

Olson Marketing

Monthly

May 2022 - Issue #129

in partnership with Insane Oil of Omaha

Your Amsoil Information News Source

Product Highlight: Upper Cylinder Lubricant

Your engine's top-end is sparsely lubricated and prone to the development of performance-robbing deposits. It's also highly susceptible to corrosion, an issue compounded by the prevalence of ethanol in today's fuel. [AMSOIL Upper Cylinder Lubricant](#) is designed to solve those issues. Its AMSOIL-exclusive, powerful formulation helps maximize engine power and performance while increasing engine life. And unlike competing fuel additives, [AMSOIL Upper Cylinder Lubricant](#) works.



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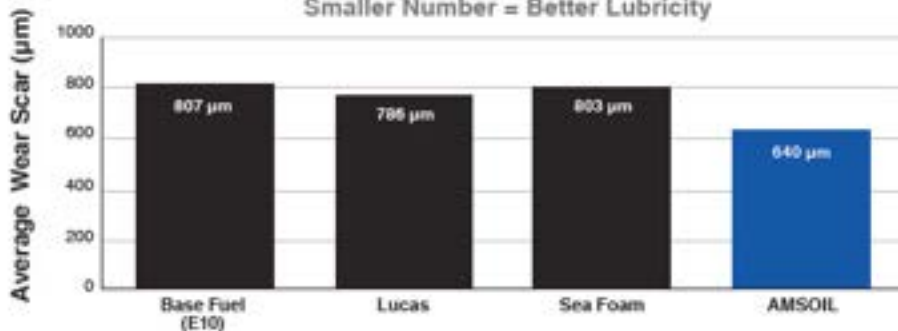
Congratulationsp. 4

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Lubricity Performance

Measured by Wear Scar in Modified ASTM D6079
Smaller Number = Better Lubricity



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Using Upper Cylinder Lubricant

If you keep up with the newsletters you may remember the research and testimonials I came across regarding oil consumption issues in the 2.4L Tigershark In-line 4-cylinder engine. This is the engine in our 2019 Jeep Compass.

This issue was initially brought to my attention when someone commented on my YouTube video for completing an oil change in our 2019 Jeep Compass (click picture below to play video). The commentator noted that his 2018 Jeep Compass, with the same engine,

is using a quart of oil every 1000 miles. After hearing this and doing some research, I decided to track the oil consumption and attempt to curb the issue through the use of [Upper Cylinder Lubricant](#). My thought was that the oil is leaking from somewhere into the combustion chamber. Thus, if I "seal" the leaking area with a thin layer of oil (i.e. [Upper Cylinder Lubricant](#)), it will resolve the issue.

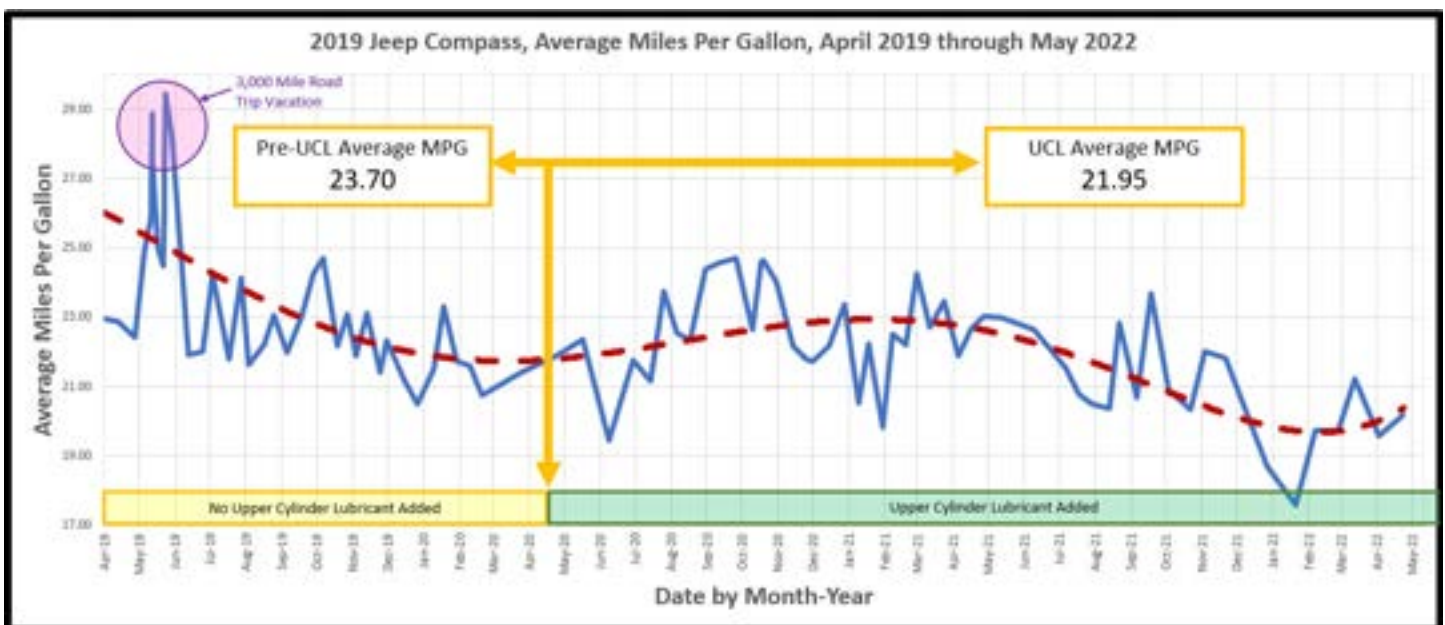
Now, I do want to also point out that as I did a bunch of research

