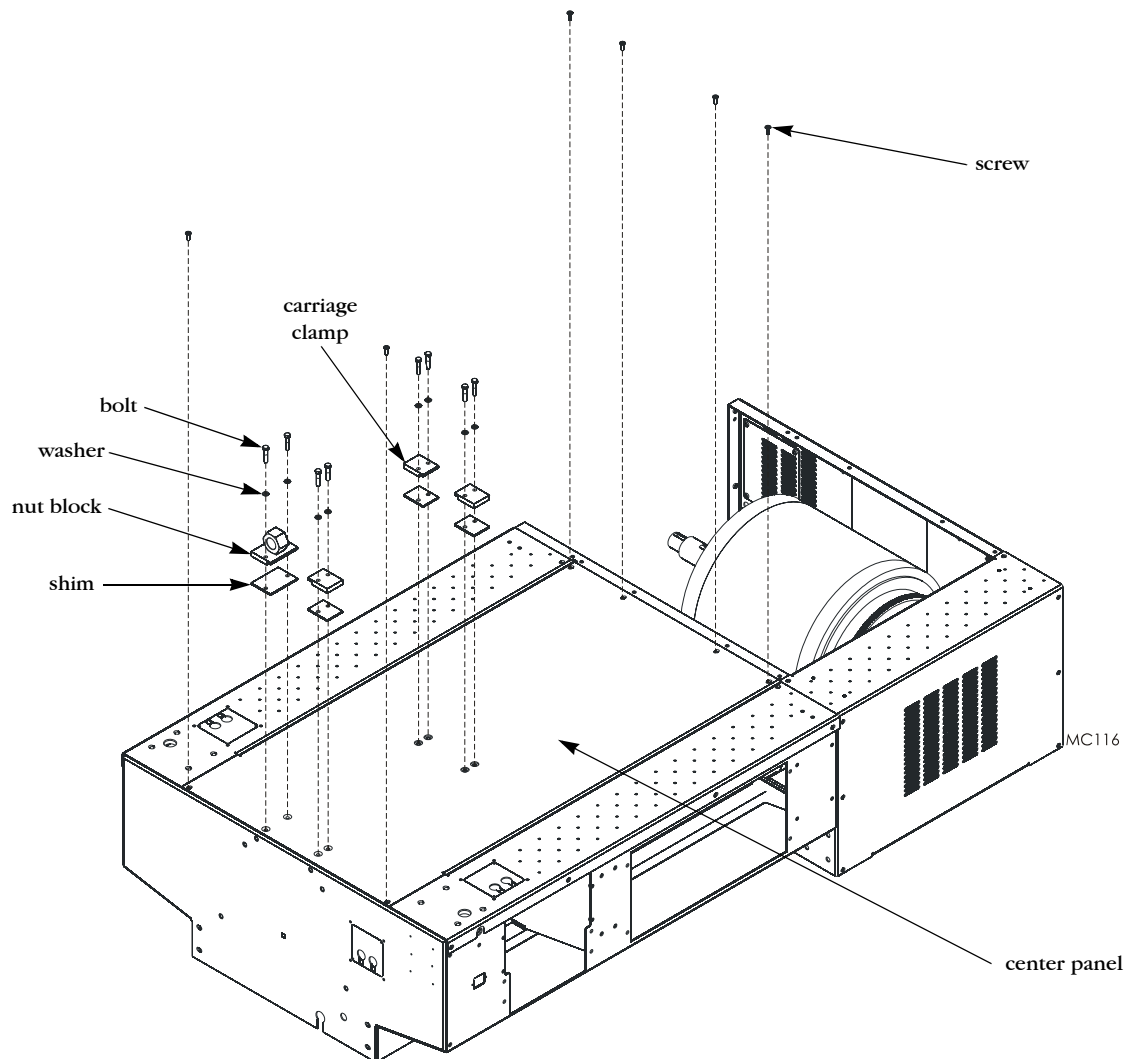


Figure 4: Removing the Center Panel





REMOVING THE PIT COVER PLATE AND UPRIGHT BRACE

The following instructions are for model 200iP/250iP dynos. Refer to “Removing the Drum Module Hood, Side Drum Cover, Center Panel, and Tire Carriage” on page 3 for model 200i/250i dynos.

WARNING

Never operate the dynamometer with the pit cover plates removed.

CAUTION

Dynojet recommends using a T30 Torx driver (Snap-On PFTx30E) to remove the 1/4-inch screws. For dynos with serial numbers lower than 2030152, Dynojet recommends using a hardened 5/32-inch hex driver (such as Snap-On FA5E). A standard allen key may round off in the shallow screw head.

- 1 Turn off the dyno and disconnect the AC power cord from its power source. Refer to the Installation Guide for Model 200iP/250iP Motorcycle Pit Dynamometers (P/N 98229103) for more information.
- 2 Remove the two 1/4-20 x 5/8-inch pan head screws and locknuts securing the right drum guard to the drum guard mount using a 5/32-inch allen tool or a #30 torx tool and set aside.
- 3 Remove the right drum guard and set aside.

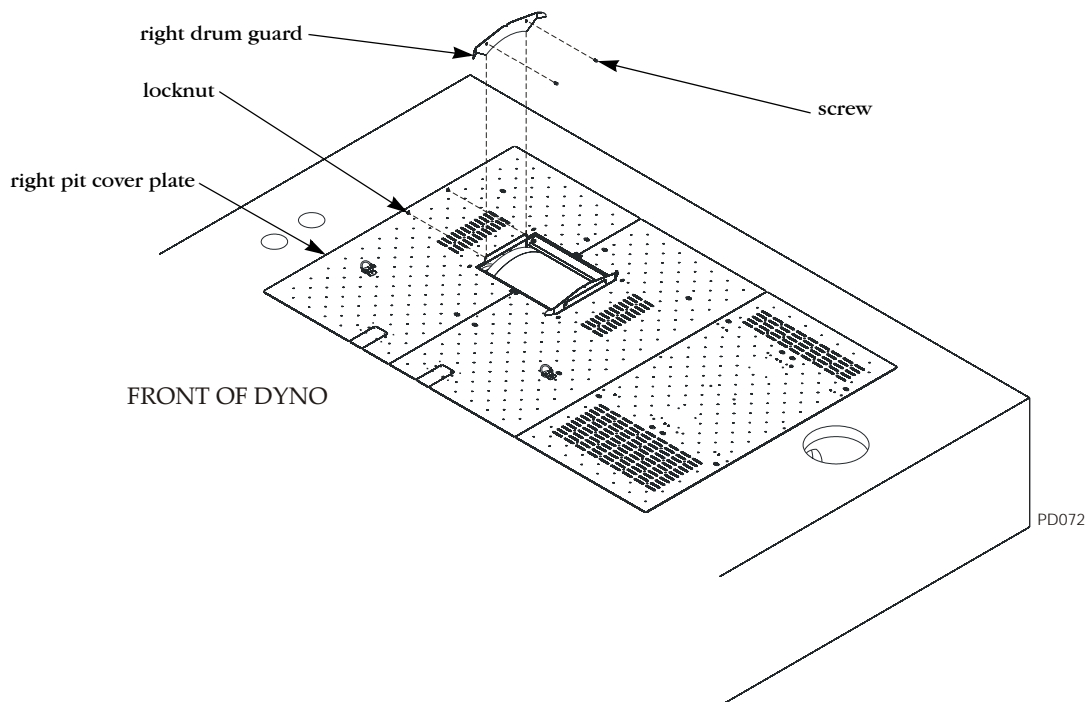


Figure 5: Removing the Right Drum Guard



- 4 Remove the four 1/4-20 x 5/8-inch pan head screws and the four 3/8-16 x 1/2-inch screws securing the right pit cover plate to the dyno chassis and set aside.
- 5 Remove the right pit cover plate and set aside.

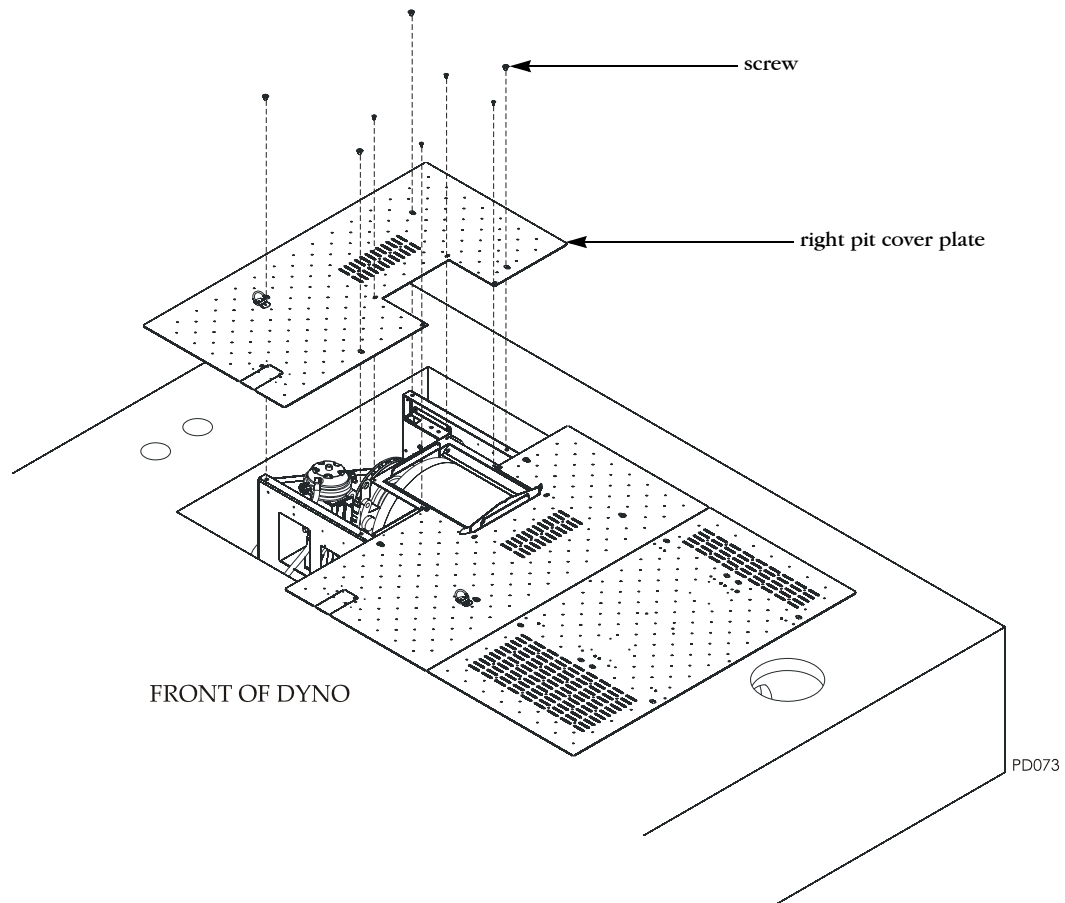


Figure 6: Removing the Right Pit Cover Plate





6 Remove the two 1/4-20 x 5/8-inch pan head screws securing the upright brace to the drum module and set aside.

7 Remove the brace and set aside.

Note: For clarity, the pit is not shown.

