

VALVESHIELD Q&A

This bulletin is released to offer some commentary that may help customers and staff when talking about Penrite Valveshield.

Is it an octane booster?

Penrite Valveshield does not boost the octane of petrol. If, when running regular unleaded petrol, the engine experiences knock, then Premium Unleaded, preferably 98 octane should be used.

Why isn't Valveshield recommended for use with LRP?

Oil company lead replacement fuels do not always use the same additives to prevent valve seat recession (VSR). There is some doubt as to whether these are all compatible with each other during the combustion process, so it is safer to use unleaded fuels when using any aftermarket VSR additive.

Can I use Valveshield with other VSR additives?

In general, no for the same reasons as above, but a manganese based VSR system is compatible with our system.

What is Penrite's VSR additive?

We use a potassium additive, which has been tested against both British and Australian standards for VSR control.

Is Valveshield compatible with Penrite Upper Cylinder Lubricant?

Yes, but there is no reason to use both in a petrol engine.

Before LRP, when I changed spark plugs they were dark grey. Now they look like they have rusted. Does LRP cause internal rust?

No it does not. LRPs that contain MMT or ferrocene leave an orange deposit on the spark plugs and in the combustion chamber. It was the lead that left the grey deposit. Potassium and phosphorus systems leave a pale white or pale grey deposit.

My car does not run as well on LRP – what can I do to fix it?

There have been articles in magazines and newspapers on this and they suggest that running a hotter burning plug helps as does ensuring the engine gets a good long hard run (eg a couple of hours of good freeway driving) on a regular basis. Actually, that is good for the oil too! Sometimes switching to premium unleaded plus an aftermarket additive can help engine running.