

BORN FROM JOE GIBBS RACING

# DRIVEN

DRIVEN TO WIN RACING OIL®



## Innovations In Lubrication Technology

DRIVENRACINGOIL.COM

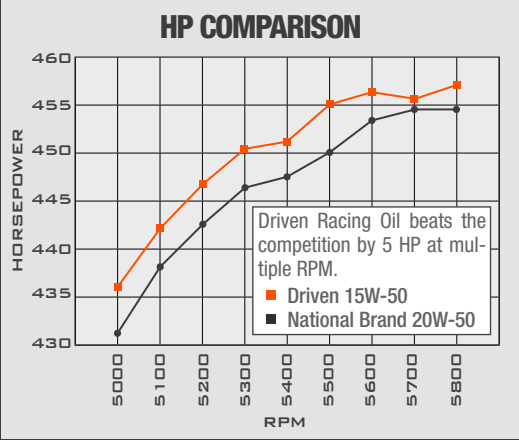


# WHY CHOOSE DRIVEN?

Competition drives innovation. The Driven Racing Oil brand was originally created to advance engine and driveline lubricant performance in all-out race and high performance engines, but now our innovations extend beyond the racetrack to the street. But what makes our products different?

Our products are unique because we always put the “motor ahead of the molecule”. Often, oil companies have no real world understanding of how these products are actually used, but Driven keeps things in the proper order. The oil is for the motor, not the other way around. Our product development team looks at the motor and how it is used; then we design application specific products using a “zero compromise” approach that delivers a measurable performance advantage.

Due to ever tightening federal EPA requirements, today’s motor oils have reduced quantities of anti-wear chemistries like Zinc, Phosphorus and Sulfur. As a result, the oil you buy today is not the same as it was 10 years ago. While this is good for your street car, it is bad news for your racing engine. Racing engines see more RPM, higher loads and increased temperatures compared to street engines, so a racing engine requires higher levels of these wear additives to prevent premature part failure. So you see, the oil used in an engine needs to be formulated specifically for that type of engine. You wouldn’t use a stock piston in a race engine, and the same goes for oil. And that’s where Driven excels.



Racing is in the DNA of our company, and every product we develop is proven to perform. From full synthetic race oils to engine break-in oils, Driven offers a wide range of race winning products that deliver enhanced performance, protection and value. So whether you need gear oil for your race car or motor oil for your hot rod, put your trust in lubricants engineered and proven to perform. Put your trust in the innovator of high performance lubricants – Driven Racing Oil.

“We developed Driven Racing Oil to fix our flat tappet camshaft problems. Just changing to our BR Break-In Oil from off-the-shelf products, we virtually eliminated break-in failures. Next, we began to develop qualifying oils and race oils, and that is where we found significant power gains. Every engine we build uses Driven Racing Oil because it delivers power and durability.”  
—MARK CRONQUIST, Head Engine Builder, Joe Gibbs Racing



# Today's Fuels Destroy Engines

**DRIVEN FUEL ADDITIVES OFFER PROVEN PROTECTION.**

## **GASOLINE CONCERNS**

The growing use of Ethanol in modern pump fuel significantly increases the risk of carburetor and fuel system corrosion. Ethanol is added to fuel as an "oxygenate" for emissions purposes. But Ethanol is hygroscopic, meaning it absorbs moisture, which causes corrosion in the fuel system and inside the engine. Plus, high levels of Ethanol dilution in the motor oil can lead to increased moisture in the crankcase, thereby causing rust and other corrosion problems.

Ethanol by itself is corrosive to components made of Aluminum and Zinc, while gasoline-oxygenate blends can corrode other materials such as Magnesium and Steel. Problems caused by Ethanol in gasoline and oil are then compounded by long periods of storage between uses.

## **DIESEL CONCERNS**

In recent years, the HPCR (high pressure common rail) direct injection diesel engine has been introduced as a way to improve fuel economy and lower emissions. Shortly after came ULSD (ultra low sulfur diesel) fuel. After the introduction of the ULSD, diesel drivers started to report poor starts, misfires, rough running, engine shut off and black smoke, all of which were attributed to deposits of sodium carboxylate salts in the injectors, as well as reduced lubricity and a low cetane rating in the fuel.

HPCR injectors have extremely tight or fine tolerances, and the ULSD fuel is not soluble so this creates excessive waxy build up that can't be filtered out of these engines. Initially, an injector replacement was the only solution but that's extremely expensive and requires major engine downtime.

Reduced lubricity means an increase in friction and wear on engine components while the low cetane rating indicates a longer delay in the ignition period. So these increased equipment and maintenance costs related to injector replacements, as well as the decreased production and fuel economy caused by the reduced lubricity and low cetane rates, led to the introduction of Injector Defender for Diesel engines.

**See the images below for examples of issues in both gasoline and diesel engines caused by fuel deposits.**



# FUEL ADDITIVES

## CARB DEFENDER FUEL ADDITIVES

Driven Carb Defender Fuel Additive is specifically formulated to protect against Ethanol corrosion and induction deposits. Special corrosion inhibitors work to prevent expensive repairs and diminished performance caused by Ethanol-blended pump gasoline and the moisture it attracts. These additives control combustion chamber residue, plus they clean and protect surfaces of the fuel system and intake tract. One of Carb Defender's most important functions is that of a fuel stabilizer that extends fuel storage life. The additives treat up to 25 gallons of Ethanol-blended gas. Carb Defender should be used with each and every fill-up for a 54% improvement in cleanliness and sustained benefits for 3,000 miles.

- Preserves & Extends Storage Life
- Prevents Ethanol Corrosion
- Cleans Entire Fuel System
- Restores Power
- Improves Fuel Economy
- Lowers Emissions

### CARB DEFENDER (TREATS UP TO 25 GALLONS)

10 oz. Bottle	70040	Case of (6) 10 oz. Bottles	70041
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### SMALL ENGINE (TREATS UP TO 5 GALLONS)

1 oz. Packet	70042	Case of (50) 1 oz. Packets	70043
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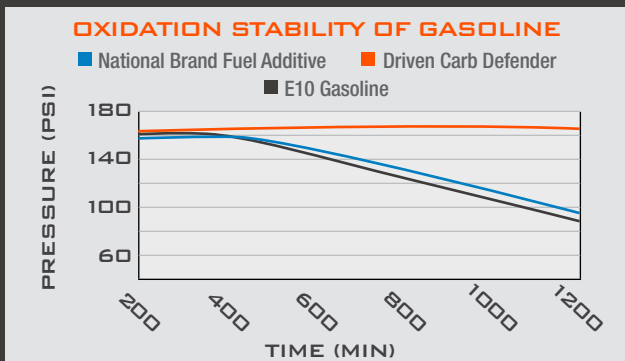
### RACE CONCENTRATE (TREATS UP TO 55 GALLONS)

6 oz. Bottle	70044
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## FUEL PROTECTION TECHNOLOGY

The graphics below display the results of Ethanol based fuels on metals found in your engine. Several Driven Fuel Additives include the corrosion inhibitor and anti-oxidant fuel stabilizer that these tests included.



Oxidation in fuel ultimately causes fuel degradation/break-down that results in gum formations and varnishes. The fuel's molecular makeup actually changes, octane rating goes down and fuel performance lessens. This graph shows the oxidation stability of gasoline - one is the base E10 fuel that has no additive, one has been treated with a national brand fuel stabilizer and one has been treated with Driven Carb Defender. Driven Carb Defender, as well as Injector Defender and Defender + Booster all contain a specially formulated fuel stabilizer than features an anti-oxidant that inhibits gum formation and extends storage life.

### Corrosion Test Results\*



\*Not ASTM verified. Testing was conducted by an independant lab using steel.

Corrosion is a direct result of Ethanol in gasoline. See the four samples of corrosion found on steel after being treated with three national brands of corrosion inhibitors, as well as Driven Carb Defender. It's easy to see that the metal treated with Driven Carb Defender shows almost no corrosion. The corrosion inhibitor used in Carb Defender is also used in Driven Injector Defender and Defender + Booster.

# FUEL ADDITIVES

## INJECTOR DEFENDER FUEL ADDITIVES

Injector Defender Gasoline prevents harmful corrosion due to today's ethanol blended and poor quality gasoline. Not only does Injector Defender restore performance and protect fuel injection systems from performance-robbing deposits, it also provides fuel stabilization and preservation. This additive provides a pour-in solution that will not harm sensors for all fuel injection vehicles, motorcycles and marine engines.

- Cleans Deposits
- Restores Power
- Preserves Fuel
- Prevents Corrosion

INJECTOR DEFENDER GASOLINE (TREATS UP TO 25 GALLONS)			
10 oz. Bottle	70048	Case of (6) 10 oz. Bottles	70049

Injector Defender Diesel features a detergent that prevents injector deposits by dispersing particles and contaminants in fuel, allowing them to pass through without clogging. Not only does it provide protection against new deposits, it can clean up current ones and restore diesel engine performance and improve fuel mileage. All of this adds up to improved overall performance, decreased maintenance costs and less engine down time.

- Improves Lubricity
- Increases Cetane
- Cleans Deposits
- Restores Power

INJECTOR DEFENDER DIESEL (TREATS UP TO 50 GALLONS)			
10 oz. Bottle	70080	Case of (6) 10 oz. Bottles	70081



## DEFENDER + BOOSTER FUEL ADDITIVE

There are numerous products on the market that claim to be "octane boosters." What makes Driven Defender + Booster so special is that while it raises the octane in unleaded fuels, it also reduces valve seat wear and protects against the corrosion/deposits common with today's gasoline.

Like our Driven Carb Defender and Injector Defender Fuel Additives, this product features corrosion inhibitors that control combustion chamber residue, as well as clean and preserve surfaces of the fuel system. By cleaning and controlling combustion chamber and intake valve deposits, Defender + Booster protects against detonation and improves fuel economy.

- Increase Octane Rating
- Cleans & Prevents Deposits
- Improves Valve Seat Wear
- Restores Power
- Stops Engine Knocks & Pings
- Enhances Fuel Stabilization
- Regular Use Lowers Emissions
- Prevents Detonation

DEFENDER + BOOSTER (TREATS UP TO 25 GALLONS)			
10 oz. Bottle	70056	Case of (6) 10 oz. Bottles	70057



# WINTERTIME STORAGE PROTECTION



## STORAGE DEFENDER – FUEL ADDITIVE & OIL ADDITIVE

Before you put your engine in storage for the winter off-season, it's crucial to make sure it has the correct protection. This ensures it will be in proper running condition when it's time to take your ride back out on the road next year.

Driven offers two versions of Storage Defender – one formulated for fuel and one for oil. Both are designed for all gasoline engines and will save you the hassle of costly post-storage repairs resulting from corrosion that occurs at an accelerated pace over the winter due to temperature swings. Because they are specifically formulated to protect against Ethanol corrosion and induction deposits, both Driven Storage Defenders and their special corrosion inhibitors work to counteract the damaging moisture buildup resulting from the hygroscopic characteristics of Ethanol-blended fuel. Over the winter months, the Ethanol in your fuel tank absorbs moisture, which if left unprotected will lead to rust, corrosion and other costly problems. In addition, this additive stabilizes the fuel as well as cleans existing deposits in the combustion chamber.

With Driven Fuel and Oil Storage Defenders, you can rest assured that once it's spring and you're ready to bring your ride back out, its performance will remain the same.

- Improve Storage Stability
- Prevents Gums & Varnish
- Combats Deposits & Oxidation
- Preserves & Stabilizes Gasoline

### HOW IT WORKS

The storage additives are pour-in top treatments that provide rust and corrosion protection for engines that see seasonal storage. By following the simple steps below, these products provide excellent storage protection for any engine.

1. Perform an oil change.
2. Add both additives.
3. Run the engine for 5 minutes.
4. Put your vehicle in storage.

#### STORAGE DEFENDER FUEL (TREATS UP TO 25 GALLONS)

6 oz. Bottle	70060	Case of (6) 6 oz. Bottles	70061
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#### STORAGE DEFENDER OIL (TREATS 5 TO 10 QUARTS)

6 oz. Bottle	70052	Case of (6) 6 oz. Bottles	70053
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# WHY DRIVEN?



Let's face it, all oils lubricate. The question is for how long and under what conditions? Stock motor oils work for stock engines. But when you install a higher lift cam and stronger valve springs, you need a better oil. High performance engines see more RPM, higher loads and increased temperatures compared to stock engines, so a high performance engine requires higher levels of Zinc, Phosphorus, Sulfur and other additives to prevent premature part failure. This is especially true in flat tappet engines. Simply put, the oil used in an engine needs to be formulated for that specific type of engine. Driven Racing Oil provides serious oils for serious engines.

## ALL ZINC IS NOT THE SAME

Many oils now claim to be "High Zinc," but the real question is not about how much Zinc is in your oil. The better question is, "What type of Zinc is in your oil?"

In 2011 the American Petroleum Institute (API) and the International Lubricants and Standardization Committee (ILSAC) both adopted new motor oil standards that called for a new type of Zinc additive in motor oils that carry the API SN and ILSAC GF-5 certification. This is on top of the reduction of Zinc anti-wear additives in API and ILSAC licensed motor oils since 2005. To understand this whole situation better, let's take a quick look at what Zinc actually is, how it works and why it has been reduced and changed.

## ZINC 101

The oil additive Zinc Dialkyldithiophosphate (ZDDP) works because it is a polar molecule, so it is attracted to metal surfaces. ZDDP reacts under heat and load to create a sacrificial film that allows ZDDP to protect flat tappet camshafts and other highly loaded engine parts. The Society of Automotive Engineers' Automotive Lubricants Reference Book states, "ZDDP is the predominant anti-wear additive used in crankcase oils, although it is a class of additive rather than one particular chemical." Some Zinc additives have slower "burn" rates that require more heat and more load to activate than other Zinc additives. As a result, not all "high Zinc" oils have the same activation rate. High speed valve trains require a "fast burn" ZDDP that activates quickly.

