

Zero Friction Cycling

Worlds most exhaustive independent bicycle chain lubricant and chain testing – over 300,000km of controlled testing to date.



Video demonstration ZFC test contamination

<https://www.youtube.com/watch?v=2soU9J0Z7hk>

Lubricant On Test :

Cost: \$25 to 30 and approx

Size – 30ml



Photo :

Manufacturers Description on website

DIRT REPELLENT

WITH THE BEST RACE SKI WAX TECHNOLOGY

In addition to skiing, we at Rex are also passionate cyclists. This is the main reason why we developed the lube. We started playing with the idea *"If Rex made a chain lubricant, what would it be like?"*. That sounded so interesting we had to find out!

The Rex Chain Lube recipe combines out-of-the-box thinking with the best raw materials used in high-end fluorinated ski waxes. Rex is well known for its world cup level fluorinated ski waxes and is an expert in paraffin wax-based applications with six decades' worth of experience. Each batch of Rex Chain Lube is carefully hand-mixed at our factory in Hartola, Finland.

ELASTIC FORMULA

OPTIMIZED VISCOSITY FOR LONGEVITY

The unique elastic formula of Rex Chain Lube ensures optimal attachment to the chain without adding friction. Rex Chain Lube has been tested in road racing motorcycles at up to 300km/h speeds with good results.

When applying Rex Chain Lube, you will notice how the lube forms thin hair-like strings where the chain leaves the chainring or derailleur pulley. This happens before the lube penetrates into the chain, and it is normal behaviour.

ULTRA LOW FRICTION

DYNO TESTED AND OPTIMIZED FOR BEST LONGEVITY AND WATT SAVINGS

Dyno-tested independently by two acknowledged laboratories on two continents: [Friction Facts](#) (USA) and [Wheel Energy](#) (Finland). In both tests the results were encouraging:

- In the Friction Facts tests, Rex lube was the 10th fastest out of 55 lubes ever tested, with 5.48 W average friction.
- Most of the more efficient lubes are either not chain lubes at all (olive oil, hard paraffin wax), or thin solvent-based lubes with much shorter reapplication intervals.
- Rex lube is the fastest solvent-free and non-vaporizing chain lube tested by Friction Facts. (tested 7/2015)
- In longevity tests done by Wheel Energy, Rex outperformed competing mineral oil and solvent-based lubricants with a significant margin.

DOWNLOAD PDF: [EN](#) / [FIN](#) / [EE](#)

Seven-hour lab test by Wheel Energy (FIN)

Friction Facts test (USA)

ALL CONDITIONS

**COMBINING THE BEST PROPERTIES
OF DRY AND WET LUBES**

Rex Chain Lube has been tested for two years in all possible summer and winter riding conditions, in road and MTB use. The lube combines the best properties of so-called dry and wet lubes, creating a true all-condition, all-year lube for all cyclists.

In dry road conditions, the lube performs well for up to 500 kilometers. In typical use, only wiping with a dry cloth is needed before reapplying the lube. Before using Rex Chain Lube for the first time, it is preferable to fully degrease the chain for best results. Best lubrication performance and longevity will be achieved after 3–4 applications, when the lube has completely penetrated into the chain.

WAX BASED

SOLVENT-FREE, NON-VAPORIZING, UNDILUTED

Adding solvent or water to a chain lube is generally thought to be a great way to reduce manufacturing cost and giving the manufacturer a better margin. At Rex, we think otherwise. Every drop you apply on the chain is 100% lubricant and not something that will evaporate into the air. Unlike with most chain lubes, there is no need to wait until the solvent evaporates before you can ride your bike.

- 30 LUBRICATIONS WITH ONE BOTTLE
- UP TO 500 KM WITH ONE LUBRICATION

DETAILED INSTRUCTIONS

FOR ACHIEVING THE BEST LUBRICATION PERFORMANCE

Clean and degrease the chain thoroughly using a detergent like [Rex Chain Cleaner](#), a chain cleaning device, or brush. Rinse well with water and let dry completely. Shake the bottle well and begin applying lube 1 drop per roller while pedaling backward. Use fingers to smoothen out and work the lube into rollers while back-pedaling at least 3-4 revolutions. Repeat applying 1 drop per roller, using the same method as above. Lightly wipe off excess lube from the surface to avoid excess dirt build-up.

RELUBRICATION

AFTER RIDING IN DAY-TO-DAY USE

Wipe the the chain with a cloth or tissue until it appears clean. Apply lube 1 drop per roller like instructed above. Thorough cleaning is only needed if the chain extremely contaminated. Depending on conditions, typical relubrication interval is usually 50-500 km.

REX DOMESTIQUE FAQ:

THERE IS BLACK GUNK ON MY CHAIN AND CASSETTE, WHY?

To keep accumulation of wax residue at minimum, always wipe the chain with a cloth or tissue always before applying Rex Domestique again. This keeps the chain and cassette cleaner in continuous use. The dirt repellent additives of Rex Domestique push the dirt on the outer surface of the chain. Despite dirty appearance, the inside of the chain remains clean. You can prove this by twisting the chain with your hands. It won't sound and feel gritty. Applying too much lube will also make the drivetrain look messy. Apply one drop for each chain link.

THE LUBE WON'T COME OUT OF THE BOTTLE, WHY?

Apply Rex Domestique at room temperature. The lube is more fluid in warm temperature.

SHOULD I DEGREASE THE CHAIN BEFORE EACH APPLICATION?

We recommend degreasing with [Rex Chain Cleaner](#) and a chain cleaning device before you begin using Rex Domestique, to ensure that previously used lubricant won't affect its performance. When using Domestique regularly, only wiping with cloth is needed before reapplying the lube. A thorough cleaning is only needed after riding in extreme conditions.

MY CHAIN IS MAKING NOISE JUST AFTER 20 KM, WHAT IS THE PROBLEM?

The longevity of the lubrication is extremely dependant on the conditions. 500km with one lubrication can be easily achieved in dry summer conditions on a road bike, but the same distance in muddy MTB conditions can even wear your chainrings and cassette to bad condition, no matter which lubricant you use. In wet / dusty / muddy conditions you can protect the chain from contamination with [Rex Race Day Spray](#) hydrophobic coating. In wet conditions, [Rex Black Diamond](#) chain lube is also more durable than Domestique.

ZFC REVIEW

Here we go!!!

