



Quality is in our nature

Eurol Specialty Racing 0W-40

High performance engine oil for racing applications



RACING

Description

Eurol Specialty Racing 0W-40 is a fully synthetic racing engine oil based on Eurol SYNGIS Technology. This additive technology ensures high power output and unmatched protection against wear in the most extreme conditions.

Product advantages

- Extreme wear protection, especially during engine warm up
- Up to 10% higher oil pressure at operating temperature¹
- Up to 40% wear reduction compared with other racing engine oils²
- Outstanding detergency, excellent engine cleanliness
- Reduces friction, thereby increasing power output and higher top speed
- Virtually no viscosity loss during use, extending engine life
- Outstanding protection of flat-tappet camshafts

Application

Developed for use in engines in competition use. It has been approved for use in both naturally aspirated and turbocharged engines, whether carbureted or direct injected. Delivers maximum performance in both gasoline and diesel applications.

Eurol Specialty Racing 0W-40 motor oil has won awards in:

- WTCR with Comtoyou Racing
- Dakar Rally with Toyota GAZOO Racing and Overdrive Racing

Approved and recommended by APP Racing Engines, international race engine supplier.

Official engine supplier of the Callaway Corvette C7 GT3-R.

Instructions for use

Flush the engine using Eurol Additive-S Flush in the old engine oil.

Drain the old oil and change the filter.

Note: Eurol Specialty Racing 0W-40 is not recommended for street use. In case of any application-related questions, please visit www.eurol.com/racing

Physical properties

Colour	Brown	
Density	0,855 kg/l	ASTM D 1298
Viscosity, kinematic at 40°C	86,5 cSt	ASTM D 445
Viscosity, kinematic at 100°C	15 cSt	ASTM D 445
Viscosity Index	184	

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This sheet contains recommendations or suggestions on properties and possible applications of Eurol products. Because of continuous product research and development, the information in this document can be changed at all times, without foregoing notice. The analytical information in this document consists of typical incorrectness of the text. The reader is advised to make the final product choice in dialogue with the supplier.

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APPLICATION SHEET

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WTCR 2.0 turbo engine

Type of racing: WTCR
Used product: Eurol Specialty Racing 0W-40
Product code: S099001
Type of vehicle: Audi RS 3 LMS, 2.0 TFSI, 350bhp
Product use: Engine oil

Description of problem

Engine is developed for competition use. All engines are sealed, only performance benefits can be achieved by altering lubricants such as the engine oil. Eurol Racing 0W-40 was compared to Elf HTX 840 between two WTCR cars with equal aero set-up.

Solution

Eurol Specialty Racing 0W-40 offers a lower friction coefficient, from the cold start to the engine on operating temperature. Combined with outstanding wear protection, top speed increases of 1 kph have been measured on low top-speed tracks like Zolder. This is a direct result of lower friction in the engine and drivetrain.

Customer testimonial

Francois Verbist, Team Manager, Comtoyou Racing:

"Approximately 0.8 kph faster on average for car equipped with Racing 0W-40, even though the track (Zolder, Belgium) is not suited to top speed runs, as the car only gets up to 210 kph."

RACING

Performance

Wear reduction

40%

Friction reduction

1.1%

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Audi RS 3 LMS



Racing 0W-40



APPLICATION SHEET

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Engine oil comparison - Porsche

RACING

Type of racing: Track racing
Used product: Eurol Specialty Racing 0W-40
Product code: S099001
Type of vehicle: Porsche Cayman
Product use: Engine oil

Performance

Wear reduction

31%

Oil pressure
increase

0.2 bar

Description of problem

Porsches on track racing with standard Porsche A40 level engine oil. Owners experienced lower oil pressure when the engine came up to temperature.

Solution

Eurol Specialty Racing 0W-40 improves oil pressure and increases wear protection. After 4 races, a wear reduction of 31% was measured with a used oil analysis.

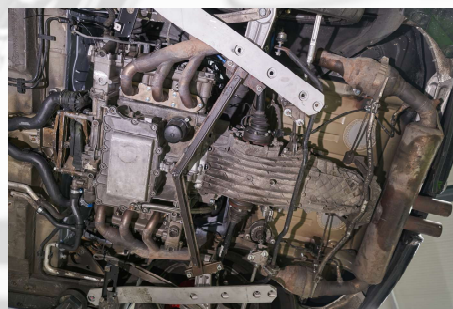
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Customer testimonial

Patrick Verkerk, Owner, RFF Motorsport: "Engine runs smooth, 0.2 bar higher oil pressure when the engine is warm."



Porsche Cayman



View of the engine, 3.8L flat 6