

Product Code: 7981

Sector: Motorsport

Issue No: 4

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MOTORSPORT COMPETITION RUNNING IN OIL

Mineral, multi viscosity running in oil

Application

Used to run in rebuilt engines to ensure correct “bedding” in of highly stressed engine components such as the crankshaft and valve train etc.

The running in procedure can be carried out on a test bed or in vehicle on the road. May be used for light operational duties up to 500mls/800kms if running in on the road.

Use in conjunction with an Assembly Lubricant. We recommend Millers Oils Assembly Lubricant – Part code 7982. When rebuilding an engine use Assembly Lubricant on vital components such as cam lobes for protection on initial start-up & the dedicated Millers Oils running in oil per engine type e.g. Classic, Automotive, Motorsport & Heavy Duty (HGV, Agricultural, Plant, Off Road).

Features & Benefits

- By using the Competition Running In Oil the engine will produce peak power and torque when required.
- Increased component longevity through lower wear.
- Lower oil consumption.
- Maintains oil pressure.
- Avoids bore glazing and high blow-by.

Typical Characteristics

| | |
|----------------------------------|-------|
| Density @ 15°C, g/ml | 0.870 |
| Kinematic Viscosity @ 100°C, cSt | 14.1 |
| Flashpoint °C | >220 |

Running In Procedure & Disclaimer

Millers Oils Running In oil has been designed to last the full running in procedure. Do not use fully synthetic or semi synthetic oils before the process is fully completed as this can lead to bore glazing.

- When the engine has been built to a high standard, fill with running in oil to the maximum mark on the dipstick.
- Run the engine at peak torque for approximately 500 miles on the road or alternatively on a test bed/rolling road.
- Indication that the procedure has been completed includes:
- Compression ratio to manufacturer’s specification.
- Increased engine performance e.g. acceleration.
- Improved efficiency.
- Reduced oil consumption.

Although Millers Oils provides a general guide for the running in process, the onus lies with the engine builder to ensure that the correct procedure per engine is completed effectively.

Technical & Health and Safety

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For H&S info or SDS, please visit our website:

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