



# Product Specification and Technical Data

**PRODUCT: BG Universal Synthetic CVT Fluid Conditioner**

**PART NO.: 302**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	32.7
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8617
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.184
	Flash Point, COC	D 92	196°C (384°F)
	Solubility in Water	Visual	Insoluble
	Viscosity, cSt @ 100°C (212°F)	D 445	6.73
	Viscosity, cSt @ 40°C (104°F)	D 445	30.82
	Viscosity Index	D 2270	.185
	Pour Point	D 97	-46°C (-50°F)
	Noack Volatility, % Loss	DIN5181	4.28
	Color	D 1500	L2.5
	Color	Visual	Amber

**PROBLEM:** Continuously Variable Transmissions (CVTs) are subjected to severe wear and extreme pressure conditions because of high surface loading and continuous high speed operation. One component vital to their proper operation is the presence of fast-acting anti-wear chemistry. Chain-driven CVTs demand even higher levels of wear protection compared to belt-driven designs. Due to these severe conditions, CVT fluid experiences thermal and oxidative stress, which promotes fluid degradation.

When left unchecked, CVTs can experience premature failure when levels of anti-wear chemistry become depleted. Break-in wear metals and particulate contamination can greatly accelerate wear to the transmission components.

**SOLUTION:** BG Universal Synthetic CVT Fluid Conditioner is formulated to enhance the properties of new and used CVT fluid, prolongs fluid life and prevent deposit formation. It improves fluid oxidation stability and anti-wear characteristics. BG CVT Fluid Conditioner is designed for use in both belt- and chain-type CVTs and is compatible with all CVT fluids.

BG Universal Synthetic CVT Fluid Conditioner controls fluid foaming and keeps seals soft and pliable. It will stabilize shift characteristics of all types of CVTs.

**USAGE:** Add 11 ounces (325 mL) of BG Universal Synthetic CVT Fluid Conditioner to CVT when new, or each time the fluid is replaced. One 11 ounce (325 mL) can of BG Universal Synthetic CVT Fluid Conditioner treats up to 2.5 gallons (9.4 L) of fluid. For bulk use, treat ratio is 4.5 ounces (133 mL) per gallon (3.7 L). Do not overfill transmission. Not for use in Automatic Step Shift Transmissions.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



## Product Specification and Technical Data

**PRODUCT:** **BG ATC Plus**  
Small Capacity Formula

**PART NO.:** **306**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	28.0
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8874
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.398
	Flash Point, COC	D 92	196°C (384°F)
	Viscosity, cSt @ 100°C (212°F)	D 445	6.40
	Viscosity, cSt @ 40°C (104°F)	D 445	37.78
	Viscosity Index	D 2270	121
	Pour Point, °C (°F)	D 97	-18 (0)
	Color	D 1500	5.5
	Color	Visual	Amber

**PROBLEM:** Modern import and domestic vehicles with smaller automatic transmissions are subjected to severe stress because of prevalent stop and go traffic conditions and higher operating temperatures. These factors all serve to speed up fluid deterioration which causes formation of residues on transmission components.

Many problems are caused by these residues. Several auto manufacturers attribute severe automatic torque converter shudder problems to fluid deterioration. Additionally, motorists may experience transmission slipping or erratic shifting as a direct result of deposit formation in the transmission.

**SOLUTION:** BG ATC Plus Small Capacity Formula, Part No. 306, is specifically formulated to protect and enhance transmission performance in small capacity domestic and import vehicles with new and used ATF. It is also prolongs fluid life and prevents deposit formation. Extensive tests by an independent testing organization have proved that BG ATC Plus Small Capacity Formula will help correct and prevent fluid oxidation, transmission shudder and shifting problems. BG ATC Plus Small Capacity Formula prevents transmission leaks by keeping seals soft and pliable. It will improve shifting characteristics of all types of automatic transmissions.

**USAGE:** Add one 6 oz. (177 mL) container of BG ATC Plus Small Capacity Formula to new automatic transmission fluid. For best results use only in vehicles with a transmission capacity up to but not exceeding 8.5 quarts (8 Liters).

It is safe for use at every fluid change or after each 15,000 miles (24,000 km) of driving. Do not overfill transmission. This product IS NOT recommended for use in Continuously Variable Transmissions (CVTs) or transmissions requiring Ford Type F transmission fluid.

BG Products, Inc. accepts no liability for excessive use or misuse of this product.



# Product Specification and Technical Data

**PRODUCT: BG ATC Plus**

**PART NO.: 310**

TEST DATA: Test	ASTM Test Method	Typical Test Results
API Gravity @ 15.6°C (60°F)	D 287	28.0
Specific Gravity @ 15.6°C (60°F)	D 1298	0.8874
Density, U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.398
Flash Point, COC	D 92	196°C (384°F)
Viscosity, cSt @ 100°C (212°F)	D 445	6.40
Viscosity, cSt @ 40°C (104°F)	D 445	37.78
Viscosity Index	D 2270	121
Pour Point	D 97	-18°C (0°F)
Color	D 1500	5.5
Color	Visual	Amber

**PROBLEM:** Modern automatic transmissions are subjected to severe stress because of prevalent stop and go traffic conditions pulling boats and trailers and general use of power accessories. These driving conditions all serve to greatly increase operating temperatures. High temperatures speed up fluid deterioration which causes residues to form on transmission components.

Many problems are caused by deposit build-up in the transmission. Several auto manufacturers attribute severe automatic torque converter shudder problems to fluid deterioration. Additionally, motorists may experience transmission slipping or erratic shifting as a direct result of deposit formation in the transmission.

**SOLUTION:** BG ATC Plus contains a concentration of the additives which will prevent thermal break-down of fluid and which will restore performance capabilities of new and used ATF. It greatly improves oxidation stability, thereby prolonging fluid life and the life of the transmission, as well as preventing deposit formation. Extensive tests by an independent testing organization have proved that BG ATC Plus will help correct and prevent transmission shudder and shifting problems. BG ATC Plus prevents transmission leaks by keeping seals soft and pliable. It will improve shifting characteristics of all types of automatic transmissions.

