SYNFORCE lubricants

RPM

Extreme protection - performance track tested & proven products

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www.synforce.com.au

All of our race proven Engine oils contain 2400 ppm Zinc anti-wear, are extremely shear stable using 5SSI Viscosity Modifiers where VM is needed and the latest in Additive technology, all are HOT blended by weight for exact specification and superior performance and are suitable for use in 4,5,6 and 8 cylinder high performance track or street engines.

Our Mineral group 2 based products are suitable for use with normal, blended ethanol and Methanol fuels but not Nitro Methane and are not recommended for use in Diesel engines fitted with a Diesel Particulate Filter (DPF)

Our PAO based Differential oils already contain Sturacco 7098, the additive required in all GMH and Ford High performance differentials and are suitable for use in both non limited slip and limited slip applications.

"don't just change your oil, change your expectations"

there IS NO equal

Australian made
Australian owned

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Product	SAE	API	Base Oil Type	use	ppm Zinc	s7098	VM SSI
RPM 1030	10w/30	SN	Group 2 mineral	engine	2400		5
				engine break in	2400		5
RPM 1040	10w/40	SN	Group 2 mineral	engine	2400		5
				engine break in	2400		5
RPM 2050	20w/50	SN	Group 2 mineral	engine	2400		5
				engine break in	2400		5
RPM 2560	25w/60	SN	Group 2 mineral	engine	2400		0
				engine break in	2400		0
RPM R-1040	10w/40	SN	PAO	engine	2400		5
				not for break in	2400		5
GearSYN 7590	75w/90	GL5 + LS	PAO	LS Differential		Yes	
				non LS Differential		Yes	
GearSYN 85140	85w/140	GL5 + LS	PAO	LS Differential		Yes	
				non LS Differential		Yes	
GearSYN 7580	75w/80	GL4	PAO	Manual Gearbox		no	
Racing Brake Fluid	NON hydroscopic DOT 6, 320 DegC boiling point, light viscosity, compatible with DOT 3, 4, 5, 5.1 & 6 .. also suitable for use in ESC and ABS systems						
RCI	Water based radiator Corrosion Inhibitor						
AddZINC	concentrated PAO/Ester based ZDDP anti-wear treatment suitable for use in all oil types. Economical treat rate .. 3% treat rate will increase Zinc anti-wear by 500 PPM						

Kinematic Viscosity extrapolation in cSt according to ASTM D341, temperatures are in Celcius

product	**V@40**	V@70	V@75	V@80	V@85	V@90	V@95	**V@100**	V@105	V@110	V@115	V@120	V@125	V@130	V@135
RPM 1030	**85.00**	25.51	21.72	18.37	16.18	14.13	14.13	**11.00**	9.80	8.78	7.91	7.16	6.51	5.94	5.45
RPM 1040	**99.00**	32.00	27.45	23.74	20.70	18.17	16.04	**14.25**	12.73	11.44	10.32	9.36	8.53	7.79	7.15
RPM 2050	**178.00**	47.42	39.71	33.58	28.66	24.67	21.40	**18.70**	16.45	14.56	12.97	11.61	10.45	9.45	8.58
RPM 2560	**248.20**	61.56	51.06	42.79	36.22	30.92	26.62	**23.10**	20.18	17.75	15.71	13.99	12.52	11.26	10.18
RPM R-1040	**99.50**	33.58	28.95	25.15	22.00	19.38	17.17	**15.30**	13.71	12.34	11.16	10.14	9.25	8.47	7.79

The above chart applies to Synforce race products only and may not apply to other similar branded products

Please note ;
We do not recommend breaking in a reconditioned or new high performance engine using any PAO based product, use only mineral based high zinc products for break in.

Generally any overhead cam and or flat tappet high performance engine will benefit substantially from high zinc anti-wear products.

As all of our products are formulated to exacting and very high standards we do not recommend adding after market products, our chemistry is proven and altering it may have negative effect.

When using our mineral based products with alternative fuels such as Methanol we recommend changing the oil after every 1 or 2 race meets, Methanol attracts moisture and will degrade the lubricant under prolonged use.

We do not recommend the use of our engine oils with “synthetic fuels”.

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