



## Orly miniature critical role

(No reviews yet) Write a SKU review: 01314 Max-Cycle 10W-30 specially designed to exceed the requirements of high-pressure motorcycle engines and is compatible with liquid clutch gearboxes. Designed with selected synthetic essential oils and Royal Purple'® proprietary technology, The Max-Cycle provides improved film power compared to top synthetic and mineral oils. Max-Cycle meets or exceeds API requirements and is rated with JASO MA2, the highest liquid clutch compatibility score according to the JASO T903:2011 clutch friction test. Max-Cycle is compatible with other mineral and synthetic engine oils. No Flushing required before use. Max-Cycle film's high strength dramatically reduces wear for longer engine life and increased fuel economy. The MAX-CYCLE 10W-30 REDUCES HEATING Improved combustion and reduced friction to prevent overheating and prolong the life of the oil and engine. The advantages of Max-Cycle mode in motorcycle engines are clear. In an independent test conducted on an American-made V-Twin motorcycle, engine temperatures dropped from 25°F to 44°F only by switching to Royal Purple Max-Cycle 10W-30. Ask a question © 2020, Royal Purple Australia. Design by locus Focus HPS®August 17, 2018 Description Available sizes Video PDS/SDS Royal Purple® Max-Cycle® is specially designed to exceed the requirements of high-pressure engines and transmissions. Recommended for use in both air-cooled and 4-cycle liquid-cooled engines and is compatible with liquid clutch gearboxes. Designed with selected synthetic essential oils and Royal Purple's proprietary Synerlec® additive technology, Max-Cycle provides improved film power compared to top synthetic and mineral oil. Its shear stability and oxidation resistance promote greater performance and protection. The maximum cycle meets or exceeds api requirements and is rated with JASO MA2, the highest liquid clutch friction test. PERFORMANCE PROVISIONS Greater wear protection Cleaner, more efficient machines Superior rust/corrosion cooling function and less parasitic power loss GradeAvailable SizesShip 10W-406 x 1-Qt Case06315301069175115 10W-401-Qt. Bottle01315- 20W-506 x 1-Qt 20W-501-Qt. Bottle01315- 20W-506 x 1-Qt 20W-501-Qt. Bottle01315- 20W-506 x 1-Qt Case06315301069175115 10W-401-Qt. brake pads - BMW M3 M3 Rear (OE Rotor) (0548.11)PFC / Z friction performance rated fast track / Trackday brake pads - BMW M3 E46 - Front (0394.11)ROYAL PURPLE HPS 10w30 - 1 quartPFC / Friction Performance Direct Motion Disk Upgrade - FRONT - Porsche 911 (996) GT3 (997)GT3 & amp; RS 350.068.63/64Mini Cooper S R53 - Front brake pads FERODO DS2500 FCP1499ROYAL PURPLE HPS 10w40 - 1 quart PURPLE MAX GEAR 75w90 oil - 1 quart PFC / performance friction 7520.13.09.92 Motorcycle brake pads FERODO DS2500 (EP3) FCP1444HPIAA Super silicone wiper BladeBrembo HP Sport - Subaru 4 Pot Kalafatis (07.07.7. B31 4.10) FRONTMotul 300v Competition 15w-50 6 liter package BMW E46 M3 - Goodridge Phantom stainless brake lines Renaultsport Clio 172/182 Cup/RS - FERODO DS2500 front brake pads FCP565H Hello Hello Enthusiasts; I thought this was a Good Read & Amp; could possibly help others. What I would now consider beneficial for breaking/operating on a new machine with the oil with the oil with the highest ZDDP content. Then drain Break In Oil & amp; switch to a different oil, which still contains the appropriate ZDDP levels, but now uses an oil with a higher PSI score for wear. As always comments and different opinions are encouraged!!! ... Mark Most technically tilt gearheads understand the value of real-world, engine oil load carrying capacity/power film tests. Our results show how different oils compare when it comes to wear protection. And we can use this information to make an informed decision about the oil we want to choose for our engines. Although, there are some folks who are extremely set in their beliefs about what we've always said and read, in terms of high zinc oils that provide excellent wear protection. But, the truth is, like all things in life, engine oils are not all created equal. And some oils are simply better than others, no matter what their zinc levels are. Everyone should be hallucinating to think differently. And Wear Tests, rather than zinc levels alone, can show us how various oils stack up against each other on the ability to protect wear, as you'll see in real-world test data below. Some folks, who really believe that the idea that more zinc in their oil will provide more wear protection than a high zinc oil. But, the fact is, behavior