AMSOIL MAGAZINE

▸ PREFERRED CUSTOMER EDITION

SEPTEMBER 2014

| PAGE 6

AMSOIL Keeps Sturgis Cool | PAGE 10

THE SCIENCE OF FUEL ECONOMY

LESS FRICTION, MORE EFFICIENT ENGINE OPERATION

The benefits of AMSOIL synthetic lubricants are many. Superior wear protection, increased horsepower, cooler-running engines, reduced deposits, reduced oil consumption, resistance to oxidation and breakdown, easier winter starts – they all add up to a better-running, longer-lasting vehicle. But, for many motorists, improved fuel economy is an especially relevant benefit. While we have recently enjoyed some stability with gas prices, nearly everyone is interested in saving even more at the pump.

It is well-documented that synthetic oils can help improve fuel economy by reducing friction, and now is a great time to take advantage of the fuel-economy benefits of AMSOIL synthetic lubricants.

AMSOIL P.i. provides additional fuel-economy benefits, effectively improving fuel economy up to 5.7 percent, while reducing emissions and restoring power and performance.

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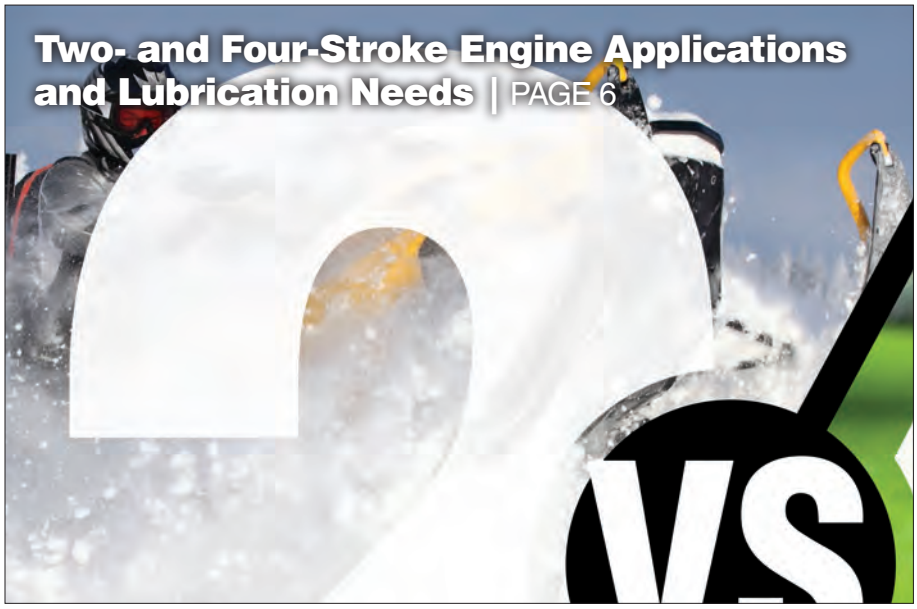

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From the President's Desk

An email sent recently to AMSOIL corporate by Florida Direct Jobber George Douglas is worthy of discussion. The issue he raises carries ramifications across the motor oil industry, and many AMSOIL Dealers may have already been touched by it. George had this to say:

I read an article in last month's Lubes 'N' Greases (magazine) concerning the cheap synthetics on the market that may have very little Group III oil in them since there is no regulation or oversight from the API on what is in the bottle. I know that as a policy AMSOIL does not want to get into base oil wars, but I feel it may be time for AMSOIL to exploit this somehow through more education and/or in promo material. I was looking at oil prices in a store the other day and noticed one brand of full synthetic going for $3.43 a quart and the major brands of conventional oil going for nearly $5.00 a quart. This should raise a flag with consumers; how could synthetic oil be cheaper than petroleum oil? Also, I saw some of the really cheap synthetic in one of my installer's stock rooms when I delivered oil to him last month. His AMSOIL purchases have reduced recently, and now I know why. You are all probably aware of this, but I thought I would give you my two cents.

First, thanks for your two cents, George. The point you raise is certainly legitimate, and I appreciate your interest in making all Dealers aware.

At one time, synthetic oil was made exclusively from polyalphaolefin and ester base oils. Then the landscape became a bit murky in 1999 when Mobil challenged Castrol when Castrol introduced an oil made from Group III base oil and called it synthetic. The dispute played out before the National Advertising Division of the Better Business Bureau and Castrol prevailed. No big problem there. Group III base oils offer good performance, and now GTL (gas-to-liquid) base oils have joined the Group III segment.

