

Title break-in procedure -top end  
Time  
Date

Jeff,  
that sounds pretty close to what I do. I do the 3 heat cycles. Take it up to 70 degrees and shut it down. Let it cool down completely between them. Then after that I run 2 jets richer for the first practice, but run it just as I would in a race i.e. redline it whenever needed. second practice drop one jet smaller so I'm still one size over normal, and ride hard again. then after that it's ready to go.

In two years and about 50 race weekends I only siezed once, and it wasn't on a fresh top end. It was a cold sieze where I got rushed out into practice and the bike was only about 43 degrees at the end of the straight. When I chopped the throttle it stuck. And yes now I ride with a finger on the clutch almost always. As for the bottom end there is no break in. The heat cycles will seat the gaskets and that's all you need. Those bearings are ready right out of the box. If needed you could race on a new crank right after it was put in with no heat cycles or break in at all (assuming used/broken in top end).  
-Mike

Chen, Jeff wrote:

> Sorry if this is old hat...but I need a refresher.  
>  
> Here's the procedure I use for breaking in top ends; does this sound right?  
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> I heat cycle the engine under no load 3-4 times, blipping the throttle but  
> using stepped rev limits (I use <4000 revs, <6000 revs, <8000 revs, etc...),  
> letting the engine cool completely after each run. I then run a practice  
> session at <11K, no full throttle. I let the engine cool off, then I run  
> normally the next session.