like this won't change. facts about what oils provide excellent wear protection and what oils don't. However, to keep everyone's blood pressure down this time, we will only look at high zinc oils are tested well, although they all have plenty of zinc. And keep in mind for comparison with the oils below, that previous tests of the oil industry have that over 1,400 ppm, ZDDP INCREASED long-term wear, even though burglary wear decreased. And it was also found that zinc fans might think, there is such a thing as too much of a good thing. The following group of 40 oils has zinc levels above 1100 ppm, and ranked according to the load transfer capacity/tape strength, or in other words, their wear protection capability, at 230\*F. The tests were repeated multiple times for each oil, and although all the results for each oil were consistent within a few percent, these results were on average to come up with the most accurate and representative final PSI numbers shown below. And each oil was tested exactly the same, so that everyone had the same opportunity to perform, and their chemical formulation would allow. But, before we get on the ranking list of these 40 oils, let's take a closer look at one of these oils in particular. The oil is: 10W40 Summit Racing Premium Racing Oil, API SL conventional The bottle makes some bold claims, such as: \* Double zinc for superior flat tappet camera protection.\* The additional package contains 1800 ppm ZDDP, providing levels of protection unattainable from conventional engine oil. Provides excellent protection from metal to metal contact. The problem is, this oil fell much less than living up to the inflated boast. These claims were apparently made by the Marketing Department with no connection to what this oil can actually do. This oil ranks a pathetic 85th out of 94 new oils I've tested so far. And it ranked only 34th out of 40 oils tested here. Once again, here is an oil with high levels of zinc that did not help to perform very well, even among other high zinc oils. Buyer beware. Engine oils are one of the worst products for false advertising. Now let's look at the claim for the bottle of 1800ppm ZDDP. Since oil companies usually don't publish their ZDDP oil values, I sent this oil to the Professional Laboratory, ALS Tribology in Sparks, Nevada, to see exactly what's really in it, and to see how the claim of the 1800ppm ZDDP compares to reality. Here are the results returned: zinc = 1764 ppmphos = 1974 ppmNOTE: Most of the time, the zinc level of an oil is higher than its phos level, but the phos level, but the phos level here is higher than the zinc level. That's not a typo. That's how the results of this from the lab. I've seen pos levels higher than zinc levels in about 40% of all oils I've sent for the level of Lab Testing ingredients. Thus, it varies and depends only on the formulation of a particular oil. And the prices listed below are all exactly the way they came back from the Lab. If average zinc and phos values of this Racing Oil Summit, we come up with 1869 ppm. And that value is of course more than the 1800 ppm ZDDP claimed, so it seems that we have average prices are not usually available for most oils, we will calculate ZDDP prices for all the oils below, in the same way as this oil, which should get us very close if not right on target. But, for quick and dirty mental calculations, you can only calculate the ZDDP value as about halfway between zinc and phos levels. Here's the ranking list: Wear protection reference categories are:\*\*\* Over 90,000 psi = EXCELLENT protection \*\*\* 75,000 to 90,000 psi = GOOD protection \*\*\* 60,000 to 75,000 psi = MODEST protection \*\*\* Under 60,000 psi = UNDESIREABLE Highest psi number, the better the protection of wear.1. 10W30 Lucas Racing Only synthetic = 2642 ppmphos = 3489 ppmZDDP= 3000 ppmNOTE: This oil is only suitable for short-term racing use and is not suitable for use on the road.2. 10W30 Valvoline NSL (Not Street Legal) Conventional Racing Oil = 103,846 zinc psi = 1669 ppmphos = 1518 ppmZDDP = 1500 ppmNOTE: Due to its very low TBN price, this oil is only suitable for use on the road.3. 10W30 Valvoline VR1 Conventional racing oil (silver bottle) = 103,505 psi zinc = 1472 ppmphos = 1544 ppmZDDP = 1500 ppm4. 10W30 Valvoline VR1 Synthetic racing oil, API SL (black bottle) = 101,139 psi zinc = 1180 ppmphos = 1112 ppmZDDP = 1100 ppm5. 30 wt Red Line Race Oil synthetic = 96,470 psizinc = 2207 ppmphos = 2052 ppmZDDP = 2100 ppmNOTE: This oil is only suitable for short-term racing use, and is not suitable for use on the road.6. 