

Superior Options in Opti-Lube's Grease line

From light duty to the most demanding applications, Opti-Lube Grease adds to the life of bearings and components.

Grease consists of an oil and/or other fluid lubricant that is mixed with a thickener, typically a soap, to form a semi-solid. Soaps include calcium, sodium, or lithium, as well as mixtures of these components. Lithium based greases are the most commonly used; sodium and lithium have a higher melting point than calcium-based greases but are not resistant to the action of water. One of Opti-Lube's grease options contains lithium (silver). This was a very popular soap thickening agent in the recent past before synthetic agents were more widely used. Some greases are labeled "EP", which indicates "extreme pressure". EP grease contains solid lubricants, usually graphite and/or molybdenum disulfide (moly) to provide protection under heavy loadings. 'Moly' is the product of an ore that is mined and is a silvery black solid that occurs as a mineral. Moly is used where low friction is sought and retains lubricity even in cases of almost complete oil loss, thus finding a use in critical applications such as aircraft engines and oil less graphite lubrication products.



Both Opti-Lube grease choices are NLGI Grade 2. This number corresponds with the the hardness of the grease; common greases are in the range 1 through 3. Those with a NLGI No. of 0 to 1 are used in low viscosity applications. Greases with a higher number are firmer, tend to

stay in place and are a good choice when leakage is a concern. Our block grease is approximately a grade 6. This number is determined by the 'penetration test'. This consists of a specific container, a specially configured cone and a dial indicator. The bottom container is filled with the grease and a cone is placed overhead so that its tip just touches the grease surface. When the test starts, the weight of the cone will cause it to penetrate into the grease. After a specific time interval the depth of penetration is measured.

The dropping point of a soap-thickened lubricating grease temperature at which it passes from a semi-solid to a liquid state under specific test conditions. The test involves a test tube where a 'drop' of the subject heated grease falls through a hole in the bottom of a test tube at a specific temperature. Our grease options are designed to function and excel from a temperature range of -40 degrees F to 450 F degrees. This represents a superior window of lubricating protection.



DEALER SPOTLIGHT



HOW LONG HAVE YOU BEEN AN OPTI-LUBE DEALER?

We've been a dealer since September 2013.

WHAT IS YOUR #1 SELLING ITEM? Opti-Lube XPD six packs seem to sell really well. And customers love the OptiBox.

HOW DO I ORDER FROM YOU? You can order directly from our website: www.idparts.com

HOW LONG DOES IT TYPICALLY TAKE TO PROCESS AN ORDER? We ship same day on weekday orders placed before 4pm. If you order on a weekend, that package will be shipped on Monday.

WHAT BENEFITS HAVE YOU SEEN USING OPTI-LUBE IN A PERSONAL OR COMPANY VEHICLE? I did a quick ask around, and turns out almost all of us who drive a diesel at IDParts use Opti-Lube. In my car, I notice a difference in mileage, and I also feel much better knowing that it's improving the fuel's lubricity--diesels are all about longevity, and improved lubricity really helps maintain the life of sensitive fuel pump components. ULSD without additive will eventually wear out the fuel pump on a TDI.

SUMMARY IDParts.com is a high quality parts source for a wide range of diesel vehicles, with a focus on Volkswagen TDIs. Co-owners and lifelong diesel fans Corey Evans and Peter Noble have been operating IDParts since 2006. We focus on sourcing OE or better-than-OE quality parts and getting them to you in the most efficient way possible. Unlike the majority of online stores today, IDParts stocks and ships everything we sell, so anything ordered on the site comes directly from our warehouse. As diesel enthusiasts ourselves, we strive to provide the parts buying experience to our customers that we would want if we were on the other end of the line.