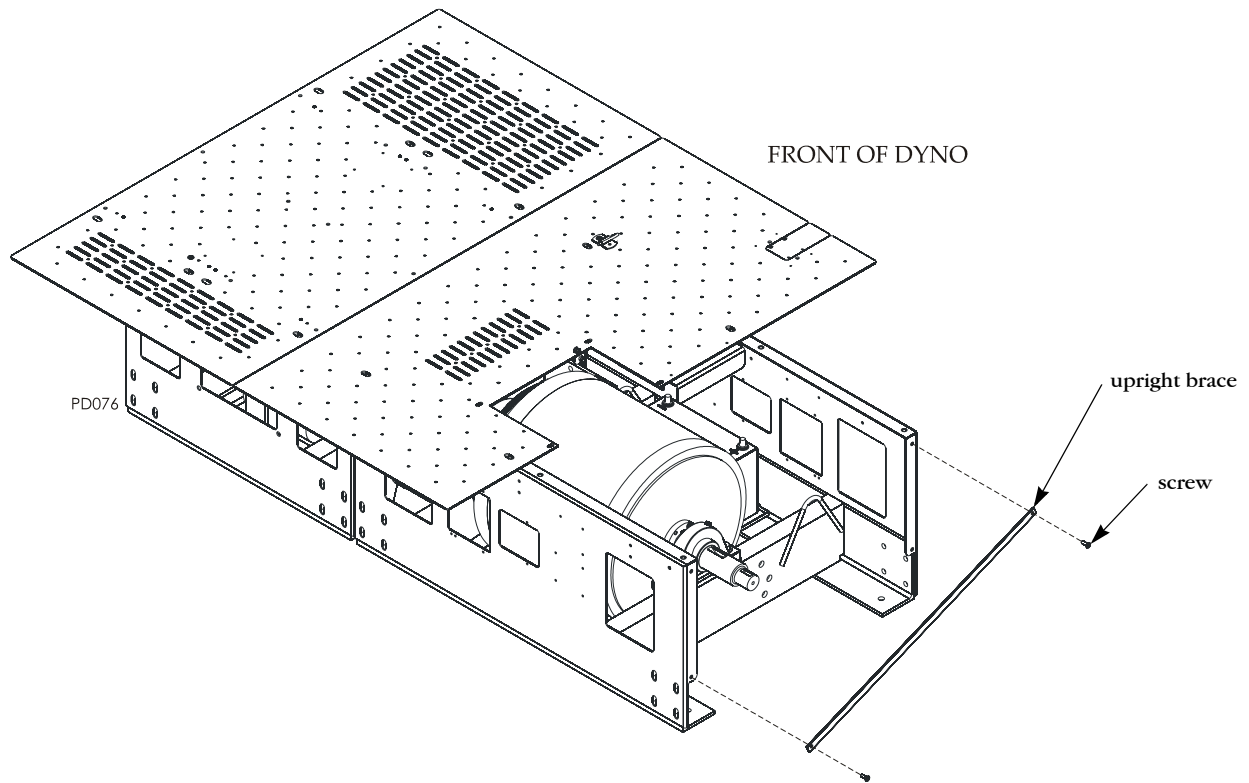


Figure 7: Removing the Upright Brace



INSTALLING THE AIR BRAKE ASSEMBLY

The following instructions are for both the model 200i/250i above ground and 200iP/250iP pit motorcycle dynamometers. If you are not installing the air brake skip this section and refer to “EEC Finger Guards—200i/250i” on page 20, “EEC Finger Guards—200iP/250iP” on page 23, and “Door Safety Switch” on page 29.

- 1 Turn off the dyno and disconnect the AC power cord from its power source.
- 2 Insert the woodruff key into the dyno shaft.
- 3 Slide the brake rotor with taper lock onto the shaft and align it, so that the taper lock touches the bearing lock collar on the dyno shaft.
- 4 Set up a dial indicator on the disc braking surface to measure the run-out. The maximum allowable run-out is ± 0.005 inches.
- 5 Tighten the three bolts in a clockwise rotation to help minimize the run out, torquing to 15 foot-pounds.

Note: If necessary, readjust the taper lock and brake rotor to ensure the run-out is less than ± 0.005 inches.

Note: For clarity, only the drum module is shown.

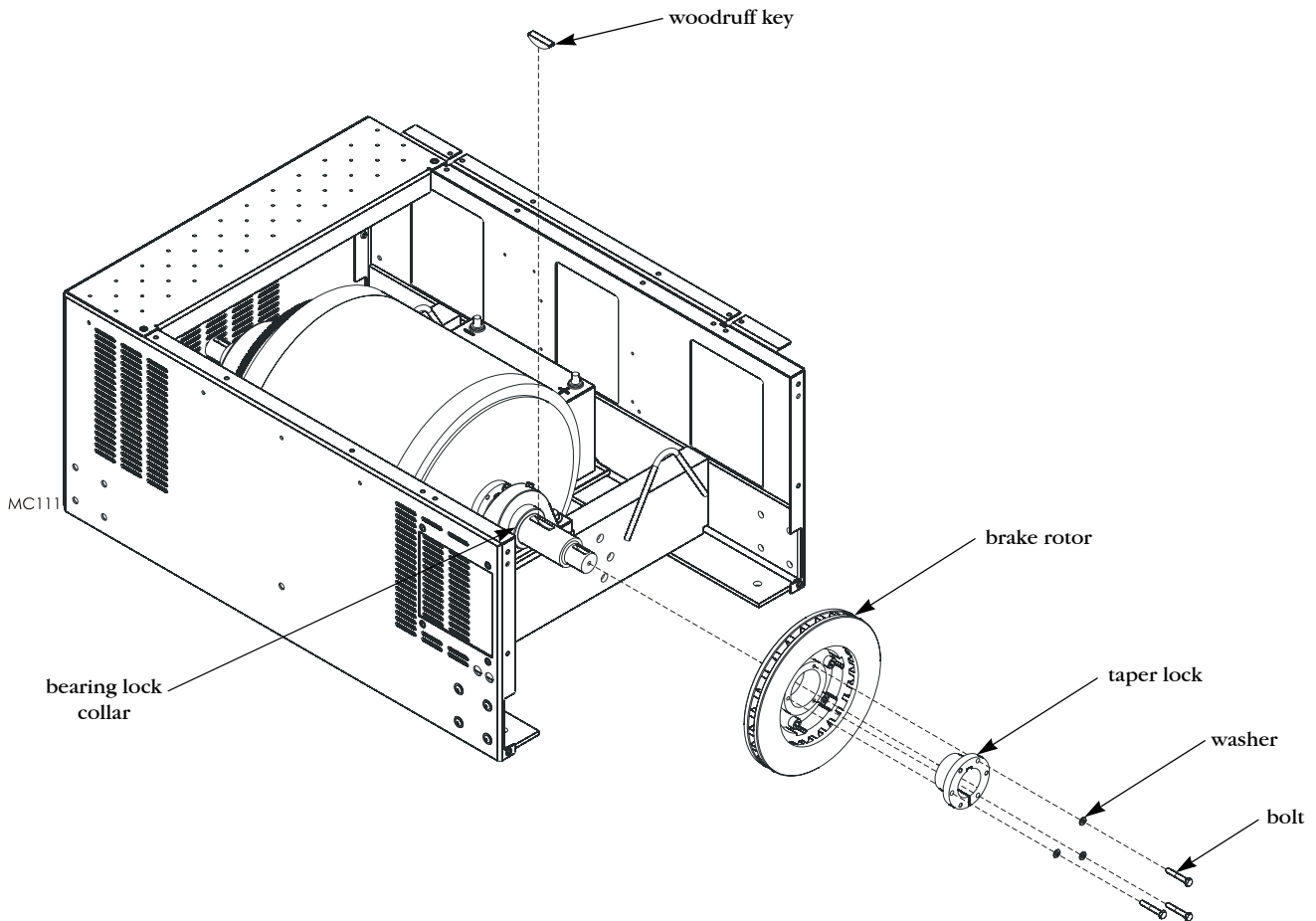


Figure 8: Securing the Brake Rotor





- 6 Secure the brake bracket to the drum module frame using two 5/8-11 x 1.25-inch 12-point bolts torquing to 112 foot-pounds.

Note: For clarity, the side drum module hood is not shown.

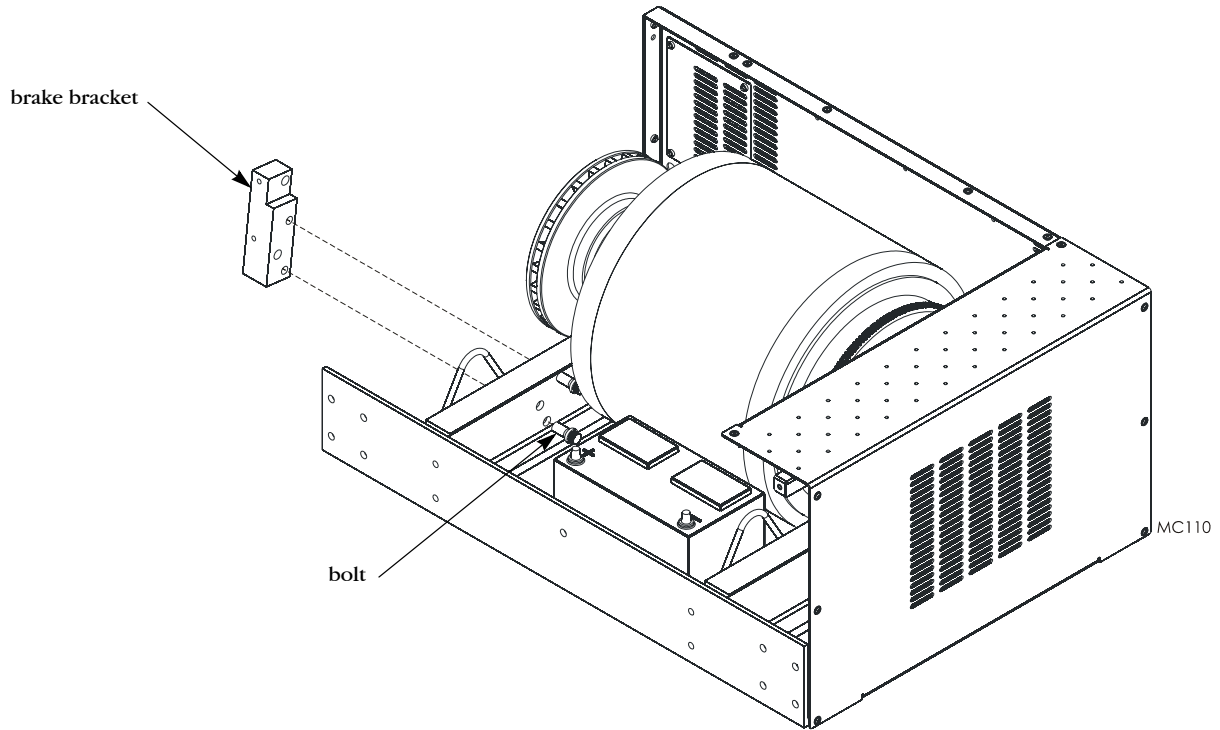


Figure 9: Securing the Brake Bracket

- 7 Place the brake assembly on the brake bracket.

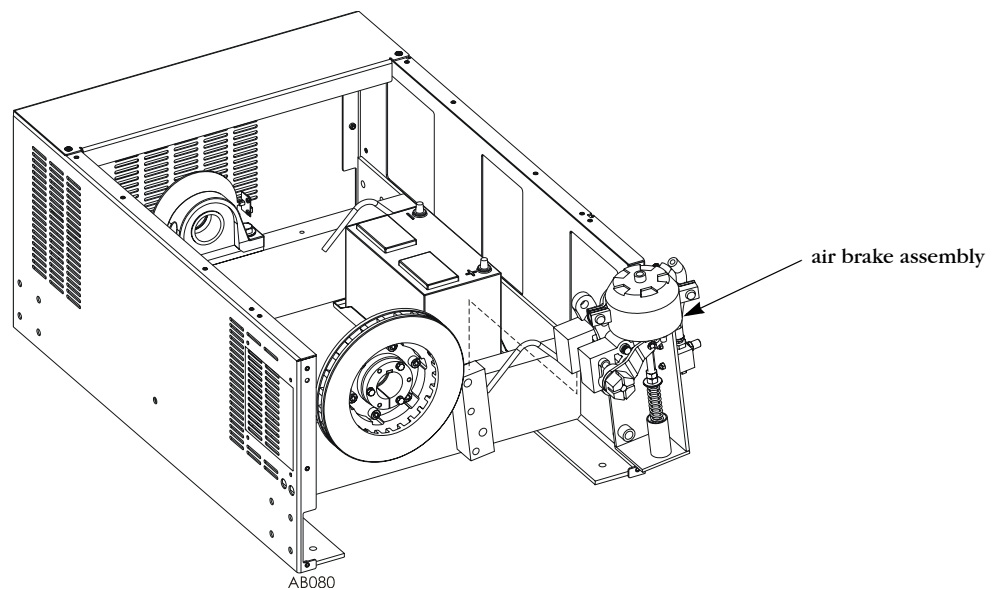


Figure 10: Securing the Air Brake Assembly



- 8 Secure the brake assembly with two clevis pins.
 - 8a Push the top clevis pin through the front of the assembly.

