



MILLERS OILS

Advanced Lubricants, Oils and Fuel Additives

AUTOMOTIVE

- IMPROVED FUEL ECONOMY
- LOWER EMISSIONS
- REDUCED MAINTENANCE COSTS
- LONGER ENGINE LIFE



DRIVEN BY INNOVATION

**DRIVING TODAY TAKES
MANY DIFFERENT FORMS.
THE DEMANDS PLACED ON
ENGINES VARY WIDELY WHICH
MEANS THAT NOT ALL ENGINE
OILS SHOULD PERFORM THE
SAME WAY. WE UNDERSTAND.**

We've responded with a comprehensive range of engine oils, transmission oils and fuel treatments designed specifically to deliver outstanding performance and protection wherever they are applied.

It's a unique approach and it's already transforming the driving experience. With our extensive range of high quality lubricants, a growing number of drivers now trust Millers Oils to provide improved fuel economy, lower emissions, reduced maintenance costs and longer engine life.

WHICH OIL?

Please consult your user manual for the correct oil specification for your engine.

Alternatively use the **Which Oil** guide on our website **millersoils.co.uk**

All Millers Oils retail stockists and partners will advise you on the correct oil for your vehicle.



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PREMIUM ENGINE OILS

FORMULATED TO MEET AND EXCEED THE MOST STRINGENT REQUIREMENTS OF CAR MANUFACTURERS, THE HIGH QUALITY OF THESE OILS MINIMISES ENGINE WEAR WHILE THE OIL VISCOSITY IS MAINTAINED AND DRAIN INTERVALS ARE EXTENDED. RECOMMENDED FOR ALL MODERN CARS, ESPECIALLY THOSE FITTED WITH THE LATEST EMISSIONS CONTROL EQUIPMENT.

LONG LIVE THE ENGINE

Designed to give high performance, long term engine protections, clean running engines, good fuel economy, reliability and longer engine life- our aim in to make cars run better for longer.

AVAILABLE IN:

1L, 5L, 25L, 205L AND BULK



XF LONGLIFE

C1 5w30



**FULLY SYNTHETIC
ACEA C1**

Mazda (DIESEL + DPF),
Mitsubishi (DIESEL + DPF)
Ford M2C 934-B
Jaguar Land Rover
STJLR 03.5005 (approval)

XF LONGLIFE

C3 5w30



**FULLY SYNTHETIC
ACEA C3**

API SN, CF
BMW Longlife 04 (approval)
Mercedes-Benz
MB-Approval 229.51
GM dexos 2
VW 502 00 / 505 01

XF LONGLIFE

C2 5w30



**FULLY SYNTHETIC
ACEA C2**

API SN, CF
PSA B71 2290
Fiat 9.55535-S1

XF LONGLIFE

C4 5w30



**FULLY SYNTHETIC
ACEA C4**

Mercedes-Benz 226.51
Renault RN0720
(DIESEL + DPF)
Also for Suzuki and Nissan
Models requiring a C4
specification

PREMIUM ENGINE OILS

XF LONGLIFE ECO

5w30



FULLY SYNTHETIC

ACEA A5/B5

API SL, CF

Ford M2C 913-D, M2C 913-C,

M2C 913-B

Renault RN0700

STJLR 03.5003

XF LONGLIFE EB

5w20



FULLY SYNTHETIC

ACEA A1/B1

API SN, CF

Ford WSS M2C 948-B

XF LONGLIFE

5w30



FULLY SYNTHETIC

ACEA C3

VW 504 00, 507 00 (approval)

BMW Longlife 04

Mercedes-Benz 229.51

Porsche C30

XF LONGLIFE

5w40



FULLY SYNTHETIC

ACEA C3

API SN, CF

Mercedes-Benz 229.31, 229.51

VW 502 00, 505 01, Pumpe Düse

Ford M2C 917-A

BMW Longlife 04

GM dexos 2

Porsche A40 (approval)

AVAILABLE IN:

1L, 5L, 25L, 205L AND BULK



XF LONGLIFE

0w40



FULLY SYNTHETIC

ACEA A3/B4

API SN, CF

Mercedes-Benz 229.3, 229.5

VW 502 00, 505 00

BMW Longlife 01

Porsche A40

Renault RN0700, RN0710

XF LONGLIFE

5w50



FULLY SYNTHETIC

ACEA C3

API SN, CF

Mercedes-Benz 229.51

Meets the requirements of

Porsche A40

Original Ford Cosworth

viscosity requirement.

