

4-Power[®] D - Diesel Fuel System Cleaner

Fouled Injector



Before 4-Power^D



After 4-Power^D

CONKLIN

4-Power[®] D - Diesel Fuel System Cleaner

Dirty Piston



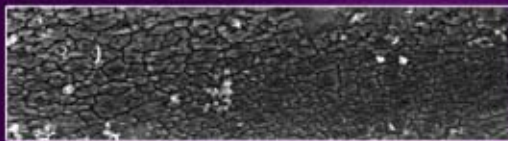
Before 4-Power^D



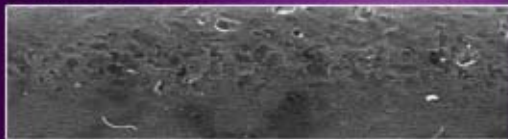
After 4-Power^D

CONKLIN

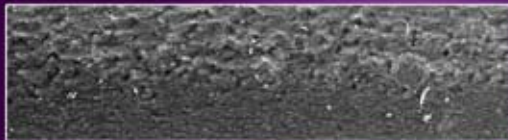
4-Power[®] D - Diesel Fuel System Cleaner



Prior to use of 4-Power*D*



After 4-Power*D*

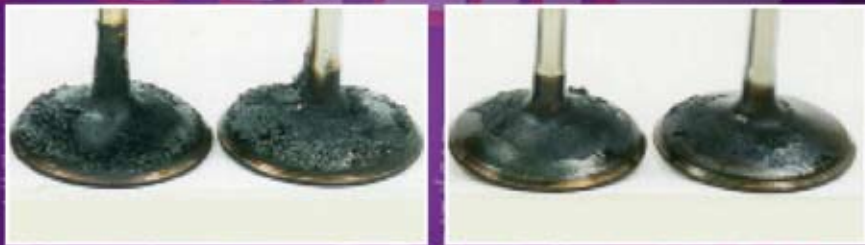


After a 4 hour run without
a fuel conditioner

CONKLIN

4-Power® G - Gasoline Fuel System Cleaner

Dirty Valve



Before 4-Power^G

After 4-Power^G

CONKLIN

Net Contents:
8 Ounce (237 mL)

See back panel for directions

...against fuel syst
...weather syst
...dirty injecto
...es water
...sily cleans th
...es varnish, gum
...SYSTEM G
...OLINE G

4-Power® G - Gasoline Fuel System Cleaner

Fouled Injector



Before 4-Power G



After 4-Power G

CONKLIN

Net Contents:
8 Ounce (237 mL)

See back panel for additional information.

Keep out of reach of children.

Use only for cleaning fuel systems.

Do not use on diesel engines.

Do not use on carburetors.

Do not use on glow plug engines.

Do not use on two-stroke engines.

Do not use on lawnmowers.

Do not use on chainsaws.

Do not use on blowers.

Do not use on trimmers.

Do not use on weed whackers.

Do not use on string trimmers.

Do not use on brush cutters.

Do not use on mowers.

Do not use on lawnmowers.

Do not use on lawnmowers.

Do not use on lawnmowers.

Do not use on lawnmowers.

Do not use on lawnmowers.

ATF-XTRA MS[®] - Full Synthetic Transmission Fluid

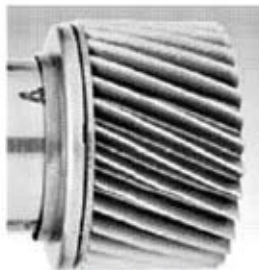
Aisin Warner AW-1**	DEXRON [®] -III H	MAN 339 V2	Texaco N402
Allison C-4	DEXRON [®] VI**	MAN 339 Z1	Toyota T-III
Allison TES-295	Esso LT 71141	MAN 339 Z2	Toyota T-IV
Allison TES-389	Ford MERCON [®]	MAN 339 Z3	Toyota WS (JWS 3324)**
Audi G 052 025-A2	Ford MERCON [®] V	Mazda ATF-M III	Voith 55.6335.XX (G607)
Audi G-052-162-A1	Ford MERCON [®] SP**	Mazda ATF-MV	Voith 55.6336.XX (G1363)
BMW 7045E	Ford MERCON [®] LV**	Mercedes Benz 236.1 / 236.2 / 236.5 / 236.6 / 236.7 / 236.9 / 236.10 / 236.11	Volvo 97340
BMW LA2634	Honda ATF-Z1	Mitsubishi Diamond SP-II	VW G 052 025-A2
BMW LT 71141	Hyundai SP-II & SP-III	Mitsubishi Diamond SP-III	VW G-052-162-A1
Chrysler ATF	Hyundai NWS-9638*	Nissan Matic-D	ZF TE-ML 03D
Chrysler ATF +2	Idemitsu K17	Nissan Matic-J	ZF TE-ML 04D
Chrysler ATF +3	JASO 1-A	Nissan Matic-K	ZF TE-ML 09
Chrysler ATF +4	JWS 3309	Shell 3403	ZF TE-ML 14A
DEXRON [®]	Kia SP-II	Shell LA2634	ZF TE-ML 14B
DEXRON [®] -II	Kia SP-III	Subaru ATF	ZF TE-ML 14C
DEXRON [®] -II D	MAN 339F	Texaco ETL-7045E	ZF TE-ML 16L
DEXRON [®] -III G	MAN 339 V1	Texaco ETL-8072B	ZF TE-ML 17C

* ATF-XTRA MS is not recommended for the CVT, DTC or Ford type F fluid specification. Please check the *Conklin Lubrication Recommendations Guide* and/or the product specification sheet to ensure that your specification needs are met.

