



# 190

## **DESCRIPTION:**

**Engine Lubricant-Racing. Specialised high performance lubricant for four stroke racing engines gives excellent anti wear in methanol and nitro methane fuels, turbocharged and supercharged engines. Excellent fuel economy in city and highway non race applications. Available in SAE 50. Meets and exceeds API Service Classification for; SL/CF, CD, EC. ACEA;A3-98, B3-98.**

## **CHARACTERISTICS:**

### ***Peak Performance***

Even small increases in the ability to obtain maximum RPM in race situations are a bonus, especially in fixed class racing where this often means the difference between winning or losing. Mainlube 190's permanent shear stable viscosity improvers (VI) furnish a lower apparent viscosity, lowering internal engine friction. They also allow minimal amount of temporary shear, reducing fluid drag in cooler heavily loaded bearings. As there is no permanent shearing, these additives maintain lubricant film strength in the critical high temperature ring belt areas. This all assists with reducing friction maintaining maximum engine revability.

### ***Maximum Power***

Mainlube 190 uses new low ash additive chemistry eliminating the formation of oil deposits in the combustion zone. As race engines are engineered and designed to maximise power output, any deposit formation in the combustion zone causes power loss due to power wasting detonation.

### ***Non Foaming Formulation***

In race engines the rapid circulation of lubricating oils combined with high revs can cause lubricant foaming which lowers the lubricant density due to the entrapment of air reducing the lubrication film. If foaming is not prevented in racing engines metal to metal contact will occur and this will lead to expensive engine damage . Mainlube 190's additive package incorporates state of the art anti-foam agents eliminating foam development giving full lubrication under heavy race conditions.

### ***Wear and Stress Failure Resistance***

Racing conditions impose extreme loads on all moving engine parts. Mainlube 190's sophisticated E.P. anti-wear additives will give excellent protection against engine damaging, scoring, scuffing and seizure.

### ***Mainlube 190 is an SAE 50 Mono Grade Engine Lubricant***

The extreme temperatures and high speeds of motor racing engines will not thin out 190 . Mainlube 190 can provide extended long drain intervals even under racing conditions. Mainlube 190 can be used with most fuels, alcohol, high octane, low octane, unleaded fuels, diesel, carbureted or fuel injected.

## **APPLICATION:**

Mainlube 190 exceeds all racing engine requirements for all four-stroke motors, petrol, normally aspirated, fuel injected, supercharged or turbocharged.

A.P.I. Specification: MIL-L-46152E  
 SL – Petrol MIL-L-2104D  
 CF - Diesel

CCMC: G4 G5 for gasoline Engines (including Turbo-Charged)  
 CCMC: PD2 D4 for Diesel Engines

## **SPECIFICATIONS:**

<b>TEST</b>	<b>ASTM TEST METHOD</b>	<b>SAE 50</b>
Mineral Oil Base		
Density, Kg/L @ 15 °C	D-1298	0.894
Viscosity @ 40°C, cSt	D-445	182
Viscosity @ 100°C, cSt	D-445	22
Viscosity Index	D-2270	137
Flash Point, COC °C (°F)	D-92	250
Pour Point, °C (°F)	D-97	-29
Foaming Characteristics, All Sequences	D-892	Nil
Total Base Number	D-664	11
Carbon Residue, Conradson %	D-524	0.05
Ash, Sulphated % Mass	D-874	0.90
Zinc. % Mass	D-308	0.170
Phosphorous, % Mass	D-1091	0.155

MAINLUBE SUPERIOR MAINTENANCE LUBRICANTS PTY LIMITED  
 ACN 001-748-876 SYDNEY AUSTRALIA

**DISTRIBUTED BY:**

