

AMSOIL[®]

► PREFERRED CUSTOMER EDITION

MAGAZINE

AUGUST 2015



PAIR AMSOIL SYNTHETIC MOTOR OIL WITH AMSOIL EA[®] OIL FILTRATION FOR MAXIMUM ENGINE PROTECTION | PAGE 6

Spend Less on Fuel and Motor Oil | PAGE 8

A PREMIUM CHOICE FOR EUROPEAN VEHICLES

AMSOIL European Car Formula 0W-40 Full-SAPS Synthetic Motor Oil (EFO) provides customers a lower viscosity option for European vehicles specifying a full-SAPS motor oil. It is recommended for the same specifications as European Car Formula 5W-40 Full-SAPS Synthetic Motor Oil (EFM) and is ideal for customers looking for a premium AMSOIL alternative to competing 0W-40 motor oils that carry European specifications.

- **Delivers** long-term protection and performance for the extended drain intervals recommended by European vehicle manufacturers.

- **Provides** the additional cold-weather advantages of a 0W synthetic motor oil.
- **Helps** keep engines clean and operating at top performance.
- **Engineered** for maximum fuel economy.

AMSOIL now offers premium European Car Formula Full-SAPS Synthetic Motor Oil in two viscosity options, as well as premium European Car Formula 5W-30 Low-SAPS and 5W-40 Mid-SAPS Oils.



AMSOIL
The First in Synthetics®



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THE COVER

Advanced AMSOIL Ea Oil and Bypass Filters offer premium filtration performance that pairs perfectly with AMSOIL extended oil drain intervals.



Alan Amatuzio
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From the Presidents

AMSOIL is known for developing innovative, cutting-edge products. Industry insiders and discerning customers recognize the quality of our products and appreciate the commitment we've demonstrated to staying in front of the latest industrial, automotive and powersports trends. Maintaining that reputation requires an immense amount of research and testing. Our first-class mechanical and chemical laboratories provide the infrastructure necessary to quickly pursue new solutions to a wide variety of lubrication challenges.

Our research is not confined to the lab, however. We also spend a great deal of time investigating consumer needs. The results of our research are revealed in the products we manufacture. Many of our customers do a lot of towing or hauling, so our Signature Series ATF is formulated with reserve protection to overcome the heat generated when you work your truck hard. We know that most small-

engine applications are neglected when it comes to maintenance, so our Formula 4-Stroke® Synthetic Small Engine Oil is designed with that in mind. SABER® Professional is available in a variety of sizes to eliminate the hassle many people feel when mixing gas. Our passenger car motor oil lineup is designed to provide AMSOIL quality at the performance level and maintenance habits customers want.

You get the idea. We don't just strive to make exceptional products; we strive to make exceptional products that provide tangible, real-world benefits for our customers. It is a philosophy that is applied to each product we introduce.

Maybe you've experienced cooler temperatures and quieter shifts with our motorcycle products, but you've never considered what AMSOIL Signature Series Synthetic Motor Oil could do for your pickup. Or maybe you've loved the way INTERCEPTOR® has performed in your snowmobile, but you've never thought about all the ways you could

use MP around your house.

The entire line of AMSOIL products is dialed in to help you solve a problem, protect your equipment or achieve greater performance. If you haven't explored the full line of products, you haven't truly maximized the value of your Preferred Customer membership – or the full potential of your vehicles. We invite you to do so now and experience all the ways in which we can help.

Dean Alexander
Co-President & CFO

Alan Amatuzio
Co-President & COO



Three Tiers
of AMSOIL
Performance



Three Tiers of AMSOIL Performance.

Your vehicle isn't simply a way from point A to point B – it's an extension of your personality. You're at your best under the hood or behind the wheel.

We're the same way. That's why we make products that maximize performance and power and help you get the most out of your vehicles. Most importantly, we make quality products that will *protect* your vehicles.

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PAIR AMSOIL SYNTHETIC MOTOR OIL WITH AMSOIL EA® OIL FILTRATION FOR MAXIMUM ENGINE PROTECTION

Clean oil is vital to engine performance and durability. It must lubricate, cool and clean the engine as it circulates, but in order to remain effective, it must be filtered as it cycles.