Ok – here is attempt to roll out a new detail review format to enable a) hopefully easier to glean information on is this lubricant for you and b) enable me to complete each detail review more quickly as time involved to complete previously has me very behind completing many detail

reviews for tests completed. If this format is not providing the information you are looking for in a good format pls email feedback to info@zerofrictioncycling.com.au.

Alrighty – Rex Domestique is the cheaper brother / sister to Rex Black Diamond. I do not know for certain, however my guess is that Domestique uses the same base / is the same base as Black Diamond, but sans the very expensive friction modifier additive used in Black Diamond that is a big part of why Black Diamond set some big new single application longevity records as proved to be extremely low wear when used in the right conditions.

However, regardless of the lower cost to run overall (Proven. So, so proven – refer to cost to run modelling) of the best lubricants tested to date, many cyclists simply will not spend past a certain amount on a bottle of chain lubricant. Especially if that bottle is really small. Spend \$20 less for a lubricant that will cost you \$500 more wear in short order – no problems. Spend \$20 more to save \$500, alas far too many say no thankyou.

And this is where products like Rex Domestique can add great value to the cycling world. Well priced products that still deliver overall impressive low wear and thus overall low cost to run have a very clear segment to fill. Sitting between cheap rubbish and expensive very high performers that some just simply will not buy because they are expensive - and since many do not accurately track chain / parts wear with any accuracy anyway – for such cyclists the promises are all on faith vs having easy and objectively data for themselves vs previous products used – there is a big middle price bracket that is just where a lot of cyclists like to shop.

Considering that this middle ground price bracket is absolutely saturated with a gazillion products trying to get you to buy them, and even without testing a small fraction of them – ZFC can state with a lot of confidence that the belief is many, many many of them will be really average to poor performing. There are hundreds and hundreds so overall there will also be many I haven't tested that will be very good to excellent, but the time resources involved in the ZFC testing means that finding all those will be impossible. I can only positively highlight the ones I do test in this bracket, as well as hold concerns for the ones that test poorly.

Rex Domestique is a very solid product in this category.

Like Black Diamond, Rex Domestique comes in a very small bottle, which runs the risk of cyclists not thinking past level one, thinking this is still a decent amount of \$ for a very small bottle of lubricant. They have to take a bit more time to investigate and find that actually, despite the small bottle and 30ml volume, the amount used per application is very small, and it is an impressively long lasting lubricant. It is cheaper to spend \$25 on a 30ml bottle where the application is around 1ml and lasts approx. 500km for dry road riding vs a \$15 on a 120ml bottle where you need to put around 5ml on to last around 300km. The former option gives you over twice the lubricated km's per bottle. So already it is cheaper, despite being more expensive to buy, and that is before comparing component wear rates which is where the real costs come in for your cost to run per 10,000km.

Sometimes it is indeed true about good things and small packages.

Performance – Dry Road Conditions

In ZFC opinion, this is really Rex Domestique key demographic. Whilst thanks to the low application amount domestique is less wet than many wet lubricants, and this = lesser rate and amount of attracting abrasive contamination, it is still a wet lubricant, and ZFC cautions very strongly against wet lubricants and offroad as dust simply sticks to wet.

Dry road conditions riders, then you have lot of really good options for long lasting, low friction wet lubricants.

Rex Domestique presented zero penetration issues, and ZFC rates any lubricant at 5% or lower in block 1 as top tier lubricant choice for dry road conditions riders

WAX / DRIP / DRIP - WET / GREASE

	Block 1 - No Contamination
Mspeedwax New Formula	0.0%
Molten Speed Wax Original Formula	0.0%
Silca Synergetic	0.0%
Silca Hot Melt	0.3%
Effetto Mariposa Flower power wax	2.3%
Ceramic Spd UFO Drip New Formula	2.3%
Rex Black Diamond	2.3%
Silca Drip Batch 2	2.9%

Revolubes	4.0%
Rex Domestique	5.1%
Tru Tension Tungsten Race - (*D.A)	5.4%
Rock N Roll Gold	8.9%
Muc Off Ludicrous AF	8.9%
Shimano Factory Grease	10.9%
Shimano Factory grease + NFS	10.9%
Shimano Factory grease + RNR Gold	10.9%
Nix Frix Shun	12.6%
Tru Tension Tungsten All Weather	14.0%
Session S-Wax	14.6%
Wolf tooth wt-1	16.9%
Smoove	19.1%
Squirt	19.1%
Dynamic Speed Potion	21.7%
Allied GRAX	22.0%
AB Graphene Wax	22.0%
Cycle Star Gold	22.3%
White Lightning Epic Ride	22.9%
Muc Off Hydro Dynamic	27.6%
Wend wax 2	35.7%
Muc Off Nano Lube	37.7%

Performance – Dry Off Road Conditions

Ok here we really step out of what ZFC believes is Domestique main demographic focus. Whilst Rex are going to market this as a pretty universal lubricant – and compared to MANY wet lubricants in offroad conditions, Domestique is well above average – but the fact remains that wet lubricants overall test very poorly in the land of dirt and dust compared to the high contamination resistance of the top wax lubricants that set to a non wet paste or solid.

This should make sense. I know I spend a silly amount of time thinking in this space, but even still, I am always rather shocked at how many people who ride gravel and mtb and use a wet lubricant. You can test this so many ways very easily at home (sprinkle dirt or dust over something dry, then do the same over that same something after you have made it wet – see which has the most stick..).

The wear rates for wet lubricants vs top wax lubricants in dry contamination test block 2 just hammer home the above obvious situation that really, with wet lubricants in the world of dirt and dust you are from km zero making an ever more abrasive lapping compound. If your bits are really expensive (Ekar, AXS, XT, XTR, even higher tier GRX) – it really will save you a lot of money if you spend just 2 mins looking at the ZFC test results for block 2 and choose a lubricant that suits you that also has a very high dry contamination resistance. The wear rates simply do not lie.

Some quick data for dry contamination test block 2.

The average wear rate of all wet lubricants tested to date is 44.6%

The average wear rate of all wax drip lubricants tested to date is 9.5%

The average wear rate of the TOP 5 wet lubricants tested to date is 20.8%

The average wear rate of the TOP 5 wax drip lubricants tested to date is 3.6%

So – depending on what stat you want to choose from, you can basically have yourself a drivetrain wear rate in offroad riding of between one quarter and one seventh with a wax lubricant vs a wet lubricant in the world of dirt and dust.

It really isn't even a contest.

For its part, domestique recorded a wear rate of 28.6%. So well below the average for wet lubricants in this test block – but obviously circa 7 times greater than if you selected a lubricant from the top 5 wax drip lubricants tested.