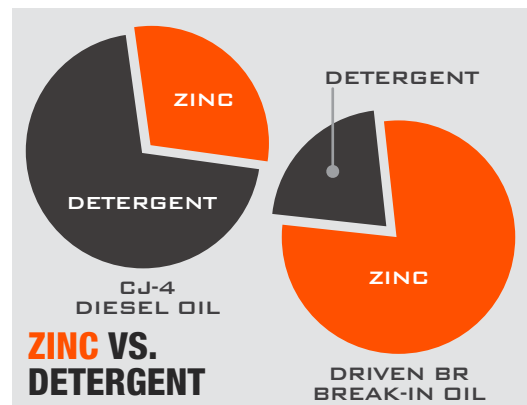
However, these "fast burn" ZDDP additives tend to reduce catalytic converter performance. As a result, motor oils have changed from traditional ZDDP additives in the range of 1,000 to 1,200 ppm back in the 1990s down to a minimum of 600 ppm and a maximum of 800 ppm of "Phosphorus Retention" ZDDP today (for API SN and ILSAC GF-5 motor oils). This is a direct result of EPA requirements to reduce vehicle emissions. While this has been beneficial for reducing emissions in modern engines, it has been very detrimental to classic and high performance engines. Since the reduction of ZDDP in motor oils, every camshaft manufacturer has seen flat tappet and high performance valve train failures skyrocket as a direct consequence.

## THE CRITICAL BALANCE OF DETERGENTS TO ZINC

Detergents and dispersants in the oil complicate the situation. Detergent and dispersant additives compete against Zinc in the engine because they are polar molecules as well. Detergents and dispersants clean the engine, but they don't distinguish between sludge, varnish and Zinc – they clean all three away. Modern API certified oils contain high levels of detergents and dispersants. The old school theory on engine break-in was to run non-detergent oils, and this allowed for greater activation of the Zinc additive in the oil.

Driven BR Break-In Oils utilize the correct balance of high levels of Zinc anti-wear additives and low levels of detergents, so you don't need to buy expensive additives to try to correct a low Zinc (ZDDP) content oil.

Visit [www.drivenracingoil.com](http://www.drivenracingoil.com) for even more information on the latest developments in oil technology.



# WHY DRIVEN?

## A SYSTEM APPROACH TO PROTECTION

Just like using primer before you paint, the Driven system of lubricants provides layers of ZDDP protection for your performance engine and flat tappet camshaft.

It begins with the Driven Engine Assembly Grease that places tenacious extreme pressure, anti-wear additives on the critical wear surfaces of your engine. Next, Driven BR Break-In Oil feeds your engine the “fast burn” Zinc it craves during initial break-in. Driven uses a proprietary combination of “fast burn” ZDDP anti-wear and extreme pressure additives to provide proven protection for flat tappet and aggressive roller cam valve trains. The unique formula of BR Break-In Oil also utilizes low levels of detergent and dispersant additives in order to quickly establish the critical anti-wear film throughout your engine. Building this foundational anti-wear film in your engine lowers the wear that occurs during break-in, which extends the life of your engine.

Once the anti-wear film has been established and the break-in process completed, the XP series of racing oils adds proven friction modifiers to lower engine temperatures and increase horsepower. The HR series of oils for classic cars and hot rods provides extra storage protection additives as well as flat tappet cam protection. Driven also provides a complete line of synthetic high performance street oils designed to protect turbochargers and modern engines with variable valve timing technology. If you have a high performance or classic engine, Driven has a system of oils tailored to protect your engine from initial break-in to full throttle.



Learn more about BR Break-In Oil & Engine Assembly Grease on pgs. 10-11



## LIFTER WEAR TEST RESULTS

We hired an independent engine builder to test current “stock oil” specs – API SN and GM dexos – in a flat tappet, 383c.i. engine to determine the wear results. Each lifter pictured was broken in for 30 minutes with Driven BR Break-In Oil and then run for 6 hours – cycling between 1,500 RPM and 6,000 RPM – on a 302 duration, .460" lift camshaft with 270 lbs. open valve spring pressure. The pictures tell the story. The lifters using API SN and GM dexos already show wear while the lifters using Driven HR 10W-30 do not.

### RACE PROVEN

To further prove the point, after 728 miles of competition at 9,000 RPM and over 500 lbs. open valve spring pressure, look at the pair of Joe Gibbs Racing’s used NASCAR flat tappet lifters which also showed no visible wear after using Driven XP1 Racing Oil.

### USED OIL ANALYSIS

Finally, we built two identical engines and broke in one engine using Driven BR Break-In Oil. The other engine used a different brand of break-in oil. Used oil samples were taken from each engine after break-in, and the used oil analysis revealed a 56% reduction in wear metal using Driven BR Break-In Oil. Less wear during break-in means longer engine life.

All of these results point to one thing – the “system” approach works. Using Driven BR Break-In Oil provides the foundation, and matching that with the proper type of Driven engine oil gives you the ultimate protection for your application.



GM DEXOS 1 SPEC OIL



API SN SPEC OIL



DRIVEN HR SYN. 10W-30



NASCAR LIFTERS DRIVEN XP1

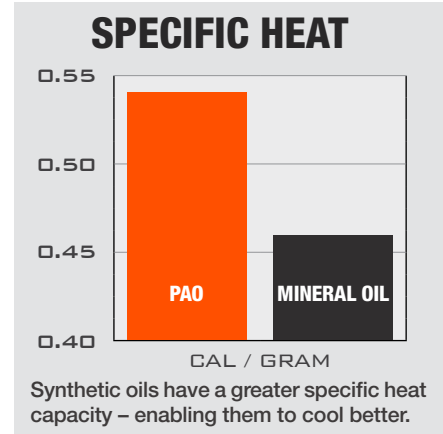
WEAR METAL LEVELS	DRIVEN BR BREAK-IN	OTHER BREAK-IN
ALUMINUM (ppm)	10	27
COPPER (ppm)	18	44
IRON (ppm)	37	84

# WHY SYNTHETIC?

Oil does more than just reduce friction and wear – it provides vital cooling in an engine. Cool, well lubricated parts last longer, so spraying oil on valve springs, camshafts and pistons will keep them running stronger for longer. Synthetic oils have a greater specific heat capacity than conventional oils, which means synthetics can absorb more heat from the part. This enables synthetic oils to cool better than conventional oils.

Also, the high temperatures on the valve springs, camshafts and pistons cause conventional oils to break down much faster than synthetic oil. Conventional oils begin to break down at 240° F, but synthetic oils can handle up to 320° F before they begin to break down. The improved thermal stability of synthetic oil provides increased oil longevity, and the greater heat capacity of synthetic oil provides better cooling for extended part life.

Using the correct viscosity synthetic oil provides extra “insurance” against heat related engine wear and damage. To choose the correct viscosity for your race application, see the chart on page 29 of this catalog.

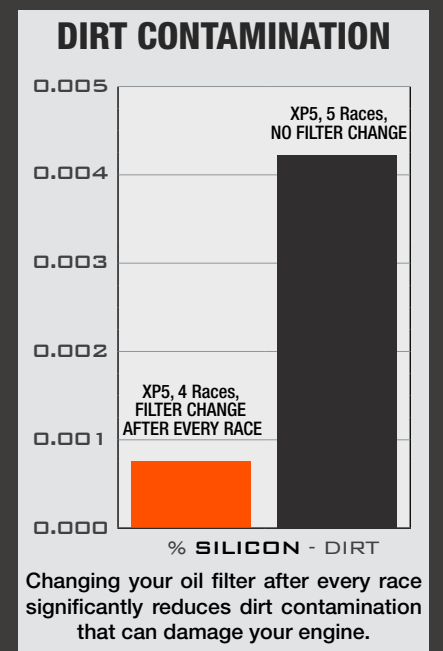


**GET MORE FROM YOUR OIL**

While synthetic oil costs more per quart, it can actually save you money on total oil purchases. It is more durable and lasts longer than conventional oil, so you don't have to change it as often. The most cost effective approach is to use synthetic oil and frequently change the oil filter. However, over 50% of machine failures are related to contamination so keeping your oil system clean is also important. Changing the used filter removes contaminants from the oil system, and topping off the oil when you install the new filter adds clean oil to the system. Following this maintenance program reduces engine wear and oil purchases, as well as extends oil life.

A typical Methanol fueled engine can run five nights of racing before needing a complete oil change – just by changing the filter and adding oil each night. As long as the oil still looks fresh and does not smell like fuel, you can just change the filter, add oil and keep racing. Once the oil turns dark and begins to smell like fuel, go ahead and drain the oil and install fresh oil and a new filter.

Following this program greatly reduces the contaminants in the oil system, and that reduces engine wear. By extending the drain interval of the oil, this method reduces oil purchases, and that saves money. If you don't believe us, see the cost analysis below.



**SAVE OVER \$30**

## COST COMPARISON

The “cheap” oil you have to change frequently costs more than you might think. See the cost comparison below between the “cheap” off-the-shelf oil versus using Driven Racing Oil XP9 over a five race period.

### CONVENTIONAL RACING OIL



**\$47.92**  
(8 quarts & filter)

**= \$239.60** Total Cost For Oil After 5 Races

### DRIVEN SYNTHETIC RACING OIL



**\$135.92**  
(8 quarts & filter, first race)

**\$16.99**  
(4 times, once per race)

**= \$203.88** Total Cost For Oil After 5 Races

# [mPAO] IS A GAME CHANGER

AND YOUR ENGINE'S PERFORMANCE & DURABILITY STAND TO BENEFIT

Driven Racing Oil has made a major technological leap by incorporating mPAO, the most innovative synthetic base oil available, into all of its synthetic oils.

Oil is the lifeblood of any engine. When it comes to highly complex performance engines, it's critical to choose the oil that meets your engine's specific needs. While it is often difficult to separate "fact from fiction" regarding engine oils, rest assured that lubricant technology is constantly evolving at the highest levels of motorsports, and Driven Racing Oil is a major player in those developments. One such breakthrough that Driven has recently incorporated into all its synthetic options is mPAO – a next generation synthetic base lubricant. While you may never have heard this name before, what this stuff does is impressive. By using an mPAO base for creating its performance lubricants, Driven is able to create a lightweight motor oil that retains a high HTHS (High Temperature High Shear) viscosity to give you the best lubricant possible – an oil that's less sensitive to heat, doesn't break down under extreme friction and increases power output.

## DOUBLE THE VISCOSITY INDEX OF CONVENTIONAL BASE OILS

Consider that lubrication scientists use something called "viscosity index" to compare the quality of different base oils. The index is based on Pennsylvania Crude, which is the highest quality conventional crude oil. PA Crude has a viscosity index of 100. The preferred synthetic base oil until now has been PAO, which is quite a bit better than any conventional oil as it features an index number of 140. mPAO has a viscosity index of 200 – solid evidence of its enhanced lubrication properties!

Dyno tests show that engines consistently gain horsepower with the new formulations containing mPAO. As you can see, this is a huge advance in oil technology and Driven includes it in all of its synthetic oils. The high viscosity index mPAO delivers allows the formulation of lower viscosity oils that deliver the bearing protection of a higher viscosity conventional oil. Despite being a 10W-40, Driven's XP9 delivers the same sheared bearing oil film thickness of a conventional 20W-50. That is better all around protection and performance.

Winning championships at the highest level of motorsports is the primary goal of Driven Racing Oil, so while other

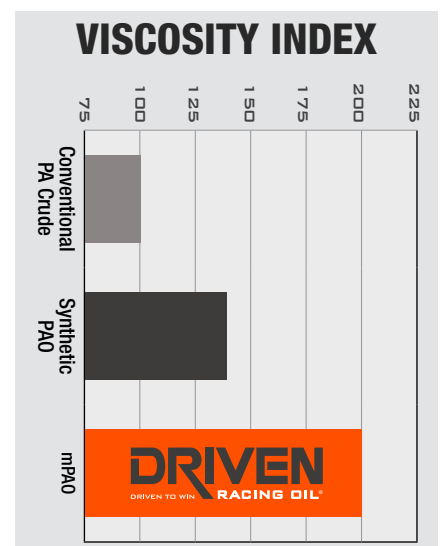
brands may claim to be performance oils, only Driven backs it up by actually racing the same stuff you can buy off the shelf. Only Driven Racing Oil puts the very same oil it sells to you in every Joe Gibbs Racing engine.

From full synthetic race oils to engine break-in oils, Driven Racing Oil offers a wide range of race-winning products that deliver performance, protection and value. Countless hours of testing and millions of dollars in R&D have been devoted to Driven Racing Oil products – and the results speak for themselves.

Driven's mPAO offers 2x the viscosity index, allowing it to thrive in grueling environments.



## RACE PROVEN NASCAR LEVEL TECHNOLOGY FOR YOUR ENGINE



# ENGINE BREAK-IN & ASSEMBLY



## BR BREAK-IN 15W-50

Recommended by multiple cam manufacturers, this unique petroleum oil provides optimum levels of Zinc and Phosphorus for flat tappet and aggressive roller valve trains, and the additive package promotes ring seal. Provides the maximum protection available for cams and lifters during initial break-in. Does not require additional ZDDP additives. Good for full power pulls on the dyno, one night of racing or up to 400 miles on the street. Viscosity typical of 15W-50.

Qt. Bottle	00106	Case of (12) Qts.	00107
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## BR40 BREAK-IN 10W-40

The same high Zinc and Phosphorus formula as our original break-in oil, now in SAE 10W-40 viscosity. Well suited for classic muscle car, European sports car and motorcycle engines. Ideal for flat tappet and aggressive roller valve trains, as well as Ethanol-blended, pure Methanol and oxygenated race fuels. Does not require additional ZDDP additives. Good for dyno testing, one night of racing or up to 400 miles on the street. Viscosity typical of 10W-40.

Qt. Bottle	03706	Case of (12) Quarts	03707
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## BR30 BREAK-IN 5W-30

The same high Zinc and Phosphorus formula as our original break-in oil, now in an SAE 5W-30 viscosity for modern OEM rebuilds and hydraulic lifter engines. Provides excellent ring sealing. Does not require additional ZDDP additives. Good for full power pulls on the dyno, one night of racing or up to 400 miles on the street. Viscosity typical of 5W-30.

