SINCE 1839

Schaeffer's

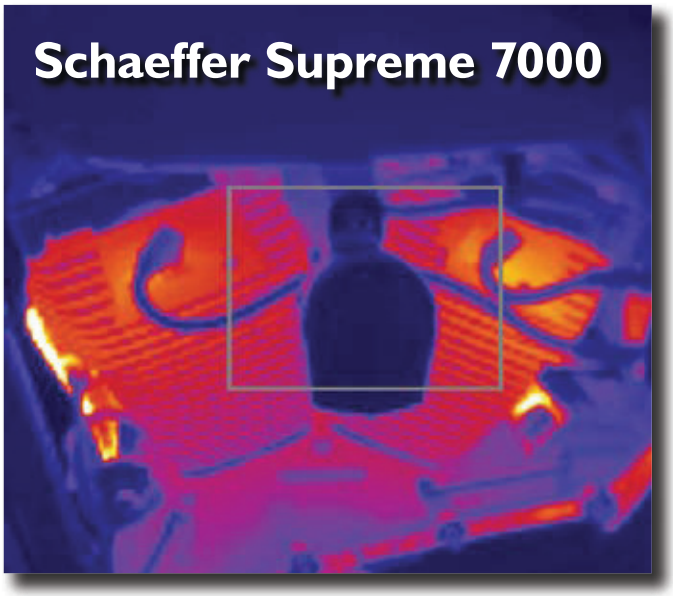
SPECIALIZED LUBRICANTS

Schaeffer's Advanced Lubrication Technology transcends our entire product line -- less friction, less heat, less wear equals extended component life and superior performance.

707 Schaeffer's XP V-Twin Advanced Technology Engine Oil

V-twin XP 'Extreme Performance' Engine Oil is a highly advanced premium quality, multigrade high zinc, Extreme Performance engine oil. Formulated to specifically meet the high lubrication demands of V-Twin Engines. 707 is blended from the finest quality polyaphaolefin (PAO) synthetic base fluids and highly refined base oils: This unique combination of base oils along with Schaeffer's proprietary friction modifiers provides unparalleled advantages: performance advantages; massive temperature reductions, superior cool weather start-a-ability, unsurpassed protection, less heat-friction wear, extended component life and seal protection resulting in Extreme Performance capability. www.schaefferoil.com , see MSDS Data sheets, (scroll to 707 for added details and information)

Peak Temperature = 393°F
(avg. temperature = 235°F)



Peak Temperature = 375°F
(avg. temperature = 192°F)

4.6% Reduction in Peak Temperatures (-18°F)

18.3% reduction in average temperatures (-43°F)

170 Schaeffer's XP 'Extreme Performance' Full Synthetic Transmission Gear Lubricant is formulated for use in Harley Davidson V-Twin transmissions. 170 Extreme Performance SAE 75W-140 is also recommended for use in heavy-duty or high performance transmissions, aftermarket 5, 6 speed separate compartment motorcycle transmissions and final drives. This includes standard slip-differential and shaft driven transmissions which require hypoid-type gear oil. Recommended also for use in differentials in Pick-ups, SUVs, heavy equipment, severe and off-road applications, stop and go, hauling, rapid acceleration and conditions of high ambient temperatures. Excellent protection, smooth operation, clean, less heat, friction, wear and extended component life resulting in maximum performance. (www.schaefferoil.com, see MSDS Data Sheets, scroll to 170 for added details and information)

Please note: 170 is not recommended for use in Harley Davidson Sportsters transmissions and in shared-combined engine transmission sumps.

240 Schaeffer's Extreme Performance V-Twin Primary Lube
is a specially formulated lubricant that is designed for use in primary chain-case of all Harley Davidson® Big Twin Models, including wet and primary/transmission common sumps found in Harley Davidson Sportsters ® models sumps with shared wet-clutches and transmission gears. Polyalphaolefin (PAO) and highly refined base oils and Schaeffer's proprietary friction modifiers make this lubricant qualify as an Extreme V-twin lube. This unique combination provides superior protection, excellent film strength. Clean, smooth performance, less friction, heat and wear equals extended component and maximum performance. Extreme Performance V-Twin Primary Lube penetrates chain rollers, frees stiff links, extends chain and sprocket life. Delivers excellent clutch performance, provides maximum wear protection to primary, chain, cog set, transmission gears and primary drive chain. (www.schaefferoil.com , see MSDS Data Sheets, scroll to 240 for added details and information)

Please note: 240 is not recommended for use in shared-combined Engine transmission sumps.

The cooling properties of Schaeffer's engineering can be difficult to witness since the benefits take place under the hood. In order to provide a more visible demonstration, A dealer in Texas, conducted a test comparing a conventional engine oil to Schaeffer's technology, this time in a Harley-Davidson Dyna Low Rider motorcycle (pictured at left) with fewer than 8,000 miles.

After an initial 8-mile test run using the conventional product, thermal imaging equipment showed high heat signatures, with max temperatures peaking at about 393° Fahrenheit and an average temperature of 235° Fahrenheit.

The oil was then changed out and replaced with Schaeffer Supreme 7000, and the bike taken out on an identical 8-mile run. The subsequent thermographs done on the bike's return showed a dramatic drop in temperatures: highs peaked out at about 375° Fahrenheit, with average temperatures of 192° Fahrenheit.

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Good people. Great products.

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