Speaking of Rex however, their Black Diamond lubricant– which despite being again a wet lubricant – Black Diamond with its super friction modifiers and VERY low application amount needed recorded a wear rate in this block of only 11.1%, well

in the lead for a wet lubricant in offroad riding use – so if you prefer to use a wet lubricant and you ride offroad, go Black Diamond. Everyone else, go a top wax option.

Speaking of Rex again, ZFC has been EXTREMELY impressed with them as a company throughout the journey of testing for them, which is still ongoing. At the time of writing this review, Rex are well into development (as in I am hoping for official product release soon) – some very exciting products that will absolutely suit the offroad demographic perfectly. Starting with a great range in a soon to be launched immersive wax using same very long lasting and very low wear friction modifier that is in Black Diamond, as well as a drip lubricant version of the immersive wax.

As such I do not think it will be much longer where Black Diamond and Domestique are marketed to all demographics. I would expect with the launch of the new products that BD and Domestique will be aimed more into the road space only, as it is just beyond proven (and again... physics... logic...) that wet lubricant + offroad is overall a mismatch of product type to purpose. The new products as well as rocking road, will, I imagine become the recommended products in Rex marketing for the land of dirt and dust, and that Rex marketing and ZFC testing & recommendations will align very nicely.

Wear by block

WAX / DRIP / DRIP - WET / GREASE

Lube	Block 2 - Dry Con
Mspeedwax New Formula	1.1%
Silca Hot Melt	1.7%
Tru Tension Tungsten Race (D.A)	2.0%
Effetto Mariposa Flower power wax	2.3%
Ceramic Spd UFO Drip New Formula	3.4%
Silca Drip Batch 2	4.6%
Session S-wax	5.7%
Tru Tension Tungsten All Weather	10.0%
Rex Black Diamond	11.1%
Molten Speed Wax Original Formula	12.0%
Smoove	17.4%
Allied GRAX	18.3%
Revolubes	18.3%
Silca Synergetic	18.6%
Shimano Factory Grease	20.8%
Squirt	22.0%
Shimano Factory Grease + NFS	27.4%
Nix Frix Shun	27.4%
Rex Domestique	28.6%
Rock N Roll Gold	29.0%
Shimano Factory Grease + RNR gold	29.0%
Cycle Star Gold	30.9%
Wend Wax 2	33.6%
White Lightning Epic Ride	33.7%
AB Graphene Wax	38.3%
Wolf tooth WT-1	52.9%
Muc Off Ludicrous AF	78%
Muc Off Hydro Dynamic	98.9%
Muc Off Nano	107.7%

Performance – Wet & extreme Conditions

Here we get to a bit of tough area. In ZFC testing Rex Domestique did not excel in the wet. It appears to ZFC observation to wash off faster than optimal. This will not really be too much of a concern if your wet rides are not really long, so you can get home and re lube (actually, for ALL lubricants it is best to do a little quick maintenance to reset contamination post wet ride...). However if your rides are long during intrepid conditions, from ZFC testing data and observations, the treatment lifespan may be an issue.

This is somewhat.... I am not sure if contested is the right word – Rex didn't so much as disagree with ZFC test result as simply find it surprising vs their own testing, which is pretty darn thorough.

We believe the main difference between ZFC and Rex is that the ZFC test contains a lot more contamination and a lot harsher contamination and lot more water vs their testing. Their testing may be more realistic to a lot of wet road conditions. ZFC testing for wet conditions is not really set up to mimic necessarily road or offroad. The wet contamination block 4 in the ZFC test is simply designed to be a pretty tough wet conditions cycling test. As a global independent test body, I very specifically did not want a possibly easy wet conditions test, because if ZFC puts a glowing review and recommendation on a lubricant being outstanding in wet conditions cycling, and then a lot of cyclists find that well actually for their wet riding it is really not lasting at all – this would be a fail on ZFC part. It is of course extremely important to ZFC that cyclists can place trust the recommendations and results from the testing, so the testing is

deliberately very harsh, and likely much more harsh than many manufacturers own cycling simulated testing. I believe (and I think Rex agree) that this is behind the differing wet test results for ZFC vs Rex own.

So in the ZFC test Rex showed that the combination of the amount of water and abrasive contamination during that block, the lubricant was not lasting sufficiently until the next re-lubrication point, and higher than hoped for wear rate occurred. This result in block 4 was backed by the result in Single Application Longevity testing in the extreme conditions test block.

But again this may or may not be an issue for you if you ride a lot in the wet. Depending on the amount of contamination on your wet roads/ wet rides and how long they are – if the treatment survives your riding just fine and you can then re lube – all is well. If the length of your wet rides + level of contamination on your rides has them exceeding treatment lifespan, then you may need to look at a longer lasting product in such conditions (silca synergetic is top for wet conditions at time of this review, or of course – mspeedwax or Silca hot melt).

Block 4 – Wet contamination test block (and preceeding blocks for overall review)

Lube	Block 1 - No Contamination	Block 2 - Dry Con	Block 3 - No Cont.	Block 4 - Wet cont.
Silca Hot Melt	0.3%	1.7%	4.6%	8.0%
Molten Speed Wax Original Formula	0.0%	12.0%	0.0%	8.0%
Mspeedwax New Formula	0.0%	1.1%	0.6%	9.1%
Silca Synergetic	0.0%	18.6%	24.3%	27.4%
Shimano Factory Grease + NFS	10.9%	27.4%	14.3%	28.6%
Nix Frix Shun	12.6%	27.4%	14.3%	28.6%
Tru Tension Tungsten All Weather	14.0%	10.0%	12.0%	31.0%
Effetto Mariposa Flower power wax	2.3%	2.3%	0.0%	32.0%
Ceramic Spd UFO Drip New Formula	2.3%	3.4%	0.6%	32.3%
Session S-wax	14.6%	5.7%	5.1%	32.6%
Silca Drip Batch 2	2.9%	4.6%	0.0%	36.9%
Tru Tension Tungsten Race (D.A)	5.4%	2.0%	2.3%	38.3%
Allied GRAX	22.0%	18.3%	18.9%	42.0%
Rex Black Diamond	2.3%	11.1%	17.0%	42.6%
Rex Domestique	5.1%	28.6%	15.1%	43.7%
Smoove	19.1%	17.4%	2.0%	45.1%
Squirt	19.1%	22.0%	18.0%	48.9%
Revolubes	4.0%	18.3%	17.4%	61.7%
Cycle Star Gold	22.3%	30.9%	45.1%	61.8%
Rock N Roll Gold	8.9%	29.0%	20.0%	65.0%
Shimano Factory Grease + RNR gold	10.9%	29.0%	20.0%	65.0%
Wend Wax 2	35.7%	33.6%	28.6%	67.2%
White Lightning Epic Ride	22.9%	33.7%	104.3%	67.4%
AB Graphene Wax	22.0%	38.3%	24.9%	103.6%
Wolf tooth WT-1	16.9%	52.9%	54.0%	105.8%
Muc Off Ludicrous AF	8.9%	78%		156.0%
Muc Off Hydro Dynamic	27.6%	98.9%		197.8%
Muc Off Nano	37.7%	107.7%		215.4%
Shimano Factory Grease	10.9%	20.8%		

