

## Motor Oil Warning!!

Important message regarding "break-in" protection for all high performance flat-tappet hydraulic and solid lifter camshafts.

Not all motor oils are created equal. Unfortunately, when installing a high performance camshaft, just any oil will not give your new cam installation sufficient protection during the critical break-in period (the mating-in of virgin metal surfaces). This is because government regulators have mandated (as of January '04) the complete elimination of the critical anti-wear additive package (zinc/phosphorus) from all "SM" rated (street legal) motor oils to protect catalytic converters.

Isky recommends the use of only the following motor oils for maximum cam lobe and lifter protection **before** and **after** the break-in period because they are the only conventional mineral based oils available with generous levels of the zinc/phosphorous additive package:

- Brad Penn Penn-Grade 1 \*\*The very best of all in our opinion and the only oil refined from 100% Pennsylvania crude.
- Pennzoil "GTP" Racing Oil (Excellent- Do not confuse with regular grade of Pennzoil).
- Valvoline Racing Oil (Excellent- Do not confuse with regular grades of Valvoline or Valvoline VR-1).

\*\*Because we believe the Brad-Penn product (formerly known as Kendall GT-1) to be superior to all other oils, we have enclosed a product brochure for your convenience.

If you do not use one of the above oils, the next best approach is to supplement other common mineral based oils with EOS (Engine Oil Supplement) available from any GM Dealership. Ask for Part No. 1052367 (16 oz) bottle. It is mandatory to use the EOS for break-in and recommended for every oil change thereafter. The cost is about \$9.00 per bottle. EOS contains a generous amount of zinc and phosphorous and will give whatever other motor oil you may be using a boost in protection against premature cam failure.

### **\*\*Special Note Regarding Synthetic Oils\*\***

Please note, Isky does not recommend the use of synthetic oils with any flat-tappet camshaft- especially during break-in. If you must use synthetic oil after break-in there are only two brands we are comfortable recommending. They are Amzoil (Red) Racing Oil and Joe Gibbs Performance Racing Oil. Both contain zinc and phosphorous and will fare well AFTER break-in has been successfully completed. Other synthetics, especially those with very low viscosity index numbers (i.e. Ow-15, 5w-20 etc.) have very low film strength and are not designed for, nor should they be employed in any flat-tappet cam installation.

Even when you employ the correct oil, remember that camshafts receive no direct-pressurized lubrication to their cam lobes and therefore depend on the foggy mist or "splash" off the connecting rods for survival. Therefore when getting ready to start the motor up, remember to immediately rev to 2500 RPM and keep it there for the first 15-20 minutes of operation. Also, be sure the ignition is timed properly and fuel is in the carburetor bowl to avoid excessive cranking on the starter and pre-disposing your cam's installation to a high risk of premature wear.



**ED ISKENDERIAN RACING CAMS**

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