

## [16-Gallon Drum Dolly redesign](#)

December 28, 2015 || 16-394

The BG 16-Gallon Drum Dolly, PN 938B, is being redesigned to accommodate new, wider diameter 16-gallon drums.

The current Drum Dolly can work with the new drum by replacing the 4-inch long carriage bolt (5/16 – 18 thread) with a 5-inch long carriage bolt (5/16 – 18 thread)

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

## [16-Gallon Drum Dolly Base modifications](#)

June 25, 2012 || 12-347

### **Clips for 2-inch casters**

The new 16-gallon black drum is unstable when placed in the 16-Gallon Drum Dolly Base, PN 938B, with 2-inch casters purchased before December of 2008. To remedy this, we've made support clips: Support Clip for Old Style 938B, PN 938B-02. One of these clips should be positioned on each side of the carriage as shown in photo. These clips will be provided as necessary at no charge.

NOTE: Support clips are not necessary for 938Bs with 4-inch casters purchased after December of 2008.

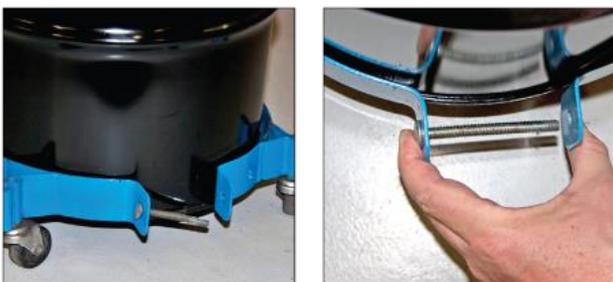


### **938B drum dolly bolt**

The 3.5-inch long carriage bolt (5/16-18 thread) on the 16-Gallon Drum Dolly Base is too short to accommodate the slightly larger diameter of the new 16-gallon black drum.

Instead, use a 4-inch long carriage bolt (5/16-18 thread), which can be purchased at any hardware store.

New 938Bs will include the 4-inch bolt.



## [939 1/2" U-Tube Retrofit Kit](#)

January 4, 2006 || 06-237

There have been some concerns about the 939 being too slow while removing old fluid. This is more of a concern in colder climates.

To help with this problem we have increased the size of the U-tube from 3/8" to 1/2" starting with 939 Serial No. 301-1421.

If you have a machine with a 3/8" U-tube and would like to upgrade the machine, a retrofit kit is available. The Part No. is 939-024.

There has also been some concern about the U-tube popping out while in the fill position. The retrofit kit incorporates a spring on the U-tube. This spring loads the U-tube to hold it in the desired position.

Note: The warmer the old fluid is the faster it can be removed. Ninety degrees is the minimum temperature for the fastest removal. Shortening the suction wands will also speed up the removal of old fluid.

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



## [BG LSII, Part No. 328](#)

June 23, 2005 || 05-226

There are a number of you using BG LSII, Part No. 328, in drive line systems other than the rear differential. The question has been posed as to the safety of using BG LSII in systems containing yellow metals (i.e. copper and brass). Extensive testing has shown BG LSII to be compatible and non-corrosive to yellow metals at temperatures commonly found in different drive line systems. ASTM D-130 Copper Strip Corrosion Test has confirmed that it is harmless to copper, brass and other like alloys. Although this is true, our primary recommendation for gear sets other than the rear differential (manual transaxles, transfer cases, etc.) remains BG MGC® Multi-Gear Concentrate, Part No. 325. However, for those of you who elect to use BG LSII instead, know that it is safe.

## **Mopar NV247 transfer case fluid**

June 2, 2005 || 05-224

On page 112 of the BG Gearbox Fluid Service Guide 1984–2003, Part No. 1852, there is a recommendation for the use of BG Synchro Shift® II, Part No. 792, in place of Mopar NV247, Part No. 05016796AA. Mopar NV247 is a 4WD transfer case fluid used in certain models of Jeeps, including 1999–2003 Grand Cherokees. This recommendation is incorrect. The Mopar NV247 must be used where required until further notice.

## **BG Drive Line Service on Late Model GM Differentials**

February 12, 2002 || 02-140

Late model GM differentials on vehicles with ABS have a sensor on the differential housing. By unplugging and removing this sensor, easy entry can be made with the suction wand on the BG Drive Line Service Center, Part No. 938.

## **Cold weather effects on BG Drive Line Service Center**

December 21, 2000 || 00-112

With the coming of cooler and cold temperatures, it's time to issue a reminder about potential pumping difficulties with the BG Drive Line Service Center, Part No. 938.

There is a dramatic difference in a heavy viscosity products' ability to flow or be pumped within just a 20-degree temperature differential. For instance, BG 85W-140 GL-5 Gear Oil, Part No. 785, is pumped 5 times slower at 75° F than at 95° F. The synthetic BG Ultra-Guard Heavy Duty, Part No. 752, is better, although it still takes more than twice as long at 75° F than at 95° F.

