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Z-ROD Keeps Vehicles Street-Ready

New 10W-40 viscosity joins the lineup, protecting engines on the street and during storage. Taking your classic car or hot...



June 2, 2020



end of a long winter or lengthy period of inactivity during which their prized car was stored under cover in the garage.

Storage invites engine-damaging corrosion

During that time, rust or corrosion may have formed on engine parts due to humidity and moisture from changes in ambient temperature. Rust and corrosion can be just as devastating to an engine as dirt or sludge. It can flake off metal and populate the oil with wear-causing particles, which scour bearings, cam lobes and other parts before the filter has a chance to capture them.

AMSOIL fights corrosion

We formulated AMSOIL Z-ROD Synthetic Motor Oil to prevent this scenario. It contains potent rust and corrosion inhibitors that protect the inside of your engine during storage so you can rest assured it will be ready to roll when you are. Motor oil has no natural ability to resist rust or corrosion. Instead, special inhibitors must be added to the formulation to keep metal components protected. Not all motor oils contain sufficient rust and corrosion inhibitors to protect engines during long-term storage.

AMSOIL Delivers Superior Rust Protection

In industry-standard testing, AMSOIL Z-ROD® completely prevented rust formation while a leading competitor did not.¹



¹Based upon in-house testing of AMSOIL Z-ROD 10W-40 and a leading competitor obtained on 7/25/2019 in ASTM D1743-10.



Added ZDDP for added wear protection

Flat-tappet cams, found in many classic cars and hot rods, present another challenge some motor oils aren't formulated to handle. Their design makes them especially vulnerable to wear. As the name indicates, the tappet, or lifter, is flat. During operation, the surface of the cam lobe slides rapidly over the surface of the tappet, producing high friction and temperatures. The camshaft and lifters are responsible for triggering the precisely tuned movements of the valvetrain. Here, the use of anti-wear additives



critical metal surfaces. Because most V-8 engines of the muscle car era came standard with flat-tappet cams, the problem is prevalent to classic-car and hot rod owners. Modern oils aren't formulated to tackle this problem. They contain reduced ZDDP levels due to its propensity to harm catalytic converters. For that reason, it's best to use a high-ZDDP oil formulated specifically for classic cars and hot rods, such as AMSOIL Z-ROD Synthetic Motor Oil. It's available in [10W-30](#), [10W-40](#) and [20W-50](#).

AMSOIL Z-ROD Synthetic Motor Oil

- Added ZDDP to protect flat-tappet cams
- Long-term rust and corrosion protection

Related Reading

- [Do Older Engines Need Oil With ZDDP Additives?](#)
- [Break-In Oil: What is it and When Do I Use it?](#)
- [Hot AMSOIL Products for Your Hot Rod](#)
- [Motorcycle Winter Storage: How to do it Right](#)

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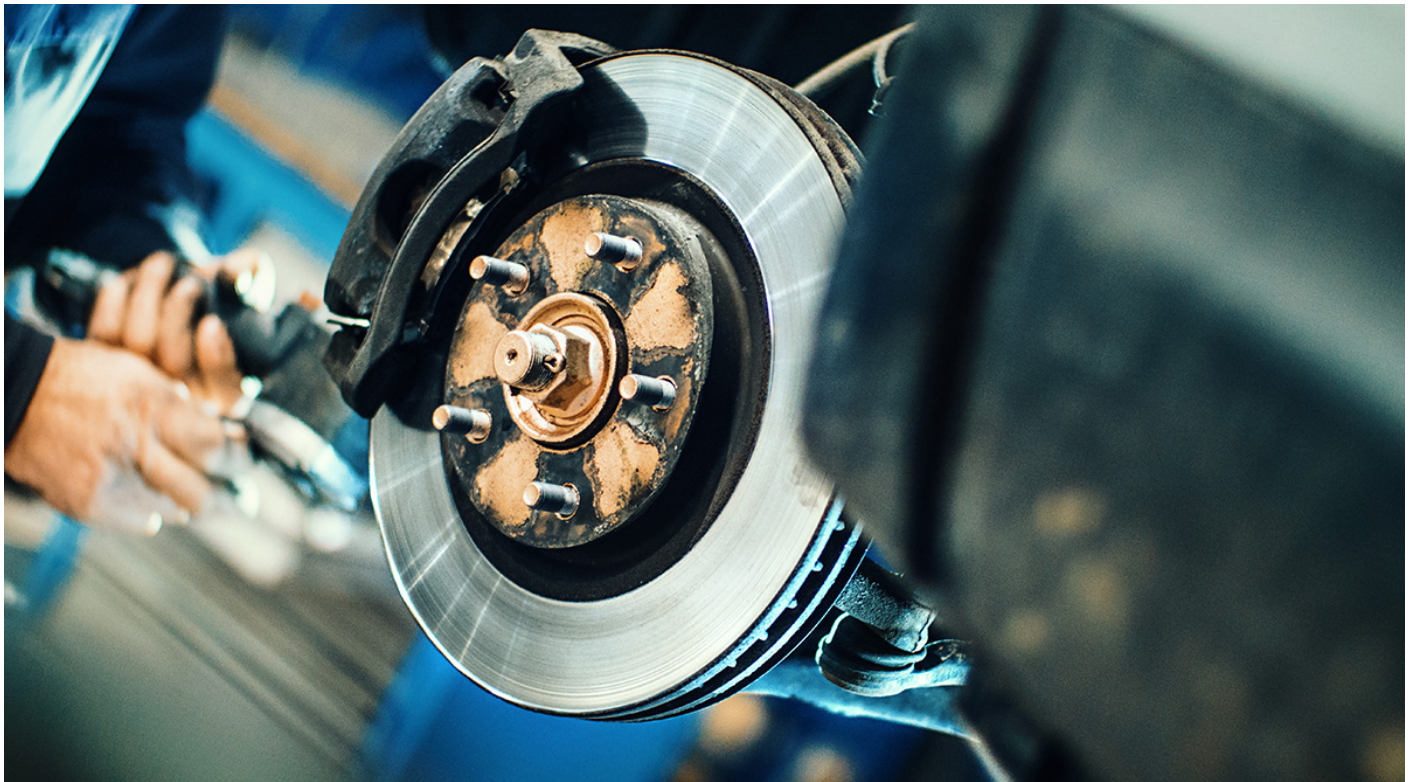
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