**USAGE:** Add 11 ounces (325 mL) of BG ATC Plus to every automatic transmission (8.5–14 qt / 8–13.25 L capacity) when new, at every fluid change, or after each 15,000 miles (24,000 km) of driving. If fluid level is low between service, add 11 ounces (325 mL) of BG ATC Plus and fill transmission to proper level with the manufacturer’s recommended quality transmission fluid. For bulk use, treat ratio is 3–4% by volume. Do not overfill transmission. Not for use in CVTs.

BG Products, Inc. accepts no liability for excessive use or misuse of this product.



## Product Specification and Technical Data

**PRODUCT: BG Universal Synthetic ATF, Undyed**

**PART NO.: 312UD**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	33.9
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8556
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.133
	Flash Point, COC	D 92	203°C (397°F)
	Viscosity, cSt @ 100°C (212°F)	D 445	7.06
	Viscosity, cSt @ 40°C (104°F)	D 445	34.28
	Viscosity Index	D 2270	.174
	Viscosity, cSt @ -40°C (-40°F)	D 2983	10,530
	Viscosity, CP @ -20°C (-4°F)	D 2983	1,030
	Pour Point	D 97	-51°C (-60°F)
	Color	D1500	3.0
	Color	Visual	Amber
	NOACK Volatility, % loss	D 5800	1.46

**PROBLEM:** Today’s automatic transmissions put a tremendous demand on the fluids that protect them. Heat, moisture and close gear tolerances serve to contaminate and shear ordinary ATFs to the point they no longer perform well, thus robbing the car of power and performance. Left in a transmission, worn-out ATF can leave harmful deposits of sludge, varnish and metal debris that can eventually ruin the transmission.

**SOLUTION:** BG Universal Synthetic ATF provides excellent protection of gears and other components, offers superior thermal stability and provides enhanced service reliability. Oil change centers and transmission rebuilders for years have asked for a “one product” concept. This product fills that need.

- BENEFITS:**
- Excellent anti-wear protection; increases transmission life
  - Outstanding oxidative stability, foam resistance and corrosion control
  - Exceptional low temperature fluidity
  - Excellent shear stability to ensure a long service life
  - Guarantees peak transmission operation during high temperature operation
  - Shift quality improved
  - Maximum protection for towing and severe service

**USAGE:** This product may be used in a wide range of automatic transmissions including but not limited to: General Motors (Dexron® III, Dexron® VI), Ford (Mercon®/Mercon® V/Mercon® LV/Mercon® SP/Premium ATF), Allison

C-4, Chrysler (Mopar ATF+4™ and preceding), Nissan (including Matic-D/Matic-J/Matic-K/Matic-S, Part No. 999MP-MTSOOP/Matic-W, Part No. 999MP-MTWOOP), Infiniti, Mazda, Honda, Acura, Toyota (WS, Type T-IV and preceding), Land Rover LRN402, Lexus, Hyundai, BMW, VW/Audi, Mitsubishi (including SPIII), Mercedes-Benz, Saab, Saturn, Kia, Subaru, Suzuki, Isuzu, Jaguar, Volvo (including AW55-50SN) and ZF automatic transmissions requiring lubricant class 14A, 14B or 14C.

BG Universal Synthetic ATF is NOT intended for use in continuously variable transmissions (CVTs) or in transmissions requiring Type F fluid.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



# Product Specification and Technical Data

**PRODUCT: BG Universal Synthetic ATF**

**PART NO.: 312**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	33.9
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8556
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.133
	Flash Point, COC	D 92	203°C (397°F)
	Viscosity, cSt @ 100°C (212°F)	D 445	7.06
	Viscosity, cSt @ 40°C (104°F)	D 445	34.28
	Viscosity Index	D 2270	.174
	Viscosity, cSt @ -40°C (-40°F)	D 2983	10,530
	Viscosity, CP @ -20°C (-4°F)	D 2983	1,030
	Pour Point	D 97	-51°C (-60°F)
	Color	Visual	.Red
	NOACK Volatility, % loss	D 5800	1.46

**PROBLEM:** Today's automatic transmissions put a tremendous demand on the fluids that protect them. Heat, moisture and close gear tolerances serve to contaminate and shear ordinary ATFs to the point they no longer perform well, thus robbing the car of power and performance. Left in a transmission, worn-out ATF can leave harmful deposits of sludge, varnish and metal debris that can eventually ruin the transmission.

**SOLUTION:** BG Universal Synthetic ATF provides excellent protection of gears and other components, offers superior thermal stability and provides enhanced service reliability. Oil change centers and transmission rebuilders for years have asked for a "one product" concept. This product fills that need.

- BENEFITS:**
- Excellent anti-wear protection; increases transmission life
  - Outstanding oxidative stability, foam resistance and corrosion control
  - Exceptional low temperature fluidity
  - Excellent shear stability to ensure a long service life
  - Guarantees peak transmission operation during high temperature operation
  - Shift quality improved
  - Maximum protection for towing and severe service

**USAGE:** This product may be used in a wide range of automatic transmissions including but not limited to: General Motors (Dexron® III, Dexron® VI), Ford (Mercon®/Mercon® V/Mercon® LV/Mercon® SP/Premium ATF), Allison C-4, Chrysler (Mopar ATF+4™ and preceding), Nissan (including Matic-D/Matic-J/Matic-K/Matic-S, Part No. 999MP-MTSOOP/Matic-W, Part No. 999MP-MTWOOP), Infiniti, Mazda, Honda, Acura, Toyota (WS, Type T-IV and preced-

ing), Land Rover LRN402, Lexus, Hyundai, BMW, VW/Audi, Mitsubishi (including SPIII), Mercedes-Benz, Saab, Saturn, Kia, Subaru, Suzuki, Isuzu, Jaguar, Volvo (including AW55-50SN) and ZF automatic transmissions requiring lubricant class 14A, 14B or 14C.

