

BikesMedia

Everything About Two Wheelers

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Kawasaki
Ninja 400
Launched in India



Best Custom Builders
in India and their
customized

Royal Enfields



The Evolution
Story Of
**BAJAJ
PULSAR**

BikesMedia

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Royal Enfield Thunderbird 350 X and 500 X

5 Differentiating changes over the previous model

After so many years, Royal Enfield has finally launched a new variant of their existing Thunderbird model, the Thunderbird X. The "X" stands for the Urban street factor and the hint of individuality which the bike offers. Royal Enfield took design cues from its users and created a bike which its customers were already making in the first place, by customizing motorcycles from their existing lineup. The bike looks fresh, light and suited for the urban environment, exactly what the Company intended it to be. So let's take a closer look at what has changed from the previous model and what is still the same.



Alloy Wheels

The biggest and greatest change in the new "X" model is the inclusion of alloy wheels. It is the first time in company's recent history when they have introduced a set of alloy wheels for their bike. With alloy wheels, come tubeless tyres, which are really a lifesaver. Now you can stop worrying about a punctured tube and ride wherever your heart desires. The Alloys are provided by the company so you can also stop worrying if they will break or not, cause they won't.

Shorter Handlebar

The second characteristic which made the older Thunderbird a little unfit for the Urban environment were the big handlebars. Though on a long ride on the highway, they were nothing short of a blessing but inside the packed traffic jams of the city, they become a little big to handle. The new shorter handlebar is good enough for traffic carving, lane splitting and city cruising. You need to have a long arm reach to fully turn the bike because the handlebar is placed a bit ahead.

Single seat

The standard Thunderbird model comes with a dual seat setup while the "X" version has a single seat design. The new seat gives the bike a modern look and even corrects the "over-softness" of the previous seat, which was a problem during long rides. The new seat is soft yet firm enough to sit on for longer hours.

New rim stripes and seat stitching

To colour match, the alloy wheels and the seat of the Thunderbird X, matching Rim stripes and seat stitching with the same colour as the fuel tank is given. This lends the bike a more customized look and adds to the overall finesse to the "X" factor of the motorcycle.

New tail section

The rear of the bike is also changed. We now get a backrest free rear section coupled with all newly integrated grab-rails. Despite the colour on the fuel tank, all the components on the motorcycle except the fuel tank are blacked out. The new section now looks much more modern and urban because of the new setup. The LED tail light completes this overall look.

Besides these design changes there are no mechanical changes, and underneath it all, we still have the old Royal Enfield Thunderbird. This means that though we have a great and capable tourer with a massive 20 litres fuel tank we still have nasty vibrations all over the place. The costs around Rs 1.56 lakhs ex-showroom Delhi and has a waiting period of 50 days. For everything related to motorcycles stay tuned to BikesMedia





Top 5 Torquiest Motorcycles Under Rs 1.5 Lakh

We talk about top speed a lot, whenever our friend shows us his new motorcycle; the first question which we ask is, what's the top-speed and of course what's the mileage :). Kidding aside, we need to talk about the torque because not only it is often overlooked in comparison to horsepower; its importance too is lessened in the process. Today we are going to talk about 5 motorcycles which you can buy at less than rupees 1.5 Lakh (Ex-Showroom) with amazing torque.



1. TVS Apache RTR 200 4V



Even an RTR 160 has the instantaneous grunt to easily pop a wheelie whenever you want it to, this, on the other hand, is a 200 so you can imagine what all stuff it can do. The engine is a SOHC unit which produces 18 Nm of torque. Combine this with Apache's Racing throttle response (RTR) and you get a bike which can accelerate from 0-60 in just 3.6 seconds. That's impressive for a 200cc motorcycle.

The weight of the motorcycle is just around 149 kgs which makes it nimble enough for wheelies and anything else that you have in mind. Another plus point of buying an RTR 200 is the wide range of variants to choose from, you can select Pirelli tyres, Fuel injection or ABS as additional features. The range of Apache Motorcycle starts from Rs 91,000 (Ex-showroom).

2. Royal Enfield Classic 350

Torque to flatten the mountains, that's what it says on the product description of classic 350, which is a figure of speech still the bike has ample of torque to keep pull stuff throughout the day. It's not just the Classic model but almost every Royal Enfield Variant from Bullet to Thunderbird X has plenty of torque down low to provide excellent ride-ability in stop and go person, this motorcycle will easily pull you without any trouble. These motorcycles have been notorious for vibrating past 80 km/h but as a city slicker, they are a good choice. Cost of Classic 350 is Rs 1,35,300. (Ex-showroom).