XF LONGLIFE

0w30



FULLY SYNTHETIC

ACEA A5/B5

API SL,CF

Volvo

Dacia

Honda

Mazda

Mitsubishi

and certain Renault models

XFE

10w40



SEMI SYNTHETIC

ACEA A3/B4

API SL/CF

Mercedes-Benz 229.1

PSA B71 2294

Renault RN0700

VW 502 00, 505 00

PREMIUM ENGINE OILS ENERGY EFFICIENT

OUR NANODRIVE FORMULATIONS HAVE BEEN BUILT ON THE DEVELOPMENT OF OUR AWARD WINNING, NANO TECHNOLOGY MOTORSPORT ENGINE AND GEAR OILS.

We have transferred technology from the world of motorsport to the cars that we all drive, every day.

We are able to dramatically reduce friction through the use of spherical nanoparticle structures in the oil formulations. These act to fill the rougher surfaces of metallic

components by forming a 'tribofilm', making the surface ultra smooth.

The formulations reduce friction and continue to function even in stop-start driving conditions - reducing engine component wear, fuel consumption and maintenance costs.



**ENERGY EFFICIENT
EE SEMI SYNTHETIC**

10w40



**SEMI SYNTHETIC
ACEA A3/B3, A3/B4
API SL, CF**

Mercedes-Benz 229.1

VW 502 00, 505 00

Renault RN0700

MTF-94

AVAILABLE IN:

1L, 5L, 25L, 205L



PREMIUM - ENERGY EFFICIENT ENGINE OILS

AVAILABLE IN: 1L, 5L, 25L, 205L

ENERGY EFFICIENT EE LONGLIFE

5w40



FULLY SYNTHETIC

ACEA C3

API SN, CF

Mercedes-Benz 229.51, 229.31

VW 502 00, 505 01

Pumpe Düse

Ford M2C 917-A

BMW Longlife 04

Porsche A40

GM dexos 2

ENERGY EFFICIENT EE LONGLIFE

5w30



FULLY SYNTHETIC

ACEA C3

VW 504 00, 507 00

BMW Longlife-04

Mercedes-Benz 229.51

Porsche C30

ENERGY EFFICIENT EE LONGLIFE ECO

5w30



FULLY SYNTHETIC

ACEA A5/B5

API SL, CF

Ford M2C 913-D, M2C 913-C,

M2C 913-B

Renault RN0700

STJLR 03.5003

ENERGY EFFICIENT EE LONGLIFE

C3 5w30



FULLY SYNTHETIC

ACEA C3

API SN, CF

BMW Longlife 04

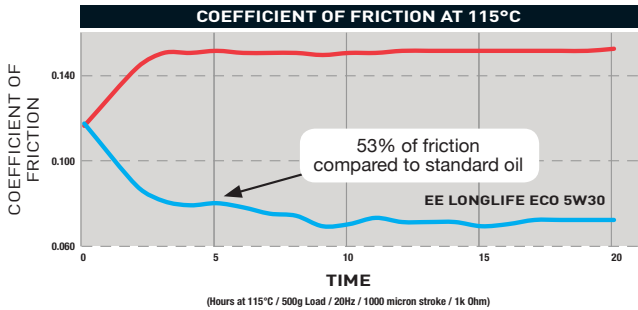
Mercedes-Benz 229.51

GM dexos 2

VW 502 00, 505 01

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.

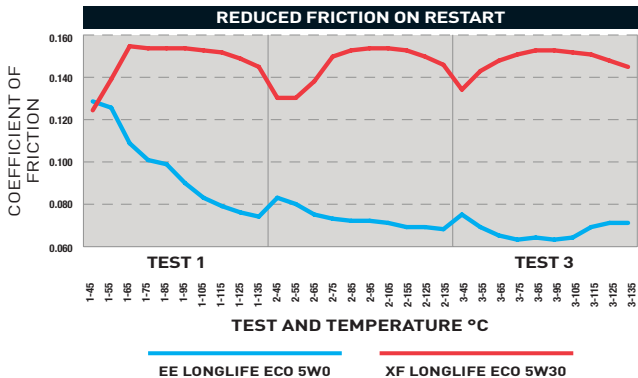
NANODRIVE technology has overcome this problem and allows a lower coefficient of friction to be achieved, without changing the viscosity of the oil, at the same time maintaining an adequate oil film thickness that minimises wear. This also reduces running costs, as a result of less energy being used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



TRIDENT ENGINE OILS

AVAILABLE IN:

1L, 5L, 25L, 205L AND BULK

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.