Qt. Bottle	01806	Case of (12) Qts.	01807
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## BR20 BREAK-IN 5W-20

Featuring the same high Zinc and Phosphorus formula as other Driven Break-In Oils, BR20 is designed for engines that call for the use of 0W-16, 0W-20 and 5W-20 viscosity oils, as well as overhead cam engines with tight bearing clearances. Does not require additional ZDDP additives. Good for dyno testing, one night of racing or up to 400 miles on the street. Viscosity typical of 5W-20.

Qt. Bottle	04346	Case of (12) Qts.	04347
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# ENGINE BREAK-IN & ASSEMBLY

## ENGINE ASSEMBLY GREASE

Recommended by leading camshaft manufacturers, this unique extreme pressure lube dissolves completely in oil without clogging oil passageways or plugging oil filters. Proven to cling to and protect surfaces during initial start-up, Driven Engine Assembly Grease delivers protection you can count on. Apply to cams and lifters for break-in protection. It can also be used on distributor gears, rocker shafts, rocker tips, pushrod tips, wrist pins and valve guides. Combining with BR series break-in oils provides proven protection during break-in.

1 oz. Tube

00732

1 lb. Tub

00728



## HVL – HIGH VISCOSITY LUBRICANT

High viscosity assembly lubricant (HVL) provides a tenacious yet fluid film to protect reciprocating and rotating components during assembly and initial break-in. This non-foaming product mixes with the break-in oil and extends the oil film thickness during the critical break-in process. Fortified with ZDDP. Apply to engine bearings, piston skirts, bushings, timing chains and gears, as well as oil pump gears. HVL will not harden or cause parts to become “sticky.”

8 oz. Bottle

50050

Case of (12) 8 oz. Bottles

50051



## SPEED CLEAN FOAMING CLEANER

Speed Clean's foaming action lifts away honing residue from cylinder bores and cleans away greasy films. Excellent for cleaning away Cosmoline and microscopic dirt and debris from new engine parts prior to assembly. Prepares the surface for full adhesion of the assembly lubricant. Simply spray on, let soak and then wipe off.

510 g Can

50010

Case of (12) 510 g Cans

50011



## BRAKE & PARTS CLEANER

Powerful and quick cleaning performance makes Driven Brake & Parts Cleaner a must for every shop and toolbox. Non-chlorinated formula prevents chemical etching that can lead to part fractures. Dries quickly and does not leave an oily film. Meets all United States VOC requirements.

397 g Can

50020

Case of (12) 397 g Cans

50021

# STREET PERFORMANCE



Not every performance engine lives in a race car. In fact, modern high performance street engines place demands on a motor oil that a racing oil can't meet. Idling, Ethanol fuels and extended periods of storage can cause corrosive wear problems that racing oils are not equipped to solve. Engines like these need oil that can protect on the road, on the track and in the garage.

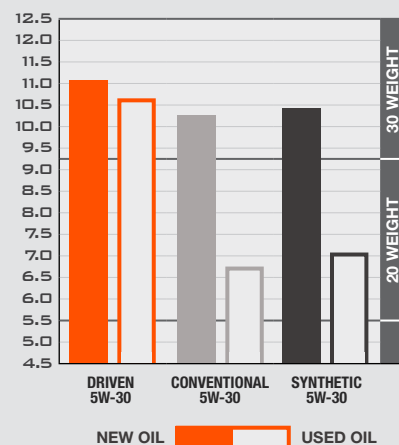
Modern performance engines often utilize variable valve timing and hydraulic cam followers, so maintaining viscosity is critical to the performance of these valve trains. The Driven Street Performance Oils are specifically designed to resist shear thinning and maintain hydraulic force. The new mPAO improves air release for improved anti-foam performance, and the high viscosity index of the mPAO delivers shear stable viscosity for the best in street performance lubrication.

## THE DRIVEN LINE OF STREET PERFORMANCE OILS PROVIDES:

- **HIGH ZINC CONTENT:** Higher levels of Zinc (ZDDP) deliver proper anti-wear protection for high output engines and aggressive valve train designs.
- **STORAGE PROTECTION:** Protects against rust and corrosion damage when your engine is not running. Defends against moisture drawn into the engine by modern Ethanol-blended fuels. Utilizes a tenacious oil film technology developed for the U.S. military.
- **SHEAR STABLE, SYNTHETIC FORMULAS:** Our advanced synthetic formula provides improved cold start protection, lower volatility and increased high temperature high shear protection. No other oil provides the shear stable viscosity that Driven delivers.

## VISCOSITY BREAKDOWN

% Viscosity Loss In KRL Shear Test



You never want the viscosity of your oil breaking down. Motor oils that shear down and lose viscosity cause excessive wear, increase oil temperatures and rob power from your engine. See how Driven's shear stable motor oils maintain their viscosity even under extreme loads and high RPM as compared to other brands.

# STREET PERFORMANCE

## SYNTHETIC

### FR50 5W-50

FR50 utilizes next generation synthetic oil technology to provide unmatched performance and protection in high temperature, high shear environments. FR50 provides the required viscosity for Ford Coyote oiling and variable valve timing systems while delivering the wear protection needed for performance cams. It also utilizes a low volatility formula that guards against oil vaporization and foaming. Eliminating this problem reduces oil consumption and prevents inconsistent cam phaser system performance. Ideal for crate up to supercharged Ford Coyote engines. Viscosity typical of 5W-50.

Qt. Bottle	04106	Case of (12) Qts.	04107
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### LS30 5W-30

Designed for high performance LS series engines, LS30 reduces oil consumption by limiting oil vaporization and foaming. It utilizes advanced mPAO synthetic base oils to reduce valve train noise and to provide high temperature and high shear protection for GM LS based engines with and without variable valve timing. LS30 delivers industry leading shear stability and HTHS bearing oil film thickness. Ideal for LS based crate engines and supercharged LS performance engines as well as any performance engine that calls for a 5W-30 viscosity. Viscosity typical of 5W-30.

Qt. Bottle	02906	Case of (12) Qts.	02907
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### FR20 5W-20

Designed specifically for high performance Ford Modular and Chrysler 5.7L Hemi engines, FR20 reduces oil consumption by limiting oil vaporization and foaming. FR20 utilizes advanced mPAO synthetic base oils to provide high temperature and high shear protection for Ford Modular and Chrysler 5.7L Hemi based engines with and without variable valve timing. FR20 delivers industry leading shear stability and HTHS bearing oil film thickness. Ideal for naturally aspirated, supercharged and turbocharged engines that call for a 5W-20 viscosity. Viscosity typical of 5W-20.

Qt. Bottle	03006	Case of (12) Qts.	03007
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### DT50 15W-50

DT50 utilizes advanced mPAO synthetic base oils to provide protection for high operating temperature turbocharged engines. Also ideal for Porsche and Volkswagen air-cooled engines. Compatible with E85 and water/Methanol injection. Viscosity typical of 15W-50.

Qt. Bottle	02806	Case of (12) Qts.	02807
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### DT40 5W-40

DT40 utilizes advanced synthetic base oils to provide high temperature and high shear protection for both turbocharged, and European sports car engines with and without variable valve timing. DT40 reduces oil consumption by limiting oil vaporization and foaming. Ideal for modern German, Italian and British sports car engines, as well as Chrysler 6.4L Hemis. Compatible with E85 and water/Methanol injection. Viscosity typical of 5W-40.

Qt. Bottle	02406	Case of (12) Qts.	02407
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# HOT ROD

“Ed Pink Racing Engines uses BR30 Break-In Oil in every engine that we run on our dynos, and I use Driven HR3 Synthetic 15W-50 in my '29 Highboy Roadster. I recommend this oil to anyone who has a vintage performance car. It is the best insurance for long engine life that you can get.”

**- ED PINK, Ed Pink Racing Engines**

Photo Credit: Ed Pink Racing

## WHY USE HOT ROD OIL?

Modern API certified oils are designed to protect emissions control equipment like catalytic converters. Driven Hot Rod Oil is designed to protect your camshaft. With high levels of ZDDP to protect your engine, it delivers the chemistry that classic cars, muscle cars and historic cars need. Because these cars are not daily drivers, Driven Hot Rod Oil also delivers storage protection additives to guard your engine from rust and corrosion. These additives also prevent dry starts. Developed specifically for older cars, no other oil provides this unique combination of lubricant chemistry.

Modern engine designs and oils have done a great job of reducing emissions and protecting emissions control equipment. However, modern oils have wreaked havoc on older engines. The reduction in emissions in modern cars has coincided with a reduction in traditional anti-wear additives (i.e. Zinc dithiophosphates) in modern oils. While this is great for the environment, it is bad news for your flat tappet camshaft.

As stated in the book Lubrication Fundamentals, “In heavily loaded applications, flat tappet cam followers operate on partial oil films at least part of the time. Lubricants with anti-wear additives are necessary if rapid wear and surface distress are to be avoided. The oil additive Zinc dithiophosphate is to provide anti-wear activity for the camshaft and lifters.”

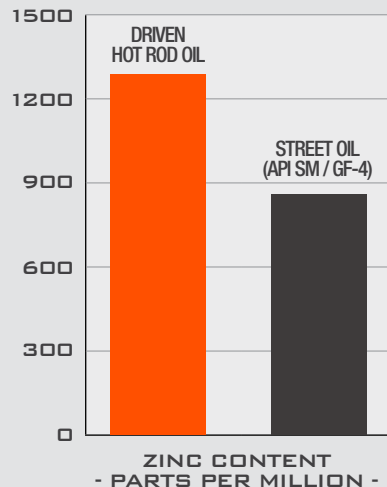
Simply put, you shouldn't use oil designed for modern engines in older style engines.

Protecting your engine when it is operating is critical. However, more wear occurs during start-up than at any other time. A recent European study of heavy-duty diesel engines revealed a 50% reduction in cold start wear by using synthetic oil in comparison to conventional oil. Reduced cold start wear means longer engine life. Driven Hot Rod Oil meets the latest SAE J300 Cold Cranking requirements, so you can give your engine the cold start protection it needs as well as the Zinc anti-wear chemistry to keep your camshaft protected.

Because Driven Hot Rod Oil is designed specifically for older style historic car and hot rod engines, it also features US military specification rust and corrosion inhibitors. These unique additives fight the formation of rust and defend against corrosion while your car is in the garage or storage. Pictured to the right are the results of a 1,000 hour severe storage simulation test. The surfaced treated with Driven Hot Rod Oil showed NO rust or corrosion.

When your car sits in the garage over the winter, Driven Hot Rod Oil fights corrosive wear and rust. When you fire the engine up, it protects your engine from excessive cold start wear. And when you put the pedal to the floor, Driven Hot Rod Oil protects your camshaft from scuffing. No other oil provides this level of protection in the garage, at start-up and on the road.

### ANTI-WEAR PROTECTION



### PREVENTS RUST & CORROSION DURING STORAGE!



**DRIVEN HR1  
CONVENTIONAL 15W-50**



**BRAND X 20W-50**

**Results of 1,000 hour  
severe storage simulation**

## CONVENTIONAL

### HR1 15W-50

Well suited for a variety of hot rods, muscle cars and vintage vehicles. This oil is an excellent choice for big block muscle cars, blown street rods and engines with original seals. Features storage protection additives that guard against rust and corrosion during winter storage. Good for flat tappet, overhead and roller cam engines. No ZDDP or additives required. Viscosity typical of 15W-50.

### HR5 10W-40

Well suited for a variety of hot rods and vintage vehicles and is appropriate to use in any engine that calls for a 10W-40 grade motor oil. Features storage protection additives that guard against rust and corrosion during winter storage. This oil is an excellent choice for muscle cars and rotary engines. No ZDDP or additives required. Viscosity typical of 10W-40.

### HR2 10W-30

Great for small block and crate engines. Features storage protection additives that guard against rust and corrosion during winter storage. 10W Multi-grade formula provides excellent start-up protection for flat tappet, overhead and roller cam engines. No ZDDP or additives required. Viscosity typical of 10W-30.



	Qt. Bottle	Case*
HR1 Conventional 15W-50	02106	02107
HR5 Conventional 10W-40	03806	03807
HR2 Conventional 10W-30	02006	02007

\* A case consists of (12) quart bottles

## SYNTHETIC

### HR3 15W-50

Excellent protection for supercharged, big block and looser clearance engines. Ideal for long stroke and/or high compression engines. Safe for O<sub>2</sub> sensors and vehicles equipped with catalytic converters. No ZDDP or additives required. Viscosity typical of 15W-50.

### HR6 10W-40

Perfect choice for muscle cars, European vintage sports cars and classic motorcycles. Safe for O<sub>2</sub> sensors and catalytic converters. Features storage protection additives that guard against rust and corrosion during winter storage. No ZDDP or additives required. Viscosity typical of 10W-40.

### HR4 10W-30

Excellent start-up protection with the high temperature stability of a synthetic. Provides fuel economy gains compared to heavier conventional oils. Great choice for street rods with crate engines. Compliant with OBDII and can be used in all emissions equipped vehicles. No ZDDP or additives required. Viscosity typical of 10W-30.



	Qt. Bottle	Case*
HR3 Synthetic 15W-50	01606	01607
HR6 Synthetic 10W-40	03906	03907
HR4 Synthetic 10W-30	01506	01507

\* A case consists of (12) quart bottles

# COMPETITION/RACE



Competition pushes engines to the edge, and your motor oil provides that thin film of lubricant that keeps your race engine from going over that edge. Driven Racing Oil developed a race specific line of oils to deliver a competitive advantage without compromising durability. Formulated with more Zinc, Moly and proprietary friction modifiers, the XP Series of Driven Racing Oil delivers championship winning performance and protection.

For more information on your specific racing format and the best oil for your application, see page 19 of this catalog.