3. Bajaj Pulsar 220

This spec of Pulsar has been around for more than a decade now and it's got the attributes to justify its long reign. It is one of those motorcycles which despite having a smooth top end, doesn't lack low-end grunt. In fact, the acceleration of the Pulsar 220 used to be the talk of the day back in early 2009, and us kids always dreamt of buying this beast one day. The bike hasn't changed much over the years, some would argue that it hasn't changed at all. Most of the updates over the years were only in cosmetic departments including new colour schemes and body graphics but behind the scene, Bajaj was fixing the shortcomings of this motorcycle with its every new generation.

The 2017 model saw quite a few mechanical improvements which made the new engine run a lot smoother and the problem of oil leakage was also addressed. If you want a sturdy, easy to maintain and fun to ride a motorcycle then you can blindly go for Pulsar 220. Cost of this bike is Rs 93,722 (Ex-showroom).



4. Yamaha FZ-25

Yamaha Motorcycles have top of the line build quality and reliability. The FZ series of Yamaha though had a fantastic ride quality, it lacked both Power and Torque. The new FZ-25 is here to change that, with 20 NM of torque and (20 PS) of power, this motorcycle picks up the pace in every gear. It is great for city riding and even on the highway, it can do long stretches, thanks to its oil cooling which keeps the viscosity of engine oil high. The bike also comes with Yamaha's patented Blue core technology which makes it efficient enough to deliver a fuel economy of 42 km/l. Cost of Yamaha FZ-25 is Rs 1,19,500 (Ex-showroom).



5. Dominar 400



We don't need to say anything from our side because the company has been spending its day and Night in promoting Dominar 400. Despite all the shenanigans surrounding it, it's still a pretty great bike. It has features like a slipper clutch, Liquid cooling, Twin channel ABS at a very sensible price. The motorcycle has 35 NM of torque which is decent for a bike of 182 kg. It can accelerate from 0-100 in 8.3 seconds and has a top speed of 150 km/h. The motorcycle is easy enough to ride in the city as well as the highway and it performs well in both the conditions. With an Ex-Showroom price of Rs 1,58,000, It is a good value for money proposition.

Which another motorcycle would you like to see on our list, let us know in the comments below and for everything related to motorcycles, stay tuned to BikesMedia.

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TNT Motorcycles



Best Custom Builders in India and their customized Royal Enfields

With their Team of 17 people including Nitin, Naveen, Rathi and John, these were one of the builders chosen by Royal Enfield to make a custom motorcycle. For their sponsored build they used a Continental GT and made a custom Café Racer around it. The part which stands out the most is the single sided swing arm; it looks straight out of a 1000cc motorcycle and goes well with the bare bone design.

The clip-on at the front is replaced with a straight handlebar. Front headlight too is redesigned and has a hand build feel to it. The frame of the motorcycle is kept exposed and besides the tank and the seat, there aren't enough parts of the body either. The under-seat exhaust and the monoshock take the whole design of the bike to a new modern spin which looks detailed and authentic.

Rajputana Customs

It is easily one of the most recognized names in the Indian Custom motorcycling industry. Rajputana Customs began life in Jaipur when Vijay Singh came back from Canada after studying Mass communication and decided to give motorcycle building a serious chance. His hard work paid off and today Rajputana Customs is the most sought-after name in motorcycle custom builds. Though they have a huge collection of custom Royal Enfield motorcycles ranging from Café racers to cruisers, the build which spoke to me was "Matilda".

The bike had a 500 cc UCE engine underneath and a gorgeous styling outside.

The single spring seat setup looks nothing short of royal and the carefully designed tank with a revised "Royal Enfield" logo is a work of art. The Royal body of the motorcycle is further complemented by big royal boots as big chunky rubber takes place of the tyres. A new USD front suspension replaces the old one and the raised handlebar gives you a comfortable riding position.

The rear drum brake wire stands out on its own and adds its own charm to the build. The silver paint job and blacked out engine take place of the traditional chroming. The frame of the bike is reworked to remove the suspension swing arm and form a triangle from the tank to the rear wheel. Rajputana Customs have even displayed the price of the custom build, so if you have enough cash, they will build an awesome motorcycle for you as well.



