



**PRECISION LUBRICANTS**

The background is a collage of four images: a large blue wheel loader on the left, a red combine harvester on the right, a blue semi-truck at the bottom left, and a white Royal racing motorcycle at the bottom right. A large, dynamic splash of blue water or oil is centered behind the text.

# **PRODUCT BROCHURE**

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**[royallubricants.com.au](http://royallubricants.com.au)**



# OVER 28 YEARS OF MANUFACTURING EXPERIENCE



## About Us

Royal Precision Lubricants is a 100% privately owned Australian company. We manufacture and market complete lubrication solutions for thousands of customers throughout Australia, New Zealand and South East Asia.

We have manufacturing facilities in Brisbane and Melbourne. Both of these facilities hold ISO 9001-2016 Quality Certified Manufacturing Compliances, ensuring consistency and quality assurance that meets and exceeds industry standards.

Our lubricants are suitable for wide ranging applications in the Automotive Industry, including motor sports, motorcycle and transport to agricultural, earthmoving and industrial workshops.

## Technology

Established in 1995, Royal Precision Lubricants are manufactured to a high standard that utilises cutting edge additive technology and formulates finished products using premium mineral, synthetic and PAO/Ester base oils.

Many of our lubricants are designed to extend your equipment and vehicle service life resulting in decreased downtime, helping you maximise your company's performance and profitability in today's competitive markets. We are committed to monitoring market requirements to ensure that we continue to meet the needs of our customers. Our aim is to deliver high quality products and service.

## Consumer Peace Of Mind

At Royal Precision Lubricants, our products come with guarantees compliant to Australian Consumer Law. Warranties under this law extend to a maximum of five (5) years from the date of purchase of the goods and covers only normal recommended use of the goods.

## Consumer Feedback

"Since taking over Brisbane Hinterland 4wd Training I've owned two 4WD's, a 3ltr diesel and now a 5.6ltr petrol V8. I can not speak highly enough of the lubrication and protection these oils provide not just for my engines but for gearboxes, diffs and transfer cases as well. I travel long distances and put my vehicles under constant strain and Royal rise to the occasion every time. I wouldn't use anything else."

**Steve Cooney - Brisbane Hinterland 4WD Training**

"After running what ever oil was on special in my wife's V6 Camry I saw a 4x4 at a competition with a Royal Precision Lubricants sticker along the side and had a chat with a representative that happened to be present at the time. Discovered for a competitive price I could get enough oil for a number of oil changes across 2 cars and after doing just one change in my wife's 2004 V6 Camry I personally experienced a smoother engine and improved fuel economy. I found under the same driving conditions I was able to achieve a minimum of 1L / 100 klm's improvement just through a change to this oil. I plan on using this in all my cars from now on and in anything I can, engines, gearboxes, diffs and transfer cases."

**Matt S. - Retail Consumer**

"Controlled Insanity Racing have had the privilege of Sponsorship from Royal Precision Lubricants for a couple of years now and we highly recommend their oils for all of your Drag car requirements. Thank you for your on going sponsorship to our small team of our '41 Willies driven by Matthew McKnight, our Dragster owner/driver Dave Glasson and our Nitro Injected Dragster driven by Stewart Prior. Team "boss" Allan Ray is very impressed by Royal Precision Lubricants Oils."

**Controlled Insanity Racing**



# 100% FULL SYNTHETIC ENGINE LUBRICANTS

## Synthetic Passenger and 4WD Lubricants

Blending in excess of 18 full synthetic engine oils, Royal Precision Lubricants, strives to keep pace with an ever evolving lubricants market. Our products meet stringent global performance and emission standards including Low and Mid SAPS engine lubricants. With in excess of 2.5 million litres of raw product and materials stored on site Royal Precision Lubricants is up to the challenge of modern vehicle diversification and specialised lubrication requirements.

| Product                                | Specifications   |
|--|--|
| <b>Syntec Zero 20</b><br>Code: 9190    | SAE: 0W-20, API: SP, ILSAC: GF-6A, GM: 6094M, Ford: M2C 945-A and M2C 947-A, Chrysler: MS-6395 as well as many other vehicles calling for a 0W-20 synthetic engine oils.   |
| <b>Syntec Quantum</b><br>Code: 9126    | SAE: 10W-50, API: SP/CF, BMW: Long Life 01, Ford: M2C 153-F,G, Ford: M2C 910-A, M2C 905-A3, General Motors: GM-LL-B-025, Holden: HN 2100, Volkswagen: VW 501.01, 502.00, 505.00, Mercedes Benz: MB 229.1, 229.3, Rover: RES 22.OL.22   |
| <b>Syntec Zero 40</b><br>Code: 9185    | SAE: 0W-40, API: SN/CF, ACEA: A3/B4, BMW: LL-01, MB: 229.5, Porsche: A40, VW: 502.00, 505.00, ILSAC GF-5   |
| <b>Syntec Euro C1</b><br>Code: 9186    | SAE: 5W-30, ACEA: C1-10, DL-1, Ford: M2C932-B, Mazda: Diesel + DPF, Mitsubishi: Diesel + DPF   |
| <b>Syntec Euro C2</b><br>Code: 9191    | SAE: 0W-30, API: SP, ACEA: C2-21, BMW: Longlife 04 & Longlife 12FE, Porsche: C30, Toyota: Diesel + DPF, VW: 502.00, 505.00, 505.01, Jaguar Land Rover: ST JLR.03.5007, Ford: M2C 950-A   |
| <b>Syntec Ultra 7000</b><br>Code: 9240 | SAE: 5W-30, API: SP/CF, ACEA: C2, C3-21, GM: Dexos 2™, BMW: Long Life 04, MB: 229.31, MB: 229.51, MB: 229.52, Opel: OV 0401547, Volkswagen: 502.00, 505.00, 505.01, Porsche: C 30, PSA: B712290  |
| <b>Syntec Euro C4</b><br>Code: 9183    | SAE: 5W-30, ACEA: C4, Renault: RN 0720   |
| <b>Syntec Euro C5</b><br>Code: 9110    | SAE: 0W-20, ACEA: C5-21, C6-21, API: SP and RC, ILSAC: GF-6A, BMW: LL 17FE+, LL 14FE+, Chrysler: MS-12145, Fiat: 9.55535-GSX, Ford: M2C 947-B1, M2C 962-A1, JLR: STJLR 03-50006-16, Mercedes: 229.71, 229.72, Opel: OV 040 1547, Renault: RN17 FE, Volvo: VCC RBS-2AE <b>NEW</b> |
| <b>Syntec Euro V</b><br>Code: 9281     | SAE: 0W-20, ACEA: C5-16, API: SN Plus, BMW: Long Life 04, Mercedes: MB 229.51, Porsche: C20, VW 508.00 (Petrol), 509.00 (Diesel) <b>NEW</b>  |
| <b>Syntec Ultra V</b><br>Code: 9280    | SAE: 5W-30, VW: 504.00 (petrol), 507.00 (diesel), Mercedes Benz: MB: 229.51, ACEA: A3/B4-2004, ACEA: C3-16, ILSAC: GF-4, BMW: Long Life 04   |
| <b>Syntec Nexgen</b><br>Code: 9189     | SAE: 5W-30, API: SP, ILSAC: GF-6A, GM: Dexos 1™ Gen 3, GM: 4718M, 6094M, Ford: M2C946-A, M2C945-A/B1, Chrysler: MS 6395  |
| <b>Syntec Ultra F</b><br>Code: 9187    | SAE: 5W-30, API: SN/CF, ACEA: A1/B1, A5/B5-16, Ford: M2C 913-A, B, C, D, Chrysler: MS 6395, Iveco: 18-1811 S1/S2, Jaguar: M2C 913-B, Land Rover: ST JLR.035003, Mercedes: 229.1, 229.3, Opel: GM-LL-B-025, Renault: RN0700, 0710, VW: 502.00, 505.00,                            |
| <b>Syntec Elite</b><br>Code: 9160      | SAE: 5W-40, API: SP/CF, ACEA: C3-21, General Motors: Dexos 2™, VW: 505.00, 505.01, Ford: M2C 948-B, Porsche: A 40, Mercedes Benz: MB: 229.51, MB: 229.31, BMW: Long Life 04, PSA B71-2290, Renault: RN0700 / RN0710  |



