



HIGH PERFORMANCE

RACING ONLY

NEW ZINC TECHNOLOGY

DEVELOPED THROUGH A PARTNERSHIP WITH





If this is the golden age of horsepower, then it's also a very demanding time for the lubrication industry. Since 1992, we at Lucas Oil have been testing and creating complete racing oils for both our in-house race teams, as well as our sponsored teams. Plus, for the past several years, Lucas has partnered with Richard Childress Racing (RCR) to develop racing engine oil and lubricants intended to perform with excellence within the increasing demands of NASCAR racing. The discoveries we've made during this research partnership have created the current line of Lucas Racing Only synthetic and synthetic-blend engine oils that can certainly handle the heat.

It wasn't all that long ago that a single grade of oil was considered sufficient for everything from everyday street cars to the salt flats at Bonneville. Today, specialization is the key to both engines and lubricants. There have been significant changes to API engine oils that make them far less compatible for competition and older production-based muscle car engines that require a specific type of protection. Lucas Oil Products has responded with a wide range of products like Hot Rod & Classic oils, specifically intended for these highly specialized demands.

Of course, we also offer API-spec oil as well but our attention is mainly on racing and high performance engine oils and lubricants. There has been much talk about ZINC and the scuffing problems associated with low-ZINC API-spec oil. Lucas has put enormous effort into creating the right oil for each application, which means there is not just one magic formula. Believe me, there is more to making a true racing oil than just adding ZINC. Because of these constantly-evolving challenges facing our race teams and customers, we have developed a wide range of gear oils, a low friction high temperature grease, shock oils, super coolant, chain lube, semi-synthetic ATF, break-in oils, assembly lubes and more. Every item in this catalog is tested and race proven. So take a few moments to study this Racing Only catalog. I think you'll find we offer a solution to just about every issue you may face when it comes to engine oil and lubrication for your street or race car.

Lucas Oil Products, Inc.

CEO and President, Forrest Lucas

Table of Contents

Why Choose Racing Oil?	4
Why Choose A Synthetic Oil?	5
What Are “Synthetic Oils” and Why Are They Important?	5
Importance of Additive Packages	6
Benefits of ZINC Technology	7
ZINC vs. Detergent	7
ENGINE BREAK-IN OILS	
SAE 20W-50	8
SAE 30	8
What Is Viscosity?	9
HIGH PERFORMANCE RACING ENGINE OILS	
SYNTHETIC RACING OILS	
Synthetic SAE 5W-20	10
Synthetic SAE 5W-30	11
Synthetic SAE 10W-40	11
Synthetic SAE 20W-50	12
Jr. Dragster Synthetic SAE 5W-20	12
Blue Thunder Synthetic 70	12
SEMI-SYNTHETIC RACING OILS	
Semi-Synthetic SAE 10W-40	13
Semi-Synthetic SAE 20W-50	13
CONVENTIONAL RACING OILS	
SAE 20W-50	14
SAE 50 Plus	14
60 Plus	15
70 Plus	15
Special Order Racing Engine Oils	15
RACING SUSPENSION FLUID	
S1 — 2.5 WT Suspension Fluid	16
S2 — 5 WT Suspension Fluid	16
RACING GEAR OILS	
L9, L10 & L11 RACING GEAR OILS	
L9 — 7.5 WT	17
L10 — 5 WT	17
L11 — 2.5 WT	17

SAE 140 & SAE 250 RACING GEAR OILS	
Synthetic SAE 140	18
Synthetic SAE 250	18
TRANS & DIFF GEAR OILS	
Heavy Duty SAE 80W-90	19
Heavy Duty SAE 85W-140	19
Synthetic SAE 75W-90	19
Synthetic SAE 75W-140	19
AUTOMATIC TRANSMISSION FLUID	
Semi-Synthetic ATF “Sure-Shift”	20
RACING GREASES	
G3 Synthetic Racing Grease	21
Racing Assembly Grease	21
Extreme Pressure Valve Train Synthetic Grease	22
SNOWMOBILE 2-CYCLE OIL	
Synthetic Snowmobile 2-Cycle	23
HOT ROD & CLASSIC OILS	
SAE 10W-30	24
SAE 10W-40	24
SAE 20W-50	25
APPEARANCE PRODUCTS	
Slick Mist® Speed Wax	26
Slick Mist® Interior Detailer	26
Slick Mist® Tire & Trim Shine	26
PERFORMANCE ADDITIVES	
Heavy Duty Oil Stabilizer	27
Pure Synthetic Oil Stabilizer	27
Assembly Lube	28
Octane Booster	28
Super Coolant	28
TB Zinc-Plus Engine Break-In Additive	28
ENGINE BUILDER UTILITIES	
Brake Parts Cleaner Aerosol	29
Contact Cleaner Aerosol	29
Tool Box Buddy Aerosol	30
Chain Lube Aerosol	30
Sprocket & Chain Lube	30

Why Choose Racing Oil?

Racing oil offers distinct advantages over normal API oils that are now limited in their use of ZINC and phosphorous, commonly referred to as ZDDP (ZINC dialkyl dithiophosphate). This is essentially a high-pressure lubricant that coats high-load areas of the engine such as the interface between a flat tappet lifter and the camshaft lobe. In current API SN engine oils, ZDDP has been drastically reduced to prevent long-term damage to catalytic converters. But since race engines do not commonly utilize emission control devices, ZDDP and other additives can be blended to increase protection for critical components in high performance engines.

Additive packages for racing oils can also be adjusted to enhance oil performance. As an example, API oils increase detergent levels to reduce the chance of sludge deposits and other daily use considerations in order to increase drain intervals. But high detergent levels are also counter-productive since they also work to remove the high pressure lubricants that race engines demand for protection under extreme load and RPM conditions. Lucas Racing Oil carefully blends these additives to produce an optimal balance for competition and high performance engines like yours. Lucas offers a wide selection of different base oil selections ranging from mineral-based, through semi-synthetic blend, to full synthetic in various viscosities which offer the opportunity to customize the perfect lubricant for your specific needs.

You've invested thousands of dollars in building the perfect engine and it deserves oil that will not only protect it but also complement its performance characteristics.

“Lucas Oil provides ECR Engines a competitive advantage in the NASCAR and Road Racing series where we compete. Indeed, Richard Childress Racing and other teams running ECR Engines have won multiple races protected by Lucas Oil. Lucas understands the unique requirements to achieve power and durability in high-performance engines. Through our Lucas/ECR technical partnership we are continuing to develop new blends suited ideally for demanding applications.”

**— Dr. Andrew L. Randolph,
Engine Technical Director,
ECR Engines**



Why Choose a Synthetic Oil?

