



# Technical Data Sheet

## AeroShell Oil Sport Plus 4

AeroShell Oil Sport Plus 4 is the first oil specifically developed for light sport aviation piston engines such as the ROTAX® 912 & 914 series. A mixture of low cylinder head temperature (compared to air cooled engines), low oil consumption and the engine internals requires a blend of high quality hydrocarbon base stocks, incorporating synthetic technology which allows full performance with different fuel types. This oil can be used in all climates.

### Typical Physical Characteristics

		<b>10W - 40</b>	
<b>SAE Viscosity grade</b>		10W - 40	
<b>Kinematic Viscosity</b>		ASTM D 445	
at 40°C	mm <sup>2</sup> /s		94.2
at 100°C	mm <sup>2</sup> /s		14.46
<b>Viscosity Index</b>		ISO 2909	159
<b>Density at 15°C</b>	kg/m <sup>3</sup>	ASTM D 4052	871
<b>Flash Point COC</b>	°C	ISO 2592	228
<b>Pour Point</b>	°C	ISO 3016	-33

### Specifications

Meets or exceeds highest international specifications:

- API SL
- JASO MA
- VW 502 00

Fully approved – all ROTAX® 912 & 914 series engines, ROTAX® Service Instruction SI-912-016/SI-914-019 'Selection of suitable operating fluids for ROTAX® engine type 912 & 914 (series).

Please consult Operating Handbook/Manual to confirm the correct lubricant specification before use.

## Applications

AeroShell Oil Sport Plus 4 is intended for use in four-stroke aircraft piston engines which are of an original automotive design and therefore cannot use traditional Ashless Dispersant aircraft engine oil types. These engines include carburettor, fuel-injected and turbocharged types such as the ROTAX ® 912 & 914 series.

AeroShell Sport Plus 4 is to be used in integrated gearbox and wet clutch systems.

AeroShell Oil Sport Plus 4 can be used in engines which operate on both unleaded and Avgas 100LL. Correct type of additives and good solvent properties allow the oil to handle lead by-products, which can form a semi solid sludge in the oil, which in turn, can restrict oil passages and compromise lubrication. AeroShell Oil Sport Plus 4 is superior in this respect to those oil types designed for automotive/motorcycle application.

Please refer to Operators Handbook/Manual for the correct oil drain interval when operating on different fuels.

## Features and Benefits

First specific oil for Light Sport and Very Light/Ultra light aircraft engines

Promotes engine cleanliness

Helps keep engines sludge and varnish free

Helps reduce oil consumption

Helps engines reach TBO (Time Between Overhaul)

Protects highly stressed engines parts against scuffing and wear

Anti-foaming additives to maximise lubrication effectiveness – especially for those engines operating an integrated gearbox

Better cold flow characteristics for easier starts and quicker protection

High thermal stability for longer-lasting and safer lubrication

Can be used in any climate

Advanced anti-rust and anti-wear package

**Do not use AeroShell Oil Sport Plus 4 in engines that are designed to use Ashless Dispersant aviation piston engines oils such as AeroShell W oils. This includes air-cooled Teledyne Continental Motors, Textron Lycoming and Jabiru engines.**