Maintenance Recommendations

I have just launched the ZFC chain maintenance guide – so for full maintenance information overall re chains & lubricants and what you should do and how often for your lubricant type and riding type – head to that guide in the instructions tab on zero friction cycling website.

A quick note for Rex Domestique specifically;

- Dry road riding your maintenance is extremely easy. Domestique remains relatively clean (for a wet lubricant) and low friction in such conditions. ZFC recommends a periodic flush clean every approximately 2000km which for most would be after about 5 to 7 applications only, and it is a very easy clean. Along with the solid performing product, this will ensure very impressive chain and drivetrain component lifespans vs oh so many other wet lubricant options on the market (ie vs your stereo typical LBS lubricants of Muc off, finish line, rock n roll etc etc)
- Dry offroad conditions - bear in mind ZFC stance on wet lubricants and offroad cycling. At minimum you will want to flush clean every approx. 500km if you can before contamination absorption makes the lubricant too abrasive.
- Wet conditions – ZFC stance is as always to reset chain contamination post any decent wet ride, for ALL lubricants – and if not practical, just as often as is practical. Water transports contamination deep into chain, it is pressed into lubricant, and from there it is in almost all cases effectively locked in there unless you remove it. There is generally very low rates of flush cleaning from re lubing, as per link there is just such a small amount of lubricant added. (ie if you added even a heavy application of 5ml, onto over 100 links of chain, that is 0.05ml per link – there is only so much flush cleaning that can do vs performing actual cleaning

maintenance. Note Domestique was actually pretty impressive re re setting contamination post wet conditions riding especially considering application amount is so small – but it still cannot match some quick actual maintenance first). If you ride a lot in wet conditions just balance maintenance time & how happy you are re friction and wear increase from wet rides. The more expensive your groupset components, the more you should try to flush clean chain post wet riding. If you do not, the abrasive contamination brought in will continue to cause very high wear even if your next rides are in the sunshine – it basically is not going anywhere unless you remove it.

Consider – would a professional racer, after a wet stage, just add lube and call that good to go next day? Or would the mechanic fully clean chain before re lubing for next day. They don't care about wear, they care about speed and not having 5w of extra friction losses in chain. If you keep those 5w of extra friction losses from the wet ride, you may not care about your speed, but that is 5w of energy every pedal stroke going directly into wearing through your chain and drivetrain components faster. On shimano tiagra – maybe you don't care. On Dura ace or Sram Axs road or eagle x01 or campagnolo record etc etc – maybe you should care a lot.

Single Application Longevity results;

Remembering that overall since new S.A.L test mostly only the better performing lubricants have been tested and so are on the league table, Domestique performs very well especially considering its price.

Double remember for the S.A.L test the lubricants are applied via immersive application and may not represent longevity of the lubricant from normal drip on application.

For full detail on the S.A.L test, what does jump point mean etc – head to the lubricant test page on the website and download the full file;

Dry Road conditions

Lubricant	Km's to Wear Rate Jump Point	Km's to reach total Wear allowance	Real world KM's Adjusted - Wear rate Jump Point	Real World Km's to reach total Wear allowance
Rex Black Diamond	5,602	5602	1,867	1867
	4,300	5000	1,433	1667
Revolubes	3,416	3416	1,139	1139
Rex Black Diamond + Race Day Spray	3,415	3415	1,138	1138
	3,300	3750	1,100	1250
Rex Domestique	3,210	3210	1,067	1067
AB Graphene Lube	3,254	3254	1,000	1085
Silca Synergetic	2,333	2333	778	778
Allied Grax	2,089	2089	696	696
Effetto Mariposa Flower Power Wax	1,950	3088	650	1029
Mspeedwax New Formula	1,800	3063	600	1021
Silca Hot Melt	1,300	1595	433	531
	1,300	1375	433	458
UFO Drip V2	900	1182	300	394
AB Graphene Wax	300	420	100	140

Dry Off Road conditions

Again overall a pretty solid result.

Lubricant	Km's to Wear Rate Jump Point	Km's to reach total Wear allowance	Real world KM's Adjusted - Wear rate Jump Point	Real World Km's to reach total Wear allowance
Rex Black Diamond + RDS	2,642	3071	880	1023
Mspeedwax New Formula	1,650	1848	550	616
	1,800	1800	600	600
Revolubes	1,100	1588	367	529
Effetto Mariposa Flower Power Wax	1,350	1571	450	524
Allied Grax	1,265	1551	421	517
Rex Black Diamond	1,476	1476	489	489
AB Graphene Lube	1,449	1449	483	483
	900	1200	300	400
Rex Domestique	1,154	1154	385	385
Ufo Drip v2	450	1078	150	360
Silca Hot Melt	900	1030	300	343
	750	836	250	278
Silca Synergetic	500	690	167	230
AB Graphene Wax	300	420	100	140

Extreme Conditions

Lubricant	Km's to Wear Rate Jump Point	Km's to reach total Wear allowance	Real world KM's Adjusted - Wear rate Jump Point	Real World Km's to reach total Wear allowance
AB Graphene Lube	600	807	200	270
Silca Synergetic	500	690	167	230
Silca Hot Melt	300	637	100	212
	300	604	100	201
Mspeedwax New Formula	300	588	100	196
Rex Black Diamond	300	538	100	179
Rex Black Diamond + RDS	300	525	100	175
Effetto Mariposa Flower Power Wax	300	480	100	160
Allied Grax	300	450	100	150
	300	450	100	150
Rex Domestique	300	427	100	143
Revolubes	150	300	50	133
Ufo Drip v2	150	357	50	119
	150	346	50	115
AB Graphene Wax	200	344	66	115

Cost to run modelling

Similar to the above, as the cost to run modelling is mostly influenced by wear rates (lubricant cost over 10,000km works out to be a very minor factor overall re what your drivetrain is costing you to run. Wear rate of the components is by far the dominant factor).

