Starting

Crank the engine several times with the ignition switched off before starting. In the case of engines that have been stored for some time it is advisable to oil the cylinders through the spark plug holes or to introduce oil through the intake while starting.

When the engine has started, the green oil-pressure warning lamp must go out immediately as the engine increases speed. If the lamp does not go out no oil is being pumped to the bearing surfaces.

The red generator warning lamp must also go out as engine speed increases.

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Testing during Break-in

Breaking-in

The time required for breaking-in the engine on the test stand should normally not exceed 60 minutes.
This should be allocated as follows:

(kg values given for standard Schenk dynamometer are not mkg torque.)

20 minutes at 1500 rpm 2 to 4 kg
11 to 22 ft. lb.
20 minutes at 2000 to 2500 rpm 4 to 6 kg
22 to 33 ft. lb.
20 minutes at 3000 to 3500 rpm 6 to 8 kg
33 to 44 ft. lb.

A. Fuel System

After the engine has been started, check for fuel leaks at the fuel pump, fuel lines, or carburetors. Check fuel pump pressure and adjust idling speeds.

B. Fuel Consumption and bhp tests at Full Load

When the engine has been run for 30 minutes, full load may applied only for short periods.
The following guiding values should be obtained:

Engine Type	RPM	Time for Consumption of 50 cc fuel (sec)	bhp DIN
1600	3500	11—12	48
1600 S	4000	10—12	58

In order to keep an accurate check on the engine temperature while these tests are being carried out, it is essential that an accurately calibrated remote reading oil thermometer be used.

C. Generator, Regulator, and Blower

Check the generator for smooth quiet running, and that the regulator functions properly. The blower impeller must under no circumstances drag against the blower casing. The engine requieres several hours of operation under gradually increased loads and speed on the test stand for proper break-in.