

# Rektol Classic Product Line



Engine Oils	SAE	API	Epoch*	Application
<b>Rektol Running-In Oil</b>	30	SA/SB	universal	Rektol Running-In Oil, formulated for use during the running in period for re-built or overhauled engines, especially recommended for the first 400–600 km. It successfully prevents “bore polishing” and simplifies the running in process of the piston and piston rings. After this procedure, the oil should be replaced with an appropriate Rektol Classic Engine Oil. It is adjusted to modern fuel qualities.
<b>Rektol Regular</b>	10 20 30 40 50 20W-50	SA <b>Historical Designations:</b> API ML-Service	1900–1950	Unblended engine oils with oxidation inhibitors (reduces oil ageing) and pour point improver (improves flow rating in the cold). Especially suitable for old engines from the pre-war period, where sludge must settle in the oil sump, because no oil filter exists. This oil does not contain any additives, which can remove the sludge or deposits and keep them in suspension.
<b>Rektol SB</b>	10 20W-20 30 40 50	SB/CA/CB <b>Historical Designations:</b> API MM-Service; API DG-Service (MIL-L-2104-A); Premium Oil; HD-Oil	1930–1960	Blended monograde oils fortified with cleaning additives. It is suitable for classic petrol and diesel engines with oil filter, especially for engines of the pre- and post-war period. In special cases this oil is also suitable for completely overhauled engines without oil filter. It is adjusted to modern fuel qualities and increased wear protection.
<b>Rektol SC</b>	10W-30 20W-40 20W-50	SC/CC <b>Historical Designations:</b> API MS-Service (M2C-101-A/B; 6041-M); API DM-Service (MIL-L-2104-B;-46152-A/B); HD-Oil	1960–1970	Mineral-based multigrade engine oils for medium loads. It is suitable for petrol and diesel engines, which were particularly developed for multigrade oils of their time. Also suitable for use in many heavy duty diesel engines under medium pressures. It is adjusted to modern fuel qualities and increased wear protection.
<b>Rektol SE</b>	10W-30 15W-40 20W-50	SE/CC <b>Historical Designations:</b> API MS-Service (M2C-101-C, -9001-AA; 6036-M); API DM-Service (MIL-L-2104-C, -46152-A/B); CCMC G1/D1	1970–1980	Mineral-based multigrade engine oils with classical additive technology for high performance demands (for example frequent stop and go traffic). Also suitable for use in many heavy duty diesel engines under medium pressures. It is adjusted to modern fuel qualities and increased wear protection.
<b>Rektol SF</b>	15W-40 20W-50	SF/CD <b>Historical Designations:</b> MIL-L-2104-C/D/E, -46152-C, -45199-B; M2C-153-B/D; SSM-2C-9011A; 6048-M, 6049-M; CCMC G2/D2	1975–1985	Premium turbo multigrade engine oils, formulated for use in many heavy duty petrol and diesel engines. Suitable for difficult operating conditions and highly turbocharged engines. It is adjusted to modern fuel qualities and increased wear protection.



\* Main time of developing and manufacturing in the enterprise Rektol, Pohlmann

## Engine Oils

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<b>Rektol SG</b>	15W-40	SG/CE <b>Historical Designations:</b> MIL-L-46152-D; CCMC G4/D3	1980–1990	Mineral-based high performance oil for youngtimers. It is suitable for multi-valve technology for both normally aspirated and turbocharged engines and is also compatible with petrol and diesel engines, as well as exhaust catalysts.
<b>Rektol SG Sport</b>	15W-50	SG/CE <b>Historical Designations:</b> MIL-L-46152-D; CCMC G4/D3	1980–1990	Mineral-based high performance oil with extreme high temperature stability, specifically formulated for sports youngtimers. It is suitable for multi-valve technology for both normally aspirated and turbocharged engines and is also compatible with petrol and diesel engines, as well as exhaust catalysts.
<b>Rektol SG Supersport</b>	20W-60	SG/CE <b>Historical Designations:</b> MIL-L-46152-D; CCMC G4/D3	1980–1990	Mineral-based high performance racing oil for engines, which operates on a permanent high temperature level. With extreme high temperature stability (HTHS), suitable for multi-valve technology for both normally aspirated and turbocharged engines. Compatible with exhaust catalysts. It is adjusted to modern fuel qualities and increased wear protection.
<b>Rektol TS Sport</b>	15W-50	SJ/CF	from 1990	Semi-synthetic engine oil with high additive content combined with special combination of base oils, which guarantees first-class lubrication and high temperature stability. Best suited for all-season sports use in all youngtimers, both petrol and diesel engines. High engine cleanliness is guaranteed, also for turbocharged and exhaust catalysts as well as multi-valve technology engines and direct injection diesel units. It is adjusted to modern fuel qualities and increased wear protection.



