



MILLERS OILS

Millers Oils distributor



CLASSIC

PREMIUM

MOTORSPORT

MOTORCYCLE

TREATMENTS

MILLERS OILS

Millers Oils was founded by John W. Miller in 1887. Quality, care, innovation and attention to our products being of paramount importance.

Based in Brighouse, Yorkshire, England, we are a multi-award winning specialist blender of highly advanced “world class” lubricants and fuel treatments.

Millers Oils is known globally for its long history of innovation.

We are proud to be the first company to develop “long drain” engine lubricants for commercial vehicles, which are now the industry standard worldwide.

Millers Oils were pioneers and still today are the sole developers of “NANODRIVE” ultra low friction technology, which completely redefined performance parameters for advanced lubricants initially in motorsport and performance vehicles, but which is now being incorporated into a new range of energy efficient industrial lubricants.

129 years later quality, care, innovation and attention to our products are still at the forefront of what our company stands for. Come and join us on our journey through time.

“The quality of my oil will be rigidly adhered to” – John W. Miller 1889



2012: MIA Motorsport Industry Association Business Excellence Awards – Technology Innovation award for our Nanodrive engine



2012: Queen's award for international trade



2011 & 2012: Autosport International, The Racing Car Show – Best Trade and Technical stand



2009: World Motorsport Symposium Innovation award for our Nano technology gear oil



2009: Race Tech Most Innovative new motorsport product



2006: International Historic Motorsport Awards – Motorsport Company of the year



2005: The Institute of Transport Management – Aftermarket Lubricant Manufacturer



1997: Club Lotus Show – Best Trade stand

PREMIUM

PREMIUM ENGINE OILS

The high quality of these fully synthetic engine oils means that fuel economy is maximised at the same time as engine wear is being minimised. Oil viscosity is maintained even under the most severe of operating conditions ensuring maximum engine protection. The range provides a wide variety of formulations, compatible with catalysts and diesel particulate filters, with a selection to suit the vast majority of engines. Particularly recommended for vehicles with variable or extended service intervals.

Available viscosities:

XF Longlife 0w30, XF Longlife EB 5w20, XF Longlife 5w30, XF Longlife 5w40, XF Longlife C1 5w30, XF Longlife C2 0w30, XF Longlife C2 5w30, XF Longlife C3 0w30, XF Longlife C3 5w30, XF Longlife C4 5w30, XF Longlife ECO 5w30, XF Longlife 0w20, XF Longlife 0w40 and XF Longlife 5w50



PREMIUM - ENERGY EFFICIENT ENGINE OILS

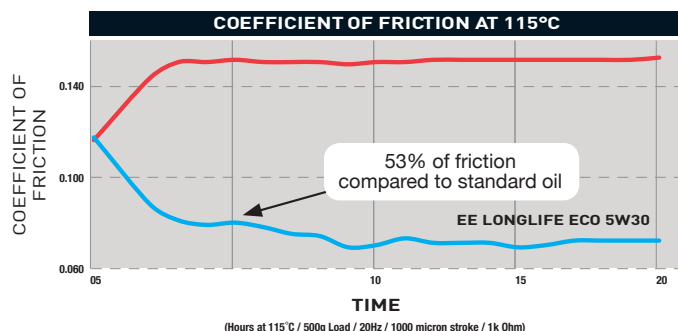
Available viscosities:

EE Longlife 5w30, EE Longlife C3 5w30, EE Longlife ECO 5w30 and EE Longlife 5w40

DRIVEN BY INNOVATION

One way to improve fuel economy in an engine is to use a lower viscosity of oil. The consequence of this, using traditionally formulated oil, can be that at operating temperature the oil film thickness is reduced to a point that component wear increases.

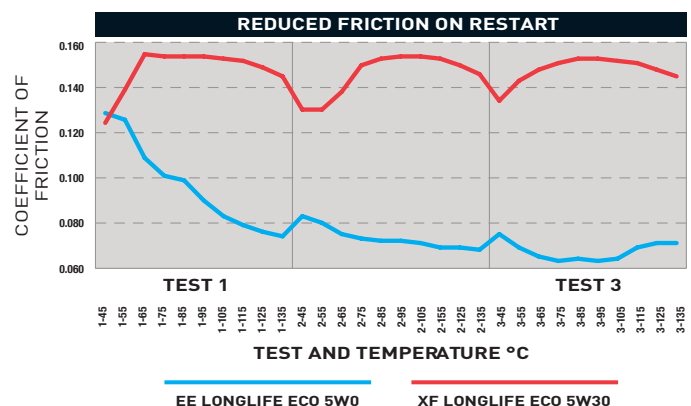
NANODRIVE technology has overcome this problem, and allows a lower coefficient of friction to be achieved, without changing the viscosity of the oil, at the same time maintaining an adequate oil film thickness that minimises wear. This also reduces running costs, as a result of less energy being used to simply turn the engine over.