The function of oil filtration is to remove the contaminants introduced into the lubricating oil and prevent them from reaching sensitive engine parts – without restricting normal oil flow to the various points requiring lubrication. Internal sources of contamination include wear products from the rubbing surfaces of the engine, blow-by gases leaking past the rings of the pistons and degradation of the oil itself. A filter must perform well in the areas of efficiency, capacity and flow.

Efficiency

Efficiency is the filter's ability to capture contaminants. The more efficient a filter is, the more contaminants it will remove from the oil. To make a filter more efficient, the spaces between the fibers in the media are made smaller, creating more resistance and limiting the oil's ability to flow through the filter. Achieving maximum efficiency along with limited resistance is critical to good filtration.

Capacity

Capacity is the amount of contaminants a filter can hold and still remain effective. When a filter reaches maximum capacity, the oil continues to flow through unfiltered, leaving harmful contaminants circulating in the oil. At this point, the filter has reached the end of its usable life and must be changed.

Flow

Proper oil flow is essential to keep moving parts lubricated at all times. A filter without adequate flow properties can cause catastrophic engine failure. Flow is restricted as the spacing in the filter media is made smaller to provide greater efficiency.

Full-Flow Oil Filtration

Full-flow oil filters install directly into the line of oil circulation; the oil passes through the filter as it travels between the oil pump and the engine. A full-flow oil filter must remove and hold contaminants without obstructing oil flow to the engine. Because they use a thin layer of porous filter paper, most oil filters on the market compromise the filtration of finer materials. Such filters have almost no extended cleaning ability because they have a low capacity for storing dirt.

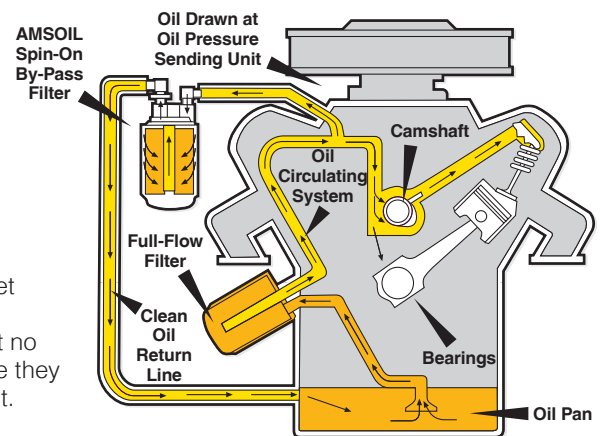
These "surface-type" paper filters quickly become restricted as debris builds up on the surface, at times forcing the filter bypass valve to open and allow unfiltered oil into the engine.

Bypass Oil Filtration

Because oil must be filtered quickly while removing most of the particles, the average full-flow filter traps particles as small as 20 microns. Bypass oil filtration uses a secondary filter with the purpose of eliminating nearly all contaminants in motor oil. Bypass filters have high capacities and eliminate much smaller particles than full-flow filters, including those in the two to 20 micron range, as well as soot and sludge. They reduce engine wear and increase oil volume, but their high efficiencies mean they also have higher restriction and must be used in conjunction with a full-flow filter.

Bypass filters operate by filtering oil on a "partial-flow" basis. They draw approximately 10 percent of the oil pump's capacity and trap the extremely small, wear-causing contaminants that full-flow filters can't remove. The continual process cleans the oil, reducing long-term wear and helping extend oil life.

Oil Circulation using an AMSOIL Spin-On By-Pass Filter



AMSOIL Ea Oil Filters

AMSOIL Ea Oil Filters feature advanced full-synthetic media, making them one of the highest efficiency filters available for the auto/light-truck market.



Advanced Media Technology

Cellulose and blended media found in most oil filters have larger fibers than the synthetic media found in Ea Oil Filters. They also have larger spaces between their fibers. This larger space could allow particles to pass through the media and sometimes get caught and plug the media from flowing oil. The smaller fibers in synthetic media have a controlled size and shape, resulting in better durability and greater efficiency and capacity than cellulose filters. AMSOIL Ea Oil Filters provide a higher level of engine protection and extended filter change intervals.

Absolute Efficiency

The exclusive technology used in AMSOIL Ea Oil Filters provides filtering efficiency of 98.7 percent at 20 microns. Ea Oil Filters are among the most efficient filters available for auto/light-truck applications.



Maximum Capacity

AMSOIL Ea Oil Filters have greater capacity than competing filter brands, providing confidence the oil filter will provide filtered oil to the engine over the course of the drain interval.

