

ATV/UTV TRANSMISSION & SUSPENSION FLUID

AMSOIL 100% SYNTHETIC ATV/UTV CONTINUOUSLY VARIABLE TRANSMISSION FLUID

Use AMSOIL ATV/UTV CVT Fluid in Polaris STEELDRIVE CVTs that need wet-clutch-compatible fluid, 7.4 cSt at 100°C, and a 0.43 mm wear scar for steady grip.

Independent guide: Prepared by ATV-Oil.com, independent AMSOIL Dealer ZO# 1642716. This is not an AMSOIL corporate publication. Confirm product selection against the vehicle manual and official AMSOIL lookup.

Guide and official source: [ATV-Oil.com guide](#) | [Official AMSOIL product page](#) | [Buy Online](#)



Product Description

Use AMSOIL 100% Synthetic ATV/UTV Continuously Variable Transmission Fluid when the service chart calls for fluid in a Polaris STEELDRIVE CVT. That box does not shift through gears. It squeezes a belt between pulley faces, so drive depends on grip as much as film. Match the STEELDRIVE callout before the fill plug comes out, because an automatic transmission fluid with a close viscosity number still brings the wrong friction behavior.

Match the STEELDRIVE callout

Start with the transmission name in your model-year maintenance chart. Polaris STEELDRIVE CVT is the target, and CVT by itself is not enough. Belt-and-pulley drives vary by design, so a fluid that works in one CVT family can be wrong for the next housing on the bench.

Check each compartment on its own. A side-by-side can have a CVT, a front drive, a rear gearcase, and an engine sump sitting close together with different fluids in each one. Keep this product in the STEELDRIVE CVT service point and use the factory chart for capacity and level procedure.

Keep the belt from shuddering

A CVT belt has to bite the pulley faces without grabbing, slipping, or chattering. This formula is built with exceptional friction properties to reduce shudder, keep operation smooth, and help extend transmission life when the machine crawls, climbs, or pulls under changing belt load.

Wet-clutch compatibility matters anywhere a clutch pack shares the fluid. Engagement quality comes from the additive package, not just the thickness on a data sheet. If the friction behavior is wrong, the clutch can act wrong even when the viscosity looks close enough to tempt a shortcut.

Protect it when the load gets ugly

Add passengers, tools, a full bed, and a steep trail, then the CVT sees pressure that a light-duty fill never had to handle. Severe service can shear oil and thin the film. This fluid resists extreme pressure and protects heavily loaded, high-torque CVTs when the belt and pulleys are working hard.

The ASTM D4172 four-ball wear test shows a 0.43 mm scar at 75°C, 1,200 rpm, a 40 kg load, and one hour. That scar is the mark worn into three clamped balls by a fourth spinning in the fluid. Use the number as a bench comparison for film strength, not as a fitment shortcut.

Read the numbers before winter

Kinematic viscosity is 35.6 cSt at 40°C and 7.4 cSt at 100°C under ASTM D445, with an ASTM D2270 viscosity index of 182. Flash and fire points are 220°C (428°F) and 236°C (457°F) under ASTM D92, so treat them as open-cup handling numbers, not gearbox temperature targets.

Cold flow is measured separately. Brookfield viscosity is 9,150 cP at -40°C under ASTM D2983, and the ASTM D97 pour point is -46°C (-51°F). Pour point only tells you when a lab sample still moves, but good cold flow helps the gearbox respond cleanly after a night outside.

AUCVTQT-EA is the single quart and AUCVTQT-CA is the case of twelve. Follow the original equipment manufacturer's oil change recommendation for your machine. The fluid is Warranty Secure, carries the AMSOIL Limited Warranty (G1363), and used oil belongs in recycling.

Verified specifications

Property	Value	Test Method
Kinematic Viscosity @ 100°C, cSt	7.4	ASTM D445
Kinematic Viscosity @ 40°C, cSt	35.6	ASTM D445
Viscosity Index	182	ASTM D2270
Brookfield Viscosity @ -40°C, cP	9,150	ASTM D2983
Flash Point, °C (°F)	220 (428)	ASTM D92
Fire Point, °C (°F)	236 (457)	ASTM D92
Pour Point, °C (°F)	-46 (-51)	ASTM D97
Four-Ball Wear Test (75°C, 1200 rpm, 40 kg, 1 hr), mm	0.43	ASTM D4172

FREQUENTLY ASKED QUESTIONS

Q1: Can I use this CVT fluid in any Polaris?

Use it only when your maintenance chart calls for fluid in a Polaris STEELDRIVE CVT. Polaris builds several drivetrain designs, and the STEELDRIVE name is the part that matters here. Check the model year and the exact compartment before you pour.

Q2: Can I use automatic transmission fluid instead?

No. A geared automatic and a belt-and-pulley CVT need different friction behavior. Close viscosity numbers do not make the fluids interchangeable, because the CVT belt needs a grip package that holds the pulley faces without shudder.

Q3: What does the 0.43 mm wear scar mean?

It comes from ASTM D4172 at 75°C, 1,200 rpm, a 40 kg load, and one hour. A fourth ball spins against three clamped balls, then the scar is measured. Smaller scars point to stronger bench-test film protection, but fitment still comes from the service chart.

Q4: Is this fluid wet-clutch compatible?

Yes. The formula is wet-clutch compatible, which matters when a clutch pack shares the same fluid as the rest of the transmission. The clutch still has to be in an application that calls for this STEELDRIVE CVT fluid.

Q5: How cold can this fluid flow?

Brookfield viscosity is 9,150 cP at -40°C, and the ASTM D97 pour point is -46°C (-51°F). Those are laboratory values rather than a machine operating limit, but they tell you the fluid keeps moving during serious cold starts.

Q6: How often should the CVT fluid be changed?

Follow the original equipment manufacturer's oil change recommendation for your exact machine and compartment. Capacity, drain interval, and level-check procedure all come from the same service information, not from the bottle.

AVAILABLE PRODUCT CODES

Product Code	Package Size	Unit of Measure
AUCVTQT-EA	Quart Bottle	Each
AUCVTQT-CA	Quart Bottle	Case of 12