



TECHNICAL BULLETIN

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THE RIGHT HPR FOR TURBOS

Going through many emails and a few phone calls has revealed that there are some misconceptions out in the field (and this includes our customers who are selling our product) regarding which is the right HPR to use in turbocharged petrol engines. A number of times, I have been told that HPR 40 has been recommended for cars such as the Subaru Impreza WR-X. This does not hold for factory turbos.

HPR 40 was of course called HPR Turbo when it was first released, and this is ultimately where the problem is stemming from. HPR 40 is fine for the older style aftermarket turbos that tend to be fitted to the old 6, 8 and sometimes 4, cylinder engines – the key word is AFTERMARKET.

Any modern vehicle (ie 1990s) factory fitted with a turbocharger OR supercharger for that matter, should be using the style of oil specified in the handbook.

A WR-X for example, depending on age, is best served by HPR 5, 10 and maybe 15 at the outside, with of course Synthetic 5 now being available. This applies to many European and Japanese cars.

So please ensure your customer base is well aware that HPR 40 is not the automatic recommendation for any turbo. Check the Recommendations Guide.