



Automatic Transmission Stop Leak

The automatic transmissions in front wheel drive vehicles are much different than conventional transmissions in rear wheel drive vehicles. They combine both the transmission and the differential into one compact, hard working unit called a transaxle. This unit normally is immediately adjacent to the engine and therefore gets hotter than did the conventional transmission. The higher temperatures greatly increase the formation of gum and varnish. This makes it extremely difficult for transmission fluid to remove these performance destroyers. The Bardahl transaxle formula works far better than ordinary transmission treatments in helping the ATF clear away gum and varnish from moving parts, prevent metal wear and keeping seals pliable to prevent leaks. The same properties that make **Bardahl Automatic Transmission Stop Leak** beneficial to transaxles also make it superior additive for rear wheel drive automatic transmission removing gums, resins and varnish from valves and actuators. Truly 'first aid for a sick transmission.'

This product sits in a handy bottle. That means:

- Easy to administer
- The bottle has a turn capsule, so you can use it several times

The problem

Good automatic transmission performance depends on fluid flowing at correct temperatures and exact pressures. Parts must work smoothly and the fluid must be where it's needed. Two main problems cause poor operation. Transmission problem may be caused by:

1. shrunken or inflexible seals allowing fluid leaks
2. varnish deposits on seals and mechanical parts

Shrunken, inflexible outside seals cause loss of fluid, leading to erratic shifting and in severe cases, no shifting at all. Loss causes slippage which eventually wears out bands and/or clutch plates. Losing even a quart, can cause overheating.

Internal seals can also leak, unnoticed, depriving particular areas of fluid. This could cause rough shifting and improper function resulting in increased wear.

Varnish glaze is formed when oil and heat interact. It coats seals; the seal lips curl and allow pressure leakage. Glaze also traps contaminants and becomes abrasive to input and output shafts, eventually scoring them so severely even a new seal won't seat properly. Shafts must then be replaced.

Varnish also makes governors and valves stick, fouls the function of pumps and stops servo action. Timed interaction is disrupted and rough shifting throws shock loads throughout the transmission, threatening complete breakdown.



Product information

The action

Bardahl Automatic Transmission Stop Leak has ingredients to:

1. Remove varnish from seals and internal parts:
2. Recondition seals.

The varnish-removing ingredient cleans varnish from seal. It prevents pressure from leaking past curled lips and allows even penetration of the revitalizing ingredient. If used in time, it prevents scoring of shafts. It keeps intricate parts (governor, valves, servos, pumps) free of glaze.

The reconditioner keeps new seals pliable, restores flexibility to stiff seals and revitalizes and expands shrunken ones.

Bardahl Automatic Transmission Stop Leak used before problems start prevents seal leaks, rough shifting and excess wear. And it stops most existing problems safely and inexpensively. Compatible with all transmission fluids, it won't affect their oxidation stability, oxidation characteristics or original ingredients.

Directions

- Add one 16 oz can of **Bardahl Automatic Transmission Stop Leak** in place of the same amount of transmission fluid. For severe conditions, add two cans.
- Allow 400 to 600 km for results. (if transmission still leaks, repeat procedure or replace seals. **Bardahl Automatic Transmission Stop Leak** contains a special red dye to pinpoint external leaks).

Compatible with all automatic transmission fluids.

Article number	06018US
Contents	473 ml