

ALL YEAR BIKER



AUGUST 2016. At the beginning of the year All Year Biker took up the invitation by Scott Sutherland, Managing Director of XCP™ Corrosion Technologies, to take an in depth look at their new product range. Today it's the turn of their new lubricant.

XCP Chain Lubricant

Nearly every rider has their favourite chain lube; oils, sprays, waxes, silicon, Scottoliers. There are literally dozens of different types on the market. So we did wonder what makes XCP Chain Lubricant so special or different from all the others.

We see a lot of motorbike chains, a couple of hundred a month frankly. As far as we're concerned a good chain lubricant should

- penetrate easily to get right into the linkages
- withstand the loads and friction from a bike at full wack
- stay in place so you're not having to re-apply after every ride
- have low fling so the back end does get covered with the stuff
- avoid excess road dirt sticking to it turning it into a grinding paste
- be quick and easy to apply

If a lubricant can tick all those boxes it would be the Holy Grail of lubricants.

We found XCP has come pretty damn close. We looked to find fault with it and frankly the only ones we could be self inflicted. A lot of you will already know this but its surprising how many appear not too. Modern chains are supplied factory lubricated in the rollers, held in by 'O' or 'X' rings. The only purpose in lubing a chain is to reduce friction and rusting on the external linkages which can cause kinks and resistance to the engine power being applied. As with ANY chain lube, if you apply it over dirt it won't fully flow where it's needed, and if there's moisture present you risk trapping it in and getting rusting. XCP Chain Lubricant is not a magical product that will overcome those basic facts. It does appear to penetrate 'light' dirt and displace moisture more effectively than some other lubes, but to get the best out of it clean and dry the chain first.

The can instructions say apply to a warm chain, in other words pop it on a paddock stand and run it a few minutes. We know a lot of riders aren't comfortable with that so we tried it both warm and cold. As far as we could see there was marginal difference in the application, so, for the perfectionist yeah warm is best, and if you can use a paddock stand or your bike has a center stand it makes applying chain lube a lot easier. But if you're pushed cold seems to deliver a pretty good level of coating.

We applied it from the aerosol can, spraying lightly onto both sides of the chain at the back end of the sprocket, then a light spray on the underside, and finally if you've got a bit to much on, just a cloth damped with the spray and wiped over the chain to remove the excess. One of the first things we noticed is it sprays on as a very flowing fluid with low viscosity, so it almost immediately penetrates into the linkages.

After a few seconds the fluid becomes a little more 'sticky' as it adheres to the metal. Very quick and easy. On a new chain, if you haven't over applied it, it's actually difficult to see it on there, but a quick run over with your finger and you can feel it.

After 300 miles riding in both dry and wet conditions we inspected the chain and found plenty of lubricant still doing it's job, so left it and carried on. We also noticed hardly any fling around the rear of the bike, and by hardly we mean virtually none. Inevitably dirt is going to stick to any lubricant on a chain but nowhere near as much as we thought there would be, and what there was is surprisingly easy to remove. We didn't need to use a solvent degreaser, simply washed off with a little detergent and a hose leaving the lubricant still in place.



At 500 miles we did a full wash down and reapply, but to be honest it looked as if it would go on for a couple of hundred more.

Just to make sure we weren't being biased about it we also gave a couple of cans to some local customers to try for themselves. As most people do, they started off hammering the stuff on way too much, but after getting used to it they eased back and started to get the result we did. Both came back with a big thumbs up. If you're going to try it yourself, start with a little faith in it and apply it 'lightly'. You won't be disappointed with the performance.

One thing that did intrigue us about this product was it's pedigree. The XCP range didn't just appear from nowhere. In it's original form it's had a long established history in the commercial print industry. If you look on their website you'll see the company is a division of Marott Graphic Services (UK) Ltd.

The XCP Lubricant started life for use on commercial printing machines. The rollers on these are subject to extreme loading, friction and wear. Far in excess of what a motorbike chain would experience. Reassuring to know when it's protecting one of the most critical components on your bike.

ALL YEAR
BIKER

A black silhouette of a motorbike is positioned to the right of the word 'BIKER', partially overlapping the letter 'R'. The motorbike is shown in profile, facing right, with its wheels, handlebars, and seat clearly defined.