AMSOIL®

▸ PREFERRED CUSTOMER EDITION WINTER 2026

OUTSTANDING COOLING-SYSTEM PROTECTION

| PAGE 4

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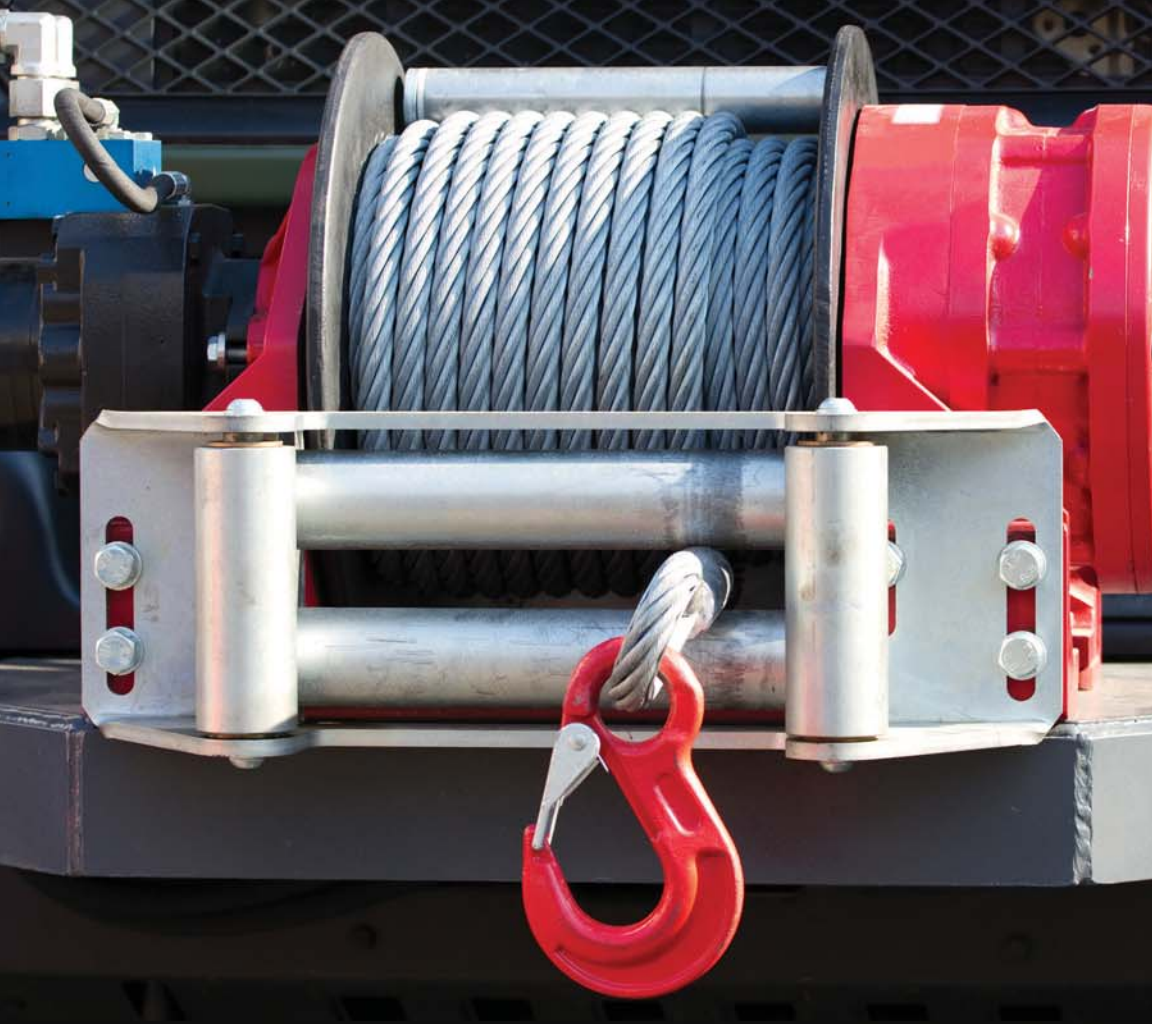

PRODUCT SPOTLIGHT:

AMSOIL Spray Grease (GSP)

WHAT IS IT?

- **White lithium spray grease** ideal for greasing hard-to-reach equipment.

WHAT DOES IT DO?

- **Protects** against wear and corrosion.
- **Lubricates** moving parts for smooth, squeak-free operation.
- **Adheres** to metal surfaces for long-lasting performance.
- **Applies** quickly and evenly.
- **Provides** excellent water resistance.

WHAT IS IT FOR?

- **Applications** include hinges, industrial chains, latches, slides, winches, overhead door tracks, thrust bearings, gears, cables, nuts and bolts, locks, guide rails, springs, bushings, ball joints, garage doors, receiver hitches, pivot points and other external moving parts.

Not available in Canada.

