

CATEGORY:

Break-in, Lubrication

ISSUE:

BluePrint engines arrive ready to install. Because all crate engines have been dyno tested, the original assembly lube has been washed from the bearing surfaces and replaced with engine oil. However, oil is drained for shipping, so when your BluePrint engine arrives, the bearing surfaces are dry.

ACTION:

BluePrint Engines strongly recommends pre-lubing all Chevy, Chrysler, Ford crate engines as well as ProSeries™ engines and shortblocks before initial start up.

The recommended way to pre-lube your new blueprint engine is to remove the spark plugs and spin the engine over for several seconds to build up oil pressure and distribute oil throughout the engine.

This break in oil can be used for the first 500 miles, during the break in of your new crate engine. It has been specially formulated with the following benefits to break in your new engine and get you started with all the proper additives to ensure a long engine life. The benefits of break-in oils are:

Increases high-temp film strength, oil pressure and compression at all RPM ranges. Designed to reduce potential engine failure during the break-in period. Provides high-temp viscosity and anti-wear control. Protects bearings at initial startup and at higher speed and temperature. Recommended for all types of engines: including flat tappet and roller camshafts. Requires no additional additives.

If you wanted to source oil locally for your crate engine, we just want to make sure you are using a good quality oil – we typically recommend a 10W30. Also, if you are running a flat tappet camshaft please make sure you are also using a separate zinc additive, in addition to your oil. Refrain from using synthetic oil for the first 6,000 miles on all BluePrint crate engines.

Roller Camshaft Engines:

10W30, non-synthetic oil. A zinc additive, or break-in oils are not necessary, but can be used.