INNOVATIONS IN LUBRICATION TECHNOLOGY

BORN FROM JOE GIBBS RACING

DRIVEN

DRIVEN TO WIN **RACING OIL**

RACING ■ STREET PERFORMANCE
HOT ROD ■ POWERSPORTS ■ MARINE

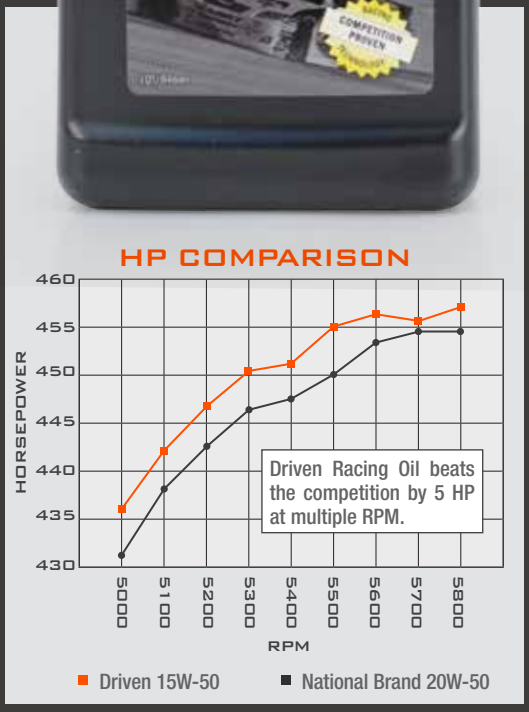
WWW.DRIVENRACINGOIL.COM

BORN FROM JOE GIBBS RACING.
DRIVEN TO WIN.

Competition drives innovation. The Driven Racing Oil brand was created to advance engine and driveline performance. Countless hours of testing and millions of dollars in R&D have gone into these products, and the results speak for themselves: 8 NASCAR Championships, 6 World of Outlaw Championships, and numerous championships in NHRA, SCORE, Grand-Am and USAC.

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 performance, protection and value. Over the last 10 years, Driven Racing Oils enabled Joe Gibbs Racing to win over 100 races in NASCAR competition.

Our innovations extend beyond the racetrack. Building from our race proven chemistry, Driven now offers specialty oils for collector cars, track day cars, street/strip vehicles, street rods, motorcycles and performance marine applications.



Whether you need gear oil for your race car or motor oil for your hot rod, put your trust in products 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

TABLE OF CONTENTS

TECHNICAL RESOURCES

Application Guide	20
Blending Information	13
Contact Us	25
Driven Racing Oil – What We Offer	2
Get More From Your Oil	4
Lifter Wear Test	2
More Than Motor Oil	16
mPAO Changes The Game	5
Race Oil Tech	24
System Approach	3
Viscosity Selection	13
Why Driven? – Bigger Cams Need Better Oil	2
Why Synthetic?	4
Why Use Hot Rod Oil?	8
Zinc Tech	3

Even more technical content available @ www.drivenracingoil.com

STREET PERFORMANCE

BR Break-In 15W-50	7
BR Break-In 30 5W-30	7

SYNTHETIC

LS30 5W-30	7
FR20 5W-20	7
DT40 5W-40	7

HOT ROD

BR Break-In 15W-50	9
BR Break-In 30 5W-30	9

PETROLEUM

HR1 15W-50	9
HR2 10W-30	9

SYNTHETIC

HR3 15W-50	9
HR4 10W-30	9

COMPETITION/RACE

BR Break-In 15W-50	11
BR Break-In 30 5W-30	11

SYNTHETIC

XP0 0W	10
XP1 5W-20	10
XP2 0W-20	10
XP3 10W-30	11
XP6 15W-50	11
XP9 10W-40	11
XP10 0W-10	11

SEMI-SYNTHETIC

XP5 20W-50	12
XP7 10W-40	12

PETROLEUM

XP4 15W-50	12
XP8 5W-30	12

SMALL ENGINES/POWERSPORTS

HD50 15W-50	14
KRT 0W-20	14
MX1 10W-30	14

SPECIALTY

MR50 15W-50	15
DT50 15W-50	15
DP40 5W-40	15

DRIVELINE

Break-In Gear Oil	17
Qualifying Gear Oil	17
Synthetic Gear Oil	17
Super Speedway Gear Oil	17
Manual Transmission Fluid	17
Power Steering Fluid	17

ADDITIONAL

Assembly Grease	18
EPC Chassis Grease	18
CSP – Coolant System Protector	19
HVL – High Viscosity Lubricant	19

CLEANERS/WAXES

Speed Clean Foaming Degreaser	18
Brake & Parts Cleaner	18
Race Wax	19

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WHY DRIVEN?

BIGGER CAMS NEED BETTER OIL

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. Here's the proof:

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 Driven HR4 show no visible wear while the lifters using the API SN and GM dexos 1 oils already show wear.

Even after 728 miles of competition at 9,000 RPM and over 500 lbs. open valve spring pressure, Joe Gibbs Racing's used NASCAR flat tappet lifters showed no visible wear.

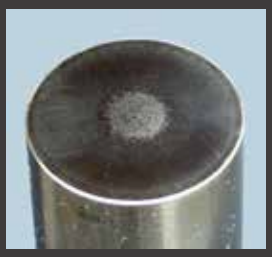
We built two identical engines, and broke in one engine using Driven BR Break-In Oil. The other engine used a different brand of break-in oil. Used oil samples were taken from each engine after break-in, and the used oil analysis revealed a 56% reduction in wear metal using Driven BR Break-In oil. Less 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 for protection, and the XP series of synthetic racing oils build off of that foundation to provide race proven protection. The HR series of high performance oils delivers cam protection for muscle cars. The new mPAO based oils for GM LS engines, Ford Modular engines, European sports car engines, air-cooled engines and marine engines utilize the same proprietary protection package as the HR series, so if you have one of these high performance engines, Driven Racing Oil has an oil to protect it.