Online Store: **AMSOIL.com** | Telephone: **1-800-777-7094**

AMSOIL MAGAZINE

PREFERRED CUSTOMER EDITION

WINTER 2026

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Premium AMSOIL coolants provide outstanding cooling-system protection, delivering superior heat transfer and excellent protection against corrosion, freezing and boil-over.

STAFF

Editor
Terry Johnsen

Associate Editor
Joel Youngman

Staff Writers
Jamie Boggs
David Hilgendorf
Brad Nelson
Tiffany Tenley
Joel Youngman

Senior Graphic Design Manager
Jeff Spry

Senior Graphic Designer
Luke Boynton

Content Contribution
Len Groom
Sara Oettinger
Alex Thompson

Editorial Contribution
Garret Gibeau

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On the Web
AMSOIL.com
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Chairman & CEO
Alan Amatuzio

President
Bhadresh Sutaria

Printed by Arrowhead Printing
Duluth, MN USA.

Testimonials
AMSOIL INC.
Communications Department
The AMSOIL Building
925 Tower Ave.
Superior, WI 54880

testimonials@AMSOIL.com

Outstanding Cooling-System Protection

A vehicle's engine generates enough heat to destroy itself, and it is up to the cooling system to keep the engine within a safe operating temperature range. Preventive maintenance, including fluid maintenance, is essential to extending radiator and engine life and keeping them in top working order.

Coolant's important role

Besides aiding engine-temperature regulation, a quality coolant will also protect against:

- **Corrosion** that damages metal components.
- **Scaling** that interferes with heat transfer.
- **Cavitation and pitting** that damage cylinder liners (heavy-duty applications).

Coolant consists of a base (typically ethylene glycol or propylene glycol) mixed with additives and water. The base is primarily responsible for keeping the engine from turning into a block of ice in winter and a geyser in summer. Mixing water with coolant raises boil-over protection to around 265°F (129°C) and freeze protection to around -34°F (-37°C). The additives guard against corrosion, cavitation and scaling, while water effectively removes heat from the engine.

Coolant neglect

Coolant-system issues account for about 40% of engine problems, often due to motorists neglecting to maintain their coolant. It's easy to see why – coolant is a long-drain-interval product. With service intervals of around five years (and longer in heavy-duty applications), it's not top-of-mind. Compare that to engine oil, which is changed at least yearly and sometimes more often.

Coolant neglect leads to all kinds of problems, particularly if using inexpensive conventional green coolants found at almost every retailer. For example, corrosion occurs when an imbalanced coolant chemically reacts with metallic surfaces, forming reddish deposits that can appear as sludge or slime. Fouling can occur from contamination of the cooling system by microorganisms that create sludge and fouled surfaces with byproducts of rust or corrosion. As coolants age, the chemical protection of the metal surfaces breaks down and sludge accumulates.

OAT and HOAT

The additives in green coolants use inorganic-acid technology (IAT), which relies exclusively on inorganic salts such as nitrites, phosphates and silicates for protection. Formulating exclusively with inorganic salts has drawbacks. They deplete rather quickly and can lead to scale buildup and sludge if maintenance is neglected.

One solution is to formulate the coolant using organic-acid technology (OAT). These coolants don't contain phosphates, silicates or other inorganic salts, virtually eliminating problems associated with conventional green coolants. They also last longer.

Another solution is hybrid organic-acid technology (HOAT). These coolants rely heavily on organic acids, but strategically use some inorganic salts to take advantage of their protective properties. A properly formulated HOAT coolant delivers long service life and excellent protection.

SCAs

Heavy-duty diesel operators often use supplemental coolant additives (SCAs). They're designed to be added to the coolant about halfway through the service interval, replenishing the additives that have depleted. However, the operator must test the coolant using test strips and match the color of the strip to a chart. The risk is adding too much SCA, which can cause additive "dropout." This occurs when the additives separate from the coolant base and form sludge and slime that plug coolant passages. Too much SCA can also lead to scale buildup, which inhibits heat transfer.

Fortunately, there's a better way. You can use a high-quality coolant that doesn't require the hassle of SCAs and does a better job of fighting common problems like scale, sludge and slime.

AMSOIL coolants

Premium AMSOIL coolants provide outstanding cooling-system protection, delivering superior heat transfer and excellent protection against corrosion, freezing and boil-over. They are compatible with all other coolant colors and all plastics and elastomers (hoses, gaskets, etc.) found in cooling systems, and they provide superior protection for aluminum, steel, cast iron, copper, brass and solder alloys.