The problem, as George indicates, is that there is no official regulation. An oil with less than 50 percent synthetic base oil can be labeled synthetic. In fact, there is absolutely nothing to prevent motor oil marketers from labeling oils made from conventional Group I or Group II base oils as synthetic. There is currently no testing to verify the base oil content. And even if it was proven that the product contained no synthetic oil, there are no legal ramifications since no official definitions exist for the category.

The bottom line, of course, is that in many cases consumers are paying too much for oil that doesn't measure up to the high standards of synthetic as AMSOIL defines the term. And on the flip side, consumers purchasing synthetic oil for $3.43 a quart are, in all likelihood, not getting what they think.

Tom Glenn, the author of the article that George refers to, offers this as a call to action:

Now is the time to take a closer look at the term synthetic and officially define what constitutes synthetic motor oil, based on measurable and meaningful attributes and clear-cut rules. In doing so, we can protect consumers from cheaters and level the playing field for those that play by the rules. If we don't do it now, it may be too late to do it when synthetics dominate the passenger car motor oil segment.

I certainly hope that gets done. In the meantime, AMSOIL Dealers can set consumers straight.

Not all synthetics are created equal, and it may be that not all synthetics are actually synthetic at all.

AMSOIL created the synthetic motor oil market, and we continue to set the standard for performance. Our definition of synthetic doesn't waver. Consumers can be assured that what they see on the label is what they'll see in the bottle. With AMSOIL, people get what they pay for.

A.J. "Al" Amatuzio
President and CEO, AMSOIL INC.

PREMIUM PROTECTION FOR EUROPEAN VEHICLES

European motor oil specifications apply to European automobiles in both North America and Europe. Mercedes-Benz, BMW and Volkswagen, for example, have their own requirements that have followed those vehicles into our market.

Installing conventional API-rated oils will, in most cases, not fulfill European requirements, and it's important to know the differences between European and U.S. specifications.

AMSOIL offers a premium line of European synthetic motor oils for customers' specific European vehicle needs.

- Outstanding All-Season Performance
- Engineered for Maximum Fuel Economy
- Enhanced Turbocharger Protection
- Low-, Mid- and Full-SAPS Formulations

Two- and Four-Stroke Engine Applications and Lubrication Needs

Two-stroke and four-stroke engines are designed differently and operate under different conditions, requiring different lubrication methods.

Internal combustion engines are used to produce mechanical power from the chemical energy contained in hydrocarbon fuels. The power-producing part of the engine's operating cycle starts inside the engine's cylinders with a compression process. Following compression, the burning of the fuel-air mixture releases the fuel's chemical energy and produces high-temperature, high-pressure combustion products. These gases expand within each cylinder and transfer work to the piston, producing mechanical power to operate the engine.

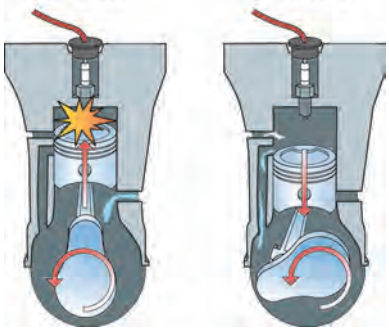
Each upward or downward movement of the piston is called a stroke, and the two commonly used internal combustion engine cycles are the two-stroke cycle and the four-stroke cycle. The terms "two-cycle" and "two-stroke," as well as "four-cycle" and "four-stroke," are often interchanged.

Two-Stroke and Four-Stroke Differences

The fundamental difference between two-stroke and four-stroke engines is in their gas-exchange process, or more simply, the removal of the burned gases at the end of each expansion process and the introduction of a fresh mixture for the next cycle. A two-stroke engine has an expansion, or power stroke, in each cylinder during each revolution of the crankshaft. The exhaust and the charging processes occur simultaneously as the piston moves through its lowest or bottom center position.

In a four-stroke engine, the burned gases are first displaced by the piston during an upward stroke, and a fresh charge enters the cylinder during the following downward stroke.

Combustion cycle of a two-stroke gasoline engine



Intake/ Ignition | Compression/ Exhaust

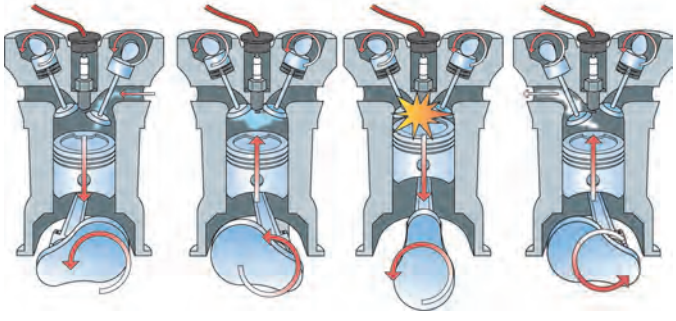
Four-stroke engines require two complete turns of the crankshaft to make a power stroke, compared to the single turn necessary in a two-stroke engine. Two-stroke engines operate on 360° of crankshaft rotation, whereas four-stroke engines operate on 720° of crankshaft rotation.

