

nismo

COMPETITION OIL
SERIES

Performance *Par* **Excellence**

www.motul-asia-pacific.com

MOTUL

fluid force



COMPETITION OIL

2108E OW30

1L

Actual Achievements in Races

CATEGORY	TEAM	MACHINE	DRIVER	RESULT
'08 SUPER GT	MOLA	#46 MOLA LEOPALACE Z	Kazuki Hoshino / Hironobu Yasuda	'08 Series Champion
'07 SUPER TAIKYU SERIES	ENDLESS SPORTS	#3 ENDLESS ADVAN Z	Masami Kageyama / Takayuki Aoki / Tomonobu Fujii	'07 Series Champion
'08 TOKACHI 24 HOURS RACE	eco MOTION	#24 YOKOHAMA eco MOTION Z sato	Masahiko Kondo / Seiji Ara / Naoki Yokomizo / Toshiya Ichiraku	EC2 Class Champion

Base Oil Concept

Using MOTUL's proprietary double ester technology by combining complex ester and low friction coefficient mono-ester to deliver optimum engine output.

Permissible tonque of 43 kgfm (approx. 400 ps)

- High performance engine oil designed for racing use with naturally aspirated engines such as the VQ35DE, VQ35HR and others. Formulated to deliver minimal friction loss with naturally aspirated, high revolution engines.
- Validated in many endurance races such as the Nurbgring 24-hour race and Tokachi 24-hour race where power output and engine reliability are extremely important.
- Reduction of detergent-dispersants, associated with friction loss in high-load driving condition, in the oil enable improvements in engine response and oil film retention.
- Due consideration was given during development to high compression ratio, increased oxidation stability, antifoam properties at high-oil temperature, high-revolution environment, and de-foaming performance at 150°C.



COMPETITION OIL

2212E 15W50

1L

Actual Achievements in Races

CATEGORY	TEAM	MACHINE	DRIVER	RESULT
'08 D1 GRND PRIX SERIES	Team BOSS with POTENZA D-1 Project	BOSS Silvia	Yoichi Imamura	'08 Series Ranking No.2
'07 D1 GRND PRIX SERIES	TEAM TOYO with GP SPORTS	TEAM TOYO with GP SPORTS S15	Masato Kawabata	'07 Series Champion

Base Oil Concept

Using MOTUL's proprietary double ester technology by combining complex ester and low friction coefficient mono-ester to deliver optimum engine output.

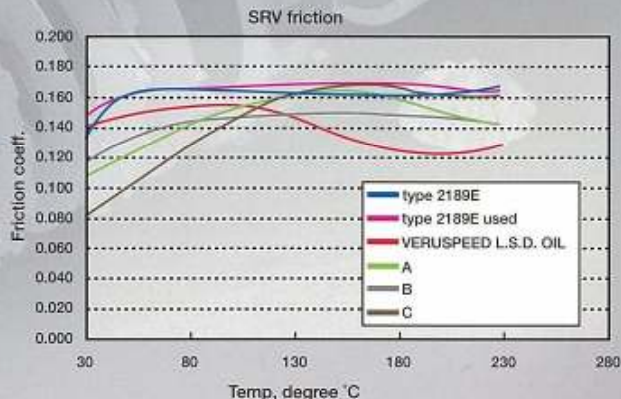
Permissible torque of 70 kgfm (approx. 600 ps)

- High performance engine oil developed for tuning car racing and drifting using RB26DETT, SR20DET and other turbocharged engines.
- The oil is highly shear stable thereby ensuring excellent oil film retention when operating from low speeds to high torque regimes while keeping friction loss at the lowest possible level. Such high stability is necessary especially during high torque conditions, such as the use of NOS.
- To ensure maximum reliability without sacrificing output performance, a special high shear stable multifunctional polymer is used together with improved detergents and dispersants. This ensures consistent oil film and excellent anti-coking performance for improved lubrication of turbine bearings in turbochargers.

COMPETITION OIL

Differential

2189E 75W140



Actual Achievements in Races

CATEGORY	TEAM	MACHINE	DRIVER	RESULT
'08 TOKACHI 24 HOURS RACE	MOTUL NISMO Racing Team	#34 MOTUL NISMO GT-R	Masami Kageyama / Tetsuya Tanaka / Kazuki Hoshino	IP4 Class Champion
'08 D1 GRND PRIX SERIES	Team BOSS with POTENZA D-1 Project	BOSS Silvia	Yoichi Imamura	'08 Series Ranking No.2
'07 D1 GRND PRIX SERIES	TEAM TOYO with GP SPORTS	TEAM TOYO with GP SPORTS S15	Masato Kawabata	'07 Series Champion

Base Oil Concept

- Type 2189E (75W140) ensures a kinematic viscosity close to an SAE 190 while providing the fluidity of SAE 75W; it is a 100-percent synthetic oil containing ester compound providing outstanding low temperature properties.
- High viscosity SAE 140 is good in maintaining oil film thickness but has increased resistance to flow at high temperatures.
- The base oil concept behind Type 2189E (75W140) is to provide the benefits of high viscosity while reducing its resistance to flow.

Difference with SAE 250 rated oil

Generally, SAE 250 rated oil achieves a high kinematic viscosity through the use of a significant amount of additives; such additives will be broken by shear in service, resulting in a reduction in its kinematic viscosity to an SAE 140. This is why NISMO and MOTUL has chosen not to adopt SAE 250.

Superior μ Characteristics

- The oil's frictional characteristics do not vary greatly with temperature resulting in consistent L.S.D. operating characteristics. Hence, there will be no discomfort or unnatural drive feel even in sports driving. It also provides excellent anti-shudder characteristics on the clutch plates.

- Through delivering a number of benchmark oils to the market, including the previously marketed VERUSPEED GT L.S.D. oil, NISMO and MOTUL have engaged in both bench and actual drive testing on test courses and racing circuits. All test oils were brought to 150°C where lubrication properties were lost and checked for stick-slip or chattering.
- NISMO and MOTUL have evaluated the lubricating properties of oils at up to 230°C in actual cars operating as close to the high-load environment as possible, and with the lubricant test equipment used in the iron manufacturing industry. These severe testing methods have helped us realize the target performance for stable μ characteristics where such information will be used in future developments.
- The 100 percent synthetic base oil is combined with a mixture of esters and additives based on MOTUL's proprietary technology, creating an oil with kinematic viscosity matching the performance close to SAE 190 but with good cold start performance and stable μ characteristics.

1 Testing is based on NISMO standards

2 Oil temperatures reach approximately 200°C in actual vehicle testing, but the bench test for automotive lubricating oil in the laboratory do not measure temperatures above 150°C

Nissan GT-R (R35) designated oil

(Subject to approval from Nissan Motor Company, terms & conditions apply)

Type 2189E (75W140) is the designated oil for the Nissan GT-R (R35) and is covered by Nissan Motor Company's vehicle Warranty. Please change oil after 3,000 km of sports driving, or 10,000 km of normal road use. L.S.D. effectiveness is highest when the oil is new, especially at high speed. However, please note that wear of the L.S.D.'s internal clutch plates will be accelerated.