

AMSOIL[®]

► PREFERRED CUSTOMER EDITION

MAGAZINE

JANUARY 2016



OUTSTANDING MOTORCYCLE CHAIN PROTECTION | PAGE 6

AMSOIL Synthetic Two-Stroke Oil Saves Racing Engine | PAGE 8



Extend Air Tool Life

AMSOIL Synthetic Air Tool Oil (AIR) effectively lubricates rotary and piston-type air-tool bearings and motors, while managing moisture and conditioning rubber and plastic seals and O-rings. It ensures air tools run smooth, reduces wear and helps tools last for years, even generations.

- **Helps** prevent corrosion and deposits, allowing air tools to run cleanly and reliably.
- **Reduces** wear, extending tool life.
- **Dispenses** easily.

Applications

AMSOIL Synthetic Air Tool Oil provides outstanding protection and performance in common air tools, including grinders, impact wrenches, ratchet wrenches, chisels, drills, sanders, hammers and nailers.



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Back issues of *AMSOIL Magazine* are available for \$1 each. Order G17PC and specify the month and year.

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Printed by Service Printers

Duluth, MN USA.

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THE COVER

AMSOIL Chain Lube is a dedicated chain lubricant formulated specifically for on- and off-road motorcycle chains.



Alan Amatuzio
Co-President & COO

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From the Presidents

In November 1998 we partnered with Steve Scheuring to create Scheuring Speed Sports, the first independent professional snocross team. It was a foreign concept then, as all of the other pro teams were backed by the snowmobile manufacturers. Team AMSOIL didn't just enter the snocross circuit, we kicked down the door. Rider Chris Vincent led the charge, winning the gold medal at the Winter X Games and finishing second in the Pro 440 and Pro 600 classes, with teammate Tim Maki right behind him in third.

Snocross and the snowmobile industry have experienced tremendous change since then. The series then known as the WSA is now known as AMSOIL Championship Snocross. Snowmobiles now feature an entirely different chassis and rider position and much more advanced engine technology. While the names and equipment have changed, Scheuring

Speed Sports has continued to land on the podium every year.

In this issue of *AMSOIL Magazine*, Steve recounts how AMSOIL DOMINATOR® Synthetic 2-Stroke Racing Oil saved one of his engines during the first weekend of racing this season. Those of you in the South have little use for snowmobiles, but we think you'll still appreciate Steve's story. It is testimony to the quality, technology and expertise applied to the development of every AMSOIL product.

Additional proof of performance is presented in this issue with test data on Signature Series 5W-30 Synthetic Motor Oil. We sent Signature Series to an independent lab to be subjected to the industry-standard Sequence IIIG test. Motor oils must pass the Sequence IIIG in order to meet API SN specification requirements. We've always formulated our products to

deliver protection and performance beyond conventional standards – we don't believe in doing the bare minimum. These test results demonstrate just how far beyond the standard we go.

We are preparing many exciting things for you in 2016. You can expect more new products, packaging and programs in the months ahead.

Dean Alexander
Co-President & CFO

Alan Amatuzio
Co-President & COO



A Premium Choice for European Vehicles

AMSOIL European Car Formula Synthetic Motor Oil is engineered to meet the specifications required by European manufacturers. Protect your European vehicle with premium AMSOIL European Car Formula.

EUROPEAN CAR FORMULA FAMILY

European Car Formula 0W-40 Classic Emissions System Protection Synthetic Motor Oil (EFO): API SN, SM...; ACEA A3/B3, A3/B4; BMW LL-01; Mercedes Benz 229.1, 229.3, 229.5; Porsche A40; Renault 0700, 0710; Volkswagen 502.00, 505.00

European Car Formula 5W-40 Classic Emissions System Protection Synthetic Motor Oil (EFM): API SN, SM...; ACEA A3/B3, A3/B4; BMW LL-01; GM LL-B-025; Renault 0700, 0710; Volkswagen 502.00, 505.00
Manufacturer Approvals:* MB-Approval 229.5; Porsche A40

European Car Formula 5W-30 Improved Emissions System Protection Synthetic Motor Oil (AEL): API SN; SM...; ACEA C3; BMW LL-04; Mercedes Benz 229.51; Volkswagen 504.00, 507.00; Porsche C30; GM dexos 2™; Chrysler MS-11106