BG Universal Synthetic ATF is NOT intended for use in continuously variable transmissions (CVTs) or in transmissions requiring Type F fluid.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



## Product Specification and Technical Data

**PRODUCT: BG Premium ATF**

**PART NO.: 313**

TEST DATA: Test	ASTM Test Method	Typical Test Results
API Gravity @ 15.6°C (60°F) . . . . .	D 287 . . . . .	33.2
Specific Gravity @ 15.6°C (60°F). . . . .	D 1298 . . . . .	0.8593
Density,		
U.S. lbs./gal. @ 15.6°C (60°F). . . . .	D 1250 . . . . .	7.164
Flash Point, COC . . . . .	D 92 . . . . .	212°C (414°F)
Viscosity, cSt @ 100°C (212°F) . . . . .	D 445. . . . .	7.03
Viscosity, cSt @ 40°C (104°F). . . . .	D 445. . . . .	33.19
Viscosity, cP @ 40°C (40°F) . . . . .	D 2983 . . . . .	15,825
Viscosity Index . . . . .	D 2270 . . . . .	.181
Pour Point . . . . .	D 97 . . . . .	-48°C (-55°F)
Noack Volatility, % Loss . . . . .	DIN5181. . . . .	0.92
Color . . . . .	Visual. . . . .	.Red

**PROBLEM:** Today’s automatic transmissions put a tremendous demand on the fluids that protect them. Heat, moisture, and close gear tolerances serve to contaminate and shear ordinary ATFs to the point they no longer perform well. Left in a transmission, worn-out ATF can leave harmful deposits of sludge, varnish, and metal debris that can eventually ruin the transmission.

**SOLUTION:** BG Premium ATF provides excellent protection of gears and offers good thermal stability. It exhibits superior oxidation resistance and heat reversion for longer service life.

- BENEFITS:**
- Anti-wear protection
  - Foam resistance and corrosion control
  - Good fluidity

**USAGE:** This product may be used in all automatic transmissions requiring Dexron® III, Ford Mercon®, Allison C-4, Caterpillar TO-2, and Sperry Vickers, Denison and Sunstrand hydraulic pump ATF. Use this product to top off systems or as a complete fill. Never mix new and used automatic transmission fluids other than the small amount required to top off a system from time to time.

BG Products, Inc. accepts no liability for excessive use or misuse of this product.

Dexron® is a registered trademark of General Motors  
Mercon® is a registered trademark of Ford Motor Co.





# Product Specification and Technical Data

**PRODUCT: BG Full Synthetic ATF, Undyed**

**PART NO.: 314UD**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	34.4
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8527
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.109
	Flash Point, COC	D 92	201°C (393°F)
	Viscosity, cSt @ 100°C (212°F)	D 445	6.95
	Viscosity, cSt @ 40°C (104°F)	D 445	32.67
	Viscosity Index	D 2270	181
	Viscosity, cP @ -40°C (-40°F)	D 2983	12,950
	Pour Point	D 97	-48°C (-55°F)
	Color	D1500	6.5
	Color	Visual	Brown
	NOACK Volatility, % loss	D 5800	1.57

**PROBLEM:** Today's automatic transmissions put a tremendous demand on the fluids that protect them. Heat, moisture and close gear tolerances serve to contaminate and shear ordinary ATFs to the point they no longer perform well, thus robbing the car of power and performance. Left in a transmission, worn-out ATF can leave harmful deposits of sludge, varnish and metal debris that can eventually ruin the transmission.

**SOLUTION:** BG Full Synthetic ATF is a high quality fluid for use in many passenger and commercial automatic transmissions. It meets the performance criteria of many automatic transmission fluids. BG Full Synthetic ATF provides system protection and enhanced service reliability. Not for use in CVTs.

- BENEFITS:**
- Dependable anti-wear protection
  - High oxidative stability, foam resistance and corrosion control
  - Exceptional low temperature fluidity
  - Robust shear stability to ensure a long service life
  - Guarantees peak transmission operation during high temperature operation
  - Shift quality improved
  - Improved protection for towing and severe service

**USAGE:** Use in accordance with equipment manufacturer's recommendations.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



# Product Specification and Technical Data

**PRODUCT: BG Full Synthetic ATF**

**PART NO.: 314**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	34.4
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8531
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.112
	Flash Point, COC	D 92	201°C (393°F)
	Viscosity, cSt @ 100°C (212°F)	D 445	6.95
	Viscosity, cP @ -40°C (-40°F)	D 2983	12,950
	Pour Point	D 97	-48°C (-55°F)
	Color	Visual	Red
	NOACK Volatility, % loss	D 5800	1.57

**PROBLEM:** Today’s automatic transmissions put a tremendous demand on the fluids that protect them. Heat, moisture and close gear tolerances serve to contaminate and shear ordinary ATFs to the point they no longer perform well, thus robbing the car of power and performance. Left in a transmission, worn-out ATF can leave harmful deposits of sludge, varnish and metal debris that can eventually ruin the transmission.

**SOLUTION:** BG Full Synthetic ATF is a high quality fluid for use in many passenger and commercial automatic transmissions. It meets the performance criteria of many automatic transmission fluids. BG Full Synthetic ATF provides system protection and enhanced service reliability. Not for use in CVTs.

