BREAK-IN PROCEDURE FOR NEW ENGINE, NEW P/H, OR ENGINE REBUILD

DURING THE FIRST 10 HOURS OF OPERATION, USE 50:1 MIX IN FUEL TANK PLUS OIL INJECTION. ON OIL INJECTED ENGINES, VERIFY THE OIL USAGE FROM THE OIL INJECTION TANK BEFORE DISCONTINUING 50:1 OIL/FUEL MIXTURE IN THE FUEL TANK. IF THE ENGINE DOES NOT HAVE OIL INJECTION OR THE SYSTEM HAS BEEN RENDERED INOPERABLE, THEN USE 25:1 OIL MIX IN THE FUEL TANK.

DO NOT OPERATE ENGINE OUT OF WATER – TRY TO MINIMIZE ALL POSSIBILITIES OF AN INFANT OVERHEAT. "IT IS ALSO IMPORTANT TO VERIFY THE ENGINE IS REACHING A MINIMUM TEMPERATURE – APPROXIMATELY 130 DEGREES." THIS CAN BE DONE WITH A TEMPERATURE STICK, TERMPERATURE GUN, OR IF THE ENGINE IS UNCOMFORTABLE TO THE TOUCH.

DURING EARLY BREAK-IN, TAKE TIME TO GUARANTEE ALL ENGINE SYSTEMS ARE PERFORMING PROPERLY INCLUDING TEMPERATURE (MAX & MIN), TIMING, FUEL DELIVERY SYSTEM, OILING, AND COOLING SYSTEM. ALSO, LOOK AT SPARK PLUGS EARLY TO DETERMINE ANY POTENTIAL PROBLEMS.

FIRST 10 MINUTES

OPERATE AT 1500 RPM IN GEAR. MOMENTARILY ACCELERATE BELOW 2500 RPM.

NEXT 30 MINUTES

ACCELERATE TO PLANE AND THROTTLE BACK, WHILE MAINTAINING PLANE. AVOID 3000-4000 RPM RANGE FOR PROLONGED OPERATION. THIS IS WHERE MOST ENGINES ARE LEANEST WITH HIGHEST TIMING.

NEXT 20 MINUTES

WHILE ON PLANE – ACCELERATE TO W.O.T. (WIDE OPEN THROTTLE) IN SHORT SPURTS **(30 SECONDS OR LESS)**. RETURN TO IDLE FREQUENTLY TO ALLOW FOR A COOL DOWN PERIOD. IT IS IMPORTANT TO BUILD HEAT IN THE ENGINE FOR MINIMUM AMOUNTS OF TIME.

NEXT 9 HOURS

OPERATE ENGINE NORMALLY WITH NO EXTENDED TIMES AT W.O.T. – VARY ENGINE SPEEDS AS MUCH AS POSSIBLE DURING THIS PERIOD. **DO NOT OPERATE ABOVE MAX RPM RATING OF ENGINE.**