European Car Formula 5W-40 Improved Emissions System Protection Synthetic Motor Oil (AFL): API SN, SM, CF...; ACEA C3; Chrysler MS-10850; GM dexos 2™; Volkswagen 502.00, 505.01; Ford WSS-2C917-A; Renault 0700, 0710

Manufacturer Approvals:* BMW Longlife-04; MB-Approval 229.51; Porsche A40

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OUTSTANDING MOTORCYCLE CHAIN PROTECTION

New AMSOIL Chain Lube provides dedicated protection and performance for on- and off-road motorcycle chains.

In order to ensure optimum performance and life, motorcycle chains require premium lubrication. Sport bike riders need a chain lubricant that can withstand the stress of regularly going 0-60 mph in a matter of seconds, cruiser riders need a chain lubricant that helps protect and prolong chain life and dirt bike riders need a chain lubricant that protects against the elements. New AMSOIL Chain Lube (ACLSC) helps riders avoid the hassles of frequent reapplication and the stresses of worrying about chain durability, enabling them to focus on riding and providing the confidence to keep up with their buddies on the trail or street.

AMSOIL Chain Lube

AMSOIL Chain Lube (ACLSC) is a dedicated aerosol chain lubricant that provides outstanding wear and corrosion protection for all types of chains and

sprockets. It penetrates deep into the pins and bushings of chains and leaves a protective coating that will not fling off or attract dirt, dust, sand or grit.

- Outstanding protection against wear and corrosion
- Helps extend chain life
- Does not attract dirt
- Does not fling off
- Easy application
- Fast-drying
- Sprays from any position

Applications

AMSOIL Chain Lube is suitable for all types of chains, including O, X and Z roller chains found in street, off-road and racing motorcycles. It is also excellent for bicycle, agricultural and industrial applications.



AMSOIL Chain Lube					
Stock #	Units	Pkg./Size	Wt. Lbs.	U.S. Wholesale	U.S. Sugg. Retail
ACLSC	EA	(1) 11-oz. Spray Can	0.7	7.35	9.90
ACLSC	CA	(6) 11-oz. Spray Cans	4.2	42.00	58.80

AMSOIL Chain Lube is not available in Canada.

UPGRADE TO AMSOIL PERFORMANCE TO GET THE MOST OUT OF YOUR VEHICLE

Excessive engine wear eventually leads to costly breakdowns and catastrophic engine failure. But even if your engine doesn't fail, wear robs your vehicle of power, performance and that "like-new" feeling you crave when driving.

Modern engine parts are finely engineered to tight tolerances. This helps engines run more efficiently and last longer. Over time, however, wear causes bearings, pistons, piston rings and other parts to deviate from their original specifications. Bearings no longer run "true," causing noise and heat. Worn piston rings and cylinders reduce the effectiveness of the dynamic seal that forms between the ring and cylinder wall, resulting in compression loss and

increased oil consumption. Engines that lose compression produce less power.

Valve and camshaft wear are also a problem. Worn valve stems and cam lobes negatively affect valve timing and lift, which reduces efficiency and power. Variable valve timing (VVT) systems, common on most newer vehicles, contain intricate components that are especially prone to the ill effects of wear. VVT systems use oil-pressure-operated mechanical devices to change valve timing, duration and lift to achieve improved fuel economy and performance compared to traditional engines. Since most VVT systems are non-serviceable, wear can lead to costly problems down the road, in addition to poor performance.

To demonstrate its superior wear protection, AMSOIL Signature Series 5W-30 Synthetic Motor Oil (ASL) was subjected to the 100-hour Sequence IIIG Engine Test (ASTM D 7320), an industry-standard test designed to evaluate motor oil in several key performance areas. It must be passed to meet the API SN and ILSAC GF-5 motor oil specifications.

AMSOIL instructed the lab that performed the test to double it to 200 hours. Signature Series not only passed the double-length test, it did so with flying colors. Its superior wear protection in the test, and because reducing wear has a direct correlation with reducing horsepower loss, allows us to confidently claim that AMSOIL **provides 75 percent more engine protection against horsepower loss and wear** than required by a leading industry standard*, extending the life of vital components like pistons and cams.

