

UNDERSTANDING VETERAN, VINTAGE & CLASSIC

ENGINE INFORMATION

Why do our hobby cars need a special engine oil rather than the latest products on the market?

Modern engine oils are formulated to meet the requirements of the latest designs and also the fuel consumption and emission targets laid down by the legislators in many parts of the world. To meet these targets the latest engine oils are very light viscosity multigrades which whilst being suitable for modern engine designs, are not suitable in earlier veteran and historic engines.

These cars were originally built with different technologies and tolerances to late model vehicle. They also spend the vast majority of their time idle. Whilst a non-working engine is not wearing itself out, unprotected surfaces such as cylinder walls, camshafts, etc can be subject to corrosion. Modern thin oils designed to circulate quickly through an engine will drain away from the internal surfaces back to the sump leaving little protection to the parts above the oil level and therefore prone to corrosive attack.

Penrite Heritage, Shelsley and Classic oils are specially formulated to overcome this problem in two ways:

1. Incorporation of a tacky additive which makes the oil remain on the surface of the hot metal which not only provides an oil film to protect the surface from corrosion but overcomes the dry "start-up" problem.
2. Making sure that the residual oil film has exceptional corrosion protection by means of special anti-corrosion additives in the oil formulation.

The engine is thus protected whether it is running or laid up.

What are the roles of detergents and dispersants in engine oils?

Detergents are incorporated into all modern motor oil formulations and have been since the 1940s. Their function, as the name suggests, is to maintain internal engine cleanliness particularly in areas of high temperatures such as piston skirts, ring lands (the slots in which the rings sit) and other components. They are also useful in combating the effect of acid contamination of the crankcase oil caused by the by-products of combustion. Dispersants keep all the soot particles and other solid contaminants in a "dispersed" condition and stops these collecting together-agglomerating-into larger molecules and forming engine sludge and other harmful deposits.

These two additives are mainly instrumental in giving marked improvement in engine lubrication when comparing today's formulations with those of the vintage and classic period.

These improvements are:

1. All the contaminants that caused sludging in engines is now neutralised and removed during oil change. This is why modern oils discolour with use but the engine stays clean where as in the past oils stayed

clean but the engine became dirty. To summarise, if modern oil gets dirty it's doing its job.

2. Problems of piston ring sticking have been virtually eliminated and engine life extended. Corrosion of bearings etc, are now a thing of the past.

In cars with restored engines, the use of an engine oil containing detergents and dispersants will not cause any problems.

Is there a problem with modern multigrade oils attacking rubber seals?

Many years ago an inferior supply of synthetic rubber seals which gave no end of trouble causing significant leaking problems. Rubber seals today are made from viton and polyacrylate and if properly fitted will certainly do their intended job. Prior to the use of rubber, seals were either made of cork or felt, and before that leather, and trying to make them leakproof was nearly an art in itself! Modern oils will not harm these seals.

Cars still fitted with original type seals may encounter leakage past the seal due to hardening. In such cases the seal should be replaced.

Penrite produces a range of engine oils called "Heritage", "Shelsley" & "Classic". What are these oils?

These oils have been designed specifically to cater for veteran, vintage and classic vehicles based around the characteristics of engine design of the period.

Heritage: Comprises two grades and caters for vehicles up to 1920. The oil for these engines has been designed around the lubrication system incorporated in these early vehicles; namely total loss, wick feed, mechanical and the early forms of pressurised lubrication.

Shelsley: Comprises of three oils and relates to the manufacturing period of 1920-1950. The oils in this range have been formulated to cover a wide span of ambient temperatures, which is more beneficial in these types of vehicles than the more modern oils used in vehicles of today.

Classic: Comprises of three oils and covers the period from 1950-1989. The additive package used in these oils differs from the Shelsley and Heritage range in that these oils have been designed specifically for vehicles of this period, but with far superior performance levels than those used at the time.



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My car is 1920's vintage and I've been told that I must use a monograde oil because that is what was used when new. Is this correct?

There is no problem using 1920s technology if you are prepared to put up with the problems associated with these types of oils. One of the problems encountered in the '20s was that prior to moving off from cold, the engine had to be warmed up to reduce the viscosity to enable the oil to "flow" and depending on the thickness of the oil probably determined the time it took to warm up. Another problem encountered with monograde oils was how rapidly the viscosity fell away once the oil was hot, leaving little oil pressure, and consequently little in the way of engine protection. The Shelsley range of engine oils has been developed to offer good low temperature flowability, the necessity to "warm up" being reduced. Coupled to that, the rate of viscosity loss with increasing oil temperature is far superior than the original oils used, thus maintaining better oil pressure, oil consumption and general overall protection.