Pure synthetics use high-quality base oil, which is like having an incredibly strong foundation in order to build a high performance lubricant. One aspect of higher quality base oil is thermal conductivity. This means the fluid has a greater capacity to absorb heat which it can then transfer to a cooler area. This allows the lubricant to pull heat from high temperature areas like the lifter and camshaft interface or from the highly loaded connecting rod bearing and transfer this heat to an oil cooler or to the sump where

it can be conducted to cooler outside air. This allows a synthetic to operate at a much lower overall temperature, which means the oil will last longer. Combined with a more refined additive package that also lasts longer, this means that while a pure synthetic is more expensive, it is possible to extend drain intervals so that over a greater number of competition laps or street miles, a synthetic can be less expensive to use than a mineral-based oil.

What Are “Synthetic Oils” and Why Are They Important?

The word “synthetic” has many different meanings depending on the context. In the lubricants industry the word is usually referencing the base oil – the starting point for building a lubricant which constitutes the majority of the finished lubricant. Base oils are what you begin with before various additives and viscosity modifiers have been compounded into the base oil.

There are different kinds of “synthetic” base oils. The American Petroleum Institute (API) categorizes lubricating base oils into 5 distinct “groups.” Group I and II are petroleum based. Group III is considered synthetic but is a refinery product, commonly obtained from wax through severe hydro-isomerization. This is a high-temperature reaction where hydrogen gas is used to rearrange the molecules over a catalyst. Group IV is polyalphaolefin (PAO for short). This is a kind of base oil obtained by polymerization of a monomer like decene into a larger molecule. PAOs were the first base oils that used the “synthetic” description. Then there are Group V base oils, also considered synthetic which really is everything else, including: esters, silicone oils and polyalkylene glycols (PAG). Lucas uses all of these categories of synthetic base oils depending on the application.



Synthetics have certain advantages over standard petroleum base oils. They can be thought of as molecules that are designed for ideal performance. Synthetics have higher resistance to heat and oxidation. They have lower pour points, which means they remain liquid at extremely low temperatures when petroleum base oils would become gels. They also have a higher viscosity index than petroleum base oils, which means that they thin less as they are heated. Due to their purity, they are generally perfectly clear, almost like water. All of these performance characteristics do come at a price of course, but racing oils and other severe applications call for this higher degree of performance.

Importance of Additive Packages

Any engine oil, intended either for street use or as a race lubricant, is a combination of both a base oil (either mineral-based or synthetically derived), and an additive package. You can think of the base oil as a foundation for a house, while the additive package is more like the framework and trim around which the rest of the house is constructed. Both are essential and work together to produce the final product. The base oil foundation interacts with the additive package to create the oil's overall performance curve. For example, viscosity index is a base oil trait but its performance can be enhanced with viscosity improvers. Other additives such as anti-foam, anti-corrosion, anti-wear agents (ZDDP), and oxidation stabilizers all contribute to this additive package which improves the base oil's ability to lubricate, reduce wear and help cool the engine.

New, highly-purified lubricants called polyalphaolefins (PAO) are used to create pure, Grade IV (4) synthetic base oil. This higher quality oil creates a stronger base package mainly because it offers a much higher thermal stability. Because of this, PAO base oil foundations require a less complex additive package which further extends the oil's performance envelope. Due to these strengths, PAO base oils are able to extend the performance envelope of their additive package over a longer period of time, especially when subjected to high temperatures. Lucas synthetics' superior base oil strategy reduces the necessity for more complex additive packages, creating a more stable oil package where the additive package will last longer. This is what contributes to maintaining superior performance over time, which equates to longer drain intervals.

Worn Roller Lifter

Roller lifter failure can occur when oils lack in "Extreme Pressure" additive packages, such as ZDDP. As the needle bearing fails, the roller wheel with fail too. This is especially critical in flat tappet cams as well.



Good Roller Lifter

Roller lifters work well with the correct additive package and oil. Proper valve lash is also critical.



Benefits of ZINC Technology

Each product offered in the Lucas Racing Engine Oil line employs a unique combination of chemical components. That's why this catalog lists so many different styles of engine oil. Of the many important components of a motor oil's additive package, one plays a pivotal role, a class of compounds often abbreviated as "ZINC" or "ZDDP." This material actually bonds to the surface of the metal under high pressure and by doing so enhances the base oil's anti-wear characteristics. All of this must be carefully blended when the additive package is created, which is why pour-in

ZDDP additives are not as successful as additives blended at the source. Lucas scientifically controls the point at which the ZINC Technology is applied, introducing just the right amount of additive to protect your engine because excessive ZINC and phosphate levels can do more harm than good. That's why each custom-blended Lucas Racing product is specifically designed for its intended application – and to help you not only maintain your precious investment – but create an environment that allows your engine to do its job. You can't ask for more than that.

ZDDP

ZINC dialkyldithiophosphate, (ZDDP for short or sometimes even just "ZINC") are a family of multi-functional additives that provide anti-wear, oxidation inhibition and corrosion protection. In recent years the level of phosphorus in passenger car motor oils (PCMO) has been limited by the American Petroleum Institute (API) and the International Lubricants Standardization and Approval Committee (ILSAC). This is due to the tendency of phosphorus to interfere with the function of catalytic converters. One will hear of phosphorus referred to as a "catalyst poison." A small amount of motor oil is inevitably burned by the engine and this is how phosphorus contaminates the catalyst in the converter. As the engine ages more oil tends to be burned, accelerating this process, shortening the useful life of the catalytic converter.

Oil blenders, recognizing the unique value of ZDDP, have strenuously argued against lowering the limits further. Racers and car hobbyists have long recognized the value of motor oils that have high ZDDP concentrations, especially in protecting the camshafts of older cars that do not use roller bearing followers. In these engines there is a great deal of sliding friction as the lobes of the camshafts push down on the tappets/followers of the valve train. Oils high in ZDDP are very useful in extending the life of the camshafts and associated valve linkages. ZDDP works by forming a sacrificial film between moving metal parts that is continually formed and continually stripped away through friction. This film formation also figures in the corrosion inhibiting function of ZDDP. Reducing ZDDP from oil often involves replacing ZDDP with three new additives for each of the three functions ZDDP serves.

ZINC vs. Detergent

Detergents and Dispersants

Combustion in the engine results in the formation, not just of heat and power, along with carbon dioxide, water and other gases, but also carbonaceous, sooty compounds as well as weak organic acids. Detergents are alkaline additives that neutralize these weak acids and bind to them, helping to keep them suspended in the oil and not agglomerate to thicken the oil or form lacquers on metal parts. Detergents are often the calcium or magnesium salts of organic acids themselves and are frequently "over-based" meaning that they have additional basic content beyond the simple organometallic salts to neutralize additional acidic byproducts of combustion. They're relatively small molecules. Detergents often have a dual function of cleaning and inhibiting corrosion.