Upgrade to AMSOIL performance to protect your vehicle against wear and horsepower loss.

*Based on independent testing of AMSOIL Signature Series 5W-30, in ASTM D7320 as required by API SN specification.



AMSOIL SYNTHETIC TWO-STROKE OIL SAVES RACING ENGINE

Protects against intense heat after engine loses coolant.

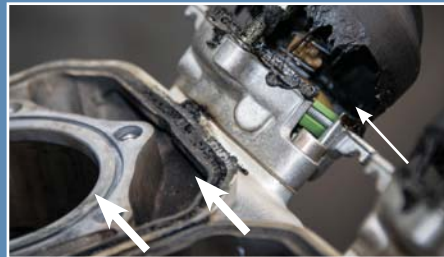
After a successful weekend of racing during the opening rounds of AMSOIL Championship Snocross over Thanksgiving weekend, AMSOIL/Scheuring Speed Sports driver Lincoln Lemieux made the Pro Open final on Sunday.

Lemieux fought his way into the top-three and was running strong. But, about 14 laps into the 20-lap race, he started slowing down and losing power. He pulled off the track and drove back to the trailer.

When team owner Steve Scheuring arrived, the heat from Lemieux's Ski-Doo® RS600 engine was overwhelming. "There were parts of the engine that melted," said Scheuring. "You could smell that antifreeze had gotten hot. Everything was just hot. That's the best way I can describe it. Just hot."

The crew opened the engine panels and noticed a \$1 clamp had broken, separating the coolant lines and causing the engine coolant to pump from the system. Further inspection revealed intense heat had melted the exhaust power valve covers. The rubber O-rings that separate the cylinder from the head also melted, which caused the engine to lose compression and power. "There were a few other gaskets that actually melted inside the motor," said Scheuring.

In stock condition, the engine produces about 130 hp, but the team relies on piping, clutch, carburetion and other modifications to increase power by 20 percent. "We can't do anything to the internals of the motor, so we need to take every one of the options we have and bring them right to the edge," said Scheuring. The modifications and lack of coolant exposed the engine to intense heat "well in excess of beyond operating temperatures," Scheuring said.



Melted gaskets and exhaust power valve cover



The pistons suffered only minor scuffing.

"In a normal situation when something like this happens, the motor will lock up because of the high temperatures. The rings will stick to the piston. The pistons will score the cylinder walls. There's a good chance the crank bearings will seize," said Scheuring.

Instead, the rings and pistons were still free and the crankshaft still turned freely. "We saw some minor [piston] scuffing," said Scheuring, "and it was like, 'this is crazy how well the inside of this motor looks.'"

Each one of Scheuring's Ski-Doo engines makes up a big portion of a race sled's high cost. "We could take this motor, put new gaskets in it, put new exhaust valve covers on it and go racing," said Scheuring. "We go above and beyond the capabilities of these motors. If they fail they cost us money, they cost us time and they cost us races, and we can't afford to lose any of those."

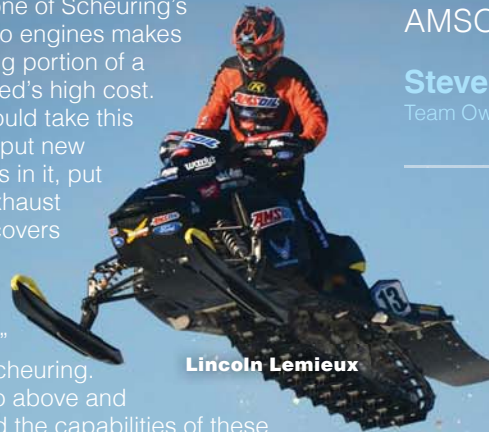
* All trademarked names are the property of their respective owners and may be registered marks in some countries. No affiliation or endorsement claim, express or implied, is made by their use.

Scheuring credits AMSOIL DOMINATOR® Synthetic 2-Stroke Racing Oil (TDR) with saving his engine. "We've worked with AMSOIL the last 20 years developing two-stroke oils for our race sleds," said Scheuring. "In my opinion, I believe 100 percent the reason that motor lived was because of the AMSOIL products."

