



SYNERGY SVL

100% Synthetic Street & Track Racing Engine Oils

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DESCRIPTION

Synergy SVL — Special Vehicle Lubricants — is the highest tier of the TRIAX engine oil range, developed for modified and high-output gasoline engines: single and twin-turbo builds, superchargers, and high-compression push-rod motors making power well beyond what their original oil specification anticipated. Boost, compression, and sustained high RPM raise bearing loads and oil temperatures together, and it is the combination that breaks conventional oils — viscosity shears away exactly when film strength matters most.

SVL is built to hold. Fully synthetic PAO base stocks supply the thermal and oxidative stability to resist thickening under sustained heat, while shear-stable viscosity improvers keep the oil in grade rather than thinning toward the bottom of its range late in a session. Beneath that, an elevated anti-wear package — 1,500 ppm zinc paired with TRIAX CRP Layering Moly technology — lays down a sacrificial tribofilm on the surfaces that see the highest contact stress: cam lobes and tappets, ring packs, rod and main bearings, and turbocharger journals running at full heat soak.

The result is an oil equally at ease on the track and on the street. High detergency keeps ring packs and turbo drains clean through repeated heat cycles, low pour points protect on cold start-up, and extended drain capability of 15,000 miles or more means a dedicated race oil is no longer a compromise in a car that also gets driven.

PERFORMANCE HIGHLIGHTS

- **CRP Layering Moly technology** — builds a durable tribofilm on valvetrain, pistons, cams, tappets, and bearings
- **Extreme shear resistance** — holds grade under sustained high load without shearing down
- **High film strength** — maintains separation under sudden and continuous high loads to resist metal-to-metal contact
- **Turbocharger and supercharger protection** — exceptional coverage for boosted induction bearings
- **Excellent thermal stability** — maintains performance under high engine output conditions
- **Superior oxidation stability** — resists viscosity increase over the service interval
- **Over-treated friction modifiers** — elevated additive treat rate for enhanced protection of loaded engine parts
- **Extremely high detergency** — resists deposit and sludge formation to keep the engine clean
- **Very low pour points** — exceptional cold flow and pumpability at start-up
- **Full seal protection** — compatible with both natural and synthetic elastomers
- **Stop-start capable** — protects through frequent stop-and-go street traffic
- **Extended drain capability** — minimum 15,000 miles in street applications

APPLICATIONS

For high-performance, high-output modified gasoline engines on the street, track, and off-road. Also recommended for boosted, supercharged, and push-rod engines.

- Small-displacement high-RPM racing and modified engines
- Large-displacement high-power racing and modified engines
- Off-road competition high-output engines
- High-octane-fuel engines for track use

SPECIFICATIONS

For use in applications requiring the following specifications:

- API SN (gasoline)
- API CF (diesel) — without DPF, EGR, or SCR

CHEMICAL PROPERTIES

Property	5W-50	15W-50	10W-60
SAE Viscosity Grade (SAE J300)	5W-50	15W-50	10W-60
Kinematic Viscosity @ 40 °C, cSt (ASTM D445)	126.90	170.79	188.20
Kinematic Viscosity @ 100 °C, cSt (ASTM D445)	18.79	21.75	24.76
Viscosity Index (ASTM D2270)	167	152	163
Cold Crank (CCS), cP (ASTM D5293)	5,220 @ -30 °C	4,868 @ -20 °C	5,805 @ -25 °C
Pour Point, °C (ASTM D97)	-45	-42	-40
Zinc, ppm (XRF)	1,500	1,500	1,500
Molybdenum, ppm (XRF)	400+	400+	400+

Cold-crank viscosity is reported at the test temperature specified by SAE J300 for each winter grade. Small deviations from these results are expected during the manufacturing process and do not affect product performance, and product formulations are subject to change without notice.