

AMSOIL®

► PREFERRED CUSTOMER EDITION

MAGAZINE

SPRING 2020

SYNTHETIC OIL: AN ORIGIN STORY

| PAGE 8



V-Twin Oil Change Kits Now Cover Most Harleys* | PAGE 4



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From the President

As consumers in the Internet age, we are truly spoiled. You can get almost anything you want with just a few taps on your phone, and AMSOIL products are no exception. As a Preferred Customer, you have access to our entire product line at approximately 25 percent off, plus you get free shipping on orders of \$100 or more (\$130 in Canada.). We have distribution centers at strategic locations across North America so we can deliver to your door in two-three business days. This month we're introducing more convenient options for Harley* riders with new V-Twin Oil Change Kits that come with everything needed to perform an oil change on your motorcycle in one convenient box.

If you don't know which kit you need you can use our convenient motorcycle lookup at amsoil.com. Just enter your bike's information and we'll tell you which products and how much you need to get the job done. Then, if you open a free account in MyAMSOILGarage, you can store your bike's info so next time you don't have to look it up again. You can also keep a record of every time you perform maintenance on your bike and set up email reminders to let you know

when it's time to change oil again. You can add any type of equipment to MyAMSOILGarage, so you can track maintenance and set reminders for your pickup, lawn mower, skid steer and anything else with an engine.

And when it comes to some of those non-engine maintenance jobs that can be tough to tackle, we have the easy-pack, a convenient solution for servicing hard-to-reach fill holes.

Whatever job you're trying to complete, we want to make it easier for you. As a spoiled consumer myself, I know what I expect – easy shopping; best-in-class products; fast, free shipping; and dependable service that puts my interests first. Those are just the things we aim to provide you.

Alan Amatzio
President & CEO

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PREFERRED CUSTOMER EDITION

SPRING 2020

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THE COVER

AMSOIL founder Al Amatzuzio poses for a photograph with his revolutionary synthetic motor oil.

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EVERYTHING YOUR HARLEY NEEDS, INCLUDING BETTER PROTECTION

We're still dealing with frigid temps and piles of snow here in northern Wisconsin, but the riders in our ranks are craving the open road. Here are three things we're looking forward to for the 2020 riding season.

Rallies

We're returning as the Official Oil of Daytona Bike Week, the Sturgis Motorcycle Rally and Laconia Motorcycle Week in 2020. Each of these events offers unique opportunities to ride in beautiful settings and take in everything else a rally offers.



New Kits

On Feb. 4, we're fulfilling a couple of popular requests from V-twin riders: kits for newer Harley motorcycles with the Milwaukee-Eight* engine and kits that include a black filter instead of chrome. The original kit is still available with updated packaging to match the new kits. See page 35 for pricing.

Kits designated with product codes **HDCK** and **HDBK** are recommended for **most 1999-2016 Harley-Davidson** motorcycles.

- (4) quarts of AMSOIL 20W-50 Synthetic V-Twin Motorcycle Oil
- (1) AMSOIL Motorcycle Oil Filter (**kit HDCK contains a chrome filter; kit HDBK contains a black filter**)
- (1) Drain-plug O-ring

Kits designated with product codes **HDMC** and **HDMB** are recommended for **most 2017-present Harley-Davidson** motorcycles.

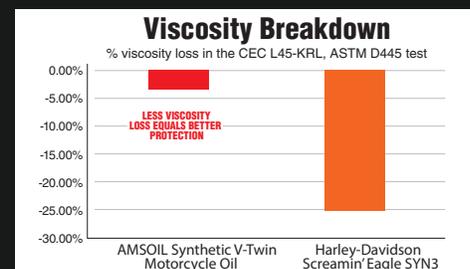
- (5) quarts of AMSOIL 20W-50 Synthetic V-Twin Motorcycle Oil
- (1) AMSOIL Motorcycle Oil Filter (**kit HDMC contains a chrome filter; kit HDMB contains a black filter**)
- (1) Drain-plug O-ring

Better Protection

Extreme summer heat causes some oils to lose viscosity, which puts your bike at risk of wear. AMSOIL Synthetic V-Twin Motorcycle Oil tames summer heat, even in slow-moving rally traffic. It delivers protection you can count on to keep your powerful V-twin running cool. In fact, it provides 6X better resistance to viscosity breakdown than Harley-Davidson* SYN3.*

AMSOIL Resists Viscosity Breakdown

AMSOIL resists viscosity breakdown **6X better** than Harley-Davidson* SYN3* for **improved protection** against compensator and transmission gear wear.^{BB}



^{BB}Based on testing of AMSOIL 20W-50 Synthetic V-Twin Motorcycle Oil purchased on 3/19/19 and Harley-Davidson Screamin' Eagle SYN3 purchased on 3/19/19 in the CEC L45-KRL, ASTM D445 test. *All trademarked names and images are the property of their respective owners and may be registered marks in some countries. No affiliation or endorsement claim, express or implied, is made by their use.

See page 35 for pricing. To find the correct AMSOIL V-Twin Oil Change Kit for your bike, consult the Motorcycle Product Guide: www.amsoil.com/lookup/motorcycle

New Synthetic ATV/UTV Powertrain Fluid Combines Protection & Convenience

AMSOIL Synthetic ATV/UTV Powertrain Fluid (AUPT) replaces Synthetic ATV/UTV Front Drive Fluid (AUFD), which is discontinued and available while supplies last. Synthetic ATV/UTV Powertrain Fluid is primarily recommended by AMSOIL for transmission/differentials and front drives in Polaris* ATVs and UTVs, offering the perfect combination of protection and convenience.

Protects in tough conditions

It's common to burden UTVs and ATVs with accessories designed to increase power or productivity, especially for UTV owners. Enthusiasts often add roof and door panels, a winch, a plow, skid plates and other accessories. Plus, how often do you haul a load of gravel or pull a trailer or other implement?

This all adds weight, and a good rule of thumb is extra weight equals extra heat. Heat, in turn, causes lubricants to break down sooner, which places your engine and differentials at risk of wear.

Synthetic ATV/UTV Powertrain Fluid's durable synthetic base oils naturally resist viscosity loss due to mechanical shear. It forms a strong lubricating film to keep metal components separated despite extreme pressure and heat from handling tough terrain or riding aggressively. It delivers confidence that your machine is protected in the toughest conditions, even if you have modified your ATV or UTV with accessories and tools that increase heat.

Replaces two OEM fluids

Owners of Polaris RANGER*, RZR*, GENERAL* and Sportsman* ATVs and UTVs have to buy two different original equipment manufacturer (OEM) lubricants to service powertrain components on their machines: Polaris Demand Drive Fluid* and Polaris AGL Synthetic Gearcase Lubricant and

Transmission Fluid.* Buying two fluids is a hassle.

We designed AMSOIL Synthetic ATV/UTV Powertrain Fluid to solve this problem. Extensive testing in our mechanical lab allowed us to engineer a versatile formulation that provides excellent wear protection for transmission/differentials and front drives, replacing both OEM fluids. It eliminates the need to buy and store multiple products for maximum convenience. In addition, it offers Polaris owners a high-performance alternative to the OEM lubricants. Synthetic ATV/UTV Powertrain Fluid is Warranty Secure™ and will not void your ATV or UTV warranty.

Available only in Easy-Packs

Synthetic ATV/UTV Powertrain Fluid is available in easy-packs only. The award-winning easy-pack reduces mess and hassle, making tricky lubricant installations easier. It also eliminates the need to buy a lubricant pump, offering added value.

- **Protects** heavily loaded, high-torque gears
- **Designed** to prevent clutch chatter
- **Flexible** easy-pack for clean, fast installation
- **High-performance** alternative to Polaris Demand Drive Fluid and Polaris AGL Synthetic Gearcase Lubricant and Transmission Fluid

Discontinued and available while supplies last



See page 31 for pricing.

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SMALL ≠ SIMPLE

WHY YOUR MOWERS AND EQUIPMENT NEED SPECIALIZED OIL

Given their size and basic design compared to automotive engines, it's tempting to perceive small-engine lubrication requirements as simple. You may see no reason to use anything but inexpensive automotive oil in your mowers or other equipment.

The opposite is true.

Compared to most automotive engines, small engines experience...

- **Elevated** heat
- **Increased** contaminants
- **Neglected** maintenance
- **Exposure** to rust formation during storage
- **No oil filter** (some engines)

Not all automotive oils may be up to the task of protecting your equipment.

AMSOIL Synthetic Small-Engine Oil, in contrast, is formulated with a heat-stable additive system and concentrated carbon cleaners to resist oil breakdown and power-robbing deposits. It contains potent anti-rust inhibitors to protect engines even when they're not running.

Upgrade to AMSOIL Synthetic Small-Engine Oil to keep your mowers and other equipment up and running.



New 5W-30 viscosity recommended primarily for **generators** and **snowblowers**.



Matt Erickson | DIRECTOR, TECHNICAL PRODUCT MANAGEMENT

What is “cold”?

The answer depends on your physiology and environment. For us northerners who expect six-month winters, the word “cold” doesn’t enter our vocabulary until the temperature drops below zero. And, even in the midst of a brutal cold snap, a day of sunshine and -10°F (-23°C) temps can feel comfortable after wind chills of -50°F (-46°C) or colder.

Head down south and the definition of “cold” changes. A 60°F (16°C) day can feel cold after months of triple-digit summer temperatures. Of course, some people are more susceptible to cold than others. Without fail, every time we have a snowstorm around here, you’ll see a guy at the gas station or grocery store in shorts and flip-flops right next to someone wrapped in a winter coat and scarf.

The definition of “cold” is different for each person. It’s also different for your engine.

Cold-flow matters to all drivers

We often tout the excellent cold-flow properties of AMSOIL synthetic lubricants on these pages and in our marketing material. Drivers down south may be tempted to ignore that benefit, but it applies in those environments, too.

While true that oil thickens more in winter weather and causes increased starting difficulty, an engine is considered “cold” after it’s sat long enough to cool to ambient temperature, typically overnight. As it cools, oil viscosity increases (it thickens). When it’s time to start your vehicle in the morning, the thicker oil doesn’t flow through the engine

What does “cold” mean to an engine?

Your engine is far more sensitive to cold ambient conditions than you might think.

as readily as it does when it’s at operating temperature. Cold, thick oil can be slow to flow through the tiny oil passages throughout your engine, like those in the camshaft shown here. It’s during this time that vital engine parts can operate without lubrication, increasing wear.



Oil that has thickened overnight can fail to quickly flow through tiny oil passages, even in summer.

Poor lubricant cold-flow properties can also affect variable valve timing (VVT) systems. Engines equipped with VVT have solenoids with tiny openings through which the oil flows and acts as a hydraulic fluid to actuate VVT components. Oil that fails to properly flow through these tiny passages reduces VVT performance and can trigger a check-engine light.

Lower pour points = better protection

An oil’s pour point reflects how well it flows at low temperatures and how well it protects against cold-start wear. This is vital considering most wear occurs at startup.

Pour point is defined as the lowest temperature at which a motor oil will continue to flow under prescribed conditions. The Pour Point Test (ASTM D97) spells out the standard procedure for determining an oil’s pour point. The sample is slowly cooled and tilted sideways every time the temperature drops 5°F (3°C). When the oil stops flowing, it has reached its pour point. Oils with lower pour points flow more readily at startup, providing critical lubrication faster for reduced wear and maximum engine life. Whether you’re in northern Wisconsin in February or Arizona in August, this is important if you want to protect your engine.

AMSOIL offers better startup lubrication

AMSOIL synthetic lubricants provide better cold-flow properties than conventional oils and most other synthetic oils. Our synthetic base oils don’t contain the waxes inherent to conventional oils. As a result, they provide increased fluidity during cold starts. This translates into oil that flows almost immediately through your engine, protecting it against wear. That’s a great selling point no matter how you define “cold.”

Synthetic Oil: An Origin Story

Research into alternatives to petroleum oils began long before Nazi Germany invaded Poland in 1939. But not until WWII choked off Germany's crude-oil supplies and dramatically revealed petroleum oil's failings on the front lines did a clear incentive to develop synthetic oil emerge. Coincidentally, as Germany's soldiers went backward on the battlefield, its scientists drove synthetic-oil technology forward in the laboratory. More than two decades later, a fighter pilot from Duluth, Minn., would take up the mantle and bring synthetic oil to the automotive world. Here's the story of how a technology forged in the world's bloodiest conflict arrived in the vehicles we drive today.

Much must have weighed heavily on the minds of German and Russian soldiers as Germany's 6th Army besieged Stalingrad, Russia on Aug. 23, 1942. Hitler had targeted the industrial city since it produced artillery and served as an important shipping route to the country's eastern regions. Perhaps as importantly, he prized the city because it bore the name of his adversary – Joseph Stalin.

Maybe the Germans were thinking about their defeat earlier that winter in a failed attempt to take Moscow. Maybe the Russians had in mind Hitler's proclamation that, upon taking Stalingrad, he'd have all the city's men killed and its women deported. Whatever the case, surely none of the soldiers or civilians had petroleum oil and its propensity to solidify in the cold on their minds.

However, as the fighting wore on through the winter, petroleum oil's shortcomings emerged as one of several reasons the Germans lost the Battle of Stalingrad. Despite early gains by Germany throughout the late summer and fall, the Russians refused to surrender. By late November, they'd trapped what was left of Germany's 6th Army in a defensive ring around the city. Then Russia's brutal winter set in. Hitler refused to surrender even as his soldiers slowly starved and ran out of provisions. Adding to the catastrophe, the army's tanks, aircraft and other military vehicles refused to start due to petroleum oil solidifying in the bitter cold.

The battle ended in February 1943 as Hitler's first publicly acknowledged failure of the war. It signaled a major defeat for the Axis powers. And it provided dramatic evidence of the inadequacy of petroleum motor oil to perform in temperature extremes.

The birth of synthetic oil

Decades before the Battle of Stalingrad, scientists had been searching for an alternative to petroleum oil. In fact, French chemist Charles Friedel and his American collaborator, James Mason Crafts, first produced synthetic hydrocarbon oils in 1877. In 1913, German scientist Friedrich Bergius developed a hydrogenation process for producing synthetic oil from coal dust. Twelve years later, his countrymen, Franz Fisher and Hans Tropsch, developed a process for converting a mixture of carbon monoxide and hydrogen into liquid hydrocarbons. In America, meanwhile, Standard Oil Company of Indiana tried to commercialize synthetic oil in 1929, but lack of demand doomed the attempt. That didn't stop Standard Oil researcher F.W. Sullivan from publishing a paper in 1931 that disclosed a process for the polymerization of olefins to form liquid products. At about the same time, German chemist Hermann Zorn independently discovered the same process. Their discoveries laid the groundwork for the eventual widespread use of synthetic oil.

For the time being, however, conventional petroleum oil remained the dominant technology. The distillation process used to make conventional lubricants hasn't changed much since then. Formulators start with crude oil, which contains wax and a mishmash of elements, such as sulfur, nitrogen, oxygen and various metals. Many materials inherent to crude oil must be removed through refinement to increase the oil's usability. Refiners do this by applying heat, pressure and other catalysts to separate crude oil into different groups, called fractions. Further processing results in many of the products we use today, such as kerosene, gasoline, diesel fuel and lubricating oils used to make conventional motor oil.



The limitations of distillation

As soldiers on the front lines discovered, however, conventional lubricants have inherent limitations. Distillation cannot completely remove impurities detrimental to lubrication, such as waxes that solidify in the cold and prevent engines from starting. Nor can it remove the lighter, unstable molecules that evaporate due to high heat. The extreme conditions of warfare exposed the limitations of conventional oil. It became obvious the world needed a better oil.

Necessity drives synthetics forward

Synthetic lubricants were the answer. Unlike their conventional counterparts, synthetic oils are “built,” not distilled. This means formulators start with individual molecules, typically ethylene if formulating polyalphaolefin (PAO)-based synthetic oil, and build the lubricant from the ground up in the laboratory.

To illustrate, think of crude oil like a pile of LEGO® blocks haphazardly connected to form various shapes of different sizes (see inset). Each block represents a different molecule, including elements such as carbon, sulfur, nitrogen or oxygen. Distillation separates the blocks into piles based on size. Larger blocks form a pile, medium blocks form another pile and so on. Each pile is analogous to a crude-oil fraction. The fraction containing smaller, lighter molecules is used to make products like kerosene and gasoline. Larger molecules become tar. Medium molecules become products that include base oils.

Distillation cannot prevent irregular molecules or molecules unsuited for lubrication from contaminating the fraction intended for lubricating oils, reducing the finished product’s performance.

The process used to make synthetic oil solves this problem by removing contaminants. Formulators start with a crude-oil fraction, or a pile of LEGO blocks to continue the analogy. They use different chemical processes to “crack” the blocks into individual LEGO bricks, deconstructing each larger molecule into its constituent parts. They’re left with different molecules, like LEGO bricks spread out on a table.

They select only the pure, uniform materials best suited for lubricating an engine, which is typically ethylene when manufacturing synthetic lubricants. Using organic synthesis, chemists use ethylene to build larger molecules, called alphaolefins. Then they use alphaolefins to build polyalphaolephins (PAO). “Poly” simply means “many.” The final product is a PAO synthetic base oil used to make synthetic motor oil.

HOW THEY’RE MADE

SYNTHETIC & CONVENTIONAL MOTOR OIL



The LEGO shapes represent the mishmash of different molecules in crude oil, including contaminants like sulfur, nitrogen and metals.

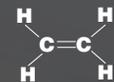
To make synthetic base oils, chemists hydrocrack molecules to “break” them into fundamental parts, similar to disassembling LEGO shapes into individual bricks.



Distillation separates molecules by weight into fractions used to make conventional base oils and other products, like gasoline.



REFINERY



Then they select only materials suited for lubrication, typically ethylene, discarding the contaminants and irregular molecules.



Formulators mix additives with base oils to make conventional oil. Distillation, however, cannot remove all impurities and irregular molecules, limiting the oil’s performance.



Via organic synthesis, they build alphaolefins, like making one large uniform LEGO block out of many smaller bricks. These are further built into polyalphaolefins (PAO) used to make synthetic oil.

Removing contaminants and building pure, uniform molecules vastly improves the performance of synthetic oil.

