



DLA- Diamond Like Additive

PERFORMANCE DATA PRESENTATION



**Solid Lifter Metal Surface Test
National Brand Oil vs. SynMax DLA / Poly-X Protection
(without any exotic coatings)**



**NASCAR
Recommended
Motor Oil**



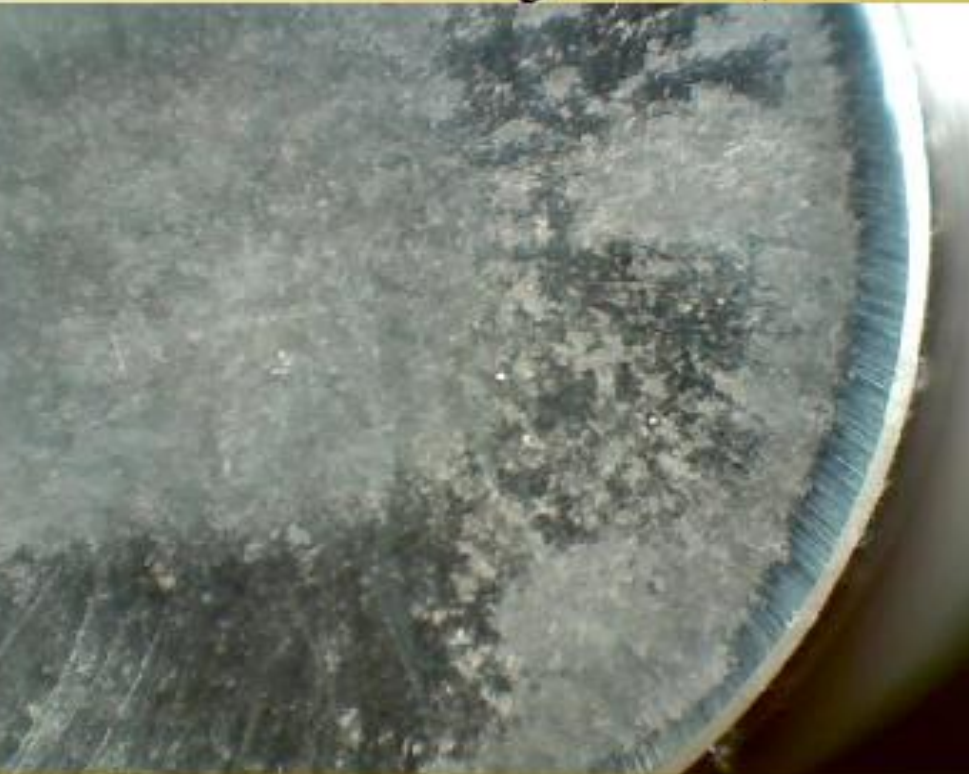
**NASCAR
Recommended
Motor Oil /PolyX**



**NOTICE: Left Lifter has micro fretted surface wear – this is from frictional heat
Similar to a piston crown – the terminology is called "flash fire degradation".
Right Lifter - DLA additive allowed surface to operate cooler with greater protection**



Lifters (50X Magnification)



