Olson Marketing
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in partnership with Insane Oil of Omaha

Your Amsoil Information News Source

Product Highlight:
DOT 3 and DOT 4 Synthetic Brake Fluid

AMSOIL DOT 3 & 4 Synthetic Brake Fluid maintains maximum ABS and traction-control performance. Brake fluid acts as a hydraulic fluid, transferring power and lubricating brake system components while also preventing corrosion. It must contend with extreme heat and the inevitable moisture contamination that can lead to a brake system failure.

Amsoil DOT 3 & 4 Synthetic Brake Fluid will combat water contaminates that seep through the microscopic pores in the braking system.

Learn more here.

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What's Inside This Issue?

Also check out:
Dominator DOT 4 Synthetic Racing Brake Fluid

AMSOIL synthetic brake fluids surpass Department of Transportation (DOT) requirements and provide racers with a brake fluid that delivers superior high-temperature performance preventing brake fade and vapor lock.

AMSOIL
The First in Synthetics

How Do I Flush Brake Fluid By Myself?

Brake fluid is hygroscopic and starts absorbing water as soon as it is exposed to air. Whether you just opened a new bottle of brake fluid or you took the cap off of your master cylinder, the moisture in the air is being absorbed by the brake fluid. Much in the same, as brake fluid sits in your braking system on your vehicle, it absorbs small amounts of water making it less effective.

How does water make brake fluid less effective?

The braking system is a hydraulically driven system. When you step on the brake pedal you are pushing the brake fluid through the brake lines. Brake fluid does not compress, rather it is pushed. Water on the other hand can be compressed. When you have water (or even air) in your brake lines, your brake pedal feels squishy because you are compressing that water as you are trying to force the brake fluid through the system.

How often should I flush the breaking system?

Despite the braking system being arguably the most important safety system on your vehicle, most people never flush their braking system because they don't they are suppose to.

There is much debate over how often you should flush (or bleed) your brakes. In general you should bleed your brakes every year and flush your brakes every 2-3 years.

What is the difference between Bleeding and Flushing the braking system?

Bleeding brakes involves removing a small amount of brake fluid at each brake caliper. This process is fairly quick and will ensure that fresh brake fluid is sitting in the brake line closest to the caliper (the part that squeezes the brake pads onto the rotor allowing you to slow down or stop)

Flushing the braking system essentially involves bleeding a lot of fluid out of each caliper until all the brake fluid has been replaced.

Can I flush my braking system by myself?

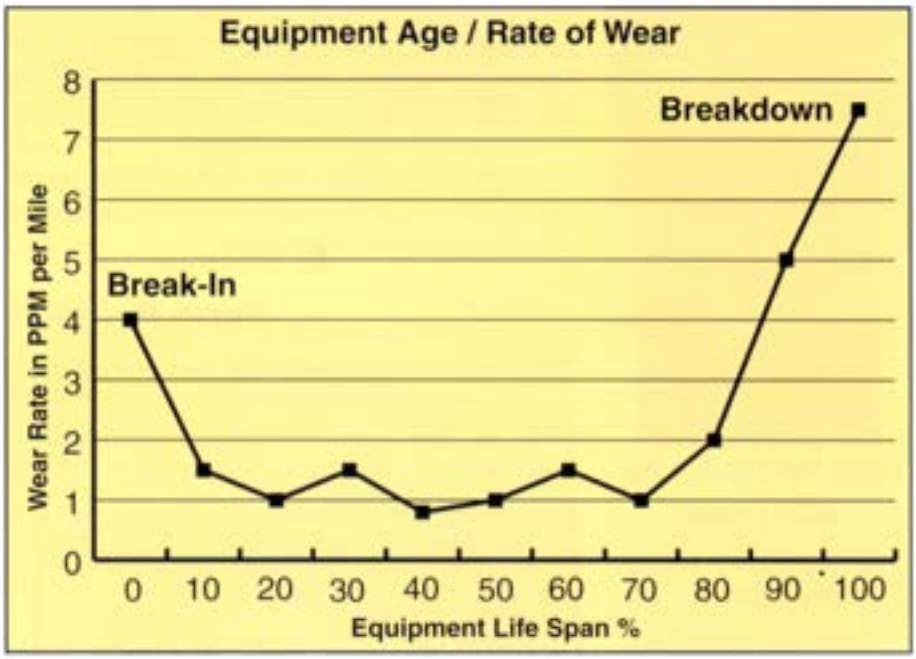
Yes, there are multiple ways that you can bleed and flush your braking system by yourself, some easier than others. Check out one method by clicking the video below.

2019 Jeep Compass - Good or No Good?

In April 2019, my wife and I purchased a new Jeep Compass.