Used oil analysis reveals that Driven BR Break-In Oil reduces wear during the break-in process. See the results of our wear metal test below.

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

GM DEXOS 1
SPEC OIL



API SN
SPEC OIL

DRIVEN
HR4

NASCAR LIFTERS
DRIVEN XP1

WHAT WE OFFER

Driven Racing Oils offers three main types of oil for street performance, hot rod, competition/race and small engine/powersport applications, as well as a line of specialty oils, driveline fluids, cleaners and much more.

- **Petroleum**
- **Semi-Synthetic**
- **Synthetic**

SYSTEM APPROACH

A SYSTEM APPROACH TO PROTECTION

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

The Driven Engine Assembly Lubes place “fast burn” anti-wear additives on the critical wear surfaces of your engine. Driven BR Break-In Oil provides high levels of “fast burn” Zinc additives and low levels of detergents to quickly establish a foundational anti-wear film throughout your engine. Building this anti-wear film in your engine provides a lower wear break-in and extends the life of engine parts.

The XP Series of synthetic racing oils adds race proven friction modifiers to lower engine temperatures and increase horsepower. The HR series of hot rod oils provide storage protection as well as flat tappet cam protection. Using a system approach to lubrication increases the level of protection and performance.

ZINC VS. DETERGENT

While the reduction of Zinc, Phosphorus and Sulfur in today’s motor oils is a significant change, there is more to the story. Specifically, the detergent additives used in modern oils have also changed. **Here are some key facts about Zinc and detergents and how they work.**

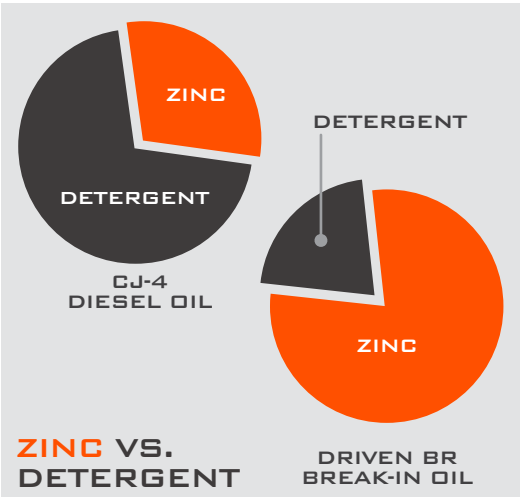
ALL ZINC IS NOT THE SAME

The oil additive Zinc Dialkyldithiophosphate (ZDDP) works because it is a polar molecule, so it is attracted to ferrous (containing iron) metal surfaces. ZDDP reacts under heat and load to create the 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. The Driven BR Break-In Oil uses a “fast burn” ZDDP that activates quickly.

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 “fix” a low Zinc (ZDDP) content oil.



WHY SYNTHETIC?

Oil does more than just reduce friction and wear. Oil 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.

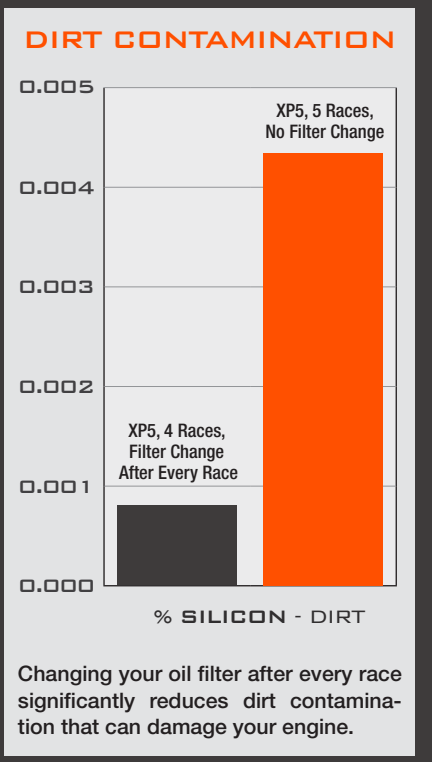
Also, the high temperatures on the valve springs, camshafts and pistons would cause conventional oils to break down much faster than synthetic oil. Conventional oils begin to break down at 240˚ F, but synthetic oils can handle up to 320˚ F before they begin to break down. The improved thermal stability 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 application, turn to page 13.

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 all machine failures are related to contamination, so keeping your oil system clean is 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.



Changing your oil filter after every race significantly reduces dirt contamination that can damage your engine.

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 XP9 over a five race period.

x 5

$47.92
(8 quarts & filter)

= **$239.60** (5 races)

+

$135.92
(8 quarts & filter, first race)

$16.99
(4 times,
once per race)

= **$203.88** (5 races)

mPAO Is A GAME CHANGER

And Your Engine's Performance & Durability Stand To Benefit

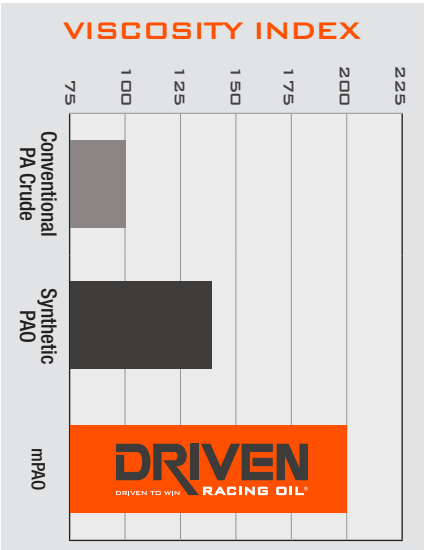
Driven Racing Oil has made a major technological leap by incorporating mPAO, the most innovative synthetic base oil available, into all of its engine oils

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 will impress anyone who understands the difference between pistons and petunias. 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 just plain works better.

