# Pace Performance New Engine Prep

*For small and big block (flat tappet) Chevy engines*

**The performance, drivability and longevity of your new engine are determined with proper engine preparation. New & remanufactured engines come to us without oil and with minimal assembly lubrication. To insure/enhance quality and dependability, the following procedure(s) are preformed prior to final engine dress and shipping.**

***New Engine Prep Procedure***

1) Engine is removed from shipping container and placed on an engine stand.

2) Engine is visually inspected for any shipping damage.

3) Valve covers and intake manifold (if equipped) are removed.

4) Head bolts, rear oil gallery plugs and all other external fasteners are checked against factory torque specifications.

5) Valve lifters are removed, wiped clean, dabbed with a good coating of zinc based cam break-in lube and replaced .This is done 1 lifter at a time to insure lifter is replaced into the same bore.

6) Top of valve stems are lubed with zinc based grease.

7) Valvetrain is then reassembled.

8) Engine is then primed through the oil pump (not pressure primed) with zinc enhanced engine break-in oil.

9) During the oil priming process the crankshaft is rotated in ¼ turns for two full rotations. This insures complete oil gallery alignment throughout the engine and gives the camshaft a 360 degree coating of break-in grease.

10) For engines that do not include a distributor, we apply break-in grease to the cam's distributor drive gear.

11) Next the rocker arms get adjusted to factory specifications.

12) Oil filter is removed and discarded.

13) Engine is drained of oil.

14) Rocker arms and lifter valley receives a generous coating of break-in oil.

15) Engine now goes through final assembly and dress.