

PRODUCT CATALOG

 **MILMAX**
SINGAPORE

JULY 2019 EDITION

AUTHORISED SINGAPORE DISTRIBUTOR



The First in Synthetics®



Lubricants
SINGAPORE



WE ARE HERE FOR YOU

SYNERGY IN MOTION

LUBRICANT AT ITS BEST

WELCOME TO OILMAX



Oilmax Singapore Pte Ltd was set up in Singapore in 2014 as the regional office to provide comprehensive and timely support to our customers in the region. As a trusted leading lubricant supplier, we strive to provide automotive and business owners a one stop lubricant solution for all their needs.

Many of these lubricants are specially formulated and selected for the Asia Pacific market requirements. Our technical team recommends the appropriate lubricant based on the Original Equipment Manual and specifications in all areas such as private use, servicing workshops, commercial vehicle fleets or the complex industrial use.

Discover how using the right lubricant can bring you substantial savings by maximizing equipment efficiency, prolong vehicle life and reduce downtime.

In Oilmax, this is our mission : to actively create a sustainable synergy with our customers , Synergy in Motion – Lubricant at its Best

BRANDS WE CARRY



Various
Vehicles

Wide range of
products



Top
Precision

Quality and technology
assurance



Great
Expertise

We recommend according
to specification



Dedicated
Support

Always ready to
help our customers



The First in Synthetics®

AMSOIL SIGNATURE SERIES

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

- Engineered for enthusiasts seeking maximum protection and performance. Precision-formulated with cutting-edge technology and a longstanding devotion to making the world's best motor oil. Guaranteed protection for up to 25,000 miles (40,200 km) or 1 year, whichever comes first.

0W20

5W20

0W30

5W30

10W30

0W40

5W50



0W-20 (ASM)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen2 *(supersedes 6094M)
- ACEA A1/B1
- Chrysler MS-6395
- Ford WSS-M2C947-A

5W-20 (ALM)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen2 *(supersedes 6094M)
- ACEA A1/B1
- Chrysler MS-6395
- Ford WSS-M2C945-A , WSSM2C930-A

0W-30 (AZO)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen2 *(supersedes LL A025,6094M,4718M)
- ACEA A5/B5, A1/B1
- Chrysler MS-6395

5W-30 (ASL)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen2 *(supersedes LL-A025,6094M,4718M)
- ACEA A5/B5, A1/B1
- Chrysler MS-6395
- Honda HTO-06
- Ford WSS-M2C946-A, WSS-M2C929-A

10W-30 (ATM)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- ACEA A5/B5, A1/B1
- Chrysler MS-6395
- Ford WSS-M2C205-A
- GM LL-A-025, 6094M, 4718M

0W-40 (AZF)

- API SN PLUS
- Chrysler MS-12633, MS-10725, MS-10850
- Nissan GT-R®

5W-50 (AMR)

- API SN PLUS
- Ford WSSM2C931-C (Mustang)



The First in Synthetics®

AMSOIL XL SYNTHETIC SERIES

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

For enthusiasts who want to do something extra for their vehicle. Engineered for advanced automotive technology, including turbos and direct injection. Boosted formulation delivers more cleaning power and promotes longer engine life. Provides 64% more protection against oil breakdown than required by the GM dexos1® Gen 2 specification. Extra protection that lasts up to 12,000 miles (19,300 km) or 1 year, whichever comes first.

0W20 5W20 5W30 10W30 10W40

0W-20 (XLZ)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen 2 * (supersedes 6094M)
- ACEA A1/B1
- Chrysler MS-6395
- Ford WSS-M2C947-A



5W-20 (XLM)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen 2 *(supersedes 6094M)
- ACEA A1/B1
- Chrysler MS-6395
- Ford WSS-M2C945-A, WSSM2C930-A

10W-30 (XLT)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- ACEA A5/B5, A1/B1
- Chrysler MS6395
- Ford WSS-M2C205-A
- GM 6094M, 4718M

5W-30 (XLF)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen 2 *(supersedes LL-A025, 6094M, 4718M)
- ACEA A5/B5, A1/B1
- Chrysler MS-6395
- Honda HTO-06
- Ford WSS-M2C946-A, WSS-M2C929-A

10W-40 (XLO)

- API SN PLUS (Resource Conserving)
- ACEA A3/B3, A3/B4



The First in Synthetics®

AMSOIL OE SYNTHETIC SERIES

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Delivers 100% synthetic engine protection for advanced automotive technology, including turbos and direct injection. Provides 47% more wear protection. Specifically formulated for the longer drain intervals recommended by original equipment (OE) manufacturers.



0W-16 (OES)

- API SN PLUS (Resource Conserving)

0W-20 (OEZ)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen 2(supersedes 6094M)
- ACEA A1/B1
- Chrysler MS-6395
- Ford WSS-M2C947-A

5W-20 (OEM)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen 2(supersedes 6094M)
- ACEA A1/B1
- Chrysler MS-6395
- Ford WSS-M2C945-A, WSS-M2C930-A

5W-30 (OEF)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- GM dexos1® Gen 2(supersedes LL-A025, 6094M, 4718M)
- ACEA A5/B5, A1/B1
- Chrysler MS-6395
- Honda HTO-06
- Ford WSS-M2C946-A, WSS-M2C929-A

10W-30 (OET)

- API SN PLUS (Resource Conserving)
- ILSAC GF-5
- ACEA A5/B5, A1/B1
- Chrysler MS6395
- Ford WSS-M2C205-A
- GM 6094M, 4718M

5W-40 (OEB)

- API SN PLUS, SM.
- ACEA A3/B3



The First in Synthetics®

EUROPEAN CAR FORMULA SYNTHETIC

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

AMSOIL European Car Formula features precisely balanced formulations that consider the needs of modern exhaust treatment devices. It is important to use an oil that meets the proper specification to ensure optimum protection and performance.

5W30

5W40

5W-30 (AEL) - IMPROVED EMISSIONS SYSTEM PROTECTION

- VW 504.00/507.00
- API SN
- ACEA C3
- GM dexos2™
- Chrysler MS-11106
- MB 229.51
- BMW LL-04
- Porsche C30

0W40

5W40

0W-40 (EFO) – CLASSIC EMISSIONS SYSTEM PROTECTION

- ACEA A3/B3, A3/B4
- API SN/SM
- BMW LL-01
- MB 229.3/229.5
- Porsche A40
- Renault 0710, 0700
- Audi/Volkswagen 502.00/505.00



5W-40 (AFL) – IMPROVED EMISSIONS SYSTEM PROTECTION

- BMW Longlife-04
- MB-Approval 229.51
- Porsche A40
- ACEA C3
- API SN/SM/CF
- Chrysler MS-10850 (supersedes MS-10896)
- Ford WSS-M2C917-A
- GM dexos2™ (supersedes LL-A-025 and LL-B-025)
- Renault RN0700/ RN0710
- Audi/Volkswagen 502.00/505.01

5W-40 (EFM) – CLASSIC EMISSIONS SYSTEM PROTECTION

- MB-Approval 229.5
- Porsche A40
- VW/ Audi 502.00/505.00
- ACEA A3/B3, A3/B4
- API SN/SM
- BMW LL-01
- Renault 0710, 0700



The First in Synthetics®

DOMINATOR® SYNTHETIC RACING OIL

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Superior performance and maximum protection in high-performance and racing applications.

5W20 10W30 15W50 SAE 60



PREMIUM PROTECTION SYNTHETIC

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Ideal for gasoline engines and diesel applications not equipped with diesel particulate filters (DPFs), where the extra protection of a high-zinc and TBN formula is desired.