DOUBLE THE VISCOSITY INDEX OF CONVENTIONAL BASE OILS

Consider that lubrication scientists use something called a "viscosity index" to compare the quality of different base oils. The index is based on Pennsylvania Crude, which is the highest quality conventional oil you can drill for. PA Crude has a viscosity index of 100. The very best synthetic base oil until now has been PAO, which is quite a bit better than any conventional 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 one-and-a-half horsepower with the new oil 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 automatically. Many motor oil manufacturers, if given the opportunity, would have created a brand-new product using mPAO and given it an ultra-premium price to match its performance. But Driven, which currently is the only company with access to this next-generation technology, has chosen to use it everywhere it can at no additional cost to its customers.



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

RACE PROVEN NASCAR LEVEL TECHNOLOGY FOR YOUR ENGINE

Winning championships at the highest levels 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.

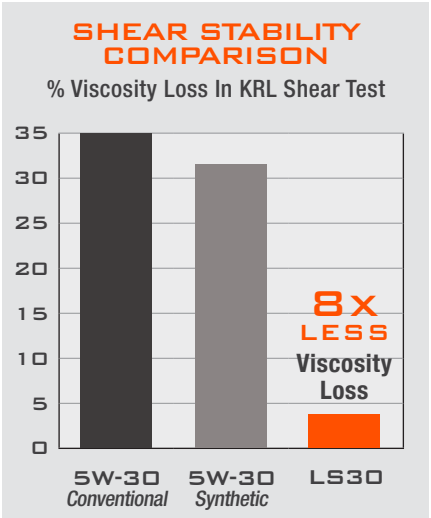
STREET PERFORMANCE

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 around, 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 (ZDP) deliver proper anti-wear protection for high output engines and flat tappet camshafts.
- **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.



BR BREAK-IN OIL

Recommended by multiple cam manufacturers, this petroleum oil provides high levels of Zinc and Phosphorus for flat tappet engines, and the additive package promotes ring seal. 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

BR BREAK-IN OIL 30

The same high Zinc and Phosphorus formula as our original break-in oil, now in an SAE 5W-30 viscosity for 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

SYNTHETIC

LS30

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 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 and supercharged LS performance engines. **Viscosity typical of 5W-30.**

Qt. Bottle	02906	Case of (12) Qts.	02907

FR20

Designed for high performance Ford Modular engines, FR20 reduces oil consumption by limiting oil vaporization and foaming. It utilizes advanced mPAO synthetic base oils to provide high temperature and high shear protection for Ford Modular based engines with and without variable valve timing. FR20 delivers industry leading shear stability and HTHS bearing oil film thickness. Ideal for modular crate and supercharged Ford Modular performance engines. **Viscosity typical of 5W-20.**

Qt. Bottle	03006	Case of (12) Qts.	03007

DT40

DT40 utilizes advanced synthetic base oils to provide high temperature and high shear protection for water-cooled, 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. **Viscosity typical of 5W-40.**

Qt. Bottle	02406	Case of (12) Qts.	02407

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 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 racers 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 played 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.

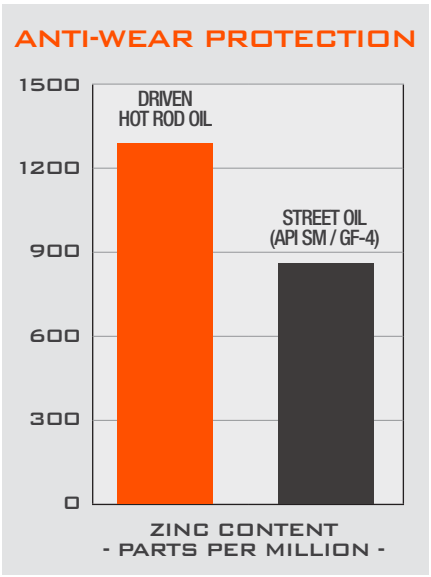
As stated in the book Lubrication Fundamentals,"In heavily loaded applications, flat tappet cam followers operate on partial oil films at least part of the time. Lubricants with anti-wear additives are necessary if rapid wear and surface distress are to be avoided. The oil additive Zinc Dithiophosphate 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 surface 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, Driven Hot Rod Oil protects your engine from excessive cold start wear. 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.



BR BREAK-IN OIL

Recommended by multiple cam manufacturers, this petroleum oil provides high levels of Zinc and Phosphorus for flat tappet engines, and the additive package promotes ring seal. 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

BR BREAK-IN OIL 30

The same high Zinc and Phosphorus formula as our original break-in oil, now in an SAE 5W-30 viscosity for 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

FORTIFIED WITH
ZINC
FOR FLAT TAPPET PROTECTION

PETROLEUM

HR1

Perfect for big block muscle cars, blown street rods and for engines with original seals. Good for loose bearing clearances. **Viscosity typical of 15W-50.**

Qt. Bottle	02106
Case of (12) Qts.	02107

HR2

Great for small block street cruisers and crate motors. 10W Multi-grade formula provides excellent start-up protection. **Viscosity typical of 10W-30.**

Qt. Bottle	02006
Case of (12) Qts.	02007

SYNTHETIC

HR3

Excellent protection for big blocks and looser clearance engines. Ideal for long stroke and/or high compression engines. **Viscosity typical of 15W-50.**

Qt. Bottle	01606
Case of (12) Qts.	01607

HR4

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. **Viscosity typical of 10W-30.**

Qt. Bottle	01506
Case of (12) Qts.	01507

COMPETITION/RACE

For more information on your specific racing type & the best oil for your application, see page 24 of this catalog.

