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STANDARD PROCEDURES REMANUFACTURED ENGINES

Engine cores are completely disassembled and all parts are cleaned in a chemical vat. Engine parts are dispersed to applicable area for inspection and remanufacturing.

Machine Shop

Cylinder blocks are checked for surface cracks using a magnaflux procedure. Cylinder bores, counter bores and crank bores are checked and repaired if needed. Water passages of the cylinder blocks are pressure tested. Serial numbers, cylinder bore size and work performed is recorded before the blocks are released to the engine rebuild department. Crankshafts are checked for bends and cracks using a magnaflux procedure. Crankshafts are measured and polished or machine ground to OEM specifications.

Cylinder Head Department

Cylinder heads are disassembled with all plugs removed and chemically cleaned. Head castings are measured for thickness before and after being surfaced. Castings are pressure tested with new injector tubes installed. Valve seats are cut to specification on our computer controlled seat cutting machine which ensures proper valve to seat mating. Cylinder heads are assembled using new valves, springs, guides, seals and cam follower rollers and pins. Rocker arms and valve bridges are reclaimed or remanufactured as needed. Cylinder heads are supplied with new plugs.

Subassemblies Department

Connecting rods are remanufactured with new bushings and all measurements checked utilizing state of the art equipment manufactured by Sunnen. Blowers are completely remanufactured with new bearings and seals. Reclaimed housings, end plates rotors are qualified for reuse. Fuel pumps and water pumps are remanufactured using new seals, bearings and shafts. Fuel pumps are bench tested prior to release. Cam shaft end bearings are remanufactured using new bushings. Oil pumps and valves are remanufactured using new valves and springs. Reclaimed components are measured and inspected to meet original specifications. Heat exchangers are acid dipped, cleaned and pressure tested.

Turbochargers, fuel injectors and remanufactured camshafts are purchased from outside vendors with many years' service and experience ensuring the highest quality components available.

Engine Rebuild Department

Engines are assembled by qualified technicians who verify the correct components and acceptable measurements of all remanufactured subassemblies and reclaimed components. Engines are assembled using all new bearings, seals, gaskets and consumable parts. Complete engines are dynamometer tested to OEM ratings using a NIST traceable 2500 horsepower dynamometer. Horsepower output, rpm, oil pressure, crankcase pressure and air box pressures are recorded along with engine specifications and supplied with a start up inspection report. Engines are rust proofed with a red oxide primer and enamel coated paint.

In order to provide you with the highest quality product, specific attention has been given to ensure that all proper procedures have been followed during assembly and that all specifications are those of the original manufacturer. Modification, installation, testing and maintenance of this product are the responsibility of the purchaser and should be performed in strict accordance with the original manufacturers' service publications.

All engines must have a Start-Up Inspection Report and Sea Trial (Marine Application), performed by **DSL** or an authorized representative and returned (by mail or fax) within forty-eight (48) hours after the engine is initially put into service to validate warranty.

Thank you for choosing a *DSL PowerLine*[™] Remanufactured Product!