FOUR-STROKE

Applications

Two-stroke engines are generally less expensive to build compared to four-stroke engines, and they are lighter and can produce a higher power-to-weight ratio. For these reasons, two-stroke engines are ideal in applications such as chainsaws, weed trimmers, outboard motors, off-road motorcycles and racing applications. Two-stroke engines are also easier to start in cold temperatures, making them ideal for use in snowmobiles. Four-stroke engines, on the other hand, produce more torque at lower rpm, generally providing greater equipment durability than high-revving two-stroke engines, while also providing greater fuel efficiency and lower emissions. For these reasons, four-stroke engines are ideal in applications such as motorcycles, ATVs and personal watercraft.

Combustion cycle of a four-stroke gasoline engine



Intake | Compression | Power | Exhaust

Four-Stroke Lubrication

Four-stroke engines are lubricated by oil held in an oil sump. The oil is distributed through the engine by splash lubrication or a pressurized lubrication pump system; these systems may be used alone or together.

Splash lubrication is achieved by partly submerging the crankshaft in the oil sump. The momentum of the rotating crankshaft splashes oil to other engine components such as the cam lobes, wrist pins and cylinder walls.

Pressurized lubrication uses an oil pump to provide a pressurized film of lubricant between moving parts such as the main bearings, rod bearings and cam bearings. It also pumps oil to the engine's valve guides and rocker arms.

Two-Stroke Lubrication

Two-stroke engines collect some oil beneath the crankshaft; however, two-stroke engines employ a total-loss lubrication system that combines oil and fuel to provide both energy and engine lubrication. The oil and fuel are combined in the cylinder's intake tract and lubricate critical components such as the crankshaft, connecting rods and cylinder walls.

Oil-injected two-stroke engines inject the oil directly into the engine, where it mixes with the fuel, while pre-mix two-stroke engines require a fuel-oil mixture that is combined before being installed in the fuel tank. In general, two-stroke engines are known to wear more quickly than four-stroke engines because they don't have a dedicated lubricant source; however, high-quality two-stroke oil significantly reduces engine wear.

AMSOIL provides a full line of premium synthetic two- and four-stroke oils that provide outstanding protection and performance for recreational and work equipment. ■

INDUSTRY UPDATE: SYNTHETICS MARKET CONTINUES TO GROW

The synthetics market is growing faster than ever before and the average drain interval is steadily increasing from the old standard of 3,000 miles. In fact, according to the 2013 *National Oil & Lube News* Fast Lube Operator Survey, the average drain interval was 4,601 miles in 2013. While conventional lubricants still hold the majority of the market, both the global and domestic synthetics markets continue to strengthen.

The Global Market

In June 2011, industry research institute Kline & Co. published a study predicting synthetics' share of the global lubricants marketplace would be 12.5 percent by 2019. A new Kline study shows synthetics' 2013 share of the global marketplace has already reached 13 percent, surpassing the 2019 estimate by 0.5 percent and increasing by 4-6 percent from the 7-9 percent share in 2011. The new study indicates the market will grow to reach 18 percent of total lubricants demand by 2023.

The Domestic Market

While the synthetics market is undoubtedly growing worldwide, movement is also being made in the domestic market. In 2004, only 6 percent of consumers opted for a synthetic oil change. That number has slightly more than doubled to 13 percent in 2014. Kline & Co. reports that 15 percent of the total lubricant demand in North America in 2013 consisted of synthetics.

Motivating the Shift

Original equipment manufacturers (OEMs) are playing a hand in provoking the shift from conventional to synthetic lubricants. Not only are more OEMs opting for a full- or semi-synthetic factory fill over the more traditional conventional factory fill, they are also requiring synthetic oil and recommending longer drain intervals.

Technician influence is also pushing synthetic growth. Because the do-it-for-me (DIFM) market has grown significantly in recent years, people are relying more on the expertise of their technicians. Technicians play a significant role in influencing a customer's choice of lubricant. Additionally, automotive engine compartments are increasingly hard to access, driving more customers to technicians for basic fluid maintenance.

