

Thank you for contacting Castrol North America.

Unfortunately, Castrol does not have a listing of recommendations for your specific application.

Castrol always recommends following the guidelines of the original engine manufacturer for the recommended grade and API specific to your application. This information can be found in the vehicle's owner's manual or by contacting the manufacturer directly.

When deciding on a formulation, you need to take into consideration factors such as, what type of conditions do you drive in? What kind of protection are you looking for? What is the manufacturer recommending?

Classic cars with flat tappet cam engines represent a special case in regards to engine oil lubrication. These engines have valve train configurations that require elevated levels of zddp (zinc dialkyl dithiophosphate) anti-wear for proper protection of the flat tappet camshaft and its lifters. Insufficient concentration of zddp will lead to premature wear and failure of the camshaft and lifters. Current GF-4 and GF-5 fuel economy grade engine oils are designed for extended life of the catalytic converters in modern passenger cars and have industry mandated limitations on the amount of sulfur and phosphorus within the oil.

Castrol GTX Classic 20W-50 is specially formulated to provide unsurpassed wear protection for classic and collector cars as well as racing applications.

Castrol GTX Classic 20W-50 is a new high-performance conventional oil formula for classic/collector cars, muscle cars, hot rods, and race cars with push-rod, flat tappet engines, and performance cam applications. It's blended with high zinc and phosphorus content to help prevent premature aging, wear, and metal fatigue on engines with high tension valve springs or performance modifications that create high contact pressure and extreme internal temperatures. Castrol GTX Classic 20W-50 contains a typical Zinc level of 1310 ppm and a typical Phosphorus level of 1199 ppm.

Castrol GTX Classic 20W-50 is suitable for use in automotive gasoline engines where the manufacturer recommends an API SJ or earlier specification 20W-50 lubricant.

NOTE: THIS OIL IS NOT FOR USE IN MODERN ENGINES WITH CATALYTIC CONVERTERS OR WET CLUTCH APPLICATIONS.

Different viscosity grades of motor oil will mix together however Castrol does NOT recommend using different grades of oil for "topping off" purposes nor for mixing as mixing different viscosity grades will lead to a mixed product that has not been tested and may not perform as expected; each grade and oil formulation has been specially formulated in a manner to which you can expect maximum performance.

As an example, a 5W-20 is lower viscosity and typically performs well at lower temperatures. A 20W-50 is higher in viscosity and typically performs well at higher temperatures. Mixing 5W-20 and 20W-50 oils will not make a product that performs well at both low and high temperatures. You will instead make a product that falls somewhere in between. Depending on what is mixed, you may actually make a product that does worse than either individual product.

Castrol motor oil are specifically designed and tested to meet all industry requirements of their grade.

Thank you again for contacting Castrol, we value your patronage!