

3030 Conc. 8, R.R. 2,  
Bradford, Ontario  
L3Z 2A5

Phone 888-846-6603  
Fax 905-775-3801  
E-mail [smr.motorsports@sympatico.ca](mailto:smr.motorsports@sympatico.ca)

Molyslip (Canada) Inc.,  
1145 Bellamy Road North,  
Unit 20,  
Scarborough, Ontario M1H 1H5

May 24, 2002

Dear Sirs:

This letter is to let you know how impressed I am with your products.

We use Molyslip ATS additive as an assembly lube when building our automatic transmissions. Installing pistons is so easy and pinched leaking lipseals are a thing of the past. All bushings and seal rings are prelubed to prevent damage during initial start up.

We strongly recommend the use of 3 tubes of ATS in each performance, heavy duty and competition transmission that we sell. It's excellent insurance in protecting their expensive transmission against the severe heat and torque loads to which they will subject their transmissions.

Our faith in your product was put to the ultimate test in our HEMI powered Dodge Dakota Super Stock drag race truck. We utilize a Chrysler 904 Torqueflite transmission with a transbrake. Our shift points are in excess of 9000 rpm.

At the beginning of the 2000 season we refreshed our engine and transmission. Leaving the installation of the transmission until the night before leaving for the opening race, we discovered that we were out of Molyslip ATS. Without time to get more, we filled our trans with Mobile 1 synthetic transmission fluid figuring that that would give us some extra protection.

At the race, we broke the oil pump shaft at the top end (140 mph) and shut off the engine. By the time we got to the return road, the transmission had seized. The driveshaft had to be removed to tow back to the pits.

We replaced the oil pump shaft and rebuilt the transmission (replacing the seized support, output shaft and rear drum). We then filled the transmission with regular Dextron/Mercon fluid, again without Molyslip ATS. On the next pass (round 1 of eliminations), the oil pump again broke at the top end forcing us to shut off the engine and again the transmission seized at the return road.

Back at home, we replaced the oil pump and rebuilt the transmission. This time we had our Molyslip ATS and installed 3 tubes along with the Dextron/Mercon fluid.

At the next race, top end oil pump failure occurred again forcing engine shut off. **But this time the transmission did not seize.** Our truck could easily be towed the 3/4 mile back to the pits by our golf cart. In the pits we discovered that during the winter refresh, the wrong oil pump shaft had been installed and we kept replacing it with a matching size replacement. Correcting our oil problem, we completed the event.

When we got home, **we tore the transmission down for inspection and found no gauling or heat marks on the bushings, support drum or shaft.** We re-assembled and re-installed the

transmission using 3 tubes of Molyslip ATS and filling with Dextron/Mercon. We ran the entire season without changing the fluid.

To start the 2001 season, we tore down the transmission to refresh it. **There was virtually no wear on the bushings, support, seal rings or clutches.** We put it back together with all of the same parts (except for fresh Dextron and Molyslip ATS). We ran another season without any transmission problem.

In our observation, Molyslip provides wear protection that no ATF fluid (including synthetic) can do alone.

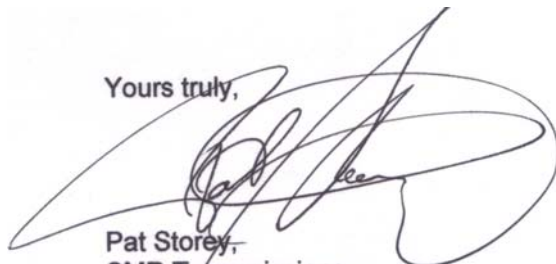
We also use Molyslip E Oil Supplement in our engine to protect it up to 9300 rpm. **We find our bearings, roller lifters, rocker shafts and cam lobes show no signs of wear at season end.**

We use Molyslip Manual Transmission Supplement in our differential to reduce heat and friction under the extreme pressure to which it is subjected.

It is very difficult to evaluate the effectiveness of the various additives and synthetic lubricants available today. **However, we have put Molyslip to the ultimate test and are TOTALLY SOLD on its performance.**

I could go on and on with testimonials I have heard from other dedicated advocates of your products, but I wanted to relay my own first hand experience with you.

Thanks for your dedication to developing products that **REALLY** work.

Yours truly,  
  
Pat Storey,  
SMR Transmissions