## SYNTHETIC

### XP6 15W-50

Provides excellent bearing oil film thickness for aluminum blocks and looser clearance engines. Utilizes select synthetic base oils for increased durability at high operating temperatures. Recommended for Methanol fueled engines. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Compatible with Methanol and high octane race fuels. Viscosity typical of 15W-50.



Qt. Bottle

01006

Case of (12) Qts.

01007

### XP9 10W-40

Reduces wear and lowers temperatures compared to conventional 20W-50 racing oils. Provides increased high temperature and high shear protection for wet sump and high compression applications. XP9 utilizes select synthetic base oils for increased durability at high temperatures. Compatible with Methanol and high octane race fuels. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Ideal for high output steel block engines. Viscosity typical of 10W-40.



Qt. Bottle

03206

Case of (12) Qts.

03207

# COMPETITION/RACE

## SYNTHETIC *CONTINUED*

### XP3 10W-30

Provides outstanding high temperature and high shear protection. Utilizes select synthetic base oils for increased durability at high temperatures. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Ideal for crate, spec and custom built engines with clearances under .0027". Compatible with Methanol and high octane race fuels. Viscosity typical of 10W-30.

Qt. Bottle	<b>00306</b>	Case of (12) Qts.	<b>00307</b>
10 Qt. Bottle	<b>00314</b>	Case of (2) 10 Qt. Bottles	<b>00315</b>



### XP1 5W-20

Proven to handle 500 miles of competition at over 9500 RPM, XP1 utilizes multiple synthetic base oils for increased durability under higher loads. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Ideal for high RPM and high output engines with tight clearances. Perfect track car oil for naturally aspirated Honda, Scion and Subaru engines. Ideal for Briggs & Stratton Animal and Flathead engines running Methanol. Also great for V-Twin style racing engines. Compatible with Methanol and high octane race fuels. Viscosity typical of 5W-20.

Qt. Bottle	<b>00006</b>	Case of (12) Qts.	<b>00007</b>
10 Qt. Bottle	<b>00014</b>	Case of (2) 10 Qt. Bottles	<b>00015</b>
54 Gal. Drum	<b>00020</b>		



### XP2 0W-20

Utilizes low viscosity synthetic base oils for increased horsepower without decreased durability. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Ideal for wet sump drag race engines and restricted airflow applications with tight clearances. Compatible with Methanol and high octane race fuels. Viscosity typical of 0W-20.

Qt. Bottle	<b>00206</b>	Case of (12) Qts.	<b>00207</b>
10 Qt. Bottle	<b>00214</b>	Case of (2) 10 Qt. Bottles	<b>00215</b>
54 Gal. Drum	<b>00220</b>		



### XP10 0W-10

Utilizes multiple low viscosity synthetic base oils to fine tune for increased horsepower and improved ring seal. Ideal for wet sump drag race engines and restricted airflow engines with tight clearances. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Compatible with Methanol, E85 and high octane race fuels. Viscosity typical of 0W-10.

Qt. Bottle	<b>03306</b>	Case of (12) Qts.	<b>03307</b>
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### XPO 0W

Utilizes ultra low viscosity synthetic base oils for maximum horsepower during circle track qualifying. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Compatible with Methanol, E85 and high octane racing fuels. Also ideal for low temperature drag race applications. Viscosity typical of 0W.

Qt. Bottle	<b>00406</b>	Case of (12) Qts.	<b>00407</b>
10 Qt. Bottle	<b>00414</b>	Case of (2) 10 Qt. Bottles	<b>00415</b>
54 Gal. Drum	<b>00420</b>		



# COMPETITION/RACE

## SEMI-SYNTHETIC

### XP5 20W-50

A semi-synthetic based on our original formula race oil, XP5 provides excellent roller lifter and roller rocker arm protection. XP5 delivers improved high temperature shear and oxidation stability compared to mineral oil without the higher cost of a full synthetic. For use in high compression engines. Viscosity typical of 20W-50.

Qt. Bottle	<b>00906</b>	Case of (12) Qts.	<b>00907</b>
10 Qt. Bottle	<b>00914</b>	Case of (2) 10 Qt. Bottles	<b>00915</b>
54 Gal. Drum	<b>00920</b>		

### XP7 10W-40

A semi-synthetic 10W-40 racing oil based on our proven XP5 racing oil. Ideal for desert and off-road engines, IMCA Modified engines, spec engines, flat tappet camshafts and hydraulic lifter engines. Designed for clearances under .0030". Viscosity typical of 10W-40.

Qt. Bottle	<b>01706</b>	Case of (12) Qts.	<b>01707</b>
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## CONVENTIONAL

### XP4 15W-50

High Zinc, Petroleum formula racing oil, XP4 offers low cost protection for racers who want to use non-synthetic oil. Excellent protection for dirt and nitrous racers who need to change their oil frequently. Recommended applications include big block, flat tappet camshaft, nitrous and alcohol fueled drag engines. Viscosity typical of 15W-50.

Qt. Bottle	<b>00506</b>	Case of (12) Qts.	<b>00507</b>
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### XP8 5W-30

Excellent low cost drag and circle track racing oil. A high Zinc, Petroleum formula racing oil, XP8 offers low cost protection for racers who want to use non-synthetic oil. Recommended applications include small block, flat tappet camshaft engines and tight clearance nitrous engines (under .0027"). Perfect for bracket racers. Viscosity typical of 5W-30.

Qt. Bottle	<b>01906</b>	Case of (12) Qts.	<b>01907</b>
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"With eight laps to go in a race, my son saw the oil pressure light come on. He thought for a second that there must be a gauge problem because the engine was running great. There was no loss of power, no noise, nothing to tell you there was anything wrong. When we returned to the shop we checked the gauge to find no oil pressure and that the oil pump had broken clean off. But thanks to the durability and protection of Driven XP5 we were able to run that same engine three weeks later.

"We are not a big dollar team. We cut corners where we can, but I will never cut corners when it comes to oil again. Keep up the good work."

**- KEITH ALTIG, Grassroots Racer**

# COMPETITION/RACE TECH

## DRAG RACING

Drag race engines don't typically run long enough to build adequate oil temperature to evaporate off fuel dilution and condensation from chilling, so we offer products specifically for nitrous, bracket racing and naturally aspirated engines. Higher levels of moisture from chilling the engine prior to a run and excessive fuel dilution will shorten the life of the oil. We recommend changing the oil filter after each race weekend. When the oil begins to change color or smells like fuel, you should change it.

- **NITROUS: XP4** – The high Zinc, conventional petroleum formula is perfect for big cubic inch nitrous engines. The 15W-50 viscosity handles the high loads from the added power, and **XP4** provides excellent ring sealing to put that power to use.
- **BRACKET RACING: XP4** and **XP8** – Consistency and Protection – these oils deliver both. When you are dialing an index, you don't need extra power. You just need consistent performance and protection. The high Zinc formula of **XP8** provides the protection, and the 5W-30 viscosity provides consistent performance. The **XP8** does not thin out too much as you run rounds, so the engine stays consistent.
- **HEADS UP & QUALIFYING: XP0, XP10, XP2** – When you need to go as fast as you can, Driven Racing Oil provides full synthetic qualifying oils that deliver HP. Plus, these oils can be blended to fine tune the viscosity in order to achieve optimum engine performance.
- **ALCOHOL** – Without enough oil temperature to evaporate off the Methanol and related moisture, use the **HR** series of synthetic oils to not only protect against wear but also defend against fuel dilution and moisture. The storage protection additives in the **HR** series of oils are the alcohol fueled drag racer's best friend.

## CIRCLE TRACK & ROAD RACING

Endurance racing engines see high oil temperatures, so the oil must be able to resist thermal breakdown while allowing moisture from cooling the engine and fuel dilution to evaporate out of the oil system. We recommend changing the oil filter after each race weekend. When the oil begins to change color or smells like fuel, you should change it.

- **ALCOHOL FUELS: XP6** and **XP9** – The full synthetic, mPAO based formula is perfect for alcohol fueled engines. The mPAO base oil can handle the high loads and oil temperatures without breaking down. This allows the alcohol fuel and moisture to evaporate out of the engine. **XP6** is perfect for aluminum block engines, while **XP9** is perfect for iron block engines.
- **RACE GAS:** Formulated with special bearing passivators to protect against corrosion when using leaded race fuels, Driven Racing Oil provides a wide variety of viscosities to dial in the performance of your engine. The mPAO base oil can handle the high loads and high oil temperatures without breaking down. The proprietary formula of friction modifiers delivers proven horsepower gains without compromising durability. **XP1, XP2, XP3, XP6, XP9**
- **SPEC RACING: Extra Advantage** – When you race in a spec engine class, you need every advantage you can muster. Driven Racing Oil delivers mPAO based synthetic formulas that deliver a horsepower edge and lower foaming tendency for improved hydraulic lifter response. **XP2 – FORD FOCUS; XP1 – GM 602 CRATE, SPEC MIATA, FORMULA FORD; XP3 – GM 604 CRATE, LEGENDS; XP9 – NASCAR SPEC ENGINE, FORD CRATE ENGINES**
- **QUALIFYING: XP0, XP10, XP2** – When you need to go as fast as you can, Driven Racing Oil provides full synthetic qualifying oils that deliver horsepower. Plus, these oils can be blended to fine tune the viscosity in order to achieve optimum engine performance.

## OFF-ROAD & DIRT TRACK RACING

Endurance racing in desert and dirt track environments calls for frequent oil changes to remove dirt ingested into the engine during competition. Driven's semi-synthetic and petroleum formula oils deliver outstanding wear protection at a price that allows for frequent oil changes.

- **SYNTHETIC: XP9** delivers the ultimate in off-road and dirt track performance. **XP9** replaces conventional 20W-50 racing oils, and it lowers oil temperatures. Also, the dial-in viscosity of **XP9** reduces engine wear by providing better oil flow at start-up without sacrificing high temperature bearing protection.
- **SEMI-SYNTHETIC: XP5** and **XP7** – These semi-synthetic, mPAO based formulas are perfect for desert off-road and dirt track engines. The addition of some mPAO base oil increases the ability to handle high loads and high oil temperatures without breaking down. This increases the durability of the oil while maintaining a semi-synthetic price. The 20W-50 viscosity of the **XP5** is perfect for aluminum block engines, and the 10W-40 viscosity of the **XP7** is perfect for iron block engines.
- **PETROLEUM: XP4** – In very dirty and very high fuel dilution environments, the best plan of action is to change the oil frequently. The all mineral formula of **XP4** delivers high Zinc protection for valve train durability, and the 15W-50 viscosity provides bearing oil film thickness.

# SMALL ENGINE & POWERSPORT



Motorcycle, UTV and karting engines place very unique demands upon the lubricant. As a result, these engines require special formulations that can protect air cooled engines and wet clutch engines. Utilizing mPAO base oil technology, Driven's formulas deliver the exceptional thermal stability these unique engines demand.

## HD50 – AIR COOLED MOTORCYCLE 15W-50

Excellent protection for air cooled motorcycle engines. Ideal for flat tappet and aggressive roller cams, V-Twins and high performance motorcycle engines. Includes rust inhibitors for winter storage and defense against Ethanol-blended fuel. Viscosity typical of 15W-50.

Qt. Bottle	<b>02706</b>	Case of (12) Qts.	<b>02707</b>
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## MX – WET CLUTCH RACING OIL 10W-30

Developed for JGR MX, this unique synthetic racing oil provides increased horsepower and delivers flawless wet clutch performance. Designed for high RPM motorcycle engines, MX protects high lift cams and bucket followers. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Ideal for competitive motorcycle, ATV, UTV and Mini Sprint engines. Compatible with pump gas, Methanol and high octane race fuels. Viscosity typical of 10W-30.

Qt. Bottle	<b>03106</b>	Case of (12) Qts.	<b>03107</b>
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## KRT – 4 STROKE KARTING 0W-20

Formulated with select synthetic base oils for increased horsepower and durability at high temperatures. Utilizes proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Compatible with pump gas and race fuels. Ideal for Clone and Honda engines. Proven to increase horsepower up to .4 horsepower in Clone engines and KRT reduces cam and lifter wear. Viscosity typical of 0W-20.

Qt. Bottle	<b>03406</b>	Case of (12) Qts.	<b>03407</b>
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## CARB DEFENDER SMALL ENGINE

Carb Defender protects your small engine from Ethanol corrosion and induction deposits. A 1 oz. packet treats up to 5 gallons of Ethanol-blended fuel.

1 oz. Packet	<b>70042</b>	Case of (50) 1 oz. Packets	<b>70043</b>
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# SPECIALTY OILS

From marine applications to turbocharged engines, Driven's mPAO technology offers performance advantages in more than just racing or hot rod engines. Loaded with ZDDP for added protection, MR50 and DP40 offer application specific products designed for these demanding performance environments. Driven's certified lubrication engineers have worked with marine and performance diesel engine builders to develop first in class synthetic products that deliver performance and value.

## MR50 – MARINE MOTOR OIL 15W-50

Excellent protection for high performance marine engines. Ideal for flat tappet cams, big blocks and blown marine engines. MR50 contains rust inhibitors for winter storage and defense against Ethanol-blended fuel. Viscosity typical of 15W-50.

Qt. Bottle	02606	Case of (12) Qts.	02607
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## DP40 – TURBO DIESEL OIL 5W-40

Not every high performance engine burns gasoline. Turbocharged diesel engines require robust anti-wear protection. These high output engines need defense against high temperatures. Driven DP40 delivers enhanced film thickness as well as increased anti-wear additives. Ideal for diesel equipped tow vehicles. Viscosity typical of 5W-40.

1 Gal. Bottle	02508	Case of (4) 1 Gal. Bottles	02535
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# COOLANT

Complete engine protection requires more than motor oil, so Driven has pioneered a new generation of synthetic coolant additive to protect your engine's coolant system. Designed to work with modern "orange" OAT coolants as well as traditional "green" anti-freeze and straight water, this synthetic technology surpasses traditional coolant additives.

