



# CLASSIC 2100 15W-50

**Gasoline and Diesel Engine Oil  
Engineered for Classic Vehicles**

**Premium Semi-synthetic Multigrade**

## APPLICATION

Premium Semi-synthetic Multigrade engine oil, specially engineered for Modern Classic and Youngtimer vehicles from the late 1960's until late 1980's This is the modern version of the 1960's Motul CENTURY 2100 – the first semi-synthetic multigrade lubricant in the automotive market.

Developed for naturally aspirated, supercharged and turbocharged 4 stroke Gasoline or Diesel engines naturally aspirated, supercharged or turbocharged, equipped with carburetor or fuel injection. Motul CLASSIC 2100 15W-50 meets performance standards from the past (API SH/CF) and combines them with MOTUL's latest technology, developed in motorsports, to deliver a complete performance package for British, European and some High-performance Asian vehicles.

## PERFORMANCE

STANDARDS  
APPROVALS

**API Performance SH / CF**

Updated version of 1966's MOTUL CENTURY 2100, the first semi-synthetic lubricant in the automotive market

MOTUL CLASSIC 2100 15W-50 meets manufacturers' standards from the past, while benefiting from today's advanced MOTUL lubricants technology. It is formulated with a unique combination of **High Zinc, Phosphorus (ZDDP content >1800 ppm)** and **Molybdenum** additives to provide the best protection and performance in naturally aspirated, supercharged, and turbocharged engines found in British, European and some High-performance Asian vehicles from the late 1960's until late 1980's. High ZDDP levels offer supreme protection of critical components like high-lift, flat-tappet cams, prone to wear because of the high friction developed in these parts. Molybdenum has a synergistic effect with ZDDP, lowering friction while increasing the lubricating film's strength, engine efficiency and power.

MOTUL CLASSIC 2100 15W-50 provides a modern-day technology formula perfectly tailored for the demands of your Modern Classic engine, using an oxidation-stable synthetic base and proprietary additives that allow stay-in-grade viscosity, to maintain consistent engine oil pressure and high-temperature oil film strength (high HTHS viscosity) which is fundamental in the case of turbocharged or supercharged high performance engines.

Its good cold flow properties prevent engine wear during start-ups, even after long periods of storage. Highly adhesive, its rust inhibitors and anticorrosion additives provide extra protection during wintering periods.

Formulated with modern technology detergents perfectly adapted to the requirements of your classic engine (original or rebuilt).

## RECOMMENDATIONS

**Caution:** This oil is rated API SH / CC. It is not suitable for use in most gasoline-powered automotive engines built after 1996. Use in modern engines may not provide adequate protection against build-up of engine sludge, oxidation, or wear.

We retain the right to modify the general characteristics of our products in order to offer to our customers the latest technical development.  
Product specifications are not definitive from the order which is subject to our general conditions of sale and warranty.

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Drain interval: drain at least once a year adjust according to your own use.  
Can be mixed with synthetic or mineral oils.

## **PROPERTIES**

Viscosity grade	SAE J 300	<b>15W-50</b>
Density at 20°C (68°F)	ASTM D1298	0.867
Viscosity at 40°C (104°F)	ASTM D445	137.2 mm <sup>2</sup> /s
Viscosity at 100°C (212°F)	ASTM D445	19.1 mm <sup>2</sup> /s
Viscosity index	ASTM D2270	147
HTHS viscosity at 150°C (302°F)	ASTM D4741	4.10 mPa.s
Pour point	ASTM D97	-36°C / -33°F
Flash point	ASTM D92	234°C / 453°F
TBN	ASTM D2896	7.8 mg KOH/g