TRIDENT LONGLIFE 5w30



**FULLY SYNTHETIC
ACEA C3
API SN, CF
BMW Longlife 04
Mercedes-Benz 229.51
PSA B71 2290
GM dexos 2
VW 502 00, 505 01**

Suitable for use where ACEA C2 performance levels (except fuel economy benefits) are required and where VW 504 00, 507 00 is specified. Also meets the requirements of Porsche C30 and many other manufacturers, including Fiat, Alfa Romeo, Chevrolet, Honda, Hyundai, Kia, Lexus, Toyota and Nissan.

TRIDENT LONGLIFE 5w40



**FULLY SYNTHETIC
ACEA C3
API SN, CF
Mercedes-Benz 229.31, 229.51
VW 502 00, 50501 Pumpe Düse
Ford M2C917-A
BMW Longlife 04
Porsche A40
GM dexos 2**

TRIDENT 10w40



**SEMI SYNTHETIC
ACEA A3/B3, A3/B4
API SL, CF
Mercedes-Benz 229.1
VW 502 00, 505 00
Renault RN0700
MTF-94**



TRIDENT

5w30



SEMI SYNTHETIC
ACEA A3/B3, A3/B4
API SL, CF

Mercedes-Benz 229.1
 Suitable for engines requiring a
 5w30 grade oil, including Ford
 and many Japanese models.

TRIDENT

5w40



FULLY SYNTHETIC
ACEA A3/B3, A3/B4
API SL, CF

Mercedes-Benz 229.1
 MB 229.5
 BMW Longlife 01
 Porsche A40
 Renault RN0710
 VW 502 00,505 00

TRIDENT

20w50



MINERAL
ACEA A3/B3
API SL,CF

Meets the requirements of CNG,
 LPG, petrol and diesel engines.

TRIDENT

15w40



MINERAL
ACEA
A3/B3, A3/B4
API SL, CF

Mercedes-Benz 229.1

PREMIUM - MANUAL TRANSMISSION OILS



TRX SYNTH

75w90

FULLY SYNTHETIC API GL4, GL5

An advanced, fully synthetic transmission oil offering low friction and reduced drag in manual gearboxes and rear axles. Providing increased performance and improved fuel economy, smoother gear changes and the highest level of mechanical protection.



TRX SYNTH

75w80 GL5

FULLY SYNTHETIC API GL4, GL5

A fully synthetic transmission oil for use where a 75w80 synthetic oil is required and specified by OEMs including BMW, Chrysler, Fiat, Ford, Honda, Mercedes-Benz, Nissan, Renault, VAG Group, Vauxhall / Opel, Volvo.

EP 80w90

GL4

MINERAL API GL4 MIL-L-2105

A high quality mineral oil formulation suitable for many synchromesh and constant mesh gearboxes, which require this type of specification. For use in most traditional car and light commercial vehicle gearboxes where a GL4 transmission oil is specified.

TRX

75w90

SEMI SYNTHETIC API GL4, GL5

A semi synthetic oil formulation providing smoother gear changes and long-life mechanical protection in both manual gearboxes and final drives.



PREMIUM - AUTOMATIC TRANSMISSION OILS

FOR GEARBOXES AND FINAL DRIVES



MILLERMATIC ATF UN

GM Dexron IID
FORD M2C 138CJ, M2C 166H
Mercedes-Benz 236.1 236.5,
236.6, 236.7

A high quality automatic transmission and power steering fluid providing high levels of mechanical protection.



MILLERMATIC ATF D-VI

GM Dexron VI, IIIG & H, IID
Also suitable for certain
models of:
BMW, Alfa Romeo, Fiat,
Nissan, Honda.

A premium synthetic based fluid of lower viscosity than Dexron III to provide improved fuel economy for GM automatic transmissions from 2006 onwards.

MILLERMATIC ATF DM

GM Dexron IIIH
Ford Mercon
Mercedes-Benz 236.9, 236.10
ZF TE ML ZF 02F, 04D, 03D,
09, 11B, 14B
Allison C4 TES 389

A premium synthetic based fluid exceeding the requirements of Dexron IIIH and Ford Mercon specifications. Excellent high temperature stability over extended drain periods, offering easier gear shifting even at low temperatures.