Bombay Customs



The Royal Enfield Classic series is a mixture of the Model D and the swing arm suspension bullet. These bikes have a post-world war styled detailing and Sahil Seth from Bombay Customs utilized the same for their Royal Enfield build. Without tampering much with the tank of the motorcycle, he went after the front and rear fender to give them outline-pinstripes.

The motor being used is from a 500 cc model that spits gas using a custom exhaust which looks like it's straight out of 1942. The rear of the bike is the most tampered area because of a chopped off the fender and just one tail light which sits tall above it. The seat, the tank, and the handle grips have been given leather treatment which compliments the striped white tank. The engine area is blacked out because everything looks better in black and the front headlight is covered with a metal cage. This bike looks like a rugged gentleman who is ready for deployment.



Reginald Hilt, a NIFT student who took a different career path and founded Bull City Customs. They are a Custom Motorcycle builders based out of Khan Market New Delhi, who came to light when they were commissioned by Royal Enfield to make a beautiful beast. They chose a 500cc motor for their project which was heavily inspired by the Classic Chrome 500 cc. "Chrome" was the buzzword which they chose to replicate in their build by chroming their custom Royal Enfield, and the result speaks for itself.

The front suspension seems to be gone while the rear has been chopped off and placed below the saddle. From the tank to the steering head and suspension, everything is of chrome. The quality of the chroming is comparable to the Royal Enfield themselves, which speaks volume of their hard work. The overall styling of the bike is of a bobber, amidst which there is no rear suspension. The exhaust though short in length reflects the bobber character of the Motorcycle.

Bull City Customs



Inline-3 Customs

The brainchild of Aseem Pawar, Inline-3 customs began life when Aseem decided that a 9 to 5 job wasn't for him. Well, lucky for him and us because if it wasn't for his decision we wouldn't have this beautiful creature among us, presenting the beach tracker.

Underneath the 80's styled piece of art, we have a 500 cc motor from Royal Enfield with EFI. Though the chassis of the motorcycle has not seen much change, it is the aesthetic which have undergone a big makeover. The rear section has a chopped off fender with stripes and so does the front.

The headlight is made out of wood and the seat is made out of copper.

The silencer too gets patches of copper to match with the seat. To match the white colour of the striped fuel tank, special whitewall Coker motorcycle tyres are used. The special thing about these tyres is that they are not even available in the India and costs nearly Rs 80,000 to import. Just one look at how they look on the bike and its all worth it, that's how beautiful a bike can be.

So these were a few custom Royal Enfield builders who have made their name known among us, I am sure that there are still many remaining who are busy working day and night for their moment of glory, which will soon come.

All many of these people have one thing in common; many of these were not inherently from a custom building background. Some of them were designers, while some were journalists. They are self-taught, self-made people from whom all of us can take inspiration. As there is one problem faced by anyone who is on a journey to pursue his passion. It takes a lot of self-convincing, you will end up wondering for days whether you have taken the right choice or not. So, if you're faced with a lot of problems in the beginning then don't worry, because if the video games have taught me anything is that "if you encounter enemies then you're going in the right direction".



Kawasaki Ninja 400

Launched In India

India Kawasaki has launched much awaited Ninja 400 in India, the bike was introduced at the Tokyo Motor Show last year. The all new Kawasaki Ninja 400 is featured with sharp looks, lightweight chassis and a high performance 400cc motor. Not only does the Ninja 400 offer stunning, high-quality looks, its stronger engine performance, light, predictable handling and relaxed, sporty riding position make it both fun and easy to ride motorcycle.

The all new Kawasaki Ninja 400 comes equipped with 399 DOHC parallel twin cylinder engine fueled by EFI. The engine is capable of producing 45 Bhp of power output at 10,000 Rpm and 38 Nm of Torque at 8000 Rpm. The mill is mated to a 6-speed gear transmission and braking duty of the bike is given to dual channel ABS.

On the launch occasion of Ninja 400, Yutaka Yamashita, Managing Director of India Kawasaki Motors said,

Ninja 300 is mainly made for beginners and Ninja 650 is popular among experienced riders. However, Ninja 400 fits the bill for those who are willing to buy a sports bike between 300 and 650cc.