Why can't I use modern thin grade multigrades such as 0W-30 or 5W-40 in my old car?

There are a number of reasons why it is imperative to use a HIGH viscosity multigrade oil in the lubrication of veteran, vintage, and classic cars. Listed here are just a few.

1. Most of the early engines stipulated a 40 or 50 grade engine oil or equivalent. In many cases oil travelling down vertical shafts usually ended up lubricating bevel gears and cross shafts etc. A thin oil being used in the same application would result in the oil being thrown from the bevel gears leaving the cross shaft gears dry.
2. Most of the cars covering this period had, by modern standards, poor oil pumps. A light viscosity oil will not provide the sealing required and loss of both volume and pressure will be noticed.
3. Oil seals in these vehicles are somewhat rudimentary, and oil leakage would certainly be a problem with the use of thin grade multigrade.
4. Oil consumption and smoking will be noticeably higher with low viscosity oils due to ring design and lack of valve stem seals. It is therefore important to choose the correct oil for the right application/classic period.

I have a sleeve valve engine. What should I be using?

The Charles Knight designed sleeve valve engine used in large vintage cars such as Minerva, Daimler and Mors have always had a reputation of consuming large amounts of oil mainly due to poor sealing of the sleeves. It was of great importance to build up a good carbon seal, which would aid this consumption problem. Today this problem has been largely overcome by better machining practices and the use of far superior lubricants, which certainly go a long way in reducing oil consumption.

Having said that, sleeve valve engines today are far better off using an oil such as those found in the Penrite Shelsley range, the two most common grades being Shelsley Medium and Shelsley Heavy. Being of a heavy viscosity when hot, these oils will go towards both sealing sleeves and reducing consumption and at the same time maintain excellent oil pressure.



Are there any major benefits in using synthetics in old car engines?

To the average classic car owner, there would probably be none. However, the competition enthusiast, competing in historic rallying or prolonged highway road racing using a synthetic oil, may find a more sustainable level of oil pressure on the gauge and, coupled with longer drain intervals, are really the only benefits one will see in using a synthetic based engine oil.

As most synthetics today are fairly low in viscosity, it is not recommended to use these oils in any pre 1970 engine unless used in reasonably hard long distance competition or a heavy synthetic oil used.

What can you tell me about castor oils and are they ok for use today?

Castor based oils were developed as far back as 1912, and used initially in rotary aero engines before being widely used in both production and racing cars. Vegetable based as opposed to mineral based oils, they were made from castor or bean oils and treated with an oxidation inhibitor. Whilst castor based oils provided excellent lubrication in aero engines with total loss oiling systems, in car engines the use of this type of oil produced excessive carbon deposits the end result being in having to "de-coke" the engine every 1,000 miles or so.

The other drawback was high viscosity at low temperatures and a very rapid drop of viscosity as temperatures increased. The high viscosity problem at low temperatures was solved by gently warming the engine, or to be more precise the engine's lubricant. Today castor-based oil differs remarkably to their ancestors. Still incorporating vegetable oils, they are now blended with synthetics used to reduce the formation of gum and lacquer deposits and are of a multigrade type viscosity. Their application is mainly associated with two stroke engines or where fuels such as methanol/alcohol are used in competition engines.

Running a vintage car or a racing car on old style castor oil is now a dated and long since superseded technology. Its use, although traditional, should no longer be contemplated. The only thing that castor can do that mineral oil cannot is to make the right smell and this can still be achieved by adding a cupful of castor synthetic in with the petrol, thus re-smelling the glorious past.



LEAD FUEL REPLACEMENT

Lead replacement fuels are no longer available. What should I use in my classic car?

Leaded fuel was introduced in the mid 1930s so every car made before that date ran, when new, on unleaded fuels. Lead based additives (Tetra Ethyl Lead or TEL) were blended into petrol to improve the octane rating, which enabled the use of higher compression ratios, which improved engine efficiency. Octane number is the measure of the anti-knock qualities of a fuel. The higher the number the higher the compression ratio that can be used. Octane numbers are based on numbers 1-100.

One of the side benefits of TEL has been to act as a lubricant to eliminate exhaust valve seat wear. Valve seat recession will be experienced in engines designed to run on leaded fuels when using unleaded gasoline.

