

Typical Properties					
	D4ATF	Synthetic ATF	High Temp ATF	Racing ATF	C+ ATF
Recommended use:	Dexron III / Mercon	Dexron II / Mercon	Dexron III / Mercon	Ford Type F	Chrysler Mopar 7176
API Service Category	GL4		GL4		
Vis @ 100°C, cSt	7.5	7.2	10.0	10.0	7.5
Vis @ 40°C, cSt	34.4	32.5	53.9	56.0	32.3
Viscosity Index	198	197	172	170	213
Brookfield Viscosity @ -40°C, Poise	52	45	175	180	38
Pour Point, °C	-60	-51	-51	-50	-60
Pour Point, °F	-76	-60	-60	-58	-76
Flash Point, °C	225	224	232	232	222
Flash Point, °F	437	435	450	450	432

Available As

BAR CODE	CODE	ITEM	UNIT SIZE	UNIT SIZE METRIC
83522 30304	RL124-1	RACING ATF AUTO TRANS	QRT	0.946 Ltrs
83522 30305	RL124-4	RACING ATF AUTO TRANS	1G	3.784 Ltrs
83522 30306	RL124-20	RACING ATF AUTO TRANS	5G	18.920 Ltrs
83522 30104	RL126-1	SYN ATF DEXII AUTO TRANS	QRT	0.946 Ltrs
83522 30105	RL126-4	SYN ATF DEXII AUTO TRANS	1G	3.784 Ltrs
83522 30604	RL127-1	C+ ATF AUTO TRANS	QRT	0.946 Ltrs
83522 30605	RL127-4	C+ ATF AUTO TRANS	1G	3.784 Ltrs
83522 30504	RL128-1	D4 ATF DEXIII AUTO TRANS	QRT	0.946 Ltrs
83522 30505	RL128-4	D4 ATF DEXIII AUTO TRANS	1G	3.784 Ltrs
83522 30506	RL128-20	D4 ATF DEXIII AUTO TRANS	5G	18.920 Ltrs
83522 30507	RL128-64	D4 ATF DEXIII AUTO TRANS	16G	60.544 Ltrs
83522 30204	RL130-1	HIGH TEMP ATF AUTO TRANS	QRT	0.946 Ltrs
83522 30205	RL130-4	HIGH TEMP ATF AUTO TRANS	1G	3.784 Ltrs
83522 30206	RL130-20	HIGH TEMP ATF AUTO TRANS	5G	18.920 Ltrs

AUTOMATIC TRANSMISSION FLUID - More Explanation

There is a lot of confusion within the automotive industry regarding the differences between auto trans. oil grades i.e. Why can't you use Dexron III in a Ford B.T.R. auto trans. or a Mitsubishi Magna? Why does one oil producer call for an F Type fluid in an early Ford FMX and another say Dexron III will be okay?

In simple terms, it relates to the friction co-efficiency of the fluid. I.e. the ability of the friction seals or bands in an automatic transmission to stop slipping or slip more, when they are brought into contact with each other.

This relates to you, as the end user, feeling either a very sudden or jerky gear change or a long slow change, which appears in some cases to be slipping.

An automatic F Type fluid (Red Line Racing ATF) has the least amount of slippery additives in its package allowing a very sudden crisp gear change. This is very suitable for performance or racing transmissions (could be called a shift kit in a can), but would not be suited to a luxury vehicle that advertises smoothness.

All other auto trans. fluids, i.e. Dexron II, Dexron III, D Type, M Type, Type 95 have varying degrees of slippery additive in them to suit the requirements of a particular manufacturer, which relates to the type of material he uses for friction purposes. The fluid properties often overlap from one manufacturer to another, so in some cases a company will have one fluid to meet the requests of three cars, say Holden, Ford BT R Type & Mitsubishi Magna, whereas another oil company will need three different fluids to meet the requirements.

Dex IV – There is talk of this new rating however the specifications are still under draft. (1/7/02).

<u>Quick Red Line Guide to ATF's</u>	
DexronII or D Type	= Red Line Synthetic ATF
Dexron III	= Red Line D4ATF or Red Line HiTemp ATF
C+	= Red Line C+ ATF
M Type	= HiTemp ATF
Type 95	= HiTemp ATF
F Type	= Red Line Racing ATF

WARNING To ALL Drag Racers, Teams, Auto Trans Builders.

- 1) When using Racing ATF in stall testing situations, it is a common habit to bring the engine up to trans. stall revs on wide open throttle, to check the tune while in the pits. **This habit is disastrous for transmission fluids, as the temperature rise in the Torque Converter is around 60°C per second.**

Unlike launching on the stall, when you return to idle the transmission is not circulating the oil, so the oil in the converter doesn't cool - it just boils and degenerates. In contrast to stalling on a launch, the oil temperature