10W30 Amsoil Z-Rod Synthetic Oil = 95,360 psi zinc = 1431 ppmphos = 1441 ppmZDDP = 1400 ppm7. 10W30 Quaker member defy, API SL semi-synthetic = 90.226 psizinc = 1221 ppmphos = 1237 ppmZDDP = 1100 ppm8. 10W30 Joe Gibbs HR4 Hotrod Synthetic Oil = 86,270 psi zinc = 1247 ppmphos = 1137 ppmZDDP = 1100 ppm9. 15W40 RED LINE Diesel Synthetic Oil, API CJ-4/CI-4 PLUS/CI-4/CF/CH-4/CF-4/SM/SL/SH/EO-O = 85,663 psizinc = 1615 ppmos = 1551 ppmZDDP = 1500 ppm10. 5W30 Lucas API SM synthetic = 76,584 psizinc = 1134 ppmphos = 666 ppmZDDP = 900 ppm11. 5W50 Castrol Edge with Syntec API SN, synthetic, former Castrol Syntec, black bottle = 75,409 psizinc = 1252 ppmphos = 1197 ppmZDDP = 1200 ppm12. 5W30 Royal Purple XPR (Extreme Performance Racing) synthetic = 74,860 psi zinc = 1421 ppmphos = 1338 ppmZDDP = 1300 ppm13. 5W40 MOBIL 1 TURBO TRUCK OIL SYNTHETIC, API CJ-4, CI-4 Plus, CI-4, CH-4 and ACEA E7 = 74,312 psi zinc = 1211 ppmphos = ppmZDDP - 1100 ppm14. 15W40 CHEVRON DELO 400LE API CJ-4, CI-4 Plus, CH-4, CF-4, CF/SM, 73,520 psizinc - 1519 ppmphos - 1139 ppmZDDP - 1300 ppm15. 15W40 MOBIL DELVAC 1300 SUPER Diesel Oil, API CJ-4, CI-4, CH-4, CF-4, CF/SL, SJ (conventional) = 73,176 psizinc = 1325ppmphos = 1234 ppmZDDP = 1200 ppm17. 15W40 NEW SHELL ROTELLA T Diesel Oil Conventional, API CJ-4, CI-4 Plus, CH-4, CF-4,CF/SM = 72,022 psizinc = 1454 ppmphos = 1062 ppmZDDP = 1200 ppm18. 0W30 Brad Penn, Penn Grade 1 (semisynthetic) = 71,377 psizinc = 1621 ppmphos = 1437 ppmZDDP = 1500 ppm19. 15W40 OLD SHELL ROTELLA T Diesel Oil Conventional, API CI-4 PLUS, CI-4, CF-4, CF, SL, SJ, SH = 71,214 psizinc = 1171 ppmphos = 1186 ppmZDDP = 1100 ppm20. 10W30 Brad Penn, Penn Grade 1 (semisynthetic) = 71,206 psizinc = 1557 ppmphos = 1651 ppmZDDP = 1600 ppm21. 15W50 Mobil 1, API SN synthetic = 70.235 psizinc = 1133 ppmphos = 1.168 ppmZDDP = 100 ppm22. 30wt Edelbrock Break-In Conventional Oil = 69.160 psizinc = 1545 ppmZDDP = 100 ppm24. 15W40 LUCAS MAGNUM Diesel Oil, conventional, API CI-4, CH-4, CG-4, CF-4, C CF/SL = 66,476 psizinc = 1441 ppmphos = 1234 ppmZDDP = 1300 ppm25. 10W30 Royal Purple HPS (High Performance Street) synthetic = 66,211 psizinc = 1774 ppmZDDP = 1500 ppm26. 10W40 Valvoline 4 stroke motorcycle oil conventional, API SJ = 65,553 psizinc = 1154 ppmphos = 1075 ppmZDDP = 1100 ppm27. 5W30 Klotz Estorlin Racing Oil, API SL synthetic = 64,175 psizinc = 1765 ppmphos = 2468 ppmZDDP = 2100 ppm28. ZDDPlus added to Royal Purple 20W50, API SN, synthetic = 63,595 psizinc = 2436 ppm (up to 1356 ppm)ZDDP = 2200 ppmZDDPlus quantity added to the oil, was the exact amount that the manufacturer called for the bottle. And the resulting psi value here was 24% lower than this oil had before the ZDDPlus was added to it. Most major oil companies say never add anything will upset the carefully balanced additional packaging, and destroy the chemical composition of the oil. And that's exactly what we're seeing here. The addition of ZDDPlus significantly reduced the ability to prevent damage to this oil. Exactly the opposite of what he promised. Buyer beware 29. Royal purple 10W30 Lucas Hot Rod & amp; Classic Hi-Performance Oil, conventional = 62,538 psizinc = 2116 ppmphos = 1039 ppmZDDP = 1100 ppm30. 1855 ppmZDDP = 1900 ppm31. 10W30 Comp Cams Muscle Car & amp; Street Rod Oil, synthetic mixture = 60,413 psizinc = 1456 ppmphos = 1114 ppmZDDP = 1300 ppm33. ZDDPlus is added to O'Reilly (home brand) 5W30, API SN, conventional = 56,728 psizinc = ppm (up to 1848 ppm)phos = 2172 ppm (up to 1356 ppm)ZDDP = 2400 ppmThe amount of ZDDPlus added to the oil was accurate the manufacturer requested the bottle. And the resulting psi value here was 38% LOWER than this oil had before the ZDDPlus was added to it. The addition of ZDDPlus significantly reduced the ability to prevent damage to this oil. Exactly the opposite of what he promised. Buyer beware 34. 10W40 Summit Racing Premium Racing Oil, API SL conventional = 59,483 psizinc = 1764 ppmphos = 1974 ppmClaimed ZDDP level in bottle = 1800 ppmNOTE: Summit interrupted this oil line, from spring 2013.35. ZDDPlus is added to Motorcraft 5W30, API SN, synthetic = 56,243 psizinc = 2955 ppm (up to 1848 ppm)phos = 2114 ppm (up to 1356 ppm)ZDDP = 2500 ppmZDDPlus quantity added to the oil, was the exact amount the manufacturer called for the bottle. And the resulting psi value here was 12% lower than this oil had before the ZDDPlus was added to it. The addition of ZDDPlus significantly reduced the ability to prevent damage to this oil. Exactly the opposite of what he promised. Buyer beware.36. Edelbrock zinc additive is added to royal purple 5W30, API SN, synthetic = 54,044 psizinc = 1515 ppm (up to 573 ppm)ZDDP = 1400 ppmEn quantity of zinc edelbrock additive added to oil, was the exact quantity that the manufacturer called for the bottle. And the resulting psi value here was a whopping 36% LOWER than this oil had before the Edelbrock zinc additive significantly reduced the ability to prevent damage to this oil. Exactly the opposite of what he promised. Buver beware.37. 