

CASTROL CLASSIC OIL RECOMMENDATIONS FOR ALVIS 1936-1967

| MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | R/AXLE | QTY |
|---|---------|-----------------|------|----------|--------|--------|--------|
| FIREBIRD | 1936 | XL30 | 16pt | XL30 | 6pt | EP140 | 4pt |
| CRESTED EAGLE | 1936-37 | XL30 | 24pt | XL30 | 6pt | EP140 | 4pt |
| SILVER EAGLE | 1936 | XL30 | 20pt | XL30 | 6pt | EP140 | 4pt |
| SPEED TWENTY | 1936 | XL30 | 24pt | XL30 | 6pt | EP140 | 4pt |
| 3 ½ LITRE | 1936 | XL30 | 16pt | XL30 | 6pt | EP140 | 3pt |
| TWENTY FIVE | 1937 | XL30 | 16pt | XL30 | 6pt | EP140 | 3pt |
| 4.3 LITRE | 1937 | XL30 | 16pt | XL30 | 6pt | EP140 | 3pt |
| 12/70,S.B.& 13.22 | 1938-40 | XL30 | 12pt | XL30 | 4pt | EP140 | 3pt |
| SILVER CREST | 1937-40 | XL30 | 16pt | XL30 | 3pt | EP90 | 3pt |
| 20HP & CRESTED EAGLE | 1938-40 | XL30 | 24pt | XL30 | 6pt | EP90 | 3pt |
| 25HP,CRESTED EAGLE & SPEED TWENTY | 1938-40 | XL30 | 16pt | XL30 | 6pt | EP140 | 3pt |
| FOURTEEN | 1946-50 | XL30 | 12pt | XL30 | 4pt | EP90 | 3pt |
| 3 LITRE | 1951-56 | XL30 | 12pt | XL30 | 3pt | EP90 | 2pt |
| TC 108/G | 1956-58 | XL30 | 12pt | XL30 | 3pt | EP90 | 2pt |
| TD21 | 1958-63 | XL30 | 13pt | XL30 | 4 ½ pt | EP90 | 3 ½ pt |
| TE21 | 1963-66 | XL20w/50 | 13pt | XL20w/50 | 2 ½ pt | EP90 | 3 ½ pt |
| | | Automatic G/Box | TQF | | 15pt | | |
| TF21 | 1966-67 | XL20w/50 | 13pt | XL20w/50 | 2pt | EP90 | 3 ½ pt |
| | | Automatic G/Box | TQF | | 15pt | | |

FOR MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES
ALL CAPACITIES AS PER MAKERS HANDBOOK

ENGINE : XL30 (FOR EARLY SUPERCHARGED MODELS CASTROL R40 MAY BE
USED)

GEARBOX : XL30

REAR AXLE : EP140

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD
REPLACEMENT ADDITIVE.

FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER
FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER
PLUS OCTANE BOOST

CASTROL CLASSIC OIL RECOMMENDATIONS FOR AUSTIN 1936-1973

| MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | AXLE | QTY |
|----------------|---------|----------|--------------------------------------|----------|---------|-------|---------|
| SEVEN | 1936/9 | XL30 | 4pt | XXL40 | 1.1/2pt | EP140 | 7/8pt |
| SEVEN SPORT | 1936 | XXL40 | 8pt | XXL40 | 1.1/2pt | EP140 | 7/8pt |
| TEN | 1936-8 | XL30 | 6pt | XXL40 | 2pt | EP140 | 1pt |
| LIGHT 12/4 | 1936 | XL30 | 8pt | XXL40 | 4pt | EP140 | 1pt |
| LIGHT 12/4 | 1937 | XL30 | 8pt | XXL40 | 4pt | EP140 | 1.7/8pt |
| 16 & 18HP | 1936-7 | XL30 | 14pt | XXL40 | 4.1/4pt | EP140 | 2pt |
| TWENTY | 1936-8 | XL30 | 14+1pt | XXL40 | 7pt | EP140 | 2pt |
| FOURTEEN | 1937-9 | XL30 | 8pt | XXL40 | 4pt | EP140 | 1.5/8pt |
| BIG SEVEN | 1938-9 | XL30 | 5pt | XXL40 | 1.1/2pt | EP140 | 1pt |
| TWELVE | 1938 | XL30 | 8pt | XXL40 | 4pt | EP140 | 1.5/8pt |
| EIGHTEEN | 1938-9 | XL30 | 14pt | XXL40 | 4.1/4pt | EP140 | 2.1/2pt |
| EIGHT | 1939-4 | XL30 | 5pt | XXL40 | 1.3/4pt | EP140 | 1.1/2pt |
| TEN | 1939-4 | XL30 | 7pt | XXL40 | 1.7/8pt | EP140 | 2.1/4pt |
| TWELVE | 1939 | XL30 | 8pt | XXL40 | 3.1/2pt | EP140 | 1.5/8pt |
| TWENTYEIGHT | 1939 | XL30 | 18+2pt | XXL40 | 6pt | EP140 | 2.3/4pt |
| EIGHT | 1945-7 | XL30 | 5pt | XXL40 | 1.7/8pt | EP140 | 1.1/2pt |
| TEN | 1945-7 | XL30 | 7pt | XXL40 | 1.7/8pt | EP140 | 2.3/4pt |
| TWELVE | 1945-7 | XL30 | 8pt | XXL40 | 3.1/2pt | EP140 | 2.1/4pt |
| SIXTEEN | 1945-7 | XL30 | 12+2pt | XXL40 | 3.1/2pt | EP140 | 1.5/8pt |
| SIXTEEN | 1948 | XL30 | 10+2pt | XXL40 | 3.1/2pt | EP140 | 1.5/8pt |
| A40 | 1948-50 | XL30 | 7pt | XXL40 | 2pt | EP140 | 2.1/4pt |
| A125/A135 | 1948-50 | XL30 | 15.3/4 | XXL40 | 6.1/2pt | EP140 | 3pt |
| A70/A90 | 1948-50 | XL30 | +2.3/4pt | | | | |
| A40 | 1951 | XL30 | 11.3/4 | XXL40 | 3pt | EP140 | 2.1/4pt |
| A90 | 1951-2 | XL30 | +1.3/4pt | | | | |
| A70 | 1951-4 | XL30 | 7pt | XXL40 | 2pt | EP140 | 2.1/4pt |
| A125-135 | 1951-5 | XL30 | 11.3/4 | XXL40 | 3pt | EP140 | 2.1/2pt |
| A40 | 1952-3 | XL30 | +1.1/4pt | | | | |
| A30 | 1952-6 | XL30 | 11.3/4 | XXL40 | 3pt | EP140 | 2.1/2pt |
| A40/50/55 | 1955-8 | XL30 | +1.1/4pt | | | | |
| A90 | 1955-6 | XL30 | 11.3/4 | XXL40 | 3pt | EP140 | 2.1/2pt |
| WESTMINSTER | | | +1.1/4pt | | | | |
| A35 | 1957-62 | XL20w/50 | 15.3/4 | XXL40 | 6.1/2pt | EP140 | 3pt |
| A95/105 | 1957 | XL30 | 7pt | XXL40 | 3pt | EP140 | 2.1/4pt |
| (Synchronmesh) | | | 6pt | XL30 | 2.1/2pt | EP140 | 1.3/4pt |
| A95/105 | 1957 | XL30 | 7+1pt | XL30 | 4.1/2pt | EP90 | 2pt |
| (Automatic) | | | (gearbox with overdrive 5.1/2 pints) | | | | |
| PRINCESS IV | 1957 | XL30 | 12+1.1/4pt | XL30 | 4.1/2pt | EP90 | 3pt |
| A40 MK1 & 11 | 1958/68 | XL20w/50 | 6+1pt | XL30 | 2.1/2pt | EP90 | 1.3/4pt |
| A55 MKII | 1959-61 | XL20w/50 | 12+1.1/4pt | XL30 | 4.1/2pt | EP90 | 3pt |
| A60 (Petrol) | 1961-71 | XL20w/50 | (gearbox with overdrive 5.1/2 pints) | | | | |
| A60 (Diesel) | 1961-71 | XL20w/50 | 12+1.1/4pt | TQF | 15pt | EP90 | 3pt |
| A99/A110 MK1 | 1959-64 | XL20w/50 | 15.3/4 | TQF | 20pt | EP90 | 3pt |
| | | | +2.3/4pt | | | | |
| | | | 6.1/2pt | XL20w/50 | 2.1/4pt | EP90 | 1.3/4pt |
| | | | 7.1/2pt | XL20w/50 | 4.1/2pt | EP90 | 2.1/4pt |
| | | | 7.1/2pt | XL20w/50 | 4.1/2pt | EP90 | 2.1/4pt |
| | | | 8.1/4pt | XL20w/50 | 4.1/2pt | EP90 | 2.1/4pt |
| | | | 12.3/4pt | XL20w/50 | 5.1/2pt | EP90 | 3.1/4pt |

AUSTIN MODELS cont

| MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | AXLE | QTY |
|---|---------|----------|----------|---------------|---------|-----------|---------|
| A110 MK2 | 1964-67 | XL20w/50 | 12.3/4pt | XL20w/50* | 4.1/2pt | EP90 | 3.1/4pt |
| *(Models with Automatic Transmissions use TQF Qty 13.1/2 pints) | | | | | | | |
| A110 MK2 | 1967-8 | XL20w/50 | 11.1/2pt | XL20w/50 | 4.1/2pt | EP90 | 3.1/4pt |
| (Models with Overdrive XL20w/50, 5.1/2pt. with Auto Trans use TQF Qty 11.1/4 pints) | | | | | | | |
| 1800/1800S | 1964-73 | XL20w/50 | 10.1/4pt | (From Engine) | | | |
| (Models Built from 1964-66 Engine 12.3/4pt.) | | | | | | | |
| (Models with Auto Trans Engine XL20w/50, Qty 7.3/4pt, Transmission use TQF qty 13 pts) | | | | | | | |
| 2200 | 1972-73 | XL20w/50 | 17pt | From Engine | | | |
| (Models with Auto Trans Engine XL20w/50, Qty 10 pints, Transmission use TQF qty 13 pts) | | | | | | | |
| 3 Litre | 1968-71 | XL20w/50 | 12pt | XL20w/50 | 5.3/4pt | EPX80w/90 | 3pt |
| (Models with Overdrive XL20w/50 6.3/4pt, with Auto Trans use TQF Qty 13 pints) | | | | | | | |
| MINI (all models) 1959-73 XL20w/50 8.1/2pt From Engine | | | | | | | |
| (Models with Auto Transmission 9 pints) | | | | | | | |
| 1100/1300 & GT | 1962/73 | XL20w/50 | 8.1/2pt | From Engine | | | |
| (Models with Auto Transmission 9 pints) | | | | | | | |
| MAXI 1500/1750 | 1969-73 | XL20w/50 | 9.3/4pt | From Engine | | | |
| (Models with Auto Transmission 13 pints) | | | | | | | |

FOR MODELS PRIOR TO 1936 THE FOLLOWING APPLIES:

ENGINE: XL30 (Seven Sports XXL40). FOR CAPACITIES CONSULT YOUR HANDBOOK.