inot both the 2.4L Tigershark In-line 4-cylinder engine and the purpose/use of [Upper Cylinder Lubricant](#), a myth kept coming up that the use of [Upper Cylinder Lubricant](#) would improve gas mileage. Thus, I cross referenced the use of [Upper Cylinder Lubricant](#) with my fuel economy and (as shown on the graph below), the use of [Upper Cylinder Lubricant](#) has no statistical significance as it relates to fuel economy. Average MPG's pre-[Upper Cylinder Lubricant](#) is 23.70 compared to 21.95 after I had been using [Upper Cylinder Lubricant](#).

If I don't factor in the 3,000 mile road trip to the Pre-UCL numbers, the average MPG's is 22.35 compared to the Post-UCL MPG's of 21.95. Fuel economy has remained basically the same for the entire length the vehicle has been owned.

So, myth busted.

...continued on next page



Using Upper Cylinder Lubricant

From May 2019 through May 2020 our 2019 Jeep Compass "used" 24 ounces of oil.

From May 2020 through May 2021 our 2019 Jeep Compass "used" 10 ounces of oil.

From May 2021 through May 2022 our 2019 Jeep Compass "used" zero ounces of oil.

Shown in the first chart below is the amount of oil that I added throughout the entire year time frame.

However, there were mileage discrepancies during each year. Due to the Covid Pandemic as well as changes in workplace locations the annual mileage totals have decreased over the past three years. Thus, the middle chart indicates

the decrease in miles driven each year.

This then leads us to the third chart (at bottom right). Taking into account the total miles driven and factoring in the amount of oil consumed throughout the year, we can calculate the total oil use per each mile driven.

Obviously, having added zero ounces of oil over the past 12 months is significantly lower than the previous years.

My theories are as follows:

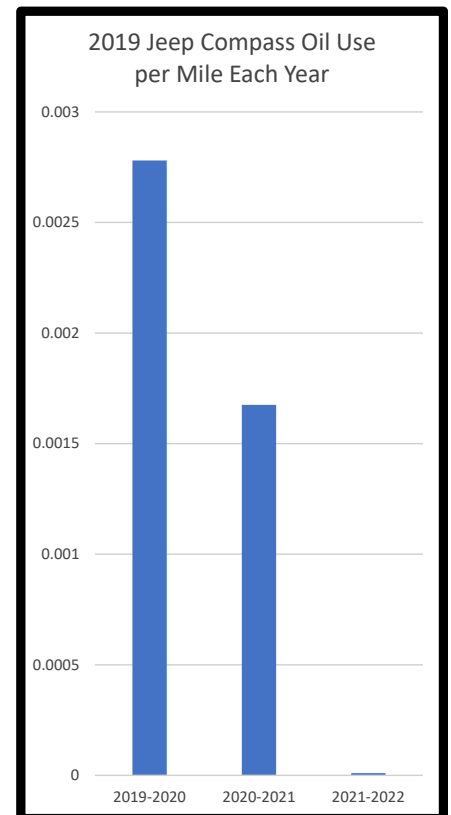
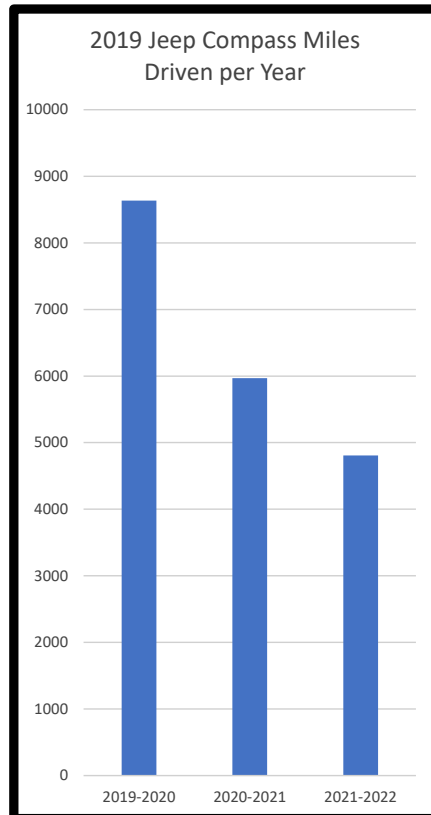
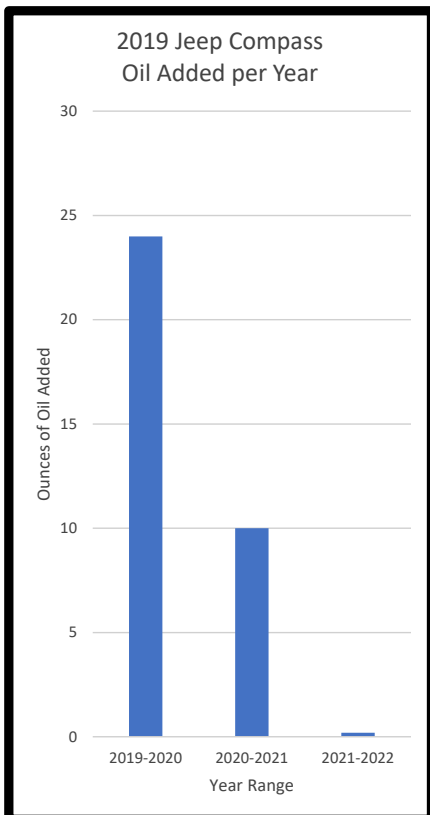
1. The quality of engineering and manufacturing processes in the 2.4L Tigershark Inline 4-cylinder engine is such that it leads to oil consumption issues due to internal components not seating and

