



LA 67 Legend Race Car Engine Oil

Description

LA 67 Legend Race Car Engine Oil, is a Special Performance Motorcycle Engine Oil developed for high torque, high revving competition conditions. It is engineered to provide enhanced lubrication in highly-stressed, highly-tuned and high output racing engines.

LA 67 will provide superior lubrication and engine protection properties for engines that are frequently operated at or near maximum output limits, including extreme load, engine revolution speed and high temperature.

LA 67 is formulated using highly refined and thermally stable PARA-SYN™ base oils, with special supplements and Hyper-Zinc additives which are incorporated to maximize power output while providing enhanced protection against scuffing and scoring of highly-stressed engine parts in high revving engines.

Resistance to Destructive "Oil Foaming"

- Features a "state-of-the-art" foam depressant/inhibitor which effectively eliminates foaming
- Provides "full-bodied" lubrication characteristics under even the most arduous racing conditions

Protection from Wear and Engine Failure

- Engine wear is virtually eliminated even where "abuse" conditions such as tortuous full-

- throttle standing starts, rapid engine acceleration and deceleration, and extended high rpm operations are encountered
- Extreme pressure and anti-wear agents help protect moving engine parts against wear and provides virtually "zero wear" capabilities under ideal conditions
- Reduced engine pull-downs, main bearing wear and scuffing

Special Performance

- Assists in attaining higher engine revolutions
- Lower apparent viscosity creating less fluid drag and minimizes internal engine friction to actually improve "rev"-ability of racing engines
- Minimises viscosity changes even as operating temperatures rise.
- Suits motorcycle engines as the LAV is achieved without the use of a Friction Modifier

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| Viscosity Grade SAE | 15W/ 50 |
| Viscosity, 40°C .cSt | 149.65 |
| 100°C .cSt | 18.10 |
| Viscosity Index | 139 |
| Cold Crank, cP -25°C | 12,492 |
| HTHS @ 150°C, cP | 4.68 |
| NOACK Volatility | 3.59 |

Special Performance

LA 67 is actually capable of assisting in attaining higher engine revolutions! This special attribute is possible due to the lower apparent viscosity (LAV) of LA 67. This 'LAV' creates less fluid drag and minimizes internal engine friction to actually improve "rev"-ability of racing engines. This advantage is inferred on LA 67 by permanent, shear-stable, viscosity-improved polymers.

The special performance of LA 67 minimises viscosity changes even as operating temperatures rise, as there is no permanent lubricant shearing. Critical high temperature ring belt areas are thereby fully protected.

The performance characteristics of LA 67 suits motorcycle engines as the LAV is achieved without the use of a Friction Modifier which is of increased benefit where wet clutch performance is required.

Maximizes Power Output

LA 67 Race Engine Oil minimizes fuel-wasting friction and promotes faster engine revolution with less mechanical effort exerted on moving engine components.

LA 67 utilizes superior low ash additive chemistry. This special chemistry virtually eliminates accumulative deposit formation in the engine combustion zone and makes power-robbing engine detonation (pinging) impossible.

This elimination of premature engine detonation effectively helps engine tuners adjust racing engines for maximum engine power output. Test conducted on "dynos" have shown increased power output of up to 3 horse power.

Lower Operating Temperature-Increased Oil Pressure

LA 67 Legend Race Engine Oil has performed in race events where drivers have identified lower operating temperatures in engines. In addition, higher oil psi boost readings have been recorded against historical readings. Higher oil psi boost is a measure of an oils ability to retain full lubricant film across bearing metal-metal surfaces, without shearing, thus eliminating main bearing, crankshaft, camshaft, valve, lifter and roller wear.