## Special Engine Oils

Special Engine Oils	SAE	API	Epoch*	Application
<b>Rektol Universal Oil</b>	20W-50	SF/CC GL3	1960–1980	Especially formulated for passenger cars, where the engine and transmission is supplied with oil from one oil circuit. For example: Mini Cooper, NSU Prinz etc.
<b>Rektol Preservation Oil</b>	30	SB/CB	universal	Preservation Oil for petrol and diesel engines, especially developed for seasonally used engines to provide targeted corrosion protection. It prevents condensation and fretting corrosion. The additivation is appropriate for a limited running of engines. After use, no rinsing of engine is necessary.
<b>Rektol 2T/50</b>	50	TA	from 1950	High viscosity 2 stroke engine oil for separate and mixed lubrication. Especially developed for 2 stroke engines of the post war time.
<b>Rektol 2T Mineral</b>	30	TC	1930–1975	Suitable for pre and post war vehicles with 2 stroke petrol and diesel engines. In 2 stroke diesel engines for the clean oil lubrication and in 2 stroke petrol engines for clean oil lubrication as well as for mixed lubrication. Especially formulated for engines and vehicles, which are not equipped with new sealing materials.
<b>Rektol 2T MIX</b>	30	TC	1930–1975	Self-mixing, semi-synthetic two stroke oil. It is suitable for pre and post war vehicles equipped with 2 stroke engines. Miscible up to 50:1. Ideal for "Trabis" and "Munga's".

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<i>Transmission Oils</i>	SAE/Type	API	Epoch*	Application
<b>Rektol ATF 100 – F</b>	M2C33-D/F/G		up to 1970	A special Ford automatic transmission lubricant without any friction modifier.
<b>Rektol ATF 100</b>	ATF Suffix A		up to 1970	Premium transmission fluid according to ATF-Type A Suffix A, suitable for hydraulic clutches, power steering systems, converter, automatic transmissions with two planetary gears as well as special transmissions. It meets the requirements in accordance with the specifications for DB-synchro transmissions.
<b>Rektol ATF 200</b>	Dexron II		1970–1990	Automatic transmission oil according to specifications GM Dexron II and Dexron B.
<b>Rektol ATF 300</b>	Dexron III		from 1990	Automatic transmission oil according to specification GM Dexron III.
<b>Rektol Gear 100</b>	80	GL1	up to 1970	Mineral-based transmission oils without EP additives. Especially formulated for transmissions and axles, which are equipped with sensitive non-ferrous bearing parts. It meets the API GL1 specification. No oxidation effect towards non-ferrous metals.
<b>Rektol Gear 100</b>	90			
<b>Rektol Gear 100</b>	140			
<b>Rektol Gear 100</b>	250			
<b>Rektol Gear 300</b>	80	GL3/4 <b>Historical Designations:</b> MIL-L-2105 (1950–1959); MIL-L-2105-A (1959–1962); MPL; Hyp	universal	Mild-blended (EP) transmission oils for manual and special transmissions as well as axle drives under medium operating conditions. It meets the API GL3 and GL4 specifications. Low oxidation effect towards non-ferrous metals.
<b>Rektol Gear 300</b>	90			
<b>Rektol Gear 300</b>	140			
<b>Rektol Gear 300</b>	80W-90			
<b>Rektol Gear 300</b>	85W-140			
<b>Rektol Gear 400</b>	80W-90	GL4/5 <b>Historical Designations:</b> MIL-L-2105-B (1962–1976); Hyp-B	1970–1999	Formulated for hypoid meshed axle drives for normal operation conditions as well as high loaded transmissions and special transmissions. It meets the API GL4 and GL5 specifications.
<b>Rektol Gear 500</b>	80	GL5 <b>Historical Designations:</b> MIL-L-2105-C (1976–1987); MIL-L-2105-D (from 1987); Hypoid	1970–1999	Formulated for hypoid meshed axle drives for difficult operation conditions as well as high loaded special transmissions. It meets the API GL5 specification.
<b>Rektol Gear 500</b>	90			