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 Oils delivers championship winning performance and protection.

SYNTHETIC

XP0

Utilizes ultra-low viscosity synthetic base oils for maximum horsepower during qualifying. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Ideal for low temperature drag race applications. **Viscosity typical of 0W.**

Qt. Bottle	00406	Case of (12) Qts.	00407	Case of (2) 10 Qt. Bottles	00415

XP1

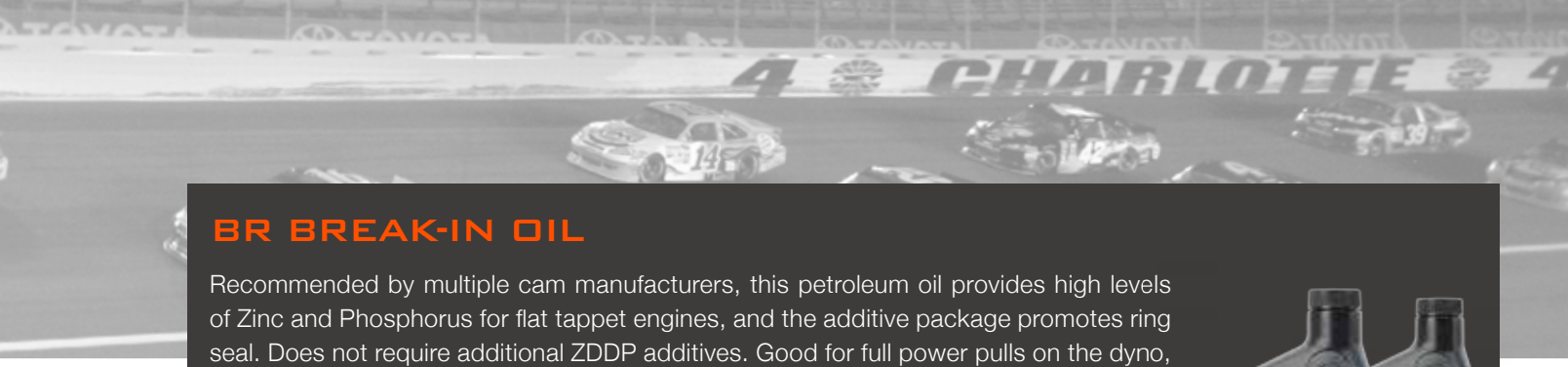
Proven to handle 500 miles of competition at over 9500 RPM, XP1 utilizes multiple synthetic base oils for increased durability under higher loads. Formulated with proprietary anti-wear and friction reducing additives to fight valve train wear and increase horsepower. Ideal for high RPM and high output engines with tight clearances. Compatible with methanol and high octane race fuels. **Viscosity typical of 5W-20.**

Qt. Bottle	00006	Case of (12) Qts.	00007	Case of (2) 10 Qt. Bottles	00015

XP2

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 restricted airflow applications and engines with tight clearances. Compatible with methanol and high octane race fuels. **Viscosity typical of 0W-20.**

Qt. Bottle	00206	Case of (12) Qts.	00207	Case of (2) 10 Qt. Bottles	00215



BR BREAK-IN OIL

Recommended by multiple cam manufacturers, this petroleum oil provides high levels of Zinc and Phosphorus for flat tappet engines, and the additive package promotes ring seal. 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

BR BREAK-IN OIL 30

The same high Zinc and Phosphorus formula as our original break-in oil, now in an SAE 5W-30 viscosity for 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

XP3

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	00306	Case of (12) Qts.	00307	Case of (2) 10 Qt. Bottles	00315

XP6

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 high octane race fuels. **Viscosity typical of 15W-50.**

Qt. Bottle	01006	Case of (12) Qts.	01007

XP9

Provides increased high temperature and high shear protection for wet sump and high compression applications. 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

XP10

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. **Viscosity typical of 0W-10.**

Qt. Bottle	03306	Case of (12) Qts.	03307

COMPETITION/RACE

SEMI-SYNTHETIC

XP5

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 SAE 20W-50.**

Qt. Bottle	**00906**	Case of (12) Qts.	**00907**
Case of (2) 10 Qt. Bottles	**00915**		

XP7

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 SAE 10W-40.**

Qt. Bottle	**01706**	Case of (12) Qts.	**01707**

PETROLEUM

XP4

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: big block, flat tappet camshaft, nitrous and alcohol fueled drag engines. **Viscosity typical of SAE 15W-50.**

Qt. Bottle	**00506**	Case of (12) Qts.	**00507**

XP8

Excellent low cost drag 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: small block, flat tappet camshaft engines and tight clearance nitrous engines (under .0027). **Viscosity typical of SAE 5W-30.**

Qt. Bottle	**01906**	Case of (12) Qts.	**01907**

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

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. 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 effect oil selection, please visit **www.drivenracingoil.com**.

ENGINE POWER OUTPUT (Measured in Horsepower)

OIL TEMPERATURE (Degrees Farenheit)	Under 100	100-200	200-400	400-600	600-800	800-1000	1000-1200	1200-1400	1400-1600	1600-1800	1800-2000
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**.

