

Premium Lubricants for Classic Vehicles



LUBRICANTS.
TECHNOLOGY.
PEOPLE.



FUCHS CLASSICS

Proud of our rich heritage.

The Staffordshire town of Hanley might be most famous for being the birthplace of both the legendary footballer Sir Stanley Matthews and the ill-fated captain of the Titanic, Edward John Smith, however in modern times, the town - one of six to make up Stoke-on-Trent - is home to the headquarters of FUCHS Lubricants (UK) plc.

Tucked away innocuously is the UK headquarters of FUCHS, the world's largest independent lubricant manufacturer.

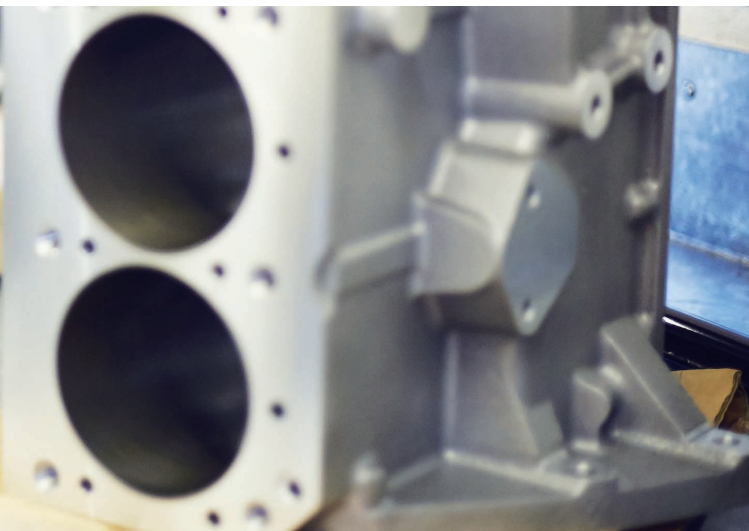
FUCHS is recognised around the world for its innovative lubricants and related specialty products. Founded in 1931 by Rudolph Fuchs in Mannheim, the Rudolph Fuchs Company imported and sold high-quality Pennsylvanian refinery products, and began the development of a regional motor oil business. Today, as a group with global reach, we have not forgotten our roots with UK headquarters located in Century Street, Hanley. This is where it all began back in 1874 for the brothers William and John Walker who first opened their doors as Walker Brothers Oil, later to become



Century Oils and ultimately FUCHS LUBRICANTS in January 1996 when Silkolene Lubricants Plc and Century Oils were merged.

The FUCHS CLASSIC products, based on some of the original motorsport formulations, have been developed and improved over many years. They combine our rich heritage with German expertise and technology, ensuring the oils are made to the highest quality, giving the best protection for all components.

The range includes both non detergent and low detergent engine oils suitable for most older engines such as cars, commercial vehicles, agricultural engines and narrow boats, plus performance engine oils particularly suitable for tuned classic racing engines, and non EP and mild EP gear oils.



CLASSIC NON DETERGENT SAE 30

Monograde - suitable for older engines without filtration.



Specifications:

API SA

Prior to the early 1950's, when engines were new, oil filters were an extra 'accessory' item and non-detergent oil was the type of oil used. With this type of oil, contaminants would stick to the sidewalls of the engine to prevent dirty oil from damaging bearing surfaces. Engines that have been run on non-detergent oil for many years will have a thick sludge buildup.

Oils for modern engines are very different from those needed for older vehicles. They comply with the latest API ratings and specific ACEA and OEM specifications focussing on fuel efficiency, and extended drain intervals.

Choosing the correct oil for your classic vehicle is highly important as too little or too much detergent can result in engine issues.

CLASSIC LOW DETERGENT SAE 30

Monograde - suitable for agricultural equipment, older cars and commercial vehicles which require this specification and viscosity. Includes anti-wear additives. Also suitable for certain stationary engines and narrow boats.



Specifications:
API CC/SD

CLASSIC LOW DETERGENT SAE 40

Monograde - suitable for agricultural equipment, older cars and commercial vehicles which require this specification and viscosity. Includes anti-wear additives.



Specifications:
API CC/SD

CLASSIC LOW DETERGENT SAE 50

Monograde - suitable for agricultural equipment, older cars and commercial vehicles which require this specification and viscosity. Includes anti wear additives.



