

Extralube ZX1 Frequently Asked Questions

Will I lose the ZX1 treatment when I change my oil?

No, ZX1 impregnates and thermally bonds into the metal surfaces; the components are protected until the ZX1 wears away, you can also use an engine flush before changing the oil if desired.

What is the benefit of using ZX1 in my fuel?

EXTRALUBE ZX1 can be added to the fuel to help the upper cylinder areas such as the valves, it will also help clean the injectors as it passes through the system.

Use 1 ml ZX1 per 1 litre of fuel as an initial treatment and then a half dose again after approximately 1000 miles, for subsequent treatments also use 0.5 ml per 1 litre of fuel, this can be done at anytime you feel the engine would benefit another treatment.

Can I use ZX1 in my central heating system?

You can use ZX1 virtually anywhere and the central heating pump is a good application, the amount to use is difficult to calculate, if you can apply it direct into the pump then +/- 20 ml should be enough to treat the internals, however, if it is applied via a header tank and circulated around the system then more will need to be added because the ZX1 will impregnate other parts of the system as it circulates.

How do I treat my drive chain?

The best way to treat chains is to apply hot ZX1 (ZX1 bonds at 60°C) to a clean chain, let it penetrate and bond then after using the bike whilst the chain is still warm from use, spray with C60, this will keep the chain in good shape and reduce drag as you will not need a sticky chain lube, some of our customers have remarked that it dramatically reduces chain stretch.

Can I use ZX1 in a 2-Stroke Model?

ZX1 is quite popular with model racers, the amount used varies for different engines, we suggest you try between a 2.5% to 5% ratio of ZX1 to see which gives the best results.

How do I treat my 2-Stroke?

For 2 strokes use a 5% ratio of ZX1 to the 2 stroke oil, for our outboard we add 50 ml of ZX1 to 950 ml of 2 stroke oil and then run it at normal the normal oil to petrol ratio.

Can I use ZX1 in my power steering?

If you put approximately 20 ml of ZX1 in your steering fluid it will help the power steering pump.

Can I use ZX1 in a hydraulic system?

Because EXTRALUBE ZX1 does not contain any solids it is ideal for using in hydraulic systems to reduce running temperature and improve efficiency by reducing internal friction thereby improving component life

To use EXTRALUBE ZX1 in hydraulics we advise a 1% ratio of ZX1 to Hydraulic oil, if possible bypass the hydraulic oil tank and introduce the ZX1 directly into the working part of the system which will ensure that the ZX1 gets to the working parts quicker.

An example we witnessed many years ago was a JCB with a concrete breaker attached

running at 7/8ths throttle to acquire the ideal breaking action, 1% of EXTRALUBE ZX1 was introduced to the hydraulic oil tank and within approximately 15 minutes the throttle was backed off to 5/8ths retaining the same breaking action.

I have noisy hydraulic valves and tappets, can ZX1 help?

We cannot say hand on heart that treating with EXTRALUBE ZX1 will totally cure the problem but it certainly quietens noisy hydraulic valves and tappets in most cases, in fact some garages use it for that specific purpose especially one who comes to mind specialising in Audi and VW vehicles which tend to suffer this problem.

If there is a leak in the system, which allows the oil to leak out of the valves when the engine is shut down, it will be difficult to eliminate the initial metal-to-metal hammering sound until the system is full of oil again cushioning the valves.

My motorbike has a wet clutch.

EXTRALUBE ZX1 is purely a metal treatment and will not affect the composite fibre of the clutch plate, go ahead and treat your motorbike.

Can I treat my automatic transmission?

If your vehicle has a modern transmission (post 1970) containing no metal to metal friction plates you can treat it with a 2.5% ratio of ZX1 to transmission fluid, if the transmission fluid capacity is very large use a maximum of 175 ml which will be sufficient to treat the internal metal components.

What about the synchromesh?

We understand your concern for the synchromesh because of the way in which the rings work, however, it has been found that ZX1 benefits the gearbox and does not compromise the efficiency of the synchromesh.

If you are an experienced racing driver used to many different gearboxes you might notice a few milliseconds delay in the gear change but in the past 10 years that has only been commented on by one very experienced racer who said he would rather protect his gearboxes with ZX1 as the very slight delay did not compromise his performance on the track and since using ZX1 has never suffered a transmission failure whereas previously it was one of his major mechanical failures in endurance races.

How do I treat my manual transmission?

EXTRALUBE ZX1 is a metal treatment which is suitable for a wide range of uses where metal benefits from lubrication, for manual transmissions use a 5% ratio of ZX1 to the volume of gearbox oil.