## CSP – COOLANT SYSTEM PROTECTOR

Protect your engine block, cylinder heads, water pump and radiator from deposits and corrosion that reduce the effectiveness of your cooling system. Don't put your engine at risk from the corrosive effects of coolants mixed with non-distilled water. The minerals in regular water and well water cause corrosion and degrade the performance of the coolant. CSP neutralizes these minerals and prevents damage due to hard water. This is especially important when you add make-up water to the coolant system. CSP prevents corrosion in modern "orange" OAT coolants, traditional "green" anti-freeze and straight water. Keeps engine coolant passages clean and lubricates water pumps. Do not mix with other coolant additives.

- Adds corrosion resistance to modern "orange" OAT coolants
- Better "wetting" than traditional coolant additives
- Improves engine cooling by improving surface wetting and lowering surface tension
- Stabilizes hard water

12 oz. Bottle	50030	Case of (12) 12 oz. Bottles	50031
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The Competition

CAST IRON PROTECTION



DRIVEN CSP



The Competition

ALUMINUM PROTECTION



DRIVEN CSP

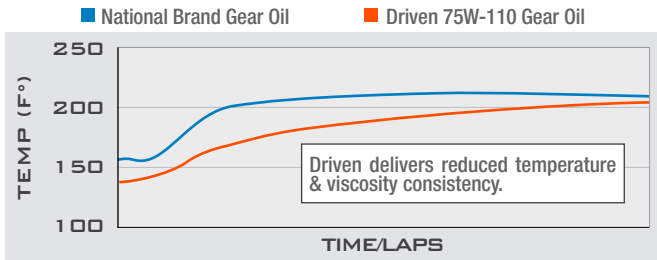
SEE TECH BULLETIN ON PG 32

## MORE THAN MOTOR OIL

The pursuit of increased power output and durability does not end at the flywheel. The engineering staff at Driven Racing Oil looks for every possible advantage, and Driven products deliver measurable performance gains in transmissions, rear gears and power steering.

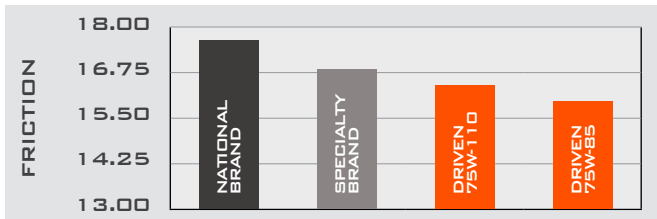
**TEMPERATURE REDUCTION:** Our synthetic gear oils and transmission fluids reduce operating temperatures by more than 15° F compared to others on the market.

### GEAR OIL TEMPERATURE COMPARISON



**REDUCED FRICTION:** For reduced friction and 500 mile durability, choose Driven Racing Gear Oil 75W-85 to provide race proven durability in 9" and quick change rear gears.

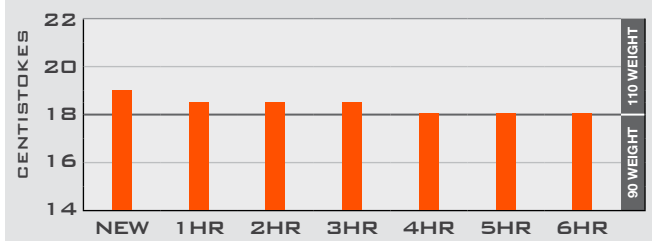
### REDUCED FRICTION



**SHEAR STABILITY:** Driven Gear Oils provide shear stable viscosity for outstanding gear durability. Even after six hours of running, Driven Gear Oils maintain their viscosity. Providing increased durability and reduced temperature and friction – Driven products deliver proven performance gains, and our selection of gear oils allows you to optimize your qualifying and race performance just by swapping gear oils. Short qualifying sessions do not allow oils to reach normal operating temperatures. As a result, fluid drag is much higher, and that slows your qualifying lap. These low engine, transmission and rear end temperatures during qualifying permit the use of lower viscosity engine, transmission and rear gear oils to improve lap time and gain valuable starting positions.



### VISCOSITY DURABILITY TEST: DRIVEN 75W-110



## BREAK-IN GEAR OIL 80W-90

Petroleum based Break-In Gear Oil allows gear teeth to break in quickly while improving their surface finish. By polishing the gear teeth, micro-pitting is eliminated to improve gear durability. A smooth gear surface can carry more load and last longer. The Break-In Gear Oil can be run for the normal break-in cycle, and then a synthetic racing gear oil may be used to get the most protection and efficiency from the rear gear and transmission. Viscosity typical of 80W-90.

Qt. Bottle

02330

Case of (12) Qts.

02331

## STREET/TRACK

### LIMITED SLIP GEAR OIL 75W-140

Synthetic 75W-140 Limited Slip Gear Oil utilizes next generation synthetic oil technology to provide consistent limited slip differential performance. Popular for cars and light trucks such as the Ford Mustang, Ford F-150, Dodge Ram and others, it is engineered to provide the highest degree of protection and improvement of differential efficiency for improved fuel mileage, longer drain intervals, and less wear and tear. It provides superior lubrication under extreme conditions and maintains a relatively constant viscosity with temperature variations. Exceeds the performance requirements of API GL-5. Recommended for limited slip differential applications. Viscosity typical of 75W-140.

### LIMITED SLIP GEAR OIL 75W-90

Ideal for both clutch type and torsion type differentials, this competition proven formulation utilizes a proprietary additive package that reduces drag, resists foaming and maintains its viscosity under extreme heat and high loads. It delivers outstanding performance in extreme environments like autocross, off-road trucks, UTVs, track day cars and race vehicles. Exceeds the performance requirements of API GL-5. Recommended for limited slip differential applications. Viscosity typical of 75W-90.

	Qt. Bottle	Case*	5 Gal. Bottle	54 Gal. Drum
Limited Slip Gear Oil 75W-140	90036	90037	N/A	N/A
Limited Slip Gear Oil 75W-90	04230	04231	N/A	N/A

\* A case consists of (12) quart bottles

## RACE

### RACING GEAR OIL 75W-140

By reducing friction and providing shear-stable viscosity for outstanding gear durability, this oil eliminates the pitting and scratching of gear sets and does not increase drag or reduce horsepower. Even after six hours of competition it maintains its viscosity, and extended change intervals allow it to be used race after race, while reducing temperatures by up to 15°F more than other brands. Viscosity typical of 75W-140.

### RACING GEAR OIL 75W-110

Used by top race teams in rear ends, differentials and transmissions, this unique synthetic gear oil reduces operating temperatures by up to 15°F compared to other brand gear oils. Proven durability on short tracks and road courses. Viscosity typical of 75W-110. Formerly referred to as Synthetic Gear Oil.

### RACING GEAR OIL 75W-85

This 75W-85 synthetic gear oil provides race proven durability and dyno proven power gains from reduced friction and parasitic drag. It can be used in quick change style rear ends and drag race applications. Viscosity typical of 75W-85. Formerly referred to as Super Speedway Gear Oil.

### QUALIFYING GEAR OIL 70W-80

A lightweight synthetic gear oil developed specifically for qualifying, Driven Qualifying Gear Oil provides race proven durability in open wheel and drag racing competition. It is ultra low foaming, which allows reduced gear oil levels to improve qualifying performance. Ideal for limited power applications and operating temperatures under 180°F. Viscosity typical of 70W-80.

	Qt. Bottle	Case*	5 Gal. Bottle	54 Gal. Drum
Racing Gear Oil 75W-140	04330	04331	N/A	N/A
Racing Gear Oil 75W-110	00630	00631	00617	00620
Racing Gear Oil 75W-85	00830	00831	N/A	N/A
Qualifying Gear Oil 75W-85	01130	01131	N/A	N/A

\* A case consists of (12) quart bottles

# TRANSMISSION FLUIDS

## SYNCHROMESH TRANSMISSION FLUID

STF protects gears, bearings and internal clutches in extreme heat environments. By reducing friction, heat and wear, it improves shifting characteristics and lowers operating temperatures. Exceeds performance requirements for GM, Chrysler, Honda and Mini Cooper synchronized transmissions. STF features advanced synthetic base stocks, multifunctional performance additives, corrosion inhibitors and a foam suppressor to provide excellent synchronizer performance and compatibility with yellow metals found in manual transaxles and transmissions. Recommended for manual transmissions that require automatic transmission fluids, multi-viscosity or straight grade motor oils.

Qt. Bottle

04006

Case of (12) Qts.

04007



## SUPER F SYNTHETIC AUTOMATIC TRANSMISSION FLUID

Formulated and tested to perform in both racing and high performance street applications, this unique synthetic formula contains anti-rust and foam inhibiting properties as well as Type F friction modifiers that allow for firmer shifting. It also increases high temperature protection and shear stability while offering an improved low temperature flow and seal protection which allow for longer fluid life. Recommended for the following transmissions: GM Powerglide, TH350 & TH400; Ford C4 & C6; Chrysler TF727 & TF904.

Qt. Bottle

02206

Case of (12) Qts.

02207



## MAX DUTY SUPER F SYNTHETIC AUTOMATIC TRANSMISSION FLUID

Formulated and tested to perform in extreme pressure and heat, the PAO full synthetic base oil delivers outstanding high temperature stability. Like the Super F ATF, it contains anti-rust and foam inhibiting properties, as well as Type F friction modifiers that allow for firmer shifting. It also increases high temperature protection and shear stability while offering an improved low temperature flow and seal protection which allow for longer fluid life. Recommended for the following transmissions: GM Powerglide, TH350 & TH400; Ford C4 & C6; Chrysler TF727 & TF904.

Qt. Bottle

03506

Case of (12) Qts.

03507



## HAVE YOU CHECKED OUT OUR WEBSITE?

DrivenRacingOil.com contains a wealth of technical resources for your use at no cost, including technical bulletins, videos, articles, tech tips and more. You can stay up-to-date on new products and catalogs and can make purchases from our online store 24 hours a day, 7 days a week. You can even email us directly from the website with your questions concerning our products, orders, or any other general questions concerning oil that you may have. Don't wait - visit us today!

[WWW.DRIVENRACINGOIL.COM](http://WWW.DRIVENRACINGOIL.COM)



# SPECIALTY FLUIDS

## TRIC-LOC CLUTCH OIL

Specifically formulated for modern and vintage wet clutches, Tric-Loc 100% Synthetic Clutch Oil will protect your clutch, improve performance and won't break down under harsh race conditions. The advanced PAO synthetic formula prevents clutch fade and reduces clutch temperature. Ideal for all wet clutch applications including motorcycle transmissions with internal clutches separate from the motor oil.

Qt. Bottle	<b>03606</b>	Case of (12) Qts.	<b>03607</b>
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## POWER STEERING FLUID

Reduces temperatures and delivers consistent steering response. Exceptional low temperature flow reduces initial drag on the pump, and the fully synthetic formula provides improved thermal stability for less pressure drop as temperatures rise. Offers high temperature foam resistance for better cooling and improved steering precision.

Qt. Bottle	<b>01306</b>	Case of (12) Qts.	<b>01307</b>
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## HDF SYNTHETIC FORK & SHOCK FLUID

HDF Fork & Shock Fluid exceeds the performance requirements for all brands of motorcycle fork fluid and is also the proper viscosity for Koni, PRO and all twin-tube racing shocks.

This fluid features a low-friction formula that is competition proven. It utilizes next-generation synthetic oil technology to provide zero-shear, fade-free hydraulic damper performance. It also contains a high-viscosity-index base oil and a proprietary additive package that reduces seal drag, improves air release to stop foaming during fluid handling and maintains viscosity under extreme heat and high load conditions. It is designed to resist heat, oxidation and varnish. Designed for extreme powersports and racing applications.

Qt. Bottle	<b>50080</b>	Case of (12) Qts.	<b>50081</b>
54 Gal. Drum	<b>50082</b>		



## SHX SHOCK FLUID

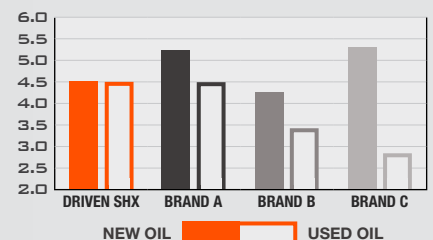
Synthetic Shock Fluid utilizes next generation synthetic oil technology to provide consistent, fade free shock performance. This competition proven formulation utilizes a proprietary additive package that reduces seal drag, improves air release during fluid handling and maintains its viscosity under extreme heat and high loads. It outperforms conventional oils and delivers outstanding performance in extreme environments like off-road trucks, UTVs, motorcycles, track day cars and race vehicles. Recommended for all shock absorber applications.

Qt. Bottle	<b>50040</b>
Case of (12) Qts.	<b>50041</b>



### VISCOSITY BREAKDOWN

% Viscosity Loss In KRL Shear Test



Driven SHX loses no viscosity.

# CLEANERS/WAXES

## SPEED CLEAN FOAMING CLEANER

This powerful multi-surface cleaner is a mechanic's best friend. Speed Clean wipes away tire rubber, bugs, dirt and grime without harming paint, metal or plastic. Foaming action lifts residue and cleans away greasy films. Excellent for cleaning cars, tools and fabric. Simply spray on, let soak and then wipe off.

510 g Can

50010

Case of (12) 510 g Cans

50011



## BRAKE & PARTS CLEANER

Powerful & quick cleaning performance makes Driven Brake & Parts Cleaner a must for every shop and toolbox. Non-chlorinated formula prevents chemical etching that can lead to part fractures. Dries quickly and does not leave an oily film. Meets all United States VOC requirements.

397 g Can

50020

Case of (12) 397 g Cans

50021

## SPEED SHIELD

Speed Shield is a spray-and-shine protectant that sheds dirt, dust and mud while providing a glossy protective film that isn't wet or oily. It does so through the use of advanced surfactant technology to provide a durable, lasting polish that helps prevent mud and dirt from sticking to surfaces. Ideal for off-road, powersports and dirt racing vehicles, this fast-drying, water-resistant product works great on plastic, paint, decals and fiberglass. Driven Speed Shield comes in an aerosol can that utilizes a powerful spraying action to displace dirt. With no wiping required, it makes all clean-ups easier.