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# PREMIUM MINERAL AND SEMI-SYNTHETIC LUBRICANTS

Although the automotive and commercial markets are turning towards full synthetic engine oils, Royal Precision Lubricants understands the importance of maintaining a comprehensive range of lubricants that perform exceptionally well in older vehicles. Our entire range of mineral and semi-synthetic lubricants offers great value while maintaining outstanding thermal stability and wear protection.



| Product                                | Specifications  |
|--|---|
| <b>Syntec Semi<br/>Code: 9125</b>      | SAE: 10W-40, API: SP/CF, ACEA: A3, B3/B4, Ford: M2C 945-A, 946-A, Chrysler: MS 6395, Mercedes: 229.1, VW: 501.01, 505.00, GM: 6094M |
| <b>Senso LoVis<br/>Code: 1202</b>      | SAE: 10W-30, API: SP/CF, ILSAC: GF-6A, Ford: MC2-153-E  |
| <b>Senso LVX<br/>Code: 1057</b>        | SAE: 5W-30, API: SP/CF, ILSAC: GF-5, ACEA: A3/B3/B4   |
| <b>Senso Supreme<br/>Code: 1502</b>    | SAE: 15W-40, API: SP/CF, Mercedes Benz: 229.1, VW: 500.00, 501.00, Ford: M2C153-E, US Military: MIL-L-46152 E, 2104 E               |
| <b>Senso Classic<br/>Code: 1002</b>    | SAE: 20W-50, API: SP/CF, ACEA: A2 / B2-02, A3/B3 98, Ford: M2C 153-E, VW:500.00, 501.00, Mercedes: 229.1, MIL-L-46152 E, 2104 E     |
| <b>Senso Gold<br/>Code: 1102</b>       | SAE: 15W-50, API: SP/CF, Ford: M2C 153-E, VW: 500.00, 501.00, Mercedes: 229.1, MIL-L-46152 E, 2104 E                                |
| <b>Senso Heavy<br/>Code: 1601</b>      | SAE: 25W-60, API: SL/CF   |
| <b>Senso Run-In Oil<br/>Code: 1622</b> | SAE: 15W-40, API: SL/CC. Contains 1650+ PPM Zinc  |
| <b>XLP 3000<br/>Code: 1005</b>         | SAE: 15W-40, API: SL/CF   |
| <b>XLP 5000<br/>Code: 1004</b>         | SAE: 20W-50, API: SL/CF   |



# HEAVY DUTY DIESEL ENGINE OILS

**TOPLINE**  
**PLATINUM**  
**PLUS** **CK-4**

## Topline Platinum PLUS

Topline Platinum PLUS has been developed to meet the service requirements for Road Train fleets in Australia's regional centres. Combining high thermal shear stability and vastly improved oxidation controls this diesel engine oil is at the pinnacle of heavy duty diesel engine oil performance.

Its advanced chemistry allows for extended drain capability and offers built in reserve when it is needed the most. Suitable for Heavy Duty Transport, Agricultural, Earthmoving, Mining and Industrial applications where high thermal stability and superior protection and wear control is paramount.



| Product  | Specifications   |
|--|--|
| <b>Topline Platinum PLUS</b><br><b>Code: 2006</b>        | SAE: 15W-40, API: CK-4/ CJ-4/CI-4 +/CI-4 / SN, ACEA: E9 –16, Volvo: VDS-4.5, Mack: EOS- 4.5, Cummins: CES 20086<br>Detroit: DDC Power Guard 93K222, Deutz: DQC III-10LA, Caterpillar: ECF-3, JASO: DH-1,2, MAN: M 3575, 3775, MB 228.3 & 228.31, MTU: Category 2.1, Renault: RLD-4, Ford: WSS-M2C171-F1 Note: Very Heavy Duty CK-4 Formulation   |
| <b>Topline Platinum</b><br><b>Code: 2008</b>             | SAE: 15W-40, API: CK-4/ CJ-4/CI-4 +/CI-4, SN, ACEA: E9 – 16, Volvo: VDS-4.5, Mack: EOS- 4.5, Cummins: CES 20086<br>Detroit: DDC Power Guard 93K218, 93K222, Deutz: DQC III-10LA, Caterpillar: ECF-3, JASO: DH-1,2, MAN: M 3575, Renault: RLD-4, Mercedes Benz: MB 228.3 & 228.31, MTU: Category 2.1, Ford: WSS-M2C171-E  |
| <b>Topline Platinum FE</b><br><b>Code: 2035</b>          | SAE: 5W-30, API: CK-4, FA-4 / CJ-4/CI-4 +/CI-4, ACEA: E4 – 16, E6 – 16, E7 - 16, E9 – 16 Caterpillar: ECF-3, Cummins: CES 20081, 20086, 20087, Detroit: DDC Power Guard 93K222, Deutz: DQC IV-10LA, Iveco: 18-1804 TLS E6, JASO: DH-1-17, DH-2-17, Mack: EOS- 4.5, MAN: M M 3575, M 3775, Mercedes Benz: MB 228.31, MB 228.51<br>MTU: Category 3.1 & 2.1, Renault: RLD-4, Scania: LDF-4 <b>NEW</b>   |
| <b>Topline EuroSyn</b><br><b>Code: 2010</b>              | SAE: 10W-40, API: CK-4, CJ-4, ACEA: E4-16, E6-16, E7-16, E9-16, Caterpillar: ECF-3, Cummins: CES 20076, 20077 20081<br>Detroit: DDC Power Guard 93K218, Deutz: DQC 111-10 LA, IV-10A, JASO: DH-2-17, Mack: EO-N, EO-O Premium Plus, MAN: 3271-1, 3477, 3575, Mercedes Benz: MB 228.31, 228.51, MB 235.28, MTU: Type 2.1, 3.1, Renault: RGD, RLD-2, RDL-3<br>Scania: Low Ash, Voith: Class B, Volvo: VDS-3, VDS-4 Note: Euro 1 to Euro 6 engine compliant |
| <b>Ultra 9000</b><br><b>Code: 2003</b>                   | SAE: 15W-40, API: CJ-4/ CI-4 +/CI-4, SN, ACEA: E9 –08, E7-08, Volvo: VDS-4, Mack: EO-O Premium Plus 07<br>Cummins: CES 20081, Detroit: DDC Power Guard 93K218, Caterpillar: ECF-3, JASO: DH-1, DH-2, MAN: M 3575, Mercedes Benz: MB 228.31, MTU: Type 2.1, Renault: RLD-3, Deutz: DQC 111-05   |
| <b>Topline Express</b><br><b>Code: 2002</b>              | SAE: 15W-40, API: CI-4 Plus/SL, CI-4, CH-4, ACEA: E9-08, E7-16, Caterpillar: ECF-2, ECF-1-a, Detroit Diesel: 93K215, Global: DHD-1, Volvo: VDS-3, JASO: DH-1 17, DL-0-17, MAN: M 271, M 3275, Mercedes Benz: MB 228.3, 229.1, Mack: EO-N Premium Plus 03, Mack: EO-M Plus, EO-M  |
| <b>Topline Xtra 50</b><br><b>Code: 2029</b>              | SAE: 20W-50, API: CI-4 Plus/SL, CI-4, CH-4, ACEA: E7-08, E-5-02, E3-96, Caterpillar: ECF-2, ECF-1A, Volvo: VDS-3, Detroit Diesel: DDC 2000/4000, DD Type 1: (Series 40, 50, 60), Global: DHD-1, JASO: DH-1, MAN: 271, 3275, MB: 228.3, 229.1 Mack: EO-N Premium Plus 03, Mack: EO-M Plus, EO-M.<br>Ideal for all those older diesel's requiring CI-4 Plus in a thicker grade <b>NEW</b>  |
| <b>Ultra 4000</b><br><b>Code: 2001</b>                   | SAE: 15W-40, API: CH-4/SJ, CG-4, CF-4/CF-2, ACEA: E7-04, E-2, A3/B4, Allison: C-4, Caterpillar: ECF-1A, Cummins: CES 20076, 20072, 20071, Ford: M2C 153-E, 121-B, Global: DHD-1, Volvo: VDS-2, JASO: DH-1, Mack: EO-M Plus, EO-M, MAN: 271, M3275, Mercedes Benz: MB 228.1, 229.1, MTU: Type 2   |
| <b>Turbo Diesel</b><br><b>Code: 2032</b>                 | SAE: 15W-40, API: CF-4/SJ, CF-2, CD, Allison: C-4, Mack: EO-K/2, MAN: 271, US Military: MIL-L-46152 E, 2104 E, Volvo: VDS  |
| <b>Ultra Mono Range</b><br><b>Codes: 2210, 2230 2250</b> | API: CF/SJ, SAE: 10W, 30, 40, 50, ACEA: E2 (SAE: 30, 40), Mercedes Benz: MB 228.0 (SAE: 30, 40), MAN: 270, US Military: MIL-L-2104F (SAE: 30, 40), US Military: MIL-L-46152D (SAE: 10W, 30), SABS: 1516/17, Mack: EO-K/2, Japan: Japanese CD, Allison: C-4, Detroit Diesel: DDC Category 1 (SAE: 30, 40), MTU: Category 1 (SAE: 30, 40), ZF: TE-ML 03B (SAE: 10W)  |
| <b>HPDD 40</b><br><b>Code: 2200</b>                      | SAE: 40, API: CF, CF-2 / SG, Detroit Diesel: 7SE2709505, ACEA: E1, Mercedes Benz: MB 227.1, MIL-L-46152B, MIL-L-2104 D   |
| <b>Multi Farm</b><br><b>Code: 2600</b>                   | SAE: 15W-40, API: CG-4/SF, CF-4, CD, CE, GL-4, GL-5 (low speed/high torque), ACEA: E3, Allison: C-4, Case-IH: MS 1207, Caterpillar: TO-2, Ford: M2C-159B/C, John Deere: JDM J27, Massey Ferguson: CMS 1139, 1144, 1145, MAN: 271, Mercedes Benz: MB 227.1, 228.1, 228.3 MIL-L-2104 D, New Holland: 82009201/2/3, ZF: TE-ML 06A, 06B, 06C, 07B  |

