**TYPE OF USE**

All racing gasoline or Diesel engines, naturally aspirated, turbocharged or supercharged fitted with injection (direct/indirect) or carburetted.

For tuned engines and high performance cars operating over a wide range of rpm and temperatures, in severe driving conditions.

Suitable for all types of fuels, gasoline, Diesel and biofuels (especially Ethanol).

**PERFORMANCES**

**STANDARDS**

Above existing Motorsport standards / Above existing standards

**TYPE OF USE**: Circuit, Drag race, Drift, Endurance, GT, Hill climb, Historic racing, Rally, Rally cross, Track days, Tuning... Consult your tuning service partner for appropriate type of use.

**ESTER Core® Technology**

For decades MOTUL has developed high performance synthetic Ester based lubricants.

The 300V Line includes the latest evolutions of MOTUL's proprietary ESTER Core® Technology to ensure maximum engine power output without compromising reliability and wear protection. MOTUL has created a perfect synergy formula to increase performance and protection of the engine selecting esters over other high performance synthetic and organic base stocks and combining them with an innovative additive package. This exclusive Racing formulation now features biofuels (especially Ethanol) and particulate filter compatibility, LSPI protection and lowers its environmental impact.

Esters are polar molecules hence are attracted to metallic surfaces. ESTER Core® Technology features optimized polarity for maximal adherence of the oil film to increase engine protection, reliability and driveability, even in most extreme conditions.

Used only in the 300V range, this exclusive technology guarantees you more:

- **Maximum power output**: Friction reduction for maximum power and torque at all rpm
- **Reliability**: High shear stability for maximal oil film resistance to reduced engine wear
- **Life**: Increased oxidation resistance for longer engine & oil life duration
Driveability: Maximal polar adherence of the oil film for rapid engine rpm response

Easy start: Fast oil pressure build-up and optimal oil flow

Reduced oil consumption: Low oil volatility and evaporation helps to control oil consumption

Detergency: High detergency performance allows better engine cleanliness

Driving comfort: Lower friction level brings engine noise reduction in all driving modes

This racing formulation 300V with exclusive ESTER Core® Technology features biofuels and particulate filter compatibility and LSPI protection.

- Biofuels: Compatible with alcohol-based fuels, especially Ethanol (up to E85)
- LSPI protection: Compatible with downsized engines subjected to Low Speed Pre-Ignition issues
- Particulate filter: Compatible with particulate filter requiring reduced SAPS (Sulfated Ash, Phosphorous, Sulfur) level (SAPS: 0.91% weight and TBN: 8.1 mg KOH/g)

ORGANIC BASE

The Organic base using non-fossil renewable materials is limiting the environmental impact and allows MOTUL to lower its carbon footprint by 25% during manufacturing process.

The 300V LE MANS series viscosity grades allow stable oil pressure and bring the maximum reliability to your engine in all extreme conditions.

These 300V LE MANS series viscosity grades can cope with engines subject to high engine oil dilution from unburned fuel and are suitable for engines featuring high clearances.

RECOMMENDATIONS

- MOTUL 300V LE MANS series are suitable for some engine applications and are particularly recommended for endurance, drift... etc, or historic racing engines (rebuilt engines) requiring high protection against wear and very stable and consistent oil pressure.
- Adapt or choose the right 300V viscosity grade according to the viscosity grade recommended in your owner’s manual or
by your tuning service partner.
- To guarantee optimal engine performance, avoid mixing with other synthetic or mineral lubricants.
- Oil Change: Consult your tuning service partner for appropriate drain interval and tune to your own use.

## PROPERTIES

<table>
<thead>
<tr>
<th>Property</th>
<th>Standard</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viscosity grade</td>
<td>SAE J 300</td>
<td>20W-60</td>
</tr>
<tr>
<td>Density at 20°C (68°F)</td>
<td>ASTM D1298</td>
<td>0.860</td>
</tr>
<tr>
<td>Viscosity at 40°C (104°F)</td>
<td>ASTM D445</td>
<td>163.3 mm²/s</td>
</tr>
<tr>
<td>Viscosity at 100°C (212°F)</td>
<td>ASTM D445</td>
<td>23.9 mm²/s</td>
</tr>
<tr>
<td>HTHS viscosity at 150°C (302°F)</td>
<td>ASTM D4741</td>
<td>6.1 mPa.s</td>
</tr>
<tr>
<td>Viscosity Index</td>
<td>ASTM D2270</td>
<td>178.0</td>
</tr>
<tr>
<td>Pour point</td>
<td>ASTM D97</td>
<td>-39.0 °C / -38.0 °F</td>
</tr>
<tr>
<td>TBN</td>
<td>ASTM D2896</td>
<td>8.2 mg KOH/g</td>
</tr>
<tr>
<td>Flash point</td>
<td>ASTM D92</td>
<td>238.0 °C / 460.0 °F</td>
</tr>
</tbody>
</table>