



SynMax Performance Lubricants

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Q & A TECHNICAL BULLETIN **ADDITIVES AND SUPPLIMENTS FOR RACING / PERFORMANCE MOTOR OIL**

Q: I heard you could use additional anti-wear additives to increased Zinc, Moly, & Teflon “beef up” the oil.

A: That is possible but not recommended. Oil additive supplements will never truly blend into the oil. Also Formulations have a delicate balance designed by chemists specialized in this knowledge and you do not know the adverse effects one chemical could have in reaction to another. Oil Supplements normally have a short term effect and do to last for the long term.

Q: Why would the oil supplement not blend into the oil completely – it says so on the label and brochure?

A: When additives and base oils are blended, first you need to know if they will co-operate and function with each other properly. Both the base oil and the additives are heat separately to about 130°F then while at temperature, blended and stirred together for about 2 hours then checked for quality. Over this period of time the additives and base oils chemically become as one unit. So, how could an additive you poured in stay suspended within the oil in 5 minutes? It does not happen = true it could float and mix around with the oil with some benefit, but it will never become one with the oil and eventually settle out. Besides, if you added up the cost of regular oil and the new additive/supplement, it would have saved you money in the long run to purchase the correct product with all the performance additives all ready blended together originally.

Q: Should I use additional oil additive with Titan Performance Lubricants?

A: No. We strongly recommend against using any oil additives as do most automotive manufacturers. Titan engine oils are formulated with a fine balance of additives (improved metal surface technology, anti-wear, anti-foam, corrosion inhibitors, detergent / dispersants, oxidation inhibitors), and more is not necessarily better. The use of an oil additive could upset the balance resulting in reduced performance.

Q: Is there anything else I can do for improved oil stability performance without increasing my costs?

A: Yes, you should look into your oil filter selection. Historically increased Gallons Per Minute GPM – Oil volume flow (especially with synthetic base oils) is important. You should have a minimum of 20 GPM for racing conditions. SynMax Racing Oil Filters in the one 1/2 quart design flows 18 GPM. Feature: increased GPM reducing resistance within the oil filter - therefore increasing oil volume flow. Benefit: Lower oil temperature (about 3-4°F) Increased Oil Pressure before hot operations (about 3-4 PSI).

For further information please reference the following SynMax Technical Bulletins:

API Questions: Race Oil vs. Street Oil
Q & A Race Oil General Applications
Racing Products Application Guide