GEARBOX: All Models XL30, FOR CAPACITIES CONSULT YOUR HANDBOOK

REAR AXLE: All Models D140, FOR CAPACITIES CONSULT YOUR HANDBOOK

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE.
FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER
FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE
BOOST

CASTROL CLASSIC OIL RECOMMENDATIONS FOR FORD 1936-1977

| FORD MODEL | YEAR | ENGINE | QTY | GEARBOX | QTY | R/AXLE | QTY |
|-------------------------------|---------|----------|---------------|----------|----------|------------|---------|
| 8 & 10hp | 1936-40 | XL30 | 4 + 1 pts | ST90 | 1 pt | ST90 | 1 pt |
| V8 30hp | 1936-40 | XL30 | 6 ½ + 1 ½ pts | ST90 | 2 pts | ST90 | 2 pts |
| V8 22hp | 1936-40 | XL30 | 6 ½ pts | ST90 | 2 pts | ST90 | 2 pts |
| 8 & 10hp | 1945-48 | XL30 | 4 + 1 pts | ST90 | 1 pt | ST90 | 1 pt |
| Pilot | 1949/51 | XL30 | 6 ½ + 1 ½ pts | ST90 | 2 pts | ST90 | 2 pts |
| Anglia & Prefect | 1949-53 | XL30 | 4 + 1 pts | ST90 | 1 pt | ST90 | 1 pt |
| Consul | 1951-55 | XL30 | 6 + 1 ½ pts | EP80 | 2 ½ pts | EP90 | 2 ½ pts |
| New Consul | 1956-57 | XL30 | 6 + 1 ½ pts | EP80 | 2 ½ pts | EP90 | 2 ½ pts |
| Zephyr Six | 1951-53 | XL30 | 6 + 1 ½ pts | EP80 | 2 ½ pts | EP90 | 2 ½ pts |
| Popular | 1954-57 | XL30 | 4 + 1 pts | ST90 | 1 pt | ST90 | 1 ½ pts |
| Anglia & Prefect | 1954-57 | XL30 | 4 ½ + ¾ pts | EP80 | 1 ¾ pts | ST90 | 1 ½ pts |
| Zephyr & Zodiac | 1954-55 | XL30 | 6 ½ + 1 ½ pts | EP80 | 2 ½ pts | EP90 | 2 ½ pts |
| New Zephyr & Zodiac (Synchro) | 1956-57 | XL30 | 7 + 1 ½ pts | EP80** | 2 ½ pts | EP90 | 2 ½ pts |
| Capacity with overdrive 3 pts | | | | | | | |
| New Zephyr & Zodiac (Auto) | 1956-57 | XL30 | 7 + 1 ½ pts | TQF | 15 pts | EP90 | 2 ½ pts |
| Anglia | 1959-64 | XL20w/50 | 4 ½ pts | EP80 | 1 ¾ pts | EPX 80w/90 | 2 pts |
| Escort | 1965-67 | XL20w/50 | 5 ½ pts | EP80 | 1 ½ pts | EPX80w/90 | 2 pts |
| Escort | 1968-73 | XL20w/50 | 6 ½ pts | EP80 | 11 ¼ pts | EPX80w/90 | 2 pts |
| Escort Twin-Cam | 1968-70 | XL20w/50 | 5 ¾ pts | Auto TQF | 11 ¼ pts | EPX80w/90 | 2 pts |
| Escort RS1600 | 1970-73 | XL20w/50 | 7 ½ pts | EP80 | 1 ¾ pts | EPX80w/90 | 2 pts |
| Cortina 1200 | 1962/64 | XL20w/50 | 7 ¼ pts | EP80 | 1 ¾ pts | EPX80w/90 | 2 pts |
| | 1964-66 | XL20w/50 | 4 ½ pts | EP80 | 1 ¾ pts | EPX80w/90 | 2 pts |
| | 1966-67 | XL20w/50 | 5 ½ pts | Auto TQF | 11 ¼ pts | EPX80w/90 | 2 pts |
| Cortina 1300 | 1966-67 | XL20w/50 | 5 ½ pts | EP80 | 2 ¼ pts | EPX80w/90 | 2 pts |
| Cortina 1300 | 1967-70 | XL20w/50 | 6 ½ pts | Auto TQF | 12 pts | EPX80w/90 | 2 pts |
| Cortina 1300 | 1970-73 | XL20w/50 | 6 pts | EP80 | 2 ¼ pts | EPX80w/90 | 2 pts |
| Cortina 1500 | 1963-64 | XL20w/50 | 6 ½ pts | EP80 | 1 ½ pts | EPX80w/90 | 2 pts |
| | 1964-66 | XL20w/50 | 7 pts | EP80 | 1 ¾ pts | EPX80w/90 | 2 pts |
| | 1966-67 | XL20w/50 | 7 pts | EP80 | 2 ¼ pts | EPX80w/90 | 2 pts |
| Cortina 1600 | 1967-70 | XL20w/50 | 7 ¼ pts | Auto TQF | 12 pts | EPX80w/90 | 2 pts |
| Cortina 1600 | 1970-73 | XL20w/50 | 6 pts | EP80 | 2 ¼ pts | EPX80w/90 | 2 pts |
| Cortina 1600GT | 1970-73 | XL20w/50 | 6pts | Auto TQF | 12 pts | EPX80w/90 | 2 pts |
| Cortina 2000 | 1970/73 | XL20w/50 | 6 ½ pts | EP80 | 1 ½ pts | EPX80w/90 | 1 ¾ pts |
| Lotus Cortina | 1963/66 | XL20w/50 | 6 ½ pts | Auto TQF | 11 ¼ pts | EPX80w/90 | 1 ¾ pts |
| Cortina Lotus | 1966-70 | XL20w/50 | 7 ¼ pts | EP80 | 1 ½ pts | EPX80w/90 | 1 ¾ pts |
| Capri & Classic | 1962-64 | XL20w/50 | 6 ½ pts | Auto TQF | 11 ¼ pts | EPX80w/90 | 2 pts |
| Capri 1300 | 1969-70 | XL20w/50 | 7 ¼ pts | EP80 | 1 ½ pts | EPX80w/90 | 2 pts |
| | 1970-72 | XL20w/50 | 7 ¼ pts | EP80 | 1 ¾ pts | EPX80w/90 | 2 pts |
| Capri 1600 | 1969-70 | XL20w/50 | 5 ¾ pts | EP80 | 1 ¾ pts | EPX80w/90 | 2 pts |
| | 1970-72 | XL20w/50 | 7 ¼ pts | EP80 | 1 ¾ pts | EPX80w/90 | 2 pts |
| Capri OHC | 1972 on | XL20w/50 | 6 ½ pts | Auto TQF | 11 ¼ pts | EPX80w/90 | 2 pts |
| Capri 2000GT | 1969-72 | XL20w/50 | 8 ½ pts | EP80 | 2 pts | EPX80w/90 | 2 pts |
| Capri 3000 | 1969-72 | XL20w/50 | 9 pts | Auto TQF | 11 ¼ pts | EPX80w/90 | 2 pts |
| Corsair | 1963-65 | XL20w/50 | 6 ½ pts | EP80 | 2 pts | EPX80w/90 | 2 pts |
| Corsair GT | 1963-65 | XL20w/50 | 6 ½ pts | Auto TQF | 11 ¼ pts | EPX80w/90 | 2 pts |
| Corsair V4 | 1965-66 | XL20w/50 | 7 ½ pts | EP80 | 3 pts | EPX80w/90 | 2 pts |
| | 1966-70 | XL20w/50 | 7 ½ pts | EP80 | 1 ¾ pts | EPX80w/90 | 2 pts |
| | | | | EP80 | 1 ¾ pts | EPX80w/90 | 2 pts |

FORD RECOMMENDATION continued

| | | | | | | |
|-------------------------|------------------|---------|-------------------------------|---|-----------|---------|
| Corsair V4 2000 | 1965-66 XL20w/50 | 7 ½ pts | EP80 | 1 ¼ pts | EPX80w/90 | 2 pts |
| | 1966-70 XL20w/50 | 7 ½ pts | EP80 Auto TQF | 2 ¼ pts | EPX80w/90 | 2 pts |
| Zephyr 4 | 1962-66 XL20w/50 | 7 ½ pts | EP80 Overdrive | 12 pts 4 pts 4 ½ pts | EPX80w/90 | 2 ½ pts |
| Zephyr 6 & Zodiac | 1962-66 XL20w/50 | 8 pts | EP80 Overdrive | 4 pts | EPX80w/90 | 2 ½ pts |
| | 1966-72 XL20w/50 | 7 ½ pts | Auto TQF EP80 Overdrive | 4 ½ pts 14 ¼ pts 3 ¼ pts 3 ¾ pts | EPX80w/90 | 3 pts |
| Zephyr 6 & Zodiac | 1966-72 XL20w/50 | 9 ½ pts | Auto TQF EP80 Overdrive | 11 ¼ pts 3 ¼ pts 3 ¾ pts | EPX80w/90 | 3 pts |
| | 1972-77 XL20w/50 | 7 ½ pts | Auto TQF EP80 Auto TQF | 11 ¾ pts 3 pts 11 ¾ pts | EPX80w/90 | 3 ¼ pts |
| Consul 2 Litre | 1972-77 XL20w/50 | 8 ¾ pts | EP80 Auto TQF | 3 pts 11 ¾ pts | EPX80w/90 | 3 ¼ pts |
| Consul & Granada 2.5 | 1972-77 XL20w/50 | 8 ¾ pts | EP80 Auto TQF | 3 pts 11 ¾ pts | EPX80w/90 | 3 ¼ pts |
| Consul & Granada 3.0 | 1972/77 XL20w/50 | 8 ¾ pts | EP80 Auto TQF | 3 ½ pts 11 ¾ pts | EPX80w/90 | 3 ¼ pts |

FOR MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES

ALL CAPACITIES AS PER MAKERS HANDBOOK

ENGINE : XL30

GEARBOX : 1928-1932 = D140, 1933-34 = ST90.1935-36 = EP140

REAR AXLE : 1928-34 = D140, 1935-36 = EP140

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS

LEAD REPLACEMENT ADDITIVE.

FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER

FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVE MASTER PLUS OCTANE BOOST

CASTROL CLASSIC OIL RECOMMENDATIONS FOR HILLMAN 1936-1979

| HILLMAN MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | R/AXLE | QTY |
|----------------------------------|--|---|----------------|----------------------|--------------------|---------|---------|
| Minx | 1936-37 | XL30 | 7 pts | XXL40 | 2 pts | D140 | 1 ¼ pts |
| Hawk & 80 Sixteen,Hawk & 80 | 1936 | XL30 | 21 pts | XXL40 | 4 pts | EP140 | 4 pts |
| Minx | 1937 | XL30 | 16 pts | XXL40 | 4 pts | EP140 | 4 pts |
| Fourteen | 1938-40 | XL30 | 7 pts | XXL40 | 2 pts | EP140 | 1 ¼ pts |
| Seven-Seater | 1938-40 | XL30 | 10 pts | XXL40 | 2 pts | EP140 | 4 pts |
| Minx | 1938 | XL30 | 16 pts | XXL40 | 4 pts | EP140 | 4 pts |
| Minx | 1945-47 | XL30 | 7 pts | XXL40 | 2 pts | EP140 | 1 ¼ pts |
| Minx | 1948-50 | XL30 | 7 pts | XL30 | 1 ½ pts | EP140 | 1 ¼ pts |
| Minx | 1951-54 | XL30 | 7 pts | XL30 | 1 ½ pts | EP140 | 1 ¼ pts |
| Minx Mk VIII & Californian | 1955 | XL30 | 7 + 1 pt | XL30 | 2 ¼ pts | EP140 | 1 ¼ pts |
| Spec Sal & Est Husky | 1955 | XL30 | 7 + 1 pt | XL30 | 2 ¼ pts | EP140 | 1 ¼ pts |
| Minx Ser 1 | 1955-57 | XL30 | 7 + 1 pt | XL30 | 1 ¼ pts | EP140 | 1 ¼ pts |
| Husky Ser 1 & 2 | 1956-57 | XL30 | 8 pts | XL30 | 2 ½ pts | EP140 | 1 ¼ pts |
| | 1958-63 | XL20w/50 | 8 pts | XL20w/50 | 2 ¾ pts | EP90 | 1 ¼ pts |
| Husky Ser 111 | 1963-65 | XL20w/50 | 8 pts | XL20w/50 | To Aug 1960 | EP140 | 1 ¼ pts |
| Minx Ser 11 & 111 | 1958-63 | 3-Synchro G/Box to Sept 1964 Gearbox/G/box and Overdrive | 8 pts 8 pts | XL20w/50 XL20w/50 | 3 ½ pts 2 ¾ pts | EP90 | 1 ¼ pts |
| Minx Ser V V I | 1963-67 | XL20w/50 | 8 pts | XL20w/50 | 3 ½ pts | EP90 | 1 ¼ pts |
| | | G/box with Overdrive | 8 pts | XL20w/50 | 4 ½ pts | | |
| | | 3 Synchro G/box | Auto | XL20w/50 | 2 ¾ pts | | |
| | | 3 Synchro with O/Drive | Auto | XL20w/50 | 4 pts | | |
| | | | Auto | TQF | 11 pts | | |
| New Minx | 1966-70 | XL20w/50 | 7 ½ pts | XL20w/50 | 3 ½ pts | EP90 | 1 ¼ pts |
| Super Minx Mk 1 | 1961/62 | XL20w/50 | 8 pts | TQF | 11 pts | EP90 | 1 ¼ pts |
| | Models prior to 1964 (Spiral Bevel) | XL20w/50 | 8 pts | XL20w/50 | 2 ¾ pts | EP90 | 1 ¼ pts |
| | | Easidrive Box XL30 | Auto | XL20w/50 | 4 pts | | |
| Super Minx Mk 11 | 1962-64 | XL20w/50 | 8 pts | XL20w/50 | 2 ¾ pts | EP90 | 1 ¼ pts |
| | | G/box with Overdrive | Auto | XL20w/50 | 2 ¾ pts | EP90 | 1 ¼ pts |
| Super Minx Mk 111/1V | 1964-67 | XL20w/50 | 8 pts | TQF | 11 pts | EP90 | 1 ¼ pts |
| | | G/box with Overdrive | Auto | XL20w/50 | 3 ½ pts | EP90 | 1 ¼ pts |
| | | | Auto | TQF | 11 pts | 4 ½ pts | |
| Hunter 1 & 11 DL/ Super/GT & GLS | 1966-79 | XL20w/50 | 7 ½ pts | XL20w/50 | 3 ½ pts | EP90 | 1 ¼ pts |
| | | G/box with Overdrive | Auto | XL20w/50 | 4 ½ pts | | |
| Avenger 1250 1500 GT/GLS | 1970-73 | XL20w/50 | 7 pts | TQF | 11 ¼ pts | EP90 | 1 ½ pts |
| | | with Oil cooler | 8 ½ pts | XL20w/50 | 3 pts | EP90 | 1 ½ pts |
| Avenger 1300 1600 SC & TC) | 1973-79 | XL20w/50 | 7 pts | TQF | 11 ¼ pts | EP90 | 1 ½ pts |
| | | with Oil cooler | Auto | XL20w/50 | 3 pts | EP90 | 1 ½ pts |
| | | | Auto | TQF | 11 ¼ pts | | |
| Hillman Imp All models | 1963-76 | XL20w/50 | 5 ½ pts | EP80 | 4 ½ pts | | |
| From Ser 11 | Ch no.B.5204600 (excl. B.5204636 to B.5204647) | XL20w/50 | 6 pts | | | | |

FOR MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES

ALL CAPACITIES AS PER MAKERS HANDBOOK

ENGINE : XL30

GEARBOX : XXL40

REAR AXLE : 6 cyl models EP140, other models D140

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS

LEAD REPLACEMENT ADDITIVE.

FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER

FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST

CASTROL CLASSIC OIL RECOMMENDATIONS FOR SS AND JAGUAR MODELS 1936-1975

| MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | AXLE | QTY |
|---|---------|----------|--------|---------------|-------------------|-------|--------------|
| SS MODELS | | | | | | | |
| 16HP | 1936 | XL30 | 16pt | XL30 | 2pt | D140` | 3.5pt |
| 20HP | 1936 | XL30 | 16pt | XL30 | 2pt | D140 | 3.5pt |
| 10,12,1.5 | 1936 | XL30 | 9pt | XL30 | 2pt | EP140 | 2pt |
| 2.1/2 LIT | 1936-40 | XL30 | 20pt | XL30 | 2pt | EP140 | 3.5pt |
| 1.1/2 LIT | 1936-38 | XL30 | 14pt | XL30 | 2pt | EP140 | 2pt |
| 1.1/2 LIT | 1939-40 | XL30 | 12.5pt | XL30 | 2pt | EP140 | 2pt |
| 3.1/2 LIT | 1938-40 | XL30 | 20pt | XL30 | 2pt | EP140 | 3.5pt |
| JAGUAR MODELS | | | | | | | |
| 1.1/2 LIT | 1945-48 | XL30 | 12+2pt | XL30 | 2pt | EP90 | 2.5pt |
| 2.1/2 LIT | 1945-48 | XL30 | 18+2pt | XL30 | 2.1/2pt | EP90 | 3pt |
| & 3.1/2 LITRE | | | | | | | |
| 2.1/2 LIT | 1949-50 | XL30 | 18+2pt | XL30 | 3.1/2pt | EP90 | 3.5pt |
| & 3.1/2 LITRE | | | | | | | |
| MKS | 1951 | XL30 | 18+2pt | XL30 | 2.1/2pt | EP90 | 3.5pt |
| XK120 | 1949-51 | XL30 | 24+3pt | XL30 | 2.1/2pt | EP90 | 3.5pt |
| MKVII | 1951-57 | XL30 | 19+3pt | XL30 | 2.1/2pt | EP90 | 3.5pt |
| XK120 | 1952-54 | XL30 | 19+3pt | XL30 | 2.1/2pt | EP90 | 3.5pt |
| XK140 | 1955-57 | XL30 | 19+3pt | XL30 | 2.1/2pt | EP90 | 3.5pt |
| 2.4 MK1 | 1955-59 | XL30 | 13pt | XL30 | 2.1/2pt | EP90 | 2.5pt |
| MKVIII/IX | 1956-58 | XL30 | 19+3pt | XL30 | 2.1/2pt | EP90 | 3.5pt |
| MKVII, XK120 & MKVIII MODELS, CRANKCASE CAPACITY VARIES FROM 19 TO 24 PINTS ACCORDING TO TYPE OF SUMP FITTED. WHEN AUTO G/BOX IS FITTED TO THESE AND 2.4 MK1, MODELS USE CASTROL TQF QTY 15 PINTS. ALL MODELS HAVING GEARBOX WITH OVERDRIVE HAVE A CAPACITY OF 4 PINTS | | | | | | | |
| 2.4MK2, & 240 | 1959-69 | XL20w/50 | 13pt | EP90 | 2.1/2pt | EP90 | 2.3/4pt |
| 3.4/3.8/340 | 1959-68 | XL20w/50 | 13t | B EP90 | /4pt A 2.1/2pt | EP90 | C 2.3/4pt |
| MKII | 1963-68 | XL20w/50 | 12pt | B EP90 | /4pt A 2.1/2pt | EP90 | 2.3/4pt |
| 3.4/3.8 S | 1961-65 | XL20w/50 | 12pt | B XL20w/50 | /4pt A 2.1/2pt | EP90 | 2.1/4pt |
| MK10 | 1964-70 | XL20w/50 | 12pt | EP90 | 2.1/2pt | EP90 | 2.3/4pt |
| /420G | 1966-69 | XL20w/50 | 12pt | EP90 | /4pt A 2.1/2pt | EP90 | 2.3/4pt |
| 420 | 1968-75 | XL20w/50 | 14.5pt | EP90 | 3pt/4pt /4.5pt | EP90 | 2.3/4pt E |
| XJ6 2.8 /4.2 | 1972-75 | XL20w/50 | 16pt | TQF | 16pt | EP90 | 2.3/4pt |
| XJ12 | 1961-68 | XL20w/50 | 15pt | EP90 | 2.1/2pt | EP90 | 2.3/4pt |
| E Type 3.8 /4.2 Ser 1 | | | | B | | | E |

JAGUAR continued

| | | | | | | | |
|-------------------------|---------|----------|------|------|---------|------|--------------|
| E Type 4.2 Ser 2&3 | 1968-72 | XL20w/50 | 15pt | EP90 | 2.1/2pt | EP90 | 2.3/4pt E |
| E Type 5.3 V12 Ser 3 | 1971-75 | XL20w/50 | 19pt | EP90 | 3pt | EP90 | 2.3/4pt |

LETTER CODE: A. GEARBOX/GEARBOX WITH OVERDRIVE.

