

Top Tec MTF 5400 SAE 75W-90**Description**

Leading edge, synthetic high-performance transmission fluid. Developed to meet the severe requirements of modern transmissions and differential gears. Provides maximum wear protection thanks to its excellent shear stability and the low friction provided. Maximized shift performance in all operating conditions as a result of outstanding viscosity/temperature properties. Use with extended oil change intervals as per manufacturer.

Properties

- excellent resistance to aging
- excellent viscosity/temperature properties
- high pressure-absorption capability
- excellent corrosion protection
- excellent wear resistance
- outstanding seal compatibility
- wide viscosity range
- reduces gearshift resistance
- reduces transmission noise

Specifications / Approvals

API GL4

LIQUI MOLY recommends this product for vehicles or assemblies for which the following specifications or original spare part numbers are required:

BMW MTF LT-4 • Ford ESD-M2C 175-A • Ford ESD-M2C 186-A • Ford WSD-M2C 200-C • MB 235.72 • VW 501 50 • VW G 005 000 • VW G 052 145 • VW G 052 157 • VW G 052 190 • VW G 052 911 • VW G 50 • VW G 51

Technical data

SAE class (gear oils)	75W-90 SAE J306
Density at 59 °F	0,880 g/cm ³ DIN 51757
Viscosity at 104 °F	88,0 mm ² /s ASTM D7042
Viscosity at 212°F	15,5 mm ² /s ASTM D7042
Viscosity at -40 °F (Brookfield)	<= 150000 mPas ASTM D2983
Viscosity index	185 DIN ISO 2909
Pour point	-49 °F DIN ISO 3016
Flash point	356 °F DIN ISO 2592

**Technical data**

Color number (ASTM)	L 1,5 DIN ISO 2049
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Areas of application

Designed for use in highly stressed manual transmissions, auxiliary drive and differential gears. Recommended for use in Volkswagen / Audi, BMW, Ford, Porsche and many others.

Comment

Always follow manufacturer specifications and recommendations. Optimum performance only possible when used unmixed.

Available pack sizes

1 l Can plastic	22275 CAEN-CAFR-USEN
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Our information is based on thorough research and may be considered reliable, although not legally binding.