

108 BREAK-IN-OIL

Break-In-Oil is a fully formulated, balanced, high zinc engine oil that is specifically formulated to provide excellent wear control to critical engine parts such as camshafts, lifters, wrist pins, distributor gears, push rods, valve retainers, pistons and pistons rings while still allowing these engine components to properly seat for maximum protection, performance and increased engine efficiency. Break-In-Oil especially protects flat-tappet camshafts and lifters during break-in and provides optimal ring seal. Break-In-Oil is compatible with ethanol, methanol and high octane racing fuels.

Break-In-Oil is formulated with the highest quality solvent refined and severely hydrofinished high viscosity base stocks, and an advanced performance, high zinc and phosphorus, racing formula additive package to provide the following performance benefits:

- **PERFORMANCE**
 - Quicker, more efficient ring seal
 - Reduced blow-by
 - Positive compression seal
 - Increased engine efficiency and durability

- **DEPOSIT PROTECTION**
 - Excellent protection against thermal breakdown during high temperature operation
 - Excellent protection of turbochargers and superchargers from wear and deposits during break-in

- **WEAR PROTECTION**
 - Significantly less bearing, ring, piston, cylinder and valve-train wear for a more even and efficient seat
 - Excellent film strength - this results in increased protection against wear.
 - Extra zinc anti-wear additives to protect flat-tappet cams from excessive wear
 - Excellent rust and bearing corrosion protection

Break-In-Oil also contains two proven frictional modifiers Micron Moly® and Schaeffer Mfg's own proprietary additive Penetro®. These two proven frictional modifiers optimize maximum protection in flat-tappet and roller cam engines.

Break-In-Oil is fully formulated and does not require the use or addition of supplemental engine oil or chemical additives.

** Use 132 Moly EP Oil Treatment to pre-lube cams and lifters along with Break-In Oil for maximum flat-tappet break-in performance.*

TYPICAL PROPERTIES

SAE	30
Specific Gravity @ 60°F	0.8768
Viscosity @ 40° C, cSt (ASTM D445)	73.5-94.5
Viscosity @ 100° C, cSt (ASTM D445)	9.5-11.0
High Temperature High Shear Viscosity @ 302°F/150°C, cP (ASTM D4683)	3.5
Viscosity Index (ASTM D2270)	112
Flash Point °F/°C (ASTM D92)	455°/235°
Fire Point °F/°C (ASTM D92)	490°/254°
Pour Point °F/°C (ASTM D97)	0°/-18°
Sulfated Ash Content % wt (ASTM D874)	1.0
Total Base Number (ASTM D2896)	7.25
Copper Strip Corrosion (ASTM D130)	1a
Engine Rusting Ball and Rust Test (ASTM D6557) Average Gray Value	133
Zinc, ppm	1650-2250
Phosphorus, ppm	1650-2250