So Rex Domestique is an outstanding option for dry road cyclists, medium for dry offroad, and lower when it is wet.

** The cost to run modelling starts with data from the main test, so a real mix of conditions as it covers the wear rates from block 1 – no contamination, block 2 – dry contamination, block 3 – no contamination – remember there is no cleaning it is all up to the lubricant – block 4 – wet contamination, and block 5 – no contamination.

Rex Domestique does not rank overall high on the table due to the wear results especially from Blocks 2 and 4

However if you were to just use in Dry road conditions riding, your cost to run would be impressively low.

Unfortunately it is difficult to model based just on block 1 as the ZFC test being in purified clean air is not the same as your riding outside, nor does motor driving 250w match the higher wear of sinusoidal loading that occurs with pedalling at 250w. I.e if I modelled from just block 1, Silca Synergetic, Mspeedwax, Silca Hot melt etc would come out with basically

infinite component lifespan – so for the main overall modelling, the data from the main test overall is used, and then further modelling on specific conditions (ie dry offroad from block 2 wear results) is able to provide outstanding comparative cost to run between different lubricant options in those specific conditions.

Last note – again if your groupset is more expensive than the groupset modelled, take heed of the wear rates as it is your component wear rate, not the cost of the lubricant – that will absolutely DOMINATE your running costs per 10,000km of cycling.

Tables below;

Mixed Conditions Cost to run – Ultegra 11spd

Ultegra 11spd Components	Total Cost to run Per 10,000km	Lubricant Cost	Number of chains worn	Chains Cost	Number of Cassettes Worn	Cassettes Cost	Chainrings Worn	Chain rings cost
Mspeedwax New Formula	\$ 101.60	\$ 44.90	0.40	\$ 20.00	0.20	\$ 22.00	0.07	\$ 14.70
Silca Hot Melt	\$ 142.90	\$ 79.90	0.40	\$ 20.00	0.20	\$ 22.00	0.07	\$ 14.70
Effetto Mariposa Flower Power wax	\$ 159.35	\$ 29.90	0.98	\$ 49.00	0.49	\$ 53.90	0.16	\$ 34.02
Ceramic Speed UFO Drip New Formula	\$ 237.73	\$ 84.43	1.10	\$ 55.00	0.60	\$ 60.50	0.20	\$ 37.80
Silca Synergetic	\$ 284.97	\$ 32.97	1.80	\$ 90.00	0.90	\$ 99.00	0.30	\$ 63.00
Rex Black Diamond	\$ 288.89	\$ 17.99	1.94	\$ 97.00	0.97	\$ 106.70	0.32	\$ 67.20
Silca SS Drip	\$ 290.92	\$ 80.92	1.50	\$ 75.00	0.75	\$ 82.50	0.25	\$ 52.50
Tru Tension Tungsten All Weather (I.P)	\$ 305.30	\$ 68.00	1.70	\$ 85.00	0.90	\$ 93.50	0.30	\$ 58.80
Smooove (I.P)	\$ 342.10	\$ 25.00	2.26	\$ 113.00	1.13	\$ 124.30	0.40	\$ 79.80
Rex Domestique	\$ 358.40	\$ 35.00	2.32	\$ 116.00	1.20	\$ 127.60	0.38	\$ 79.80
Squirt - (I.P)	\$ 369.45	\$ 18.75	2.50	\$ 125.00	1.25	\$ 137.50	0.42	\$ 88.20
Nix Frix Shun	\$ 378.15	\$ 14.85	2.60	\$ 130.00	1.30	\$ 143.00	0.43	\$ 90.30
Allied Grax	\$ 379.70	\$ 29.00	2.50	\$ 125.00	1.30	\$ 137.50	0.40	\$ 88.20
Revolubes	\$ 381.00	\$ 45.00	2.40	\$ 120.00	1.20	\$ 132.00	0.40	\$ 84.00
Rock N Roll Gold	\$ 471.90	\$ 67.10	2.90	\$ 145.00	1.45	\$ 159.00	0.48	\$ 100.80
AB Graphene Wax	\$ 552.90	\$ 111.90	3.20	\$ 160.00	1.60	\$ 176.00	0.50	\$ 105.00
Wend wax 2	\$ 574.00	\$ 112.00	3.30	\$ 165.00	1.65	\$ 181.50	0.60	\$ 115.50
Wolf Tooth WT-1	\$ 586.30	\$ 18.50	4.10	\$ 205.00	2.00	\$ 220.00	0.68	\$ 142.80
Cycle Star Gold	\$ 602.00	\$ 140.00	3.30	\$ 165.00	1.65	\$ 181.50	0.60	\$ 115.50
Tru Tension Tungsten Race (D.A)	\$ 630.84	\$ 399.84	1.60	\$ 80.00	0.80	\$ 88.00	0.30	\$ 63.00
White Lightning Epic Ride	\$ 735.40	\$ 118.00	4.40	\$ 220.00	2.20	\$ 242.00	0.74	\$ 155.40
Muc Off Hydro Dynamic	\$ 799.05	\$ 99.75	5.00	\$ 250.00	2.50	\$ 275.00	0.80	\$ 174.30
Muc Off Ludicrous AF	\$ 898.60	\$ 297.00	4.30	\$ 215.00	2.10	\$ 235.00	0.70	\$ 151.00
Muc Off Nano Lube	\$ 1,222.70	\$ 200.00	7.30	\$ 365.00	3.70	\$ 401.50	1.20	\$ 256.20