The new Kawasaki Ninja 400 will be available in green colour which is a KRT edition and it will be assembled in Kawasaki's factory in Chakan, Pune. Ninja 400 comes in the market with an exclusive launch offer for limited customers if bookings are done in April 2018. Customers can visit nearest dealership for more information. Kawasaki has priced the new Ninja 400 at Rs 4,69,000/- (Ex-Showroom, Delhi).



TVS Motor Company has launched the all new Apache RTR 160 4V, the bike has taken its design cues from the elder sibling- RTR 200 4V. The new Apache RTR 160 4V not only shares the design elements from the bigger RTR 200 but also carries the engine technology from the same. The Apache RTR 160 4V comes equipped with 159.7 cc single cylinder oil cooled engine with 4 valves setup. The race derived O3C tech is used in the new engine. The lightweight piston used in the engine of the new RTR is also comes coated with Nano frisk. The engine is capable of producing 16.5 Bhp of power output and 14.8 Nm of torque, making it the most powerful bike in its segment.

The new TVS Apache RTR 160 4V comes in three variants- Carb variant with front disc brake, Carb variant with front and rear disc brake and Fuel Injected (EFI) variant with front and rear disc brake. The suspension setup of the bike is being tuned in cooperation with SHOWA for precise performance. The new Apache 160 comes shod with remora fish-like grip on/off the track rubber tyres and it also comes with optional race spec Pirelli tyres for additional track-focused performance.

The all new TVS Apache RTR 160 4V comes in three color options- Red, Black and Blue. Company has priced the new Apache starting from Rs 81,490/- Ex-Showroom, Delhi. The Apache RTR 160 Carb & Front Disc is priced at Rs. 81,490, Apache RTR 160 Carb & Front/Rear Disc - Rs. 84,490 and Apache RTR 160 4V with Carb & FI - Rs. 89,990 (All prices, Ex-showroom, Delhi).

New TVS Apache RTR 160 4V Launched



Honda X-Blade

Dispatch Starts, priced at Rs 78,500/-

Honda Motorcycle & Scooter India Pvt Ltd. (HMSI) has started dispatching their latest offering- XBlade. The Transformer looking motorcycle has been unveiled by the company at the 2018 Auto Expo. The bike was promised to be made available by the company by March and Honda has fulfilled their promise by announcing the dispatch of the X-Blade. The new Honda X-Blade can be booked by paying Rs 5000/- at your nearest Honda showroom.

The futuristic looking Honda X-Blade comes equipped with 160cc time tested Honda HET engine which we have already seen on the Honda CB Hornet 160 and Unicorn 160. The engine has been tuned differently to cater the young commuter looking for a plush ride and sharp handling. The new Honda X-Blade will be available in 5 sporty colors – Matte Marvel Blue Metallic / Matte Frozen Silver Metallic / Pearl Spartan Red / Pearl Igneous Black and Matte Marshal Green Metallic. The company has priced the new X-Blade at very competitive Rs 78,500/- (EX-Showroom, Delhi).

Commenting on the occasion, Yadvinder Singh Guleria, Senior Vice President - Sales and Marketing, Honda Motorcycle and Scooter India Pvt. Ltd., said,

The aggressive and futuristic new X-Blade has been designed for millennials and Gen-Z. As promised, we have started the dispatches of X-Blade in March 2018. Armed with more style, Honda's tried and tested HET 160cc engine, and superior technology, X-Blade creates a new benchmark with several segment first features in its class and that too at an attractive price of Rs. 78,500 (Ex-showroom, Delhi).



The Evolution Story Of Bajaj Pulsar

The generation born in the 90's knows Bajaj Pulsar as a household name. It is a motorcycle, whose story we don't have to listen from our elders because we have grown up with it, literally. When we were teenagers we were presented with a simple design Pulsar, capable of everyday motorcycling needs and a little fun on empty roads. Now, when all of us have grown up, we have Pulsars which can scream their way up to 150 km/h. that's the kind of relationship our generation has with the Pulsar. So let's take some time out in reliving its history.



2001

The famous Duo, Pulsar 150 and 180 was born in November 2001. It was an attempt by Bajaj to become one of the key players in the changing Indian Motorcycling market. In 1999, Hero Honda had released their CBZ, which would start the whole craze of performance motorcycles in India, but that's a story for another time.