B. 3 SYNCHRO GEARBOX USE XL20w/50

C. EARLY MODELS 2.1/4 PINTS.

D. EARLY MODELS 2.1/4 / 4 PINTS.

E. LIMITED SLIP DIFFS CASTROL HYPOY LS.

JAGUARS MODELS: 2.4 MK2, 240, 3.4/3.8 MK2, 340, 3.4/3.8S, MK10 3.8,
MK10 4.2 AND 420G WITH AUTOMATIC GEARBOXES USE 15 PINTS OF CASTROL TQF.

JAGUAR MODELS: 420, XJ6 2.8/4.2, XJ12, E TYPE 3.8/4.2 SER 1, E TYPE 4.2 SER 1 & 2 AND E TYPE 5.3 V12 SER 3
WITH AUTOMATIC GEARBOXES USE 16 PINTS OF CASTROL TQF.

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE.
FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER

FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST

**CASTROL CLASSIC OIL RECOMMENDATIONS FOR
LAND ROVER SERIES 1, 1948-1958**

| | |
|---------------|---|
| ENGINE | CASTROL XL30 (SAE30) or XL20w/50 (SAE20/50) |
| MAIN GEARBOX | CASTROL XXL40 (SAE40) |
| TRANSFER BOX | CASTROL XXL40 (SAE40) |
| DIFFERENTIALS | CASTROL EP140 |
| STEERING BOX | CASTROL EP140 |
| SWIVEL PINS | CASTROL EP140 |

LAND ROVER SERIES 2 and 2A, 1958-1970

| | |
|------------------|---------------------|
| ENGINE | CASTROL XL20w/50 |
| MAIN GEARBOX | CASTROL EP90 |
| TRANSFER BOX | CASTROL EP90 |
| DIFFERENTIALS | CASTROL EP90 |
| STEERING BOX | CASTROL EP140 |
| SWIVEL PINS | CASTROL EP90 |
| L.S.DIFFERENTIAL | CASTROL HYPOY LS 90 |

LANDROVER SERIES 3 1971-1985

| | |
|---------------|--------------------------------|
| ENGINE | CASTROL XL20w/50 |
| MAIN GEARBOX | CASTROL EP90 or SYNTRAX 75w/90 |
| TRANSFER BOX | CASTROL EP90 or SYNTRAX 75w/90 |
| DIFFERENTIALS | CASTROL EP90 or SYNTRAX 75w/90 |
| STEERING BOX | CASTROL EP140 |
| SWIVEL PINS | CASTROL EP90 |
| DIFFERENTIALS | CASTROL EP90 or SYNTRAX 75w/90 |

IN ADDITION, EVERY 3000 MILES STEERING BALL JOINTS, PROPELLER SHAFT, PROPELLER SHAFT SLIDING SPLINES AND UNIVERSAL JOINTS SHOULD BE LUBRICATED WITH CASTROL LM GREASE

FOR ALL LUBRICANT CAPACITIES PLEASE REFER TO MAKERS HANDBOOK

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE FOR VEHICLES OF LESS THAN 8:1 COMP RATIO USE CASTROL VALVEMASTER FOR VEHICLES OF MORE THAN 8:1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST

CASTROL CLASSIC OIL RECOMMENDATIONS FOR MG MODELS 1936-1981

| YEAR & MODEL | ENGINE | QTY | G/BOX | QTY | AXLE | QTY |
|-------------------|--------|--------|-------|--------|-------|-------|
| 1936 P & PB | XL30 | 10pt | EP140 | 2pt | EP140 | 1.5pt |
| 1936 N Type | XL30 | 14pt | EP140 | 2pt | EP140 | 1.5pt |
| 1936-40 2 Litre | XL30 | 20pt | EP140 | 2.25pt | EP140 | 2pt |
| 1937-40 TA | XL30 | 11pt | EP140 | 2pt | EP140 | 2pt |
| 1937-40 1.5 Litre | XL30 | 11pt | EP140 | 1.75pt | EP140 | 2pt |
| 1939-40 2.6 Litre | XL30 | 20pt | EP140 | 2.25pt | EP140 | 2pt |
| 1940 TB | XL30 | 10.5pt | EP140 | 1.5pt | EP140 | 2pt |
| 1945-49 TC | XL30 | 10pt | EP140 | 1.5pt | EP140 | 2pt |
| 1947-51 YA | XL30 | 10pt | EP140 | 1.25pt | EP140 | 1.5pt |

MG MODELS 1950 ONWARD MAY USE XL20w/50 AS AN ALTERNATIVE

| | | | | | | |
|-------------------------------|----------|--------|-----------------------------|--------|-----------|--------|
| 1950-53 TD | XL30 | 10pt | EP90 | 1.25pt | EP90 | 2.25pt |
| TD Eng 14948 on | XL30 | 11.5pt | EP90 | 1.25pt | EP90 | 2.25pt |
| 1952-53 YB | XL30 | 10pt | EP90 | 1.25pt | EP90 | 2.25pt |
| 1954-55 TF | XL30 | 11.5pt | EP90 | 1.25pt | EP90 | 2.25pt |
| 1954-55 ZA | XL30 | 7pt | XL30 | 4.5pt | EP90 | 2.75pt |
| 1956 MGA | XL30 | 7pt | XL30 | 4pt | EP90 | 2.75pt |
| 1957-61 MGA T/C | XL30 | 13pt | XL30 | 4.5pt | EP90 | 2.75pt |
| 1959-62 MGA 1600 | XL30 | 8pt | XL30 | 4pt | EP90 | 2pt |
| 1959-61 Magnette MK3 & MK4 | XL30 | 7.5pt | XL30 | 4.5pt | EP90 | 2.25pt |
| 1961-68 Midget | | | | | | |
| Midget Mk 1 & 2 | XL20/50 | 6.5pt | XL20/50 | 2.25pt | EP90 | 1.5pt |
| Midget Mk 111 1275cc | XL20w/50 | 6.5pt | XL20w/50 | 2.25pt | EPX80w/90 | 1.5pt |
| Midget 1500 | XL20/50 | 8pt | EP90 | 1.5pt | EPX80w/90 | 1.75pt |
| 1962-68 1100/1300 | XL20/50 | 8.5pt | (includes manual gearbox) | | | |
| 1962-81 MGB,GT | XL20/50 | 7.5pt | XL20/50 | 4.5pt | EP90 | 2.25pt |
| 1967-69 MGC,GT | XL20/50 | 12pt | XL20/50 | 4.5pt | EPX80w/90 | 1.75pt |
| 1973-76 V8 | XL20/50 | 8pt | EP90 | 6pt | EPX80w/90 | 1.5pt |

| MG MODERN | ENGINE | GEARBOX | REAR AXLE |
|---------------------|-------------------|---------|--------------------------|
| R+8 3.9 1993-1995 | Edge Sport 10w/60 | TQD 11 | Syntrax 75W/90 0.9 Litre |
| MG ZT260 V8 2004 on | Magnatec 10w/40 | TQD 111 | SAF-XJ |

FOR MODELS WITH OVERDRIVE USE XL20w/50

FOR MODELS WITH AUTOMATIC TRANSMISSION USE TQF

NB: ABOVE RECOMMENDATIONS ARE FOR MANUAL GEARBOX MODELS.

FOR MG MODELS PRIOR TO 1936 CASTROL GP50 (SAE50) AND CASTROL XXL40(SAE40) ARE AVAILABLE.

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE, FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST

**CASTROL CLASSIC OIL RECOMMENDATIONS
FOR MORRIS MODELS 1936-75**

| MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | AXLE | QTY |
|--|---------|----------|-------------|-------------|---------|-------|---------|
| EIGHT | 1935-8 | XL30 | 5pt | EP140 | 3/4pt | EP140 | 1.1/4pt |
| EIGHT | 1938-45 | XL30 | 5pt | EP140 | 3/4pt | EP140 | 1.1/4pt |
| 10/4 Ser II | 1935-7 | XL30 | 10pt | EP140 | 1.1/2pt | EP140 | 2pt |
| 12/4 Ser II | 1935-7 | XL30 | 11pt | EP140 | 1.1/2pt | EP140 | 2pt |
| 16/18-6 Ser II | 1935-7 | XL30 | 17pt | EP140 | 2pt | EP140 | 2pt |
| 21/25hp Ser II | 1935-7 | XL30 | 18pt | EP140 | 2pt | EP140 | 2pt |
| 14-6 Ser II | 1935-7 | XL30 | 12pt | EP140 | 1.1/2pt | EP140 | 2.3/4pt |
| 10hp Ser III | 1938 | XL30 | 10pt | EP140 | 2pt | EP140 | 2pt |
| 12hp Ser III | 1938-9 | XL30 | 11pt | EP140 | 1.3/4pt | EP140 | 2pt |
| 14hp Ser III | 1938-9 | XL30 | 13pt | EP140 | 2pt | EP140 | 2.3/4pt |
| EIGHT Ser E | 1938-9 | XL30 | 6.1/2pt | EP140 | 1.1/2pt | EP140 | 1pt |
| TEN Ser M | 1938-48 | XL30 | 5.1/2pt | EP140 | 1.1/4pt | EP140 | 1.1/2pt |
| EIGHT Ser E | 1945-8 | XL30 | 6.1/2 + 1pt | EP140 | 1.1/2pt | EP140 | 1pt |
| TEN Ser M | 1945-8 | XL30 | 5.1/2 + 1pt | EP140 | 1.1/4pt | EP140 | 1.1/2pt |
| TEN from eng no 38201 | 1945-8 | XL30 | 8+1pt | EP140 | 1.1/4pt | EP140 | 1.1/2pt |
| SIX | 1948-54 | XL30 | 10+1pt | EP90 | 2pt | EP90 | 2.1/2pt |
| OXFORD MO | 1948-54 | XL30 | 9.1/2 + 1pt | EP90 | 2pt | EP90 | 2pt |
| MINOR MM | 1948-54 | XL30 | 6.3/4pt | XL30 | 2.1/4pt | EP90 | 1.1/2pt |
| OXFORD Ser II | 1954-60 | XL30 | 7pt | XL30 | 4pt | EP90 | 2.3/4pt |
| /III/IV (Models with Automatic Transmission use TQF qty 11.1/4pt and Torque Converter 5 pints) | | | | | | | |
| COWLEY | 1954-56 | XL30 | 7pt | XL30 | 4pt | EP90 | 2.3/4pt |
| ISIS SIX | 1955-6 | XL30 | 11.1/2pt | XL30 | 4.1/2pt | EP90 | 3.3/4pt |
| MINOR Ser II | 1952-6 | XL30 | 6pt | XL30 | 2.1/2pt | EP90 | 1.1/4pt |
| MINOR | 1956-72 | XL20w/50 | 6.1/2pt | XL20w/50 | 2.1/4pt | EP90 | 1.1/2pt |
| OXFORD | 1959-71 | XL20w/50 | 7.1/2pt | XL20w/50 | 4.1/2pt | EP90 | 2.1/4pt |
| Ser V/VI (Models with Automatic Transmission use TQF qty 11.1/4pt) | | | | | | | |
| 1100/1300 | 1962-73 | XL20w/50 | 8.1/2pt | From Engine | | | |
| (Models with Automatic Transmission 9 pints) | | | | | | | |
| 1800/1800S | 1964-75 | XL20w/50 | 10.1/4pt | From Engine | | | |
| (Models Built from 1964-66 Engine 12.3/4pt) | | | | | | | |
| (Models with Automatic Transmission Eng 7.3/4pt, Transmission use TQF qty 13 pints) | | | | | | | |

FOR MODELS 1934-36 THE FOLLOWING APPLIES:

ENGINE: XL30

GEARBOX: GP50

REAR AXLE: EP140,

FOR CAPACITIES CONSULT YOUR HANDBOOK.