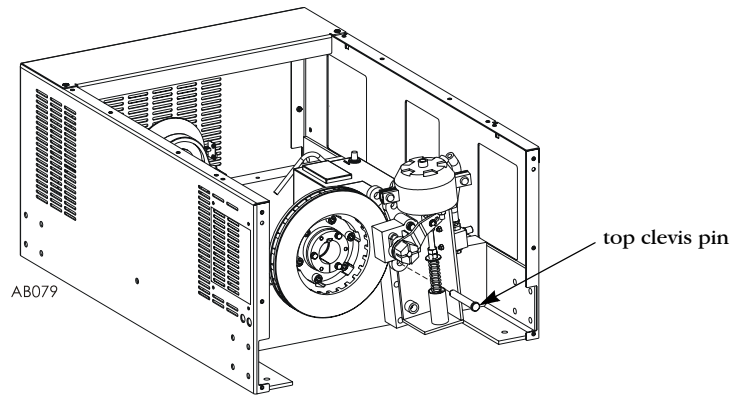


Figure 11: Inserting the Top Clevis Pin

- 8b Push the bottom clevis pin through the back of the drum module frame and the air brake assembly (drum side).
 - 8c Secure the top clevis pin with a hair pin cotter.

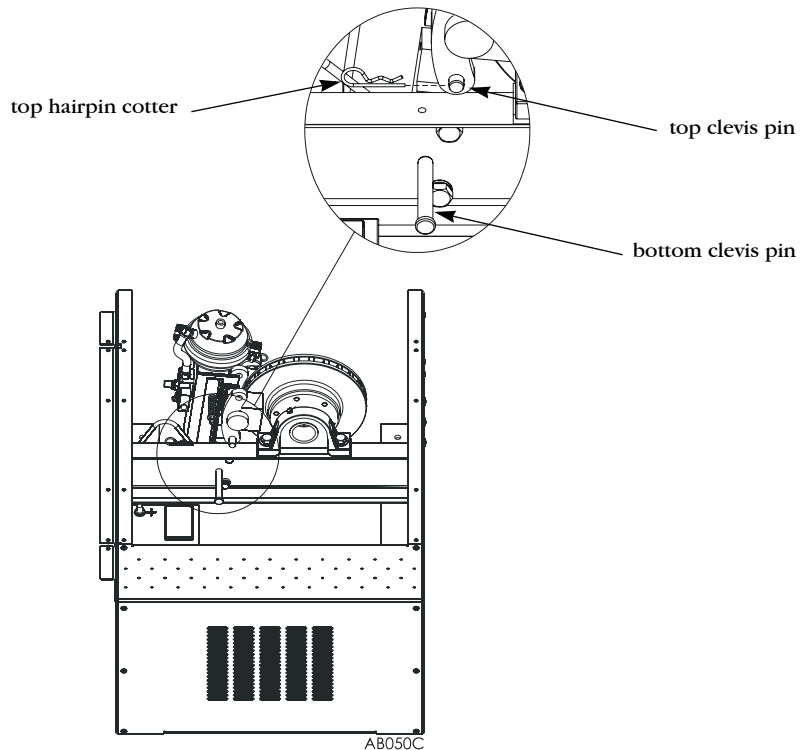


Figure 12: Inserting the Bottom Clevis Pin and Top Hairpin Cotter





8d Secure the bottom clevis pin with a hairpin cotter.

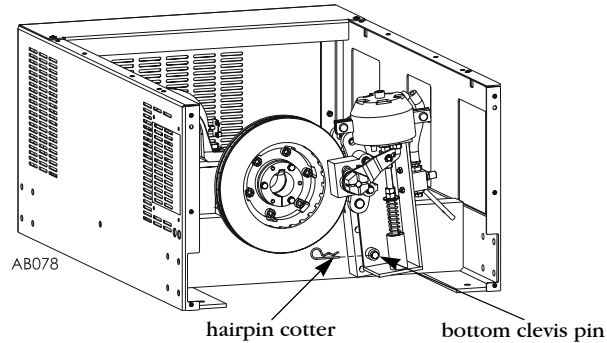


Figure 13: Securing the Bottom Clevis Pin with a Hairpin Cotter

9 Loosely secure the brake caliper stop to the brake bracket using two 3/8-16 x 3/4-inch bolts with lock washers and two 5/16-inch flat washers.
Note: For clarity, the drum, parts of the dyno frame, and the air brake assembly spring are not shown.

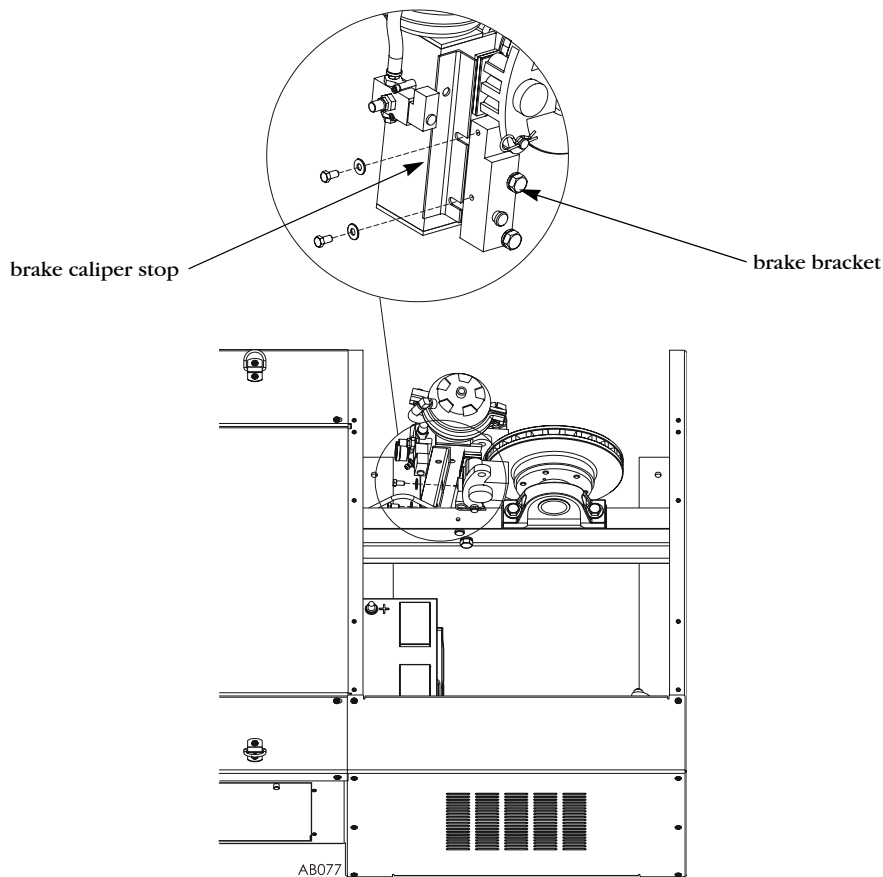


Figure 14: Securing the Brake Caliper Stop

Note: Before proceeding with the rest of the air brake installation it is necessary to connect the shop air and check the brake pad clearance.



ROUTING THE AIR BRAKE CABLE

Before proceeding with the rest of the air brake installation it is necessary to connect the shop air and check the brake pad clearance.

- 1 Open the front panel of the control panel interface (CPI) to access the breakers and Breakout board.
- 2 Route the air brake cable from the air brake solenoid to the CPI.
Note: The CPI end of the air brake cable splits in two.
- 3 Connect the cable with the two black wires to the Breakout board wiring block labeled Brake.
- 4 Attach the 4-pin connector to port P7 on the CPI board.

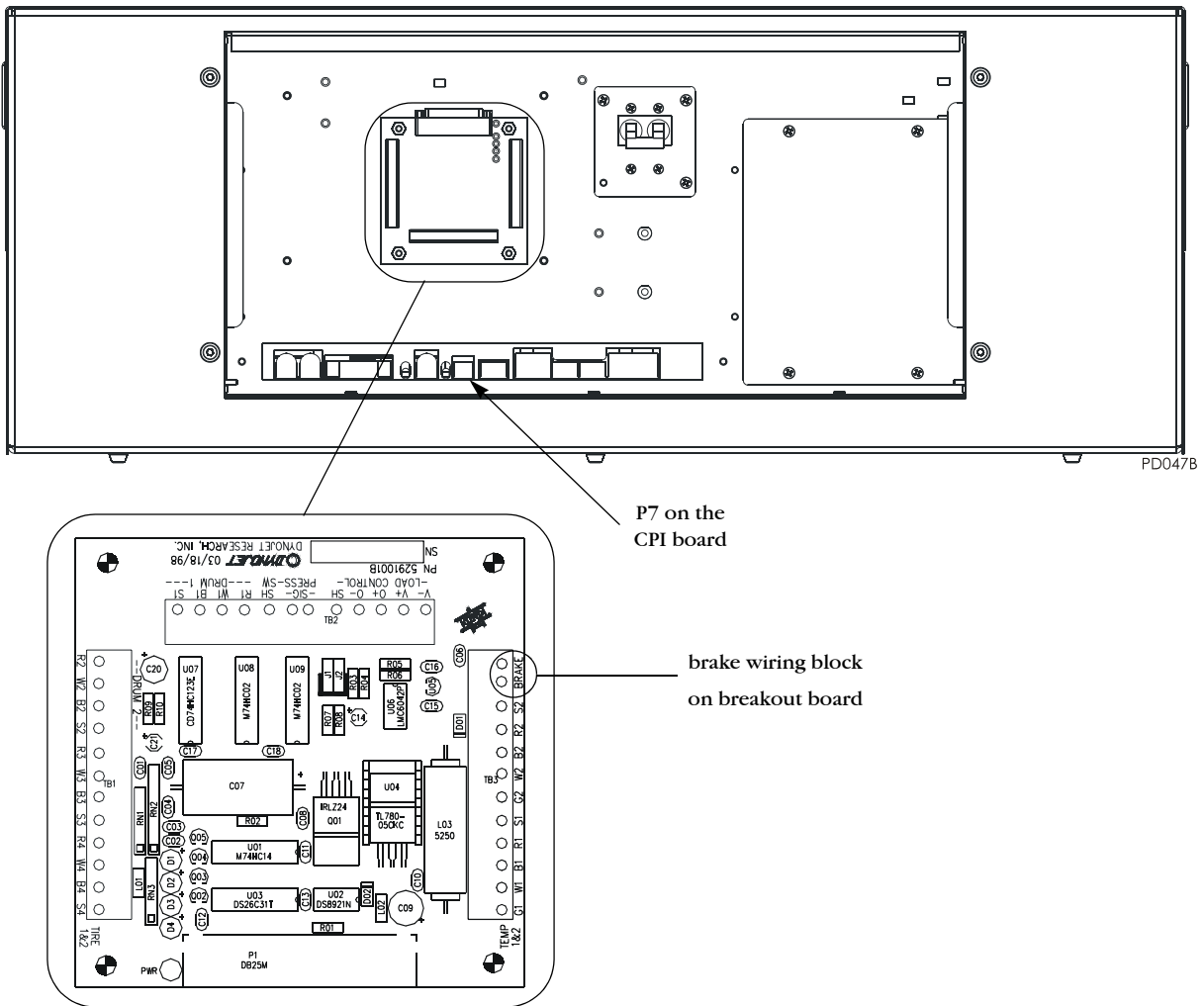


Figure 15: Routing the Air Brake Cable





CONNECTING THE SHOP AIR—200i/250i

- 1 Route the air hose from the air brake through the access hole in the drum module upright, under the carriage frame brace, and connect to the bulkhead fitting at the front of the dyno.
- 2 You will need to provide an air hose nipple (1/4-inch NPT) to connect your clean, dry shop air supply (60 psi, 415 kilopascal, max constant line pressure) to the dynamometer.

