



SYNTHETIC 20W-50 RACING OIL

Recommended for applications requiring the following specifications: API SJ, SL, CF ACEA A2, A3, B2, B3 • Ford ESR-M2C 179A VW 501.01, 505.00 • Chrysler MS-8809A JASO VTW • JASO Motorcycle MB

Unbeatable lubrication and protection in high-performance gasoline engines

Engines in race cars, high-performance street cars, ATVs and motorhomes face high temperatures, vigorous engine speeds or heavy loads, each a potent stressor. AMSOIL Series 2000 20W-50 Synthetic Racing Oil offers unmatched protection for engines facing tough operating conditions.

Unbeatable Wear Protection

AMSOIL Series 2000 20W-50 Synthetic Racing Oil is specially formulated to carry the oil's wear reducing and heat transferring agents to the engine's surfaces and hold them there. By positioning vital agents where they are most needed, Series 2000 provides a degree of engine protection unavailable with any other oil.

AMSOIL Series 2000 20W-50 Synthetic Racing Oil clings tenaciously to engine surfaces, so it shields engines from start-up wear. Further enhancing wear protection, AMSOIL Series 2000 20W-50 Synthetic Racing Oil's wax-free lubricating basestocks assure rapid post-start-up lubrication.

AMSOIL Series 2000 20W-50 Synthetic Racing Oil contains powerful corrosion preventives, detergents, dispersants and anti-foam agents to protect engines from the harmful effects of water, acids, debris, deposit-forming materials and air entrained oil.

Boosts Power, Speed and Efficiency

AMSOIL Series 2000 20W-50 Synthetic Racing Oil reduces friction so effectively that virtually none of the engine's power is wasted on "drag." Its extraordinary formulation gives Series 2000 a coefficient of friction lower than that of other fine, race-formulated synthetic oils. With Series 2000, vehicles accelerate fast, attain top speeds and use fuel efficiently.

Maintains Integrity in Demanding Conditions

AMSOIL Series 2000 20W-50 Synthetic Racing Oil maintains a constant high level of performance over time because it resists the damage many oils undergo in high temperature, intense shearing force conditions.

Advanced thermal stability allows AMSOIL Series 2000 20W-50 Synthetic Racing Oil to circulate readily, thus protecting hard-to-reach areas that heat-damaged oils grow too thick to reach.

Superior shear stability allows AMSOIL Series 2000 20W-50 Synthetic Racing Oil to provide a dependable pad of protection between parts even after exposure to shearing forces that tear lesser oils apart.

The smaller wear scar, the better the protection!



Four-Ball Wear Test (ASTM D4172), 60 kg pressure @ 150°C, 1800 rpm, for 1 hour duration
Oils tested are 20W-50 (Mobil-1 is SAE 15W-50)
As tested by an independent lab in 1999

TYPICAL PHYSICAL PROPERTIES

AMSOIL Series 2000 Synthetic 20W-50 Racing Oil (TRO)

Kinematic Viscosity @ 100°C, cSt (ASTM D 445)	18.6
Kinematic Viscosity @ 40°C, cSt (ASTM D 445)	135.4
Viscosity Index (ASTM D 2270)	155
Cold Crank Simulator Apparent Viscosity @ -15°C, cP (ASTM D 2602)	4401
High Temperature/High Shear @ 150°C and 1.0 X 10 ⁶ s ⁻¹ , cP (ASTM D 4683)	5.2
Pour Point, °C [°F] (ASTM D 92)	-36 (-33)
Flash Point, °C [°F] (ASTM D 92)	230 (446)
Fire Point, °C [°F] (ASTM D 92)	258 (496)
Noack Volatility (DIN 51581) 250°C for 1 hour, % weight loss	6.4
Four-Ball Wear Test (ASTM D 4172: 60 kg, 150°C, 1800 rpm, 1 hr) Scar diameter, mm	0.44
Four-Ball Wear Test (ASTM D 4172: 40 kg, 150°C, 1800 rpm, 1 hr) Scar diameter, mm	0.39
Total Base Number	>12

Application

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- ACEA A2, A3, B2, B3
- JASO VTW
- JASO Motorcycle MB
- Ford ESR-M2C 179A
- VW 501.01, 505.00
- Chrysler MS-8809A

Mixing AMSOIL

AMSOIL Series 2000 20W-50 Synthetic Racing Oil may be mixed with petroleum-based oils or with other synthetic oils. However, a mixture of AMSOIL Series 2000 20W-50 Synthetic Racing Oil and another oil may offer a shorter service life than pure AMSOIL Series 2000 20W-50 Synthetic Racing Oil does.

Service Life

Non-turbo-charged, non-race gasoline engines: drain oil at intervals up to four times longer than those recommended by the engine manufacturer, or one year, whichever comes first.

Turbo-charged, non-race gasoline engines: drain oil at intervals up to three times longer than those recommended by the engine manufacturer, or six months, whichever comes first.

Race engines: drain oil according to the findings of a used oil analysis program.

Light-duty and non-turbo-charged diesel engines: drain oil at intervals up to two times longer than those recommended by the engine manufacturer, or six months, if the findings of a conscientiously applied program of used oil analysis indicate the oil remains serviceable.

Marine four-cycle gasoline engines, classic, antique and infrequently used automotive four-cycle gasoline engines: drain oil at intervals up to three times longer than those recommended by the engine manufacturer, or one year, whichever comes first.

Stationary gasoline four-cycle engines and fleet vehicle engines: drain oil at intervals up to three times longer than those recommended by the engine manufacturer, or six months, if the findings of a conscientiously applied program of used oil analysis indicate the oil remains serviceable.

AMSOIL Full-Flow Oil Filters should be changed at 12,500-mile or six-month intervals, whichever comes first, in gasoline engines. In diesel engines change AMSOIL Oil Filters at 7,000 miles or six months, whichever comes first. Other oil filters must be changed at the interval recommended by the engine manufacturer.

AMSOIL products and Dealership information are available from your local AMSOIL Dealer.