FOR MODELS PRIOR TO 1934 THE FOLLOWING APPLIES:

ENGINE: XL30

GEARBOX

REAR AXLE D140

FOR CAPACITIES CONSULT YOUR HANDBOOK

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE,
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CASTROL CLASSIC OIL RECOMMENDATIONS FOR RILEY MODELS 1936-69

| MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | AXLE | QTY |
|------------------------|---------|--------|------------------------------------|-------|---------|-------|---------|
| 9HP | 1936-37 | XL30 | 7pt | XXL40 | 3.3/4pt | EP140 | 3pt |
| 1.1/2 LT | 1936-37 | XL30 | 8.5pt | XXL40 | 4.3/4pt | EP140 | 3.1/4pt |
| Sprite | 1936 | XL30 | 17pt (normal g/box) | XXL40 | 4.3/4pt | EP140 | 3.1/4pt |
| Sprite | 1936 | XL30 | 17pt | XL30 | 4.3/4pt | EP140 | 3.1/4pt |
| 12 & 15HP 6 & 8 CYL | 1936-37 | XL30 | (pre-selective g/box) 16pt | XXL40 | 4.3/4pt | EP140 | 3.1/4pt |
| 9HP | 1938 | XL30 | 9pt | XL30 | 5pt | EP140 | 3.1/4pt |
| 1.1/2 LT | 1938 | XL30 | 8.5pt | XL30 | 5pt | EP140 | 3.1/4pt |
| 1.1/2 LT | 1938 | XL30 | (pre-selective g/box) 8.5pt | XXL40 | 3pt | EP140 | 3.1/4pt |
| 16HP | 1938-39 | XL30 | (synchronmesh & overdrive) 12pt | XXL40 | 3pt | EP140 | 3.1/4pt |
| 18HP & 8/90 | 1938 | XL30 | 16pt | XL30 | 7pt | EP140 | 3.1/4pt |
| 12HP | 1939 | XL30 | 8.5pt | XL30 | 3pt | EP140 | 3.1/4pt |
| 12HP | 1945-46 | XL30 | 8.5+1pt | EP140 | 2pt | EP140 | 2.3/4pt |
| 16HP | 1945-6 | XL30 | 12+1pt | EP140 | 3pt | EP140 | 3.1/4pt |
| 1.1/2 LT | 1947-52 | XL30 | 10+1pt | EP140 | 2pt | EP140 | 2.3/4pt |
| 2.1/2 LT | 1947-52 | XL30 | 14+1pt | EP140 | 2pt | EP140 | 4pt |
| 1.1/2 RME | 1953-55 | XL30 | 10 + 1pt | EP90 | 2.3/4pt | EP90 | 2.1/2pt |
| Pathfinder | 1954-56 | XL30 | 13pt | EP90 | 2.1/4pt | EP90 | 3pt |

FROM CHASSIS NO. RME 20505 (1952) USE EP90. AXLE CAPACITY 2.1/2 PINTS.
 FROM CHASSIS NO. RMF 9911 (1952) USE EP90. AXLE CAPACITY 2.1/2 PINTS.
 FROM CHASSIS NO. RMH 3676. GEARBOX CAPACITY 4.1/4 PINTS.
 FROM CHASSIS NO. RHM 2962. GEARBOX CAPACITY 3.3/4 PINTS.

| | | | | | | | |
|---------|---------|----------|-------------------------------|-------------|---------|------|---------|
| 1.5 LT | 1957-65 | XL20w/50 | 7.5pt | XL20w/50 | 4.1/2pt | EP90 | 1.3/4pt |
| 2.6 LT | 1957-59 | XL20w/50 | 11.5+1pt | XL20w/50 | 4.1/2pt | EP90 | 3.3/4pt |
| 4/68 | 1959-61 | XL20w/50 | 7.5pt | XL20w/50 | 4.1/2pt | EP90 | 2.1/4pt |
| 4/72 | 1961-69 | XL20w/50 | 7.5pt | XL20w/50 | 4.1/2pt | EP90 | 2.1/4pt |
| Elf | 1961-69 | XL20w/50 | 8.5pt | from engine | | | |
| | | | (automatic transmission 9pts) | | | | |
| Kestrel | 1965-69 | XL20w/50 | 8.5pt | from engine | | | |
| | | | (automatic transmission 9pts) | | | | |

FOR MODELS PRIOR TO 1936 THE FOLLOWING APPLIES:

ENGINE : XL30

GEARBOX : XL30

REAR AXLES : D140 (excluding Riley Imp 1934-35 which uses EP140)

FOR CAPACITIES CONSULT MAKERS HANDBOOK

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE.

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**CASTROL CLASSIC OIL RECOMMENDATIONS FOR
ROLLS ROYCE AND BENTLEY MODELS 1906-1988**

| ROLLS ROYCE MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | R/AXLE | QTY |
|----------------------|-----------|----------|----------|-----------|---------|--------|---------|
| 20/25HP | 1929-1936 | XXL40 | 12 pts | XXL40 | 4 ½ pts | ST90 | 1 ½ pts |
| PHANTOM III | 1936-39 | XL30 | 16 pts | XL30 | 6 pts | ST90 | 2 pts |
| 25/30HP | 1936-38 | XL30 | 10 pts | XL30 | 4 ½ pts | ST90 | 1 ½ pts |
| WRAITH | 1939 | XL30 | 14 pts | XL30 | 5 pts | EP140 | 2 pts |
| SILVER WRAITH | 1945-59 | XL30 | 16 pts | EP80 * | 6 pts | EP140 | 1 ¾ pts |
| SILVER DAWN | 1949-55 | XL30 | 16 pts | EP80 * | 6 pts | EP140 | 1 ¾ pts |
| PHANTOM IV | 1950-56 | XL30 | 18 pts | TQ Dex 11 | 20 pts | EP140 | 3 pts |
| SILVER CLOUD I | 1955-59 | XL30 | 16 pts | TQ Dex 11 | 20 pts | EP90 | 1 ½ pts |
| SILVER CLOUD II | 1959-62 | XL30 | 13 pts | TQ Dex 11 | 20 pts | EP90 | 1 ½ pts |
| SILVER CLOUD III | 1962-65 | XL20w/50 | 14 ½ pts | TQ Dex 11 | 20 pts | EP90 | 1 ½ pts |
| PHANTOM V | 1959-68 | XL20w/50 | 13 pts | TQ Dex 11 | 20 pts | EP90 | 1 ½ pts |
| SILVER SHADOW | 1965-80 | XL20w/50 | 14 pts | TQ Dex 11 | 24pts | EP90 | 4 ½ pts |

* If fitted with Automatic Gearbox use Castrol TQ Dexron 11 = 20 pints

| BENTLEY MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | R/AXLE | QTY |
|---------------|---------|----------|--------|-----------|---------|--------|---------|
| 3 ½ Litre | 1934-36 | XL30 | 12 pts | XXL40 | 4 ½ pts | EP140 | 1 ½ pts |
| 4 ½ Litre | 1936-40 | XL30 | 12 pts | XXL40 | 4 ½ pts | EP140 | 1 ½ pts |
| MK V | 1939-40 | XL30 | 14 pts | XXL40 | 5 pts | EP140 | 1 ½ pts |
| MK V1 | 1946-52 | XL30 | 16 pts | EP80 * | 6 pts | EP140 | 1 ½ pts |
| R Type | 1952-55 | XL30 | 16 pts | EP80 * | 6 pts | EP140 | 1 ½ pts |
| S Type | 1955-59 | XL30 | 16 pts | TQ Dex 11 | 20 pts | EP90 | 1 ½ pts |
| S2 | 1960-62 | XL20w/50 | | TQ Dex 11 | 20 pts | EP90 | 1 ½ pts |
| S3 | 1960-65 | XL20w/50 | | TQ Dex 11 | 20 pts | EP90 | 1 ½ pts |
| T Series | 1965-80 | XL20w/50 | | TQ Dex 11 | 24 pts | EP90 | 4 ½ pts |

