



Engine Assembly & Break-In Kit

Torco Engine Assembly Lube (4-oz. bottle)

Engine Assembly Lube (EAL) is a high viscosity, adhesive, thick film liquid lube which provides a liquid separation layer to all moving parts during initial engine start-up and prior to building engine oil pressure for on-going lubrication.

Use EAL for assembly of all engines, transmissions, and differentials. Apply EAL to all metal parts, including shafts, bearings, bushings, rollers, and sliding mechanisms. Simply, drip, brush or pour a liberal coating to all bearing surfaces, especially main and rod bearings and all crankshaft journals. Piston squirts, cylinder walls, and piston rings should also receive a coating of EAL as well as timing chains/gears, oil pump parts and valve train components.



Torco Engine Assembly Lube HP (1-oz. tube)

Engine Assembly Lube HP (EAL HP) is the "gel" version of Torco Engine Assembly Lube and is a non-melting, high pressure, wear protection lubricant that stays put and won't let go. While originally engineered to protect cam lobes and lifters, EAL HP will protect all high pressure surfaces from scuffing, galling and wear during initial start-up.

Apply EAL HP to cam lobes, lifters, and valve train components, it will not run, drip, or migrate off the surfaces. Simply run a "bead" around each cam lobe, cam bearing and apply to each lifter top/bottom also apply to oil pump gears for complete protection.



Torco MPZ® Spray Lube (4-oz. can)

MPZ® Spray Lube, the spray version of EAL, is excellent for hard to reach areas. This liquid spray immediately turns to a gel, which stays put and is ready to protect during initial start-up, no matter how long the wait. MPZ® Spray Lube leaves behind a film that won't melt, rub or scuff off before the proper oil pressure builds to provide lubrication.

Use MPZ® Spray Lube on valve train components since they do not receive full lubrication quickly. Spray liberally to timing chain, push rod tips, rocker arms and pedestals, valve springs, inner springs and dampers.



Torco Premium Break-in Oil (5 x 1-liter bottles)

Torco Premium Break-in Oil (TBO) is specifically engineered for complete protection of all engine parts during the initial start-up and break-in process and will help to ensure proper seating of the piston rings. The viscosity grade, its detergent content and anti-wear protection chemistry are perfectly balanced for fresh rebuilt or new engines. The scrubbing action that TBO provides will dislodge microscopic metal fragments from machined surfaces and provides an engine flush as well.

When preparing to break-in an engine using TBO, the engine should run between 30 to 45 minutes under low load, keeping RPM variable. Carefully monitor oil and water temperatures and adhere to the cam manufacturer's recommendations. After the proper engine break-in is completed, the TBO should be drained out and properly disposed. Quality motor oil and a new oil filter should then be installed.



Torco Zinc Engine Protector (12-oz. bottle)

New Torco Zinc Engine Protector (ZEP) will add the necessary protection to the engine after initial break-in is completed. Modern petroleum and synthetic motor oils with API SL and SM ratings do not contain an adequate level of Zinc Dialkyl-Dithiophosphate (ZDDP) additive to assure proper protection of high performance, race and classic engines with flat-tappet cams. The reduction of the ZDDP additive is meant to help protect catalytic converters. The addition of ZEP to any modern motor oil will put back the proper amount of ZDDP. Torco ZEP coats all engine parts and won't rub off, scrape off or scrub off to provide maximum engine protection.

Add one 12-oz. bottle of ZEP to treat 6 quarts or liters of motor oil. One ZEP 12-oz bottle should again be added with each future oil change.

