

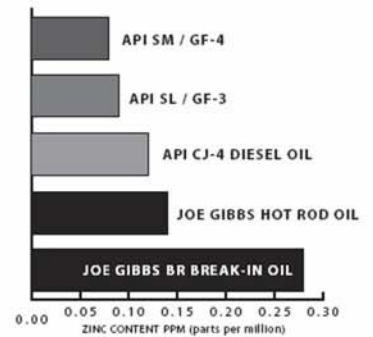
NEW PRODUCT INFORMATION



API Licensed Motor Oils & Diesel Oils Are Not The Same Products As They Were A Few Years Ago

To reduce emissions and extend the life of catalytic converters, today's passenger car and diesel oils contain lower levels of Zinc, Phosphorus and Sulfur. While this is good news for the environment, it is bad news for older style engines.

Modern engine designs feature overhead cams and roller-followers, so these engines require less Zinc, Phosphorus and Sulfur. However, older style push rod and flat-tappet engines require higher levels of Zinc, Phosphorus and Sulfur to protect the camshaft, lifters, push rods and rocker arms. The book Lubrication Fundamentals states, "Lubricants with anti-wear additives are necessary if rapid wear and surface distress are to be avoided (in flat-tappet engines). The oil additive Zinc Dithiophosphate (AKA Zinc) is to provide anti-wear activity for the camshaft and lifters." The use of a high Zinc oil for break-in and normal operation is critical to the life of the valve train components in older push-rod engines. Joe Gibbs Racing now markets high Zinc oils for specially designed for Break-In, Racing, and Hot Rods. We strongly recommend the use of these oils for these specific applications.



High Zinc Oils For Engine Rebuilding, Racing & Restorations