"I believe **100 percent** the reason that motor lived was because of the AMSOIL products."

Steve Scheuring

Team Owner of Scheuring Speed Sports.



Lincoln Lemieux





Mark Nyholm | MECHANICAL ENGINEER - PRODUCT MANAGER, HEAVY DUTY

AMSOIL diesel additives improve cold-weather performance.

As performance concentrates, they provide results for diesel owners unsatisfied with “all-in-one” additives.

El Niño continues to disrupt weather patterns around North America this winter. It's been warmer than normal here in Superior, Wis., but above-average temperatures here don't mean people elsewhere aren't seeing temps drop below freezing, which can cause great pain. Pipes freeze and burst, frost kills crops and conventional oils can thicken to the point of preventing vehicles from starting. Just like AMSOIL synthetic motor oils solve cold-weather starting issues by remaining fluid in cold weather, our diesel additives also make life a lot easier for diesel owners this time of year.

Like oil, diesel fuel is measured by its viscosity and thickens as the temperature drops. When the temperature gets just right, fuel can gel and cease to flow, leaving you stranded. Diesel fuel is typically available in two grades this time of year, often giving us a choice at the pump between diesel #1 and diesel #2. Diesel #2 thickens more readily.

Adding to the challenge, diesel fuels contain waxes, which begin to solidify in cold weather. The hydro-treating process used to desulfurize fuel increases the fuel's wax content. Normally the wax is a liquid in fuel and is important to diesel components because of its high cetane value. As the temperature drops, wax crystals form in low-sulfur diesel (known as the **cloud point**). The fuel becomes thicker and gradually gels until it finally clogs the filter (known as the **cold-filter plugging point**), fuel lines or injectors. Once you've reached this point, you will likely run into difficult starting, reduced power or even the potential for the engine to stop running altogether due to fuel starvation.

Ensuring proper winter operation in diesels requires reducing the cold-filter plugging point of the fuel. The two common methods for achieving this include blending diesel #1 and diesel #2 to produce **winter-blend diesel** or by treating fuel with additives to create **winterized diesel**. Diesel #1 fuel has a lower pour point than diesel #2, causing it to flow more easily and making it preferable in cold weather. However, diesel #1 fuel produces approximately 95 percent the energy output of diesel #2, resulting in reduced fuel economy and lower horsepower. The optimal combination of the two is mixed at the fuel refinery using historic temperature patterns to predict temperatures over the coming months.

Winterized diesel is produced when #2 diesel has been treated with additives, like cold-flow improvers. They work by modifying the size and shape of the wax crystals, which allows the treated diesel to operate at lower temperatures without problems. Modifying wax crystal formation lowers the cold-filter plugging point, eliminating fuel-line freeze and preventing fuel-filter icing.

The refinery's choice to blend the most appropriate fuel for the season is based on fuel grade availability and economics. No matter which method they choose, refiners follow guidelines for the expected temperature each month in every state, meaning fuel is blended based on averages and not actual temperatures. If a region suffers a cold snap that defies these expected averages, the fuel available at the time may not be blended to handle the lower temperature, causing problems for diesel owners.

In a perfect world, diesel available at every pump in every region would be blended to provide your vehicle the best performance. Unfortunately there are limited diesel fuel standards. In fact, there are significant and worsening problems associated with cold-weather performance due to the variability in fuel sources across countries and regions.

AMSOIL diesel additives help relieve you from worrying about cold-weather performance or low-quality fuel. As performance concentrates, they're formulated with the necessary level of cleaning agents and other chemicals to get the job done the first time, unlike some less-potent all-in-one additives.

AMSOIL Diesel Cold Flow (ACF) is formulated with an advanced deicer to enhance fuel flow and help prevent fuel filter plugging in cold temperatures. AMSOIL Diesel Injector Clean (ADF) removes performance-robbing deposits from diesel fuel injectors to restore horsepower and protect fuel system components from wear, especially modern high-pressure common-rail engines. Diesel Injector Clean + Cold Flow (DFC) combines the benefits of both in one convenient package. Diesel Cetane Boost (ACB) raises the cetane number of diesel fuel up to seven points for maximum horsepower, increased fuel economy and easier starts in all diesel engines. Finally, Diesel Recovery Emergency Fuel Treatment (DRC) quickly dissolves gelled fuel and thaws frozen fuel filters where fuel hasn't been treated.

