



Customer name: _____ Address: _____

Suburb/City: _____ State: _____ Post Code: _____

H Phone: _____ W Phone: _____ M Phone: _____

Type of car: _____ Class of racing: _____ Weight of car: _____ Cubic inches: _____

Cylinder Head Mfg: _____ Model Number: _____ Port Runner Vol: _____ cc

Valve Size Intake : _____ Exhaust: _____ Combustion Chamber Size: _____ cc

Compression: _____ Ignition type: _____ Total ignition degrees: _____ Alternator? (YES) (NO)

Type of fuel used – circle one (Methanol) (Gasoline-Petrol) (Nitromethane)

Injector Brand / Type – _____ Size _____

Barrel Valve Design/Type: _____

Clutch or converter: _____ Converter size or stall: _____

Does vehicle leave from idle or rpm? IF it leaves at rpm what is that rpm? : _____

Gear Change RPM _____ If the vehicle makes a gear change what rpm does the engine drop back to when the gear change is made? : _____

If combination has been raced before what was the best performance ET _____ MPH _____

Maximum Boost Recorded _____ PSI at overdrive _____ %

What were the air conditions? BP _____ RH _____ % Temp _____ F or C

When does client need the unit returned by? : _____

Information for charging: Credit card details: _____ - _____ - _____ Expiry _____

Name on card _____ Last three printed digits on the back of the card _____

Signature _____ Date _____



Customer _____ Date _____

Camshaft									
Lobe separation					Intake lobe center line				
TDC overlap					BDC overlap				
		Opens @ .050		Closes @ .050		Duration @ .050	Lift @ Cam	Lift @ valve	Valve Lash
Inlet		BTDC		ABDC					
Exhaust		BBDC		ATDC					

Valve Spring		Seat Pressure		Open Pressure	
Intake					
Exhaust					

Blower Brand: _____ Size: _____

Length of rotors _____ Year of Manufacturer _____

Does blower case have internal “peaks” in the (TOP) or (BOTTOM) – circle one applicable – (NONE)

Rotor Configuration – Circle One applicable (60 degree) (120 degree) (Screw)

If it is a roots type blower does it have strips on the sides of the rotors ? Y N - On the Tips of the rotors Y N

Please provide photos of blower inlet manifold.

Please provide photos of blower inlet and discharge- Send with fuel system and email them to ken@kenlowe.com.au

How many runs ago was Teflon (WHITE) was put in: _____ Nylatron (BLACK) was put in: _____

Blower overdrive: _____ % Top pulley: _____ Bottom pulley: _____

Rate the condition of the blower (1-10): _____

If return shipping address is different than address above please put the return shipping address here.

Name: _____ Address: _____

Suburb/City: _____ State: _____ Post Code : _____

Please fill this form out completely and email it to Ken@KenLowe.com.au
Please insure a copy is included with the fuel system when it arrives at LFS.

Shipping Instructions

To flow your fuel system we don't need your blower or manifold but we do need the information to understand what kind of performance to expect from those components. We do need the injector hat assembly complete, all the hoses, fuel pump, shut off and all the fittings. If you have port nozzles we need them as well along with the hoses and distribution block. We do not need the nozzle bodies that are in the manifold. Before shipping completely drain the fuel out! Take air and blow the system dry as no shipping company likes to deal with soggy boxes. Soggy boxes can fall apart and possibly lose some of your valuable fuel system. Ship your fuel system in a STURDY cardboard box and wrap each item with bubble wrap and some clear tape. Once each item is wrapped find a box big enough for all the items to be packed in. I do not recommend using Styrofoam as a packing material as it flakes off and gets in EVERY fitting, hose and poppet and must be thoroughly cleaned before we can flow it. Pack the box TIGHTLY as you do not want the parts shifting around inside the box. Be sure to wrap the barrel valve in something soft to protect it and the linkage. Use large plastic bags, or trash bags to wrap the injector and components in to help keep them clean. The cavity or the inside of the injector hat is not a good place to ship the pump as it can move around and damage the nozzle holders. Be sure the parts can't move inside the box because if they can they will damage each other. Please include as much data about your car as possible as this helps us get your base line closer. Note: Be sure to insure the shipment as things do get lost or damaged sometimes. Call us or email us to let us know you are shipping it to us so we can expect it.

We return your fuel system to you ready to bolt on and take to the start line. All adjustments have been checked and calibrated. You will be provided with a written report with nearly a hundred different test scenarios to show you what your hardware combination will flow under each of those conditions.