10W40 20W50

10W-40 (AMO)

- API CI-4+/SL
- ISO-L-EMA
- Caterpillar ECF-1
- JASO MA (Motorcycle)
- MAN 271/3275
- MTU Type 2
- Cummins 20071/20072/20076/20077
- Volvo VDS-2, VDS
- Mack EO-M+
- ACEA A3/ B3/ E3/ E5
- MB 228.1, 228.3, 229.1
- Detroit Diesel 93K214



20W-50 (ARO)

- API CI-4+/SL
- ISO-L-EMA
- Caterpillar ECF-1
- JASO MA (Motorcycle)
- MAN 271/3275
- MTU Type 2
- Cummins 20071/20072/20076/20077
- Volvo VDS-2, VDS
- Mack EO-M+
- ACEA A3/ B3/ E3/ E5
- MB 228.1, 228.3, 229.1
- Detroit Diesel 93K214





The First in Synthetics®

PASSENGER CAR

SIGNATURE SERIES SYNTHETIC

1 QUART

AUTOMATIC TRANSMISSION FLUID

ADVANTAGES AND POTENTIAL BENEFITS

Provides reserve protection in fleet vehicles, work trucks and other severe-service applications that quickly break down other lubricants

Multi-Vehicle (ATF)

- Use in applications that require Allison C-4, TES-389 · BMW 7045E, 8072B, LA 2634, LT 71141 · Chrysler ATF+4, Mopar ASRC, 68089195AA, 68049954AA · Ford MERCON, MERCON V, ESP-M2C166-H, FNR5, M2C924-A, XL-12 · GM DEXRON II, DEXRON III, AutoTrak II · Honda/Acura ATF-Z1 · Hyundai/Kia SP-II, SP-III, Red-1 · IDEMITSU K17 · JASO 1A · JWS 3309, 3314, 3317 · MAN 339 Type V-1, 339 Type V-2, 339 Type Z-1, 339 Type Z-2, 339 Type Z-3, 339F · Mazda ATF-M III, ATF-MV, F-1 · Mercedes Benz 236.1, 236.2, 236.3, 236.5, 236.6, 236.7, 236.9, 236.10, 236.11, 236.81, 236.91 · Mitsubishi SP-II, SP-III, ATF-J2 · Nissan Matic-D, Matic-J, Matic-K, 402 · Saab 3309 · Shell 3403, LA 2634 · Subaru ATF, ATF-HP · Suzuki 3314, 3317 · Texaco ETL-7045E, ETL-8072B, N402 · Toyota Type T, T-II, T-III, T-IV · Voith 55.6335, 55.6336 · Volvo 97340, 97341 · VW/Audi G 052 162, G 052 990, G 055 025 · ZF TE-ML 03D, 04D, 05L, 09, 11A, 11B, 14A, 14B, 14C, 16L, 16M, 17C, 20B, 20C, 21L

Fuel-Efficient (ATL)

- Use in applications that require Aisin-Warner AW-1 · BMW 83 22 0 142 516, 83 22 2 152 426 · Chrysler Mopar 68157995A, SP-IV · DSIH 6p805 · Ford MERCON LV, SP · GM DEXRON HP, DEXRON VI · Honda/Acura DW-1, Type 3.0 · Hyundai/Kia SP-IV, SPH-IV, SP-IV-RR, NWS-9638, SP4-M · JASO 1A-LV · JWS 3324 · Mercedes Benz 236.12, 236.14, 236.15, 236.41 · Mitsubishi SP-IV, ATF J3, ATF-PA · Nissan Matic-S, Matic-W · Saab 93 165 147 · Shell M-1375.4, M-1375.5, M-1375.6, M-L 12108 · Toyota WS · Volvo 31256774 · VW/Audi G 055 005, G 055 162, G 060 162 · ZF S671 090 255





The First in Synthetics®

SYNTHETIC CVT FLUID

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Provides outstanding protection and performance for continuously variable transmissions (CVT) throughout original equipment manufacturer (OEM)-recommended drain intervals.

(CVT)

- Use in belt- and chain-type CVTs that require BMW EZL 799A (8322 0 136 376 /8322 0 429 154) · Daihatsu Amix CVTF-DC, CVTF-DFE · FCA Mopar CVTF +4 (Mopar CVT 4) · Ford M2C928-A (CFT 23), WSS-M2C933-A (CFT 30, Motorcraft XT-7-QCFT), MERCON C · GM DEX-CVT, GM CVT (CVTF I-Green2) · Honda HMMF (08200-9006), HCF-2 · Hyundai/Kia SP-CVT 1 · Mazda CVTF 3320 · Mercedes Benz 236.20 (001 989 46 03) · Mitsubishi CVTF-J1, CVTF-J4 · Nissan NS-1, NS-2, NS-3 · Subaru e-CVT, i-CVT F, Lineartronic CV-30, Lineartronic CVTF/CVT-II (K0425Y0710), High Torque CVTF · Suzuki CVT Fluid Green 1, CVT Fluid Green 2 (NS-2), CVTF 3320 (TC) · Toyota/Lexus TC, FE · VW/Audi TL 52180 (G 052 180), TL 52516 (G 052 516)



100% SYNTHETIC DCT FLUID

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Designed to protect high-tech dual-clutch transmissions during the most intense, high-heat operating conditions.

(DCT)

- Use in applications that require BMW 83 22 2 148 578, 83 22 2 148 579, 83 22 0 440 214, 83 22 2 147 477, DCTF-1, MTF-LT-5 · Chrysler 68044345 · Citroen/Peugeot 9734.S2 · Ferrari/Shell TF DCTF-3 · Fiat BOT 341 · Ford WSS-M2C-936-A · Mercedes Benz 236.21, 236.25 · Mitsubishi Dia-Queen SSTF-I · Nissan GT-R Transmission Oil R35 Special · Pentosin FFL-2, FFL-3, FFL-4 · Porsche 999.917.080.00, 043 207 29, 043 207 30, 000 430 20 · Renault BOT 450 · Volvo 1161838, 1161839 · VW/Audi G 052 182, G 052 529, TL 521 82





The First in Synthetics®

SEVERE GEAR® SYNTHETIC EP GEAR LUBE

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Specifically engineered for high-demand applications, including trailer towing, heavy hauling, 4x4 off-road driving, commercial use and racing. Delivers 20% more cold-temperature protection than required by ASTM D2983.

75W-90

75W-90 (SVG)

- Top fuel efficiency and cold-temperature performance
- Use in differentials that require API GL-5/MT-1 • MIL-PRF-2105E • MACK GO-J • Dana SHAES 234 (Eaton PS-037)



CAR CARE RANGE

DOT 3 & 4 Synthetic Brake Fluid (BFLV)

- High-performance brake fluid specially designed as a multiuse product for passenger-car, light-truck and powersports applications. Use in equipment that requires a DOT 3, 4 or 5.1 brake fluid



Passenger Car/Light Truck Antifreeze & Coolant (ANTPC)

- Engineered to exceed original equipment manufacturer (OEM) requirements for up to 150,000 miles (241,402 km) or 5 years, whichever comes first, in passenger cars and light trucks.





The First in Synthetics®

CAR CARE RANGE



Engine and Transmission Flush (FLSH)

- Helps restore operating efficiency, increase fuel economy and reduce emissions in gasoline and diesel engines and automatic transmissions.

Quickshot® (AQS)

- Effectively addresses performance issues related to ethanol, water and dirty pump gas in two- and four-stroke gasoline-powered engines and powersports equipment fuel systems, restoring peak performance.



Power Foam® (APF)

- Improves starting and performance by cleaning dirty intake systems and spark plugs, freeing sticky valves and removing gum, varnish and carbon deposits

P.i.® (API)

- Industry's Most Advanced Formula Improves Fuel Economy
- Provides improved fuel mileage up and reduces emissions in gasoline injected and port-fuel-injected engines





The First in Synthetics®

CAR CARE RANGE

Glass Cleaner (AGC)

- Cuts through grease and grime faster than other leading glass cleaners, stays where you spray it and leaves no streaks.



