

POPULAR AIRCRAFT OILS

	<p>AeroShell Oil 100 is a straight mineral oil blended from selected high viscosity index base oil. This oil does not contain any additives except for very small amounts of pour point depressant (which aids to improve fluidity at very low temperatures) and an antioxidant. AeroShell Oil 100 is approved for all aviation piston engines of civil aircraft when the use of oil not containing a dispersant additive is required; however, it should also be used during the run-in of a new aviation piston engine or those recently overhauled.</p>
	<p>AeroShell Oil W100 Plus is a single grade oil that combines proven Aeroshell ashless dispersant technology with advanced anti-wear additives. It is the oil for pilots who want a single grade that delivers extra protection and performance. It has the single grade, ashless dispersant performance found in AeroShell W100 and the anti-wear/anti-corrosion additives of AeroShell oil W15-W50 Multigrade. There simply is no better single grade aviation oil.</p>
	<p>AeroShell W100 Oil W100 Plus and W80 Plus are new single grade oils that combine proven Aeroshell ashless dispersant technology with advanced anti-wear additives. They are the oils for pilots who want a single grade that delivers extra protection and performance. Aeroshell Oil W100 Plus and W80 Plus bring together the best qualities of two of the world's best-selling four-cycle aviation oils.</p>
	<p>AeroShell Oil W15W-50 Multi-grade. The single grade heritage means outstanding resistance to heat, especially in the summer months. The ashless dispersant formulation reduces deposits of harmful metallic ash in combustion chambers. And the advanced additives work against rust, corrosion and wear in a way no other single grade does.</p>
	<p>AeroShell Oil Sport Plus 4 is ideal; as it is extremely resistant to the immense shear forces that occur in areas of high-pressure contact such as high-speed gearboxes, valve trains, bearings, pistons and liners. This is where the blend of base oil and additives is most crucial. Aeroshell Oil Sport Plus 4 is made up of a blend incorporating synthetic technology and high-performance additives to provide long lasting protection.</p>
	<p>AeroShell W120 Oils combine non-metallic additives with selected high viscosity index base stocks to give exceptional stability, dispersions and anti-foaming performance. These additives leave no metallic ash residues that can lead to deposit formation in combustion chambers and on spark plugs, which can cause pre-ignition and possible engine failure. Only stocked in 5 Litres.</p>
	<p>AeroShell Oil Diesel Ultra is unique in being the only fully synthetic engine oil available in General Aviation. AeroShell Oil Diesel Ultra is a fully synthetic, multigrade engine oil designed for use in the new generation of compression ignition (Diesel) Aviation Piston Engines. The formulation has been selected to be suitable in piston engines fuelled by Jet A or Jet A-1 and is designed for use in the latest highly rated turbocharged diesel engines under all operating conditions. AeroShell Oil Diesel Ultra must not be used in spark ignition or Avgas powered aircraft engines.</p>



Phillips 66® Victory Aviation Oil 100AW is an ashless dispersant, single-grade engine oil pre-blended with the proper concentration of anti-scuff/anti-wear additive (LW-16702) as mandated by Lycoming Service Bulletins 446E and 471B and Service Instruction 1409C. It is recommended for use in opposed piston and radial piston aircraft engines where cam lifter wear is a concern.



Phillips 66® Victory AW 20W-50 Oil is an ashless dispersant, multi-grade engine oil specially formulated for year-round use in aircraft piston engines. Victory AW 20W-50 is pre-blended with the proper concentration of anti-scuff/anti-wear additive (LW-16702) mandated by Lycoming Service Bulletins 446E and 471B and Service Instruction 1409C. It provides distinct performance benefits compared with single-grade engine oils, including easier starting and faster oil circulation at low temperatures, reduced warm-up time, and reduced oil consumption in most engines. It maintains its film strength under high loads and at high temperatures to protect against wear and piston scuffing.