



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 ² /s
Viscosity at 100°C (212°F)	ASTM D445	13.13 mm ² /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

We retain the right to modify the general characteristics of our products in order to offer to our customers the latest technical development.

Product specifications are not definitive from the order which is subject to our general conditions of sale and warranty. – Made in France

MOTUL . 119 Bd Félix Faure - 93303 AUBERVILLIERS CEDEX - BP 94 - Tel 33 1 48 11 70 00 - FAX 33 1 48 33 28 79 . Site Web : www.motul.fr

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