MILLERMATIC ATF MB

Mercedes-Benz 236.14,
236.12

A premium synthetic based fluid for use in Mercedes-Benz 4, 5 & 7 speed automatic transmissions.



MILLERMATIC ATF DCT -DSG

VAG

Porsche PDK

BMW Getrag DCT

MB 7 speed A & B class

PSA DCT

Fiat

Volvo

FFL2, FFL3, FFL4

A premium synthetic based fluid for the new wet clutch application. Dual clutch transmissions. Covers wet clutch applications using FFL2, FFL3 AND FFL4 fluid. Ensures efficient transmission shift and virtually slip-free operation.

MILLERMATIC ATF SP III-WS

Mitsubishi SP II, SP III

Hyundai and Kia Rebrands of Mitsubishi Fluids

Toyota T-III, T-IV, WS

Honda ATF Z1

Nissan MATIC-D, MATIC-J

JASO M315 1A

Subaru Special ATF

GM Dexron III

Ford Mercon

Mopar +3, Mopar +4

A premium synthetic based fluid suitable where long service intervals are required. Formulated to meet the latest Japanese and Korean manufacturer requirements.

MILLERMATIC ATF CVT

Audi/VW TL 52180, G 052 180

GM/Saturn DEX CVT

Hyundai CVTF

Mitsubishi CVT-J1/SP-III

Suzuki TC/NS-2/CVT

A premium synthetic high performance push belt CVT fluid suitable for vehicles with 2.0 Ltr or smaller engines.



PREMIUM - ENERGY EFFICIENT **TRANSMISSION OIL**

MILLERS OILS AWARD WINNING NANO TECHNOLOGY MOTORSPORT GEAR OILS ARE USED IN COMPETITION ACROSS THE WORLD TO REDUCE WEAR IN RACING GEARBOXES. WE HAVE TRANSFERRED THIS TECHNOLOGY TO GEARBOX OIL FOR MODERN ROAD CARS.

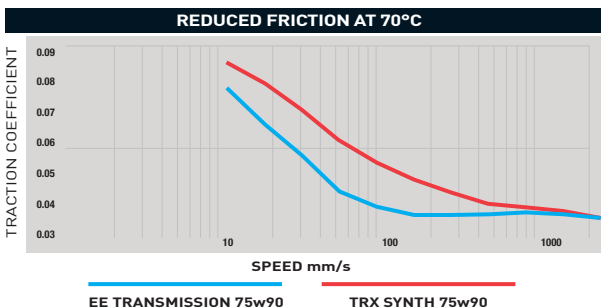
- LESS ENERGY IS LOST WITHIN THE GEARBOX, MAKING THE DRIVETRAIN MORE FUEL EFFICIENT
- WEAR ON COMPONENTS IS REDUCED, MAKING THE DRIVETRAIN COMPONENTS LAST LONGER AND IMPROVING RELIABILITY

NANO DRIVE



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 piston and requires a different 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.



EE TRANSMISSION

75w90

FULLY SYNTHETIC

API GL4, GL5

ZF: TE-ML 02B, TE-ML 05B

A fully synthetic transmission oil providing maximum protection and fuel economy.

For use in car and light van manual gearboxes and axles where ultimate performance gear oil is required.



PREMIUM FUEL TREATMENTS

ADD ECOMAX TO YOUR FUEL TANK TO GAIN MORE POWER AND IMPROVE FUEL EFFICIENCY OR OUR DPF CLEANER AND REGENERATOR TO REDUCE EMISSIONS AND RESTORE ENGINE POWER.

ECOMAX

- **IMPROVED FUEL ECONOMY**
Up to 7% increase.
 - **REAL POWER INCREASES**
Ensuring optimum performance.
 - **CLEANS INJECTORS**
Ensuring optimum performance.
 - **REDUCES EMISSIONS**
Proven reductions in soot, carbon and NOx.
 - **COST EFFECTIVE**
Low treatment rate.
 - **EASY TO USE**
One Shot 250ml dose.
Patented **UNI-POUR**
500ml bottle.
- 



ECOMAX 500ML MULTI-DOSE

(DIESEL OR PETROL)

Each great value 500ml pack gives you enough to treat ten 50-litre tanks.

The low treatment rate makes this a very cost effective solution.

PETROL: Adds up to 2 Octane numbers.