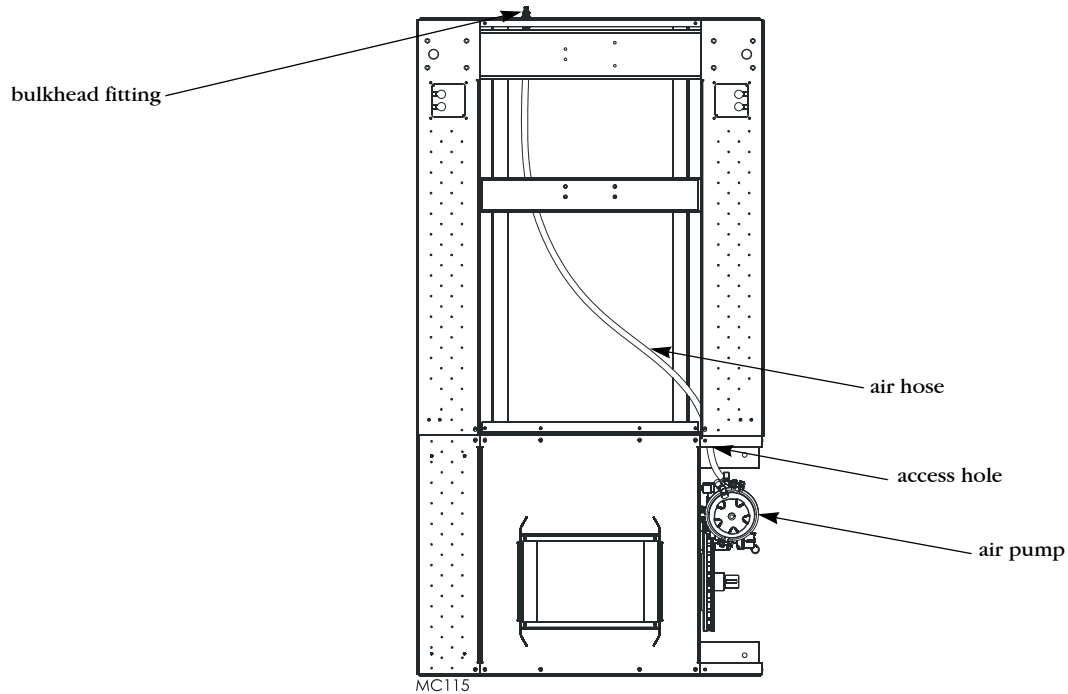


Figure 16: Connecting the Air Hose—200i/250i



CONNECTING THE SHOP AIR—200iP/250iP

- 1 Route the air brake air hose through the access hole in the drum module upright and through the pit conduit.
- 2 Connect your clean, dry shop air supply (60 psi, 415 kilopascal, max constant line pressure) to the air hose.

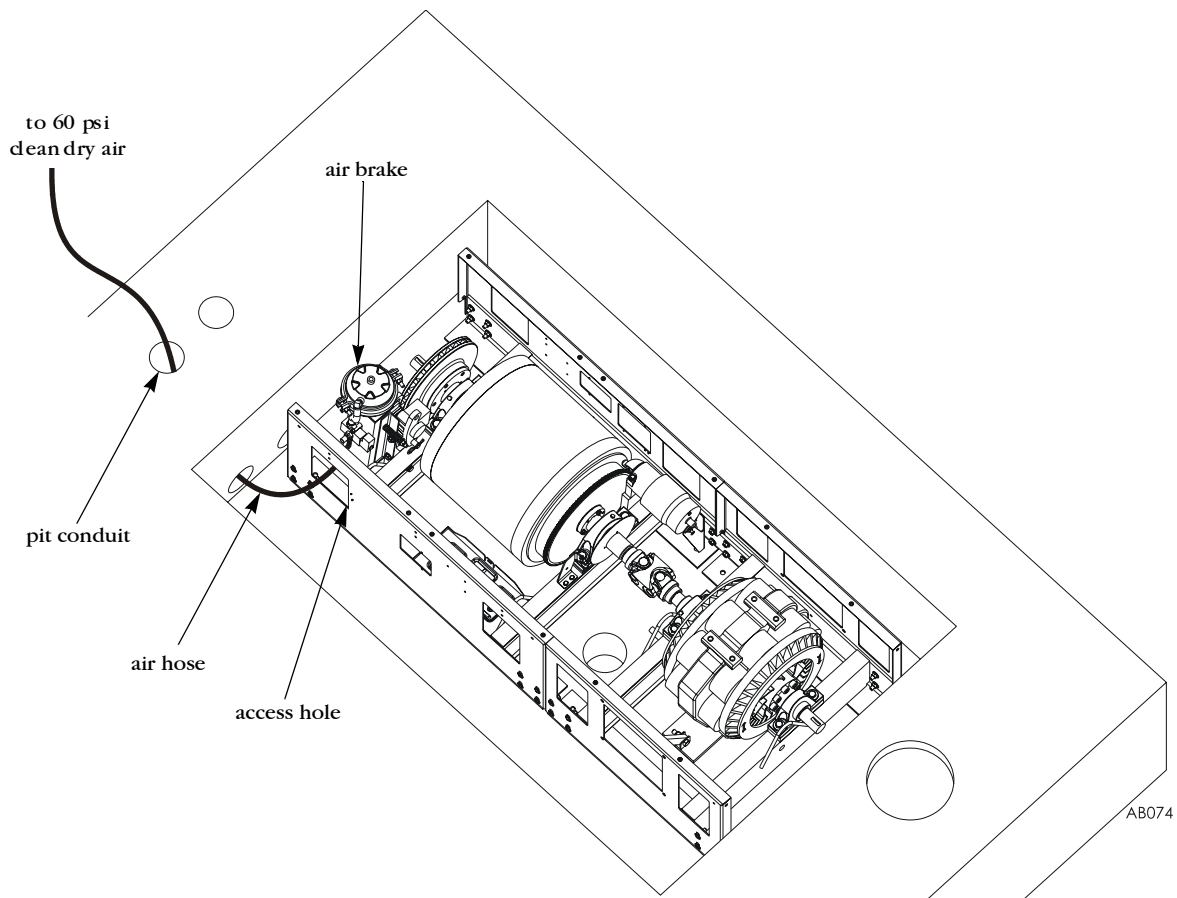


Figure 17: Connecting the Air Hose—200iP/250iP





ADJUSTING THE BRAKE PAD CLEARANCE

Before you tighten the bolts securing the brake caliper stop you will want to adjust the brake pad clearance.

- 1 Release the brakes.

Note: In order for the brakes to release, power must be on, air connected, red button on pendant not lit, and the emergency stop button not depressed.

- 2 Insert the brake adjusting shim between the inboard brake pad and the brake rotor.

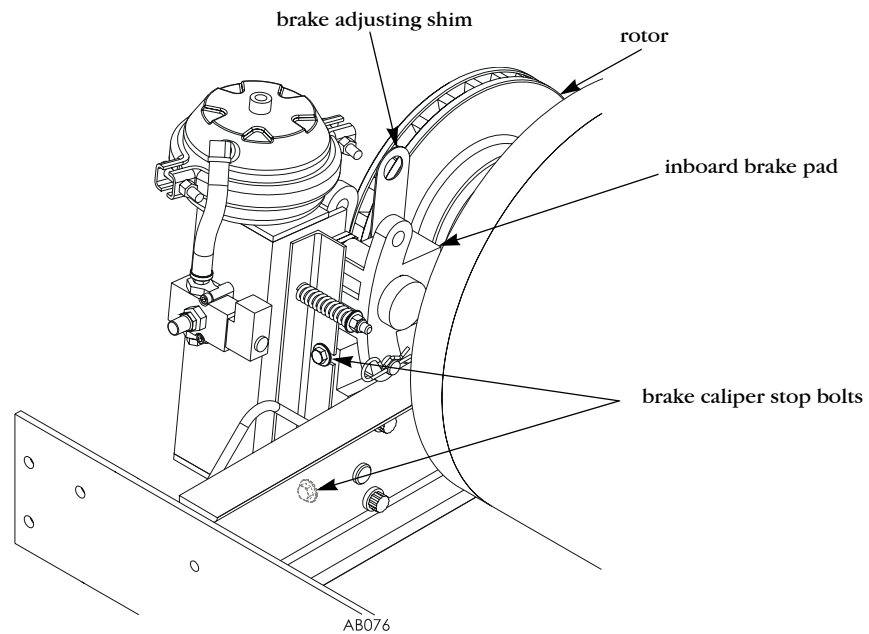


Figure 18: Adjusting the Brake Pad Clearance



- 3 Remove the hairpin cotter and hand tighten the castle nut on the caliper assembly to clamp the brake pads against the rotor and shim.
- 4 Tighten the brake caliper stop bolts torquing to 26 pounds/feet.
- 5 Loosen the castle nut and remove the shim.
- 6 Adjust the clearance between the outboard brake pad and rotor. Loosen the castle nut to increase the clearance.

There should be equal space on both sides of the rotor.

- 7 Replace the hair pin cotter in the castle nut.
- 8 Cycle the brake to verify the brake pads release far enough so they do not touch the rotor. If the pads touch the rotor during a run, the information provided by the dyno will be inaccurate.