Penrite Valveshield is an unleaded petrol treatment formulated primarily for vehicles originally designed and manufactured to run on leaded fuel. It protects these engines against valve seat recession (VSR) using current unleaded or premium unleaded fuels. Penrite Valveshield is sold in a 250mL bottle which incorporates a 25mL measuring chamber - enough product to treat 25 litres of fuel.

GEAR OILS

Does your transoil range of gear oils contain additives?

The only additive used in straight gear oils is an anti-foam and some anti-wear agents. Excessive foaming, through agitation leads to ineffective lubrication. Water contamination can also lead to foaming.

These oils can therefore be used in veteran, vintage and motorcycle transmissions without the worry of chemical additives attacking yellow metals.

The Penrite Transoil range of gear oils is available in grades of SAE 90, 140 and 250.

My 1950s car requires an EP90 gear oil in the rear axle. Can I use a modern 80W-90 hypoid gear oil?

The Penrite equivalent of an EP90 gear oil of the 1950s is Mild EP Gear Oil. This oil is a mild extreme pressure gear oil suitable for early forms of hypoid gear design. This design was such that the oil required the addition of chemical based additives to control wear.

Many of these rear axles contained yellow metals, therefore the additional additive packages used have to be compatible with the likes of brass, bronze and copper.

STEERING

My manual explains that for the steering box I need a mixture of grease and oil. Won't the oil sit on top of the grease?

The lubrication of steering boxes in the early days centred around the use of transmission oils which were fine when cold, but had a tendency to leak out past the drop arm when hot. Grease was added to the oil to give it a bit more "body" but usually the grease would "slump" to the bottom of the box, with the oil on top

thereby offering very little to the lubrication of the working surfaces of the gears. Penrite Steering Box Lube is a high viscosity semi fluid grease containing non-corrosive extreme pressure additives to provide film strength and is ideal for the task.

What oil do I use in a rack and pinion steering box?

In these particular units, the correct lubrication calls for a mild extreme pressure gear oil such as Penrite Mild EP Gear Oil.

It's often the case that because of leakage, people tend to use a semi fluid grease, or even Penrite Steering Box Lube. This is incorrect, as the product is far too heavy for this application. It would be imperative that if leakage is a problem, that the unit be removed, the seals replaced, and filled with the correct lubricant.

COOLANT

I don't think a glycol based coolant is the way to go in vintage cars. What else can I use?

Penrite Classic Car Coolant is a non-glycol based corrosion inhibitor which offers a host of benefits for the vintage car enthusiast both in cars on the road or during restoration. It is a very efficient inhibitor against electrolysis and oxidation. Its effectiveness in "soft" and "hard" water is well proven. The product contains no glycol as mentioned and is also biodegradable and non-toxic. Once diluted with water, the product never becomes corrosive, nor does it change the basic cooling characteristics of water. Engines indeed will run cooler, yet not suffer from internal corrosion.

However, Penrite Classic Car Coolant whilst being a very effective anti-boil agent because of its superior heat transfer characteristics, it is not an anti-freeze. If you use your car under conditions where freezing may be experienced then the use of a glycol product is essential and to ensure that the correct concentration is used. Otherwise corrosion could be experienced.

You may even want to boost the level of corrosion protection in situations when using glycol. This is fine, the glycol will not harm Classic Car Coolant. If you are using Classic Car Coolant, and wish to do some restoration work over winter, then simply drain the cooling system of water and coolant.

CARBURETTORS

What's the difference between Dashpot and Damper Oil?

Both of the oils are used for the lubrication of S.U. type carburettors.

Penrite SU Dashpot Oil is suitable for early pre-1940 carburettors, which do not incorporate a damper in the dashpot assembly. Removing the dashpot can readily identify this type of carburettor design. There is no damper rod on the inside.

Penrite SU Damper Oil on the other hand is required for post 1940 vehicles using S.U. or Stromburg carburettors incorporating a damper in the dashpot assembly. The damper assembly is attached to the dashpot cap and can be seen when the cap is removed.





VETERAN, VINTAGE & CLASSIC

Penrite is very proud to be one of the few remaining companies around the world with a complete range of products specifically designed to meet the original requirements of Veteran, Vintage & Classic vehicles.

Penrite has been blending the highest quality oils since 1926, when Veteran, Vintage & Classic vehicles were considered cutting edge technology. Since then, Penrite has been utilizing the latest technology to protect your investment, passion or everyday drive with 90 years of R&D experience.

Modern lubricants may contain additives that can have adverse effects in many older vehicles. White metals such as brass and copper used in mechanical manufacturing, as well as early types of lubrication systems need specialised lubricants.