10W30 Comp Oil Burglai Cameras Conventional = 51,749 psizinc = 3004 ppmphos = 2613 ppm/2DDP = 2800 ppm38. Edelbrock zinc additive added to Lucas 5W30, API SN, conventional = 51,545 psizinc = 1565 ppm (up to 573 ppm)phos = 1277 ppm (up to 517 ppm)ZDDP = 1400 ppmTh quantity of Edelbrock zinc additives added to the oil was the exact quantity requested by the manufacturer for the bottle. And the resulting psi value here was a breath that gets 44% lower than what oil had before the Edelbrock zinc additive is added to it. The additive was added to it. The additive is added to it. to motorboat 5W30, API SN, synthetic = 50,202 psizinc = 1680 ppm (up to 573 ppm)phos = 1275 ppm (up to 517 ppm)ZDDP = 1400 ppmEn quantity that the manufacturer called for the bottle. And the resulting psi price here was 22% LOWER than this oil had by Edelbrock Zinc Add-on was added to it. The addition of Edelbrock zinc additive significantly reduced the ability to prevent damage to this oil. Exactly the opposite of what he promised. Buyer beware.40. 30wt Lucas Break-In Oil Conventional = 49,455 psizinc = 4483 ppmphos = 3660 ppmZDDP = 4000 ppmSo, as you saw above, the highest ranking high zinc oil provided that the best wear protection of this group of 40 high zinc oils, had 3000 ppm ZDDP. But, the lowest ranked high zinc oil had a third more ZDDP at 4000 ppm. Even though this lower-ranked oil had much more zinc in it, it provided less than half as much wear protection, making it by far the worst of all 40 oils tested. Then the 4th place oil had only 1100 ppm ZDDP, and the 7th place oil had only 1000 ppm ZDDP. So the above results show 2 different things: 1. My tester and test process have no problem at all showing excellent performance high zinc oils. The ultimate fact is, my oil tests perform worst case torture tests on engine oil. So an oil must be good to produce good results. And we saw a lot of high zinc oils with excellent results here. So when the naysayers slam the value of my tests, they also say at the same time, that high zinc oils are not good, since my test shows excellent high zinc oils to provide excellent high zinc oils are not good, since my test shows excellent high zinc oils to provide excellent high zinc oils are not good, since my test shows excellent high zinc oils to provide excellent high zinc oils are not good, since my test shows excellent high zinc oils are not good. oils have equal wear protection capabilities, which is the whole thing I've been doing for over a year now. And why would anyone think that all high zinc oils are good. Not all cylinder heads are good. Not all evacuees are good. wear, while other high zinc oils are not good at all, and provide rather poor wear protection. It depends only on the specific oil in question. And that makes it abundantly clear here, that you simply cannot predict the wear protection ability of an oil by looking only at its zinc level. Life isn't that simple. If you just look at zinc levels, this is no better than guessing. So if someone tells you that you need high levels of zinc for more wear protection, even if it comes from a Cam company, I don't believe a word of it. Because as you can see above, they have no idea what they're talking about. Would you really like to use the 40th ranked last oil position simply because it has more zinc than the number one ranked oil here? This is exactly what you would do if you believed the wrong advice for considering only the Zinc. The only way to know for sure how much wear test under load effects, as I have provided above. My oil test data is very similar in concept to a dyno test of an engine. A dyno engine test is also dynamic test under load. For kids who just want to look at a benchmark zinc oil engine level chart, that's like looking at the construction sheet of an engine instead of its dyno printing. You can decide for yourself which provides more important information.540 Answers ranked oldest in the newest George PAdmin. Similar information to those found in the link posted on sticky #4, in addition to this focuses on high zinc oil only; Same type (540 