By building the finished product from only pure, uniform molecules, synthetic oils remain fluid in sub-zero cold for easier starts and better startup protection, resist evaporation in extreme heat, provide better wear protection and last longer. Given their superiority, it's easy to see why synthetics had been gaining popularity even before the war.

But the tipping point didn't come until the war choked off supplies of petroleum oil to several countries, notably Germany, France and Japan. The Stalingrad disaster coupled with lack of crude oil forced Nazi Germany to undertake an intense effort to find alternatives to petroleum oil. Zorn and his colleagues investigated a wide range of synthetic base-fluid chemistries, many originating from coal and other biobased sources. Germany evaluated more than 3,500 synthetic esters between 1938 and 1944. Their superior performance made them the focus of Germany's synthetic-lubricant technology during the closing years of the war.

By 1968, Al Amatzio was commercially selling synthetic motor oil for automotive use.

In America, meanwhile, W.A. Zinsman led a more limited research program into synthetics at the Naval Research Laboratory between 1942 and 1945. The result was the development of the first diester synthetic base oils.

Synthetics take flight

The increased performance demands of aircraft engines helped drive development of synthetic oil during the war. But the emergence of aviation gas turbine engines at the end of WWII and during the post-war era brought synthetics to the forefront. Conventional oils were incapable of providing the extreme-temperature protection required of jet aircraft. Only synthetics could deliver the protection needed to withstand supersonic flight.

Born to fly

One person who'd come to understand this firsthand was Al Amatzio, Lieutenant Colonel and squadron commander



in the Minnesota Air National Guard. Stationed in Duluth, Minn., Amatzio had experienced the benefits of synthetic lubricants in his squadron's jet aircraft.

Amatzio had taken an interest in aviation from a young age as he watched the Sikorsky mail plane fly over his neighborhood on its way to Lake Superior's St. Louis Bay. At 12, a short ride in a Piper Cub* cemented his love of aircraft.

In 1942, Amatzio answered America's call during WWII. He attended Naval Air Corps training until the Navy closed the program. After the war and eager to again pursue his dream of flying, Amatzio joined the Air Force. He helped usher in the era's new jet-aircraft technology by flying the F80 Shooting Star.

"If it works that well in aircraft...?"

Seeing synthetic oil in action, Amatzio wondered why it wasn't used in automobile engines. He reasoned that the same performance benefits could be applied to the vehicles and equipment people depended on every day for work and fun.

When Amatzio began researching synthetic oil in the 1960s, motor oil quality was poor and engines didn't last long. Then-modern oils were susceptible to breakdown in high heat and contributed greatly to hard-starting in cold weather. Oil industry giants thought conventional oils were good enough and thought synthetic oil was unnecessary for passenger cars.

Amatzio undertook an intense period of research and development. He experimented with various formulations. He studied chemistry and learned about additives. In 1966, Amatzio had formulated his first synthetic motor oil. To test his formulation, he asked one of his pilots to use it in his brand-new 1966 Ford* station wagon.

Throughout the late 1960s, Amatzio continued to develop and sell synthetic oils under a variety of names. By 1968, he was commercially selling his synthetic motor oil. He incorporated "Life-Lube, Inc." on May 23, 1969 and continued to commercially sell various synthetic motor oil formulations.

By 1970, Amatzio had settled on a single formulation and had renamed his company "AMZOIL" – an amalgamation of his name and "oil" – which he'd later change to "AMSOIL."

Still serving in the Air National Guard, Amatzio ran his company in his spare time, working from his basement and warehousing product in his garage.

AMSOIL Synthetic Motor Oil became the world's first synthetic motor oil to meet API service requirements. It outperformed conventional petroleum motor oils on all counts, heralding a new age in lubricant performance and engine life.

His financial resources, however, didn't match his energy, and he nearly bankrupted himself leading his fledgling company. Since no one believed in his idea, no one would lend him money. And few motorists were willing to pay for synthetic motor oil no matter how profound its performance benefits since it cost several times more than conventional motor oil.

The world's first API-qualified synthetic motor oil

The omission of two important sets of letters on each can of oil also slowed sales: API and SAE. To earn the trust of motorists, AMSOIL Synthetic Motor Oil needed to meet the industry performance standards established by the American Petroleum Institute (API) and Society of Automotive Engineers (SAE).

In 1972, Amatzio sent AMSOIL Synthetic Motor Oil to an accredited third-party laboratory, where it was subjected to a battery of industry tests.

The result? AMSOIL Synthetic Motor Oil became the world's first synthetic motor oil to meet API service requirements. It outperformed conventional petroleum motor oils on all counts, heralding a new age in lubricant performance and engine life.

Resistant to change

From day one, synthetic motor oil was foreign to the Big Oil companies and automotive manufacturers of the time. AMSOIL Synthetic Motor Oil was guaranteed for 25,000 miles/one year, and other oil companies viewed such performance as detrimental to continuous sales. They didn't want synthetic oil, nor did they believe cars needed it. They were satisfied with the status quo, and Amatuzio was ridiculed for peddling his "fake oil."

Eventually Mobil,* the king of the oil industry, acquiesced and introduced its synthetic oil in 1974. The automotive industry also slowly warmed up to synthetic motor oil's benefits. Largely in response to the energy crisis of the late 1970s, automakers began to introduce smaller, hotter-running, highly efficient engines that delivered more power and greater fuel economy than their predecessors. Synthetic lubricants gained popularity thanks to their ability to withstand the intense heat, pressure and stress of modern high-tech engines. Chevron* introduced a synthetic oil in 1990, while Valvoline* followed suit in 1992. Eventually, every major oil manufacturer introduced a synthetic oil of its own.

The same companies that had deemed conventional oil "good enough" a few decades earlier soon embraced synthetic lubricants as an enabler of higher levels of performance not thought of years before.

Hall of fame induction

The seismic shift in thinking, however, started three decades earlier when Amatuzio wondered why we weren't using synthetic oil in our cars and trucks and set to work changing the status quo. His contributions to the synthetic-lubricant industry were validated in 1994 when he was inducted into the *Lubricants World* Hall of Fame, an honor that confirmed his status as a pioneer and thought-leader. His company had grown into a world leader in synthetics and had since introduced several other industry firsts to the market, including the first synthetic gear lube for automotive use, the first synthetic diesel oil and the first 100:1 synthetic two-stroke oil.

Today, more than 50 years after Amatuzio began commercially selling synthetic motor oil, AMSOIL INC. has solidified its status as the premier manufacturer of synthetic lubricants in the world. AMSOIL products are available in more than 60 countries, lubricate approximately half the wind turbines in North America and represent the only choice of millions of discerning enthusiasts across the U.S. and Canada.

SPECIAL SECTION
THE
LUBRICANTS WORLD
HALL OF FAME
*Amsoil's Albert J. Amatuzio
Pioneered Synthetic Motor Oil*

Ellis Founded Valvoline.
In 1906, Dr. Ellis founded his company for motor oil distribution in Lubec, N.J. He developed a high viscosity petroleum based motor oil which over the high mountains of George Carlin, the great engine inventor. Success was in his grasp when he had developed the name Valvoline. He did not sell until the Valvoline process in 1908. He changed to Continental Oil, changed to state Valvoline OIL Co. in 1922. For more on Ellis, see The Oil Daily Aug. 6, 1990, page 39.

Kier: First American Refiner
In 1868, Samuel M. Kier was making molasses from the natural salt deposits of his father's salt works when he discovered if the molasses could be used for other purposes. He discovered it could be used as a lubricant. He discovered it could be used as a lubricant. He discovered it could be used as a lubricant. For more on Kier, see The Oil Daily Feb. 6, 1988, page 33.

Everest: Mobil's Granddaddy
An engine which consumed fuel and more oil than any other petroleum based lubricant. Everett found a better way to do it. He discovered it could be used as a lubricant. He discovered it could be used as a lubricant. For more on Everest, see The Oil Daily Aug. 6, 1990, page 39.

Cooper Pioneered Synlubes
The great engine inventor, Cooper is known as some of the first to use the word "synthetic" in the name of his lubricant. He discovered it could be used as a lubricant. He discovered it could be used as a lubricant. For more on Cooper, see The Oil Daily Aug. 6, 1990, page 39.

SYNTHETIC OIL TIMELINE



- 1877** Friedel and Crafts produce synthetic hydrocarbons.
- 1913** Friedrich Bergius synthesizes oil from coal dust.
- 1925** Fisher and Tropsch develop a process for industrializing synthetic oil production.
- 1929** Standard Oil Co. of Indiana tries unsuccessfully to sell synthetic oil commercially.
- 1931** Sullivan and Zorn independently discover process for polymerization of olefins.
- 1937** Polyalphaolefins are first synthesized.
- 1943** Gelled conventional oil due to bitter cold dooms Germans at the Battle of Stalingrad, intensifying efforts to produce synthetic oil.
- Post-War** Jet engines replace turboprops, driving the growth of synthetics.
- Mid-1960s** Lt. Col. Al Amatuzio begins researching synthetic lubricants for use in automotive engines.
- 1968** Amatuzio is commercially selling synthetic oil under company "Life-Lube, Inc."
- 1972** AMSOIL Synthetic Motor Oil becomes the world's first synthetic motor oil to meet API requirements.
- 1974** Mobil introduces its synthetic oil, Mobil 1.

Championship Engine Builder Trusts Only AMSOIL

More than 1,080 miles covering six states separate Jesse Prather Motorsports, in Topeka, Kan., from Virginia International Raceway. And yet Jesse Prather's influence at the track in October for the Sports Car Club of America's (SCCA) annual "Runoffs" was unmistakable as an estimated 20 cars had one of his motors under the hood. In 2017, that number was 32. And two of those cars won national championships that year.

That's all to say that Jesse Prather is a big name in SCCA road-racing circles, particularly for competitors at the Runoffs, the SCCA's biggest event. Many of them source their engines from Prather's shop, where he puts his wealth of racing experience to work. Although Prather has raced himself, winning three SCCA national championships, and has built race cars, today he mostly builds high-performance engines. He's developed a niche building Mazda* engines, but he also builds Honda,* BMW* and other foreign-made engines.

"It's not about being loyal to a certain company – it's about what works. I trust AMSOIL exclusively with all my racing engines."

No doubt his father's experience racing British sports cars for parts of three decades played a part in Prather's career. Prather's father opened a racing shop in Kansas around 1990, where Jesse worked for 10 years. It was there he started working on Mazdas.

"A customer wanted me to build a rotary engine for his RX-7,* and it just kind of snowballed from there," Prather said. His success behind the wheel laid the



Prather's credentials have positioned him as the top builder of Mazda racing engines in the country.

foundation for his success as an engine builder. "[When you win], people want to know where you're getting your equipment from. I built it all myself, so that's how I started this business."

Today, Prather runs his own business, and AMSOIL products are a huge part. In fact, every engine that leaves Jesse Prather Motorsports is shipped with AMSOIL Break-In Oil (BRK) inside the crate. It was this product that drew Prather to AMSOIL several years ago. "I was looking for an oil that would seat rings properly, but that I could also run hard on the dyno," said Prather. "With a lot of the break-in oils out there at that time, you couldn't run the engine hard on the dyno because it couldn't take the heat that we put them through on initial break-in."

Engine break-in is vital to building a championship racing engine. If the piston rings don't seat properly against the cylinder wall, engine compression can suffer, reducing horsepower.

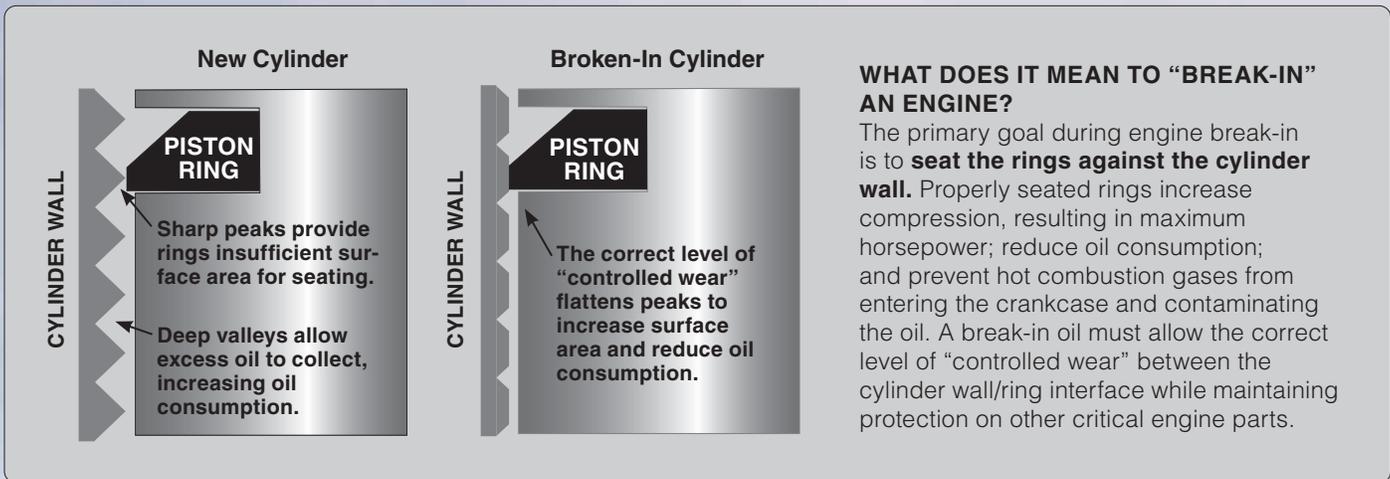
In Prather's case, engine design posed additional challenges. "We used forged pistons with thin rings to reduce drag in the bottom end of the engine," he said. "I used to always have a lot of trouble getting these rings to break-in to the

cylinder wall." Prather tried several techniques to solve the problem, but AMSOIL Break-In Oil proved most successful. "Now the rings seat in the first 10-15 minutes versus having to run an engine 2-3 hours before the rings seat – and sometimes they'd never seat," he said. "Every single engine I ship has AMSOIL Break-In Oil shipped in the crate with the engine. It's a required step to using a Jesse Prather Motorsports racing engine."

Prather's use of AMSOIL products doesn't end after break-in. He recommends AMSOIL DOMINATOR® Synthetic Racing Oil in his engines due to its excellent wear protection and heat resistance. "Even after running fairly high oil temperatures during a race, the oil does a good job absorbing the contaminants we put it through," said Prather.



Jesse Prather of Jesse Prather Motorsports



Most customers have their engines rebuilt after two years or 20 hours. It's then that he sees DOMINATOR's excellent performance first-hand. "When I get these motors back, I see that the bearings have been protected. We don't have bearing scuffing. We don't have bearing deterioration. I don't see extensive wear in some of the chain-driven camshafts. I don't see excessive wear on the bore or on the pistons. It's amazing; it just works. And we abuse it. This oil gets abused day in and day out."

Prather's use of AMSOIL extends beyond the motor. He uses Synthetic Manual Transmission and Transaxle Gear Lube (MTG) in all synchronizer-equipped transmissions. He also uses SEVERE GEAR® Synthetic Gear Lube in the differentials and some transmissions not equipped with synchros. As Prather says, wear protection is the key to a good differential fluid, particularly in high-demand racing applications that undergo tremendous pressure. And SEVERE GEAR meets his demands. "Even up to



Use of AMSOIL Break-In Oil is a required step when buying a Jesse Prather Motorsports engine.

300°F (149°C), SEVERE GEAR doesn't break down; it continues to protect. It can take the heat and it still protects those gears," said Prather.

Prather makes sure his customers know just how well AMSOIL performs. "I tell them it does the best job protecting their engine, period. I've been around racing for 40 years, and I tell them it works the best for what we're doing with these cars. I've seen the least amount of wear in the engines and the best protection of any other oil I've ever used, and I've used a lot over the years."

While Prather has notched plenty of wins on the track, he derives more satisfaction from seeing his customers win. "I've had a customer win a national championship every year for the last multiple years," he said. "And that really is what drives me to keep pushing."

As with many AMSOIL users, Prather's initial positive experience with one AMSOIL product convinced him to try others. He now uses AMSOIL products in everything he owns with an engine. "I've expanded into using AMSOIL in all my engines, from my lawnmowers, to my RV, to my skidsteer, to all my family's vehicles. I use it exclusively. I don't have any other oils in my shop," he said.

And the reason he uses it, as his customers have found out, is that it simply works. "That's all that matters to an engine builder. It's not about being loyal to a certain company – it's about what works. I trust AMSOIL exclusively with all my racing engines," said Prather.



CHAMPIONSHIP-WINNING ENGINE BUILDER JESSE PRATHER'S TOP THREE AMSOIL PRODUCTS.

BREAK-IN OIL (BRK)

"The rings seat in the first 10-15 minutes versus having to run an engine 2-3 hours..."

SEVERE GEAR SYNTHETIC GEAR LUBE

"Even up to 300°F (149°C), SEVERE GEAR doesn't break down; it continues to protect."

DOMINATOR SYNTHETIC RACING OIL

"It's amazing; it just works. And we abuse it. This oil gets abused day in and day out."

Synthetic Gasoline Motor Oil

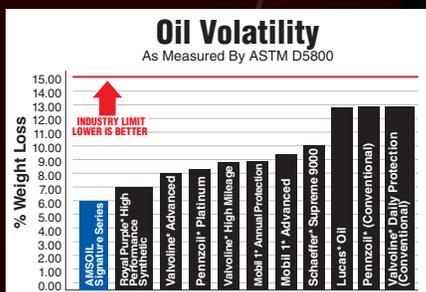
Signature Series Fights Wear

AMSOIL Signature Series Synthetic Motor Oil provides **75 percent more engine protection against horsepower loss and wear** than required by a leading industry standard^A, extending the life of vital components like pistons and cams.

^ABased on independent testing in the ASTM D6891 test using 0W-20 as worst-case representation.

Signature Series Helps Keep Valves Clean

AMSOIL fights volatility^U **38% better** than Mobil 1[®] and **17% better** than Royal Purple[®], helping reduce oil consumption and keep valves clean.