Modern driving involves a lot of stop start driving, with most engine wear occurring soon after start up.

NANODRIVE oils contain ingredients that form a low friction surface on the metal components. Unlike traditional oils, this surface remains in place as the engine cools, and is there to protect the engine from the moment it is started again.

The chart below shows that for EE Longlife ECO 5w30 the coefficient of friction reduces rapidly as the engine temperature rises - this improves fuel economy. After the oil has been allowed to cool, the second test is started, simulating the restarting of the engine. The coefficient of friction on restart is significantly lower than both the standard oil and the value recorded in the first test. This feature of the product helps reduce wear in engines that are repeatedly restarted.



PREMIUM

PREMIUM - ENERGY EFFICIENT TRANSMISSION

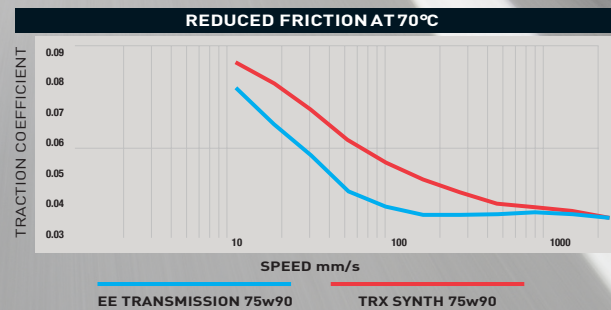
EE Transmission 75w90

Fully synthetic, low friction gear oils providing reduced drag, increased performance and improved MPG. These products improve the quality of the gear change, resist the effects of high temperatures and heavy-duty use, and facilitate extended service intervals through the high level of mechanical protection provided.



Friction in a gearbox is caused when the components move against each other with a sliding and rolling action. This is different to the purely sliding action of an engine oil formulation to absorb the extreme pressure created between metal components.

Tests have shown that the new formulation reduces the sliding and rolling friction compared to our standard TRX Synth 75w90 gear oil.



PREMIUM - MANUAL TRANSMISSION OILS

TRX Synth 75w80 and TRX Synth 75w90

Fully synthetic low friction gear oils providing reduced drag, increased performance and improved MPG. Designed for use where API GL4/GL5 specification is required. These products improve the quality of the gear change, resist the effects of high temperatures and heavy-duty use and facilitate extended service intervals through the high level of mechanical protection provided.

TRX Semi Synthetic 75w90

Semi synthetic gear oil for use in cars and light van manual gearboxes and axles where an API GL4/GL5 specification of gear oil is required. TRX Semi Synthetic 75w90 provides full protection against wear and corrosion, and improves the quality and feel of the gear change.

EP 80w90, Hypoid 80w90 and Limited Slip 90

Premium mineral gear oil range including products designed for API GL4, API GL5 and limited slip application.



PREMIUM - AUTOMATIC TRANSMISSION OILS

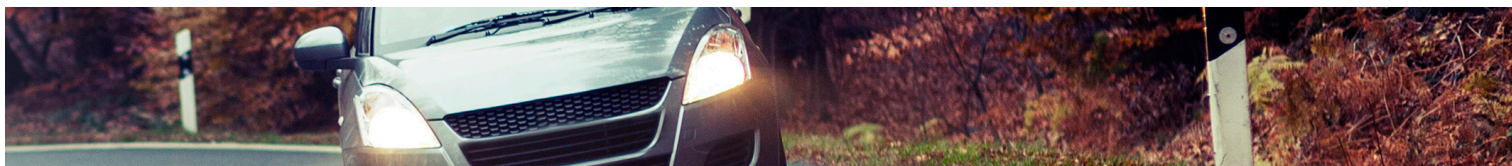
FOR GEARBOXES AND FINAL DRIVES

Millermatic ATF CVT, Millermatic ATF DCT-DSG, Millermatic ATF DM, Millermatic ATF D-VI, Millermatic ATF MB, Millermatic ATF SP III-WS, Millermatic ATF UN, Millermatic ATF 8SP

Premium fluids for use in automatic transmissions and power steering systems, as recommended by the vehicle manufacturer, and formulated to meet the latest vehicle manufacturers' requirements.