* If fitted with Automatic Gearbox use Castrol TQ Dexron 11 = 20 pints

FOR MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES
ALL CAPACITIES AS PER MAKERS HANDBOOK

ENGINE: XXL40

GEARBOX: ROLLS ROYCE = XXL40 except PHANTOM 1 which uses ST90

GEARBOX: BENTLEY = ST90

REAR AXLES: ROLLS ROYCE = ST90 except SILVER GHOST which uses D140

REAR AXLES: BENTLEY = D140 except 6 ½ & 8 Litre models which use EP140

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE.
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CASTROL CLASSIC OIL RECOMMENDATIONS FOR ROVER 1936-1977

| ROVER MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | R/AXLE | QTY |
|----------------|--------------|-----------------|---------------|----------|----------|--------|--------|
| 10 & 12hp | 1936-40 | XL30 | 8 pts | XXL40 | 4 pts | ST90 | 3 pts |
| 14,16 & 20hp | 1936-40 | XL30 | 13 pts | XXL40 | 3 pts | ST90 | 3 pts |
| 10 & 12hp | 1946-47 | XL30 | 8 pts | XXL40 | 3 pts | XXL40 | 3 pts |
| 14,16 & 20hp | 1946-47 | XL30 | 12 pts | XXL40 | 4 pts | XXL40 | 3 pts |
| 60 | 1948-49 | XL30 | 10 pts | XXL40 | 4 pts | EP140 | 3 pts |
| 75 | 1948-48 | XL30 | 15 ½ pts | XXL40 | 2 ½ pts | EP140 | 3 pts |
| 75 | 1950-52 | XL30 | 13 ½ + 1 ½ pt | XL30 | 3 ½ pts | EP140 | 2 ½ pt |
| 60 | 1954-56 | XL30 | 10 + 1 pt | XL30 | 3 ½ pts | EP140 | 3 pts |
| 60 | 1955 mod use | XL30 | 8 + 1 pt | | | | |
| 75 | 1954-56 | XL30 | 14 + 1 pt | XL30 | 3 ½ pts | EP140 | 3 pts |
| 90 | 1954-56 | XL30 | 15 + 1 pt | XL30 | 2 ½ pts | EP140 | 3 pts |
| 80 | 1959-62 | XL20w/50 | 12 pts | XL20w/50 | 5 pts | EP90 | 3 pts |
| 95 Mk1 | 1962-64 | XL20w/50 | 16 pts | XL20w/50 | 3 pts | EP90 | 3 pts |
| 100 | 1959-64 | XL20w/50 | 16 pts | XL20w/50 | 5 pts | EP90 | 3 pts |
| 2000 SC & Auto | 1963-73 | XL20w/50 | 9 pts | XL20w/50 | 1 ¾ pts | EP90 | 3 pts |
| | | | Auto | TQF | 12 pts | | |
| 2000 TC | 1966-73 | XL20w/50 | 10 pts | XL20w/50 | 1 ¾ pts | EP90 | 2 ½ pt |
| 3500 & S | 1968-76 | XL20w/50 | 9 pts | XL20w/50 | 3 ¼ pts | EP90 | 2 ¼ pt |
| | | | Auto | TQF | 14 pts | | |
| 3 Litre | 1962-66 | XL20w/50 | 11 pts | EP90 | 3 pts | EP90 | 3 pts |
| | | | Overdrive | XL20w/50 | 1 ½ pts | | |
| | | | Auto | TQF | 15 pts | | |
| 3 Litre | 1966-67 | XL20w/50 | 11 pts | EP90 | 3 pts | EP90 | 3 pts |
| | | | Overdrive | XL20w/50 | 1 ½ pts | | |
| | | | Auto | TQF | 14 pts | | |
| 3 ½ Litre | 1967-73 | XL20w/50 | 9 pts | TQF | 14 pts | EP90 | 3 pts |
| 2200 SC & Auto | 1973-77 | XL20w/50 | 9 pts | XL20w/50 | 1 ¼ pts | EP90 | 2 ¼ pt |
| | | | Auto | TQF | 11 ¼ pts | | |
| 2200TC | 1973-77 | XL20w/50 | 9 pts | XL20w/50 | 1 ¼ pts | EP90 | 2 ¼ pt |
| | | With oil cooler | 10 pts | | | | |

FOR MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES

ALL CAPACITIES AND GRADES AS PER MAKERS HANDBOOK

ENGINE : XL30

GEARBOX : D140 or XXL40

REAR AXLE : R40,D140 or XXL40

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE.
FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER
FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST

**CASTROL CLASSIC OIL RECOMMENDATIONS
FOR SINGER 1936-1970**

| MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | R/AXLE | QTY |
|--|--------------------|----------------|------------------------------------|-----------------|---------------|------------|--------|
| NINE | 1936 | XL30 | 8 pt | XL30 | 2 pt | D140 | 2 pt |
| ELEVEN | 1936 | XL30 | 8 pt | XL30 | 3 pt | D140 | 5 pt |
| 1 ½ LITRE | 1936 | XL30 | 18 pt | XL30 | 3 pt | D140 | 5 pt |
| SIXTEEN | 1936-37 | XL30 | 12 pt | XL30 | 3 pt | D140 | 5 pt |
| 9 HP LE MANS | 1936 | XXL40 | 11 ½ pt | XL30 | 2 pt | D140 | 3 pt |
| SUPER NINE & NINE | 1937 | XL30 | 7 pt | XL30 | 2 pt | D140 | 3 pt |
| SPORTS | 1937 | XL30 | 8 pt | XL30 | 2 pt | D140 | 3 pt |
| LE MANS Coupe | 1937 | XXL40 | 8 pt | XL30 | 2 pt | D140 | 3 pt |
| LE MANS | | | | | | | |
| Special Speed | 1937 | XXL40 | 11 ½ pt | XL30 | 2 pt | D140 | 3 pt |
| BANTAM | 1936-37 | XL30 | 7 pt | XL30 | 2 pt | D140 | 3 pt |
| TWELVE | 1937 | XL30 | 11 pt | XL30 | 3 pt | D140 | 5 pt |
| BANTAM & TEN | 1938-40 | XL30 | 7 pt | XL30 | 2 pt | D140 | 3 pt |
| TWELVE | 1938-40 | XL30 | 11 pt | XL30 | 3 pt | D140 | 5 pt |
| 9 & 10 HP | 1945-49 | XL30 | 7 pt | XXL40 | 2 ¾ pt | D140 | 2 pt |
| SUPER 12 | 1945-49 | XL30 | 11 pt | XXL40 | 2 ¾ pt | D140 | 3 pt |
| SM1500 | 1949-52 | XL30 | 6 + 1 ½ pt | XXL40 | 2 ½ PT | EP90 | 3 pt |
| 9 HP Roadster | 1950-52 | XL30 | 5 ¾ + 1 ½ pt | XXL40 | 2 pt | EP90 | 2 ¾ pt |
| SM1500 Saloon | 1953-54 | XL30 | 7 ½ + 1 ½ pt | XXL40 | 2 ½ pt | EP90 | 3 pt |
| ROADSTER | 1953-55 | XL30 | 6 + 1 ½ pt | XXL40 | 2 ½ pt | EP90 | 2 ¾ pt |
| HUNTER & HUNTER 75 | 1955-56 | XL30 | 7 ½ pt + 1 ½ pt | XXL40 | 2 ½ pt | EP90 | 2 ¾ pt |
| GAZELLE | 1956-57 | XL30 | 8 pt | XL30 | 2 ¾ pt | EP140 | 1 ¾ pt |
| GAZELLE | 1958-63 | XL20w/50 | 8 pt | XL20w/50 | 2 ¾ pt | EP140 | 1 ¾ pt |
| | | G/Box with O/D | XL20w/50 - 4 pt. | Automatic G/Box | TQF - 2 ¾ pt. | | |
| GAZELLE | 1963-67 | XL20w/50 | 8 pt | XL20w/50 | 3 ½ pt | EP90 | 1 ¾ pt |
| G/Box with O/D | XL20w/50 - 2 ¾ pt. | 3 Synchro G/B | XL20w/50 - 2 ¾ pt (with O/D 4 pt). | Auto G/B | TQF-11 | | |
| pt. | | | | | | | |
| GAZELLE | | | | | | | |
| 1500/1750 | 1966-70 | XL20w/50 | 7 ½ pt | XL20w/50 | 3 ½ pt | EP90 | 1 ¾ pt |
| VOGUE Mk 1 | 1961/62 | XL20w/50 | 8 pt | Automatic G/Box | TQF 11 ¼ pt | | |
| | | G/Box with O/D | XL20w/50 - 4 pt | XL20w/50 | 2 ¾ PT | EP90 | 1 ¾ pt |
| VOGUE Mk 11 | 1962/64 | XL20w/50 | 8 pt | Automatic G/Box | TQF - 2 ¾ pt | | |
| | | G/Box with O/D | XL20w/50 - 4 pt | XL20w/50 | 2 ¾ pt | EP90 | 1 ¾ pt |
| VOGUE Mk 111 | 1964-67 | XL20w/50 | 8 pt | Automatic G/Box | TQF - 11 pt | | |
| | | G/Box with O/D | XL20w/50 - 4 ½ pt | XL20w/50 | 3 ½ pt | EP90 | 1 ¾ pt |
| NEW VOGUE | 1966-70 | XL20w/50 | 7 ½ pt | Automatic G/Box | TQF - 11 pt | | |
| | | G/Box with O/D | XL20w/50 - 4 ½ pt | XL20w/50 | 3 ½ pt | EP90 | 1 ¾ pt |
| CHAMOIS | 1963/73 | XL20w/50 | 5 ½ pt | Automatic G/Box | TQF - 11 ¾ pt | | |
| Engine for above Series 111 from Ch.No. B.5204600(excl B.5204636 to B.5204647) : | | | | EP80 | 4 ½ pt | From G/Box | |

FOR ALL MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES

ALL CAPACITIES AS PER MAKERS HANDBOOK

ENGINE : XL30 (LE MANS Models XXL40)

GEARBOX : XL30

REAR AXLE : D140

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS

LEAD REPLACEMENT ADDITIVE.

FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER

FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST

**CASTROL CLASSIC OIL RECOMMENDATIONS
FOR STANDARD MODELS 1936-63**

| MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | AXLE | QTY |
|---|---------|----------|-------------|-------|--------|-------|--------|
| 9hp | 1936 | XL30 | 6 pt | XXL40 | 2 pt | EP140 | 2 pt |
| 10hp | 1936 | XL30 | 9 pt | XXL40 | 2 pt | EP140 | 2 pt |
| 12hp | 1936 | XL30 | 9 pt | XXL40 | 2 pt | EP140 | 3 ½ pt |
| 16hp | 1936 | XL30 | 17 pt | XXL40 | 2 pt | EP140 | 3 ½ pt |
| 20hp | 1936 | XL30 | 16 pt | XXL40 | 2 pt | EP140 | 3 ½ pt |
| Nine & Ten | 1937 | XL30 | 10 pt | XXL40 | 2 pt | EP140 | 2 pt |
| Twelve | 1937-40 | XL30 | 13 pt | XXL40 | 2 pt | EP140 | 2 pt |
| Fourteen | 1937-40 | XL30 | 13 pt | XXL40 | 2 pt | EP140 | 3 ½ pt |
| Twenty | 1937-40 | XL30 | 17 pt | XXL40 | 2 pt | EP140 | 3 ½ pt |
| V8 | 1937-38 | XL30 | 18 pt | XXL40 | 2 pt | EP140 | 3 ½ pt |
| Eight | 1939 | XL30 | 7 ½ pt | XXL40 | 1 ¼ pt | EP140 | 1 ¼ pt |
| Nine & Ten | 1938-39 | XL30 | 10 pt | XXL40 | 2 pt | EP140 | 1 ½ pt |
| Eight | 1945-48 | XL30 | 7 ½ pt | GP50 | 2 pt | EP140 | 1 ½ pt |
| Twelve & Fourteen | 1945-48 | XL30 | 13 pt | XXL40 | 2 pt | EP140 | 2 pt |
| Vanguard | 1948 | XL30 | 12 pt | XXL40 | 1 ½ pt | EP90 | 2 pt |
| Vanguard (when fitted with overdrive, refill capacity 2 ¾ pints, or 3 ½ pints from dry) | 1949-51 | XL30 | 12 pt | XL30 | 1 ½ pt | EP90 | 2 pt |
| Vanguard (petrol) (when overdrive fitted capacities as above) | 1952-55 | XL30 | 10 ½ + 1 pt | XL30 | 1 ½ pt | EP90 | 2 pt |
| Vanguard (diesel) (when overdrive fitted capacities as above) | 1954-55 | XL20w/50 | 12 pt | XL30 | 1 ½ pt | EP90 | 2 pt |
| 8 & 10hp & Pennant | 1954-61 | XL30 | 6 ½ + ½ pt | XL30 | 1 ½ pt | EP90 | 1 ½ pt |
| Vanguard 111 Estate, Ensign & Sportsman (when fitted with overdrive capacities as above) | 1956-63 | XL30 | 9 ½ + 1 pt | XL30 | 1 ½ pt | EP90 | 1 ½ pt |