AMSOIL PROPYLENE GLYCOL ANTIFREEZE & COOLANT (ANT)

- **Proprietary** HOAT formulation delivers maximum cooling-system protection in extreme temperatures and operating conditions.
- **Protection** up to 150,000 miles (241,000 km) or 5 years, whichever comes first, in passenger cars and light trucks.
- **Protection** up to 1,000,000 miles (1,609,344 km), 20,000 hours or 8 years, whichever comes first, in heavy-duty and off-road applications.
- **Fully formulated:** DOES NOT require the use of SCAs or extenders.
- **Phosphate-**, nitrate-, nitrite-, silicate-, borate- and amine-free.
- **Boil-over protection** up to 265°F (129°C) with a 15-psi radiator cap.
- **Freeze protection** down to -34°F (-37°C).
- **Concentrated.** Requires mixing with distilled or high-quality water.

AMSOIL HEAVY-DUTY ANTIFREEZE & COOLANT (ANTHD)

- **Proprietary** HOAT formulation is further enhanced with anti-scalant, anti-fouling and water-pump lubrication additives.
- **Protection** up to 1,000,000 miles (1,609,344 km), 20,000 hours or 8 years, whichever comes first, in heavy-duty and off-road applications.
- **Fully formulated:** DOES NOT require the use of SCAs or extenders.
- **Phosphate-**, nitrate-, nitrite-, silicate-, borate and amine-free.
- **Boil-over protection** up to 265°F (129°C) with a 15-psi radiator cap.
- **Freeze protection** down to -34°F (-37°C).
- **Pre-mixed** 50/50 with high-purity water.

AMSOIL PASSENGER CAR & LIGHT TRUCK ANTIFREEZE & COOLANT (ANTPC)

- **Unique** OAT formulation imparts multi-vehicle application.
- **Protection** up to 150,000 miles (241,000 km) or 5 years, whichever comes first, in passenger cars and light trucks.
- **Engineered** to exceed original equipment manufacturer (OEM) requirements.
- **Phosphate-**, nitrate-, nitrite-, silicate-, borate- and amine-free.
- **Boil-over** protection up to 265°F (129°C) with a 15-psi radiator cap.
- **Freeze protection** down to -34°F (-37°C).
- **Pre-mixed** 50/50 with high-purity water.

AMSOIL POWERSPORTS ANTIFREEZE & COOLANT (PSAF)

- **Optimized** for powersports cooling systems.
- **Ethylene-glycol** formulation meets OEM requirements.
- **Extended-life** formulation lasts up to five years.
- **Borate-**, nitrite- and phosphate-free.
- **Safe** for copper, brass/bronze alloys and aluminum.
- **Boil-over protection** up to 226°F (108°C).
- **Freeze protection** down to -34°F (-37°C).
- **Pre-mixed** 50/50 with high-purity water.

COMBAT FUEL ISSUES WITH AMSOIL DIESEL FUEL ADDITIVES

Poor diesel fuel quality can foul injectors, accelerate injector pump wear, lead to rough running, impede starting and cause cold-temperature stalling. AMSOIL diesel fuel additives effectively combat these issues and help improve diesel engine performance.

AMSOIL Diesel 4-IN-1 (ADB)

- Combines superior detergency, improved lubricity, excellent anti-gelling properties and increased power in one convenient package

AMSOIL Diesel Injector Clean (ADF)

- Effectively removes all types of fuel-system deposits and improves lubricity

AMSOIL Diesel Cold Flow (ADD)

- Depresses diesel-fuel pour point and improves cold-flow filtration properties

Not available in Canada

AMSOIL Diesel Cetane Boost (ACB)

- Improves combustion efficiency and power and increases cetane up to eight points

AMSOIL Diesel Injector Clean + Cetane Boost (ADS)

- Combines superior detergency, improved lubricity and increased power in one convenient package

AMSOIL Diesel Recovery (DRC)

- Quickly liquefies gelled diesel fuel and thaws frozen fuel filters

Prevent diesel-fuel gelling this winter

Cold-flow improvers keep the fuel flowing – and your truck rolling.

Garret Gibeau | PRODUCT DEVELOPMENT ENGINEER II

Up here in the northern U.S., we've entered the frigid winter season. We have to throw on an extra layer of clothing to combat temperatures well below zero and clear ice from our ice-fishing holes a little more frequently.

For those operating diesel vehicles, it's also important to be wary of the fuel you're using.

Diesel fuel can gel in winter

Diesel fuel contains naturally occurring paraffins (wax) that solidify in cold temperatures. Normally the wax is in liquid form, and because it provides high cetane value, it delivers a valuable benefit. When temperatures drop, wax crystals form and cling to one another. As temperatures continue to decrease, wax-crystal formation continues until it restricts the flow of fuel through fuel lines and filters, eventually stalling the engine. Wax formation in fuel is commonly known as "gelling." Depending on the fuel, gelling can occur at temperatures below 32°F (0°C). Higher biodiesel blends, such as B20, can begin gelling at even warmer temperatures.

Cold-weather terminology

In addition to "gelling," a few other common terms describe diesel cold-weather performance:

- **Cloud point –** The temperature at which wax crystals begin to form in diesel fuel. This is normally around 32°F (0°C), but can be as high as 40°F (4°C).
- **Cold-filter-plugging point (CFPP) –** The point at which wax crystals in untreated diesel fuel clog the fuel filter.
- **Pour point –** The lowest temperature at which diesel fuel maintains its ability to flow.

