



ELF TURBO BOOST

“Leaded racing fuel for turbo-charged 4-stroke engine”



Using pure bases, our formulas guarantee naturally stable, long-lasting properties, consistent from one production batch to another. This search for constant and optimum quality gives you first class performance and easy settings adjustments.

Use

- **ELF TURBO BOOST** is a leaded fuel for turbo-charged 4-stroke engines, designed to extract the maximum power from engines with a high compression ratio.
- **ELF TURBO BOOST** has optimum anti-knocking compared to other competition fuels.
- **ELF TURBO BOOST** contains an additive package that provides continuous engine cleanliness; hence the engine works permanently at its best.
- **ELF TURBO BOOST** gets maximum power from turbo-charged engines without losing mechanical reliability.
- Particularly suited for turbo-charged 4-stroke engines used in:
 - Group A & Group N
 - WRC & Rallycross
 - Acceleration
 - Hill climbing races

Characteristics

		Typical data
OCTANE NUMBER	RON	>115
	MON	>100
DENSITY	kg/l at 15°C	0.798
OXYGEN	% m/m	NIL
VAPOUR PRESSURE	Bar at 37.8°C	0.250
LEAD	g/liter	0.5





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Properties

Fuel characteristics	→	Technical gains	→	Engine benefits
Octane number particularly high	→	Exceptional resistance to knocking for engine with very high compression ratio and with strong supercharger pressure	→	More power without altering reliability
10 times more lead content than traditional leaded fuel	→	Perfect lubrication of valve seats	→	Impeccable reliability under severe conditions
Additivation	→	Maintains cleanliness of piston heads and combustion chamber	→	No loss of engine performance over time

Recommendation

- **ELF TURBO BOOST** provides significant gains in power and reliability, with no fine-tuning.
- To get the full benefit of this product, the engine mapping must be optimised (Air/Fuel ratio, ignition sequence).
- **ELF TURBO BOOST** is outside sports regulations and is incompatible with most public driving regulations.
- For specific use with turbo-charged engines, ELF also proposes the unleaded fuels **ELF TURBO EVO**, complying with FIA Annex J regulations and the **ELF PERFO 100**, **ELF PERFO 105** and **ELF PERFO MAX** (all out of FIA Annex J regulations).

Storage

To preserve its original properties and comply with the Health and Safety rules pertaining to fuels, **ELF TURBO BOOST** must be handled and stored away from sunlight and bad weather and properly resealed in its drum after each use, to avoid loss of the lightest particles.



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Glossary

RON & MON: The RON & MON characterize the resistance to knocking (see definition) of a fuel used in a spark-ignition engine. The RON is representative of the functioning of an engine running in cold and low speed conditions, while the MON is representative of an engine running in warm and high speed conditions.

For competition use, the MON is commonly used to describe a fuel's anti-knock capacity.

Higher octane levels give the fuel greater capacity to allow the engine to function under severe conditions that raise speeds (high rotation speed, high compression ratio).

LEAD CONTENT: Generally given in mg/liter, this value describes the amount of lead (usually in the form of tetraethyl lead) added to the fuel, to increase the octane indexes (RON & MON). Tetraethyl lead also has lubricating properties that increase the mechanical resistance of valve seats.

Since lead is a poison for catalytic converters, leaded petrol is actually reserved for very specific uses, like competition racing (where local law permits)

KNOCKING: Is the result of non controlled fuel combustion in the engine. Sometimes revealed by a characteristic 'pinking' noise, these detonation phenomena often damage the engine. There are two ways to prevent knocking: tuning the ignition timing and/or using a fuel with better anti-knocking characteristics (RON/MON and combustion speed).