^UBased on independent testing of AMSOIL Signature Series Synthetic 5W-20, Mobil 1[®] Advanced Synthetic 5W-20, Royal Purple[®] High Performance Synthetic 5W-20 in ASTM D5800. Oils purchased Oct.-Nov. 2018.

Signature Series Delivers Powerful Protection

AMSOIL delivers powerful protection. How good is it? An independent lab compared AMSOIL synthetic motor oil head-to-head against a leading competitor in a 100,000-mile (160,934-km) test^P. AMSOIL provided far superior wear protection and kept bearings looking like new.



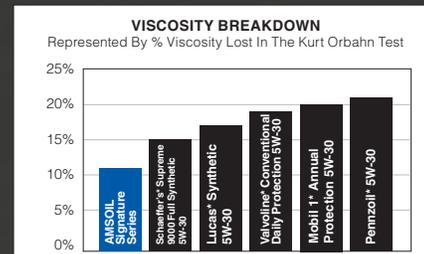
^PTesting conducted in an independent lab using AMSOIL Signature Series 5W-30 Synthetic Motor Oil and a leading synthetic-blend 5W-30 motor oil in Ford F-150 trucks with 3.5L twin-turbo engines.



Signature Series

Signature Series Fights Viscosity Breakdown

AMSOIL fights viscosity breakdown **better than the competition**^o, providing superior protection of pistons, cams and bearings.



^oBased on independent testing of AMSOIL Signature Series, Schaeffer's Supreme 9000 Full Synthetic, Lucas Synthetic, Valvoline Conventional Daily Protection, Mobil 1 Annual Protection and Pennzoil 5W-30 in the Kurt Orbahn Test. Oils purchased on 5/3/18.

Signature Series Guards Turbos

Signature Series protects turbochargers **72% better** than required^c by the GM dexos1[®] Gen 2 specification.

^cBased on independent testing of AMSOIL Signature Series 5W-30 in the GM turbo coking test.

Signature Series Protects Against LSPI

AMSOIL synthetic motor oils achieved **100% protection** against LSPI.^b

^bBased on zero LSPI events in five consecutive tests of AMSOIL Signature Series, XL and OE 5W-30 Motor Oil in the LSPI engine test required by the GM dexos1 Gen 2 specification.

Signature Series Cleans

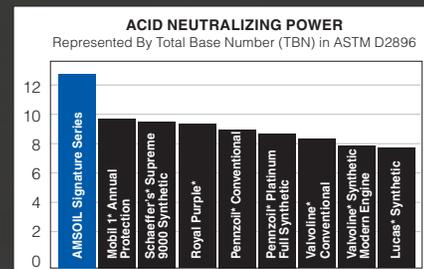
AMSOIL Signature Series Synthetic Motor Oil has **50% more** detergents^d to help keep oil passages clean and promote oil circulation. It provides **90% better protection** against sludge^{dd}.

^dvs. AMSOIL OE Motor Oil

^{dd}Based on independent testing of AMSOIL Signature Series 5W-30 in the ASTM D6593 engine test for oil screen plugging as required by the API SN PLUS specification.

Signature Series Neutralizes Acids

AMSOIL Signature Series is fortified with a heavy treatment of detergent additive and it delivers **30% more** acid neutralizing power^e than Mobil 1, and **36% more** than Royal Purple, helping engines to stay cleaner, longer.



^eBased upon independent testing of Mobil 1 Annual Protection Full Synthetic 5W-30, Royal Purple High Performance 5W-30 and AMSOIL Signature Series 5W-30 in ASTM D2896. Oils purchased 05/03/18.

Signature Series Synthetic Motor Oil

Engineered for enthusiasts seeking maximum protection and performance. Precision-formulated with cutting-edge technology and a longstanding devotion to making the world's best motor oil. The result: engine protection that blows the doors off the highest industry standards. Guaranteed protection for up to 25,000 miles (40,200 km) or 1 year, whichever comes first.

0W-20

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2* (supersedes 6094M) • ACEA A1/B1 • Chrysler MS-6395 • Ford WSS-M2C947-A, WSS-M2C947-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ASMQT	EA	1 Quart	10.00	12.70
ASMQT	CA	12 Quarts	113.90	144.90
ASM1G	EA	1 Gallon	39.25	49.35
ASM1G	CA	4 Gallons	149.35	187.95

5W-20

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2* (supersedes 6094M) • ACEA A1/B1 • Chrysler MS-6395 • Ford WSS-M2C945-A, WSS-M2C930-A, WSS-M2C945-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ALMQT	EA	1 Quart	9.80	12.50
ALMQT	CA	12 Quarts	112.00	142.40
ALM1G	EA	1 Gallon	38.55	48.55
ALM1G	CA	4 Gallons	146.80	184.80

0W-30

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2* (supersedes LL-A-025, 6094M, 4718M) • ACEA A5/B5, A1/B1 • Chrysler MS-6395 • Honda HTO-06 • Ford WSS-M2C946-A, WSS-M2C929-A, WSS-M2C946-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AZOOT	EA	1 Quart	10.00	12.70
AZOOT	CA	12 Quarts	113.90	144.90
AZO1G	EA	1 Gallon	39.25	49.35
AZO1G	CA	4 Gallons	149.35	187.95

5W-30

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2* (supersedes LL-A-025, 6094M, 4718M) • ACEA A5/B5, A1/B1 • Chrysler MS-6395 • Honda HTO-06 • Ford WSS-M2C946-A, WSS-M2C929-A, WSS-M2C946-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ASLQT	EA	1 Quart	9.80	12.50
ASLQT	CA	12 Quarts	112.00	142.40
ASL1G	EA	1 Gallon	38.55	48.55
ASL1G	CA	4 Gallons	146.80	184.80

* Fortified with detergents that exceed the dexos1[®] Gen 2 sulfated ash specification.

10W-30

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • ACEA A5/B5, A1/B1 • Chrysler MS-6395 • Ford WSS-M2C205-A • GM LL-A-025, 6094M, 4718M

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ATMQT	EA	1 Quart	9.80	12.50
ATMQT	CA	12 Quarts	112.00	142.40
ATM1G	EA	1 Gallon	38.55	48.55
ATM1G	CA	4 Gallons	146.80	184.80

0W-40

Use in vehicles that require API SN PLUS, SM... • Chrysler MS-12633, MS-10725, MS-10850; Nissan GT-R

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AZFQT	EA	1 Quart	10.00	12.70
AZFQT	CA	12 Quarts	113.90	144.90

5W-50

Use in vehicles that require API SN PLUS, SM... • Ford WSS-M2C931-C (Mustang)

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AMRQT	EA	1 Quart	10.00	12.70
AMRQT	CA	12 Quarts	113.90	144.90



TO ORDER: 1-800-777-7094 MONDAY – FRIDAY 7 A.M. – 7 P.M. • WWW.AMSOIL.COM

Free shipping on all orders of \$100 (\$130 CAN.) or more.

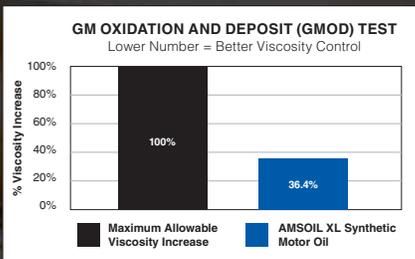
Orders below \$100 (\$130 Can.) pay a flat shipping rate of \$8.99 (\$11.99 Can.).





XL Resists Oil Breakdown

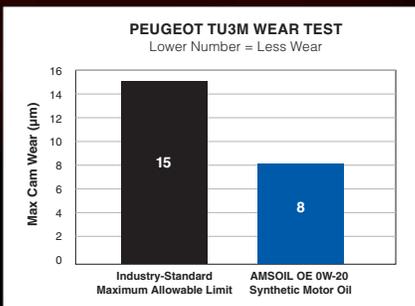
XL provides **64% more protection** against oil breakdown* than required by the GM dexos1® Gen 2 specification.



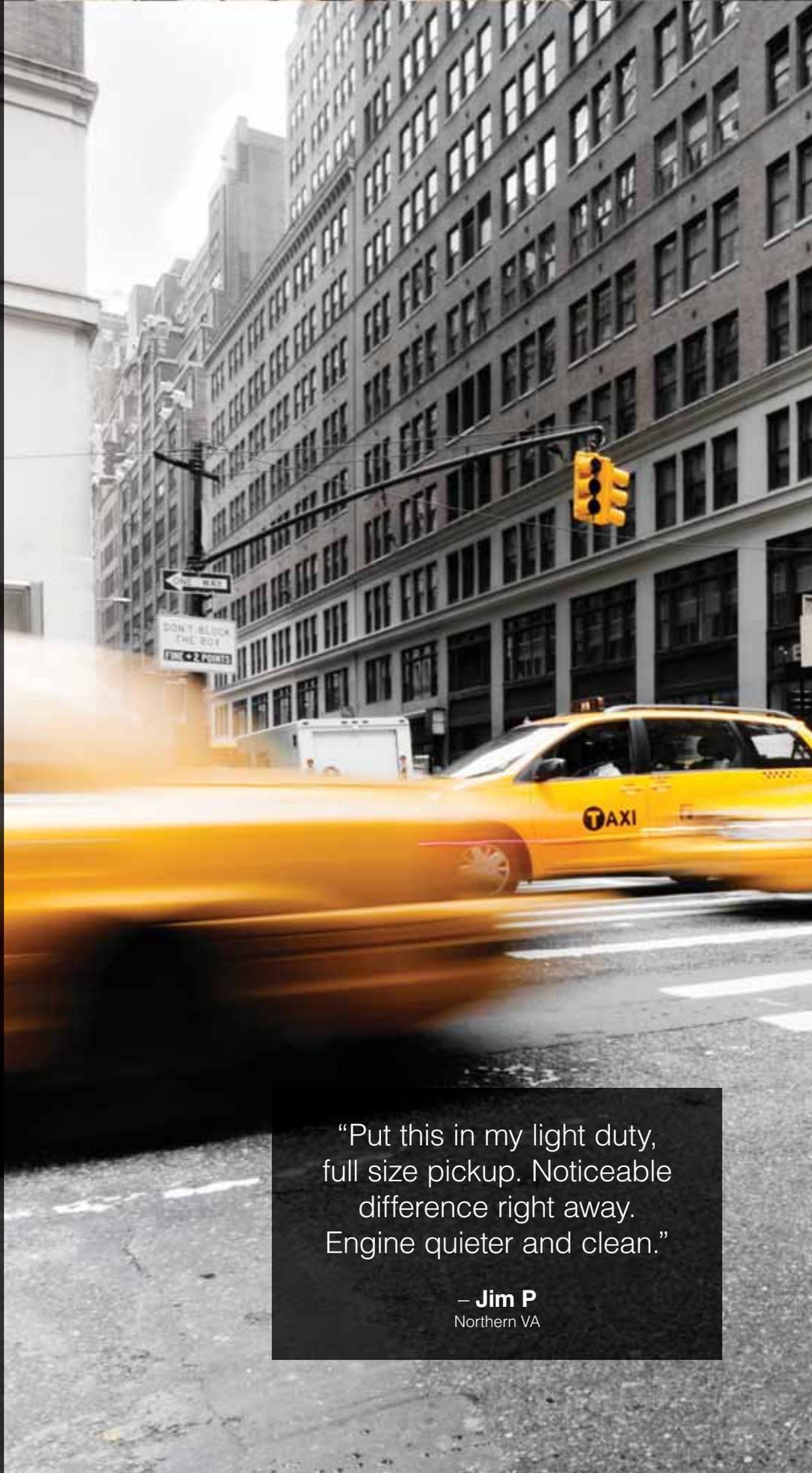
*Based on independent testing of AMSOIL XL 5W-30 motor oil in the GMOD engine test required for the GM dexos1 Gen2 specification.

OE Protects Against Wear

OE provides **47 percent more wear protection**.⁶



⁶Based on independent testing of OE 0W-20 in the Peugeot TU3M Wear Test as required by the dexos1 Gen 2 specification.



“Put this in my light duty, full size pickup. Noticeable difference right away. Engine quieter and clean.”

– **Jim P**
Northern VA



XL Synthetic Motor Oil

For enthusiasts who want to do something extra for their vehicle. Engineered for advanced automotive technology, including turbos and direct injection. Boosted formulation delivers more cleaning power and promotes longer engine life. Extra protection that lasts up to 12,000 miles (19,300 km) or 1 year, whichever comes first.

● XL 0W-20

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2* (supersedes 6094M) • ACEA A1/B1 • Chrysler MS-6395 • Ford WSS-M2C947-A, WSS-M2C947-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
XLZQT	EA	1 Quart	7.25	9.50
XLZQT	CA	12 Quarts	82.85	108.40
XLZ1G	EA	1 Gallon	28.35	37.15
XLZ1G	CA	4 Gallons	107.95	141.35

● XL 5W-20

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2* (supersedes 6094M) • ACEA A1/B1 • Chrysler MS-6395 • Ford WSS-M2C945-A, WSS-M2C930-A, WSS-M2C945-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
XLMQT	EA	1 Quart	7.25	9.50
XLMQT	CA	12 Quarts	82.85	108.40
XLM1G	EA	1 Gallon	28.35	37.15
XLM1G	CA	4 Gallons	107.95	141.35

● XL 5W-30

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2* (supersedes LL-A-025, 6094M, 4718M) • ACEA A5/B5, A1/B1 • Chrysler MS-6395 • Honda HTO-06 • Ford WSS-M2C946-A, WSS-M2C929-A, WSS-M2C946-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
XLFQT	EA	1 Quart	7.25	9.50
XLFQT	CA	12 Quarts	82.85	108.40
XLF1G	EA	1 Gallon	28.35	37.15
XLF1G	CA	4 Gallons	107.95	141.35

● XL 10W-30

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • ACEA A5/B5, A1/B1 • Chrysler MS-6395 • Ford WSS-M2C205-A • GM 6094M, 4718M

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
XLTQT	EA	1 Quart	7.25	9.50
XLTQT	CA	12 Quarts	82.85	108.40
XLT1G	EA	1 Gallon	28.35	37.15
XLT1G	CA	4 Gallons	107.95	141.35

○ XL 10W-40

Use in vehicles that require API SN PLUS, SM... • ACEA A3/B3, A3/B4

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
XLOQT	EA	1 Quart	7.25	9.50
XLOQT	CA	12 Quarts	82.85	108.40
XLO1G	EA	1 Gallon	28.35	37.15
XLO1G	CA	4 Gallons	107.95	141.35

Tough-to-reach fill hole?

Order a flexible pour spout with your oil to make the job easier. Fits quarts and gallons.

STOCK#	U.S. P.C.	CAN. P.C.
G1230	0.70	0.95

* Fortified with detergents that exceed the dexos1® Gen 2 sulfated ash specification.

OE Synthetic Motor Oil

Delivers 100% synthetic engine protection for advanced automotive technology, including turbos and direct injection. Specifically formulated for the longer drain intervals recommended by original equipment (OE) manufacturers.

● OE 0W-16

Use in vehicles that require API SN PLUS (Resource Conserving), SM...

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
OESQT	EA	1 Quart	5.45	7.20
OESQT	CA	12 Quarts	62.25	81.90

● OE 0W-20

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2 (supersedes 6094M) • ACEA A1/B1 • Chrysler MS-6395 • Ford WSS-M2C947-A, WSS-M2C947-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
OEZQT	EA	1 Quart	5.45	7.20
OEZQT	CA	12 Quarts	62.25	81.90
OEZ1G	EA	1 Gallon	21.40	28.00
OEZ1G	CA	4 Gallons	81.35	106.50

● OE 5W-20

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2 (supersedes 6094M) • ACEA A1/B1 • Chrysler MS-6395 • Ford WSS-M2C945-A, WSS-M2C930-A, WSS-M2C945-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
OEMQT	EA	1 Quart	5.45	7.20
OEMQT	CA	12 Quarts	62.25	81.90
OEM1G	EA	1 Gallon	21.40	28.00
OEM1G	CA	4 Gallons	81.35	106.50

● OE 5W-30

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • GM dexos1 Gen 2 (supersedes LL-A-025, 6094M, 4718M) • ACEA A5/B5, A1/B1 • Chrysler MS-6395 • Honda HTO-06 • Ford WSS-M2C946-A, WSS-M2C929-A, WSS-M2C946-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
OEFQT	EA	1 Quart	5.45	7.20
OEFQT	CA	12 Quarts	62.25	81.90
OEF1G	EA	1 Gallon	21.40	28.00
OEF1G	CA	4 Gallons	81.35	106.50

● OE 10W-30

Use in vehicles that require API SN PLUS (Resource Conserving), SM... • ILSAC GF-5, 4... • ACEA A5/B5, A1/B1 • Chrysler MS-6395 • Ford WSS-M2C205-A • GM 6094M, 4718M

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
OETQT	EA	1 Quart	5.45	7.20
OETQT	CA	12 Quarts	62.25	81.90

Oil Analyzers

AMSOIL offers oil analysis service options from Oil Analyzers Inc.® By analyzing used engine oil, a qualified lab can detect mechanical problems your equipment may have developed. For more information, visit www.oaitesting.com.

STOCK#	PKG./SIZE	U.S. P.C.	CAN. P.C.
KIT01	1 sample kit (includes two-way postage) - U.S.	28.35	-
KIT02	1 sample kit (includes UPS shipping) - U.S.	28.35	-
KIT06	1 sample kit - U.S.	20.50	-
KIT14	1 value sample kit - U.S.	15.70	-
KIT401	1 sample kit (includes UPS shipping) - CAN.	-	52.05
KIT402	1 sample kit - CAN.	-	32.45
G1206	Oil Suction Pump w/10-ft. hose	26.25	34.85
G1571	Replacement Hose 25-ft.	8.35	11.00

TO ORDER: 1-800-777-7094 MONDAY – FRIDAY 7 A.M. – 7 P.M. • WWW.AMSOIL.COM

Free shipping on all orders of \$100 (\$130 CAN.) or more.

Orders below \$100 (\$130 Can.) pay a flat shipping rate of \$8.99 (\$11.99 Can.).



Synthetic European Motor Oil

Protection Geared for European Vehicles

Stringent emissions regulations mean emissions systems developed in Europe are often more complex and can be damaged by motor oil that is not specially formulated to ensure the systems' protection. AMSOIL European Car Formula is specifically formulated for European vehicles, ensuring optimum protection for a broad range of European specifications.