Opti-lube greases have two load tests that are printed features of the grease facts. These are the **Four Ball EP Weld Point Test** and the **Timken OK Load D-1264 Test** - both of which involve the lubricating quality of the grease under load conditions. The numbers that our grease tested was very exemplary. Examples of both of these tests can be viewed on **YouTube**. High quality greases will have high Load Wear Indexes (greater than 50), a high weld point (greater than 300) and a small wear scar (less than 0.5mm). The Timkin OK load can also be used to measure extreme pressure protection (look for results greater than 25 kg). Opti-Lube grease test results are 35 kg.

The Water Washout test characteristics of our grease products involves placing the grease in a modified bearing/housing assembly while impinging the bearing with a jet of water at a specific flow rate and temperature for an hour. The bearing is weighed before and after testing to determine the amount of sample loss. Both our greases reflect a 4% loss at 175 degrees - which is an extraordinary result percentage.

The Salt Fog test is intended to predict how well an oil or grease will protect metals from rust. The grease is applied to a steel panel under specific conditions and sprayed with salt water. The length of time rust does not appear is projected out in time. Opti-Lube grease blends are projected to exceed 2500 hours.

It is important to remember that greases, like oils, have a careful balance of properties. A product may excel in one category and perform poorly in another. For this reason, it is important to weigh each property's significance relative to the intended applications to select the best overall fit. For instance, if your application is for a boat trailer axle subjected to continuous water submersion, you may want to choose a marine intended grease. With these factors in mind, Opti-Lube grease options retain a superior balance that is intended to be an exceptional choice for a wide range of transportation related applications.

The Benefits of Opti-Lube Oil Fortifier

This High-Tech Lubrication Enhancer is designed to be added to the Motor Oil you use now.

Why the disclaimer regarding use of Oil Fortifier in a gasoline engine?

The disclaimer on the **Oil Fortifier** has to do with the amount of zinc in the additive. Research shows that although zinc is superior as a lubricant, it can be harmful to newer exhaust components. We have not had a single report of damage to anyone's vehicle, but wanted to fall on the side of caution with this disclaimer. *We have received only positive reports from our users.*

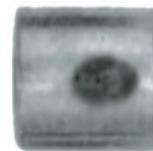
Regarding **Oil Fortifier**, one customer put it this way: "So, the zinc additive may 'poison' the platinum catalyst in a catalytic converter?" Confirmed with some brief research... Catalyst poisoning occurs when the catalytic converter is exposed to exhaust containing substances that coat the working surfaces, encapsulating the catalyst so that it cannot contact and treat the exhaust. The most notable contaminant is lead so vehicles equipped with catalytic converters can be run only on unleaded fuels. Other common catalyst poisons include fuel sulfur, manganese (originating primarily from the gasoline additive MMT), and silicone, which can enter the exhaust stream if the engine has a leak that allows coolant into the combustion chamber. No longer used in gasoline, phosphorus is another catalyst contaminant. Phosphorus (and zinc, another low-level catalyst contaminant) was, until recently, widely used in engine oil anti-wear additives such as zinc dithiophosphate (ZDDP). Beginning in 2006, a rapid phaseout of ZDDP in engine oils began.

So, adding Opti-lube additive to diesel engine oil is OK - completely - while to use it in gas engines may be a problem for the platinum catalyst. But - the zinc additive must get from the oil, into the exhaust to cause contamination. Until there is sufficient blow past the piston rings, and oil consumption due to wear, not much to consider I would think.

Oil Fortifier recommended for:

- Cars, Trucks and Buses
- Manual Transmissions
- Farming Equipment and Mining Equipment
- Gasoline, Diesel and Natural Gas Engines
- Compressors and Turbines
- Hydraulic Systems, Pumps & Gear Boxes
- Roller and Journal Bearings

WEAR TEST RESULTS



Wear Scar with Untreated Oil



Wear Scar with 5% Opti-Lube added to oil

Filtration remains unaffected because Opti-Lube does not use solid particles. Flows at -35°F, yet lubricates at temperatures up to 500°F



COMING SOON!

Available online at opti-lube.com starting July 31st. Watch for the release letter and coupon code.