

UTV-ATV OILS

This line of full synthetic performance oils was formulated to advance engine and driveline lubricant performance in race and high performance 4-stroke UTV and ATV applications.

Our advanced synthetic formula provides lower volatility and increased high temperature, high shear protection. No other oil provides the shear stable viscosity that Driven delivers.

Driven's line of UTV-ATV oils contain the next generation of friction modifier technology, delivering unrivaled performance and clutch feel, whether you are on the track or the trail.

Formulated with proprietary anti-wear and friction reducing additives to fight valve-train wear, while deposit and oxidative control additive technology keeps engine internals running clean and reliable.



UTV-ATV SYNTHETIC 10W-30

UTV-ATV Wet Clutch 10W-30 engine oil was designed for competitive UTV, ATV and motorcycle engines and shows exceptional results on engines with integrated wet clutch transmissions at high RPM and high heat duty cycles.

UTV-ATV SYNTHETIC 10W-40

UTV-ATV Synthetic 10W-40 is best suited for competitive power-sports engines, including UTVs, ATVs, motorcycles and wet clutch transmissions. Its next generation base oil and additive formulation maintains shear stability under extreme conditions, including short course, endurance racing and extreme duty work environments.

	Qt. Bottle
UTV-ATV Synthetic Wet Clutch 10W-30	22103
UTV-ATV Synthetic 10W-40	22104

UTV-ATV SYNTHETIC 5W-50

UTV-ATV 5W-50 is perfect for all powersports engines from side-by-sides (UTVs) and ATVs to motorcycles, as well as wet clutch transmission applications. It exhibits excellent low temperature flow during cold weather operation and strong stay-in-grade viscosity protection at high temperatures.

DIFF UTV SYNTHETIC GEAR OIL 75W-110

75W-110 DIFF Oil provides unmatched protection for UTV and ATV front and rear differentials in race or trail applications. It unlocks horsepower and torque by reducing drag and operating temperatures through friction reducing additives and a proprietary extreme pressure and film thickness formulation.

	Qt. Bottle
UTV-ATV Synthetic 5W-50	22055
DIFF UTV Synthetic Gear Oil 75W-110	22110

MISCELLANEOUS OILS

LSA - LIMITED SLIP ADDITIVE

Driven LSA enhances limited slip performance and prevents chatter while protecting clutch material for increased service life. Compatible with conventional and synthetic gear oils.



	Size	Part #
LSA - Limited Slip Additive	4 oz.	50054
Supercharger Oil	8 oz.	50058

SUPERCHARGER OIL

Supercharger Oil is an ester-based fluid for use in high performance supercharger applications. The low viscosity formulation is designed to reduce drag and unlock horsepower while providing outstanding wear protection at high RPM.



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DRIVENRACINGOIL.COM

DRIVEN

DRIVEN TO WIN RACING OIL®



2022 NEW PRODUCTS

DRIVENRACINGOIL.COM

GP-1 HIGH PERFORMANCE MOTOR OILS

UNIQUELY COMPOUNDED FROM PENNSYLVANIA GRADE PETROLEUM

Pennsylvania Grade sourced petroleum is recognized in the racing community as the finest base petroleum for high performance lubricants. GP-1 high performance motor oils are formulated using the Pennsylvania petroleum combined with a high zinc (ZDDP) content that has been engineered and tested to deliver **INCREASED HORSEPOWER** and **30% LESS WEAR** under high load.

Available in both synthetic and conventional blends in a variety of viscosities, GP-1 offers break-in and assembly oils, gear oil and high performance nitro oil.



GP-1 BREAK-IN & ASSEMBLY OILS

GP-1 CONVENTIONAL BREAK-IN 20W-50

GP-1 Break-in 20W-50 is excellent for flat tappet cam and lifter break-in as it helps chemically assist new rings to seal and is ideal for engines with greater than or equal to .003" main & rod bearing clearances.

GP-1 CONVENTIONAL BREAK-IN 30 GRADE

Created to protect flat tappet, overhead and roller cam engines during the critical break-in process, GP-1 Break-in 30 Grade reduces engine wear while promoting proper piston ring seal. It can also be used for both dyno tuning and initial street use.