Miracle Wash® Waterless Wash & Wax (AMW)

- Unique dry car wash and polish delivers outstanding performance and quick, easy and economical application. No water required.



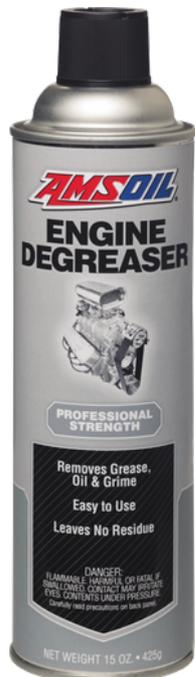
DOMINATOR® Octane Boost (AOB)

- Improves the performance of all two- and four-stroke gasoline-fueled engines.



Engine Degreaser (AED)

- Effectively cleans engine surfaces by cutting through grease, oil and grime.



Brake and Parts Cleaner (BPC)

- Professional-strength parts cleaner that quickly removes oil, grease, brake fluid and other contaminants from brake parts and other automotive components



The First in Synthetics®

SYNTHETIC V-TWIN MOTORCYCLE OIL

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Superior synthetic formulation provides long service life and maximum protection against engine wear in Harley-Davidson*, Buell*, Ducati*, Aprilia*, BMW* and other motorcycle engines, primaries and transmissions.

20W50

15W60

SAE 60

20W-50 (MCV)

- API SG, SL/CF, CG-4
- JASO MA/MA2
- ISO-L-EMA2

SAE 60 (MCS)

- API SG, SL/CF, GL-1
- JASO MA/MA2
- ISO-L-EMA2

15W-60 (MSV)

- API SM
- JASO MA
- ILSAC GF-4



SYNTHETIC V-TWIN TRANSMISSION FLUID

(MVT) Helps quiet V-twin transmission noise and enable smooth shifts.

SYNTHETIC V-TWIN PRIMARY FLUID

(MVP) Delivers consistent clutch feel and helps riders easily find neutral.

V-TWIN OIL CHANGE KIT

(HDCK) Includes everything needed to perform an AMSOIL oil change on most 1999-2016 Harley-Davidson motorcycles, including (4) quarts of 20W-50 Synthetic V-Twin Motorcycle Oil (MCV), (1) chrome Ea® Motorcycle Oil Filter (EaOM134C) and (1) O-ring.



The First in Synthetics®

SYNTHETIC METRIC MOTORCYCLE OIL

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Superior synthetic formulation provides long service life, smooth shifts and maximum protection against engine wear in Can-Am*, Honda*, Yamaha*, Kawasaki*, Triumph*, Suzuki*, BMW* and other motorcycle engines.

10W30 10W40 15W50

10W-30 (MCT)

- API SH, SG, CF
- JASO MA/MA2
- ISO-L-EMA2

15W-50 (MFF)

- API SM
- JASO MA/MA2

10W-40 (MCF)

- API SM, SG, SL, CF
- JASO MA/MA2
- ISO-L-EMA2



SYNTHETIC 4T PERFORMANCE OIL

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Formulated for the high temperatures common to air-cooled V-twins, aggressively driven sport bikes and daily drivers operating in the most severe conditions. Delivers the confidence and security that come with outstanding protection and performance

10W30 10W40 20W50

10W-30 (MC3)

- JASO MA/MA2
- API SL, SJ, SH, SG

10W-40 (MC4)

- JASO MA/MA2
- API SN, SM, SL, SJ, SH, SG

20W-50 (MC5)

- JASO MA/MA2
- API SN, SM, SL, SJ, SH, SG





The First in Synthetics®

FORMULA 4-STROKE SYNTHETIC SCOOTER

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Formulated specifically to meet the special needs of today's high-tech air- and water-cooled four-stroke motorized scooters.

10W40

10W-40 (ASO)

- API SG, SL/CF
- JASO MA/MA2
- ISO-L-EMA2



SYNTHETIC DIRT BIKE OIL

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Delivers confidence in clutch feel, maximum horsepower and superior wear protection in all types of four-stroke dirt bikes.

10W40 10W50 10W60

10W-40 (DB40) / 10W-50 (DB50) / 10W-60 (DB60)

- JASO MA
- API SG, SJ, SH, SL





The First in Synthetics®

SHOCK THERAPY® SUSPENSION FLUID

1 QUART

ADVANTAGES AND POTENTIAL BENEFITS

Controls friction, heat, wear, foaming and scuffing in suspension components.

#5

#10

- **Lightweight #5 (STL)** Use in applications that demand quick rebounds under extreme temperatures.
- **Medium #10 (STM)** Use in applications that require more dampening and slower rebounds.



BIKE CARE RANGE

DOT 3 & 4 Synthetic Brake Fluid (BFLV)

- High-performance brake fluid specially designed as a multiuse product for passenger-car, light-truck and powersports applications. Use in equipment that requires a DOT 3, 4 or 5.1 brake fluid



Chain Lube (ACL)

- Provides outstanding protection against wear and corrosion. Helps extend chain life. Does not attract dirt and does not fling off. Fast-drying.

Motorcycle Octane Boost (MOB)

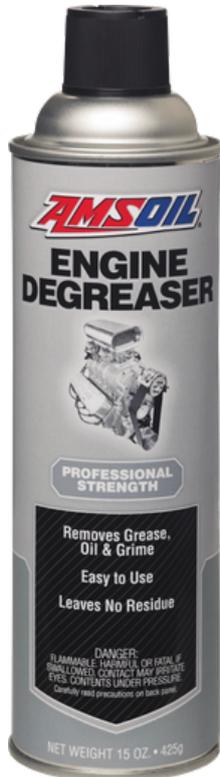
- Increases octane up to three numbers for maximum power and efficiency in motorcycles.





The First in Synthetics®

BIKE CARE RANGE



Engine Degreaser (AED)

- Effectively cleans engine surfaces by cutting through grease, oil and grime.



Brake and Parts Cleaner (BPC)

- Professional-strength parts cleaner that quickly removes oil, grease, brake fluid and other contaminants from brake parts and other automotive components



Miracle Wash® Waterless Wash & Wax (AMW)

- Unique dry car wash and polish delivers outstanding performance and quick, easy and economical application. No water required.



GULF ARROW GT

10W50

5W40

0W30

0W20

1L & 4L



ADVANTAGES AND POTENTIAL BENEFITS

- Finest Gulf engine oil range using cutting edge technology
- High performance 100% Made in Japan metal tin series
- Full PAO & Ester for excellent base oil and lubricity
- Perfect engine protective even at high temperature due to shear stability proven in race
- Minimize oil consumption with blending of organic molybdenum as friction modifier
- Outstanding viscosity index > 200
- Boosting of antioxidant for long oil life

OEM BUILDER APPROVALS & SPECIFICATION

- API SN
- ACEA A3/B4



GULF FORMULA G

5W40

4L



ADVANTAGES AND POTENTIAL BENEFITS

- Supreme Addictive
- PowerMax Molecules
- Fuel Economy
- 19% Better sludge rating
- 39.5% Better wear protection
- 10% Better rating in ring sticking
- Combination above gives you sustained power for longer

OEM BUILDER APPROVALS & SPECIFICATION

- API SN
- ACEA A3/B4
- Porsche oil category A40
- MB Approval 229.3
- VW 502 00 and 505 00

GULF ULTRASYNTH X

5W30

0W20

4L



ADVANTAGES AND POTENTIAL BENEFITS

- Engine Detoxifiers
- Excellent soot control
- Extend engine life
- Up to 100% less viscosity increase
- Up to 100% lesser cam wear
- Consistent viscosity and lower wear gives you a smoother driving

