



## *Product One Voice*

### *Q&A*

**Product:** AMSOIL Severe Gear drag racing and off-road SAE 190 (SRN) and 250 (SRT) gear lubes.

**Product Area:** Drivetrain

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**1. Question:**

What markets are the SRN and SRT drag racing and off-road viscosities targeted toward?

**Answer:**

Drag racing cars; funny cars; dragsters; off-road stadium; track and desert pro-2, pro-4, pro-lite; off-road rock crawling and rock racing and heavy equipment needing more viscous gear lube.

**2. Question:**

Besides thicker viscosity, what is different about these oils compared to AMSOIL 75W-90, 80W-90, 75W-110, 75W-140 and 80W-140 oils?

**Answer:**

The SRN and SRT gear lubes are fortified for shock loading of heavily loaded gear sets and designed with anti-sling off to stay on the gears during high speed acceleration G-forces.

**3. Question:**

What benefits do these two gear lubes have for drag racing applications?

**Answer:**

During fast acceleration gear lube stays on the gears providing better lubrication and extending gear and bearing life.

**4. Question:**

What benefits do these gear lubes have for off –road pro-2, pro-4 and pro-lite racing?

**Answer:**

These racers subject their differential gears to severe shock loading when landing after jumps, and they do this at high speeds. The extra shock loading protection built into SRN and SRT protect gears from damage. In some types of differentials gear lube is forced into the differential axle tube during high speed turns starving the differential gears and bearings of gear lube. SRN and SRT cling to the gears and bearings providing much better lubrication when needed most.

**5. Question:**

What benefits do these gear lubes have for off –road rock crawling and rock racing?

**Answer:**

Rock crawlers and racers have differentials with high pinion placement. Designing the pinion high is good for ground clearance, but lubrication that high in the differential is minimal. SRN and SRT cling to the gears and bearings and provide much better lubrication than conventional gear lubricants. Shock loading damage to axle locking devices is also minimized by using SRT. Rock crawling and racing differential gears are subjected to extreme torque from the combination of transmission, transfer case and differential gear reductions. This torque can be many times more torque than normal

automotive applications. SRN and SRT are designed to protect gears and bearings that encounter these extreme torque situations.

**6. Question:**

What container sizes are SRN and SRT packaged in?

**Answer:**

Quart

5-gallon Pails

16-gallon Kegs

30-gallon drums

55-gallon drums

275-gallon totes

Bulk quantities

**7. Question:**

What are the product codes for SRN and SRT?

**Answer:**

SRNQT (CA)

SRNQT (EA)

SRN05

SRN16

SRN30

SRN55

SRN27

SRNBK

SRTQT (CA)

SRTQT (EA)

SRT05

SRT16

SRT30

SRT55

SRT27

SRTBK

**8. Question:**

When will SRN and SRT be available?

**Answer:**

February 2008

**9. Question:**

Are SRN and SRT API GL-5 quality gear lubes?

**Answer:**

Yes

**10. Question:**

Are SRN and SRT compatible with other gear lubes, including AMSOIL SVG, SVO, AGL, FGR and FGO?

**Answer:**

Yes

**11. Question:**

Can SRN or SRT be used in automobiles or light duty trucks?

**Answer:**

The SAE J306 viscosity scale was recently changed to include SAE 190 gear oils, such as SRN. This viscosity grade is the equivalent to a heavy SAE 140 and can be used in vehicles for heavy towing applications or in place of 75W-140 or 80W-140 viscosities. SRT may be too viscous for automobiles or light duty trucks.

**12. Question:**

Can SRN and SRT be used in heavy duty truck extreme loading applications?

**Answer:**

Yes, SRN has been tested and proven to reduce operating temperatures as much as 30°F compared to SVO in permit loads of 280,000 lbs (normal loads are up to 80,000 lbs).

**13. Question:**

Can SRN be used in industrial gear boxes?

**Answer:**

Yes, if the gear box calls for API GL-5 SAE 140 or 190 or ISO viscosity grade 460EP.

**14. Question:**

Can SRT be used in industrial gear boxes?

**Answer:**

Yes, if the gear box calls for API GL-5 SAE 250 or ISO viscosity grade 680EP.

**17. Question:**

Do SRN or SRT contain limited slip additive?

**Answer:**

No. If the application has limited slip clutches AMSOIL Slip Lock Differential Additive (ADA) will have to be added.

**18. Question:**

Do SRN and SRT have the same 50,000-mile severe service and 100,000-mile normal service drain intervals as our other Severe Gear viscosities?

**Answer:**

No, SRN and SRT are designed and marketed for racing and do not have the same severe-service and normal-service drain intervals as the other Severe Gear viscosities. Oil drains should be monitored by oil analysis.

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