Whatever your passion, cars, trucks, motorbikes, steam engines or even stationery engines, Penrite has the right products for Veteran, Vintage & Classic applications.

*Classic*TM



Visit our website at www.penriteoil.com

Classic Light, Medium & Heavy

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral
Classic Light			
CLASL001	1 Litre (UK)	6	Viscosity: 20W-60 Replacement Viscosities: SAE 30 20W-40, 20W-50
CLASL005	5 Litres	4	
CLASL005TIN	5 Litres	4	
Classic Medium			
CLASM005	5 Litres	4	Viscosity: 25W-70 Replacement Viscosities: SAE 40
Classic Heavy			
CLASH001	1 Litre (UK)	1	Viscosity: 40-70 Replacement Viscosities: SAE 50
CLASH005	5 Litres	4	



Key Specifications: API SG/CD
Fuel Types: Petrol, LPG, Diesel, Racing
Features: Full Zinc

Penrite Classic Light (SAE 20W-60), Classic Medium (SAE 25W-70) & Classic Heavy (40-70) are a range of premium mineral, high zinc, low detergent engine oils designed specifically for use in petrol and diesel vehicles manufactured between 1950 & 1989. They contain a "Tacky Additive" so that when vehicles are laid up, the oil does not run off internal surfaces.

Classic Mini **NEW**

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Viscosity: 20W-50
CLASMINI001	1 Litre (UK)	6	Replacement Viscosities: SAE 30, 20W-40	
CLASMINI005	5 Litres	4		



Key Specifications: API SJ/CE, CCMC G2, API GL-4, MB 227.1, MIL-L-2104D

Fuel Types: Petrol, Diesel, Racing
Features: Full Zinc

Penrite Classic Mini is a premium mineral, full zinc, SAE 20W-50 viscosity, API SJ/CE, GL-4 engine oil, designed in conjunction with International Mini Clubs and owners in the UK and Australia specifically for all classic Minis (Austin, BMC and Leyland). It has been developed for use in classic Minis from 1959 to 2000 as well as other derivatives where a combined engine and gearbox utilises the same oil, providing an excellent combination of engine protection and smooth gear shifts. Classic Mini contains a full zinc anti-wear package exceeding 1600+ PPM for ultimate engine wear protection.



Classic Triumph **NEW**

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Viscosity: 20W-60
CLASTR005	5 Litres	4	Replacement Viscosities: 20W-50, 20W-40, SAE 30	



Key Specifications: API SG/CD
Fuel Types: Petrol, Diesel, Racing
Features: High Zinc

Penrite Classic Triumph is a premium mineral, SAE 20W-60, full zinc, engine oil designed in conjunction with the UK TR Registry, specifically for classic Standard/Triumph passenger and sports cars manufactured post 1950. It features a higher operating temperature viscosity over standard monograde and older style 20W-40 & 20W-50 multigrade oils with HIGH ZINC for increased engine protection.





Shelsley Light, Medium & Heavy

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral
Shelsley Light SHELL005	5 Litres	4	Viscosity: 20W-60 Replacement Viscosities: SAE 30
Shelsley Medium SHELM005 SHELM020	5 Litres 20 Litres	4 1	Viscosity: 25W-70 Replacement Viscosities: SAE 40
Shelsley Heavy SHELH005	5 Litres	4	Viscosity: 40-70 Replacement Viscosities: SAE 50



Key Specifications: API SC/CC
Fuel Types: Petrol, Diesel, Kerosene
Features: High Zinc

Penrite Shelsley Light (SAE 20W-60), Medium (SAE 25W-70) & Heavy (40-70) are a range of premium mineral, high zinc, very low detergent engine oils designed specifically for use in petrol, diesel and kerosene fuelled cars manufactured up to 1950 including those fitted without an engine oil filter. They contain a "Tacky Additive" so that when vehicles are laid up, the oil does not run off internal surfaces.



Heritage LTM & MTH

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Viscosity: SAE 30 & SAE 50
Heritage LTM HERLTM005	5 Litres	4	Fuel Types: Petrol, Diesel, Kerosene (Paraffin) Features: Non-Detergent	
Heritage MTH HERMTH005	5 Litres	4		



Penrite Heritage LTM (SAE 30) & MTH (SAE 50) engine oils are monograde, non-detergent engine oils developed specifically for Vintage and Edwardian vehicles manufactured prior to 1920. LTM (Light to Medium) & MTH (Medium to Heavy) use premium quality base oils combined with a specialised additive package to suit these very old machines. They contain a tacky additive for increased storage protection.