OEM BUILDER APPROVALS & SPECIFICATION

- API SN (Resource Conserving)
- ILSAC GF-5



GULF SYNTRAC 4T SUPERBIKE

15W50

10W50

1L



ADVANTAGES AND POTENTIAL BENEFITS

- Racetrack technology for daily riding
- Finest PAO fully synthetic
- PAO and advanced additive technology
- Highest degree of reliability
- Eliminate clutch slippage
- Increased power and improves drive ability
- Faster heat dissipation technology

OEM BUILDER APPROVALS & SPECIFICATION

- API SM
- ACEA A3/B4
- JASO MA2

GULF SYNTRAC 4T

10W40

5W40

1L



ADVANTAGES AND POTENTIAL BENEFITS

- Ultimate performance and protection
- PAO premium fully synthetic
- Most ideal for modern 4 stroke engines
- Minimises deposits and controls oil thickening
- Longer life of vital engine and gear components
- Eliminates clutch slippage
- Increased power and fuel economy
- Effective lubrication at low start up temperature

OEM BUILDER APPROVALS & SPECIFICATION

- API SL
- JASO MA2 (5W40)
- JASO MA1 (10W40)



GULF PRIDE SCOOTER (JASO MB)

10W30

1L



ADVANTAGES AND POTENTIAL BENEFITS

- Instant Pick Up technology
- Premium fully synthetic scooter oil requiring JASO MB specification
- Fuel economy benefits
- Enduring thermo-oxidative stability
- Superior antiwear additives
- Reduce maintenance cost and keep engine clean
- Effective rust and corrosion protection

OEM BUILDER APPROVALS & SPECIFICATION

- API SL
- JASO MB

GULF POWERTRAC 4T

10W40

1L



ADVANTAGES AND POTENTIAL BENEFITS

- Premium Synthetic Blend
- For everyday value ride
- Fuel Economy benefits
- Superior thermo-oxidative stability
- Longer oil life
- Eliminate clutch slippage
- Exceptional antiwear additives
- reduce maintenance cost
- Protective rust and corrosion protection

OEM BUILDER APPROVALS & SPECIFICATION

- API SL
- JASO MA2

AUTOBACS ENGINE OIL

5W40

5W30

0W20

4L



ADVANTAGES AND POTENTIAL BENEFITS

- Autobacs engine oil has achieved the highest saving fuel economy standard in API standard.
- 100% Made in Japan
- Superior antiwear additives
- Reduce maintenance cost and keep engine clean
- Effective rust and corrosion protection
- Experience a quieter ride

OEM BUILDER APPROVALS & SPECIFICATION

- API SN (Resource Conserving)
- ILSAC GF-5

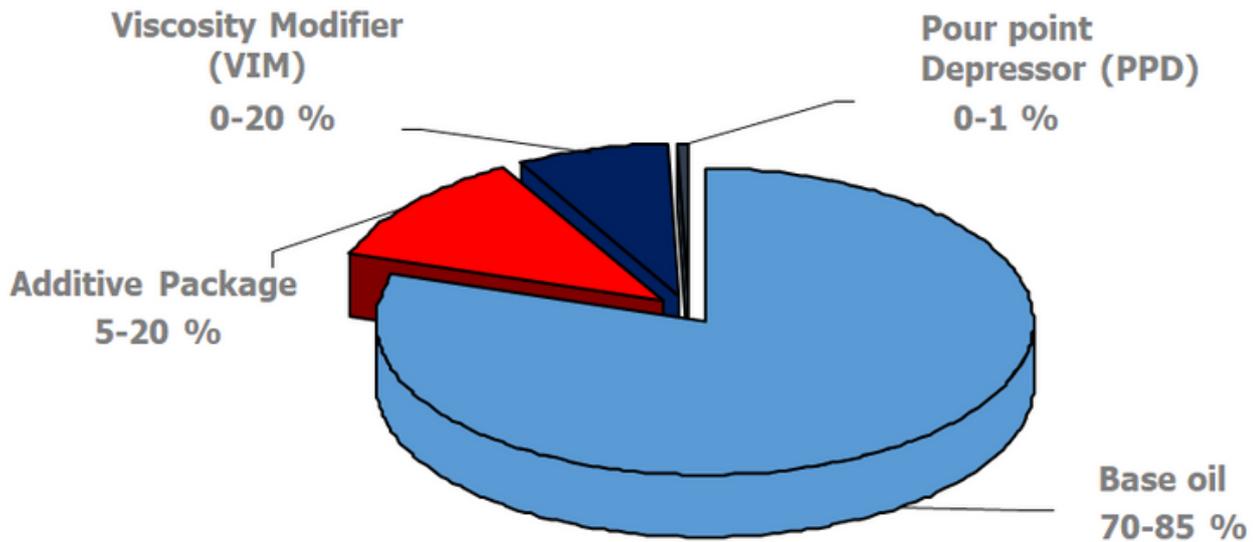


AUTOBACS
オートバックス

NEW ARRIVAL AUTOBACS WIPER BLADES



WHAT MAKES A LUBRICANT ?



Key Composition

Base Oil

	SATURATED	SULPHUR	VISCOSITY INDEX
Group I	<90%	>0.03%	>80 a <120
Group II	≥90%	≤0.03%	>80 a <120
Group III	>90%	<0.03%	>120
Group IV	Poly Alpha Olefin (PAO)		
Group V	Not included in other groups eg Ester		

Generally speaking:

- Group I and II: Mineral
- Group III, IV and V: Synthetic
- Synthetic base oils are used for 2 main reasons
 - Greater oxidation stability (for longer oil life)
 - Low volatility (to decrease oil consumption). In order to meet the ACEA specifications on oil volatility, many lighter engine oil viscosity grades must use a percentage of these products.