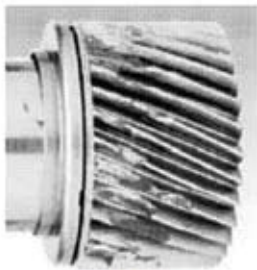
** ATF-XTRA MS is slightly higher in viscosity than this specification's standard.

CONKLIN[®]

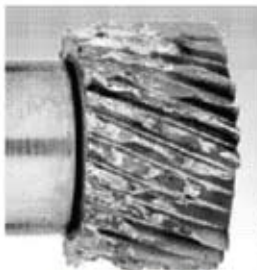
ATF-XTRA MS[®] - Full Synthetic Transmission Fluid



ATF-XTRA MS



Competitor A



Competitor B

The above photos show how, after the most severe 50-hour ATF wear testing, ATF-XTRA MS protects better than the competition.

CONKLIN[®]

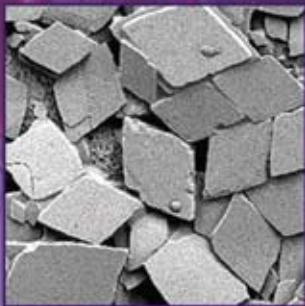


Battalion® - Parasyntetic Hydraulic Transmission Fluid

- John Deere – J20 A/D, J21A, J14C, J14B (303 Fluid), Hy-Guard, Quatrol
- Massey Ferguson – M-1127 A/B, M-1141 (Permatran III), M-1129A (Permatran), M-1135, M1110, M-1143
- Deutz-Allis – 272843 (IPF821), 257541, 246634
- Komatsu Dresser – B-006-001, B-06-002
- Case – JIC-143, JIC-144, MS 1209, MS-1206 (Power Guard PTF), MS-1204/JIC-185, MS-1207 (HyTrans Plus), MS-3505 MS-1210/JIC-145 (TCH), MS-1205
- ZF – TE-ML-03E, TE-ML-05, TE-ML-06
- White – Q-1826, Q1766, Q-1722, Q-1705, Q-1766B, -1802, Type 55
- Renk Doromat – 873, 874A, 874B
- Denison – HF-0, HF-1, HF-2
- Allison - C-2, C-3, C-4
- Sundstrand Hydrostatic Transmission
- Kubota – (UDI & UDT Fluid)
- Steiger – SEMS 17001
- Versatile – 23M, 24M
- Landini
- Hesston Fiat – AF-87, Multi-F, Multi-G
- Caterpillar – TO-2 (Does Not Meet TO-4)
- IHC – B-6 (Hy-Tran), B-5
- Ford/New Holland – M2S134 A/D, M2C86-B/C, M2C53-A/B, M2C48-A/B, M2C41-B, M2C43, M2C92-A, FNHA-2-C-201/200/200A
- Volvo VME, VCE – WB-101
- AGCO-Allis – Power Fluid 821 & 821 XL
- Sperry-Vickers – 35VQ25, M-2952-S, I-286-S, M-2950-S

CONKLIN

Diesel Plus® - Diesel Fuel Conditioner



Wax crystals in a untreated Diesel fuel



Wax crystals in Diesel fuel treated with Diesel Plus



CONKLIN

Fuel Mate Plus® - Gasoline Conditioner

Fuel Mate Plus Treatment Rates

2 oz. to
20 gallons

1 gallon to
1280 gallons

1 pint to
160 gallons

5 gallon to
6400 gallons



CONKLIN

Easily Mixes from a 16:1 to a 50:1 Ratio

	16:1	20:1	24:1	32:1	50:1
Gallons of gasoline	Ounces of oil to be added				
1	8	6	5	4	3
2	16	13	11	8	5
3	24	19	16	12	8
4	32	26	21	16	11
5	40	32	27	20	13
6	48	38	32	24	16



CONKLIN

RAVE[®] - Rain Activated Vision Enhancer



70 mph



35 mph

CONKLIN[™]



Super Fluid[®] - Conventional Hydraulic Transmission Fluid

- John Deere – J20 C/D, J21A, J14C, J14B (303 Fluid), Hy-Guard
- Massey Ferguson – M-1127 A&B, M-1141 (Permatran III), M-1129A (Permatran), M-1135, M1110
- Deutz-Allis – 272843 (IPF821), 257541, 246634
- Case – JIC-143, JIC-144, MS 1206 (Power Guard PTF), MS-1204/JIC-185, MS-1207 (Hy-Trans Plus), MS-1210/JIC-145 (TCH), MS-1205
- White – Q-1826, Q1766, Q-1722, Q-1705
- Allison – C-4, C-3, C-2
- Sundstrand Hydrostatic Transmission
- Kubota – (UDI Fluid)
- Steiger
- Versatile
- Landini
- Hesston Fiat – AF-87
- Caterpillar – TO-2 (Does Not Meet TO-4)
- IHC – B-6 (Hy-Tran), B-5
- Ford/New Holland – M2S134 A, B, C or D, M2C53-A, M2C48-B, M2C41-B, 2-C-201/200

CONKLIN[®]

Oil Analysis - Additives

These elements are blended into the oil in different forms and quantities by the manufacturer. The additive package in an oil will vary, depending upon the type of oil.