SMALL ENGINES & POWERSPORTS

Motorcycle 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.

SYNTHETIC

HD50

Excellent protection for air-cooled motorcycle engines. Ideal for flat tappet cams, V-Twins and high performance motorcycle engines. Rust inhibitors for winter storage and defense against ethanol blended fuel. Safe for use in the transmission and primary cases. **Viscosity typical of 15W-50.**

Qt. Bottle	**02706**	Case of (12) Qts.	**02707**

4 STROKE KARTING (KRT)

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 methanol and high octane race fuels. Ideal for Clone, Flathead and Honda engines. Proven to increase horsepower up to .4 in Clone engines, and KRT reduces cam and lifter wear in Flathead engines. **Viscosity typical of 0W-20.**

Qt. Bottle	**03406**	Case of (12) Qts.	**03407**

WET CLUTCH RACING OIL (MX1)

Developed for JGR MX, this unique synthetic racing oil provides increased horsepower and delivers flawless wet-clutch performance. Designed for high RPM motorcycle engines, MX1 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, mini sprints and snowmobile. Compatible with high octane race fuels. **Viscosity typical of 10W-30.**

Qt. Bottle	**03106**	Case of (12) Qts.	**03107**

SPECIALTY

From marine applications to air-cooled engines, Driven's mPAO technology offers performance advantages to more than just racing or hot rod engines. Loaded with ZDDP for added protection, MR50, DT50 and DP40 offer application specific products designed for these demanding environments. Driven's certified lubrication engineers have worked with leading air-cooled engine builders, marine engine builders and performance diesel engine builders to develop first in class synthetic products that deliver performance and value.

SYNTHETIC

MR50

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

Qt. Bottle	**02606**	Case of (12) Qts.	**02607**

DT50

Designed for high performance air-cooled engines. Utilizes advanced synthetic base oils to provide high temperature protection. Ideal for Porsche and Volkswagen air-cooled engines. **Viscosity typical of 15W-50.**

Qt. Bottle	**02806**	Case of (12) Qts.	**02807**

DP40 – TURBO DIESEL OIL

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

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

DRIVELINE

MORE THAN MOTOR OIL

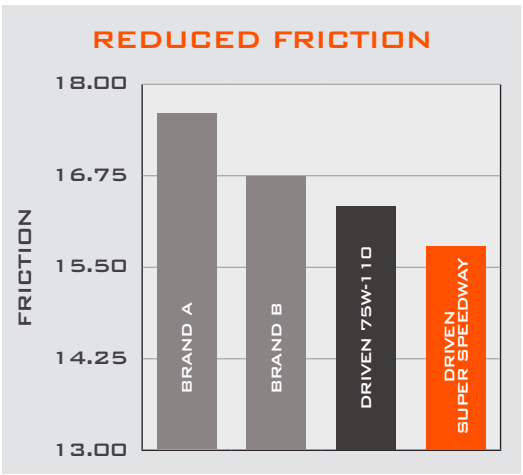
The pursuit of increased power output and durability does not end at the flywheel. The engineering staff at Driven Racing Oil looks for every possible advantage, and Driven products deliver measurable performance gains in transmissions, rear gears, power steering and cooling systems.

Temperature Reduction:

Our synthetic 75W-110 gear oil and manual transmission fluid reduce operating temperatures by up to 15° F compared to other synthetic gear oils.

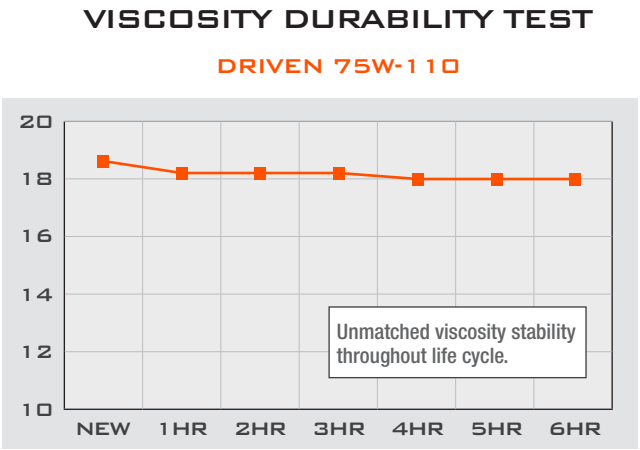
Reduce Friction:

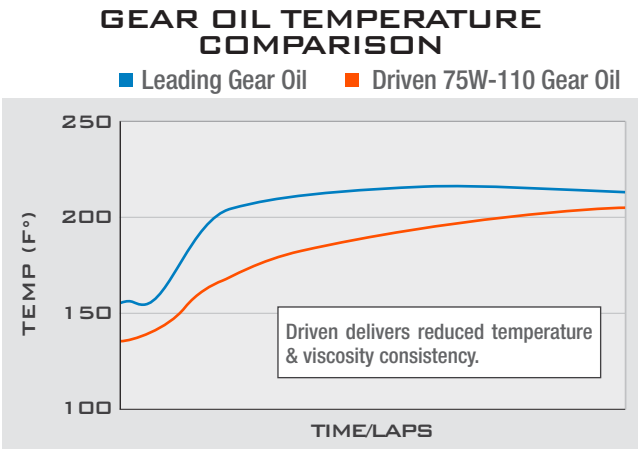
For reduced friction and 500 mile durability, choose Driven Super Speedway Gear Oil. This 70W-85 gear lube provides race proven durability in 9" and quick change rear gears. The Synthetic Gear Oil and Super Speedway Gear Oil have both proven to reduce drag in dyno testing.



