Lubrication
By Wendell Smith

In recent technical articles we have debated the pros and cons of synthetic lubricants, the adverse effect EP gear oil (sulfur base) has on yellow bearings in our older cars, and the deleterious effect caused by the recent removal of ZDDP from engine oils (the zinc anti scoffing agent). We have also discussed the benefit of adding Marvel Mystery Oil to gasoline, and we recently featured an article on using Sea Foam cleaner to de carbonize an engine and help free sticky valves. Additionally, we have recently seen articles on the changes in the formula of anti-freeze and the negative effect the new formulas can have on our Classics. It is increasingly difficult to keep abreast of what is correct to do or not to do when it comes to lubricants, fluids, and additives. I think the best rule of thumb is to read and understand as much as you can on the labels of the various materials, and to make it a practice of changing out lubricants and fluids on a frequent basis. Also, I have found discussing things with fellow club members is quite helpful in providing perspectives and proven experience associated with topics of concern.

Two of the most common anti-seize lubricants. From R - L Permatex part #133K and Versachem type 13

The Permatex lubricant is aluminum in color and the Versachem product is bronze. Both are hi-temp formulas and are interchangeable with application depending on color desired or whichever you are able to locate in your shop. One of the problems you may experience is you will not use these products often enough to remember where you stored them.

There is one useful lubrication material I feel is essential for every car hobbyist's shop. Also, this happens to be a lubricant which, to my knowledge when used properly, has never been subject to criticism or concern. The material is **Anti-Seize Lubricant**. I discovered anti seize lubricants about forty years ago. This is a lubricant that has specific applications and is typically used in limited quantity. I think I am still working from one of my original eight ounce containers.

Anti-seize lubricants resist temperatures up to 2,000 degrees Fahrenheit, thus rendering them suitable beyond the highest extreme temperature application we would ever experience on our cars. My first and primary use of this lubricant is on spark plug threads. However, I continue to find situations where I desire easy assembly and disassembly and want to prevent seizing due to corrosion and heat.

I increasingly find situations where I like to use anti-seize lubricants. Brake cables, manifold and muffler bolts, wheel lug bolts, and chassis bolts represent common applications. Specific applications include the splines of wheel hubs, and when mixed with gear oil anti-seize lubricants are excellent for leaf spring lubrication.

One of the benefits of anti-seize lubricants is that they have a high viscosity. The material is typically brushed on; it will not drip out or be slung out when in a centrifugal situation. The only word of warning is this material is not suitable for bearing or gearbox lubrication.