No matter what winter throws at you, AMSOIL has you covered. ■

A CLOSER LOOK AT

Automakers continue building vehicles that produce substantially more horsepower, torque and towing capacity than their predecessors, yet the gears and bearings responsible for converting this increased power into wheel rotation remain largely unchanged. To reduce drag and improve fuel economy in some vehicles, engineers have also reduced the volume of gear lube available to cool and protect. The 1996 Ford* F-250 Crew Cab, for example, features a 10,500-lb. maximum towing capacity using a rear differential that holds 3.75 quarts of gear lube. The 2016 Ford F-250 Crew Cab, meanwhile, boasts 12,500 lbs. of maximum towing capacity despite a rear differential with a smaller, 3.5-quart capacity.

Increasingly, synthetics are relied upon to meet these higher demands. Many manufacturers recommend synthetics in the differentials of certain newer vehicles, such as the Chevrolet* Silverado* and Ram* pickup.

Increased Wear Resistance

Differential designs come with inherent suffering points, and it's here that synthetics prove their worth. In a traditional automotive differential (Figure 1), the pinion gear concentrates intense pressure on the ring gear, forcing it to turn the side and spider gears. As all the gear teeth mesh, they slide against one another repeatedly, separated only by a microscopic film of lubricant. The constant stress the lubricant film bears can shear lesser gear lubes, causing permanent viscosity loss. Once sheared,

the fluid film weakens, ruptures and allows metal-to-metal contact, leading to increased friction, accelerated wear and eventual gear and bearing failure.

The composition and characteristics of synthetics play a vital role in wear reduction, an area in which AMSOIL synthetic gear lubes excel. Conventional lubes formulated with viscosity index (VI) improvers shear more readily under stress. AMSOIL synthetic gear lubes, however, maintain viscosity better than other conventional and synthetic gear lubes despite rigorous use. They also contain advanced anti-wear additives for further protection.

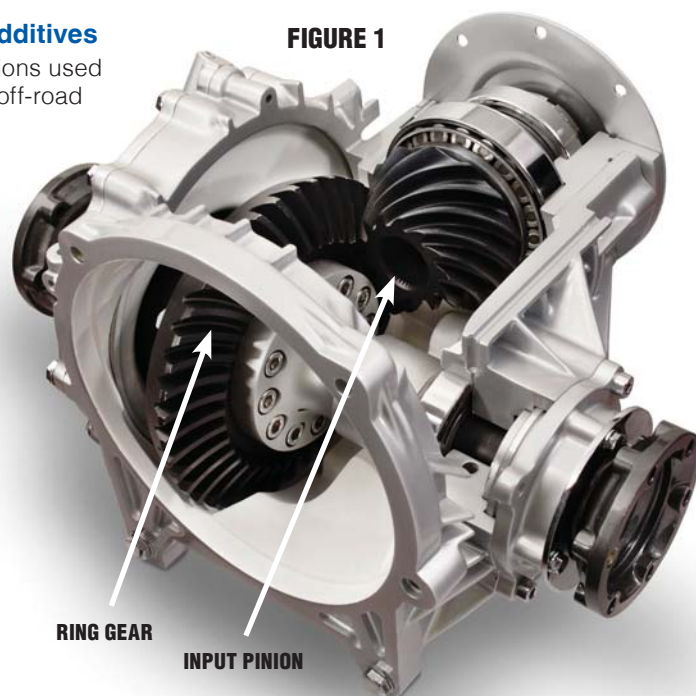
Extreme-Pressure Additives

Severe-service applications used for towing, hauling, 4x4 off-road driving and commercial use place even greater stress on gears and bearings. Many drivers operate under severe-service conditions without even knowing it. The sliding motion and pressure on gears can wipe the lubricant away, particularly in spiral-cut hypoid gears. AMSOIL Severe Gear® Synthetic EP Gear Lubes contain extreme-pressure (EP) additives that form a durable iron sulfide barrier on gear and bearing surfaces to

guard against metal-to-metal contact in the harshest driving conditions.