Coming back to the first generations Pulsars, they had a simple design. The round headlight looked retro and the sculpted fuel tank looked modern. Just like the year 2001, the pulsar launched during this time had a reminiscence of past as well as the present. Both motorcycles had a 4-stroke 2 valve air cooled engine, which worked quite well. Pulsar 180 became the performance standard among enthusiasts, but it was the P150, which brought in major sales.



2003

After receiving several bikes of the year awards, Bajaj decided to upgrade both the horses in its stable. During this year, the iconic twin headlamps were included in the motorcycle and the patented DTs-I also made its way into both the bikes and these bikes known as "UG-I". DTs-I meant that these motorcycles would now become better performers while returning top of the line fuel economy. Over the years Bajaj has perfected this technology, which is one of the reasons why the modern Pulsar 150 returns a mileage of over 50 km/l.



2005-2006

It was the year when the identical twins, the Pulsar 180 and Pulsar 150 were made visually different. The 180 was given blacked out alloy wheels and engine, while the 150 was still having Grey coloured alloy wheels. Nitrox suspensions were included in the front and back along with the exhaust- tech.

In 2006, there wasn't any mechanical improvement instead the motorcycles were given the famous twin led-strip tail lights. The design of the rear body panel was also changed to a sharper and sleeker look.

Two of the fastest Pulsar bikes were launched in this year. They were the Pulsar 200 and the Pulsar 220-Fi. Pulsar 200 was in an avatar which looked similar to modern-day pulsar 150 and 180. It had a redesigned tank, side panels, tank shrouds, head-light and grab rails. The Pulsar logo was made 3-D and the switches on the bike were made back-lit. The motorcycle had a 200cc Oil cooled 4-stroke 2 valve engine which produced around 18 BHP of power and 17 NM of torque. The motorcycle would later lend it's design to Pulsar 180 and 220-S (Street).



2007

Pulsar 220Fi was a revolutionary motorcycle, it featured Clip-on handlebars, projector headlamps mounted on a half-fairing, split seats, rear disc brakes and most importantly a 220 cc oil-cooled engine which produced 19 BHP of power. It was a powerhouse which had a top speed of 138 km/h, and even more, if someone was crazy enough. The Fi version wasn't successful in making a dent in the market, so the company relaunched the motorcycle with the carb variant and it started selling all over the country.



In 2009, Bajaj launched the Pulsar 135 LS, where LS stood for 'Light Sports'. The bike was mainly meant to be used for two reasons, a more approachable Pulsar for everyday riding and a light-weight stunt bike. It had a unique design, quite different from the rest of the Pulsar family, but features like the twin Led strips, back-lit switches and the Pulsar name-tag made it a member. It was the first bike from the house of Bajaj featured with 4-Valve setup.

2010 saw the rebranding and retuning of the flagship models. Pulsar 220Fi was rebranded as Pulsar 220F DTs-I as the fuel injection was replaced with a carb unit. The same 220 cc engine was also made available in a 200cc styled Pulsar, which was named as Pulsar 220 Street. This motorcycle had the looks of a 180 and 200 cc pulsar, but the engine was a 220cc oil cooled one.



2009-2010

Shows like Stunt mania and Pulsar fest emerged and gave a platform to budding stunt riders, but amongst all this Bajaj realised that they have an evolution of Pulsar series to plan ahead. What better way to make a fast bike better? Combine it with an even faster bike. Bajaj collaborated with KTM to make the ultimate new age Pulsar, the 200NS.

Pulsar 200 NS was built from the ground up using KTM's technology, the perimeter frame, the 4-valve engine, the liquid cooling, all were borrowed from KTM and returned for a Pulsar. The bike produced 23 BHP of power and 18 NM of torque, it had a monoshock suspension instead of the dual-shock



2012

setup and a naked styling. It became famous for the stunt riding due to its amazing mass centralization and acceleration but ultimately it lost the competition to its cousin the Pulsar 220, which kept selling despite using an older technology.

2015



Bajaj was relentlessly working on something different this year, they were planning on making a successor to the Pulsar 220F. The bike which they introduced as it's replacement was AS200, where AS stood for Adventure Sports. It had the same 199cc engine found in NS200 and even used the same perimeter frame. AS 200 was basically an NS200 with a new front section. It had a windscreen and a redesigned fairing which made it look like a modern Pulsar 220F, but despite having better technology and it was unable to defeat the sales of the original fastest Indian.