Specifications:
API CC/SD

CLASSIC LOW DETERGENT SAE 20W-50

Multigrade - suitable for vintage classic cars, light commercial vehicles and agricultural equipment. Includes high levels of anti-wear additives.



Specifications:
API CC/SF



CLASSIC PERFORMANCE SAE 15W-50

High performance engine oil for modern classics.



Specifications:
API CF/SJ

CLASSIC PERFORMANCE SAE 10W-40

High performance engine oil for modern classics.



Specifications:
API CF/SL

CLASSIC RACELUBE SAE 20W-50

Multigrade, high quality semi-synthetic engine oil suitable for use in modern high output engines. Particularly suitable for tuned classic racing engines.



Specifications:
API SL



CLASSIC NON EP GEAR OIL SAE 140

For use in axles and gearboxes where this type of lubricant is required. Suitable for use with all metals and alloys.



Specifications:
API GL-1

CLASSIC NON EP GEAR OIL SAE 90

For use in axles and gearboxes where this type of lubricant is required. Suitable for use with all metals and alloys.



Specifications:
API GL-1

CLASSIC MILD EP GEAR OIL SAE 140

Multipurpose - suitable for use in gearboxes and final drives where this type of oil is specified. Fully compatible with bronze or brass gears, bushes and bearing cages.



Specifications:
API GL-3

CLASSIC MILD EP GEAR OIL SAE 90

Multipurpose - suitable for use in gearboxes and final drives where this type of oil is specified. Fully compatible with bronze or brass gears, bushes and bearing cages.



Specifications:
API GL-3

FUCHS LUBRICANTS

COMPLEMENTARY PRODUCTS

All FUCHS lubricants are the result of the latest research and development tailored to satisfy the demands of any vehicle - offering outstanding performance and wear protection.

Bespoke high quality products - recommended to enhance both the look and performance of any treasured vehicle.

HIGH GLOSS POLISH

- Effective and suitable for all age vehicles.
- Can be applied in damp conditions.
- No residual dust or streaks.
- Easy to use with little effort.

**CONTAINS
CARNAUBA WAX**



WASH & WAX

- Non caustic. Safe on paintwork, metal surfaces, glass and rubber.
- Gives a hard, long lasting and water repellent wax finish.
- Effective in hard and soft water areas.
- Continued and regular use provides maximum shine



Photograph courtesy of Classic Racing Cars.

TITAN RACE **CVJ GREASE**

Based on synthetic oil technology, with a highly specialised thickener structure. Designed to absorb heavy shock load conditions, frequent axial movements, large speed variations and extreme temperature conditions. Especially suited to constant velocity joint lubrication.

Available in 400gm tub.

TITAN RACE **WB GREASE**

Based on synthetic oil technology, with a highly specialised thickener structure. Shows high levels of thermal and mechanical stability, offering increased protection and performance under the most extreme conditions. Especially suited to wheel bearing lubrication.

Available in 400gm tub.

FUCHS **COPPER PASTE**

A superior high temperature non-melting anti-seize lubricant containing copper. Designed to control pitting, rusting, thread distortion and seizure due to corrosion and chemical attack. Overcomes galling on assembly and reduces dismantling torque. Lowering the force required during assembly, it is perfect for threaded connections, wheel nuts, spark plug threads, cylinder head bolts, exhaust systems, etc. Prevents brake squeal – apply to calliper, pins and back of pad.

Available in 100gm tube.

FUCHS **PRO RG2 GREASE**

An advanced, high melting point, high performance synthetic multi-functional racing grease with exceptional heat resisting and waterproofing properties. Outstanding water repellence, excellent corrosion inhibition properties and high resistance to water wash-off. Ideal for rally and watercraft use. The 100gm tube allows for simple and clean application while preventing product contamination. Recommended for use with the following specifications: NLGI-2.

Available in 100gm tube.

RENOLIT **RED RUBBER GREASE**



A special, rubber compatible grease for use on hydraulic brake and clutch components where hardening or swelling of rubber must be avoided. Designed to assist in the assembly of rubber components for brake, clutch and suspension units and is suitable for natural and synthetic rubbers. It is

highly resistant to petrol and other chemical attack, mechanical and thermally stable.

Available in 500gm tub.

Contact:



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