European Car Formula Synthetic Motor Oil

Specially formulated for the lubrication needs of European gasoline and diesel cars and light trucks.

● 5W-30¹³

Manufacturer Approvals: VW 504.00/507.00

Use in vehicles that require API SN • ACEA C3 • GM dexos2 • Chrysler MS-11106 • MB 229.51 • BMW LL-04 • Porsche C30

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AELQT	EA	1 Quart	10.65	13.55
AELQT	CA	12 Quarts	121.15	154.35
AEL1G	EA	1 Gallon	41.75	53.00
AEL1G	CA	4 Gallons	159.00	201.85

● 5W-40

Manufacturer Approvals: MB 229.51 • Porsche A40

Use in vehicles that require ACEA C3 • API SN/SM/CF... • BMW LL-04 • Chrysler MS-10850 (supersedes MS-10896) • Ford WSS-M2C917-A • GM dexos2 (supersedes LL-A-025 and LL-B-025) • Renault RN0700/RN0710 • VW/Audi 502.00/505.01

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AFLQT	EA	1 Quart	9.45	12.45
AFLQT	CA	12 Quarts	107.45	141.75
AFL1G	EA	1 Gallon	36.95	48.30
AFL1G	CA	4 Gallons	140.70	184.00

● 0W-40

Use in vehicles that require ACEA A3/B3, A3/B4 • API SN/SM... • BMW LL-01 • MB 229.1/229.3/229.5 • Porsche A40 • Renault 0710, 0700 • VW/Audi 502.00/505.00

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
EFOQT	EA	1 Quart	8.85	11.25
EFOQT	CA	12 Quarts	100.80	128.55

● 5W-40¹³

Manufacturer Approvals: MB 229.5 • Porsche A40 • VW/Audi 502.00/505.00

Use in vehicles that require ACEA A3/B3, A3/B4 • API SN/SM... • BMW LL-01 • Renault 0710, 0700

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
EFMQT	EA	1 Quart	6.85	9.00
EFMQT	CA	12 Quarts	78.15	102.70
EFM1G	EA	1 Gallon	26.95	35.20
EFM1G	CA	4 Gallons	102.50	134.00

¹³See page 43 for Proposition 65 information for this product.

“My engine sounds better than it ever has. My BMW* has 70,000+ miles and has never sounded this good or smooth. You can tell a lot about engines just from the sound and this baby is purring like I’ve never heard it purr. I am very pleased and glad I made the switch to AMSOIL.”

— Tom
Atlanta, Ga.

Synthetic Classic/Collector Car Motor Oil

Performance on the Street, Protection During Storage

The lifters and cam lobes on flat-tappet camshafts common to classic and high-performance vehicles slide rapidly against one another, producing high friction and heat. The friction between the two components can eventually wear down the cam and affect valve operation, ultimately resulting in lost engine power and reduced efficiency. AMSOIL Z-ROD Synthetic Motor Oil contains high levels of ZDDP for maximum wear protection. It is formulated with a unique blend of rust and corrosion inhibitors to ensure maximum protection during long-term storage.



Z-ROD® Synthetic Motor Oil

High-zinc, high-phosphorus formulation engineered specifically for classic cars and performance vehicles.

● 10W-30

Use in vehicles that require API SL, SJ...

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ZRTQT	EA	1 Quart	9.00	11.50
ZRTQ	CA	12 Quarts	102.55	131.05

● 20W-50

Use in vehicles that require API SL, SJ...

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ZRFQT	EA	1 Quart	9.35	11.95
ZRFQ	CA	12 Quarts	106.65	136.10

Assembly Lube¹⁷

Formulated to cling to engine parts and provide exceptional wear protection in newly built or rebuilt high-performance, racing and other four-stroke engines.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
EALTB	EA	(1) 4-oz. Tube	7.65	9.65
EALTB	CA	(12) 4-oz. Tubes	87.15	110.25

● Break-In Oil¹⁷

Allows for quick and efficient piston ring seating in new and rebuilt high-performance and racing engines.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
BRKQT	EA	1 Quart	6.80	8.80
BRKQ	CA	12 Quarts	77.50	100.20

¹⁷See page 43 for Proposition 65 information for this product.



TO ORDER: 1-800-777-7094 MONDAY – FRIDAY 7 A.M. – 7 P.M. • WWW.AMSOIL.COM

Free shipping on all orders of \$100 (\$130 CAN.) or more.

Orders below \$100 (\$130 Can.) pay a flat shipping rate of \$8.99 (\$11.99 Can.).



Synthetic Racing Oil



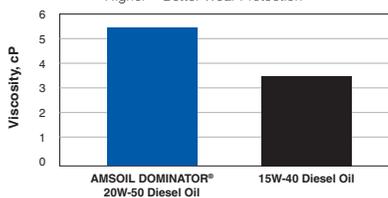
“AMSOIL products are the best on the market and definitely give us an added performance factor.”

– **Bryce Menzies**
Professional Off-Road Driver

DOMINATOR® Protects Better

DOMINATOR 20W-50 Competition Diesel Oil delivers **50% more** film thickness^H to withstand high cylinder pressures and protect against wear.

HIGH-TEMPERATURE/HIGH-SHEAR (HTHS) VISCOSITY
Higher = Better Wear Protection



^HCompared to the 3.5 cP HTHS limit for SAE 15W-40.



RD20



RD30



RD50



RD60



DCO



GBS2960



EAAR



EAPF

DOMINATOR® Synthetic Racing Oil

Superior performance and maximum protection in high-performance and racing applications.

5W-20¹⁷

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
RD20QT	EA	1 Quart	11.15	14.15
RD20QT	CA	12 Quarts	127.30	161.30

10W-30¹⁷

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
RD30QT	EA	1 Quart	10.80	13.75
RD30QT	CA	12 Quarts	123.05	156.90

15W-50¹⁷

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
RD50QT	EA	1 Quart	11.35	14.40
RD50QT	CA	12 Quarts	129.35	164.45
RD501G	EA	1 Gallon	44.60	56.30
RD501G	CA	4 Gallons	169.90	214.45

SAE 60¹⁷

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
RD60QT	EA	1 Quart	11.70	14.85
RD60QT	CA	12 Quarts	133.25	169.50

20W-50 Synthetic Competition Diesel Oil

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DCOQT	EA	1 Quart	9.25	12.10
DCOQT	CA	12 Quarts	105.25	138.00
DCO1G	EA	1 Gallon	36.20	47.05
DCO1G	CA	4 Gallons	137.80	179.15

Briggs & Stratton Synthetic 4T Racing Oil¹⁷

Formulated by AMSOIL specifically for stock and modified small-displacement air-cooled racing engines and recommended for any four-stroke air-cooled competition engine.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
GBS2960	EA	1 Quart	11.25	14.95
GBS2960	CA	12 Quarts	134.90	179.40

Ea® Racing Air Filters

Specially designed for carbureted racing and street rod applications, providing higher dirt-holding capacity, lower pressure drop and greater airflow and efficiency. Cleanable and remain serviceable for long filter life.

See www.amsoil.com or call (715) 399-TECH (Monday-Friday, 8 a.m. - 5 p.m. Central Time) for application information.

Ea® Pre-Filters

Constructed of woven mesh and designed to fit over the top of Ea Racing and Air Induction Filters, preventing large particles from sticking to them and blocking airflow. Easily removed and shaken free of debris in seconds. Cleanable and remain serviceable for up to one year.

See www.amsoil.com or call (715) 399-TECH (Monday-Friday, 8 a.m. - 5 p.m. Central Time) for application information.

¹⁷See page 43 for Proposition 65 information for this product.

Synthetic Diesel Oil



Keeps Turbos Clean

Signature Series Max-Duty Synthetic Diesel Oil provides protection boosted to the max, delivering up to **60% better turbo cleanliness¹** and withstanding the extra demands you place on the turbo when pulling heavy loads or updating the tune for maximum horsepower.

¹Based on specification standards of CAT C13 2nd Ring Top Land Carbon testing.

Competing Brand



Severely Scuffed Liner



Non-Scuffed Liner

Detroit Diesel DD13 Scuffing Test for Specification DFS 93K222

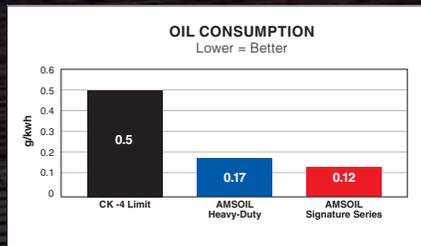
Protects Against Rust

Signature Series Max-Duty Synthetic Diesel Oil provides up to **2X better rust protection¹**.

¹Based on industry standard testing using the NMMA FC-W Rust Test.

Reduces Oil Consumption

Heavy-Duty Synthetic Diesel Oil provides up to **66% less** oil consumption, while Signature Series Max-Duty Synthetic Diesel Oil provides up to **76% less** oil consumption.¹



¹Than required by the API CK-4 standard in the Caterpillar-1N oil consumption test.

DHD



Signature Series Max-Duty Synthetic Diesel Oil

The top tier of AMSOIL protection and performance for diesel engines. Provides 6X more engine protection.¹

● 5W-30

Use in vehicles that require API CK-4/SN, SN+, CJ-4... · ACEA E9, E7, E6 · Mack EOS-4.5, EO-O · Detroit Diesel DFS 93K222, DDC 93K218, 93K215, 93K214 · Caterpillar ECF-3, ECF-2, ECF-1-a · Cummins CES20086, CES20081 · Volvo VDS-4.5, VDS-4, VDS-3 · MB 228.51, 228.31 · MTU Type 3.1, 2.1, II, I · MAN 3677, 3575 · JASO DH-2 · Renault RLD-4, RLD-3 · Deutz DQC IV-10 LA, DQC III-10 LA · Scania LA-2 · Chrysler MS 10902 · Ford WSS-M2C214-B1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DHDQT	EA	1 Quart	9.30	12.15
DHDQ	CA	12 Quarts	106.00	138.60
DHD1G	EA	1 Gallon	36.45	47.70
DHD1G	CA	4 Gallons	138.85	181.65
DHDTP	EA	(1) 2.5 Gallon	90.05	117.75
DHDTP	CA	(2) 2.5 Gallons	171.45	224.20

DDT



● 10W-30

Use in vehicles that require API CK-4/SN, CJ-4... · Volvo VDS4.5, VDS4, VDS3 · Mack EOS-4.5, EO-O · Renault RLD-4, RLD-3 · Cummins CES20086, CES20081 · Caterpillar ECF-2, ECF-3, ECF-1-a · DDC 93K218, 93K215, 93K214 · DFS 93K222 · ACEA E9, E7 · MB 228.31 · MAN 3575 · MTU Type 2.1, II, I · JASO DH-2 · Deutz DQC III-10LA · Ford WSS-M2C171-F1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DDT1G	EA	1 Gallon	44.45	57.45
DDT1G	CA	4 Gallons	129.40	169.30

DZF



● 0W-40

Use in vehicles that require API CK-4/SN, CJ-4... · ACEA E9, E7 · Mack EOS-4.5, EO-O · Detroit Diesel DDC 93K218, 93K215, 93K214 · Caterpillar ECF-3, ECF-2, ECF-1-a · Cummins CES20086, CES20081 · Volvo VDS-4.5, VDS-4, VDS-3 · MTU Type 2.1, II, I · MAN 3575 · JASO DH-2 · Renault RLD-4, RLD-3 · Deutz DQC III-10 LA · Chrysler MS 10902 · Ford WSS-M2C171-F1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DZFQT	EA	1 Quart	9.00	11.75
DZFQ	CA	12 Quarts	102.55	134.20
DZF1G	EA	1 Gallon	35.25	46.10
DZF1G	CA	4 Gallons	134.20	175.60

DEO



● 5W-40

Use in vehicles that require API CK-4/SN, CJ-4... · ACEA E9, E7 · Mack EOS-4.5, EO-O · Detroit Diesel DFS 93K222, DDC 93K218, 93K215, 93K214 · Caterpillar ECF-3, ECF-2, ECF-1-a · Cummins CES20086, CES20081 · Volvo VDS-4.5, VDS-4, VDS-3 · MB 228.31 · MTU Type 2.1, II, I · MAN 3575 · JASO DH-2 · Renault RLD-4, RLD-3 · Deutz DQC III-10 LA · Allison TES-439 · Scania LA-2 · Chrysler MS 10902 · Ford WSS-M2C171-F1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DEOQT	EA	1 Quart	8.95	11.70
DEOQ	CA	12 Quarts	102.10	133.60
DEO1G	EA	1 Gallon	35.10	45.90
DEO1G	CA	4 Gallons	133.60	174.75
DEOTP	EA	(1) 2.5 Gallon	86.55	113.20
DEOTP	CA	(2) 2.5 Gallons	164.85	215.60

DME



● 15W-40

Use in vehicles that require API CK-4/SN, CJ-4... · ACEA E9, E7 · Mack EOS-4.5, EO-O · Detroit Diesel DFS 93K222, DDC 93K218, 93K215, 93K214 · Caterpillar ECF-3, ECF-2, ECF-1-a · Cummins CES20086, CES20081 · Volvo VDS-4.5, VDS-4, VDS-3 · MB 228.31 · MTU Type 2.1, II, I · MAN 3575 · JASO DH-2 · Renault RLD-4, RLD-3 · Deutz DQC III-10 LA · Allison TES-439 · Scania LA-2 · Chrysler MS 10902 · Ford WSS-M2C171-F1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DMEQT	EA	1 Quart	8.80	11.55
DMEQ	CA	12 Quarts	100.35	131.70
DME1G	EA	1 Gallon	34.50	45.10
DME1G	CA	4 Gallons	131.25	171.80
DMETP	EA	(1) 2.5 Gallon	85.05	111.25
DMETP	CA	(2) 2.5 Gallons	162.00	211.90

¹than required by the Detroit Diesel DD13 Scuffing Test for Specification DFS 93K222 using 5W-30 as worst-case representation.



Heavy-Duty Synthetic Diesel Oil

Outstanding protection and performance for customers seeking an upgrade over conventional and other synthetic diesel oils. Provides 4X more engine protection!¹

● 10W-30

Use in vehicles that require API CK-4, CJ-4... ACEA E9, E7 • Mack EOS-4.5, EO-O • Detroit Diesel DFS 93K222, DDC 93K218, 93K215, 93K214 • Caterpillar ECF-3, ECF-2, ECF-1-a • Cummins CES20086, CES20081 • Volvo VDS-4.5, VDS-4, VDS-3 • MB 228.31 • MTU Type 2.1, II, I • MAN 3575 • JASO DH-2 • Renault RLD-4, RLD-3 • Deutz DQC III-10 LA • Ford WSS-M2C171-F1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ADNQT	EA	1 Quart	5.85	7.75
ADNQT	CA	12 Quarts	66.50	88.20
ADN1G	EA	1 Gallon	22.85	30.00
ADN1G	CA	4 Gallons	86.95	114.25
ADNTP	EA	(1) 2.5 Gallon	56.00	73.40
ADNTP	CA	(2) 2.5 Gallons	106.60	139.80

● 5W-40

Use in vehicles that require API CK-4, CJ-4... ACEA E9, E7 • Mack EOS-4.5, EO-O • Detroit Diesel DFS 93K222, DDC 93K218, 93K215, 93K214 • Caterpillar ECF-3, ECF-2, ECF-1-a • Cummins CES20086, CES20081 • Volvo VDS-4.5, VDS-4, VDS-3 • MB 228.31 • MTU Type 2.1, II, I • MAN 3575 • JASO DH-2 • Renault RLD-4, RLD-3 • Deutz DQC III-10 LA • Allison TES-439 • Chrysler MS 10902 • Ford WSS-M2C171-F1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ADOQT	EA	1 Quart	6.15	8.20
ADOQT	CA	12 Quarts	70.25	93.25
ADO1G	EA	1 Gallon	24.15	31.80
ADO1G	CA	4 Gallons	92.00	121.00
ADOTP	EA	(1) 2.5 Gallon	59.30	78.05
ADOTP	CA	(2) 2.5 Gallons	112.90	148.60

● 15W-40

Use in vehicles that require API CK-4, CJ-4... ACEA E9, E7 • Mack EOS-4.5, EO-O • Detroit Diesel DFS 93K222, DDC 93K218, 93K215, 93K214 • Caterpillar ECF-3, ECF-2, ECF-1-a • Cummins CES20086, CES20081 • Volvo VDS-4.5, VDS-4, VDS-3 • MB 228.31 • MTU Type 2.1, II, I • MAN 3575 • JASO DH-2 • Renault RLD-4, RLD-3 • Deutz DQC III-10 LA • Allison TES-439 • Chrysler MS 10902 • Ford WSS-M2C171-F1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ADPQT	EA	1 Quart	5.90	7.80
ADPQT	CA	12 Quarts	67.30	88.85
ADP1G	EA	1 Gallon	23.10	30.35
ADP1G	CA	4 Gallons	88.00	115.50
ADPTP	EA	(1) 2.5 Gallon	56.65	74.30
ADPTP	CA	(2) 2.5 Gallons	107.90	141.45

CI-4+ Synthetic Diesel Oils

Provide outstanding protection for on- and off-road diesel applications not equipped with diesel particulate filters (DPFs), where extra TBN is desired for long service intervals.