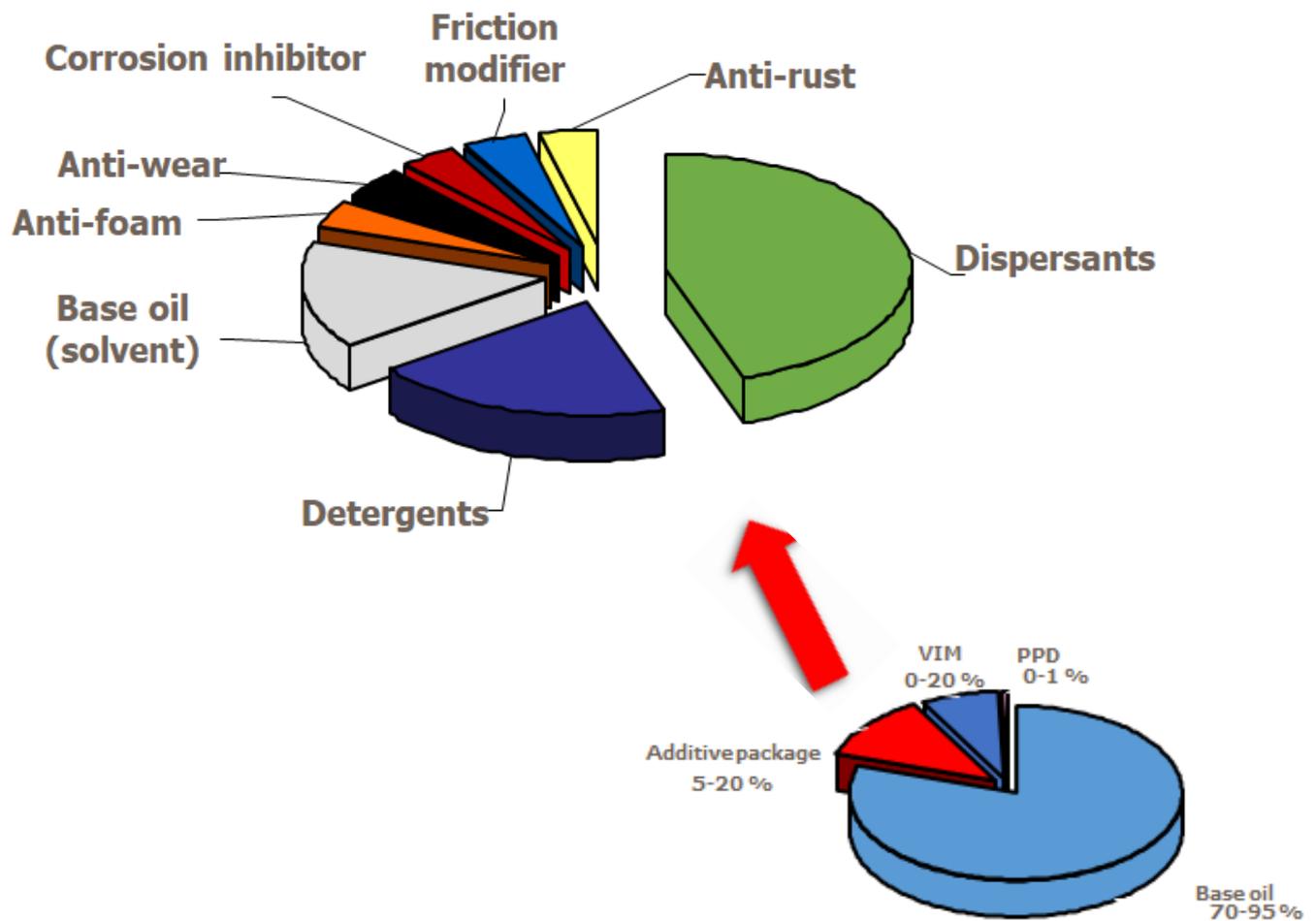
Viscosity Modifier

These changes the oils rate of thinning or its viscosity index (VI). The higher the VI, the lower rate of thinning of the oil with increase in temperature. They are polymers that expand as temperature increases. They also assist in making oils into multi grades.

Pour Point Depressor

Reduce the oils tendency to crystallize at very low temperature. Most oils contain wax and at very low temperature, wax can crystallize. PPD assist to lower the temperature at which this occurs.

WHAT MAKES A LUBRICANT ?



Additive Package Composition

Detergents

Metallic based compounds and they control deposits and keep engines clean

Dispersants

Polar additives that are used to organic keep contaminants and by-products dispersed in the oil helping to prevent deposits and sludge from forming. Highly effective in controlling low temperature contaminants and keep them so fine in suspension they pass through the oil filter with the oil additives.

Friction Modifiers

Used to reduce internal engine friction and are common in low viscosity oils where fuel economy is important

Anti-wear agents

Prevent wear from seizure or scuffing of metal surfaces that would otherwise rub or contact each other. They are normally zinc and phosphorus or other organo-metallic based compounds.

Rust and Corrosion Inhibitor

Prevents rust and corrosion attack on metal surfaces from acids that can build up in oils, by helping to neutralize their effects

Anti-Foam

Prevents foam from forming., thereby maintaining a lubricating film based on oil not air bubbles, resulting in the ability of the oil to be pumped effectively at the required rate.

UNDERSTAND VISCOSITY

Grade	Cold cranking, CCS	Cold pumping, MRV	Kinematic viscosity, 100°C		HTHS*, 150°C
	cP at T°C	cP at T°C	cSt	cSt	cP
Unit	Maximum	Minimum	Minimum	Maximum	Minimum
0W	6200 at -35	60000 at -40	3.8	-	-
5W	6600 at -30	60000 at -35	3.8	-	-
10W	7000 at -25	60000 at -30	4.1	-	-
15W	7000 at -20	60000 at -25	5.6	-	-
20W	9500 at -15	60000 at -20	5.6	-	-
25W	13000 at -10	60000 at -15	9.3	-	-
20	-	-	5.6	<9.3	2.6
30	-	-	9.3	<12.5	2.9
40	-	-	12.5	<16.3	2.9 (0W-40, 5W-40, 10W-40)
40	-	-	12.5	<16.3	3.7 (15-40, 20W-40, 25W-40, 40)
50?	-	-	-	-	-

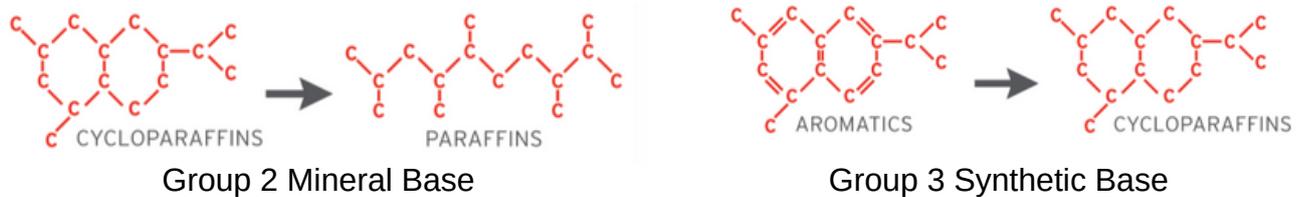
Fuel Economy ↑

All you need to know about Viscosity

- SAE stands for Society of Automotive Engineers.
- The SAE developed a classification system to define viscosity or thickness of oil.
- It defines operating temperature engine oil viscosity for different grades and contains specification for cranking viscosity and pumpability at start up, the “W” grades or winter.
- For engine oils there is a specification that must be met at 150 degree Celsius known as the HTHS (High Temperature/High Shear) viscosity. HTHS simulates what happens in high stress areas of the engine (eg bearings and cams). It measures the viscosity and indicates the oil film thickness under severe high-speed conditions.
- In addition, gear oils requires a KRL test. This is a severe oil shear test and the oil must stay in grade or within a nominated range after shear. Its severity is the main reason why 75W-X gear oils are expensive as these are difficult to make.
- cSt (Centistokes) are the units viscosity is measured in.
- The number in front of the “W” signifies the viscosity of the oil at cold/start up/ temperature (tested at -10 degree C to – 35 degree C depending on the grade. The lower the first number, the faster the oil flows (pumpability) when the engine is cold.
- The second number represent the oil’s thickness at operating temperature (100 degree C). All oils thin out as they get hotter.

DIFFERENCE BETWEEN MINERAL, SEMI SYNTHETIC & FULLY SYNTHETIC

- Each of these oils are made with different base oils. **MINERAL** oils are made with highly refined Group 1 or pure hydro-cracked Group 2 base oils.
- **SEMI SYNTHETIC** oils are made with a minimum of 20% synthetic base oils mixed with mineral base oils.
- **FULLY SYNTHETIC** oils are made from Group 3, high quality synthetic base oils or from either Group 4 PAO (Poly Alpha Olefin) or Group 5 (such as esters), which are chemically manufactured and pure in structure.

