



Bearing Lubrication No. 1

INITIAL BEARING LUBRICATION

Initial damage can be inflicted on bearing surfaces when an engine is started after a rebuild. Dry starts often cause initial bearing distress, which develop later into a major failure.

The engine block should be scrupulously clean, paying particular attention to the oil galleries. The crankshaft should be cleaned thoroughly too, using a brush and compressed air. Oil ways should be completely free of debris. Special attention is necessary to remove ferrous particles if either the block has been rebored or the crankshaft has been reground.

All bearing surfaces and journals should be lubricated during assembly.

NO BEARING SHOULD EVER BE ASSEMBLED DRY

Ensure all the components associated with the lubrication system are in good working condition. If the oil filter is a throw away type ensure the replacement oil filter is to the manufacturer's specification, i.e. some are fitted with an oil relief valve.

After assembly and installation, prime the lubrication system prior to start-up. To prime an engine, first interrupt the fuel delivery to the injectors on a diesel, alternatively remove the spark plugs and disconnect the ignition coil on a petrol engine. Then turn the engine over with the starter motor until the oil light is extinguished.



Fit bearings into the block and caps and allow oil to run over the bearing. Do not use a finger to wipe oil around the bearing.