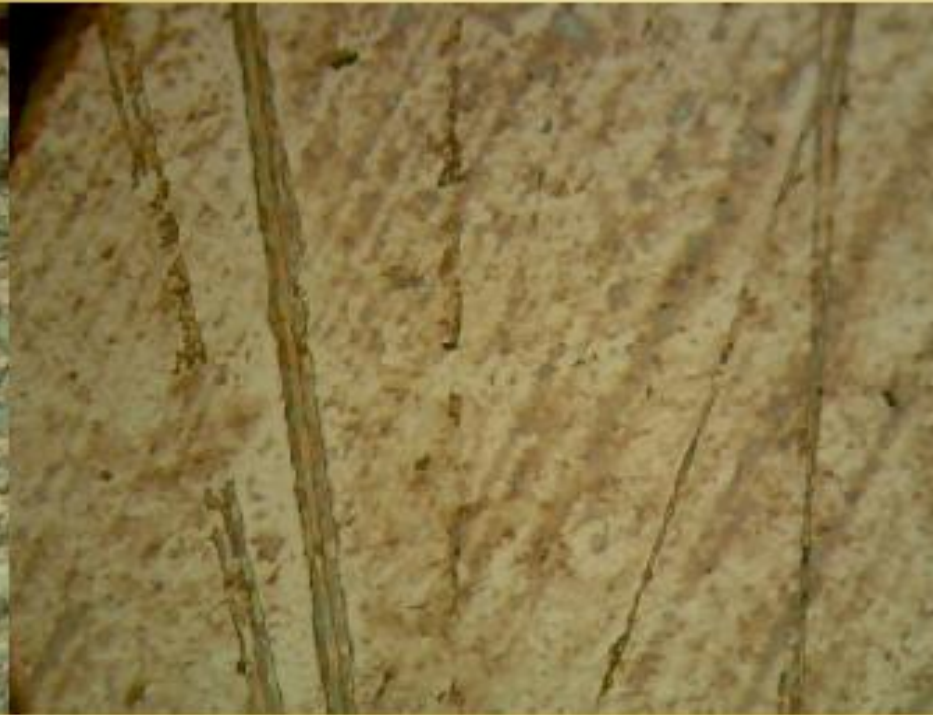
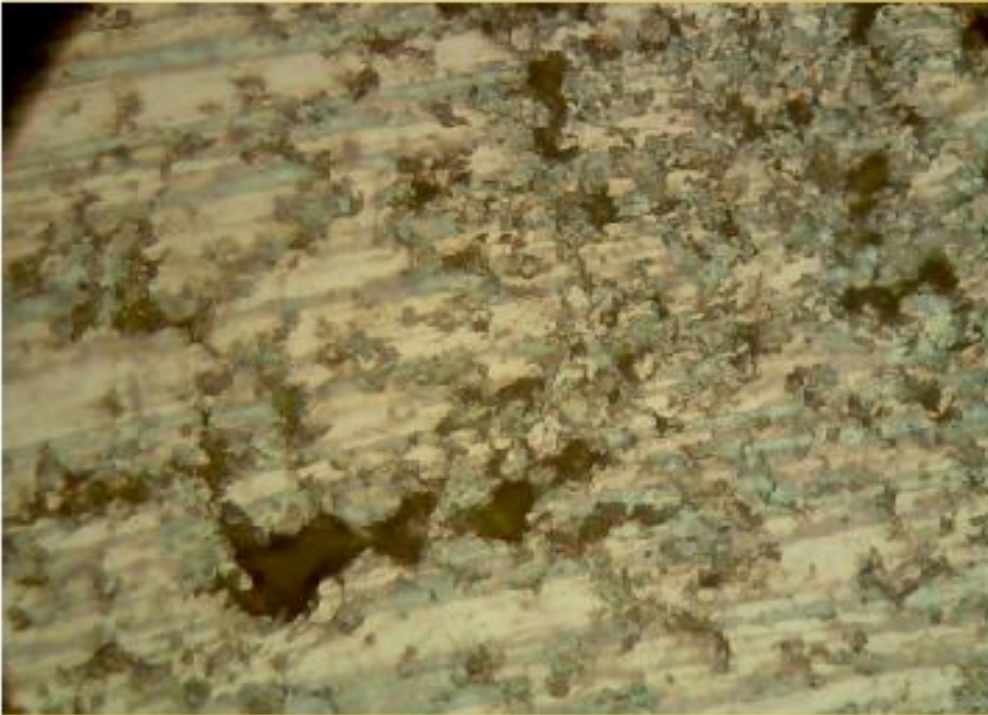
NASCAR
Recommended
Motor Oil

NASCAR
Recommended
Motor Oil /PolyX



*Left Lifter has micro fretted surface wear – this is from frictional heat
Similar to a piston crown – the terminology is called "flash fire degradation".
The Right Lifter - DLA additive allowed the surface to operate cooler with greater protection*

Lifters (500X Magnification)



