



S2Forum - The Audi S2 Community > Technical > Engine and Turbo

**Oil recommendations and questions here - The Definitive S2 Oil thread**

Welcome, **domas**.

You last visited: 06-04-15 at 05:27 PM  
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20-03-15, 11:48 AM

#436

**oilman**

S2Forum Maniac



Join Date: Jan 2006  
Location: SW  
Posts: 845

Hi

The Magnatec is a decent 5w-40, but there are others to consider.

<http://www.opieoils.co.uk/c-656-5w-40.aspx>

Out of those, the best ones are the Fuchs/Silkolene Pro S, Millers CFS/CFS NT, Motul Sport/300V, Red Line and Gulf Competition. The Motul 8100 X-Cess, Millers XF Longlife, Fuchs GT1 XTL/Supersyn, Gulf Formula G/ULE, Shell Helix, Castrol Magnatec and Mobil Super 3000 are good, cheaper alternatives.

Cheers

Tim

Use the code **S2F** and get 10% Club Discount  
oilman's website for [BMW engine oil](#) and much more - register for news and offers  
email: [sales@opieoils.co.uk](mailto:sales@opieoils.co.uk)  
phone: 01209 202944



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02-04-15, 11:17 PM

#437

**domas**

S2Forum Fanatic



Join Date: Oct 2014  
Posts: 63

Hi oilman/Tim... I guess this was asked before..  
But here goes my question.

I am running an Audi 200 20v - basically same 3b engine as early s2. Due to the fact that I am from the region where the quality oils are difficult to acquire (a lot of fakes) only selected brands are available for me as I trust those dealers.

Castrol and Valvoline it is.

What complicates me more, is the situation in my car: not used for any sports events, but aggressively (full throttle/redline etc) when i am happy, AND here comes the sad one: low oil pressure. I don't want to overhaul the bottom end yet. With most 10w40 oils I get 1 bar at idle 😞 Normal pressure on cold engine and rpms over 2000 though. for this reason I am using Castrol edge Semi-synth 10w60 oil. That increases pressure on idle to 1,5bar. When oil is a little over 100c, it drops to 1,3bar. But still an increase over 10w40 oil.

Should I:

stick to what I am using now Castrol edge Semi-synth 10w60

Acquire Valvoline VR1 Racing SAE 10W-60 semi-synth

<http://www.valvolineurope.com/serbi...?category=cars>

Acquire Valvoline VR1 Racing 5W-50 full synth [http://www.valvolineurope.com/engli...\\_racing\\_5w-50](http://www.valvolineurope.com/engli..._racing_5w-50)

I know I am not supposed to use full synth oil in an old engine with 270.000km on the clock.

Long story short, I want to choose correct oil based on the fact that my pressure is low, not because I drive it like a maniac.

p.s. just for the sake of interest - what the hell is this used for?

[http://www.valvolineurope.com/engli...\\_racing\\_20w-50](http://www.valvolineurope.com/engli..._racing_20w-50)



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06-04-15, 04:21 PM #438

<p><b>oilman</b> S2Forum Maniac</p>   <p>Join Date: Jan 2006 Location: SW Posts: 845</p>  	<p>Hi</p> <p>I would use the 5w-50, it's a better oil than a semi and synthetics are fine in older engines.</p> <p>The VR1 20w-50 is for classic engines and is very popular for classic races.</p> <p>Cheers</p> <p>Tim</p> <hr/> <p>Use the code <b>S2F</b> and get 10% Club Discount oilman's website for <a href="#">BMW engine oil</a> and much more - register for news and offers email: <a href="mailto:sales@opieoils.co.uk">sales@opieoils.co.uk</a> phone: 01209 202944</p>  <b>Post Tools</b>
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06-04-15, 04:33 PM #439

<p><b>domas</b> S2Forum Fanatic</p>   <p>Join Date: Oct 2014 Posts: 63</p>  	<p>Thanks for the advice Tim</p> <p>In general, how does the fact of low oil pressure play in my selection of oils, or it should not matter?</p>  <b>Post Tools</b>
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06-04-15, 05:12 PM #440

<p><b>oilman</b> S2Forum Maniac</p>   <p>Join Date: Jan 2006 Location: SW Posts: 845</p>  	<p>Pressure isn't as important as a lot of people think. Flow is more important than pressure and high pressure can be damaging, so you don't want to use anything too thick to increase pressure, but reduces flow.</p> <p>Cheers</p> <p>Tim</p> <hr/> <p>Use the code <b>S2F</b> and get 10% Club Discount oilman's website for <a href="#">BMW engine oil</a> and much more - register for news and offers email: <a href="mailto:sales@opieoils.co.uk">sales@opieoils.co.uk</a> phone: 01209 202944</p>  <b>Post Tools</b>
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06-04-15, 05:27 PM #441

<p><b>domas</b> S2Forum Fanatic</p>   <p>Join Date: Oct 2014 Posts: 63</p>  	<p>I see.</p> <p>So most likely I is not necessarily meaning that my crank bearings are on the way out?</p>  <b>Post Tools</b>
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Yesterday, 10:07 AM #442

<p><b>oilman</b> S2Forum Maniac</p>	<p>Hi</p> <p>Probably now.</p>
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  Join Date: Jan 2006 Location: SW Posts: 845  	Cheers  Tim  Use the code <b>S2F</b> and get 10% Club Discount oilman's website for <a href="http://www.bmw-engine-oil.com">BMW engine oil</a> and much more - register for news and offers email: <a href="mailto:sales@opieoils.co.uk">sales@opieoils.co.uk</a> phone: 01209 202944	 <b>Post Tools</b>
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Yesterday, 11:07 AM <span style="float: right;">#443</span>		
<b>Thuppu</b> S2Forum Fiend   Join Date: Sep 2010 Location: Southem Ostrobothnia Posts: 2,546 Garage  	Quote: Originally Posted by <b>domas</b>  <i>I see.</i>  <i>So most likely I is not necessarily meaning that my crank bearings are on the way out?</i>  Try to shim the oil pump relief valve spring with a 3-4mm washer and tell us did you gain any pressure.  UrS4 "Sleeper" Avant 2.2T - 609hp/764Nm @VemS! ...never ending story...   Sorry, my PM replies can take a while sometimes.	 <b>Post Tools</b>

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