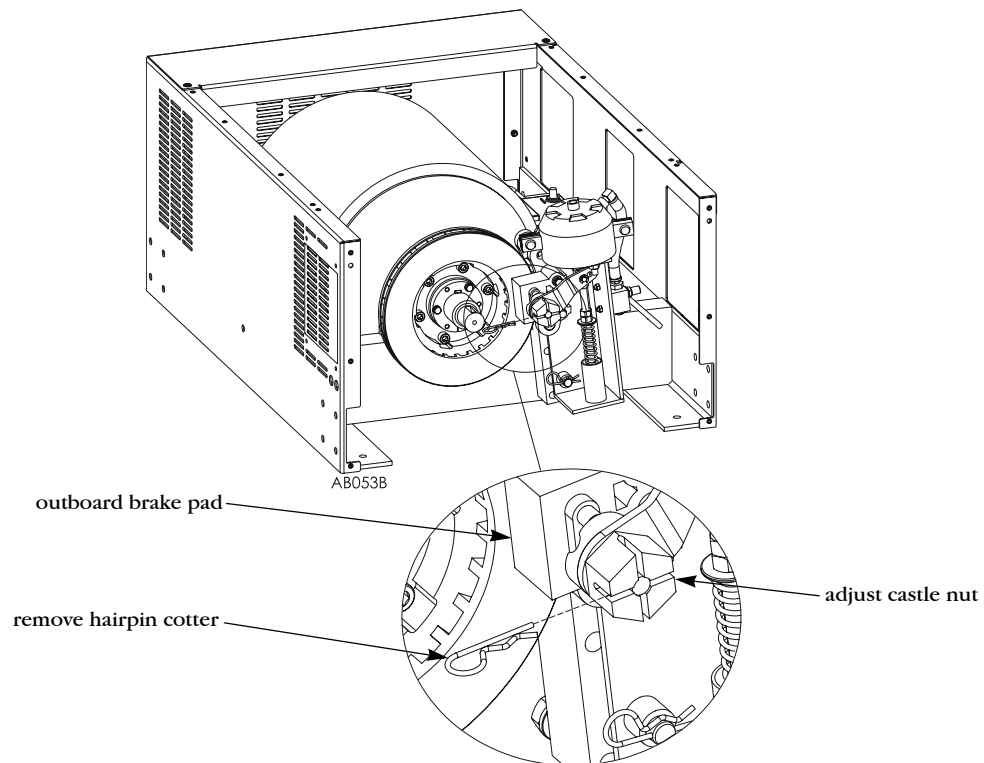


Figure 19: Tightening the Castle Nut





FINAL ADJUSTMENTS AND TESTS—200i/250i

- 1 Replace the drum module hood, side drum cover, tire carriage, and center panel. Refer to “Replacing the Drum Module Hood, Side Drum Cover, Center Panel, and Tire Carriage—200i/250i” on page 33.
Note: If you are installing the EEC Kit do not replace the drum module hood, center panel, and tire carriage until you have finished the installation process. Refer to page 20 for the 200i/250i EEC finger guard installation. Refer to page 29 for door safety switch installation instructions.
- 2 Verify the dyno is set up properly, the dyno electronics is powered up and operational, and the air supply is connected properly.
- 3 Use the emergency stop button or the red brake button on the pendant to activate and deactivate the brake. Listen for air leaks and double check all connections.
- 4 Verify the brake pads release far enough so they do not touch the rotor. There should be equal pad clearance on both sides of the rotor. If the pads touch the rotor during a run, the information provided by the dyno will be inaccurate.

FINAL ADJUSTMENTS AND TESTS—200iP/250iP

- 1 Replace the pit cover plates and upright brace. Refer to “Replacing Pit Cover Plates and Upright Brace—200iP/250iP” on page 34.
Note: If you are installing the EEC Kit do not replace the pit cover plates until you have finished the installation process. Refer to page 23 for the 200iP/250iP EEC finger guard installation. Refer to page 29 for door safety switch installation instructions.
- 2 Verify the dyno is set up properly, the dyno electronics is powered up and operational, and the air supply is connected properly.
- 3 Use the emergency stop button or the red brake button on the pendant to activate and deactivate the brake. Listen for air leaks and double check all connections.
- 4 Verify the brake pads release far enough so they do not touch the rotor. There should be equal pad clearance on both sides of the rotor. If the pads touch the rotor during a run, the information provided by the dyno will be inaccurate.



EEC FINGER GUARDS—200i/250i

.....

The EEC finger guards are secured to the drum module hood and provide extra protection from the drum by regulating the distance between the drum and the chassis. The placement of the finger guards can be manually adjusted.

Refer to “EEC Finger Guards—200iP/250iP” on page 23 for model 200iP/250iP dynos.
Refer to “Air Brake” on page 3 for air brake installation instructions.

INSTALLING THE EEC FINGER GUARDS

If you are not installing the EEC finger guards skip this section and refer to “Door Safety Switch” on page 29 for door safety switch installation instructions.

- 1 Remove the drum module hood. Refer to “Removing the Drum Module Hood, Side Drum Cover, Center Panel, and Tire Carriage” on page 3.
- 2 Secure each EEC finger guard to the drum module hood using two 1/4-20 x 5/8-inch pan head screws.

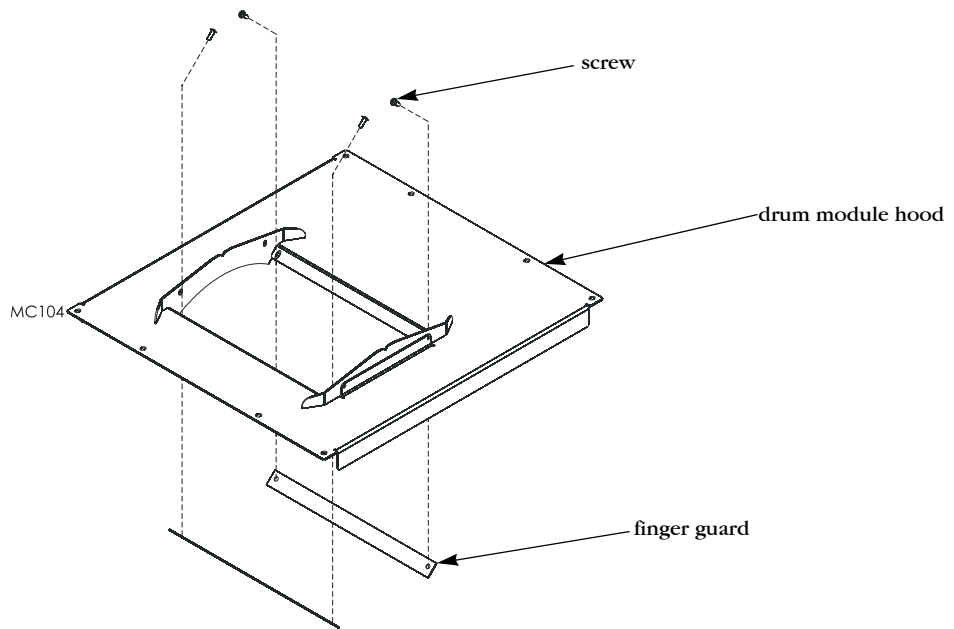


Figure 20: Securing the EEC Finger Guards to the Drum Module Hood





- 3 Secure the drum module hood with the EEC finger guards to the dyno using the eight 1/4-20 x 5/8-inch pan head screws removed earlier.

Note: For clarity, the retarder and carriage are not shown.

WARNING

Do not operate the dynamometer without the EEC finger guards properly installed. The gap between the finger guards and the drum must be less than 0.64 centimeters (0.25 inches). Refer to page 22 for instructions on adjusting the gap.

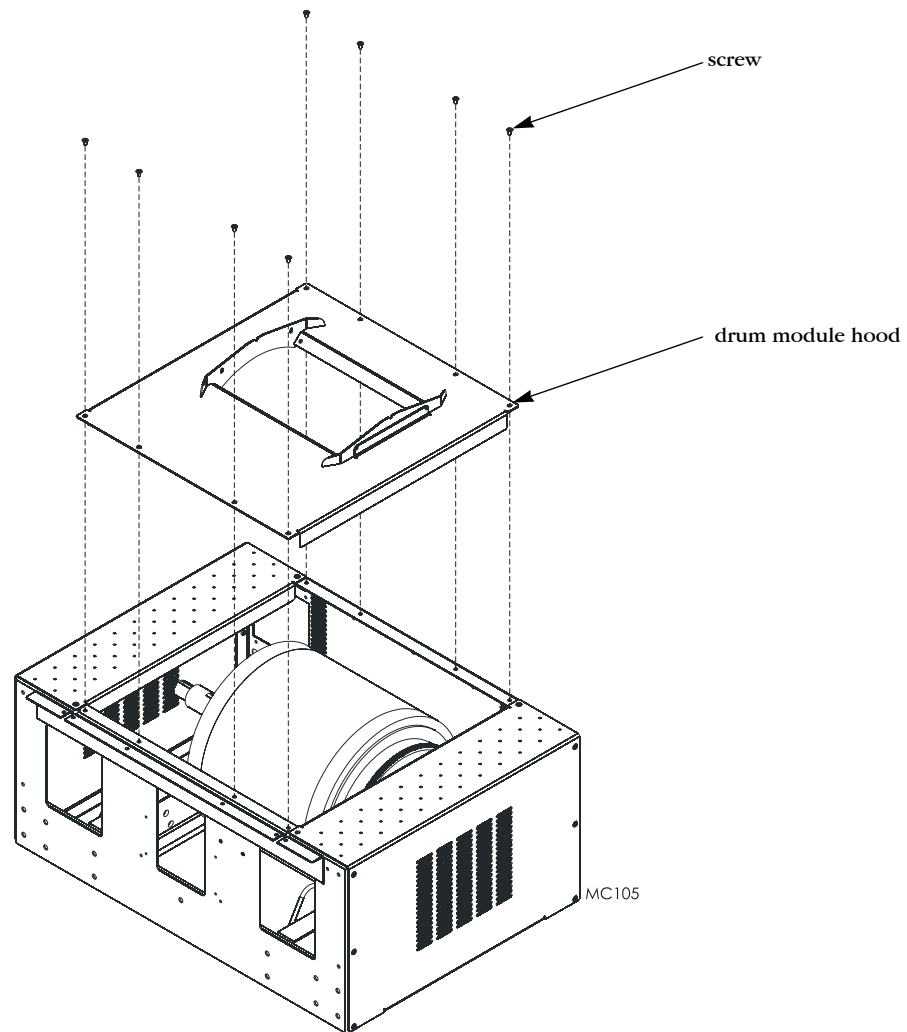


Figure 21: Replacing the Drum Module Hood



ADJUSTING THE EEC FINGER GUARDS

Once the drum module hood is installed, the EEC finger guards will need to be adjusted.

- 1 Loosen the 1/4-20-inch pan head screws and adjust the EEC finger guards so they are 0.16 cm to 0.64 cm (0.0625 in. to 0.25 in.) from the drum. Tighten the screws.
- 2 Check the EEC finger guards regularly to verify the clearance has not changed.

Note: For clarity, the retarder and carriage are not shown.



Do not operate the dynamometer without the EEC finger guards properly installed. The gap between the finger guards and the drum must be less than 0.64 centimeters (0.25 inches).

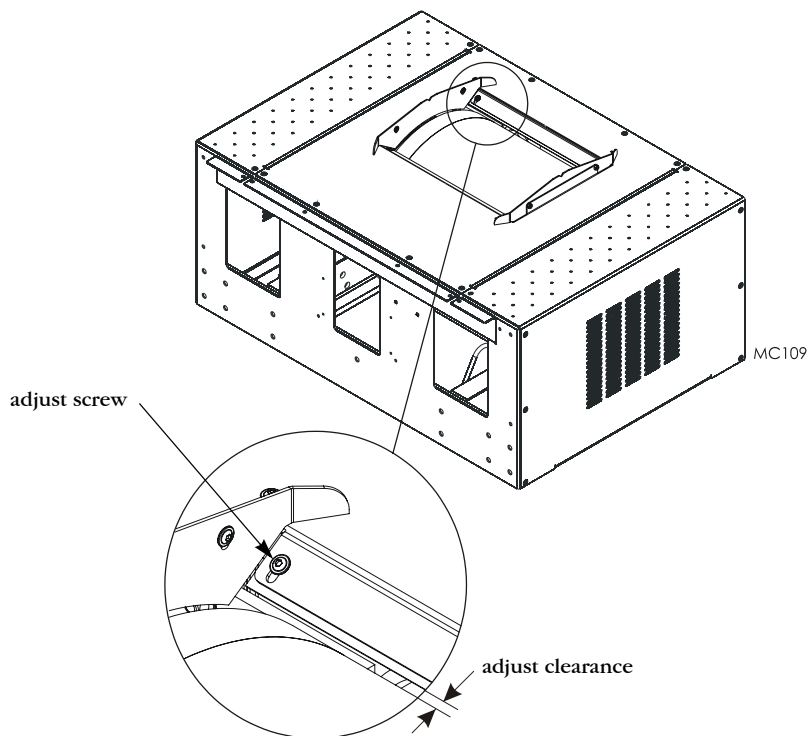


Figure 22: Adjusting the EEC Finger Guard Clearance





EEC FINGER GUARDS—200iP/250iP

.....