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## TITANIUM RACING ENGINE OILS

Titanium additive technology works synergistically with other anti-wear additives such as zinc and boron to provide superior anti-wear and a layer of protection other zinc based additives cannot deliver. This offers outstanding advantages in high revving, high output engines.

| Product  | Specifications                                 |                  |
|--|--|------------------|
| Endurance Titanium Racing 5W-30<br>Code: 1710    | SAE Viscosity: 5W-30, API: SN/CF, ACEA: A3/B3  | 100% PAO / Ester |
| Endurance Titanium Racing 5W-40<br>Code: 1711    | SAE Viscosity: 5W-40, API: SN/CF, ACEA: A3/B3  | 100% PAO / Ester |
| Endurance Titanium Racing 10W-50<br>Code: 1712   | SAE Viscosity: 10W-50, API: SN/CF, ACEA: A3/B3 | 100% PAO / Ester |
| Competition Titanium Racing 25W-60<br>Code: 1701 | SAE Viscosity: 25W-60, API: SN/CF, ACEA: A3/B3 | Premium Mineral  |
| Competition Titanium Racing 40-70<br>CODE: 1702  | Viscosity: 40-70, API: SL/CF, ACEA: A3/B3      | Premium Mineral  |

## TITANIUM RACING GEAR OILS

The entire Titanium Racing gear oils range are premium, full synthetic gear oils manufactured with PAO and Ester base oils especially designed for the rigors of professional racing. A unique additive system synergistically supplements the anti-wear and friction reducing characteristics of the oil making it provide superior protection in high performance racing applications.

| Product  | Specifications  |                  |
|--|---|------------------|
| Titanium Racing Gear Oil 80W-140 LS<br>Code: 1715  | SAE Viscosity: 80W-140, API: GL5+   | 100% PAO / Ester |
| Titanium Racing Gear Oil 75W-90 LS<br>Code: 1716   | SAE Viscosity: 75W-90, API: GL-5+   | 100% PAO / Ester |
| Titanium Racing Gear Oil 75W-90 GL-4<br>Code: 1717 | SAE Viscosity: 75W-90, API: GL-4+<br>Note: Not suitable for use in differentials or gearboxes that require API GL-5 | 100% PAO / Ester |

## TITANIUM RACING COOLANTS AND INHIBITORS

| Product                                 | Specifications   |
|---|--|
| Titanium Racing Inhibitor<br>Code: 6560 | It exceeds the performance requirements of Australian Standard AS/NZS 2108.1-2004 Type B coolant and is Race Track Ready where glycol coolants are banned. |





# NEXUS

## PREMIUM MOTOR CYCLE OILS



4-stroke motorcycles generally have a sump capacity of approximately three to four litres. Typically, this requires a single oil to protect vital engine, gearbox and clutch components whilst providing adequate levels of performance to the entire system.

Motorcycle engines deliver up to three times more stress on engine oils as opposed to their automotive passenger car counterparts. Thus making it crucial that a purpose designed, high end oil is used in any modern 4-stroke motorcycle. The oil is required to lubricate, and protect the engine whilst transitioning smooth clutch and gearbox shifts.

Royal Precision Lubricants has developed the Nexus Premium Motorcycle Oil range to deliver optimum performance and protection in modern motorcycle engines and their driveline components. Excellent performance characteristics are achieved by carefully blending PAO/Ester and other quality base oils and incorporating liquid titanium anti-wear additive technology across the entire Nexus Premium Motorcycle Oils range.

| Product                                  | Specifications   |                  |
|--|--|------------------|
| Nexus 4TS Ultra 5W-40<br>Code: 1730      | JASO: MA-2 (T903:2011), API: SN, SAE Viscosity: 5W-40.   | 100% PAO / Ester |
| Nexus 4TS Ultra 10W-40<br>Code: 1731     | JASO: MA-2 (T903:2011), API: SN, SAE Viscosity: 10W-40.  | 100% PAO / Ester |
| Nexus 4TS Ultra 15W-50<br>Code: 1732     | JASO: MA-2 (T903:2011), API: SN, SAE Viscosity: 15W-50.  | 100% PAO / Ester |
| Nexus 4T Super 10W-40<br>Code: 1720      | JASO: MA-2 (T903:2011), API: SN, SAE Viscosity: 10W-40   | Semi-Synthetic   |
| Nexus 4T Super 15W-50<br>Code: 1721      | JASO: MA-2 (T903:2011), API: SN, SAE Viscosity: 15W-50.  | Semi-Synthetic   |
| Nexus 4T Super 20W-50<br>Code: 1722      | JASO: MA-2 (T903:2011), API: SN, SAE Viscosity: 20W-50.  | Semi-Synthetic   |
| Nexus 2TS Ultimate<br>Code: 1750         | JASO: FD, API: TC, SAE: 20W, ISO: L-EGD, Aprilia Ditech: SR 50, Piaggio Hexagon, TISI requirements for Detergency and Lubricity. | 100% PAO / Ester |
| Nexus Racing Fork Oil 2.5W<br>Code: 1739 | Viscosity: 2.5W (Non SAE)  | 100% PAO / Ester |
| Nexus Racing Fork Oil 5W<br>Code: 1740   | SAE Viscosity: 5W  | 100% PAO / Ester |
| Nexus Racing Fork Oil 7.5W<br>Code: 1741 | Viscosity: 7.5W (Non SAE)  | 100% PAO / Ester |
| Nexus Racing Fork Oil 10W<br>Code: 1742  | SAE Viscosity: 10W   | 100% PAO / Ester |
| Nexus Racing Fork Oil 15W<br>Code 1743   | SAE Viscosity: 15W   | 100% PAO / Ester |