Dispersants serve a similar function to detergents, but they are generally far less alkaline and are larger, polymeric molecules whose function has more to do with dispersing and holding contaminants in solution and suspension than in neutralizing them.

Engine oils of all types, whether for passenger cars or race cars, need a balance of components. High levels of ZDDP without sufficient detergents and dispersants can actually lead to gum and sludge formation. Racing oils will have a different balance than passenger car oils, but they too need detergents and dispersants as well as anti-wear agents, extreme pressure lubricants, oxidation inhibitors and corrosion inhibitors.

ENGINE BREAK-IN OILS

The most critical moment in a new engine's life is the first 20 minutes of operation. New components are establishing initial wear-in, which is critical. Ensuring the engine has the proper lubricants to successfully survive this initial run-in requires a special lubricant package. Lucas Engine Break-In Oil is created with a specialized additive package that is unique for the break-in process. There is more required than just adding the proper level of ZINC and phosphate (ZDDP), which are crucial anti-wear agents.

Along with ZDDP, Lucas reduces the detergent level found in passenger car oil since high detergent levels are actually counter-productive to what ZDDP is intended to accomplish. However, a proper balance of these additives produces just the right amount of protection to allow your engine to make all the power you've built into it with superior ring seal, and especially that critical flat tappet lifter interface with the camshaft.

Lucas Engine Break-In oil also benefits roller cam engines as well. Once the engine has successfully passed its break-in procedure, a drain and refill with Lucas Engine oil will continue that protection that will maximize durability.



SAE 20W-50

Lucas SAE 20W-50 Break-In Oil is specifically formulated for engines with wider bearing clearances to ensure proper oil pressure during that initial run-in time. Combining sufficient viscosity with an excellent anti-wear package ensures excellent results, especially for flat tappet camshaft engines.

SAE 20W-50				
U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10635	10636	10638	10639



SAE 30

Lucas SAE 30 Break-In is the perfect blend of anti-wear additives and a standardized viscosity to ensure your engine is given every chance to optimize the break-in process. This reduced viscosity reduces the load on the oil pump drive for distributor-equipped engines.



SAE 30				
U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10630	10631	10633	10634

What is Viscosity?

All fluids have a thickness rating at a given temperature. Scientists and oil engineers refer to this resistance to flow as viscosity. Each engine oil is given a viscosity rating. Straight viscosity oil such as an SAE 30 rating means that this oil has a viscosity that makes it thicker than a SAE 20 at the same measuring temperature of 212 degrees F. To put that number into perspective, water has a viscosity rating of 1 at 70 degrees F. It is generally accepted that straight viscosity oils like an SAE 30 will characteristically be more viscous (thicker) at lower temperatures and less viscous (thinner) at oil temperatures above 212 degrees F.

Multi-viscosity oil such as a 10W-40, offer distinct advantages over straight weight oil. A multi-viscosity oil is specifically blended to be less viscous at lower temperatures as described by the first number 10. This first number is the viscosity rating tested at -22 degrees F. The W stands for the "Winter" and is used to differentiate the first viscosity rating from the second number. The number to the right of the "W" is the high temperature (212 degrees F) viscosity rating. Additives called viscosity index improvers (VI) are blended to actually increase the viscosity of the oil within ranges set by the SAE.

A distinct advantage of multi-viscosity oil is that it flows quickly and easily throughout the engine during cold start conditions at the precise time when increased wear is likely. In the case of a 5W-30 oil, when the engine is cold, the viscosity of the oil acts like SAE 5, which is thin and flows easily. Then as the engine warms and oil temperature increases, viscosity index improvers form to essentially increase the oil's resistance to flow – essentially making the oil thicker, much like a SAE 30 oil. The advantages are multiple. This effect can be applied to all types of oil either standard API oil as used in street cars or with race oil.

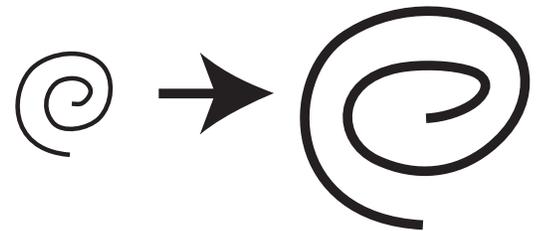
Viscosity Modifiers

- Polymer based oil additive – makes multi-grade oils possible
- "Shrink" under shear forces
- Shear forces in race engines are greater than in production engines
- Prone to permanent shear loss under extreme pressures
- Adds friction modifying and dispersant functions

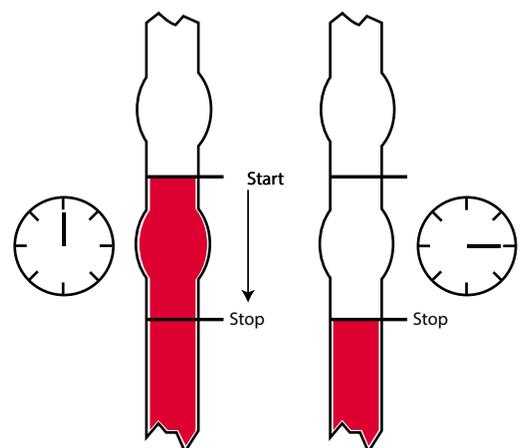
Viscosity Modifiers Expand with Temperature to Maintain Your Oil Pressure

@ Low Temp

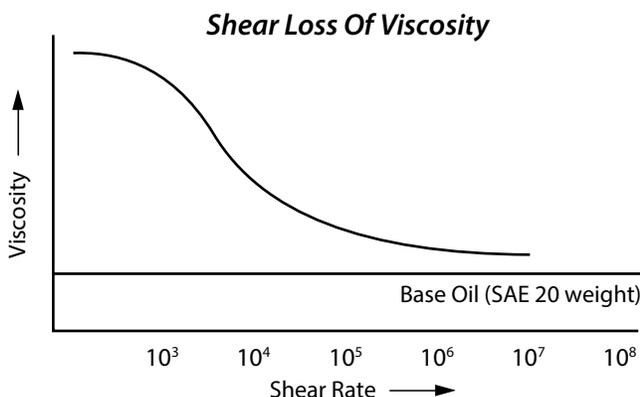
@ High Temp



Kinematic Viscosity Flow Test



The time it takes to drop from start to stop is measured in centistokes. The higher the number, the slower the flow. The lower the number, the faster the flow.



HIGH PERFORMANCE RACING ENGINE OILS

As racing engines become more specialized, Lucas has expanded its offerings to meet these more challenging demands with 13 different blends for engines ranging from Jr. Dragsters to Top Fuel. A performance engine is an expensive investment, so protecting it with the proper lubricants, is essential to extracting all the value built into your power plant. This wide selection falls under three categories of pure synthetics, semi-synthetic blends and petroleum-based oil packages in multiple viscosities.