The 200iP/250iP motorcycle pit dynos also benefit from the EEC kit. The EEC finger guards provide extra protection from the drum by regulating the distance between the drum and the chassis. The placement of the finger guards can be manually adjusted.

Refer to “EEC Finger Guards—200i/250i” on page 20 for model 200i/250i dynos. Refer to “Air Brake” on page 3 for air brake installation instructions.

INSTALLING THE EEC FINGER GUARDS

If you are not installing the EEC finger guards skip this section and refer to “Door Safety Switch” on page 29 for door safety switch installation instructions.

- 1 Remove the right pit cover plate. Refer to “Removing the Pit Cover Plate and Upright Brace” on page 7.
- 2 Remove the four 3/8-16 x 1/2-inch screws securing the left pit cover plate to the dyno chassis and set aside.
- 3 Remove the left pit cover plate.

Note: The drum guard mount is attached to the left pit cover plate.

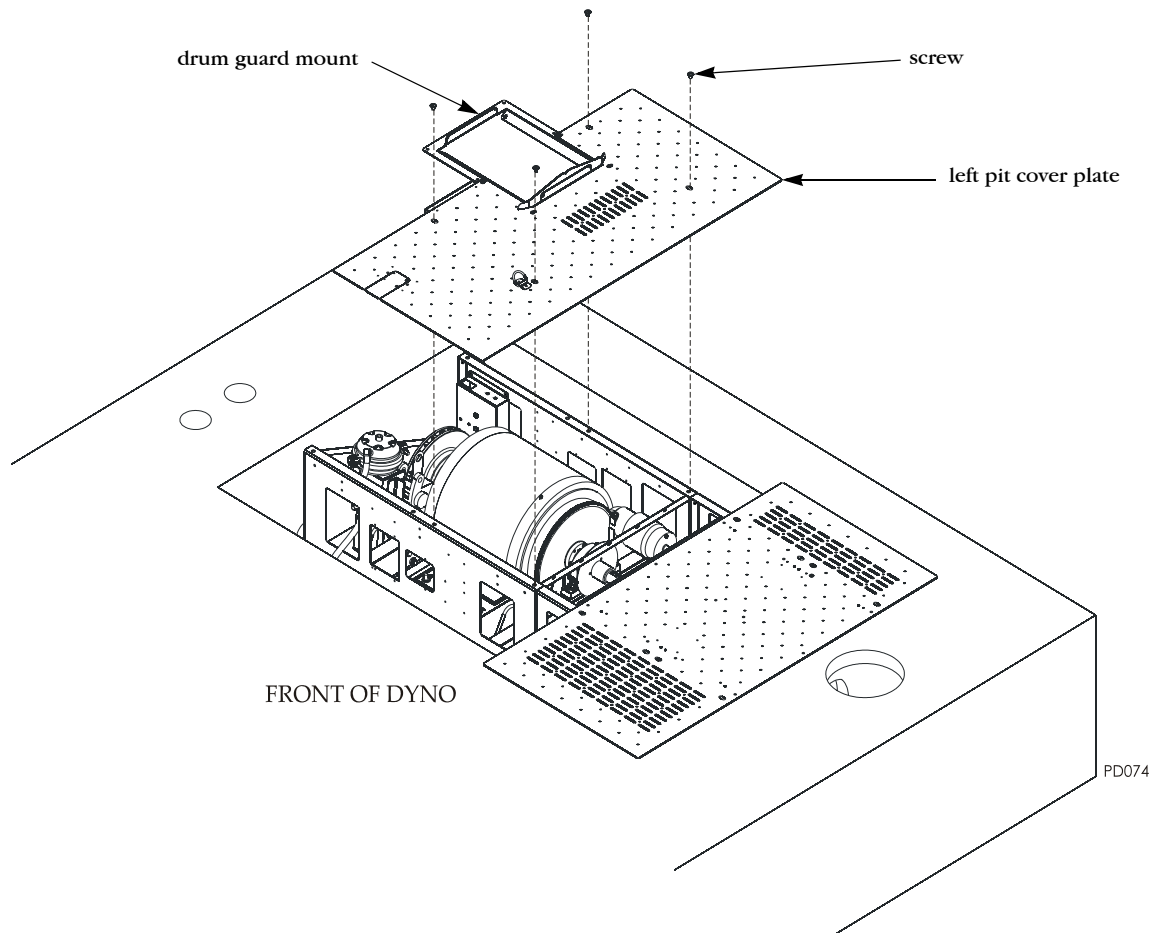


Figure 23: Removing the Left Pit Cover Plate



- 4 Secure each EEC finger guard to the drum guard mount using two 1/4-20 x 5/8-inch pan head screws.

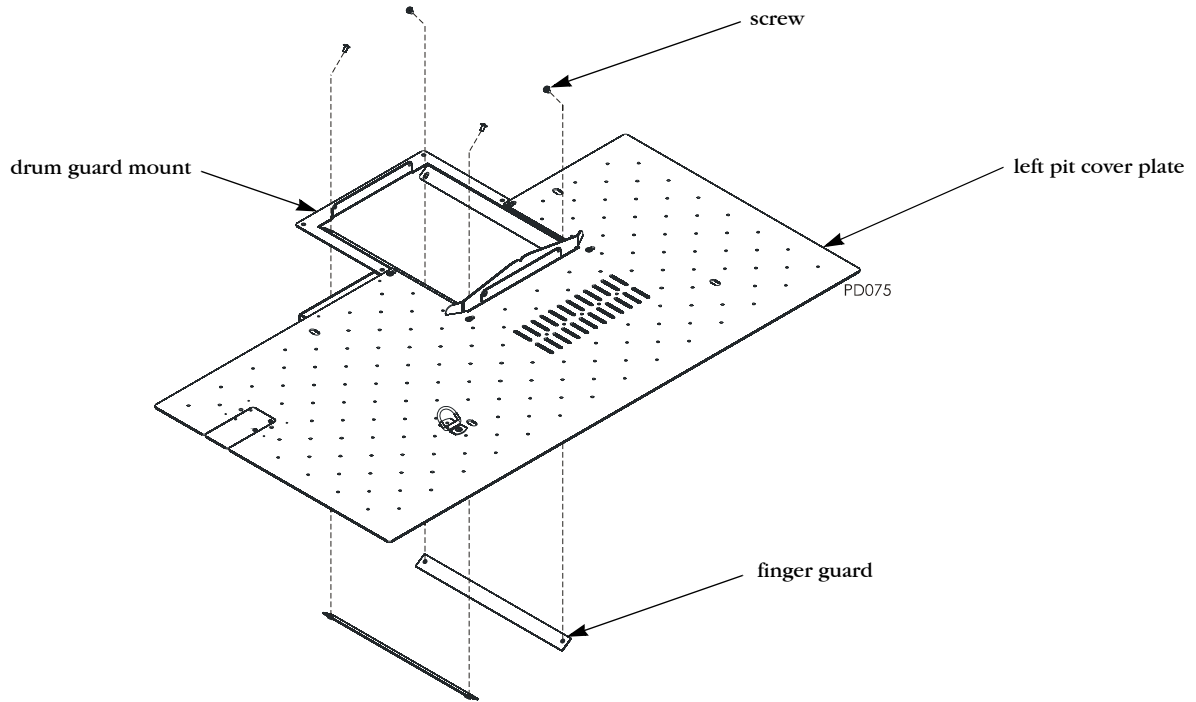


Figure 24: Securing the Finger Guards to the Drum Guard Mount





- 5 Secure the left pit cover plate with the drum guard mount to the dyno using the four 3/8-16 x 1/2-inch screws removed earlier.

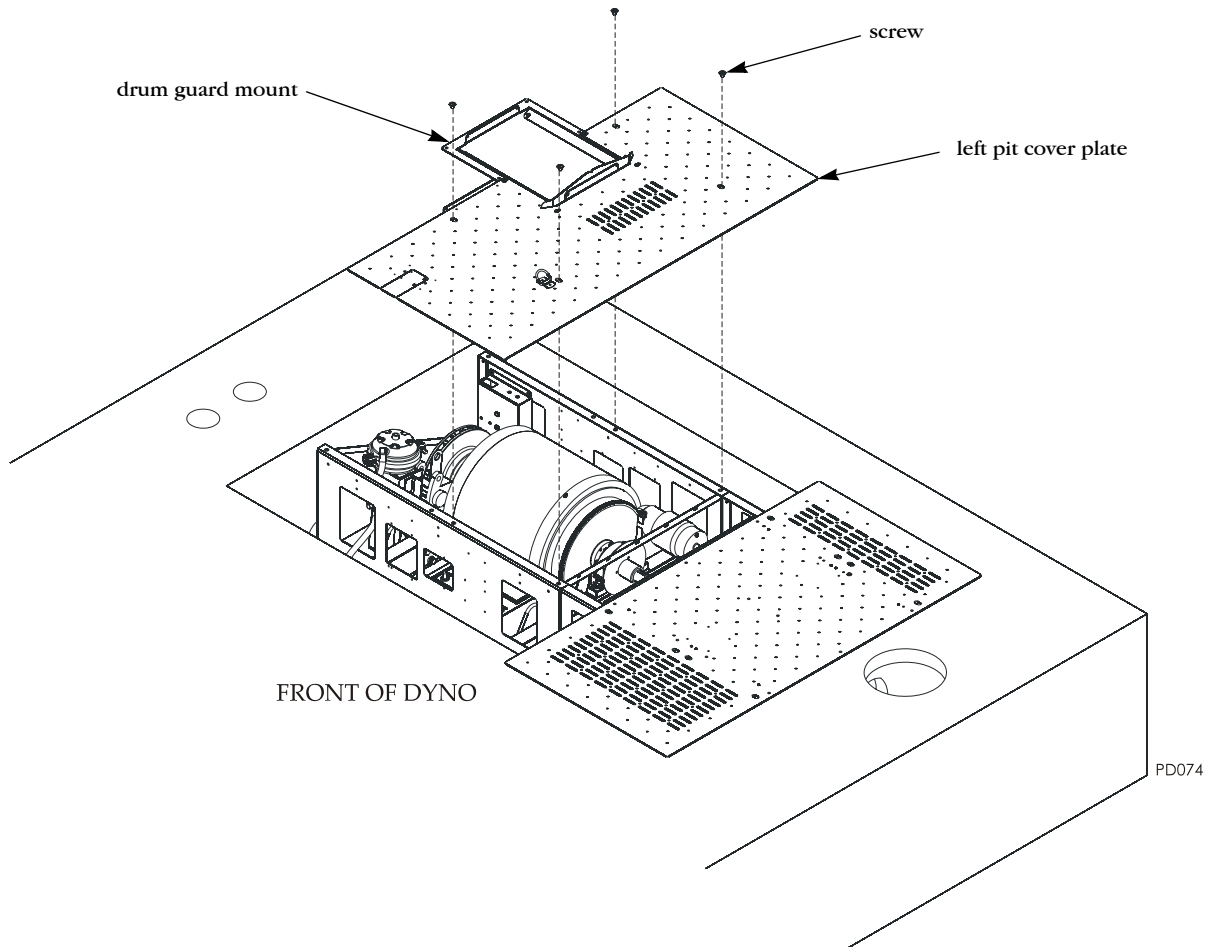


Figure 25: Securing the Left Pit Cover Plate to the Dyno



- 6 Secure the upright brace to the drum module using the two screws removed earlier. Refer to Figure 7 on page 9.
- 7 Secure the right pit cover plate to the dyno using the four 1/4-20 x 5/8-inch pan head screws and the four 3/8-16 x 1/2-inch screws removed earlier.

