

WILLYS MOTORS, INC.

KAISER - WILLYS SALES DIVISION
TOLEDO, OHIO



Service Bulletin

TO ALL DISTRIBUTORS AND DEALERS:

K-W No. 289

SUBJECT: Oil Consumption During Piston Ring Run-In

This bulletin will provide up-to-date information regarding oil consumption during the piston ring run-in period.

During the run-in period, oil consumption in an engine is usually greater than is considered normal for proper lubrication. This is not an alarming condition in a new engine where the piston rings have not seated. A few thousand miles of operation which should include occasional bursts of high speed driving will result in proper seating of the rings and a decrease in oil consumption.

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With chrome flash type compression rings, as much as 4,000 miles of driving may be required normally to properly seat this improved type of piston ring. If the vehicle has been subjected to occasional bursts of high speed driving and the piston rings have not become seated at the expiration of the Warranty, the piston ring replacement and cylinder wall glaze removal should be performed at this point. During run-in period, oil consumption may be somewhat greater than that which is normal for the plain faced type piston rings. Therefore, oil consumption in accordance with the following table based on averages from preliminary investigations should now be considered normal:

GROUP
ENGINE

<u>Miles</u>	<u>Oil Consumption</u>
0 - 500 miles	2 - 2-1/2 quarts
500 - 2000 miles	2 - 3 quarts
2000 - 4000 miles	2 - 3-1/2 quarts

Oil consumption should steadily decrease and a normal should be reached by 4,000 miles depending on driving habits and type of operation. The foregoing guide figures will also vary slightly from one vehicle to the next. Oil consumption within the limits as outlined in the guide should not be considered as cause for piston ring replacement. Furthermore, rings should not be the first item to be considered as a cause of excessive oil consumption. Always carefully check for oil leakage around the oil pan, at the engine front end plate and at the crankshaft rear oil seal. A check made for dripping oil at the underside of the engine with the engine idling is not a true indication that oil leakage does not occur since frequently leakage at these points occurs only when the vehicle is being operated on the road above idling speeds.

SUBJECT

OIL CONSUMPTION
DURING PISTON
RING RUN-IN •

Further use of oil is sometimes caused by the tendency of a motorist to over-fill the crankcase. This is done by adding the usual quart of oil when the dip stick shows slightly below the full mark. In a great many cases the motorist is not familiar with the oil reserve provided by engineering, but is merely being cautious or playing safe, so to speak, by wanting to maintain a full crankcase of oil. Such excess oil will be rapidly dissipated through the crankcase ventilating system, usually within a few hundred miles the dip stick would again show slightly below the full mark.

MODELS

ALL MODELS

Every attempt should be made to discount the probability of ring difficulty until the vehicle has been operated sufficient mileage to give the rings every possible chance to properly seat. In most cases, proper explanation by the dealer of the necessity for allowing time for the new chrome flash rings to properly seat should satisfy the owner within the warranty period and will, in many cases, eliminate unnecessary engine overhaul.

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W. V. KERSHOW
GENERAL SERVICE MANAGER

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GROUP

ENGINE

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- RING RUN-IN

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ALL MODELS