Increasingly sophisticated engines and tighter tolerances demand the benefits only synthetic lubricants can offer. Smaller, hotter and more efficient engine designs require robust fluids that can protect engines from heat and wear and still deliver good fuel economy and low emissions.

Real-time oil-monitoring systems are also doing their part to increase average drain intervals and create demand for synthetics. ■

Lighter-viscosity motor oils are only becoming more prevalent.

The forthcoming ILSAC GF-6 specification will introduce the lightest category to date, SAE 16.

Dan Peterson | VICE PRESIDENT, TECHNICAL DEVELOPMENT

AMSOIL gasoline motor oil sales are shifting quickly from predominantly 5W-30 to a combination of 0W-20 and 5W-20 viscosity grades. Historically, motor oils have depended heavily on a film of oil to keep engine parts separated, reducing metal-to-metal friction. The idea is that the oil film reduces friction between parts in motion, reducing wear and improving performance. Now the industry is working on reducing hydrodynamic friction between moving parts, something very different, which we will call fluid friction. Reducing fluid friction requires reducing internal friction of the lubricant. This is done through reducing lubricant viscosity. Some of you may be thinking, "Wait a minute, Dan, you just said that motor oils depend on a thin film of oil to reduce metal-to-metal friction and now you are saying that motor oils need to be thinner to reduce fluid friction. Have you been smelling solvents in the lab too long?"

Well, I have spent a lot of time in the lab over my career, but hopefully have a few brain cells left to tide me over to retirement. Reducing fluid friction depends on reducing the lubricant's resistance to flow. For a given lubricant design, the higher the viscosity, the more energy it takes for engine parts to move and for the oil to be pumped around the system. But there is a limit to how low you can go without allowing metal-to-metal friction. For those, like me, who grew up using 10W-40 in our vehicles the idea of yet another lower viscosity motor oil category is a little scary. This idea of reducing fluid friction to improve fuel economy can't go below a 0W-20 right? Well, enter SAE 16.

This evolution is continuing with the approval and introduction of the new API SAE 16 category. This is a lighter viscosity compared to the 20-weight category and, of course, all of this work is supporting the improvement in fuel economy outlined in new U.S. Corporate Average Fuel Economy (CAFE) standards.

Development of this new category was done by making the SAE 20 category tighter. Now the new SAE 16 viscosity category covers what used to be the bottom end of the SAE 20 category where no commercial motor oils were ever designed. This lower viscosity category improves fuel economy further for engines designed for this lubricant. It reduces the fluid friction, and engines run more economically as a result. This motor oil is thinner and does not depend as much on the thin layer of oil for proper protection; rather, oil additives play a bigger role in overall engine protection. This does not mean that base oils are less important in overall protection; it is actually the opposite – outstanding base-oil lubricity is even more important than before because the thin film of oil at operating temperature just got thinner. What it also means is that high-tech motor oil additives are becoming an even more important part of engine protection than ever before.

These thinner motor oils will be covered by a new specification with the next round of gasoline motor oil specifications, which will be separated into two categories: GF-6A and GF-6B. The first category, GF-6A, will be focused on protection for gasoline direct-injection (GDI) engines, which will be the predominant engine platform moving forward and will be backward compatible to older engines. GF-6B, on the other hand, will not be backward compatible and will only cover the new SAE XW-16 category. These lubricants will be required for vehicle manufacturers to help meet the stringent CAFE requirements for new vehicles.

The engine protection requirements will be the same as those outlined in GF-6A, but GF-6B will use a different formulation to achieve these goals because of the ultra-low viscosity requirement.

Just when I was getting used to the idea of putting 5W-20 in my 2010 Ford Fusion, now I have to get my head around the potential of XW-16 for a Honda Civic. When I was younger, I had a boss who had big brass boots on his desk inscribed with the words, "Don't bring me your problems, bring me your solutions." New problems almost always create opportunities for new and innovative solutions. In this case, you can be sure that AMSOIL will move quickly from the problem to the solution. ■

AMSOIL KEEPS STURGIS COOL

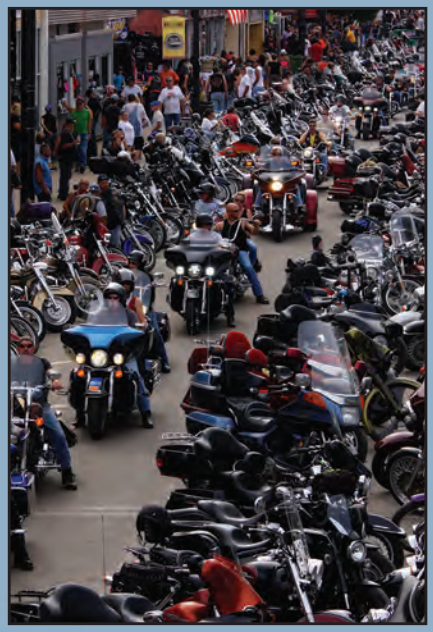
AMSOIL expands sponsorship and brings more to Sturgis than ever before.