● Series 3000 5W-30 Synthetic Heavy Duty Diesel Oil

Use in vehicles that require API CI-4+/SL... • Global DHD-1 • ACEA A3/B3, E2, E3, E5, E7 • JASO DH-1 • Mack EO-M, EO-N • DDC 93K214 • Caterpillar ECF-1-a, ECF-2 • Cummins CES 20076, 20077, 20078 • Volvo VDS-3, VDS-2 • MB 228.1, 228.3, 229.1 • MAN 271, 3275 • MTU Type II

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
HDDQT	EA	1 Quart	10.00	13.15
HDDQT	CA	12 Quarts	114.05	149.95
HDD1G	EA	1 Gallon	39.30	51.35
HDD1G	CA	4 Gallons	149.55	195.55
HDDTP	EA	(1) 2.5 Gallon	97.05	126.90
HDDTP	CA	(2) 2.5 Gallons	184.80	241.65

● 15W-40 Synthetic Heavy Duty Diesel and Marine Oil

Use in vehicles that require API CI-4+/SL... • Global DHD-1 • ACEA A3/B3, E2, E3, E5, E7 • JASO DH-1 • Mack EO-M, EO-N • DDC 93K214 • Caterpillar ECF-1-a, ECF-2 • Cummins CES 20076, 20077, 20078 • Volvo VDS-3, VDS-2 • MB 228.1, 228.3, 229.1 • MAN 271, 3275 • MTU Type II

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AMEQT	EA	1 Quart	8.50	11.15
AMEQT	CA	12 Quarts	96.90	127.30
AME1G	EA	1 Gallon	33.25	43.50
AME1G	CA	4 Gallons	126.65	165.70
AMETP	EA	(1) 2.5 Gallon	82.05	107.30
AMETP	CA	(2) 2.5 Gallons	156.20	204.35

Premium Protection Synthetic Motor Oil

Ideal for gasoline engines and diesel applications not equipped with diesel particulate filters (DPF), where the extra protection of a high-zinc and TBN formula is desired.

● 10W-40

Use in vehicles that require API CI-4+/SL... • ISO-L-EMA • Caterpillar ECF-1 • JASO MA (Motorcycle) • MAN 271/3275 • MTU Type 2 • Cummins 20071/20072/20076/20077 • Volvo VDS-2, VDS • Mack EO-M+ • ACEA A3/ B3/ E3/ E5 • MB 228.1, 228.3, 229.1 • Detroit Diesel 93K214

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AMOQT	EA	1 Quart	9.05	11.75
AMOQT	CA	12 Quarts	103.20	134.20
AMO1G	EA	1 Gallon	35.50	45.75
AMO1G	CA	4 Gallons	135.05	174.10
AMOTP	EA	(1) 2.5 Gallon	87.55	-
AMOTP	CA	(2) 2.5 Gallons	166.70	-

● 20W-50

Use in vehicles that require API CI-4+/SL... • ISO-L-EMA • Caterpillar ECF-1 • JASO MA (Motorcycle) • MAN 271/3275 • MTU Type 2 • Cummins 20071/20072/20076/20077 • Volvo VDS-2, VDS • Mack EO-M+ • ACEA A3/ B3/ E3/ E5 • MB 228.1, 228.3, 229.1 • Detroit Diesel 93K214

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AROQT	EA	1 Quart	9.15	11.90
AROQT	CA	12 Quarts	104.45	135.45
ARO1G	EA	1 Gallon	35.90	46.30
ARO1G	CA	4 Gallons	136.75	176.20

¹than required by the Detroit Diesel DD13 Scuffing Test for Specification DFS 93K222 using 10W-30 as worst-case representation.

Synthetic Transmission Fluid



Signature Series Synthetic ATF

Provides reserve protection in fleet vehicles, work trucks and other severe-service applications that quickly break down other lubricants.

Multi-Vehicle¹⁷

Use in applications that require Allison C-4, TES-389 · BMW 7045E, 8072B, LA 2634, LT 71141 · Chrysler ATF+4, Mopar ASRC, 68089195AA, 68049954AA · Ford MERCON, MERCON V, ESP-M2C166-H, FNR5, M2C924-A, XL-12 · GM DEXRON II, DEXRON III, AutoTrak II · Honda/Acura ATF-Z1 · Hyundai/Kia SP-II, SP-III, Red-1 · IDEMITSU K17 · JASO 1A · JWS 3309, 3314, 3317 · MAN 339 Type V-1, 339 Type V-2, 339 Type Z-1, 339 Type Z-2, 339 Type Z-3, 339F · Mazda ATF-M III, ATF-MV, F-1 · Mercedes Benz 236.1, 236.2, 236.3, 236.5, 236.6, 236.7, 236.9, 236.10, 236.11, 236.81, 236.91 · Mitsubishi SP-II, SP-III, ATF-J2 · Nissan Matic-D, Matic-J, Matic-K, 402 · Saab 3309 · Shell 3403, LA 2634 · Subaru ATF, ATF-HP · Suzuki 3314, 3317 · Texaco ETL-7045E, ETL-8072B, N402 · Toyota Type T, T-II, T-III, T-IV · Voith 55.6335, 55.6336 · Volvo 97340, 97341 · VW/Audi G 052 162, G 052 990, G 055 025 · ZF TE-ML 03D, 04D, 05L, 09, 11A, 11B, 14A, 14B, 14C, 16L, 16M, 17C, 20B, 20C, 21L

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ATFQT	EA	1 Quart	11.45	14.45
ATFQT	CA	12 Quarts	130.45	165.10
ATFPK	EA	1 Quart Easy-Pack	13.00	18.70
ATFPK	CA	12 Quart Easy-Packs	148.15	213.60
ATF1G	EA	1 Gallon	45.00	56.60
ATF1G	CA	4 Gallons	171.40	215.50
ATFTP	EA	(1) 2.5 Gallon	111.40	139.85
ATFTP	CA	(2) 2.5 Gallons	212.10	266.30

Fuel-Efficient¹⁷

Provides the same benefits as AMSOIL Multi-Vehicle Synthetic Automatic Transmission Fluid in a fuel-efficient formulation engineered to exceed the requirements of original equipment manufacturers (OEMs) specifying low-viscosity oil.

Use in applications that require Aisin-Warner AW-1 · BMW 83 22 0 142 516, 83 22 2 152 426 · Chrysler Mopar 68157995A, SP-IV, 68218925AB · DSIH 6p805 · Ford MERCON LV, SP · GM DEXRON HP DEXRON VI · Honda/Acura DW-1, Type 3.0 · Hyundai/Kia SP-IV, SPH-IV, SP-IV-RR, NWS-9638, SP4-M · JASO 1A-LV · JWS 3324 · Mercedes Benz 236.12, 236.14, 236.15, 236.41 · Mitsubishi SP-IV, ATF J3, ATF-PA · Nissan Matic-S, Matic-W · Saab 93 165 147 · Shell M-1375.4, M-1375.5, M-1375.6, M-L 12108 · Toyota WS · Volvo 31256774 · VW/Audi G 055 005, G 055 162, G 060 162 · ZF S671 090 255

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ATLQT	EA	1 Quart	11.85	15.45
ATLQT	CA	12 Quarts	135.00	176.40
ATLPK	EA	1 Quart Easy-Pack	13.50	20.15
ALPKPK	CA	12 Quart Easy-Packs	153.95	229.95
ATL1G	EA	1 Gallon	46.60	60.40
ATL1G	CA	4 Gallons	177.45	229.95
ATLTP	EA	(1) 2.5 Gallon	115.40	149.30
ATLTP	CA	(2) 2.5 Gallons	219.75	284.35

OE Synthetic ATF

Resists wear and provides smooth shifts in passenger-car/light-truck automatic transmissions.

Multi-Vehicle¹⁷

Use in applications that require Allison C-4, TES-389 · BMW 7045E, 8072B, LA 2634, LT 71141 · Chrysler ATF+4, Mopar ASRC, 68089195AA, 68049954AA · Ford MERCON, MERCON V, ESP-M2C166-H, FNR5, M2C924-A, XL-12 · GM DEXRON II, DEXRON III, AutoTrak II · Honda/Acura ATF-Z1 · Hyundai/Kia SP-II, SP-III, Red-1 · IDEMITSU K17 · JASO 1A · JWS 3309, 3314, 3317 · MAN 339 Type V-1, 339 Type V-2, 339 Type Z-1, 339 Type Z-2, 339F · Mazda ATF-M III, ATF-MV, F-1 · Mercedes Benz 236.1, 236.2, 236.3, 236.5, 236.6, 236.7, 236.9, 236.10, 236.11, 236.81, 236.91 · Mitsubishi SP-II, SP-III, ATF-J2 · Nissan Matic-D, Matic-J, Matic-K, 402 · Saab 3309 · Shell 3403, LA 2634 · Subaru ATF, ATF-HP · Suzuki 3314, 3317 · Texaco ETL-7045E, ETL-8072B, N402 · Toyota Type T, T-II, T-III, T-IV · Voith 55.6335, 55.6336 · Volvo 97340, 97341 · VW/Audi G 052 162, G 052 990, G 055 025 · ZF TE-ML 03D, 04D, 05L, 09, 11A, 11B, 14A, 14B, 16L, 17C, 20B, 21L

¹⁷AMSOIL warrants the use of this product for Chrysler ATF+4 applications above -38°F. Product does not meet the cold temperature requirement of ATF+4 at -40°F. For warranty information, visit www.amsoil.com/warranty.aspx.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
OTFQT	EA	1 Quart	7.45	9.80
OTFQT	CA	12 Quarts	85.05	111.55
OTF1G	EA	1 Gallon	29.35	38.30
OTF1G	CA	4 Gallons	111.75	145.75
OTFTP	EA	(1) 2.5 Gallon	72.25	94.20
OTFTP	CA	(2) 2.5 Gallons	137.55	179.35

Fuel-Efficient¹⁷

Provides the same benefits as AMSOIL OE Multi-Vehicle Synthetic Automatic Transmission Fluid in a fuel-efficient formulation engineered to exceed the requirements of original equipment manufacturers (OEMs) specifying low-viscosity oil.

Use in applications that require Aisin-Warner AW-1 · BMW 83 22 0 142 516, 83 22 2 152 426 · Chrysler Mopar 68157995A, SP-IV, 68218925AB · DSIH 6p805 · Ford MERCON LV · GM DEXRON VI · Honda/Acura DW-1, Type 3.0 · Hyundai/Kia SP-IV, SPH-IV, SP-IV-RR, NWS-9638, SP4-M · JASO 1A-LV · JWS 3324 · Mercedes Benz 236.12, 236.14, 236.15, 236.41 · Mitsubishi SP-IV, ATF J3, ATF-PA · Nissan Matic-S, Matic-W · Saab 93 165 147 · Shell M-1375.4, M-1375.5, M-1375.6, M-L 12108 · Toyota WS · Volvo 31256774 · VW/Audi G 055 005, G 055 162, G 060 162 · ZF S671 090 255

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
OTLQT	EA	1 Quart	7.25	9.55
OTLQT	CA	12 Quarts	82.70	109.00
OTL1G	EA	1 Gallon	28.55	37.50
OTL1G	CA	4 Gallons	108.60	142.80
OTLTP	EA	(1) 2.5 Gallon	70.20	92.20
OTLTP	CA	(2) 2.5 Gallons	133.65	175.60

¹⁷See page 43 for Proposition 65 information for this product.

“Changed out the transmission fluid in my GMC* 2500 with the AMSOIL OE. The difference is noticeable with how smooth the truck shifts. Great product.”

— Jimmy
Upstate NY



○ Synthetic CVT Fluid

Provides outstanding protection and performance for continuously variable transmissions (CVT) throughout original equipment manufacturer (OEM)-recommended drain intervals.

Use in belt- and chain-type CVTs that require BMW E2L 799A (8322 0 136 376 /8322 0 429 154) - Daihatsu Amix CVTF-DC, CVTF-DFE - FCA Mopar CVTF-4 (Mopar CVT 4) - Ford M2C928-A (CFT 23), WSS-M2C933-A (CFT 30, Motorcraft XT-7-OCFT), MERCON C - GM DEX-CVT, GM CVT (CVTF I-Green2) - Honda HMMF (08200-9006), HCF-2 - Hyundai/Kia SP-CVT 1 - Mazda CVTF 3320 - Mercedes Benz 236.20 (001 989 46 03) - Mitsubishi CVTF-J1, CVTF-J4 - Nissan NS-1, NS-2, NS-3 - Subaru e-CVT, i-CVT F, Lineartronic CV-30, Lineartronic CVTF/CVT-II (K0425Y0710), High Torque CVTF - Suzuki CVT Fluid Green 1, CVT Fluid Green 2 (NS-2), CVTF 3320 (TC) - Toyota/Lexus TC, FE - VW/Audi TL 52180 (G 052 180), TL 52516 (G 052 516)

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
CVTQT	EA	1 Quart	10.85	14.20
CVTQT	CA	12 Quarts	123.80	161.95
CVT1G	EA	1 Gallon	42.70	55.80
CVT1G	CA	4 Gallons	162.55	212.55

● 100% Synthetic DCT Fluid

Designed to protect high-tech dual-clutch transmissions during the most intense, high-heat operating conditions.

Use in applications that require BMW 83 22 2 148 578, 83 22 2 148 579, 83 22 0 440 214, 83 22 2 147 477, DCTF-1, MTF-LT-5 • Chrysler 68044345 • Citroen/Peugeot 9734, S2 • Ferrari/Shell TF DCTF-3 • Fiat BOT 341 • Ford WSS-M2C-936-A • Mercedes Benz 236.21, 236.25 • Mitsubishi/Dia-Queen SSTF-1 • Nissan GT-R Transmission Oil R35 Special • Pentosin FFL-2, FFL-3, FFL-4 • Porsche 999.917.080.00, 043 207 29, 043 207 30, 000 430 20 • Renault BOT 450 • Volvo 1161838, 1161839 • VW/Audi G 052 182, G 052 529, TL 521 82

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DCTQT	EA	1 Quart	17.05	22.70
DCTQT	CA	12 Quarts	194.40	258.95

○ Synthetic Manual Transmission and Transaxle Gear Lube¹⁵

Provides improved internal component protection. Formulated with extreme-pressure additives and advanced frictional qualities that provide smooth shifts while protecting gears, bearings and seals. Non-corrosive to yellow metals.

Use in applications that require API GL-4 • ZF TE-ML 02B, 17A, MB 235.5 & MAN 341-Z2 (formerly MAN 341 ML) • Synchronized manual transmissions and transaxes that require 75W-85, 75W-90 or 80W-90 API GL-4 Gear Lube • NV 4500 Transmissions • GM Part #12346190 • Chrysler Part #4874459 • Chrysler Spec MS-9070 • Certain Hyundai, Hino, Infiniti, Kia, Lexus, Mazda, Mitsubishi, Nissan, Suzuki, Toyota & Volkswagen models requiring GL-4

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MTGQT	EA	1 Quart	14.35	18.25
MTGQT	CA	12 Quarts	163.50	208.55
MTGPK	EA	1 Quart Easy-Pack	15.95	18.65
MTGPK	CA	12 Quart Easy-Packs	182.05	212.95
MTG05	EA	(1) 5-gal. Pail	267.25	339.65

● Synthetic Synchronesh Transmission Fluid

Specifically designed to deliver smooth shifts and superior wear protection in manual transmissions and transaxes with synchronizers.

Use in applications that require New Venture NV T350, NV1500, NV2500, NV3500, NV3550 & NV5600 • Tremec T4, T5, T16, T56, T176, TK0500, TK0600, TR3550 (GM Vehicles) & TR3450 • Honda Genuine MTF • GM Part #12345349, #12345577, #12377916 & #1052931 • Chrysler Part #4874464 & #4874465 • GM Specs #9985648, #9986105 & #9985535 • Chrysler Specs MS-9224 & MS-9417 • MTF-94 & Texaco MTX Fluids

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MTFQT	EA	1 Quart	12.30	15.75
MTFQT	CA	12 Quarts	140.50	179.55
MTF05	EA	(1) 5-gal. Pail	228.90	290.35

○ Super Shift[®] Synthetic Racing Transmission Fluid¹⁷

Formulated to prevent slippage and reduce heat in high-performance, high-horsepower vehicles.

Use in transmissions that require Allison C-4 • Ford Type F

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ARTQT	EA	1 Quart	11.15	14.10
ARTQT	CA	12 Quarts	126.95	160.65

● Torque-Drive[®] Synthetic Heavy-Duty ATF¹⁷

Premium fluid designed for use in both on- and off-highway heavy-duty equipment.

Use in transmissions that require Allison C-4, TES-295, TES-389; Ford MERCON® V; GM DEXRON® III; Isuzu SCS; MAN 339 Type V-1, 339 Type V-2, 339 Type Z-1, 339 Type Z-2, 339 Type Z-3, 339F; MB 236.91, 236.10; Voith 55.6335, 55.6336; Volvo 97340, 97341; ZF TE-ML 03D, TE-ML 04D, TE-ML 14A, TE-ML 14B, TE-ML 14C, TE-ML 17C, TE-ML 20B, TE-ML 20C

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ATD1G	EA	1 Gallon	45.45	59.45
ATD1G	CA	4 Gallons	173.05	226.40
ATDTP	EA	(1) 2.5 Gallon	112.50	147.05
ATDTP	CA	(2) 2.5 Gallons	214.20	280.05

● Synthetic Tractor/Hydraulic Transmission Oil¹³

Formulated for combinations of transmissions, hydraulic systems, final drives, power take-off systems and wet brakes in heavy-duty farm and industrial equipment as well as commercial and residential lawn tractors.

Use in hydraulic systems that require SAE 5W-30

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ATHQT	EA	1 Quart	9.25	11.65
ATHQT	CA	12 Quarts	105.40	132.95
ATH05	EA	(1) 5-gal. Pail	170.40	213.30

^{13, 15, 17}See page 43 for Proposition 65 information for this product.

