Oxygenated Fuels

Oxygenated fuels also known as reformulated fuels, were originally developed to reduce emissions in noncompliance areas of the country. The additional oxygen leans the air fuel ratio, and helps to combust the remaining fuel more efficiently.

In a race fuel, the extra oxygen allows for adding more fuel to the engine and therefore making more heat energy to push the piston down in the cylinder. The extra oxygen also helps the cylinder burn all of the fuel within it more efficiently. The more fuel an engine can burn, the more power the engine can make. To take advantage of this extra oxygen in the fuel, a racer will have to increase the fuel delivered to the engine by increasing jet sizes, typically 2 to 4 sizes with our fuels. However, some applications may require even more of a jet increase to maximize power.

One of the most misunderstood things about oxygenated fuels is that the power generated isn't always maximized at peak HP. Oxygenated fuels tend to help with the power curve in the low and mid-range, giving an engine a significant increase in torque. Therefore, some engine builders overlook the advantage of oxygenated fuels due to looking only at peak HP numbers on a dyno. The additional low-end torque would prove beneficial on a racetrack and result in faster lap times or quicker ¼ mile times.

Oxygenated fuels are more sensitive than regular race fuels in that the evaporation factor for the blend is higher. Therefore, the shelf life of oxygenated fuel is shorter than that of non-oxygenated racing fuel. Like all race fuels, proper storage techniques are important.

Some of the oxygenated fuels we offer are:

RM Crate Elite RM Late Model Elite K-13 Drag Elite K-16 Drag Elite RM Boost

RM-98 RM-109 MX -4 SX-2 SX-4 SX4+

As always for any questions on our fuels you can contact the tech line at: 270-467-4221.

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