Millers Oils ATFs ensure a smooth transmission of power and provide a very high resistance to oxidation and degradation in use, and are suitable for use where very long service intervals are required.





TRIDENT ENGINE OILS

Trident Semi Synthetic 10w40, 5w30, Fully Synthetic 5w40, Longlife 5w30 Fully Synthetic, Longlife 5w40 Fully Synthetic, Trident V 5w30.

Our Trident engine oils stand for quality and value, developed principally for professional and trade users, all oils in the range surpass manufacturers standards and are suitable for high volume use in the workshop.



PREMIUM FUEL TREATMENTS

Diesel Power Ecomax

Cetane booster and detergent package adding 4 cetane numbers to fuel. Treatment rate is 1 part Ecomax to 1000 parts fuel (1ml/l).

Improves efficiency and cleanliness of injectors, and cleans and maintains clean conditions within the engine and fuel system. Reduces combustion chamber deposits, reduces the possibility of DPF blockage and also enhances lubricity.

Available in 500ml multi-dose and 250ml one shot. 250ml adds up to 5 cetane numbers.

Petrol Power Ecomax

Octane booster and detergent package adding 2 octane numbers to unleaded fuel for use in all petrol engines. Treatment rate is 1 part Ecomax to 1000 parts fuel (1ml/l).

Improves efficiency and cleanliness of petrol injectors and carburettor jets, and cleans and maintains clean conditions within the engine and fuel system. Reduces combustion chamber deposits and improves inlet manifold and valve cleanliness.

Reduces emissions, maintains catalyst efficiency and may invigorate catalytic converters. Available in 500ml multi-dose and 250ml one shot. 250ml adds up to 3 octane numbers.

DPF Cleaner and Regenerator

A one shot diesel additive designed to clean diesel particulate filters (DPFs) by reducing the regeneration temperature required to allow the trapped soot particles to be burnt off. Ensures a cleaner more efficient DPF restoring engine power and fuel economy. One 250ml bottle treats 60 litres of fuel. Can be used more frequently if DPF blocking is a regular problem. Available in 250ml.

Diesel Injector Cleaner and Petrol Injector Cleaner

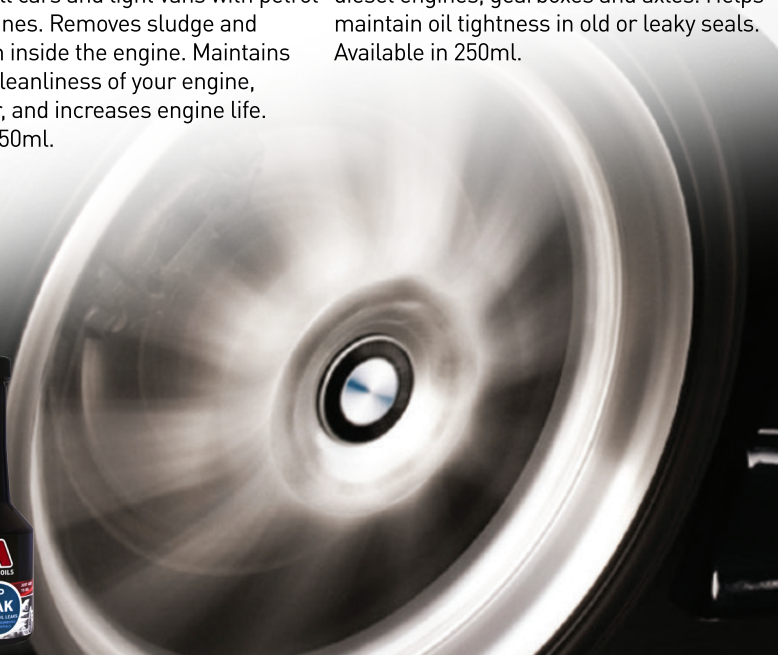
Maximum strength, highly concentrated cleaning agent developed to remove deposits from diesel and petrol fuel injection systems. Treats 60 litres. Reduces engine emissions, improves torque, power, poor throttle response and rough idling as well as improving fuel economy. Available in 250ml.

Engine Flush

A non-solvent based high detergent engine flush, which should be added to the engine oil before a drain and refill is to take place. Suitable for all cars and light vans with petrol or diesel engines. Removes sludge and deposits from inside the engine. Maintains the internal cleanliness of your engine, reduces wear, and increases engine life. Available in 250ml.

Stop Leak

A high quality product which can be added to engine or gear oil to help minimise leaks in all cars and light vans with petrol or diesel engines, gearboxes and axles. Helps maintain oil tightness in old or leaky seals. Available in 250ml.