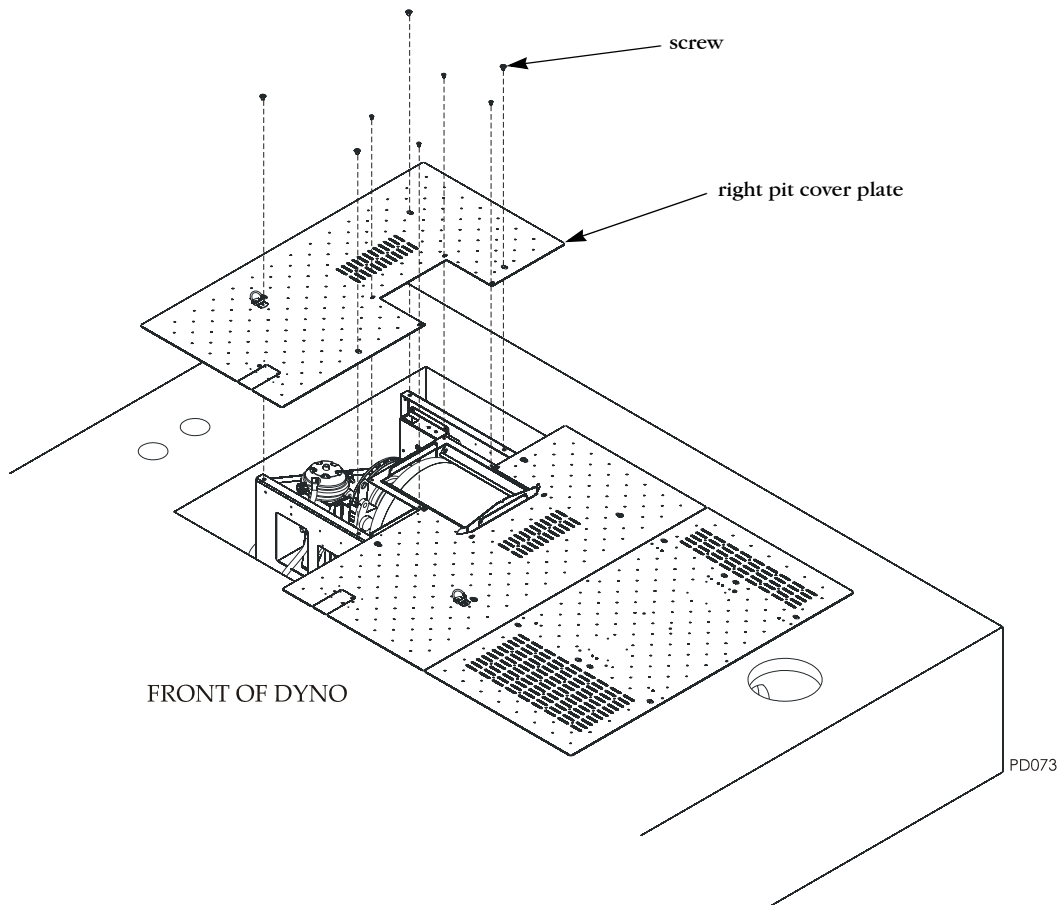


Figure 26: Securing the Right Pit Cover Plate to the Dyno





- 8 Secure the right drum guard to the drum guard mount using the two 1/4-20 x 5/8-inch pan head screws and locknuts removed earlier.

WARNING

Do not operate the dynamometer without the EEC finger guards properly installed. The gap between the finger guards and the drum must be less than 0.64 centimeters (0.25 inches). Refer to page 28 for instructions on adjusting the gap.

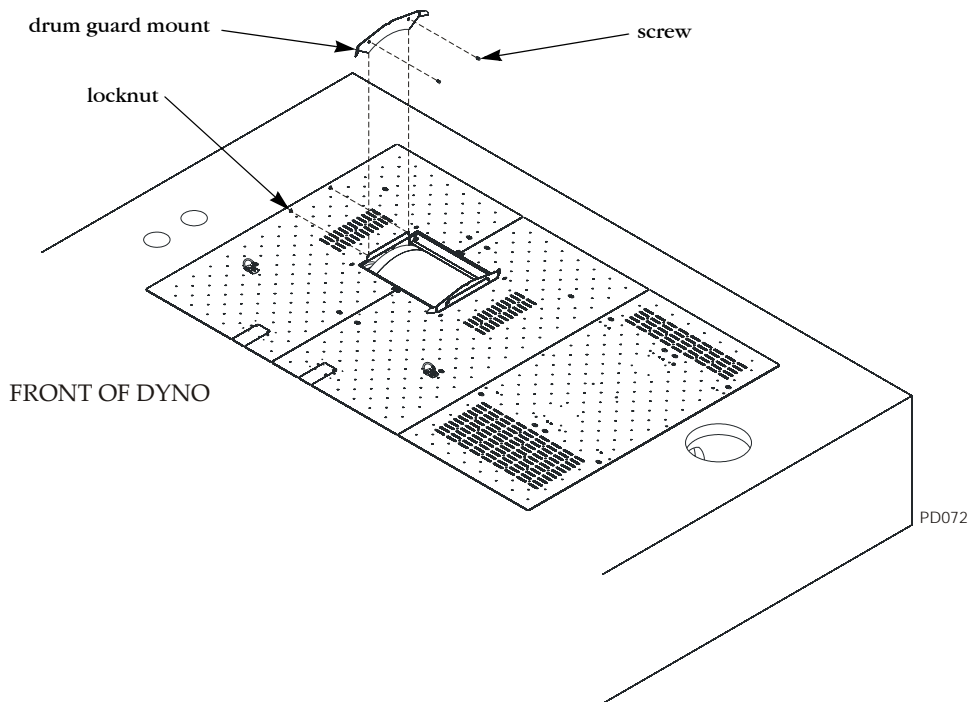


Figure 27: Securing the Drum Guard to the Drum Guard Mount



ADJUSTING THE EEC FINGER GUARDS

Once the pit cover plates are installed and adjusted, the EEC finger guards will need to be adjusted.

- 1 Loosen the 1/4-20 x 5/8-inch pan head screws and adjust the EEC finger guards so they are 0.16 cm to 0.64 cm (.0625 in. to .25 in.) from the drum. Tighten the screws.
- 2 Check the EEC finger guards regularly to verify the clearance has not changed.



Do not operate the dynamometer without the EEC finger guards properly installed. The gap between the finger guards and the drum must be less than 0.64 centimeters (0.25 inches).

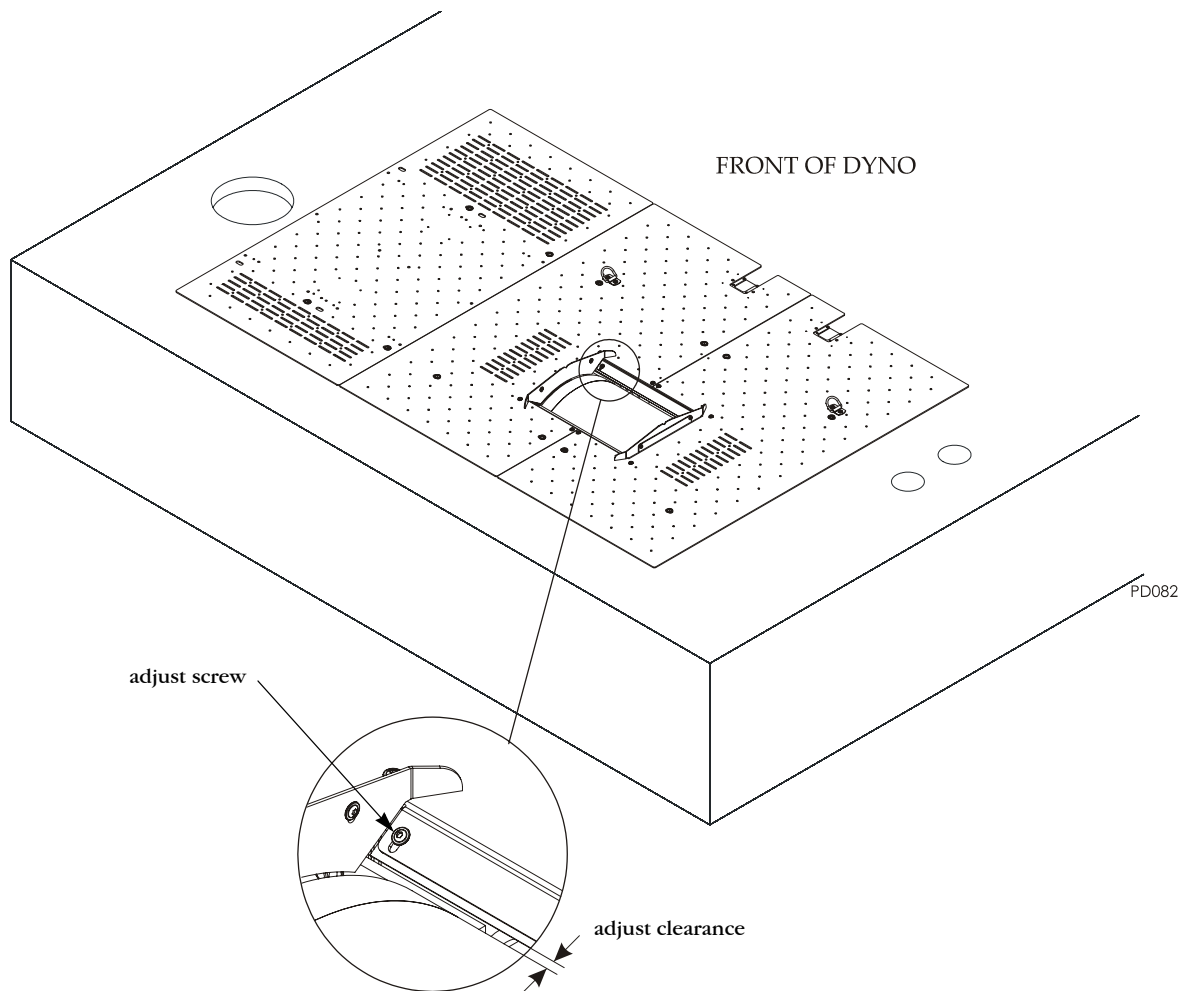


Figure 28: Adjusting the EEC Finger Guard Clearance





DOOR SAFETY SWITCH

Safety requirements of your local country may require that a door safety switch is installed. Be sure to follow the safety requirements specific to your country. The door safety switch requires the air brake to work. This switch is located on the dyno room door and is triggered when the pressure applied to it is released causing the air brake to lock. This prevents the dyno from being used when the door is open.



Components attached to and within the dynamometer operate with potentially lethal voltages. To provide the greatest assurance of safety, the AC power cord(s) must be disconnected from the power source before servicing electrical components or wiring. Disconnect all power cords before servicing electrical components for the greatest assurance of safety.

INSTALLING THE DOOR SAFETY SWITCH—200i/250i

- 1 Turn off the main breaker inside the power distribution assembly door.
- 2 Unplug the dyno power cable.
- 3 Remove the tire carriage and center panel. Refer to “Removing the Drum Module Hood, Side Drum Cover, Center Panel, and Tire Carriage” on page 3.
- 4 Remove the three screws securing the power distribution assembly cover and set aside.
- 5 Remove the power distribution assembly cover and set aside.

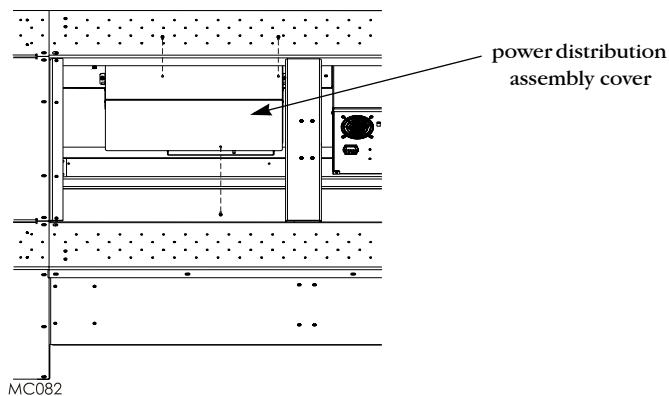


Figure 29: Removing the Power Distribution Assembly Cover



- 6 Loosen the screws that hold the jumper wires in place and remove the wire.
- 7 Route the black and yellow wire from the safety switch through the dyno.
Make sure the switch will not get caught in any moving components or chafed on any edges.
- 8 Attach the yellow wire to the 1A position on the J2 connector.
- 9 Attach the black wire to the 6B position on the J4 connector.