12 oz. Can

50070

Case of (12) 12 oz. Cans

50071



## RACE WAX SPRAY DETAILER

Race Wax leaves a smooth, glossy finish that helps shed tire rubber, dirt and bugs. Race Wax cleans and shines glass, chrome, paint, plastic, tires and vinyl. It is a perfect product for fiberglass cars, decal wrapped race cars and hot rods. Perfect for a quick touch up clean and shine at the car show or race track, Race Wax can be used in direct sunlight and on cars that have not been washed. The clean and shine from Race Wax makes your car look sharp, and it makes clean up quick and easy without damaging the paint, windows, chrome or decal graphics.

24 oz. Spray Bottle

50060

Case of (12) 24 oz. Bottles

50061



# GREASES/LUBES

## SPEED LUBE

Utilizing technology derived from Driven's championship-proven race oils, Speed Lube is a powerful penetrating and foaming spray lubricant for all types of chains, linkages, heim joints and bearings. These parts are often left uncleaned, leading to harmful buildup. It utilizes a proprietary additive package that features a variety of adhesion and anti-wear properties, as well corrosion protection in hostile environments and is designed for extended intervals between applications.

8 oz. Can

50090

Case of (12) 8 oz. Cans

50091



## SPLINE GREASE

Designed specifically to extend the durability of high speed sliding spline teeth in racing applications, Spline Grease utilizes a high viscosity synthetic base to create enhanced thermal stability and oxidation resistance, while a proprietary anti-wear additive package is fortified with Moly for excellent wear protection. Perfect for Sprint Car drivelines, cambered rear housing axles and drive plates.

1/2 lb. Tub

70070



## EPC CHASSIS GREASE

A premium extreme pressure grease with greater load carrying and a higher dropping point than traditional lithium greases. EPC delivers exceptional mechanical stability for improved protection. Designed for high temperature and high load applications.

400 g Cartridge

70030

Case of (10) 400 g Cartridges

70031



## EPG EXTREME PRESSURE GREASE

Designed for high temperature and high load applications, EPG provides protection against scuffing, scoring, and galling. Its unique chemistry prevents melting and breakdown of the grease at temperatures up to 500°F, and the calcium sulfonate chemistry also provides unmatched extreme pressure protection compared to conventional lithium greases.

4 oz. Tube

00738

Case of (6) 4 oz. Tubes

00739



## ENGINE ASSEMBLY GREASE

Recommended by leading camshaft manufacturers, this unique extreme pressure lube dissolves completely in oil without clogging oil passageways or plugging oil filters. Proven to cling to and protect surfaces during initial start-up, Driven Engine Assembly Grease delivers protection you can count on. Apply to cams and lifters for break-in protection. It can also be used on distributor gears, rocker shafts, rocker tips, pushrod tips, wrist pins and valve guides. Combining with BR series break-in oils provides proven protection during break-in.

1 oz. Tube

00732

1 lb. Tub

00728



"Incredible! Using the Driven EPC Chassis Grease on our Silver Crown car, the driveline components looked the best I've ever seen."

- **EVAN AVART**, Crew Chief, RW Motorsports

# MERCHANDISE



FRONT



BACK

## T-SHIRT

Screenprinted logo on 100% Gildan Heavy Cotton, this black shirt won't show dirt or grease, making it perfect to wear at the track or in the shop. Available in sizes Small-3XL.

Small	90001	Large	90003	2XL	90005
Medium	90002	XL	90004	3XL	90006

## HAT

All black cotton twill, adjustable hat is perfect for wearing to outdoor racing events or around the shop.

Hat - Adjustable	90007
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## DECAL & BANNER

Decal	DR100-19M	3x5 Fabric Banner	DR100-20
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## DISPLAY RACK

This sturdy, all steel display rack holds up to five cases of quart sized bottles and features a built-in catalog holder and official Driven Racing Oil sign. The compact design allows for easy placement in high traffic locations. Dimensions: 10.5" W x 17.5" L x 65.5" H

Display Rack	80001
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## WANT TO SPEAK WITH US?

Driven sends certified lubrication specialists and representatives to a number of trade shows, races and car shows all over the United States and even some international events. We also host seminars at a number of locations throughout the year these offer both a history lesson as to how oil has evolved along with advances in engineering and provide a wealth of technical information. Make sure to stop by our display area at an event or attend a seminar with your questions and comments or to purchase Driven products.



## CHOOSING THE RIGHT VISCOSITY

**Viscosity is the most important property of a lubricant.** Using too high of a viscosity oil can result in excessive oil temperature and increased drag. Using too low of a viscosity oil can lead to excessive metal to metal contact of moving parts. Using the correct viscosity oil reduces friction and wear.

However, viscosity changes with temperature. Oil gets thinner as it gets hotter. To select the correct viscosity for an application you need to know the operating temperature of the oil. Engines that run high operating oil temperatures require higher viscosity oil. Engines that run low oil temps require lower viscosity oil.

40 years ago, you had winter grades for cold weather and summer grades for hot weather. A typical winter grade was 10W. A typical summer grade was 30. We often refer to these oils as straight grade oils. A 10W flows well in cold weather, so it protects the engine at start up in cold weather. That is why it has the “W” after the 10. “W” stands for winter, but a 10W is too thin for use in the heat of the summer. So, you would change to a 30 summer grade oil that was thick enough to protect in the heat. That is why multi-grade oils were invented. A 10W-30 has both the winter cold start up flow properties of a 10W and the summer high temperature thickness of a 30 grade. A multi-grade oil allows the oil to stay as close to the optimum viscosity over a range of temperatures – not too thick when it is cold and not too thin when it is hot.

As you can see, the operating temperature of the oil plays a major role in the selection of the proper viscosity oil. For example, look at an NHRA Pro Stock engine, a NASCAR Sprint Cup engine and a World of Outlaws 410 Sprint engine. Each engine has a very different operating oil temperature – 100°F, 220°F and 300°F, respectively. As a result, all three engines run very different viscosity oils – SAE 0W-5, SAE 5W-20 and SAE 15W-50. The lower the oil temperature is, the lower the SAE you can run, and vice versa.

It is important to keep clearances in mind. Looser clearances in the engine and oil pump require higher viscosity oil to maintain oil pressure. Tighter clearances need lower viscosity oil, which provides better cooling and improved horsepower. For more detailed explanations of how oil temperature and bearing clearances affect oil selection, please visit [www.drivenracingoil.com](http://www.drivenracingoil.com)

Driven Racing Oils are application engineered to allow the use of lower viscosity oils without compromising wear. Follow the chart below to select the appropriate oil for your application.

**ENGINE POWER OUTPUT (Measured in Horsepower)**

		Under 100	100-200	200-400	400-600	600-800	800-1000	1000-1200	1200-1400	1400-1600	1600-1800	1800-2000
OIL TEMPERATURE (Degrees Fahrenheit)	300° F	XP3	XP3	XP9	XP9	XP9	XP6	XP6	XP6	XP6	XP6	XP6
	280° F	XP1	XP3	XP3	XP9	XP9	XP9	XP6	XP6	XP6	XP6	XP6
	260° F	XP1	XP1	XP3	XP3	XP3	XP9	XP9	XP9	XP6	XP6	XP6
	240° F	XP1	XP1	XP1	XP3	XP3	XP3	XP9	XP9	XP9	XP6	XP6
	220° F	XP2	XP2	XP1	XP1	XP1	XP1	XP3	XP3	XP9	XP9	XP9
	200° F	XP10	XP2	XP2	XP1	XP1	XP1	XP3	XP3	XP3	XP9	XP9
	180° F	XP10	XP10	XP2	XP2	XP2	XP1	XP1	XP3	XP3	XP3	XP3
	160° F	XP0	XP0	XP10	XP2	XP2	XP2	XP1	XP1	XP1	XP1	XP1
	140° F	XP0	XP0	XP10	XP10	XP10	XP2	XP2	XP2	XP2	XP2	XP2
	120° F	XP0	XP0	XP0	XP0	XP0	XP10	XP10	XP10	XP10	XP10	XP10
	100° F	XP0	XP0	XP0	XP0	XP0	XP0	XP0	XP0	XP0	XP0	XP10
	80° F	XP0	XP0	XP0	XP0	XP0	XP0	XP0	XP0	XP0	XP0	XP0

### BLENDING INFO:

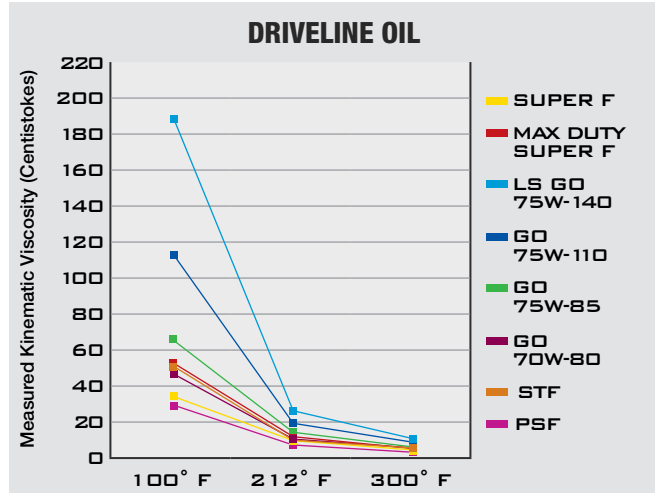
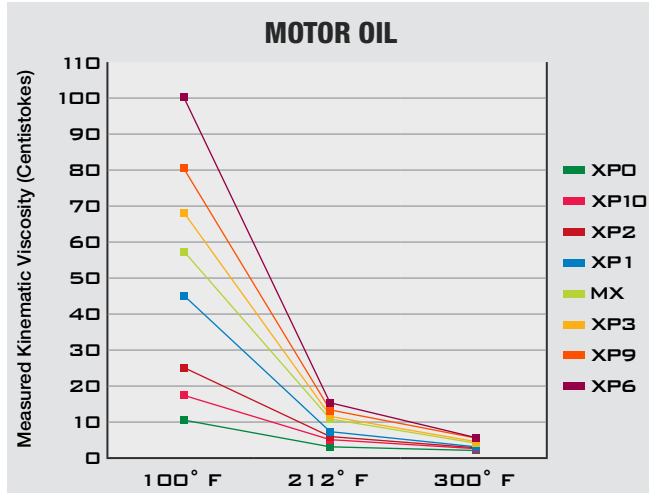
Create your own blend – Driven XP0, XP1, XP2, XP3, XP6, XP9 and XP10 are based on the same lubricant technology. As a result, these oils can be blended to create custom viscosities. For example, add some XP6 to XP0 to add viscosity while keeping good low temperature performance, or add some XP0 to XP6 to lower the high temp viscosity. A blending chart is available online at [www.drivenracingoil.com](http://www.drivenracingoil.com).



# VISCOSITY

## VISCOSITY CHANGE WITH TEMPERATURE

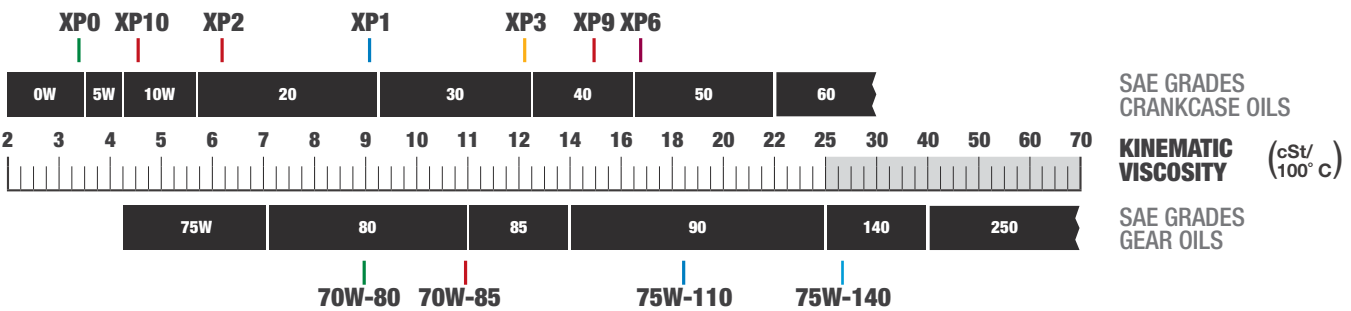
Since all oils get thinner as they get hotter (and get thicker as they get colder), the charts below show the viscosity change from 100° F to 300° F. You can use these charts to select the best viscosity for the operating temperature of your application (not too thick nor too thin).



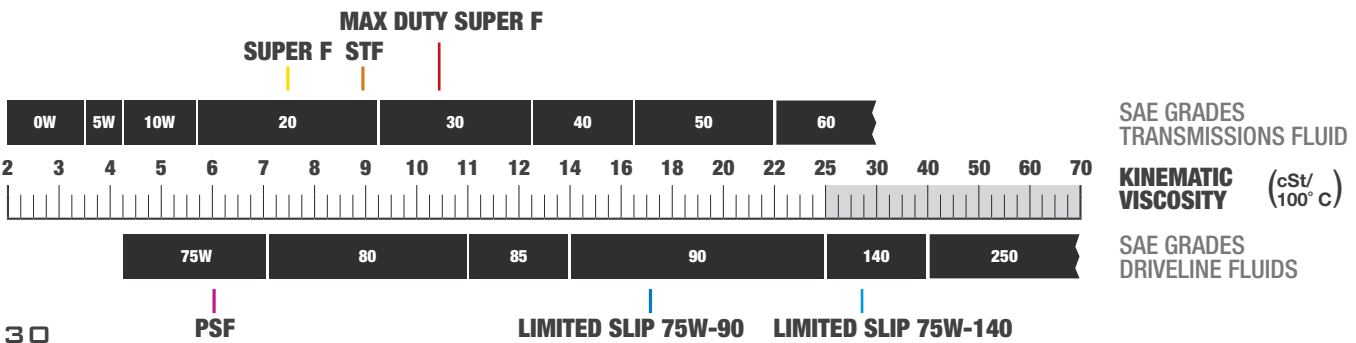
## RELATIVE VISCOSITIES

The first two charts below display the relative viscosities of the Driven line of synthetic race and driveline oils. Most people assume that a 70W-80 gear oil is thicker than 15W-50 motor oil, but that is NOT the case. SAE viscosity grades for gear oils are not thicker than SAE viscosity grades for motor oils. The charts explain how the Kinematic Viscosity (measured in Centistokes) of each product compares to the others at 212° F.