GP-1 ASSEMBLY GEL

GP-1 Assembly Gel is a specialized No-Drip formula designed to stay exactly where you apply it. Not a traditional assembly lube nor a grease, it's a unique Gel compound that provides better additive response, resulting in better protection during break-in. It safely mixes with break-in oil during the critical break-in process and does not harden or become sticky.

HVL - HIGH VISCOSITY LUBRICANT

Driven's HVL now contains GP-1 Pennsylvania Grade base oil. This base oil provides tenacious cling and tack that makes HVL the perfect assembly lubricant. By using a natural base oil in the HVL to achieve a tacky, viscous consistency, it provides better shear-stability under load, resulting in better initial wear protection.

	Size	Part #
GP-1 Conventional Break-In 20W-50	Gallon	19556
GP-1 Conventional Break-In 30 Grade	Quart	19336
GP-1 Conventional Break-In 30 Grade	Drum	19330
GP-1 Assembly Gel	1 oz. Packet	00778
HVL - High Viscosity Lubricant	8 oz. Bottle	50050



GP-1 CONVENTIONAL OILS

GP-1 CONVENTIONAL SAE 40

Formulated for antique heavy-duty military engine applications and other antique vehicle restorations, GP-1 SAE 40 can also be used in vintage race applications or other performance applications where 40 grade is needed. It prevents leaks and separates water contamination.

GP-1 CONVENTIONAL SAE 50

Blended for supercharged and other Methanol fueled engines, GP-1 SAE 50 is ideal for vintage racing applications and provides excellent anti-scoff protection, as well as preventing leaks and separating water contamination.

	Qt. Bottle	Gallon
GP-1 Conventional SAE 40	-	19416
GP-1 Conventional SAE 50	-	19516
GP-1 Conventional Gear Oil 85W-140	19140	-

GP-1 CONVENTIONAL GEAR OIL 85W-140

Formulated from premium Pennsylvania base oils that provide natural film strength, tack and tenacious cling without relying on polymers that eventually shear, causing viscosity loss. Shear resistant formulation protects high offset ring and pinion gears from shock loading during motorsports racing. Protects slower speed, high torque off-road differentials. Contains extreme pressure additive package with anti-foaming agents.



GP-1 SYNTHETIC BLEND OILS

GP-1 SYNTHETIC BLEND 5W-20

Designed for competition vehicles, classic cars, and imports with high performance engines requiring a 5W-20 viscosity, the 5W-20 viscosity is ideal for modern engines with stock bearing clearances or competition engines with lower oil temperatures, especially those with flat tappet, roller or overhead cams.

GP-1 SYNTHETIC BLEND 10W-30

Perfect for performance street vehicles, classic cars, imports, and competition/race engines requiring a 10W-30 viscosity, GP-1 10W-30 was created for all high performance builds, but is ideal for street-track performance vehicles with either flat tappet, roller, or overhead cam engines.

GP-1 SYNTHETIC BLEND 15W-40

Blended for performance street vehicles, classic cars, imports and competition/race engines requiring a 15W-40 or 10W-40 viscosity. Designed for all high performance builds, it's an excellent choice for street-track performance vehicles with flat tappet, roller or overhead cam engines.

	Qt. Bottle	Drum
GP-1 Synthetic Blend 5W-20	19206	-
GP-1 Synthetic Blend 10W-30	19306	-
GP-1 Synthetic Blend 15W-40	19406	19420
GP-1 Synthetic Blend 20W-50	19506	19520
GP-1 Nitro 70 Grade Racing Oil	19706	-

GP-1 SYNTHETIC BLEND 20W-50

The GP-1 20W-50 is perfect for high performance flat tappet, roller and overhead cam engines, especially air-cooled engines as it was formulated specifically for competition vehicles, classic cars and imports, with high performance engines that require a 20W-50 viscosity oil.

GP-1 NITRO 70 GRADE RACING OIL

GP-1 Nitro 70 takes advantage of the high pressure-viscosity co-efficient of Pennsylvania Grade base oils to deliver thicker oil films under extreme pressures. It protects and reduces wear in competition engines under extreme loads and high fuel dilution. Nitro 70 is NOT for street use and is specifically for extreme horsepower racing applications such as Top Fuel, Blown Alcohol and Pro Mod.

