

ZINC LEVELS IN CLASSIC ENGINE OILS

Bulletin 128 referred to the zinc levels in commonly available Penrite retail engine oils. Penrite have also sold oils designed especially for Vintage, Veteran and Classic engines for many years and these have always had appropriate zinc levels for the application.

The table below shows the product, its viscosity, where it should be used and the zinc levels.

CARS

PRODUCT	GRADE	USED IN ENGINES MADE	ZINC PPM
Heritage LTM	30	Pre 1920 Edwardian	1150
Heritage MTH	50	Pre 1920 Edwardian	1150
Shelsley Light	20W-60	1920-1950 where SAE 30 was required	1140
Shelsley Medium	25W-70	1920-1950 where SAE 40 was required	1060
Shelsley Heavy	30-70	1920-1950 where SAE 50 was required	1060
Classic Light	20W-60	1950-1980 where SAE 30 was required	1760
Classic Medium	25W-70	1950-1980 where SAE 40 was required	1760
Classic Heavy	30-70	1950-1980 where SAE 50 was required	1800

OLD MOTORCYCLES

Enduro	25W-70	Where SAE 40 was required	1760
HD Oil	50-70	Where SAE 50 was required	1800

The Heritage range does not contain detergents or dispersants and as such must be used with care in rebuilt engines and should not be used in any engines requiring API SB or above. Ideal for use where the old API ML and DG performance ratings were specified. Do not use in diesel engines.

The Shelsley range is rated at API SC/CC and has a low detergent level to help keep rebuilt engines cleaner and without the risk of moving old deposits in non-rebuilt engines. Ideal for use where the old API MM, MS, DG, DM and AMA ASTM GIV specifications were required. Can also be used in diesel and kerosene fuelled engines at short drain intervals.

The Classic range is rated at API SF/CD so has moderate detergent levels. Ideal for use where the old API MS, DS and Series 3 specifications were required. Can also be used in diesel and kerosene fuelled engines at short drain intervals.