RAT). Valvoline VR1 still near the top, better than Joe Gibbs, better than Joe Gibbs, better than Brad Penn. The top two oils are not for use on the road. Originally published by George P: Similar information to those found in the link posted on sticky #4, other than this focuses on high zinc oil only? Same type (540 RAT). Valvoline VR1 still near the top, better than Joe Gibbs, better than Brad Penn. The top two oils are not for use on the road. My thinking would obviously be counter-intuitive if a particular oil can withstand the difficulties of the GAMES!!! ... How would the demand for oil in a road engine be lowered by undoing the beneficial properties of oil that are so advantageous on the racetrack???!!! ... Mark jfb05177Member Seems to remember overhearing that the TBN listed was the total base number of addatives in oil to allow it to nutralize the acidic blowby contamination. oil changing pH as used is an important reason for the change interval. the amount of moisture detection only in oil with the lowest TBNs will lead to saturation and recharge cycles) Originally posted by JFB #05177: I seems to remember that the TBN mentioned was the total base number of addatives in oil to allow it to nutralize the acidic blowby contamination. oil changing pH as used is an important reason for the change interval. the amount of moisture detection only in oil with the lowest TBNs will lead to saturation and wear. So for some reason the racing oil doesn't have the additives for multiple starts (heatup and recharge cycles) There's an add-on that helps/protects the oil from cool down cycles. I would like to think that with a certain degree of certainty, that oil in any form, benefits from cooling down to maintain final lubrication properties without the need for an additive to help achieve it. I thought maybe wrongly that the only way to cool the oil was either by contact with colder air or a refrigerator liguid. There is such a chemical that can be added to the oil to help cool?... Mark jfb05177Member I did not provide a good written discussion, mainly because this is not the area of my.what I wanted to imply was that for repeated starts, the oil is heated and the blowby products, including water enter the oil. during a shutdown the oil cools and these contaminated form of acids non racing oils have additives that are nuteralize acids that allow the engine to have multiple starts. the base pH nutrient is also part of the detergent additives, I believe that the reason racing oils do not these additives, as they reduce the extreme pressure properties of metals and contribute to foam. I believe that TBN addatives can be purchased sepately and added. again, I haven't dealt with the oil car industry, but I thought it was one of the sales pitches for the Amsoil way back when. someone has to be careful when increasing TBN as the nuetulized acids become solid mineral salts and then become abbrasivewhen I was driving a lot to work (and making tons of overtime), I was sending samples of my engine oil to anyslis and the TBN# was the main indicator for my change time MT mike the snake (Guest) Can anyone assume similar protection effects from brands at different weights? I just spent \$100 on Joe Gibbs Hoterrod high zinc non-synthetic 15-50 on the recommendation of a well-known engine manufacturer. In the past I've had problems when switching to synthetics with leaks springing up where they weren't before, so I tend to prefer using dino oils. It seems that synthetic versions) of Joe Gibbs and Brad Penn don't test as high as I would have thought they would have. I just put the new Joe Gibbs conventional 15-50 : hotrod high zinc formula in my car, so I'll run it for now, but of course, I want to run the best oil I can put in my machine would be Lucas racing oil (I plan to change my oil very often, so addatives to prolong oil change intervals don't apply to me here). tajonMember makes me happy with my VR1. Thanks for reading George PAdmin. Originally posted by 1Rocketship:... I'm confused as to what properties an oil will contain that will disqualiy use on the road... If a manufacturer warns an oil is not suitable for use on the road, I do not support it. I am not a chemical engineer and therefore I am not the best person to answer your question. Apparently it's related to the packaging of additives. My knowledge of motion oil, like many subjects, is a mixture of recommendations from mechanics and runners I trust, advice and feedback from other base runners, personal experience, and feed back from folks I've worked with in