cyclon® ENGINEERED TO PERFORM

TECHNICAL PRODUCT SHEET

MAX SCOOTER 2T

DESCRIPTION

MAX SCOOTER 2T is a high-performance, smokeless, petroleum-based two-stroke lubricant engineered for modern small motorcycles and motor scooters operating under demanding conditions. Its clean-burning formulation produces a durable oil film that ensures reliable lubrication of critical engine components while delivering strong protection against wear and corrosion. The optimized additive system effectively limits deposit formation, supporting cleaner combustion and maintaining engine efficiency over extended service intervals. Fully compatible with catalytic converters, LAVA 2T SCOOTER meets and exceeds the performance requirements of leading two-stroke engine manufacturers, including SUZUKI, HONDA, YAMAHA, HUSQVARNA, STIHL, and PIAGGIO, making it suitable for a wide range of contemporary two-stroke applications.

APPLICATIONS

MAX SCOOTER 2T is suitable for modern two-stroke engines in motorcycles and scooters operating across wide load and speed ranges, including the demanding start-stop conditions typical of urban riding. Its prediluted formulation ensures accurate metering and dependable lubrication in both premix and oil-injection systems, maintaining consistent performance under varying operating conditions. The product is compatible with manufacturer-specified mixing ratios and supports stable combustion at a typical oil-to-fuel proportion of 1:50 (2%), making it a reliable choice for contemporary two-stroke applications requiring clean burning and effective engine protection.

SPECIFICATIONS

API	TC	ISO	ISO 6743-15 (ISO-L-EGD)
API	TSC-3	TISI	
JASO	FC		

PROPERTIES

MAX SCOOTER 2T delivers superior lubricity and excellent thermal stability, ensuring reliable protection of engine components under varying loads and temperatures. Its formulation provides very good combustibility, supporting clean and efficient burning in modern two-stroke engines. The smoke-less additive system reduces visible exhaust emissions while maintaining optimal lubrication. In addition, its advanced detergent and dispersant package offers superior deposit control, helping keep piston crowns, ring grooves, and exhaust ports clean for sustained engine performance and durability.

BENEFITS

MAX SCOOTER 2T provides excellent wear protection for highly stressed engine components, including pistons and spark plugs, ensuring reliable operation under demanding conditions. Its formulation promotes cleaner fuel combustion and significantly reduces exhaust smoke, contributing to improved engine efficiency and lower emissions. The advanced additive system eliminates spark plug fouling, minimizes the risk of pre-ignition, and prevents exhaust port plugging, helping maintain consistent power delivery. These combined benefits support maximum engine performance at high engine speeds and open-throttle operation, making the lubricant well-suited for modern, high-output two-stroke engines.

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PHYSICAL-CHEMICAL CHARACTERISTICS

MAX SCOOTER 2T	METHOD	
Density at 15°C, g/cm^3	ASTM D4052	0.881
Viscosity, Kinematic (cSt) 100°C	ASTM D445	9.5
Viscosity, Kinematic (cSt) 40°C	ASTM D445	71.8
Viscosity index	ASTM D2270	111
Flash point, COC, °C	ASTM D92	160
Pour point, °C	ASTM D97	-27

The abovementioned characteristics represent mean values.

STORAGE

All packages must be stored in covered, well-ventilated areas. If outdoor storage cannot be avoided, barrels must be placed horizontally to prevent water ingress and to protect labels and markings from damage. Products must not be stored at temperatures above 60 °C and must not be exposed to direct sunlight, freezing conditions, or extreme temperature fluctuations.

HEALTH & SAFETY

This product is not considered to pose significant risks to health or safety when used as intended and in accordance with recommended personal hygiene practices. It must not be applied for purposes other than those for which it has been formulated. For detailed guidance on safe handling and use, refer to the Safety Data Sheet (SDS).

USED OILS

Used lubricants must be collected at designated collection points to prevent environmental contamination. They must not be mixed with solvents, brake fluids, or antifreeze.