Improved Flow

The synthetic media in AMSOIL Ea Oil Filters allows maximum efficiency without restricting flow. This provides exceptional cold-start performance and ensures consistent oil flow to the engine.

Extended Service Intervals

When used in conjunction with AMSOIL synthetic motor oils, AMSOIL Ea Oil Filters are guaranteed for extended service life:

- Ea Filters designated with product code Ea15K are recommended for 15,000 miles/one year, whichever comes first, in normal or severe service.
- Ea Filters designated with product code EaO are recommended for 25,000 miles/one year, whichever

comes first, in normal service or 15,000 miles/one year, whichever comes first, in severe service.

AMSOIL Ea Bypass Filters

AMSOIL Ea Bypass Filters provide the ultimate in protection against wear and oil degradation in auto/light-truck, heavy-duty and other applications.

AMSOIL Ea Bypass Filters feature a premium two-stage pleated and layered cellulose/full-synthetic media that provides higher filtering efficiency, contaminant removal and increased oil capacity. Ea Bypass Filters feature an efficiency of 98.7 percent at two microns.



When used in conjunction with AMSOIL synthetic motor oil and an AMSOIL Ea Full-Flow Oil Filter, Ea Bypass Filters should be changed every other full-flow filter change up to 60,000 miles, depending on filter size. When used with other brands of motor oil or full-flow filters, Ea Bypass Filters should be changed every other full-flow filter change. AMSOIL recommends using oil analysis when extending oil drain intervals.

Applications

AMSOIL offers several bypass filtration systems and Ea Bypass Oil Filters that can be installed on a variety of popular applications, including Ford Power Stroke*, Chevrolet Duramax*, Dodge Cummins*, heavy-duty trucking, off-road and other applications.



Filter Housing – Offers superior strength and pressure-fatigue performance.

End-Cap Containing By-Pass Valve – Position of by-pass varies due to OEM requirements.

Louvered Center Tube (inside) – Allows more flow area and provides structural support for the media.

Stamped End Caps – Contain plastisol sealant; media is deeply embedded into sealant.

Heavy-Duty Baseplate – Features fully tucked double seam.

Steel Spring – Securely holds components in place.

Wire-Backed Full-Synthetic Media – Offers high efficiency and longevity.

Silicone Anti-Drainback Valve – Stays flexible in extreme temperatures.

Long-Life HNBR Gasket – Stays flexible and tightly sealed.

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Spend Less on Fuel and Motor Oil

Compared to conventional oils, AMSOIL synthetic motor oils help improve fuel economy while reducing oil consumption, both of which save you money.

The difference in performance starts at the molecular level. The refining process used to produce conventional base oils separates crude-oil molecules by weight, leaving molecules of different sizes and shapes. Conventional oils' inconsistent molecular structure requires more energy to circulate throughout your engine, reducing fuel economy. Unstable molecules in conventional base oils can also evaporate more readily in the presence of extreme heat, causing your oil level to drop. If enough motor oil is consumed, eventually

there may not be enough to reach all the complex parts of your engine, which can potentially cause damage.

The synthetic base oils used to formulate AMSOIL synthetic lubricants, on the other hand, are manufactured using a process that produces base oils of a uniform molecular structure. The smooth, pure molecules in AMSOIL synthetic lubricants slip easily over one another, increasing lubricity compared to conventional oils and maximizing fuel economy. They are also inherently more stable in the presence of heat, resulting in less oil consumption.

AMSOIL INC. has conducted industry-standard tests to demonstrate. For example, AMSOIL synthetic diesel oil, transmission fluid and gear oil increased fuel economy 6.54 percent in short- to medium-haul diesel applications in one test, while boosting

fuel economy in diesel trucks used in stop-and-go city driving conditions 3.15 percent in a second test. The same synthetic technology extends to the entire line of AMSOIL synthetic lubricants, delivering maximum fuel economy in all your vehicles and equipment.

Likewise, a conventional oil showed 60 percent more oil consumption than AMSOIL 5W-30 Signature Series Synthetic Motor Oil in testing, requiring more frequent top-offs. Conversely, Signature Series showed 38 percent less consumption than the conventional oil.*

It all means you save money at the pump and have to top-off your oil less often. ■

*Supported by the
NOACK Volatility Test
(ASTM D5800)



Dan Peterson | VICE PRESIDENT, TECHNICAL DEVELOPMENT

Synthetic lubricants resist sludge better than conventional oils.