Synthetic Gear Lube



SEVERE GEAR® Synthetic Gear Lube

Specifically engineered for high-demand applications, including trailer towing, heavy hauling, 4x4 off-road driving, commercial use and racing. Flexible easy-pack helps you access tough-to-reach fill holes and eliminates the need for a pump. **Delivers 20% more cold-temperature protection than required by ASTM D2983.**

● 75W-90

Use in differentials that require API GL-5/MT-1 • MIL-PRF-2105E • MACK GO-J • Dana SHAES 234 (Eaton PS-037)

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
SVGQT	EA	1 Quart	13.90	17.55
SVGQT	CA	12 Quarts	158.65	200.35
SVGPK	EA	(1) Quart Easy-Pack	13.90	17.55
SVGPK	CA	(12) Quart Easy-Packs	158.65	200.35
SVG05	EA	(1) 5-gal. Pail	249.90	326.75

○ 80W-90

Use in differentials that require API GL-5/MT-1 • MIL-PRF-2105E • MACK GO-J • Dana SHAES 234 (Eaton PS-037)

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AGLQT	EA	1 Quart	10.05	12.65
AGLQT	CA	12 Quarts	114.35	144.30
AGLPK	EA	1 Quart Easy-Pack	11.65	17.10
AGLPK	CA	12 Quart Easy-Packs	132.75	195.30
AGL05	EA	(1) 5-gal. Pail	176.15	230.35

● 75W-110

Use in differentials that require API GL-5/MT-1 • MIL-PRF-2105E • MACK GO-J • Dana SHAES 234 (Eaton PS-037)

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
SVTQT	EA	1 Quart	14.35	18.20
SVTQT	CA	12 Quarts	163.80	207.90
SVTPK	EA	1 Quart Easy-Pack	16.05	22.85
SVTPK	CA	12 Quart Easy-Packs	183.30	260.85
SVT05	EA	(1) 5-gal. Pail	258.60	338.00

● 75W-140

Use in differentials that require API GL-5/MT-1 • MIL-PRF-2105E • MACK GO-J • Dana SHAES 234 (Eaton PS-037)

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
SVOQT	EA	1 Quart	15.55	20.15
SVOQT	CA	12 Quarts	177.70	229.95
SVOPK	EA	(1) Quart Easy-Pack	15.55	20.15
SVOPK	CA	(12) Quart Easy-Packs	177.70	229.95
SVO05	EA	(1) 5-gal. Pail	281.70	368.25



Easy Installation

PRODUCT	STOCK#	U.S. P.C.	CAN. P.C.
Hand Pump	G2039	10.45	13.90
Flexible Pour Spout	G1230	0.70	0.95
Nozzle Dispenser Caps (6)	G1242	1.15	1.55

● Slip Lock® Differential Additive²¹

Designed to eliminate gear-housing chatter in cars, trucks and SUVs equipped with limited-slip differentials.

Note: AMSOIL synthetic gear lubes do not require the use of this additive. However, not all differentials respond the same and if chatter is noticed, the addition of AMSOIL Slip Lock will eliminate it.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ADATB	EA	(1) 4-oz. Tube	7.30	9.60
ADATB	CA	(12) 4-oz. Tubes	83.30	109.65

SEVERE GEAR® EP Synthetic Racing Gear Lube

Engineered specifically for the demands of severe racing conditions, including off-road truck racing, rock racing, rock crawling, tractor pulling, funny car racing and dragster racing applications.

● SAE 190¹⁷

Use in differentials that require API GL-5/MT-1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
SRNQT	EA	1 Quart	14.65	18.70
SRNQT	CA	12 Quarts	167.15	213.60
SRN05	EA	(1) 5-gal. Pail	273.30	348.20

● SAE 250¹⁷

Use in differentials that require API GL-5/MT-1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
SRTQT	EA	1 Quart	14.65	18.70
SRTQT	CA	12 Quarts	167.15	213.60
SRT05	EA	(1) 5-gal. Pail	273.30	348.20

Long Life Synthetic Gear Lube

Specifically engineered for extended drain intervals up to 500,000 miles (804,672 km) as set by equipment manufacturers for over-the-road trucks and heavy equipment.

● 75W-90¹³

Use in differentials that require API GL-5/MT-1 • MIL-PRF-2105E • MACK GO-J+ • Dana SHAES 256 (Eaton PS-163)

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
FGRQT	EA	1 Quart	12.10	14.75
FGRQT	CA	12 Quarts	137.85	168.25
FGR1G	EA	1 Gallon	47.70	57.80
FGR1G	CA	4 Gallons	181.65	220.10
FGR05	EA	(1) 5-gal. Pail	224.45	271.65

80W-140¹³

Use in differentials that require API GL-5/MT-1 • MIL-PRF-2105E • MACK GO-J+ • Dana SHAES 256 (Eaton PS-163)

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
FGO05	EA	(1) 5-gal. Pail	214.20	271.70

²¹ 17, 13 See page 43 for Proposition 65 information for this product.

Fuel Additives



Gasoline Stabilizer

Helps prevent the formation of varnish and sludge in stored seasonal equipment such as snowmobiles, lawnmowers, motorcycles and boats.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ASTCN	EA	(1) 16-oz. Bottle	10.00	13.10
ASTCN	CA	(6) 16-oz. Bottles	57.05	74.70

AMSOIL Fights Corrosion

AMSOIL provides corrosion protection Sea Foam® Motor Treatment can't match, helping maintain power and performance and keeping metal looking like new even when subjected to salt water.*



*Based upon independent testing of AMSOIL Gasoline Stabilizer obtained Nov. 8, 2018 and Sea Foam Motor Treatment purchased Oct. 25, 2018 in a modified NACE TM0172 using synthetic sea water per ASTM D665 part B.

Upper Cylinder Lubricant¹³

Lubricates fuel system and upper cylinders. Fights ethanol-related corrosion. Helps keep injectors clean. Bottle compatible with capless fuel systems. Use entire bottle at every fill-up.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
UCLCN	EA	(1) 6-oz. Bottle	3.65	4.85
UCLCN	CA	(12) 6-oz. Bottles	41.60	55.25

P.i. Performance Improver¹³

Concentrated detergent aggressively cleans stubborn, power-robbing deposits from injectors, valves and the combustion chamber in passenger cars and light trucks. Bottle compatible with capless fuel systems.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
APICN	EA	(1) 12-oz. Bottle	10.65	13.50
APICN	CA	(12) 12-oz. Bottles	121.25	153.75

Quickshot®

Effectively addresses performance issues related to ethanol, water and dirty pump gas in two- and four-stroke gasoline-powered engines and powersports equipment fuel systems, restoring peak performance.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AQSCN	EA	(1) 8-oz. Bottle	7.85	10.30
AQSCN	CA	(6) 8-oz. Bottles	44.75	58.60

DOMINATOR® Octane Boost²¹

Improves the performance of all two- and four-stroke gasoline-fueled engines.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AOBBE	EA	(1) 12-oz. Bottle	8.55	11.00
AOBBE	CA	(6) 12-oz. Bottles	48.70	62.70

Diesel Recovery²¹

Emergency diesel fuel treatment that liquefies gelled diesel fuel and thaws frozen fuel filters. Keep a bottle on hand for emergencies.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DRCQT	EA	(1) 30-oz. Bottle	11.50	15.00
DRCQT	CA	(12) 30-oz. Bottles	131.05	171.40



Diesel Cold Flow¹⁷

Effectively modifies wax crystal formation at low temperatures to depress diesel fuel pour point and improve cold-flow filtration properties. Lowers cold filter-plugging point (CFPP) by up to 40°F (22°C) in ultra-low-sulfur diesel (ULSD).

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
ADDGN	EA	(1) 16-oz. Bottle	7.15
ADDGN	CA	(12) 16-oz. Bottles	81.20
ADD05	EA	(1) 5-gal. Pail	200.55

Diesel Cetane Boost

Raises the cetane number of diesel fuel up to eight points for maximum horsepower, increased fuel economy and easier starts in all diesel engines. Diesel engines operate best on fuel with cetane values of 50 or higher. Most diesel fuel sold in North America has a cetane value of 40-45.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ACBCN	EA	(1) 16-oz. Bottle	7.25	9.65
ACBCN	CA	(12) 16-oz. Bottles	82.70	110.25
ACBHG	EA	(1) 64-oz. Bottle	23.45	—
ACBHG	CA	(6) 64-oz. Bottles	133.90	—
ACB05	EA	(1) 5-gal. Pail	200.40	266.65

Diesel Injector Clean¹⁹

Targets traditional nozzle deposits, combustion chamber deposits and internal diesel injector deposits found in HPCR injectors. Lubricates to reduce fuel pump and injector wear. Concentrated for rapid results, maximum horsepower and up to 8 percent increased fuel economy in engines with accumulated deposits.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ADFPCN	EA	(1) 8-oz. Bottle	3.75	—
ADFPCN	CA	(6) 8-oz. Bottles	21.35	—
ADFCN	EA	(1) 16-oz. Bottle	6.65	8.85
ADFCN	CA	(12) 16-oz. Bottles	75.45	100.80
ADFHG	EA	(1) 64-oz. Bottle	21.85	—
ADFHG	CA	(6) 64-oz. Bottles	124.60	—
ADF05	EA	(1) 5-gal. Pail	181.40	241.40

Diesel Injector Clean + Cetane Boost²¹

Combines the superior deposit-removing properties of Diesel Injector Clean with the cetane-boosting benefits of Diesel Cetane Boost in one convenient package.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ADSPCN	EA	(1) 8-oz. Bottle	4.10	—
ADSPCN	CA	(6) 8-oz. Bottles	23.20	—
ADSCN	EA	(1) 16-oz. Bottle	10.45	13.85
ADSCN	CA	(12) 16-oz. Bottles	119.40	158.15
ADSHG	EA	(1) 64-oz. Bottle	34.30	—
ADSHG	CA	(6) 64-oz. Bottles	195.85	—
ADS05	EA	(1) 5-gal. Pail	298.50	395.55

Diesel All-In-One²⁵

Combines the superior deposit-removing properties of Diesel Injector Clean, the excellent anti-gelling properties of Diesel Cold Flow and the cetane-boosting benefits of Diesel Cetane Boost in one convenient package. Protects against injector wear better than Sea Foam®, delivering 2X more diesel fuel lubricity[†]

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ADBPCN	EA	(1) 8-oz. Bottle	4.80	—
ADBPCN	CA	(6) 8-oz. Bottles	27.15	—
ADBCN	EA	(1) 16-oz. Bottle	8.55	11.40
ADBCN	CA	(12) 16-oz. Bottles	97.35	129.80
ADBHG	EA	(1) 64-oz. Bottle	29.50	—
ADBHG	CA	(6) 64-oz. Bottles	168.40	—
ADB05	EA	(1) 5-gal. Pail	254.40	338.05

Superior Cold-Temperature Protection

AMSOIL Diesel All-In-One provides as much as **32°F better protection** against cold-temperature gelling than Howes® Lubricator Diesel Treat.^M Plus raises cetane up to 4 points.

^MBased on independent testing in July 2017 of AMSOIL Diesel All-In-One and Howes Lubricator Diesel Treat using diesel fuel representative of the U.S. marketplace and Howes' recommended treat ratio for above 0°F.

13, 17, 19, 21, 25 See page 43 for Proposition 65 information for this product.

[†]Based upon independent testing of AMSOIL All-In-One obtained Nov. 8, 2018 and Sea Foam Motor Treatment purchased on Oct. 25, 2018 in the ASTM D6079 test.

Filters

Extended Filter Life

- AMSOIL Oil Filters designated with product code EA15K are recommended for 15,000 miles (24,100 km) or one year, whichever comes first, in normal or severe service.
- AMSOIL Oil Filters designated with product code EAO are recommended for 25,000 miles (40,200 km) or one year, whichever comes first, in normal service or 15,000 miles (24,100 km) or one year, whichever comes first, in severe service.
- When AMSOIL Oil Filters are used with a motor oil other than AMSOIL motor oil, the filter should be changed according to the vehicle manufacturer's recommendation.

Oil Filters

AMSOIL Oil Filters rank among the highest efficiency filters available to the auto/light-truck and powersports markets, providing a filtering efficiency of 99 percent at 20 microns. Featuring advanced full-synthetic technology, AMSOIL Oil Filters provide greater efficiency, capacity and durability than cellulose filters, extending engine and filter life and reducing engine wear. Easy-grip coating eases the job of tightening and loosening filters. Call 1-800-777-7094 (Monday-Friday, 7 a.m. - 7 p.m. Central Time) or look up your vehicle at amsoil.com to determine the appropriate filter for each application.



Oil Filters

STOCK#	UNITS	U.S. P.C.	CAN. P.C.	STOCK#	UNITS	U.S. P.C.	CAN. P.C.
EA15K01	EA	16.80	22.25	EA034	EA	15.40	20.45
EA15K02	EA	17.10	22.60	EA15K35	EA	14.70	19.60
EA15K03	EA	15.65	20.70	EA15K37	EA	12.60	16.80
EA15K04	EA	16.30	21.55	EA038	EA	15.35	20.30
EA15K08	EA	17.35	22.90	EA15K39	EA	19.95	26.45
EA15K09	EA	15.60	20.70	EA042	EA	15.00	19.80
EA011	EA	14.35	19.05	EA15K43	EA	16.80	22.25
EA15K12	EA	14.05	18.65	EA15K49	EA	20.50	27.20
EA15K13	EA	14.80	19.60	EA15K50	EA	13.60	18.10
EA015	EA	15.50	20.60	EA15K51	EA	14.05	18.60
EA15K16	EA	14.70	19.60	EA052	EA	15.60	20.65
EA017	EA	14.20	18.75	EA15K53	EA	13.15	17.40
EA15K19	EA	14.70	19.60	EA15K54	EA	18.90	25.00
EA15K20	EA	15.40	20.35	EA055	EA	21.00	27.90
EA023	EA	14.35	19.05	EA059	EA	15.15	20.15
EA024	EA	15.65	20.70	EA064	EA	14.35	19.10
EA026	EA	17.00	22.50	EA080	EA	16.65	22.05
EA15K28	EA	14.70	19.60	EA15K88	EA	31.30	41.40
EA15K29	EA	14.90	19.75	EA098	EA	25.00	33.10
EA15K32	EA	14.60	19.45	EA099	EA	26.20	34.65



Heavy-Duty Extended-Life Oil Filters

Provide excellent 99 percent filtering efficiency at 20 microns and high contaminant capacity for heavy-duty on- and off-road diesel and gasoline applications. Provide extended service intervals that coincide with the maximum drain intervals of AMSOIL synthetic engine oils.

See www.amsoil.com or call (715) 399-TECH (Monday-Friday, 8 a.m. - 5 p.m. Central Time) for application information.

Bypass Filters

High-efficiency bypass filters effectively remove minute dirt particles and soot. Provide an efficiency rating of 99 percent at two microns.

See www.amsoil.com or call (715) 399-TECH (Monday-Friday, 8 a.m. - 5 p.m. Central Time) for application information.

Ea® Universal Air Induction Filters

Fit most popular air intake systems on the market, providing improved cold air intake and excellent efficiency for superior engine protection and performance. Cleanable and remain serviceable for long filter life.

See www.amsoil.com or call (715) 399-TECH (Monday-Friday, 8 a.m. - 5 p.m. Central Time) for application information.

Grease



DOMINATOR® Synthetic Racing Grease

High-performance bearing and chassis lubrication for all race applications on snow, dirt, water and track. Designed for bearings that operate under high-speed, high-heat conditions.

Use in applications that require NLGI No. 2, GC/LB

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
GRGCR	EA	(1) 14-oz. Cartridge	10.85	13.55
GRGCR	CA	(10) 14-oz. Cartridges	105.70	131.80

Synthetic Polymeric Off-Road Grease

Extreme-pressure, moly-fortified grease that provides outstanding protection for heavy-load-bearing applications, including steering knuckles, spring shackles, heavy equipment pivot joints and other components operating in high-load, low-speed conditions.

● Synthetic Polymeric Off-Road Grease¹⁶

Use in applications that require NLGI No. 1, 5% Moly

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
GPOR1CR	EA	(1) 15-oz. Cartridge	7.85	10.05
GPOR1CR	CA	(10) 15-oz. Cartridges	77.35	99.25

● Synthetic Polymeric Off-Road Grease

Use in applications that require NLGI No. 2, 5% Moly

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
GPOR2CR	EA	(1) 15-oz. Cartridge	8.15	10.50
GPOR2CR	CA	(10) 15-oz. Cartridges	80.40	102.90

Synthetic Polymeric Truck, Chassis/Equipment Grease

Delivers excellent wear protection and performance in severe-service, extreme-pressure environments such as axle assemblies, U-joints, pivot pins, fifth-wheel plates, steering linkages, kingpins, water pump bearings, ball joints and other greasable bearings and chassis components.

● Synthetic Polymeric Truck, Chassis/Equipment Grease²⁰

Use in applications that require NLGI No. 1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
GPTR1CR	EA	(1) 14-oz. Cartridge	6.40	8.40
GPTR1CR	CA	(10) 14-oz. Cartridges	63.10	82.95

● Synthetic Polymeric Truck, Chassis/Equipment Grease

Use in applications that require NLGI No. 2

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
GPTR2CR	EA	(1) 14-oz. Cartridge	6.90	9.05
GPTR2CR	CA	(10) 14-oz. Cartridges	67.85	88.75

Arctic Synthetic Grease

Provides extreme low-temperature pumpability and superior protection for equipment operating in harsh climates where temperatures drop well below freezing.

Use in applications that require NLGI No. 1

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
GECCR	EA	(1) 15-oz. Cartridge	10.55	13.85
GECCR	CA	(10) 15-oz. Cartridges	102.45	134.40

Synthetic Multi-Purpose Grease

Delivers premium wear protection for bearings, bushings, chassis lubrication and other applications.

Use in applications that require NLGI No. 2 • GC/LB

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
GLCCR	EA	(1) 14-oz. Cartridge	6.70	8.80
GLCCR	CA	(10) 14-oz. Cartridges	64.20	84.00
GLC3P	EA	(3) 3-oz. Cartridges	8.40	11.05
GLC3P	CA	(30) 3-oz. Cartridges	79.95	105.00
GLCGN	EA	Grease Gun Kit	30.45	40.25

Synthetic Water-Resistant Grease

Provides outstanding water-washout and spray-off resistance for applications frequently exposed to water, mud, snow or ice.

Use in applications that require NLGI No. 2 • GC/LB

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
GWR3P	EA	(3) 3-oz. Cartridges	9.10	11.95
GWR3P	CA	(30) 3-oz. Cartridges	86.65	113.95

Synthetic Fifth-Wheel Grease

Heavy-duty grease that provides outstanding protection and performance in the heavily loaded, harsh operating environments of fifth-wheel hitches used in trucking and trailer applications.

Use in applications that require NLGI No. 2

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
FWGTB	EA	(1) 10-oz. Tube	7.60	10.05
FWGTB	CA	(12) 10-oz. Tubes	86.10	115.30

^{16,20}See page 43 for Proposition 65 information for this product.

Synthetic ATV/UTV Oil



Formulated to deliver premium protection and performance for hard-working and performance ATVs and UTVs.



