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Two Speed Compact Shock Dynamometer

Instructions:

1. Turn main power on by lifting the red emergency stop switch.
2. With the mounting bolt in the upper clevis, press “TARE” buttons for both meters.

WARNING: Make sure hands and loose clothing are clear of all moving parts on shock absorber dynamometer.

3. Mount one end of shock in upper clevis.
4. Mount other end of shock to crank shaft by placing the bushing between the shock and crankshaft and tighten shoulder bolt. Make sure shoulder bolt is completely tightened to prevent chucking and possible damage to threads in crankshaft.

NOTE: While dyno is in test mode there will be a small amount of chucking in the upper clevis. This is normal and will not affect the dyno readings.

5. Turn the “SHOCK TEST” switch to the “ON” position to test the shock.
6. Pressing the peak button on the meter toggles it from “instantaneous” to “peak capture” modes. The blinking display indicates the “peak capture” mode. This is the mode you will need to get accurate force value readings. The “instantaneous mode” is not of any value in this application except to see if the clevis and pin are tared properly.
7. Let the shock cycle a few times while pressing the “peak” and “reset” buttons at the same time to clear the old value and register the new peak force value of the shock. Sometimes you may have to press the “peak” button again to get back to the “peak capture” mode.
8. Turn the shock test switch to “OFF” to adjust the stroke of the shock dyno. Again make sure the shoulder bolt is tightened completely and hands and clothing are clear before restarting the machine.
9. The short stroke is 4.7 inches per second and the longer stroke is 13.3 inches per second.
10. The values displayed on the meters are in pounds of force.
11. This dyno is meant to run on a 110 volt 30 amp service. In case of a severe voltage spike, circuit breakers are located in the control box and would need to be reset.
12. This dyno is designed to test 7” and 9” racing shocks. Adapters are available for other size shocks. Make sure the extended length of the shock you are testing is not less than 18.75 inches and the compressed length is not more than 16.5 inches.
13. If any questions or comments arise, please call Bob Kietzman at Brinn Incorporated. (989) 686-8920