Winter-blend diesel fuel

The ultra-low-sulfur diesel (ULSD) at every pump must meet certain CFPP characteristics to help protect drivers. Refineries typically achieve this by producing winter-blend diesel fuel.

Winter-blend diesel is simply the standard #2 diesel fuel available at fuel stations everywhere mixed with some percentage of #1 diesel fuel. Number 1 diesel contains less wax and offers cloud and pour points of typically -20°F (-29°C) or colder, making it preferable in colder weather and essential in the coldest regions of the country.

So, why not just use #1 diesel in winter and call it a day? Because it produces approximately 95% the energy output of #2 diesel, reducing fuel economy and horsepower. It's also a lot more expensive to produce, and the refinery passes that additional cost to the consumer.

Winter weather is unpredictable

Winter-blend diesel fuel does a decent job preventing gelling, but it's not foolproof. Standards for winter-blend diesel fuel can vary significantly across the country, with northern states offering stronger blends and southern states offering milder blends. Refiners typically base their blends on temperature projections that don't leave room for sudden and violent temperature swings. Up here in Superior, Wis., we can easily go from 40°F (4°C) to below zero in hours. If a driver arrives in the area running fuel that isn't blended for those temperatures, the fuel could gel and leave the driver stranded.

In those situations, having an emergency diesel fuel additive on hand can be a life saver. AMSOIL Diesel Recovery (DRC) quickly dissolves gelled fuel to allow the operator to continue driving with minimal downtime. Its solvents and dispersants effectively break the molecular bonds between wax crystals, dissolving the gel structure and returning the fuel to a liquid state. It thaws frozen fuel filters and reduces the need for an emergency filter change, saving inconvenient and expensive tows or trips to an auto-parts store.

Use cold-flow improvers

Rather than tempt fate, diesel operators are well-advised to use a diesel fuel additive, like AMSOIL Diesel Cold Flow (ADD) or AMSOIL Diesel 4-IN-1 (ADB), to prevent fuel gelling in the first place. Diesel Cold Flow's polymer-based additives are engineered to lower the fuel's CFPP, significantly enhancing cold-temperature operability. The additives control phase change by converting any large wax crystals into many smaller crystals. AMSOIL Diesel Cold Flow absorbs onto these waxy crystal surfaces, reshaping them into needle-like or rounded shapes that don't interlock like the large crystals. This prevents them from coming together to form blockages, keeping them suspended and allowing fuel to flow through fuel lines and filters. While it does not change the cloud point, it effectively controls wax-crystal size, shape and dispersion, reducing filter plugging and maintaining consistent fuel flow. In addition, Diesel Cold Flow functions as an advanced deicer, helping prevent fuel-filter icing by reducing ice formation in the presence of moisture (not to be confused with the function of Diesel Recovery).

For the best protection this winter, use AMSOIL Diesel Cold Flow or AMSOIL Diesel 4-IN-1 at every fill-up. It will keep your diesel starting and performing well throughout the winter, which will be one less thing to worry about on cold mornings.

AMSOIL Partners with JH Diesel and 4x4

AMSOIL has partnered with JH Diesel and 4x4, a popular diesel shop in Bradenton, Fla. with a solid reputation for building some of the most formidable off-road vehicles on the market, covering everything from custom diesel engines to heavy-duty suspension systems, exterior modifications and performance upgrades.

JH Diesel founder and owner Justin Hildebrand is not only a lifelong 4x4 enthusiast and off-road adventurer, he has also become a popular YouTube influencer. Started simply as a means to promote his business, JH Diesel's YouTube channel quickly evolved into a platform where enthusiasts can watch the team build engines, race and compete.

We asked Hildebrand about his business, YouTube channel and success as a diesel influencer.

AMSOIL Magazine: What are your objectives for the JH Diesel YouTube channel?

Hildebrand: Our objective for the YouTube channel has changed and evolved over the years. We originally started it to help with shop production, advertising and exposure for the shop. It has since evolved into a completely different business, somewhere to show off our skills on one-off builds and be able to share our racing and competition experiences.

Our goals are to continue bringing good content to the people who are watching us. We wouldn't be able to afford it and do it without their support. It's also great knowing we are inspiring people to start projects of their own. Another goal is to continue growing. We only went full time with YouTube less than three years ago; we are still new at this and have a lot of room for expansion and new opportunities.

AM: To what do you attribute the channel's growth and success?

Hildebrand: Our growth can be attributed to a couple things. One is we are very consistent. We work hard to bring new and exciting content on a weekly basis. We are constantly coming up with new ideas to keep everything new and fresh.

One of the biggest things we have going for us is our team. There are only two of us working full time with the YouTube channel, but without Justin (Eason) putting in the work he does, we wouldn't be half the channel we are. The next person would have to be my wife, Danielle. She is super supportive of everything we do and is always by my side to help make things happen. Without these two people, we wouldn't be able to progress like we have.