Magnesium	dispersant/detergent additive
Calcium	dispersant/detergent additive
Barium	dispersant/detergent additive
Phosphorus	anti-wear additive
Zinc	anti-wear additive
Molybdenum	anti-wear additive

Oil Analysis

Fuel Soot

A result of blow-by or incomplete combustion. High levels may indicate combustion problems or overextended drain intervals.

Contaminant

These elements can be an indication of contamination from outside the system. The source and amount of contamination can be determined by comparison to a previous, non-contaminated sample of the same unit. Specific tests for some contaminants can supplement the analysis.

Success Story

Oil analysis is a key part of my vehicle's maintenance. For the last 105,000 miles I've pulled an oil sample and changed the filter about every 5000 miles adding in the 2 quarts I lose with the filter. My oil analysis show I'm good to continue and I see no reason to change: I'm shooting for 250,000 miles.

I bought my 2000 Ford super duty new and it was changed over to Conklin Vehicle Products at 1000 miles. I have a little over 200,000 on it now and haven't had any major repairs. You need to know this truck isn't babied and it doesn't see any special treatment besides the Conklin products. When a new truck cost \$45K why not give your truck a longer life & protect it with quality Conklin products?
- Michael Rockhold Sr., KS



CONKLIN[®]

Oil Analysis

WATER BY KARL FISCHER: Reports percent water (ASTM D-1744 or D-6304)

GLYCOL: A specific test for the presences of glycol (anti-freeze) in an oil (ASTM D-2982)

PARTICLE COUNT: Determines the level of cleanliness in hydraulic fluids

FUEL DILUTION: Unburned fuel in the oil may signal fuel system leaks or incomplete combustion.

TOTAL BASE NUMBER: Measures the level of alkalinity in an oil. Decreasing total base number signals the need to change oil (ASTM D-4739).

VISCOSITY: The kinematic viscosity (ASTM D-445) determined at 40°C and/or 100°C is a measure of the flow rate of an oil in relation to time. This data is used to assign an SAE grade to an oil.

CONKLIN[®]

Oil Analysis - Wear Metal Sources

Iron	cylinders, gears, rings crankshafts, liners, bearings, housings, rust
Chromium	rings, roller/taper bearing, rods and platings
Lead	bearing overlays, additive in gear oil and gasoline
Copper	bushings, bearings, thrust-washers, friction plates, copper heat exchangers and oil additive
Tin	bearings, bushings, piston platings
Aluminum	pistons, bearings, pumps, blowers, rotors and thrust-washer
Nickel	valves
Silver	bearings, bushings and platings
Manganese	trace elements in liners and rings, additive in gasoline
Titanium	trace element
Vanadium	trace element

One of the many benefits to the Gold Guard Plus 75W-90 & Top Spec 80W-140 Synthetic Gear Oil's is the emphasis on minimizing NVH (Noise-Vibrations-Harshness). NVH generates as vibrations or noise, transmits in a variety of ways, and radiates acoustically into the cabin of a vehicle. Vibrations are sensed at the steering wheel, the seat, armrests, or the floor and pedals and in severe cases can be visually recognized. If left unaddressed vibrations are likely to lead to other premature part failure starting with driveline bearings and u-joints.

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Engine Oil Viscosity Classification Chart

SAE Grade	MIN-cSt-100°	C-MAX-cSt
10W	4.10	
20	5.60	9.29
30	9.30	12.49
40	12.50	16.29
50	16.30	21.89

How to convert to Convoy Motor Oil

When converting an engine from conventional motor oil to Convoy, it is important to first clean any sludge and deposits from the crankcase with TKO®. You can switch directly to Convoy and Convoy motor oils will also clean away any sludge and deposits, but if Convoy is being used as a clean up oil you should not go for an extended oil drain interval with the initial oil change.

1. For new vehicles with less than 20,000 miles you can use Convoy at the next oil and filter change interval.
2. If your vehicle has 20,000-100,000 miles, run TKO and conventional motor oil for 3,000 miles before switching to Convoy.
3. For engines over 100,000 miles, it may be necessary to run TKO more than the one oil change interval. Keep in mind you can't run TKO too many times. When first running TKO, you may notice a slight increase in oil consumption. This is normal. The increased oil consumption is a result of the sludge and deposits burning off. Once you have converted to Convoy, you will no longer need to run TKO.

If you are currently using a semi / para /or full synthetic you will not run TKO before switching to Convoy Motor Oil.

CONKLIN™