

### Full Synthetic Engine Oil

#### XP0 – SAE 0W

Used by Joe Gibbs Racing for qualifying. XP0 utilizes ultra-low viscosity synthetic base oils. Recommended applications: Qualifying, NHRA Pro Stock, Jr. Dragster and Quarter Midget GoKART engines. Viscosity typical of SAE 0W.



Case of 12qts. - \$239.88  
5 Gallon - \$379.81  
54 gal Drum - \$3886.06

#### XP1 – SAE 5W-20

Used by Joe Gibbs Racing in all their unrestricted engines. Recommended applications: V8 engines with clearances under .0025, Legends Car engines, Mini Sprint engines, Spec engines (Miata, Ford), and NASCAR. Viscosity typical of SAE 5W-20.



Case of 12qts. - \$179.88  
5 Gallon - \$284.81  
54 gal Drum - \$2914.00

#### XP2 – SAE 0W-20

Used by Joe Gibbs Racing in all their restrictor plate engines. Recommended applications: NHRA Stock Eliminator engines, Rolex Grand American engines, GoKART, Quarter midget, Jr. Dragster, Focus Midgets, and engines with clearances under .0020.



Viscosity typical of SAE 0W-20.  
Case of 12qts. - \$239.88  
5 Gallon - \$379.81  
54 gal Drum - \$3886.06

#### XP3 – SAE 10W-30

A higher viscosity version of XP1, it offers outstanding high temperature, high-shear protection.

Recommended applications: Big Block V8 engines, Sprint and Midget engines, Late Model Stock, GM Crate engines, Pro-Cup engines, 360 Sprints, NASCAR Spec engines and hydraulic lifters and engines with clearances under .0027. Viscosity typical of SAE 10W-30.



Case of 12qts. - \$179.88  
5 Gallon - \$284.81  
54 gal Drum - \$2914.06

#### XP6 – SAE 15W-50

A full synthetic, 15W-50 version of our race proven XP1, it provides excellent bearing oil film thickness. Designed for aluminum blocks and high temperature applications (over 280°F), 410 Sprints, Dirt Late Models, and Off-Road Trucks. Viscosity typical of SAE 15W-50.



Case of 12qts. - \$179.88  
54 gal Drum - \$2914.06

### Semi-Synthetic Engine Oil

#### XP5 – SAE 20W-50

A semi-synthetic based on our original formula race oil, it offers improved high temperature shear and oxidation stability compared to mineral oils without the higher cost of a full synthetic. Viscosity typical of SAE 20W-50.



Case of 12qts. - \$119.88  
54 gal Drum - \$1942.06

#### XP7 – SAE 10W-40

A unique semi-synthetic oil that offers the performance benefits of XP3 with the price of XP5. Perfect for Dirt and Pavement Sprint Cars, Late Models and Modifieds, GM Crate engines, NASCAR Spec engines and hydraulic lifters. Viscosity typical of SAE 10W-40.



Case of 12qts. - \$119.88  
54 gal Drum - \$1942.06

### Conventional (Petroleum) Engine Oil

#### XP4 – SAE 15W-50

A petroleum version of our original formula race oil, it offers lower cost protection for dirt racers who want to change their oil every race. Recommended applications: Big Block and Small Block Late Model V8 engines, Nitrous engines, and Alcohol engines. Viscosity typical of SAE 15W-50.



Case of 12qts. - \$95.88

#### XP8 – SAE 5W-30

A high zinc, petroleum formula racing oil that offers low cost protection for racers who want to use non-synthetic oil. Excellent low cost drag racing oil. Recommended applications: Small block, flat tappet camshaft engine, and tight clearance Nitrous engine (under .0027"). Viscosity typical of SAE 5W-30.



Case of 12qts. - \$95.88  
5 Gallon - \$151.81

### Gear Oil

#### Synthetic Gear Oil

Used by Joe Gibbs Racing in every rear end differential and transmission gear box, this unique synthetic gear oil reduces operating temperatures by up to 15 degrees compared to other brand gear oils. Viscosity typical of SAE 75W-110.



Case of 12qts. - \$215.88  
5 Gallon - \$341.81  
54 gal Drum - \$3497.26

#### Super Speedway Gear Oil

This light weight, 100% synthetic gear oil provides race proven durability and dyno proven power gains from reduced friction and parasitic drag. Viscosity typical of SAE 80W.



Case of 12qts. - \$239.88  
5 Gallon - \$379.81  
54 gal Drum - \$3886.06

#### 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.



Case of 12qts. - \$239.88  
5 Gallon - \$379.81

### Engine Builders Products

#### Break-in Oil

Used by Joe Gibbs Racing to break-in and dyno all their engines, this petroleum oil provides the highest levels of Zinc and Phosphorus for flat-tappet engines. The additive package promotes ring seal and provides maximum protection available for cams and lifters during initial break-in. Good for 2 hours dyno time and requires no additional additives.



Case of 12qts. - \$95.88  
54 gal Drum - \$1553.26

#### BR-30

The same formula as our original break-in oil, now in a SAE 10W-30 viscosity for tight clearance and/or low temperature break-in. Good for restrictor plate engines, drag race engines, and OEM rebuilds. Provides excellent ring sealing.



Case of 12qts. - \$95.88  
5 Gallon - \$1553.26

#### Assembly Grease

Used by Joe Gibbs Racing during the assembly of every engine, this unique formula completely dissolves in oil. Used to pre-lube cams and lifters. Combined with BR, it provides proven protection during break-in. Available in 1lb. tubs and 1oz. tubes.



1lb Tub - \$21.99  
1oz Tube - \$2.99

#### Brake and Parts Cleaner

In racing, being able to quickly remove grease and oil from brake parts is critical. Joe Gibbs Driven Brake and Parts Cleaner is what Joe Gibbs Racing trusts to get the job done. Our high power formula cleans fast, dries fast, and leaves no residue to help eliminate brake squeal and chatter. Also an excellent general parts cleaner. Non-chlorinated.



Case of 12 (14oz cans) - \$53.88