Hundreds of thousands of motorcycle enthusiasts made the trek to Sturgis, S.D. in August for the 2014 Sturgis Motorcycle Rally. The historic bike rally hosts a jam-packed week of entertainment with bike shows, racing, burnout events, concerts and more. AMSOIL returned as the Official Oil for the 74th annual rally, and this year became the exclusive Official Oil of the Legendary Buffalo Chip Campground, which hosted rounds 11 and 12 of the TORC Series presented by AMSOIL.

AMSOIL retained its larger booth footprint on Main Street this year, and added two more oil-change locations to serve the growing number of bikers who wanted AMSOIL products installed in their motorcycles.

“We continue to see a higher demand for oil changes,” said Director, Dealer Sales Rob Stenberg. “Riding is what Sturgis is all about and many people travel a great distance to get here. A lot of bikers are due for an oil change when they’re at the rally, or they just want to give AMSOIL Synthetic Motorcycle Oil a try. Sturgis is a great venue for us to demonstrate the outstanding performance of our products and meet so many of our loyal biker customers.”

Besides checking out AMSOIL products and opportunities, rally-goers had the opportunity to register to win their own 2014 EBR 1190RX through the AMSOIL Building Legends Sweepstakes and to experience the third annual AMSOIL Sturgis Nationals motorcycle drag racing event. ■



AMSOIL Fuel-Efficient ATF Provides High-Performance Protection

AMSOIL Synthetic Fuel-Efficient Automatic Transmission Fluid (ATL) is engineered to exceed the requirements of **GM**, **Ford** and **Toyota** where low-viscosity oil is required. The highly specialized properties of this light-bodied fluid provide outstanding performance without compromising protection, even in severe operating conditions.

- Thermal Stability
- Cold-Temperature Fluidity
- Outstanding Wear Protection
- Friction Durability
- Extended Fluid Service Life
- Increased Opportunity for Sales

AMSOIL

Online Store: **www.amsoil.com**
Telephone: **1-800-777-7094**

Bealko Collects First Career Ironman

Team AMSOIL driver takes the win at IHRA Northern Nationals.

For the past seven years, Team AMSOIL driver Kevin Bealko has played second fiddle on his own race team. Not anymore. After nearly a decade of success, Bealko finally broke through with his first career Mountain Motor Pro Stock victory August 9 in front of a jam-packed crowd at the IHRA Nitro Jam Northern Nationals at US 131 Motorsports Park. Bealko bested number-one qualifier and the quickest man all weekend, Scott Hintz, to collect his first career Ironman trophy, doing so on a holeshot as the entire Black Diamond Motorsports team gathered on the starting line to witness the occasion.

"This means a heck of a lot to me," said Bealko. "I have never been able to win a Pro Stock race in all these years of trying and to do it here today in this division, with these great racers, on the quarter-mile and right here in Michigan where AMSOIL teammate John (DeFlorian) got his first win a few years back, is just tremendous."

The Black Diamond Motorsports team, headed by Bealko, has enjoyed a great deal of success since it was founded in 2007. The team has won multiple races, set a number of world records and has been a force in the world of Pro Stock for the past several seasons. But a lot of that success has resided with Bealko's teammate, Missouri native DeFlorian.

On Saturday, however, Bealko had his own moment in the spotlight as the Bridgeport, W.Va. native drove the AMSOIL-sponsored Black Diamond Motorsports 2014 Chevrolet Camaro to the winner's circle in dramatic fashion. Going up against top qualifier Scott Hintz in the final, Bealko got the jump on the line with a .039 reaction time to a .085 and used that narrow margin to edge his opponent with a 6.289-second pass at 222.13 mph. Hintz ran a 6.280 at 223.60 mph in the runner-up effort. Bealko added wins over Pete Berner and Cary Goforth on his way to the overall victory.

"There are just so many people to thank," said Bealko. "My wife, she has put up with a lot these past few years, AMSOIL has been great to us and we think the world of their product and IHRA has just been magnificent. This has been the best drag racing experience I have ever had running with a great organization like IHRA."