# NEXUS

## PREMIUM MOTOR CYCLE OILS



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# GEAR AND DIFFERENTIAL OILS



| Product   | Specifications   |
|---|--|
| <b>Syngear 70W-75 GL-4+<br/>Code: 9389</b>  | SAE: 70W-75, API: GL-4, GL-4+, Ford: M2C 200-D2, MB 235.10, Tremac: (T-56), ZF: TE-ML 11 (Manual Transmissions) VW: TL 521 71 TL, 521 78, VW: TL 525 12 , VW: TL 726 Y   |
| <b>Syngear 75W-80<br/>Code: 9403</b>  | SAE: 75W-80, API: GL-4, MIL-L-2105, ZF: TE-ML 01L, 02L, 08, 16K, ZF: TE-ML 02A, 02B,02D,02E, Volvo: 97305, 97307, Renault truck, Mercedes: MB 235.4, MAN: 341 Type Z-4, Z-3, Z-2, Z-1, MAN: 341 Type E-3, E-2, E-1, 341ML, 341N, Eaton Europe 300,000km or 3 years, Mack: mDrive, Volvo: I-Shift   |
| <b>Syngear 75W-85<br/>Code: 9390</b>  | SAE: 75W-85, API: GL-4, Ford: ESW-M2C 83A/B, GM: HN 1046,1070,1820, 1855, 2276, MB: 235.1, 235.4, Chrysler: MS-9224, ZF TE-ML 01L, 02L, 08, MAN: 341   |
| <b>Syngear LS 75W-90<br/>Code: 9410</b>   | SAE: 75W-90, API: GL-5, MT-1, J-2360, Military: MIL-PRF-2105 E, MIL-L-2105 D, General Motors: HN-1561, HN-2040 Ford: M2C 118-A, M2C 104, Mack: GO-J, Borg Warner: 5M-48, Arvin Meritor: 0-76E, 0-76N,  |
| <b>Syngear LS 80W-140<br/>Code: 9420</b>  | SAE: 80W-140, API: GL-5, MT-1, J-2360, Military Specifications: MIL-L-2105D, MIL-PRF-2105E, General Motors: HN-1561, HN-2040, Ford: M2C119-A, M2C104, Mack: GO-J, Arvin Meritor: 076-B,080, Borg Warner: 5M-48   |
| <b>Syngear Eco Drive<br/>Code: 9395</b>   | SAE: 75W-85, API: GL-5, SAE: J-2360, BTR: 5M-42, Ford: M2C 83-C, Mitsubishi: ES-X-64021, VW: TL 521 45-X (G052 145 A1), ZF: TE-ML 18 <b>NEW</b>  |
| <b>Gear Pro LS 75W-90<br/>Code: 4014</b>  | SAE: 75W-90, API: GL-5, MT-1, Lim Slip Rated, SAE: J-2360, Mack: GO-H, US Military: MIL-L-2105D, ZF: TE ML 02, 05, 05A,05C, 07A, 08, 12C, 16A, 16B, 16C, 17B, Ford: M2C 1006-A/B, 1013-A, 104-A, 105A, 197-A   |
| <b>Gear Lube TL 75W-90<br/>Code: 4013</b>   | SAE: 75W-90, API: GL-4, Ford: ESP-M2C 83-C, Borg Warner: 5M-42, Mitsubishi: ES-X-64021   |
| <b>Gear Lube 80W-90<br/>Code: 4004</b>  | SAE: 80W-90, API: GL-5, MT-1, SAE: J-2360, Arvin Meritor: 0-76D, BTR: 5M-31, 5M-36, Ford: M2C 1006-A/B, M2C 1013-A, M2C 104-A, M2C 105-A, M2C 197-A, GM: HN1181, HN1187, 1386, 1561, Mack: GO-H US Military: MIL-PRF-2105E, MIL-L-2105D, ZF: TE-ML02B, 05A, 05C, 07A, 08, 12C, 17B   |
| <b>GearPro LS 80W-90<br/>Code: 4002</b>   | SAE: 80W-90, API: GL-5, PG-2, MT-1, SAE: J-2360, Arvin Meritor: 076-D, BTR: 5M-31, 5M-36, Ford: M2C 1006-A/B, 1013-A, 104-A, 105-A, 197-A, GM: HN 1181, HN 1187, HN 1386, HN 1561, Mack: GO-J, US Military: MIL-PRF-2105E, ZF: TE-ML 02, 05A/C, 07A, 08, 12C, 17B  |
| <b>Diff Oil LS 90 and LS 140<br/>Code: 4006 and 4009</b><br>Refer PDS for each viscosity  | API: GL-5, API: MT-1: PG-2 Limited Slip, SAE: J-2360, Arvin Meritor: 0-76D, Ford: M2C 1006-A, 10013-A, 197-C, BTR:5M-31, 5M-41, Mack: GO-G, H, J, US Military: MIL-L-2105D, PRF-2105E, GM: HN 1181, 1187, 1386, 1561, Ford: M2C-1006A/B, M2C-105A, M2C-104A, ZF: TE-ML 02, 05A, 05C, 07A, 08, 12C, 17B.  |
| <b>OptiDrive 80W-90 and 85W-140<br/>Code: 4021 and 4022</b><br>Refer PDS for each viscosity                                     | API: GL-5, PG-2, MT-1,SAE: J-2360, Arvin Meritor: 0-94, BTR: 5M-31, 5M-36, DAF:, Iveco:, Mack: GO-J, MAN: 342M2, Ford: M2C 105-A, M2C 197-A, GM: HN 1181, HN 1187, HN 1386, HN 1561, Scania: STO 1:0, US Military: MIL-PRF-2105E, Volvo: 97321, Ford: M2C 1006-A/B, M2C 1013-A, M2C 104-A, ZF: TE-ML 05A/C, 07A, 08, 12L/N, 16F, 17B, 19C, 21A, Limited Slip Differential Rated                                      |
| <b>Gear Lube 85W-140<br/>Code: 4007</b>   | SAE: 85W-140, API: GL-5, MT-1, SAE: J-2360, Arvin Meritor: 0-76A (85W-140), BTR: 5M-31, 5M-36 Ford: M2C 1006-A/B, M2C 1013-A, 104-A,105-A, GM: HN1181, HN1187, 1386, 1561 Mack: GO-H, US Military: MIL-PRF-2105E, ZF: TE-ML 05A, 05C, 07A, 08, 12C, 17B  |
| <b>GearPro LS 85W-140<br/>Code: 4001</b>  | SAE: 85W-140, API: GL-5, US Military: MIL-PRF-2105E, GM: HN 1181, HN 1187, HN 1386, HN 1561, ZF: TE-ML 05A/C, 07, 08, 12C, 17B, Ford: M2C 1006-A/B, M2C 1013-A, M2C 105-A, API: MT-1, PG-2, BTR: 5M-31, 5M-36, Mack: GO-J  |
| <b>Syngear Road Ranger 40<br/>Code: 9429</b>  | SAE: 40, API: GL-1/3, MT-1, Arvin Meritor: 0-81, Caterpillar: TO-4, TO-4M, Komatsu: KES 07.868.1 (2002), Eaton: PS-386PS-164 rev 7, General Motors: HN1223 for non-EP or mild EP type lubricants, Mack: TO-A Plus Navistar: MPAPS B-6816 Type II, ZF TE-ML-03C, 07F, Ford: ESW-M2C-85-A  |
| <b>Gear Road Ranger 50<br/>Code: 4010</b>   | SAE: 50, API: MT-1, Allison: C4, Caterpillar: TO-4, TO-4M, Komatsu: KES 07.868.1(2002), ZF: TE-ML-03C, 07F   |
| <b>Ingear Industrial Gear Oils<br/>68, 100, 150, 220, 320, 460, 680,<br/>Code: 7020 to 7026</b><br>Refer PDS for each viscosity | Ingear industrial gear oils are premium quality, extreme pressure gear oils for use in enclosed gear boxes in industrial applications and may also be used for plain bearings where high gear loading or stressing is encountered. Specifications: API: GL-3, AIST 224, ISO: 68, 100, 150, 220, 320, 460, 680, U.S. Steel: 224, ISO 129 25-1, AGMA: 9005- E02, DIN: 51517(Part 3) Flender: Rev. 16                   |
| <b>Syngear Industrial Gear Oils<br/>150, 220, 320, 460, 680,<br/>Code:7629 TO 7633</b><br>Refer PDS for each viscosity          | Syngear industrial gear oils are full synthetic gear oils enhanced with sulphur/phosphorus extreme pressure additive technology providing outstanding thermal stability and high load carrying capacity. Specifications: API: GL-3, AIST: 224, AGMA 9005- E02, DIN: 51517 (Part 3 CPL), ISO: 150, 220, 320, 460, 680 AGMA: 9005 - D94, US Steel: 224, Hansen Transmissions, Flender, Suitable for Müller Weingarten. |