the past. Feedback is always very important to me. Not useful to you Mark ... Know. And I wish I could help more. But I'm honest. I didn't grow up to be a Fan of Valvoline. A long time ago I preferred Castrol in the air cooled applications. Instead, Valvoline left a disgusting gray colored residue on the machines, Pennzoil left a brown varnish on the machines. Quaker member was better than these two, but Castrol held up the heat of the air cooled motorcycles the best as judged by the discoloration, how well it retained its sticky, the amount of particles found in the oil after x number of rides, and how badly the ring grooves carboned-up. Therefore, I have been a Castrol fan since the 1960s, as have many motorcyclists. So I have no agenda Valvoline oil. Having pre-existing my comments like this, there is a huge amount of modern base support for Valvoline VR1. I feel the fact that the 540 RAT test supports this up, lends credibility to its results, rather than the other way around. I feel very safe recommending VR1 to you guys. My preference would be the synthetic variety. Synthetics should keep the machine cleaner inside and keep the machine cleaner inside and keep the rings sealing better (no carbon accumulation in ring grooves). My preference for synthetic oil is something I can expose on (it doesn't require a chemical grade). When synthetic oil was first introduced to the consumer market (1970s) there were many problems associated with its use. I had used synthetic oil at work in industrial applications with mixed results; I wasn't sold for the benefits of synthetic oil in the 1970s. By the 1980s, these problems had been reported to have been resolved. Amsoil 20W50 recommended to me, therefore Amsoil became my first intrusion into the personal use of synthetic oil, around the 1980s, in my air cooled 4 stroke motorcycles (road bikes and dirt bikes). The results of amsoil use were much better than Castrol's use had. Positive experiences using Amsoil 20W50 in the air cooled 4 strokes led to the use of Bel Ray synthetic pre-oil mixture in both strokes. I tore down the motorcycle engines from time to time, so I had a chance to look inside and see what differences, if any, synthetic oil did. The Amsoil came out of the 4 strokes looking the same color as it did when poured in. And it was just as bad taste. The interval between valve settings has increased. There was no build-up of carbon in the combustion chamber or ring grooves. Bel Ray oil kept the exhaust port at all. In fact there was a thin membrane of clear lubricant in the parts of the power valve, felt and looked like a thin membrane of silicon fat or Vaseline. Two stroke exhaust doors were something I'd previously had to scrape carbon from time to time. The absence of it was absolutely amazing. Apparently synthetic lubricants handled high temperatures much better than oil-based lubricants I had used in the past, and oil-based Castrol had a reputation for being the best (oilil for air cooled (high temperature) applications. So after a decade of using amsoil synthetics on my motorcycles I decided to try Mobil 1 in the daily driver car I I after one of my sons totally my second Mach 1 Mustang (mid-1990s). Amsoil was too expensive to use 5 quarters at a time! I started using Mobil One in my daily guides around 1994, with incredibly good results. Before retirement I put a lot of miles on the cars I drove to work every day (about 30,000 a year). I've used Mobil 1 10W30 in the last three daily driver cars I've owned (T-Bird, Taurus, Continental), each sold after I put 200,000 miles into them, each had gradually burned less and less oil than they did when they were young. The rings were seats better and better as time went on. And inside the machines looked like new casting, with nothing piling up anywhere. The chassis components and other parts of these cars were worn out, but the small blocks (and cylinder heads) of the engines were in excellent condition. Based on these personal experiences using synthetic engine oil, and on feedback from others on Valvoline VR1, I use (and recommend) Valvoline VR1 10W30 synthetics at my 351C, straight from the bottle, without additives. If its an old camera, oil-based VR1 would probably be good enough, I'd save the synthetic for a new engine. If the bearings of the old machine are in bad shape 15W40 or 20W50 can be a better choice. Let the hot pressure of oil be your guide in this regard. If you'd told me 20 years ago that one day I'd be using Valvoline myself and recommending it to others, I'd tell you you're