

THE REASON

The "Breaking In" process is very important after the installation of new components because they require time to work harden the contact surfaces.

THE SOLUTION

If the engine has experienced Timing failure due to Belt or Chain breakage, always check:

- Valve Guides are damage free.
- The Camshaft is not evident of scoring or oil starvation.

Engine oil pressure relies on the effectiveness of the Oil Pump and Crankshaft bearings. It is strongly recommended that you replace all the bearings and contact components.

To ensure oil is reaching the Camshaft always make sure:

- The oil strainer is clear.
- The Camshaft bearings are not worn.
- The oil pressure is to manufacturer specifications.
- The correct viscosity of oil is being used.
- The engine lubricating system has been flushed.
- High quality cam lube is being used.

THE PROCESS



OPERATING THE ENGINE AT HIGHER VARYING SPEEDS FOR 20 MINUTES AFTER INSTALLATION ENSURES SUFFICIENT OIL REACHES THE CAM LOBES AND MINIMISES FRICTIONAL WEAR, PROLONGING THE PRODUCTS LIFE.

- Once the engine fires, immediately bring the RPM up between 1500 and 3000. Vary between these RPM's for the entire breaking in period to ensure oil reaches all points on the Camshaft.
- Monitor the oil pressure.
- Listen for any misfires or engine problems.
- Engine RPM should never remain constant for the breaking in period.
- **DO NOT** set to fast idle and leave the engine unattended.
- Monitor for leaks or other problem areas.

VALVE TRAIN

The process of adding new components



IMPORTANT

ALL ENGINE COMPONENTS WEAR TOGETHER AND THEREFORE SHOULD BE REPLACED TOGETHER.



BGA products are to be replaced by an experienced automotive installer. This information is to be used as reference only. Always seek manufacturer specification.