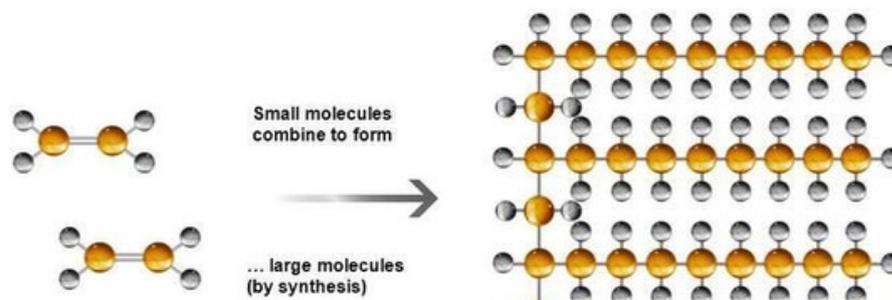


PAO

- PAOs are derived from the oligomerization, usually of 1-decene. Oligomerization refers to a process where a monomer or a molecule is linked to many others of the same type to form a long chain.
- PAOs are extremely pure
- Identical molecules
- No sulphur or phosphorus
- No wax

Benefits of PAOs

- Excellent cold flow properties
- Highly resistant to thermal breakdown
- Excellent shear stability



Esters

- Manufactured by reacting an acid and an alcohol to give ester plus water. There are many types of esters, such as diesters and polyolesters.

Benefits of Esters

- Resistant to thermal breakdown
- Good metal-wetting ability
- High film strength
- Good shear stability



Category	Status	Publication	
SP	expected	2019	
SN+	Current	2018	
SN		2010	2010 and later
SM		2004	until 2010
SL		2001	until 2004
SJ		1997	until 2001
SH		Obsolete	1994
SG	1989		until 1993
SF	1980		until 1988
SE	1972		until 1979
SD	1968		until 1971
SC	1964		until 1967
SB	-		until 1951
SA	-		until 1930

API stands for American Petroleum Institute. In 1970, along with the SAE and ASTM (American Society for Testing and Materials), they established the API Service Classification System to define the performance level of a given oil, unrelated in the main, to oil viscosity.

The API requirements “S” for Spark Ignition (petrol) and “C” for Compression Ignition (diesel) can be briefly described as follows. The latest API “S” and “C” classifications are backwards compatible and suitable for use in place of earlier classifications

API SN Introduced in October 2010, designed to provide improved high temperature deposit protection for pistons, more stringent sludge control and seal compatibility. API SN with Resource Conserving matches ILSAC GF-5 by combining API SN performance with improved fuel economy, turbo charger protection, emission control system compatibility and protection of engines using E85 fuel.

API SN PLUS Introduced in November 2017, this is a new classification that may be used in conjunction with API SN and API SN Resource Conserving. Oils meeting this classification are formulated to provide API SN performance and additional protection against low-speed pre-ignition for turbo charged direct injection petrol vehicles. Backwards compatible to API SN, API SN Resource Conserving and ILSAC GF-5.



Resource Conserving : These designations apply to oils intended for petrol engine use. Using these oils may result in an overall saving on fuel use or increased fuel economy.

ALL ABOUT API SN PLUS



API SN PLUS is a new motor oil specification developed for turbocharged engines that is being developed in response to automakers request for motor oils that protect against Low-Speed Pre-Ignition (LSPI). LSPI is an engine condition known to occur in Turbocharged Gasoline Direct Injection (TGDI) engines that can be mitigated by changing the motor oil formulation.

WHY NEED IT NOW

The API SN PLUS motor oil specification is intended to complement API SN and ILSAC GF-5 and aimed at addressing the increasing impact of Low-Speed Pre-Ignition in Turbocharged Gasoline Direct Injection (TGDI) engines.

The high pressures from turbocharging combined with direct fuel injection into the combustion chamber in these smaller TGDI engines makes them susceptible to a phenomenon known as Low Speed Pre-Ignition, or LSPI. While the mechanism of LSPI is not yet fully understood, research has shown that motor oil properties may be a contributing factor. Automakers can mitigate LSPI by adjusting the engine operating conditions, but in doing so inhibit some high efficiency engine operating conditions.

Amid growing concerns about LSPI among Automakers, the urgent need for a supplemental motor oil specification became evident. This new supplemental specification, known as API SN PLUS, includes the testing protocol for API SN and a special test for LSPI, the API Sequence IX test.

WHAT IS LSPI (LOW SPEED PRE_IGNITION)

Low-Speed Pre-Ignition (LSPI) is an abnormal combustion phenomenon observed at low engine speeds in which the fuel/air mixture in the combustion chambers ignites before spark timing. LSPI can cause engine knock, broken spark plugs and cracked pistons, and, in severe cases, catastrophic engine failure.

There are multiple theories about what causes LSPI in downsized TGDI engines, although it is widely accepted that motor oils can play a role. Research has shown that during LSPI a drop of oil in the cylinder may be combining with fuel droplets to create hot spots in the combustion chamber and prompting ignition before spark timing is intended to occur. Research has also shown that motor oils can be re-formulated to significantly reduce their contribution to LSPI, which is the goal of the new API SN PLUS supplemental motor oil specification.

GM chose to address LSPI with the introduction of its dexos1™ Gen 2 specification, which went into effect on September 1, 2017.

DOES MY CAR NEEDS AN API SN PLUS OIL?

To find out if your vehicle has a turbocharged engine and requires an API SN PLUS motor oil, we recommend checking your vehicles owner's manual. While not all engines need additional protection against LSPI, all of our products meeting API SN PLUS also meet or exceed all API SN standards.

ALL ABOUT ILSAC STANDARDS



API certification mark or “Starburst”

- An oil showing this Mark identifies it as meeting the current ILSAC (international lubricant standardization and approval committee) performance standard for engine protection and fuel economy requirements. The ILSAC GF-5 minimum performance standard is the current basis for issuing a license to use the API certification mark or “Starburst”

ILSAC (International Lubricants Standardisation and Approval Committee)

includes the major automobile manufacturers that manufacture vehicles in the USA and Japan. Effectively, ILSAC specifications are the fuel economy version of the API specifications

Category	Status
GF-5	Current
GF-4	
GF-3	Obsolete
GF-2	
GF-1	

GF-1 Is obsolete.

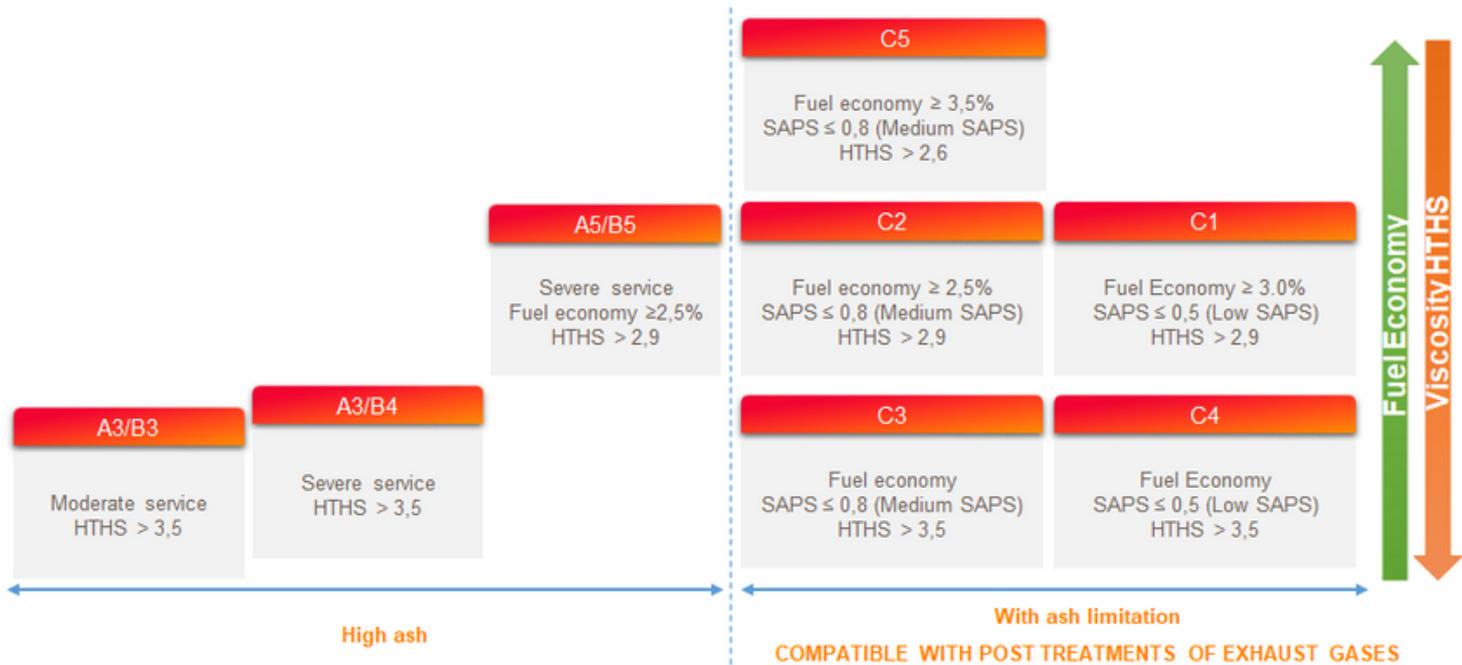
GF-2 Is equivalent to API SJ.

