



PRECISION PERFORMANCE
SINCE 2002



TECHNICAL LIBRARY

ENGINE OIL QUICK REFERENCE

This instruction manual or bulletin is not intended to be substituted for proper judgement, or common sense. Always refer to the factory manual or to the information supplied by the manufacturer with your product for detailed information, assembly or installation instructions. All logos and trademarks used for product identification purposes only. Porsche® 911®, Boxster®, Cayman® are registered trademarks of Dr. Ing. H.c. F. Porsche AG. All logos and trademarks used for product identification purposes only. Porsche® 911®, Boxster®, Cayman® are registered trademarks of Dr. Ing. H.c. F. Porsche AG.

1 When in doubt, always refer to the manufacturer specifications and recommendations for lubricants and viscosities to be used.

2 In a pinch, motorcycle oils of the appropriate viscosity will be acceptable substitute for recommended oils.

- ▶ For new or rebuild engines, use 607-7177 or break-in specific oils only.

3 For a new or freshly rebuild engine, never use semi- or full- synthetic oil or any friction modified oil.

- ▶ Joe Gibbs break-in oil should be used the first 20-30 minutes for camshaft/lifter break-in with no load on the engine
 - For water-cooled engines, BR30 or BR40 should be used.
 - For air-cooled engines, BR40 or BR (15w50) should be used.
- ▶ Do not exceed oil temperature of 210F when using break-in oils.
- ▶ After initial 20-30 minutes, drain and fill with a conventional (non synthetic), non-friction modified oil such as Driven HR or 607-7177 HDDEO:
 - HR40 or 607-7177 for water-cooled engines
 - HR40, HR1, or 607-7177 for air-cooled engines
- ▶ This oil should be used for at least 1000 miles (or until the engine is properly broken in) before switching for a semi or full synthetic oil or any oil with friction modifiers such as moly.
 - Break in oil can be used but do not exceed the 200-400 miles on any fill as they are not designed for extended use.
 - Break in oils are not designed for track use.

4 After an engine has been properly broken in with at ideally 3000-5000 miles on the engine and rings are fully seated, a conventional oil is no longer required:

- ▶ Joe Gibbs HR oils can continue to be used if synthetic oil is not required in street applications.
- ▶ Joe Gibbs DT oils are full synthetic and are for street use only.
- ▶ Joe Gibbs XP oils are available in conventional and synthetic for track use.
- ▶ It is safe to switch back to a non-synthetic even if you have already run a synthetic product.
- ▶ Try not to mix different brands of oils.

5 For air-cooled engines on the street, in warmer climates:

- ▶ A 5w40 or 10w40 oil can be used up to 90F on the street.
- ▶ A 15w50 or 20w50 oil is recommended for track use even at temperatures below 90F with any air-cooled engine.
- ▶ Above 90F, a 15w50 or 20w50 oil should always be used.

6 For newer (water-cooled) Porsche vehicles after break-in period:

- ▶ Under factory warranty, use a MID-SAPS A40 Porsche approved lubricant. Do not use a LOW-SAPS or emissions system protection lubricant under any circumstances. Engines with direct injection should use a C40 Porsche approved lubricant.
- ▶ When no longer under warranty, Joe Gibbs DT40 is recommended for year round use for street only where an A40 oil is recommended; Driven DI40 is recommended where a C40 oils is recommended.
- ▶ Joe Gibbs XP9 10w40 oil is required for track use in place of A40 or C40 oils.

7 Normal drain intervals should not exceed 6 months or 5,000 miles.

8 Vehicles on severe schedules such as those that are driven on the track should have their oil change more frequently, not to exceed 10 hours runtime or 500 miles.

9 The oil filter should be changed every time you change the oil.

10 If using the LN Engineering spin on oil filter adapter, be sure to use the appropriate filter.

- ▶ We use and recommend the Napa Gold 1042 filter for street use.
- ▶ For track and for Accusump installations, use of a billet high flow filter is recommended.
- ▶ Vehicles fitted with the IMS Solution or 106-01.3 spin on filter adapter use a Napa Gold 1348 or 1068.
- ▶ 718 models with the 106-01.5 spin on filter adapter use a Napa Gold 7302.

11 Used oil analysis should be considered a tool to determine the health of your engine and proper drain intervals. Drain intervals can vary based on service life and the severity of duty your engine sees as well as the formulation of the motor oil you are using.

- ▶ Most racing oils intended for severe duty in high performance engines have less detergent, so their starting TBN, or total base number, is lower than these long life oils. So it is very important to do UOA to determine the proper drain intervals as well as to determine a baseline for the condition of your engine which will allow you to monitor the health of your engine.
- ▶ Vehicles subjected to very short drives or sustained operation in heavy traffic with lots of idling should indeed be serviced more often, just like a race car should.
- ▶ Regular used oil analysis is the best way to determine ideal drain intervals. We only recommend using SPEEDiagnostix for used oil testing.