ON THE BOX

WITH **JEREMY MEYER**

It is a lot of fun to see kids who started with small sponsorships take monumental steps in their development and reach new heights along the way.

A perfect example is the recent success of the Biese Brothers. Hailing out of central Wisconsin, Jordan and Carter Biese began tearing up local tracks on mini dirt bikes. They gained confidence and found success, each obtaining a ticket to Loretta Lynn's over the past few years.

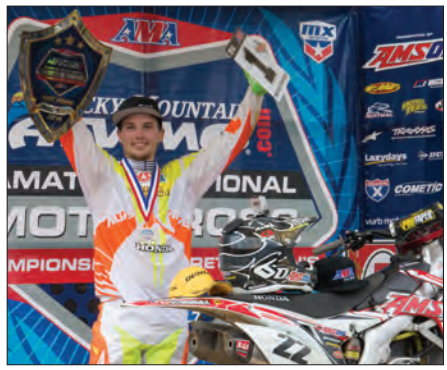
While Carter had to sit out this year's event, Jordan grabbed a holeshot, a podium and a chance to win the 65cc 7-9 class with a podium in the third moto. He settled for fourth overall, just two points shy of the title.

Despite sitting out Loretta's, Carter found success on the world stage, competing in the JR FIM World Championships with Team USA/KTM. He finished fifth overall in his class, which helped Team USA take the overall win over Germany.

Today's success creates better opportunities tomorrow for the Biese Brothers. They may go different directions over the next few years, but as they accomplish bigger things, let's hope their ride will be as much fun for them as it has been for us.

Hampshire Rises to the Top at Loretta Lynn's

Team AMSOIL motocross rider RJ Hampshire dominates at the Ranch.



Team AMSOIL/Factory Connection rider RJ Hampshire simply dominated at the 2014 AMA Amateur National Motocross Championship presented by AMSOIL. While 36 national champions were crowned at the famed Loretta Lynn's Ranch, Hampshire was the best of the bunch.

The kid from Florida made history by becoming the first amateur racer in nearly 20 years to sweep both A (250 A and Open Pro Sport) classes, winning all six motos despite drawing low gate picks in the 40s to start the week.

"I wasn't looking to win all six motos, just trying to win championships," said Hampshire. "The competition was tough, and I had to work my way to the front in the first motos. I won my first two, and I was like, 'Dang, I'm the fastest guy here.' My AMSOIL/Factory Connection bikes were working great and I just had fun."

Hampshire's impressive performance throughout the week led up to the highest accolade of them all, the AMA Horizon Award that's presented to the A rider who shows the most promise as he prepares to enter the professional ranks. (Editor's note: Hampshire turned pro for the GEICO/Honda/AMSOIL team at the Unadilla National on August 9, finishing 13th overall.) It marked the fourth straight year a Team AMSOIL amateur won the award.

"It's amazing to add my name to this list," said Hampshire. "It's our team's fifth award, and those guys have had some good careers. I just had one of those weeks where I was feeling good on the bike and I was comfortable."

Once the 2014 AMA Motocross season wraps up, Hampshire will begin training for October's Monster Energy Cup in Las Vegas, as well as the 2015 Monster Energy Supercross Lites series (East or West Coast to be determined). Fresh off his greatest amateur success, the new pro feels he can keep the momentum going into next year.

"A lot of people don't think it's possible to be a championship contender next year," says Hampshire, "but I'm telling you right now, I'm going to put in the work, and we will see how things shake out."

TORC Invades Sturgis

Chad Hord leads the way at inaugural event.