Running-In Oil

Product Code	Pack Size	Carton Qty
RUN005	5 Litres	4
RUN020	20 Litres	1

Base Oil: Premium Mineral **Viscosity:** 15W-40
Replacement Viscosities: 20W-40, SAE 30

Key Specifications: API SF/CC
Fuel Types: Petrol/E10, E85, Racing, Diesel, LPG/Dual Fuel
Features: High Zinc, Non-Friction Modified

Penrite Running In Oil is a premium mineral, SAE 15W-40, non friction modified, low detergent and dispersant engine oil, designed for the critical running in period for both new, re-built and crate engines. It contains an advanced anti-wear additive pack featuring HIGH ZINC (exceeding 1600+ ppm levels) for ultimate engine wear protection during these first stages of engine use.



HPR 30

Product Code	Pack Size	Carton Qty
HPR30001	1 Litre	6
HPR30005	5 Litres	4
HPR30020	20 Litres	1
HPR30060	60 Litres	1
HPR30205	205 Litres	1

Base Oil: Premium Mineral **Viscosity:** 20W-60
Replacement Viscosities: 20W-40, 20W-50, 25W-60, SAE 30

Key Specifications: API SM/CG-4, ACEA A3/B3, GM 6094M, Ford WSS-M2C153-E, VW 502.00/505.00
Fuel Types: Petrol, LPG/Dual Fuel, Diesel, Racing
Features: Full Zinc, Extra Ten

Penrite HPR 30 is a premium high performance mineral, SAE 20W-60, non-friction modified engine oil. It contains a DOUBLE LAYER of engine wear protection with FULL ZINC (approx. 1600 ppm) and Penrite's advanced EXTRA TEN technology. It protects against corrosion, oil oxidation and sludge under all operating conditions.



HPR 40 & 50

Product Code	Pack Size	Carton Qty
HPR 40		
HPR40001	1 Litre	6
HPR40005	5 Litres	4
HPR40020	20 Litres	1
HPR40060	60 Litres	1
HPR40205	205 Litres	1

Base Oil: Premium Mineral

Viscosity: 25W-70
Replacement Viscosities: SAE 40, 25W-50, 25W-60

Viscosity: 40-70
Replacement Viscosities: SAE 50



Key Specifications: API SL
Fuel Types: Petrol, Racing
Features: Full Zinc, Extra Ten

Penrite HPR 40 & 50 are premium high performance mineral, SAE 25W-70 & 40-70 respectively, non-friction modified engine oils. They contain a DOUBLE LAYER of engine wear protection with FULL ZINC (approx. 1500 ppm) and Penrite's advanced EXTRA TEN technology.






Enduro 25W-70 & HD Oil 50-70 (Motorcycle)

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Stroke: 4
Enduro 25W-70				
END005	5 Litres	4	Viscosity: 25W-70 Replacement Viscosities: 25W-60, SAE 40 Fuel Types: Petrol, Racing Key Specifications: API SG	
END020	20 Litres	1		
HD Oil 50-70				
HD005	5 Litres	4	Viscosity: 50-70 Replacement Viscosities: SAE 50, SAE 60 Fuel Types: Petrol, Racing Key Specifications: API SF	



Penrite Enduro and HD Oil are premium, high performance mineral, 25W-70 and 50-70 respectively, non friction modified, four stroke engine oils. They contain a superior anti wear package of HIGH ZINC (exceeding 1750+ ppm levels) for ultimate engine, gearbox and clutch protection with viscosities designed to maintain oil pressure and consumption control for older and classic motorcycles.

Classic ATF **NEW**

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Colour: Red
CLASATF005	5 Litre	4	Key Specifications: DEXRON®-IID, MERCON®-IV, Allison C-4, Voith Diwa, MB 236.6/7, ZF TE-ML11/TE-ML 14, Ford ESR-M2C163-A, Vickers 35VQ25, Ford M2C166-H, Ford M2C138-CJ, Denison T5D/P-46/HF-2, Toyota T-II/D2, Sundstrand 22-213L, Mitsubishi SP/SP2, BTR 5M-52, BTR 81/91	

Penrite Classic ATF is premium mineral, multi vehicle, DEXRON®-IID automatic transmission fluid for classic and older transmissions that required Type A/Suffix A or GM DEXRON®/DEXRON®-II fluids. It is manufactured with modern additive technology and premium base oils to provide better shift performance and protection than original type automatic transmission fluids.