Sludge is the result of insoluble debris overloading the lubricant.

Anyone who has purchased a new vehicle knows its value depreciates the instant it's driven off the lot. In some ways, lubricants behave the same way. Once you install an oil or transmission fluid, it begins to age, especially conventional lubricants.

Oxygen reacts with the lubricant and results in a permanent chemical change where oil picks up oxygen and gets thicker. Just like oxygen attacks metal surfaces and causes corrosion, it negatively affects lubricants and reduces their ability to lubricate, cool and protect components. Excessive heat speeds the oxidation process. In fact, every 18°F (10°C) increase in temperature doubles the rate of oxidation.

Adding to the challenge, contaminants begin to form during normal operation. In engines, hot combustion gases can blow by the piston rings and contaminate engine oil. Glycol from engine coolant, water that forms with temperature fluctuations, soot (in diesels) and fuel are other common contaminants that affect lubricants. Left unchecked, contaminants accelerate chemical reactions, which overloads the lubricant and causes the formation of sludge – a gelatinous substance that wreaks havoc in engines.

Sludge can block the oil passages and oil-pump pick-up screen, resulting in oil starvation. You don't have to be an engineer to know what eventually happens to an engine that runs without oil. Often, the negative effects are cumulative rather than sudden. Many engines with variable valve timing (VVT) use oil-pressure-operated

mechanical devices to change valve timing, duration and lift. Sludge can plug the solenoid screen or oil galleries and impact the operation of VVT mechanisms, eventually leading to a costly repair bill. Sludge reduces efficiency and increases time and money spent on maintenance.

Although we typically associate sludge with engines, it also affects transmissions, particularly those used in severe-service applications. Modern automatic transmissions feature a dizzying array of oil passages, gears, clutch packs and electronics. A steady supply of clean, high-quality transmission fluid is vital to getting the most out of your transmission. Sludge can clog the narrow oil passages and cause delayed or elongated shifts. Just as in engines, severe cases of sludge in transmissions can plug filters, leading to starvation and catastrophic failure.

Given the laws of chemistry, it seems nearly impossible to protect your vehicles against sludge, especially since modern engines and transmissions run hotter than their predecessors. But the good news is high-quality synthetic lubricants resist the tendency to form sludge while extending oil service.

As you may suspect, synthetic base oils do a better job resisting sludge than conventional base oils because they are naturally more resistant to oxidation. AMSOIL synthetic lubricants are formulated with base oils that resist reactions with free radicals that create sludge, similar to how you need to keep up a strong immune system to resist chemical and genetic changes

that can lead to cancer.

Detergent, dispersant and antioxidant additives also play a key role. They help maintain internal cleanliness by suspending contaminants, minimizing contaminant agglomeration and fighting free radicals to keep this cancer from forming in your engine.

Dirty components run poorly, pollute and don't last. They cause system failures in engines, compressors and gearbox systems that dramatically increase downtime, increase operating costs and reduce equipment life. Clean lubrication systems, on the other hand, require less maintenance, produce more energy, use fuel more efficiently, increase equipment service life and run cleaner.

AMSOIL synthetic lubricants not only resist oxidation and sludge formation, they can help clean existing deposits in neglected engines due to superior detergency. With modern engines and equipment demanding higher-quality lubricants, it's good to know AMSOIL synthetic lubricants are formulated to protect against sludge in the toughest operating conditions. Just like we all want to stay healthy so we can live long and purposeful lives, we want to keep sludge from forming in our engines so they can do the same! ■



The Hotter it Gets, the Hotter it Gets

AMSOIL Severe Gear® Synthetic Gear Lube provides superior protection against thermal runaway.

Modern turbo diesel pickup trucks, V-10 gasoline pickups and sport utility vehicles (SUVs) and high-horsepower V-8 trucks boast more towing and payload capacities than ever before.

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 temperatures in the differential climb upward, 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 lose further viscosity, which further increases friction and heat. As friction and heat increase, lubricant viscosity decreases. As viscosity decreases, friction and heat continue to spiral upward. The hotter it gets, the hotter it gets. It is a vicious cycle that eventually leads to greatly increased wear and irreparable equipment damage.