Synthetic ATV/UTV Motor Oil

Formulated to provide upgraded performance and protection for hard-working and performance ATVs and UTVs.

● 10W-40

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AUV40QT	EA	1 Quart	9.80	12.80
AUV40QT	CA	12 Quarts	111.55	146.20

● 5W-50

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AUV50QT	EA	1 Quart	10.05	12.75
AUV50QT	CA	12 Quarts	114.70	145.55



● Synthetic ATV/UTV Transmission & Differential Fluid

Use in ATV and UTV transmissions and differentials, including those made by Polaris*, Honda*, Yamaha*, Kawasaki*, Can Am* and Suzuki*.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AUDTQT	EA	1 Quart	11.25	14.40
AUDTQT	CA	12 Quarts	128.40	164.45
AUDTPK	EA	1 Quart Easy-Pack	12.95	16.60
AUDTPK	CA	12 Quart Easy-Packs	147.70	189.65

● Synthetic ATV/UTV Powertrain Fluid¹³

Purpose-built for transmission/differentials and front drives in Polaris* ATVs and UTVs, offering the perfect combination of protection and convenience.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AUPTPK	EA	1 Quart Easy-Pack	11.80	15.45
AUPTPK	CA	12 Quart Easy-Packs	134.80	176.28



ATV/UTV Oil Change Kits

FITMENT INFO:

PK1: ACE* 900, GENERAL* 1000, 2013+ RANGER* 900 & 1000, 2013+ RZR* 900 & 1000

PK2: ATP* 330, 500, Hawkeye* 300, 400, Magnum* 325, 330, 500, RANGER* 400, Model years 2016 and previous - RANGER* 500, Scrambler* 500, 850, 1000, Sportsman* 300, 400, 450, 500, 550, 570, 850, 1000, Trail Blazer* 330, Trail Boss* 325, 330, Xplorer* 500

PK3: ACE* 500, 570, 2017 + RANGER* 500, RANGER* 570, 700, 800, RZR* 570, 800, Sportsman* 600, 700, 800

Contains everything needed to perform an oil change on most Polaris UTVs and ATVs using AMSOIL Synthetic 5W-50 ATV/UTV Motor Oil. See www.amsoil.com or call (715) 399-TECH (Monday-Friday, 8 a.m. - 5 p.m. Central Time) for application information.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
PK1	EA	1 kit	31.50	41.85
PK2	EA	1 kit	27.50	36.55
PK3	EA	1 kit	25.95	34.50

See p. 36 for Synthetic Chaincase & Gear Oil.

¹³ See page 43 for Proposition 65 information for this product.

Photo courtesy of ATV Illustrated

Synthetic Dirt Bike Oil



“Love AMSOIL products. Something I can count on always working even when racing is unpredictable.”

— CAJO
Alpine, Utah



Synthetic Dirt Bike Oil

Delivers confidence in clutch feel, maximum horsepower and superior wear protection in all types of four-stroke dirt bikes.

● 10W-40

Use in bikes that require JASO MA • API SG, SJ, SH, SL

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DB40QT	EA	1 Quart	10.10	13.20
DB40QT	CA	12 Quarts	115.00	150.60

● 10W-50

Use in bikes that require JASO MA • API SG, SJ, SH, SL

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DB50QT	EA	1 Quart	10.85	14.25
DB50QT	CA	12 Quarts	124.00	162.55

● 10W-60

Use in bikes that require JASO MA • API SG, SJ, SH, SL

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DB60QT	EA	1 Quart	11.15	14.60
DB60QT	CA	12 Quarts	127.30	166.35

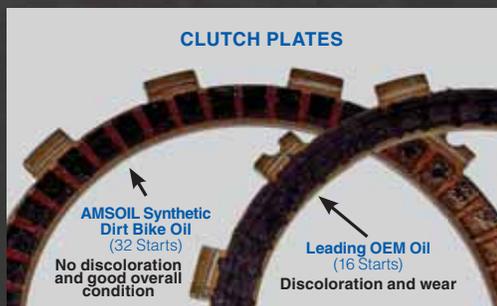
○ Synthetic Dirt Bike Transmission Fluid

Use in two-stroke dirt bike transmissions and the Honda CRF

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
DBTFQT	EA	1 Quart	8.70	11.50
DBTFQT	CA	12 Quarts	98.95	131.05

AMSOIL delivers confident clutch feel.

AMSOIL provides excellent clutch protection. How good is it? In extreme simulated-start testing, AMSOIL provided superior wear protection and kept clutch plates looking new.



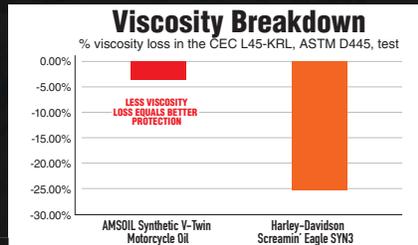
[†]Based on dyno testing of a Honda CRF450 dirt bike using AMSOIL 10W-40 Synthetic Dirt Bike Oil and a leading original equipment manufacturer 10W-40 conventional dirt bike oil.

Synthetic Motorcycle Oil



AMSOIL Resists Viscosity Breakdown

AMSOIL resists viscosity breakdown **6X better** than Harley-Davidson[®] SYN3^{*} for improved protection against compensator and transmission gear wear.^{BB}



^{BB}Based on testing of AMSOIL 20W-50 Synthetic V-Twin Motorcycle Oil purchased on 3/19/19 and Harley-Davidson Screamin' Eagle SYN3 purchased on 3/19/19 in the CEC L45-KRL, ASTM D445 test. All trademarked names and images are the property of their respective owners and may be registered marks in some countries. No affiliation or endorsement claim, express or implied, is made by their use.



Synthetic V-Twin Motorcycle Oil

● 20W-50

Superior synthetic formulation provides long service life and maximum protection against engine wear in Harley-Davidson*, Buell* and other motorcycle engines, primaries and transmissions.

Use in bikes that require API SG, SL/CF, CG-4 • JASO MA/MA2 • ISO-L-EMA2

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MCVQT	EA	1 Quart	10.25	13.40
MCVQT	CA	12 Quarts	116.90	153.10
MCV1G	EA	1 Gallon	40.25	52.65
MCV1G	CA	4 Gallons	153.30	200.55

● SAE 60

Superior synthetic formulation provides long service life and maximum protection against engine wear in big-bore, air-cooled motorcycle engines, including Harley-Davidson Panhead, Shovelhead and Knucklehead.

Use in bikes that require API SG, SL/CF, GL-1 • JASO MA/MA2 • ISO-L-EMA2

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MCSQT	EA	1 Quart	11.15	14.15
MCSQT	CA	12 Quarts	126.95	161.30

● 20W-40

Superior synthetic formulation provides long service life and maximum protection against engine wear in Indian* and Victory* motorcycles.

Use in bikes that require API SM • JASO MA • ILSAC GF-4

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MVIQT	EA	1 Quart	10.15	13.30
MVIQT	CA	12 Quarts	115.95	151.85

● 15W-60

Superior synthetic formulation provides long service life and maximum protection against engine wear in Indian and Victory motorcycles.

Use in bikes that require API SM • JASO MA • ILSAC GF-4

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MSVQT	EA	1 Quart	11.40	14.90
MSVQT	CA	12 Quarts	129.95	170.10

● Synthetic V-Twin Transmission Fluid

Helps quiet V-twin transmission noise and enable smooth shifts.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MVTQT	EA	1 Quart	11.50	14.80
MVTQT	CA	12 Quarts	131.05	168.85

● Synthetic V-Twin Primary Fluid

Delivers consistent clutch feel and helps riders easily find neutral.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MVPQT	EA	1 Quart	10.20	13.10
MVPQT	CA	12 Quarts	116.10	149.35

Motorcycle Octane Boost²¹

Increases octane up to three numbers for maximum power and efficiency in motorcycles.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MOBCN	EA	(1) 4-oz. Bottle	4.25	5.60
MOBCN	CA	(12) 4-oz. Bottles	48.25	63.65

V-Twin Oil Change Kits

FITMENT INFO:

HDCK, HDBK: most 1999-2016 Harley-Davidson* motorcycles (HDCK includes chrome filter; HDBK includes black filter).

HDMC, HDMB: most 2017-present Harley-Davidson motorcycles (HDMC includes chrome filter; HDMB includes black filter).

Contains everything needed to perform an oil change on most Harley-Davidson motorcycles, including 20W-50 Synthetic V-Twin Motorcycle Oil, Motorcycle Oil Filter and O-ring.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
HDCK	EA	1 kit	55.80	73.70
HDBK	EA	1 kit	53.50	71.10
HDMC	EA	1 kit	66.55	88.30
HDMB	EA	1 kit	63.75	84.60

Synthetic Metric Motorcycle Oil

● 10W-40

Superior synthetic formulation provides long service life, smooth shifts and maximum protection against engine wear in Can-Am*, Honda*, Yamaha*, Kawasaki*, Triumph*, Suzuki*, BMW* and other motorcycle engines.

Use in bikes that require API SM, SG, SL, CF • JASO MA/MA2 • ISO-L-EMA2

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MCFQT	EA	1 Quart	10.25	13.35
MCFQT	CA	12 Quarts	116.90	152.50
MCF1G	EA	1 Gallon	40.25	52.10
MCF1G	CA	4 Gallons	153.30	198.45

● 10W-30

Superior synthetic formulation provides long service life, smooth shifts and maximum protection against engine wear in Honda, Yamaha, Suzuki and Kawasaki motorcycles.

Use in bikes that require API SH, SG, CF • JASO MA/MA2 • ISO-L-EMA2

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MCTQT	EA	1 Quart	9.85	12.95
MCTQT	CA	12 Quarts	112.35	147.45

● 15W-50

Superior synthetic formulation provides long service life, smooth shifts and maximum protection against engine wear in Ducati*, BMW, KTM*, Yamaha, Triumph and Royal Enfield* motorcycles.

Use in bikes that require API SM • JASO MA/MA2

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
MFFQT	EA	1 Quart	11.10	14.80
MFFQT	CA	12 Quarts	126.75	168.85

Motorcycle Oil Filters

Most efficient filters available for the motorcycle and powersports market. Provide excellent 99 percent filtering efficiency at 20 microns. Available in black or chrome (as available).

See www.amsoil.com or call (715) 399-TECH (Monday-Friday, 8 a.m. - 5 p.m. Central Time) for application information.

²¹See page 43 for Proposition 65 information for this product.

Synthetic 2-Stroke Oil



● Synthetic 2-Stroke Injector Oil¹³

High-quality, cost-effective oil for the severe operating conditions of two-stroke snowmobiles and outboard motors. Ideal for vintage sleds.

Use in snowmobiles and boat motors that require TC-W3 • API TC

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AIOQT	EA	1 Quart	7.05	9.30
AIOQT	CA	12 Quarts	80.50	105.85
AIO1G	EA	1 Gallon	27.75	35.85
AIO1G	CA	4 Gallons	105.65	136.50

● INTERCEPTOR® Synthetic 2-Stroke Oil¹³

Purpose-built, best-in-class performance for piston protection, cold-temperature pumpability and exhaust power valve cleanliness. Use in snowmobiles, including those made by Ski-Doo®, Polaris® and Arctic Cat®.

Use in snowmobiles that require API TC

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AITQT	EA	1 Quart	9.30	12.10
AITQT	CA	12 Quarts	105.85	138.00
AIT1G	EA	1 Gallon	36.40	46.95
AIT1G	CA	4 Gallons	138.60	178.75

● DOMINATOR® Synthetic 2-Stroke Racing Oil¹³

Delivers outstanding wear protection in high-horsepower and modified racing applications, including snowmobiles, motorcycles, ATVs, personal watercraft, go-carts and outboard motors.

Use in snowmobiles that require API TC

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
TDRQT	EA	1 Quart	9.75	12.65
TDRQT	CA	12 Quarts	111.05	144.30
TDR1G	EA	1 Gallon	38.25	49.20
TDR1G	CA	4 Gallons	145.55	187.35

● SABER® Professional Synthetic 2-Stroke Oil¹³

Provides superior protection for handheld two-stroke equipment at any mix ratio up to 100:1, offering the ultimate in convenience.

Use in power equipment that requires ISO-L-EGD • API TC • JASO FD

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ATPPK	EA	(1) 1.5-oz. Pillow Pack	1.20	-
ATPPK	CA	(48) 1.5-oz. Pillow Packs	53.25	-
ATPTS	EA	(1) 2.6-oz. Bottle	2.00	-
ATPTS	CA	(12) 2.6-oz. Bottles	22.35	-
ATPBA	EA	(1) 3.5-oz. Bottle	2.10	-
ATPBA	CA	(12) 3.5-oz. Bottles	24.00	-
ATPSF	EA	(1) 6.4-oz. Bottle	3.30	4.45
ATPSF	CA	(12) 6.4-oz. Bottles	37.35	50.40
ATPBC	EA	(1) 8-oz. Bottle	4.00	4.95
ATPBC	CA	(12) 8-oz. Bottles	45.55	56.10
ATPTE	EA	(1) 12.8-oz. Bottle	6.20	-
ATPTE	CA	(12) 12.8-oz. Bottles	70.80	-
ATPQT	EA	1 Quart	10.10	12.75
ATPQT	CA	12 Quarts	115.30	145.55
ATP1G	EA	1 Gallon	39.70	-
ATP1G	CA	4 Gallons	151.20	-

○ Synthetic Chaincase & Gear Oil

Superior protection for enclosed chains and gears found in snowmobiles, ATVs, UTVs and general equipment.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
TCCCN	EA	(1) 16-oz. Bottle	8.50	11.00
TCCCN	CA	(6) 16-oz. Bottles	48.40	62.70
TCC05	EA	(1) 5-gal. Pail	191.00	244.35

¹³See page 43 for Proposition 65 information for this product.

SABER Professional Fights Carbon

Equipment using SABER Professional was **96% carbon-free^N**.



Leading OEM oil after 300 hours



AMSOIL SABER Professional after 300 hours

^NBased on spark-arrestor testing.

Synthetic 4-Stroke Oil



Commercial-Grade Synthetic Oil for Small Engines

AMSOIL Synthetic Small-Engine Oil provides excellent all-season protection and performance in a large variety of small engines:

- Zero-Turn Mowers
- Riding and Push Lawnmowers
- Snowblowers
- Generators
- Pumps
- Welders
- Skid-Steers
- Compressors
- And More



AFF



AES



ASE



ASF



AHF



ASO



ABC

● Formula 4-Stroke® Power Sports Synthetic Motor Oil

Specially formulated for four-stroke recreational motors, including ATVs and snowmobiles.

Use in ATVs and snowmobiles that require API SG, SJ, SL/CF • JASO MA/MA2 • ISO-L-EMA2

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AFFQT	EA	1 Quart	10.35	13.55
AFFQT	CA	12 Quarts	118.00	154.35

● Synthetic Small-Engine Oil

Helps preserve engine power, reduce oil consumption and reduce maintenance in small engines used in severe service.

Use in equipment that requires API SL, SJ, SH, SG • API CF, CD • JASO MA/MA2

○ 5W-30

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AESQT	EA	1 Quart	7.35	9.65
AESQT	CA	12 Quarts	83.95	110.25

● 10W-30

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ASEQT	EA	1 Quart	7.35	9.65
ASEQT	CA	12 Quarts	83.95	110.25
ASE1G	EA	1 Gallon	28.75	37.65
ASE1G	CA	4 Gallons	109.45	143.25

● 10W-40

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ASFQT	EA	1 Quart	7.50	10.20
ASFQT	CA	12 Quarts	85.55	116.55
ASF1G	EA	1 Gallon	29.30	39.80
ASF1G	CA	4 Gallons	111.55	151.45

● 20W-50 Zero-Turn Synthetic Hydrostatic Transmission Fluid¹³

Fights wear to deliver smooth control and responsive power in zero-turn hydrostatic mowers.

Use in hydrostatic transmissions that require 15W-50 or 20W-50 oil recommended for API SM, SL, SJ, SH or SG.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AHFQT	EA	1 Quart	9.45	12.75
AHFQT	CA	12 Quarts	107.45	145.55
AHF1G	EA	1 Gallon	36.95	49.90
AHF1G	CA	4 Gallons	140.70	190.05

● Formula 4-Stroke® Synthetic Scooter Oil¹³

Formulated specifically to meet the special needs of today's high-tech air- and water-cooled four-stroke motorized scooters.

Use in scooters that require API SG, SL/CF • JASO MA/MA2 • ISO-L-EMA2

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ASOQT	EA	1 Quart	8.10	10.60
ASOQT	CA	12 Quarts	92.30	121.00

● Semi-Synthetic Bar and Chain Oil¹⁷

Delivers excellent lubrication and protection, helping extend the life of bar and chain applications.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ABCQT	EA	1 Quart	4.80	6.30
ABCQT	CA	12 Quarts	54.85	71.85
ABC1G	EA	1 Gallon	18.65	24.40
ABC1G	CA	4 Gallons	71.00	92.85
ABC05	EA	(1) 5-gal. Pail	86.10	112.60

^{13,17}See page 43 for Proposition 65 information for this product.

Synthetic Marine Oil



“Switched my marine big block over to AMSOIL 25W-40 and have seen better oil pressure and increased performance over 30W oil. I’ll definitely use this oil again.”

– **Runky**
Portsmouth, RI



WCT



WCF



WCM



HPM



ATO



AGM



Synthetic Marine Engine Oil

Formulated specifically for use in four-stroke gasoline-fueled engines used in marine applications.

10W-30

Use in boat motors that require API SM • NMMA FC-W Catalyst Compatible (Registration #FC-00833T) • JASO MA

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
WCTQT	EA	1 Quart	8.80	11.50
WCTQT	CA	12 Quarts	100.05	131.05

10W-40

Use in boat motors that require API SM • NMMA FC-W Catalyst Compatible (Registration #FC-00850T) • JASO MA

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
WCFQT	EA	1 Quart	9.50	12.45
WCFQT	CA	12 Quarts	108.05	141.75

25W-40 (Synthetic Blend)²³

Use in boat motors that require API SM • NMMA FC-W Catalyst Compatible (Registration #FC-11825T) • JASO MA

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
WCMQT	EA	1 Quart	7.25	9.65
WCMQT	CA	12 Quarts	82.55	110.25

HP Marine™ Synthetic 2-Stroke Oil¹³

Prevents piston skirt scuffing, cylinder bore scuffing and ring sticking in all two-stroke outboard motors, personal watercraft and anywhere NMMA TC-W3 and API-TC oils are specified.

