



FUEL SPECIFICATIONS SHEET

ELF LM[®]S

4 STROKE ATMOSPHERIC or SUPERCHARGED ENGINES

UNLEADED

		Typical figures	FIA/ FIM Regul.
DENSITY	Kg/l at 15°C	0.765	0.725 to 0.775
REID VAPOUR PRESSURE	bar at 37,8°C	0.480	maxi 0.900
RON		101.2	mini 95 / maxi 102
MON		89.4	mini 85 / maxi 90
DISTILLATION (°C)	30 %	82	
	50 %	101	
	90 %	134	
	95 %	158	
	FBP	173	maxi 215°C
	% vol. at 70°C	20	15 to 47 %
	% vol. at 100°C	50	46 to 70 %
OXYGEN %	% m/m	2.5	2.7 % max
LEAD CONTENT	g/litre	<0.001	0.005 g/l max
SULPHUR	% m/m	<0.001	0.015 % maxi
BENZENE	% vol.	<0.05	1 % maxi

APPLICATIONS

- Complies with the FIA and FIM 2001 regulations.
- Especially blended for 4-stroke racing engines running at high rpm.
- Thanks to its original blend and its quite high octane ratings, **ELF LM[®]S can be used in a wide range of applications including both natural aspirated (atmospheric) and turbo-charged engines.**
- Typical applications : 24H LE MANS (from which the name of this fuel is coming thanks to the allowance of Le Mans Organisation : used for both 24H endurance races of cars and motorbikes), GT, F3, ... Rallies.
- It is to be mentioned that this fuel is considering the environmental purposes as a major concern and have especially extremely low contents of sulphur and benzene.

RECOMMENDATIONS

- Air/Fuel ratio needs to be re-tuned according to the relatively high density of **ELF LM[®]S** compared to the average value of commercial fuels. As a consequence it is generally necessary to reduce gasoline flows for optimum results (usually best equivalent air/fuel ratios are in the range of 1.10 to 1.15 for atmospheric engines and around 1.20 for supercharged engines). Ignition setting should also be re-tuned in order to reach optimum performances.
- In order to maintain the original properties, and according to Health and Safety regulations of commercial fuels, this gasoline shall be handled and stored in a cool place and always maintained in tightly shut drums.