



## **ENGINE HIBERNATION**

If you have received a new engine from us and you're still in the process of building the vehicle and you would like to know information on how to properly care for the engine while it sits for an additional amount of time. This is important if it is over two months up to multiple years.

### **NEW ENGINE NOT INSTALLED**

- Remove the spark plugs and spray WD40 or similar lubricant to keep this cylinder walls free of rust.
- Re-install the spark plugs.
- Periodically remove the spark plugs and rotate the engine over.
- Depending how long it sits it may be advisable to reprime the oil system. There are multiple methods to do this such as priming it with the drive rod, in dry stump applications spinning the pump with a drill, and all LS, LT and Coyote combinations using a pressure pot.

### **IN SERVICE BUT PARKING FOR EXTENDED PERIOD OF TIME**

If the vehicle has been in service but there are plans to park it for the winter or put it away for extended periods of time, please consider the following:

- Treat the fuel system with Star Tron's Enzyme Fuel Treatment or similar and run the vehicle to give it time for the fuel treatment to enter the carburetor or the fuel injection system.
- If possible, seal the fuel system if you know where the fuel tank vent is located.

### **RACE ENGINES/CARS WITH E85 OR METHANOL FUELS**

- Purchase just enough fuel for your weekly events or rather purchase in five gallon increments rather than a 55-gallon drum. Since this fuel is hygroscopic and pulls in moisture it is extremely difficult to preserve large amounts of fuel once it's been opened to the atmosphere. Storing the fuel on something as simple as a piece of plywood, insulating it from the cold concrete floor is advisable.
- Drain the entire fuel system after each event and fill it with regular gasoline. Run the engine until it sputters and dies to ensure that the entire system is flushed.
- It is advised that every offseason you tear down, clean and flush the entire fuel system. Inspect all parts for corrosion or wear thoroughly and replace as needed.
- A carburetor should be torn down, inspected, cleaned, and repaired as needed every five to six months or every season.
- Fuel injected applications we advise removing the injectors and having them rebuilt, refreshed or Sonic cleaned, and flow tested each season. Weekly maintenance we advise removing the injectors, back flushing them with PB blaster and sealing them in a zip lock bag. Reinstall before your next event.
- If alcohol-based fuels are left in the system even for as little as a week we highly recommend sealing your fuel system where the system vents.
- We strongly advise flow testing your fuel system as frequently as possible to avoid any potential issues.