I ran the factory OEM motor oil for the first 500 miles during the break in cycle. At that point I ran Amsoil Engine and Transmission Flush through the crankcase and then changed the oil and filter. I also sent in an oil sample of the new oil, Amosil Signature Series 0w-20 100% Synthetic Motor Oil. At the time, I also filmed myself performing the Lubrication System Service and produced an instructional video tutorial for YouTube. Click the image link at the bottom of this column to check it out.

Three months after posting my YouTube video, I received a comment from an individual that he owned a 2018 Jeep Compass and it was consuming a quart of Jeep's recommended Mopar Synthetic Oil every 1000 miles. He had indicated that the dealership told him that this was "normal". He then went on to say that the engine turned off on his wife because the oil level got too low.



At the time, I did some research and found out that Jeep uses a 2.4L Tigershark Inline 4-cylinder MultiAir engine in many of their vehicles, the Compass included. This particular type of engine has known issues with "oil consumption" but it is widely said that it is with the "acceptable range". Learning this reinforced the importance me checking my oil levels at least once per month. I went one step further and began more closely tracking the levels of oil consumption each month.

In April 2020, a class action lawsuit was filed against Jeep. According to the class action, "Jeep models equipped with the 2.4L Tigershark engines typically consumer one quart per 1,000 miles." The lawsuit alleges that the vehicles enter limp mode and stall from engines too low on oil with some drivers reporting no warning lights indicating any problems with the oil levels. This can lead to catastrophic damage which requires a total engine replacement.

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continued...2019 Jeep Compass - Good or No Good?

One plaintiff claims that they followed the owner's manual with regards to preventative maintenance tasks, yet their engine oil warning light still came on after 15,000 miles, stalled and then died in the middle of the road.

A Fiat Chrystler dealer technician said that the oil level was low and, according to the plaintiffs, the technician said "abnormally high oil consumption is a known issue with their vehicles and that the dealership itself has had to replace multiple engines as a result of abnormally high oil consumption."

According to the class action, Jeep indicates that there is no fix in sight, and even when Chrystler agrees to replace the engine, they will replace it with the same defective engine, only new.

One such plaintiff has replaced the engine twice within the first 50,000 miles, and others just get the run-around from the dealership.

So what is the solution?

Over the course of one year, from April 2019 to April 2020. I ran Amsoil Signature Series 0W-20 100% Synthetic Motor Oil and I monitored the oil consumption levels. When I noticed that the oil level was decreasing on the dipstick, I would top off the oil and log the amount I added. My initial thought was that by just running a superior oil, it would be more able to combat some of the issues with the poor engine design.

Between April 2019 and April 2020 we drove our 2019 Jeep Compass a total of 8,634 miles. At the time of the first oil change, back in April 2019, I had added 5.5 quarts of oil, as that is what the Owner's Manual indicates is the volume of the oil sump with filter. Based upon the YouTube comment, the Class Action law suit plaintiff's allegations, and the research that I had done online, it would be assumed that I should have added a total of 8.5 quarts of oil throughout the entire year. That wasn't the case. In total, throughout the entire year, from April 2019 to April 2020, I added a total of 24 ounces of oil to maintain the same level of oil as when I first did the oil change.

It is possible that I got the luck of the draw with engines and my engine magically works better than other engines and it is more probable that there is a spectrum with the quantity of oil consumption when you factor in driving style, elevation, geographical area, etc. However, the only variable that we know was different was the type of oil used.

This year I am in the process of exploring the possibility of reducing the oil consumption more with the introduction of Amsoil Upper Cylinder Lubricant. My thought is that through the lubrication of everything above the piston in addition to the lubrication of everything below the piston, you can more accurately seal the piston rings.

Congratulations to NEW Amsoil Opportunists and Enthusiasts

Over the last 5 months we have seen unprecedented events occur across the world. We have also seen tremendous growth as it related to people's interest in Amsoil. Whether you are starting an Amsoil Dealership to earn some extra money or you are just using it in your vehicles, Amsoil can meet your needs. Account enrollment at all levels has far surpassed expectations and continues to demonstrate an upward trajectory. I encourage you to reach out and ask about becoming an Amsoil Dealer. You do not need to be located in the Nebraska area as training is conducted via phone and online.

An Amsoil Dealer's job is twofold, (1) educate people and businesses on the importance of running high quality lubricants in their vehicles and equipment and ultimately (2) help those people and businesses find the correct product solution for their application. No experience or expertise necessary.

Congratulations:

New Dealers

Austin Newman
Berwick, PA

William Parson
Greensboro, NC

Harnek Singh
San Jose, CA

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Congratulations:

New Catalog Customers

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