Shocker Oil No.1 & No.2

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Colour: Green
Shocker Oil No. 1			Key Specifications: ISO 46 (No.1), ISO 68 (No.2)	
SHOK10005	500 Millilitres	6		
Shocker Oil No. 2			Penrite Shocker Oil No.1 & No.2 are suspension oils specifically designed for lever arm and vane type shock absorbers fitted to cars covering the vintage and classic period. They contain anti-corrosion and anti-wear additives for enhanced protection. Shocker Oil No.1 & No.2 are formulated to exceed original requirements and they also replace old style Damper Oil.	
SHOK20005	500 Millilitres	6		



SU Dashpot Oil

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Colour: Amber
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SUDASH000150 150 Millilitres 12

Key Specifications: ISO 15

Penrite SU Dashpot Oil is a mineral based oil containing anti-corrosion and anti-wear additives for the lubrication of pistons and dampers in SU and Stromberg carburettors. It is suitable for use in pre 1940 SU carburettors, which do not incorporate a damper in the dashpot assembly. Removing the dashpot cap can readily identify this type of carburettor, as there is no damper rod on the underside.



SU Damper Oil

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Colour: Green
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SUDAMP000150 150 Millilitres 12

Key Specifications: ISO 68

Penrite SU Damper Oil is a mineral based oil containing anti-corrosion and anti-wear additives for the lubrication of pistons and dampers in SU and Stromberg carburettors. It is suitable for post 1940 vehicles using SU and Stromberg carburettors incorporating a damper in the dashpot assembly. The damper assembly is attached to the cap and can be seen when the cap is removed.



Gear Box Oil 30 & 40

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral
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Gear Box Oil 30

GB30001	1 Litre	6
GB30005	5 Litres (UK)	4

Viscosity: 20W-60 Replacement Viscosities: SAE 30
Key Specifications: API GL-1



Gear Box Oil 40

GB40001	1 Litre	6
GB40005	5 Litres (UK)	4

Viscosity: 25W-70 Replacement Viscosities: SAE 40
Key Specifications: API GL-1



Penrite Gear Box Oil 30 & 40 are multigrade gearbox oils designed specifically for use in vehicles that originally used the same oil in the gearbox as was recommended and used in the engine. Many vehicles manufactured in the fifties and sixties specified engine oil for use in the gearbox. Whilst this was convenient, a proper gear oil was a better alternative. Both Gear Box Oil 30 & 40 meet the requirements of API GL-1.

Transoil 90, 140 & 250

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Viscosity: SAE 90, 140 & 250
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Transoil 90

T90001	1 Litre	6
T90005	5 Litres (UK)	4
T90020	20 Litres (UK)	1

Key Specifications: API GL-1

Penrite Transoil 90, 140 & 250 are premium non additive, API GL-1 gear oils designed specifically for use in veteran, vintage and Edwardian gearbox, transaxles and selected spur and bevel type rear axles. They do not contain any aggressive load carrying additives that may cause damage to ferrous and non ferrous metal types used in these types of vehicles. Transoil 90, 140 & 250 are also compatible with leather and synthetic rubber seals.



Transoil 140

T140001	1 Litre	6
T140005	5 Litres (UK)	4
T140020	20 Litres (UK)	1

Transoil 250

T250001	1 Litre	6
T250005	5 Litre (UK)	4
T250020	20 Litres (UK)	1



Mild EP Gear Oil

Product Code	Pack Size	Carton Qty	Base Oil: Premium Mineral	Viscosity: SAE 110
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MILD001 1 Litre 6

Key Specifications: API GL-4

Penrite Mild EP Gear Oil is an SAE 110, extreme pressure, automotive gear oil meeting the requirements of API GL-4 for moderate to high load applications. It is designed for use in all steel gear sets in vintage and classic cars and trucks as well as rack and pinion steering systems of 1950's & 1960's vehicles. It is suitable for use in spiral bevel, worm and pre 1960 hypoid axles.



Classic Car Coolant Concentrate

Product Code	Pack Size	Carton Qty	Technology: Type B	Colour: Clear
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VC1001 1 Litre 6

Key Specifications: AS 2108-2004 Type B

Penrite Classic Car Coolant is a Type B colourless, hybrid-organic, non-glycol based corrosion inhibitor designed specifically for use in Edwardian, vintage, veteran & classic car cooling systems that protects against corrosion, cavitation, scaling and oxidisation.



