



PRODUCT DATA SHEET

**PRODUCT NAME/VISCOSITIES:****RUNNING IN OIL**DATA SHEET NO: 6301
21/06/10**DESCRIPTION:**

High quality mineral SAE 30 running-in oil.

APPLICATION:

For the running-in of re-built engines, either on road or test bed facility.

USER BENEFITS:

- The high quality mineral oil formulation overcomes the problems experienced when running in reconditioned engines, bore glazing etc.
- The correct additive levels provide protection for the valve train and associated components whilst allowing piston rings and bores to bed in and providing limited road use whilst running in.
- By optimising the running in procedure oil control and fuel efficiency will be attained.

Note:

When Running-In Oil is being used, its limitations should be stressed to the actual driver of the vehicle and that it should be changed after 500-1000 miles.

TYPICAL CHARACTERISTICS:

SAE Viscosity Grade	30
Specific Gravity @ 15°C	0.882

HEALTH AND SAFETY:

Health and Safety Data Sheet 6301 applies to this product. When used for the purpose recommended and with due regard to the appropriate Health and Safety Data, the product should cause no concern. If in doubt, consult with Millers Oils Technical Department.

For Technical assistance call +44 (0) 1484 475060 or email technical@millersoils.co.uk



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RUNNING IN OILS

The first 500-1000 miles of a reconditioned engine is critical to ensure correct running-in.

New engines are usually run in by the manufacturer during a carefully controlled 'bench' procedure whilst reconditioned engines are run in during the first 500-1000 miles of road work.

Reconditioned engines require a special 'running-in oil' which after the 500-1000 miles should be changed to an oil of the recommended specification level for that particular vehicle and service conditions.

Two main problems occur when normal service lubricants are used during running-in. Firstly, the high level of protection offered prevents the correct bedding-in procedure to take place, i.e. the wearing down of asperities and the consequent establishing of a correct bore to piston relationship.

Secondly, bore glazing can occur. This causes a deposit to form on bores/liners and so eliminates the honing pattern. This has the effect of increasing oil consumption and again preventing the correct bedding-in of the piston to bore. This high oil consumption often lasts well into the life of the engine and correct running-in may never take place.

It is essential that the driver of the vehicle being run in is aware that he also has a part to play.

The main criteria are:

- [a] Do not over-rev the engine;
- [b] Do not be too gentle – moderation is the key issue;
- [c] The running-in oil must be drained after no more than 1000 miles and the engine refilled with the correct grade of engine oil.

Should you require any further information, please contact our Technical Department.



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