

Gear-Oil Additive

Description

Contains highly concentrated MoS₂ to reduce wear in manual and differential transmissions, axle drives without integrated wet differential locks and mechanical steering systems. MoS₂ reduces temperature peaks and ensures quieter running and smoother shifting. The transmission heats up less and benefits from smoother tooth faces in terms of quieter running and improved performance.

Properties

- resistant to stresses and vibrations
- increases operational reliability
- assures optimum shifting performance
- friction and wear reducing
- outstanding emergency-running properties
- reduces transmission noise
- secures optimum transmission operation

Technical data

| | |
|--------------------|--------------------------|
| Color / appearance | dark grey - black |
| Solids content | ~ 10 % |
| Viscosity at 20 °C | 304,31 mPas DIN 51398 |
| Flash point | > 100 °C DIN ISO 2592 |
| Pour point | -15 °C DIN ISO 3016 |
| Thermal stability | > 400 °C |
| Form | liquid |
| Odor | characteristic |
| Density at 20 °C | 1,0013 g/cm ³ |

Areas of application

For manual and differential transmissions, axle drives without integrated wet differential lock and mechanical steering systems, especially under high thermal loads.

Comment

Not suitable for use on motorbikes with wet clutches!

Application

Add to the gear oil. Mixing takes place automatically during operation. Suitable for both mineral and synthetic gear oils. 20 g is sufficient for 1 liter of gear oil. 50 g is sufficient for 2.5 liters of gear oil.

Available pack sizes

| | |
|-------------------|------------|
| 20 g Tube plastic | 2652 PL |
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Available pack sizes

| | |
|-------------------|----------------|
| 20 g Tube plastic | 8387 RO |
| 20 g Tube plastic | 21487 H |
| 50 g Tube plastic | 2510 GB-I-E |
| 50 g Tube plastic | 21643 E-P |



Our information is based on thorough research and may be considered reliable, although not legally binding.