Shear Stability:

Shear stability does not just apply to engine oils; Driven Gear Oils also provide shear stable viscosity for outstanding gear durability. Even after six hours of running, Driven Gear Oils maintain their viscosity. Increased durability and reduced temperature and friction – Driven products deliver proven performance gains, and our selection of gear oil viscosities allow 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. For more information, go to **www.drivenracingoil.com**.





BREAK-IN GEAR OIL

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 install a synthetic racing gear oil to get the most protection and efficiency from the rear gear and transmission.

Qt. Bottle	**02330**	Case of (12) Qts.	**02331**

QUALIFYING GEAR OIL

An ultra-lightweight gear oil developed specifically for stock car qualifying, it also provides race proven durability in open wheel competition. It can also be used in transmissions and spiral bevel gear boxes.

Qt. Bottle	**01130**	Case of (12) Qts.	**01131**

SYNTHETIC GEAR OIL

Used by top race teams in every rear end differential, this unique synthetic gear oil reduces operating temperatures by up to 15°F compared to other brand gear oils. **Viscosity typical of 75W-110.**

Qt. Bottle	**00630**	Case of (12) Qts.	**00631**
5 Gal. Bottle	**00617**		

SUPER SPEEDWAY GEAR OIL

This 70W-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.

Qt. Bottle	**00830**	Case of (12) Qts.	**00831**

MANUAL TRANSMISSION FLUID

A fully synthetic fluid engineered to meet the demands of both road racing and oval track manual transmissions. Driven MTF lowers temperatures, reduces parasitic drag and provides smooth shifting. Used by Joe Gibbs Racing in every transmission on both oval tracks and road courses.

Qt. Bottle	**01206**	Case of (12) Qts.	**01207**

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	**01306**	Case of (12) Qts.	**01307**

ADDITIONAL PRODUCTS

ASSEMBLY GREASE

Recommended by leading cam manufacturers such as Lunati, this unique extreme pressure lube dissolves in oil without clogging oil passageways or plug filters. Apply to cams and lifters for break-in protection. It can also be used on rocker shafts, pushrod tips, wrist pins and distributor gears. When combined with BR Break-In Oil, it provides proven protection during break-in.

1 oz. Tube	**00732**	1 lb. Tub	**00728**

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 mg Cartridge	**70030**

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

- Evan Avart

CLEANERS/WAXES

SPEED CLEAN FOAMING DEGREASER

Cleans away tire rubber and grime without harming paint. Foaming action lifts honing residue from cylinder bores and cleans away greasy films. Excellent for cleaning cars and tools, as well. Simply spray on, let soak and then wipe off.

510 g Can	**50010**	Case of (12) 510 g Cans	**50011**

BRAKE & PARTS CLEANER

Non-chlorinated formula prevents chemical etching that can lead to 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**

CSP – COOLANT SYSTEM PROTECTOR

Impurities in normal water can cause rust and corrosion inside the radiator, water pump and cylinder heads, and this can lead to a loss of cooling efficiency. Driven Coolant System Protector stops the adverse effect of hard water better than the leading brand of coolant additives..

12 oz. Bottle	**50030**

The Competition

DRIVEN CSP

CAST IRON PROTECTION

The Competition

DRIVEN CSP

ALUMINUM PROTECTION

HVL – HIGH VISCOSITY LUBRICANT

High Viscosity 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 film thickness during the critical break-in process. Can be added to regular oil to increase film thickness. Apply to engine bearings, piston skirts, bushings, oil pump gears, etc. This will not harden or cause parts to become “sticky.”

8 oz. Bottle	**50050**

RACE WAX

Race Wax leaves a smooth, glossy finish that helps shed tire rubber and dirt. It is a perfect product for race cars with full decal wraps and fiberglass body cars. The clean and shine from Race Wax makes your car look sharp, and it makes clean up quick and easy without damaging the decal, paint or windows.

