



HB-1120 UNI-TORQUE UNIVERSAL TORQUE FLUID

DESCRIPTION:

- New generation hydraulic/transmission/torque fluid to meet the requirements of the widest range of power equipment, especially for agricultural and industrial applications
- Meets and exceeds virtually all tractor and equipment manufacturers' specifications, including performance requirements for gears, pumps, differentials, final drives, bearings, wet brakes and power takeoff (PTO) clutches
- Provides superior performance in power-driven off-highway equipment, construction machinery and industrial equipment
- Most advanced multi-specification hydraulic/ transmission fluid on the market
- Contains advanced EP and anti-foam additives
- Helps equipment run 20%-30% cooler than standard hydraulic oil.
- Helps eliminate line & hose breaks
- Conditions seals
- Helps eliminate leaks
- Helps eliminate slipping transmissions

COMPOSITION:

- Contains extreme pressure protection for maximum gear life and special friction modifiers for wet brakes and PTO clutches
- Formulated to give superior water tolerance filterability
- It has exceptionally high viscosity index gives it the widest range of operating temperatures
- Special seal conditioners maintain seals to minimize leakage
- Also included for peak efficiency are adhesive/cohesive additive, foam suppressant, anti-wear additive, oxidation inhibitor, corrosion inhibitor and pour point depressant

PERFORMANCE CHARACTERISTICS:

Exceeds all equipment manufacturers' standards for wear, chatter, brake capacity, PTO performance and filterability'

Noted are various areas of performance in which Uni-Torque

excels: Agricultural Performance:

- Uni-Torque provides superior gear wear protection in two key performance tests'
- Uni-Torque allows no pitting in the Ford 3000 test' (Ford 3000 test considers 2-," of pitting on critical gear surfaces to be "acceptable")
- Provides superior protection of spiral bevel and sun gears in the John Deere Spiral Bevel/Final Drive Gear Wear Test
- Brake chatter can mean greater difficulty in braking and premature failure Uni-Torque suppresses chatter without robbing brakes of needed capacity
- Stopping distances are reduced by as much as 20% with Uni-Torque
- When a tractor PTO-driven implement hits any large object in a field, the PTO should stall quickly enough to prevent the clutches from slipping and burning up
- The test for PTO performance requires less than a 3 second stall time
- Uni-Torque provides a stall time of less than 1 second which reduces clutch wear and prolongs PTO life

Powershift Transmission Performance:

As a multi-purpose power transmission fluid, Uni-Torque exceeds specifications for Powershift transmissions and industrial torque converters in off-highway equipment' It also exceeds the requirements of the Allison C-3 and C-, specification for friction retention with the clutch plates used in Allison Powershift transmissions' In addition, based on Caterpillar TO-2 and TO-, friction test results, UM-TORQUE exceeds the requirements for use in Caterpillar Powershift transmissions'

Industrial Hydraulic Pump Performance:

Uni-Torque can also be used in industrial and mobile as well as agricultural equipment hydraulic systems it meets and exceeds the requirements of all major hydraulic pump manufacturers' It also works exceptionally well in all temperatures for better startups and hydraulic response' It shows excellent anti-corrosion characteristics even in the presence of water and guards against hardening and shrinking or over-swelling of seals' Exceptional anti-wear characteristics resulting in extended pump life allow consistent hydraulic performance'

Uni-Torque is recommended for the majority of equipment (agricultural; construction, industrial or mobile) requiring a hydraulic/transmission fluid' For John Deere industrial equipment and agricultural combines which require a hydrostatic drive fluid meeting only the J21A specification, 303 John Deere Fluid is specifically recommended' 303 with its lower viscosity is required for superior low-temperature performance' HB-1120 or 303 is recommended for John Deere Hydrostatic Drive compartments in agricultural equipment other than combines where either J20A or J21 A spec fluids may be used' HB-1120 is recommended for temperatures down to +5°F

TYPICAL APPLICATIONS:

Case-International

J1C-1,3,
J1C-1,,
J1C-1,5
J1C-185
MS-1205 (TFD Fluid)
MS-1206 (Powerguard PTF Fluid)
MS-1207 / B6 (Hy-Tran)

Caterpillar

TO-2 TO-,

Cincinnati Milacron

P-68
P-69
P-70

Chrysler Motor Corp' ATF

John Deere

JDT303
J 1,C
J20A (Hy-Gard)
J20B

Denison

HF-0
HF-1
HF-2

Detroit Diesel Allison
Type C-3, C-, Fluid

Deutz-Allis

PF 821 (Power Fluid
821) Ford Motor Corp'
ATF Ford New Holland:
M2C,1-A & B
M2C,8-A & B
M2C53-A & B
M2C77-A
M2C78-A
M2C79-A
M2C86-A & B & C
M2C13,-A, B & C
General Motor Corp'
ATF Hesston-Fiat

Kubota

Universal Transdraulic Fluid

Massey-Ferguson

M1110
M 1127A & B
M 1129A
M1135
M1139
M11,1
Pematran 111

Minneapolis-Moline Oliver
Type 55 Fluid

Sperry Vickers 1-
286-S M-2950-S

Steiger

SEMS 17001

Sundstrand Hydraulics

Versatile

23M
2,M
HyGear Fluid

White

Q-1705
Q-1722
Q-1766
Q-1802
Q-1826
White Universal Fluid