Mixed Conditions Cost to run – Dura Ace 11

Dura Ace 11spd Components	Total Cost Per 10,000km	Lubricant Cost	Number of chains worn	Chains Cost	Number of Cassettes Worn	Cassettes Cost	Chainrings Worn	Chain rings cost
Molten Speed Wax New Formula	\$ 240.90	\$ 44.90	0.40	\$ 36.00	0.40	\$ 132.00	0.07	\$ 28.00
Silca Hot Melt	\$ 275.90	\$ 79.90	0.40	\$ 36.00	0.40	\$ 132.00	0.07	\$ 28.00
Effetto Mariposa Flower Power wax	\$ 498.83	\$ 22.43	0.98	\$ 88.20	0.98	\$ 323.40	0.16	\$ 64.80
Ceramic Speed UFO Drip New Formula	\$ 626.43	\$ 84.43	1.10	\$ 99.00	1.10	\$ 363.00	0.20	\$ 80.00
Silca SS Drip	\$ 810.92	\$ 80.92	1.50	\$ 135.00	1.50	\$ 495.00	0.25	\$ 100.00
Tru Tension Tungsten All Weather (I.P)	\$ 902.00	\$ 68.00	1.70	\$ 153.00	1.70	\$ 561.00	0.30	\$ 120.00
Silca Synergetic	\$ 925.46	\$ 49.46	1.80	\$ 162.00	1.80	\$ 594.00	0.30	\$ 120.00
Rex Black Diamond	\$ 960.79	\$ 17.99	1.94	\$ 174.60	1.94	\$ 640.20	0.32	\$ 128.00
Smooove (I.P)	\$ 1,134.20	\$ 25.00	2.26	\$ 203.40	2.26	\$ 745.80	0.40	\$ 160.00
Rex Domestique	\$ 1,161.00	\$ 35.00	2.32	\$ 208.80	2.32	\$ 765.60	0.38	\$ 152.00
Tru Tension Tungsten Race (D.A)	\$ 1,191.84	\$ 399.84	1.60	\$ 144.00	1.60	\$ 528.00	0.30	\$ 120.00
Revolubes	\$ 1,213.00	\$ 45.00	2.40	\$ 216.00	2.40	\$ 792.00	0.40	\$ 84.00
Squirt - (I.P)	\$ 1,236.75	\$ 18.75	2.50	\$ 225.00	2.50	\$ 825.00	0.42	\$ 168.00
Allied Grax (I.P)	\$ 1,247.00	\$ 29.00	2.50	\$ 225.00	2.50	\$ 825.00	0.40	\$ 168.00
Nix Frix Shun	\$ 1,278.85	\$ 14.85	2.60	\$ 234.00	2.60	\$ 858.00	0.43	\$ 172.00
Rock N Roll Gold	\$ 1,477.10	\$ 67.10	2.90	\$ 261.00	2.90	\$ 957.00	0.48	\$ 192.00
AB Graphene Wax	\$ 1,655.90	\$ 111.90	3.20	\$ 288.00	3.20	\$ 1,056.00	0.50	\$ 200.00
Wend wax 2	\$ 1,738.00	\$ 112.00	3.30	\$ 297.00	3.30	\$ 1,089.00	0.60	\$ 240.00
Cycle Star Gold	\$ 1,766.00	\$ 140.00	3.30	\$ 297.00	3.30	\$ 1,089.00	0.60	\$ 240.00
Wolf Tooth WT-1	\$ 2,012.50	\$ 18.50	4.10	\$ 369.00	4.10	\$ 1,353.00	0.68	\$ 272.00
White Lightning Epic Ride	\$ 2,162.00	\$ 118.00	4.40	\$ 396.00	4.40	\$ 1,452.00	0.74	\$ 196.00
Muc Off Ludicrous AF	\$ 2,391.00	\$ 297.00	4.30	\$ 387.00	4.30	\$ 1,419.00	0.70	\$ 288.00
Muc Off Hydro Dynamic	\$ 2,519.75	\$ 99.75	5.00	\$ 450.00	5.00	\$ 1,650.00	0.80	\$ 320.00
Muc Off Nano Lube	\$ 3,754.00	\$ 200.00	7.30	\$ 657.00	7.30	\$ 2,409.00	1.20	\$ 488.00

Dry Offroad Conditions

GRX 810 Components - Dry gravel / Mtb /			Number of chains		Number of			
Cx	Total Cost Per 10,000km	Lubricant Cost	worn	Chains Cost	Cassettes Worn	Cassettes Co	Chainrings Worn	Chain rings cost
Effetto Mariposa Flower Power wax	\$ 119.77	\$ 33.64	0.6	\$ 28.75	0.3	\$ 37.38	0.1	\$ 20.00
Mspeedwax New Formula	\$ 149.85	\$ 67.35	0.5	\$ 25.00	0.3	\$ 32.50	0.1	\$ 25.00
Silca SS Drip	\$ 180.47	\$ 91.72	0.6	\$ 31.25	0.3	\$ 32.50	0.1	\$ 25.00
Silca Hot Melt	\$ 202.35	\$ 119.85	0.5	\$ 25.00	0.3	\$ 32.50	0.1	\$ 25.00
Ceramic Speed UFO Drip New Formula	\$ 226.65	\$ 115.40	0.8	\$ 37.50	0.4	\$ 48.75	0.1	\$ 25.00
Rex Black Diamond	\$ 228.48	\$ 26.98	1.4	\$ 68.75	0.7	\$ 87.75	0.2	\$ 45.00
Tru Tension Tungsten All Weather	\$ 289.75	\$ 96.00	1.3	\$ 62.50	0.6	\$ 81.25	0.3	\$ 50.00
Smoove	\$ 362.50	\$ 35.00	2.1	\$ 106.25	1.1	\$ 146.25	0.4	\$ 75.00
Silca Synergetic	\$ 366.72	\$ 32.97	2.3	\$ 112.50	1.1	\$ 146.25	0.4	\$ 75.00
Allied Grax	\$ 377.25	\$ 43.50	2.3	\$ 112.50	1.1	\$ 146.50	0.4	\$ 75.00
Molten Speed Wax	\$ 390.08	\$ 167.58	1.5	\$ 75.00	0.8	\$ 97.50	0.3	\$ 50.00
Squirt	\$ 443.25	\$ 27.00	2.2	\$ 137.50	1.4	\$ 178.75	0.5	\$ 100.00
Nix Frix Shun	\$ 541.05	\$ 19.80	3.4	\$ 168.75	1.8	\$ 227.50	0.6	\$ 125.00
Rock N Roll Gold	\$ 627.69	\$ 93.94	3.6	\$ 181.25	1.8	\$ 227.50	0.6	\$ 125.00
Tru Tension Tungsten Race (D.A)	\$ 642.28	\$ 559.78	0.5	\$ 25.00	0.3	\$ 32.50	0.1	\$ 25.00
Cycle Star Gold	\$ 758.50	\$ 196.00	4.0	\$ 193.75	1.9	\$ 243.75	0.6	\$ 125.00
Wend wax 2	\$ 792.75	\$ 154.00	4.3	\$ 212.50	2.1	\$ 276.25	0.8	\$ 150.00
Rex Domestique	\$ 797.50	\$ 52.50	5.0	\$ 250.00	2.5	\$ 325.00	0.9	\$ 170.00
Revolubes	\$ 812.50	\$ 67.50	5.0	\$ 250.00	2.5	\$ 325.00	0.9	\$ 170.00
Wolf Tooth WT-1	\$ 995.24	\$ 27.74	6.5	\$ 325.00	3.3	\$ 422.50	1.1	\$ 220.00
White Lightning Epic Ride	\$ 1,202.25	\$ 166.00	7.1	\$ 356.25	3.5	\$ 455.00	1.1	\$ 225.00
AB Graphene Wax	\$ 1,269.16	\$ 156.66	7.5	\$ 375.00	3.8	\$ 487.50	1.3	\$ 250.00
Muc Off Ludicrous AF	\$ 1,898.00	\$ 445.50	9.9	\$ 493.75	4.9	\$ 633.75	1.6	\$ 325.00
Muc Off Hydro Dynamic	\$ 1,955.00	\$ 140.00	12.4	\$ 618.75	6.1	\$ 796.25	2.0	\$ 400.00
Muc Off Nano Lube	\$ 2,282.50	\$ 280.00	13.5	\$ 675.00	6.8	\$ 877.50	2.3	\$ 450.00