AMSOIL Severe Gear® Synthetic Extreme Pressure (EP) Gear Lube features an exclusive blend of high viscosity, shear stable synthetic base oils and an extra treatment of high-performance additives that provide a highly protective iron sulfide barrier coating on gear surfaces. Severe Gear Synthetic Gear Lube effectively protects equipment from thermal runaway through superior viscosity protection.

Viscosity Protection

Viscosity is the most important property of a lubricant in its defense against friction and wear. Viscosity correlates to film strength, and it is film strength that keeps moving parts from contacting each other and creating friction, heat and wear. The higher the viscosity of a lubricant, the greater protection it provides. AMSOIL Severe Gear Synthetic Gear Lube is available in 75W-90, 75W-110, 75W-140, SAE 190 and SAE 250 viscosities, each providing superior protection through superior film strength.

Viscosity Index

As temperatures rise, gear lubricant viscosity and load-carrying abilities decrease. A lubricant's viscosity index (VI) indicates its ability to maintain its protective viscosity in high-temperature service. The higher a lubricant's VI, the less its viscosity changes in temperature extremes.

AMSOIL Severe Gear Synthetic Gear Lube provides a high viscosity index, allowing it to protect against thermal runaway by maintaining its superior viscosity protection in high-temperature service.

Shear Stability

Many gear lubes are formulated with viscosity index (VI) improvers in order to ensure multi-grade viscosity protection in both hot and cold temperatures. VI improver additives keep lubricants

from becoming too thick to flow in cold temperatures and too thin to protect in high temperatures. However, shearing forces within equipment can cause these additives to break down and lose viscosity.

AMSOIL Severe Gear effectively protects against thermal runaway by maintaining its protection qualities, even in severe, high-shear operating conditions.

The superior viscosity protection, viscosity index and shear-stability properties of AMSOIL Severe Gear Synthetic Gear Lube effectively protect equipment from the devastating effects of thermal runaway. Severe Gear Synthetic Gear Lube is ideal for severe-duty applications, including towing, hauling, steep hill driving, commercial use, plowing, racing, off-road use, rapid acceleration, frequent stop-and-go operation and high ambient temperatures.

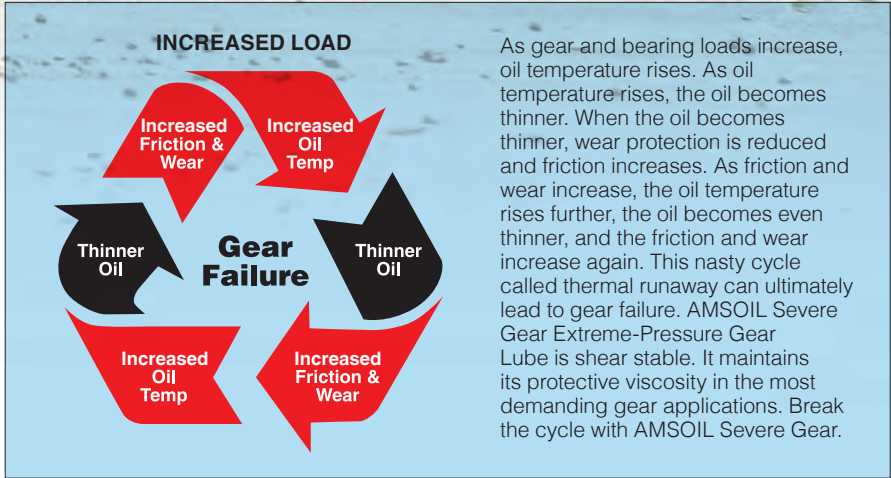
Severe Gear 75W-90 provides superior performance and replaces competing 75W-90 and 80W-90 gear oils. It delivers the best fuel efficiency and cold-temperature performance in the Severe Gear line.

Severe Gear 75W-110 provides superior performance and replaces competing 75W-110, 75W-90 and 80W-90 gear oils. It delivers better viscosity protection than Severe Gear 75W-90 and better fuel efficiency than Severe Gear 75W-140.



Severe Gear 75W-140 provides superior performance and replaces competing 75W-140, 80W-140 and 85W-140 gear oils. It is recommended where these viscosities are required by original equipment manufacturers (OEMs) and where maximum viscosity protection is needed for extreme severe-duty applications.