crazy. panteradougMember I think what has happened is that there are so many superior oils available now that their ranking makes some look lost and just not. It all depends on what you want. There's a lot to choose from. If you just want the best at any cost, then go to the top of the list. I see it a little differently. I only need protection on a certain level. This average with cost. When I come up with the weighted values I go back to what I've been using for the last 35 years. Mobil1 complete synthetic. I add one can SGP Blue every 6 quarters to increase ZDDP levels and forget about it. I don't think you can buy that in California. I think CA banned is selling there because of the high DDP content. I still maintain that there's no reason to run 20-50 in a Cleveland. Especially one that, let's get the number right now Doug, runs carry clearances in the .0015 to .0020 (got) area. 10-40 or even 10-30 is fine. Just watch the pressures of your hot oil. If the meter 60 with a hot machine and go and let the boy run and comes back with 10 psi, then run thicker oil or change the oil after each of these runs because you've just killed the oil viscous. Racing cars do that all the time. There's nothing in the synthetic Mobil1 that will shrink your seals and give you ghost leaks. Ghost leaks in a Cleveland are often associated with too high a cranklock used to get oil puddles down the hub with just running open breathers with my first Weber installation. I NEVER had a leaking crankshave seal on any of my Clevelands using Mobil 1 either. Mobil 1 either too high a cranklock used to get oil puddles down the hub with just running open breathers with my first Weber installation. them now before you buy. DO NOT use RACE OIL in the road car unless you are going to change it DAILY. a real racing oil is certainly not a good choice for a full-time road driven car, but I suspect the VR-1 is somewhat of a hybrid fit for racing with a complete package of additives to make it safe in the crank case for several thousand miles if the engine

package designed to work in both racing and street-legal applications. This product will protect older style-rod cams and flat tappet machines. Valvoline provides this product in both multi and single violet qualities: 20w50, straight 50, 10w30, straight 50, 10w30, straight 40, and street-legal applications. zinc/phosphorus additive that maintains higher levels of phosphorus in engine oil, where it protects the engine instead of poisoning the catalytic converter. Valvoline is the only synthetic oil that this additive offers. Which oil has more zinc/ZDDP: VR1 or No Street Legal racing oil? Valvoline VR1 Racing Oil contains 0.13 percent of zinc and 0.12 percent of phosphorus compared to Valvoline No Street Legal Racing Oil containing 0.14 percent of zinc and 0.13 percent of phosphorus. friendly E P A you? I doubt Roush & amp; Childress is too keen for a dry manhole system full of semi-solids because no draining while the oil was still hot, they don't make 1930s oil anymore a real oil racing is definitely not a good choice for a full road driven car, but I suspect that the VR-1 is somewhat of a hybrid fit for racing with a complete package of additives to make it safe in the cranklock for several thousand miles if the engine doesn't whip it to death (molecular shear) ----------- solutions does Valvoline offer to Issue? Valvoline offers two solutions to the zinc issue: 1. Valvoline VR1 Racing Oil: Contains 75% higher zinc than SM engine oil with a balanced additional package designed to work in both racing and street-legal applications. This product will protect older style-rod cams and flat tappet machines. Valvoline provides this product will and single violet qualities: 20w50, straight 50, 10w30, straight 30, straight 40, and straight 60.2. Longer-Lasting zinc/phosphorus: Valvoline uses an advanced zinc/phosphorus additive that maintains higher levels of phosphorus in engine oil, where it protects the engine instead of poisoning the catalytic converter. Valvoline is the only synthetic oil that this additive offers. Which oil has more zinc/ZDDP: VR1 or No Street Legal racing Oil containing 0.14 percent of zinc and 0.13 percent of phosphorus. -------Hooky Spooky 'not for use in blah motor vehicles operating on public highways' warning is likely a legal disclaimer ala friendly E P A you? I doubt Roush & amp; Childress is too eager for a dry manhole system full of semi-solids, because without draining while the oil was still hot, do not make 1930s oil anymore panteradougMember You only need a