Models with Auto Transmission TQF capacity as per Makers Handbook

**FOR MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES
ALL CAPACITIES AS PER MAKERS HANDBOOK**

ENGINE : XL30

GEARBOX : up to 1933 use ST90 and from 1934-36 use XL30

REAR AXLE : D140

**CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE
FOR VEHICLES OF LESS THAN 8:1 COMP RATIO USE CASTROL VALVEMASTER
FOR VEHICLES OF MORE THAN 8:1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST**

CASTROL CLASSIC OIL RECOMMENDATIONS
TRIUMPH MODELS 1936-1981 (AUTOMATIC MODELS NOT INCLUDED)

| TRIUMPH MODEL | ENGINE | QTY | G/BOX | QTY | R/AXLE | QTY |
|-------------------------------------|---------|----------|------------------|---------|----------------|---------|
| 1936/7 GLORIA 4 CYL | XXL40 | 10pt | XXL40 | 2pt | EP140 | 3pt |
| 1936/7 GLORIA 6 CYL | XXL40 | 14pt | XXL40 | 2pt | EP140 | 3pt |
| 1937 VIT& DOL 4 CYL | XXL40 | 13pt | XXL40 | 2pt | EP140 | 3pt |
| 1937 VIT& DOL 6 CYL | XXL40 | 16pt | XXL40 | 2pt | EP140 | 3pt |
| 1938 14/60 RANGE | XXL40 | 13pt | XXL40 | 3pt | EP140 | 3.3/4pt |
| 1938 2 LITRE | XXL40 | 16pt | XXL40 | 3pt | EP140 | 3.3/4pt |
| 1939/40 14/60 RANGE | XXL40 | 14pt | XXL40 | 3pt | EP140 | 3pt |
| 1939/40 2 LITRE | XXL40 | 16pt | XXL40 | 3pt | EP140 | 3pt |
| 1945/48 ALL MODELS | XXL40 | 14pt | XXL40 | 2pt | EP140 | 2.3/4pt |
| 1946/48 1800 SALOON & ROADSTER | XL30 | 14pt | XXL40 | 2pt | EP140 | 2.3/4pt |
| 1948/49 2000 SALOON & ROADSTER | XL30 | 12pt | XXL40 | 2pt | EP140 | 2pt |
| 1949/50 RENOWN | XL30 | 12pt | XL30 | 1.1/2pt | EP90 | 1.1/2pt |
| 1950/51 RENOWN | XL30 | 11.1/2pt | XL30 | 1.1/2pt | EP90 | 2pt |
| 1949/53 MAYFLOWER | XL30 | 7pt | with O/D 3.1/2pt | | EP90 | 1.1/2pt |
| 1953/55 TR2 | XL30 | 10+1pt | XL30 | 1.1/2pt | EP90 | 1.1/2pt |
| 1955/61 TR3/3A | XL30 | 10+1pt | with O/D 3.1/2pt | | EP90 | 1.1/2pt |
| 1961/65 TR4 | XL20/50 | 11pt | with O/D 3.1/2pt | | EP90 | 1.1/2pt |
| 1964/67 TR4A | XL20/50 | 11.1/2pt | with O/D 2.1/2pt | | EP90 | 1.1/2pt |
| 1967/8 TR5/250 | XL20/50 | 8pt | with O/D 2.1/2pt | | EP90 | 1.1/2pt |
| TR6/TR6PI | XL20/50 | 8pt | with O/D 3.1/2pt | | EP90 | 2.1/2pt |
| 1959/71 HERALD | XL20/50 | 7pt | with O/D 3.1/2pt | | EP90 | 1pt |
| 1962/71 VITESSE 1600 | XL20/50 | 7pt | EP90 | 1.1/2pt | EP90 | 1pt |
| 1966/71 VITESSE 2 LT | XL20/50 | 8pt | with O/D 2.1/2pt | | EP90 | 1pt |
| 1962/67 SPITFIRE | XL20/50 | 7pt | with O/D 2.1/2pt | | EP90 | 1pt |
| 1967/81 SPITFIRE | XL20/50 | 8pt | with O/D 2.1/2pt | | EP90 | 1pt |
| 1963/75 2000 MK1,11 & 2500/2.5PI | XL20/50 | 8pt | with O/D 2.1/2pt | | EP90 | 2.1/4pt |
| 1965/81 1300,TC, & 1500,DOLOMITE | XL20/50 | 7.1/4pt | with O/D 4.1/2pt | | -EST & MKI SAL | 1.3/4pt |
| 1966/73 GT6 1/2/3 | XL20/50 | 8pt | EP90 | 2.1/4pt | EP90 | 1.1/4pt |
| 1970/76 TOLEDO | XL20/50 | 8pt | EP90 | 1.1/2pt | EP90 | 1pt |
| | | | with O/D 2.1/2pt | | | |
| | | | EP90 | 1.1/2pt | | 1.1/2pt |

TRIUMPH continued

| | | | | | |
|----------------------------|---------|-----|---|------|---------|
| 1970/77 STAG | XL20/50 | 9pt | EP90 with O/D 3.3/4pt | EP90 | 2pt |
| 1975/81 TR7 | XL20/50 | 8pt | EP90 (4spd) 2.1/2pt TQF (5spd) 2.1/2pt | EP90 | 2.1/4pt |
| 1972/81 DOLOMITE 1850HL | XL20/50 | 7pt | EP90 1.1/2pt with O/D 3pt | EP90 | 1.1/2pt |
| 1973/81 DOLOMITE SPRINT | XL20/50 | 8pt | EP90 2pt with O/D 3.1/2pt with L.S.DIFF use HYPOY LS | EP90 | 2pt |

FOR MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES

ALL CAPACITIES AS PER MAKERS HANDBOOK

ENGINE : XL30

GEARBOX : XXL40

REAR AXLE : XXL40

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE.

FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER

FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST

CASTROL CLASSIC OIL RECOMMENDATIONS FOR VAUXHALL 1936-1980

| VAUXHALL MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | R/AXLE | QTY |
|---|------------------------|-----------|---------------------------------------|--------|--------------------|-----------|---------|
| Light Six | 1936 | XL30 | 7 + 1 pt | ST90 | 1 ½ pts | D140 | 2 ½ pts |
| Up to eng nos. DX458350 & DY713614 | | | | | | | |
| Light Six | 1936 | XL30 | 9 ½ + 1 pt | ST90 | 1 ¾ pts | D140 | 2 ½ pts |
| From above numbers onwards | | | | | | | |
| Big Six | 1936 | XL30 | 7 ½ + 2 pt | ST90 | 2 pts | D140 | 2 ½ pts |
| Light Six | 1937 | XL30 | 9 ½ + 1 pt | ST90 | 1 ¾ pts | D140 | 2 ½ pts |
| 25 | 1937 | XL30 | 12 + 2 pt | ST90 | 2 pts | D140 | 3 pts |
| Ten & 12/4 | 1938-40 | XL30 | 5 + 1 ½ pt | ST90 | 1 pt | D140 | 3 pts |
| 14hp | 1938-39 | XL30 | 9 ½ + 1 ½ pt | ST90 | 1 ¾ pts | D140 | 2 ½ pts |
| 25hp | 1938-40 | XL30 | 12 + 2 pts | ST90 | 2 pts | D140 | 3 pts |
| 14hp | 1940 | XL30 | 9 + 1 ½ pt | ST90 | 1 ¾ pts | D140 | 3 ¼ pts |
| 10 & 12hp | 1945-48 | XL30 | 5 ½ + 1 pt | ST90 | 1 pt | EP140 | 2 pts |
| Prior to eng nos H.51501, I.15001 and J.C.6001 on above model, eng capacity = 4 ½ pts + 1 pt for filter | | | | | | | |
| 14hp | 1945-48 | XL30 | 9 + 1 ½ pts | ST90 | 1 ¾ pts | EP140 | 2 ½ pts |
| Velox "L" | 1949/51 | XL30 | 9 + 1 ½ pts | ST90 | 1 ¾ pts | EP140 | 3 ½ pts |
| Prior to chassis nos LBP4937 & LIP3929 on above model, rear axle capacity = 2 ½ pts | | | | | | | |
| Wyyvern "L" | 1949-51 | XL30 | 5 ½ + 1 pt | ST90 | 1 ¾ pts | EP140 | 3 pts |
| Prior to chassis nos LBX3061 & LIX2985 on above model, rear axle capacity = 2 pts | | | | | | | |
| Velox "E" | 1952-57 | XL30 | 8 + 2 pts | ST90 | ¾ pt | EP90 | 2 ½ pts |
| Prior to engine no 20001 on above model, engine capacity = 9 pts + 1 pt for filter | | | | | | | |
| Wyyvern "E" | 1952-57 | XL30 | 7 + 1 ½ pts | ST90 | ¾ pt | EP90 | 2 ½ pts |
| Prior to engine ni 15001 on above model, engine capacity 5 ½ pts + 1 pt for filter | | | | | | | |
| Cresta | 1956-57 | XL30 | 8 + 2 pts | ST90 | ¾ pts | EP90 | 2 ½ pts |
| Cresta PC | 1965-72 | XL20w/50 | 9 pts | EP90 | 2 ¼ pts | EPX80w/90 | 4 pts |
| Viscount | | | Overdrive | EP90 | 2 ½ pts | | |
| | | | Auto | TQD 11 | 4 pts | | |
| Victor | 1957-61 | XL30 | 7 + 1 ½ pts | ST90 | 2 pts | EP90 | 2 ½ pts |
| Viva HA | 1963-66 | XL20w/50 | 5 pts | EP90 | 1 pt | EP90 | 1 ¼ pts |
| Viva HB | 1966-70 | XL20w/50 | 5 pts | EP90 | 1 pt | EP90 | 1 ¼ pts |
| | | | Auto | TQD 11 | 11 pts | | |
| Viva HB 1600cc | 1970-72 | XL20w/50 | 8 ¼ pts | EP90 | 2 ½ pts | EP90 | 1 ½ pts |
| | | | Auto | TQD 11 | 11 pts | | |
| Viva GT | 1968-70 | XL20w/50 | 7 ½ pts | EP90 | 2 ½ pts | EP90 | 2 ½ pts |
| Viva HC | 1970-80 | XL20w/50 | 5 pts | EP90 | 1 pt | EPX80w/90 | 1 ¼ pts |
| 1159/1256 cc | | | Auto | TQD 11 | 4 ½ pts | | |
| Viva HC/Firenza | 1970-72 | XL20w/50 | 8 pts | EP90 | 2 ½ pts | EP90 | 1 ¼ pts |
| 1599cc | | | Auto | TQD 11 | 4 ½ pts | | |
| Viva HC/Firenza | 1972-80 | XL20w/50 | 8 pts | EP90 | 2 ½ pts | EPX80w/90 | 2 ½ pts |
| 1759/2279cc | | | Auto | TQD 11 | 4 ½ pts | | |
| Firenza 2000 | 1971-72 | XL20w/50 | 8 pts | EP90 | 4 ½ pts | EP90 | 2 ¼ pts |
| | | | Auto | TQD 11 | 2 pts | EP90 | 2 ½ pts |
| Victor FB, 101 FC 1961-67 | XL20w/50 | | 7 pts | EP90 | 2 ½ pts | | |
| VX 4/90 FB & FB | | | Overdrive | EP90 | 2 ½ pts | | |
| | | | Auto | TQD 11 | 4 pts | Hypoy LS | 2 ½ pts |
| Victor FD 1600/ | 1967-72 | XL20w/50 | 8 pts | EP90 | 2 pts | EP90 | 2 ½ pts |
| 2000 | | | Overdrive see Handbook recommendation | | | | |
| Victor FE 1759/ | 1972-75 | XL20w/50 | 8 pts | EP90 | 11 pts from Oct 69 | 4 ½ pts | 2 ½ pts |
| 2279cc | 4 speed & 4 speed with | Overdrive | EP90 | 3 pts | EP90 | 2 ½ pts | |
| | | | Auto | TQD 11 | 4 ½ pts | | |
| Victor FD 3300 | 1972-72 | XL20w/50 | 8 ¾ pts | EP90 | 2 ½ pts | EP90 | 3 ¾ pts |
| | | | Auto | TQD 11 | 4 pts | | |
| Victor FE 3300 | 1972-75 | XL20w/50 | 9 pts | EP90 | 2 ½ pts | EP90 | 4 pts |
| Ventora 11, FE | 4 speed & 4 speed with | Overdrive | EP90 | 3 pts | EP90 | | |
| | | | Auto | TQD 11 | 4 ½ pts | | |
| VX 1800,2300 | 1976-78 | XL20w/50 | 8 pts | EP90 | 2 ½ pts | EPX80w/90 | 2 ½ pts |
| | | | Auto | TQD 11 | 4 ½ pts | | |