sealing properly.

2. The use of [Amsoil Upper Cylinder Lubricant](#) helps seal any "gaps" that were created during the engineering/manufacturing process.

3. As the engine wears, components within the engine are supposed to wear into each other. The use of [Amsoil Upper Cylinder Lubricant](#) allows for a smoother, softer wear process, thus allowing the components to wear properly. In contrast, if no [Upper Cylinder Lubricant](#) is used, the "dry" components are effectively smashing into each other and do not allow for the proper wear process to occur.

Just my personal thoughts as I look back over the data.



Dealer Zone...

By Don Olson, ZO #4901

Is registering as a Preferred Customer worth it?

In short, Yes.

Registering as a preferred customer gives you access to many benefits that retail customers do not receive. The basics are as follows:

As a P.C. you'll enjoy:

- Reduced Pricing of up to 25% on every order.

- Free Shipping on orders of \$100 US (\$130 CA) or more. Orders under \$100 have a flat rate shipping cost of \$9.99.

- Birthday Gift of a \$5 coupon to help celebrate your day. You must specify your birthday month within your account information once logged in.

- \$5 Back with every \$100 you spend.

- Exclusive Offers throughout the year.

- Free Membership renewal when you spend \$500 or more.

- Quarterly AMSOIL Magazine with the latest product details, technical information and complete product catalog.

Contact your Independent Amsoil Dealer (information at right) to find out more.

Congratulations to NEW Amsoil Opportunists and Enthusiasts!

Congratulations:

New Catalog Customers

Quentin Hall
Huntsville, TX

Dave Corley
Edgewater, FL

Jacob Dreiling
Lexington, NE

Thomas Barton
Springboro, OH



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Congratulations:

New Preferred Customers

Eric Mullikin
Wauzeka, WI

Samuel Dominguez
Omaha, NE

Justin Bartlett
Overland Park, KS

Chanel Landry
Degelis, QC

Tracy Bratburg
Beatrice, NE

Cody Batten
Bealeton, VA

Paul Hattan
Lincoln, NE

Jeff Helgoth
Lincoln, NE

Ian Foringer
Kittanning, PA

Clyde Hamilton
Palm Bay, FL

Robert Michael
Lincoln, NE



Why do I need to use Upper Cylinder Lubricant?

1. The harsh environment within new engines (especially with Ethanol Gasoline, Gas Direct Injection, and Turbochargers) are 30-40 times worse than older port fuel injector technology and require additional lubrication.

2. "Flash Corrosion", and corrosion in general, will occur on "dry" (unlubricated) metal components within the upper cylinder area, especially if using Ethanol fuels which absorb water.

3. Valve stems and valve guides that are not lubricated will generate friction (heat) and rubbing (metal abrasion) that can affect the seating and sealing of the valves inside the engine which can lead to engine noise and premature component failure.



4. Without an Oil Cushion on the valve faces and valve seats, the valve shock load (valve faces hitting valve seats during closure) is substantially increased and can ultimately lead to valve tuliping.

5. The small components inside fuel injectors (specifically the injector springs) can actuate 500 million times over 10 years. Without proper lubrication, those components will prematurely fail.

6. Fuel pump oxidation is a leading cause of fuel pump failure and is caused by a reaction between hydrocarbons (fuel) and oxygen (air). Fuel pump components that are not lubricated properly do not have a protective barrier to counteract the oxidation process.

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