

SAVVA Technical Tip 132 – Running in engines

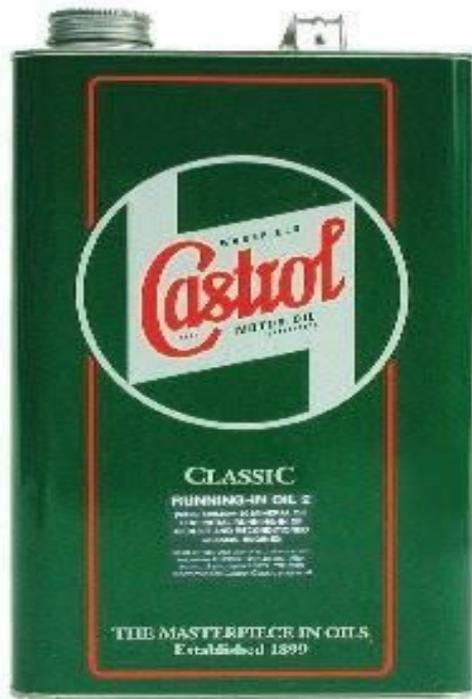
I'm sure many of us can recall the time when it was common practise to place a notice in the rear window of a car saying "**running in please pass**". The engine had probably been rebuilt or at least new rings fitted and for the next 1000 miles or so one had to drive "Hamba Gahle". One was also advised to run a new car at under 45 miles per hour for the first 500 miles and then change the oil at 1000 miles. I have an idea in those far off days the oil in new cars was in fact a running in oil of some sort. Do I recall someone once saying running in oil had Graphite in it?

We (or me) seem to have forgotten about this and we now use modern oils in a rebuilt engine. We are told by the "experts" however that modern oils are not suitable for running in rebuilt engines. Perhaps we should take a step backwards and run rebuilt engines for the first 1000 miles/kilos or so using proper running in oils. Apparently they are available again.

It was interesting looking at one of those American TV programmes Fast and Loud (or something like that) where they fitted a rebuilt engine in a car and on running it, it sounded as if there were a few loose nuts and bolts in the engine. The engine rebuilders were called in and the result was that the engine had been damaged because they hadn't used proper running in oils.

I think the message is clear – don't use fancy modern engine oils to run in older engines. The modern oils are so good that the rings will just go up and down in the bore without bedding in, never mind the bearings and other twiddly things that go around and around and up and down.

It would be interesting to hear from readers of their experiences or any advice they could offer in this regard.



- Castrol No 2 is a typical running in oil