Use in boat motors that require TC-W3

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
HPMQT	EA	1 Quart	8.30	10.75
HPMQT	CA	12 Quarts	94.50	122.85
HPM1G	EA	1 Gallon	32.45	41.70
HPM1G	CA	4 Gallons	123.50	158.80

Outboard 100:1 Pre-Mix Synthetic 2-Stroke Oil¹³

Contains a heavy dose of low-temperature dispersant additives that excel at reducing varnish and carbon deposit formation in water-cooled outboard motors.

Use in boat motors that require TC-W3

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
ATOBC	EA	(1) 8-oz. Bottle	4.20
ATOBC	CA	(12) 8-oz. Bottles	47.75
ATOQT	EA	1 Quart	11.35
ATOQT	CA	12 Quarts	129.35

Universal Synthetic Marine Gear Lube

Resists foam and retains extreme-pressure qualities in outboard lower units, stern drives, V-drives, bow and tunnel thrusters and marine transmissions. Delivers advanced outboard protection against power loss and gear wear, even with up to 15 percent water contamination.^v Choose the easy-pack for fast, easy installation.

Use in applications that require GL-5, GL-4

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AGMTB	EA	(1) 10-oz. Tube	6.25	8.05
AGMTB	CA	(6) 10-oz. Tubes	35.65	46.00
AGMQT	EA	1 Quart	10.10	13.20
AGMQT	CA	12 Quarts	115.15	150.60
AGMPK	EA	1 Quart Easy-Pack	11.80	15.40
AGMPK	CA	12 Quart Easy-Packs	134.30	175.80
AGM05	EA	(1) 5-gal. Pail	186.65	244.10

Marine Gear Lube Pump²⁷

Specifically designed to ease installation and reduce mess when servicing lower units. Eliminate the need for a pump, save money and reduce the mess by choosing the easy-pack.

STOCK#	U.S. P.C.	CAN. P.C.
G3456	9.45	12.55

^{23,13,27} See page 43 for Proposition 65 information for this product.
^v Based upon AMSOIL testing of AMSOIL Synthetic Marine Gear Lube 75W-90 in ASTM 3233 and ASTM D892.

Cleaners and Protectants



Protection and Dependability
for Generations



Chain Lube

Provides outstanding protection against wear and corrosion. Helps extend chain life. Does not attract dirt and does not fling off. Fast-drying.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
ACLSC	EA	(1) 11-oz. Spray Can	8.70
ACLSC	CA	(6) 11-oz. Spray Cans	49.50

Engine Fogging Oil

Helps prevent corrosion and dry starts to internal engine components found in outdoor motors, lawn and garden equipment, motorcycles, snowmobiles, ATVs, motor homes and generators during storage or long periods of inactivity.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
FOGSC	EA	(1) 12-oz. Aerosol Can	7.40
FOGSC	CA	(6) 12-oz. Aerosol Cans	42.25

Power Foam®

Improves starting and performance by cleaning dirty intake systems and spark plugs; freeing sticky valves and removing gum, varnish and carbon deposits.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
APFSC	EA	(1) 18-oz. Spray Can	7.95
APFSC	CA	(12) 18-oz. Spray Cans	90.75

Heavy-Duty Degreaser

Formulated with powerful and fast-acting solvents, attacking petroleum-based grime on a molecular level to loosen its hold on metal, concrete and other surfaces.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
ADGSC	EA	(1) 15-oz. Spray Can	11.05
ADGSC	CA	(12) 15-oz. Spray Cans	125.80

Silicone Spray²⁶

Perfect for lubricating or protecting rubber, nylon, plastics, upholstery, vinyl, wood, cardboard or fiberglass. Also excellent for waterproofing leather products. Hundreds of household uses.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
ALSSP	EA	(1) 10-oz. Spray Can	7.50
ALSSP	CA	(12) 10-oz. Spray Cans	85.70

²⁶See page 43 for Proposition 65 information for this product.



Mudslinger®

Provides a protective layer of armor against the accumulation of mud, dirt and snow on ATVs, UTVs and dirt bikes, easing clean-up. Restores color and luster.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
AMSSC	EA	(1) 12-oz. Spray Can	8.00
AMSSC	CA	(12) 12-oz. Spray Cans	91.35

Engine Degreaser

Effectively cleans engine surfaces by cutting through grease, oil and grime.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
AEDSC	EA	(1) 15-oz. Spray Can	6.90
AEDSC	CA	(12) 15-oz. Spray Cans	78.75

Glass Cleaner

Cuts through grease and grime faster than other leading glass cleaners, stays where you spray it and leaves no streaks.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
AGCSC	EA	(1) 19-oz. Spray Can	3.70
AGCSC	CA	(12) 19-oz. Spray Cans	42.25

Metal Protector

Displaces water, lubricates, penetrates and protects metal surfaces from corrosion, including hinges, squeaky mechanical objects, electrical systems and more.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AMP4SC	EA	(1) 4-oz. Spray Can	4.35	-
AMP4SC	CA	(12) 4-oz. Spray Cans	49.35	-
AMPSC	EA	(1) 8.75-oz. Spray Can	5.55	6.90
AMPSC	CA	(12) 8.75-oz. Spray Cans	63.00	78.75

Heavy-Duty Metal Protector

Penetrates and adheres to metal surfaces, leaving a long-lasting coating that protects against the damaging effects of salt, moisture or chemical corrosion.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
AMHSC	EA	(1) 15-oz. Spray Can	9.45
AMHSC	CA	(12) 15-oz. Spray Cans	107.75

Engine and Transmission Flush

Helps restore operating efficiency, increase fuel economy and reduce emissions in gasoline and diesel engines and automatic transmissions.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
FLSHCN	EA	(1) 16-oz. Bottle	9.25	11.95
FLSHCN	CA	(12) 16-oz. Bottles	105.45	136.10
FLSH05	EA	(1) 5-gal. Pail	282.75	357.50

Miracle Wash® Waterless Wash & Wax

Unique dry car wash and polish delivers outstanding performance and quick, easy and economical spray application. No water required.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
AMWSC	EA	(1) 13-oz. Spray Can	8.20
AMWSC	CA	(12) 13-oz. Spray Cans	93.25

Synthetic Firearm Lubricant and Protectant

Effectively lubricates and protects firearms, helping extend life and prevent blockage, jams and wear. Outstanding protection and performance in both hot and cold climates. Specifically formulated for firearms, offering superior performance over multi-purpose products.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
FLPBA	EA	(1) 4-oz. Bottle	7.75	10.30
FLPBA	CA	(12) 4-oz. Bottles	88.20	117.20
FLPSC	EA	(1) 5-oz. Spray Can	9.65	-
FLPSC	CA	(12) 5-oz. Spray Cans	110.25	-

Firearm Cleaner and Protectant

Penetrates deep into hard-to-reach components, effectively cleaning fouling and powder residue from all firearm surfaces, safely protecting them for storage, reducing jamming and increasing reliability. Protects against corrosion, allowing for safe storage and preserving performance, reliability and value.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
FCPCN	EA	(1) 8-oz. Bottle	8.85	11.70
FCPCN	CA	(12) 8-oz. Bottles	100.80	133.60
FCPSC	EA	(1) 5-oz. Spray Can	5.55	-
FCPSC	CA	(12) 5-oz. Spray Cans	63.00	-

Miscellaneous



● Heavy-Duty Antifreeze & Coolant¹⁵

Provides superior heat transfer and excellent protection against corrosion, cylinder-liner cavitation, freezing and boilover. Protection up to 600,000 miles (965,600 km), 12,000 hours or 6 years, whichever comes first.

Use in radiators that require ASTM D4985, D6210 • Case IH • Caterpillar EC-1 • Chrysler MS7170 • Cummins CES14603 • Detroit Diesel 7SE298, 93K217 • Fiat Professional; Fiat Truck • Ford WSS-M97B51-A1 • Freightliner 48-22880 • John Deere 8650-5 • Mack Truck CNH • MTU MTL5048, 5049 • New Holland • PACCAR: Kenworth, Peterbilt • TMC of ATA RP329, 330, 338 • US Military CID A-A-52624A

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
ANTHD1G	EA	1 Gallon	16.45
ANTHD1G	CA	4 Gallons	62.60

○ Propylene Glycol Antifreeze & Coolant

Combines the benefits of biodegradability, low toxicity and all-climate protection for up to 150,000 miles (241,400 km) or 5 years, whichever comes first, in passenger cars and light trucks. Protection up to 600,000 miles (965,600 km), 12,000 hours or 6 years, whichever comes first, in heavy-duty applications.

Use in radiators that require ASTM D4985, D6210 • Case IH • Caterpillar EC-1 • Chrysler MS7170 • Cummins CES14603 • Detroit Diesel 7SE298, 93K217 • Fiat Professional; Fiat Truck • Ford WSS-M97B51-A1 • Freightliner 48-22880 • John Deere 8650-5 • Mack Truck CNH • MTU MTL5048, 5049 • New Holland • PACCAR: Kenworth, Peterbilt • TMC of ATA RP329, 330, 338 • US Military CID A-A-52624A

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
ANT1G	EA	1 Gallon	29.95	39.30
ANT1G	CA	4 Gallons	114.05	149.55

● Passenger Car/Light Truck Antifreeze & Coolant¹⁵

Engineered to exceed original equipment manufacturer (OEM) requirements for up to 150,000 miles (241,400 km) or 5 years, whichever comes first, in passenger cars and light trucks.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
ANTPC1G	EA	1 Gallon	15.20
ANTPC1G	CA	4 Gallons	57.75

Fluid Extraction Pump

STOCK#	U.S. P.C.	CAN. P.C.
G2576	15.75	20.95

Aids in the removal of old fluids when servicing vehicles.



^{15,17}See page 43 for Proposition 65 information for this product.



DOMINATOR® Coolant Boost

Helps reduce engine temperatures, increase horsepower, promote faster engine warm-up times and reduce radiator and engine corrosion in racing and passenger vehicles.

Warm up your car 54% faster. See the Coolant Boost product page at amsoil.com for details.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
RDCBCN	EA	(1) 16-oz. Bottle	9.95	13.30
RDCBCN	CA	(6) 16-oz. Bottles	56.65	75.95

Shock Therapy® Suspension Fluid

Controls friction, heat, wear, foaming and scuffing in suspension components.

● Shock Therapy Suspension Fluid¹⁷

Lightweight #5

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
STLQT	EA	1 Quart	12.00	15.30
STLQT	CA	12 Quarts	136.75	174.55
STL05	EA	(1) 5-gal. Pail	222.60	281.60

● Shock Therapy Suspension Fluid¹⁷

Medium #10

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
STMQT	EA	1 Quart	11.75	15.05
STMQT	CA	12 Quarts	134.00	172.00
STM05	EA	(1) 5-gal. Pail	218.05	277.10

○ Synthetic Air Tool Oil

Effectively lubricates rotary and piston-type air-tool bearings and motors, while managing moisture and conditioning rubber and plastic seals and O-rings.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
AIRBA	EA	(1) 4-oz. Bottle	3.55	4.70
AIRBA	CA	(12) 4-oz. Bottles	40.05	53.55

Multi-Vehicle Synthetic Power Steering Fluid¹³

Provides excellent wear protection, long component life and quiet operation in most passenger cars and light trucks.

Use in applications that require American Motor Corporation C 4124; 4634 • BMW 82 11 0 148 132; 83 29 0 429 576; 81 22 1 468 879 & 82 11 1 468 041 • Chrysler MS-1872; MS-5931, MS-9602 & MS-11655 • Ford M2C138-CJ; ESW-M2C128-C&D; M2C195-A; M2C204-A & M2C33-F • GM/Saginaw PSF 9985010; 9985835; 89021184 & 1050017 • Hyundai/Kia PSF-3; PSF-4 & PSF 00232-19017 • Mercedes Benz 236.3; 345.0; 001 989 24 03 10; 001 989 24 03 12 & Q 1 32 0001 • Mitsubishi Diamond SP III & PS Fluid • Navistar TMS 6810 • Nissan PSF-II • Porsche 000 043 206 56 • Saab 93160548; (45) 30 09 800 & 30 32 380 • Subaru K0209A0080 • Toyota PSF Type EH; P/N 008886-01 • Volvo 1161529 & 30741424 • VW/Audi TL-52146; G002000; G 004 000 M2; G 004 000 M7 & G 004 000 M8

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
PSFCN	EA	(1) 16-oz. Bottle	6.80	8.65
PSFCN	CA	(12) 16-oz. Bottles	77.65	98.30



DOT 3 & 4 Synthetic Brake Fluid¹¹

High-performance brake fluid specially designed as a multi-use product for passenger-car, light-truck and powersports applications.

Use in equipment requiring a DOT 3, 4 or 5.1 brake fluid.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
BFLVCN	EA	(1) 12-oz. Bottle	6.05
BFLVCN	CA	(12) 12-oz. Bottles	69.10

DOMINATOR® DOT 4 Synthetic Racing Brake Fluid¹⁰

High boiling point brake fluid engineered to resist brake fade and vapor lock during intense racing applications.

Use in racing equipment requiring a DOT 4 brake fluid.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
BFRCN	EA	(1) 12-oz. Bottle	11.40
BFRCN	CA	(12) 12-oz. Bottles	129.80

Brake & Parts Cleaner

Professional strength parts cleaner that quickly removes oil, grease, brake fluid and other contaminants from brake parts and other automotive components.

STOCK#	UNITS	PKG./SIZE	U.S. P.C.
BPCSC	EA	(1) 19-oz. Spray Can	4.40
BPCSC	CA	(12) 19-oz. Spray Cans	49.80

Synthetic Compressor Oil

Superior protection for rotary screw, rotary vane, reciprocating and other compressor applications.

● Synthetic Compressor Oil

Use in compressors that require ISO 46 • SAE 30/40

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
PCIQT	EA	1 Quart	11.00	13.80
PCIQT	CA	12 Quarts	125.40	157.50
PCI05	EA	(1) 5-gal. Pail	203.70	255.30

● Synthetic Compressor Oil

Use in compressors that require ISO 100 • SAE 30/40

STOCK#	UNITS	PKG./SIZE	U.S. P.C.	CAN. P.C.
PCKQT	EA	1 Quart	11.35	14.35
PCKQT	CA	12 Quarts	129.65	163.80
PCK05	EA	(1) 5-gal. Pail	210.80	265.00

^{10,11}See page 43 for Proposition 65 information for this product.

CALIFORNIA PROPOSITION 65 WARNING STATEMENTS

- ¹⁰**▲WARNING:** This product can expose you to 2,2'-Iminodiethanol, which is known to the State of California to cause cancer, and Ethanediol, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ¹¹**▲WARNING:** This product can expose you to 2-Methoxyethanol, which are known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ¹³**▲WARNING:** This product can expose you to Benzene, which is known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ¹⁵**▲WARNING:** This product can expose you to Ethanediol, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ¹⁶**▲WARNING:** This product can expose you to Ethylbenzene, which is known to the State of California to cause cancer, and Dibutyl phthalate, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ¹⁷**▲WARNING:** This product can expose you to Ethylbenzene, which is known to the State of California to cause cancer. For more information go to www.P65Warnings.ca.gov.
- ¹⁹**▲WARNING:** This product can expose you to Naphthalene, which is known to the State of California to cause cancer, and Methanol which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ²⁰**▲WARNING:** This product can expose you to Naphthalene, which is known to the State of California to cause cancer, and Dibutyl phthalate, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ²¹**▲WARNING:** This product can expose you to Naphthalene, which is known to the State of California to cause cancer. For more information go to www.P65Warnings.ca.gov.
- ²³**▲WARNING:** This product can expose you to Toluene, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ²⁵**▲WARNING:** This product can expose you to Ethylbenzene, which is known to the State of California to cause cancer, and Methanol which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ²⁶**▲WARNING:** This product can expose you to n-Hexane, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.
- ²⁷**▲WARNING:** This product can expose you to Di(2-ethylhexyl) phthalate (DEHP), which is known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.



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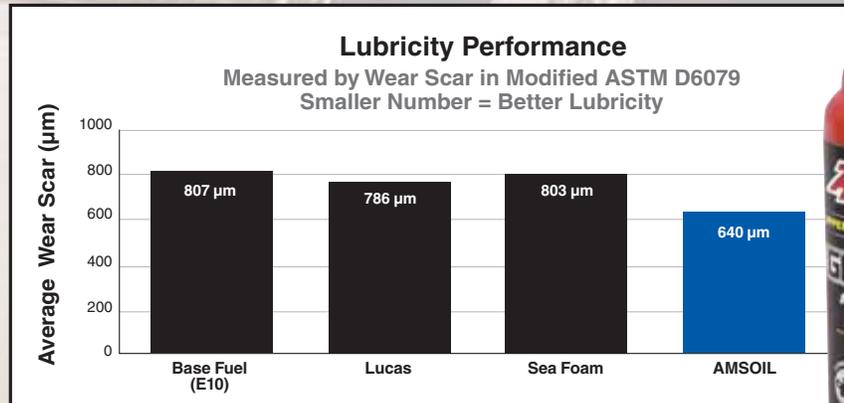
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Your engine's top-end is sparsely lubricated and prone to the development of performance-robbing deposits. AMSOIL Upper Cylinder Lubricant's unique additives provide that missing lubrication to fight piston-ring and cylinder wear, **maximizing engine compression and horsepower**. It delivers **18 percent more lubricity than Lucas*** and **20 percent more than Sea Foam*** for better retention of horsepower and fuel economy.¹



¹Based on independent testing of AMSOIL Upper Cylinder Lubricant, Lucas Upper Cylinder Lubricant and Sea Foam Motor Treatment obtained on 02/13/2020 using the ASTM D6079 modified for use with gasoline. *All trademarked names and images are the property of their respective owners and may be registered marks in some countries. No affiliation or endorsement claim, express or implied, is made by their use. All products advertised here are developed by AMSOIL for use in the applications shown.