The Synthetics are the class of the field with viscosities ranging from 5W-20 to 20W-50 with a maximum temperature/ viscosity range demanded by many late model engines like the supercharged Ford Modular, Chrysler and GM LS engines. The two most popular semi-synthetics are also covered with 10W-40 and 20W-50 for engines that don't demand the performance of a pure synthetic.

Lucas also has perhaps the widest selection of specialized oil for extreme competition engines running methanol and even a Blue Thunder oil for those cackling nitromethane-fueled engines. Whatever your competition lubrication demands are, Lucas has oil specifically designed to meet your requirements.

KEY BENEFITS

- High ZINC fortified
- Stands up to higher oil temperatures for longer oil life and less metal fatigue
- Higher lubricity for faster acceleration
- Protects against oil cavitation (foaming); a must for high RPM Engines
- Perfect for flat tappet cams
- Less drag for *more* horsepower
- Compatible with methanol or racing gas

Synthetic Racing Oils

Synthetic SAE 5W-20

This is in when it comes to making normally aspirated power. Lucas Synthetic SAE 5W-20 is intended for competition engines selectively built with tighter bearing clearances that can take full advantage of this low viscosity oil's ability to maintain that essential lubrication boundary layer that prevents metal-to-metal contact. Full synthetics are also much more thermally efficient which means, this oil has greater capacity to transfer heat away from areas such as rod or main bearings and the lifter-camshaft interface. Lower viscosity oils also reduce parasitic pumping horsepower loss often associated with higher viscosity lubricants.

TYPICAL USE: Circle Track, NASCAR, Drag Racing, Road Course Racing



Synthetic SAE 5W-20				
U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10883	10884	10944	10948

Synthetic SAE 5W-30



This multi-viscosity synthetic maintains the excellent low-temperature flow properties of a low viscosity oil to give your engine excellent cold start wear resistance. But once the oil temperature reaches competition levels, viscosity index improvers do their job to produce a stable, high-temperature viscosity that protects vital engine components subjected to extreme engine RPM and load. This lubricant is intended for circle track and drag race engines with normal bearing clearances. For use in professional race series with 500+ miles between oil changes.

TYPICAL USE: **Circle Track, NASCAR, Drag Racing, Road Course Racing**

Synthetic SAE 5W-30				
U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10885	10886	10945	10949

Synthetic SAE 10W-40



The next step up in viscosity is the Lucas Synthetic 10W-40. Standard internal engine clearances demand higher viscosity oil that carefully balances wear protection with the ability to withstand the high shear situations present with wider clearances. Synthetic Racing Engine Oil's additive package combines ZINC Technology with improved high-shear stability to offer an outstanding engine oil performance envelope that maintains its performance characteristics longer than mineral-based oils. Especially for bracket racers, this means the oil will perform at its peak longer, reducing your cost-per-run, making it less expensive to race.

TYPICAL USE: **Circle Track, Drag Racing, Bracket Racing**

Synthetic SAE 10W-40				
U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10942	10911	10912	10950

Synthetic SAE 20W-50



**World's fastest motor oil used in the 2012 Speed Demon run at Bonneville, 462 mph.*

Race engines, especially nitrous and turbocharged engines, demand a lubricant that will withstand the punishment of high specific output combined with the abuse of high RPM. Lucas Synthetic 20W-50 combines synthetic base oil with selected anti-wear agents and friction modifiers, containing ZINC, phosphorus and molybdenum to run cooler and longer for improved power and performance. Pour it in and pour on the power!

TYPICAL USE: Circle Track, Drag Racing excellent with large cubic inch Nitrous oxide engines, Baja Trophy Trucks with over 850 HP. Harsh race conditions with 500 mile intervals.

Synthetic SAE 20W-50				
U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10615	10616	10618	10619

Jr. Dragster Synthetic SAE 5W-20



Lucas Synthetic 5W-20 Jr. Dragster Oil was developed for high RPM naturally aspirated gasoline and alcohol engines in Jr. Dragsters, Go Karts, and Quarter Midgets. It is also excellent for use in Outlaw 330 alcohol engines. Contains a high level of ZINC and phosphorus to protect cylinder walls, cams and lifters in splash only oil systems.

Jr. Dragster Syn SAE 5W-20		
U.S. Measure	15 Ounces	5 Quarts
Product Number	10380	10471

TYPICAL USE: NHRA Junior Dragster Bracket and 330 Classes

Blue Thunder Synthetic 70



Nothing abuses engine oil more than an NHRA Top Fuel or Top Fuel Hydro engine making 8,000 horsepower. At nearly 1:1 air-fuel ratios, these monsters pump massive quantities of liquid nitromethane into the combustion chambers, which means a portion of that fuel inevitably ends up in the oil. Lucas Blue Thunder Synthetic 70 combines its high-quality base oil package with a severe-duty additive package that protects bearing surfaces while maintaining the difficult job of lubricity under incredibly high unit loading pressures. Blue Thunder is one oil that can take it.

Blue Thunder Synthetic 70		
U.S. Measure	5 Gal. Pail	55 Gal. Drum
Product Number	10840	10841

TYPICAL USE: NHRA Top Fuel, Drag Boats

Semi-Synthetic Racing Oils

Semi-synthetics blend the best of both worlds to create an excellent combination of protection and power with an eye toward the budget. This blend guarantees lower oil temperatures through a high-tech blend of new ZINC technology that should be required use on all high performance flat tappet cam engines. Semi-synthetic is also compatible with all fuels, including E85 and methanol and with its higher lubricity offers outstanding benefits like quicker acceleration rates. In addition to increased thermal stability, semi-synthetics also offer reduced cavitation which improves oil pump performance.

Semi-Synthetic SAE 10W-40

There are many opportunities in circle track and drag racing for a multi-viscosity semi-synthetic oil that offers many of the advantages of a synthetic at a more budget-conscious price. This Semi-Synthetic is an excellent choice for either endurance type racing or drag racing where a slightly less viscous lubricant might be worth a little extra power.

TYPICAL USE: Circle Track, Drag Racing excellent with large cubic inch Nitrous oxide engines



Semi-Synthetic SAE 10W-40				
U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10943	10913	10914	10951

Semi-Synthetic SAE 20W-50

Big power also means higher cylinder pressure and increased load on critical engine components. The key to preventing dangerous metal-to-metal wear often comes down to viscosity. It's common knowledge that as oil temperature increases, viscosity decreases. The best way to combat this issue is a higher viscosity, thermally stable engine oil that can perform consistently at these elevated requirements. Fortified with ZINC Technology and bolstered with the Lucas Semi-Synthetic additive blend, this 20W-50 can get the job done.