- BENEFITS:**
- Dependable anti-wear protection
  - High oxidative stability, foam resistance and corrosion control
  - Exceptional low temperature fluidity
  - Robust shear stability to ensure a long service life
  - Guarantees peak transmission operation during high temperature operation
  - Shift quality improved
  - Improved protection for towing and severe service

**USAGE:** Use in accordance with equipment manufacturer’s recommendations.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



# Product Specification and Technical Data

**PRODUCT: BG Universal Synthetic CVT Fluid**

**PART NO.: 318**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	33.8
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8559
	Density,		
	lbs/gal @ 15.6°C (60°F)	D 1250	7.136
	Flash Point, COC	D 92	200°C (392°F)
	Viscosity, cSt @ 100°C (212°F)	D 445	7.12
	Viscosity, cSt @ 40°C (104°F)	D 445	33.21
	Viscosity Index	D 2270	185
	Viscosity, cSt @ -40°C (-40°F)	D 2983	9,780
	Pour Point	D 97	-46°C (-50°F)
	Noack Volatility, % Loss	DIN5181	1.68
	Color	D1500	L2.5
	Color	Visual	Light Amber

**PROBLEM:** Modern CVTs need lubricants that can withstand friction, heat and constant mechanical shearing. These forces contribute to fluid degradation. Most importantly, depletion of additives and loss of fluid viscosity promote metallic wear and belt slippage. This renders the fluid incapable of protecting as it should. Overextended fluid use, if left unchecked, will damage components and cause catastrophic failure.

**SOLUTION:** BG Universal Synthetic CVT Fluid has the remarkable ability to improve all these conditions. Formulated to replace every CVT fluid currently used in belt- and chain-driven CVTs, it provides excellent protection of internal components and offers superior thermal stability. This state-of-the-art lubricant is designed to provide exceptional value and superior durability to CVT power systems.

- BENEFITS:**
- Excellent anti-wear protection
  - Outstanding oxidative stability
  - Foam resistance and corrosion control
  - Exceptional low temperature fluidity
  - Synthetic shear stability
  - Peak performance during high temperature operation
  - Maximum protection

**USAGE:** This product may be used in a wide range of CVTs including but not limited to: General Motors, Chrysler/Dodge, Honda, Jeep, Mercedes-Benz, Mercury, Mitsubishi, BMW, Nissan, Saturn, Subaru, Suzuki, ZF, Land Rover, Volvo, Mazda and Acura.

We DO NOT recommend using BG Universal Synthetic CVT Fluid in traditional step-shift automatic transmissions, as a replacement for ATF.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



## Product Specification and Technical Data

**PRODUCT:** **BG MGC®**  
Multi-Gear Concentrate

**PART NO.:** **325**

<b>TEST DATA:</b>	<b>Test</b>	<b>ASTM Test Method</b>	<b>Typical Test Results</b>
	API Gravity @ 15.6°C (60°F) . . . . .	D 287 . . . . .	28.8
	Specific Gravity @ 15.6°C (60°F). . . . .	D 1298 . . . . .	0.8829
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F). . . . .	D 1250 . . . . .	7.361
	Flash Point, COC . . . . .	D 92 . . . . .	193°C (380°F)
	Viscosity, cSt @ 100°C (212°F) . . . . .	D 445 . . . . .	8.22
	Viscosity, cSt @ 40°C (104°F). . . . .	D 445 . . . . .	59.93
	Viscosity Index . . . . .	D 2270 . . . . .	106
	Pour Point . . . . .	D 97 . . . . .	-37°C (-35°F)
	Color . . . . .	D1500 . . . . .	1.5
	Color . . . . .	Visual. . . . .	Amber

**PROBLEM:** Even the smoothest metal finish is rough and pitted in appearance when viewed under a microscope. This inherent roughness contributes to wear and eventual parts failure. Through normal operation, the bearings, input and output shaft gears and gear teeth in manual transmissions are subjected to intense stress and heat. The result is chipping or flaking of bearings which can result in looseness or binding on the shafts. Gear teeth will become pitted and worn. Synchronizer sleeves may become scored so that they do not move freely on the hubs. These conditions produce a noisy, hard-shifting transmission and eventual failure.

**SOLUTION:** BG MGC® is a technically advanced gear oil supplement that enhances lubricant film thickness and improves extreme pressure characteristics of any gear oil. It increases film strength and improves thermal stability and lubricant life.

- BENEFITS:**
- Reduces gear box temperature
  - Reduces component wear
  - Reduces limited slip differential chatter
  - Smooths manual transmission shifting characteristics
  - Cuts maintenance costs
  - Improves demulsability
  - Extends oil service life

**USAGE:** BG MGC® is designed for use in all types of standard vehicle transmission/differential applications. Industrial applications include speed reducers, chain drives and gear sets. Use BG MGC® with gear oil change or between changes. Add 10 percent of BG MGC® for normal industrial and automotive applications. One 6 ounce (177 mL) tube treats 2 quarts (1.9 Liters) gear oil.

BG Products, Inc. accepts no liability for excessive use or misuse of this product.



## Product Specification and Technical Data

**PRODUCT: BG LSII**  
Limited Slip Axle Additive Concentrate

**PART NO.: 328**

TEST DATA: Test	ASTM Test Method	Typical Test Results
API Gravity @ 15.6°C (60°F)	D 287	29.1
Specific Gravity @ 15.6°C (60°F)	D 1298	0.8811
Density, U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.346
Flash Point, COC	D 92	172°C (342°F)
Viscosity, cSt @ 100°C (212°F)	D 445	14.86
Viscosity, cSt @ 40°C (104°F)	D 445	142.18
Viscosity Index	D 2270	105
Pour Point	D 97	-37°C (-35°F)
Color	D1500	2.5
Color	Visual	Amber

**PROBLEM:** Limited slip differentials are designed to transmit the major driving force (power) to the wheel that has the most traction. Thus, useless spinning of a wheel in mud, snow or ice is minimized. However, when driving vehicles equipped with limited slip differentials, a loud chatter frequently occurs when the vehicle is turned. This problem is caused by stick-slipping between the plates because of too much friction.