Severe Gear Synthetic SAE 190 and SAE 250 Gear Lubes are formulated for racing and off-road applications, including off-road truck racing, rock racing, rock crawling, tractor pulling, funny car racing and dragster racing. Other severe-duty applications include heavy-duty trucks and equipment where increased lubricant film is necessary.



As gear and bearing loads increase, oil temperature rises. As oil temperature rises, the oil becomes thinner. When the oil becomes thinner, wear protection is reduced and friction increases. As friction and wear increase, the oil temperature rises further, the oil becomes even thinner, and the friction and wear increase again. This nasty cycle called thermal runaway can ultimately lead to gear failure. AMSOIL Severe Gear Extreme-Pressure Gear Lube is shear stable. It maintains its protective viscosity in the most demanding gear applications. Break the cycle with AMSOIL Severe Gear.





The Right Treatment for Teague

Offshore racer successful in return.

After veteran offshore racer Bob Teague piloted the AMSOIL Skater to a second-place finish at the Key West World Championships last November, he noted that some major surgery would be necessary to be competitive in 2015, both to the boat and to his own body.

"We made a number of modifications to the #77 Team AMSOIL boat," said Teague. "But I also had to go under the knife myself, in the form of neck spinal surgery. We got the surgery done last winter, and wanted to make sure we had completely recovered before hitting the water at a race."

With Teague's body on the mend, Teague Custom Marine went to work on the popular Team AMSOIL boat to prepare it for the July 3-5 Super Boat International race in Marathon, Fla. The crew rebuilt the spec engines, including enhancements to the valvetrain. The boat itself, a Skater 368, received a complete overhaul as well,

with changes to the transom eliminating existing weak points and improving the boat's drivetrain and steering systems.

After a 3,000-mile trip across the country, Teague was prepared for the tight, four-mile course on the protected side of Marathon Island. With calm waters, Teague started fourth, but moved into second by turn two. Driver Paul Whittier seized a small window of opportunity on lap six to take the lead, and they held on for the team's first SBI Superboat win.

"Thankfully, our homework paid off," said Teague. "And the boat is just as good, if not better than it was last season, right out of the box."

Teague and Whittier switched series at the end of July and competed in the OPA St. Clair River Classic in St. Clair, Mich. July 24-26. For a full recap of the event, visit www.amsoilracing.com.



A recent post on the AMSOIL Racing Facebook page insinuated that the AMA Amateur Nationals presented by AMSOIL (Loretta Lynn's) is the best week of racing all year.

The annual event features non-stop racing action from the best up-and-coming motocross riders in the country, and it takes place smack-dab during the thickest part of a Tennessee summer. Loretta's is no-doubt a bucket list item for motocross racers and fans.

Weeklong racing events are rare, but AMSOIL has ties to several lengthy events each year. How about Indiana Sprint Week, the USAC-sanctioned AMSOIL National Sprint Car Championship event that rips through the nation's 19th state with seven races over eight days? Or how about the off-road equivalent to the Burning Man festival, the annual King of the Hammers event located in the high mountains of Southern California? Daytona Bike Week is one of the largest motorcycle rallies in the world, but AMSOIL is also tied into a ton of racing that week, with everything from ATVs to dirt bikes competing in one location.

Since we referred to Loretta's as the best week of racing, it must be true, right? That debate might be as contentious as one involving religion or politics, so we will let you decide. Either way, AMSOIL will be there.

Production Pays Off

Christian Craig goes from a fill-in to full-time for Team AMSOIL.

Fresh off the first podium finish of his career at the RedBud National over the Fourth of July weekend, Christian Craig has signed on to join the vaunted GEICO/AMSOIL/Honda race team full-time. Craig had been filling in for injured rider Justin Bogle this summer, his second such part-time gig with the championship-winning group, but now he'll be one of the premier athletes in both Monster Energy Supercross and AMA Motocross.

"I honestly can't put into words how much this opportunity means to me," Craig said. "Before I retired, I could have only dreamed of being on the GEICO/AMSOIL/Honda team and now it's a reality. It's crazy to me and I feel like it's a dream."

The 23-year-old San Diego native, who now lives in Plymouth, Minn. with his wife, Paige, and their son, Jagger, began his original two-wheel dream in 2009 when he debuted with Joe Gibbs Racing. He then moved to Troy Lee Designs (TLD), where he raced for four seasons.

