

## Motorbike 4T 10W-40 Offroad

### Description

High-performance motor oil based on synthetic technology. Ensures maximum performance and protection of the engine under all operating conditions. Optimum lubrication, outstanding engine cleanliness, excellent friction and minimum wear are just as much taken for granted as gentle clutch engagement and disengagement and gear shifting. Tested on engines with catalytic converters.

### Properties

- outstanding engine cleanliness
- guarantees low oil consumption
- high resistance to aging
- optimum lubrication under all operating conditions
- tested for catalytic converters
- high wear resistance
- especially suitable for wet clutches
- high shear stability

### Specifications and approvals:

API SL • JASO MA2

### Technical data

Viscosity at 40 °C	95,0 mm <sup>2</sup> /s ASTM D 7042-04
Viscosity at 100 °C	14,4 mm <sup>2</sup> /s ASTM D 7042-04
Viscosity at -25 °C	<7000 mPas DIN 51377
Viscosity index	157 DIN ISO 2909
Color number (ASTM)	L4,0 DIN ISO 2049
Density at 15 °C	0,875 g/cm <sup>3</sup> DIN 51757
Flash point	220 °C DIN ISO 2592
Pour point	-39 °C DIN ISO 3016
Evaporation loss (Noack)	12,5 % ASTM D 5800-08 Method B
Total base number	7,9 mg KOH/g DIN ISO 3771
SAE class (engine oils)	10W-40 SAE J300



### Areas of application

Specially developed for air and water-cooled 4-stroke engines exposed to extreme loads off-road. For sporting applications. Suitable for Enduro and motocross motorbikes, quads, SxS and snowmobiles with and without a wet clutch.

### Application

The operating instructions of the engine manufacturers must be followed.

**Note: Optimum effectiveness only when the product is used on its own (i.e. no mixing).**

### Available pack sizes

1 l Canister plastic	3055 D-GB-I-E-P
1 l Canister plastic	1753 JP
4 l Canister plastic	3056 D-GB-I-E-P

**Our information is based on thorough research and may be considered reliable, although not legally binding.**