10 Tenths Race Coolant Inhibitor Concentrate

Product Code	Pack Size	Carton Qty	Technology: Type B	Colour: Red
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RC1001 1 Litre 6

Key Specifications: AS 2108-2004 Type B

Penrite 10 Tenths Race Coolant Inhibitor Concentrate is a non glycol based coolant inhibitor concentrate that protects against corrosion, cavitation, scaling and oxidisation in vehicles that do not require an Anti-Freeze Anti-Boil coolant. It is an effective engine coolant that uses a hybrid organic acid technology (HOAT) inhibitor to provide maximum protection against corrosion whilst providing superior heat transfer to significantly reduce engine operating temperature.



Valve Shield **NEW**

Product Code	Pack Size	Carton Qty	Colour: Red	Treat Rate: 50ml treats 50 litres
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ADVS250 250 Millilitres 6
ADVS001 1 Litre 6

**Valve Shield REPLACES
Upper Cylinder & LPG Lubricant**

Penrite Valve Shield is a dual purpose additive formulated for vehicles that were originally designed to run on leaded fuel, as a lead replacement additive, where it protects engines against valve seat recession (VSR) whilst also protecting them from intake deposit build up. It is also suitable as an upper cylinder lubricant in LPG or dual fuel systems fitted with LPG dripper systems.





PENRITE PRODUCT	Millilitres			Litres				
	150	250	500	1	5	20	60	205
Classic Light	-	-	-	⊙	⊙	-	-	-
Classic Medium	-	-	-	-	⊙	-	-	-
Classic Heavy	-	-	-	⊙	⊙	-	-	-
Classic Mini	-	-	-	⊙	⊙	-	-	-
Classic Triumph	-	-	-	-	⊙	-	-	-
Shelsley Light	-	-	-	-	⊙	-	-	-
Shelsley Medium	-	-	-	-	⊙	⊙	-	-
Shelsley Heavy	-	-	-	-	⊙	-	-	-
Heritage LTM	-	-	-	-	⊙	-	-	-
Heritage MTH	-	-	-	-	⊙	-	-	-
Running-In Oil	-	-	-	-	⊙	⊙	-	-
HPR 30	-	-	-	⊙	⊙	⊙	⊙	⊙
HPR 40	-	-	-	⊙	⊙	⊙	⊙	⊙
HPR 50	-	-	-	⊙	⊙	⊙	⊙	⊙
Enduro 25W-70 (Motorcycle)	-	-	-	-	⊙	⊙	-	-
HD Oil 50-70 (Motorcycle)	-	-	-	-	⊙	-	-	-
Classic ATF	-	-	-	-	⊙	-	-	-
Shocker Oil No.1	-	-	⊙	-	-	-	-	-
Shocker Oil No.2	-	-	⊙	-	-	-	-	-
SU Dashpot Oil	⊙	-	-	-	-	-	-	-
SU Damper Oil	⊙	-	-	-	-	-	-	-
Gear Box Oil 30	-	-	-	⊙	⊙	-	-	-
Gear Box Oil 40	-	-	-	⊙	⊙	-	-	-
Transoil 90	-	-	-	⊙	⊙	⊙	-	-
Transoil 140	-	-	-	⊙	⊙	⊙	-	-
Transoil 250	-	-	-	⊙	⊙	⊙	-	-
Mild EP Gear Oil	-	-	-	⊙	-	-	-	-
Classic Car Coolant Concentrate	-	-	-	⊙	-	-	-	-
10 Tenths Race Coolant Inhibitor Concentrate	-	-	-	⊙	-	-	-	-
Valve Shield	-	⊙	-	⊙	-	-	-	-

(All products are available in 1000L Pods, on request)



Visit our website at www.penriteoil.com

Steering Box Lube

Product Code	Pack Size	Carton Qty
SBL00045	450 Grams	6
SBL0005	500 Millilitres (UK)	6

Colour: Light Brown
Recommended Operating Temperature Range: N/A

Key Specifications: NLGI 00

Penrite Steering Box Lube is an extreme pressure, NLGI 00, lithium based grease, blended with effective anti-wear, rust and oxidation inhibitors. It is a high viscosity, self-levelling grease that features non-corrosive extreme pressure (EP) additives to provide enhanced film strength protection. It is suitable for veteran/vintage and some classic car steering boxes. It can also be used in some classic car and motorcycle gearboxes that require high viscosity lubrication or a self leveling grease.