AM: Your videos are both educational and entertaining. Is that what you're striving for?

Hildebrand: Yes, we always try to be entertaining no matter what kind of video it is. Whether we are at the racetrack, at an event or in the shop repairing something, entertainment is always one of the most important things. We do like to be serious though. Some of our viewers are here to learn and love the shop content, so we try to leave key things in our shop videos so they can learn how to do something.

AM: Which videos are the most popular?

Hildebrand: Most of our audience engagement comes from our budget builds. Anytime we start a budget build, it seems to spark a lot of interest from our fanbase and also brings new fans. Being able to build something on a budget shows people that you don't have to have a $100,000+ build to get out there and have fun. For instance, last year we built a mud truck for under $10,000. That included purchasing the truck, testing it and doing upgrades. In our experience, that amount is feasible to the average person.

AM: How does it feel to be an influencer who is recognized throughout the diesel community?

Hildebrand: I still consider myself to be just a diesel mechanic. That's usually what I tell people who refer to me as an "influencer." But, yes, we have grown to be an influencer. To be honest, it means a lot to me. I am a pretty regular guy on most weekdays. I'm at the shop working the office, talking to customers and helping my techs with whatever they may need. But it's a really great feeling to be out somewhere and somebody shouts your name or asks for a picture. It's honestly almost unreal to me.

It's a great feeling to know people are being inspired by us to create their own builds and to keep the automotive community alive. It's very cool to have someone tell you how your video

helped them get through something or helped them learn how to do something. One of the best feelings of being an influencer is seeing the kids get excited to see you or meet you. All of our content is family friendly and to see the younger generation looking up to us is huge to us.

AM: Why would you encourage AMSOIL Dealers and customers follow your channel?

Hildebrand: AMSOIL Dealers and customers should follow us if they like seeing vehicles running AMSOIL products put to the test. We test and abuse everything we own, and it's a testament to what AMSOIL products are capable of.

We have seen several advantages with AMSOIL products. We used AMSOIL Diesel 4-IN-1 (ADB) in one of our projects and within the first tank of fuel, the injectors seemed to be quieter and the truck honestly ran a little smoother at idle. Also, after changing oil over in our 1,500-hp Cummins* square body, we noticed an 8-psi jump in oil pressure.

JH Diesel and 4x4 website:
jhdiesel4x4.com

JH Diesel and 4x4 YouTube channel:
youtube.com/@JHDieseland4X4

JH DIESEL AND 4X4 FAVORITE PRODUCTS:

AMSOIL Signature Series Max-Duty 15W-40 Synthetic Diesel Oil (DME)

AMSOIL DOMINATOR® 20W-50 Synthetic Competition Diesel Oil (DCO)

AMSOIL Oil Filters (EAO80, EAO52, SDF88)

AMSOIL SEVERE GEAR® 75W-90 Synthetic Gear Lube (SVG)

AMSOIL SEVERE GEAR 75W-140 Synthetic Gear Lube (SVO)

AMSOIL Signature Series Multi-Vehicle Synthetic Automatic Transmission Fluid (ATF)

AMSOIL Diesel 4-IN-1 (ADB)

AMSOIL DOMINATOR DOT 4 Synthetic Racing Brake Fluid (BFR)

AMSOIL DOT 3 and DOT 4 Synthetic Brake Fluid (BFLV)

TOUGH ON GRIME, LEAVES NO RESIDUE

New AMSOIL Non-Chlorinated Brake & Parts Cleaner (NCBC)

