

TECHNICAL DATA SHEET



HEAVY DUTY OIL STABILIZER

PRODUCT # 10001, 10002, 10015, 10085, 10091

TEST

ASTM

TYPICAL

API Gravity	D-1298	26.5
Specific Gravity @ 60°F	D-1298	.8956
Density @ 60°F	D-1298	7.458
Viscosity @ 100°C cSt	D-445	110.0
Flash Point, COC °F	D-92	470
Color		Amber

Lucas Heavy Duty Oil Stabilizer is a 100% petroleum product developed and perfected through thousands of hours of laboratory and field testing. The result is a product proven capable of servicing the lubricating needs of many industries.

The oil itself is a specially formulated blend of premium oils plus a variety of petroleum-extracted additives blended together to make one product that will meet several needs at one time within an engine or gear box. In most automotive applications, Lucas Heavy Duty Oil Stabilizer is meant to be a supplement to other oils.

The primary benefits of Lucas Heavy Duty Oil Stabilizer are as follows: For preventative maintenance, it virtually eliminates dry starts and wear. It extends oil life and lowers oil temperature in any engine, gasoline or diesel. It raises oil pressure, reduces smoking, leaking, knocking and blow-by in worn engines. It also helps to control noise, overheating, leaks and wear in gear boxes.

Since Lucas Heavy Duty Oil Stabilizer is 100% petroleum, it can safely blend with all other automotive lubricants, even synthetic oils.

The concentration of protective additives to the ratio of base oil is such that the maximum lubricity of Lucas Heavy Duty Oil Stabilizer is attained by using it at a ratio of 20% to 60% with other oils. At this point the entire oil mix becomes much slicker than oil alone. This reduction of friction allows any machine to do a given job with the use of less energy. This condition also creates a reduction in temperature which extends the life of the oils as well as the seals, bearings and other components.

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Lucas Heavy Duty Stabilizer protects against rust, corrosion and dry starts caused by long periods of nonuse. Oil treated with Lucas Heavy Duty Oil Stabilizer will not run off cylinders and gears. This product is a must for motor homes, combines, construction equipment, boats, military equipment or anything that sits idle for long periods of time.

Lucas Heavy Duty Oil Stabilizer can be used 80% to 100% to correct conditions in gear boxes that are badly worn, leaking, overheating or operating under extreme pressure. Lucas Heavy Duty Oil Stabilizer should be used 100% on open gears or when maximum climbing action is needed. It has been used 60% to 100% in many automotive operations where the engines were so worn that an overhaul was otherwise imminent. It can be used 100% when conditions are such that the shear pressure is so severe that other lubricants can't hold up.

Lucas Heavy Duty Oil Stabilizer seals the cylinders to keep oil from going up to be burned. It also keeps the contaminants of the combustion chamber from coming down to prematurely ruin the oil. This blow-by is what accelerates wear in a worn engine. By controlling "blow-by" and "dry starts," the life of an already worn engine can be extended significantly.

The use of Lucas Heavy Duty Oil Stabilizer allows the oil change interval to safely be extended by at least 50%. This fact alone pays for the product making all other benefits a bonus.

Lucas Heavy Duty Stabilizer is a perfect assembly lube. It is used by many major engine rebuilders. It completely adheres to the parts to eliminate the long dry start that can be detrimental to newly rebuilt engines.

The adverse effects of heat in an engine or gear box are well known to anyone with a fair degree of mechanical knowledge. Lucas Heavy Duty Oil Stabilizer is designed to retain its viscosity (resist thinning) at high temperatures. Ordinary oils often lose their viscosity and shear stability when temperatures rise beyond the point at which they were designed to operate. The addition of Lucas Heavy Duty Oil Stabilizer to the oil not only allows equipment to operate at higher temperatures, but it safeguards against engines and bearings being ruined from overheating.

In engines use approximately 20% or one quart to each gallon of any plain motor oil, petroleum or synthetic.

In badly worn engines, use more - up to 60 or 80% if necessary.

In manual transmissions and transfer cases use 25 to 50%.

In differentials use 25 to 50%.

In badly worn or noisy differentials use 50 to 100%.

In industrial gear boxes use 25 to 50% for preventative maintenance and less power drain. If necessary use 50 to 100% to stop leaks and overheating.