Full-time four wheel drive transfer cases will also often chatter loudly when turning because of too much friction. In many models, the chain will stretch, and chatter occurs because of the friction between the plates.

**SOLUTION:** BG LSII is designed specifically to prevent stick-slipping chatter in plate and clutch type limited slip differentials. BG LSII may be used with any GL-5 gear lubricant in limited slip applications. It is also excellent for eliminating chatter in full-time four wheel drive transfer cases. The ingredients in BG LSII also smooth and quiet operation of gears in the differential and fortify the additives in the gear lubricant.

- BENEFITS:**
- Reduces limited slip differential chatter
  - Reduces gear box temperature
  - Fortifies gear lubricant and extends oil service life
  - Smooths and quiets gear operation in the differential
  - Reduces component wear
  - Cuts maintenance costs
  - Improves demulsability

**USAGE:** To raise a GL-5 level gear oil to limited slip level performance, use 6 fl. oz. (177 mL) in differentials up to 3.6 pint (1.7 Liter) capacity. For larger capacities, treat at 10%. Drive the vehicle, making sharp turns in both left and right directions. Chatter should be eliminated after only a few turns.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



# Product Specification and Technical Data

**PRODUCT: BG Power Steering Conditioner**

**PART NO.: 330**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	29.5
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8788
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.327
	Flash Point, COC	D 92	178°C (352°F)
	Viscosity, cSt @ 100°C (212°F)	D 445	7.64
	Viscosity, cSt @ 40°C (104°F)	D 445	45.99
	Viscosity Index	D 2270	123
	Pour Point	D 97	-37°C (-35°F)
	Color	D1500	2.0
	Color	Visual	Amber

**PROBLEM:** High operating temperatures and pressure in power steering systems increase the demands made upon the power steering fluid and the additives contained in this fluid. Contamination of fluid is primarily caused by oxidation. This leads to deposit formation in the system which results in wear to the power steering pumps, rack and pinion assembly and other components. Thus, these systems are plagued by excessive noise, wear and leakage.

**SOLUTION:** BG Power Steering Conditioner contains anti-oxidants, dispersants and anti-wear ingredients which maintain fluid condition, system cleanliness, and which prevent noise and excessive wear. This product also reduces deposit formation and prevents foaming.

- BENEFITS:**
- Cleans system components—keeps them clean
  - Reduces wear on parts
  - Conditions and protects seals
  - Helps prevent fluid leakage

**USAGE:** Add one 6 ounce bottle (177 mL) of BG Power Steering Conditioner to power steering reservoir. DO NOT OVERFILL. Should excessive noise or leakage persist, add a second bottle.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



## Product Specification and Technical Data

**PRODUCT: BG Power Clean**  
For Power Steering Systems

**PART NO.: 332 & 332R**

TEST DATA: Test	ASTM Test Method	Typical Test Results	
		332	332R
API Gravity @ 15.6°C (60°F)	D 287	33.7	33.7
Specific Gravity @ 15.6°C (60°F)	D 1298	0.8567	0.8567
Density, U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.142	7.142
Flash Point, COC	D 92	204°C (399°F)	204°C (399°F)
Viscosity, cSt @ 100°C (212°F)	D 445	6.49	6.49
Viscosity, cSt @ 40°C (104°F)	D 445	29.47	29.47
Viscosity Index	D 2270	183	183
Viscosity, cP @ -40°C (40°F)	D 2983	11,200	11,200
Pour Point	D 97	-48°C (-55°F)	-48°C (-55°F)
Noack Volatility, % Loss	DIN5181	1.72	1.72
Color	D1500	L2.5	
Color	Visual	Amber	Red

**PROBLEM:** The chief cause of premature wear in the power steering system is fluid contamination. Oxidation by-products, hose material and metallic debris accumulate in the fluid. As contaminated fluid is pumped through the power steering system under very high pressure, it causes abrasive wear in the pump and rack assembly. This leads to pump noise, erratic steering (especially when the system is cold) and eventual mechanical failure.

**SOLUTION:** This is a complete package of very high quality synthetic-blend power steering fluid specially formulated with ingredients not found in ordinary power steering fluid. Anti-wear agents help prevent wear in the spool valve housing and other components. Special anti-oxidants prevent fluid breakdown and extend the useful life and lubricity of the fluid. Seal conditioners keep seals pliable, thus preventing annoying and often harmful fluid leaks.

- BENEFITS:**
- Reduces pump and rack wear
  - Maintains component cleanliness
  - Reduces pump noise
  - Conditions seals and hoses
  - Reduces heat and foam
  - Extends fluid life
  - Meets O.E.M. power steering fluid performance requirements for GM, Ford, Chrysler, Honda, Toyota, Land Rover, Nissan and most other foreign automobiles and trucks.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



# Product Specification and Technical Data

**PRODUCT: BG Premium Synthetic Hydraulic Fluid**  
Multigrade Formula

**PART NO.: 334H**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	33.3
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8586
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	7.158
	Flash Point, COC	D 92	214°C (417°F)
	Solubility in Water	Visual	Insoluble
	Viscosity, cSt @ 100°C (212°F)	D 445	10.01
	Viscosity, cSt @ 40°C (104°F)	D 445	47.46
	Viscosity Index	D 2270	.205
	Viscosity, cP @ -40°C (-40°F)	D 2983	17,323
	Pour Point	D 97	-46°C (-50°F)
	Dielectric Strength, KV	D 877	40
	Noack Volatility, % Loss	DIN 5181	1.28
	Color	D 1500	1.0
	Color	Visual	Clear

**PROBLEM:** To achieve stable fluid temperature, a hydraulic system’s capacity to dissipate heat must be maintained. Regular fluid temperatures above 180°F (82°C) can damage most seal compounds and accelerate degradation of the oil. Viscosity and oil shearing further degrade the oil’s ability to protect the system. Fluid discoloration is further evidence of oil deterioration, and could indicate excessive thermal stress and oil foaming.