Classic

Vintage

Millerol monograde engine oils

Available in SAE viscosity grades 30, 40 & 50

Engineered for vintage cars with a strainer or basic filtration system, Millerol monograde engine oils are mineral based products. These non-detergent grades provide anti scuff capability and resistance to oil oxidation and bearing corrosion. Specifically formulated with ZDDP (zinc/phosphorus) and providing exceptional levels of protection performance equivalent to API SB.



Classic

Pistoneeze monograde engine oils

Available in SAE 30, 40 & 50 viscosities

Engineered for classic cars, the Pistoneeze monograde engine oils are mineral based. These moderate detergent products effortlessly provide the level of wear and anti-oxidant protection required in classic cars and are also suitable for vintage cars incorporating a modern filtration system. Formulated with full ZDDP (zinc/phosphorus). API SG.

Classic Pistoneeze 20w50

A moderate detergent premium SAE 20w50 multigrade engine oil that has been specifically engineered for classic cars. Classic Pistoneeze 20w50 is also suitable for vintage cars incorporating a modern filtration system and can be used in both petrol and diesel vehicles. Formulated with full ZDDP (zinc/phosphorus). Can also be used where SAE 20, 30 and 40 grades are recommended. API SJ.

Classic Mini Oil 20w50

A bespoke formulation incorporating gear oil additives, this oil is specifically engineered for classic mini engines with an integral gearbox and facilitate excellent engine performance combined with smooth gear shift. This premium SAE 20w50 moderate detergent multigrade mineral engine oil will significantly improve the engine and gearbox protection compared to a standard SAE 20w50 grade and gives longer idler gear life in transverse Mini engines. Formulated with full ZDDP (zinc/phosphorus). API SF, GL4.





Classic Sport

Classic Sport 20w50

With enhanced performance additives and shear stable viscosity index improvers, Classic Sport 20w50 is a high performance SAE 20w50 semi synthetic multigrade engine oil. The incorporation of high levels of synthetic based fluids provide dramatically increased protection under arduous conditions of load and temperature. Formulated with full ZDDP (zinc/phosphorus) for ultimate protection. API SJ.

Classic Sport 20w60

Classic Sport 20w60 is an extra high performance product that will deliver superior protection at competition temperatures and loads. This product is a semi synthetic multigrade engine oil with a unique package of enhanced performance additives and shear stable viscosity improvers and will maintain performance levels at extremely high oil pressures. Formulated with full ZDDP (zinc/phosphorus) for ultimate protection. API SJ.

Classic Sport HIGH PERFORMANCE 20w50

Irrefutably the highest performing classic engine oil ever developed. Classic Sport High Performance 20w50 fully synthetic multigrade engine oil has been uniquely engineered for classic performance racing and incorporates Millers Oils unique Nanodrive™ ultra low friction technology.

Classic Sport High Performance 20w50 provides up to a 63% reduction in friction, and a 38% reduction in wear compared to other synthetic based 20w50 grades. The coefficient of friction reduces rapidly as the engine temperature rises.

Derived from our multi award winning premium motorsport portfolio, Nanodrive™ ultra low friction technology is used extensively in this fully synthetic product. It has been developed for classic vehicles where vehicle performance improvement is vital.

Massively reduced friction leads to significant power and torque gains, improved fuel economy and a marked reduction in wear and heat generation. An immediately discernible improvement in performance is achieved.

Formulated with full ZDDP (zinc/phosphorus) for ultimate protection and shear stable viscosity index improvers.



Transmission Oils

Vintage Green Gear Oil GL1

Available in SAE viscosity grades 90 & 140

The Vintage Green Gear Oil grades are again mineral based products and contain specific inhibitors to prevent the formation of rust. These excellent oxidation resistance and long life gear oils do not contain extreme pressure additives. API GL1

Classic Gear Oil EP 80w90 GL4

An extreme pressure SAE 80w90 mineral based gear oil with performance additives. This product is engineered for gearboxes and differentials requiring EP lubricant and is also suitable for rear axles not requiring hypoid oils. API GL4.

Classic Gear Oil EP 140 GL4

An extreme pressure SAE 140 mineral based gear oil with performance additives. This product is engineered for gearboxes and differentials requiring EP lubricant to provide low friction and reduced noise. API GL4.

Classic Differential Oil EP 90 GL5

An extreme pressure SAE 90 mineral based differential oil with performance additives. This product is for use in hypoid differentials requiring extreme pressure lubricants providing superior performance. API GL5.

