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doesn't whip it to death (molecular shear) ----- ... //racing-motor-oil/6Designed for racing engines, but compatible with passenger vehicles too. ----- solutions does Valvoline offer to the zinc 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 in both multi 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 brand that offers this unique additive across the line of passenger car oils, including SynPower – 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. -----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 & 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) ----- ... //racing-motor-oil/6Designed for racing engines, but compatible with passenger vehicles too. ----- 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 in both multi 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 brand that offers this unique additive across the line of passenger car oils, including SynPower – 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. -----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 & 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 hydro-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 consensus 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?usmcfred#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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