Vauxhall Continued

| | | | | | | |
|-----------------|----------------------------------|---------|--------|---------|-----------|---------|
| VX 4/90 | 1969-72 XL20w/50 | 8 pts | EP90 | 3 pts | EP90 | 2 ½ pts |
| VX 4/90 | 1972/75 XL20w/50 | 8 pts | EP90 | 2 ½ pts | EP90 | 2 ¾ pts |
| | 4 speed & 4 speed with Overdrive | | EP90 | 3 pts | | |
| Chevette | 1975-80 XL20w/50* | Auto | TQD 11 | 4 ½ pts | | |
| | | 5 pts | EP80 | 1 pt | EPX80w/90 | 1 ¼ pts |
| | | Auto | TQD 11 | 4 ½ pts | | |
| Cavalier 1256cc | 1977-81 XL20w/50 | 5 pts | EP80 | 1 pt | EPX80w/90 | 1 ¼ pts |
| Cavalier 16S | 1975-80 XL20w/50 | 7 pts | EP80 | 2 pts | EPX80w/90 | 2 pts |
| | | Auto | TQD 11 | 4 ½ pts | | |
| Cavalier 19S | 1975-78 XL20w/50 | 7 pts | EP80 | 2 pts | EPX80w/90 | 2 pts |
| | | Auto | TQD 11 | 4 ½ pts | | |
| Cavalier 2000 | 1978-80 XL20w/50 | 7 pts | EP90 | 2 pts | EP90 | 2 pts |
| Carlton | 1978-80 XL20w/50 | 6 ¾ pts | EP80 | 2 pts | EPX80w/90 | 2 pts |
| Royale | 1978/80 XL20w/50 | 9 ½ pts | EP80 | 2 ¾ pts | EPX80w/90 | 2 pts |

FOR MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES

ALL CAPACITIES AS PER MAKERS HANDBOOK

ENGINE : XL30

GEARBOX : ST90

REAR AXLE : D140 (except Vauxhall Ten = EP140)

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE
FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVE MASTER
FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST

CASTROL CLASSIC OIL RECOMMENDATIONS
FOR WOLSELEY MODELS 1936-73

| MODEL | YEAR | ENGINE | QTY | G/BOX | QTY | AXLE | QTY |
|--------------------------|---------|--------|-------------|-------|---------|-------|---------|
| HORNET | 1936 | XL30 | 10pt | EP140 | 1.3/4pt | EP140 | 1.1/4pt |
| WASP | 1936 | XL30 | 8pt | EP140 | 1.3/4pt | EP140 | 1.1/4pt |
| FOURTEEN | 1936 | XL30 | 10pt | EP140 | 1.3/4pt | EP140 | 1.3/4pt |
| 16hp | 1936/7 | XL30 | 20pt | EP140 | 2.1/2pt | EP140 | 2pt |
| 21/25hp & 25hp L.W.B. | 1936/7 | XL30 | 23pt | EP140 | 2.3/4pt | EP140 | 2pt |
| 10/14, 12/48 | 1937 | XL30 | 11pt | EP140 | 2pt | EP140 | 3pt |
| 14/56, 18/80 | 1937/8 | XL30 | 16pt | EP140 | 2.1/2pt | EP140 | 3pt |
| 12/48 | 1938 | XL30 | 10pt | EP140 | 1.3/4pt | EP140 | 3pt |
| 16hp | 1938 | XL30 | 10pt | EP140 | 2.1/4pt | EP140 | 3pt |
| 21/25hp | 1938/40 | XL30 | 17pt | EP140 | 2.1/4pt | EP140 | 3pt |
| 12/48hp | 1938/40 | XL30 | 9.1/2pt | EP140 | 1.3/4pt | EP140 | 3pt |
| 14/60, 18/85 | 1939/40 | XL30 | 9.1/4pt | EP140 | 1.3/4pt | EP140 | 3pt |
| 16/65 | 1939/40 | XL30 | 10pt | EP140 | 1.3/4pt | EP140 | 3pt |
| TEN | 1940 | XL30 | 6pt | EP140 | 1.1/4pt | EP140 | 1.1/4pt |
| 12/14/18hp | 1945/8 | XL30 | 9.1/4+1pt | EP140 | 1.3/4pt | EP140 | 3pt |
| 10hp | 1945/8 | XL30 | 6+1pt | EP140 | 1.1/4pt | EP140 | 1.1/4pt |
| 8hp | 1946/8 | XL30 | 6 1/2 + 1pt | EP140 | 1.1/2pt | EP140 | 1.1/4pt |
| 4/50 | 1949/53 | XL30 | 7+1pt | EP90 | 1.3/4pt | EP90 | 1.3/4pt |
| 6/80 | 1949/55 | XL30 | 10+1pt | EP90 | 2pt | EP90 | 2.1/2pt |
| 4/44 | 1953/56 | XL30 | 9pt | EP90 | 1.3/4pt | EP90 | 1.3/4pt |
| 15/50 | 1956/58 | XL30 | 7pt | XL30 | 4.1/2pt | EP90 | 1.3/4pt |
| 6/90(Synchro) | 1956/59 | XL30 | 11.1/2pt | XL30 | 4.1/2pt | EP90 | 3.3/4pt |
| 6/90(Auto) | 1956/59 | XL30 | 11.1/2pt | TQF | 15pt | EP140 | 3.3/4pt |
| 1500 | 1957/66 | XL30 | 7pt | XL30 | 5pt | EP90 | 1.3/4pt |

WOLSELEY Continued

| | | | | | | |
|--------------|--|----------|----------|----------|------|---------|
| 15/60 | 1958/61 XL30 | 7pt | XL30 | 5pt | EP90 | 1.3/4pt |
| 16/60 | 1961/71 XL20w/50 | 7.1/2pt | XL20w/50 | 4.1/2pt | EP90 | 2.1/4pt |
| 16/60 (Auto) | 1961/71 XL20w/50 | 7.1/2pt | TQF | 11.1/4pt | EP90 | 2.1/4pt |
| 6/99,110 MK1 | 1959/64 XL20w/50 (Models with Automatic Transmission use TQF qty 13.1/2 pt) | 12.3/4pt | XL20w/50 | 5.1/2pt | EP90 | 3.1/4pt |
| 6/110 MK 2/3 | 1964/68 XL20w/50 (Models with Auto G/Box use TQF qty 11.1/4pt) | 12.3/4pt | XL20w/50 | 4.1/2pt | EP90 | 3.1/4pt |

HORNET
(Automatics) 1961/73 XL20w/50 8.1/2pt From Engine
1961/73 XL20w/509pt From Engine

18/85,18/85S 1967/72 XL20w/50 10.1/4pt From Engine
(Models built from 1964/66 Engine 12.3/4 pt)

18/85 (Auto) 1967/72 XL20w/50 7.3/4pt TQF 13pt

1100/1300/S 1965/73 XL20w/50 8.1/2pt From Engine
(Automatics) 1965/73 XL20w/50 9pt From Engine

SIX 1972/75 XL20w/50 17pt From Engine
SIX (Auto) 1972/75 XL20w/50 10pt TQF 13pt

FOR MODELS PRIOR TO THOSE SHOWN ABOVE THE FOLLOWING APPLIES
ALL CAPACITIES AS PER MAKERS HANDBOOK

ENGINE : XL30

GEARBOX : XL30 (for Models prior to 1934 use D140)
REARAXLE 1 D140

CASTROL VALVEMASTER AND CASTROL VALVEMASTER PLUS LEAD REPLACEMENT ADDITIVE.
FOR VEHICLES OF LESS THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER
FOR VEHICLES OF MORE THAN 8.1 COMP RATIO USE CASTROL VALVEMASTER PLUS OCTANE BOOST