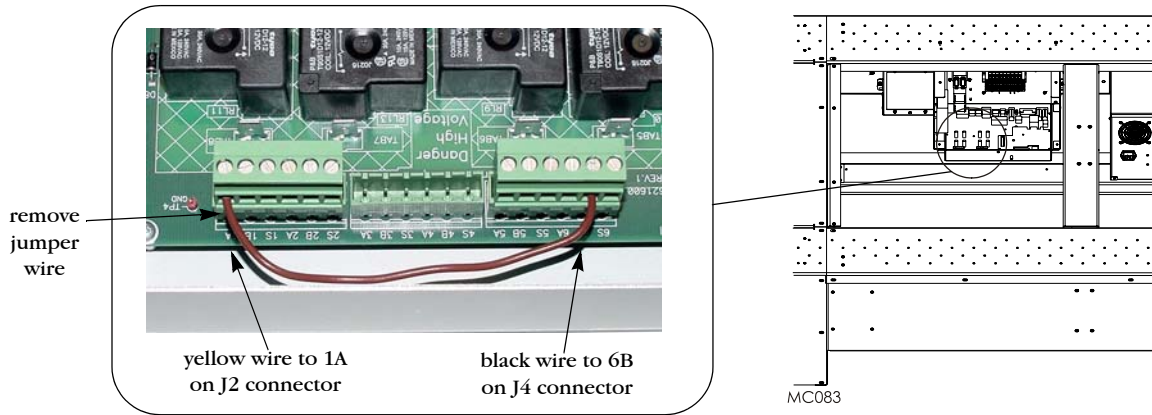


Figure 30: Wiring the Safety Switch

- 10 Replace the power distribution assembly cover using the screws removed earlier.
- 11 The door safety switch needs to be mounted at the entry of the dyno room.
- 12 Plug the dyno into the power outlet.
- 13 Turn on the main breaker inside the power distribution assembly door.
- 14 Open the door safety switch by allowing the plunger to extend.
The air brake should be applied holding the drum and the status light on the Control Panel will be flashing.
- 15 Depress the safety switch and the air brake will release and the status light will be on steady.





INSTALLING THE DOOR SAFETY SWITCH—200iP/250iP

- 1 Open the CPI front panel access and turn off the main breaker.
- 2 Unplug the dyno power cable.
- 3 Remove the eight button-head screws securing the CPI cover and set aside.
- 4 Remove the cover and set aside.

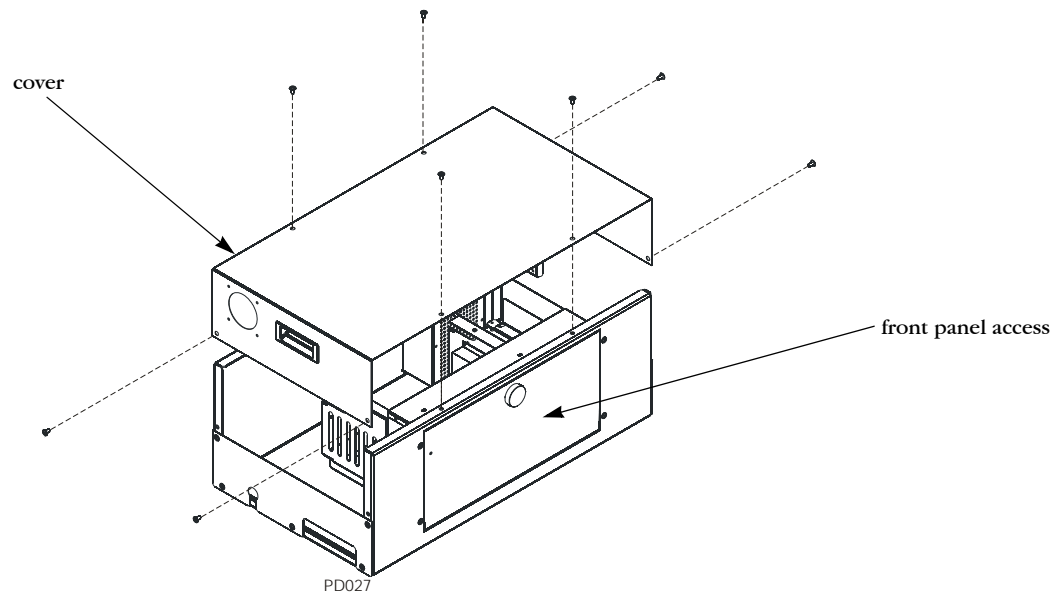


Figure 31: Accessing the CPI



- 5 Loosen the screws that hold the jumper wires in place and remove the wire.
- 6 Route the black and yellow wire from the door safety switch through the dyno.
Make sure the switch will not get caught in any moving components or chafed on any edges.
- 7 Attach the yellow wire to the 1A position on the J2 connector.
- 8 Attach the black wire to the 6B position on the J4 connector.

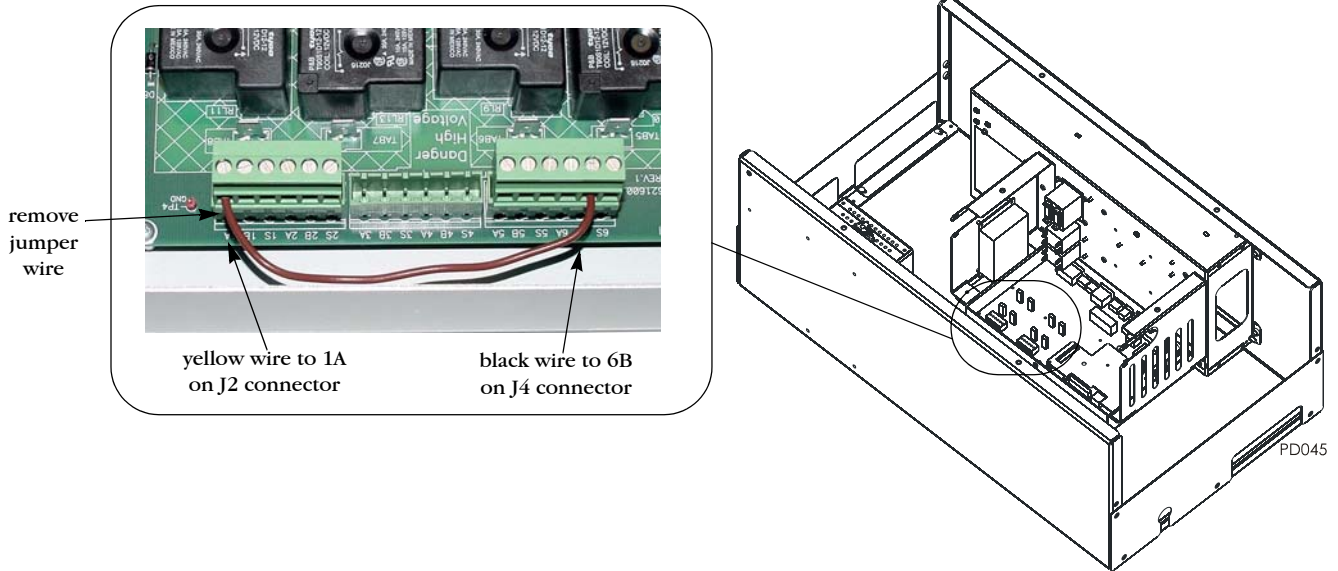


Figure 32: Wiring the Door Safety Switch

- 9 Replace the CPI cover using the screws removed earlier.
- 10 The door safety switch needs to be mounted at the entry of the dyno room.
- 11 Plug the dyno into the power outlet.
- 12 Turn on the main breaker inside the power distribution assembly door.
- 13 Open the door safety switch by allowing the plunger to extend.
The air brake should be applied holding the drum and the status light on the Control Panel will be flashing.
- 14 Depress the door safety switch and the air brake will release and the status light will be on steady.





REPLACING THE DRUM MODULE HOOD, SIDE DRUM COVER, CENTER PANEL, AND TIRE CARRIAGE—200I/250I

.....

Refer to “Replacing Pit Cover Plates and Upright Brace—200iP/250iP” on page 34 for model 200iP/250iP dynos.

- 1 Secure the center panel to the dyno carriage using the six 1/4-inch screws removed earlier. Refer to Figure 4 on page 6.
- 2 Secure the three carriage clamps and shims using two 5/16-inch bolts and washers each. Refer to Figure 4 on page 6.
- 3 Secure the nut block and shim using two 5/16-inch bolts and washers. Refer to Figure 4 on page 6.
- 4 Replace the tire carriage by sliding it under the carriage clamps. Refer to Figure 3 on page 5.
- 5 Slide the carriage screw and the bearing bracket toward the nut block until the carriage screw is touching the nut block. Refer to Figure 3 on page 5.
- 6 Secure the bearing bracket to the carriage using four 1/4-20 x 5/8-inch pan head screws. Refer to Figure 3 on page 5.
- 7 Using the hand crank, screw the carriage through the nut block and into the screw support bracket. Refer to Figure 3 on page 5.
- 8 Secure the right side drum cover to the dyno frame using the six 1/4-20 x 5/8-inch pan head screws removed earlier. Refer to Figure 2 on page 4.
- 9 Secure the top of the right side drum cover to the dyno using the two 1/4-20 x 5/8-inch pan head screws removed earlier. Refer to Figure 2 on page 4.
- 10 Secure the drum module hood to the dyno using the eight 1/4-20 x 5/8-inch pan head screws removed earlier. Refer to Figure 1 on page 3.

WARNING

Do not operate the dynamometer without the EEC finger guards properly installed. The gap between the finger guards and the drum must be less than 0.64 centimeters (0.25 inches). Refer to page 22 for instructions on adjusting the gap.



REPLACING PIT COVER PLATES AND UPRIGHT BRACE—200iP/250iP

.....

Refer to “Replacing the Drum Module Hood, Side Drum Cover, Center Panel, and Tire Carriage—200i/250i” on page 33 for model 200i/250i dynos.

- 1 Secure the upright brace to the drum module using the two screws removed earlier. Refer to Figure 7 on page 9.
- 2 Secure the right pit cover plate to the dyno using the eight 1/4-20 x 5/8-inch pan head screws removed earlier. Refer to Figure 26 on page 26.
- 3 Secure the right drum guard to the drum guard mount using the two 1/4-20 x 5/8-inch pan head screws removed earlier. Refer to Figure 27 on page 27.



WARNING

Do not operate the dynamometer without the EEC finger guards properly installed. The gap between the finger guards and the drum must be less than 0.64 centimeters (0.25 inches). Refer to page 28 for instructions on adjusting the gap.



Ø .540 +.030
-.030

R 1.325 +.030
-.030

R .750 +.030
-.030

Dynojet

R E S E A R C H

DOMESTIC

Dynojet Research, Inc.
2191 Mendenhall Drive
North Las Vegas, NV 89081
Tel: 800-992-3525
702-399-1423
Fax: 702-399-1431
bikedynosales@dynojet.com
autosales@dynojet.com

INTERNATIONAL

Dynojet Research, E.M.E.A.
Kromstraat 82-E
5345 AD Oss
The Netherlands
Tel: +31 (0)412 403770
Fax: +31 (0)412 403636
international@dynojet.com

www.dynojet.com

1.280 +.030
-.030