

BOTTOM LINE

It's not the cost to buy, it's the cost to use.



Doug Glur, Bismarck ND

2006 Harley Davidson Road King Classic 88" 1442cc Engine
23,672 miles

Doug was using Harley Davidson Conventional Oil 20W-50 and decided to put it to test using thermographic imaging.

For testing purposes, he ran the bike for 16 miles, pulling some good hills. After the run, the thermal image was immediately captured.

Doug and Rick Janke, Schaeffer sales rep, then changed the oil to Schaeffer's #707 Supreme V-Twin Synthetic Plus Racing Oil 20W-50.

Doug then ran his bike on the same 16 miles at the same MPH, but could feel the RPMs running about 50-100 RPM lower with Schaeffer's V-Twin Oil. Again the thermal image was captured immediately.

Motorcycle runs cooler with Schaeffer's V-Twin Engine Oil



#707 Supreme V-Twin Synthetic Plus Racing Oil 20W-50

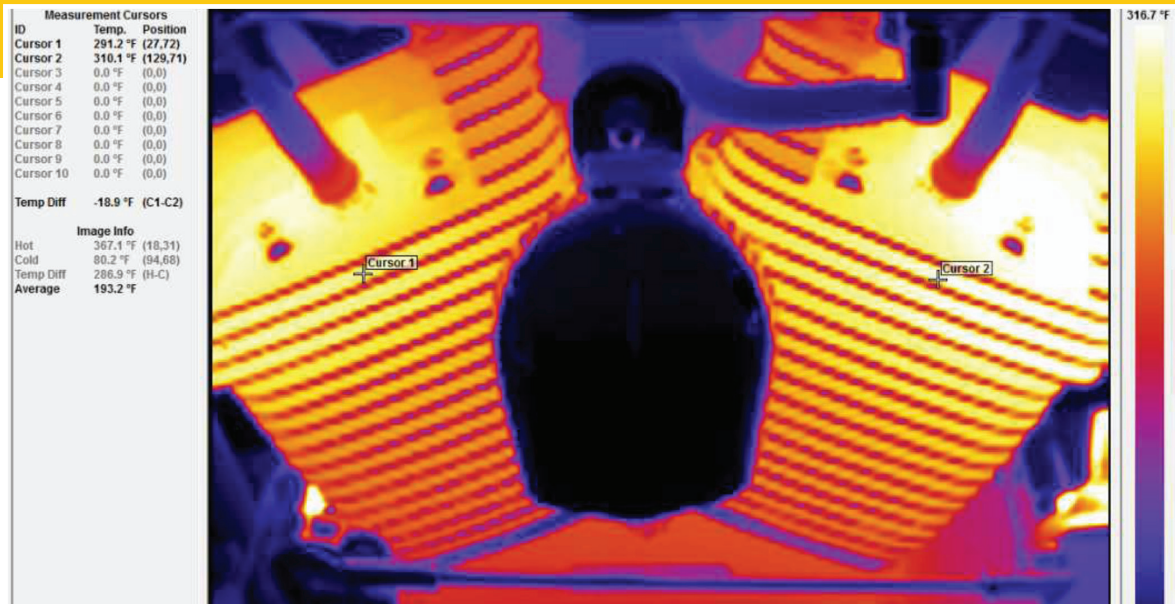
Ask any biker, and they'll tell you: motorcycling is a way of life. When it comes to taking care of your bike, you need an oil that will treat your bike as well you do. With Schaeffer's V-Twin Oil, you get sophisticated engine oil that's designed to meet the demands of V-Twin, air-cooled and high performance engines.

#707 meets and exceeds: API Service Classification SN, Harley Davidson® V-Twin specifications and JASO (T903) MA-2 specifications.

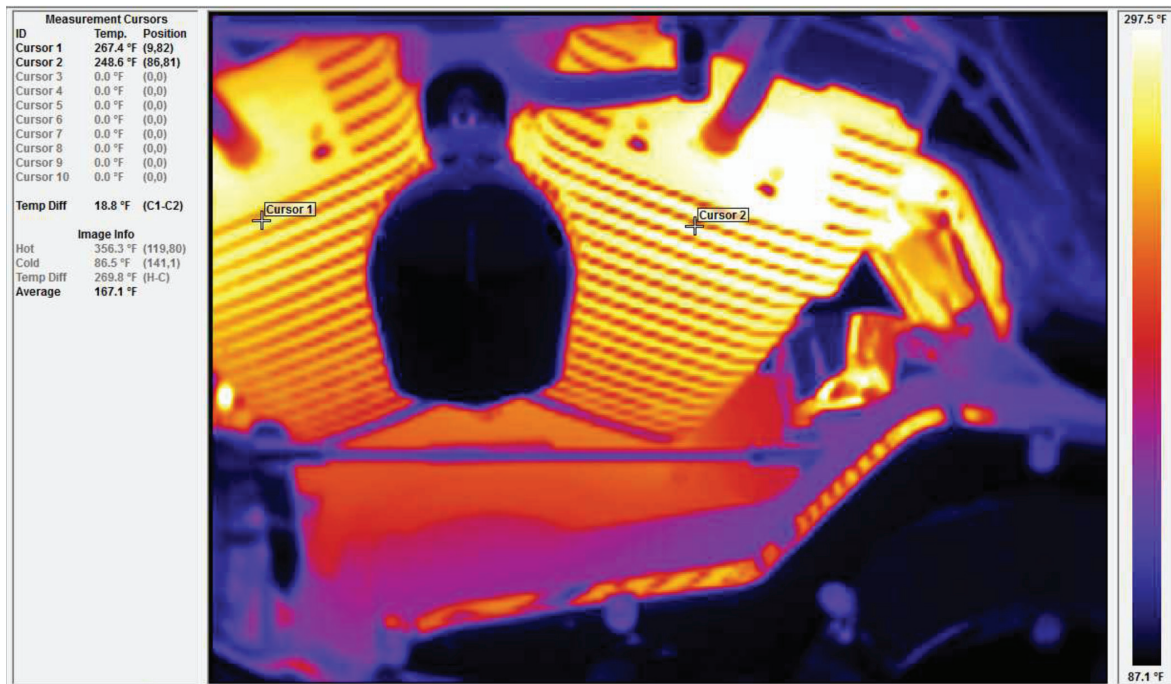
	Harley Davidson Oil	Schaeffer's V-Twin Oil	Difference
Cursor 1	291.2°	267.4°	23.8°
Cursor 2	310.1°	248.6°	61.5°

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Thermographic imaging with Harley Davidson Conventional Oil 20W-50.



Thermographic imaging with Schaeffer's #707 Supreme V-Twin Synthetic Plus Racing Oil 20W-50.



Good people. Great products.



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