

LO206 Break-in procedure

The importance of properly breaking in an engine is to allow heat stress from the manufacturing process to be relieved and for proper ring seating.

Do not use synthetic oils for break-in as lubricity could prevent proper ring break-in.

After properly installing the engine:

- For the break in use 15 ounces of a high quality 30 weight automotive oil (SAE 30). A good choice is Amsoil Break-In Oil (SAE 30). 30 weight is thicker than standard oil used for racing. Amsoil Break-In oil is formulated without friction modifiers to allow for quick and efficient piston ring seating. It contains zinc and phosphorus anti-wear additives to protect engine components during the break-in period when wear rates are highest.
 - Only during break-in use automotive oil. Never use 'karting' oils. These oils use base materials that have severe limitations and offer very limited protection over time.
 - Assuming that you can break your engine in on the race track proceed to put 10 minutes of varying rpm on the engine.
 - After 10 minutes of slow track break-in shut off the engine allowing it to cool somewhat.
 - Repeat with another 10 minutes or so of varying rpm on the track.
 - At this point, with your engine shut off drain the oil while it is still warm. While warm the asperities from the break-in process will still be suspended in the oil.
 - Again add 14 ounces of oil repeat this cycle.
 - After 2 addition track sessions of slowly increasing the rpm and range, your oil should be changed out once again will warm.
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- At this point we recommend only the use of Briggs & Stratton 4T synthetic race oil custom blended by Amsoil. Briggs 4T race oil has been engineered exclusively for the firing pressures, temperatures, and splash lube system of your engine.
 - To switch over to Briggs 4T oil, you want to completely remove all the 30-weight oil. To do this, put 14 ounces of Briggs 4T in the engine, start and run for a short time, then drain out and refill. At this point you will be all set.