

BG engine cleaners comparison

May 12, 2006 || 06-246

There exist both collective similarities and unique differences between our engine cleaner products. We wish to highlight the differences between them so that correct application and optimal performance can be achieved.

BG Quick Clean for Engines, Part No. 105 – One 11 oz. (325 mL) dose of BG Quick Clean for Engines will effectively remove soft engine deposits and keep a crankcase clean if used every oil change. During the 10–15 minute cleaning period it will add sufficient detergents and dispersants to the engine oil so as to promote the best removal of oxidation byproducts and other contaminants. It works very well on the lower oil-control rings.

It is not designed to be an aggressive cleaner for neglected engines or those with hard baked-on carbon, such as that found on the top compression piston ring lands. This product is the least aggressive of the three BG engine cleaners.

BG 109, Part No. 109 – One 11 oz. (325 mL) dose of BG 109, when used with the BG Performance Oil Changer, Part No. 9800, provides a premium level of engine deposit removal. By incorporating a fast-acting, highly specialized mix of penetrating detergents, it is able to dissolve and remove even hard baked-on carbon from top piston rings and high temperature crown surfaces. In as little as 10 minutes BG 109 will restore cylinder compression, proper ring gap and overall cylinder balance. Incorporating the BG 9800 tool insures maximum removal of contaminants through air-actuated draining. BG 109 is a very effective cleaner product, and as such, any remaining residual product harmlessly evaporates under normal engine operation shortly after the service is completed.

BG Engine Purge, Part No. 120 – One 32 oz. (946 mL) dose of BG Engine Purge will clean in a similar fashion and with equal effectiveness as BG 109. It effects excellent removal of all types of sludge and deposits and will restore engine compression. However, the primary difference is that BG Engine Purge takes three times the amount of cleaner to accomplish the same result as 11 oz. of BG 109. BG Engine Purge also requires a longer engine run time, (15–20 minutes) for best results.

BG PF12 & BG 109 not compatible

December 1, 2005 || 05-235

We have recently found that the new BG 109 Compression Performance Restoration, PN 109, should not be used in the BG PF12 Power Flush for Engine Oil Systems. The chemistry attacks several of the components in the machine and will render it useless. BG Engine Purge, PN 120, which we had planned to discontinue will be restored to the line immediately. If you have any questions, please contact your local BG Sales Rep

PF12 Jumper Hose Retrofit Kit

November 2, 2005 || 05-233

There have been instances in the field where the PF12 jumper hose adaptors, PN PF52276 and PF52286, wear out over time and come off the barb during an engine flush service. A retrofit kit is now available which includes two heavy-duty replacement push loc hoses. The barbs on each end of the jumper hoses are push loc barbs, eliminating the need for a clamp. The PF12 Jumper Hose Retrofit Kit, PN PF12-02, is available at no charge.

Note: All hoses need periodic inspection to check for wear or misuse. Remember, all hoses will wear out eventually.

Using BG PF12 with BG Quick Clean For Engines in place of BG Engine Purge

January 4, 2002 || 02-136

We have been asked about the performance of BG Quick Clean for Engines, Part No. 105, with the BG PF12 in place of BG Engine Purge, Part No. 120. Therefore, we ran a very short test of BG Quick Clean for Engines using compression test as a yard stick.

USING 1 CAN OF BG Quick Clean for Engines WITH PF12 SERVICE:

1999 Buick—37K

		Cyl #1	Cyl #2	Cyl #3	Cyl #4
Before	168	162	162		
After	170	169	170		

1997 Saab—65K

Before	170	170	160	165
After	170	170	160	170

USING 2 CANS OF BG Quick Clean for Engines WITH PF12 SERVICE:

1992 Grand Am—141K

Before	185	175	180	185
After	180	180	185	185

1991 Honda—215K

Before	160	160	165	165
After	168	165	165	165

Note that the old oil was drained and the BG Quick Clean for Engines was used in new oil. This was to prevent the old engine oil from distorting the test.

Based on this very limited data it does appear that BG Quick Clean for Engines does clean and even a single can makes a respectable improvement in compression. It is also satisfactory to use two cans of BG Quick Clean for Engines in a BG PF12 flush with no adverse affects.

BG PF12 Air Flush – Note of caution

April 12, 2001 || 01-123

When performing a BG PF12 Engine Flush Service, be sure that you **do not leave the Air Flush on for longer than 60 seconds**.

Many oil pumps do not have check valves to prevent oil from flowing backwards. Thus they can lose their prime if you continue to put air pressure against the system for an extended period of time (over 60 seconds). Other areas of the oiling system can be dried out as well with extended air flush times.

A BG PF12 with an oil prime capability is in the testing stages. This would help insure against dry start up.

