Star brite Premium 2-Cycle TC-W3®-certified oils deliver the performance and value your customers deserve, along with the confidence of buying from a leading manufacturer of marine chemicals since 1973.

All Star brite 2-Cycle Oils:
- Meet or exceed manufacturers’ specifications
- Will not void engine warranty
- NMMA approved—meet or exceed stringent TC-W3® requirements
- Synthetic-blend, ashless formula minimizes piston ring sticking and protects against pre-ignition problems

Star brite Super Premium Plus 2-Cycle oil:
- Exceeds performance specifications for E-Tec, FICH, Optimax and HPDI engines
- Contains PIB viscosity modifier to greatly improve lubricity and reduce smoking
- High-detergent formula removes deposits from fuel delivery system
- Super premium additive package makes this oil one of the cleanest burning, smoothest running, best lubricating TC-W3® oils you can buy

<table>
<thead>
<tr>
<th>ITEM</th>
<th>SIZE</th>
<th>CASE</th>
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</thead>
<tbody>
<tr>
<td>19016</td>
<td>16 oz.</td>
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<tr>
<td>19032</td>
<td>32 oz.</td>
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<tr>
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<tr>
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<td>19005</td>
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<tr>
<td>19055</td>
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www.STARBRITE.com
OIL AND LUBES: THE BASICS

Many factors differentiate Star brite oils from the rest. Learning the different challenges marine engines face and how to address them, helps understand why Star brite oils are a sure choice over OEM.

Operating Temperature: Marine engines are cooled by the water they are in, passing it through the engine block or through a heat exchanger. This method is much more efficient at removing heat than the air-exchange systems in automobiles. The overall reduced operating temperature of marine engines drastically changes the requirements needed from an oil. All Star brite oils are blended to perform optimally at these reduced temperatures.

Corrosion: Due to the environment that marine engines operate in, the presence of moisture is inevitable. There is no engine that is completely sealed, and as it heats up, the air inside the case must be vented to avoid pressure buildup. Once it shuts down, the air inside the case cools, builds negative pressure, and then pulls in surrounding humid air. This humidity could rust one of many components. All Star brite oils are fortified with Corrosion Inhibitors to leave a protective coating on all parts of an engine, including aluminum.

Crank Shafts: The vertical orientation of outboard crankshafts is another dramatic difference between automobile and marine engines. In a horizontal engine, the crankshaft rotates through the oil, dispersing it evenly. With vertical assemblies, however, the oil pools at the bottom, and is not pushed upward without the help of an oil pump. Oil is pumped to the top of the engine and then flows down, but it also needs to stick to the metal surfaces as it flows down to properly lubricate the assemblies. All Star brite oils contain additives that improve adherence to all components for longer-lasting lubrication and protection during start-up.

FOR USE IN:
TOHATSU®  NISSAN®  Johnson®  HONDA®
SUZUKI®  Evinrude®  MERCURY®  YAMAHA®

TC-W3 Certification establishes a minimum set of test standards that a 2-cycle oil must pass. What then differentiates oils are the additives that enhance it beyond the minimums requirements, adding lubricity, detergency, and smoke control.

The right balance of these additives is especially important with 2-Cycle engines, since oil is burned with the fuel. A panel coker test measures how different oils burn at different temperatures. While many OEMs claim superior results, testing shows that Star brite oils are competitive with even the leading premium OEM oils:

It is important to note that ALL of the oils in this test are certified TC-W3®. The Star brite oil, however, is blended to perform best under a wide range of temperatures.