

FUEL-LUBRICATION RECOMMENDATIONS

The following information is offered as a guideline to make choosing the correct lubricant for your application. The following recommendations are based on Duncan Racing's over 39 years of experience in the ATV industry. They are not the only options out there, but have performed successfully in thousands of races worldwide under the toughest conditions.

FUEL:

PUMP FUEL; If you are planning to use pump gas, always use the highest octane available. 93 octane is best, but many states only offer 91 octane. **DO NOT USE 89-87 octane pump gas.**

*Try to avoid ethanol in carbureted model machines. The corrosion incurred by ethanol can cause severe damage to your carburetor and associated fuel components. If pump fuel with ethanol must be used a fuel stabilizer should be used. Mixing pump fuel 50-50 with race gas can also help combat the side effects of pump gas containing ethanol

RACE FUEL; 105-112 Octane recommended for most 2-Stroke with high performance engine and 4-Stroke engine with 10-1 to 14-1 compression.

brand/model: VP C12 or SONOCO "the Standard"

OXYGENATED RACE FUEL; Oxygenated fuels are an option for hi performance engines looking for a 3-6% power gain over regular race fuel. * *Jetting changes will be required, consult manufacture recommendations for more information*

brand/model: VP U4.4

AVIATION FUEL: Should be used with extreme caution. There are a number of different aviation fuels available. Each type can and will affect your engine in a different way. ReJetting will be required in most case.

Bottom line: AV gas is designed for engines running at low RPM's, constant RPM's running in high altitude- Maybe not the best option for your ATV.

2-STROKE PREMIX:

MAXIMA 927 is recommended for most applications. DR feels the 927 offers the absolute best lubrication available. Works best if mixed 32-1 ratio (4 oz. per gallon)

- Use only in 40 degrees or warmer
- Should not be left mixed for long periods of time (4 weeks or more)

MAXIMA Formula K2/YAMALUBE R

- Use in applications below 40 degree
- Excellent for stock engines, and fuel that will be left mixed for a prolonged period of time.

2-STROKE TRANSMISSION:

MAXIMA MTL Endurance 85w

4-STROKE ENGINE OIL:

MAXIMA Premium 4 10w40

4-STROKE TRANSMISSION:

*Most 4-stroke share the same oil for both the transmission and the engine. MAXIMA Premium 4 10w40 is recommended for these types of engines. For 4-stroke engines with separate transmission cavities like Honda TRX 450 and CRF 450 engines DR also recommends using MAXIMA Premium 4 10w40

COOLANT:

MAXIMA COOLANOL: Best option for most 2 & 4 Stroke stock or modified engines. Comes premixed and is suited for aluminum engines and aluminum radiators.

EVANS COOLANT: Recommended for severe applications; engines using excessive compression, Extreme endurance races, Baja 1000, Dakar Rally etc.

AIR FILTER:

FOAM FILTER: MAXIMA FFT absolute BEST option for maximum protection on Foam filters

PAPER FILTERS: For Genuine K&N air filters we recommend using Genuine K&N Filter Spray (aerosol)

- Use a Multi-Purpose/Water Proof Lithium type grease to seal press-on filters to air box. Maxima Water Proof Grease is an excellent choice.
Do not use grease on flange mount style filters, grease will make filter and clamp too slippery and filter can/will slip off air box spigot.

CHAIN LUBE:

Maxima Synthetic Chain Lube and Chain Wax are excellent options for lubricating your chain.

Fuel Quality Recommendations;

2-Stroke		
Stock Engines	Stock Compression	91-93 Octane Minimum/50-50 pump and race gas is better option
Modified Engines	Higher Compression than stock	105-112 Octane Race Gas

4-Stroke		
	10-1 Compression or less	91-93 Octane
	11-1 Compression	50 % Race Fuel – 50% Pump Fuel
	12-1 and higher Compression	105-112 Octane Race Gas