Slow fill time for BG PF12

March 30, 2001 || 01-120

To speed up fill time of the BG PF12, follow these steps:

1. Remove the back of machine.
2. Locate metal bracket that supports the upper small reservoir
3. Bend the bracket so that the reservoir is sitting more straight up and down. It won't sit completely straight up, however, any movement in that direction will allow for much quicker filling.
4. Replace the machine's back and you are good to go.

Filters in BG 9210 tools are changing

March 30, 2001 || 01-121

When you order a filter for your BG 9210 Inject-A-Flush® Apparatus, you will now receive a new style all-stainless filter and a new holder. This will simply unscrew the existing holder and replace with the new holder.

Cleaning filter bowls on PF10, PF12, PF15

March 19, 2001 || 01-115

The clear filter bowls on these systems are made of materials that are NOT compatible with BG brake cleaners, carb cleaners or intake cleaners. Actually, any aerosol product except glass cleaner has the capability of damaging these filter bowls.

Best policy is to wipe clean with a dry shop towel or rag.

Premature main bearing failure

March 1, 2001 || 01-114C

Using BG PF12/15 on GM 4.3L V6 (VIN W, X-RPO's L35, LF6) found in 96-98 Chev & GMC C/K, M/L, S/5, G, P models and Oldsmobile Bravada

There have been several reports from the field (TAS) of some 4.3 L V6's experiencing premature engine main bearing failure. In most of these cases this condition has occurred soon after an inlet manifold R&R procedure.

In 1996 the GEN 1 V6 engines were re-engineered to incorporate [vertical] inlet manifold to cylinder head attaching bolts. If the inlet manifold bolts are over torqued, the crankshaft main bearing bore will be distorted, eliminating the necessary clearance for proper oil film.

A common procedure after R&R on the inlet manifold is to flush the engine oil system, to remove dirt and gasket material.

This is to alert you that an engine failure after using the BG PF12/15 may be blamed on the equipment when it is actually related to technician over torquing manifold bolts. It has happened.

Using BG PF12 Power Flush for Engine Oil System on Diesel Engines

February 1, 2001 || 01-113

CAUTION! #1

Do not attempt to use the BG PF12 on diesel engines larger than those found in 1 ton chassis of pickups and SUV's. We are evaluating a system that may be capable of doing these engines, however, it is not available from BG at this time.

CAUTION! #2

When using the BG PF12 to service small, light duty diesel engines, do not use the Air Flush step that you would use on a gasoline engine. The compression ratios are too high to risk a dry start up. Also, it may blow the oil away from the injector pump and cause start up damage.

We are working on new caution labels to warn about using the air flush on diesels. These will be available to put on any units you have.

Inline Filter in the BG PF12

December 8, 2000 || 00-111C

There is a small inline filter in the BG PF12 Power Flush for Engine Oil Systems which is similar to the hex filter assembly used on the BG Econo ISC Tool, Part No. 9220.

This filter is inside the unit on a loop that connects to the outlet transfer hose. This filter was installed as additional protection in the event the primary filter on the side of the unit failed to completely seal.

This is a small stone filter and plugs very quickly. The manufacturer is changing to a different style, however, has recommended the following corrective action.

Simply remove the stone filter and spring and put the housing back together empty.

Warning: If this filter plugs flow through the engine and unit will be restricted or halted and serious engine damage may occur. Therefore, it is absolutely necessary to verify oil flow through the sight glass flow meter before continuing service.

CAUTION! BG EGR Service and painted oil pans

March 6, 2000 || 00-103a

In the BG EGR Service instructions, it is stated that you should always road test the vehicle to check for trouble codes and to purge the system of any puddles of BG ISC[®], Part No. 211. If the vehicle could not be driven then the engine should be run for 15 minutes to eliminate any puddles of BG ISC[®]. There has been at least one situation where a vehicle was allowed to sit over night without performing this purging process and without changing the oil. Fumes or vapors from puddles of BG ISC[®] evidently migrated to the oil pan where they very effectively stripped the paint which ultimately plugged the oil screen resulting in **engine damage**.

BG EGR Service instructions are being rewritten to be more emphatic about purging all BG ISC[®] *immediately* after each service. If all possible, an oil change should be performed upon completion of the service, especially on models known or suspected to have paint on the inside of their oil pans.

Also, the idle time on vehicles that have just been serviced and cannot be driven should be at least 30 minutes instead of 15. This is to help insure that all puddles are dried out.

To repeat, just the vapors from small puddles of 211 in the top of engine are powerful enough to **strip paint in the bottom of the engine in just a few hours**. If you use the solid cap to attempt to unplug a completely plugged system, keep the engine running. The “soak cycle” with the engine off procedure is being eliminated as an option.

Also, if BG ISC[®] is allowed to stay puddled in '95 and older Northstars, it can damage the fuel regulator that is buried inside the air cavity.

Hundreds of BG EGR Services have been done over the past year with no problems, however the potential is always there. Train your techs to get the BG ISC[®] purged out of the system as quickly as possible.