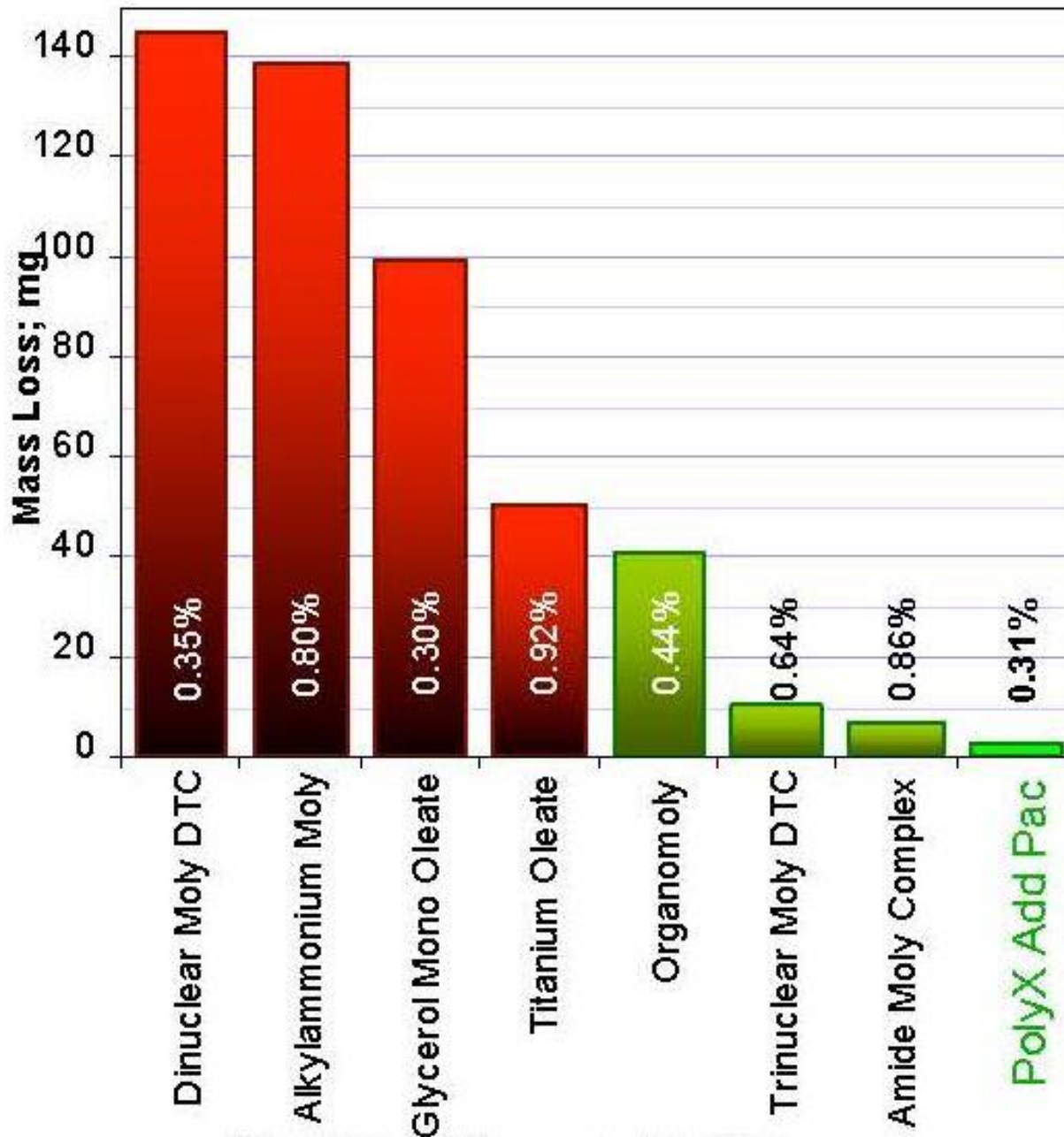
NASCAR
Recommended
Motor Oil

NASCAR
Recommended
Motor Oil /PolyX



Left Lifter has micro fretted surface wear – this is from frictional heat - Similar to a piston crown the terminology is called "flash fire degradation" notice the surface is breaking away. Right Lifter - DLA additive allowed the surface to operate cooler with greater protection

AEROMOTIVE RESEARCH



Falex Pin & Vee Block Test
500 lb Load; 1 hr.

