



# 300 V 4T Factory Line

## 10W-40

**Racing lubricant for race bikes**

**100% Synthetic – Double Ester**

### TYPE OF USE

Race bikes fitted with high performance 4 stroke engines, integrated gearbox or not, wet or dry clutch, race engines, qualifying engines running at high temperature, over a wide rpm range : speed bikes, SuperSport, SuperBike, endurance, uphill races, dirt bikes, MX, enduro, trial...

Other uses : street bikes, scooters, ATV, mopeds fitted with catalytic converters.

### PERFORMANCE

STANDARDS                      Above existing standards  
Wet clutch compatibility checked on JASO T904 test.

Reference team                Alstare World SuperSport, National Moto Endurance, Suzuki World MX

Extra engine power up to 3% : Double Ester technology. Tribologic tests performed put in evidence low traction coefficient of chosen polymer and complex Esters. Low traction coefficient reduces engine internal friction and then increase power output.

Engine protection : 0% shear loss on Bosch test ASTM D6278

Gearbox protection : shear resistance improved by 66% on KRL 20 hours tests (CEC L-45-A-99) – test originally set up for gearbox lubricants, 10 times more severe than Bosch test.

Extra power at the rear wheel : Wet clutch lock up improvement.

Better rev raising, better engine response, maximum engine power.

### RECOMMENDATIONS

Oil change: According to your own use.  
Can be mixed with synthetic or mineral lubricants.

### PROPERTIES

Colour	Visual	Yellow / Green Fluo
Viscosity grade	SAE J 300	10W-40
Density at 20°C (68°F)	ASTM D1298	0,860
Viscosity at 40°C (104°F)	ASTM D445	82.3 mm <sup>2</sup> /s
Viscosity at 100°C (212°F)	ASTM D445	13.13 mm <sup>2</sup> /s
Viscosity index	ASTM D2270	160
Pour point	ASTM D97	-42°C / - 43°F
Flash point	ASTM D92	240°C / 464°F
TBN	ASTM D 2896	8.3 mg KOH/g