

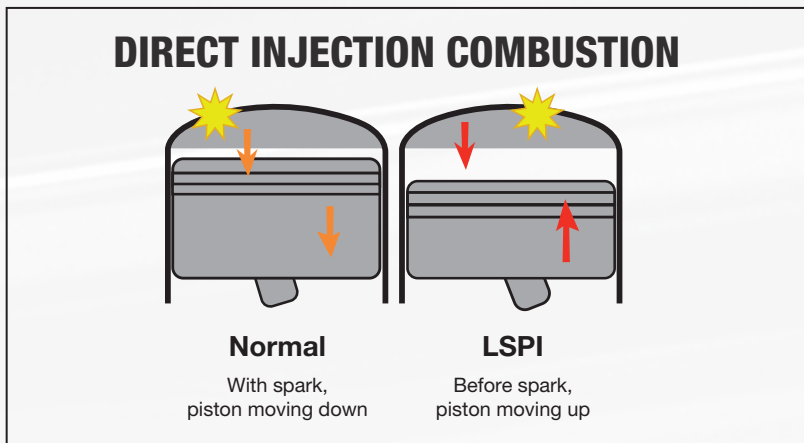
The Right-Now Solution for Direct Injection Engines

Direct injection and turbochargers make for a powerful combo, but utilizing available high torque at low speed can lead to abnormal combustion that not only degrades performance, but also causes damage.

This low-speed pre-ignition (LSPI) occurs when the mixture of air and fuel, injected directly into the combustion chamber instead of the intake port, ignites before the spark and as the piston is still moving upward. The resulting excessive cylinder pressure creates what is known as “knock” in mild cases.

Driven Racing Oil™ research has confirmed an oil’s detergent chemistry can impact LSPI, with calcium and sodium increasing and molybdenum compounds decreasing frequency. Thus, Driven has developed a new line of motor oils that represent the first offerings formulated, tested and proven to protect direct injection engines better than API oils.




Driven’s DI Synthetic Motor Oils are ahead of curve when it comes to the new 2018 API SN+ Engine Oil spec, providing the right-now solution for direct injection engines. They combat LSPI and contain additives to prevent soot-related wear and reduce intake valve deposits typically caused by volatile off-the-shelf engine oils.



	Qt. Bottle
DIRECT INJECTION MOTOR OIL	
DI20 SYNTHETIC 0W-20	18206
DI30 SYNTHETIC 5W-30	18306
DI40 SYNTHETIC 0W-40	18406
DI60 SYNTHETIC 10W-60	18606

- High Temp High Shear Protection
- Prevents Deposits on Intake Valves
- Soot Related Wear Protection
- Combats Abnormal Combustion

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