Testing Demonstrates
anti-wear protection

SynMax/ PolyX mass loss:
was only mg .05

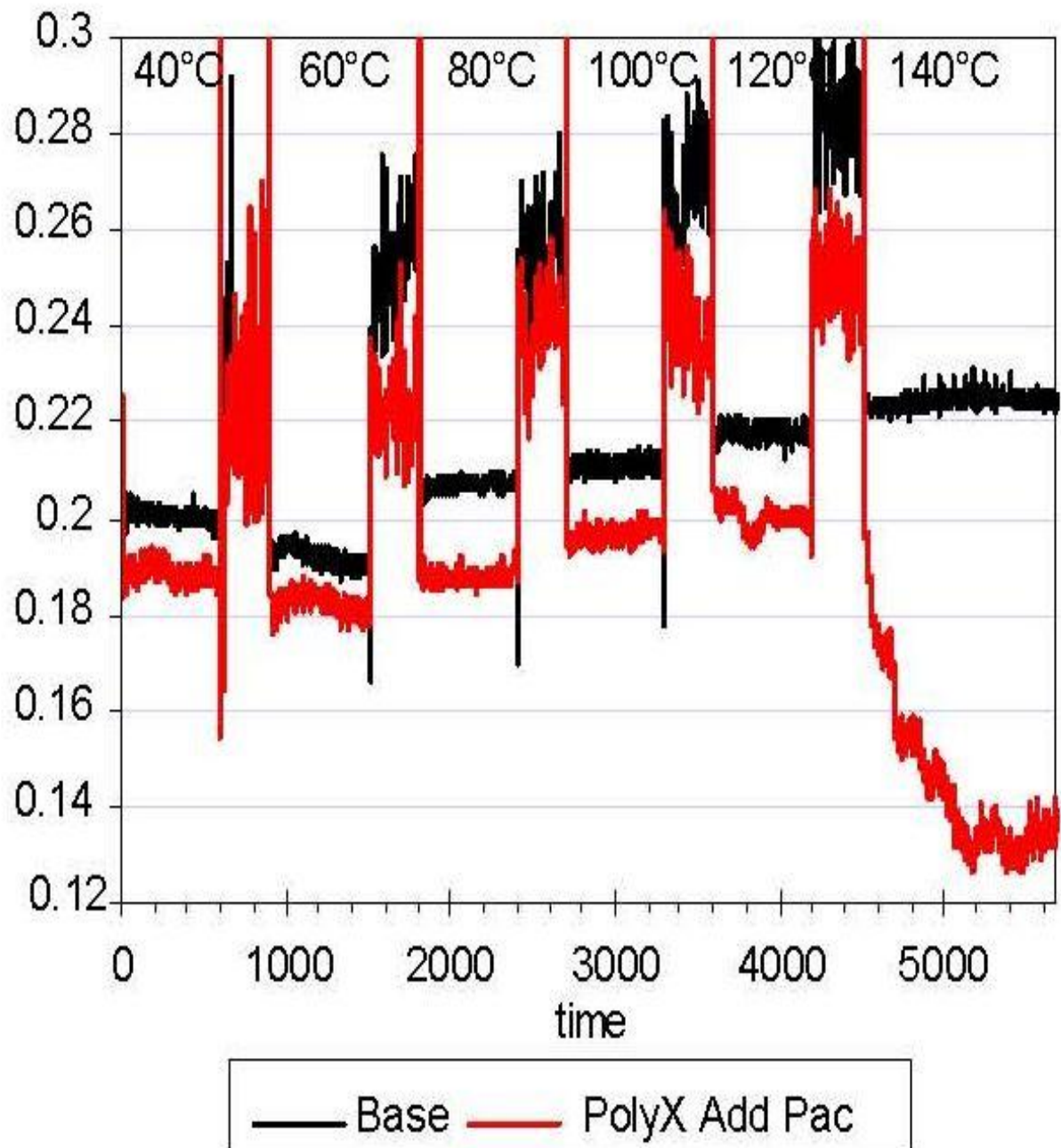
as compared to

Organomoly or
Titanium Oleate (JGR)
mass loss: mg. 40

**SynMax / PolyX provides
58%+ more protection with
less additive package used**



AEROMOTIVE RESEARCH



LOW CO-EFFICIENCY FRICTION DATA

(SRV Friction Test)

*Ball on disk 4N; 20Hz;
10 Min @ C*

*followed by 5 min Hold
(bottom figure is seconds)*

*SynMax / PolyX activates
at elevated temp. & use,
time & soak cycles
4500 seconds or (1 hour)
to complete process
(=.14 co-efficient)*



