



NOTES FOR LUBRICATION RECOMMENDATIONS 1920-1970

CLIMATE

Original recommendations used to specify both a summer and winter grade. The Penrite listing is based on climatic conditions up to 25 degrees C. For conditions greater than 25 degrees C, a heavier oil may be substituted. This may also depend on the condition of the engine (See Engine).

ENGINE

Oil recommendations assume engines are in good mechanical condition. For engines that are worn or are suffering from oil consumption problems, a grade heavier than that listed may be used. (If a heavier grade is being used, then it may be necessary to re-adjust the oil pressure release valve). For engines that have run on non detergent type oils the Shelsley equivalent of the listed grade may be used. This oil may also be used in vehicles that have a total loss oiling system. Classic 20w/50 engine oil is available for vehicles of the 1960's and 1970's that may not necessarily need the high performance characteristics of HPR 20w/60. A semi synthetic HPR 15w/60 multigrade is available for late model multivalve, multicam, computer managed engines. For 'modern classics' requiring a fully synthetic oil use Penrite Classic Full Synthetic 10w/50.

GEAR BOX

Gear box oil 30 and 40 are designed for use in manual, overdrive and pre-selector gear boxes, replacing engine oils which were used extensively during the fifties and sixties. Like engine oils, the grade listed covers climatic conditions up to 25 degrees C, and where a 40 weight is specified, is due to peculiarities of the gear box fitted. Modern strength EP (Extreme Pressure) gear oils are not recommended for gear boxes covering this period.

REAR AXLE

For vintage vehicles up to the early thirties, straight gear oils of GL1 type /performance (eg: Transoil 90) are recommended. Climate and wear conditions can determine grade used. From the thirties through to mid 1960, MILD EP is recommended where a GL3 type oil is specified. Post 1960 vehicles which call for an EP90 type gear oil, the Penrite equivalent is Hypoid 80w/90. For vehicles subjected to temperatures in excess of 25 degrees C, or that are showing signs of extreme wear, then Hypoid 85w/140 may be used as an alternative to Hypoid 80w/90. Use Limslip 85w/140 for Limited Slip Differentials.

STEERING BOX

For vintage type steering boxes (worm and wheel) use Steering Box Lube. For rack and pinion type steering, use MILD EP.

GENERAL

Cooling Systems:	Use corrosion inhibitor for all year use. May also be used to enhance anti-corrosion properties of proprietary anti-freeze.
Carb Dashpots:	For non-damped SU carbs use Carburettor Dash Pot Oil. For damped SU carbs use Carburettor Damper Oil.
Leaf Springs:	Use a penetrating oil or engine oil. Graphite Grease may also be use between the leaves during assembly.
Handbrake Cables:	Use Graphite Grease.
Shackle Pins:	Use Graphite Grease.
Wheel Hubs:	Use High Melt Bearing Grease.
Water Pump:	Use Water Pump Grease.
Prop Shaft Universal Joints:	Use Graphite Grease.
Prop Shaft Sliding Joints:	Use High Melt Bearing Grease.
Grease Nipples:	Use Graphite Grease.
Shock Absorbers-Piston:	Use Shock Oil 1 or Shock Oil 2 for fast road and competition use.
Shock Absorbers-Vane:	Use Transoil 140 in Luvax vane type shock absorbers.
Long Term Lay Up:	Use Storage Protection Supplement.
Engine Build Up Protection:	Use Camshaft Assembly Lube.
General Chassis Lubrication:	Use Semi-Fluid Grease.

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