

IRL 2000 update

We have been enjoying tremendous success this year with Klotz lubricants and the IRL Circuit. Team Klotz racer Eddie Cheever, Jr. is in the points lead after his win at Pikes Peak with his Ed Pink Infinity engine. At the Indy 500, 5 out of the top 10 cars relied on the performance and protection of Klotz Lubricants. Veteran racer and Indy 500 Champion, Al Unser, Jr. has joined the Klotz Team. Watch for IRL updates on our web site www.klotzlube.com

108 octane racing gas



KL-440 108 Octane Racing Gasoline is now available. It is a high lead content gas that is perfect for off-road MX and ATV, personal watercraft, Legends Cars, marine and kart use. See your dealer or call Ben at 800-242-0489 to order your Klotz Racing Gasoline.

Tech Corner

The most common question we get on our Tech Hotline is about the use of power additives. Are they legal? Will they harm my engine? How do I use them? How much power will they give me?

Nitro Power Additive (Nitropropane) is related to Nitromethane but is able to be mixed with gasoline. It is an oxygen-bearing fuel additive, so it is going to require richer jetting to prevent detonation. It will also increase the specific gravity of fuel. It is not a "legal" power additive in most sanctioned racing events.

Nitro Power Additive will also create higher engine temperatures when used. It is best used when running short sprints or in qualifying. Do not let un-used fuel sit in the tank overnight. It can cause damage to rubber fuel system components.

Below you will find a recommended blend of Nitro Power Additive for your racing application.

4-stroke engines: Use 4 oz. Nitro per gallon, increase jets by 4 sizes*. For high compression engines retard timing 2 degrees.

2-stroke engines: Use 2 oz. per gallon, up to a maximum of 4 oz. per gallon. Increase jets by 4 to 6 sizes*.

(*Larger or smaller as needed)

Compatibility: All gasoline, methanol alcohol, synthetic lubricants, and petroleum oils.

COXOC (Co-zoc) is an oxygen-bearing fuel additive that carries an additional 37% pure oxygen into the fuel mixture. This allows for more gasoline to be burned on each power stroke. Again like the Nitro, you will need to compensate by increasing the jetting.

We recommend that you have all fuels, tech inspected at each event for legality. Keep in mind that you should not leave any un-used fuel in your tank. Below you will find a recommended blend of COXOC for your racing application.

Mix 1 gallon of COXOC with 4 gallons of gasoline or a 20% mixture by volume. Increase the jets by 2 sizes* to compensate for the additional oxygen. Timing should be retarded 1 to 2 degrees to allow for the faster burn speed of the COXOC and gasoline mixture.

Compatibility: All gasoline, synthetic lubricants, and petroleum oils. **Do not use with methanol alcohol or NOS applications.**

With the proper mixture and correct jetting you can see an increase of up to 6% in horsepower with either Nitro or COXOC! The shelf life is unlimited when stored and resealed in the original container.

If you need more information, contact us at 1-800-242-0489 or e-mail techsupport@klotzlube.com with your tech questions.

Reformulated Gas

May not mix with your oil. Klotz has many lubricants that are compatible with the new reformulated gasolines. Call for technical assistance.

www.klotzlube.com

By the time you read this, you will be able to purchase Klotz Lubricants on-line. Now in addition to providing complete product specifications and recommendations you can locate a dealer near you or purchase on-line the Klotz Lubricants you need and have them sent directly to your door.

Checkout our site for everything Klotz!

Performance is just a point and click away!



PRODUCT UPDATE motorcycle **TECHNIPLATE 4T**

Lubricants designed for 4-stroke motorcycles really have several jobs that they must perform equally well. First of all it must lubricate the engine's multitude of internal components. Motorcycle engines routinely rev to over 6,000 RPM and it is not uncommon to redline at 10,000 RPM. Synthetic lubricants offer greater lubricity for reduced friction. It is not uncommon to see an increase of 200 RPM with a quality synthetic lubricant. Synthetics also offer excellent thermal transfer, which will lower engine temperatures up to 30°F.

Second, it serves as the transmission lubricant. The meshing of the gears will start to shear petroleum oils immediately.

Shearing actually cuts the oil molecules and reduces their ability to carry a load and lubricate. Synthetic lubricants are impervious to shearing by their chemical make-up. Shifting will be smoother and quieter since synthetics offer greater shock loading or cushioning.

Third, it must also lubricate and cool the wet clutch. One of the most important things a lubricant must do in a wet clutch is disperse from the clutch plates to allow the clutch to hook-up. Synthetics offer superior cooling and the right amount of friction between the clutch plates.

Motorcycle specific synthetic lubricants are the logical choice for the modern

4-stroke motorcycle/ATV engine. They offer increased reliability, less friction and more performance.

Klotz Special Formula Products, Inc. manufactures 4-stroke motorcycle/ATV synthetic lubricants in 10W/30, 10W/40, 15W/50 and 20W/50 weights. See your dealer or call Klotz and talk to Ben at 800-242-0489 to discuss your lubricant needs. You can also e-mail Ben at sales@klotzlube.com. There is detailed product information including specifications and recommended uses on our web site, www.klotzlube.com

In the next issue of the *Klotz Report* we will look at *Snowmobile lubricants*.