# SYNTHETIC AND MINERAL TRANSMISSION FLUIDS



Royal Precision Lubricants manufactures a wide range of transmission fluids meeting a majority of the automotive, commercial and agricultural markets. Our Syntrans range are world capable multi-vehicle transmission fluids meeting a vast number of performance requirements set by OEM manufacturers.

| Product  | Specifications  |
|--|---|
| <b>Syntrans CVT</b><br>Code: 9360  | This product is suitable for Honda (HMMF) CVT's. Audi/VW: G 052 180, G 052 516-A, Nissan: NS-1, NS-2 & NS-3, Mopar: CVTF+ 4, GM / Saturn: DEX-CVT, Honda: (HMMF, HCF-2), ESSO: EZL: 799A, Mercedes Benz: MB 236.20, Ford: M2C 928-A, M2C 933-A, M2C 199-A, Toyota: TC, FE, Suzuki: TC, Volvo: 4959, Subaru: CV-30, Dia-Queen: CVTF J1, J4   |
| <b>Syntrans CVT FE</b><br>Code: 9361   | Daihatsu: Ammix CVTF-DFE, GM: CVT Fluid P/N 19260800, GM/Saturn: HP CVT Fluid P/N 19355873, Honda: HCF-2 Hyundai/Kia: SP-CVT 1, Mitsubishi: DiaQueen CVTF-J 4, Nissan: NS-3 , Subaru: High Torque CVT Oil, Subaru: Lineartronic CVTF-II, Toyota/Lexus: CVT-FE <b>NEW</b>  |
| <b>Syntrans LV</b><br>Code: 9312   | Aisin Warner: AW-1, Ford: Mercon LV (M2C 938-A), Chrysler: Part No. 68157995AA, Ford: Part No. XT-9-AMMF5, GM: Part No. 9986195, ZF: Part No. S671 090, Audi/VW: Part No. G 060 162-A, Bentley: Part No. PY112995PABMW: Part No. 8322 2152426, Hyundai/Kia: SP-IV, SPH-IV, SP-IV RR, NWS-9638, Mercedes: MB 236.12, MB 236.14, MB 236.15, MB 236.41, Audi/VW: G 052 540, G 055 005, G055 162, G 055 540, G 060 162-A, GM: Dexron VI, JASO: 1-A, JWS: 3324, Honda: DW-1, Mitsubishi: ATF J2, SP-IV, ATF PA, Nissan: Nissan Matic S, Matic W, Saab: 93 165 147, Toyota: WS, Volvo: 31256774, 31256675, ZF: Lifeguard 6, Lifeguard 8   |
| <b>Syntrans Ultra LV</b><br>Code: 9313   | Aisin Warner: AW-2, Ford: Mercon ULV (M2C 949-A) , GM: Dexron ULV <b>NEW</b>  |
| <b>Syntrans MV</b><br>Code: 9340   | One of the most robust and universal Multi Vehicle transmission fluids on the market today. Please refer to our technical data sheet for more information and comprehensive specifications. Can also replace Royal ATF DX 3 and Auto Trans 95LE.  |
| <b>Syntrans DCT</b><br>Code: 9105  | BMW: 83 22 2 148 578, 83 22 2 148 579, 83 22 0 440 214, 83 22 2 147 477, Nissan: 999MP-GTRT00P, MB: 236.21, 236.24, 236.25, 239.21, Mitsubishi: Dia Queen SSTF-1, Peugeot/Citroen: 9734.S2, Porsche: Oil No. 999.917.080.00/01, VW: TL 052 182, 052 529, 055 529, Volvo: 1161838, 1161839, Porsche: FFL-3, 999.917.080.00/01, Renault: BOT 450, Ferrari: TF DCT-F3  |
| <b>Auto Trans 95LE</b><br>Code: 3200   | General Motors: BTR®: 85LE, 91LE, 95LE & 97LE, BTR®: Specification No. 5M-44, 5M-52, Ford Part No: R1-38/R1-48.   |
| <b>Auto Trans DX3</b><br>Code: 3100  | General Motors: Dexron® III (F30556), Caterpillar: TO-2, Allison: C-4, Ford: Mercon®, Ford: M2C 138-CJ, M2C 166-H, Mercedes: MB 236.1, 236.5, 236.7   |
| <b>Torque 10W, 30, 50</b><br>Code: 3710 to 3750  | SAE: 10W, 30, 50, API: CD/GL-3, Allison: C-4, Caterpillar: TO-4M, ZF: TE-ML 03 & 07 Approvals in the appropriate viscosity grade, Komatsu: Kes 07.868.1 (2002)  |
| <b>Agritrans</b><br>Code: 4200   | SAE: 10W-30, API: GL-4, AGCO, Allis, Chalmers: Power Fluid 821XL, Allison: C-4, Case-IH: MS1204,1205, 1206,1207,1209,1210, B-6, B-7, Case New Holland: MAT 3525 (FNHA-2-C-201), 3526, Case New Holland: MAT 3505, 3540, Caterpillar: TO-2, Deutz, Allis: 246634, 257541, 272843, Ford: M2C 77-A, M2C 86-B/C, M2C-134 A/B/C/D, John Deere: JDM J14A,B, C, Hygard J20C/D, Quatrol, KUBOTA: UDT, Super UDT, Massey Ferguson: M1110, 1127,1129,1135,1138,M1141, Massey Ferguson: M1143,1145, Volvo: VCE WB101, 1273.03, White Farm: (AGCO) Q-1705, 1722, 1766B, 1802, 1826, ZF: TE-ML 03E, 05F, 06K, 17F, 21F   |
| <b>Syntrans Agri Full Synthetic Universal Tractor Transmission Fluid</b><br>Code: 4205 | SAE: 5W-30, API GL-4, Allison: C-2, C-4, AGCO /Allis Chalmers: Power fluid 821XL, Case Corp.(J.I. Case and International Harvester): MS-1204 (TFD), MS-1205 (TFD-II), MS-1206 (PTF), MS-1207 (HyTran® Plus) MS-1209, MS-1210 (TCH Fluid (JIC145 ), MS-1230 (Poclain Equipment) B5, B6, Caterpillar: TO-4, TO-2, CNH Case/New Holland: MAT 3505 (MS1207, 1209), MAT 3506 (MS1210), MAT 3509 (MS1230), MAT 3510 (MS1317=GL-4), MAT 3525 (FNHA-2-C-201.00, M2C 134-D), MAT 3526 (FNHA-2-C-200.00) MAT 3540, Deutz-Fahr: 272843, 257541, 246634, Fendt: (Non Vario) and (Vario), Ford: M2C 134-A, B, C, D, M2C 41-B, M2C 48-C, M2C 53-A, M2C 86-A, B, C, Ford New Holland: FNHA-2-C-201.00 (M2C 134-D) FNHA-2-C-200.00* (Super All Season Driveline and Hydraulic Fluid –F200-A”) (*Winter grade), Hesston Fiat: Olio Fiat, Tutela Multi-F, John Deere: JDM J20C, J20D (Current Specification), J21A, J20A, J20B, J14B, J14C, JD303, Quatrol™, Kubota: UDT Hydraulic Fluid, Landini: Tractor II Hydraulic Fluid, Massey Ferguson: M-1141(EP),M-1135(Trans Hydraulic Europe), M-1143, (Volvo): WB 101 , WB 102, Versatile: M2C134-D, (FNHA-2-C-201.00), White Farm (Oliver): Q-1826 (HTF), Q-1802 (Type 55), Q-1766/B, Q-1722, Q-1705. Refer PDS for full listings |
| <b>TorquePlus 30, 50</b><br>Code: 3731 to 3751   | SAE: 30, 50, API: CD/GL-3, Allison: C-4, Caterpillar: TO-4M, ZF: TE-ML 03 & 07 Approvals in the appropriate viscosity grade, Komatsu: Kes 07.868.1 (2002) High Performance TO-4 Lubricants  |