Classic Differential Oil 85w140 GL5

An extreme pressure SAE 85w140 mineral based differential oil with performance additives. This product is for use in hypoid differentials requiring EP lubricants providing superior performance. API GL5.

Classic Motorcycle

Classic Mineral 2T

A 2 stroke SAE 40 mineral engine oil. This product has a low ash formulation which reduces throttle sticking. API CEC/TC.

Classic

Shock Oils and Steering Box Oils

Classic Shock Oil 32

A medium SAE 10 shock oil designed to provide sport handling characteristics. This product can be used for either a full top-up or full fluid replacement in shock absorbers or motorcycle forks. ISO 32.

Classic Shock Oil 46

A heavy SAE 15 shock oil designed to provide competition handling characteristics. This product can be used for either a full top-up or full fluid replacement in shock absorbers or motorcycle forks. ISO 46.

Vintage Worm Steering Box Oil

This product is a high viscosity low friction mineral oil which has been specifically formulated for worm and other types of steering box. ISO 320.



Maintenance and Preparation

Classic Preservation Oil 20w50

A dual purpose SAE 20w50 mineral preservation oil for storage and limited running of engines. It is specifically engineered to provide both rust and corrosion protection for petrol and diesel engines. It provides levels of protection equivalent to API SJ/CC.

Classic Running In Oil 30

A SAE 30 mineral based running in oil for vintage and classic engines. This product is designed for the initial running in of re-built engines. Alternatively it can be used for test bed running. Use of this product optimises performance and fuel efficiency.

Fuel Treatments

The content of ethanol in today's unleaded fuels can be a major issue with vintage and classic cars. A standard petrol pump can contain up to 5% ethanol without being labelled, in the future it could be up to 10%. Our fuel treatments are recommended and entirely suitable for all vintage, classic and classic sport engines previously requiring leaded fuel.

The typical problems caused by the removal of lead for classic vehicles include a lack of valve lubrication and the need in some cases for the use of hardened valve seats. The greatest risk however from ethanol in unleaded fuel is corrosion from the prolonged storage of fuel in the fuel tank. These issues can potentially cause a serious amount of damage and our treatment range has been painstakingly developed to eliminate these issues entirely, as well as provide enhanced performance characteristics. We consider that they are vital to prolonging the life span of cherished classic cars.



Classic Sport CVLe

Formulated to provide enhanced performance whilst providing a high level of protection to classic sports cars. This product has been developed to comply with the FIA fuel regulations.

- Prevents valve seat recession
- Prevents ethanol corrosion
- Enhances combustion
- Prevents pre-detonation, hotspots and running-on



EPS

Designed to prevent ethanol corrosion when using unleaded fuel and highly recommended for vehicles fitted with hardened valve seats. Endorsed by the FBHVC as a fuel treatment for protection against corrosion in metals.

- Protects fuel system from ethanol corrosion
- Carburettor anti-icing formula
- Compatible with catalytic convertors



Tank Safe

A high quality fuel treatment to be added to the fuel tank at the end of the season 'lay-up'. Tank Safe will provide fuel tank and fuel system protection while your vintage or classic car is in storage.

- Fuel tank and fuel system corrosion protector
- Add to fuel tank at end of season
- Safe to drive away after storage

VSPe Power Plus



An all-in-one fuel treatment providing ethanol protection and lead replacement endorsed by the FBHVC as a fuel treatment for protection against corrosion in metals. Available as a "one shot" treatment (250ml) or for optimum value a "ten shot" treatment (500ml).

- Provides valve seat protection when used with unhardened valve seats
- Adds up to 2 octane numbers (20 points)
- Prevents ethanol corrosion
- Cleans injectors
- Restores engine cleanliness
- Prevents detonation, hot spots and running on
- Helps protect all components
- Combats the adverse effects of ethanol in fuel (up to E10)
- Carburettor anti-icing formula
- Contains anti oxidant to improve fuel life

MOTORSPORT

Driven by our obsession to produce highly innovative products which offer outstanding friction reduction properties and further to an intense development programme, Millers Oils, the masters of low friction technology, are delighted to announce the launch of their new and improved next generation of competition racing oils incorporating our multi award winning NANODRIVE ultra low friction technology across the whole range.

The new portfolio offers two levels of performance characteristics which both deliver significantly improved levels of performance and markedly enhanced friction reduction properties over and above the competition and our own current market leading motorsport ranges.