DIESEL: Adds up to 4 Cetane numbers.



ECOMAX 250ML ONE SHOT

(DIESEL OR PETROL)

A 'one shot' boost, single dose, extra strength version. 1 bottle treats 60 litres.

Ideal for use as a pre-MOT clean up and for use when servicing.

PETROL: Adds up to 3 Octane numbers.

DIESEL: Adds up to 5 Cetane numbers.

DPF CLEANER & REGENERATOR



DIESEL PARTICULATE FILTER CLEANER AND REGENERATOR 250ML

A one shot diesel additive designed to clean Diesel Particulate Filters (DPFs) reducing the regeneration temperature required to allow the trapped soot particles to be burnt off. Ensures a cleaner more efficient DPF by adding to the fuel tank prior to refueling. One 250ml bottle treats 60 litres of fuel as a preventative measure, approximately every 2,000miles (3,000kms). Can be used more frequently if DPF blocking is a regular problem.

PREMIUM - OTHER PRODUCTS

ENGINE TREATMENTS



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.

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.

OTHER PRODUCTS

LHM PLUS

PSA B71 2710

FORD ESN M6C 59A,
ISO 7308

A green mineral based fluid primarily developed to meet Citroen requirements. Compatible with LHM and mineral hydraulic fluids which meet older Citroen specifications. Incompatible with synthetic fluid including DOT 3, DOT 4, DOT 5 brake fluids and former Citroen fluids of LHS type.

UNIVERSAL BRAKE FLUID DOT 4

SAE J 1703, FMVSS 116
DOT 4

A high boiling point brake fluid for all braking systems where a non-mineral fluids required. Suitable for use in ABS systems.

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. Highly suitable for anti-lock brake (ABS) systems.

ALL SEASONS SCREENWASH

Ready for use or dilutable with water for cleaning vehicle windscreens. Provides protection down to -26°C when neat. Bio-degradable. Citrus fresh fragrance.

PREMIUM MOTORCYCLE OILS



A range of high performance motorcycle oils formulated to cope with the high revving nature and higher operating temperatures experienced with motorcycle engines.

ZFS 10w40

4-STROKE

API SL

EXCEEDS JASO MA2

A very high performance fully synthetic 4-stroke motorcycle engine oil. Formulated with 100% synthetic base fluids and the very latest additive technology for maximum performance for 4-stroke motorcycles.



ZSS 10w40

4-STROKE

API SG/SH/SJ

JASO MA/MA2

A high performance semi synthetic 4-stroke motorcycle engine oil. Contains a combination of the highest quality performance additives in both synthetic and mineral base stocks.

ZFS 2T

2-STROKE

API TC

**JASO FD, ISO-L-EGD,
Husqvarna HVA 346, HVA 372
Rotax 253**

A fully synthetic ester technology two-stroke engine. Formulated with synthetic esters and ashless technology additives to provide long term protection and high performance.

ZSS 20w50

4-STROKE

API SG/SH/SJ

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 improvers in synthetic and mineral oils.

ZSS 2T

2-STROKE

**API TC JASO FD, ISO-L-EGD,
TISI low smoke**

A high performance, semi synthetic, 2-stroke engine oil. Formulated with a blend of both mineral and synthetic base oils combined with modern low ash additives. Designed to give excellent low smoke performance.

THE SPIRIT OF COMPETITION

THE RACETRACK AND RALLY PROVIDES THE ULTIMATE PROVING GROUND FOR HIGH PERFORMANCE PRODUCTS – AND IT'S HERE THAT MILLERS OILS HAS BUILT A STRONG REPUTATION.

NANO DRIVE



CVL TURBO

OCTANE BOOSTER FOR ULTIMATE PERFORMANCE

Adds up to 4 octane numbers (40 octane points) to base fuel. This means that up to 103 octane is available (when added to a premium 99 octane brand super unleaded fuel) for those seeking outright performance improvements.

CVL Turbo is suitable for all engines and use in vehicles equipped with catalytic converters.

CVL

COMPETITION VALVE LUBRICANT

CVL remains the most effective solution for running older competition engines (along with engines without knock detection and sophisticated engine management systems) using unleaded fuel. CVL lubricates valves, controls the flame front and prevents detonation.