**SOLUTION:** BG Premium Synthetic Hydraulic Fluid is a revolutionary 100% synthetic formulation designed for use in all hydraulic systems and under all conditions. The extremely high viscosity index of this fluid means that it does not appreciably thin when hot nor thicken when cold. BG Premium Synthetic Hydraulic Fluid handles sub-zero temperatures at which most fluids fail. This formula will reduce pump and rack wear, maintain component cleanliness, reduce pump noise, condition seals and hoses, reduce heat and foam, and provide extended fluid life. BG Premium Synthetic Hydraulic Fluid is recommended for hydraulic units—which operate at temperatures below 0°F or higher than normal temperatures—liquid shock absorbers and automatic leveling systems.

**BENEFITS:** Inventory consolidation to one multigrade fluid suitable for use in ISO 32, 46 and 68. Longer fluid life, reduced repairs and better equipment protection is what you can expect from using BG Premium Synthetic Hydraulic Fluid.



- SPECIFICATIONS:**
- DIN 51524, part 2 and 3 (HLP, HVLP)
  - Swedish Standard SS 155434
  - Vickers M-2950, I-286-S
  - Denison HF-0, HF-1, HF-2
  - Cincinnati Milacron P-68/69/70
  - Japanese Standard JCMAS HK
  - ASTM D 6158
  - US Steel 127, 136

- USAGE:**
- Follow vehicle manufacturer's recommendations when adding BG Premium Synthetic Hydraulic Fluid.
  - BG Premium Synthetic Hydraulic Fluid is not compatible with the rubber components of brake systems designed for use with DOT brake fluids.
  - Keep BG Premium Synthetic Hydraulic Fluid clean. Contamination with dust or other materials may result in brake failure or costly repair.
  - **CAUTION:** Store BG Premium Synthetic Hydraulic Fluid only in its original container. Keep container clean and tightly closed. Do not refill container or use other liquids.

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# Product Specification and Technical Data

**PRODUCT: BG Universal Synthetic Power Steering Fluid**

**PART NO.: 334**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	37.8
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8220
	Density,		
	U.S. lbs./gal. @ 15.6°C (60°F)	D 1250	6.853
	Solubility in Water	Visual	insoluble
	Flash Point, COC	D 92	154°C (309°F)
	Viscosity, cSt @ 100°C (212°F)	D 445	6.31
	Viscosity, cSt @ 40°C (104°F)	D 445	20.09
	Viscosity, cSt @ -40°C (-40°F)	D 2983	.887
	Viscosity Index	D 2270	.304
	Pour Point	D 97	-58°C (-72°F)
	Color	Visual	Green

**PROBLEM:** The chief cause of premature wear in the power steering system is fluid contamination. Oxidation by products, hose material and metallic debris accumulate in the fluid. As contaminated fluid is pumped through the power steering system under very high pressure, it causes abrasive wear in the pump and rack assembly. This leads to pump noise, erratic steering (especially when the system is cold) and eventual mechanical failure.

**SOLUTION:** BG Universal Synthetic Power Steering Fluid is a fluid specifically designed for all power steering units. It is compatible with all mineral-based fluids. May also be used in other vehicle systems that perform level control, hydro pneumatic suspension, or shock absorption functions. Offers superior performance in extreme temperatures, especially cold weather climates. The extremely high viscosity index of this fluid means that it does not appreciably thin when hot nor thicken when cold. Range of operation -58°F (-50°C) to 250°F (-157°C). Special anti-wear agents help prevent wear in the spool valve housing and other components. Hard working anti-oxidants prevent fluid breakdown and extend the useful life and lubricity of the fluid. Seal conditioners keep seals pliable, thus preventing annoying and often harmful fluid leaks. It also reduces heat and foam and maintains component cleanliness.

- BENEFITS:**
- Reduces pump and rack wear
  - Reduces pump noise and cavitation
  - Conditions seals and hoses

- Meets or exceeds O.E.M. power steering fluid performance requirements for GM, Ford, Chrysler and most foreign automobiles and light duty trucks.
- Replaces Pentosin #CHF 11S, VW #G004000M2, Audi #G002000, VW #G002000, BMW PS, Rolls Royce/Bentley #RH5000, BMW #81-11-1-468-041, Jaguar #HSMO, Porsche #000.043.203.33, Volvo #1161529, Citroen #LDS 997969, Mercedes Benz Q1320001 and Mopar #05142893AA, 05127381AB, 68065924AA, 68088485AA.

- USAGE:**
- Follow vehicle manufacturer's recommendations when adding BG Universal Synthetic Power Steering Fluid.
  - BG Universal Synthetic Power Steering Fluid is not compatible with the rubber components of brake systems designed for use with DOT brake fluids.
  - Keep BG Universal Synthetic Power Steering Fluid Clean. Contamination with dust or other materials may result in brake failure or costly repair.
  - CAUTION: Store BG Universal Synthetic Power Steering Fluid only in its original container. Keep container clean and tightly closed. Do not refill container or use other liquids.

BG Products, Inc., accepts no liability for excessive use or misuse of this product.



# Product Specification and Technical Data

**PRODUCT: BG HP Industrial Hydraulic Fluid**

**PART NO.: 335**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	31.4
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8685
	Density,		
	U.S. lbs./gal. (kg/L) @ 15.6°C (60°F)	D 1250	7.241
	Flash Point, COC	D 92	226°C (439°F)
	Viscosity @ 100°C (212°F)	D 445	6.55
	Viscosity @ 40°C (104°F)	D 445	43.26
	Viscosity Index	D 2270	102
	Viscosity, cP @ -26°C (-15°F)	D 2983	7983
	Viscosity, cP @ -40°C (-40°F)	D 2983	119,800
	Pour Point	D 97	-37°C (-35°F)
	Dielectric Strength, KV	D 877	40
	Color	D1500	L1.0
	Color	Visual	Light Yellow

**PROBLEM:** To achieve stable fluid temperature, a hydraulic system’s capacity to dissipate heat must be maintained. Regular fluid temperatures above 180°F (82°C) can damage most seal compounds and accelerate degradation of the oil. Viscosity and oil shearing further degrade the oil’s ability to protect the system. Fluid discoloration is further evidence of oil deterioration, and could indicate excessive thermal stress and oil foaming.