CSS (Competition Semi Synthetic) & CFS (Competition Fully Synthetic)

We have significantly improved the low friction characteristics of our CSS and CFS ranges by incorporating a high performance, triple ester formulation combined with a measured amount of Millers Oils unique and globally revered NANODRIVE friction reducing technology. These oils effortlessly deliver up to 15% lower coefficient of friction than their predecessors to offer significantly improved levels of performance.

The new range includes both semi synthetic and fully synthetic variants, which have been exclusively formulated to offer appreciably better performance characteristics.

Delivering truly outstanding value and performance levels in an affordable package, we defy you to purchase a higher performing product.

The entire CFS range utilise a high performance ester formulation combined with a measured addition of our NANODRIVE low friction technology and offer a further 26% reduction in the coefficient of friction than their predecessors resulting in an instantly appreciable increase in an engines performance in respect of improved HP and increased torque.

CSS 10w40

CSS 10w40 is a high performance semi synthetic road and race oil for car and motorcycle engines alike.

CSS 20w60

CSS 20w60 is a high viscosity semi synthetic engine oil which is specifically designed to protect competition engines running at very high temperatures. This higher viscosity grade also enhances performance for endurance events and is ideal for older competition engines.

CFS 5w40

CFS 5w40 is suitable for fast road, race, rally, sprints and hill climbs. It is also suited to engines with hydraulic tappets such as the Ford Zetec.

CFS 10w40

CFS 10w40 is suitable for smaller capacity race and rally engines and turbocharged engines for fast road and track days. This is also a high performance alternative to standard oils where the manufacturer specifies this viscosity.

CFS 10w50

CFS 10w50 is recommended for race and rally engines and is particularly suited to modified, high performance vehicles with or without turbochargers, for fast road and track day use. This is also a high performance alternative to standard oils where the manufacturer specifies this viscosity.

CFS 10w60

CFS 10w60 is recommended for fast road and racing use. This grade is suited to larger race and rally engines, with or without turbochargers, especially when subject to severe and high stress conditions.



CFS 15w60

CFS 15w60 is a slightly heavier base viscosity to provide maximum protection in high ambient temperatures and highly stressed applications. Ideal for turbocharged engines and particularly well suited to the extremes of endurance racing and rallying.

CTV Mini 20w50

CTV Mini 20w50 is specifically formulated for competition Minis and any application where the engine and gearbox share a common oil.

COR 20w50

COR 20w50 is exclusively formulated for short circuit racing and particularly suited to older classic sport applications.

KR2T

A bespoke CIK-FIA approved formulation for rotax and all high revving 2-stroke kart and bike engines, significant increases in power and torque are immediately noticeable.

CFS NT+ (Competition Fully Synthetic)

The new flagship NANODRIVE NT+ portfolio, completely redefines the performance criteria usually associated with a motorsport oil.

Our deep rooted knowledge of developing bespoke blends to deliver ever improving levels of friction reduction within an engine has manifested itself in a range of products that seamlessly provide immediately discernible increased levels of power and torque as well as notable increases in efficiency in an engines performance.

CFS 0w20 NT+

Recommended for modern competition engines where maximum power release is required and beneficial for high revving engines, a lower viscosity oil with extremely high anti wear characteristics it is specifically formulated for use in qualifying or shorter duration events.

CFS 5w40 NT+

Specifically developed for use in fast road, race, rally, sprints and hill climbs and ideally suited for engines with hydraulic tappets such as Ford Zetec.

CFS 10w50 NT+

Recommended for race and rally engines, and especially suited to modified, high performance vehicles with or without turbochargers, for fast and track day use. An ultra high performance alternative to standard oils where the manufacturer specifies this viscosity.

CFS 10w60 NT+

Ideal for fast road, competition and race use and also specific for larger race and rally engines, with or without turbochargers. Especially suited to vehicles that are subject to severe high stress conditions and highly beneficial to high revving engines.

This portfolio features our new improved NANODRIVE NT+ ultra low friction package which reduces engine friction by a further 15% over and above our previous multi-award winning technology and sets this range apart from all others in this arena.

