

MAX-CYCLE®

Max-Cycle is specifically formulated to exceed the demands of highly stressed engines and transmissions. It is recommended for use in both air-cooled and liquid-cooled 4-cycle engines and is compatible with wet-clutch transmissions.

Formulated with select synthetic base oils and Royal Purple's proprietary Synerlec additive technology, Max-Cycle provides improved film strength when compared to the leading synthetic and mineral oil. Its shear stability and oxidation resistance promote greater performance and protection.

Max-Cycle exceeds API / JASO new warranty requirements and is compatible with other mineral and synthetic motor oils. No flushing is necessary prior to use.

PERFORMANCE ADVANTAGES

- Greater wear protection
- Clean, efficient engines
- Rust / corrosion protection
- Increased performance

PART NUMBERS

10W-30		
12-Qt. Case		12314
1-Qt. Bottle*		01314
10W-40		
12-Qt. Case		12315
1-Qt. Bottle*		01315
20W-50		
12-Qt. Case		12316
1-Qt. Bottle*		01316

***AVAILABLE IN CASES ONLY**
MAX-CYCLE: 10W-30, 10W-40, 20W-50



TYPICAL PROPERTIES*

		SAE GRADE / API SERVICE		
ASTM TESTS		10W-30	10W-40	20W-50
D-445	Viscosity			
	cSt @ 40°C	71.2	91.0	158
	cSt @ 100°C	11.2	13.8	19.5
D-2270	Viscosity Index	145	153	140
	TBN	9.2 min.	9.2 min.	9.2 min.

*** Properties are typical and may vary.**

"Royal Purple is proud to be the factory fill for renowned super bike manufacturers."



REDUCES WEAR AND TEAR

Max-Cycle's high film strength dramatically reduces wear. Take a look at the pictures of cam chain tensioners at right. Each tensioner came from an American V-Twin engine with 10,000 miles of use.

Compare the images below. The difference in wear is dramatic:



A cam tensioner from an engine that used the manufacturer's conventional oil.



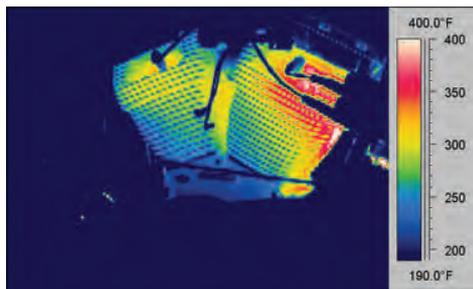
A cam tensioner from an engine that used the manufacturer's synthetic oil.



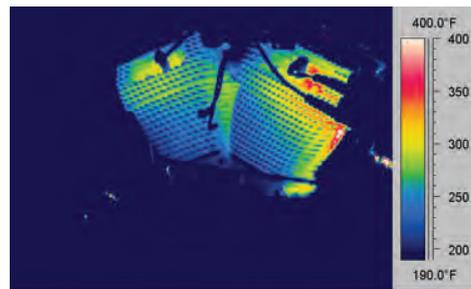
A cam tensioner from an engine that used Royal Purple after an initial break-in period of 1,500 miles.

REDUCES HEAT

Improved combustion and reduced friction help to prevent overheating and to extend the life of the oil and the engine. In an independent test conducted on an American-made V-Twin motorcycle, engine temperatures were reduced 25°F to 44°F just by switching to Royal Purple. See graphics below:



Thermal imaging results with factory oil



Thermal imaging results after switching to Max-Cycle®