



TECHNICAL DATA

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9006 SUPREME 9000 FULL SYNTHETIC 2-CYCLE RACING OIL

Synthetic 2-Cycle Racing Oil is a premium top tier ashless, full synthetic, 2-cycle engine oil that has been specifically formulated for use in both carbureted, electronic fuel injected (EFI) and direct injection (DFI) 2-cycle engines. Synthetic 2-Cycle Racing Oil is recommended for and can be used in many 2-Cycle applications including outboards, motorcycles, ATV (all-terrain vehicles), PWC (personal water craft), jet boats and snowmobiles, especially those high performance snowmobiles and other 2-Cycle engines that employ the use of exhaust or rotary exhaust power valves.

Synthetic 2-Cycle Racing Oil is formulated with a proprietary blend of synthetic base oils and concentrated ashless two-cycle additive package that provides the Synthetic 2-Cycle Racing Oil with the following performance benefits:

- Excellent wear protection and lubricity
- Low levels of ring and liner wear to maintain high quality “like-new compression
- Increased engine cleanliness that allows for longer lasting “like-new” power throughout the life of the engine
- Elimination of power valve sticking by preventing the formation of hard carbon deposits
- Superior power valve cleanliness
- Robust deposit control to prevent exhaust port blocking and the fouling of spark plugs
- Superior high temperature performance and protection for water cooled and those air-cooled engines that specifically call for the use of a TC-W, TC-W II, TC-W3 type 2-cycle oils
- Optimum clean burn characteristics for low smoke emissions
- Prevention of pre-detonation from combustion chamber hot spots
- Excellent rust and corrosion protection, especially during extended storage periods
- Excellent miscibility and fluidity

Further blended into the synthetic base stocks and the concentrated ashless two-cycle oil additive package are two proven frictional modifiers Micron Moly® and Schaeffer’s own proprietary additive Penetro®. These two proven frictional modifiers once plated form a long lasting slippery tenacious lubricant film, which prevents the metal surfaces from coming into contact with each other. By preventing metal-to-metal contact, damaging frictional wear is prevented from occurring. This prevention of metal-to-metal contact and reduction in wear results in increased engine life and reduced maintenance costs.

Synthetic 2-Cycle Racing Oil meets and exceeds the NMMA TC-W3; JASO FA, FB, FC, and FD; ISO-L-EGB, ISO-L-EGC and ISO-L-EGD; API TC lubricity and pre-ignition performance. Synthetic 2-Cycle Racing Oil is recommended for use in all types of conventional, DFI, EFI and power equipped water cooled 2-cycle engines. In addition Synthetic 2-Cycle Racing Oil meets and exceeds the performance requirements for those 2-Cycle engines manufactured by ARCTCO (Arctic Cat), Bombardier (Ski-Doo/Motoski), Bombardier (Sea Doo), Evinrude-Johnson, Force-U.S. Marine, Honda ATV, Husqvarna (ATV only), Kawasaki, Lawn-Boy, Mariner- Mercury, Nissan, Polaris, Suzuki, Tecumseh, Tiger Shark, Tohatsu, Wet Jet, Wild Cat and Yamaha.

Synthetic 2-Cycle Racing Oil can also be used in 2-Cycle applications that specify an API TC quality 2-cycle oil. Synthetic 2-Cycle Racing Oil is a top tier replacement for recreational equipment manufacturer’s branded two-cycle oils and is compatible with most petroleum base and synthetic 2-cycle oils; however for best performance, mixing of oils should be minimized.

FUEL MIXING TABLE				
Ounces of Oil to Gallons of Gasoline				
Ratio Fuel to Oil	1 Gallon	2 Gallons	5 Gallons	10 Gallons
11:1	11.5	21.5	58	116
12:1	10.5	21	53.5	107
16:1	8	16	40	80
20:1	6.5	13	32	64
24:1	5.5	10.5	26.5	53
25:1	5	10	25.5	51
30:1	4.5	8.5	21.5	43
32:1	4	8	20	40
40:1	3	6.5	16	32
42:1	3	6.5	15	30
50:1	2.5	5	13	26
100:1	1.5	2.5	6.5	13

TYPICAL PROPERTIES

API Gravity @ 60°F (15.6°C) ASTM D-1298	35.6
Viscosity cSt @ 40°C ASTM D-445	24-28
Viscosity cSt @ 100°C ASTM D-445	5.3-5.9
Viscosity Index ASTM D-2270	163
Brookfield Viscosity @ -25°C, cP ASTM D-2983	3,279
Brookfield Viscosity @ -40°C, cP ASTM D-2983	12,000
Flash Point °F/°C ASTM D-93	242.6°/117°
Pour Point °F/°C ASTM D-97	-42°/-44°
Sulfated Ash % wt ASTM D-874	<0.001
OMC 40HP Test	
Average Piston Varnish Rating	9.0
Top Ring Sticking Rating	9.0
OMC 70 HP Test	
Average Piston Deposits	4.2
TC AF-27 Lubricity Test	Pass
Honda JASO Detergency Test (3 hr GD DIX) JASO M341	138
Piston Skirt Varnish Test (1 hr DIX) JASO M341	103
Honda Detergency Test (1 hr DIX) JASO M341	113
Lubricity Index (LIX) JASO M340	106
Torque Index (TIX) JASO M340	100