# HIGH PERFORMANCE HYDRAULIC FLUIDS

Hydraulic fluids are running with higher load pressures and temperatures, and are required to provide adequate protection and performance under all operating conditions. The Hydrol hydraulic fluids range has you and your equipment covered all year round.

| Product   | Specification  |
|---|--|
| <b>Hydrol AW</b><br>15, 22, 32, 46,<br>68, 100, 150<br>Code: 5000 to 5006 | AFNOR: NF E 48-603, AFNOR: NF E 48 690, 691 Filterability, Cincinnati Machine: P-68, P-69, P-70, Denison: HF-0, HF-2, DIN: 51524 Part 2 & 3 (HVLP) , Eaton Vickers: I-286-S, Eaton Vickers: M-2950-S (35VQ25)M, Ford: M6C 32 , General Motors: LH-04-1, LH-06-1, LH-15-1, BF Goodrich: 0152, US Steel: 136, 127. |
| <b>Hydrol AW HVI</b><br>32, 46, 68<br>Code: 5102 to 5104                  | AFNOR: NF E 48-603, AFNOR: NF E 48 690, 691 Filterability, Cincinnati Machine: P-68, P-69, P-70, Denison: HF-0, HF-2, DIN: 51524 Part 2 & 3 (HVLP) , Eaton Vickers: I-286-S, Eaton Vickers: M-2950-S (35VQ25)M, Ford: M6C 32 General Motors: LH-04-1, LH-06-1, LH-15-1, BF Goodrich: 0152, US Steel: 136, 127.   |
| <b>Hydrol AW ZF</b><br>46, 68<br>Code: 5118 to 5119                       | Hydrol AW Zinc Free hydraulic fluids have been specially formulated for use in hydraulic systems containing silver componentry including Lucas PM500 series pumps.   |
| <b>C4 Hydraulic 10W</b><br>Code: 3700                                     | SAE: 10W, Suited to both on-highway and off-highway mobile hydraulic applications. MIL-L-2104D & E, Allison: C-4, Caterpillar: TO-2.   |
| <b>Hydraulic Jack Oil</b><br>Code: 5112                                   | Hydraulic Jack Oil is a premium quality hydraulic oil made from selected base stocks and an advanced anti-wear additive. It is recommended for use in all types of hydraulic jacks and hoists.   |

## Hydrol Retain Hydraulic Fluids

### HIGH EFFICIENCY MULTI GRADE HYDRAULIC FLUIDS

Higher system efficiency presents a strong argument for using multi-grade hydraulic fluids, but their potential for improved machine productivity can have an even greater impact on your bottom line.

| Product   | Specifications   |
|---|--|
| <b>Hydrol Retain HE</b><br>46, 68<br><b>Multi Viscosity, Sheer Stable Hydraulic Fluids</b><br>Code: 5303 and 5304 | Boasting superior thermal stability and viscosity retention along with excellent air separation properties Hydrol Retain HE 46 and 68 are an ideal choice in arduous operating conditions. ISO: 46 and 68, Vickers: V-104C and 35VQ25 vane, 1-286-S, M2950-S, Denison: HF-1, HF-2, HF-0, Volume vane pumps, Cincinnati Milacron: P-68, P-69, P-70, DIN: 51524 Part 2, Lee Norse: 100-1, Jeffrey: No. 87, Ford: M-6C32, US Steel: 136, 127, BF Goodrich: 0152, General Motors: LH- 04-1, LH-06-1, LH- 5-1, Commercial Hydraulics (except PM500 Series) AFNOR: E48-603 |

## Bio-Degradable Hydraulic Fluids

| Product  | Specification   |
|--|---|
| <b>ECO Bio-Draulic 46, 68</b><br>Code: 9025 and 9026 | ECO Bio-Draulic hydraulic oils are fortified vegetable based fluids that are bio-degradable and are ultimately harmless to the environment while meeting the requirements of conventional hydraulic lubricant. ECO Bio-Draulic hydraulic oils are suitable for all types of machinery including forklift in cool stores, golf course equipment, wineries, fruit processing plant, food production areas, grape harvesting equipment, meat works etc. AFNOR: NF E 48-603, AFNOR: NF E 48 690, 691 Filterability, Cincinnati Machine: P-68, P-69, P-70, Denison: HF-0, HF-2, DIN: 51524 Part 2 & 3 (HVLP) , Eaton Vickers: I-286-S, Eaton Vickers: M-2950-S (35VQ25) M, Ford: M6C 32, General Motors: LH-04-1, LH-06-1, LH-15-1, BF Goodrich: 0152, US Steel: 136, 127. |



**IMPROVED PERFORMANCE  
INCREASED PROFITS**

**...DRIVEN BY PERFECTION**

**royallubricants.com.au**



# SYNTHETIC COMPRESSOR FLUIDS

## COMAIR PURE GUARD Compressor Fluids



**100%**  
**PURE SYNTHETIC**

ComAir Pure Guard rotary sliding vane and screw air compressor oils are superior compressor lubricants formulated from synthesised base stocks with a special non-hydrolysing anti-wear additive. Suitable for all rotary screw & rotary compressors operating under severe conditions. Also both grades can be used as hydraulic oil where the application calls for a non-zinc type oil to protect pumps with silver-plated surfaces.

| Product   | Specifications  |
|---|---|
| <b>ComAir Pure Guard</b><br><b>46, 68, 100</b><br><b>Code: 7011 to 7013</b> | ISO: 6743-3A-DAJ, DIN: 51506, DIN: 51352, Atlas Copco, Ingersoll Rand, CompAir, Champion, Sullair, ABAC, Kaeser and all other screw and rotary type air compressors. Zinc Free additive technology also makes this product ideal for high performance hydraulic applications where soft or yellow metal surfaces are present. |

### Summary of Benefits:

- Minimum deposit forming
- Protects compressor components from wear
- Low wear as a result of excellent rust protection and high film strength.
- Separates readily from water.
- Long service life of up to **4000 hours** in screw and rotary vane type air compressors.  
Exact maintenance interval will depend on intake air quality, duty cycle and ambient temperature.
- Use oil analysis to determine best drain intervals.

## COMAIR SYN GUARD Compressor Fluids



**100% PAO/Ester**  
**PURE SYNTHETIC**

ComAir Syn Guard rotary sliding vane and screw air compressor oils are superior compressor lubricants formulated from PAO and Ester base stocks with a special non-hydrolysing anti-wear additive. Suitable for all rotary screw & rotary compressors operating under severe conditions. Also, all grades can be used as hydraulic oil where the application calls for a non-zinc type oil to protect pumps with silver-plated surfaces.

| Product  | Specifications  |
|--|---|
| <b>ComAir Syn Guard</b><br><b>46, 68, 100</b><br><b>Code: 7221 to 7223</b> | ISO: 6743-3A-DAJ, DIN: 51506, DIN: 51352, Atlas Copco, Ingersoll Rand, CompAir, Champion, Sullair, ABAC, Kaeser and all other screw and rotary type air compressors. Zinc Free additive technology also makes this product ideal for high performance hydraulic applications where soft or yellow metal surfaces are present. |

### Summary of Benefits:

- Minimum deposit forming.
- Protects compressor components from wear.
- Low wear as a result of excellent rust protection and high film strength. Use oil analysis to determine extended drain intervals.
- Separates readily from water.
- Exceptional resistance to thermal and chemical breakdown.
- Long service life of up to **6,000 hours** in screw and rotary vane type air compressors.  
Exact maintenance interval will depend on intake air quality, duty cycle and ambient temperature.
- Use oil analysis to determine best drain intervals.

