



## J2 TECHNICAL ARTICLE

Number 207

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From Octagon Heaven

Source: MMM Register Infoletter  
Ed. \_\_\_\_\_ (?)

### GEAR OIL

In response to a letter from Jeremy Prince,  
'Duckhams Oils' replied:-

As far as our records show, Gear Oil 'N' appears  
to have been a mid-range SAE 140 oil. The answers  
to your questions are:-

1. An SAE 80 gear oil can be used in the gearbox  
and back axle, but I would not consider this  
to be a wise move. The drop in viscosity from  
the recommended SAE 140 to SAE 80 is quite  
wide, and you may well suffer from leakage  
particularly considering the age of the car.
2. In the case of your particular car, designed  
to have a non additive oil lubricate its  
gearbox and axle, there is little advantage  
in using an E.P. oil. However, non-additive  
gear oils these days are very difficult to  
find in the retail market, so it is more con-  
venient to use Hypoid gear oils.
3. As far as I am aware, there are no design  
features in the gear-box or axle of your car  
which dictate a different type of gear oil  
from modern cars, other than the viscosity,  
which I mentioned earlier. There were problems  
many years ago, when one of the chemical  
additives used in hypoid oil could cause  
problems with the non ferrous metal components  
of transmission systems. However, modern  
hypoid additives do not have this disadvantage.

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SHELL SPIRAX 140 Gear Oil is a mild E.P. oil  
and suitable for MMM Gearboxes and Back Axles.  
SHELL FOUR SEASONS is an 'economical' of 20/50  
rating, suitable for non-filtered MMM engines,  
or which have frequent oil changes, and is of  
20/50 rating.

SILKOLINE call their 140 Gear Oil "Rhino" H.D.

Ed.