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<i>Hydraulic Oils</i>	ISO VG/SAE	DIN 51524	Epoch*	Application
<b>Rektol Hyd 22</b>	VG 22	HL	1970–1985	Ageing resistant hydraulic oil according to DIN 51524 part 1 (HL) with very good cold and warm behaviour as well as excellent air and water separation ability. Enhanced chemical stability. It prevents corrosion and does not attack common seals.
<b>Rektol Hyd 32</b>	VG 32			
<b>Rektol Hyd 46</b>	VG 46			
<b>Rektol Hyd 68</b>	VG 68			
<b>Rektol Shock Oil 10</b>	SAE 10	HVLP-LS	universal	Special hydraulic shock absorber oil for the most single and double acting shock absorbers. Also suitable for lever arm shock absorbers. It contains LS additives (limited slip additives), which counteracts to the undesirable “Stick-Slip” effect.
<b>Rektol Shock Oil 20</b>	SAE 20			
<b>Rektol Shock Oil 30</b>	SAE 30			

<i>Greases</i>		DIN	Epoch*	Application
<b>Rektol Steering Grease</b>		KPF 2 K-30 graphitized	universal	High viscosity longlife grease, fortified with additives to protect against corrosion. It is ideal for use in old vehicles for steering transmissions (worm steering gear). It is not suitable for rack-and-pinion steering systems.
<b>Rektol Multi Purpose Grease</b>		K2 K-30	universal	Multi purpose grease, fortified with special additives to protect against rust and corrosion. It is also resistant to oxidation and corrosion.
<b>Rektol Gear Grease</b>		GP 000 K-30	universal	Fluid grease 000 with excellent flowing characteristics. Fortified with additives for improving the rust and oxidation protection as well as adhesive strength and pressure absorption capacity. ART ambroleum.



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<i>Special Oils</i>	ISO VG	DIN 51517	Epoch*	Application
<b>Rektol UNI Spindle Oil 10</b>	VG 10	unblended	up to 1970	Spindle Oil is a universal, paraffin based mineral oil with good cold and warm behaviour. This unblended lubricant provides a high chemical stability. Without any tendency to resin, this product is also suitable for the lubrication of precision rolling and plain bearings. It is neutral towards usual sealings and metals and can be used as circulating oil. Also appropriate for hydrostatic drives, according to hydraulic oil Type H (DIN 51524) and machine oil Type C (DIN 51517).
<b>Rektol UNI Spindle Oil 22</b>	VG 22			
<b>Rektol UNI Spindle Oil 32</b>	VG 32			
<b>Rektol UNI Spindle Oil 46</b>	VG 46			
<b>Rektol UNI Spindle Oil 68</b>	VG 68			
<b>Rektol CL 68</b>	68	CL API GL 2 Performance	from 1970	Mild-blended and very ageing resistant machine oil, also suitable as circulating, industrial transmission or hydraulic oil, with very good cold and warm behaviour, but also with excellent air and water separation properties. It provides a high chemical stability and successfully prevents corrosion. Due to no resin tendency, this product is also applicable for the lubrication of rolling and plain bearings. This product is neutral towards usual sealing materials. It meets DIN 51517 T2 CL and T3 CLP (from 1979) as well as the transmission oil API GL2 specification.
<b>Rektol CL 100</b>	100			
<b>Rektol CL 150</b>	150			
<b>Rektol CL 220</b>	220			
<b>Rektol CL 320</b>	320			
<b>Rektol CL 460</b>	460			
<b>Rektol Spray Oil 10 bright colour</b>	VG 10	unblended	universal	Preservative oil for tools and machine parts, suitable for storing in closed rooms.
<b>Rektol Spray Oil 22 bright colour</b>	VG 22			
<b>Rektol Spray Oil Graphite 10</b>	VG 10	graphitized	universal	Underbody preservative oil (black colour) for every kind of vehicles. It provides the same corrosion protection as Rektol Spray Oil (bright colour) and contains additionally graphite EP additives for permanent lubrication of moving parts.
<b>Rektol Spray Oil Graphite 22</b>	VG 22			



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