CFS 0w30 NT+

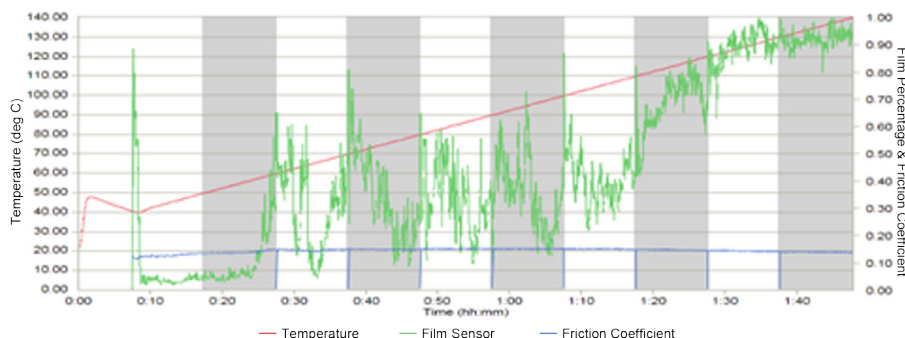
Recommended for modern competition engines where maximum power release is required and beneficial for high revving engines, a lower viscosity oil with extremely high anti wear characteristics it is specifically formulated for use in qualifying or shorter duration events



MOTORSPORT

Typical 5w40 engine oil

HFRR Temperature, Film Percentage & Friction Coefficient vs Time

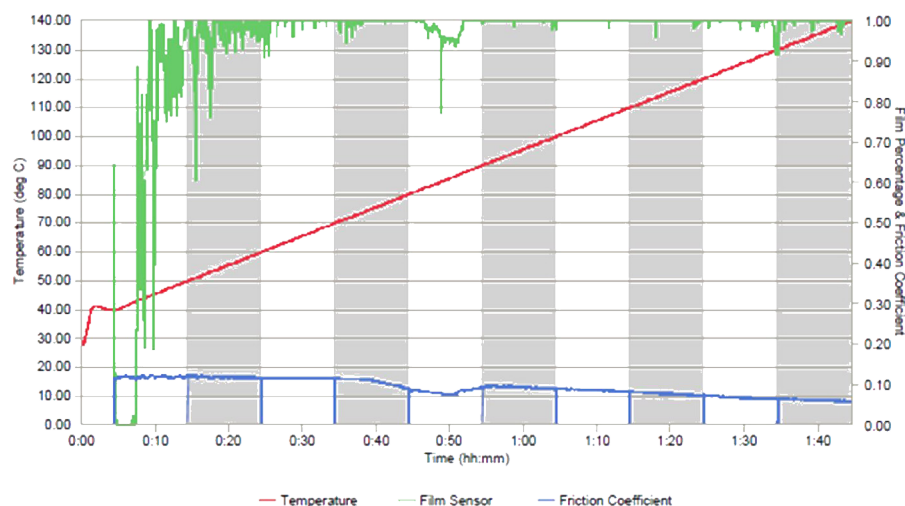


Typical 5w40 engine oil

This graph shows the film, friction and temperature levels of a typical 5w40. The blue line indicates the friction coefficient that stays at the same level throughout.

CFS 5w40 NT+ upgraded formulation

HFRR Temperature, Film Percentage & Friction Coefficient vs Time



CFS 5w40 NT+ upgraded formulation

What we can see in the results from our CFS 5w40 with new Nano Treatment is that there is a significant drop in friction levels. This means that there is less drag within the engine leading to more horsepower and a lower use of energy and fuel. The drop in friction is due to our new and unique, nano technology treatment. Where the friction drops to its lowest point, this becomes its activation point. This means the friction will not increase no matter how many times the engine is restarted.

CRX NT+ (transmission oils)

Competition grade transmission oils which are available in various viscosities and are formulated using a unique combination of improved chemistry and lower friction NANODRIVE additives to massively reduce friction vs a standard oil.

For use in manual transmissions, synchromesh, non-synchromesh, sequential gearboxes, transfer gearboxes, transaxles and hypoid differentials.

Available viscosities:

CRX 75w90 NT+, CRX 75w110 NT+, CRX 75w140 NT+,

With limited slip:

CRX LS 75w90 NT+, CRX LS 75w110 NT+, CRX LS 75w140 NT+

Suspension NT+

Our first foray into adding the unique NANODRIVE NT+ technology into a broad range of ultra low friction suspension fluids, enabling suspension characteristics to be tuned to individual requirements. They have been thoroughly tested and offer excellent bump and rebound characteristics contributing significantly to an extremely smooth suspension operation.

Available viscosities:

Suspension 2.5 NT+, Suspension 5 NT+, Suspension 7.5 NT+, Suspension 10 NT+, Suspension 15 NT+



Brake Fluids

Racing Brake Fluid 300 Plus

This product has an extremely high dry boiling point of at least 310°C. It provides exceptional resistance to vapour locking and good compressibility for improved brake feel.

Performance DOT 5.1 Brake Fluid

US FMVSS 116 DOT 5.1, DOT 4, DOT 3
SAE J 1703, J1704
ISO 4925 (Classes 3, 4 & 5.1)
A long life fluid for all types of hydraulic actuated brake and clutch systems requiring this specification. The product is highly suitable for anti-lock brake (ABS) systems.