GF-3 Is equivalent to API SL.

GF-4 Is equivalent to API SM.

GF-5 Is equivalent to API SN.

ILSAC grades only apply to viscosity XW-20 & XW-30. GF-4 has introduced a phosphorus limit of 0.08% maximum and a sulphur limit of 0.2% maximum, GF-5 is similar, but it introduced new requirements relating to phosphorus volatility and compatibility with ethanol fuels. The latest ILSAC specification, GF-5 is backwards compatible and is suitable for use in place of earlier ILSAC classifications



ACEA stands for Association des Constructeurs Européens de l'Automobile. This classification system is the European equivalent of the API classification system, but is stricter and has more severe requirements. Hence an oil that meets both API & ACEA specifications uses a better additive package than one that is designed to meet only API specifications. Unlike the API, ACEA has three main groups – “A/B” for petrol (A) and light duty diesel (B) engines, “C” for light duty three way catalyst (TWC) and Diesel Particulate Filter (DPF) compatible oils, usually Low and Mid SAPS (Sulphated Ash Phosphorus Sulphur) and “E” for heavy duty diesel engines. These can be defined as follows. ACEA specification oils have tighter shear stability and oil volatility requirements than equivalent API specification oils.

OEM'S SPECIFICATION

Engine Builder
Extra Tests Needed



OEM's specifications

- Beyond API/ACEA/ILSAC
- Engine tests needed
- Demanding physico-chemical parameters
- Formal approvals are a guarantee for the user and increase the product cost.



API & ACEA - Basic Requirement

DESIGNATION AND DESCRIPTION:

A1/B1

For use in petrol and light duty diesel engines capable of using low friction, low viscosity, and low HT/HS shear (2.9 to 3.5cP) oils.

A3/B3

Stable, stay in grade oil intended for use in high performance petrol and diesel engines or extended drain intervals.

A3/B4

For use in direct injection diesel engines where special oils may be required, but also suitable for applications described under A3/B3.

A5/B5

Similar to A1/B1 but for high performance engines capable of using low friction, low viscosity as well as low HT/HS oils. May be unsuitable for use in some engines.

C1

Stable, stay in grade oil for use in vehicles fitted with DPFs & TWCs and in high performance diesel and petrol engines requiring low friction, low viscosity and Low SAPS (Sulphated Ash $\leq 0.5\%$) oils, with a minimum HT/HS viscosity of 2.9 cP.

C2

Stable, stay in grade oil for use in vehicles fitted with DPFs & TWCs and in high performance diesel and petrol engines requiring low friction, low viscosity and Mid SAPS (Sulphated Ash $\leq 0.8\%$) oils, with a minimum HT/HS viscosity of 2.9 cP.

C3

Stable, stay in grade oil for use in vehicles fitted with DPFs & TWCs and in high performance diesel and petrol engines requiring low friction, low viscosity and Mid SAPS (Sulphated Ash $\leq 0.8\%$) oils, with a minimum HT/HS viscosity of 3.5 cP. These oils may also meet A3/B4* and API SN.

C4

Stable, stay in grade oil similar to C1 but with tighter volatility limits, no lower limit on phosphorus and with a minimum HT/HS viscosity of 3.5 cP.

C5

Stable, stay-in-grade Engine Oil with Mid-SAPS level, for further improved fuel economy, intended for use as catalyst compatible Oil at extended drain intervals in vehicles with all types of modern after treatment systems and high performance passenger car & light duty van gasoline & DI diesel engines that are designed to be capable and OEM-approved for use of low viscosity oils with a minimum HT/HS Viscosity of 2.6 mPas.

COMMON OEM'S SPECIFICATION



MERCEDES BENZ

MB 226.5

This specification is required for Mercedes vehicles with gasoline engines supplied by the Renault-Nissan Alliance. Specification requirements are similar to MB 229.5.

MB 226.51

This specification is based on RN0720 and is recommended for Mercedes vehicles with DPF fitted diesel engines supplied by Renault. Oils meeting this specification have very good thermal stability and aftertreatment compatibility.

MB 229.1

For petrol and diesel engines. Minimum quality required ACEA A2/B2 with additional limits on engine.

MB 229.3

For petrol and diesel engines. Minimum quality required ACEA A3 / B3 / B4 and MB 229.1. It can only certify 0/ 5 W-x oils.

MB 229.31

Multigrade, low SAPS engine oil, advised for both diesel and petrol engines of Mercedes Benz, Smart and Chrysler. Only low viscosity engine oils which can realize a 1,0% saving on used fuel in the M111 Fuel economy test (CEC L-54-T-96) can get this approval. In this test the fuel savings are compared to the performance of the Reference oil RL 191 (SAE 15W-40).

MB 229.5

MB sheet for energy conserving oils for certain car and van engines. Approved oils must meet ACEA A3, B3 and B4 specification and some additional demands by Daimler Chrysler AG. Oil must be on the approval list.

MB 229.51

Low SAPS Long Life engine oil for diesel engines with particle filter meeting emission EU-4 -> standards.

MB 229.52

Oils meeting this specifications must have lower ash content, at least 1% better fuel economy compared to the requirements of MB 229.31 and MB 229.51 and better oxidation stability for biofuel compatibility. Can also be used where an MB 229.31 or an MB 229.51 oil is required. Just like MB 229.5 and MB 229.51 this spec requires a long life oil

PORSCHE



PORSCHE

Porsche A40

Introduced in 2009 for all Porsche petrol cars from 1994 onwards, except long drain applications for Cayenne V6

Porsche C30

Porsche engine oil specification for diesel engines. Equivalent to VW 504 00/507 00

COMMON OEM'S SPECIFICATION



BMW

BMW Longlife-98 (BMW LL-98)

Special long-life engine oil, approved by BMW. Also meets ACEA A3/B3, API SJ/CD, EC SAE 5W-40. Usually required for BMWs manufactured before MY 2002. Obsolete since 2009.

BMW Longlife-01 (BMW LL-01)

Special BMW approval for fully synthetic long-life oil. Product meets ACEA A3/B3 and API: SJ/CD EC-II. Usually required for BMWs built after MY 2002. Can also be used where a BMW Longlife-98 oil is recommended.

BMW Longlife-01 FE (BMW LL-01 FE)

Fully synthetic long-life oil with fuel economy properties. Oils meeting this specifications must have a low HTHS viscosity to meet the manufacturer's fuel economy requirements. These oils are only suitable for the following engines: N1x, N2x, N54, N55, N63, N74.