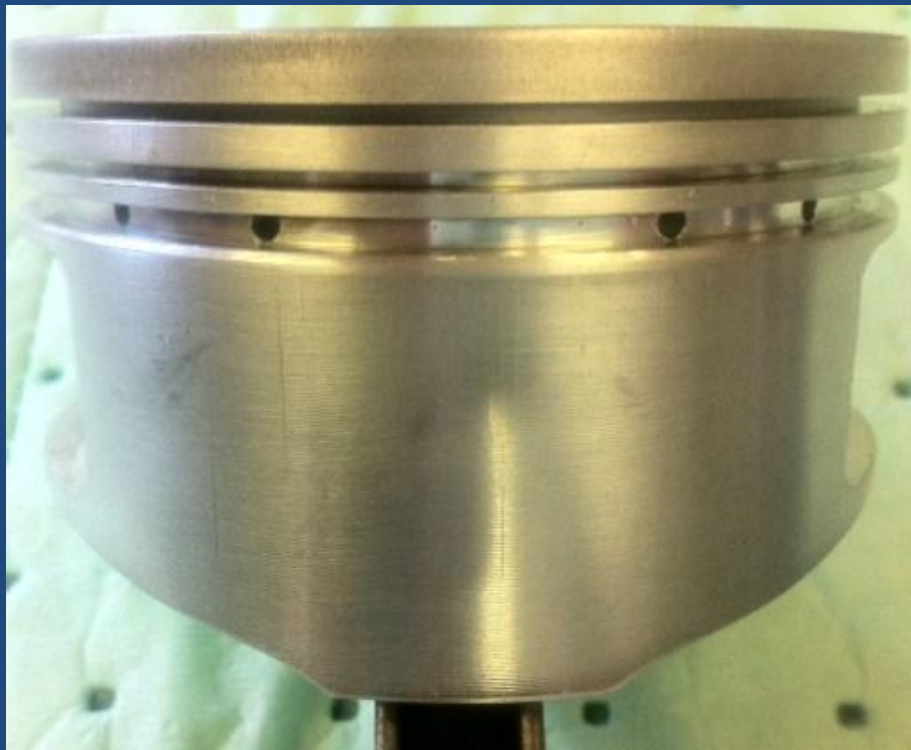
CRA Series Rules Super Late Model

358 V8 . 9:1 Compression . 550HP@ 9400 RPM . 390cfm . 4bbl Carb.
Cam Shaft & Lifter Roller / Slide Wear 1000 Racing Miles



CRA Series Rules Super Late Model

358 V8 . 9:1 Compression . 550HP@ 9400 RPM . 390cfm . 4bbl Carb.
Piston Skirt & Rod Bearing Wear 1000 Racing Miles



358 V8 . 9:1 Compression . 550HP@ 9400 RPM . 390cfm 4bbl Carb.
Crank Shaft & Lifter Roller / Slide Wear 1000 Racing Miles

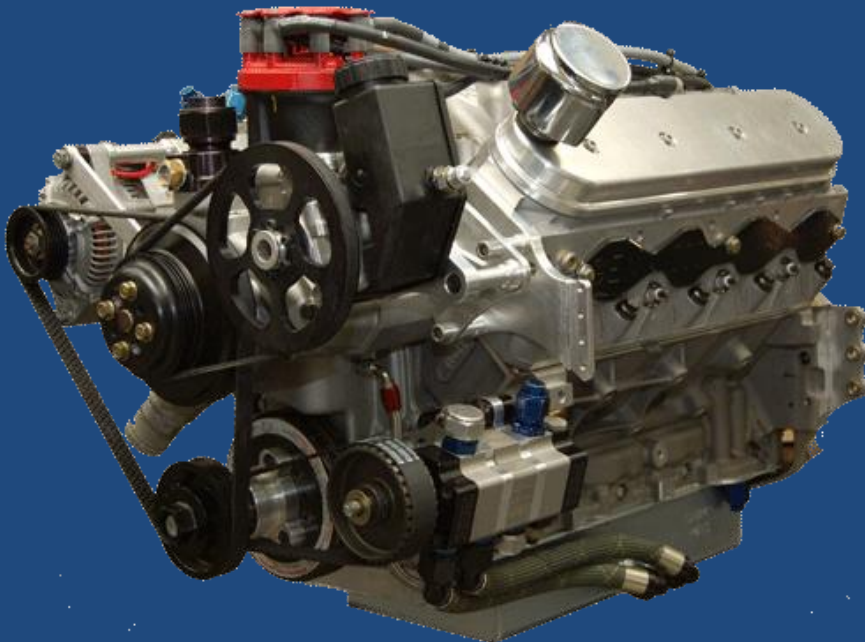




Presentation



- This presentation to provide the SynMax Performance Lubrication **“AEROSPACE ADVANTAGE”** through data facts and component historic performance which has been performed within LS2 race engine successful history, Data Testing and NASCAR solid lifter application.
- Data information applies to universal applications found within automotive, racing , extreme duty, commercial , and military for energy efficient needs.
- DLA- Diamond Like Additive information data also applies to gear products.