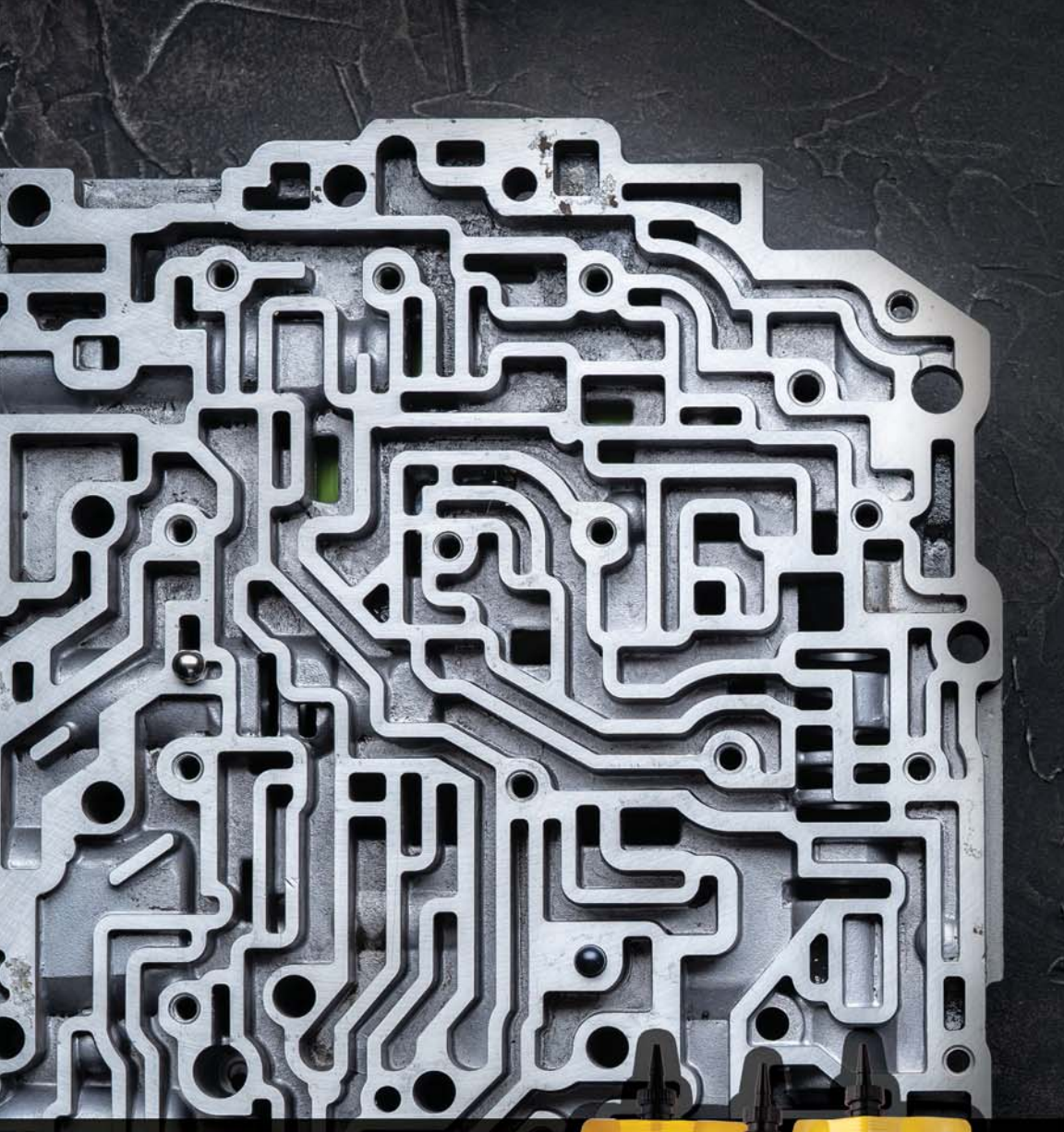
Removes oil, grease, brake fluid and other contaminants from brake parts and other automotive components. It cleans brake parts with no major disassembly and leaves no residue, helping reduce brake squeal and chatter.

- **Safe** to use on brake pads, calipers, drums and other brake parts.
- **Dries** quickly and leaves no residue.
- **Available** in all 50 states.

Available Jan. 13.

Not available in Canada.

Online Store: **AMSOIL.com** | Telephone: **1-800-777-7094**



Premium Valve-Body Protection

The automatic transmission remains one of the most complex components in a modern vehicle. For years, its intricate inner workings have intimidated even seasoned do-it-yourself mechanics. Central to its operation is the valve body, often called the brain of the transmission.

Automatic transmission technology has been around for decades and continues to evolve with remarkable refinements to improve efficiency and performance. But as manufacturers increase performance, some transmission experts question if cost-cutting measures are decreasing durability. If true, using a premium automatic transmission fluid (ATF) is more important than ever.

Let's explore the critical role of the valve body, how it functions and the steps you can take to maximize its durability and efficiency.

The Brains of the Operation

Think of the valve body as the hydraulic control center of an automatic transmission. It's a complex maze of channels and passages that direct ATF to various parts of the transmission. This controlled flow of pressurized fluid is what allows your vehicle to shift gears smoothly.

Inside the valve body, you'll find a network of solenoid valves, check balls and springs. The vehicle's computer, or transmission control module (TCM), sends electrical signals to these solenoids. In response, the solenoids open and close specific passages, directing the hydraulic pressure of the ATF. This pressure engages and disengages different clutch packs and bands, which in turn activate the planetary gear sets to change gear ratios.

How the Valve Body Works

When you press the vehicle's accelerator, the engine's rotational force is transferred to the transmission through the torque converter. As engine rpm and load change, the TCM determines the ideal moment to shift gears. It then commands the solenoids in the valve body to act.

For example, to shift from first to second gear, the TCM energizes specific solenoids. These solenoids move valves that redirect the flow of ATF. This pressurized fluid then engages the clutch pack responsible for second gear while disengaging the first-gear clutch. The entire process happens in milliseconds, providing the seamless gear changes we expect from modern automatic transmissions.