**SOLUTION:** BG HP Industrial Hydraulic Fluid is designed to function in the most severe applications. It offers the ultimate in high-temperature lubricant protection. Its ashless characteristics allow it to simultaneously resist degradation while preventing deposit formation. BG High Performance Industrial Hydraulic Fluid withstands mechanical and thermal stress, prevents fluid foaming and acidic corrosion, maintains seal integrity and protects metals against abrasive wear.

**BENEFITS:** BG HP Industrial Hydraulic Fluid can be used in applications requiring a hydraulic fluid with low conductivity and a high dielectric strength. Longer fluid life, reduced repairs and better equipment protection is what you can expect when using BG HP Industrial Hydraulic Fluid.

- SPECIFICATIONS:**
- DIN 51524, part 2 and 3 (HLP, HVLP)
  - VDMA 24318
  - CETOP RP 91 H (HM, HV)
  - U.S. Steel 136
  - Denison Filterability TP 02100
- AFNOR NF E 48 603 (HM, HV)
  - Hoesch HWN 2333
  - U.S. Steel 126
  - Sperry Vickers M-2950-S
  - DIN 51506 (VBL, VCL, VDL)
- SIS SS 155434
  - Thyssen THN-256132
  - U.S. Steel 127
  - Sperry Vickers I-286-S
  - ISO/DP 6521 (DAA, DAB, DAH, DAG)

BG Products, Inc., accepts no liability for excessive use or misuse of this product.

# Product Specification and Technical Data

**PRODUCT: Class Act Industrial Hydraulic Fluid (ISO 32)**

**PART NO.: 336**

TEST DATA: Test	ASTM Test Method	Typical Test Results
API Gravity @ 15.6°C (60°F)	D 287	32.2
Specific Gravity @ 15.6°C (60°F)	D 1298	0.8646
Density,		
U.S. lbs./gal. (kg/L) @ 15.6°C (60°F)	D 1250	7.208
Flash Point, COC	D 92	216°C (421°F)
Viscosity @ 100°C (212°F)	D 445	5.42
Viscosity @ 40°C (104°F)	D 445	31.86
Viscosity Index	D 2270	.104
Viscosity, cP @ -26°C (-15°F)	D 2983	47,724
Pour Point	D 97	-40°C (-40°F)
Color	D1500	L0.5
Color	Visual	Light Yellow

**PROBLEM:** To achieve stable fluid temperature, a hydraulic system’s capacity to dissipate heat must be maintained. Regular fluid temperatures above 180°F (82°C) can damage most seal compounds and accelerate degradation of the oil. Viscosity and oil shearing further degrade the oil’s ability to protect the system. Fluid discoloration is further evidence of oil deterioration, and could indicate excessive thermal stress and oil foaming.

**SOLUTION:** Class Act Industrial Hydraulic Fluid is designed to function in the most severe applications. It offers the ultimate in high-temperature lubricant protection. Its ashless characteristics allow it to simultaneously resist degradation while preventing deposit formation. Class Act Industrial Hydraulic Fluid withstands mechanical and thermal stress, prevents fluid foaming and acidic corrosion, maintains seal integrity and protects metals against abrasive wear.

**USAGE:** Class Act Industrial Hydraulic Fluid can be used in applications requiring a hydraulic fluid with low conductivity and a high dielectric strength. Longer fluid life, reduced repairs and better equipment protection is what you can expect when using Class Act Industrial Hydraulic Fluid.

- SPECIFICATIONS:**
- DIN 51524, part 2 and 3 (HLP, HVLP)
  - AFNOR NF E 48 603 (HM, HV)
  - SIS SS 155434
  - VDMA 24318
  - Hoesch HWN 2333
  - Thyssen THN-256132
  - CETOP RP 91 H (HM, HV)
  - U.S. Steel 126
  - U.S. Steel 127
  - U.S. Steel 136
  - Sperry Vickers M-2950-S
  - Sperry Vickers I-286-S
  - Denison Filterability TP 02100
  - DIN 51506 (VBL, VCL, VDL)
  - ISO/DP 6521 (DAA, DAB, DAH, DAG)

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# Product Specification and Technical Data

**PRODUCT: Class Act Industrial Hydraulic Fluid (ISO 68)**

**PART NO.: 337**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	30.5
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8736
	Density,		
	U.S. lbs./gal. (kg/L) @ 15.6°C (60°F)	D 1250	7.283
	Flash Point, COC	D 92	233°C (452°F)
	Viscosity @ 100°C (212°F)	D 445	8.72
	Viscosity @ 40°C (104°F)	D 445	67.89
	Viscosity Index	D 2270	100
	Viscosity, cP @ -26°C (-15°F)	D 2983	18,550
	Pour Point	D 97	-34°C (-30°F)
	Color	D1500	L0.5
	Color	Visual	Light Yellow

**PROBLEM:** To achieve stable fluid temperature, a hydraulic system’s capacity to dissipate heat must be maintained. Regular fluid temperatures above 180°F (82°C) can damage most seal compounds and accelerate degradation of the oil. Viscosity and oil shearing further degrade the oil’s ability to protect the system. Fluid discoloration is further evidence of oil deterioration, and could indicate excessive thermal stress and oil foaming.

**SOLUTION:** Class Act Industrial Hydraulic Fluid is designed to function in the most severe applications. It offers the ultimate in high-temperature lubricant protection. Its ashless characteristics allow it to simultaneously resist degradation while preventing deposit formation. Class Act Industrial Hydraulic Fluid withstands mechanical and thermal stress, prevents fluid foaming and acidic corrosion, maintains seal integrity and protects metals against abrasive wear.