BMW Longlife-04 (BMW LL-04)

Special BMW approval for fully synthetic long-life oil. Viscosities are SAE 0W-30, 0W-40, 5W-30 and 5W-40. Usually required for BMWs equipped with a diesel particulate filter (DPF). Can also be used where a BMW Longlife-98 or BMW Longlife-01 oil is recommended.

BMW Longlife-12 (BMW LL-12)

Special motor oil for certain approved gasoline engines and the following diesel engines only: Nx7K1, Nx7U1, Nx7O1 from model year 2013. Not suitable for engines with 2 or 3 turbos.

BMW Longlife-14+ (BMW LL-14+)

Special motor oil for the following gasoline engines only: N20, Bx8 from model year 2014. Not allowed for diesel engines.



COMMON OEM'S SPECIFICATION



GM DEXOS MOTOR OIL

GM Dexos 1

Designed with gasoline engines in mind GM Dexos 1 replaces the GM-LL-A-025, GM6094M and GM4718M specifications. This specification is usually recommended for GM vehicles built for the North American and Asian markets. Compared to ILSAC GF-5 it has stricter requirements regarding piston deposit formation, aeration, oxidation stability, wear, low-temperature pumpability and volatility.

GM Dexos 2

The GM Dexos 2 specification is meant to be the replacement for both GM-LL-A-025 (gasoline) and GM-LL-B-025 (diesel) specifications for the European market. Oils meeting GM Dexos 2 are required for vehicles manufactured from MY2011 onward but they are also backward compatible with older models. This specification is built on the ACEA C3 standard but also contains elements from the ILSAC GF-4 deposit formation test and low-temperature sludge build-up test.

GM-LL-A-025

Special GM approval for long-life engine oil for gasoline engines. Viscosity is SAE 0W-30. Product meets ACEA A3/B3. Drain interval can be as long as 30 000 kms. Recommended for vehicles built before MY2011.

GM-LL-B-025

Special GM approval for long-life engine oil for diesel engines. Viscosity is SAE 5W-40. Product meets ACEA A3/B3/B4. Drain interval can be as long as 50 000 kms. Recommended for vehicles built before MY2011.

Automatic Transmission Fluids

Dexron III F

GM specification for Automatic transmission oil introduced in 1994. Successor of Dexron IID and IIE.

Dexron III G

Successor of Dexron III(F) automatic transmission fluid. This has the same low temperature characteristics as Dexron IIE, but with modifications to anti-oxidancy and friction material. Introduced in 1997.

Dexron III H

Dexron III licence H was introduced in June 2003 to replace the Dexron III G fluid. It has an oxidatively stable base oil (group 2 or group 3). Oils according to this specification have longer maintenance of friction properties and anti-shudder properties, better foam control and a longer fluid life.

Dexron VI

Specification introduced in 2005 to replace Dexron IIIH. This specification requires better stay-in-grade properties, oxidative stability and anti-foam characteristics. Oils meeting this specification can be used with extended drain intervals and are energy conserving.

COMMON OEM'S SPECIFICATION



VOLKSWAGEN

VW 502.00

Oil for gasoline engines. Successor of VW 501.01 and VW 500.00 specification. Recommended for those which are subject to arduous conditions. It must not be used for any engines with variable service intervals or any which are referred to under other specifications.

VW 503.00

Long-life gasoline engine oil for VW cars with WIV (system for longer service intervals). Also meets ACEA A1, SAE 0W-30 or 5W-30 specification.

VW 503.01

This specification is specifically for Audi RS4, Audi TT, S3 and Audi A8 6.0 V12 models with outputs of more than 180bhp, running with variable service intervals (30,000km or 2 years). Now superseded by the VW 504.00 specification.

VW 504.00

The VW 504 00 specification supercedes the VW 503 00 and VW 503.01 specifications. VW 504 00 oils are suitable for engines meeting the demands of Euro IV emissions standards.

VW 505.00

Passenger car diesel engine oil specification, minimum performance level CCMC PD-2. Lists viscosities SAE 5W-50, 10W-50/60, 15W-40/50, 20W-40/50 requiring 13% max. evaporation loss and SAE 5W-30/40, 10W-30/40 requiring 15% max. evaporation loss.

VW 505.01

Special engine oil for VW turbodiesel engines with pump-injector-unit and for the V8 Commonrail turbodiesel engines. Meets ACEA B4 SAE 5W-40 specification.

VW 506.00

These oils are suitable for diesel engines with extended service intervals of up to 50,000km / 2 years. Not for use on engines with a single injector pump. Oil change is indicated by the electronic service indicator. Viscosity is SAE 0W30.

VW 506.01

These oils are especially for "Pumpe-Düse" (unit injector or "PD" engines) running on extended service intervals (30,000 - 50,000km / 24 months). Oil change is indicated by the electronic service indicator.

VW 507.00

Low SAPS oils suitable for Euro 4 engines and almost all VAG diesel engines from 2000 onwards with extended service intervals, unitary injector pumps and also Pumpe-Düse ("PD") engines. Excludes V10, R5 engines and VW Commercial vehicles without fitted DPF (diesel particulate filters) – these must use a 506 01 specification oil.

VW 508.00/509.00

This specification combo (508.00 for petrol, 509.00 for diesel) requires a 0W20 viscosity, fuel economy oil with long life additives. These specifications are NOT backward compatible with the earlier VW specifications. Recommended for the new 2.0 TFSI 140 kW and 3.0 TDI CR 160 kW VW/Audi engines.

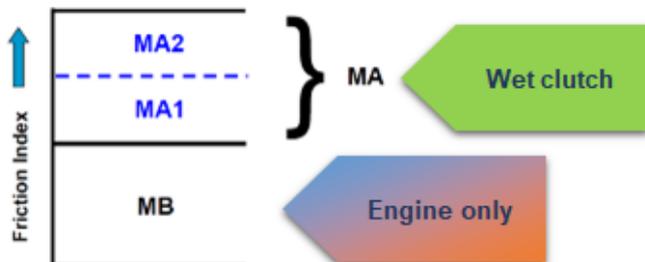
MOTORCYCLE OIL- JASO T903:2016

Classification	Test Procedure	Range of Index	
		MA	MB
Evaluation Item			
* DFI (Dynamic Friction Characteristic Index-DFI)	JASO T 903:2016 (Annex A)	≥1.35 and <2.50	≥0.40 and <1.35
* SFI (Static Friction Characteristic Index-SFI)		≥1.45 and <2.50	≥0.40 and <1.45
* STI (Stop Time Index-STI)		≥1.40 and <2.50	≥0.40 and <1.40

Classification	Test Procedure	Range of Index	
		MA2	MA1
Evaluation Item			
* DFI (Dynamic Friction Characteristic Index-DFI)	JASO T 903:2016 (Annex A)	≥1.50 and <2.50	≥1.35 and <1.50
* SFI (Static Friction Characteristic Index-SFI)		≥1.60 and <2.50	≥1.45 and <1.60
* STI (Stop Time Index-STI)		≥1.60 and <2.50	≥1.40 and <1.60

FRICITION PARAMETERS

Recommended for:



Dynamic friction index (DFI): measures how the rider feels the gear change and how the power is transferred under slip-conditions

Static friction index (SFI): measures the capacity and the resistance of the clutch under high torque conditions

Stop time index (STI): How fast the clutch engages

Dry Transmission (CVT)

Lubricant Requirement

Engine : JASO MB , JASO MA or API SX
Rear Transmission : JASO MA or 80W-XX

Wet Transmission (Gear-Clutch)

Lubricant Requirement

Engine : JASO MA/MA2/MA1



NOTES

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**CONTACT US
TODAY**

**WE THANK YOU
FOR YOUR SUPPORT**



For questions and concerns, call (65) 66834384 or email orders@oilmax.com.sg

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