

ATV/UTV GREASE & GEAR OIL

AMSOIL Synthetic Water-Resistant Grease

Pack wet ATV, UTV, marine, and trailer hubs with AMSOIL Synthetic Water-Resistant Grease. Blue NLGI 2 GC-LB with HPM+WR and 0.8 percent washout.

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.

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Product Description

AMSOIL Synthetic Water-Resistant Grease is the blue cartridge to load when your hub, pivot, or marine fitting gets wet as part of normal use. Boat trailer bearings, ATV and UTV hubs, snowmobile components, and marine hardware all make sense when the component calls for NLGI Grade 2 GC-LB grease and moisture is the enemy. This calcium sulfonate complex formula meets HPM+WR, posts 0.8 percent water washout, shows 0 percent oil separation, and runs from -40°F to 350°F.

Use it where water keeps showing up

Pick this grease for fittings that see water, humidity, mud, snow, or ice on a regular basis. Boat trailer hubs get backed into the lake, ATV and side-by-side bearings cross creeks, snowmobile parts pack with snow, and marine hardware often sits damp long after the ride is over.

The fit still starts with the service chart. The component needs to accept an NLGI #2 GC or LB grease, then the wet-duty need points you to this blue formula. Rough riding by itself does not require WR grease if water is not part of the problem.

Trust the WR tag for wet work

WR is the water-resistance tag that sits on top of the NLGI HPM core specification. This grease carries GC-LB with HPM+WR, so it covers wheel-bearing and chassis service where water, humidity, or other high-moisture conditions keep attacking the grease film.

Water washout is 0.8 percent under ASTM D1264. The test sprays water at a packed bearing while it runs at temperature, then measures the grease loss. A low result tells you the grease stayed in place while water was hitting the housing.

Sprayoff matters too, especially around exposed pivots and washdown areas. This formula is built to hold together against standing and pressurized water, cling to the metal, and keep the protective film from leaving with the rinse water.

Protect bearings that sit wet

Repeated water contact starts rust fast once the grease film leaves the steel. This grease seals metal surfaces and uses corrosion-inhibitor chemistry to fight the damage from standing water, humid storage, and wet trail use.

It passes ASTM D1743 rust and corrosion testing. That method packs a tapered roller bearing, adds water, exposes the assembly to humidity, and checks the races afterward. For a trailer hub or powersports bearing that gets submerged, that result belongs near the top of your checklist.

Compare the load and heat specs

Four-ball weld point is 620 kgf under ASTM D2596, Timken OK Load is 65 lb. under ASTM D2509, and the ASTM D2266 four-ball wear scar is 0.42 mm. Those figures show the EP and wear package, while base oil viscosity is 170 cSt at 40°C.

Leakage is 2.3 g under ASTM D4290, and oil separation is 0 percent under ASTM D6184. The 0 percent oil separation number matters in wet service because the base oil stayed locked into the thickener during the test instead of bleeding out before the bearing needed it.

The operating range is -40°F to 350°F (-40°C to 177°C). Dropping point is above 600°F (316°C), high-temperature bearing life is 120 hours, and low-temperature torque is 8.7 N·m at -40°C. Use the operating range, not the dropping point, for service decisions.

Pack wet hubs the right way

Wipe the fitting clean, then grease to the amount your service procedure calls for. Keep housings one-third to one-half full unless the manual says otherwise. A full cavity churns grease and builds heat, and wet hubs already have enough working against them.

Do not rely on the grease gun to remove water or grit that slipped past a seal. Strip and repack submerged hubs on a schedule, especially after a season of boat ramps, creek crossings, or washdowns. That is how you clear the contamination instead of pushing fresh grease around it.

Clean out the old grease at changeover when you can. If not, flush with a liberal amount while the mechanism turns and watch the blue purge for consistency. GWRCR-EA is the 14 oz. cartridge, with cases of 10, packs of 40, 35 lb. lugs, and 120 lb. kegs available.

Verified specifications

Property	Value	Test Method
Thickener	Calcium Sulfonate Complex	
NLGI Consistency Grade	2	
NLGI Performance Grade	GC-LB, HPM+WR	
Penetration, worked 60 strokes (25°C, 0.1 mm)	275	ASTM D217
Operating Range °F (°C)	-40 to 350 (-40 to 177)	
Dropping Point °F (°C)	>600 (>316)	ASTM D2265
High-Temperature Life, hours	120	ASTM D3527
Water Washout, %	0.8	ASTM D1264
Rust and Corrosion	Pass	ASTM D1743
Oil Separation, %	0	ASTM D6184
Leakage, g lost	2.3	ASTM D4290
Four-Ball Wear Test, mm scar	0.42	ASTM D2266
Four-Ball EP Weld Point, kgf	620	ASTM D2596
Timken OK Load Test, lbs	65	ASTM D2509
Low-Temperature Torque, N·m (-40°C)	8.7	ASTM D4693

Base Oil Viscosity @ 40°C, cSt	170
Color	Blue
Texture	Smooth with Tack

FREQUENTLY ASKED QUESTIONS

Q1: What does HPM+WR mean on this grease?

HPM is the NLGI High-Performance Multiuse core specification, and WR is the water-resistance tag added for wet service. This grease also carries GC-LB, so it fits wheel-bearing and chassis points that call for Grade 2 grease in high-moisture conditions.

Q2: Is this the right grease for my boat trailer bearings?

Yes, if the bearing calls for an NLGI #2 GC or LB grease. Boat trailers are a listed use because the hubs get submerged at the ramp. Clean or thoroughly flush the old grease when you switch so the blue wet-duty grease can do its job.

Q3: How much grease does the washout test remove?

Water washout is 0.8 percent under ASTM D1264, and oil separation is 0 percent under ASTM D6184. Those are bench results, but they tell you this grease is built to stay in a wet hub better than a general grease without the WR tag.

Q4: Will it protect against rust inside a wet hub?

It passes ASTM D1743 rust and corrosion testing and is built to seal metal surfaces while corrosion inhibitors work on the steel. That matters when a bearing sees repeated water contact or sits damp after a ride, launch, or washdown.

Q5: When should I choose this over the red grease?

Choose the blue grease when the fitting routinely sees water, mud, snow, ice, or humidity and accepts an NLGI Grade 2 GC or LB grease. It adds the WR tag and lowers water washout to 0.8 percent, compared with 1.5 percent for the red multi-purpose grease.

Q6: What temperature range can I run it in?

The operating range is -40°F to 350°F (-40°C to 177°C). The dropping point above 600°F (316°C) is a lab thickener number, not a service ceiling. Low-temperature torque is 8.7 N·m at -40°C under ASTM D4693.

AVAILABLE PRODUCT CODES

Product Code	Package Size	Unit of Measure
GWRCR-EA	14 oz. Cartridge	Each
GWRCR-CA	14 oz. Cartridge	Case of 10
GWRCR-PK	14 oz. Cartridge	Packs of 40
GWR35-EA	35 lb. Lug	Each
GWR99-EA	120 lb. Keg	Each