Another Adventure sports model was released this year which was known as AS 150. It had the same chassis and design as it's elder brother the AS200, the only difference was in its equipment. It has an air cooled 150 cc engine with a rear drum brake, a skinnier tyre and swing arm. Though the bikes were great on-road, they were



not suitable for dirt and mud as they lacked long travel suspensions and off-road tyres. These were discontinued in the late 2016 and in their place the new NS 200 was re-released.

Pulsar 220F was starting to show its age, despite what its sales figure were, it was on the verge of becoming an outdated model. Bajaj knew that and was prepared to launch its successor, the Pulsar 200RS, where RS stood for 'Race sports'. This bike became the most controversial topic when it was launched due to its excessive styling. It had stickers all over the place, for some it was a good thing but for others, it was a deal breaker. On the engine side, the bike had a 199cc liquid cooled fuel injected 4 valve motor, which was very smooth and efficient. The 200RS became the new fastest Indian, with a top speed of 150 km/h.



2018

Pulsar 150 is going to get an upgrade in the form of a new rear disc brake, wide tyres and split seats, also reports are coming in of a new Pulsar in development and people are saying that it's going to be a 250 cc motorcycle. Although it doesn't seem logical to use a 250 cc motor by boring a 200 cc one when you already have a 375 cc engine triple spark engine available. Anyways, we can expect the announcement of a new Pulsar this year.



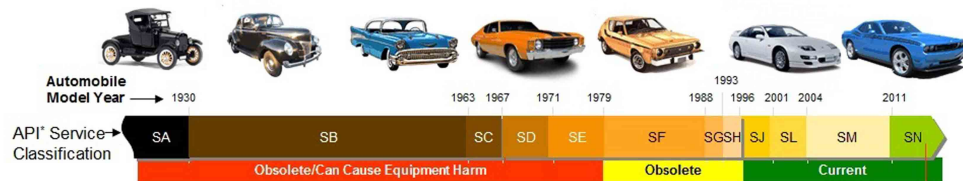
API Engine Oil Classification All you need to know

API SERVICE CLASSIFICATION FOR PASSENGER CAR ENGINE OIL

Well know that engine oil is one the most essential things for an engine to function in a way it is supposed to. What blood to a human body is engine oil to an engine. SAE (Society of Automotive Engineers) oil classification is what we all know and are used to it. The SAE classifies engine oils according to their lowest and highest viscosity levels with the lowest being at 0° Fahrenheit.

Here's all you need to know about the API (American Petroleum Institute) engine oil classification and why is it adopted as one of the most common standards across the globe. While SAE grades use numbers and W to classify oil viscosity (for example 20W-40, 10W-30), the API specification tells if the oil meets the required quality and performance standards defined by the OEM. It's classified based on the service rating for the oil. For example, during the early 1920's OEM's defined that their engines would require API SA grade oil for all round performance and protection of the engine. As years passed, SA continued as SB, SC upto SN skipping SI and SK.

Every engine oil can would have the API donut, which is kind of a trademark symbol that has SAE oil rating in the middle and API service rating on top. Most of original equipment manufacturers in the US have predefined the API rating required for the engine to perform optimally in all conditions. Using engine oils from SA to SH rating has been classified as extremely dangerous and obsolete right now, as the engine technology is far from what it used to be back then and can cause serious equipment harm.



Look for the "API Donut" and the two letter Code on the back of the bottle. If the label says API SERVICE "SA," it's engine oil made for use in cars built prior to 1930. API SA through SH motor oils are classified by the API as "OBSOLETE."



Read the Label!

Look for the API® "Donut" on the Label

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* American Petroleum Institute Service Classification



The SN service rating being the most recent one, was introduced in 2011 and is still followed by all OEM's. Here's the list of all API grades from the most recent SN to the primary SA rating.

1. SN - IN USE. For vehicles introduced after 2011.
2. SM - IN USE. For vehicles introduced after 2010.
3. SL - IN USE. For vehicles introduced after 2004.
4. SJ - IN USE. For vehicles introduced after 2001.
5. SH - OBSOLETE.
6. SG - OBSOLETE.
7. SF - OBSOLETE.
8. SE - OBSOLETE and dangerous to use for engines made after 1979.
9. SD - OBSOLETE and dangerous to use for engines made after 1971.
10. SC - OBSOLETE and dangerous to use for engines made after 1967.
11. SB - OBSOLETE and dangerous to use for engines made after 1951.
12. SA - OBSOLETE and dangerous to use for engines made after 1930