24 oz. Spray Bottle	**50060**	Case of (12) 24 oz. Bottles	50061

APPLICATION GUIDE

CAR TYPE	BREAK-IN ENGINE OIL	ENGINE OIL	BREAK-IN GEAR OIL	GEAR OIL	
ASPHALT CIRCLE TRACK					
Crate Late Model – Ford & Dodge	**BR** Qt. #00106, Case #00107	**XP9** Qt. #03206, Case #03207	**Break-In Gear Oil** Qt. #02330, Case #02331	**Super Speedway Gear Oil** Qt. #00830, Case #00831	
Crate Late Model – GM	**BR30** Qt. #01806, Case #01807	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**Super Speedway Gear Oil** Qt. #00830, Case #00831	
2 Barrel Late Model	**BR** Qt. #00106, Case #00107	**XP9** Qt. #03206, Case #03207	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Super Late Model – Race	**BR** Qt. #00106, Case #00107	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Super Late Model – Qualifying	**BR** Qt. #00106, Case #00107	**XP10** Qt. #03306, Case #03307	**Break-In Gear Oil** Qt. #02330, Case #02331	**Qualifying Gear Oil** Qt. #01130, Case #01131	
NASCAR Cup/Nationwide/Truck – Open Engine	**BR** Qt. #00106, Case #00107	**XP2** Qt. #00206, Case #00207	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
NASCAR – Restrictor Plate	**BR30** Qt. #01806, Case #01807	**XP10** Qt. #03306, Case #03307	**Break-In Gear Oil** Qt. #02330, Case #02331	**Super Speedway Gear Oil** Qt. #00830, Case #00831	
NASCAR Spec Engines	**BR** Qt. #00106, Case #00107	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Pavement Modifieds – Open	**BR** Qt. #00106, Case #00107	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Scaled Cars (Legends, Dwarf, etc.)	**BR30** Qt. #01806, Case #01807	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**Super Speedway Gear Oil** Qt. #00830, Case #00831	
DIRT CIRCLE TRACK					
Crate Late Model – GM	**BR30** Qt. #01806, Case #01807	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**Super Speedway Gear Oil** Qt. #00830, Case #00831	
Super Late Model – Race	**BR** Qt. #00106, Case #00107	**XP9** Qt. #03206, Case #03207	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Super Late Model – Qualifying	**BR** Qt. #00106, Case #00107	**XP1** Qt. #00006, Case #00007	**Break-In Gear Oil** Qt. #02330, Case #02331	**Super Speedway Gear Oil** Qt. #00830, Case #00831	
410 Sprint Cars	**BR** Qt. #00106, Case #00107	**XP6** Qt. #01006, Case #01007	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
360 Sprint Cars	**BR** Qt. #00106, Case #00107	**XP9** Qt. #03206, Case #03207	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Midgets	**BR** Qt. #00106, Case #00107	**XP9** Qt. #03206, Case #03207	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Dirt Modifieds – Big Block	**BR** Qt. #00106, Case #00107	**XP9** Qt. #03206, Case #03207	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Dirt Modifieds – Small Block	**BR30** Qt. #01806, Case #01807	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
IMCA Modifieds	**BR** Qt. #00106, Case #00107	**XP9** Qt. #03206, Case #03207	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
ROAD RACING					
INDY Car/Pro Series/Atlantic	**BR30** Qt. #01806, Case #01807	**XP2** Qt. #00206, Case #00207	**Break-In Gear Oil** Qt. #02330, Case #02331	**N/A**	
GRAND-AM/World Challenge – Sprint	**BR30** Qt. #01806, Case #01807	**XP2** Qt. #00206, Case #00207	**Break-In Gear Oil** Qt. #02330, Case #02331	**N/A**	
GRAND-AM/World Challenge – 24 Hr.	**BR30** Qt. #01806, Case #01807	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**N/A**	
GT Class Sportscars – Sprint	**BR** Qt. #00106, Case #00107	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**Super Speedway Gear Oil** Qt. #00830, Case #00831	
GT Class Sportscars – 24 Hr.	**BR** Qt. #00106, Case #00107	**XP6** Qt. #01006, Case #01007	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Spec Engine Class (Miata, Ford, Etc.) – Race	**BR** Qt. #00106, Case #00107	**XP1** Qt. #00006, Case #00007	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Spec Engine Class (Miata, Ford, Etc.) – Qualifying	**BR** Qt. #00106, Case #00107	**XP10** Qt. #03306, Case #03307	**Break-In Gear Oil** Qt. #02330, Case #02331	**Qualifying Gear Oil** Qt. #01130, Case #01131	
European Sports Car - Track Day	**BR** Qt. #00106, Case #00107	**DT40** Qt. #02406, Case #02407	**N/A**	**N/A**	

	MANUAL TRANSMISSION FLUID	POWER STEERING FLUID	COOLANT SYSTEM ADDITIVE	WAX	CLEANER
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**N/A**	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
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	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
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	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011

APPLICATION GUIDE

CAR TYPE	BREAK-IN ENGINE OIL	ENGINE OIL	BREAK-IN GEAR OIL	GEAR OIL	
DRAG RACING					
Pro Stock/Competition Eliminator	**BR30** Qt. #01806, Case #01807	**XP0** Qt. #00406, Case #00407	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Stock Eliminator	**BR30** Qt. #01806, Case #01807	**XP10** Qt. #03306, Case #03307	**Break-In Gear Oil** Qt. #02330, Case #02331	**Super Speedway Gear Oil** Qt. #00830, Case #00831	
Bracket – Nitrous	**BR** Qt. #00106, Case #00107	**XP4** Qt. #00506, Case #00507	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Bracket – Alcohol	**BR** Qt. #00106, Case #00107	**XP4** Qt. #00506, Case #00507	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Street/Strip	**BR** Qt. #00106, Case #00107	**HR4** Qt. #01506, Case #01507	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
POWER SPORTS					
4 Stroke Karts	**BR30** Qt. #01806, Case #01807	**KRT** Qt. #03406, Case #03407	**N/A**	**N/A**	
Quarter Midget	**BR30** Qt. #01806, Case #01807	**XP0** Qt. #00406, Case #00407	**N/A**	**N/A**	
Junior Dragster	**BR30** Qt. #01806, Case #01807	**XP10** Qt. #03306, Case #03307	**N/A**	**N/A**	
Motocross	**BR** Qt. #00106, Case #00107	**MX1** Qt. #03106, Case #03107	**N/A**	**N/A**	
Motorcycles	**BR** Qt. #00106, Case #00107	**HD50** Qt. #02706, Case #02707	**N/A**	**N/A**	
STREET PERFORMANCE					
Street/Track GM LS Powered	**BR30** Qt. #01806, Case #01807	**LS30** Qt. #02906, Case #02907	**Break-In Gear Oil** Qt. #02330, Case #02331	**N/A**	
Street/Track Ford Modular Powered	**BR30** Qt. #01806, Case #01807	**FR20** Qt. #03006, Case #03007	**Break-In Gear Oil** Qt. #02330, Case #02331	**N/A**	
HOT ROD					
Big Block Engines	**BR** Qt. #00106, Case #00107	**HR3** Qt. #01606, Case #01607	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Small Block Engines	**BR30** Qt. #01806, Case #01807	**HR4** Qt. #01506, Case #01507	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Crate Engines	**BR30** Qt. #01806, Case #01807	**HR4** Qt. #01506, Case #01507	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
OFF-ROAD					
Baja, Desert, Stadium Truck	**BR** Qt. #00106, Case #00107	**XP7** Qt. #01706, Case #01707	**N/A**	**N/A**	
LAND SPEED RACING					
Bonneville/Time Trial Vehicles	**BR** Qt. #00106, Case #00107	**XP3** Qt. #00306, Case #00307	**Break-In Gear Oil** Qt. #02330, Case #02331	**Super Speedway Gear Oil** Qt. #00830, Case #00831	
MARINE					
Off-Shore Marine	**BR** Qt. #00106, Case #00107	**MR50** Qt. #02606, Case #02607	**N/A**	**75W-110 Gear Oil** Qt. #00630, Case #00631	
TOWING					
Turbo Charged Diesel	**BR** Qt. #00106, Case #00107	**DP40** Gal. #02508, Case #02535	**N/A**	**N/A**	
MISCELLANEOUS					
Vintage Racing	**BR** Qt. #00106, Case #00107	**XP6** Qt. #01006, Case #01007	**Break-In Gear Oil** Qt. #02330, Case #02331	**75W-110 Gear Oil** Qt. #00630, Case #00631	
Air Cooled Engines	**BR** Qt. #00106, Case #00107	**DT50** Qt. #02806, Case #02807	**N/A**	**N/A**	