TYPICAL USE: Circle Track, Sprint Cars, Midgets, Drag Racing



Semi-Synthetic SAE 20W-50				
U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10306	10378	10604	10310

Conventional Racing Oils

The “PLUS” is for the extra additives above and beyond those found in ordinary racing oils. These true high performance lubricants were developed especially for top fuel and top alcohol engines.

These products contain special Lucas additives that resist fuel dilution like no other oil possibly can. Just like our other high performance oils, these racing oils contain moly and friction modifiers. More importantly, the PLUS formula resists squeezing out of the bearings under heavy load.

KEY BENEFITS

- Fortified with extra ZINC for severe racing applications
- Resists breakdown and contamination from exotic fuels such as nitro and methanol
- Resists thinning out at high crank-case temperatures

SAE 20W-50



This high viscosity, true racing oil is intended for high performance and race engines where a synthetic is not warranted. Reformulated with a new ZINC formula, this oil increases high unit loading protection that is critical for flat tappet camshaft equipped engines. This oil is perfect for pre-emission control street engines and race engines and is completely compatible with all fuels including E85, methanol and nitromethane. If you're looking for an oil that will improve power, protection and cooling, you've found your oil.

TYPICAL USE: **Circle Track, Drag Racing, Bracket Racing**

SAE 20W-50				
U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10620	10621	10623	10624

SAE 50 PLUS



This may be “in” with race series where fractional power improvements can be crucial. The first victim of fuel dilution is viscosity so Lucas PLUS adds dispersants along with enhanced ZINC levels to minimize the effects of fuel dilution on engine component wear. At the extreme ends of drag racing where the Top Sportsman cars live, something as basic as sufficient oil pressure from a quality Lucas oil can make the difference so you can be ready when the call goes out for the next round.

TYPICAL USE: **NHRA Top Fuel, Drag Boat Racing, Tractor Pulling**

SAE 50 PLUS			
U.S. Measure	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10347	10095	10107



60 PLUS

Using the stair step approach, Lucas 60 PLUS not only adds viscosity over 50 PLUS but has the ability to maintain that viscosity under high load. Adding to the PLUS category, 60 PLUS also can withstand excessive fuel dilution that could cripple lesser lubricants. ZINC levels for this oil family is in the range of 3,900 ppm.

TYPICAL USE: **NHRA Top Alcohol, Drag Boats, Tractor Pulling**

60 PLUS			
U.S. Measure	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10910	10697	10696



70 PLUS

At the top of the Lucas PLUS Racing Oil viscosity ladder is 70 PLUS with a more robust ZINC package measuring over 5,000 ppm for those radical applications where fuel dilution is an issue. Raw fuel, especially methanol, acts like a solvent that dilutes anti-wear additives. Reduced engine wear makes engine builders look like heroes.

TYPICAL USE: **NHRA Top Alcohol, Top Fuel, Tractor Pulling**

70 PLUS			
U.S. Measure	5 Quarts	5 Gal. Pail	55 Gal. Drum
Product Number	10348	10266	10268

Special Order Racing Engine Oils

Available upon request in 5 Gallon Pails

- **Synthetic 0W-2** | Part # 10808
- **Synthetic 0W-5** | Part # 10601
- **Synthetic 0W-10** | Part # 10602
- **Synthetic 0W-20** | Part # 10603
- **Synthetic 0W-30** | Part # 10608
- **Synthetic 5W-50** | Part # 10958

RACING SUSPENSION FLUID

S1 & S2 Suspension Fluids

Lucas Suspension Fluids were originally designed to optimize a consistent rebound range for IndyCar shocks. A shock fluid, above all, must be thermally stable to minimize viscosity swings that will directly affect valve tuning. After multiple open wheel wins, these fluids have proven equally superior in a broad array of other forms of racing including motocross, motorcycle road racing and all the way to NASCAR and off road trucks where shocks that can survive the heat, often are the winning difference.

KEY BENEFITS

- Superior dampening
- Controls heat
- Lower operating temperatures
- Excellent thermal stability
- Contains special anti-wear and lubricity agents
- Excellent for high performance and heavy-duty applications



S1 — 2.5WT Shock Oil

U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail
Product Number	10488	10548	10550



S2 — 5WT Shock Oil

U.S. Measure	1 Quart	5 Quarts	5 Gal. Pail
Product Number	10489	10552	10554

L9, L10 & L11 Racing Gear Oils

As horsepower and torque output escalate, this places greater loads on transmissions and rear gears. Higher speeds automatically increase thermal loads while demanding greater protection from lubricants. Lucas Gear Oils are offered in three specialized viscosities tuned to withstand the extreme shear loads that are present in both manual transmissions and rear axle assemblies. Lucas offers gear oil specifically formulated for specialized applications ranging from high-winding IndyCars to high-powered off-road trophy trucks to the extreme shock loads of Top Fuel. The L-series gear oils feature lightweight viscosities specially blended for road racing and closed-course use in three different blends depending upon your requirements. All three viscosities are designed to be thermally stable and use the latest additive package technology that offers improved heat transfer characteristics. All of this contributes to improving gear and bearing life even in the most severe applications.



L9 Gear Oil – 7.5 WT

Thermal stability for gear oil is of primary concern in order to maintain film strength and lubricity. L9 offers superior protection for the entire drivetrain. In addition, its synthetic base offers excellent heat transfer characteristics which helps to keep the temperature lower than less sophisticated lubricants.



L10 Gear Oil – 5 WT

The highly-refined synthetic base stock in all of Lucas' gear oils offer excellent lubrication and protection even with lower viscosity. Lucas developed its own gearbox test facility and worked closely with a major IndyCar team during this gear oil's development. Intended for circle track, NASCAR qualifying, and Pro Stock applications where hundredths of a second really matter.



L11 Gear Oil – 2.5 WT

Track-tested on superspeedways, this transmission lube is the lightest of the L-series lubes intended to reduce parasitic loss through the powertrain. The key to lightweight gear oil is to maintain lubricity and minimize wear while reducing parasitic power loss compared to a highly viscous fluid. Perfect for drag racing and qualifying where every ounce of power is essential. This lightweight synthetic is a lubricant that can get you to the finish line.

	L9	L10	L11
U.S. Measure	1 Quart	5 Gal. Pail	5 Gal. Pail
Product Number	10456	10458	10540

SAE 140 & 250 Racing Gear Oil

Synthetic SAE 140 and 250 Gear Oils are designed for high horsepower, high torque conditions. Made from the highest quality heavy synthetic base oils, Lucas Racing Gear Oils contain a proprietary package of additives and extreme pressure lubricants specially engineered for shear stability and the demands of severe racing conditions. This synthetic formulation provides a barrier cushion between metal surfaces. It absorbs impact by creating a barrier coating on gear surfaces for the critical line of protection against wear, pitting and scoring. These oils are long lasting and perfect for any heavy duty application.