The transmission fluid does more than just lubricate. It functions as a hydraulic fluid, actuating clutches and cooling the transmission. Its frictional properties are also finely tuned to ensure clutches engage without slipping or grabbing harshly.

Cost Reduction vs. Quality

In recent years, automakers have focused on making transmissions more efficient and cost-effective. This has led to changes in valve-body design and materials. Many modern valve bodies and their internal components are designed to be produced at a lower cost, sometimes using different materials or manufacturing processes than their predecessors.

While these changes have helped control vehicle prices, they have also raised questions about long-term durability. Industry experts and transmission rebuilders have noted an increase in issues related to premature wear and failure in some newer valve bodies.

Concerns often center on the materials used for valves and bore linings. Wear in these critical areas can cause hydraulic fluid to leak past the valves. When this happens, the pressure needed to hold a clutch pack engaged can drop, leading to shift flares, slipping or delayed engagement.

The Crucial Role of ATF

With tighter tolerances and potentially less robust components in modern transmissions, the fluid that protects them has never been more important. Transmission fluid performs several vital functions:

Hydraulic Power: Provides the pressure needed to shift gears.

Lubrication: Protects gears, bearings and other moving parts from wear.

Friction Management: Provides the correct frictional characteristics for smooth clutch engagement.

Heat Dissipation: Carries heat away from critical components.

If the transmission fluid breaks down due to extreme heat and pressure, it loses its ability to perform these jobs effectively. Oxidized or degraded fluid can lead to the formation of sludge and varnish. These harmful deposits can clog the narrow passages within the valve body, causing solenoids and valves to stick. This can result in hard shifts, hesitation or complete transmission failure.

Furthermore, degraded fluid can cause clutch plates to glaze over, reducing their ability to grip and leading to slippage. Protecting the valve body and the entire transmission starts with using a fluid designed to withstand the rigors of modern operation.

Advanced Protection: AMSOIL Signature Series ATF

Using a high-quality synthetic transmission fluid is one of the most effective measures you can take to ensure maximum transmission performance and life. AMSOIL Signature Series 100% Synthetic Automatic Transmission Fluid is engineered to provide superior protection in the most demanding conditions.

Its robust synthetic base oils and advanced additive package help it resist breakdown from extreme heat. This thermal stability is critical for preventing the formation of sludge and varnish that can damage sensitive valve-body components. By keeping the valve body clean and its solenoids functioning freely, Signature Series ATF promotes crisp, smooth shifts and helps prevent the performance issues associated with fluid degradation.

Additionally, its superior frictional properties ensure clutches engage smoothly and consistently, helping extend the life of the transmission. For vehicle owners concerned about the longevity of modern transmissions, investing in a premium ATF provides an essential layer of defense against premature wear and costly repairs.

Keeping it in “Drive”

The evolution of transmission valve body kits reflects a broader industry trend of balancing performance, efficiency and cost. While advancements have made automatic transmissions more sophisticated, they have also introduced new vulnerabilities. Wear and tear in the valve body can lead to a host of shifting problems that can be expensive to fix.

The best way to protect your investment and ensure your transmission delivers reliable service is through proper maintenance with a premium fluid. A high-quality synthetic ATF like AMSOIL Signature Series resists heat, keeps components clean and provides the consistent hydraulic pressure needed for flawless operation. By giving your transmission the protection it needs, you can enjoy smooth, reliable performance for years to come.

MAXIMUM AIRFLOW FOR PEAK PERFORMANCE

New AMSOIL Air Filter Oil (AFO)

Quickly penetrates foam air filters to help prevent dirt and water contamination and provide maximum clean airflow to the engine. Its tacky formula provides superior adhesion that prevents fluid pooling in the airbox and traps dirt, sand and grit to provide long-lasting engine protection and peak performance.

- **Tacky** formula stays in place to trap contaminants.
- **Resists** dirt and water to maintain airflow.
- **Quick** penetration to prevent pooling.

Available in late January.

Not available in Canada.

Online Store: **AMSOIL.com** | Telephone: **1-800-777-7094**

AMSOIL DOMINATOR® Coolant Boost Helps Vehicles Warm Up Faster

Winter cold starts are not only hard on your engine, they can feel brutal for shivering passengers. Some days, the heater can't start blowing warm air soon enough. AMSOIL DOMINATOR Coolant Boost offers a solution that helps warm your vehicle faster on cold days – while also lowering engine operating temperatures.

How It Works

DOMINATOR Coolant Boost is formulated with three surfactants to provide consistent performance from cold to hot temperature extremes. Our proprietary tiered-surfactant technology reduces the surface tension of water and antifreeze throughout a wide temperature range to allow better contact with the metal surfaces. That contact improves heat transfer, which in turn helps transfer heat away from hot engine parts. The result? **Your vehicle warms up an average of 54% faster**, ensuring a more comfortable cabin and faster defrost on frosty mornings.