## SPECIALTY FLUIDS

| Product   | Specifications  |
|---|---|
| <b>CR Form: Concrete Mould Release</b><br>Code: 7063      | CR Form: Concrete Mould Release, is a release agent which is suitable for form materials, e.g. steel, wood, plywood, hardboard etc. A release agent is applied to form work prior to placing concrete against the form and provides a film at the form work/concrete interface, which facilitates stripping and at the same time minimises blemishes to the concrete surface.   |
| <b>Rock Drill Oil 100, 150, 320</b><br>Code: 7034 to 7036 | Rock Drill Oils are specially formulated for the lubrication of percussion type air tools. They have good EP properties, provide good rust protection, are non-corrosive to air tool parts and resist water washing. They are available in ISO viscosity grades 100, 150 and 320 to provide the correct choice for most operating or climatic conditions in Australia.  |
| <b>Log End Sealer 45</b><br>Code: 9099                    | Log End Sealer 45 is a wax emulsion timber sealer. It is applied at a rate of approximately 4-6 square meters per litre, using a brush, roller or spray.  |
| <b>Vacuum Pump Oil 68,100</b><br>Code: 7070 and 7071      | Vacuum Pump Oils are highly refined mineral-based products manufactured specifically for the lubrication of vacuum pumps used in the dairy industry and some laboratory applications.   |
| <b>RPL White Oil 15, 68</b><br>Code: 9930 and 9931        | RPL White Oil 68 is a white mineral oil specially processed and packaged to ensure full compliance with the purity standards of the US Pharmacopoeia (USP) and British Pharmacopoeia (BP). All grades comply with US Food and Drug Administration (FDA) Regulation CFR 172.878 for light mineral oil that is permitted to be included, within restrictions, in foods and CFR 178.3620 (a) for mineral oil for use in non-food articles that will come in contact with food. All grades are stabilised with an FDA approved inhibitor to improve shelf life. |

## METAL WORKING FLUIDS

| Product  | Description  |
|--|--|
| <b>Solcut Ultra</b><br>Code: 7128                  | A concentrated, full synthetic soluble metal cutting fluid formulated to lubricate during stamping, milling, machining, drilling and grinding. Far superior to conventional oils in reducing or eliminating workplace temperature build up caused by these operations. Easily Mixable with water and contains anti fungal additives. |
| <b>Solcut EP</b><br>Code: 7125                     | A cost effective soluble cutting fluid with rust and oxidation inhibitors. Cools and provides suitable lubricity to protect both machining tools and work pieces. Easily Mixable with water and contains anti fungal additives   |
| <b>Tableway 68, 150, 220</b><br>Code: 7079 to 7081 | Tableway fluids are special products for lubricating the slide-ways of machine tools, containing friction modifiers and extreme pressure additives to provide smooth operation, free from stick slip, and they protect against wear and corrosion.   |
| <b>Maxcut AM</b><br>Code: 7120                     | Maxcut AM is an extreme pressure mineral neat cutting oil with low odor characteristics for the machine operator's comfort. It contains a sulphur compound extreme pressure additive system, rust and anti-foam additives for long tool life, good heat transfer and surface finish.   |





# WORKSHOP CONSUMABLES



| Product  | Description  |
|--|--|
| <b>Workshop Solvent<br/>Brake and Parts Cleaner<br/>Code: 6047</b> | Workshop Solvent is a hydrocarbon based solvent cleaner. Formulated to provide versatile solvent cleaning that effectively removes oil, dirt, grease and dust. Workshop Solvent evaporates quickly and leaves no residue after cleaning. Economical and efficient to use and provides an ideal cleaner prior to painting surfaces. Equal to products such as B1TM, Shellite™ and R55™  |
| <b>Solvent Degreaser<br/>Code: 6045</b>                            | Solvent Degreaser is a newly developed industrial strength automotive degreasing solution, designed to remove all greases with little manual effort. It is a safe, clean, efficient and economical alternative to conventional products (kerosene/ petroleum distillates) which are toxic and unpleasant to work with or be near.  |
| <b>Heavy Duty Truck Wash<br/>Code: 6067</b>                        | Heavy Duty Truck Wash is suitable for use on all good paint work surfaces. Removes dirt, grease and road grime. Spray on and rinse off.  |
| <b>Super Citrus Degreaser<br/>Code: 6040</b>                       | A highly concentrate citrus based degreaser. Suitable for use in Automotive, Earthmoving, Industrial Marine and household applications. Easily dilutes with water and is safe around sensitive water ways and environments. Can be applied neat for heavy duty degreasing or diluted down to as low as 40:1 for household use. <b>A Power Degreaser that has NO Caustics and is rapidly Bio-Degradable making it a perfect choice for many applications.</b> |
| <b>Mighty Mint<br/>Hand Cleaner<br/>Code: 6037</b>                 | A premium non-petroleum based hand cleaner. A unique chemistry containing powerful cleaning agents dissolves dirt, grease, oil and grime from hands. Can be simply wiped off or rinsed off with water.   |

**NEW**

| Product  | Description  |
|--|--|
| <b>Diesel Treatment<br/>Code: 6120</b>                 | Diesel Treatment is an advance formula diesel additive developed to provide additional cleanliness to all diesel engines and fuel systems Diesel Treatment contains powerful cleaning agents that work on removing soot and carbon build up.   |
| <b>Concentrate<br/>Diesel Treatment<br/>Code: 6052</b> | Concentrate Diesel Treatment has been developed for use in all diesel vehicles including trucks, earthmoving, agricultural and marine equipment. Concentrate Diesel Treatment's unique chemistry cleans blocked or partially blocked injectors in modern diesel engines and helps maintain a clean running diesel system.            |
| <b>Common Rail Cleaner<br/>Code: 6133</b>              | Raises cetane (Diesel octane) levels by 8 points. Maintains and cleans the entire fuel system from tank to injector. Restores lost power and economy. Removes water from the fuel system. Reduces harmful black exhaust smoke. Dissolves wax, gum, lacquer, and carbon from fuel lines and injectors.                                |
| <b>Petrol Injector Cleaner<br/>Code: 6121</b>          | Injector Cleaner is an advance formula petrol injector cleaner developed for all petrol fuel systems and components including injector, carburetors, fuel tanks and lines.   |
| <b>DPF Cleaner<br/>Code: 6123</b>                      | DPF Cleaner has been developed to clean blocked or restricted Diesel Particulate Filter. Suitable for use in all diesel powered vehicles fitted with a DPF System and is extremely effective in removing soot and build up from within the DPF unit while the car is running under normal driving conditions.                        |
| <b>Fuel Stabiliser<br/>Code: 6124</b>                  | Fuel Stabiliser is effective with all diesel, petrol, E10 and 2-Stroke fuel mixes. Suitable for use in direct injection, common rail, premixed and carburetor engines. Its unique formulation allows fuel to be stored for up to 12 months without loss of performance or power and makes starting easy after long lay down periods. |
| <b>Engine Stop Leak<br/>Code: 6126</b>                 | A powerful engine seal and gasket stop leak. Works on small leaks within 10 minutes with bigger leaks taking up to 2 weeks to seal up. Harmless on convention seal and gasket material. Works with all engine types.   |
| <b>Engine Oil Stabiliser<br/>Code: 6132</b>            | Improves the viscosity of any mineral, synthetic or semi-synthetic oil. Works on all oil grades and quietens noisy engines. It can be used in manual gearboxes, and non-lim slip diffs. Can be used as an assembly lube, when building engines. Helps stop smoke in worn engines   |
| <b>Engine Flush<br/>Code: 6125</b>                     | A 250ml bottle treats 6L, for bigger engines two bottles are required. Start the engine and idle for 10 minutes. Ideal for engines fitted with EGR circulating systems. Removes soot and internal contamination from the engine.   |
| <b>Transmission Stop Leak<br/>Code: 6131</b>           | Stops leaks in transmissions and improves shift patterns and lag. It can be used in power steering boxes to stop aerating problems when a steering wheel is put on full lock while also able to stop leaks in power steering boxes and hoses.  |
| <b>Radiator Flush<br/>Code: 6128</b>                   | Quickly removes scale, sludge & oil contamination from the entire cooling system. It stops electrolysis & incompatibility issues when changing coolant types.  |
| <b>Radiator Stop Leak<br/>Code: 6127</b>               | Helps seal leaks in radiator hose, radiators, seals and gaskets. Start engine, and idle for 5 minutes before checking for leaks. If leaks are still visible, wait a further 5 minutes before driving the vehicle.  |