Lowell Bennett – Slinger 2009 & 2010 Season Champion
Lefthander Chassis – Super Late Model Division – 7X Champion
Wegner LS2 Race Engine – SynMax Racing Oil Product 15W40

FOLLOWING IS THE LS2 ENGINE TEAR DOWN FROM 2009 SEASON
BY DAN TIMM – MANAGER WEGNER AUTOMOTIVE





LS2 Rod Bearing Wear Piston Skirt Wear 1000 Miles-Racing





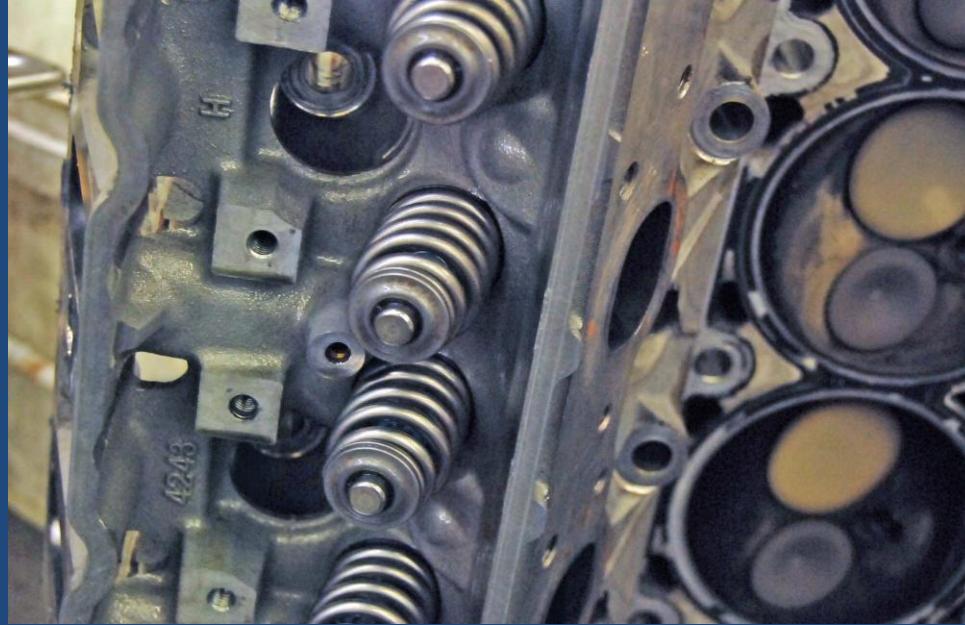
LS2 JE Piston internal Cleanliness 1000 Miles - Racing





LS2 JE Piston Skirt Wear 1000 Racing Miles 8000 RPM





LS2 Motor / Upper Head & Oil Pan Cleanliness 1000 Miles - Racing

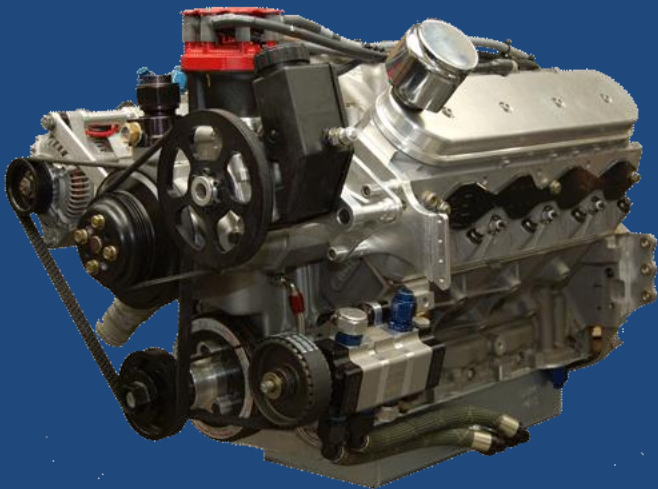


Wegner LS2 Engine Rebuild Results after 1 year with 1000 + Short Track Racing Miles - 8200 RPM's @ 600+ HP

- Motor was clean with no varnish upon inspection
- Rod, Crank, Cam Bearings etc. still in very good to ...excellent shape (replaced per rebuild).
- Piston Rings still held good (replaced per rebuild)
- Valve Springs (replaced per rebuild).

- Piston skirt, Cylinder wall wear very good / minimal
- Cam Shaft and Roller Lifters wear very good.
- Did not require any hard parts replaced.

Final Rebuild Cost – standard R & R with rings, bearings etc.





DLA- Diamond Like Additive **PRESENTATION - END**