KEY BENEFITS

- Reduced oil temps in all differentials
- Excellent thermal and shear stability
- Extends component life

Synthetic SAE 140

This gear lube is perfect for any high traction, high power and load applications where high gear tooth loads are commonplace. Shear strength, which is the oil's ability to withstand the sliding motion of gear teeth, is vital to preventing wear. Applications include Pro 2, Pro 4, Prolite, Class 7/6 and 7200 categories where longevity and superior performance in the face of extreme temperatures is a key requirement.



Synthetic SAE 140		
U.S. Measure	5 Quarts	5 Gal. Pail
Product Number	10431	10433

TYPICAL USE: **NHRA Top Fuel, Top Alcohol, Off Road Short Course**

Synthetic SAE 250

Developed specifically for off-road trophy trucks and desert racers, this gear oil offers excellent thermal stability necessary to control heat in desert racing applications. Created from high quality synthetic base oil stock, the additive package produces a reduction in overall temperature due to improved heat transfer characteristics, which increases life expectancy for bearings and gears. This gear oil is perfect for both trophy trucks and truck pulling applications where massive torque demands the utmost in wear protection. With its synthetic base stock and additives, this gear oil is perfect for a wide range of high load applications.



Synthetic SAE 250		
U.S. Measure	5 Quarts	5 Gal. Pail
Product Number	10646	10648

TYPICAL USE: **Trophy Truck, Heavy Shock and Extreme Loads and Long Duration Racing**

Trans & Diff Gear Oils



Heavy Duty Gear Oils

COOLS & QUIETS. Lucas Heavy Duty Gear Oils are blended with an extra additive package, over and above the normal gear oil additives. With these products, you can expect longer oil life, lower oil temperatures, longer component life, fewer seal leaks and LESS NOISE. This is what gear oil was meant to be.

SAE 80W-90				
U.S. Measure	1 Quart	1 Gallon	5 Gal. Pail	55 Gal. Drum
Product Number	10043	10046	10066	10069
SAE 85W-140				
U.S. Measure	1 Quart	1 Gallon	5 Gal. Pail	55 Gal. Drum
Product Number	10042	10045	10061	10064

Pure Synthetic Gear Oils

COOLS & QUIETS. Lucas Pure Synthetic Gear Oils are super-slick, long lasting lubricants designed especially for heavy duty or high performance applications where regular gear lubricants just aren't good enough. They contain a special additive package that increases lubricity and insures less gear noise and longer bearing life. Designed to stand up to high temperatures without losing its lubricity. Excellent for use in limited slip differentials.

Synthetic SAE 75W-90				
U.S. Measure	1 Quart	1 Gallon	5 Gal. Pail	55 Gal. Drum
Product Number	10047	10048	10072	10074
Synthetic SAE 75W-140				
U.S. Measure	1 Quart	1 Gallon	5 Gal. Pail	55 Gal. Drum
Product Number	10121	10122	10123	10139

AUTOMATIC TRANSMISSION FLUID

Semi-Synthetic Automatic Transmission Fluid 'Sure-Shift'

Drag racing puts extreme demands on automatic transmission fluid with high-stall torque converters and extreme line pressures. Lucas created Sure Shift ATF to meet those demands. Sure-Shift is formulated with a blend of petroleum oil and polyalphaolefin (PAO) synthetic base oil. It uses a high quality polyalkylmethacrylate (PAMA) type of viscosity modifier that provides for excellent fluidity at low temperatures and resists permanent shear thinning, a problem with many other ATF products. Sure-Shift has balanced frictional properties to insure smooth shifting and protect clutch packs from excessive wear. Sure-Shift resists foaming even under hard driving conditions.

TYPICAL USE: NHRA Drag Racing, Bracket Racing, Super Gas, Super Comp

KEY BENEFITS

- Smooth, precise shifting
- Extraordinary protection
- Prevents wear and tear
- Long lasting
- Consistency, a must in Bracket racing



Semi-Synthetic ATF Sure-Shift

U.S. Measure	1 Quart	5 Gal. Pail	55 Gal. Drum
Product Number	10052	10166	10055

Coming Soon

NEW! Extreme Type F Synthetic Transmission Fluid

TYPICAL USE: Drag Race High Horsepower Automatics, Power Glides and Turbo 400 Transmissions. Reduced oil temps in Off Road Racing, Trophy Trucks and Short Course.

Contact Lucas Oil Motorsports 1-800-342-2512 for more information or special ordering.



G3 Synthetic Racing Grease



With speeds increasing in all forms of racing, this means the suspension is now loaded harder than ever. This requires a suspension lubricant that can operate in a wide range of temperatures. G3 Synthetic Racing Grease is now fortified with NGLIDE, which is a Nano technology that works to widen its temperature range while also reducing friction. This specially-formulated racing grease has been track tested in a variety of vehicles from IndyCar, NASCAR, SCORE, and NHRA.

G3 Racing Grease	
U.S. Measure	14 Ounces
Product Number	10484

KEY BENEFITS

- Full synthetic
- Drop point 560°F
- Long lasting
- Timken Load – Carrying Capacity 60 lbs
- Extreme pressure characteristics
- Excellent high temperature stability
- Excellent cold temperature properties

Racing Assembly Grease



Lucas worked exclusively with Earnhardt-Childress Racing Engines (ECR) to develop this engine assembly grease. The purpose of an assembly lube is to provide startup protection for tight tolerance engine parts. Engines are often assembled and then stored for significant periods. This grease has excellent adhesion properties that allow it to remain in place indefinitely while also offering complete oil solubility. This grease was originally developed using extreme pressure (EP) lubricants for flat tappet engines in that critical interface between the lifter and the camshaft but this also makes it ideal for roller tappet engines as well. Subsequent development revealed Racing Assembly Grease to be an excellent assembly lubricant for automatic and manual transmissions, making it an indispensable addition to your toolbox.

Racing Assembly Grease		
U.S. Measure	5/8 Ounces	16 Ounces
Product Number	10921	10891