Wet Conditions (harsh road / moderate offroad)

GRX 810 Components - Wet gravel / Mtb / C	Total Cost Per 10,000km	Lubricant Cost	Number of chains worn	Chains Cost	Number of Cassettes Worn	Cassettes Cost	Chainrings Worn	Chain rings cost
	\$ -							
Mspeedwax New Formula	\$ 235.35	\$ 67.35	1.2	\$ 48.00	0.6	\$ 78.00	0.21	\$ 42.00
Silca Hot Melt	\$ 275.85	\$ 119.85	1.2	\$ 48.00	0.6	\$ 78.00	0.15	\$ 30.00
Silca Synergetic	\$ 634.46	\$ 49.46	4.1	\$ 162.00	2.1	\$ 273.00	0.8	\$ 150.00
Nix Frix Shun	\$ 642.30	\$ 19.80	4.5	\$ 180.00	2.3	\$ 292.50	0.8	\$ 150.00
Effetto Mariposa Flower Power wax	\$ 693.64	\$ 33.64	4.8	\$ 192.00	2.4	\$ 312.00	0.8	\$ 156.00
Tru Tension Tungsten All Weather	\$ 724.50	\$ 96.00	4.7	\$ 186.00	2.3	\$ 292.50	0.8	\$ 150.00
Ceramic Speed UFO Drip New Formula	\$ 769.40	\$ 115.40	4.8	\$ 192.00	2.4	\$ 312.00	0.8	\$ 150.00
Rex Black Diamond	\$ 804.43	\$ 26.98	6.4	\$ 255.60	3.2	\$ 415.35	0.53	\$ 106.50
Silca SS Drip	\$ 844.72	\$ 91.72	5.6	\$ 222.00	2.7	\$ 351.00	0.9	\$ 180.00
Allied Grax	\$ 915.00	\$ 43.50	6.3	\$ 252.00	3.2	\$ 409.50	1.1	\$ 210.00
Smoove	\$ 993.50	\$ 35.00	6.8	\$ 270.00	3.5	\$ 448.50	1.2	\$ 240.00
Squirt	\$ 1,029.00	\$ 27.00	7.4	\$ 294.00	3.6	\$ 468.00	1.2	\$ 240.00
Tru Tension Tungsten Race (D.A)	\$ 1,338.28	\$ 559.78	5.7	\$ 228.00	2.9	\$ 370.50	0.9	\$ 180.00
Rock N Roll Gold	\$ 1,456.94	\$ 93.94	9.8	\$ 390.00	5.0	\$ 643.00	1.7	\$ 330.00
Cycle Star Gold (Extrapolated Data)	\$ 1,478.50	\$ 196.00	9.5	\$ 378.00	3.0	\$ 604.50	1.5	\$ 300.00
Wend wax 2	\$ 1,529.50	\$ 154.00	10.1	\$ 402.00	5.0	\$ 643.50	1.7	\$ 330.00
Rex Domestique	\$ 1,843.50	\$ 52.50	15.0	\$ 600.00	7.5	\$ 975.00	1.1	\$ 276.00
Revolubes	\$ 1,858.50	\$ 67.50	15.0	\$ 600.00	7.5	\$ 975.00	2.4	\$ 480.00
Wolf Tooth WT-1 (Extrapolated data)	\$ 2,181.74	\$ 27.74	15.6	\$ 624.00	7.8	\$ 1,014.00	2.58	\$ 516.00
AB Graphene Wax (Extrapolated data)	\$ 2,304.66	\$ 156.66	15.6	\$ 624.00	7.8	\$ 1,014.00	2.6	\$ 510.00
White Lightning Epic Ride (Extrapolated data)	\$ 2,771.50	\$ 166.00	18.8	\$ 750.00	9.8	\$ 1,225.50	3.2	\$ 630.00
Muc Off Ludicrous AF (Extrapolated data)	\$ 3,714.00	\$ 445.50	23.7	\$ 948.00	11.9	\$ 1,540.50	3.9	\$ 780.00
Muc Off Hydro Dynamic (extrapolated data)	\$ 4,248.50	\$ 140.00	29.7	\$ 1,188.00	14.9	\$ 1,930.50	5.0	\$ 990.00
Muc Off Nano Lube (Extrapolated Data)	\$ 4,420.00	\$ 280.00	30.0	\$ 1,200.00	15.0	\$ 1,950.00	5.0	\$ 990.00

EXTREME Conditions (harsh offroad)