Increased Operating Temperatures

Differentials have always run hot, but increases in power and torque coupled with reduced fluid volume and reduced airflow due to improvements in vehicle aerodynamics only worsen the problem. Testing has shown applications simulating trailer towing at 88 km/h (55 mph) at a 3.5 percent grade can experience differential temperatures as high as 370°F. Those readings could be even higher using today's more powerful vehicles.



GEAR OIL

Increased towing capacities plus reduced lubricant volume create severe conditions best suited for synthetic gear lubes.

- **Extreme** heat
- **Added** pressure
- **Increased** likelihood of wear

Thermal Runaway

As temperatures in the differential climb, gear lubricants tend to lose viscosity, while extreme loads and pressures can break the lubricant film, causing increased metal-to-metal contact and heat. The increased friction and heat, in turn, cause the lubricant to further lose viscosity, which further increases friction and heat. Friction and heat continue to spiral upward, creating a vicious cycle known as thermal runaway that eventually leads to greatly increased wear and irreparable equipment damage.

Here again AMSOIL synthetic gear lubes outperform conventional gear lubes. Not only do they resist viscosity loss due to mechanical shear, they resist thinning at high temperatures better than conventional lubes. In addition, the deposits conventional gear lubes leave behind coat gears and bearings, inhibiting heat transfer and shortening their life spans. What's more, the lubricant thickens, increasing internal drag and reducing fuel economy.

SAVE MONEY

Vehicle manufacturer-branded synthetic gear lubes often cost more than \$20/qt. at dealerships. Preferred Customers pay nearly half that for AMSOIL Severe Gear.



\$20

\$11.55
P.C. PRICING

AMSOIL synthetic gear lubes, however, are engineered in a lab and contain only uniform molecules less prone to volatilizing at high temperatures. As a result, they not only resist thinning in heat to provide better cooling and protective properties, they stay fluid in cold weather to ensure immediate start-up protection. Their uniform molecules also reduce friction, effectively reducing drag and increasing fuel economy. The lower cost of AMSOIL synthetic gear lubes combined with their extended-drain capabilities and superior performance and protection make them the ideal choice. ■



Severe Gear® Synthetic Gear Lube

- Engineered for high-demand applications, including trailer towing, heavy hauling, 4x4 off-road driving, commercial use and racing
- Protects gears and bearings from scoring and wear
- Resists high heat
- Outstanding cold-flow properties



Long Life Synthetic Gear Lube

- Engineered for drain intervals up to 500,000 miles as set by equipment manufacturers for over-the-road trucks
- Protects against wear and helps improve equipment life
- Excellent all-season performance



Synthetic 80W-90 Gear Lube

- High-quality replacement for applications specifying SAE 80W-90 conventional gear lube
- Excellent wear protection
- Outstanding cold-flow properties



Severe Gear Synthetic Racing EP Gear Lube

- Engineered for off-road truck racing, rock racing, rock crawling, tractor pulling, funny car racing and dragster racing
- Protects gears from shock-loading and tire shake
- Resists sling-off from G-forces and high speeds



DOMINATOR® Three-Peat for Tremblay

Season-opening win sets the tone for snocross season.

Every year, Black Friday brings the best deals in the world of retail. Millions of shoppers spend billions of dollars as the holiday shopping season goes into effect. But in the world of snowmobile racing, there is no better bang for your buck on Black Friday than the AMSOIL DOMINATOR race in Duluth, Minn.

The head-to-head race has become the official start to the AMSOIL Championship Snocross (ACS) season, and the \$10,000 payday can set the tone for a championship run during the series' 16 rounds of bar-to-bar action. Only two riders have won the AMSOIL DOMINATOR in its first four years of competition, and for the third year in a row, Team AMSOIL/Ski-Doo rider Tim Tremblay took home the prize. The Scheuring Speed Sports rider shot out of his back-row starting position like a rocket, flying past the top two seeds, Ross Martin and Kyle Pallin, on his way to the win.

"It was just crazy," said Tremblay. "I started from the back row; I knew I had my line coming up the hill because I had made a few mistakes earlier. It was just amazing to get the win from the back row."

Tremblay's win on Friday night in Duluth set the tone for an outstanding weekend of racing. Pro Open winners Tucker Hibbert (Saturday) and Team AMSOIL rider Kody Kamm (Sunday) produced some of the best racing fans have ever witnessed at the opener.