Extreme Pressure Valve Train Synthetic Grease

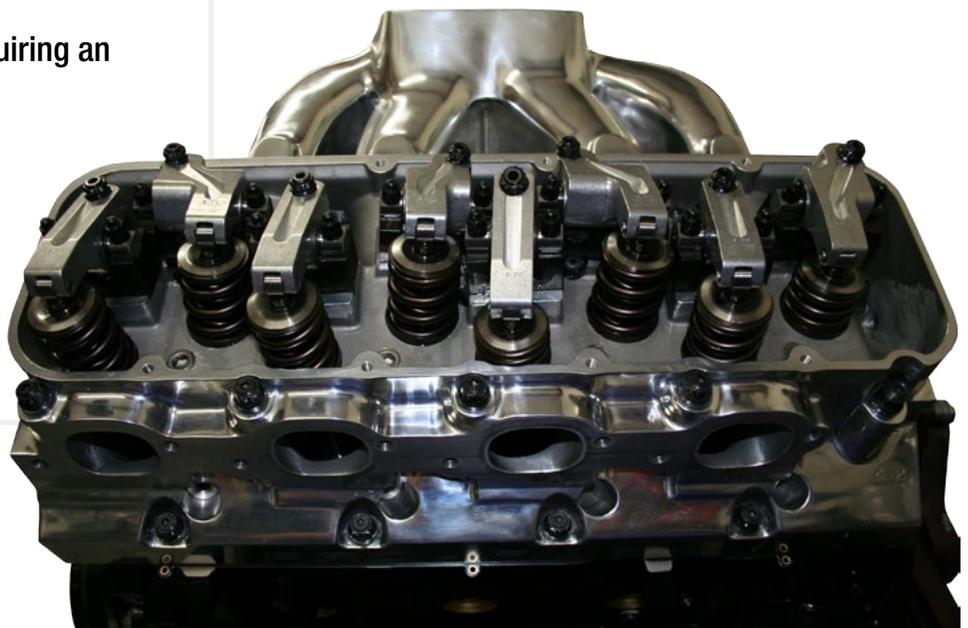


The highest unit loading pressure exerted on any engine components in a racing engine occur in the valve train. Especially when breaking in a new engine, the first few moments of engine operation are critical to help establish proper wear-in point on the engine. Areas such as between the lifter and the cam lobe face, the pushrod cup and pushrod in a rocker arm, and the rocker and valve stem tip all require a high pressure lubricant. Extreme Pressure Valve Train Synthetic Grease has excellent adhesion qualities that will maintain the lubricant on the component through those first few crucial engine cycles until the engine oil can assume control.

Valve Train Grease		
U.S. Measure	1 Ounce	4 Ounces
Product Number	10563	10578

KEY BENEFITS

- Greatly reduces friction on moving parts to prevent galling
- Excellent adhesion quality
- Excellent on all surfaces requiring an extreme pressure lubricant
- Perfect for assembly lube on rod bolts
- Protects pushrod ends on initial start up
- Essential for roller lifters, rockers, pushrods and camshafts



SNOWMOBILE 2-CYCLE OIL

Snowmobiles offer a unique performance challenge. In most cases, heat is the enemy of lubrication. But with a snowmobile, the cold can be the biggest hurdle. Lucas has developed an excellent Synthetic Snowmobile 2-Cycle Oil that readily mixes with gasoline even in the coldest temperatures with a pour point of -60°F . That means that even at this extreme temperature, when lesser lubricants become solid, this synthetic oil will not fall out of suspension in the fuel. This low-ash lubricant will protect your engine in the most extreme conditions. This exclusive formulation of detergents, lubricants, and dispersants will perform under all conditions. This oil can also be used in any 2-cycle engine. It can take the heat, even in the coldest conditions.



Syn Snowmobile 2-Cycle Oil		
U.S. Measure	1 Quart	1 Gallon
Product Number	10835	10847



HOT ROD & CLASSIC OILS

Hot rods and classic cars are specialized machines that demand custom-blended engine oil targeted at your engines' specific needs. These older engines require a higher level of ZINC and phosphorous protection that you can't find in big-box store oils. Lucas Hot Rod & Classic Oils are specially formulated with the ideal combination of ZINC

and phosphorous that will protect your engine while still delivering a higher level of detergent and anti-corrosion additives necessary for a daily-driven street engine. Lucas Hot Rod & Classic Oil is offered in three popular viscosities so you can choose the lubricant that is best for your engine.



SAE 10W-30 Hot Rod Oil

Hot rod or classic muscle car engines throw back to the days of flat tappet camshafts that have that sound like no other. But those lifters also need special protection with a high-strength blend of ZINC and phosphorous (ZDDP) additives combined with a street-oriented additive package that is different from straight racing oils. Lucas SAE 10W-30 offers that custom-blended package in a street-oriented viscosity that's perfect for any hot rod, show or muscle car.

SAE 10W-30 Hot Rod Oil		
U.S. Measure	1 Quart	5 Quarts
Product Number	10687	10679



SAE 10W-40 Hot Rod Oil

This slightly more viscous multi-weight oil is intended for muscle car and strong street-driven performance cars looking for a slightly more robust oil that can be driven on the street and abused at the track, and still provide all the protection you need for your performance engine.

SAE 10W-40 Hot Rod Oil		
U.S. Measure	1 Quart	5 Quarts
Product Number	10688	10683



SAE 20W-50 Hot Rod Oil

Old school performance engines are often built with wider clearances that demand higher viscosity oil to provide a sufficient hydrodynamic oil barrier to support the crankshaft as it spins in the bearings. Lucas SAE 20W-50 provides that viscosity protection along with the same customized additive package. In this case, the whole of this additive package is much greater than the sum of its parts.

SAE 20W-50 Hot Rod Oil		
U.S. Measure	1 Quart	5 Quarts
Product Number	10689	10684



APPEARANCE PRODUCTS

ATTENTION: Do not use any Slick Mist® products on floors, vehicle controls (pedals, grips, steering wheels), motorcycle seats or tires, bicycle seats or tires, brake drums and any other surfaces where slipperiness may be hazardous. SHAKE WELL BEFORE USING.



Slick Mist® Speed Wax

Slick Mist® Speed Wax is a fast and easy wax that is great for shining cars, motorcycles, ATV's, trucks, boats and airplanes. It helps keep mud, bugs and tar from sticking to your vehicle. It can be easily used in direct sunshine and on wet or dry surfaces. It will not harm leather, rubber, plastic or aluminum surfaces. Great for a quick showroom shine between washes.

SHAKE WELL.

Speed Wax		
U.S. Measure	2 Ounces	24 Ounces
Product Number	10161	10160



Slick Mist® Interior Detailer

Slick Mist® Interior Detailer is a water based, pH neutral product that restores interiors to look like new. It can be used on rubber, plastic, leather and vinyl. This unique formula is applied easily and does not leave a heavy oil residue. It contains UV additives to prevent cracking and fading caused by direct sunlight and has a pleasant bubble gum smell.

SHAKE WELL.

Interior Detailer	
U.S. Measure	24 Ounces
Product Number	10514



Slick Mist® Tire & Trim Shine

Slick Mist® Tire & Trim Shine is a water based, pH neutral product that restores tires, bumpers and trim to look like new. It can be used on rubber, plastic, leather and vinyl. This unique formula is applied easily and does not leave a heavy oil residue. It contains UV additives to prevent fading caused by direct sunlight and has a pleasant citrus smell.

SHAKE WELL.