Semi Fluid Grease

Product Code	Pack Size	Carton Qty
SEMI00045	450 Grams	6
SEMI0005	500 Millilitres (UK)	6
SEMI020	20 Kilograms	1

Colour: Light Brown
Recommended Operating Temperature Range: -20°C to 130°C

Key Specifications: NLGI 00

Penrite Semi Fluid Grease is an extreme pressure, NLGI 00, lithium soap thickened grease, blended using extreme pressure additives, anti-wear, rust and oxidation inhibitors. It extends bearing and gear life by minimising wear and shock loads as well as resisting leakage even under heavily loaded conditions. It is suitable for use in trailer bearing hubs where heavy oils are specified and leakage is a problem, chain cases, slow speed industrial gearboxes where AGMA 7EP (ISO 460 and above) industrial gear oils are specified, leaky gearboxes, reduction gearboxes in slasher mowers, track rollers in earthmoving equipment, centralised lubrication systems that require fluid (or "liquid") type greases and in Burman motorcycle gearboxes.



Cam Assembly Lube

Product Code	Pack Size	Carton Qty
CAM0001	100 Grams	6

Colour: Grey/Black
Recommended Operating Temperature Range: N/A

Key Specifications: NLGI 2

Penrite Cam Assembly Lube is a special purpose sticky paste formulated with a lithium grease, designed for the initial lubrication of engine parts during the engine assembly process. It contains rust inhibitors, oxidation inhibitors, tackiness additives, zinc and graphite anti-wear agents to provide outstanding engine lubrication protection prior to and during first starting of new or rebuilt engines.



Graphite Grease

Product Code	Pack Size	Carton Qty
GRGR0004	400 Grams (UK)	6
GRGR0005	500 Grams	6


Colour: Grey/Black
Recommended Operating Temperature Range: Max 60°C

Key Specifications: NLGI 3

Penrite Graphite Grease is an NLGI 3, graphite impregnated calcium based grease. It is designed for the lubrication of spring leaves, handbrake cables, flexible drives and exposed chains. Graphite Grease is suitable for use in slow speed plain bearings and slides where a heavy grease with solid lubricants is required. It can also be used in plain bearing locks, latches and fasteners, cables and springs and even as a fifth wheel lubricant.




Water Pump Grease

Product Code	Pack Size	Carton Qty	Colour: Amber Recommended Operating Temperature Range: 0°C to 75°C	
WPGR0005	50 Grams	6	Key Specifications: NLGI 4	


Penrite Water Pump Grease is an NLGI 4, moderate duty, very firm grease manufactured from high quality base oils and a calcium soap. It is recommended for the lubrication of water pumps in older vehicles or in fire fighting and irrigation equipment requiring a heavy grease. Water Pump Grease can be used in spring loaded greasing units, via a grease gun to pump shafts or in screw applied greasers.

Copper Eze

Product Code	Pack Size	Carton Qty	Colour: Copper Recommended Operating Temperature Range: 0°C to 1093°C	
CEZE0001	100 Grams	6	Key Specifications: NLGI 1.5	
CEZE0005	500 Grams	6		

Penrite Copper Eze is a bentone based anti-seize grease containing micro-size copper, zinc oxide and additional synthetic base oil that will resist temperatures of up to 1093°C. It is used to coat flanges, threads, nuts, bolts that are subject to corrosion or seizure. Copper Eze is also ideal for exhaust manifold studs, exhaust clamps, turbocharger connections, spark plug threads and brake assemblies. Ideal for boat trailer wheel studs, external hinges, flanges, screws, nuts and bolts to prevent seizure and corrosion in automotive, marine, industrial, agricultural and general domestic environments.

Rubber Grease

Product Code	Pack Size	Carton Qty	Colour: Red Recommended Operating Temperature Range: -9°C to 80°C	
RUBGR0001	100 Grams	6	Key Specifications: NLGI 2	
RUBGR0005	500 Grams	6		

Penrite Rubber Grease is a premium quality clay based grease containing castor oil for use when contact with natural and/or synthetic rubber is likely to occur. It can be used as a general purpose, non-harmful grease for industrial, automotive and consumer rubber parts such as hydraulic dust covers, braking system components, seals and washers. It is specially designed for use on rubber components in hydraulic systems where compatibility with the rubber seals is essential.

PENRITE PRODUCT	Grams					Kilograms	Millilitres
	50	100	400	450	500		
Steering Box Lube	-	-	-	⊙	-	-	⊙
Semi Fluid Grease	-	-	-	⊙	-	⊙	⊙
Cam Assembly Lube	-	⊙	-	-	-	-	-
Graphite Grease	-	-	⊙	-	⊙	-	-
Water Pump Grease	⊙	-	-	-	-	-	-
Copper Eze	-	⊙	-	-	⊙	-	-
Rubber Grease	-	⊙	-	-	⊙	-	-