"We had to make a lot of snow in a short amount of time," said ISOC President Carl Schubitzke, "but the weather was perfect for racing, and we had increases in rider participation and fan turnout. With our live-stream package, and our partnership with CBS Sports, the world got the chance to see some exceptional racing from Duluth."

A record crowd on site, and more than 146,000 people from around the world watching the event online, put the AMSOIL brand in front of many enthusiasts.

The series continued with a stop in Fargo in December, and Tremblay continued to find the top spot on the podium after winning Friday night's Pro Open final. Tremblay started third in the final and moved into the lead midway through the race before opening up an eight-second margin when the checkers dropped.

"We got great starts all night, which is what we needed to win here," said Tremblay. "After winning the DOMINATOR in Duluth, we wanted to get back on top quickly, and it all clicked tonight."

The win pushed Tremblay into third in the points standings behind co-leaders Kamm and Hibbert. Up next for AMSOIL Championship Snocross is the Shakopee, Minn. event Jan. 8-9. All ACS events air on CBS Sports Network and are live-streamed at www.amsoilracing.com.

ON THE
BOX
WITH JEREMY MEYER

The power of social media can be awesome. From a brand perspective, you can grab a lot of juice in a short amount of time.

Tim Tremblay won the AMSOIL DOMINATOR at the opening round of AMSOIL Championship Snocross. His win wasn't the big news, however. It was how he won that attracted the most attention. The series posted a short 14-second video of the start of the DOMINATOR final. Tremblay's bolt past the two riders in front of him grabbed the world's attention. In less than 24 hours, the raw video clip had more than 250,000 views.

In an instant, the video brought out the excitement of the race through the sounds of the crowd, the announcer and the sled. All the teams and fans were talking about the video the next day, and it continues to grab viewers' attention today.

A lot of the television shows we see are polished and perfect. Sometimes, the whole story can be told in mere seconds. This year, we ask our faithful customers and fans to check out all the excitement that AMSOIL has to offer via social media. Don't worry – it shouldn't take much of your time.

Live Broadcasts for 2016 5X Season

FOX headlines series' most complete season ever.

More is better for the 2016 Monster Energy Supercross season, especially in the world of television coverage. Feld Motor Sports® and FOX Sports have again partnered to televise all 17 scheduled races live, two of which will air on the FOX broadcast network. Supercross fans will be able to tune into the network coverage live from the Edward Jones Dome in St. Louis on Saturday, April 16 and Gillette Stadium in Foxborough, Mass. on Saturday, April 23.

The 2016 Monster Energy Supercross season opens Saturday, Jan. 9 in Anaheim, Calif. with the first of 14 live races on FS1. One race is currently scheduled to air live on FS2, with all races available live through the FOX Sports GO app, which will provide live streaming of every race. In addition, all races are available in Canada and the Caribbean through FOX Sports Racing.

"Since our relationship with FOX Sports began two years ago, we have continued to build the presence across their family of channels, including the FOX broadcast channel," said Ken Hudgens, Chief Operating Officer, Feld Motor Sports.

"For the first time ever, viewers will enjoy two live races on the FOX broadcast channel, showcasing what is expected to be another banner year of racing."

"Very few entertainment properties are growing at the rate Supercross has the past few years," said AMSOIL Race and Event Manager Jeremy Meyer. "Last year, there was a 6 percent increase in viewership for Supercross, and adding new events and more network coverage is great for AMSOIL to promote its premium products."

As a precursor to the live television, don't forget to catch all the pre-race coverage with Supercross Race Day Live presented by AMSOIL, which will stream on SupercrossLive.com from 12:50 p.m.-4:30 p.m. local race time each Saturday during the season. Practice, qualifying, behind-the-scenes features and key rider interviews will all be highlighted on the Supercross Race Day Live presented by AMSOIL webcasts.