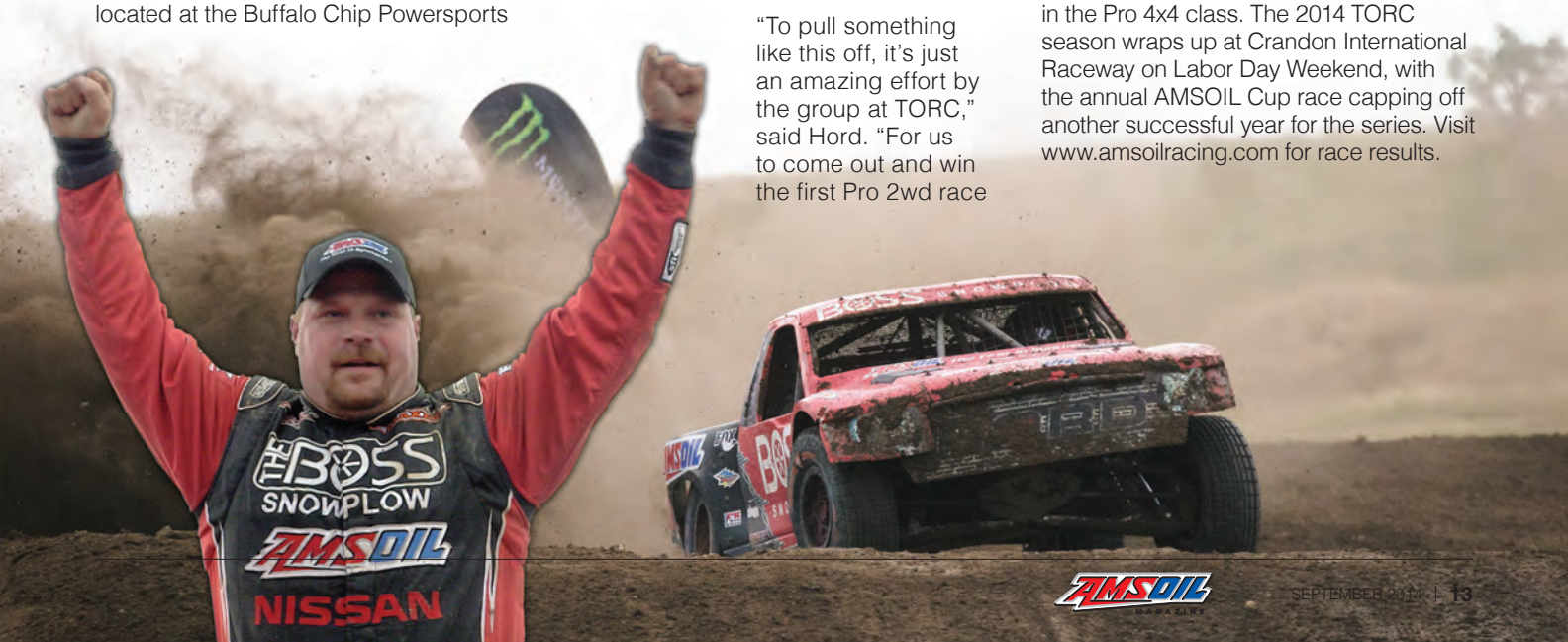
The TORC Series presented by AMSOIL made its series debut at the Sturgis Motorcycle Rally August 5-6, with Team AMSOIL driver Chad Hord leading the way.

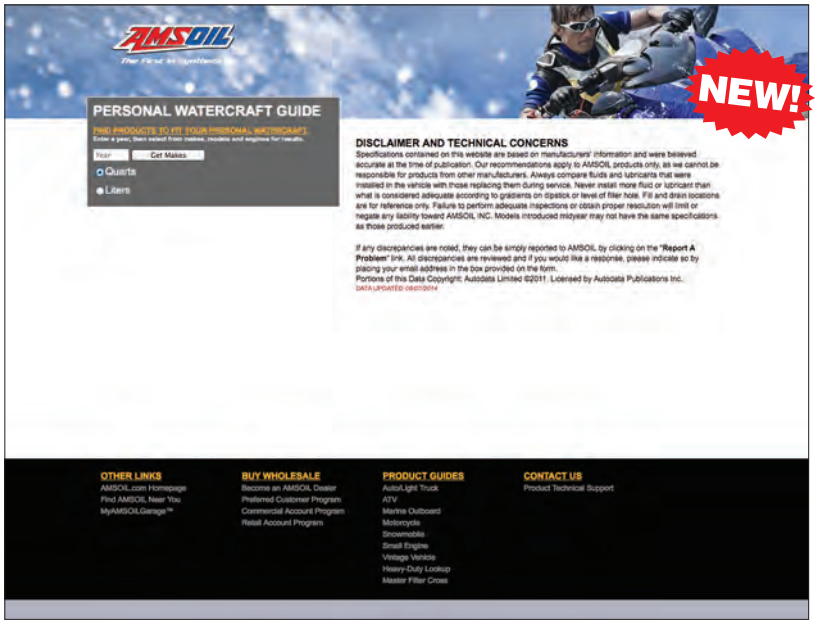
Hord, who trails only CJ Greaves in the battle for the Pro 2wd championship, set a blistering pace at the newly minted track located at the Buffalo Chip Powersports Complex. The Felch, Mich. native battled with Greaves and young gun Keegan Kincaid on his way to the win.

For Hord, racing an off-road truck during the world's largest motorcycle rally was something he never thought would have been possible.