After parting ways with TLD at the end of 2013, Craig decided to retire before

returning for fill-in duty last summer when Team AMSOIL star Eli Tomac was sidelined. That experience re-lit his passion for the sport, and he dedicated himself to one last attempt to ride professionally, which started when Bogle went down.

"Christian has been a very comfortable and easy fit when we've needed him to fill-in," team co-owner Rick "Ziggy" Zielfelder said. "A person's integrity means a lot to me, and to be a part of this team you have to work extremely hard and earn your spot.

"Because Christian is [team co-owner Jeff Majkrzak's] son-in-law, he's had to work much harder to prove himself than anyone who has come before him. It's been wonderful to see him dig in and do the work. He deserves this contract."

After last year's stint aboard a 450, Craig rededicated himself to being ready for another full-time attempt, keeping himself fit and race-ready. He's currently riding a CRF250R.

"I've worked hard to prove to people I can do this again, and to have the entire GEICO/AMSOIL/Honda team behind me means so much," Craig said. "It was pretty cool after Thunder Valley when I spoke with Ziggy and he said he and (crew chief Mike) LaRocco want me on the team. That made me feel like everyone believed in me."

The final three rounds of the pro motocross season feature August stops at Unadilla, N.Y.; Tooele, Utah and Crawfordsville, Ind.



Holiday Closings

The AMSOIL corporate headquarters, U.S. distribution centers and Canadian distribution centers will be closed Monday, September 7 for Labor Day.



Dan Peterson



Mike Caruso

Dan Peterson and Mike Caruso Earn STLE Certification

AMSOIL Vice President, Technical Development Dan Peterson and Technical Product Manager - Drivetrain Mike Caruso recently achieved the status of Certified Lubrication Specialist (CLS), joining Co-President and COO Alan Amatuzio and Wind Turbine Tribologist Kevin Dinwiddie as AMSOIL corporate personnel who have earned this prestigious industry certification. Monitored by the Society of Tribologists and Lubrication Engineers (STLE), CLS certification is defined as “the only independent certification for the lubrication professional that verifies your broad lubrication engineering knowledge. Certification recognizes those individuals who possess current knowledge of lubrication fundamentals and best practices in lubrication maintenance in industrial settings. Certified individuals must have at least three years of experience in the field of lubrication.”



Camelbak Water Bottle

High-quality, 0.75-liter Camelbak water bottle provides leak-proof, one-piece tethered cap that keeps the top locked.

| Stock # | U.S. | Can. |
|---------|-------|-------|
| G3285 | 14.99 | 19.90 |



Mega Folding Chair

Canvas folding chair with carrying case includes arm rests and two cup holders. Constructed with 600 denier fabric and 19 mm powder-coated frame. Provides maximum 330-lb. capacity.

| Stock # | Wt. Lbs. | U.S. | Can. |
|---------|----------|-------|-------|
| G3046 | 8.0 | 29.00 | 38.75 |

2015 Motorcycle Rally T-Shirt

Highlights AMSOIL as the Official Oil of the Sturgis Motorcycle Rally, Daytona Bike Week, Laconia Motorcycle Week, Biketoberfest and the Lone Star Rally. Features “distressed” design.

Comfortable 100 percent cotton.

| Stock # | Size | U.S. | Can. |
|----------|------|-------|-------|
| G3346S | S | 14.95 | 19.85 |
| G3346M | M | 14.95 | 19.85 |
| G3346L | L | 14.95 | 19.85 |
| G3346XL | XL | 14.95 | 19.85 |
| G3346XXL | 2X | 15.95 | 21.20 |
| G3346XXX | 3X | 16.95 | 22.55 |



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August 2015



PREPARE FOR WINTER STORAGE

Fall is right around the corner, and it will soon be time to begin preparing summer recreational and work equipment for offseason storage. **AMSOIL Engine Fogging Oil (FOG)** and **Gasoline Stabilizer (AST)** provide outstanding protection through the winter months, ensuring equipment remains in prime condition and is ready for action in the spring.

Engine Fogging Oil provides stored equipment with long-term protection against corrosion and dry starts, extending engine

life and reducing operating expenses.

Gasoline Stabilizer is formulated to keep fuel from deteriorating during storage. It reduces the oxidation process to help prevent varnish and gum buildup in gasoline, which can clog injectors, stick floats and cause poor engine performance.

Make your life easier next spring by properly preparing your seasonal equipment for winter storage.

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

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