

Fluid intermixing in BG PXT^{®2}

September 25, 2015 || 15-386

Due to the use of both transmission fluid and power steering fluid in the BG PXT^{®2}, there will likely be some fluid intermixing when switching between services. However, the residual fluid is so minimal that there will be no adverse effects on the functionality of the new fluid.

If you have any questions, please contact your local BG Sales Rep.

BG Power Steering Service Center drain hose retrofit

February 25, 2005 || 05-211

The BG Power Steering Service Center, Part No. 937, has a drain hose that is designed to slide up and down to allow clearance so the waste jug can be removed. If the drain hose isn't positioned all the way up when removing the waste jug, the waste jug will get stuck, consequently breaking the top of the machine. We have updated the machine with a drain hose that is flexible enough to allow the waste container to be removed without breaking the top.

The new flexible drain hose is available to update old machines. The Part No. is 937-024.

To update an old machine, the clear portion of the drain hose must be removed (see before photo).



To remove the clear portion of the drain hose simply slide the hose up and pull down. If the hose doesn't pop off after several attempts the clamp must be removed.

After the clear portion is removed the new hose can be installed (see after photo).

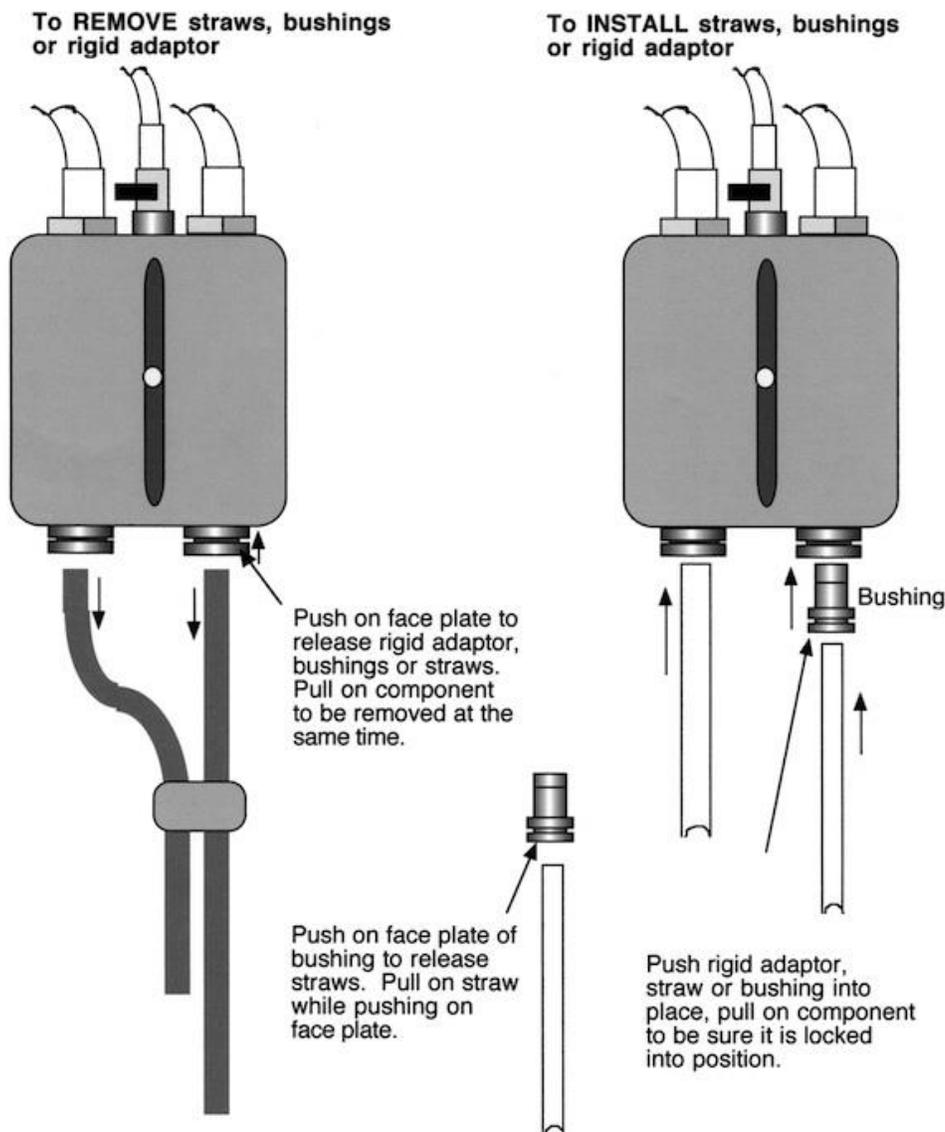
Changing the Tips on the Power Steering Service Center

April 28, 2003 || 03-158

Question: How to remove the rigid metal wands and install the nylon straws into the control assembly of the new Power Steering Service Center, Part No. 937.

Answer: The unit is currently being shipped with the metal wand assembly installed. To remove the metal wand and install the individual straws is quite simple but not all that obvious at first glance. Do not try to fit the nylon straws onto the ends of the metal wand. The drawings on the attached sheet should help clarify removal and installation of adaptors.

Note! We have received a few complaints that the gray plastic bushing used on the small straw does not always lock in place. We are now machining a groove on this bushing to help it lock. If you have trouble, just take a knife and carve a small groove all the way around the bushing 1/4 inch from the narrow end. This will give the teeth something to catch on.



BG Power Steering Service procedure for late model Chrysler mini vans

December 14, 2001 || 01-131

Late Chrysler, Dodge and Plymouth mini vans have a remote power steering reservoir that is “dead.” Fluid does not circulate through this tank. The tank is connected to the power steering pump by a single large hose. There seems to be no simple way to exchange the fluid in these systems. The following procedure seems to be the simplest and most efficient. It requires the services of an assistant.

Set up the BG Power Steering Service Center, Part No. 936, or the BG 12V Power Steering Flush System, Part No. 935, as with any other power steering service. Locate the straw that fits inside the 936/935 service hose and slip it deep into the clear dispensing hose. You will need at least 32 inches of straw exposed to do this service effectively. Secure a longer piece of tubing for a new straw if necessary.

Locate the power steering reservoir and remove the two bolts holding it to the fender well. The tank is full of oil so don't tilt it over. Remove the cap from the tank. Hold the tank up to make the hose that is connected to the bottom as straight as possible. Without emptying the tank, thread the straw through the fluid and down into the hose. Keep feeding the straw in until approximately 32 inches are in the hose and until you feel the straw come to a sharp stop inside the pump.

Insert the braided hose through the mouth of the tank beside the straw until it hits the bottom of the tank. In this procedure we will be pumping product through the straw into the pump and sucking product out of the tank or reservoir.

Operate 936/935 as any other service to install flush and to do the exchange. **HOWEVER**, you will need a separate person to turn the steering wheel from stop to stop during the exchange*. Just tying the wheel over is not sufficient for a good exchange in this application.

After exchange, remove the straw from the tank and hose and to make the service more efficient turn on suction hose only and empty the reservoir. Remove hose and refill reservoir from the straw. Replace cap and bolt tank back on to the fender well.

*Key to efficiency is agitation of the fluid. The more times the steering wheel can be turned stop to stop the better, even while installing the flush.