# COOLANTS BRAKE AND STEERING

| Product   | Specifications   |
|---|--|
| <b>Glycool Coolant 100% Concentrate</b><br>Code: 6514 | Glycool Blue Coolant is a universal ethylene glycol based antifreeze coolant concentrate incorporating an advanced formula technology with virtually non-depleting organic acid corrosion inhibitors.<br><b>Concentrate (Blue)</b>   |
| <b>Glycool Coolant Concentrate and Premix</b>         | Glycool Coolants range are mono-ethylene glycol based products containing inhibitors to protect cooling systems from corrosion and scale formation. AS2108-84, AS/NZS 2108.1 1997 TYPE A, Ford: ESE-M97B44-4, Ford: ESE-FM97B18-C, General Motors: GM-1825M, General Motors: GM-6043, Cummins: 92T8-9, Detroit: 7SE298, Nissan: NES 5059 LLC<br><b>6511 Concentrate (Green) 6501 50/50 Premix (Green) 6512 Concentrate (Red) 6502 50/50 Premix (Red)</b>                             |
| <b>OEM Plus Concentrate and Premix</b>                | OEM Plus Coolants are advanced hybrid anti boil/anti freeze coolants with nitrate / nitrite chemistry. Based on a combination of organic technology and corrosion inhibitors with conventional heavy duty chemical inhibitors common to USA technology for compliance with Cummins, Detroit and CAT equipment that contain low silicate, nitrite, nitrate and molybdate.<br><b>6531 Concentrate (Green) 6521 50/50 Premix (Green) 6522 Premix (Red) 6532 50/50 Concentrate (Red)</b> |
| <b>N-OAT Coolant</b><br>Code: 6572<br>50% Premix Red  | AS 2108-2004 Engine Coolant Type A, ASTM D3306 and D6210, CAT EC-1, Cummins CES 14603, DAF, Deutz, Ford, Freightliner & Western Star, General Motors, Hino, Hitachi, International, Isuzu, Kobelco, Komatsu. MAN. Mack Trucks, Scania Volvo & Mack Trucks. Meets the phosphate free requirements of European manufacturers. 8 yr 1,000,000 klm   |
| <b>Dot 4 Brake Fluid</b><br>Code: 6010                | A high temperature Dot 4 Brake Fluid meeting SAE: J1703 JUN 91, Australian Standards: AS/NZ: 1960:1 1995 Grade 3, Brake Fluids (non-petroleum types), FMVSS No.116 Dot 3 and 4, Ford: ESW-FM6C-2, ESZ-M6C-55A, GMH: HN 1796  |
| <b>Dot 3 Brake Fluid</b><br>Code: 6011                | A high temperature Dot 3 Brake Fluid meeting Australian Standards AS 1960-2005 Grade 1, SAE: J1703, FMVSS 116 DOT 3, ISO: 4925 Class 3   |
| <b>Power Steer Fluid</b><br>Code: 3152                | Premium Mineral Power Steering fluid meeting many power steering applications.<br><b>See Product Data Sheet for specifications and applications.</b>   |
| <b>Syntec Power Steering Fluid</b><br>Code: 3151      | A 100% synthetic fluid suitable for use in a wide range of power steering systems in European, Japanese and American vehicles. It is specifically suitable for Chrysler, Ford, Mercedes Benz, Saab and Subaru vehicles.<br><b>See Product Data Sheet for specifications and applications.</b>  |

# SMALL ENGINE AND MARINE



| Product   | Specifications  |
|---|---|
| <b>Four Stroke 30</b><br>Code: 1830                           | SAE: 30, API: SG/CD, ACEA: E2, General Motors: 6094M, Ford: M2C 121-E3, US Military: MIL-L-2104 F, MIL-L-46152 D, Briggs & Stratton Service: SE/ SF/ SG SAE 30, Japan: Japanese CD  |
| <b>Multi Grade 4-Stroke</b><br>Code: 1021                     | SAE: 10W-40, API: SL/CF, ACEA: A3 / B3, Japan: Japanese CF  |
| <b>4-Stroke 10W-30</b><br>Code: 1831                          | SAE: 10W-30, API: SL/CF, ACEA: A3 / B3, Japan: Japanese CF  |
| <b>2-Stroke</b><br>Code: 1900                                 | SAE: 20, API: TC, ISO: L-EGC, L-EGD, JASO: FB, FC, TISI: 1040-2534<br>Low smoke formulation. Easily Dilutes in Petrol Fuels.  |
| <b>Ultra 2-Stroke</b> Semi Synthetic<br>Code: 1902            | SAE: 20, API: TC, ISO: GD, ECG, EGD, T.I.S.I, JASO: FC, Global GD<br>Low smoke formulation. Easily Dilutes in Petrol Fuels.   |
| <b>Zero Turn Hydrostatic</b><br>Code: 1063                    | SAE:5W-50 API: SN/CF A full synthetic sheer stable lubricant developed to provide exceptional wear protection and high temperature performance in hard working zero turn mowers.  |
| <b>Chain &amp; Bar Oil 150 and 220</b><br>Code: 7031 and 7032 | ISO: 150 and 220. Formulated with a highly effective tackiness agents and anti-wear additives to protect the chain and bar and minimises throw-off. ISO 220 is used by forestry workers who depend on performance above all else. |
| <b>Syntec 4-Stroke Marine</b><br>Code: 1840                   | SAE: 10W-40, NMMA FC-W, NMMA FC-W Catalyst Compatible™, JASO: MA (T903:2011), API: SM<br>100% PURE SYNTHETIC  |
| <b>Marine 2-Stroke</b><br>Code: 1950                          | API: TD, ISO Viscosity: LE-ETD, NMMA: TCW 3™  |



# GREASE AND SEMI FLUIDS



## Greases and Compounds

| Product   | Specifications   |
|---|--|
| <b>Syntec XP</b><br>Code: 9010  | Syntec XP is a waterproof Full Synthetic, 'state of the art' high temperature grease that has a smooth texture and is the prime recommendation for automotive bearing, marine and industrial applications where performance matters.   |
| <b>Lithplex EP2</b><br>Code: 9003   | Lithplex EP2 is a general purpose, extreme pressure, high temperature, lithium complex grease which contains a light tackiness agent and is an ideal grease for multiple greasing applications.  |
| <b>Red Tac EP2</b><br>Code: 9008  | Red Tac EP2 is a water resistant, premium multi purpose, extreme pressure grease containing special EP additives, rust and oxidation inhibitors and a tackiness agent.   |
| <b>XHD Grease EP2</b><br>Code: 9031   | Ultra thick and tacky premium grease suitable for Chassis, Pins, Bushes and even Rock Breaker Hammers. One of the most robust commercial greases on the market today. Ideal for agricultural, earthmoving and transport lubrication applications. <b>(1900Cst) base oil and premium tacifiers. NLGI: 2 (Super high performing chassis and suspension grease)</b> |
| <b>Moly Hi-Load</b><br>Code: 9006   | Moly Hi-Load is a water resistant, special long life grease recommended for high load service conditions in hostile environments or where extended service is intended, due to the additional anti-wear protection provided by the presence of molybdenum disulfide.   |
| <b>Multi Purpose EP2</b><br>Code: 9001  | Multi Purpose EP2 grease is an extreme pressure, industrial and automotive grease made from lithium soap, sulfur, phosphorus, extreme pressure additives, a high quality base oil and rust and oxidation inhibitors. An ideal low cost chassis and general purpose grease.   |
| <b>Semi Fluid EP</b><br>Code: 9019 (EP-00),<br>9023 (EP-0), 9140 (EP-1)<br>9021 (EP000) | The Semi Fluid EP grease range are premium quality multi purpose greases for use in all anti-friction and plain bearings subjected to high shock load and vibration conditions. NLGI Grades: EP-0, EP-00, EP-000, EP-1   |
| <b>Copper Anti-Seize</b><br>Code: 9015  | Copper Anti-Seize Compound is a superior quality, high temperature anti-seize and lubricating compound.  |
| <b>Nickel Anti-Seize</b><br>Code: 9016  | Nickel Anti-Seize compound provides superior lubrication allowing easy assembly and disassembly of metal parts.  |
| <b>Rubber EP X-9</b><br>Code: 9014  | Rubber EP X-9 is a premium grease for industrial, automotive and consumer rubber component applications containing castor oil for use when contact with natural and/or synthetic rubber is likely to occur.  |



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