### SYNTHETIC RACING OILS



### DRIVELINE FLUIDS



## OIL CONSUMPTION & OIL VOLATILITY

Have you ever torn down a motor and seen oil in the intake manifold? How about an intake valve dirtier than an exhaust valve? Ever wondered why that is?

The one word answer is “volatility.” This refers to how much vapor a motor oil releases when it gets hot. Just as how water vapors rise off a pot of water before it begins to boil, the same thing happens to motor oil inside your engine. As oil splashes onto the pistons and valve springs to keep them cool, the high temperature causes some of the oil to evaporate.

Modern engines have a positive crankcase ventilation valve that vents these oil vapors into the intake manifold. The oil vapors condense in the cool air/fuel mixture, which leaves the oily deposits in the intake manifold and on the intake valve.

So what can you do? Using a lower volatility motor oil is the first line of defense. Fewer oil vapors mean not as many make it into the PCV system in the first place. More oil is then kept in the crankcase where it belongs. The next thing you can do is install an aftermarket PCV line oil catch can.

These two steps will reduce the amount of oil getting into the intake tract. Obviously a cleaner intake valve will flow more oil for better power and fuel economy. These steps also reduce oil consumption, which helps to protect O<sub>2</sub> sensors and catalytic converters from damage due to excessive oil consumption.

Specialty oils like Driven LS30, FR20 and FR50 feature a high quality base oil, reduce oil consumption AND contain more ZDDP for better engine protection. The O<sub>2</sub> sensors and catalytic converters don't know how much ZDDP is in the motor oil so it stays where it should – in the crankcase lubricating your engine. LS30 can contain 50% more ZDDP since the volatility is 67% less than standard base oils. The higher quality base oil delivers better all around protection and performance.

## ENGINE ASSEMBLY TIPS

A human hair is about 80 microns wide, and the smallest particle size you can see with a naked eye is about 40 microns. Can something so small you can't even see it really cause problems? The answer is yes.

Clearance size particles do the most damage. They are small enough to get into the space between the bearing and the journal or the lifter and lifter bore, but they are too big to flow straight through without touching anything. Particles that are smaller than the clearance between moving parts can easily flow through the clearance space without doing any damage, and the particles that are too large to enter the clearance gap are blocked out. It is the particles that are similar in size to your engine's clearances that you need to worry about.

When you do the math, you'll find that .0025" vertical bearing clearance yields out a clearance space of .00125" (half of the total clearance is on each side of the journal). One and a half thousandths is equal to 32 microns, so particle sizes you can't see are the ones that you need to worry about.

Here are 3 practical steps you can take during the assembly of an engine to rid yourself of these unseen assassins.

- 1. CLEAN YOUR PARTS BEFORE INSTALLATION:** Driven recommends using a foaming degreaser to lift the greasy film from parts.
- 2. USE AN OIL FILTER WITH FINER MICRONS DURING BREAK-IN:** A production car filter will have a finer micron rating than a racing filter will have. After the initial 30 minute break-in period, change the oil filter.
- 3. CHANGE THE OIL AFTER BREAK-IN:** Most of the wear metals that will be created in an engine's life will occur during the first hour of operation. It's cheap insurance to change the oil after break-in.

# TECH BULLETINS

## ROLLER CAM BREAK-IN

While everyone understands the need for proper break-in oil for flat tappet camshafts, many people don't think twice when it comes to breaking in a roller cam. But according to a growing number of engine builders, piston ring manufacturers and cam grinders, the difference can be substantial, especially as more engine builders are using roller cams to handle higher valve spring loads and turn more RPM.

Oil that "wears-in" rings will create a lot of fine metal particulate that can kill a roller cam. During break-in an engine can create up to four times the particulate material than it does after break-in, and according to bearing manufacturer, Timken, it's the main cause of premature roller bearing failure. Some break-in oils designed to accelerate the break-in process generate higher levels of wear metal. However, if the oil is friction modified, then the rings won't seat properly, so striking the right balance is critical. Another issue is that roller cams typically support higher spring pressures and contact loads than traditional lifters and rockers.

This is where high ZDDP (Zinc) additives enhance the anti-wear characteristics of the Driven BR Break-in Oil that protects these types of components during the critical break-in period. The protective layer of ZDDP anti-wear film smoothes out the peaks and valleys that comprise the microscopic surfaces on roller wheels and needle bearings. A smooth surface enables greater load carrying with less fatigue.

According to Rick Sparks of COMP Cams, the more aggressive the valve train is in terms of lift, duration and spring pressure, the less margin of error you have. "We are seeing a trend away from flat tappet engines because of the oil issues related to them. But just because you have a roller cam, doesn't mean that it does not have to be broken in properly," Sparks says. "NASCAR-level engine programs like Joe Gibbs Racing are still doing 30 minute break-ins on their roller cam engines because they have learned the hard way what happens when they don't."

Valve train experts agree that the most critical time for any engine is during break-in, so it pays off to spend extra time on the details.



## COOLANT SYSTEM CORROSION

It is not uncommon for cooling system corrosion issues to develop for racers and performance enthusiasts alike. This can occur whether they are using a coolant additive or anti-freeze. It sounds like it could be a complicated problem, but the real culprit is easy to pinpoint...water.

The presence of hard water minerals like calcium and magnesium can cause corrosion inside your engine's cooling system. Using tap water or well water to mix your anti-freeze can lead to this destructive corrosion process. Vital components such as the radiator, water pump and cylinder heads (iron or aluminum) all can be affected, leading to a loss of overall cooling efficiency.

The corrosion issue is magnified in motorsports, as many racing series and tracks do not allow teams to use anti-freeze in the cooling system, and straight water alone is more corrosive because of the minerals inside. Some racers will use water together with a coolant additive to combat some of the downsides of using water by itself, but typical coolant additives do nothing to help prevent hard water corrosion.

There is a simple solution to this problem, however. Driven Racing Oil developed CSP (Coolant System Protector) in response to the corrosion problems the Joe Gibbs Racing NASCAR teams faced due to the sanctioning body's rule that does not allow competitors to run anti-freeze. NASCAR requires only pure H<sub>2</sub>O. Driven CSP neutralizes hard water minerals like calcium and magnesium so that they cannot cause the aforementioned corrosion in your cooling system. It can be used with both anti-freeze and regular water and also reduces the surface tension of water, allowing for better heat transfer for improved cooling. In addition, CSP lubricates water pumps for improved pump life.

Driven CSP will work for a full season of racing and should be drained and refilled after the end of each one. Driven Racing Oil CSP can be used in any racing series or sanctioning body where water is required.



# OIL MYTHS FACT VS. FICTION

## FICTION

**Synthetic motor oil is too slippery. It causes roller bearings to slide instead of roll, which causes the bearings to fail.**

The roots of this myth are based in the misapplication of passenger car motor oil in motorcycles. The power density of motorcycle engines places greater shear forces on the motor oil than passenger car engines do, and as a result, most passenger car motor oils are not appropriate for use in a motorcycle. The myth began when synthetic passenger car brand motor oils were used in motorcycle engines. The resulting failures were blamed on the synthetic oil. However, the problem wasn't the synthetic base oil, it was the fact that synthetic oil was not formulated for the needs of a motorcycle engine. A properly formulated synthetic motorcycle oil will provide superior performance in the engine it was designed for. Likewise, a properly formulated synthetic passenger car motor oil will provide superior performance in a passenger car engine as well.

## FICTION

**Flat tappet engines can't use synthetic oil because the lifters won't rotate – the synthetic oil is too slippery.**

This is a variation on the first myth that has become popular since flat tappet camshaft failures began to increase about a decade ago. Like the first myth, the origin relates to the misapplication of passenger car motor oil. Twenty years ago it was common for racers to use off-the-shelf motor oils in their racing engines because the oils contained enough ZDDP (Zinc) to protect aggressive camshaft designs. Over time though, the ZDDP levels in synthetic off-the-shelf oils were reduced due to EPA regulations for passenger cars. This reduction caused these formulations to be insufficient for protecting flat tappet camshafts. This implied that the problem was with the synthetic oil rather than the lack of ZDDP. However, choosing a synthetic motor oil with special formulation that includes more ZDDP will protect your flat tappet camshaft.

## FICTION

**Once you use synthetic motor oil, you can never change back to conventional oil.**

An engine running conventional motor oil can change to synthetic motor oil, and vice versa. However, it is not a good idea to switch back and forth between different BRANDS of oil. But more importantly than brand, use the correct **TYPE** of oil for your engine. Most high performance and racing engines are actually broken in initially on conventional oil (specially formulated for engine break-in) and then switched to a properly formulated synthetic oil for use after break-in. The key is to select an oil formulated for the specific needs of your application, and then stick with that product.

## FACT

**Synthetic oils are bad for engines with old seals.**

This myth turns out to be true in MOST (but not all) applications. "Old" refers to engines built before 1992. Synthetic base oils are not compatible with many of the traditional seal materials, and even with "seal conditioner" additives, synthetic oils are harder on traditional seal materials than conventional oils. To avoid leaking seals, avoid very light synthetic motor oils in older engines. The low viscosity and resulting free flowing nature of the synthetic makes it easier for the oil to find a leak path. Higher viscosity oils tend to leak less.

## DRIVEN MAINTAINS A FULL LIBRARY OF TECHNICAL ARTICLES & HOW-TO GUIDES.

- CHOOSING THE RIGHT VISCOSITY
- CHOOSING THE PROPER OIL TYPE
- HIGH TEMPERATURE HIGH SHEAR
- ETHANOL CORROSION KILLS CARBS
- AND MANY MORE

Scan the QR code to visit Driven's on-line training center where you can view tech articles, how-to guides & videos.



# APPLICATION GUIDE

CAR TYPE	BREAK-IN ENGINE OIL	ENGINE OIL	BREAK-IN GEAR OIL	GEAR OIL
<b>ASPHALT CIRCLE TRACK</b>				
Quarter Midget	<b>BR30</b> Qt. #01806, Case #01807	<b>XP0</b> Qt. #00406, Case #00407	N/A	N/A
Crate Late Model – Ford & Dodge	<b>BR</b> Qt. #00106, Case #00107	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
Crate Late Model – GM	<b>BR30</b> Qt. #01806, Case #01807	<b>XP3</b> Qt. #00306, Case #00307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
2 Barrel Late Model	<b>BR40</b> Qt. #03706, Case #03707	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Super Late Model – Race	<b>BR40</b> Qt. #03706, Case #03707	<b>XP3</b> Qt. #00306, Case #00307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Super Late Model – Qualifying	<b>BR40</b> Qt. #03706, Case #03707	<b>XP10</b> Qt. #03306, Case #03307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>Qualifying Gear Oil</b> Qt. #01130, Case #01131
NASCAR Cup/Nationwide/Truck – Open Engine	<b>BR40</b> Qt. #03706, Case #03707	<b>XP1</b> Qt. #00006, Case #00007	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-140 Gear Oil</b> Qt. #04330, Case #04331
NASCAR – Restrictor Plate	<b>BR30</b> Qt. #01806, Case #01807	<b>XP2</b> Qt. #00206, Case #00207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
NASCAR Spec Engines	<b>BR40</b> Qt. #03706, Case #03707	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Pavement Modifieds – Open	<b>BR</b> Qt. #00106, Case #00107	<b>XP3</b> Qt. #00306, Case #00307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Scaled Cars (Legends, Dwarf, etc.)	<b>BR30</b> Qt. #01806, Case #01807	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
<b>DIRT CIRCLE TRACK</b>				
Crate Late Model – GM	<b>BR30</b> Qt. #01806, Case #01807	<b>XP3</b> Qt. #00306, Case #00307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
Super Late Model – Race	<b>BR</b> Qt. #00106, Case #00107	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Super Late Model – Qualifying	<b>BR</b> Qt. #00106, Case #00107	<b>XP1</b> Qt. #00006, Case #00007	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
410 Sprint Cars	<b>BR</b> Qt. #00106, Case #00107	<b>XP6</b> Qt. #01006, Case #01007	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-140 Gear Oil</b> Qt. #04330, Case #04331
360 Sprint Cars	<b>BR</b> Qt. #00106, Case #00107	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Mini-Sprint Cars	<b>BR40</b> Qt. #03706, Case #03707	<b>MX</b> Qt. #03106, Case #03107	N/A	N/A
Midgets	<b>BR</b> Qt. #00106, Case #00107	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Dirt Modifieds – Big Block	<b>BR</b> Qt. #00106, Case #00107	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Dirt Modifieds – Small Block	<b>BR30</b> Qt. #01806, Case #01807	<b>XP3</b> Qt. #00306, Case #00307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
IMCA Modifieds	<b>BR</b> Qt. #00106, Case #00107	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617



