

In the past several years, there has been a lot of discussion and misunderstanding of what ZDDP is and what it does for your engine. Some people are misinformed about this and can experience engine damage if the correct engine oil is not used. ZDDP is an oil component that contains zinc and phosphorus and provides excellent wear resistance to high-pressure engine components. The flat tappet camshaft and lifters are the main beneficiary to the ZDDP, but it's not the only area in the engine that can benefit. Any component in the engine that experiences metal to metal contact like wrist pins, rocker arms, pushrods, valves, pistons, and valve springs will also experience less wear and greater life with the use of the 7DDP.

There are many different oils and oil additives on the market today to choose from. Choosing the correct oil for the correct engine application is imperative for engine life. If the correct amount of zinc and phosphorus in the oil is ignored, engine failure will occur.

So let's examine the ZDDP dilemma, ZDDP in engine oil is measured in parts per million. To get proper protection in your engine with a flat tappet camshaft, the oil must have 1200 to 1900 parts per million of ZDDP. If your engine is the stock type build with the stock style camshaft and stock spring pressures, you can run to the lower spectrum around 1200 to 1300. But if your engine is a hot rod build with a more aggressive and higher lift cam profile with high spring pressures, you will need to run an engine oil to the higher spectrum closer to 1800 to 1900 parts per million. If the oil that you are running has less than 1200, you will experience premature engine part failure. It has been proven that a level of ZDDP over 2000 can actually cause a zinc etching and cause failures as well.

There are also a lot of ZDDP additives on the market today. These additives are to be

blended in with an oil to bring up the level of the ZDDP. When using these additives, you have to be very careful on how much of the additive you are adding to your oil so your levels do not increase over that 2000 mark. Using additives may not be the best alternative for your engine. After talking to several oil engineers, I have been told that the ZDDP will only correctly blend in a certain oil temperature range and because of this may not offer complete protection. In most engines, it is necessary to use the factory produced blended ZDDP oil for the best protection.

All of us here at Sehr Performance have been using and teaching these guidelines for years now and have experienced no failures on our engines. Hot rod engines today are very expensive and spending a little more money on the correct oil will ensure that you get the *"Extra Mile"* and life out of your engine.

Cam using correct oil, over 130K miles. Built by Sehr Performance 12 years ago!