AVAILABLE IN:
1L, 5L, 25L, 205L



CFS 5w40 NT

**FULLY SYNTHETIC
TRIPLE ESTER FORMULATION**

Suitable for fast road, race, rally, sprints and hill climbs. Ideal for engines with hydraulic tappets such as Ford Zetec. Uses NANODRIVE low friction technology.

CFS 10w40

**FULLY SYNTHETIC
TRIPLE ESTER FORMULATION**

Suitable for smaller capacity engines and turbocharged engines for fast road and track days. An alternative where the manufacturer specifies a 5w40.



CFS 10w50 NT

**FULLY SYNTHETIC
TRIPLE ESTER FORMULATION**

For race and rally engines, and high performance vehicles with or without turbochargers. An alternative where the manufacturer specifies a 10w40. Uses NANODRIVE low friction technology.

CSS 20w60

**SEMI SYNTHETIC
ENGINE OIL**

Semi synthetic engine oil specially designed for competition engines. Ideal for older engines such as Aston Martin, Jaguar, MG, Triumph and Austin Healey.

CFS 10w60 NT

**FULLY SYNTHETIC
TRIPLE ESTER FORMULATION**

For larger engines, with or without turbochargers, where subject to severe and high stress conditions. Uses NANODRIVE low friction technology.

CRX 75w90 NT

**FULLY SYNTHETIC
TRANSMISSION OIL**

Lightweight oil for synchromesh gearboxes and transaxles. Incorporates Nanotechnology additives to reduce friction and increase gear life.

DRIVING CLASSICS INTO THE FUTURE

MILLERS OILS IS ONE OF THE FEW COMPANIES TO OFFER A RANGE OF ENGINE OILS, TRANSMISSION OILS AND FUEL TREATMENTS DEVELOPED SPECIFICALLY FOR THE OWNERS OF CLASSIC CARS, MOTORCYCLES AND COMMERCIALS.



Millers Oils Classic range has been specifically developed to protect and enhance the engines of veteran, vintage and classic vehicles providing maximum protection and actively prolonging the life and performance of treasured vehicles.

FUEL ADDITIVES

Endorsed by the FBHVC, our range of Classic fuel additives are designed to cater for the differing needs of drivers of older cars.

VSPe Power Plus provides a “three in one treatment” from a single bottle, for cars needing lead replacement as well as ethanol protection and a boost to the octane rating of the fuel in use.





CLASSIC HIGH PERFORMANCE

20w50 NT

Fully synthetic, high performance, low friction, engine oil for classic high performance vehicles where this performance level is required. Part of the Millers Oils NANODRIVE Low Friction Technology range. Formulated to provide a higher level of protection for classic cars. Reduced friction leads to both power and torque gains, improved fuel economy and a reduction in wear and heat generation.

CLASSIC SPORT 20w50

Semi synthetic, high quality engine oil formulated for discerning owners of primarily pre-1980 high performance classic engines. The synthetic content provides superior cold flow characteristics, lower volatility, higher resistance to oxidation, higher film strength and a higher temperature capability than mineral oils. Formulated to the maximum viscosity for SAE 50.

CLASSIC

20w50

Performance mineral engine oil for classic petrol and diesel engines of primarily pre-1980 vehicles. The modern technology ensures an oil which will meet 'period' performance requirements along with up-to-date additive technology.

CLASSIC MINI OIL

20w50

Formulated for engines from 1960 onwards where engine and transmission share a common lubricant. Ideal for classic Minis and bikes where the clutch runs in engine oil. The additive package protects ball, roller and needle bearings found in the gearbox and provides extreme pressure (EP) protection levels higher than conventional engine oil equal to API GL4 for gearboxes.

CLASSIC PRESERVATION OIL

A dual purpose 20w50 preservation oil for storage and limited running of petrol or diesel engines. Primarily for engines, but can be used for transmissions requiring this grade and specification.





MILLERS OILS

**FOR TECHNICAL SUPPORT, DATA SHEETS AND TO
FIND YOUR NEAREST MILLERS OILS STOCKIST
VISIT OUR WEBSITE: MILLERSOILS.CO.UK**



MillersOilsLtd



THE QUEEN'S AWARDS
FOR ENTERPRISE:
INTERNATIONAL TRADE
2012

Millers Oils Ltd

Brighouse, West Yorkshire HD6 3DP UK

Tel: +44[0]1484 713201 Visit: millersoils.co.uk

All products and information are reflective of the latest specifications at the time of going to print. The company reserves the right to change formulations and specifications without prior notice.

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