

of anti-wear and extreme pressure additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been forced to remove from off-the-shelf oil. These specialized COMP Cams® lubricants are the best “insurance policy” you can buy and are the first step to avoiding durability problems with your new flat tappet camshaft.

Proper Camshaft Break-In

Proper flat tappet camshaft set-up and break-in, as any engine builder knows, are keys to how long a camshaft will last, both short and long term. The correct procedure allows the lifters to establish rotation and develop a good wear pattern.

Break-In Preparation

Always remove the inner spring during break-in when using dual or high pressure valve springs. An alternative solution that addresses this same concern is using a set of low-ratio break-in rocker arms. Both of these solutions provide your best chance of proper camshaft break-in and long term durability. While these tips may be a slight inconvenience, a little time and effort on the front-end is much better than destroying your new engine.

Proper Procedure

As soon as the engine fires, bring the rpm up to 2000 to 2500 during the first 30 minutes of operation. Slower engine speeds will not supply the camshaft with an adequate amount of oil for the break-in period. The engine rpm may be varied periodically from 2000 to 2500 to direct oil splash to different areas of the camshaft. After the 30 minute break-in period, change the oil and filter again to be sure all contaminants and break-in lube are removed from the engine. The inner valve springs should now be replaced and the correct rocker arms installed.

If you have any questions concerning the break-in procedure, please contact one of our CAM HELP® technical consultants at 1-800-999-0853. We'll be glad to help you with any problems or questions you may have.