Treatments

CVL

An effective solution for running older competition engines, and engines without knock detection and sophisticated engine management systems, on unleaded fuel. CVL lubricates valves, controls the flame front and prevents detonation. Adds up to 3 octane (30 Octane points). Each 250ml bottle treats 20 litres of fuel.

Extra Cool

This treatment modifies surface tension, thereby increasing coolant efficiency and reducing operating temperatures by up to 15°C. It prevents electrolytic corrosion of magnesium and aluminum castings. Suitable to be mixed with antifreeze. A 250ml bottle treats 10 litres of coolant.

CVL Turbo

Adds up to 4 octane (40 octane points) to base fuel. This means that up to 103 octane is available (when added to a premium brand super unleaded fuel) to those seeking outright performance. CVL Turbo is equally effective in modern engines fitted with knock sensors and catalytic converters. Each 500ml bottle treats 20 litres of fuel.



Other

CRO 10w40

A 10w40 viscosity grade mineral oil which has been carefully formulated to offer an extremely high protection level to new engine components and speed up the bedding in process. Ideally suited for test bed running.

CB40

An SAE 40 competition castor based engine oil for 4 stroke engines. Designed for use with methanol fuels or where a castor oil is the preferred choice.

Assembly Lubricant

Specifically formulated for competition engine and transmission builders, this high quality assembly lubricant contains solvent refined medium base stocks treated with high concentration of anti-wear additives. Gives any high performance engine or transmission much needed additional lubricity in the crucial "maiden voyage".



MOTORCYCLE

ZSS 2T

ZSS 2T is a high performance semi-synthetic 2-stroke engine oil. It is formulated with a blend of mineral and synthetic base oils combined with ultra modern low ash additives. These are designed to give an excellent low smoke performance.

ZFS 2T

The ZFS 2T is a fully synthetic 2-stroke motorcycle engine oil. Formulated using synthetic esters and ashless additives to give long term protection and high performance.

This oil maintains a very high film strength at high temperatures which when combined with the unique ashless additive package prevents ring sticking, piston seizure and plug fouling.

ZSS 10w40

The ZSS 10w40 is a high performance semi-synthetic 4-stroke motorcycle engine oil. It includes a combination of the highest quality performance additives in synthetic and mineral base stocks.

ZSS 10w40 enhances engine lubrication of high performance 4-stroke motorcycle, kart and scooter engines specifying a 10w40 viscosity oil. This is recommended for the majority of Japanese and European 4 stroke motorcycles.

ZSS 20w50

ZSS 20w50 is a high performance semi-synthetic engine oil for 4-stroke motorcycle engines requiring a SAE 20w50 viscosity. Based on the highest quality performance additives and shear stable viscosity improves in high quality synthetic and mineral base stocks to give long term protection and high performance characteristics.

ZFS 10w40

ZFS 10w40 is a fully synthetic 4-stroke motorcycle engine oil. Formulated with the latest additive technology for maximum performance in 4-stroke motorcycles. Includes a constant high friction profile for wet clutch performance exceeding the JASO MA2 specification.



ZFS 10w50

ZFS 10w50 is a new addition to the motorcycle range and has been especially designed for high performance motorcycles. Meets the exact standards of API SL, JASO MA and MA2.

TECHNICAL HELPDESK

Millers Oils has a reputation for the quality and technical excellence of its products and services.

Technical Support

All our products are backed by fast, accessible technical support. Our team of technical staff and engineers are on hand to provide information and expert advice as and when it's needed.



Many of the technical details and specifications relating to our products and their use with particular vehicles and equipment are held in our own extensive database, so the answers you need may be available already.

Where required, we provide support in the field, looking at the issues first-hand or taking samples for laboratory analysis. Millers Oils have its own in house dedicated analysis labs.

As we do not outsource these services, you receive the results faster and you get to deal directly with the technical staff handling your query.

Technical Advice

- Advice on the correct use of our products
- Lubrication problem solving
- Material Safety Datasheets (MSDS) and health & safety support
- Sample analysis of lubricants
- Used oil analysis and oil recommendations
- Clear guidance on technical and product specification issues

Have you found what you are looking for?

If not, please contact us on +44 (0)1484 713201 for general enquiries or +44 (0)1484 475060 for technical enquiries.

Lines open: 8.30am - 5.00pm Monday to Thursday and 8.30am - 4.00pm Friday.



MILLERS OILS

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