certain level of ZDDP in almost all these engines, namely, Pantera engines. Above that number, whatever it is, is counterproductive. If you use any kind of ZDDP content then if the oil is not hot when you change it, it may tend to stick to the pan in the corners and act as solid. I remember many times scratching the semi-hardened gunk from the corners of oil pans. Without being a chemist would I bet a large percentage of this was ZDDP itself that was not sufficiently dissolved in solution? In the same way, there should be no one here worried about infecting a cat with their oil and considering how fragile the flat evacuated lifter can be the 70s ZDDP engineering number is really a good idea to keep in the oil. I happen to agree with not infecting cats. Cars properly built to run them have been around for some time and actually work quite well. Amerisport is the only one that built Panteras that should ever worry about it? I wonder if there was any for oil for these machines? Same thing with unleaded fuel. Many hydo-carbon substances are quite poisonous and toxic. Lead in fuel is one of them. I don't miss things at all. Ford's heads do not suffer from loss of lead in fuel. Cast iron used in nodg and not GM soft iron used. It's been a while since Penn State oil was made from pennsylvania's only pure grade crude. It's all a mix now, but it's me. correctly that it wasn't an oil that contained sulfur and that's what made it the best? A lot of confusing technical information in this engine oil thread. I'm taking my '72 Pre-L back on the road after a long sleep. Fluid changes are the first set of tasks. My 351C engine is bone stock with 40k on the clock and has never been opened. Is there a concensus for a recommended mineral (not synthetic or semi-synthetic) oil for 100% road use? Also, what is the recommended violet and what is the current thought for adding a ZDDP add-on? I've used Valvoline 10W40 before, but I can't remember if it was VR1. Thanks a lot.usmcfred# 03041'72 Pre-L joules Racing is Life, anything before or after is just on hold – Steve McQueen I use Amsoil in all my road and race cars, for \$20 you can join their preferred customer program and get wholesale pricing. Their Z-Rod brand is fully synthetic for older cars that require ZDDP, available in 10W-30 or 20W-50. Julian George Padmin. The 351C was designed to use 20W40 engine oil. ZDDP additives reduce engine oil wear protection properties. It's hard for some people to wrap their minds around, but really still the same. Do not use add-ons. I remember people sharing this advice back in the 1960s! He hasn't changed. I recommend Valvoline VR1 10W30 synthetically straight from the bottle, not additives, for low mileage engines or fresh engines. If an old engine's oil-based 10W30 VR1 should be good enough, but still has no additives. If the bearings of the old machine are in bad form 20W50 based on VR1 oil may be a better choice. Let the hot pressure of oil be your guide in this regard. The hot oil pressure should be 50 psi minimum at 2000 rpm, nothing less than that means that your Pantera engine has bearing clearance problems beyond taxing the potential of the oil pump. The OEM 351C oil pump was a high volume pump, had a thicker rotor than the oil pumps of other Ford engines. If the hot oil pressure runs low all you can do is use 20W50 and live with it. bosswrenchMember To add a small event to George's position: DO NOT believe your stock oil pressure gauge. Lying! About 100% of Pantera oil pressure meters stock read low- some by 50%. All they do is tell you the machine's working. First calibrate your electric meter by temporarily adding a mechanical meter to a tes mounting on the back of the barrier. free to leave it there, too-mine has been there since 1990. Thank you, boss. Is there a meter you can recommend that is accurate? I guess it gets plumbing in the port that now contains the bell shape of the oil pressure sender... correct?usmcfred'72 Pre-L#03041 panteradougMember Originally posted by usmcfred: Thanks Boss. Is there a meter you can recommend that is accurate? I guess it gets plumbing in the port that now contains the bell shape of the oil pressure sender... correct?usmcfredd'72 Pre-L# 03041 I took it off and put on his VDO. I immediately got more oil pressure without changing the pump and my car was no longer overheating? A lot of people don't like it though. They are very easy to read. All information presented in these forums is the copyrighted property of Pantera International

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