

ATV/UTV GREASE & GEAR OIL

AMSOIL DOMINATOR® Synthetic Racing Grease

Pack race hubs, spindles, and chassis points with AMSOIL DOMINATOR® Racing Grease. NLGI 2 GC-LB, 605°F dropping point, and 220-hour bearing life.

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 DOMINATOR® Synthetic Racing Grease belongs in race hubs and chassis points that get hot, loaded, wet, dirty, or all four during a weekend. It is an NLGI Grade 2 GC-LB grease on a calcium sulfonate complex thickener, with a 318°C (605°F) dropping point, 220 hours of ASTM D3527 high-temperature bearing life, and 0.5 percent water washout at 79°C (175°F). Use it when your racing component accepts Grade 2 GC-LB grease and needs more heat, load, and washout margin than a general shop cartridge.

Pack race parts that earn it

Use this grease on high-performance bearings and chassis components in racing machines, whether the day is on snow, dirt, water, or a prepared track. Race hubs see speed, heat, side load, braking heat, and washdown water in combinations that normal utility service may never see.

Slow-turning racing components count too. The formula is built to give low-speed parts heavy-duty load-bearing capacity, so pivots, spindles, and chassis points can qualify when their own spec calls for NLGI Grade 2 consistency and GC-LB service.

Check it against GC-LB

GC-LB is the service classification for wheel-bearing and chassis grease. Worked penetration under ASTM D217 runs 265 to 295, while the GC-LB window allows 220 to 340. That places this grease in the middle of the consistency range for the rating.

Some published lines are descriptive rather than pass-fail requirements. Thickener type, consistency grade, operating range, and Timken OK Load tell you what the product is, but the GC-LB classification does not set a required value for each of those entries.

Use the rating as the first gate, then use the racing specs to decide whether it is worth stepping up. If your part only asks for Grade 2 GC-LB and never sees race heat or washout, a general grease may be enough. If the hub is punished every weekend, the extra margin matters.

Respect the heat ceiling

Dropping point is 318°C (605°F) under ASTM D566, against a 220°C (428°F) GC-LB minimum. That test heats the grease until the thickener releases enough oil for the first drop to fall, so it measures thickener stability rather than the approved running temperature.

High-temperature bearing life is 220 hours under ASTM D3527, against an 80-hour minimum. The test spins a packed bearing hot until torque rises past the limit, so this number speaks to endurance under heat, not just a single flash of temperature.

The operating range still ends at 177°C (350°F). Plan service around that ceiling. The 605°F dropping point tells you the thickener has margin, but it does not turn a wheel bearing into a 605°F continuous-duty part.

Look at load, water, and cold starts

Four-ball weld point is 500 kgf under ASTM D2596, with a load wear index of 62 and a four-ball wear scar of 0.42 mm under ASTM D2266. Timken OK Load is 60 lb. under ASTM D2509. Those numbers show the EP and anti-wear package behind the racing label.

Water washout is 0.5 percent at 79°C (175°F) under ASTM D1264, well below the 15 percent GC-LB cap. Oil separation is 0.2 percent under ASTM D1742, leakage is 4.0 g under ASTM D4290, and the grease passes ASTM D1743 rust and corrosion testing.

Low-temperature torque is 2.5 at -40°F against a 15.5 maximum, and the operating range starts at -40°C (-40°F). That matters in a cold pit or trailer, where the grease still needs to pump through a gun and let the bearing turn cleanly before the first session.

Service it like race grease

Clean every fitting before the coupler touches it. Dirt from the track is the enemy, and a grease gun can push grit into the housing as easily as it pushes grease. Keep bearing housings one-third to one-half full so the grease has room to move without churning.

Strip and repack on a schedule tied to the component and the track conditions. A wet, sandy race weekend deserves a teardown sooner than a clean dry day. Fresh grease cannot remove water, sand, or overheated residue if the housing never comes apart.

It is compatible with many other greases, but clean changeover is still the better job. If you must flush, use a liberal amount while the mechanism turns and monitor the purge. GRGCR-EA is the 14 oz. cartridge, GRGCR-CA is the case of 10, and GRGCR-PK is the pack of 40. This product carries a California Proposition 65 warning.

Verified specifications

Property	DOMINATOR Synthetic Racing Grease	NLGI GC-LB Requirement
Thickener	Calcium Sulfonate Complex	NR
NLGI Consistency Grade	2	NR
NLGI Performance Grade	GC-LB	NR
Operating Range, °C (°F)	-40 to 177 (-40 to 350)	NR
Penetration, Worked 60 Strokes (ASTM D217)	265-295	220-340 range
Dropping Point, °C (°F) (ASTM D566)	318 (605)	220 (428) min
High-Temperature Life, hours (ASTM D3527)	220	80 min
Water Washout, % loss at 79°C (ASTM D1264)	0.5	15 max
Rust and Corrosion (ASTM D1743)	Pass	Pass
Oil Separation (ASTM D1742)	0.2	6 max

Leakage, g (ASTM D4290)	4.0	10 max
Four-Ball Wear Test, mm scar (ASTM D2266)	0.42	0.6 max
Four-Ball EP Weld Point, kgf (ASTM D2596)	500	200 min
Four-Ball EP Load Wear Index (ASTM D2596)	62	30 min
Timken OK Load Test, lbs (ASTM D2509)	60	NR
Low-Temperature Torque at -40°F (ASTM D4693)	2.5	15.5 max

FREQUENTLY ASKED QUESTIONS

Q1: What makes this a racing grease?

It is built for bearings and chassis parts that run fast, hot, loaded, and often wet. The spec sheet shows a 318°C (605°F) dropping point, 220 hours of high-temperature bearing life, 0.5 percent water washout, a 500 kgf weld point, and GC-LB service.

Q2: Can I use it on slow-turning race parts?

Yes. It covers low-speed racing components as well as high-speed and high-temperature bearings. The part still needs to call for NLGI Grade 2 grease with GC-LB performance, but slow movement does not rule it out.

Q3: How does it handle wet tracks and washdowns?

Water washout is 0.5 percent at 79°C (175°F) under ASTM D1264, and the grease passes ASTM D1743 rust and corrosion testing. Adhesion, cohesion, and corrosion inhibitors help keep protection on the metal when water keeps hitting the part.

Q4: Will it pump at a cold race trailer?

Yes. Low-temperature torque is 2.5 at -40°F against a GC-LB maximum of 15.5, and the operating range starts at -40°C (-40°F). That gives you pumpability through a gun and fitting before the machine has heat in it.

Q5: Is the 605°F dropping point the service temperature?

No. The 318°C (605°F) dropping point is the lab temperature where the thickener releases oil. The operating range ends at 177°C (350°F), so use that ceiling when you decide whether a bearing or chassis point is inside the range.

Q6: Can I mix it with the grease already in the hub?

It is compatible with many other greases, so a small mix should not create a reaction. Clean the old material out when possible. If you cannot, flush with plenty of DOMINATOR® Racing Grease while the mechanism turns and watch for inconsistency.

AVAILABLE PRODUCT CODES

Product Code	Package Size	Unit of Measure
GRGCR-EA	14 oz. Cartridge	Each
GRGCR-CA	14 oz. Cartridge	Case of 10
GRGCR-PK	14 oz. Cartridge	Packs of 40