	MANUAL TRANSMISSION FLUID	POWER STEERING FLUID	COOLANT SYSTEM ADDITIVE	WAX	CLEANER
	N/A	**N/A**	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**N/A**	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**N/A**	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**N/A**	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**N/A**	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**N/A**	**N/A**	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**N/A**	**N/A**	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**N/A**	**N/A**	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**N/A**	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**N/A**	**N/A**	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	MTF Qt. #01206, Case #01207	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**PSF** Qt. #01306, Case #01307	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
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	N/A	**N/A**	**CSP** 12 oz. #50030, Case #50031	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
	N/A	**N/A**	**N/A**	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011
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	N/A	**N/A**	**N/A**	**Race Wax** 24 oz. #50060, Case #50061	**Speed Clean** Can #50010, Case #50011

RACE OIL TECH

DRAG RACING

When you are trying to go as fast as possible on the track, Driven Racing Oil has the products you need to protect your engine and squeeze out a few more HP at just the right time. 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 the oil begins to smell 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 performance.

CIRCLE TRACK & ROAD RACING

Performance and durability, Driven Racing Oil has the products you need to protect your engine and squeeze out a few more HP at the same time. 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 the oil begins to smell like fuel, you should change the oil.

- **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 high oil temperatures without breaking down. This allows the alcohol fuel and moisture to evaporate out of the engine. The 15W-50 viscosity of the **XP6** is perfect for aluminum block engines, and the 10W-40 viscosity of the **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 HP 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, NASCAR Spec Engine, Legends; XP9 – Ford Crate Engines**

OFF-ROAD & DIRT TRACK RACING

Durability in extreme conditions, Driven Racing Oil has the products to protect your engine from extreme temperatures and extreme environments. 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.

- **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 changing 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.

These top engine builders use and recommend Driven Racing Oil:

Dan Bedell – Bedell Racing Engines
Louie Bossio – AMS Engines
Gerald Brand – Brand Racing Engines
Jeff Burrill – Sterling Performance Engines
Larry Clark – Custom Race Engines
Tomy Clements – Clements Automotive
Bob Cronin – CRD Engine Development
Jay Dickens – Jay Dickens Racing Engines
Butch Dowker – Dowker Racing Engines
David Draime – Draime Racing Engines
Kevin Enders – Enders Racing Engines
Galen Fox – Foxco Engineering
Charlie Garrett – Garrett's Racing 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
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 – Rhyne Compeition Engines
Ronnie Rogers – Wall 2 Wall Racing Engines
Bill Schlieper – Pro Power Racing Engines
Scott Shaffiroff – Shaffiroff Racing Engines
Ron Shaver – Shaver Specialties
Gary Stanton – Stanton Racing Engines
Mike Tesar – Tesar Engineering
Bob Thornton – Race Engineering
Rick Waters – Rick Waters Racing Engines
Carl Wegner – Wegner Racing Engines
Bob Westphal – Wesmar Racing Engines
Robbie White – RW Racing Engines

Driven Racing Oil is endorsed and recommended by some of the most respected manufacturers in the business:

Bullet Cams
Camcraft Cams
Crower Cams
C&R Racing Radiators
DMI Components
DPI Differentials
Engine Pro
Erson Cams
Exceldyne
Frankland Rear Ends
Howard Cams
Hughes Engines
Huggins Cams
Isky Cams
Jerico Transmissions
Jesel
Lunati Cams
MegaCycle Cams
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Precision Products
Roltec Trasmissions
Scat Crankshafts
Schnieder Cams
T&D Machine
Total Seal Piston Rings
Turn One Power Steering

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DRIVEN TO WIN **RACING OIL**

"On our higher end engine programs we are trying to get every ounce of power, and we highly recommend XP9 racing oil to our customers. We typically see 6-8 horsepower on the dyno, and lower engine temps on the track."

- Chad Mullins,
Mullins Racing Engines

"Driven Gear Oil is a product that the customer can depend on from day one. It is test proven for extended ring & pinion life and lower operating temperatures. I recommend this oil to all my customers knowing they will not be disappointed with its performance. Protect your investment!

- Kerry Henne,
Frankland Racing

"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

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