**USAGE:** Class Act Industrial Hydraulic Fluid can be used in applications requiring a hydraulic fluid with low conductivity and a high dielectric strength. Longer fluid life, reduced repairs and better equipment protection is what you can expect when using Class Act Industrial Hydraulic Fluid.

- SPECIFICATIONS:**
- DIN 51524, part 2 and 3 (HLP, HVLP)
  - AFNOR NF E 48 603 (HM, HV)
  - SIS SS 155434
  - VDMA 24318
  - Hoesch HWN 2333
  - Thyssen THN-256132
  - CETOP RP 91 H (HM, HV)
  - U.S. Steel 126
  - U.S. Steel 127
  - U.S. Steel 136
  - Sperry Vickers M-2950-S
  - Sperry Vickers I-286-S
  - Denison Filterability TP 02100
  - DIN 51506 (VBL, VCL, VDL)
  - ISO/DP 6521 (DAA, DAB, DAH, DAG)

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## Product Specification and Technical Data

**PRODUCT: BG Heavy Duty Concentrate for Industry**

**PART NO.: 350**

TEST DATA:	Test	ASTM Test Method	Typical Test Results
	API Gravity @ 15.6°C (60°F)	D 287	25.8
	Specific Gravity @ 15.6°C (60°F)	D 1298	0.8896
	Density,		
	U.S. lbs./gal. (kg/L) @ 15.6°C (60°F)	D 1250	7.5
	Flash Point, COC	D 92	215°C (419°F)
	Viscosity, cSt @ 100°C (212°F)	D 445	6.07
	Viscosity, cSt @ 40°C (104°F)	D 445	37.6
	Viscosity Index	D 2270	106
	Pour Point	D 97	-37°C (-35°F)
	Color	D 1500	L3.0
	Color	Visual	Amber

**DESCRIPTION:** BG Heavy Duty Concentrate For Industry may be used to enhance the properties of lubricants used in a variety of applications and over a wide range of operating conditions. It is an oil soluble, thermally stable compound for addition to industrial lubricants which improves speed and production, reduces power consumption, reduces bearing temperatures and wear, provides boundary lubrication and reduces downtime. It smoothes and seals metal surfaces and will not cause buildup or change tolerances. Excellent for use in hydraulic systems. The combination of thermal stability, hydrolytic stability, extreme pressure and anti-wear characteristics provide added protection for in-plant and mobile equipment. Seal conditioners are included to guard against leaking. It provides superior performance results in equipment operating in high temperature, high humidity environments such as:

**Air Compressors:** When added to conventional lubricants, BG Heavy Duty Concentrate For Industry offers significant advantages. Decomposition products from lubricants tend to build-up on compressor components. Detergents in BG Heavy Duty Concentrate For Industry prevent rust, reduce oxidation and keep by-product deposits from accumulating on bearing surfaces, sleeves and screw mechanisms.

**Paper Machines:** Added to paper machine lubricants, BG Heavy Duty Concentrate for Industry will provide excellent wear protection for hot running bearings under conditions typically found in paper mills. Additionally, it provides excellent filterability, inhibits sludge formation, and will carry water back to the reservoir where it can be separated from the lubricant.

**General Lubrication:** Because of its great range of lubricant characteristics, BG Heavy Duty Concentrate For Industry gives outstanding performance in bearings in large vane, gear and centrifugal pumps, reactor stirrer motors, rotary vane compressors and many types of heavy duty rotating machinery. In Hydraulic Systems and Farm Tractor Common Sump Systems: Enhances the performance characteristics of hydraulic fluids.

**Resistance to Thermal Degradation:** Minimizes the generation of sludge from reactions with steel, copper and bronze components at high operating temperatures. The result is cooler operating temperatures.

**Hydrolytic Stability:** Prevents acid formation caused by moisture contact with lubricant and protects metal surfaces from rust and corrosion.

**Enhanced Filterability:** Minimizes filter blocking caused by contamination of the fluid with water.

**Reduced Foam:** Will ensure smooth, efficient operation of hydraulic systems; aids proper lubrication of components.

**Longer Pump Life:** Extreme pressure and anti-wear additives give added protection to moving parts. Fluid films will remain stable under heavy pressures and at elevated temperatures where most fluid films will break down.

**USAGE:** Add to new, uncontaminated lubricants at a ratio of one gallon (4 Liters) per 20 gallons (76 Liters) of lubricant or 5% by volume of equipment sump capacity. Do not use with water-based or synthetics such as polyglycols, phosphate esters or silicones.

**Stationary gasoline or diesel engines:** Add 3 ounces (88 mL) to 5 quarts (4.73 L) of oil every 100 hours. **Mechanical drive units:** 1 ounce (30 mL) to 1 pound (0.45 kg) or pint (473 mL) of lubricant. **Grease fittings:** 1 ounce (30 mL) to 1 pound (0.45 kg) or pint (473 mL) of lubricant. **Bearings:** Oil lubricated, add 3 ounces (88 mL) to 5 quarts (4.73 L) of oil; Grease lubricated, add 1 ounce (30 mL) to 1 pound (0.45 kg) of grease. **Air compressor:** 3 ounces (88 mL) to 5 quarts (4.73 L) of oil in crankcase every 300 hours, 2.5 ounces (74 mL) to 1 gallon (3.78 L) of oil in upper oiler. **Wire cable:** 1 ounce (30 mL) to 10 ounces (296 mL) of oil sprayed on, 1 ounce (30 mL) to 5 ounces (148 mL) of oil when dipped. **Air tools:** 2.5 ounces (74 mL) to 1 gallon (3.78 L) of oil. **General purpose:** Use 5% by volume treat ratio.

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