



**ORIGINALHERSTELLUNG
MADE IN GERMANY**



REKTOL RACING

RR5W-30 RR5W-40 RR5W-50 RR10W-60

DESCRIPTION

REKTOL RR synthetic engine oils contain the proven REKTOL Combisynth technology, which is based on a combination of the synthetic components HC-, Ester- and PAO- oils, which can also be used in combination with biogenic high-octane fuels such as E85.

LSPI pre-ignition effects, especially in turbo engines, are ruled out by using **REKTOL RR** engine oils. Accordingly, LSPI protection according to API SP and ILSAC GF-6A is guaranteed.


The ash content of < 0.9% means that it is generally suitable for chip-tuned diesel engines that are equipped with diesel particle filters (reduced cleaning interval).

Furthermore, **REKTOL RR** engine oils, especially for the high loads in tuned- and racing-engines, contain very high levels of wear protection ZDDP, which produce special layers on friction surfaces through chemical reaction with metal surfaces. This chemical compound of zinc, phosphorus and sulfur in engine technology is the most important element for reducing wear. However, if engine oil is also burned, these substances produce emissions that are harmful to the environment. That is why the amounts of these substances in modern engine oils have been limited and replaced by various substitutes, which, however, cannot produce this chemical layer structure on metallic surfaces.

To create so-called emergency running properties, **REKTOL RR** engine oils contain the solid lubricant molybdenum, which also has friction-reducing properties. If the lubricating circuit is disrupted, or if local overheating causes the lubricating film to break off, molybdenum

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ensures that the system can continue to be operated for a short time without the friction partners failing completely.

The low cold-start viscosities of **REKTOL RR** engine oils ensure that the engine is lubricated in the shortest possible time during the engine warm-up phase and thus a fast supply of oil to all lubrication points, especially the bearings of turbochargers.

In addition, particularly shear-resistant polymer additives in **REKTOL RR** motor oils and the lowest tendency to evaporate ensure a stable viscosity within the recommended period of use, whereby unacceptable foaming of the oil is ruled out.

REKTOL RR engine oils can be mixed with all conventional engine oils. Engine flushing is not necessary when using for the first time.

APPLICATION

REKTOL RR engine oils have been specially developed for the highest loads in tuned engines and racing engines, which produce very high performance even at constant speeds above 8,000 rpm.

Proven in the areas of drift, circuit racing, drag racing, rallying and tuning.

Suitable for naturally aspirated and supercharged petrol (and diesel) engines equipped with direct or port injection or carburetors.

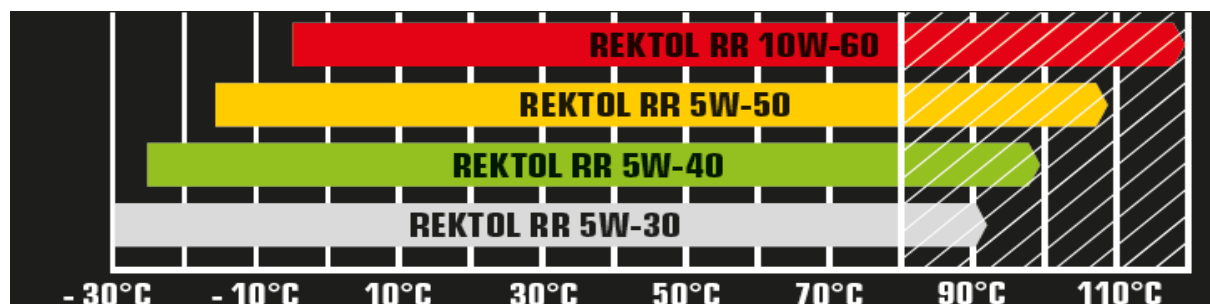
We recommend oil change intervals of up to 10,000 km, depending on engine type and load level. We would carry out a laboratory analysis of your used oil in order to determine engine wear based on the metal values contained and, if necessary, to recommend an individual change interval.



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The maximum performance of the respective REKTOL RR oils is guaranteed in the oil temperature range shown below (shaded)..



TYPICAL PROPERTIES

Properties	RR5W-30	RR5W-40	RR5W-50	RR10W-60	Unit
Density 15°C	0,853	0,854	0,853	0,853	g/ml
CCS @ -30 °C	5360	5625	5525	-	cP
CCS @ -25 °C	-	-	-	4425	cP
Zinc	1480	1480	1480	1480	mg/kg
Molybdenum	165	165	165	165	mg/kg
Viscosity @ 40 °C	72	86	108	153	mm ² /sec
Viscosity @ 100 °C	12,2	14,3	18	23,8	mm ² /sec
Viscosity Index	168	173	185	187	-
Base Number (TBN)	7	7	7	7	mgKOH/g



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For detailed advice and recommendations, please inquire via www.rektol-racing.de

AVAILABLE PACKAGING



The data from this data sheet represent general, non-binding guide values and knowledge. Under no circumstances can an assurance of properties be derived from this. We therefore recommend that you have an individual consultation with our application technology department before using Rektol RR engine oils. The user should test our lubricants in the intended application and use them with due care in accordance with the manufacturer's specifications.

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