2016 MONSTER ENERGY SUPERCROSS SEASON SCHEDULE

Date	City	Venue	Network	Time (ET)
1/9/16	Anaheim, Calif.	Angel Stadium	FS1	10 p.m.
1/16/16	San Diego	PETCO Park	FS1	10 p.m.
1/23/16	Anaheim, Calif.	Angel Stadium	FS1	10 p.m.
1/30/16	Oakland, Calif.	O.Co. Coliseum	FS1	10 p.m.
*2/6/16	Glendale, Ariz.	University of Phoenix Stadium	FS1/ FS2	9 p.m.
2/13/16	San Diego	PETCO Park	FS1	10 p.m.
2/20/16	Arlington, Texas	AT&T Stadium	FS1	8 p.m.
*2/27/16	Atlanta	Georgia Dome	FS1/ FS2	7 p.m.
3/5/16	Daytona	Daytona Int'l. Speedway	FS1	10 p.m.
3/12/16	Toronto	Rogers Centre	FS1	7 p.m.
3/19/16	Detroit	Ford Field	FS2	7 p.m.
4/2/16	Santa Clara	Levi's Stadium	FS1	10 p.m.
4/9/16	Indianapolis	Indianapolis Stadium	FS1	7 p.m.
4/16/16	St. Louis	Edward Jones Dome	FOX	3 p.m.
4/23/16	Foxborough, Mass.	Gillette Stadium	FOX	4 p.m.
4/30/16	East Rutherford, N.J.	MetLife Stadium	FS1	7 p.m.
*5/7/16	Las Vegas	Sam Boyd Stadium	FS1/ FS2	10 p.m.

*First hour on FS2, second two hours on FS1



Malcolm Stewart

WIX and Donaldson Price Adjustment

WIX and Donaldson have implemented minimal price adjustments on their filters effective Jan. 1. WIX prices will increase by approximately 1.9 percent, while Donaldson prices will increase by approximately 2 percent.

New AMSOIL Filter Wrench (76mm x 15 Flute)

Designed to install and remove the AMSOIL Ea15K20 Oil Filter (the GA251 Filter Wrench no longer fits the Ea15K20 Oil Filter).



Stock #	U.S.	Can.
GA264	2.65	3.55



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Filter Wrenches

The line of AMSOIL filter wrenches applies to nearly the entire line of Ea® Oil Filters (EaO/Ea15K) and Ea® Motorcycle Oil Filters (EaOM).

Filter Wrench (64 mm)

Designed to install and remove AMSOIL Ea Oil Filters and Ea Motorcycle Oil Filters in hard-to-reach locations, this easy-to-use 64 mm filter wrench with 3/8" square drive is recommended for use with the following filters: EA15K09, EA15K10, EA15K12, EA15K13, EAO14, EAOM103, EAOM103C, EAOM109. Once filter is hand-tightened, only wrench-tighten 3/4 of a full turn.



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Filter Wrench (74 mm)

Designed to install and remove AMSOIL Ea Motorcycle Oil Filters in hard-to-reach locations, this easy-to-use 74 mm filter wrench with 3/8" square drive is recommended for use with the following filters: EAOM122C, EAOM132, EAOM132C, EAOM133, EAOM133C, EAOM137C. Once filter is hand-tightened, only wrench-tighten 3/4 of a full turn.



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Filter Wrench (76 mm)

Designed to install and remove AMSOIL Ea Oil Filters and Ea Motorcycle Oil Filters in hard-to-reach locations, this easy-to-use 76 mm filter wrench with 3/8" square drive is recommended for use with the following filters: EAO17, EAO18, EAO23, EA15K29, EA15K32, EAO34, EAO37, EAO38, EA15K50, EA15K51, EAO64, EAOM122, EAOM134, EAOM134C, EAOM135, EAOM135C, EAOM136C, EAOM138. Once filter is hand-tightened, only wrench-tighten 3/4 of a full turn.



Stock #	U.S.	Can.
GA251	2.65	3.55

Filter Wrench (93 mm)

Designed to install and remove AMSOIL Ea Oil Filters in hard-to-reach locations, this easy-to-use 93 mm filter wrench with 3/8" square drive is recommended for use with the following filters: EAO11, EAO15, EAO21, EAO24, EAO26, EAO27, EAO31, EAO40, EAO42, EAO52, EAO59, EAO98. Once filter is hand-tightened, only wrench-tighten 3/4 of a full turn.



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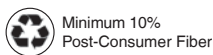
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