Tire & Trim Shine	
U.S. Measure	24 Ounces
Product Number	10513

PERFORMANCE ADDITIVES

There are many times when high performance demands just a little something extra. The Lucas line of Performance Additives offers either a little additional protection or perhaps just a little more security. Safeguard and Octane Booster offer protection and performance advantages for common pump gasoline. Assembly Lube is far better than straight oil when assembling that performance engine along with either a heavy duty or synthetic oil stabilizer. As the performance world becomes more specialized, Lucas will be there to help you make the most of your engine.

Heavy Duty Oil Stabilizer

Lucas Heavy Duty Oil Stabilizer is the #1 heavy duty and high performance oil supplement in the world. It eliminates dry starts and resists thermal breakdown for total protection in new engines. It stops smoking, knocking and oil consumption in worn engines. It raises oil pressure, adds lubricity, lowers oil temperatures and stops leaks. It also extends oil life by at least 50%. Use it in any manual transmission or differential to stop wear, leaks, heat, noise and hard shifting. This product safely blends with all petroleum products, even synthetics. Lucas Heavy Duty Oil Stabilizer will not void new car warranties.



Heavy Duty Oil Stabilizer					
U.S. Measure	1 Quart	1 Gallon	5 Gal. Pail	16 Gal. Keg	55 Gal. Drum
Product Number	10001	10002	10015	10085	10091

Pure Synthetic Oil Stabilizer

Lucas Pure Synthetic Oil Stabilizer is perfect for use in new equipment that requires synthetic oils or any equipment that needs enhanced performance. It's the perfect addition to race cars, new cars and four-cylinder cars. Controls heat and wear in motorcycles, air-cooled engines and all drive-train components. This product greatly reduces friction, improving vehicle performance and fuel economy.



Pure Synthetic Oil Stabilizer					
U.S. Measure	1 Quart	1 Gallon	5 Gal. Pail	16 Gal. Keg	55 Gal. Drum
Product Number	10130	10131	10132	10133	10134



Assembly Lube

Lucas Assembly Lube is designed to be used as an initial lubricant for metal surfaces. It mixes with any oil and will not plug filters. This product clings to all surfaces and is an excellent rust inhibitor, allowing long-term storage for all parts. It's useful wherever tension or torque is applied.

Assembly Lube				
U.S. Measure	4 Ounces	8 Ounces	5 Gal. Pail	55 Gal. Drum
Product Number	10152	10153	10390	10559



Octane Booster

Octane is what prevents destructive pre-detonation. Lucas Octane Booster has been tested and proven to deliver three times the increase in octane number than most other brands. It's safe for turbos, oxygen sensors, and catalytic converters. This product stops knocks and can improve MPG in high compression engines. It is

safe for any gasoline engine.

Not recommended for use in 2-cycle engines.

Octane Booster			
U.S. Measure	2 Ounces	5.25 Ounces	15 Ounces
Product Number	10725	10930	10026



Super Coolant

Lucas Super Coolant has been scientifically formulated to provide the ultimate protection in automotive and racing cooling systems. It protects the entire system from rust, corrosion and electrolysis including aluminum and has been proven to reduce coolant temperatures up to 20°F. This unique formula prevents deposits that

can cause overheating. Lower cylinder head temperatures means advanced ignition time and more horsepower. MOLYBDATE FREE FORMULA.

Super Coolant	
U.S. Measure	16 Ounces
Product Number	10640



TB Zinc-Plus Engine Break-In Additive

Lucas TB Zinc-Plus Engine Break-In Oil Additive is specially formulated with ZDDP to protect camshaft lifters and valve train during break-in period of motor. Extreme pressure additives enhance protection in any engine. Excellent for flat tappet camshafts during break-in or as an additive to any motor oil to

prevent premature wear. Use with every oil change to increase the ZINC content of your motor oil.

TB Zinc-Plus		
U.S. Measure	16 Ounces	55 Gal. Drum
Product Number	10063	10472

ENGINE BUILDER UTILITIES

Any good mechanic's tool box has more than just wrenches and power tools. Close at hand is another cabinet brimming with useful chemicals that make the job easier. Lucas offers the best in cleaners and spray lubes that are almost like a helping hand when you need it the most. That assistance is there with just the quick press of a button.

Brake Parts Cleaner Aerosol



Lucas Non-Chlorinated Brake Parts Cleaner is manufactured with the highest quality components to provide excellent performance without leaving any residue. It effectively removes brake fluid, grease, brake dust, and other contaminants from brake linings, pads, cylinders, springs and drums. Professional strength and powerful spray pattern improves performance of the product. For use on all ABS, disc and drum brakes. Quiets noise associated with excessive brake dust. Lucas Non-Chlorinated Brake Parts Cleaner is VOC compliant in all 50 states.

Brake Cleaner	
U.S. Measure	14 Ounces
Product Number	10906



Contact Cleaner Aerosol

Lucas Contact Cleaner aerosol is a unique blend of solvents, cleaning agents and propellants designed to remove oil, dirt and moisture from contact points in small electrical equipment, controls, ignition systems, motors, relays and thermostats. This non-conductive, non-chlorinated, CFC free, VOC compliant formula dries quickly and leaves no residue.

Contact Cleaner	
U.S. Measure	14 Ounces
Product Number	10799

Tool Box Buddy Aerosol



Our popular Tool Box Buddy penetrant and rust preventative has recently been made available in an aerosol package. This unique formula penetrates and loosens rusty parts, leaving a corrosion fighting film. Useful indoors and out to lubricate and eliminate squeaks. It resists the corrosive effects of water and moisture, even salt water. This handy aerosol sprays in any direction, even upside down. It is also sold in 2 ounce bottles and packaged in an attractive countertop display. It lubricates better, penetrates deeper and cuts rust faster than any other product. Excellent for locks, air tools, or anything exposed to moisture. Fits easily in any tool box. Excellent for household use. Does not contain harmful solvents.

Tool Box Buddy		
U.S. Measure	2 Ounces	11 Ounces
Product Number	10070	10392

Chain Lube Aerosol



Lucas Chain Lube is one of our newest products packaged in an aerosol can. It's formulated with unique Lucas additive chemistry that penetrates deeply into the pins and bushings of the chains and provides excellent rust and corrosion protection as well as outstanding water resistance. This product does not sling off and resists rust. It has been tested by professional motorcycle riders and can be used on all chain types. It sprays in any direction, even upside down and has a unique foam property. A great heavy duty product for overhead rails.

Chain Lube	
U.S. Measure	11 Ounces
Product Number	10393

Sprocket & Chain Lube



Designed for Go-Karts and other chain drives, Lucas Sprocket & Chain Lube is designed with a specific additive package to prolong the life of sprockets and chains. Fortified with "moly" and other dry film lubricants, you can expect less friction at high RPM's for less drag and longer component life. Water and heat resistant. It provides excellent anti-rust protection and resists slinging.

Sprocket & Chain Lube	
U.S. Measure	4 Ounces
Product Number	10525



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