This means that non-synthetic gear oil in the differential or transmission must be over 90° F or it is NOT going to come out quickly, no matter what system you use to evacuate it and that includes pulling the drain plug if it is equipped.

It will take 10 minutes or longer of driving to bring the oil up to serviceable temperatures if it has been sitting in sub-freezing temperatures.

Again, a good drain and fill requires that the oil is at 90° F or higher. Even if there was a method of extracting cold oil quicker, 1/3 to 1/2 of it will still be stuck on the housing walls and gear and that will prevent a thorough exchange. If the differential or transmission doesn't empty in 5 minutes or less, the oil is probably too cold.

Also, remember to use the largest diameter and shortest hose possible to improve pumpability.

## **BG Drive Line Service Tool**

April 4, 2000 || 00-105a

It is not necessary to remove the lid from the drum when installing the BG Drive Line Service Tool, Part No. 938, on a 16 gallon drum. Simply remove the center bung in the drum lid and run the tool's intake hose through it.

The BG 938 and its lid adaptor will fit over the drum lid.

The BG Drive Line Service Tool will soon have a Y-strainer on the back. This is to ensure that larger metal contaminants sucked out of the differential or gear box cannot lock up the pump. There is also a magnet in the Y-strainer to make sure that captured contaminants stay captured. Units with the Y-strainers will be available within the next few weeks.

## **Drive Line Service on Ford Trucks**

March 16, 2000 || 00-104

When doing a BG 938 Drive Line Service on a Ford Truck (for example, a 1990 Ford F-350) you may find it difficult to insert the suction wand into the rear differential. The problem is the location of the fill hole in relation to the ring gear assembly. There is a way to get around this little problem.

1. Raise vehicle.
2. Shift vehicle's transmission to neutral.
3. Remove fill plug from rear differential.
4. Take the small suction wand and guide it into the fill hole.
5. With suction wand inserted into fill hole, rotate one rear wheel so that the ring gear is rotated counterclockwise.
6. Keep turning wheel until suction wand is all the way in the bottom of the differential.
7. To remove suction wand, pull slightly on wand while rotating wheel in opposite direction.
8. Remember to put the vehicle's transmission back into park before lowering to the ground.

## **Rear Axle Failure on ?/? Trucks**

November 24, 1999 || 99-94

*The following paragraph is an excerpt of a November 15, 1999 Service Engineering Report from one of the U.S. automakers.*

Currently there is a team working on nothing but axles. To get a handle on the failure rate that is being seen. Warranty records show that there has been a significant improvement in durability with the synthetic lube, however two additional items are being addressed to improve durability. Additional airflow to the rear axle and a different finish on the gear set are two items being tested currently. Rear axle temperatures less than 400°F do not cause significant damage to the properties in synthetic rear axle lubricant. Temperatures in the 435-450°F range will cause failure.

### **Solution**

These rear axles require a synthetic 75W-140. BG Ultra Guard Heavy Duty, Part No. 752, meets and exceeds this specification.

At 400°F no lubricant, synthetic or otherwise, will have a long or extended service life. A 400°F environment is just too severe.

Under severe service, Chevrolet/GMC Trucks suggest changing all standard size differentials (8 1/2" through 10 1/2" ring gears) at 15,000 miles. These axles only require petroleum based gear oils, not synthetic. Synthetic oils, of course may be used, but are not required. Our primary recommendation is BG Ultra Guard Synthetic 75W-90, Part No. 750.

For the C3500 HD differential (Dana 11" ring gear), as stated above, the requirement is synthetic 75W-140. This heavy-duty differential has an 8.2-pint capacity. This is about double the capacity of the standard, smaller differentials. The extra capacity plus utilization of the 75W-140 synthetic gear oil enables the drain period to be doubled. The required drain interval is 30,000 miles.

BG Product's new Drive Line Service is a natural to enable your dealerships to address this OEM problem.

Dennis Rosson,  
Director of Technical Services,  
BG Products, Inc.

## **Improving flow rate in the BG Drive Line Service Center, Part No. 938**

November 12, 1999 || 99-93

If your customer is frequently removing cold, thick gear oil from drive line components, the flow from the component to the Drive Line Service Center can be greatly speeded up by shortening the nylon suction tube.

The flow rate can be doubled by cutting the tube to 18–20 inches in length. By making it even shorter, the flow will speed up even more, but make sure there is enough to reach the bottom of the component being serviced.

Also remember to use the largest size suction tube possible. Some gear oils, including some BG gear oils, contain an additive that adds tackiness to the oil, which makes it even more difficult to pull through long, narrow suction tubes.

Like engines and automatic transmissions, drive line components should be at normal operating temperature when being serviced.