"To pull something like this off, it's just an amazing effort by the group at TORC," said Hord. "For us to come out and win the first Pro 2wd race in Sturgis, surrounded by all of these motorcycles and fans, it's a pretty cool experience. This event is going to grow and grow, and we made a whole bunch of new fans today."

Scott Douglas continued his championship pace with a pair of third-place finishes in the Pro 4x4 class. The 2014 TORC season wraps up at Crandon International Raceway on Labor Day Weekend, with the annual AMSOIL Cup race capping off another successful year for the series. Visit www.amsoilracing.com for race results.





New Personal Watercraft Product Guide

The new AMSOIL Personal Watercraft (PWC) Product Guide at www.amsoil.com (Product Guides > Personal Watercraft Lookup Guide) includes fluid capacities and product recommendations for a more comprehensive list of PWC applications.

DEALERSHIP OPPORTUNITIES AVAILABLE

Be your own boss. Full-time or part-time, an AMSOIL Dealership is the ideal business opportunity. No quotas to fill. No inventory requirements. Contact your sponsoring Dealer or see the Preferred Customer Zone for more information. To upgrade to Dealer, click the “Buy Wholesale” link at the top of www.amsoil.com or order or download a Change of Status Form (G18US in the U.S., G18UC in Canada) from the Preferred Customer Zone.

Long-Sleeve Camo Shirt w/Pocket

Constructed of 100% cotton jersey, this comfortable long-sleeve shirt is great for layering or wearing alone. Left chest pocket with screenprinted AMSOIL logo.

Stock #	Size	U.S.	Can.
G3241	S	26.75	32.40
G3242	M	26.75	32.40
G3243	L	26.75	32.40
G3244	XL	26.75	32.40
G3245	2X	29.75	36.00
G3246	3X	32.75	39.65

White Button-Down Shirt

Woven blend of pre-shrunk 65 percent polyester/35 percent cotton stays good-as-new wash after wash. Embroidered logo, front pocket with pen slot and double-pleated three-button cuffs.

Stock #	Size	U.S.	Can.
G1978	S	32.00	38.75
G1979	M	32.00	38.75
G1980	L	32.00	38.75
G1981	XL	32.00	38.75
G1982	2X	35.00	42.40

Camouflage Cap

Camouflage cap with distressed visor and soft mesh back for breathability. Velcro closure.

Stock #	U.S.	Can.
G3193	14.75	17.85

White Short-Sleeve Button-Down Shirt

Woven blend of pre-shrunk 65 percent polyester/35 percent cotton stays good-as-new wash after wash. Embroidered logo and front pocket with pen slot.

Stock #	Size	U.S.	Can.
G2226	S	32.00	38.75
G2227	M	32.00	38.75
G2228	L	32.00	38.75
G2229	XL	32.00	38.75
G2230	2X	35.00	42.40
G2231	3X	38.00	46.00

Three-Season Jacket

Constructed of windproof and water-resistant "Toughlan" nylon shell lined with anti-pilling Panda Fleece. Embroidered logo. Two front zippered pockets and one inside right chest zippered pocket. Stretch cuffs and waistband.

Stock #	Size	U.S.	Can.
G3097	S	54.00	65.35
G3098	M	54.00	65.35
G3099	L	54.00	65.35
G3100	XL	54.00	65.35
G3101	2X	57.50	69.55
G3102	3X	61.00	73.80

AMSOIL/Ea® Filters Button-Down Shirt

This 65 percent polyester/35 percent cotton long-sleeve shirt features embroidered crest and pocket on left chest. Breathable, virtually wrinkle-free fabric. Preshrunk for long wear.

Stock #	Size	U.S.	Can.
G2501	S	34.00	41.15
G2502	M	34.00	41.15
G2503	L	34.00	41.15
G2504	XL	34.00	41.15
G2505	2X	35.75	43.30
G2506	3X	37.25	45.05

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The extreme loads, pressures and temperatures experienced by modern vehicles place increased stress on gear lubricants that can lead to a serious condition known as Thermal Runaway. As differential temperatures climb, gear lubes lose viscosity. When extreme loads and pressures break the lubricant film, metal-to-metal contact and heat occur.

This increased friction and heat, in turn, results in a further decrease in viscosity, which further increases friction and heat. It is a vicious cycle that eventually leads to greatly increased wear and irreparable equipment damage.

This is why you need the premium protection offered by AMSOIL Severe Gear® Synthetic Gear Lube, especially if you tow. For superior protection against Thermal Runaway, choose AMSOIL Severe Gear and break the cycle.