



R A C E E N G I N E E R I N G , I N C .

2300 SHORT BLOCK INSTUCTIONS & ENGINE BREAK-IN

BEARING CLEARANCES HAVE BEEN CAREFULLY MEASURED WITH REAL INSTRUMENTS, NOT PLASTIGAUGE. WE INVITE YOU TO DOUBLE CHECK ALL MEASUREMENTS, AS CLAIMS OF IMPROPER CLEARANCE CANNOT BE MADE AFTER THE ENGINE HAS BEEN RUN. PLEASE REFER TO THE CLEARANCE CHART SENT WITH YOUR SHORT BLOCK. IF YOU DID NOT RECEIVE ONE, CONTACT US IMMEDIATELY FOR A REPLACEMENT CLEARANCE CHART.

USE A HIGH QUALITY OIL PAN WITH BAFFLES. IF YOU MUST USE A STOCK PAN, MAKE SURE SMALL PLATES HAVE BEEN WELDED TO THE REAR AND PASSENGER SIDE OF THE SUMP TO PREVENT OIL FROM SLOSHING OUT (NOTE THIS IS FOR LEFT TURN CIRCLE TRACK CARS).

WE RECOMMEND A MELLING M86E TURBO STYLE OIL PUMP INSTEAD OF THE POPULAR HIGH-VOLUME, AS THESE CAN SUCK THE PAN DRY AND OIL STARVE THE BEARINGS. IT ALSO REQUIRES LESS POWER TO OPERATE, SO PERFORMANCE IS IMPROVED.

WE PREFER VALVOLINE VR-1 20W-50 RACING OIL, EXPECIALLY FOR BREAK-IN. AFTER 3 SHOWS, MOBIL-1 SYNTHETIC 15W-50 MAY BE USED. ALSO RUN A GOOD OIL FILTER LIKE A MOTORCRAFT FL-1. FRAM PH-8A IS NOT A RECOMMENDED.

MAKE SURE THE DISTRIBUTOR SHAFT IS NOT WORN AND SLOPPY. ALSO CHECK FOR CORRECT AUXILLIARY BEARING INSTALLATION. REMEMBER THESE FEED OFF THE #2 MAIN AND CAN AFFECT OIL PRESSURE.

BREAK-IN: USE VALVOLINE VR-1, 20W-50 OIL. FOLLOW INSTRUCTIONS IN OUR MINI-STOCK VALVE TRAIN SHEET FOR NEW HEAD BREAK-IN. FOR INITIAL STARTUP. IDLE THE ENGINE FOR 30 MINUTES @ 25-2600 rpm. DO THIS TWICE, ALLOWING ENGINE TO COOL INBETWEEN. NEXT, IDLE THE ENGINE WITH THE RADIATOR VANES BLOCKED OFF (OR KILL ELECTRIC FAN IF USED). SHUT DOWN AFTER REACHING 230-240 deg. WATER TEMP (210 deg. FOR METRIC RINGS). ALLOW TO COOL DOWN OVERNIGHT. IT IS NOW OKAY TO RUN HOT LAPS.

SET IGNITION TIMING AT 36-deg FOR 5.200-5.700" RODS, 34-deg FOR 5.840-5.930" RODS. WE RECOMMEND CHAMPION S59C PLUGS.

THANK YOU FOR TRUSTING US WITH YOUR ENGINE.

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