



ENGINE BREAK-IN - KAWASAKI

These engines have not been run before being sent out and require a break-in procedure! Please read through this entire document before the break-in procedure and keep these break-in recommendations until break-in is completed. Rings need time to seat to the cylinder. You will need to use an **“Engine Break-In Oil”** like Maxima, Royal Purple, Amsoil, etc. with a **high zinc** content. **This is especially important with Nikasil coated cylinders to assist in a proper break-in.** Most break-in oils are a straight 30W, or 40W, some specify 10w30 or 10w40 and are still acceptable. Do not use full synthetic oil for break in. Replace your oil cooler with a new one and install a new oil filter.

Before you install your spark plugs and fuel injectors or carburetor, you will need to **prime your oil delivery system**. Rev6 recommends you use your starter motor to turn over the engine for 10-15 seconds at a time and let the starter motor cool in between cycles to avoid burning out your starter motor. Repeat this process 6 times to build oil pressure to the top end of your motor.

Rev6 highly recommends replacing intake boot adapters with new ones before start up to avoid introduction of dust and dirt into your motor. Do not use sealants or silicone. The 1-year warranty does not protect against neglect, improper installation, or failure to break-in the engine.

You will need to bleed the coolant system thoroughly before starting the engine.

- Fill your radiator with the recommended coolant in your owner’s manual.
- Leave the radiator cap off.
- Start the engine and continue to bleed coolant until a steady stream of coolant is flowing from the bleeder screw and there is no air left in the system.
- Let the fan kick on and off and double check the bleeder at least one more time for any residual air in the system.
- Top off the coolant and replace the radiator cap. Let the fan kick on and off at least one more time.
- Run multiple heat cycles before operation. Allow the engine to warm up fully, cool down completely, and repeat. This helps all internals stabilize under real-world thermal conditions.

Drain and replace oil and oil filter after the first 20 hours (120-150 miles) of operation. Monitor and check your fluid levels often during break-in period.



ENGINE BREAK-IN - KAWASAKI (CONTINUED)

Keep the throttle under ½ opening for the first few hours. Avoid full throttle, hard acceleration, and extended high-RPM operation during the first 10 hours of run time. Do not hold the steady throttle for long periods. Vary engine speed and load frequently to encourage full ring seating and even wear. Use only moderate loads – no towing or hauling. Avoid steep hills during break-in period. Don't ride under lugging conditions—never bog the motor at low RPM under load. Avoid aggressive acceleration or deceleration and keep RPMs low for the first several hours.

Always let your engine warm up to operation temperature before operating but avoid extended idling beyond what is required to bring the motor fully up to temperature.

Some oil consumption is normal in the first 20 hour "Break-In Period". Check your oil level before starting the engine for the first 20 hours to ensure no oil starvation occurs. Oil starvation will result in excessive wear or catastrophic damage. **Add oil to the correct fill level if necessary!**

If oil consumption is alarming or excessive, **Contact Rev6 Customer Service as soon as possible!**

Monitor your oil condition and color. If the oil begins to discolor and/or breakdown, change the oil and filter. Oil change may be required any time between the 5-20 hour mark.

After 20 hours you can switch back to full synthetic oil (Maxima, Royal Purple, Amsoil, Lucas Etc)..

Oil weight depends on riding style and cold/hot weather. Defer to your owner's manual to determine the correct oil weight for your machine. (ex: 5w-50, 10w-50, 10w-40 Etc..)

If you have any questions or concerns, feel free to call customer service. We are happy to answer or assist in any way possible. A successful engine build doesn't end at assembly—it continues through break-in. Taking the time to properly break in your engine ensures that every component functions as intended, resulting in better performance, greater reliability, and longer service life.