# APPLICATION GUIDE

CAR TYPE	BREAK-IN ENGINE OIL	ENGINE OIL	BREAK-IN GEAR OIL	GEAR OIL
<b>ROAD RACING</b>				
IndyCar/Pro Series/Atlantic	<b>BR30</b> Qt. #01806, Case #01807	<b>XP1</b> Qt. #00006, Case #00007	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	N/A
GRAND-AM/World Challenge – Sprint	<b>BR30</b> Qt. #01806, Case #01807	<b>XP1</b> Qt. #00006, Case #00007	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	N/A
GRAND-AM/World Challenge – 24 Hr.	<b>BR30</b> Qt. #01806, Case #01807	<b>XP3</b> Qt. #00306, Case #00307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	N/A
GT Class Sportscars – Sprint	<b>BR40</b> Qt. #03706, Case #03707	<b>XP3</b> Qt. #00306, Case #00307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
GT Class Sportscars – 24 Hr.	<b>BR</b> Qt. #00106, Case #00107	<b>XP6</b> Qt. #01006, Case #01007	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Spec Engine Class (Miata, Ford, Etc.) – Race	<b>BR40</b> Qt. #03706, Case #03707	<b>XP1</b> Qt. #00006, Case #00007	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Spec Engine Class (Miata, Ford, Etc.) – Qualifying	<b>BR40</b> Qt. #03706, Case #03707	<b>XP10</b> Qt. #03306, Case #03307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>Qualifying Gear Oil</b> Quart #01130, Case #01131
European Sports Car - Track Day	<b>BR40</b> Qt. #03706, Case #03707	<b>DT40</b> Qt. #02406, Case #02407	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
<b>DRAG RACING</b>				
Pro Stock/Competition Eliminator	<b>BR30</b> Qt. #01806, Case #01807	<b>XP0</b> Qt. #00406, Case #00407	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Stock Eliminator	<b>BR30</b> Qt. #01806, Case #01807	<b>XP10</b> Qt. #03306, Case #03307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
Bracket – Nitrous	<b>BR</b> Qt. #00106, Case #00107	<b>HR1 Conventional 15W-50</b> Qt. #02106, Case #02107	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Bracket – Alcohol	<b>BR</b> Qt. #00106, Case #00107	<b>HR1 Conventional 15W-50</b> Qt. #02106, Case #02107	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Street/Strip	<b>BR</b> Qt. #00106, Case #00107	<b>HR4 Synthetic 10W-30</b> Qt. #01506, Case #01507	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Junior Dragster	<b>BR30</b> Qt. #01806, Case #01807	<b>XP1</b> Qt. #00006, Case #00007	N/A	N/A
<b>POWERSPORTS</b>				
Side-By-Side/UTV	<b>BR40</b> Qt. #03706, Case #03707	<b>MX</b> Qt. #03106, Case #03107	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
Motocross	<b>BR40</b> Qt. #03706, Case #03707	<b>MX</b> Qt. #03106, Case #03107	N/A	N/A
Vintage Motorcycles (Pre-1970)	<b>BR</b> Qt. #00106, Case #00107	<b>HR1 Conventional 15W-50</b> Qt. #02106, Case #02107	N/A	N/A
Classic Motorcycles (1970s & 80s Era)	<b>BR40</b> Qt. #03706, Case #03707	<b>HR5 Conventional 10W-40</b> Qt. #03806, Case #03807	N/A	N/A
<b>STREET PERFORMANCE</b>				
Street/Track GM LS Powered	<b>BR30</b> Qt. #01806, Case #01807	<b>LS30</b> Qt. #02906, Case #02907	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Street/Track Ford Modular Powered	<b>BR30</b> Qt. #01806, Case #01807	<b>FR20</b> Qt. #03006, Case #03007	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-140 Gear Oil</b> Qt. #04330, Case #04331

# APPLICATION GUIDE

	MANUAL TRANSMISSION FLUID	POWER STEERING FLUID	COOLANT SYSTEM ADDITIVE	WAX	CLEANER
	N/A	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>Super F</b> Qt. #02206, Case #02207	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>Super F</b> Qt. #02206, Case #02207	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>Max Duty Super F</b> Qt. #03506, Case #03507	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>Max Duty Super F</b> Qt. #03506, Case #03507	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>Super F</b> Qt. #02206, Case #02207	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	N/A	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	N/A	N/A	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	N/A	N/A	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011

# APPLICATION GUIDE

CAR TYPE	BREAK-IN ENGINE OIL	ENGINE OIL	BREAK-IN GEAR OIL	GEAR OIL
<b>HOT ROD</b>				
Big Block Engines	<b>BR</b> Qt. #00106, Case #00107	<b>HR3 Synthetic 15W-50</b> Qt. #01606, Case #01607	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Small Block Engines	<b>BR30</b> Qt. #01806, Case #01807	<b>HR4 Synthetic 10W-30</b> Qt. #01506, Case #01507	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Crate Engines	<b>BR30</b> Qt. #01806, Case #01807	<b>HR4 Synthetic 10W-30</b> Qt. #01506, Case #01507	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
<b>CLASSIC</b>				
Muscle	<b>BR40</b> Qt. #03706, Case #03707	<b>HR5 Conventional 10W-40</b> Qt. #03806, Case #03807	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Pre-1965	<b>BR</b> Qt. #00106, Case #00107	<b>HR1 Conventional 15W-50</b> Qt. #02106, Case #02107	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
<b>OFF-ROAD</b>				
Baja, Desert, Stadium Truck	<b>BR</b> Qt. #00106, Case #00107	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-140 Gear Oil</b> Qt. #04330, Case #04331
<b>LAND SPEED RACING</b>				
Naturally Aspirated	<b>BR</b> Qt. #00106, Case #00107	<b>XP3</b> Qt. #00306, Case #00307	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-85 Gear Oil</b> Qt. #00830, Case #00831, 5 Gal. #00817
Turbocharged	<b>BR</b> Qt. #00106, Case #00107	<b>XP9</b> Qt. #03206, Case #03207	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
<b>MARINE</b>				
Off-Shore Marine	<b>BR</b> Qt. #00106, Case #00107	<b>MR50</b> Qt. #02606, Case #02607	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Racing Marine	<b>BR</b> Qt. #00106, Case #00107	<b>XP0</b> Qt. #00406, Case #00407	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
<b>TOWING/PERFORMANCE DIESEL</b>				
Turbo Charged Diesel	<b>BR</b> Qt. #00106, Case #00107	<b>DP40</b> Gal. #02508, Case #02535	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	N/A
Performance Diesel	<b>BR</b> Qt. #00106, Case #00107	<b>DP40</b> Gal. #02508, Case #02535	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	N/A
<b>KARTING</b>				
4 Stroke Karts	<b>BR30</b> Qt. #01806, Case #01807	<b>KRT</b> Qt. #03406, Case #03407	N/A	N/A
2 Stroke Direct Drive	N/A	N/A	N/A	N/A
2 Stroke Shifter	N/A	N/A	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	N/A
<b>MISCELLANEOUS</b>				
Vintage Racing	<b>BR</b> Qt. #00106, Case #00107	<b>XP6</b> Qt. #01006, Case #01007	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617
Air Cooled Engines	<b>BR</b> Qt. #00106, Case #00107	<b>DT50</b> Qt. #02806, Case #02807	<b>Break-In Gear Oil</b> Qt. #02330, Case #02331	<b>75W-110 Gear Oil</b> Qt. #00630, Case #00631, 5 Gal. #00617

# APPLICATION GUIDE

	MANUAL TRANSMISSION FLUID	POWER STEERING FLUID	COOLANT SYSTEM ADDITIVE	WAX	CLEANER
	<b>Super F</b> Qt. #02206, Case #02207	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>Super F</b> Qt. #02206, Case #02207	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>Super F</b> Qt. #02206, Case #02207	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>Super F</b> Qt. #02206, Case #02207	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>Super F</b> Qt. #02206, Case #02207	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	N/A	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	N/A	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	N/A	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	N/A	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	N/A	<b>PSF</b> Qt. #01306, Case #01307	<b>CSP</b> 12 oz. #50030, Case #50031	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011
	<b>STF</b> Qt. #04006, Case #04007	N/A	N/A	<b>Race Wax</b> 24 oz. #50060, Case #50061	<b>Speed Clean</b> Can #50010, Case #50011

# VIDEOS & TECH ARTICLES



Driven Racing Oil has a library of technical videos available to offer insight into a variety of subjects, including viscosity, mPAO and the popular Carb Defender product. Scan the QR codes to watch the videos listed below.



## THE IMPORTANCE OF ZDDP

The proper balance is different for race, collector car and street performance engines, and Driven has options for each and every one.



## VISCOSITY 101

Understanding viscosity and its relationship to your engine application unlocks the ability to improve fuel economy, reduce wear and increase horsepower.



## mPAO TECHNOLOGY

mPAO increases the viscosity index to allow for more stable temperatures, features advanced anti-filming properties and reduces friction. This technology is available in all Driven synthetic oils.



## CARB DEFENDER SAVES YOUR CARB

Carb Defender is a concentrated additive that prevents costly repairs and poor performance resulting from the use of corrosive Ethanol-blended pump gas or flex fuels.



## DRIVEN VIDEO ARCHIVE

Scan the QR code to visit Driven's complete video archive

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# DRIVEN RACING OIL

## THESE TOP ENGINE BUILDERS USE AND RECOMMEND DRIVEN RACING OIL:

**DAN BEDELL** – Bedell Racing Engines  
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**GERALD BRAND** – Brand Racing Engines  
**JEFF BURRILL** – Sterling Performance Engines  
**LARRY CLARK** – Custom Race Engines  
**TOMY CLEMENTS** – Clements Automotive  
**KEITH CRAFT** – Keith Craft Performance Engines  
**BOB CRONIN** – CRD Engine Development  
**JAY DICKENS** – Jay Dickens Racing Engines  
**TERRY DOWKER** – Dowker Racing Engines  
**DAVID DRAIME** – Draime Racing Engines  
**MATT DRISKELL** – Driskell Racing Engines  
**KEVIN ENDERS** – Enders Racing Engines  
**GALEN FOX** – Foxco Engineering  
**CHARLIE GARRETT** – Garrett's Racing Engines  
**DAN GENTRUP** – Wesmar Racing Engines  
**JIM HAMILTON** – Hamilton Performance Engines  
**JEFF HAMNER** – Hamner Racing Engines  
**PHIL HARPER** – Phil Harper Motorsports

**VIC HILL** – Vic Hill Racing Engines  
**RON HUTTER** – Hutter Racing Engines  
**CRAIG HYLAND** – Engine Dynamics  
**JAY IVEY** – Ivey Racing Engines  
**JON KAASE** – Jon Kaase Racing Engines  
**PAUL KISTLER** – Kistler Racing Engines  
**BOB KRINER** – Kriner Racing Engines  
**KEVIN KROYER** – Kroyer Racing Engines  
**SONNY LEONARD** – Sonny's Racing Engines  
**LANCE LINE** – Line Performance  
**RICK LOWERY** – USA Performance Engines  
**ARNIE LOYNING** – Loyning's Engine Service  
**BRAD MALCUIT** – Malcuit Racing Engines  
**BILL MAROPOULOS** – Maropoulos Racing Engines  
**DOUG MASCARITOLA** – Proformance Unlimited  
**DEWAINE MCGUNEGILL** – McGunegill Engines  
**KENNY MCNAMARA** – KRE Racing Engines  
**JULIAN MOTOLA** – JPM Racing Engines  
**CHAD MULLINS** – Mullins Racing Engines

**BOB MYERS** – Performance Automotive  
**DON OTT** – Don Ott Racing Engines  
**ALAN PATTERSON** – Patterson Racing Engines  
**BRAD PETERS** – Peter's Racing Engines  
**ED PINK** – Ed Pink Racing Engines  
**JAKE RABY** – Raby Engine Development  
**JOE RHYNE** – Rhyme Competition Engines  
**RONNIE ROGERS** – Wall 2 Wall Racing Engines  
**BILL SCHLIEPER** – Pro Power Racing Engines  
**SCOTT SHAFFIROFF** – Shaffiroff Racing Engines  
**RON SHAVER** – Shaver Specialties  
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**MIKE TESAR** – Tesar Engineering  
**BOB THORNTON** – Race Engineering  
**RICK WATERS** – Rick Waters Racing Engines  
**CARL WEGNER** – Wegner Racing Engines  
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## DRIVEN RACING OIL IS ENDORSED AND RECOMMENDED BY SOME OF THE MOST RESPECTED MANUFACTURERS IN THE BUSINESS:

Bullet Cams  
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Engine Pro  
Eron Cams  
Exceldyne  
Five Star Bodies  
Frankland Rear Ends  
Howard Cams  
Hughes Engines  
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Isky Cams  
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Jesel  
Lunati Cams  
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Melling Engine Parts  
PBM Performance Products  
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## CONTACT INFORMATION:

### TECH SUPPORT

[tech@drivenracingoil.com](mailto:tech@drivenracingoil.com)

### EXISTING ORDERS

[orders@drivenracingoil.com](mailto:orders@drivenracingoil.com)

### DEALER INFO

[newdealer@drivenracingoil.com](mailto:newdealer@drivenracingoil.com)

### GENERAL INFO

[info@drivenracingoil.com](mailto:info@drivenracingoil.com)

**TOLL FREE 1.866.611.1820**



BORN FROM JOE GIBBS RACING

# DRIVEN

DRIVEN TO WIN RACING OIL

“Late in the season my Small Block Chevy suffered a broken oil pump. Running second in a tight point battle with 5 laps to go, pulling into the infield was not an option. Five laps on a 4/10 mile at over 7000 RPM with 0 psi. Driven Oil left the engine undamaged. That finish put my team in line for its first track championship. I’ll never use another brand of motor oil!”

- **JOSEPH SCARBROUGH**, Langley Speedway

“We used to have a piston ring micro-welding problem and had spent a ton of money and time trying to fix it. The solution turned out to be as simple as switching to Driven Racing Oil. After all that time and money, we fixed the problem just by changing the oil! And if we ever have an issue, they get on it right away. We can send them oil samples and within a couple of days they can have an analysis ready with recommendations for how we can take care of whatever issue we’re experiencing. That kind of support is invaluable for an engine builder.”

- **RON SHAVER**, Shaver Specialties Racing Engines

“We have to run stock rocker arms, and the XP1 oil tripled the life of the rocker arms. The oil more than pays for itself.”

- **LANCE LINE**, Line Performance



## DRIVEN RACING OIL

13201 Reese Blvd. West, Suite 300  
Huntersville, NC 28078

U.S. Toll Free: 1.866.611.1820  
Outside U.S.: +1 704.946.9250

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