



# OIL REPORT

LAB NUMBER: E32555      UNIT ID: MJSFD-01  
 REPORT DATE: 10/29/2010      CLIENT ID: 38339  
 CODE: 44/75      PAYMENT: CC: MC

UNIT	MAKE/MODEL: Mazda 1.3L Turbo (Rotary)	OIL TYPE & GRADE: Valvoline VR1 SAE 50 (Racing)
	FUEL TYPE: Gasoline (Unleaded)	OIL USE INTERVAL: 2,000 Miles
	ADDITIONAL INFO: 1993 RX-7 - Engine rebuilt at ~72K miles	

CLIENT	
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**COMMENTS** MARK: Things look better in the latest analysis from your Mazda 1.3L. The oil run length didn't change, but we noted nice improvements in copper and lead. Both metals still read above average, but we suspect some of that is from carry over. Sodium increased, and while the oil type change could account of the higher level (sodium being from additive), we still can't rule out possible coolant contamination. Fuel dilution improved to 5.5%, so the road trip helped. Keep and eye on your coolant level and check back in another 2,000 miles.

ELEMENTS IN PARTS PER MILLION	MI/HR on Oil	2,000	UNIT / LOCATION AVERAGES	2,000	1,000	4,000	UNIVERSAL AVERAGES
	MI/HR on Unit	87,000		85,000	83,000	82,000	
	Sample Date	10/24/10		06/11/10	01/03/10	10/31/09	
	Make Up Oil Added	0 qts		0 qts	0 qts	0 qts	
ALUMINUM	1	2	1	2	2	3	
CHROMIUM	1	1	1	1	1	3	
IRON	7	16	22	12	24	13	
COPPER	15	18	26	10	22	3	
LEAD	11	32	53	23	42	4	
TIN	3	2	0	0	3	0	
MOLYBDENUM	2	6	2	5	16	45	
NICKEL	0	0	0	0	1	0	
MANGANESE	0	0	0	0	0	3	
SILVER	0	0	0	0	0	0	
TITANIUM	0	0	0	0	0	0	
POTASSIUM	4	3	3	2	3	3	
BORON	8	11	15	8	14	30	
SILICON	4	9	11	12	10	16	
SODIUM	169	58	26	19	17	74	
CALCIUM	1455	1699	1724	1410	2206	1882	
MAGNESIUM	7	8	6	7	10	117	
PHOSPHORUS	880	753	838	536	758	661	
ZINC	893	905	1099	675	952	823	
BARIUM	0	0	0	0	0	0	

Values Should Be\*

PROPERTIES	59.8	87-102	50.8	48.7	57.8
SUS Viscosity @ 210°F	59.8	87-102	50.8	48.7	57.8
cSt Viscosity @ 100°C	10.16	17.3-21.1	7.51	6.88	9.59
Flashpoint in °F	265	>375	260	215	285
Fuel %	5.5	<1.0	6.3	8.0	5.0
Antifreeze %	?	0	?	0.0	0.0
Water %	0.0	0.0	0.0	0.0	0.0
Insolubles %	0.4	<0.6	0.3	0.3	0.3
TBN					5.7
TAN					
ISO Code					

\* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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