



**RACING FUELS' TECHNICAL SPECIFICATIONS**

**BSBK A-1**

January 2009

TESTS	UNIT	F.I.A.'s METHOD	MIN F.I.A	MAX F.I.A	TYPICAL
D15°C	kg/m <sup>3</sup>	ASTM D 4052	720.0	785.0	750
RVP	hPa	ASTM D 323		900	575
RON		ASTM D 2699	95.0	102.0	101.7
MON		ASTM D 2700	85.0	90.0	89.8
Oxygen	% m/m	Elementary analysis		2.8	2.5
Benzene	% v/v	ASTM D 3606		5.0	< 0.1
Lead	g/l	ASTM D 3237		0.013	<0.003
Distillation		ASTM D 86			
Initial Boiling Point	°C	"			37
50% v/v	°C	"			88
90% v/v	°C	"			120
Final Boiling Point	°C	"		225	150
Evap at 70°C	% v/v	"	10	47	33
Evap at 100°C	% v/v	"	30	70	60
Evap at 150°C	% v/v	"			99
Aromatics	% v/v	GC		35	33.0
Sulphur	Ppm	ASTM D 5453		10	<1
H/C Atomic Ratio		Calculated			1.80
O/C Atomic Ratio		Calculated			0.02
C/H Atomic Ratio		Calculated			7.0
Net Cal. Value	MJ/kg	IP12			41.80
Gross Cal. Value	MJ/kg	IP12			44.50

**APPLICATIONS**

- \* The fuel complies with FIA 2009 regulations – Annex J of Technical regulations.
- \* Expressly formulated for high performance 4 strokes both aspirated or turbo engines.
- \* Typical application - All Rallies

**SUGGESTIONS**

- \* For best results it is recommended to optimize the air/fuel ratio and ignition spark advance.
- \* In order to maintain its original characteristics and comply with safety procedures and regulations, this fuel must be always stored in a cool area. Drums must always be kept closed and sealed.