IMPORTANT INSTRUCTIONS TO PREVENT PREMATURE CAMSHAFT WEAR

Before replacing the camshaft, drain the oil and thoroughly flush the lubrication system of any wear particles or debris. Inspect the cam bearings and replace any that have become worn.

CAUTION: NEW LIFTERS (OR FOLLOWERS) SHOULD ALWAYS BE INSTALLED WITH A NEW CAMSHAFT. THE RE-USE OF THESE PARTS CAN EASILY CAUSE PREMATURE LOBE WEAR.

Liberally coat the wear surfaces of the lobes and followers or lifters with a molybdenum (moly) disulfide-based, EP (extreme pressure) lubricant at assembly. For extra protection against scuffing and wear, a can of AMC's 8993431, Chrysler's P3512626, Ford's D9AZ-19579-C, GM's 1052637, or an equivalent preparation can be added to the lubricant during the break-in period.

Install a new oil filter and refill the crankcase with the proper quantity of API classification "SF" oil. Use the proper viscosity for the operating climate (consult the owner's manual) during break-in and all services thereafter. Set the carb and timing so that the engine starts quickly. Avoid prolonged cranking! Operate engine 1500-2000 RPM for 10-20 minutes for best break-in.

Once the break-in cycle is completed, immediately change both oil and filter. For extra protection during service, a can of the AMC, Ford, or GM oil conditioners or an equivalent preparation can be used periodically.

The use of any preparation other than those listed, or their equivalent, during the break-in cycle is not recommended unless it is specifically designed for camshaft break-in.