Key Benefits

1. **Faster warm-ups:** By reducing the time it takes your engine to reach operating temperature, DOMINATOR Coolant Boost helps you get on the road quicker and more comfortably.
2. **Enhanced heat transfer:** DOMINATOR Coolant Boost reduces engine operating temperatures by up to 25°F (13.8°C), improving efficiency and preventing overheating.
3. **Corrosion protection:** DOMINATOR Coolant Boost safeguards your cooling system against corrosion, extending the life of critical components like radiators and water pumps.
4. **Versatility:** Compatible with all water sources, including distilled, bottled or tap, and is safe for use with antifreeze mixes. It's a flexible solution for various vehicles and conditions.

Everyday to Raceday

AMSOIL DOMINATOR Coolant Boost includes three tiers of surfactants to provide consistent performance in cold and hot temperature extremes. Each is optimized for different temperature ranges to help warm your vehicle quicker on cold days and lower engine operating temperatures during extreme use, enhancing vehicle longevity and performance. That's why DOMINATOR Coolant Boost is a reliable choice for everyone – from everyday to high-performance drivers.

BRAGGING RIGHTS AND BEER?

Every year, tens of thousands of hardcore spectators and nearly 1,000 competitors flood Johnson Valley, Calif. for King of the Hammers (KOH), creating a temporary city affectionately known as “Hammertown.” Its off-grid location emulates the postapocalyptic “Mad Max” films, setting the stage for pure chaos, with some racing sprinkled in.

King of the Hammers includes an entire week of racing, with the mack daddy Race of Kings taking place Saturday, Feb. 7. A race known for carnage and chaos, only about 15% of competitors finish the race.

The event was conceived by a pair of racers aiming to win bragging rights and a case of beer. It combines desert racing and rock crawling through 200 miles of grueling trails. It’s no wonder almost 80,000 people flood this otherwise deserted valley to witness the havoc.

Win and earn the title of King. Lose and the walk of shame could be your vehicle lifted out of the desert by helicopter (it happens).

Let’s take a look at where Team AMSOIL is competing this year.

PRECISION IN THE ROCKS

Kyle Chaney has been called a “surgeon” when it comes to navigating the rocks. The four-time King of the Hammers UTV champ showed us just that in 2025, when he became the first driver to win the Race of Kings in a UTV. Unfortunately, Chaney did not finish the King of the Hammers race in 2025 due to a breakdown, but he plans to race Desert, UTV and Race of Kings again in 2026.

A FULL STABLE

Brad Lovell kept his legendary streak alive in 2025 by winning both the Desert Championship and Every Man Challenge. Having won the Every Man crown four times, and the 4800 class four times, 2026 marks Lovell’s 21st trip to the lakebed. He is currently planning to race both the Desert and Every Man again this year, aiming to add more trophies to his collection.

King of the Hammers

Here’s where you’ll find Team AMSOIL action at KOH 2026:

FRIDAY, JAN. 30 - Pre-Running
SATURDAY, JAN. 31 - Desert Challenge: Limited
SUNDAY, FEB. 1 - Desert Challenge: Unlimited
THURSDAY, FEB. 5 - UTV Hammers
FRIDAY, FEB. 6 - Every Man Challenge
SATURDAY, FEB. 7 - The Race of Kings

New AMSOIL App

Streamlines and improves your shopping experience.

- Easy access to MyGarage.
- Get product recommendations by taking a picture of a license plate or VIN.
- Makes ordering easy from anywhere, anytime.
- Available on iOS and Android.

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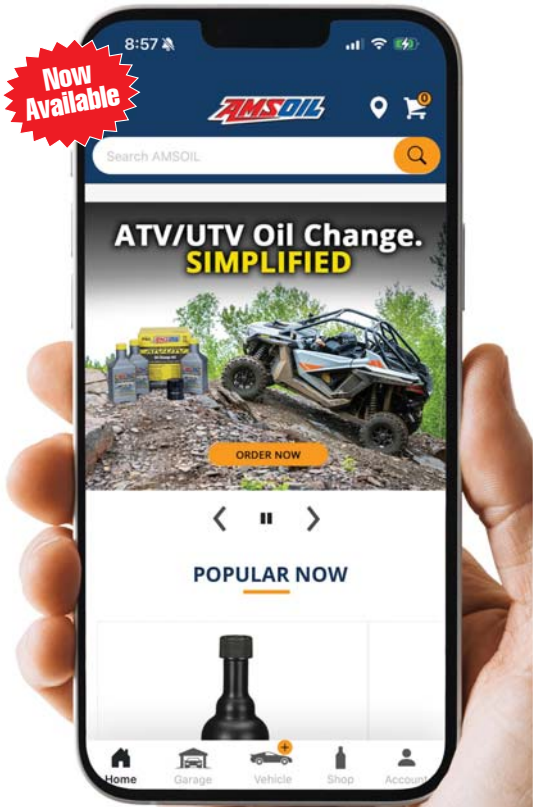

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