GRX 810 Components - Extreme Conditions (full mud cx etc)	Total Cost Per 10,000km	Lubricant Cost	Number of chains	Chains Cost	Number of Cassettes	Cassettes Cost	Chainrings Worn	Chain rings cost
Silca Hot Melt	\$ 338.60	\$ 119.85	1.6	\$ 78.75	0.7	\$ 91.00	0.25	\$ 49.00
Mspeedwax New Formula	\$ 573.80	\$ 67.35	3.4	\$ 171.50	1.7	\$ 222.95	0.56	\$ 112.00
Effetto Mariposa Flower Power wax	\$ 859.64	\$ 33.64	5.6	\$ 280.00	2.8	\$ 364.00	0.91	\$ 182.00
Tru Tension Tungsten All Weather	\$ 915.00	\$ 96.00	5.6	\$ 280.00	2.8	\$ 364.00	0.90	\$ 175.00
Ceramic Speed UFO Drip New Formula	\$ 1,058.65	\$ 115.40	6.5	\$ 323.75	3.2	\$ 409.50	1.10	\$ 210.00
Silca Synergetic	\$ 1,482.75	\$ 49.50	9.6	\$ 481.25	4.9	\$ 637.00	1.60	\$ 315.00
Nix Frix Shun (Extrapolated Data)	\$ 1,528.30	\$ 19.80	10.0	\$ 498.75	5.1	\$ 659.75	1.80	\$ 350.00
Silca Drip Batch 2	\$ 1,804.97	\$ 91.72	11.6	\$ 577.50	5.8	\$ 750.75	1.90	\$ 385.00
Allied Grax (Extrapolated Data)	\$ 2,224.00	\$ 43.50	14.7	\$ 735.00	7.4	\$ 955.50	2.45	\$ 490.00
Rex Black Diamond	\$ 2,238.63	\$ 26.98	14.9	\$ 745.50	7.5	\$ 969.15	2.49	\$ 497.00
Rex Domestique (Extrapolated Data)	\$ 2,332.43	\$ 53.50	15.3	\$ 764.00	7.6	\$ 994.00	2.56	\$ 511.00
Revolubes	\$ 2,337.43	\$ 67.50	15.3	\$ 764.75	7.6	\$ 994.18	2.56	\$ 511.00
Smoove (Extrapolated Data)	\$ 2,371.25	\$ 35.00	15.8	\$ 787.50	7.9	\$ 1,023.75	2.60	\$ 525.00
Tru Tension Tungsten Race (D.A)	\$ 2,553.03	\$ 559.78	13.5	\$ 673.75	6.7	\$ 864.50	2.30	\$ 455.00
Squirt (Extrapolated Data)	\$ 2,559.25	\$ 27.00	17.2	\$ 857.50	8.6	\$ 1,114.75	2.80	\$ 560.00
Rock N Roll Gold (Extrapolated Data)	\$ 3,479.44	\$ 93.94	22.8	\$ 1,137.50	11.4	\$ 1,478.00	3.90	\$ 770.00
Wend wax 2 (Extrapolated Data)	\$ 3,612.00	\$ 154.00	23.3	\$ 1,163.75	11.7	\$ 1,524.25	3.90	\$ 770.00
Cycle Star Gold (Extrapolated Data) (Bankrupt?)	\$ 3,626.00	\$ 364.00	21.9	\$ 1,093.75	11.0	\$ 1,433.25	3.70	\$ 735.00
Muc Off Ludicrous AF (Extrapolated Data)	\$ 4,535.25	\$ 445.50	27.7	\$ 1,382.50	13.8	\$ 1,797.25	4.55	\$ 910.00
Wolf Tooth WT-1 (Extrapolated data)	\$ 5,449.24	\$ 27.74	36.4	\$ 1,820.00	18.6	\$ 2,411.50	5.95	\$ 1,190.00
AB Graphene Wax (Extrapolated data)	\$ 5,558.91	\$ 156.66	36.2	\$ 1,811.25	18.2	\$ 2,366.00	6.10	\$ 1,225.00
White Lightning Epic Ride (Extrapolated Data)	\$ 6,667.25	\$ 166.00	43.8	\$ 2,187.50	21.9	\$ 2,843.75	7.40	\$ 1,470.00
Muc Off Hydro Dynamic (Extrapolated Data)	\$ 10,419.00	\$ 140.00	69.3	\$ 3,465.00	34.7	\$ 4,504.00	11.60	\$ 2,310.00
Muc Off Nano Lube (Extrapolated Data)	\$ 10,675.00	\$ 280.00	70.0	\$ 3,500.00	35.0	\$ 4,550.00	11.70	\$ 2,345.00

Final observations, summary & recommendations.

This test is another case where really the test results overall show Domestique to be not as good as it really is, if used in the right application. The ZFC test protocol is VERY harsh – it is extremely difficult for a lubricant to excel through the dry contamination and wet contamination blocks.

But many lubricants on the market do not even excel in clean conditions – Domestique really shows that used for the correct application – which is a) dry road conditions or b) wet road is likely to be fine if rides are not too long / harsh.

But its main focus is definitely, in ZFC opinion, in dry road conditions. For such cyclists Domestique will deliver a no fuss low wear rate, it is easy to keep quite clean due to very low application amount making it much less wet and dirty than many other wet lubricants, and so whilst a bottle may still be viewed as not cheap due to its very small size, lubricant usage cost is very low, and cost to run overall for dry road cycling is really quite competitive. Almost all of the lubricants ranking higher are mostly the top lubricants ever tested to date, and usually carry a much higher price tag for a bottle, which many cyclists just will not pay that much for a bottle of chain lubricant – even though overall it will cost them less.

As such ZFC believes this product has a good placing in the market for road cyclists. Excellent value for money for the lubricant itself where a bottle will last a very long time, overall low wear rates for road cycling, priced at a point that is in the palatable region for the bulk of the demographic, easy to apply, no set times, easy to maintain, remains relatively clean for a wet lubricant.

If you like the brand Rex (and honestly you should, when I deal with a manufacturer through testing for them, I can often get a good insight I think into what the brand is all about. Rex are working really hard on a bunch of fronts to bring some truly great lubricant products to market which will save you a lot of friction, wear and running costs – stay tuned). Rex can be rated as a brand that is putting in the financial and human capital resources in this space to really make a difference, unlike other brands covered that may spend a gazillion on marketing for products that just test like liquid sandpaper, and thanks to their marketing investments – they are often the products taking up all the shelf space at local bike stores, whilst so many other brilliant products are left unsupported.

It is important for ZFC to highlight not only some great products that should be on shelves instead of so many others, but also highlight which manufacturers I have had first hand experience in getting glimpse at the genuine huge efforts behind bring great products to market. Such manufacturers should be supported – try one of their products next time if it suits your cycling demographic. If you are a road cyclist who prefers wet lubricants and who doesn't want to spend circa \$50 a bottle on a bottle of black diamond / synergetic / revolubes etc – try a bottle of Rex domestique and support a manufacturer well worth supporting.

Pictures From test

Rex Domestique post wet contamination block – 4000km into test



Rex Domestique post wet contamination block – 4000km into test

Chain itself remains pretty clean but some build up over time on cassette.



